

King's Lynn Parking Strategy Update

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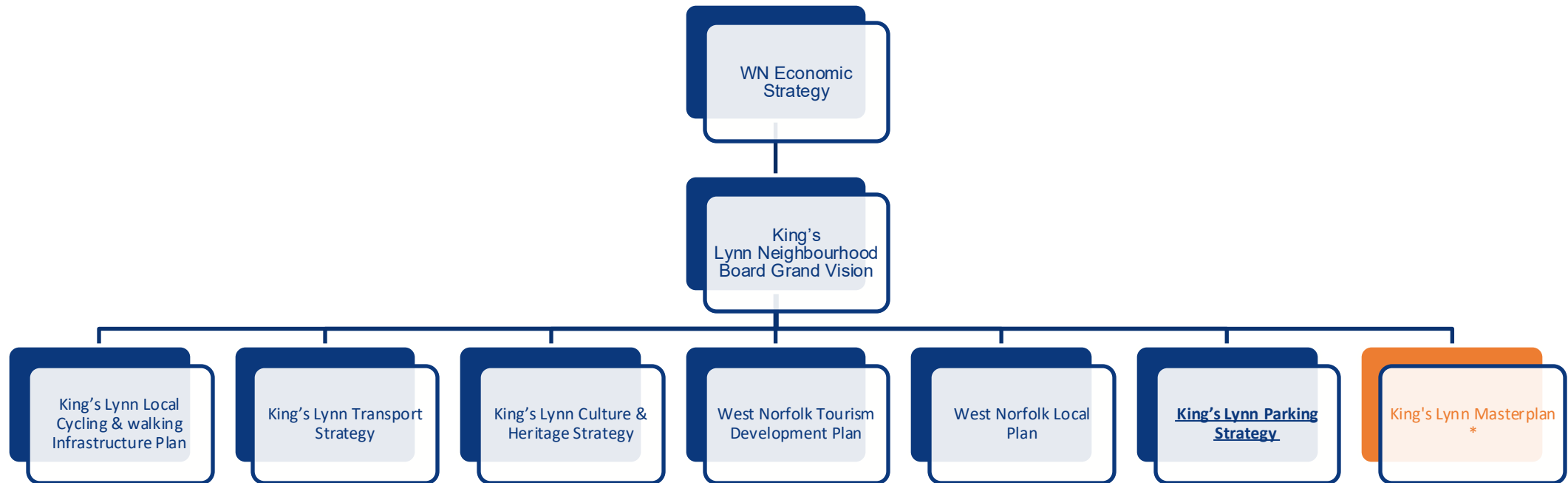


Overview

- Parking Strategy is currently paused.
- King's Lynn Masterplan will review the draft parking strategy produced so far.
- Changes will be made where necessary to ensure both Masterplan and Parking Strategy documents align.



King's Lynn - Strategic Context



* Future Documents



Draft King's Lynn Transport Strategy

Vision

- To support sustainable economic growth in King's Lynn by facilitating journey reliability and improved travel mode choice for all, whilst contributing to improved health, air quality, safety and protection of the built and natural environment.

Objectives

- 1. Growth: Support the delivery of planned housing growth and development in the Borough
- 2. Connectivity: Enhance connectivity and accessibility for all within King's Lynn
- 3. Public Transport: Promote greater use of public transport in King's Lynn
- 4. Active Travel: Improve the active travel infrastructure to create the right conditions to make it first choice for shorter journeys
- 5. Environment: Improve local air quality and King's Lynn's natural environment and reduce overall transport emissions
- 6. Safety: Improve road safety in King's Lynn
- 7. Culture and Heritage: Protect and enhance King's Lynn's heritage and cultural environment through place-making

Policy 3: Parking. Norfolk County Council will work with the BCKLWN to deliver the Parking Strategy that balances the needs of the town with supporting the promotion of public transport and active travel. We will seek improvements that acknowledge the importance of the NCC Electric Vehicles Strategy with regards to EV parking provision.



King's Lynn - Scope of Study / Aims and Objectives

- **Scope:** Identify parking priorities and options which are informed by key stakeholder engagement and identify operational actions required to support delivery of wider strategic objectives.
- **Objectives:**
 - Support the vibrancy and vitality of King's Lynn town centre.
 - Inform effective land use to support wider regeneration objectives.
 - Provide a strategy which underpins and supports the delivery of the economic, transport strategy and the local plan.
 - Sustain revenue income streams for the Council.
 - Reconcile the need for and continued use of car parking spaces with the council's net zero ambitions and the wider climate change agenda.



King's Lynn – Key Takeaways

- December is the overall demand peak.
- 30% of all tickets sold were at Tuesday Market Place (despite it only having 8.5% of the total BCKLWN spaces in the town).
- During December, most popular 'ticket' sold throughout the year at TMP was the free 20-minute spaces
- Overall, the most popular ticket was the up to 1 hour parking, with the free ticket being the second most popular.
- **Long Term** - The peak weekday arrival time was either 08:00 or 09:00, with the exception of The Walks (11:00) - used by people working in King's Lynn.
- **Short-term** - the peak weekday arrival times were typically between 10:00 and 12:00 – used by visitors to King's Lynn.



King's Lynn – Key Takeaways

- In a neutral month, approximately a fifth of parking capacity is available on a weekday, reducing to approximately an eighth on a Saturday and Sunday. **Visitor demand on the weekends exceeds staff users demands during the week - overall there is reserve capacity available.**
- Peak Month - only 10% of total spaces are available across all car parks (long stay and short stay combined) on a December Saturday. The critical factor is currently visitor demand on a Saturday at all times of the year. There is however currently capacity.
- There has been an increase in the use of the cashless payment option in all car parks over the 12-month period analysed - increased from 28% in November 2022 to 33.4% in October 2023
- There has been a 9% increase in usage between 2018 and 2023
- Tuesday Market Place brings in the most overall income, but it is closely followed by St James MSCP.
- A 7% increase in income between 2018 and 2023 (however smaller than seen in the overall carpark usage (9%))



King's Lynn – Key Takeaways

- Car parking is spread across car parks and parking areas - limits efficient car park usage and the opportunity to maximise turnover. It also makes it more difficult to monitor and communicate parking capacity, leading to redundant car trips around the town centre
- At most times of the year there is currently spare parking capacity, although this may not be apparent to visitors due to the wide distribution of spaces
- Most of the car parking is provided in surface car parks (60%). This is not the most efficient use of town centre land and increases vehicular traffic in the town centre
- 32% of parking is aimed at long stay users offering the least revenue opportunity and occupying large areas of parking capacity (commuters parking could be freed up by the implementation of Travel Plans to encourage use of alternative modes)



King's Lynn - Predicted Summary

- Based on population growth only – not taking into account modal shift, projects underway and proposed such as STARS, Southgates Masterplan, Bus Service Improvement and KL LCWIP.
- Expected that BCKLWN car parks will experience capacity issues on Saturdays in both the neutral and peak months in both 2030 and 2035. Car park capacity is also exceeded on weekdays in the 2035 peak month.
- Removal of car parks for development will have to consider parking demand.
- As we approach both 2030 and 2035 the impact of development and modal shift will have to be monitored to keep track of parking demand and adjust the strategy accordingly. This could account for either an increase or decrease in demand.
- **Important to remember that currently there is not a capacity issue – continued monitoring is key.**



King's Lynn – Draft Report

Recommendations

Park and Ride (seasonal or informal such as KLEP travel hub and possibly ferry)

New Car Parks (allowing for development and for consolidation)

Expansion of Existing Car Parks (to accommodate offset parking, such as adding decking)

Reduction of Existing Car Parks (to allow development such as Boal Quay)

Parking Provision (such as increased EV and disabled spaces)

Car Park Design (improve lighting and attractiveness, add solar, formalise spaces, increase size of spaces)

Parking Charges & Permits (evaluate)

Signage/Monitoring (evaluate)

Mode Shift (such as public transport and active travel improvements, mobility/active travel hubs).



King's Lynn Masterplan (in development)

- Will be reviewing transport and parking as part of wider town centre and connectivity strategies.
- Several opportunity sites are on BCKLWN owned car parks (Church Street, Boal Quay, Common Staithe).
- Opportunity to address inefficient use of land as surface car parks and rationalise and consolidate car parking, reducing redundant vehicle trips in historic core of town.



Examples of Consolidation

- Active Travel Hub at King's Lynn Enterprise Park.
- Further options emerging from the Masterplan work such as the Port Area and potential of Ferry.



- Any Questions?

