

COMMUNITY INFRASTRUCTURE FUND – ROUND TWO EXPRESSION OF INTEREST FORM

Project Name:	King's Lynn South Transport Major
Local Authority Area:	King's Lynn & West Norfolk Borough Council
Growth Area/Growth Point:	King's Lynn
Project Location:	King's Lynn Town Centre and South Lynn
LA Project Promoter:	M. Jackson

<u>Lead Contact</u>	
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Please attach all relevant supporting documentation when submitting your questionnaire, making sure that the project's name (and where applicable, the question number that the information refers to) is clearly referenced on each additional sheet.

Once you have completed this Expression of Interest form it should be e-mailed to both cif2@dft.qsi.gov.uk and cif2@communities.qsi.gov.uk

Please also copy it to your Government Office contact and ensure your Regional Assembly/Regional Development Agency – or for London boroughs, Transport for London – are aware of your submission.

The deadline for submission is 21 April 2008.

NOTES

We recognise that in some cases residential development may be directly dependent upon implementing the proposed transport investment, e.g. because of lack of access or because of planning constraints arising from an expectation that the transport network will be severely over capacity during morning and evening peak periods. In other cases the development may occur anyway, but the transport proposal would contribute to the sustainability of a new development through reducing or eliminating the impact on other transport users, or minimising other adverse impacts such as on local air quality.

It is currently anticipated that value for money appraisal of each shortlisted proposal will be conducted in two parts, as follows:

Part 1: For trips arising from planned residential development that is fully dependent upon part or all of a proposed scheme (ie where the development could not go ahead without the scheme): an assessment will be made of the impact the additional trips associated with that development have on existing users on the transport network, as well as the other benefits and costs arising from the new development.

Part 2: For trips arising either from planned residential development that is not fully dependent on the scheme (ie where the scheme mitigates the effects that the new housing development would have on the transport network), or from dwellings that already exist: a standard benefit/cost ratio consistent with webtag methodology will apply. This means that development-related traffic is considered in both the do-minimum (ie assuming a situation without the transport investment) and the do-something (with the investment) scenario.

We would envisage that most schemes will involve a combination of these two parts, such that a combined appraisal of the non-dependent and dependent development elements will be made. Note that all schemes will require a part 2 assessment.

Sections 1 and 2 of the following questionnaire distinguish between these two parts of the assessment.

SECTION 1: KEY INFORMATION

Q1.1 Please provide a brief description of your scheme, outlining:

i) The key issues/problems it addresses

With origins dating back to the 12th century, King's Lynn is a bustling market town with three weekly markets and is the economic centre for a large area of West Norfolk. King's Lynn's historic past is well preserved with many churches, guildhalls and fine houses forming a considerable part of the town centre. Situated on the bank of the river Great Ouse, King's Lynn still maintains a thriving maritime scene with both fishing boats and much larger vessels frequenting the port. The Boal Quay area of King's Lynn is enjoying a renaissance, with regeneration and redevelopment bringing new life to this part of town.

A £250 million initiative to regenerate the King's Lynn area has been implemented and will include a South Lynn Millennium Community, a business park, regeneration of the waterfront area, improved community facilities, new commercial developments, new schools and a relocation of the College of West Anglia. A significant part of this is formed by the Nar Ouse Regeneration Area (NORA). NORA has been identified as a Millennium Community and is a partnership between King's Lynn and West Norfolk Borough Council, English Partnerships, East of England Development Agency, the Environment Agency, Norfolk County Council and developers Morston Assets.

The King's Lynn area has a requirement for growth totalling 7,000 new homes. The South Lynn area will incorporate a total of 2,250 homes with the LDF likely to identify further growth requirements in the immediate area. To date, NORA has created 450 homes out of a possible 900. The full potential of the development is currently restricted by transport issues, with a cap set at 450 homes due to capacity issues at several key junctions in the area. With key junctions at capacity, and town centre air quality issues, an integrated and sustainable package of transport schemes must be implemented in King's Lynn to create a transport infrastructure that will support and benefit the 7,000 homes planned for the area.

The masterplans for the Waterfront Regeneration Area and Nar Ouse Regeneration Area identify that 1,200 direct and indirect jobs will be facilitated as a result of the comprehensive redevelopment of the sites. The scheme identified will enable sustainable links to the residential and employment areas. The wider economic benefit of the scheme will facilitate the opening of additional employment land and redevelopment of vacant industrial sites which will provide approximately 1,500 FTEs.

King's Lynn town centre suffers from severe traffic congestion during the peak periods, particularly at the Southgates roundabout where traffic from the East (Hardwick Road), West (Wisbech Road) and South (Nar Ouse Way) directions meet with traffic travelling out of town on London Road. The town centre gyratory system often reaches gridlock and currently creates significant extra mileage for all bus services travelling to and from the bus station. This additional mileage for all vehicles in the town centre has created air quality issues and an Air Quality Management Area has been established. Transport links around King's Lynn are poor with the A47 intersections at capacity, creating difficulties for commuters and businesses. This is further compounded by summer tourist traffic travelling to the seaside resorts such as Hunstanton, Sandringham and the North Norfolk Area of Outstanding Natural Beauty.

The scheme that we are submitting will enable the removal of the cap on the NORA development and will allow the creation of a further 450 homes plus a further 1,350 homes in the surrounding areas. This will be achieved by significantly improving the public transport network to and from South Lynn and within the town centre itself. Improved facilities for walking and cycling will encourage modal shift and provide an opportunity for formalised schemes such as Safer Routes To School. The current Southgates roundabout will be redesigned to improve traffic flow and improve journey times.

- A new bus, cycle and pedestrian lane will be built through the NORA development providing a quicker, safer and more pleasant route from South Lynn to the town centre. This lane will link new homes to shopping, leisure and employment opportunities. It will also improve public transport journey times and reliability.
- Town centre bus priority lanes will be put in place on and around the gyratory system to allow buses quicker and easier access to the bus station. This will reduce the overall mileage covered by buses entering and exiting the bus station and will subsequently improve the town centre air quality.
- Cycling facilities will be improved with a total of 5 schemes. Pelican crossings will be upgraded to puffin, designated cycle lanes will be put in place and links to the National Cycle Network route will be generated.
- Southgates roundabout will become a signal controlled junction with a bypass lane for traffic travelling from Wisbech Road to Nar Ouse Way. Traffic flow throughout the King's Lynn area will benefit with a significant improvement in journey time variability for all traffic.
- Key signalled junctions will be upgraded to provide Selective Vehicle Detection (SVD) to allow buses to pass with a minimum wait. SVD improves bus journey times without creating significant disbenefits for other road users.

ii) The main stages of the project's delivery plan:

- 1) Implement town centre bus priority measures
- 2) Implement cycling schemes
- 3) Install SVD at key signalled junctions
- 4) Southgates Roundabout/Junction
- 5) NORA bus lane

iii) Estimated start and delivery date for the project (with phasing dates where appropriate):

Allowing for planning consent:
Phase 1 works commence 03/09 for items 1, 2 and 3
Phase 2 works commence 06/09 for items 4 and 5

Delivery for items 1, 2 and 3 by 05/10
 Delivery for items 4 and 5 by 03/11

Please attach any maps or plans of the project with your Expression of Interest.

Q1.2 Where relevant, is this scheme supported by the Local Delivery Vehicle or Growth Point Partnership?

- i) Yes
- ii) No
- iii) N/A

✓

Please support your answer

The overall strategic ownership of the Growth Point Programme of Development is with the West Norfolk Partnership, which is the Local Strategic partnership for the Borough Council area.
 The co ordination of the implementation of the Programme of Development is with the King's Lynn Urban Development Board, which includes representation from Borough Council of King's Lynn and West Norfolk, Norfolk County Council, East of England Development Agency, English Heritage, and Norfolk Chamber of Commerce along with invited voluntary and private sector representatives.

Q1.3 Costing

i) Please provide estimates of the scheme's outturn costs, £m

	2008/09	2009/10	2010/11
Total Scheme Cost	0.5	1.5	3.33
Developer Contribution	To be agreed as part of the planning process on the basis that Norfolk County Council operates a Standard Transport Charge which pools funds in this area for use in delivering the King's Lynn Area Transport Strategy. Norfolk County Council aim to introduce this by 2009/10.		
Other Contributions – please identify			
CIF2 Funding required	0.5	1.5	3.33

Total 5,330,000

ii) If revenue funding is needed, please outline the amount that is required and the source of the revenue funding (NB CIF2 funding is not available for revenue funding)

The County Council as part of its Local Transport Plan Smarter Travel Choices Strategy

implements behavioural change initiatives and marketing campaigns that further develop, support and sustain the Council's programme of Local Transport Plan schemes.

If this bid is successful then the project will be supported by behavioural change initiatives and marketing campaigns funded as part of the County Council's Smarter Travel Choice interventions.

iii) What is the status of other funding streams needed for the project?

- i) Secured
- ii) Identified but not secured
- iii) Not yet identified
- iv) N/A – not needed

✓

Growth Point Status
Developer
Contributions

iv) Where relevant, please provide details of funding (total funding required, sources, status) for the post 2011 period

Not required

v) Please provide information about the base for the cost estimates (eg based on Q3 2007 prices), allowance for risk (QRA or contingency) and assumptions about inflation

Cost estimates for all schemes are based on previous studies undertaken and further detailed studies would be required to confirm an exact cost per scheme. Cost are based on current rates.

SECTION 2: STRATEGIC FIT

Q2.1 Is this scheme included in and consistent with your Growth Area/Growth Point Programme of Development? (NB For Eco-towns and successful New Growth Points we would expect any bids to support the Eco-town/Growth Point application and any emerging Programme of Development)

- i) Yes
- ii) No
- iii) N/A

✓

Please support your answer

The scheme forms an integral part of the three top priorities identified in the Programme of Development as submitted to DCLG September 2007.
 Priority 1 – Nar Ouse Regeneration Area Housing – Traffic Mitigation
 Priority 2 – Waterfront regeneration Scheme, Boal Quay
 Priority 3 – Implementation of the proposals identified in the King’s Lynn Area Transportation and Land Use Strategy

Q2.2 Supporting Development¹

i) How many homes does the project support?

The scheme directly supports 900 new homes but also will support the provision of some 1,350 extra homes on previously developed land in this part of King’s Lynn. With improvements at Southgates roundabout and in the town centre, the impact of the scheme will improve traffic flow throughout the King’s Lynn area as a whole, and will directly and indirectly benefit all 7,000 homes planned for the area.

ii) Are any of the homes stated in Qi) fully dependent upon part or all of the proposed scheme? (eg because of lack of access or because of planning constraints arising from an expectation that the transport network will be severely over capacity during morning and evening peak periods)

If so please complete the following box outlining the number and type of homes dependent on the schemes and briefly state the reasons why the development is dependent upon the proposed transport scheme.

Please provide as specific and accurate as numbers as possible.

Additional dwellings	1,800 (all on PDL)			
Previously Developed Land (PDL)	Total	Derelict	Currently in use	Vacant
Hectares developed	30ha	20ha	10ha	
Non PDL	Total	Urban Extension	Urban Infill	New Settlement
Hectares Developed				
Dwelling Size	3+ Bedrooms	2 Bedrooms	1 Bedroom	
Number of dwellings	Not known at this time	Not known at this time	Not known at this time	
Number of “affordable” dwellings (as recognised by the local planning body)	30% target			

¹ For guidance and definitions, please refer to National Land Use Database (http://www.nlud.org.uk/draft_one/land_use_class/land_use_class_index.htm) and Planning Policy Statement 3 (<http://www.communities.gov.uk/publications/planningandbuilding/pps3housing>)

Reason(s) for dependency

This bid will provide valuable funding to deliver a scheme that will release the cap set at 450 homes within NORA. This cap is linked to capacity at key junctions and releasing this requires traffic mitigation measures to be in place. This would allow an extra 450 homes on this brownfield site and will promote further regeneration throughout the South Lynn area. A further 1,350 homes are planned for development in the immediate locality and will benefit from the improved links created by the scheme.

The wider King's Lynn area will also benefit from the scheme, with town centre improvements providing cleaner air and quicker public transport journeys to town for all residents and visitors.

The Local Transport Plan includes a number of investments in transport and is subject to a Member approved programme of delivery until 2011. The capital cost of this scheme is such that it is not possible to fund it from the LTP integrated transport budget. Diverting resources from the LTP would prevent the implementation of other transport schemes that are pivotal in encouraging a shift to more sustainable modes. The CIF funding will allow more immediate action to take place without impacting on the overall plan and targets set for Norfolk. This impetus will also assist the attainment of housing targets and increasing employment opportunities in the area through a programme of regeneration.

iii) Does the scheme support any other types of development (community, commercial etc)?

- i) Yes
- ii) No

✓

If so, please provide details of the developments and whether they are fully dependent upon part, or all, of the proposed scheme

Directly Dependent

- New Campus for the College of West Anglia
- Anglia Ruskin University Campus
- King's Lynn Enterprise Centre and Live/work Units
- Waterfront Regeneration Scheme – Commercial Development and Marina

Partly Dependent

- Hardwick Industrial Estate Extension
- Redevelopment of the former Campbell's factory site
- King's Lynn Town Centre Retail Expansion
- Provision of community facilities, new primary school and health facilities associated with the Millennium Community

All the above developments are identified in the Growth Point Programme of Development

iv) Please provide additional details of economic, social and environmental impacts of new development, residential or otherwise, that is fully dependent on the scheme (eg wider economic benefits, environmental costs).

Improvements to the air quality in Air Quality Management Area covering Railway Road, Austin Street, Blackfriars, St James Road and London Road in King's Lynn.

College relocation offers an opportunity for travel planning and sustainable transport infrastructure to be built-in to the development and for an holistic approach to transport issues to be considered prior to construction.

SECTION 3: TRIP DEMAND & JOURNEY RELIABILITY

Guidance: Please provide details of sources of evidence, including any modelling and economic appraisals (such as BCR), used to inform your responses.

Questions 3.1 and 3.2 relate to the “do-minimum” scenario, that is to say existing and forecast conditions on the scheme’s location disregarding the effects of the proposed scheme. Note that these questions should be completed for all proposals.

Q3.1 Disregarding any effects of the proposed scheme, excluding any trips from developments which could not go ahead without the scheme, but including any trips from planned developments which could go ahead without the scheme, please detail:

i) Levels of flows on immediate links and/or junctions with queues and delays

An up to date traffic model is currently being developed and further information for a detailed application will be available in the forthcoming months. Using data from the current model, traffic flows and counts at Southgates roundabout are shown below:

Observed Link Counts approaching Southgate Island

Description	Direction	AM (8.00-9.00)			PM (17.00-18.00)		
		Car	LGV	HGV	Car	LGV	HGV
A148 Out South Gates	IN	336	50	7	513	36	7
B1144 Vancouver Avenue	IN	433	104	48	1123	99	28
A149 Hardwick Road	IN	1115	138	83	736	89	18
A148	IN	336	46	23	257	64	23
A148 Wisbech Road	IN	425	47	21	296	56	16

Travel Time (including queue time) to Southgate Island

From	To	AM (8.00-9.00)	PM (17.00-18.00)
		hh:mm:ss	hh:mm:ss
A47 Saddlebow Interchange	Southgate Island	00:05:21	00:02:34
A148 London Rd/Milfleet	Southgate Island	00:01:10	00:04:23
Clenchwarton Rd/Wisbech Rd	Southgate	00:03:55	00:02:10

A148 Gaywood Rd/B1144 Tennyson Avenue	Island	00:05:19	00:04:05
A149 Hardwick Rd/Scania Way	Southgate Island	00:02:22	00:02:21
A148 London Rd/Milfleet	Southgate Island	00:01:21	00:02:15
A47 Saddlebow Interchange	Southgate Island	00:04:25	00:02:10
A148 London Rd/Milfleet	Southgate Island	00:01:18	00:02:25

Recent anecdotal evidence suggests that delays can be more significant than is suggested by this data. In the King's Lynn Area Transport Strategy public consultation almost 80% of respondents rated traffic congestion as a severe or very severe problem (full report attached).

ii) Comparable data for any other main problem junctions or links which are relevant though not necessarily immediately adjacent to the proposal

An up to date traffic model is currently being developed and further information for a detailed application will be available in the forthcoming months. Using data from the current model, traffic flows and counts at Hardwick roundabout are shown below:

Observed Link Counts at Hardwick Roundabout

Description	Direction	AM (8.00-9.00)			PM (17.00-18.00)		
		Car	LGV	HGV	Car	LGV	HGV
A149 Hardwick Road	IB	407	148	59	1577	143	37
A47	IB	944	114	66	641	83	44
Beveridge Way	IB	59	99	40	322	39	14
A10 West Winch Road	IB	847	126	112	679	130	69
Constitution Hill	IB	586	119	86	336	64	43
A149 Queen Elizabeth Way	IB	1084	153	91	779	96	49

Description	Direction	AM (8.00-9.00)			PM (17.00-18.00)		
		Car	LGV	HGV	Car	LGV	HGV
A149 Hardwick Road	OB	1737	202	73	756	97	37
A47	OB	150	64	77	327	55	50
Beveridge Way	OB	301	96	43	68	21	12
A10 West Winch Road	OB	496	174	111	1177	132	55
Constitution Hill	OB	510	96	81	957	97	56
A149 Queen Elizabeth Way	OB	733	128	69	1049	153	47

iii) Likely growth and effect on delays over the next ten years

This scheme forms the backbone of improved transport links from the South to King's Lynn town centre. The scheme links new housing and employment areas to the town centre via leisure and recreational facilities and tourist attractions.

There is a requirement for a growth of 7,000 houses over the next ten years. This would increase the size of the congested area and lead to an increase in journey time and a reduction in journey time reliability. The AQMA would grow considerably as some areas

are already approaching the tipping point.

This growth could not be delivered without the relevant mitigation measures. This scheme is a major contributor to the mitigation further development would require and targets the most congested and polluted areas whilst providing a platform for future public transport and other measures. The emphasis that the scheme places on public transport, walking and cycling will increase the number of journeys made by these modes, improving air quality, easing traffic flows and having an impact on related issues such as health and social inclusion.

Q3.2 Please outline the quality of public transport in the area, including current provision, quality of service and usage

King's Lynn enjoys a high standard of public transport with two major operators of bus services; Norfolk Green and First Eastern Counties. The major corridors in and out of King's Lynn are well served with daytime frequencies creating 18 buses per hour on London Road and 38 buses per hour on Gaywood Road. Services to most destinations throughout West Norfolk operate a minimum hourly frequency, although evening and Sunday services are less frequent due to lack of demand.

Investment in vehicles has been high and the overall fleet profile is modern and comfortable. Services have been well marketed and information relating to timetables and fares is widely available throughout the West Norfolk area.

King's Lynn bus station is currently being redesigned with consultants due to submit an initial report due by June 2008. The Masterplan will take these proposals into account.

Bus usage is growing in King's Lynn. A report from Norfolk Green shows an increase in the number of journeys from 1,700 passengers a day in 2005 to 1,900 at present. Particular growth has been seen on 'out of town' journeys which has led to a 45% increase in departures during a typical daytime hour time slot.

However, the increasing traffic congestion is impacting on the efficiency of the bus services and increasing journey times and journey time variability.

The improved bus priority measures delivered as part of this scheme are likely to trigger greater investment by operators in to the standard of vehicles offered. This is likely to reduce the overall age profile of the bus fleet serving King's Lynn and increase the number of engines that offer a minimum of Euro III compatibility

Question 3.3 relates to trips arising either from development that is planned but not fully dependent on the proposed transport scheme, or from dwellings that already exist. Note that this question should be completed for all proposals.

Q3.3 Please give a brief description of the main expected consequences, over the next 10 years, of the proposed transport scheme in terms of type (distance, time of day, etc) and location of journey time savings and improvements in journey time reliability.

The proposed scheme will significantly improve the reliability of public transport and increase the overall attractiveness of walking and cycling in King's Lynn.

Detailed studies of town centre bus priority measures will yield the following time benefits:

Inbound bus lane on Littleport Street, 13 seconds am peak and 23 seconds pm peak
Contra flow bus lane on Railway Road, 35-40 seconds am peak and 27-59 seconds pm peak. These schemes may cause a slight disbenefit for other road users during the am peak estimated at between 1 and 5 seconds but a 1 to 6 second benefit in the pm peak.

Bus priority measures will benefit all local services, with services from the East of Lynn benefiting from the revised layout of the gyratory system. Connections to the rest of the UK will also benefit from the measures with National Express routes enjoying a less congested route into town.

Travel Plans in the area are targeting a 20% modal share for walking and cycling. The provision of safer and more pleasant environments for these activities may generate even further modal shift amongst these groups.

Detailed studies of other measures have yet to be completed but Southgates roundabout improvements will generate substantial improvements in journey time variability for all vehicles accessing King's Lynn from the South or West. It is envisaged that this will include significant time savings for freight and logistics services making deliveries to the town.

Questions 3.4 and 3.5 relate to trips arising from development that is fully dependent upon the proposed scheme being implemented. If this does not apply to your scheme, please move on to section 4.

Q3.4 Please state the estimated level of new trips arising from the development, in terms of both private vehicles and public transport, providing detail concerning type of trips (distance, time of day, etc) where possible.

NORA

The Transport Assessment prepared by Scott Wilson in 2005 for the Nar-Ouse Regeneration Area (NORA), which supported the current outline planning permission, using agreed trip rates, indicates the following peak hour vehicular trip generations, based on **874** dwellings and **85140** sq m of commercial development:

AM Peak – 922 trips
PM Peak – 935 trips

Concerns were expressed by the Highways Agency and Norfolk County Council that this amount of traffic could not be accommodated on the local highway network, with particular problems being anticipated at the South Gates roundabout. Consequently, the amount of development on the NORA site was limited to **426** dwellings and **59190** sq m of commercial development; unless it can be shown, through monitoring, that the traffic generated by the development did not exceed the following cap figures:

AM Peak – 906 trips
PM Peak – 800 trips

Even this amount of generation will exacerbate the existing congestion at South Gates roundabout, but these figures related to a previous consent on the site and were therefore deemed acceptable.

Since the 2005 TA was prepared, the planned development on NORA now includes a new and expanded College of West Anglia (COWA), in addition to the previously proposed 874 dwellings and significant commercial floorspace.

The proposed college site occupies land that was previously allocated for one area of commercial development, and is forecast to generate significantly larger traffic volumes than was anticipated for this part of the site in the 2005 TA. The total traffic generation of NORA, including the expanded COWA site, is forecast to be:

AM Peak – 1391 trips
PM Peak – 1066 trips

The existing college site, which lies to the north of the South Gates roundabout is to be developed for housing and therefore there will be a net overall increase in traffic due to the relocation of COWA.

A comparison of these revised generations with the allowable traffic cap shows the following increase over the permitted level:

AM Peak – 485 trips
PM Peak – 266 trips

This additional traffic will therefore cause further significant deterioration in conditions at South Gates and on the surrounding road network.

To date, analysis has focussed on vehicular trips and no forecasts have been prepared for trips by other modes. While there is considerable scope to achieve mode transfer to walk, cycle and public transport, with King's Lynn being a relatively compact and flat town, the existing level of congestion means that it is difficult to provide significant advantage to bus trips from NORA to the town centre; and the existing South Gates roundabout provides a poor and relatively unsafe environment for pedestrians and cyclists at this key point. Investment in the bus link and the South Gates highway improvement will therefore relieve congestion and also make the alternative modes more attractive.

Boal Quay

To be determined by ongoing modelling work

Q3.5 Accounting for additional trips arising from the development, what will be the net effect of the new scheme on existing/projected journey times for existing users of the transport network, over the next ten years? Will the situation identified in Q3.1 be alleviated or get

worse?

As in 3.3 the measures will benefit existing users of buses, walking and cycling facilities. Improvements at Southgates will provide a reliable hub for all car journeys from NORA to town and to the out of town shopping and employment areas at Hardwick. The improved traffic flow is likely to have a positive impact on air quality in the area.

SECTION 4: SAFETY, SUSTAINABILITY AND ACCESSIBILITY²

Q4.1 Does the scheme improve public access to key services (eg employment, education, leisure facilities, healthcare etc) and/or tackle severance?

i) Yes

✓

ii) No

If yes, please support your answer

The scheme will create a new public transport, pedestrian and cycleway link between the South Lynn Millennium Community and the town centre with its employment, retail, leisure and community facilities.
The scheme will enable improved and enhanced employment, education, healthcare and community facilities to be provided for not only the new housing areas but also for existing residents in the adjoining neighbourhoods, wider town and in the case of the further and higher educational facilities in the King's Lynn sub region.

Q4.2 Will the scheme improve road safety (eg reduce road accidents, improve quality of pedestrian infrastructure)?

i) Yes

✓

ii) No

If yes, please support your answer

The upgraded crossings and segregated bus, cycle and pedestrian routes will increase the safety for these journeys. Creating links to the national cycle route network will provide a joined-up cycle network for King's Lynn and beyond.
Providing a signalled interchange at Southgates will increase the safety of car journeys.

Q4.3 How will the scheme affect the quality of the built and/or natural environment (describe any significant benefits or impacts on the following factors: noise, local air quality, greenhouse gases, landscape, townscape, heritage of historical resources, biodiversity, water environment, physical fitness and journey ambience)?

² These questions refer to criteria in the Appraisal Summary Table, for more information please refer to http://www.webtag.org.uk/webdocuments/1_Overview/1_introduction_to_Transport_analysis/index.htm

Improvements to the air quality in the Railway Road Air Quality Management Area covering Railway Road, Austin Street, Blackfriars, St James Road and London Road in King's Lynn.

Reduction in the amount of traffic in the Norfolk Street, St Margaret's and Friars Conservation Areas

Enhancement of the townscape in the Norfolk Street, St Margaret's and Friars Conservation Areas and the setting and protection of a number of Grade 1 2* and 2 Listed Buildings and a Scheduled Ancient Monument.

Enhanced cycling and walking environment on a dedicated route away from traffic and poor air quality.

Opportunity to implement Safer Routes To Schools schemes.

Reduction of noise around sections of the gyratory system by improving bus access to and from the bus station.

Increasing modal shift towards public transport use will generate an increase in cycling and pedestrian traffic between the bus and railway station and offers an opportunity to improve the built area and economic prospects of businesses in this area.

Q4.4 Have you undertaken any formal assessment of the potential environmental impact (positive or negative) of your proposal?

i) Yes

✓

ii) No

If yes, please give details

Railway Road Air Quality Management Area which has identified levels of NO₂ to be exceeding the annual mean specified in the National Air Quality Strategy. The County Council and Borough Council are working jointly on an Action Plan. Nine local schools are participating in 'project atmosphere' which will see the monitoring of Nitrogen Dioxide levels in the school's immediate environment. Results of this will be used to feedback to parents and encourage modal shift to more sustainable transport.

Individual measures have been assessed but the combined impact is yet to be assessed but should give at least the sum benefit of the individual measures but a cumulative effect is likely so the benefit may be greater than this.

Q4.5 Does the scheme enhance the provision of sustainable transport and/or reduce the need to travel?

i) Yes

✓

ii) No

If yes, please tick those reasons that apply and support your answer

i) It improves public transport infrastructure (capacity improvements, priority measures, measures to improve reliability)

ii) It improves facilities for pedestrians and/or cyclists

iii) It improves modal interchange between methods of public transport and/or cycling and walking

iv) Other (please specify)

It will improve air quality in the town centre through the more direct access for buses to and from the bus station.
The use of statutory Quality Partnership measures offers further scope to enhance the overall quality of bus services in the area.

Q4.6 Have you had any early dialogue with the appropriate Statutory Environmental Consultees about the proposal and its potential impacts?

i) Yes
ii) No

If yes, please give details of their views (both positive and negative)

Borough Council Environmental Health and Housing Department which supports the proposals contained in the scheme as these will make a direct contribution to the improvement of the air quality in the Railway Road Air Quality Management Area.

The Environment Agency, Highways Agency, King's Lynn are partners in the Nar Ouse Regeneration Area/ Millennium Community project and are supportive of the Master plan which includes the provision of a public transport link and improved cycle and footpath network.

The Environment Agency have been fully involved in the discussions leading to the Master Plan for the Waterfront Regeneration Scheme, which again includes the provision of a public transport link and improved cycle and footpath network, and have not expressed any major concerns.

SECTION 5: DELIVERABILITY

Q5.1 Does the project require planning consent or other powers?

i) Yes
ii) No

If yes, please:

i) Provide details of requirements (including a timetable for planning consent)

8 to 12 months for consent.

ii) Assess the *likelihood* of not securing these powers, and please support your choice

High (more than 50% likely)

Medium (25-50% likely)

Low (less than 25% likely)

✓

Land required for the scheme already has outline permission and is in the ownership of the Borough, the County Council or the NORA partners.

What would be your most likely response to failure to secure powers (eg de-scoping or revising the project, cancellation of the project etc)?

We would revise the project in accordance with stakeholder consultation

Q5.2 Are there any other risks to project funding or timely delivery that are known at this stage (eg land assembly, flood plain, need for public consultation, geometric engineering constraints etc)?

i) Yes

ii) No

✓

If yes, please

i) Provide details of each risk

Not applicable

ii) Assess the likelihood of the risk affecting the delivery of the project affecting the delivery of the project and please support your choice below

High (more than 50% likely)

Medium (25-50% likely)

Low (less than 25% likely)

Not applicable

iii) What would be your most likely response to each of the identified risks

materialising (either individually or in combination with other risks)?

Not applicable

ADDITIONAL INFORMATION

The Scheme is consistent with the aspirations of the 'Vision for King's Lynn', which is enshrined in the West Norfolk Partnership's Sustainable Community Strategy.

It will contribute to King's Lynn fulfilling its role as a sub regional centre as identified in the East of England Development Agency's response to the consultation on its Regional Economic Strategy and as a Key Centre for Development and Change as identified in the Regional Spatial Strategy.

The King's Lynn Urban Development Strategy, which has been adopted by the Borough and County Councils and endorsed by EEDA, provides the policy basis for a programme of structured improvements to the urban area of King's Lynn which includes enhancements to the traffic infrastructure and provision.

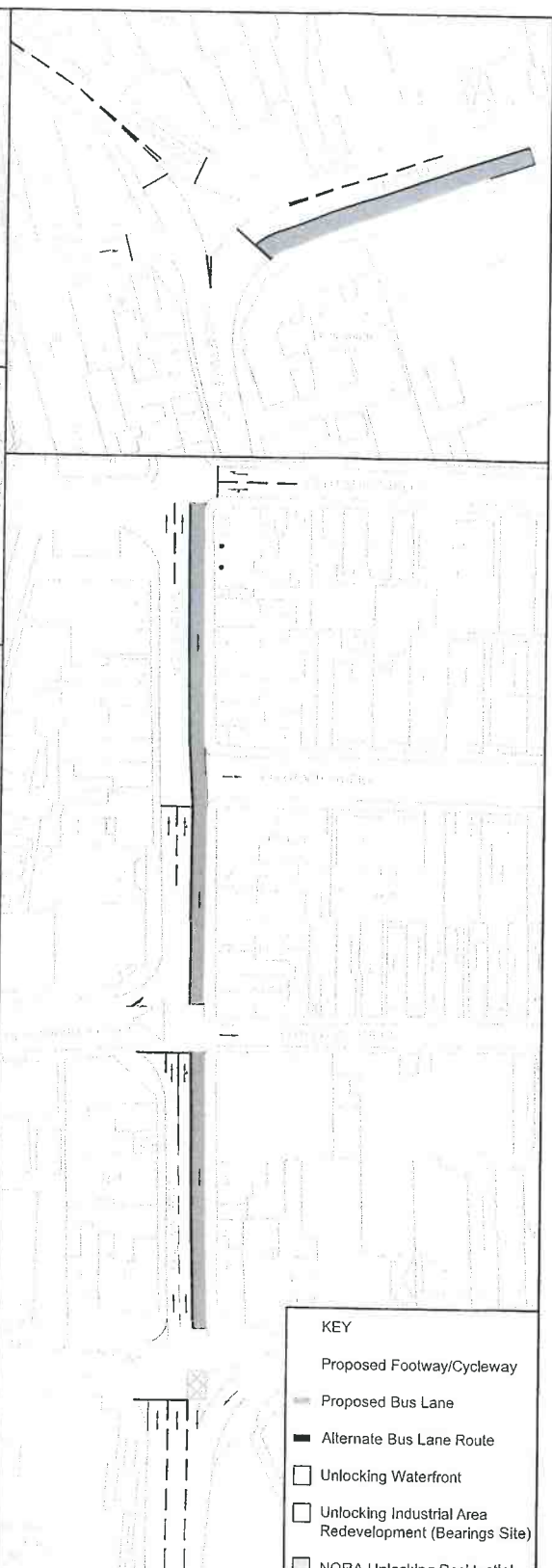
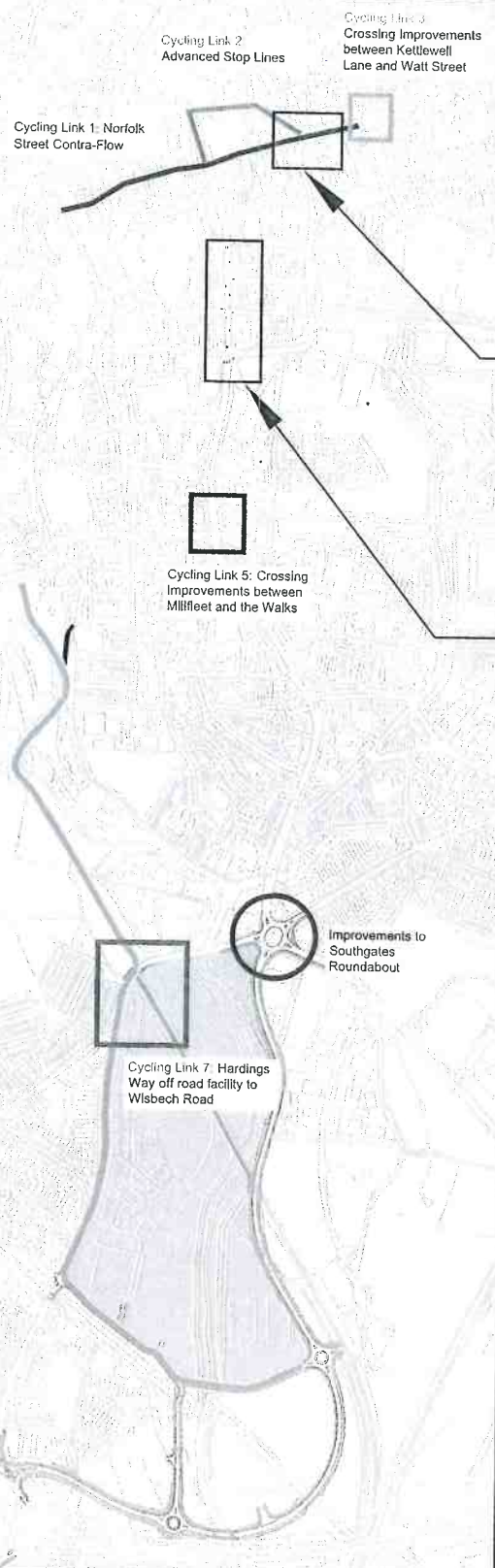
The following items are attached to this bid document:

- King's Lynn Area Transport
- A map of the scheme

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KEY

- Proposed Footway/Cycleway
- Proposed Bus Lane
- Alternate Bus Lane Route
- Unlocking Waterfront
- Unlocking Industrial Area Redevelopment (Bearings Site)
- NORA Unlocking Residential

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APPROVED BY	MP	04/08	SCALE AT A3 NTS	