

## Supplementary Paper to support Cabinet Report for 4 February 2020 – King’s Lynn Transport Strategy (Item 16)

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### Note

The Regeneration and Development Panel considered the Cabinet report on the King’s Lynn Transport Strategy at its meeting on 28 January 2020. The meeting discussed clarification of the ‘strategy’ that the Borough and County Councils would be adopting, as per recommendation 2 of the Cabinet report. In order to provide clarity on the matter the following text has been extracted from the Cabinet report itself and the Background Paper ‘Stage 3 KLTS report’. It brings together in one place the elements (highlighted as appropriate) which form, and explain, the ‘Strategy’.

### An integrated transport strategy for King’s Lynn

#### Vision and Objectives

The project vision statement is “To support sustainable economic growth in King’s Lynn by facilitating journey reliability and improved travel mode choice for all, whilst contributing to improve air quality; safety; and protection of the built and historic environment”.

The agreed objectives of the project are:

- Provide a safe environment for travel by all modes;
- Encourage town centre accessibility by all modes whilst conserving and enhancing King’s Lynn’s rich historic environment;
- Support sustainable housing and economic growth;
- Reduce the need to travel by car through development planning;
- Manage traffic congestion in King’s Lynn;
- Increase active travel mode share for short journeys;
- Promote and encourage the use of public transport;
- Reduce harmful emissions and air quality impacts.

**The Transport Strategy includes a balanced range of strategic and local highway capacity improvement schemes alongside improvement schemes that could address issues with reliability on the existing bus network. These sit alongside the potential to make further improvements to the existing cycling and walking network to further support the already high mode share for journey to work for these active modes of travel.**

A single mode or option cannot address the transport issues in King’s Lynn. As such, **a package of measures** is required including strategic and local car and non-car based options that enhance:

- Local Highway Network capacity;
- Strategic Highway Network capacity
- The bus provision;
- Rail services and King’s Lynn Railway Station;
- Walking and Cycling infrastructure;

- Parking provisions and management; and
- Smarter Choices (e.g. Travel Plans)

## **Transport strategy and Action Plan**

The stage 3 KLTS report (as linked to in the Background Papers section of the Cabinet report) has now been completed and has formed the basis of the Implementation Plan, which is attached as Appendix A.

Section 6.4 of the Stage 3 report titled 'TRANSPORT STRATEGY AND ACTION PLAN' explains what the content of the strategy is:

**6.4.1. The proposed Transport Strategy is included in this section which provides tables and plans identifying the scheme location, mode of travel and timescale.**

6.4.2. In order to realise the ambitious vision and objectives of this Transport Strategy and to help deliver the infrastructure solutions identified, **an outline Action Plan has been developed in Tables 6-1 to 6-10.** This is intended to:

- Help identify initial actions to develop each option; and
- Identify stakeholder engagement that is likely to be required.

6.4.3. The initial actions are intended to help steer the development of business case for the programme of work as a whole and individual projects within the programme, and to assist with securing future funding.

6.4.4. The initial actions and likely stakeholders are provided alongside the description of each option in the tables in each Section 6.4, 6.5 and 6.6.

6.4.5. Figures 6-1, 6-2 and 6-3 show the locations of the short-term, medium-term and long-term options respectively.

## **Environmental Considerations**

Overall, the transport options highlighted in tables 6-1 to 6-10 aim to provide an improvement in traffic flow with potential positive impacts on environmental conditions, particularly in terms of air quality. For example, schemes may incorporate the optimisation of traffic flows which reduces idling vehicles and can lead to improved journey times which is in accordance with good practice and promoting sustainable transport systems.

6.3 Further work on understanding and quantifying the air quality impacts will be undertaken from the traffic modelling exercise with the traffic flows from the option traffic models being used to inform this.

3.1 No conflicts with existing planning policy or air quality management plan (AQMP) are noted. The AQMP will be revised and updated to reflect the proposals set out in the KLTS Implementation Plan.