

REPORT TO CABINET

Open		Would any decisions proposed :			
Any especially affected Wards All King's Lynn	Mandatory	Be entirely within Cabinet's powers to decide		YES	
	Discretionary	Need to be recommendations to Council		NO	
	Operational	Is it a Key Decision		NO	
Lead Member: Cllr Simon Ring E-mail: cllr.Simon.Ring@West-Norfolk.gov.uk			Other Cabinet Members consulted: Cllr Moriarty, Cllr De Whalley		
			Other Members consulted: Regeneration and Development Panel		
Lead Officer: Jemma Curtis E-mail: jemma.curtis@west-norfolk.gov.uk Connor Smalls E-mail: connor.smalls@west-norfolk.gov.uk			Other Officers consulted: Duncan Hall, Alex Fradley, Henry Anthony, Micael Burton, Dave Robson, David Alford, Ian Parkes (NCC) and Claire Dollman (NCC)		
Financial Implications NO	Policy/ Personnel Implications YES	Statutory Implications NO	Equal Impact Assessment YES/NO If YES: Pre-screening/ Full Assessment	Risk Management Implications NO	Environmental Considerations YES

Date of meeting: 3 March 2026

KING'S LYNN TRANSPORT STRATEGY

Summary

The King's Lynn Transport Strategy (KLTS) outlines the transport vision and infrastructure needs for King's Lynn and the surrounding area. It supports the Norfolk Local Transport Plan (LTP), adopted by Norfolk County Council in 2022, by providing a local context for its delivery and setting out how its objectives will be delivered locally. The development of the KLTS has been led by Norfolk County Council in partnership with the Borough Council. This report seeks endorsement of the KLTS on behalf of the Council, alongside adoption by Norfolk County Council at its own cabinet meeting planned for 2 March 2026.

With potential changes in the pipeline such as Devolution and Local Government Reorganisation, it is vital to clearly convey King's Lynn's transport priorities to both decision-makers and funding bodies. The KLTS will guide the transport interventions needed to support prosperity, stimulate economic growth, and help the town realise its full potential for residents and visitors.

Recommendation

1. That Cabinet adopt the King's Lynn Transport Strategy (KLTS) as outlined in Appendix A.

Reason for Decision

To allow the KLTS and Implementation Plan to be adopted at Borough level, inform wider place based strategies for King's Lynn and support its implementation. Endorsement of the KLTS aligns with the council's priority to support growth and prosperity and to protect our environment.

1. Background

- 1.1. The King's Lynn Transport Strategy sets out a long-term vision for transport in King's Lynn and surrounding areas, identifying key challenges, opportunities, and the infrastructure needed to support sustainable growth and existing communities.
- 1.2. The Strategy looks ahead to 2035, focusing on the King's Lynn urban area, North and South Lynn, Gaywood, West Winch and North and South Wootton. It is supported by an Implementation Plan outlining potential projects for the short to medium term (five to ten years), with some longer-term aspirations identified beyond 2035.
- 1.3. The previous Strategy, adopted by Norfolk County Council and the Borough Council of King's Lynn and West Norfolk in 2020, now requires updating due to various national and local developments. These include changes in government policy, the impacts of the pandemic and the adoption of the King's Lynn Local Cycling and Walking Infrastructure Plan (LCWIP) in 2022.
- 1.4. The LCWIP highlights priority active travel routes and key improvement areas, particularly around the town centre, the Gyratory system, and Southgates. There have also been several policy documents and masterplans developed by the Borough Council since 2020, and more are in development including the King's Lynn Masterplan and King's Lynn Parking Strategy, which have significant transport dimensions that must be fully considered and informed by an up-to-date Transport Strategy.
- 1.5. Having an updated and current transport strategy also creates a stronger framework for delivery and enables more localised policy direction within King's Lynn. The strategy sets out projects that can advance the overall objectives when funding becomes available. Delivering measures in the Strategy and Implementation Plan will work towards addressing current challenges across the transport network but also help create the conditions for increased economic investment to the benefit of residents, businesses and visitors.
- 1.6. The updated Strategy's Vision and Objectives have been developed with stakeholders and subject to public consultation in late 2025. Consultants WSP have produced an Issues and Opportunities report and carried out a multi-criteria assessment of potential transport schemes. This process has informed a shortlist of projects for the Implementation Plan, ensuring alignment with local and national policy
- 1.7. **Strategic transport needs**
- 1.8. The Strategy acknowledges that strategic initiatives will require public funding as developer contributions alone are insufficient. Viability constraints often limit how much individual developments can contribute, and planning law restricts funding to only those transport measures directly linked to a development.
- 1.9. The adopted Local Plan for land use identifies the designated locations for housing and employment growth. The Strategy therefore outlines that the

implementation of several large-scale transport projects would benefit this planned growth.

1.10. Below are key projects that are included within the strategy and fall into this category.

- A10 West Winch Housing Access Road
- A17/A47 Pullover Roundabout improvement scheme
- A149 improvement
- A47 Tilney to East Winch to dual carriageway improvement
- Ely Area Capacity Enhancements (EACE) and investigation of other rail improvements

1.11. **Localised transport needs**

1.12. To supplement the major schemes outlined above, a long list of potential transport interventions has been identified based on up-to-date evidence and stakeholder input. These interventions were assessed against the strategy's vision and objectives to create a short list, known as the Implementation Plan. Many of these measures focus on the town centre and surrounding built-up areas. Priority schemes from the short list are detailed below.

- Introduce a Micromobility scheme in King's Lynn
- Sustainable Transport and Regeneration Scheme (STARS) Gyratory and Baxter's Plain
- Southgates Regeneration Area
- Renewal of the West Lynn Ferry Infrastructure
- Active travel link between the West Winch Growth Area (WWGA) and King's Lynn town centre
- Continuation of development and implementation schemes in the Local Cycling and Walking Infrastructure Plan (LCWIP)

2. **Key Dates and Consultation**

2.1. The development of the KLTS has been through the following stages;

- Stage 1 - Issues & Opportunities Report - completed Autumn 2024
- Stage 2 - Option Appraisal - Spring 2025
- Public Consultation on Draft Strategy - 24 September to 4 November 2025.
- Final Strategy & Implementation Plan - Spring 2026

2.2. A Strategic Environmental Assessment and Habitats Regulations Assessment has also been produced for each strategy by the consultants for the Strategy. These were also part of the public consultation and sent to the statutory consultees for comment (Historic England, Environment Agency and Natural England).

2.3. 169 responses were received for the King's Lynn consultation. Results from the consultation show that the majority of respondents agreed or strongly agreed with the overall vision for the King's Lynn Transport Strategy. The most common comments were on issues with the roads in and around King's Lynn with particular focus on congestion, public transport and key highways schemes.

Support was highest for A17/A47 Pullover roundabout improvements, A149 improvements and Ely Area Capacity Enhancements. The connectivity objective was highly supported, with the growth objective being least supported. This is largely due to concerns that the current highway infrastructure cannot sustain further development without improvement.

- 2.4. As a result of the consultation, no changes have been made to the Vision or Objectives for the King's Lynn Transport Strategy.
- 2.5. Policy 1 of the King's Lynn Transport Strategy: Supporting Growth and New Development has been amended to include reference to economic growth. Policy 2 of the King's Lynn Transport Strategy: Strategic Connections has been amended to refer to the Southgates Regeneration Area. Policy 10 of the King's Lynn Transport Strategy: Supporting Culture, Heritage and Tourism has been strengthened by adding promotion and enhancement of the historic environment. Target 1 of the King's Lynn Transport Strategy: Growth has been enhanced by adding a reference to supporting economic growth and Target 7 of the King's Lynn Transport Strategy: Culture and heritage has been enhanced by adding a reference to placemaking.
- 2.6. A new section has been added to the Policy Context part of the Transport Strategy to reference that the Borough Council is developing a new masterplan for King's Lynn which is anticipated to be adopted in mid-2026 as well as references to car parking that have been updated to reflect the current status of the draft car parking strategy work.

3. Vision, Objectives and Policy

- 3.1. The KLTS as set out in appendix 1, contains a Vision, Objectives, Policies and Targets summarised below;

- 3.2. **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.'

3.3. 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

3.4. Policies

Policy 1: Supporting Growth and New Development. Norfolk County Council will work in partnership, including with developers, to ensure transport measures, including sustainable transport options, support economic growth, new housing developments and employment sites.

Policy 2: Strategic Connections. Norfolk County Council, working in partnership, seek to improve strategic connections between King's Lynn, the port, the surrounding villages, Norwich, Norfolk and the wider region. We will seek improvements to strategic connections including the A47, A149 and key roundabouts like the A17/A47 Pullover junction, Southgates Regeneration Area, the town centre gyratory as well as rail and bus connections.

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.

Policy 4: Bus Services. Norfolk County Council will support bus operators to deliver quicker, reliable, integrated, convenient and accessible journeys.

Policy 5: Rail. Norfolk County Council will work with partners to make improvements to King's Lynn Railway Station as set out in the Norfolk Rail Prospectus. We will seek improvements to the line for both the passengers and freight. This will include aiming to make them more reliable, accessible, integrated and provide faster more frequent journeys.

Policy 6: Active Travel. Norfolk County Council will work with partners to support and promote the use and benefits of active and sustainable modes of travel, including supporting schemes in the King's Lynn Local Cycling and Walking Infrastructure Plans to reduce dependency on cars.

Policy 7: Climate Change Resilience. Norfolk County Council, working with stakeholders and partners, will contribute to making the transport network zero emission by 2050 and resilient to the impacts of severe weather and climate change.

Policy 8: Improved Air Quality. Norfolk County Council, working with partners, will seek to reduce emissions from vehicles to improve air quality.

Policy 9: Road Traffic Harm Reduction. Norfolk County Council, working with partners, will endeavour to reduce road traffic collisions and casualty numbers through the safe systems approach. Improvement schemes will aim to address the fear of road traffic affecting vulnerable road users.

Policy 10: Supporting Culture, Heritage and Tourism. Norfolk County Council, working with partners, where possible will seek to protect, promote and enhance the historic environment including existing green infrastructure and enhance the public realm for the benefit of residents, visitors and tourists using a healthy streets approach to make streets attractive and work for all users of the network.

3.5. Targets

- 1. Growth:** Secure transport network improvements to support economic growth including new housing and employment sites
- 2. Connectivity:** Secure future improvements to the Strategic Road and Rail Network and at key gateway junctions
- 3. Public transport:** Grow annual bus and rail patronage
- 4. Active travel:** Increase in the number of people walking, wheeling and cycling as monitored as part of the King's Lynn Local Cycling and Walking Infrastructure Plan
- 5. Environment:** Reduce the current number of, and ensure no new, Air Quality Management Areas (AQMA)
- 6. Safety:** Reduce collision numbers from current levels
- 7. Culture and heritage:** Number of transport projects with heritage and placemaking considered as part of delivery.

4. Policy Implications

4.1. There are various national policy implications which are discussed in detail within the Transport Strategy document. These include:

- Bus Services Act, Department for Transport, 2025
- Emerging Integrated National Transport Strategy, Department for Transport, 2025
- Emerging Transport Adaptation Strategy, Department for Transport, 2024
- National Planning Policy Framework, Ministry of Housing, Communities and Local Government, 2024 (emerging in 2026)
- Plan for Drivers, Department for Transport, 2023
- Decarbonising Transport: A Better, Greener Britain, Department for Transport, 2021
- Bus Back Better: A National Bus Strategy for England, Department for Transport, 2021
- Gear Change: A Bold Vision for Cycling and Walking, Department for Transport, 2020

4.2. At Local level, there are again various policies which have direct and relevant relationship with the transport strategy.

4.3. Borough Council of King's Lynn and West Norfolk

4.4. BCKLWN Local Plan 2021-2040, Borough Council of King's Lynn and West Norfolk, 2025

The Local Plan outlines the vision, strategic objectives, and development strategy for the Borough through to 2040. It provides the planning policy framework for future growth, addressing housing, the economy, community facilities, infrastructure, and the protection of natural and historic assets. It also supports climate change mitigation, adaptation, and high-quality design.

The Local Plan identifies a number of housing and employment allocations. A major component is Site Allocation E2.1, the West Winch Growth Area

south-east of King's Lynn, designated for 4,000 new homes to form a sustainable new sustainable neighbourhood.

Together, the town centre policy, River Front Regeneration Area, and site allocations create a comprehensive policy framework that supports the economic, social, and environmental aims of sustainable development.

4.5. King's Lynn Masterplan Emerging, Borough Council of King's Lynn and West Norfolk

The Borough Council is developing a new masterplan for King's Lynn which is anticipated to be adopted in Summer 2026. The King's Lynn masterplan will be developed to inform and be a part of the development of a new local plan. This will be prepared in accordance with the new plan-making system introduced by the Government. A new local plan will be required to respond to the increased local housing need. The ambition is for the King's Lynn Masterplan to work hand in hand with a new local plan to establish a level of consistency, a clear vision and ensure the projects within the masterplan are investable, viable, deliverable and align with planning policy.

The Masterplan will develop a long term plan for future uses of buildings, sites and public spaces, including the infrastructure that is needed to help people access and move around the town sustainably in King's Lynn. This will provide a spatial representation of the vision developed under the Borough Council's 10 Year vision for £20M government funding coming into King's Lynn under the Pride in Place Programme accompanied by clear plans to set out achievable routes to delivery. Alongside the proposals for areas which have already been developed to date, including the former Post Office site, Southgates and Baxter's Plain, the masterplan will focus on six other key areas in the town where improvements could make a big difference. These are the former Debenhams, St James Swimming Pool, Common Staithe Quay, Church Street Car Park, part of the Port and Timber Yard area, West Lynn (former Del Monte and dredging sites). The masterplan will also include opportunities at Boal Quay and public realm proposals for the riverfront, potentially connecting South Quay through Boal Quay to Southgates.

4.6. Draft King's Lynn Car Parking Strategy, Borough Council of King's Lynn and West Norfolk, 2025

A study has been undertaken to inform the car parking strategy which is being developed with the scope to identify parking priorities and options which are informed by key stakeholder engagement and identify operational actions required to support delivery of wider strategic objectives. This work has been integrated with the development of the emerging King's Lynn Masterplan to ensure the draft parking strategy reflects the regeneration and development aims of the masterplan and each document supports a clear and shared vision for parking in the town centre. The objectives include:

- 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 strategy, 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.

4.7. West Norfolk Economic Strategy, Borough Council of King's Lynn and West Norfolk, 2025

The West Norfolk Economic Strategy will support the economic growth for all businesses, people and places. The Vision of the Strategy is that in 2045 King's Lynn and West Norfolk is a model for sustainable, active and inclusive rural communities, where the benefits of economic growth are shared widely, and natural and cultural heritage is preserved, enhanced and celebrated for future generation.

The strategy will serve as the anchor and guiding reference for our collective actions over the next 20 years. Working in partnership to design and implement a coordinated action plan aimed at enhancing King's Lynn and West Norfolk economic prosperity and improving the quality of life for all.

4.8. King's Lynn: Culture & Heritage Strategy, Borough Council of King's Lynn and West Norfolk, 2025

This Strategy has been designed to identify key cultural investments and initiatives already underway and setting out how they interrelate, identify the cultural objectives for the Borough and set out the next steps required to develop this into a delivery plan. The development of this strategy shows that BCKLWN recognise the value of arts and culture to quality of life and appeal to younger people.

The Cultural Strategy aims to help King's Lynn through community engagement, better understanding, improved quality of life, increased funding, improved sustainability, increased innovation and improved wellbeing.

4.9. Air Quality Action Plan 2024–2029, Borough Council of King's Lynn and West Norfolk, 2024

The Plan aims to reduce concentrations of air pollutants in the Borough Council of King's Lynn and West Norfolk (BCKLWN). There is one Air Quality Management Area (AQMA) designated in King's Lynn: Railway Road AQMA . As set out in the latest ASR (2025) on air quality, and due to the continued period of compliance in NO₂ annual means, the final AQMA (Railway Rd) is to be put forward for revocation in 2026. This will mean the AQAP will be replaced with an Air Quality Strategy to improve air quality. The AQAP measures are based on six priorities which are as follows:

1. To increase active travel
2. Bus service improvements including Zero Emission buses in King's Lynn
3. To review traffic management projects proposed in King's Lynn for air quality
4. Continue to review new developments for air quality
5. Improved public information
6. Air Quality Project on PM_{2.5}

4.10. King's Lynn Local Cycling and Walking Infrastructure Plan (LCWIP), Norfolk County Council and Borough Council of King's Lynn and West Norfolk, 2022

The King's Lynn Local Cycling and Walking Infrastructure Plan has been produced to define the active travel networks and produce a prioritised list of improvement schemes. These schemes will help to deliver on the Government's Vision for Cycling and Walking, "Gear Change". As part of the LCWIP planning, access to public transport, key transport hubs and future transport hubs are used as a key attractor when developing the prioritised routes. The LCWIP for King's Lynn was adopted by both councils in February 2022, and a Norfolk-wide LCWIP covering the remaining areas including Downham Market and Hunstanton, was completed and adopted in spring 2024.

4.11. King's Lynn Town Investment Plan, Borough Council of King's Lynn and West Norfolk, 2021

The Plan sets out a clear plan of action and investment to secure recovery from Covid-19, shift towards a zero-carbon economy and secure the long-term success of the residents and businesses by delivering the following eight projects:

- Youth and Retraining Pledge
- St George's Guildhall and Creative Hub
- Multiuser Community Hub
- Active and Clean Connectivity
- Riverfront Regeneration

4.12. King's Lynn Public Realm Action Plan, Borough Council of King's Lynn and West Norfolk, 2021

King's Lynn has a wealth of historic assets and hidden gems waiting to be explored. Forming part of the Town Investment Plan the Public Realm Action Plan sets out the vision for a public realm that provides better connections across the town and creates high-quality public spaces for people to enjoy.

4.13. Climate Change Strategy (2021-2024), Borough Council of King's Lynn and West Norfolk, 2021 – updated strategy in preparation

The Borough Council of King's Lynn and West Norfolk is committed to tackling climate change, setting a net zero target to 2035. The strategy consists of two phases: Phase 1 constitutes establishing the reduction of the borough's corporate emissions, which this strategy and action plan will detail. Phase 2 focuses on the borough's role and scope of influence in aiding the reduction of district wide emissions.

4.14. **Norfolk County Council**

4.15. Norfolk Economic Strategy, Norfolk County Council, 2024

The Norfolk Economic Strategy aims to drive economic growth in Norfolk while also promoting inclusive and sustainable development. Themes of the Strategy are Local Business, People and Skills, Infrastructure and Placemaking and

Community. It focuses on improving productivity, attracting investment, developing a skilled workforce and addressing inequalities as well as emphasising the importance of the county's natural environment and heritage. It supports public realm through wider regeneration projects aiming for sustainable growth that benefits all residents and communities.

4.16. Norfolk Walking, Wheeling and Cycling Strategy, Norfolk County Council, 2024

This is a strategic document that supports Government's target for 50% of the journeys in towns and cities to be completed by walking, wheeling and cycling by 2030 to create a healthier and greener Norfolk. The strategy is mostly implemented through delivering the adopted Local Cycling and Walking Infrastructure Plans (LCWIP) and Norfolk Access Improvement Plan (NAIP), which relates to Public Rights of Way, as well as other adopted and emerging plans to ensure walking, wheeling and cycling.

4.17. Norfolk Climate Policy and Climate Strategy, Norfolk County Council, 2024

Norfolk County Council recognises the serious impact of climate change globally and the need for urgent action. The Climate Strategy outlines how the council will use its powers and influence to address climate change across seven focus areas:

1. Norfolk County Council estate
2. Indirect emissions (the organisation's wider carbon footprint)
3. County-wide emissions (transport, buildings and planning, commercial and industrial, energy, digital connectivity, waste)
4. Promoting a green economy
5. Adapting to climate change
6. Space for nature to recover and grow
7. Engage and collaborate

The Climate Policy ensures that the council's approach to climate change, as comprehensively set out in its Climate Strategy, is part of the Council's Policy Framework which guides how the Council is run.

4.18. Norfolk Bus Service Improvement Plan (BSIP), Norfolk County Council, 2024

The Norfolk BSIP secured £49.6m for improvements across the County, with additional funding secured in the most recent update. Some of this funding is allocated to implementing general county-wide initiatives and some is targeted at improving journey times, passenger experience and levels of service on key bus corridors.

4.19. Local Transport Plan 4, Norfolk County Council, 2022

NCC's LTP4, adopted in 2022, sets the strategic direction for the county's transport network up to 2036. It states that the 'priority for reducing emissions will be to support a shift to more sustainable modes and more efficient vehicles, including lower carbon technology and cleaner fuels', emphasising the need for

the facilitation of necessary infrastructure. It includes a target for net zero by 2050.

4.20. Norfolk Electric Vehicle Strategy, Norfolk County Council, 2021

This strategy addresses one area where we can reduce carbon emissions and sets out six priorities that are being put in place to help support the uptake of electric vehicles in Norfolk, including suitable charging infrastructure. These are:

- Priority 1: Accelerate charge point deployment on our highway network
- Priority 2: Review our own fleet
- Priority 3: Collaborative working
- Priority 4: Update parking and design standards
- Priority 5: Exploration of wider measures including incentives
- Priority 6: Promotional and awareness raising

5. Financial Implications

- 5.1. Funding to carry out included schemes within the strategy and implementation plan will need to be identified throughout the plan's lifetime from a variety of sources from both Norfolk County Council and the Borough Council of King's Lynn and West Norfolk. The preparation and adoption of the KLTS is critical to the strategic case of any funding that will be pursued to implement the identified priorities. Any future funding decisions would follow due process on a scheme by scheme basis.

6. Personnel Implications

- 6.1. Officers have worked with County Council colleagues to develop the policy and strategy to this point. This work will continue with both BCKLWN Officers and County Officers on a scheme-by-scheme basis where personnel resources would also be further considered and reported back if necessary.

7. Environmental Considerations

- 7.1. As outlined above, the current Air Quality Management Area (AQMA) designated for Railway Road is set to be put forward for revocation in 2026 due to the continued period of compliance in NO₂ annual means. This will mean the AQAP will be replaced with an Air Quality Strategy to improve air quality. The Transport Strategy will then have a place both to influence and to help support the aims and objectives of this new strategy.
- 7.2. Sustainable transport is a cross-cutting theme across the strategy, with most relevant policies (see above section for breakdown) focusing on improving public transport, encouraging active travel, and reducing environmental impacts. The Council aims to support bus operators in delivering quicker, more reliable and accessible services, while also promoting walking and cycling through initiatives through the King's Lynn Local Cycling and Walking Infrastructure Plan to reduce reliance on cars. Alongside this, the strategy commits to contributing towards building a transport network that is resilient to climate change and aligned with the goal of making the transport network zero emission by 2050. Improving air

quality is another priority, with efforts directed toward reducing vehicle emissions, this aligns with the opportunity identified above.

8. Statutory Considerations

- 8.1. Where planning permission or traffic regulation order changes are required, these will follow due process.

9. Equality Impact Assessment (EIA)

- 9.1. An EIA screening assessment has been completed and no issues were identified. Further design work will be required for each of the potential schemes. As part of the further detailed work, any potential impacts on each protected equality group will be considered and mitigated where required.

10. Risk Management Implications

- 10.1. None identified at this time, though as each scheme is worked on in more detail issues may arise and these will then be mitigated or highlighted as required with reports brought back to the relevant panel and Cabinet as appropriate.

11. Background Papers

Appendix A: [King's Lynn Transport Strategy and Implementation Plan](#)

Appendix B: [King's Lynn Transport Strategy Consultation Findings Report](#)

Pre-Screening Equality Impact Assessment

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



Name of policy/service/function	Regeneration, Housing & Place				
Is this a new or existing policy/ service/function?	New				
Brief summary/description of the main aims of the policy/service/function being screened. Please state if this policy/service is rigidly constrained by statutory obligations	The King's Lynn Transport Strategy sets out the transport vision and infrastructure needs for King's Lynn and the surrounding area. It supports the Norfolk Local Transport Plan, adopted by Norfolk County Council in 2022, by providing a local context for its delivery. Amid potential changes such as Devolution and Local Government Reorganisation, it is crucial to highlight King's Lynn's needs to decision-makers. Implementing the identified transport measures will be key to driving prosperity, economic growth, and ensuring the town fulfils its full potential for residents and visitors alike.				
Question	Answer				
1. Is there any reason to believe that the policy/service/function could have a specific impact on people from one or more of the following groups according to their different protected characteristic, for example, because they have particular needs, experiences, issues or priorities or in terms of ability to access the service? Please tick the relevant box for each group. NB. Equality neutral means no negative impact on any group.		Positive	Negative	Neutral	Unsure
	Age	X			
	Disability	X			
	Gender			X	
	Gender Re-assignment			X	
	Marriage/civil partnership			X	
	Pregnancy & maternity			X	
	Race			X	
	Religion or belief			X	
	Sexual orientation			X	
Other (eg low income)	X				

Question	Answer	Comments
2. Is the proposed policy/service likely to affect relations between certain equality communities or to damage relations between the equality communities and the Council, for example because it is seen as favouring a particular community or denying opportunities to another?	Yes / No	
3. Could this policy/service be perceived as impacting on communities differently?	Yes / No	
4. Is the policy/service specifically designed to tackle evidence of disadvantage or potential discrimination?	Yes/- No	Schemes identified in the strategy aim to improve the accessibility and connectivity for residents to improve their ability to travel sustainably to place of education, employment and leisure. Individual schemes will need to consider EIA and compliance with DDA as they are developed in detailed design.
5. Are any impacts identified above minor and if so, can these be eliminated or reduced by minor actions? If yes, please agree actions with a member of the Corporate Equalities Working Group and list agreed actions in the comments section	Yes / No	Actions:
		Actions agreed by EWG member:
If 'yes' to questions 2 - 4 a full impact assessment will be required unless comments are provided to explain why this is not felt necessary: Full EIA not deemed necessary at this point, as stated these will be undertaken as each scheme comes forward. Decision agreed by EWG member: L Gayton		
Assessment completed by:	C Smalls	
Job title	Regeneration Programmes Officer	
Date	22/01/2026	