

RD82

Cabinet Report – King’s Lynn Transport Strategy

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Norfolk County Council officers gave a presentation to the Panel on the King’s Lynn Transport Strategy as included in the agenda highlighting the public consultation process, key priorities identified by residents, funding and business case development for major projects and the integration of feedback into ongoing and future transport initiatives.

The Chair, Councillor Parish thanked Norfolk County Council officers for the presentation and invited questions and comments as summarised below.

In response to questions from Councillor Blunt, Norfolk County Council officers explained that all proposed transport projects were subject to securing funding. They reported the Sustainable Transport and Regeneration Scheme (STARS) Gyrary Plus scheme had secured £90 million from the government. Whilst the A17 Pullover Flyover had undergone significant business case work, they were still awaiting further funding opportunities. Norfolk County Council officers confirmed they were preparing business cases to ensure projects were ready for future funding rounds.

Councillor Colwell asked when the Local Cycling and Walking Infrastructure Plans (LCWIP) would be updated and additionally asked whether a park and ride scheme be incorporated in the strategy. Norfolk County Council officers advised that an informal park and ride was being established in the Enterprise Zone. It was explained the LCWIP was a living document and could respond to changes.

Norfolk County Council officers reported there were two key LCWIP schemes which they were currently focusing on which was the level crossing on Tennyson Road and the West Winch Growth Area, specifically looking at solutions on how to cross the A149. With regards to the level crossing on Tennyson Road, Norfolk County Council officers explained they were looking to have a combined pedestrian cycle crossing which worked in tandem with the level crossing but Network Rail were objecting to this.

Councillor Ryves commented that it was disappointing that a park and ride scheme was not featured in any of the paperwork which was presented to them. Additionally Councillor Ryves asked if there was any consideration of a new railhead south of King's Lynn. Norfolk County Council officers reported a study into the demand for a second rail station was currently underway, with results expected by the end of March 2025.

In response to a further question from Councillor Ryves, Norfolk County Council officers explained after the passenger demand work had complete, they would bring it to Borough Council and Norfolk County Council Committees and Panels and decide a way forward. If there was a case for it, more detailed work would be undertaken to feed into a business case and have discussions with Network Rail. They advised rail projects can be a long process.

Councillor Bubb asked whether the level crossing on Tennyson Road could be level. Norfolk County Council officers noted Councillor Bubb's comment.

The Chair, Councillor Parish referred to 1.10 and 2.3 within the report regarding the A149 improvements and asked where the improvements would be made. Norfolk County Council officers advised they were looking at what improvements could be made to the A149 from Knights Hill down to the Jubilee roundabout and work was underway.

In response to further questions from the Chair, Councillor Parish, Norfolk County Council officers clarified a micro mobility scheme referred to bike hire and scooter hire and explained that a wheeling strategy referred to a pushchair or a wheelchair and this was a Government term.

Councillor Colwell proposed an additional recommendation which was the park and ride scheme should be a more formal consideration and taken forward within the KLTS document. Councillor Ryves seconded the proposed additional recommendation and the Panel agreed with one Member abstaining.

Councillor Parish proposed an additional recommendation that the Regeneration and Development Panel be kept well informed of the progress of the feasibility study for an additional railhead and receive updates. Councillor Colwell seconded the

proposed additional recommendation and the Panel agreed with one Member abstaining.

Councillor Colwell proposed additional recommendations to investigate and report back on interim enhancements to existing crossings at Tennyson Road, particularly to improve safety for children and football supporters and report on the feasibility of creating a safe active travel route along the Gaywood River to link Reffley and Knights Hill development to the existing network and Lynnsport, avoiding Edward Benefer Way. Councillor Ryves seconded the proposed additional recommendations and the Panel agreed with one Member abstaining.

RESOLVED: The Panel supported the following recommendation to Cabinet:

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

The Panel made additional recommendations which were:

- 1) The park and ride scheme should be a more formal consideration and taken forward within the KLTS document.
- 2) The Regeneration and Development Panel be kept well informed of the progress of the feasibility study for an additional railhead and receive updates.
- 3) Investigate and report back on interim enhancements to existing crossings at Tennyson Road, particularly to improve safety for children and football supporters and report on the feasibility of creating a safe active travel route along the Gaywood River to link Reffley and Knights Hill development to the existing network and Lynnsport, avoiding Edward Benefer Way.

RD85

Cabinet Report – King's Lynn Enterprise Park

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The Regeneration Programmes Manager presented the report on the King's Lynn Enterprise Park as set out in the agenda outlining the completion of infrastructure on the eastern side, plans for the western plots, financial arrangements and the importance of the site for local economic growth.

The Chair, Councillor Parish thanked the Regeneration Programmes Manager for the report and invited questions and comments from the Panel as summarised below.

In response to questions from Councillor Ryves in relation to business rates, the Regeneration Programmes Manager explained the site operated under a specific enterprise zone financial agreement, allowing business rates generated to be ring-fenced for infrastructure repayment over 25 years. Recent changes in business rates had improved income forecasts, but the pace of plot occupation remained a critical factor. The Regeneration Programmes Manager advised the previous five-year business rates exemption for new occupiers had expired.

RESOLVED: The Panel supported the following recommendations to Cabinet:

Cabinet Recommendations:

1. Reaffirm the King's Lynn Enterprise Park vision and objectives set out in section 1, in line with the priorities of the West Norfolk Economic Strategy.
2. Recommend progression of Option 3 as detailed in section 3 of the report to progress the remaining infrastructure works required at the King's Lynn Enterprise Park.
3. Provide delegated authority granted to the Assistant Director for Housing, Regeneration & Place to award the contract to Morgan Sindall to deliver Active Travel Hub works at Baker Lane and the King's Lynn Enterprise Zone, western access road and site levelling as detailed in section 2 & 5 of the report.
4. Approve the Enterprise Zone funding strategy as set out in section 5 to enable completion of outstanding works necessary to make the site fully available for plot sales and occupation.
5. Approve the amendment to the capital programme 2026/7 and Treasury Management Strategy to reflect the financial arrangements and timeframe set out in the report.