

# King's Lynn

## Local Cycling and Walking Infrastructure Plan

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



**Norfolk** County Council

Main report  
**February 2022**

## Contents

1. Introduction .....	2
2. Benefits of improving the active travel network for King’s Lynn.....	4
3. Creating a Local Cycling & Walking Infrastructure Plan .....	5
4. King’s Lynn transport challenges .....	7
5. Active travel network design .....	9
6. Active travel network scope .....	12
7. King’s Lynn and West Norfolk active travel network.....	14
8. Active travel network – prioritised schemes .....	16
9. Wider network connectivity schemes .....	43
10. Priority Highway cycling and walking schemes .....	62
11. Other priority schemes to support the active travel network.....	64
12. Details of Annex A-G .....	73

## 1. Introduction

Working in partnership, Norfolk County Council (NCC) and the Borough Council of King's Lynn and West Norfolk (BCKLWN) have carried out extensive study work and devised a transport strategy for King's Lynn which has been adopted by both councils. To develop this strategy further they are working together to create a Local Cycling and Walking Infrastructure Plan (LCWIP) for King's Lynn and neighbouring civil parishes. The purpose of the plan is to identify and prioritise cycling and walking network improvements which can be implemented in the short, medium and long term.

This report contains the detail of the priority cycling and walking network improvements schemes identified by the planning process, all of which have been subject to stakeholder engagement, appraisal and prioritisation using Department for Transport's (DfT) assessment tools.

The objective of the priority schemes identified is to improve the connectivity and accessibility of the King's Lynn cycling and walking network for everyone. The overall aim is that these improvements will encourage more people to choose a form active travel, such as cycling and walking, for making shorter journeys which can bring health, environmental and economic benefits for the region.



Figure 1: DfT Gear Change: A bold vision for cycling and walking

The Department for Transport (DfT) has published guidance which supports the development and design process for cycling and walking networks. The network improvement schemes detailed within this report have been developed in line with this guidance. This helps to ensure that the priority schemes meet the transport needs of the region and that they are delivered to a high standard. The key outputs of the planning process include:

- a cycling and walking network plan which identifies preferred cycling and walking routes and core zones for further development.
- a prioritised programme of cycling and walking infrastructure improvements which can be put forward for funding opportunities as they arise, such as the King's Lynn Town Investment Plan fund and any future Active Travel funding opportunities from government.
- a report setting out the underlying analysis which has been carried out on the network and provides an explanation of how the network improvements have been identified. This information is contained within the King's Lynn Local Cycling and Walking Infrastructure Plan Annex Report.

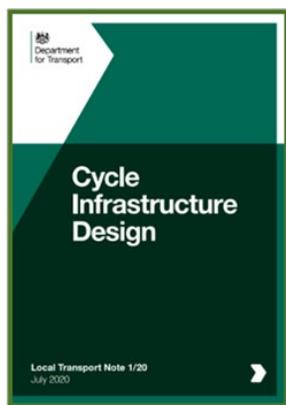


Figure 2: DfT Cycle Infrastructure Design Guidance

Local Cycling and Walking Infrastructure Plans play an integral part in the delivery of the overall transport strategy for Norfolk. They also support Norfolk County Councils ambition to make Norfolk a walking and cycling county where walking and cycling are the natural choice for all types of user for both travel and leisure in both rural and urban areas.

## 2. Benefits of improving the active travel network for King's Lynn

Research has shown that cycling and walking are good for both our physical and mental health and by making more journeys via active travel modes we can also improve our quality of life, benefit the environment and enhance local productivity, which are substantial gains which benefit individual people and the community.

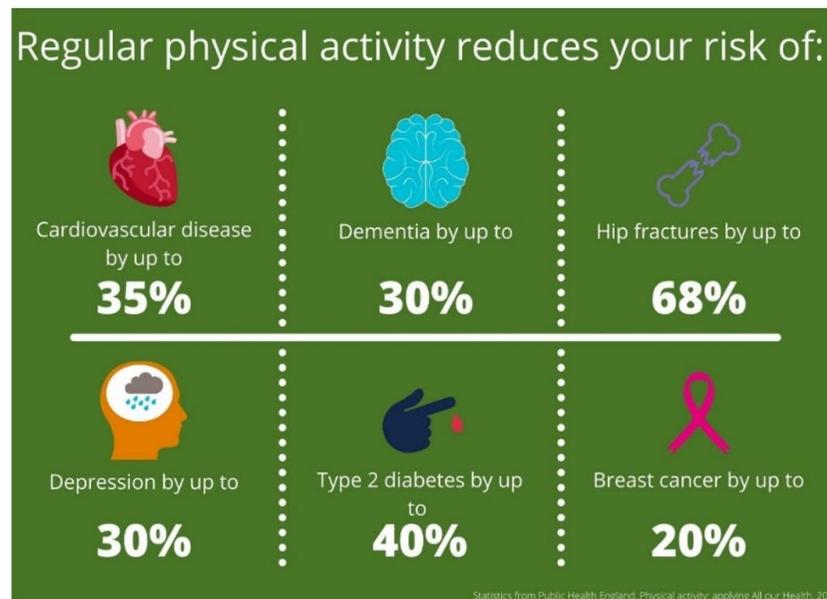


Figure 3: The benefits of increased levels of cycling and walking.

By investing in the cycling and walking networks across Norfolk we can also help tackle some of the most challenging issues we face as a society by improving air quality, combatting climate change, improving health and wellbeing, addressing inequalities in society and tackling congestion on our roads.

Local Cycling and Walking Infrastructure Plans enable local authorities to identify and prioritise active travel network improvements which promote network use and support submissions for funding opportunities.

### 3. Creating a Local Cycling & Walking Infrastructure Plan

The Department for Transport (DfT) recently released the ‘Gear change: a bold vision for cycling and walking’ plan, which reveals a vision to make England a great walking and cycling nation. The ‘Gear change’ policy document provides guidance for local authorities on how to develop Local Cycling and Walking Infrastructure Plans.

The guidance includes six different stages of work which should be undertaken when preparing infrastructure plans. Norfolk County Council (NCC) and the Borough Council of King’s Lynn and West Norfolk (BCKLWN) have followed these stages closely and the table below provides a summary of the objectives for each of these stages and how they have been met for the King’s Lynn.

Stage	Objective	Requirements	King’s Lynn
1	Determining Scope	Establish the geographical extent of the Local Cycling and Walking Infrastructure Plan, and arrangements for governing and preparing the plan.	The geographical extent of the King’s Lynn active travel network plan was established through joint planning meetings between NCC and the BCKLWN. The planning meetings identified a core focus study area and a wider connectivity study area which connects the urban area of King’s Lynn with surrounding villages (see section 6)
2	Gathering Information	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.	Existing patterns of walking and cycling and potential new journeys identified through the analysis of Census Data, Strava Metro Data (GPS) and existing traffic count data. Existing network conditions and barriers to cycling and walking identified by reviewing existing policies and network schemes and Project Officer site visits. A review of related transport and land use policies and programmes included a review of adopted Neighbourhood Plans and key strategic transport, environment and public health policy documents.
3	Network Planning for Cycling	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.	Activities completed in order to create a cycle network plan included a review of key attractors within King’s Lynn, cycle propensity modelling, analysis of workshop feedback and responses to the King’s Lynn Vision Active Travel survey.

<b>Stage</b>	<b>Objective</b>	<b>Requirements</b>	<b>King's Lynn</b>
<b>4</b>	Network Planning for Walking	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.	Activities completed in order to create a walking network plan also included a review of key attractors within King's Lynn, analysis of workshop feedback and responses to the King's Lynn vision active travel survey.
<b>5</b>	Prioritising Improvements	Prioritise improvements to develop a phased programme for future investment.	The active travel network improvement schemes have been prioritised following stakeholder engagement feedback. Schemes have also been prioritised based on their alignment with the strategic network and deliverability. The outcome of this process has produced a short, medium and long-term delivery scheme list for each strategic route.
<b>6</b>	Integration and Application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.	Schemes which can be implemented in the short to medium term will be considered for funding through the King's Lynn Town Investment Plan fund and any future active travel funding opportunities.

Table 1: The stages of the LCWIP

Further information about the processes and techniques used to conduct the analysis of the King's Lynn active travel network is contained within the supporting Annex Report which is available on the [Norfolk County Council website](#).

## 4. King's Lynn transport challenges

The adopted King's Lynn Transport Strategy has identified a number of challenges which face people who cycle and walk within the town and surrounding area. These challenges can be categorised into five themes around safety, connectivity, signage, maintenance and education.

### 4.1. Safety

Common safety issues experienced in the town include; parked cars on the roads and on footways which narrows key routes and alters accessibility; a lack of safe crossings for cyclists, particularly on the A149; concerns over cycle storage safety, particularly at the train station where the storage provision is not covered by CCTV.

These safety concerns have the effect of discouraging people from cycling and walking in the town and surrounding area. Therefore, the cycling and walking infrastructure plan for King's Lynn aims to overcome these issues by making the cycling and walking network safer for existing users and in turn encourage new users.

### 4.2. Connectivity

The connectivity of the cycling and walking network is a key challenge highlighted in the King's Lynn Transport Strategy. The network connections between the town centre, surrounding villages and neighbourhoods need to be improved. In addition, the network also needs improved connectivity with other transport modes such as public transport.

The potential benefit of improving network connectivity in King's Lynn will be an increase in the number of people using the network as well as an increase in the numbers of people using more than one form of transport to get to their destination leading to reduced congestion on roads and improvements in air quality.

### 4.3. Signage

The King's Lynn Transport strategy identified that there are some areas where improved signage and way-marking for pedestrians would be beneficial. One of the aims of the infrastructure plan for Kings Lynn will be to improve signage in the town and signage visibility for network users.

### 4.4. Maintenance

The general maintenance of the walking and cycling network in King's Lynn was also highlighted as an issue as it creates a barrier which discourages people from cycling and walking. The infrastructure plan will focus on improving the standard of the cycling and walking network in order to improve safety and address this issue.

#### **4.5. Education**

The infrastructure plan will support community engagement programmes and workshops to help promote cycling and walking, encourage safe network use and reduce instances which can result in friction between network users, such as cycling on footways and promote the benefits of high visibility equipment for cyclists.

#### **4.6. Growth**

King's Lynn has been identified as an area of growth and could have in the region of 7,000 additional residential units up to and beyond 2026. It is important that development contributes to improvements in transport infrastructure for all modes to ensure that existing traffic and travel problems are not exacerbated by the growth. Planned housing growth therefore is not expected to impact adversely on active travel and provides opportunities for improvements to the local active travel network.

The cycling and walking infrastructure plan for King's Lynn contains active travel network schemes which help address the challenges identified in the King's Lynn Transport Strategy.

## **5. Active travel network design**

To help create a step change in the number of people cycling and walking the quality of the active travel network and the supporting infrastructure need to be maintained and delivered to a high standard. Therefore, the Department for Transport (DfT) has issued 'Cycle Infrastructure Design' guidance (Local transport Note 1/20) which sets out standards expected of cycle infrastructure, such as cycle lanes, cycle networks and junctions.

### **5.1. Design principles**

Application of the design guidance and principles helps to ensure that the needs of people travelling by cycle are met. Government research and experience has found that when people are travelling by cycle they need cycle networks and routes which are accessible to everyone, coherent, direct, safe, comfortable and attractive.

### **5.2. Design principles in practice**

The Cycle Infrastructure Design principles will be followed and applied to all new and adopted schemes detailed within this report. The table on the following page shows examples of how these principles will be applied in King's Lynn and West Norfolk.

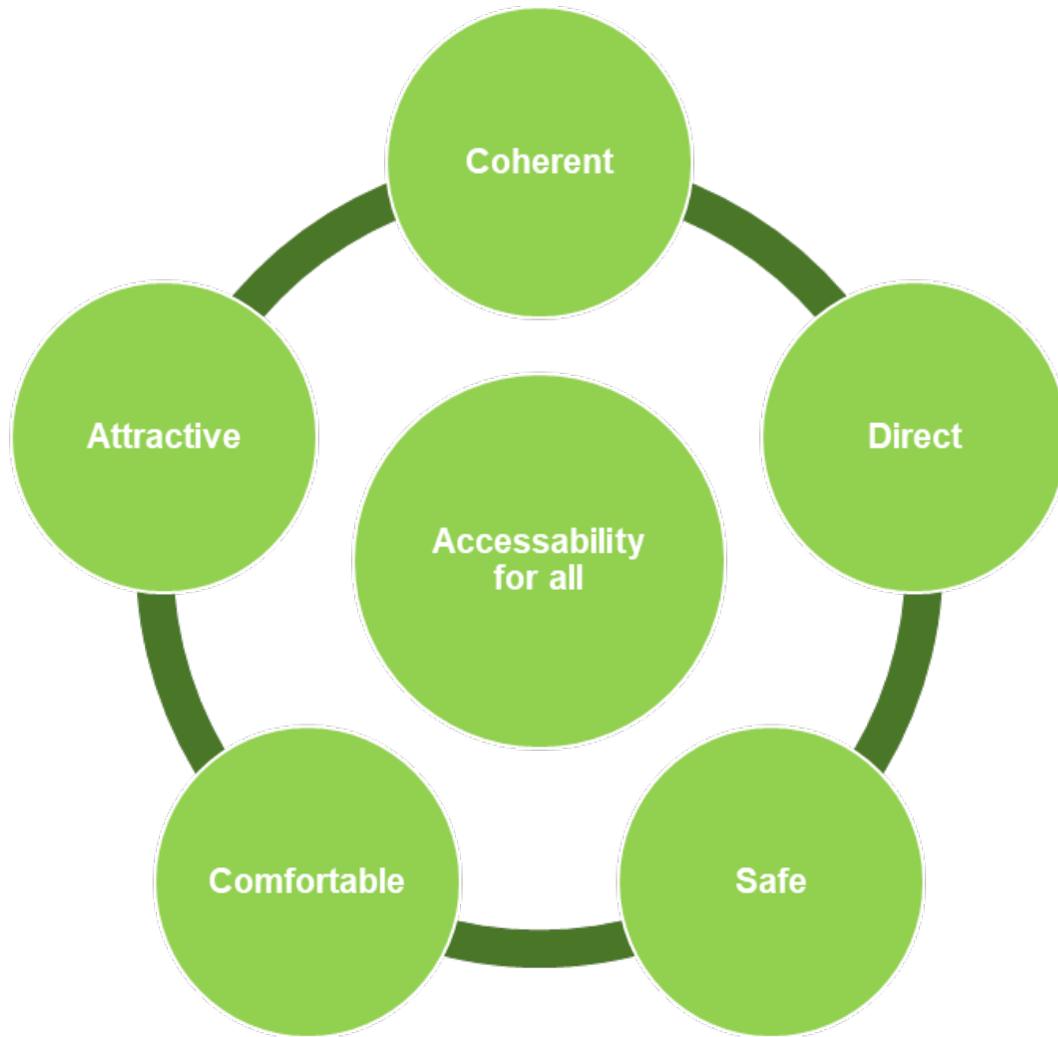


Figure 4: DfT core design principles

## Examples of infrastructure design principles in King's Lynn

Accessibility for all				
Coherent	Direct	Safe	Comfortable	Attractive
 <p><b>Cycle waymarking in Fairstead</b></p>	 <p><b>Waterloo Street</b></p>	 <p><b>Spenser Road</b></p>	 <p><b>Riverside path</b></p>	 <p><b>Sandringham Railway Path</b></p>
Design principle				
<p>Cycle networks should be planned and designed to allow people to reach their day-to-day destinations easily along routes that connect, are simple to navigate and are of consistently high quality.</p>	<p>Cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles.</p>	<p>Not only must cycle infrastructure be safe, it should also be perceived to be safe so that more people feel able to cycle.</p>	<p>Comfortable conditions for cycling require routes with good quality, well-maintained smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients.</p>	<p>Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using.</p>
How the principles are applied				
<p>King's Lynn currently has some cycle waymarking directing people to key places, for example, the town centre, green spaces, and residential areas.</p>	<p>Waterloo Street is a one-way road which allows contra-flow cycling which allows cyclists to travel directly between the bus and railway station without having to travel around the one-way system.</p>	<p>The raised table and road markings at Spenser Road improve safety by highlighting the priority of cyclists at the junction.</p>	<p>The path along the flood bank on the eastern side of the Great Ouse is a high-quality off-road route with width which allows for people to comfortably pass each other.</p>	<p>The Sandringham Railway Path is an off-road cycle route. It is well lit with lots of greenery which makes it a very pleasant area to cycle and walk.</p>

Figure 5: Cycle Infrastructure Design Principles (LTN 1/20)

## 6. Active travel network scope

### 6.1. Core focus study area

The core focus study area for the infrastructure plan, was determined by officers of both councils. It includes the town centre and the civil parishes of Clenchwarton, West Winch, North Wootton and South Wootton.

Within this area the plan includes details of schemes which will improve the standard of the central walking zone and the quality and connectivity of the cycling and walking network.

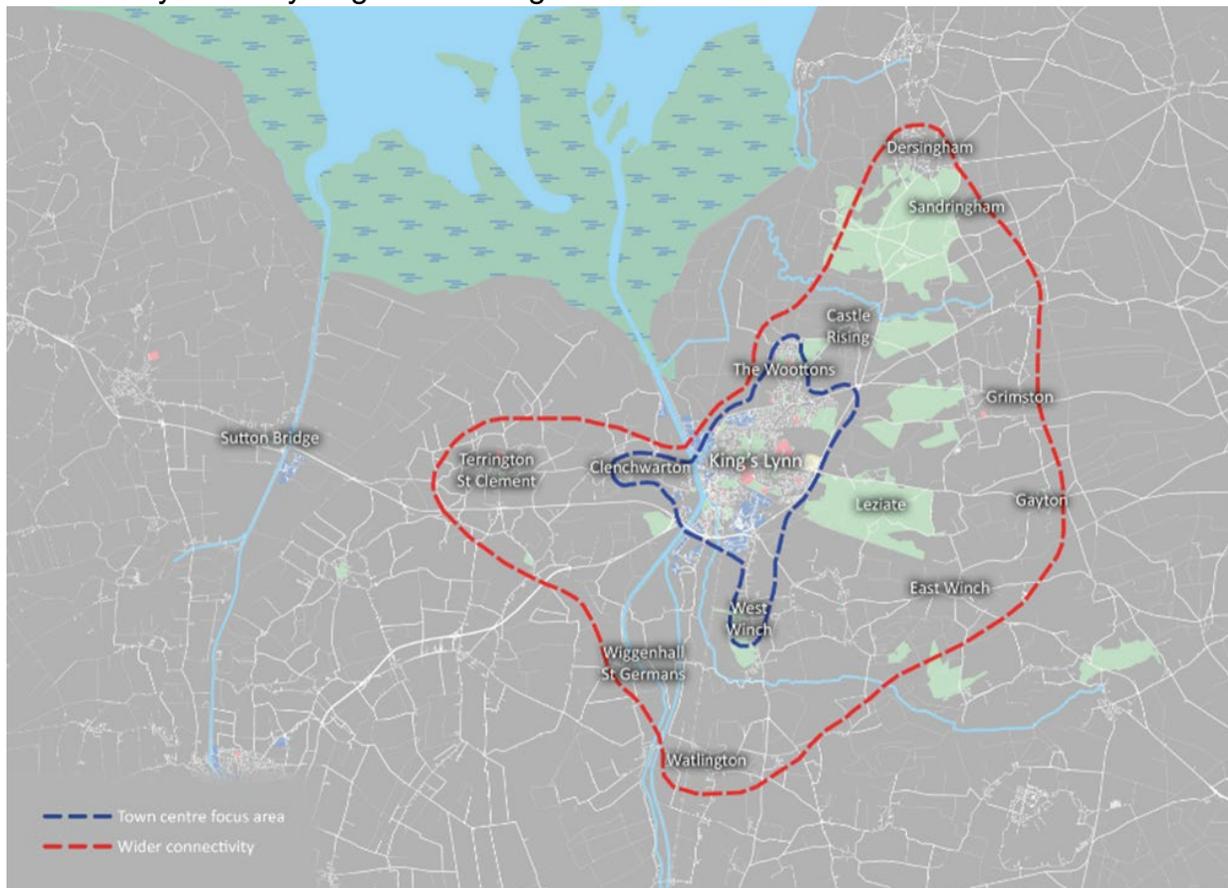


Figure 6: Map of King's Lynn showing the geographical scope of the LCWIP.

## **6.2. Wider connectivity study area**

Improving connectivity with key locations within cycling distance of King's Lynn is also important. Therefore, the cycling and walking infrastructure plan includes details of schemes which deliver improved connectivity between King's Lynn and villages such as Sandringham, Gayton, Watlington, and Terrington St Clement, as well as wider connections to Hunstanton and the coast, and existing long distance cycle routes around the district.

## 7. King's Lynn and West Norfolk active travel network

### 7.1. Active travel network

The development of the King's Lynn LCWIP has identified a network of key active travel routes which will enable people to make journeys across the town on foot or by cycle.

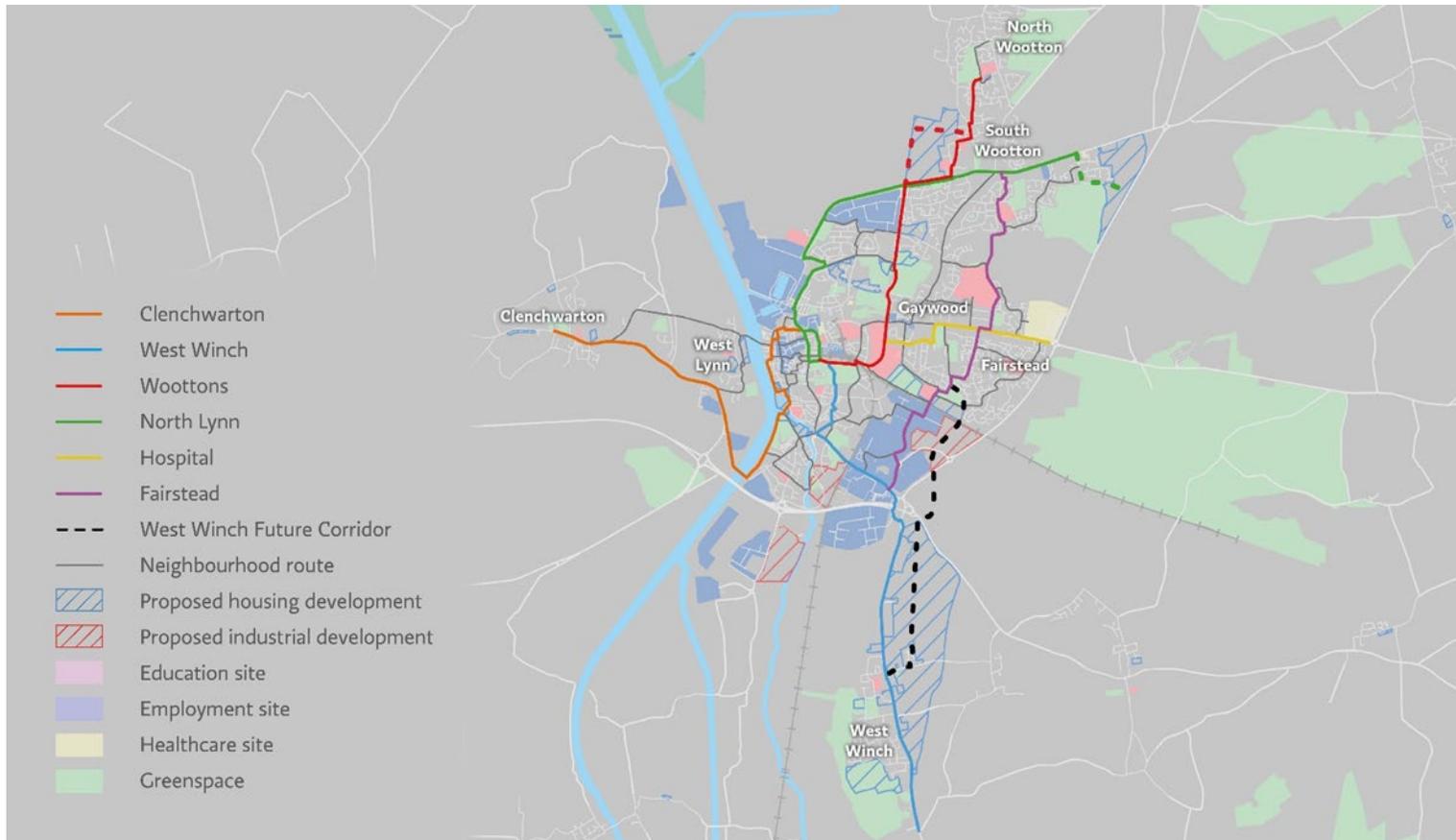


Figure 7: Map of King's Lynn active travel network.

The network comprises six colour coded active travel routes and a dedicated walking zone which connect key transport, shopping, education, health and commercial locations within the town and with nearby civil parishes.

In addition, the key active travel routes are also supplemented by a network of secondary neighbourhood routes which serve to increase accessibility and connectivity across the whole King's Lynn area.

Although many of these routes already exist for use by cycling and walking, there are opportunities to make improvements which can help to improve connectivity and accessibility.

The map above shows the identified active travel network for King's Lynn and includes new cycling and walking routes for future development which are outlined in this report.

## 8. Active travel network – prioritised schemes

### 8.1. Clenchwarton (Orange): Town Centre to Clenchwarton

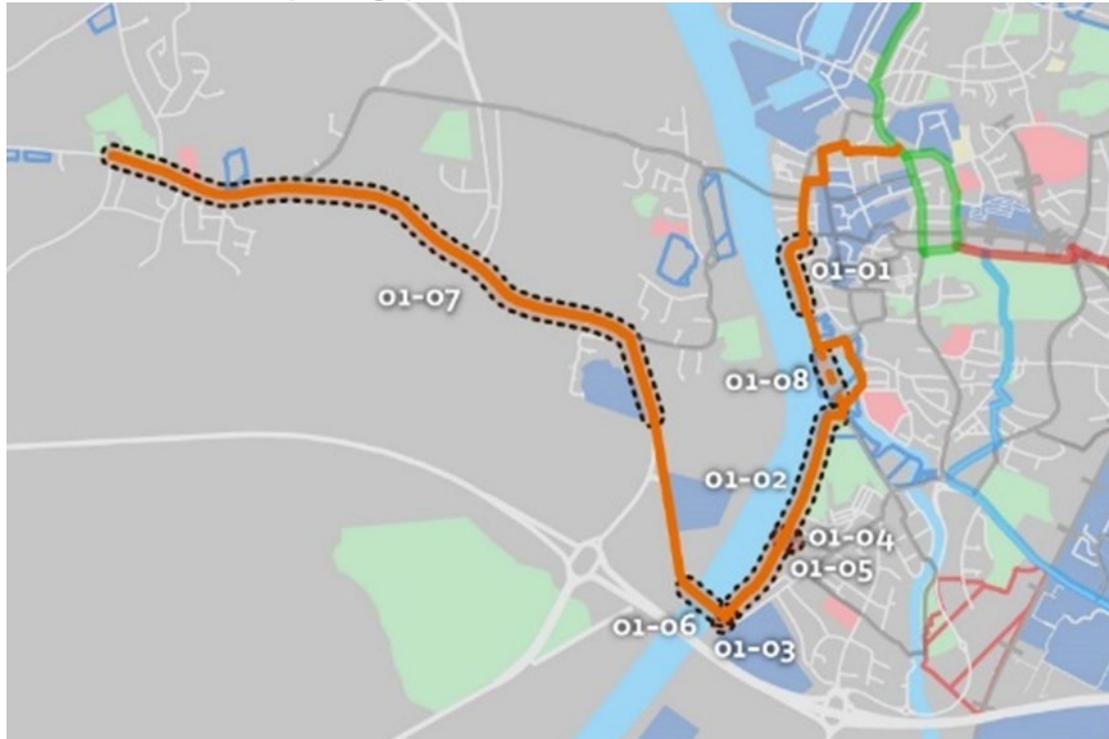


Figure 8: Map of Clenchwarton (Orange) cycling and walking route.

#### Route Description

This is a 5.5km route following the river south out of King's Lynn town centre, across the Great Ouse and along Clenchwarton Road to the village of Clenchwarton. The route passes through some very scenic greenspace of Harding's Pit very shortly after leaving the built-up centre, as well as passing alongside residential zones and large areas of employment, including Saddlebow Industrial Estate and East Coast Business Park. The route ends at Clenchwarton Community Primary School. This route would link with the Public Realm Action Plan Riverside route proposal which will see public realm improvements to Outer Purfleet, Boal Quay, the Nar Loop and South Quay where a Riverfront Park has been proposed.

### Existing Condition

Beginning on Austin Street, the route requires on-road cycling along narrow roads until it reaches Purfleet Place. South Quay also requires on-road cycling, but the speed limited is reduced to 20mph with low traffic volume; however, this is currently a one-way street. The route continues along a short section of Hardings Way, which is bus and cycle only, before connecting to the river path. The path is a wide shared-used path but lacks lighting or natural surveillance. Crossing the river, Cut Bridge has no cycle provision and only a narrow footway with low parapets. Clenchwarton Road begins with a share-used path with a section of segregated path and then requires on-road cycling.

### Route improvement schemes

Timescale	Ref	Location	Description	Design principle alignment
Short-term	01-03	Wisbech Rd	Remove motorcycle barriers near Cut Bridge	Summary principle: 5) Cycle infrastructure should be designed for significant numbers of cyclists, and for non-standard cycles 16) Access control measures, such as chicane barriers and dismount signs, should not be used.
Short-term	01-05	St Valery Lane	Remove gate and replace with lockable bollards to improve access for cyclists while retaining vehicular access for sluice and grass cutting	Summary principle: 16) Access control measures, such as chicane barriers and dismount signs, should not be used.
Medium-term	01-07	Clenchwarton Road and Main Road	Continuation of segregated cycle lane and streetlighting along Clenchwarton Road and Main Road	Summary principle: 8) Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links and areas that are good for cycling. 3) Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them.

<b>Timescale</b>	<b>Ref</b>	<b>Location</b>	<b>Description</b>	<b>Design principle alignment</b>
Medium-term	01-06	Cut Bridge	Segregated cycle facility over Cut Bridge	Summary Principle: 3) Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them. (10.8.9-13 Bridge widths)
Medium-term	01-02	River Path	lighting or improve surveillance along river path	Core Design principles - Safe: 4.2.12 Cycle routes remote from roads may have other risks relating to crime and personal security. The risk of crime can be reduced through the removal of hiding places along a route, by providing frequent access points, by providing lighting, and by passive surveillance from overlooking buildings and other users
Medium-term	01-01	South Quay	Contraflow to provide access along South Quay from King Street and Purfleet Place	Contraflow cycle lanes and tracks: 6.4.21 There should be a general presumption in favour of cycling in both directions in one way streets, unless there are safety, operational or cost reasons why it is not feasible.
Long-term	01-04	St Valery Lane	Improve gradient of access to river path	Summary Principle: 1) Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond. Alignment of cycle tracks and ramps: 10.8.23 Ramps of 5% gradient and above should be divided into sections that do not exceed 10m in length, and with intermediate resting places at least 2m long
Long-term	01-08	Boal Quay	Pedestrian / cycle path and bridge connecting Hardings Way to Boal Street. Part of Riverfront Regeneration.	Summary Principle: 1) Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond.

Table 2: Route improvement schemes - Clenchwarton (Orange) route

## 8.2. North Lynn (Green): Bus Station to Grimston Road

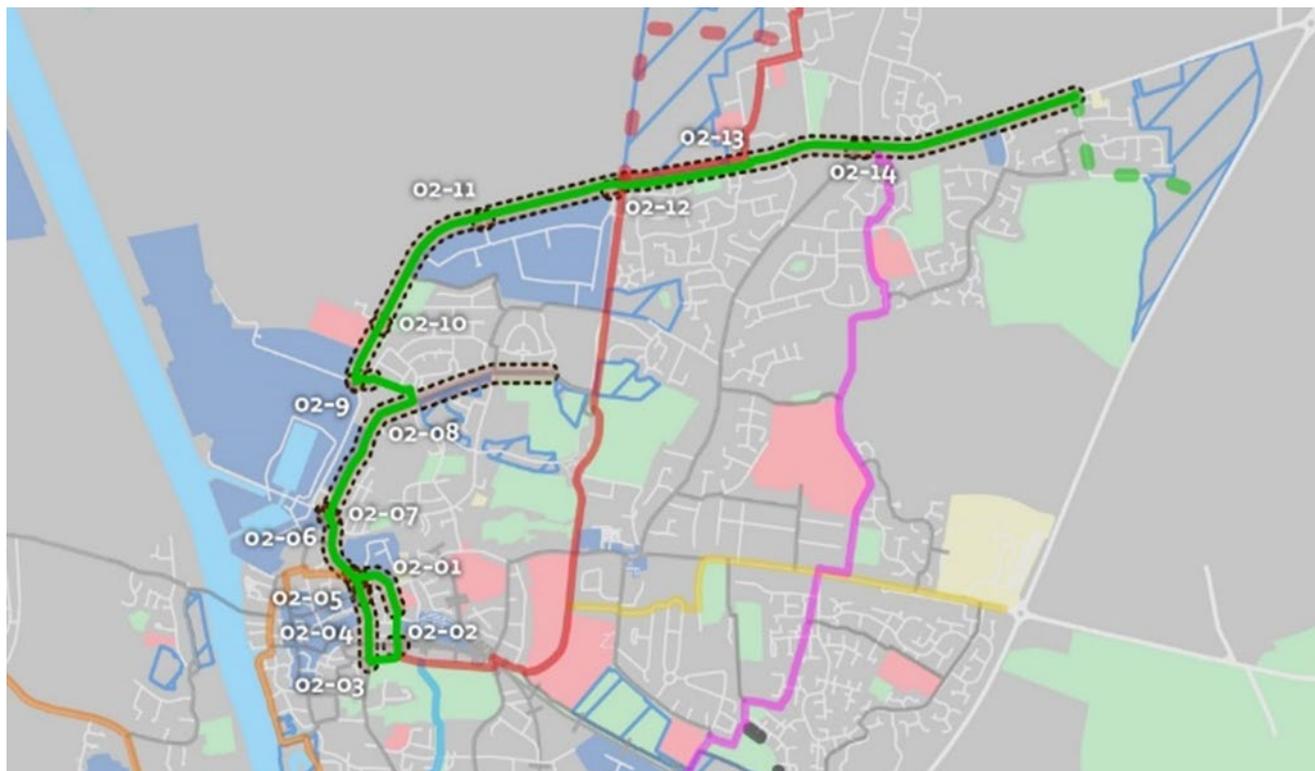


Figure 9: North Lynn (Green) cycling and walking route.

### Route Description

This is a 6.5km route from the centre of King's Lynn around the outer road, ending to the north east of the town towards South Wootton. The route follows the main roads with a section following a traffic free route to the east of King's Lynn docks. It passes by the major industrial areas of King's Lynn docks and the North Lynn Industrial Estate, fire station, St Nicholas Retail Park, and the large residential area of South Wootton. West of South Wootton also has a large residential site in planning, so a high-quality active travel route would be beneficial to this area before it is built.

### Existing Condition

Railway Road sees high traffic volume with a three-lane one-way system for northbound traffic with no cycle provision. The route continues along John Kennedy road which also has no cycle provision and a high volume of traffic. The following section along Bawsey Drain Path is a quiet shared-use path that connects to Edward Benefer Way through a quiet residential road. The remainder of the route along Edward Benefer Way, Low Road and Grimston Road offers a shared-use path.

### Route improvement schemes

<b>Timescale</b>	<b>Ref</b>	<b>Location</b>	<b>Description</b>	<b>Design principle alignment</b>
Short-term	02-09	Edward Benefer Way	Create cycle lane along path to connect to St Edmundsbury Road	Summary principle: 8) Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links and areas that are good for cycling.
Short-term	02-14	Low Road	Staggered toucan crossing at junction of Wootton Road	Signal controlled cycle facility: 10.4.21 A signal-controlled cycle facility may be provided where a cycle track is connected across a road or an arm of a junction. The crossing may be for cyclists only, but can be provided adjacent to a pedestrian crossing facility which may be useful where separate but parallel routes exist.

<b>Timescale</b>	<b>Ref</b>	<b>Location</b>	<b>Description</b>	<b>Design principle alignment</b>
Short-term	02-08	Bawsey Drain Path	Widening and protection from steep bank of drain. Streetlighting along entire length of path. Part of the North Lynn cycling and walking route and neighbourhood route.	Core Design principles - Safe: 4.2.12- Cycle routes remote from roads may have other risks relating to crime and personal security. The risk of crime can be reduced through the removal of hiding places along a route, by providing frequent access points, by providing lighting, and by passive surveillance from overlooking buildings and other users Edge protections: 5.11.1 Unguarded hazards (e.g., fixed objects, steep drops or water hazards) should not be permitted within 4.5m of the route where they would lie in the path of an out of control cycle.
Short-term	02-11	Edward Benefer Way	Pedestrian Island at junction of Bergen Way	Cycle crossings: 10.4.7 Refuges should be free of clutter, and at least 3.0m long (in the direction of travel for the cyclist) to protect users, including the cycle design vehicle, wheelchairs and mobility scooters.
Short-term	02-12	Edward Benefer Way	Toucan crossing over Edward Benefer Way near Hamburg Way junction	Signal controlled cycle facility: 10.4.21 A signal-controlled cycle facility may be provided where a cycle track is connected across a road or an arm of a junction. The crossing may be for cyclists only, but can be provided adjacent to a pedestrian crossing facility which may be useful where separate but parallel routes exist.
Short-term	02-07	John Kennedy Road	Reduce number of guardrails at junction of Loke Road	Walking Route Assessment Tool principles: Attractiveness
Short-term	02-05	John Kennedy Road	Reduce waiting time for pedestrians at Austin Street controlled crossing	Walking Route Assessment Tool principles: Directness

<b>Timescale</b>	<b>Ref</b>	<b>Location</b>	<b>Description</b>	<b>Design principle alignment</b>
Short-term	02-02	Blackfriars Road	Remove cyclist dismount sign and add raised table over junction to train station parking	Summary principle: 16) Access control measures, such as chicane barriers and dismount signs, should not be used. 19) Schemes must be easy and comfortable to ride Cycle lanes at side roads: 6.4.13 Side road entry treatments are raised tables across the mouth of the side road (see Chapter 10) and help reduce the speeds of vehicles turning in and out of the junction, further adding to the safety of cyclists. They also bring significant benefits to pedestrians.
Medium-term	02-13	Edward Benefer Way / Low Road / Grimston Road	Segregated cycle lane from Sandy Lane to Estuary Road. Footway widening and move grass verge between footway and carriageway along Edward Benefer Way and Low Road.	Summary principle: 2) Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians.
Medium-term	02-10	Edward Benefer Way	Junction improvement at Motokov House park	Summary principle: 19) Schemes must be easy and comfortable to ride Visibility splays: 5.8.2 Any crossing of a highway or junction between cycle routes should be located such that all users have full visibility
Medium-term	02-03	Blackfriars Street	Junction improvements to allow access to St John's Walk from Blackfriars Street	Summary principle: 3) Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them.

<b>Timescale</b>	<b>Ref</b>	<b>Location</b>	<b>Description</b>	<b>Design principle alignment</b>
Long-term	02-04	Railway Road	Segregated cycle lanes in both directions with southbound being a contraflow. Will require amendments to traffic lights at John Kennedy Road. Widen footway or reposition streetlighting and signage to remove pinch points on eastern side between Waterloo Street and Norfolk Street	Summary principle: 3) Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them. Contraflow cycle lanes and tracks: 6.4.21 There should be a general presumption in favour of cycling in both directions in one-way streets, unless there are safety, operational or cost reasons why it is not feasible.
Long-term	02-06	John Kennedy Road	Segregated cycle lane from Loke Road to junction of Austin Street	Summary principle: 3) Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them. 8) Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links and areas that are good for cycling.
Long-term	02-01	Austin Street / Blackfriars Road	If ref 02-04 southbound contraflow is not feasible: Segregated cycle lane along Austin Street and Blackfriars Road for southbound travel	Summary principle: 3) Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them. 8) Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links and areas that are good for cycling.

Table 3: Route improvement schemes - North Lynn (Green) route

### 8.3. West Winch (Blue): Bus Station to West Winch

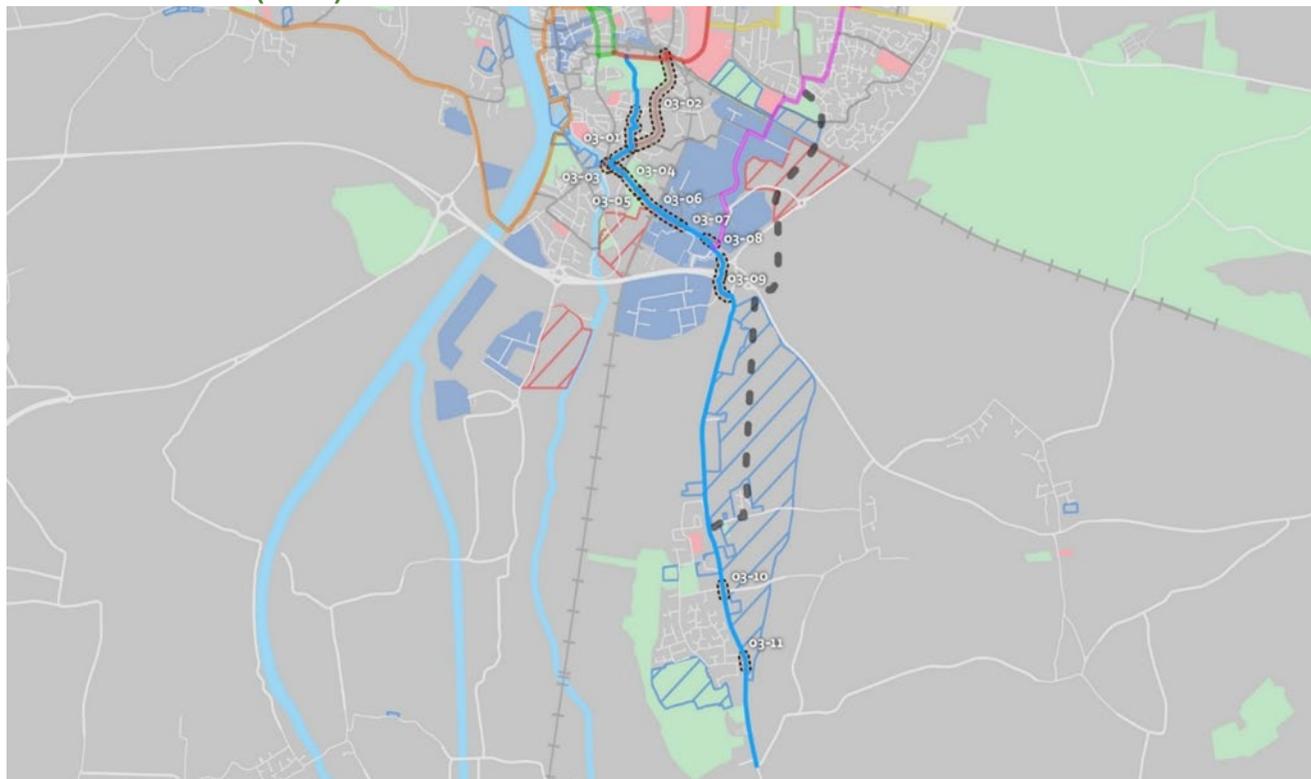


Figure 10: West Winch (Blue) cycling and walking route

#### Route Description

This is a 5.3km route from The Walks park to West Winch. The areas of greatest importance to this route, as well as its connections to public transport, is that it passes through the large employment sites of Hardwick Industrial Estate, Campbell's Meadow Retail Park, and Hardwick Narrows Industrial Estate. The proposed growth area to the east of West Winch with 1600 houses allocated is the largest in this area, bringing employment, new greenspace and residential housing. The route also provides access to greenspace, such as The Walks. The route is also in close proximity to the Nar Ouse Regeneration Area (NORA) Enterprise Zone and the proposed Active Travel Hub.

### Existing Condition

The route begins by following a shared-use path along The Walks exiting at Windsor Terrace. The route is connected to Vancouver Avenue using several small residential streets. Vancouver Avenue itself sees high volumes of traffic and with no cycle provision. A shared-use path provides refuge from the busy Southgates Roundabout, but a missing section of the path requires users to immediately cross Hardwick Road using the controlled crossing. This shared-use path only continues for approximately 100m before users must use another controlled crossing to return to the other side. The remainder of the route – along Hardwick Road, Hardwick Roundabout and West Winch Road – follows a shared-use path. These roads see high volumes of traffic and require users to cross several large junctions.

### Route improvement schemes

Timescale	Ref	Location	Description	Design principle alignment
Short-term	03-04	Hardwick Road	Widen path and convert to shared-use path on northern side between Southgates roundabout and Beech Road	Summary principle: 8) Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links and areas that are good for cycling Shared use: 6.5.6 Shared use may be appropriate in some situations, if well-designed and implemented, such as where a length of shared use may be acceptable to achieve continuity of a cycle route
Short-term	03-07	Hardwick Road	Widen islands at junctions to allow cyclists to safely use them	Cycle crossings 10.4.7 Refuges should be free of clutter, and at least 3.0m long (in the direction of travel for the cyclist) to protect users, including the cycle design vehicle, wheelchairs and mobility scooters.
Short-term	03-08	Hardwick Road	Shared-use signage/markings missing from path between St Hilary Park Road and Scania Way	Summary principles: 11) Schemes must be clearly and comprehensively signposted and labelled.

<b>Timescale</b>	<b>Ref</b>	<b>Location</b>	<b>Description</b>	<b>Design principle alignment</b>
Short-term	03-06	Hardwick Road	Raised table at junction of Hardwick Bridge Park	Summary principle: 19) Schemes must be easy and comfortable to ride Cycle lanes at side roads: 6.4.13 Side road entry treatments are raised tables across the mouth of the side road (see Chapter 10) and help reduce the speeds of vehicles turning in and out of the junction, further adding to the safety of cyclists. They also bring significant benefits to pedestrians.
Short-term	03-10	Main Road	Toucan crossing near junction of Long Lane	Toucan crossings: 10.4.17 Toucan crossings should be used where it is necessary to provide a shared facility
Short-term	03-11	Main Road	Toucan crossing near junction of Gravelhill Lane	Toucan crossings: 10.4.17 Toucan crossings should be used where it is necessary to provide a shared facility
Short-term	03-09	Hardwick Roundabout	Widen cycle lane and improve signage	Summary principle: 5) Cycle infrastructure should be designed for significant numbers of cyclists, and for non-standard cycles. Our aim is that thousands of cyclists a day will use many of these schemes. 11) Schemes must be clearly and comprehensively signposted and labelled. Cycle lane and track widths: Table 5-2
Medium-term	03-01	York Road / Goodwins Road / Windsor Terrace	Traffic calming	Summary principle: 17) The simplest, cheapest interventions can be the most effective.

<b>Timescale</b>	<b>Ref</b>	<b>Location</b>	<b>Description</b>	<b>Design principle alignment</b>
Medium-term	03-03	Southgates Roundabout	Remodel roundabout to: <ul style="list-style-type: none"> <li>• Improve access to shared use when approaching from London Road</li> <li>• Improve crossing over Vancouver Avenue</li> <li>• Improve crossing on London Road</li> </ul>	Summary principle: 1) Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone.
Long-term	03-02	Vancouver Avenue	Segregated cycle lane or traffic calming with footway improvements	Summary principle: 3) Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them.
Long-term	03-05	Hardwick Road	Traffic calming or fencing/barriers to separate footway and carriageway	Summary principle: 3) Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them.

Table 4: Route improvement schemes - West Winch (Blue) route

#### 8.4. The Woottons (Red): Train Station to The Woottons

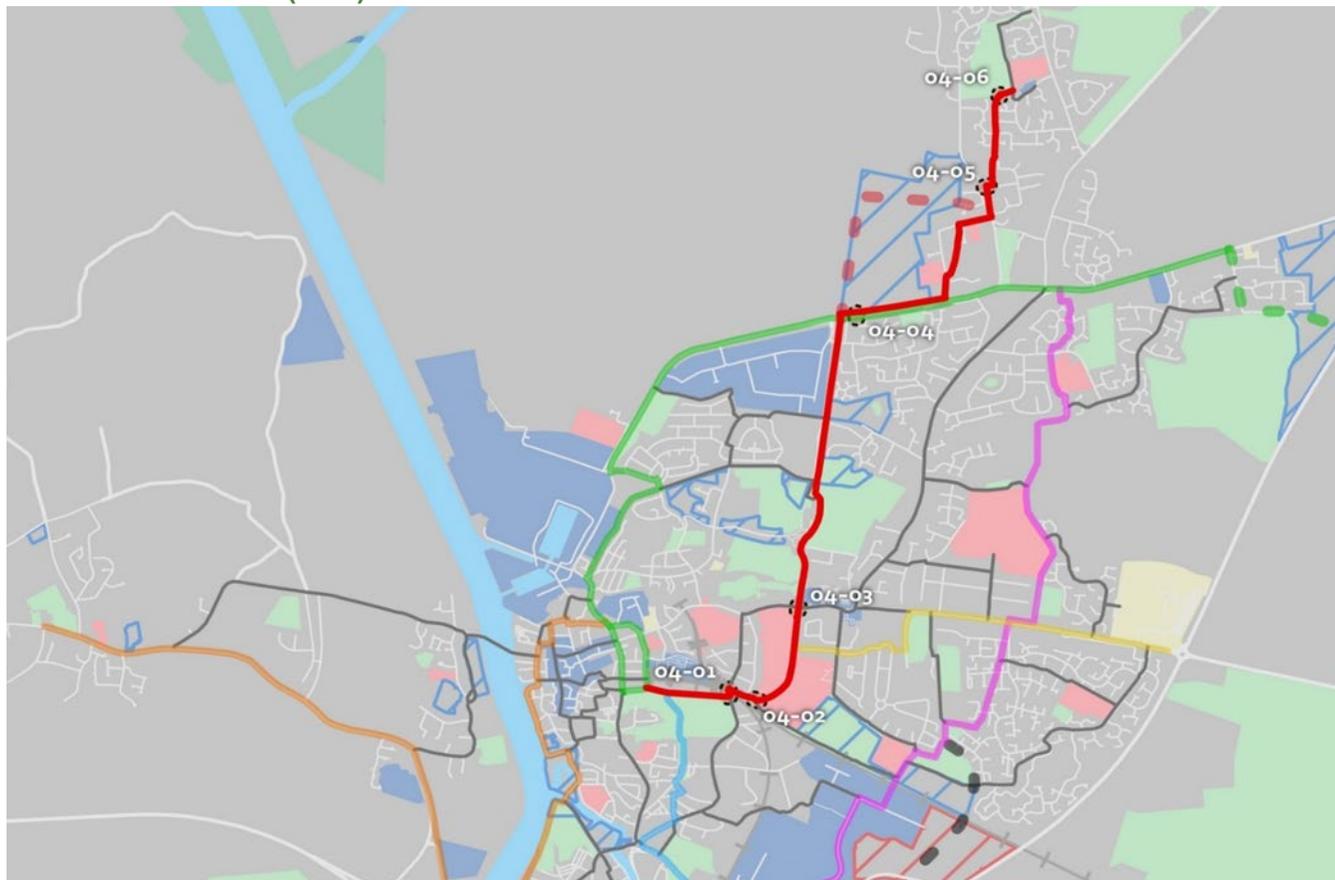


Figure 11: The Woottons (Red) cycling and walking route.

#### Route Description

This is a 5.3km mostly off-road route from the train station to the north, ending in North Wootton. The route follows the line of the King's Lynn to Hunstanton railway, deviating only along the length of The Walks park until it reaches Edward Benefer Way to the north of the town. It connects large green spaces including Lynnsport and Wootton Park; King's Lynn Academy, King Edward VII

Academy and North Wootton Academy; the North Lynn Industrial Estate and the villages of North and South Wootton, including the Larkfleet Homes development.

### Existing Conditions

Beginning at The Walks, the route follows a shared-use path along a traffic free route until it reaches Edward Benefer Way to the north of King's Lynn. The sections only require crossing at two major roads: Tennyson Avenue and Lynn Road. The Lynn Road provides a controlled crossing, but Tennyson Avenue has no controlled crossing and has limited visibility on a busy road which also crosses the railway line. The route then briefly follows the shared-used path along Edward Benefer Way before heading north through The Woottons along residential roads and paths.

### Route improvement schemes

Timescale	Ref	Location	Description	Design principle alignment
Short-term	04-02	Sandringham Railway Path	Widen path to include desire line that crosses grass verge	Summary principle: 5) Cycle infrastructure should be designed for significant numbers of cyclists, and for non-standard cycles. Our aim is that thousands of cyclists a day will use many of these schemes.
Short-term	04-06	Wootton Park	Review cycle barriers to ensure they are suitable for all users (incl. non-standard cycles) at entrances to park and widen path	Summary principle: 16) Access control measures, such as chicane barriers and dismount signs, should not be used.
Short-term	04-05	Nursery Lane	Raised table or traffic calming to improve crossing at Avon Road junction	Summary principle: 1) Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond 19) Schemes must be easy and comfortable to ride
Short-term	04-04	Low Road	Toucan crossing at junction of Hall Lane	Signal controlled cycle facility 10.4.21 A signal-controlled cycle facility may be provided where a cycle track is connected across a road or an arm of a junction. The crossing may be for cyclists only, but can be provided adjacent to a pedestrian crossing facility which may be useful where separate but parallel routes exist.
Medium-term	04-03	Lynn Road	Toucan crossing	Toucan crossings: 10.4.17 Toucan crossings should be used where it is necessary to provide a shared facility
Medium-term	04-01	Tennyson Avenue	Improve crossing at railway	Summary principle: 1) Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond

Table 5: Route improvement schemes - The Woottons (Red) route

### 8.5. Hospital (Yellow): King Edward VII Academy to Queen Elizabeth Hospital

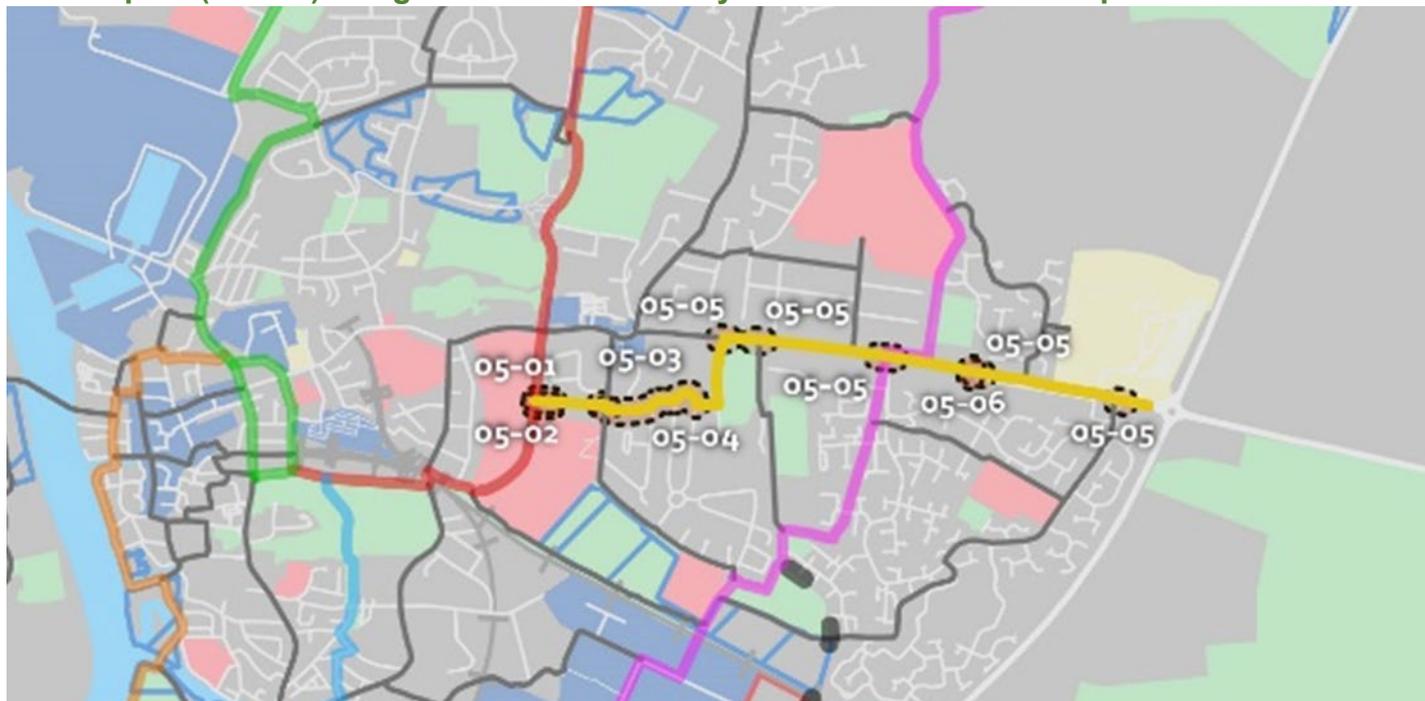


Figure 12: Hospital (yellow) cycling and walking route.

#### Route Description

This is a 2.4km route from the geographical centre of King's Lynn to the eastern edge at Queen Elizabeth Hospital. It passes through the residential estates to the east of King Edward VII Academy and provides access to King's Lynn Academy before following the Gayton Road. Gayton Road has links via neighbourhood routes to Springwood High School and the large estates within Fairstead. Queen Elizabeth Hospital serves the whole of West Norfolk and surrounding areas. The hospital is a large employer, as well as a key health care site.

#### Existing Conditions

The route begins at Sandringham Railway Path with a steep gradient connecting it to Hulton Road. The route then follows quiet residential streets until reaching Gayton Road. A shared-use path along Gayton Road continues along the entire length towards

the hospital. There are several large junctions along the road that prevent continuous movement along the path. The southern path ends near the hospital, which is situated on the northern side, with no crossing provision.

### Route improvement schemes

Timescale	Ref	Location	Description	Design principle alignment
Short-term	05-05	Gayton Road	Raised tables at each junction along route	Summary principle: 18) Cycle routes must flow, feeling direct and logical. 19) Schemes must be easy and comfortable to ride.
Short-term	05-01	Hulton Road	Review cycle barriers to ensure they are suitable for all users (incl non-standard cycles) for access to Sandringham Railway Path	Summary principle: 16) Access control measures, such as chicane barriers and dismount signs, should not be used.
Short-term	05-04	Gaywood Hall Drive to Hulton Road	Resurfacing to remove defects	Walking Route Assessment Tool principles: Comfort
Short-term	05-03	Bagge Road	Dropped kerb required when crossing Queen Mary Road	Walking Route Assessment Tool principles: Coherence
Medium-term	05-06	Gayton Road	Toucan crossing required as southern footway ends near hospital	Toucan crossings: 10.4.17 Toucan crossings should be used where it is necessary to provide a shared facility
Long-term	05-02	Hulton Road	Improve access up to Sandringham Railway Path	Summary Principle: 1) Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond. Alignment of cycle tracks and ramps: 10.8.23 Ramps of 5% gradient and above should be divided into sections that do not exceed 10m in length, and with intermediate resting places at least 2m long

Table 6: Route improvement schemes - Hospital (yellow) route

## 8.6. Fairstead (Pink): Hardwick Industrial Estate to South Wootton

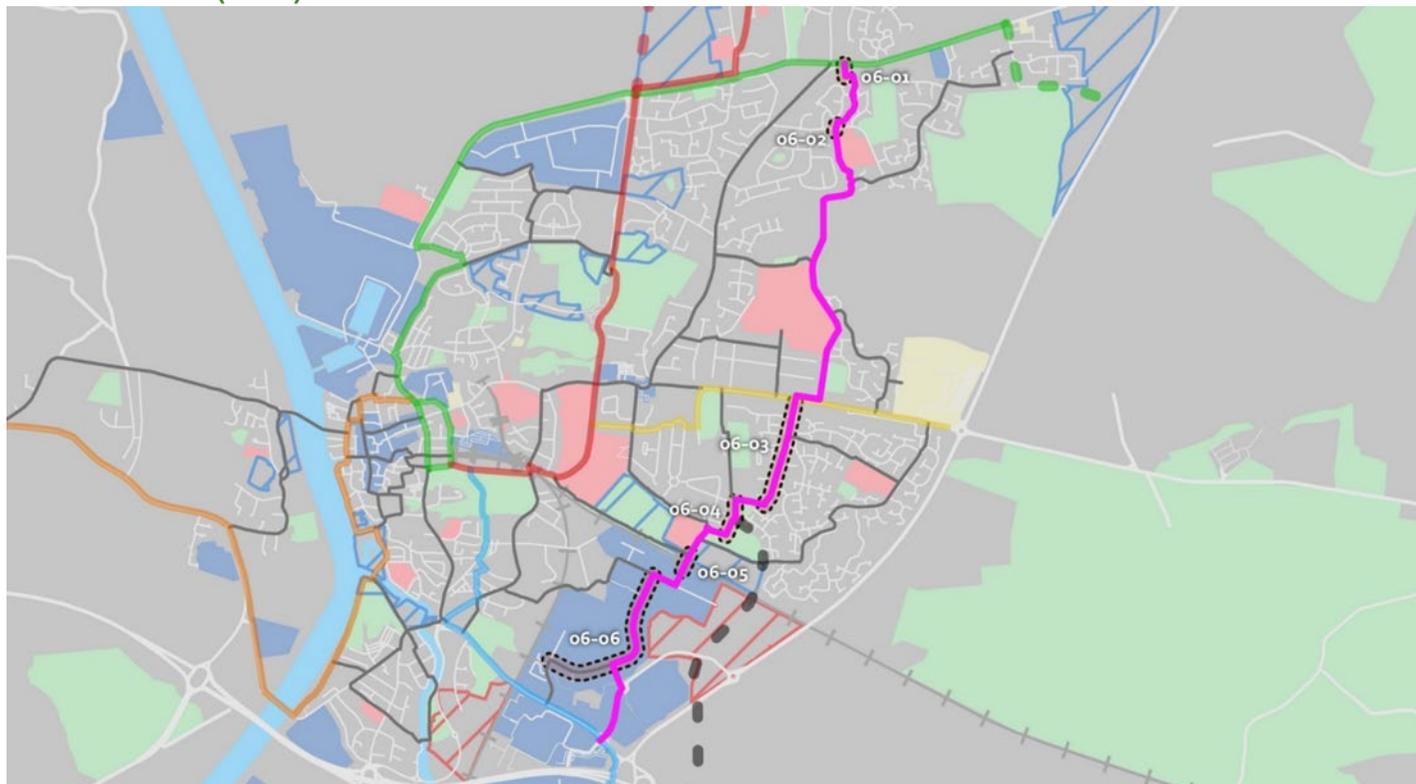


Figure 13: Fairstead (Pink) cycling and walking route.

### Route Description

This is a 5.6km route from Hardwick Industrial Estate to South Wootton. The active travel route runs through the industrial estate and the proposed employment expansion area, crossing the railway line, through the residential sites of Fairstead, Gaywood and Reffley, and finishing at the southern end of South Wootton. It provides a connection to several green spaces, including Reffley Wood. It also provides access to three schools: Springwood High School, Reffley Community School & Nursery, Churchill Park, and Howard Junior School.

### Existing Condition

The route begins on a shared-use path on Hansa Road which ends shortly afterwards at the entrance to a car park. Accessing the road at the end of the share-used path can be difficult due to the proximity to traffic lights and busy car park. Although the following section of the route follows large industrial estate roads, there is no cycle provision and the roads will be used regularly by large vehicles. A shared-use bridge allows access over the railway line, but the steep gradients will prove difficult for cyclists. The remaining section of the route is a mixture of shared-use paths, segregated cycle lanes and on-road cycling through residential streets.

### Route improvement schemes

Timescale	Ref	Location	Description	Design principle alignment
Short-term	06-03	Fairstead cycleway	Resurface cycleway	Summary principle: 14) Surfaces must be hard, smooth, level, durable, permeable and safe in all weathers.
Short-term	06-02	Reffley Lane	Review cycle barriers at entrance to shared-use path to Temple Road to ensure they are suitable for all users (incl non-standard cycles)	Summary principle: 16) Access control measures, such as chicane barriers and dismount signs, should not be used.
Medium-term	06-06	Oldmedow Road	Shared-use path	Summary principle: 21) Schemes must be consistent. Shared use: 6.5.6 Shared use may be appropriate in some situations, if well-designed and implemented, such as where a length of shared use may be acceptable to achieve continuity of a cycle route

<b>Timescale</b>	<b>Ref</b>	<b>Location</b>	<b>Description</b>	<b>Design principle alignment</b>
Medium-term	06-04	Bridge Way	Install streetlighting along path through The Rookery	Core Design principles - Safe: 4.2.12 Cycle routes remote from roads may have other risks relating to crime and personal security. The risk of crime can be reduced through the removal of hiding places along a route, by providing frequent access points, by providing lighting, and by passive surveillance from overlooking buildings and other users
Medium-term	06-05	Railway footbridge	Bridge improvements to reduce gradient, review cycle chicane barriers to ensure they are suitable for all users (incl non-standard cycles) and provide cycle provision. The Parkway bridge in King's Lynn Town Investment Plan will provide an alternative pedestrian and cycling route when developed	Summary principle: 1) Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond. 16) Access control measures, such as chicane barriers and dismount signs, should not be used.
Long-term	06-01	Wootton Road to Temple Road Footpath	Review alternative routes through development. Existing path cannot be widened due to adjacent private properties.	Summary principle: 5) Cycle infrastructure should be designed for significant numbers of cyclists, and for non-standard cycles. Our aim is that thousands of cyclists a day will use many of these schemes. Cycle lane and track widths: Table 5-2

Table 7: Route improvement schemes - Fairstead (Pink) route

## 8.7. Walking zone: King's Lynn town centre

### Walking zone area

The King's Lynn walking zone covers the core retail area, pedestrian zone as well as key transport hubs including the bus and train stations. The town centre is a large employment area containing most of the town's shops, cinema, museums and the Tuesday Market Place.

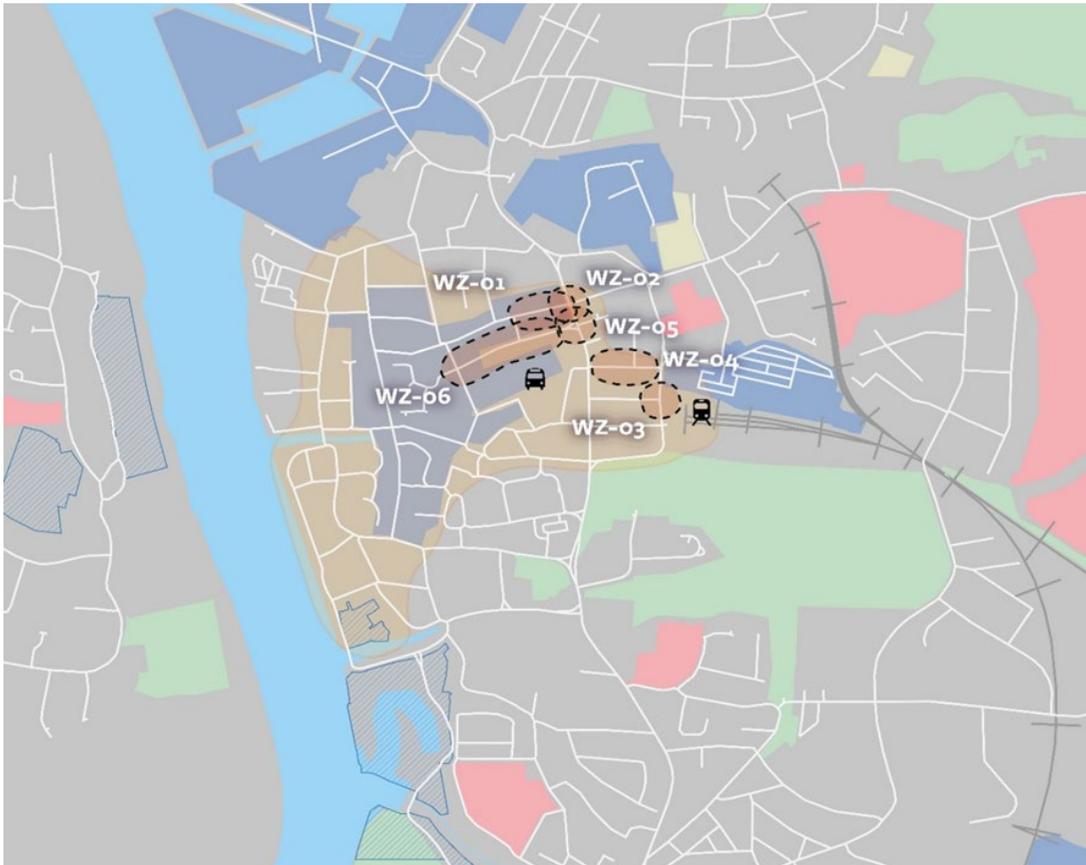


Figure 14: Map of King's Lynn walking zone

The historic structure of King's Lynn's town centre has a range of high-quality civic and public spaces, of a variety of scales and characters. These spaces are connected by a network of streets and lanes that creates a permeable and walkable built fabric.

The walking zone also incorporates the Town Centre Expansion and the Waterfront Regeneration Areas, as outlined in the King's Lynn & West Norfolk Borough Council Core Strategy.

The BCKLWN has recently prepared a King's Lynn Public Realm Action Plan (PRAP) and hope to get this endorsed by their Cabinet in early Summer 2021. This and will underpin and inform a number of important projects to support the town and the Town Investment Plan. The PRAP has been a material consideration in the development of priority schemes that form the Local Cycling Walking Infrastructure Plan and will supplement the above routes and improvements to the walking zone. A key element of the PRAP is the improvement of walking routes and the pedestrian environment and the PRAP priority areas closely align with the walking zone identified in this Local Cycling and Walking Infrastructure Plan.

Together all these schemes will help to; improve the quality, continuity and safety of the public spaces for pedestrians; improve connections to public transport and 'active-travel' networks as well as helping to increase the accessibility of the town centre.

### Walking zone improvement schemes

<b>Timescale</b>	<b>Ref</b>	<b>Location</b>	<b>Description</b>	<b>Design principle alignment</b>
Short-term	WZ-02	Railway Road	Remove or reposition bollards at junction of Norfolk Street and provide dropped kerb. ** also part of North Lynn Active Travel Route **	Walking Route Assessment Tool principles: • Attractiveness • Coherence
Short-term	WZ-03	Blackfriars Road	Install tactile paving at junction of Portland Street.	Walking Route Assessment Tool principles: • Coherence
Medium-term	WZ-01	Norfolk Street	Footway widening between Railway Road and Albert Street. Situation made worse with parking on footway and A boards.	Walking Route Assessment Tool principles: • Comfort
Medium-term	WZ-04	Wellesley Street	Footway widening on southern side between Blackfriars Road and dropped kerb.	Walking Route Assessment Tool principles: • Comfort • Coherence
Medium-term	WZ-05	Railway Road	Footway and pedestrian island widening at junction of Old Sunway and installation of tactile paving.	Walking Route Assessment Tool principles: • Comfort
Long-term	WZ-06	Old Sunway / White Lion Court	Installation of footway and improvements to existing sections from Railway Road to Norfolk Street.	Walking Route Assessment Tool principles: • Directness

Table 8: Improvement schemes – King's Lynn Walking Zone

### Public Realm Action Plan Recommendations

The active travel schemes recommended in the Public Realm Action Plan are listed below. These are key considerations in the development of the LCWIP schemes to ensure cohesion and the provision of an improved walking network and pedestrian environment.

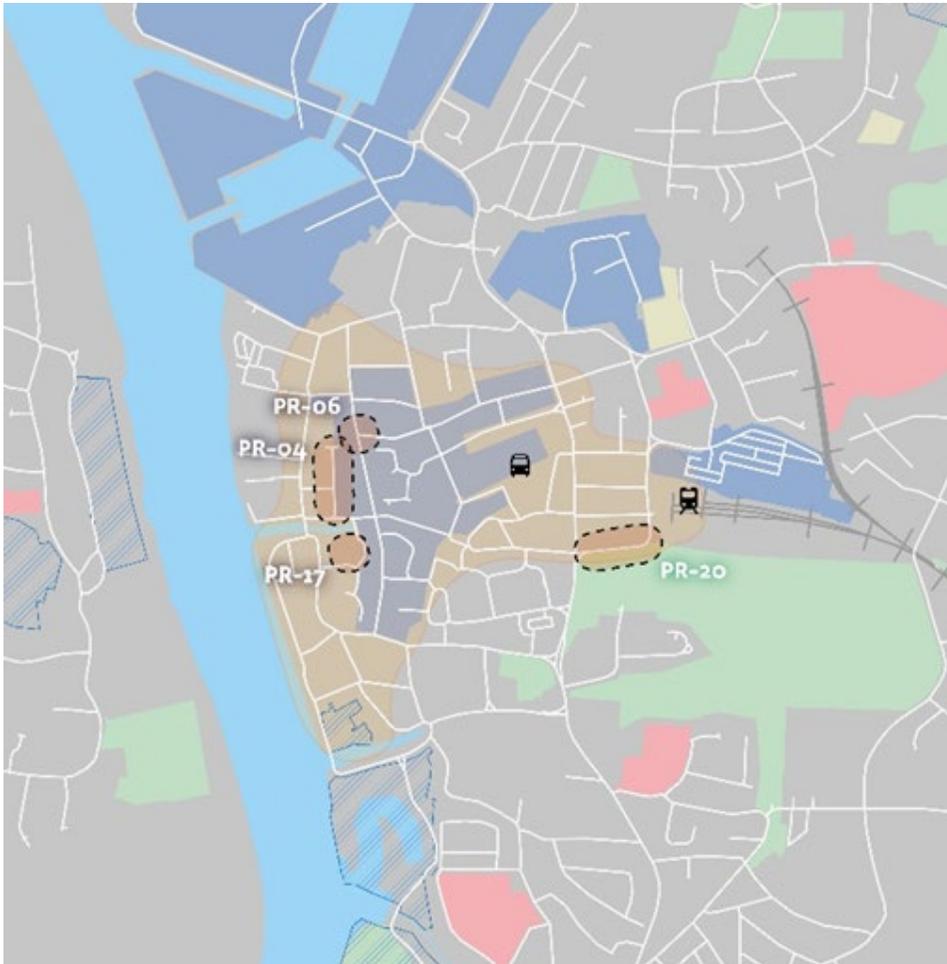


Figure 15: Short term public realm action plan schemes.

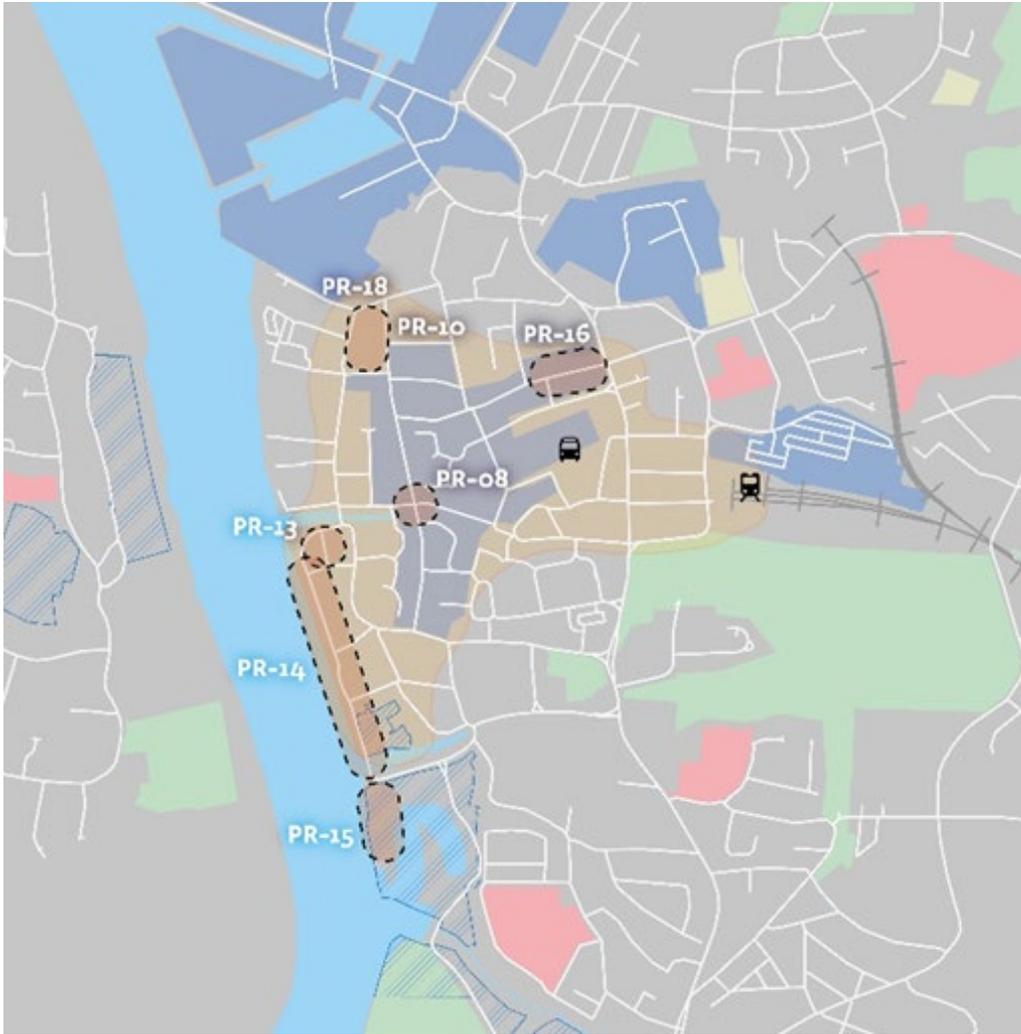


Figure 16: Medium term public realm action plan schemes.



Figure 17: Long term public realm action plan schemes.

<b>Timescale</b>	<b>Ref</b>	<b>Location</b>	<b>Description</b>
Short-term	PR-04	Purfleet Street	New public space to be formed: new layout at bridge to Baker Street Car Park; furniture, planting, lighting, resurfacing
Short-term	PR-06	High Street / Norfolk Street	Bespoke junction design
Short-term	PR-17	Baker Street Car Park	Cycle hub
Short-term	PR-20	Blackfriars Road / The Walk	Additional tree planting
Medium-term	PR-08	High Street / New Conduit Street	Bespoke junction design
Medium-term	PR-10	Tuesday Market Place	Pedestrianisation: explore opportunity to remove car parking to make a people-centered space.
Medium-term	PR-13	King's Staithe Square	Public space to be upgraded.
Medium-term	PR-14	South Quay	New linear park; furniture, planting, lighting, resurfacing. Creation of new public space for town. Opportunity to explore connections to the town's Hanseatic heritage. Consider view to town from opposite bank of the river. See ref 01-01 for cycling scheme.
Medium-term	PR-15	Boal Quay	Continuation of South Quay linear park. See ref 01-08 for cycling and walking scheme.
Medium-term	PR-16	Norfolk Street	Furniture and planting east of Albert Street using similar palette to High Street. See ref WZ-01 for walking scheme.
Medium-term	PR-18	Tuesday Market Place	Cycle hub
Long-term	PR-01	Railway Station Forecourt	Public space to be redeveloped: new layout; furniture, planting, lighting, resurfacing.
Long-term	PR-11	St George's Guildhall	Create 'space' adjacent to Guildhall to supplement planned building works.
Long-term	PR-12	Purfleet Bridge	New public realm to create a bespoke setting adjacent to the Custom House.
Long-term	PR-19	Railway Station	Cycle hub
Long-term	PR-21	Nar Loop	Potential new wetland park, with access for all See ref 01-08 for cycling and walking scheme.

Table 9: Public realm action plan schemes

## 9. Wider network connectivity schemes

The Local Cycling and Walking Infrastructure Plan also includes 5 extensions into the wider connectivity study area shown in Figure 18. These are designed to provide wider connectivity between the town centre and nearby settlements for those wishing to use sustainable modes of transport for travel to and from King's Lynn.

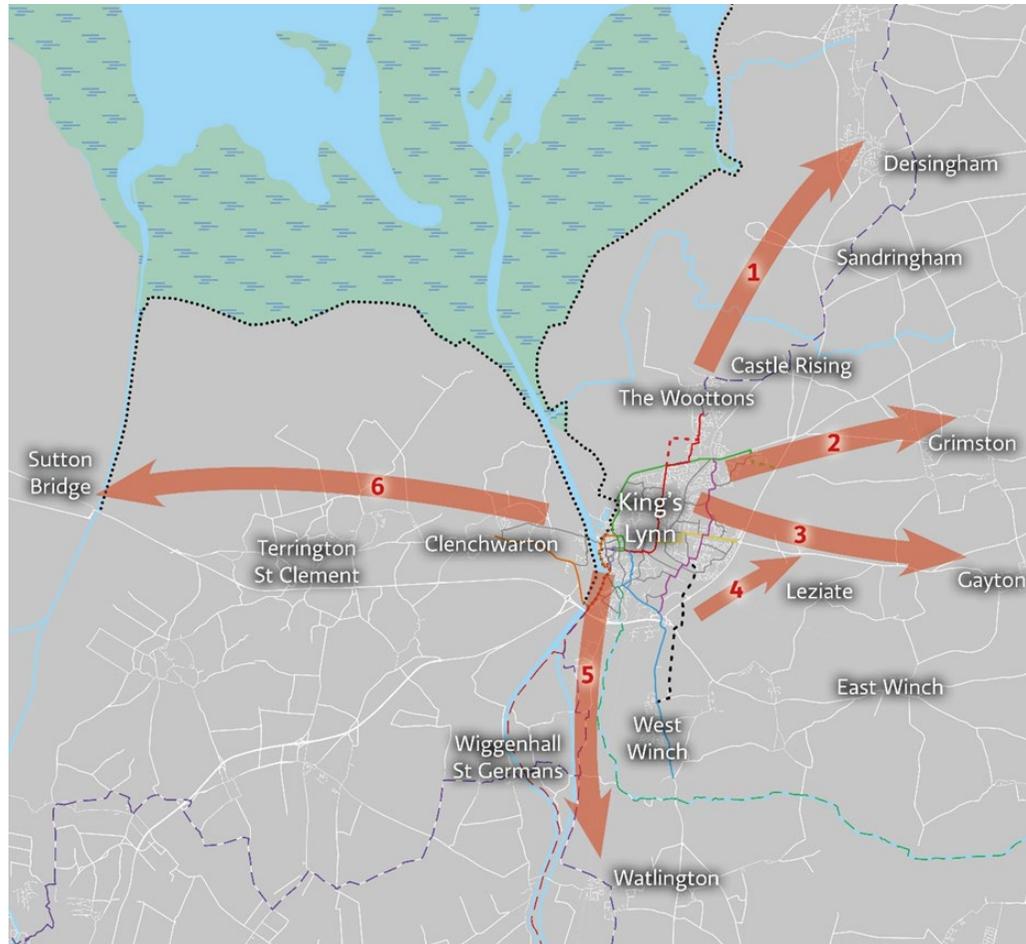


Figure 18: King's Lynn LCWIP wider connections.

### **9.1. The wider strategic network**

The development of the Active Travel network for the infrastructure plan has identified five opportunities to increase the footprint of the active travel network by extending and linking existing cycling and walking networks throughout the West Norfolk region. Plans are also being developed to deliver a cycling and walking infrastructure plan across Norfolk. This would result in the King's Lynn local cycling and walking infrastructure plan network linking with other, new networks across the county. This report includes the detail of proposals which could extended connectivity as illustrated in the map below.

## 9.2. King's Lynn North to Dersingham (1)

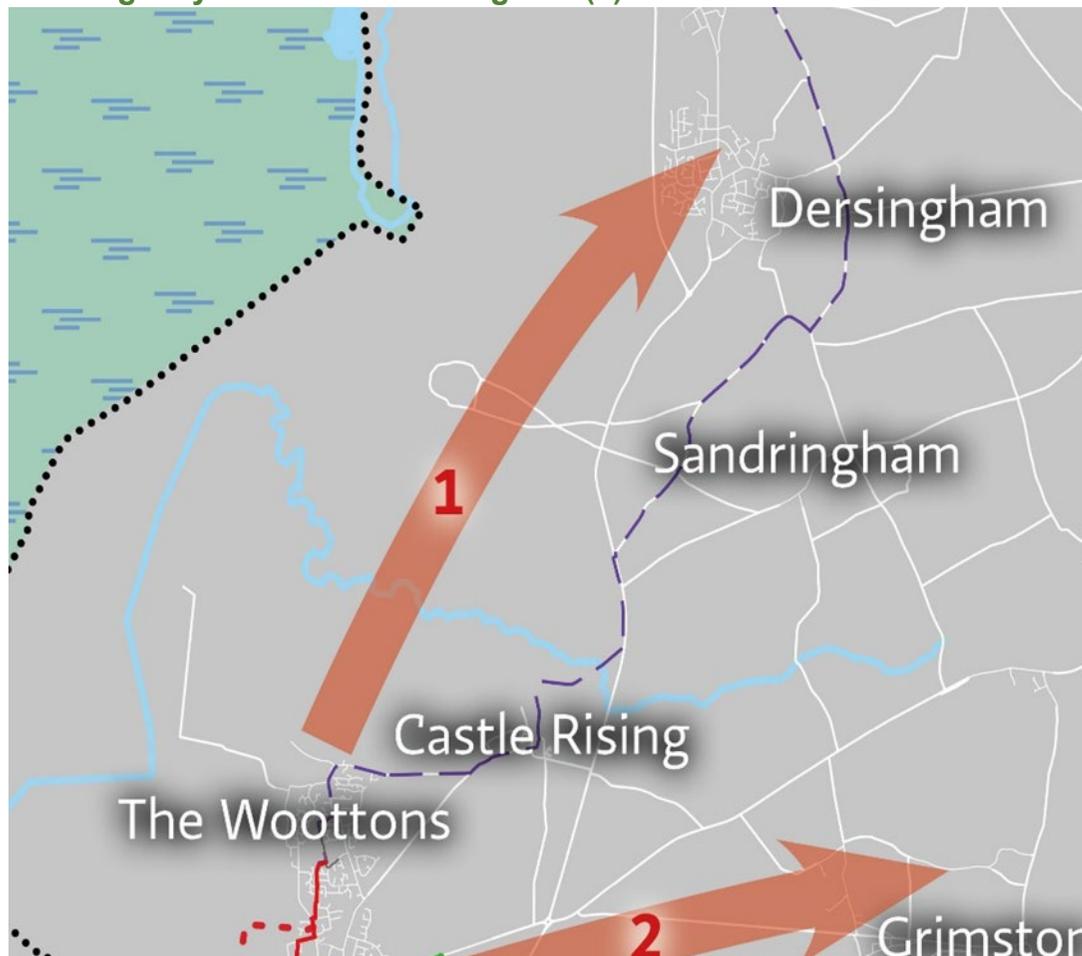


Figure 19: King's Lynn North to Dersingham

### Route Description

North out of King's Lynn from the red route this route can utilise the existing Sustrans National Cycle Network (NCN) Route 1 to connect the villages of Castle Rising, Sandringham and Dersingham. This section of the NCN is a mixture of traffic-free lanes and

quiet roads with one major crossing over the A149 Queen Elizabeth Way. A feasibility study would be recommended to assess the A149 crossing and look at infrastructure improvements to provide safer crossing for all users. Further studies could review the permeability of the NCN to ensure wider access to the route is available through quiet roads and rights of way. This route also aligns to a wider feasibility study to create a Green Way to Hunstanton which also provides opportunities for cycle tourism, enabling people to access and enjoy the coast via a bike.

### Route improvement schemes

Timescale	Ref	Location	Description	Design principle alignment
Short-term	WC-04		Detailed design work aligned with Sustrans feasibility for key schemes to develop out connection to Sandringham	Summary principle: 1) Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to cycle in our towns and cities should be universal.
Medium-term	WC-05	A149 – Queen Elizabeth Way	Improve crossing over A149 to connectivity to Sandringham	Summary principle: 1) Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to cycle in our towns and cities should be universal. 8) Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links and areas that are good for cycling.
Medium- to long-term	WC-06		Rerouting of The Woottons priority route using disused railway line adjacent to new housing development	

Table 10: Route improvement schemes - King's Lynn North to Dersingham

### 9.3. King's Lynn North East to Grimston (2)

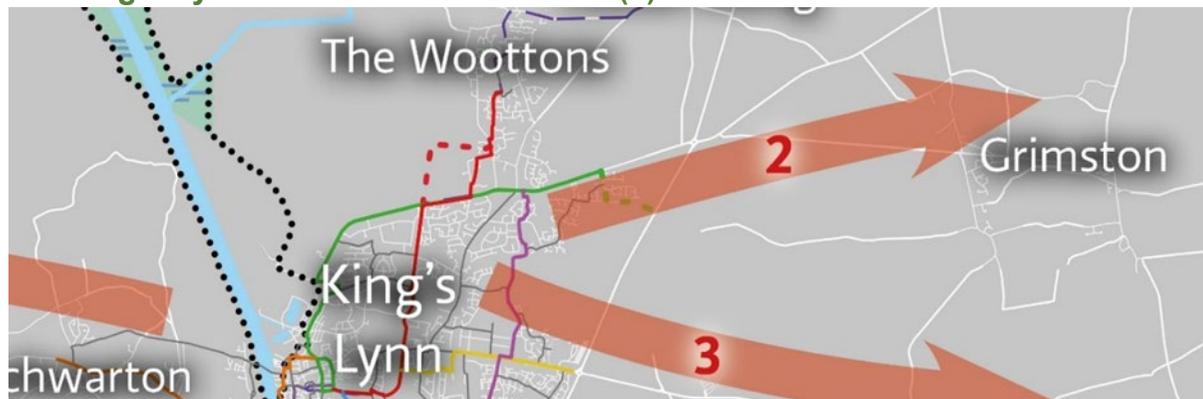


Figure 20: King's Lynn North to Grimston

#### Route Description

East out of King's Lynn, this route would utilise the proposed Greenway to Fakenham to connect King's Lynn to the village of Grimston. Sustans have completed a feasibility of this route and have recommended a grade-separated crossing (e.g. bridge or tunnel) to provide access over the A149 along Sandy Lane. Following Sandy Lane, a quiet, traffic-free route along Grimston Warren and Roydon Common, there are options to continue along Cliffe-En-Howe Road or a potential traffic-free route north east, both of which connect to Pott Row. From Pott Row, the identification of a suitable quiet road can provide connection to Grimston.

#### Route improvement schemes

Timescale	Ref	Location	Description	Design principle alignment
Short-term	WC-01	A149 crossing	Detailed feasibility/design of A149 walking and cycling crossing	Summary principle: 1) Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond.
Short-term	WC-07	A149 crossing to Grimston	Detailed feasibility/design of resurfacing of existing Highway infrastructure	Summary principle: 14) Surfaces must be hard, smooth, level, durable, permeable and safe in all weathers.
Medium- Term			To be identified following detailed feasibility studies	
Long Term			To be identified following detailed feasibility studies	

Table 11: Route improvement schemes - King's Lynn North to Grimston

### 9.4. King's Lynn East to Gayton (3)

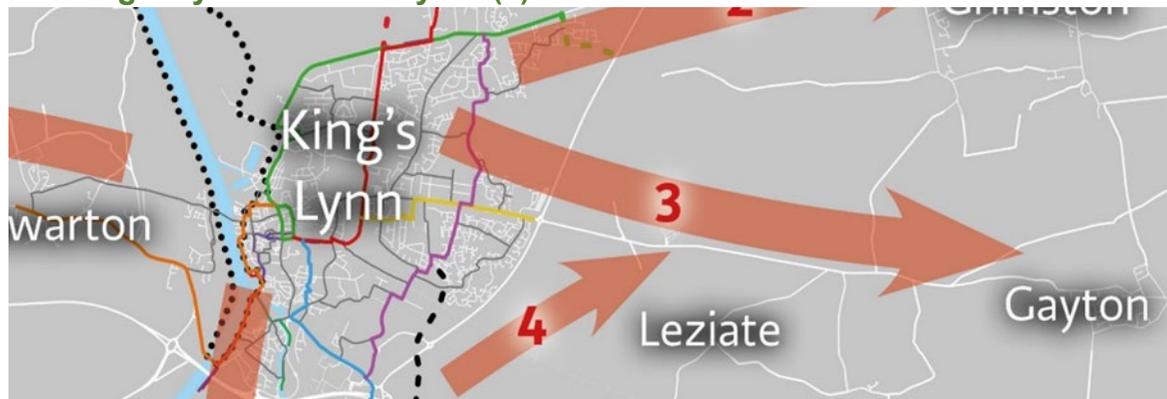


Figure 21: King's Lynn East to Gayton

#### Route Description

East out of King's Lynn towards Gayton, beginning from the yellow route, Sustrans have recommended a grade-separated crossing to provide access of the A149 south of the A1075 / B1145 roundabout. Although the B1145 is not currently suitable for pedestrians or cyclists, a wide southern verge provides suitable space for new infrastructure to access the Crematorium and Bawsey country Park. The second stage of this active travel route would require feasibility studies to investigate a suitable link connecting the country park to Gayton.

### Route improvement schemes

<b>Timescale</b>	<b>Ref</b>	<b>Location</b>	<b>Description</b>	<b>Design principle alignment</b>
Short-term	WC-08	A149 / B1145 Roundabout	Detailed feasibility/design of A149 walking and cycling crossing	<p>Summary principle:            1) Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone.            The opportunity to cycle in our towns and cities should be universal.            8) Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links and areas that are good for cycling.</p>
Short-term	WC-09	B1145	Detailed feasibility/design of B1145 walking and cycling provision	<p>Summary principle:            1) Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone.            The opportunity to cycle in our towns and cities should be universal.</p>
Medium- Term	WC-10	Various locations	Detailed feasibility/design of cycling and walking provision between Bawsey and Gayton	<p>Summary principle:            1) Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone.            The opportunity to cycle in our towns and cities should be universal.</p>
Long Term			To be identified following detailed feasibility studies	-

Table 12: Route improvement schemes - King's Lynn East to Gayton

### 9.5. King's Lynn South to Leziate (4)



Figure 22: King's Lynn South to Leziate

#### Route Description

East out of King's Lynn from Hardwick, this route would utilise the disused railway line to provide a quiet, traffic-free route to reach Bawsey Country Park. The existing Public Rights of Way would provide a link between the country park and Leziate.

### Route Improvement Schemes

<b>Timescale</b>	<b>Ref</b>	<b>Location</b>	<b>Description</b>	<b>Design principle alignment</b>
Short-term	WC-19	Disused railway line	Feasibility study to assess suitability of railway line.	Summary principle: 1) Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to cycle in our towns and cities should be universal.
Short-term	WC-20	Public Rights of Way	Feasibility to identify route using existing rights of way.	Summary principle: 1) Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to cycle in our towns and cities should be universal.
Medium-term & long term			To be identified following feasibility studies.	

Table 13: Route improvement schemes - King's Lynn South to Leziate

### 9.6. King's Lynn South to Watlington (5)

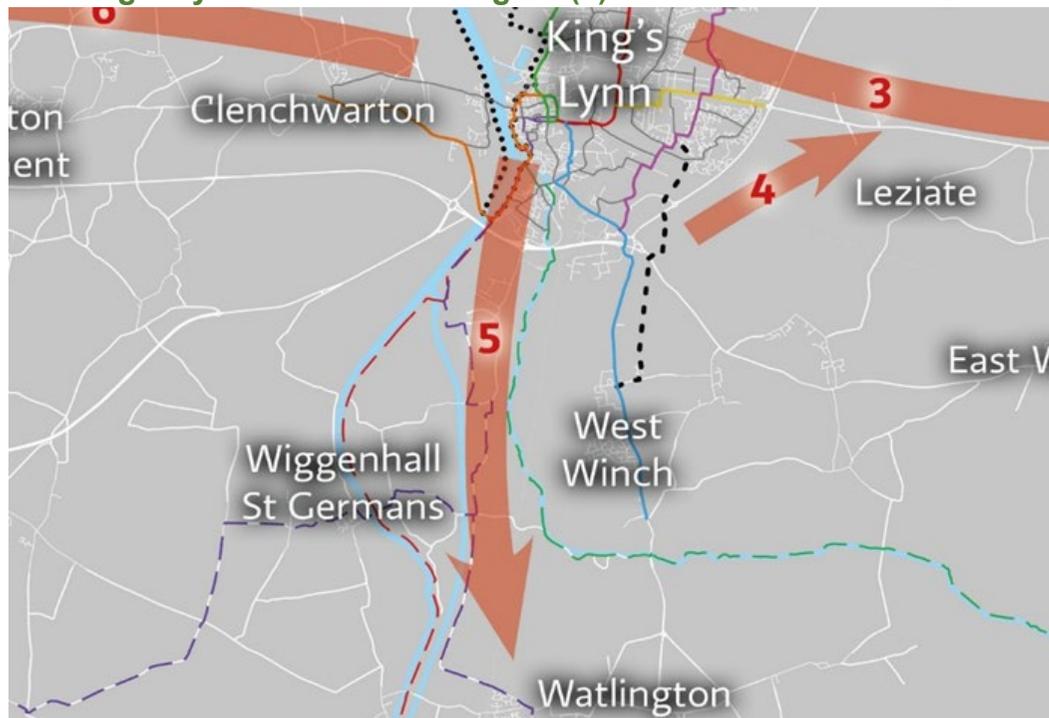


Figure 23: King's Lynn South to Watlington

#### Route Description

South of King's Lynn, the existing Sustrans NCN Route 1 and NCN Route 11 provides connectivity to Watlington, and could also provide links with the Norfolk Trails, Fen Rivers Way and Nar Valley Way. The NCN routes provide sections of traffic-free lane and quiet roads. Work with Sustrans could be undertaken to assess and improve the condition of the route if required. Further feasibility work could look to improve permeability by identifying suitable quiet roads that connect to the NCN.

## Route improvement schemes

<b>Timescale</b>	<b>Ref</b>	<b>Location</b>	<b>Description</b>	<b>Design principle alignment</b>
Short-term	WC-11	Various locations	Feasibility to improve cycling routes south of King's Lynn to include Nar Valley and Fen Rivers	Summary principle: 1) Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to cycle in our towns and cities should be universal.
Medium- Term			To be identified following detailed feasibility studies	
Long Term			To be identified following detailed feasibility studies	

Table 14: Route improvement schemes - King's Lynn South to Watlington

### 9.7. King's Lynn West to Sutton Bridge (6)



Figure 24: King's Lynn West to Sutton Bridge

#### Route Description

West out of King's Lynn, this route would connect the proposed orange route to Terrington St Clement. Infrastructure improvements along Main Road and Lynn Road would provide a direct and accessible link for pedestrians and cyclists between Clenchwarton and Terrington St Clement. Continuation of these improvements following Sutton Road would provide access to the A17 that could connect to Sutton Bridge using the old A17, which runs parallel to the current road. Investigation would be required to assess suitability and land ownership.

#### Route improvement scheme

Timescale	Ref	Location	Description	Design principle alignment
Medium-term	WC-12	Various locations	Feasibility to extend route to Terrington St Clement and through to Sutton Bridge	Summary principle: 1) Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to cycle in our towns and cities should be universal.

Table 15: Route improvement schemes - King's Lynn West to Sutton Bridge

The following schemes will maintain and improve the existing wider active travel network. Priority routes include Norfolk Trails and the Sustrans National Cycling Network Route 1.

### 9.8. Nar Valley Way (Green): King's Lynn to Gressenhall

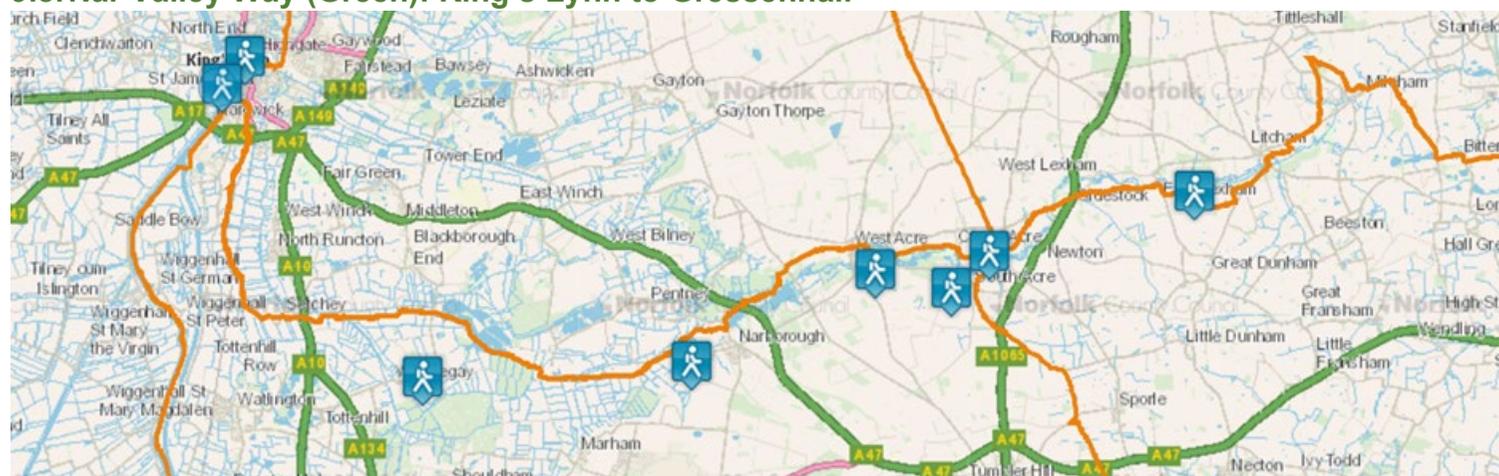


Figure 25: Nar Valley Way

#### Route Description

The Nar Valley Way is a 33-mile walking trail which connects King's Lynn to Gressenhall, near Dereham. The route leaves King's Lynn and then connects to the Wensum Way which continues eastwards to Norwich. Nar Valley Way also crosses the Peddars Way National Trail at Castle Acre, which links up the southern Suffolk border to the North Norfolk coast.

#### Route improvement schemes

Timescale	Ref	Location	Description
Medium-term	WC-13	Various locations	Route improvements as identified in Nar Valley Way audits completed by Norfolk Trails and Active Trails to improve year-round access and accessibility

Table 16: Route improvement schemes - Nar Valley Way

9.9. Fen Rivers Way (Red)

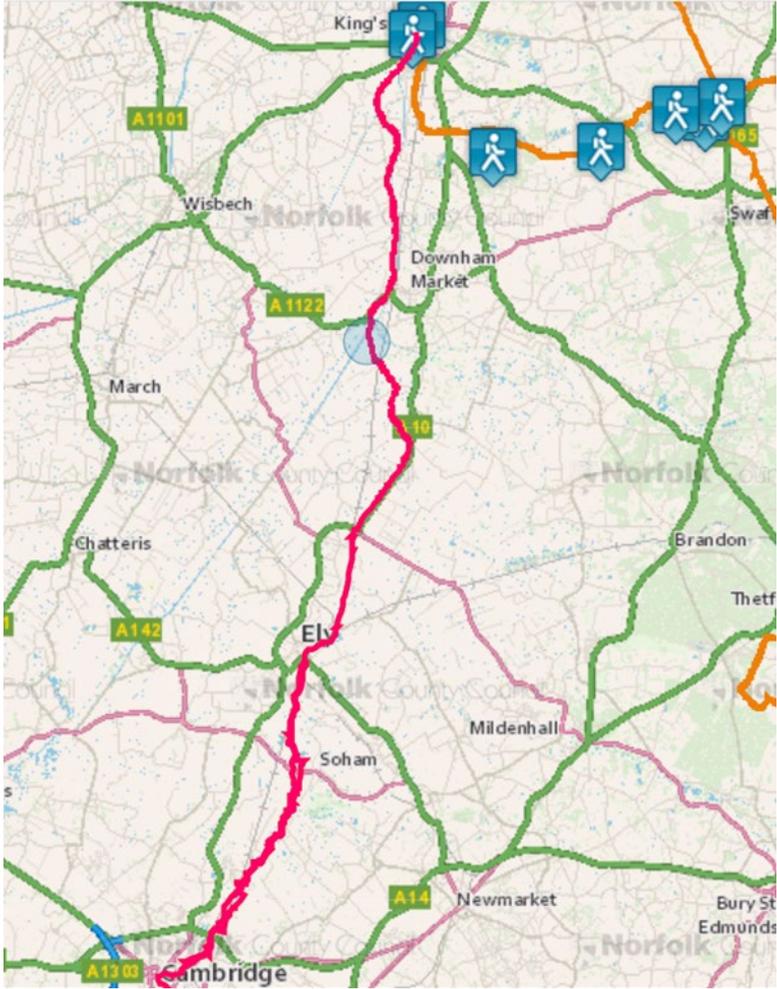


Figure 26: Fen Rivers Way

### Route Description

The Fen Rivers Way runs nearly 50 miles between King's Lynn and Cambridge, tracing the course of rivers that drain slowly across the Fens into the Wash. It crosses under the A47 and continues to hug the bank of the Great Ouse south out of the county.

### Route improvement schemes

<b>Timescale</b>	<b>Ref</b>	<b>Location</b>	<b>Description</b>
Short-term	WC-18	Various	Accessibility audit of Fen Rivers Way to identify key improvements for all users.

Table 17: Route improvement schemes - Fen Rivers Way

## 9.10. National Cycle Network Route 1

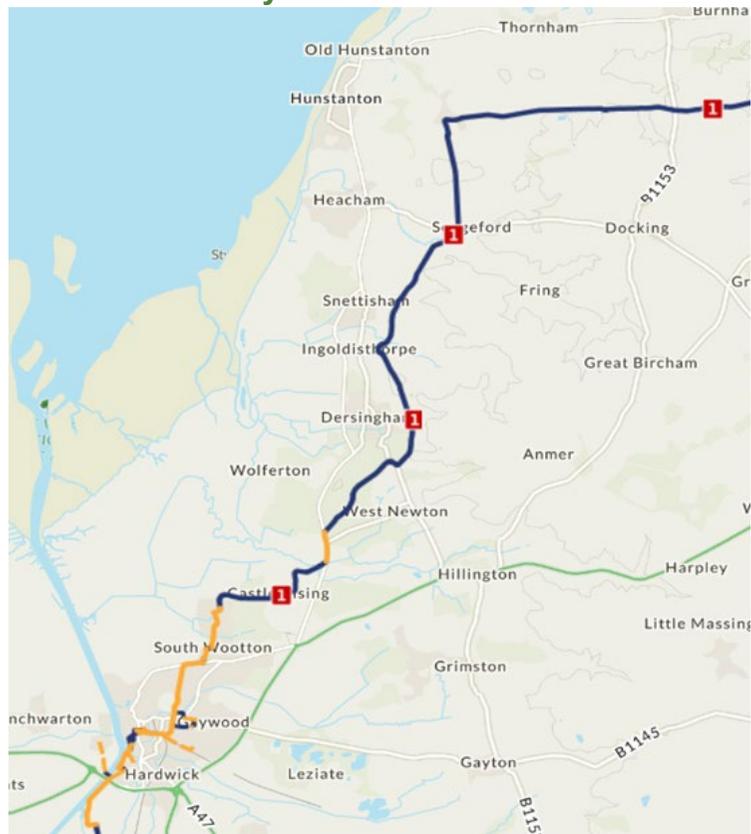


Figure 27: National Cycle Network Route 1

### Route Description

The National cycle route 1 is a 1,264 mile promoted route running from Dover to the Highlands of Scotland and runs through King's Lynn connecting from Norwich and Fakenham outward to Lincolnshire and beyond National Cycle Network (NCN) Route 1. In the short term schemes and studies have been identified which increase accessibility and help to develop the design of the route.

### Route improvement schemes

<b>Timescale</b>	<b>Ref</b>	<b>Location</b>	<b>Description</b>	<b>Design principle alignment</b>
Short-term	WC-14	Various locations	Barrier removal improvements as identified through Sustrans NCN review	Summary principle: 16) Access control measures, such as chicane barriers and dismount signs, should not be used.
Short-term	WC-15	Various locations	Signage improvements as identified through Sustrans NCN review	Summary principle: 11) Schemes must be clearly and comprehensively signposted and labelled.
Short-term	WC-16	Various locations	Review feasibility study infrastructure improvements as identified through Sustrans NCN review, such as path widening schemes	Summary principle: 1) Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to cycle in our towns and cities should be universal.
Medium-Term			To be identified following detailed feasibility studies	
Long Term			To be identified following detailed feasibility studies	

Table 18: Route improvement schemes - National Cycle Network Route 1

## 9.11. England Coast Path Extension

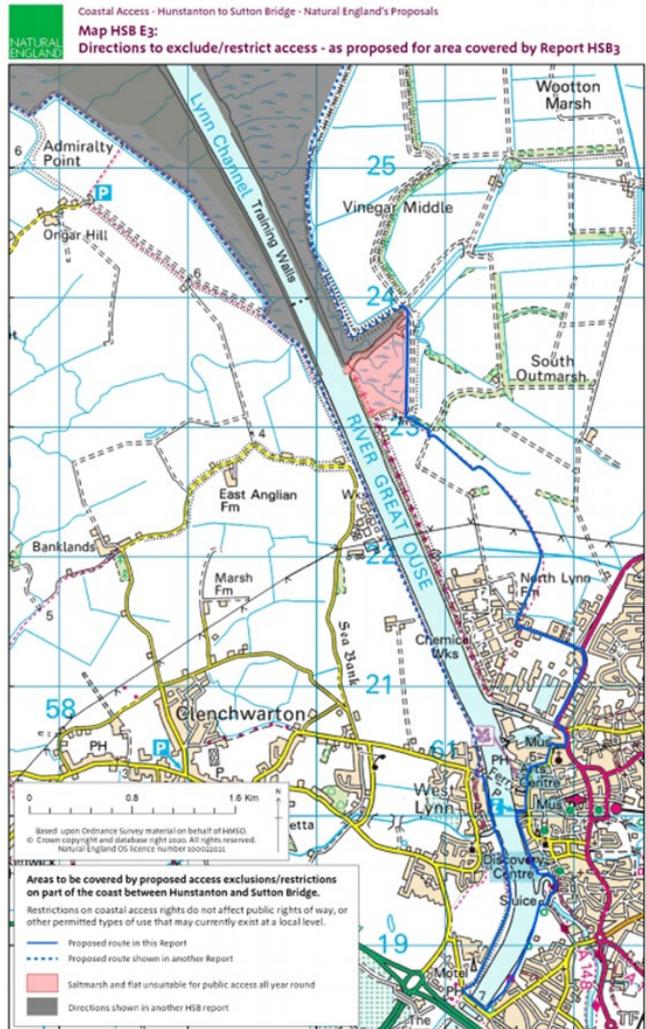


Figure 28: Coast Path Extension

### Route Description

Natural England have proposed a coast path extension between Hunstanton and Sutton Bridge. The route goes through King’s Lynn however, due to the port activity, a riverside route is not available and so Natural England have proposed that the trail be directed inland through the town before re-joining the river at the first opportunity. The proposed route goes on the landward side of the port on public pavements.

There are plans to regenerate the King’s Lynn Riverfront at Nelson Quay in the medium – long term which incorporates improvements to walking and cycling routes as part of the development such as delivering a walkable riverfront. A masterplan for the Riverfront Regeneration has been developed and it will be a key component in bringing forward schemes identified in this Local Cycling and Walking Infrastructure Plan and as part of the coast path extension between Hunstanton and Sutton Bridge.

### Route improvement schemes

<b>Timescale</b>	<b>Ref</b>	<b>Location</b>	<b>Description</b>	<b>Design principle alignment</b>
Short-term	WC-17	Various locations	Surfacing improvements on Coast Path at West Lynn	Summary principle: 14) Surfaces must be hard, smooth, level, durable, permeable and safe in all weathers.
Medium-Term			Following Coast Path feasibility on improvements required	

Table 19: Route improvement schemes - Coast Path Extension

## 10. Priority Highway cycling and walking schemes

As part of implementing the King's Lynn Transport Strategy work is ongoing looking at the following locations:

- Town centre gyratory system
- Hardings Way
- Southgates roundabout

### 10.1. King's Lynn Gyratory

Feasibility and scheme development work for re-configuring the central town centre gyratory one-way system is currently underway. This is to address the issue of poor local air quality on Railway Road, reduce congestion and delay and improve the public realm and walking and cycling journeys into the town centre.

The key objectives for the town centre gyratory improvement are to:

- Improve road safety by removing the existing four traffic lanes
- Improve air quality on Railway Road
- Improve public transport provisions in King's Lynn by favouring bus movements to and from the bus station
- To improve walking and cycling provisions. Achievement of this will be supported from the outcomes of the King's Lynn King's LCWIP
- Improve highway capacity in the town centre to minimise delays & congestion

This study has been given priority consideration within King's Lynn Local Cycling and Walking Infrastructure Plan to ensure that any identified active travel network schemes contribute towards delivering on key objectives of the Highways scheme.

### 10.2. Hardings Way

Hardings way is a public transport, cycling and walking route linking Wisbech Road at its southern end to Boal Street. General traffic is not permitted to use this road which is controlled by rising bollard bus gates at either end which are activated by the buses.

It has been suggested that the resilience of the highway network could be improved by allowing other motorised vehicle types to use this route. A study has been carried out to investigate this issue and determine the most appropriate use for Hardings Way. The study will establish the strengths and weakness of various options.

Hardings Way has been given priority consideration within the King's Lynn Local Cycling and Walking Infrastructure Plan to ensure its walking and cycling benefits are fully realised in conjunction with the proposed active travel network set out in section 7.

### **10.3. Southgates Roundabout**

Feasibility work has identified an improvement scheme for the Southgates roundabout to tackle issues of traffic congestion and journey time unreliability at this key access point to the town. The preferred option is to enlarge the current roundabout and install traffic signals. This will also need to include significant enhancements for walking and cycling at this busy junction.

## 11. Other priority schemes to support the active travel network

In addition to the active travel network improvements outlined in this report, additional schemes have been identified which help promote the use of the active travel network by making cycling and walking a more convenient and appealing mode of transport within King's Lynn and West Norfolk.

### 11.1. Public Cycle Hire Schemes

Public cycle hire schemes provide members of the public with safe, easy and affordable access to cycles which enable short trips to be made without relying on motorised transport.

Norfolk County Council has recently partnered with Beryl Bikes and launched a cycle hire scheme in Norwich in March 2020. Currently Beryl Bikes have a fleet of 580 cycles available in Norwich and have recently introduced e-scooters which can be found at one of the 80 parking bays located around the city.

Since launch Beryl Bikes users in Norwich have covered the equivalent of six and a half laps around the globe, according to figures from Beryl, saving 43.92 tonnes of carbon dioxide emissions.

A potential pilot scheme for King's Lynn with a catchment area of 12.5km<sup>2</sup> containing 20 parking bays with a total of 70 cycles is estimated to cost around £200,000 - £400,000 over 5 years.



Figure 29: Beryl Bikes.

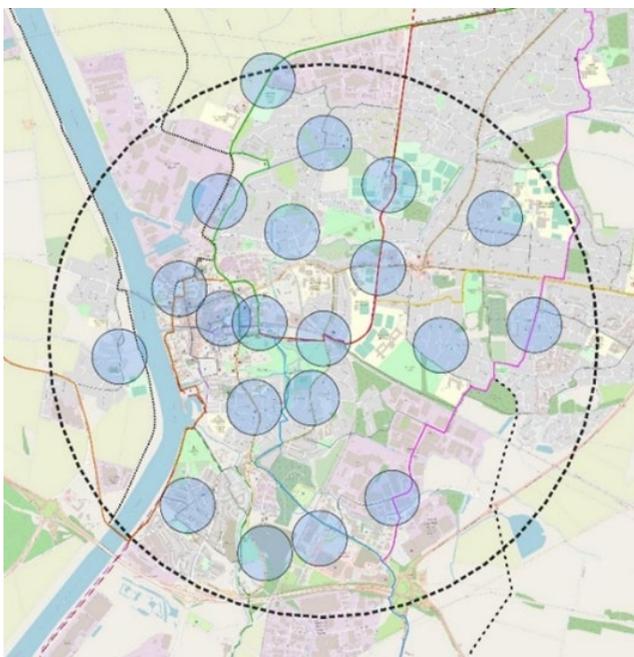


Figure 30: Map showing what a pilot cycle hire scheme could look like in King's Lynn.

Following public consultation, docking bays could be distributed throughout a hire zone to maximise coverage, usage and connectivity.

We have learnt from similar schemes that popular locations for docking bays include transport hubs, such as bus and train stations, industrial parks, colleges, hospitals, parks and recreational areas.

The map represents an example of what a pilot cycle hire scheme could look like in King's Lynn with docking bay positions every 400m.

Should a pilot scheme be approved and prove successful then consideration would be given to extending the scheme to cover a wider catchment area.

**NCC and BCKL&WN will seek capital funding opportunities for a pilot scheme in King's Lynn**

## 11.2. Route Wayfinding

Wayfinding signs help guide cyclists and pedestrians along a defined route without the need to refer to a map or mobile device. They are positioned along the journey at key decision points such as junctions, and sometimes in-between for reassurance. They also help maintain user safety, cut down on user conflict and keep people informed and connected while they travel. The signs also serve to create awareness of these routes and encourage people to use them. Examples of Wayfinders can be found along the existing active travel routes in Kings Lynn.

Wayfinding interventions, which comply with design guidelines, will be incorporated into new network schemes and included within bids for future funding.



**Wayfinding interventions will be incorporated into new network development bids**

### 11.3. Secure Cycle Parking

Secure cycle parking facilities provide cyclists with the peace of mind that their cycle is safe and secure when they are not using it. The design of the parking will vary depending on where it is located and how long the cycle is being stored.

On-street cycle parking hangers can provide secure storage in residential areas where storing a cycle at the home is not possible.

Cycle parking for short stays near busy locations such as shops, cafes and town attractions can take the form of simple tubular stands, either on their own or in large quantities depending on demand.

Cycle hubs can be found at locations that cater for large numbers of cyclists storing their cycle for long periods of time. Typical locations for cycle hubs are railway stations, central bus stations, places of education and work, high streets, marketplaces and other public spaces and key attractors.

When opportunities allow cycle parking solutions will be put forward for future capital funding. Short term capital funding opportunities include the Towns Fund and the Active Travel Fund.



Figure 31: Cycle Parking Examples

**Cycle parking solutions will be included in future capital funding bids**

## 11.4. Micromobility

'Micromobility' is the use of small lightweight electric vehicles to transport people and goods around towns and cities. Examples of these vehicles include low speed electric cycles and electric scooters as well as cargo cycles which are used by businesses to transport goods within central locations.

Increasing the availability and usage of these vehicles helps to reduce traffic congestion, free up parking space and improve air quality which supports a more healthy and sustainable transport system.

In the short-term Norfolk County Council will identify strategic partners to help pilot the use of lightweight electric vehicles to help transport people and goods within the Kings Lynn region.



Figure 32: Zedify cargo bike. Credit: Zedify

**Opportunities to pilot the use of lightweight electric vehicles within the Kings Lynn**

## 11.5. Mobility Hubs

A Mobility Hub connects multiple modes of public and non-public transport and offer services which help make journeys safe, convenient and as reliable as possible. The features and services within a Mobility Hub will be influenced by its location as well as the volume and type of traveller who will be using it. Examples of additional transport services which may be available at a Mobility Hub include cycle and scooter hire, cycle parking, car charging and parking facilities, cycle repair services, storage lockers, map and transport information services, shelter from the weather and refreshments.

As well as helping people connect with transport modes Mobility Hubs also help to raise the profile of shared mobility services which can increase their use and commercial viability. In addition, they support low car use lifestyles which could lead to lower demand for car parking spaces in central locations with space being reallocated for housing or public area improvements.

In the short-term Norfolk County Council will investigate capital funding opportunities to enhance existing transport interchanges to mobility hub standards. An active travel hub scheme is currently underway in King's Lynn as part of the NORA Enterprise Zone. Here an Active Travel Hub is proposed to provide car parking, cycling facilities and associated infrastructure on the outskirts of the town to serve the business park and provide inward town travel.



**Opportunities to enhance existing transport interchanges.**

### 11.6. Mobility-as-a-service (MaaS)

Mobility as a Service (MaaS) is a term used to describe a digital transport service platform that enable users to access, pay for, and get real-time information on a range of public and private transport options. These platforms may also be linked to the provision of new transport services. They can save people time and money and help them to stay digitally connected with live transport updates whilst on the move.

Working with Government and strategic partners Norfolk County Council will seek opportunities to invest in digital transport services for Norfolk to enable easy and efficient connectivity through the region.

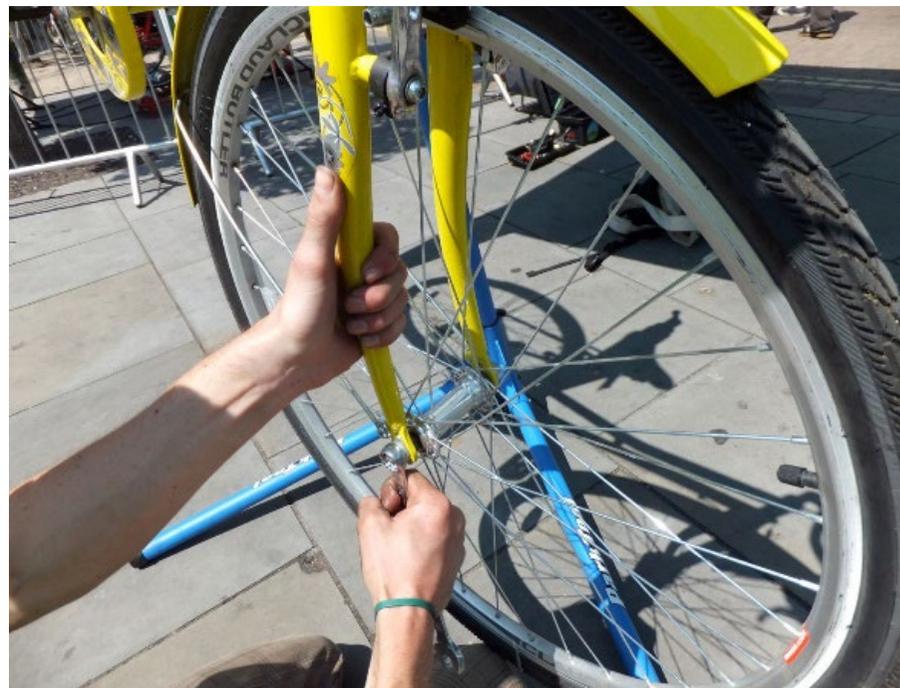


Norfolk County Council will seek opportunities to invest in digital transport services for Norfolk

### 11.7. Cycling and Walking Incentives

Cycling and walking incentives are design to encourage people within the community to use and enjoy the cycling and walking network. Examples of incentives can include cycle training programmes for schools and communities, support for workplaces with cycle parking, network maps, cycle loan schemes, plus competitions to win cycling and walking equipment. The variety of incentives offered by local authorities can change over time depending on the needs of the local community and the level of funding available.

Norfolk County Council currently offer a programme of walking and cycling incentives through the “Pushing Ahead” project and we will look to develop a similar programme for King’s Lynn.



Investigate a programme of cycling and walking initiatives for King’s Lynn.

## 11.8. Summary of schemes which support cycling and walking

<b>Timescale</b>	<b>Ref</b>	<b>Description</b>	<b>Detail</b>
Short-term	AS-01	Docked Public Cycle Hire Schemes	Investigate opportunities for a public/ private partnership to deliver a bike hire scheme covering the main attractors in the King's Lynn Town Centre Study Area.
Short/ Medium-term	AS-02	Route Wayfinding (for Cycling and Walking)	Following infrastructure improvements improved wayfinding to publicise the priority routes and the destinations they serve.
Short/ Medium-term	AS-03	Secure Cycle Parking	Investigate funding opportunities for cycle parking solutions within King's Lynn.
Short/ Medium-term	AS-04	Micromobility	Investigate opportunities for public/ private partnerships for micromobility pilots including (but not limited to) e scooters and e cargo bikes
Short/ Medium-term	AS-05	Mobility Hubs	Look at opportunities to enhance existing transport interchanges at the rail station and bus station to improve walking and cycling access
Short/ Medium-term	AS-06	Cycling and Walking Incentives	Development of a targeting behaviour change programme to encourage more people to walk and cycle for economic, social, health and environmental benefits. This will be developed in alignment with key stakeholders including public health.
Medium/Long-Term	AS-07	Mobility-as-a-service (Mass)	Working with wider Norfolk County Council initiatives to investigate opportunities for Mobility as a service pilots e.g., app developments to encourage more multi modal trips. This could be aligned with a micro mobility or a bike hire pilot.

Table 20: Supporting infrastructure schemes

## **12. Details of Annex A-G**

Additional information which supports the King's Lynn Local Cycling and Walking Infrastructure Plan (LCWIP) main report can be found in the following separate Annexes

### **Annex A - Programme of Cycling & Walking Infrastructure Improvements for King's Lynn (March 2022)**

Full detailed scheme list for active travel network improvements schemes contained with the King's Lynn LCWIP.

### **Annex B - Information about King's Lynn**

LCWIP location, growth, heritage, safety and environmental context.

### **Annex C – Transport strategy & policy**

LCWIP alignment with local and national transport, environmental and public health policy.

### **Annex D – Active travel network planning**

Planning tools and outputs used to access the walking and cycling needs of the network.

### **Annex E – Economic appraisal of the network**

Methodology and outputs of the economic assessment of the King's Lynn active travel network improvement schemes.

### **Annex F – Neighbourhood Plan Alignment**

Summary of cycling and walking requirements identified following a review of adopted neighbourhood plans within the King's Lynn region.

### **Annex G – Vision King's Lynn Walking & Cycling survey**

Key cycling and walking opinion survey findings and LCWIP considerations.