



King's Lynn Tuesday Market Place Regeneration Consultation Report

November - December 2012



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1 Introduction

The project aims to make Tuesday Market Place a safer and more attractive area, encouraging a *café style* culture.

Against this background a consultation exercise was carried out to obtain the views of the public on a number of aspects of the regeneration. This included the removal of vehicles along TMP East and South, wider pavements to encourage outdoor eating areas, safer crossing points and a reduction in car parking spaces. Improvements to the King Street / Ferry Street junction were also included, along with revisions to the wider pedestrian zone.

1.1 The Consultation Exercise

The consultation period ran from Monday 26 November until Friday 21 December, and consisted of a number of formats to reach different audiences and generate the maximum interest in the proposed enhancements:

A consultation letter was sent to residents and businesses in the vicinity of Tuesday Market Place, along with statutory consultees. This included a scaled down copy of the plan and surrounding pedestrian/restricted parking zone plan. A copy of the letter, plans, list of statutory consultees and a plan of the distribution area are included in Appendix A.

A public consultation event was held on Tuesday Market Place on Tuesday 27 November between 9.00am-3.00pm and using one of the Borough owned 'pop up' market stalls.

An un-manned exhibition was on display for the duration of the consultation period at KL&WNBC Reception area for people to drop-in and leave comments.

A feedback form was produced and given out to the public during the Tuesday Market Place exhibition on the market itself. These were also left at the Borough Council

Offices along with a display of the proposals, and at the Corn Exchange. A copy of the feedback form is included in Appendix B.

A public meeting was held at King's Lynn Borough Council Offices on the 13 December between 5.00pm-8.00am which invited questions from the public and discussions about the proposed scheme.

In addition, Information on the proposals was available to view on the Borough website at www.west-norfolk.gov.uk under *Have Your Say*, and publicised in the local press (see Appendix C).

1.2 Feedback Form Content

The feedback form focused on people's views on the proposals for Tuesday Market Place, King's Lynn. Respondents were asked to rate a variety of options and whether they liked or disliked the proposals overall.

There was opportunity for the respondent to add any other comments, and they were asked to supply their age group, postcode and how often they visited TMP.

1.3 Engagement & Responses

A total of 57 responses on the design proposals for Tuesday Market Place were received, either by feedback form, letter or email. These broke down to 34 responses via letter and email, along with 23 feedback forms.

Although there was a wide-range of comments, generally the responses suggest people are in favour of the scheme. Some themes and issues in particular were recurring and are worth highlighting for further consideration. Key items are shown below and a summary of the main issues are included under 2.6.

- We should protect the market place and remove all car parking, creating a space such as those found in Bruges, Bury St Edmunds and Lincoln. Many people suggested restoring the market place to its former glory – exposing the old cobbles underneath the tarmac.
- The reduction of the number of disabled spaces and whether there will be a charge for using the proposed spaces
- Some comments suggested that the idea of creating outdoor eating areas around the market place would not suit King's Lynn. They felt this could lead to alcohol consumption in the market place and associated anti-social behaviour. They also had concerns about TMP South being a 'wind tunnel' which may deter people from sitting along here and the fact that it would be shaded a great deal of the time by the neighbouring buildings.
- A further zebra crossing should be incorporated on King Street at the Ferry Lane junction for people accessing the ferry to cross towards the town centre safely and one outside the Job Centre on St Nicholas Street.
- Loading on Norfolk Street should not be limited to between 10am and 10pm as this would inconvenience the local businesses. Also, King Street loading bay should be increased to 30 minutes time limited instead of 20 minutes for the local businesses.
- St Nicholas Street is very narrow and should be looked at to improve safety of pedestrians and traffic flow.
- Street furniture including planters should be flexible so they can be moved for events (e.g. The Mart) and trees will need to be carefully located.
- Street furniture may pose a problem for disabled people navigating around the area.
- Provision of more cycle parking should be incorporated into the scheme.
- Concern about the removal of the taxi rank to TMP

2.0 Analysis

2.1 Feedback Form Results

2.1.1 Q1. To what extent do you like or dislike the Tuesday Market Place redevelopment proposals? Strongly like, like, neither like nor dislike, dislike, strongly dislike or do not know

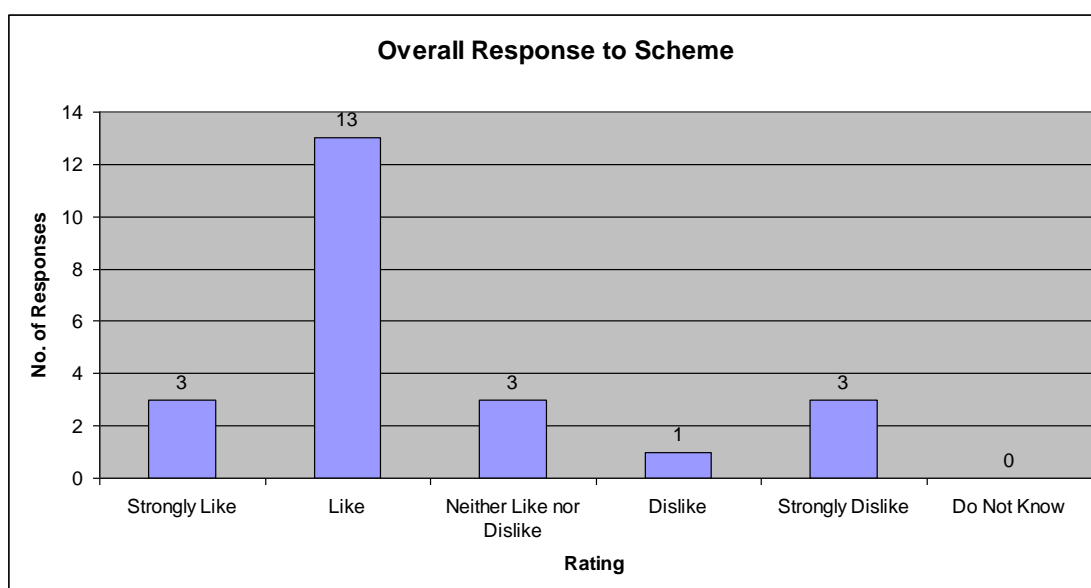


Figure 1 Q1. Overall Rating of scheme

2.1.2 Conclusion

The majority of respondents LIKE the scheme overall; particular areas have been identified in the following question.

2.2 Q2. To what extent do you like or dislike the proposed features?

- Wider Pavements/Public Realm
- Zebra Crossing & Junction Improvement
- Reduced Car Parking Spaces
- Outdoor Eating Areas
- Trees & Planting
- Seating & Art Features
- Choice of Materials Used

Strongly like, like, neither like nor dislike, dislike, strongly dislike or do not know

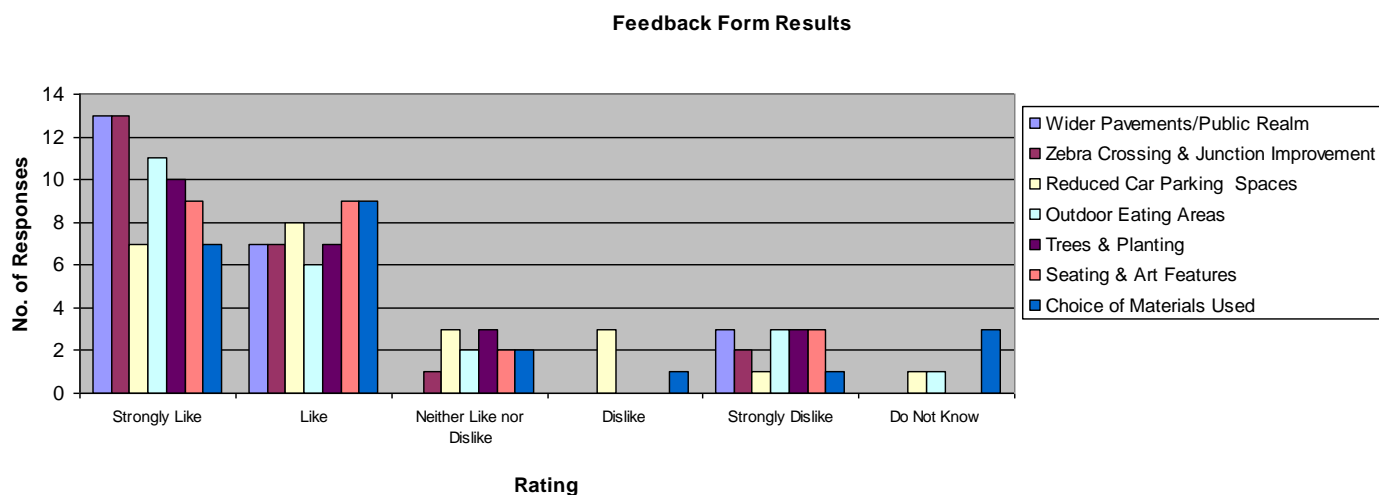


Figure 2 Q1. Average ratings of each scheme element

2.2.1 Conclusion

All of the features were well supported with the most popular aspect to the scheme being the zebra crossing and junction improvements, followed closely by the wider pavements and public realm.

2.3 Analysis by Postcode

The location of respondents, derived from their postcode (where given), has been mapped and an illustration of the results is shown below.

Postcode data analysis has been carried out to consider the views of respondents connected to the proposal area through work, home or business. There were 21 questionnaires returned with a postcode in total and 12 of these were within the proposal area (see Figure 3).

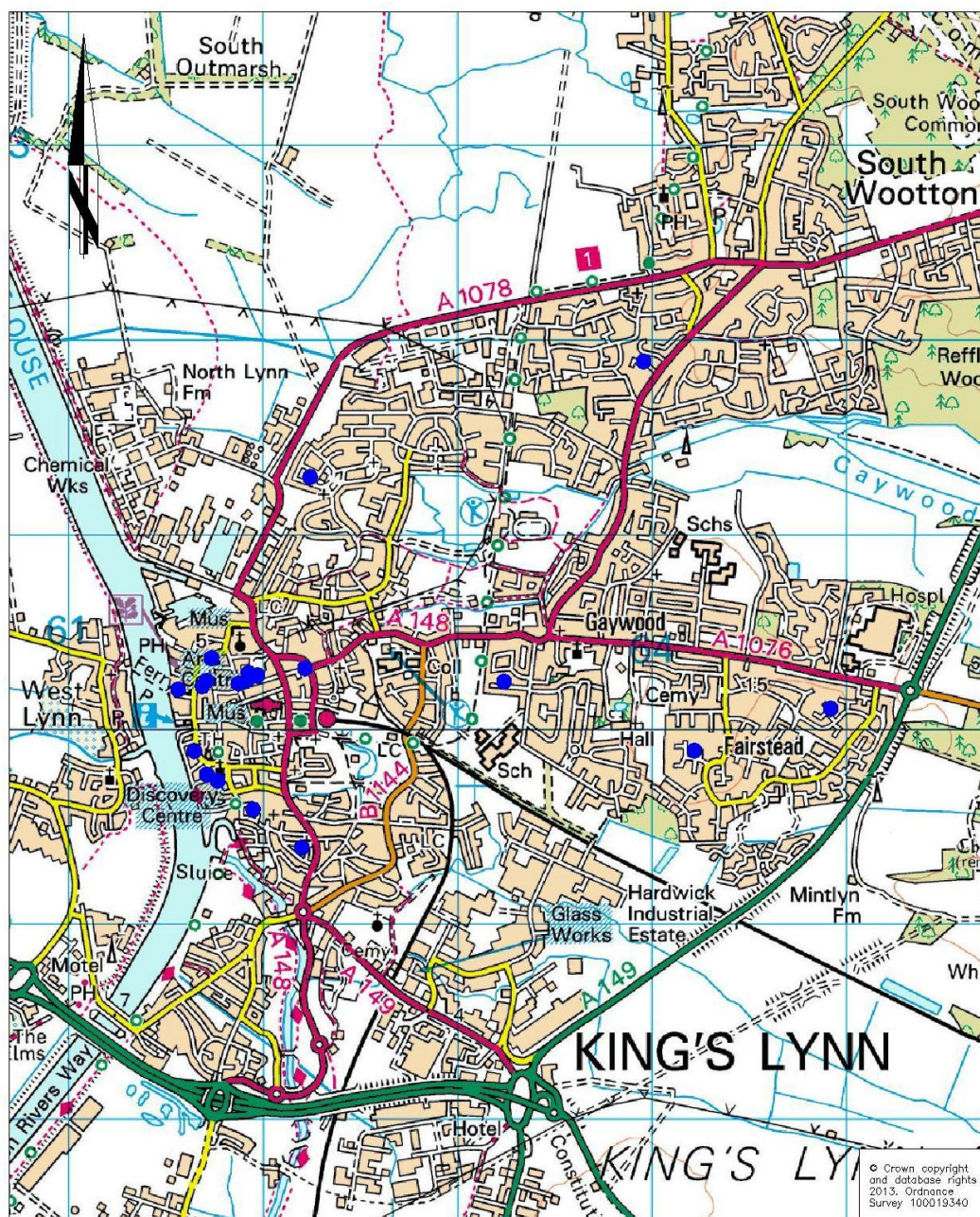


Figure 3 Q4. Postcodes of respondents (where given)

2.4 Age Group Analysis

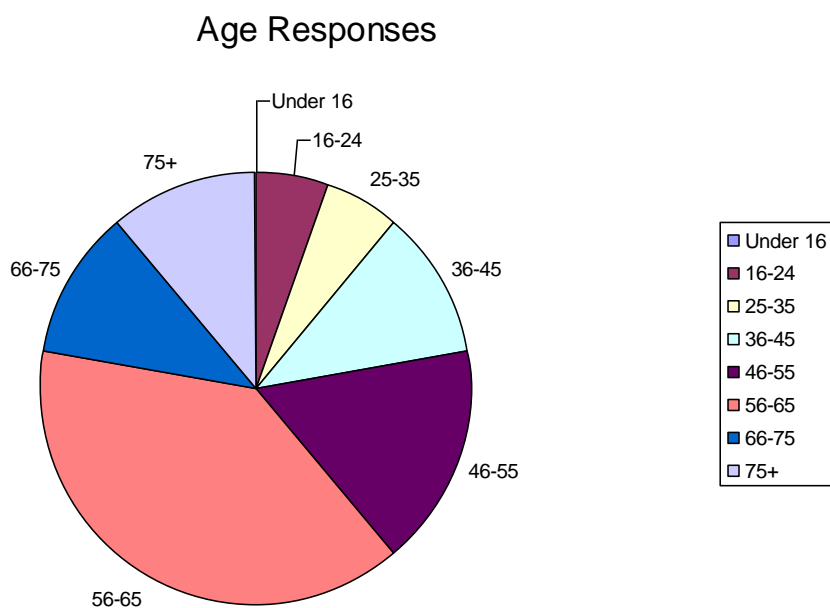


Figure 4 Age group Analysis of Respondents

2.4.1 Conclusion

The majority of respondents were aged between 56 and 65. The least amount of people who responded were aged 16 to 35 and no-one under 16 responded.

2.5 Feedback Form Comments

Comments received as part of the public consultation process via feedback forms:

- Not bad if the plan is not watered down because of money.
- Givi Hair Design - I am the owner of 118 Norfolk Street and strongly disagree with the loading/unloading restrictions of 10pm-10am when we have regular deliveries and have loading daily of heavy, wet towels. As we are a 9-5 business this will be extremely difficult to adhere to the proposed times and we have no back access.
- Givi Hair Design – 118 Norfolk Street. I strongly disagree with restrictions to loading and unloading which affects us majorly as a 905 business, with deliveries of stock and loading heavy wet towels.
- Givi Hair Design – 118 Norfolk Street. Don't agree with restrictions to loading and unloading, this disrupts our business deliveries making it difficult to run a 9-5 business.
- You're taking away more of car park which means even less of Tuesday Market and Friday Markets there. Markets in a market designated area will attract more people into the town and the town will not die, let the Tuesday Market die.
- Please treat this as Phase 1 of strategic objective to get parking off Tuesday Market Place.
- Changes not going far enough, looking at improvement to market, remove cars, market square.
- Pleased zebra crossings and road closures are included in the plans.
- Not enough disabled parking or other parking. What about the people who work in King's Lynn? Get alternative parking sorted and leave as open space.
- This local council will not take any notice of public wants. No more cafes as they have already closed Green Quay this year. The town is full of cafes. Your idea sounds like it would become a Lovee/YUAE area. It's not wanted like the Arts centre also dumped this year.
- Not enough cycle parking and pedestrian zone should all become shared use in line with policy. Drawing PK6046-MP-010 appears to show SW coach colliding with Corn Exchange Bollards!
- Trees on the South side need to be planted as mature trees, those on the East should be small - there is great architecture which should not be obscured by large trees.
- Sounds and looks like a nice use of such a beautiful square.
- I thought this meeting was how to attract more people to our markets on Tuesday market days of Tuesday and Friday, not making the Tuesday Market parking area smaller, which makes the market smaller! Why are there market stalls around Vancouver Square when we have 3 perfectly good designated market areas already? I heard there might be an old law that there can't be any other market within 10 miles of the Tuesday Market, so why do we still have market stalls at Vancouver Square areas?

2.6 Summary of the main issues from consultation

(Numbers refer to individual letters, emails and feedback forms included in the appendices)

Materials

Care to be taken over the colour and texture of the contrasting road surface material (33)

KL&WNBC Regeneration & Development Services would like consultation on surfacing materials (31)

Can the lines between the natural stone squares on TMP South align with some of the entrances to prominent adjoining buildings? (31)

'Buffer zone' material - not in red (31)

Ideally the surfacing of the parking areas would be setts to improve the overall impression of the space (25)

Contrasting road surface outside the Globe Hotel should be cobbles or similar material to slow car speeds down (27)

Parking spaces could be marked out with studs/plates or blockwork rather than painted white lines (27, 33)

Expose the existing cobbles (1)

Prefer a single large area of natural stone paving (33)

Art Features

English Heritage would like consultation (33)

Recommended one piece of substantial artwork rather than three smaller pieces (31)

Artwork should reflect the historical & cultural aspects of the market place (28)

Parking (including motorcycles and bicycles)

Remove more, if not all, car parking spaces (1, 5, 6, 25, 34, FF6, FF7, FF21, FF22)

Are there enough blue badge holder spaces? (11, 12, 29, FF11)

Are the disabled spaces free? (11)

Are there enough time limited spaces? (31)

All motorcycle stands should be orientated north-south (33)

Motorcycle parking should be towards the southern end of TMP where there is more activity and natural surveillance (31)

Will there be enough space for motorists searching for a parking space to be able to circulate the car park and will all lanes be one-way (TMP West will see a lot of traffic movement? (27, 28)

Has an overall analysis of parking been considered in King's Lynn Town Centre and other car park locations considered? (5, 28, 29, FF11)

More cycle parking is required (13, 15, 17, 22, 28, FF15, FF16, FF21)

What happens to the disabled and time-limited spaces when the market is in operation? (27)

Enforcement of parking and access restrictions needs to be carried out (34)

Cycle entry to TMP should be emphasised at Market Lane entry by the Duke's Head (22)

Taxi rank would be better placed outside NatWest bank/Duke's Head Hotel or opposite the existing one (FF23)

Zebra Crossings

A zebra crossing further down King Street should be considered for ferry users (34)

A zebra crossing on St Nicholas Street should be considered as this is a popular crossing point (34)

Planned zebra crossings and road closures are included (FF10)

Coaches

Noise and air pollution from coaches parked in the coach bay a problem for the neighbouring buildings (30)

The attractive facades will be blocked by the large vehicles (30)

Coaches circulating the space may interfere with the proposed route around TMP west & north and cause congestion whilst loading/unloading, etc. (29)

Street Lighting & Signage

Replacement street lighting with columns painted dark green (33)

Review and rationalise the signage around TMP (33)

Locations of street lighting & signage requires careful consideration to ensure it does not clutter the space or detract from important view points (31)

Is there opportunity for uplighters to be provided to highlight important and attractive buildings and trees in TMP? (28, 31)

Planting

Trees instead of planters at important locations, in positions to frame the spaces better in context of the buildings surrounding them and not where they may conflict with use of the pavement for tables, i.e. outside the Maiden's Head. (31)

Tree roots may pose a risk for damage to the Listed Buildings (29)

Existing 'tree style' planters should be replaced with something much more subtle (28)

Trees planted central to stone paving (33)

Trees on the south side should be mature, those on the east should be small as there is great architecture here which should not be hidden by large trees (FF16)

Deliveries

Delivery times should not be restricted as this would pose a problem for local businesses (8, 9, 26, FF2, FF3, FF9, FF19)

Restriction of large vehicles (over 3.5 tonnes) in the historical conservation area to protect listed buildings (34)

Café culture

May encourage street drinkers and anti-social behaviour (2, 26)

Formal Planning Application

May be required so all the necessary consultees can be consulted (28, 29)

High Street Connection

Can the delineation with the tegula blocks and natural stone paving be laid out around a focal point in this corner, i.e. piece of artwork? (31)

Can consideration also be given to reducing street clutter in this sightline by relocation of cycle stands and phone box? (31)

Is there sufficient space to still access the high street from TMP with the phone box and cycle stands there? (31)

Market Operation

Provision for market traders to have access to facilities such as running water and power (27, FF16)

Stalls of a standard design would help create a greater sense of place and vibrancy (27)

All market stalls should operate in the designated market places (Tuesday Market Place & Saturday Market Place) not in Vancouver Quarter (16)

An indoor craft market held at the Corn Exchange on a weekly basis (on the same day as the Tuesday Market) to attract visitors (24)

Mart Operation

Need to take into account the historic footprint of the Mart Fair. Trees and street furniture need to be carefully sited / movable to not interfere with footprint (23)

General

Sounds and looks like a nice use of such a beautiful square (FF17)

In broad support of the proposal (FF20)