

**BOROUGH COUNCIL OF KING'S LYNN & WEST NORFOLK****KING'S LYNN AREA CONSULTATIVE COMMITTEE**

**Minutes from the Meeting of the King's Lynn Area Consultative Committee held on Monday, 26th March, 2018 at 6.00 pm in the Education Room - Town Hall, Saturday Market Place, King's Lynn PE30 5DQ**

**PRESENT:** Councillor A Tyler (Chairman)  
Councillors Miss L Bambridge, J Collop, Mrs S Collop, G Howman, G Middleton and Mrs M Wilkinson

1 **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors C Joyce, T Smith and B Long (Portfolio Holder).

2 **MINUTES OF PREVIOUS MEETING**

The minutes of the meeting held on 15 January 2018 were agreed as a correct record.

3 **DECLARATIONS OF INTEREST**

Councillor Tyler declared that in relation to item 8, he was the secretary of the Fen Line Users Association. He explained that the Association did work with the Borough Council, County Council, local businesses and other stakeholders to encourage the continuing improvement of our important rail service.

4 **URGENT BUSINESS**

There was no urgent business.

5 **MEMBERS PRESENT PURSUANT TO STANDING ORDER 34**

There were no Members present pursuant to Standing Order 34.

6 **CHAIRMAN'S CORRESPONDENCE (IF ANY)**

The Chairman referred to the letter, which had been emailed to the Committee from Norfolk County Council, advising that the Parish Partnership bid for two SAM signs had been successful.

He also reminded the Committee that Members still had time to make comments on the Tree Strategy document which had been sent to them. Comments should be made to Richard Fisher by 1 April 2018.

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### **POLICING IN KING'S LYNN - 6 MONTHLY UPDATE**

The Chairman welcomed Inspector Askham to the Committee.

Inspector Askham outlined the crime figures for King's Lynn from September 2017 to the end of February 2018. The figures also included figures for September 2016 to the end of February 2017 for comparison.

Overall, there had been a slight increase for the district but this was not an alarming amount.

The Committee was then invited to ask questions/make comments, which were answered by Inspector Askham.

Inspector Askham informed the Committee of the priorities for the Police, which remained areas of harm, public order offences and youth anti-social behaviour, in particular at the bus station. It was hoped that with the re-opening of the Discovery Centre, this would help with the problem.

Inspector Askham explained that the Police would continue to monitor crime trends and put resources into where crimes were taking place.

The issue of bicycle theft was raised and it was explained that the Police did regularly carry out property marking and were as proactive in this respect as they could be. It was explained that the Police could get involved if a stolen bicycle was seen on social media.

In relation to the re-opening of the Discovery Centre, Councillor Middleton gave an update to the Committee. He explained that all partners needed to continue to put some investment into the Discovery Centre to ensure that it would continue to operate in the future.

The Chairman stated that everyone round the table acknowledged the work which had been undertaken to get the Discovery Centre to where it was today and wished it a successful future.

Inspector Askham concluded that overall it had been a good six months in relation to crime in King's Lynn, however this had been offset against the difficult news in relation to PSCO's. The new structure was explained to the Committee.

The Chairman thanked Inspector Askham for attending the meeting and giving the update to the Committee. He added that people did appreciate what the Police did in very difficult circumstances.

## 8 **UPDATE ON THE RAIL SERVICE**

Peter Jermamy, Principal Planner (Planning Policy) gave a rail service update to the Committee, a copy of which is attached to the minutes.

The presentation covered:

### **Current Issues**

- 8 car train project
- Consultation responses on timetable changes, East Coast Main Line Route Study

### **Future Plans/Priorities**

- Ely Area improvements
- Redoubling of the single track

The Chairman stated that the Borough Council, Fen Line Users Group, BID and other organisations needed to speak with one voice to ensure that the programme of works was not slipped again.

The Chairman added that the King's Lynn and Cambridge area was often mentioned as one the worst areas for capacity issues.

Councillor Howman asked whether the track line from King's Lynn to Hunstanton was preserved. The Principal Planner (Planning Policy) explained that the former track bed was protected as part of the Local Plan. He added that Norfolk County Council were carrying out a study to look at the route as a footpath/cyclepath route. He was also aware of a local proposal for the route. However, there were interruptions to the track bed.

In response to whether the Borough had taken a stance one way or another as to any proposals for the former track bed, the Principal Planner (Planning Policy) responded that there was no preference, however a need had been identified within the Green Infrastructure Plan for a cycleway in that area.

The Principal Planner (Planning Policy) explained that any works to reinstate the line would be extremely expensive to undertake and referred to the cost of the road at Lynnsport as an example.

The Principal Planner (Planning Policy) added that Norfolk County Council had agreed to carry out three feasibility studies with one being a long distance footpath/cyclepath route.

The Chairman thanked Peter for the presentation and added that it was an important service with a lot of room for improvement.

## 9 **PARISH PARTNERSHIP SCHEME**

The Assistant Director advised the Committee that consideration needed to be given to the next round of bids for the Parish Partnership Scheme, and in particular how the Committee wished to take this forward.

It was agreed to send background information regarding Parish Partnership Schemes to the Committee.

The Committee agreed that this should be an agenda item for the next meeting and it was also asked whether any budget information and the possible effect on Special Expenses could be provided. It was explained that this would be covered at the Special Expenses meeting scheduled for 29 October 2018.

**AGREED:** That, the Parish Partnership Scheme be an agenda item for the next meeting.

10 **COMMITTEE'S WORK PROGRAMME AND CABINET'S FORWARD DECISION LIST**

The Committee noted the Work Programme and Cabinet's Forward Decision List.

11 **DATE OF NEXT MEETING**

The next meeting of the Committee was scheduled to take place on Tuesday, 19<sup>th</sup> June 2018 at 6pm in the Council Chamber, Town Hall, King's Lynn.

**The meeting closed at 7.30 pm**

# Rail Service Update

Peter Jermamy Principal Planner (Planning Policy)

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# Rail Service Update

## Current Issues

- 8 car train project
- Consultation responses on timetable changes, ECML Route Study

## Future Plans/Priorities

- Ely Area improvements
- Redoubling of the single track



## Kings Lynn – Cambridge 8-car

Details
Project reference code: A006
HLOS driver: Capacity
Operating route: Anglia
Last updated: December 2017

### CP5 output driver

The project will relieve overcrowding in the Peak Hour between Kings Lynn and Cambridge. These services are currently 8-car or 12-car between Cambridge and London Kings Cross but due to constraints on the Kings Lynn Line are only 4-car in length north of Cambridge. There is Peak crowding on these services particularly between Ely and Cambridge.

### Network Rail's obligation

Network Rail's obligation is to develop a solution to enable 8-car operation of Peak services between Kings Lynn and Cambridge (and onto London Kings Cross).

### Scope of works

This project will develop a scheme that allows for 8-car operation at all stations on the Kings Lynn Branch Line, which includes investigation of,

- Infrastructure capable of 8 – car operations at Waterbeach, Littleport and Watlington via: SDO, Platform Extension or Platform Relocation
- Closure of 1 Barrow Crossing and provision of alternative access at Littleport;
- Options for additional siding facilities for 2 x 4-car units at Kings Lynn
- Delivery programme
- Traction power modelling

### Interfaces and assumptions

There are significant CP5 schemes linked to this project. Other interfacing schemes which will also deliver works in the area are:

- Anglia PSU A002 – West Anglia Outer power supply changes;

The following critical assumptions on internal factors are being made:

- The works can be contained within the current property boundary and be undertaken using Network Rail's Permitted Development Rights, excluding the siding at Kings Lynn;
- Other CP5 enhancements in the Anglia Route area are underway and as a result access and resource levels are constrained;
- Peak services which require lengthening are assumed to arrive/depart London between 0700-1000 and 1600-1900.

The following critical assumptions on external factors are being made:

- Funding is made available to develop this scheme;
- There will be sufficient Rolling Stock made available to increase train length upon delivery of the project;
- It is assumed for the purposes of modelling and development that the Rolling Stock will be of type Class 379;
- Funders will need to decide if this scheme progresses once GRIP 5-8 cost and programme are understood.

### Activities and milestones (NR)

Milestone	Description	Date	Status
GRIP 2 completion	Pre-feasibility	October 2016	Complete
GRIP 3 AIP completion	Completion of AIP	February 2018	Indicative
EIS Infrastructure authorised	Infrastructure authorised for passenger use	TBC*	Indicative
Output delivered	First timetabled public use of the infrastructure	TBC*	n/a

\*Dependent on the outcome of the GRIP 4 stage and whether funding is agreed for implementation of the scheme.

# 8 Car Train Project

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## 8 Car Train Project

- Design work complete  
Summer 18 then Final  
Investment Decision
- Access arrangements with  
TOCs ongoing
- Develop detailed construction  
programme
- Then delivery dates  
determined



## Consultation Responses

### 2018 Timetable Consultation (July/Dec. 17)

- Concerns re longer journey times
- Highlights single track issues and congestion on ECML
- May commencement of changes

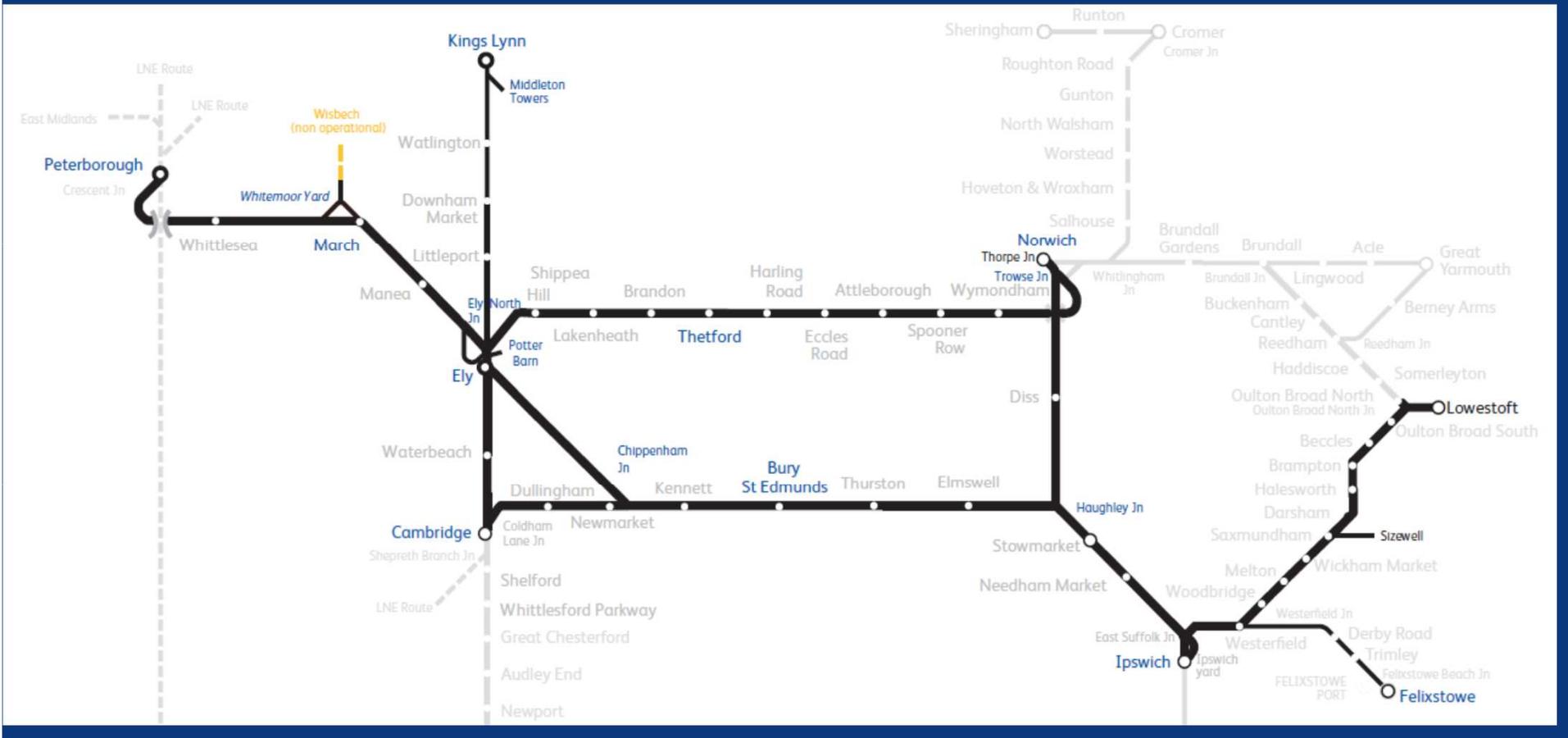
### East Coast Main Line Route Study (Mar. 18)

- Welcome proposed introduction of Digital Railway programme, including European Train Control System (ETCS), on the ECML/call for earliest introduction on entire KL-KX route.

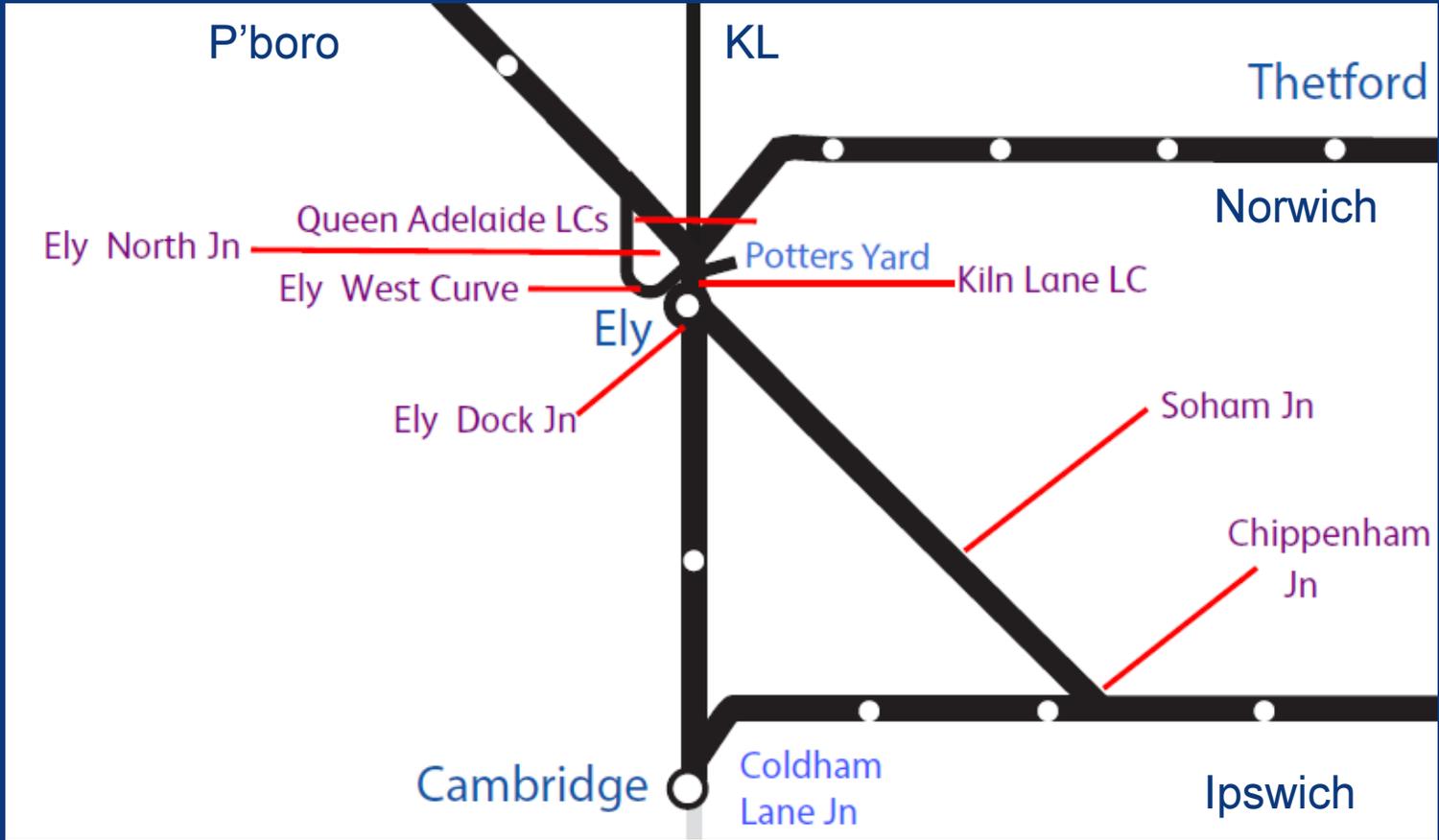


# Ely Area Improvements – wider context

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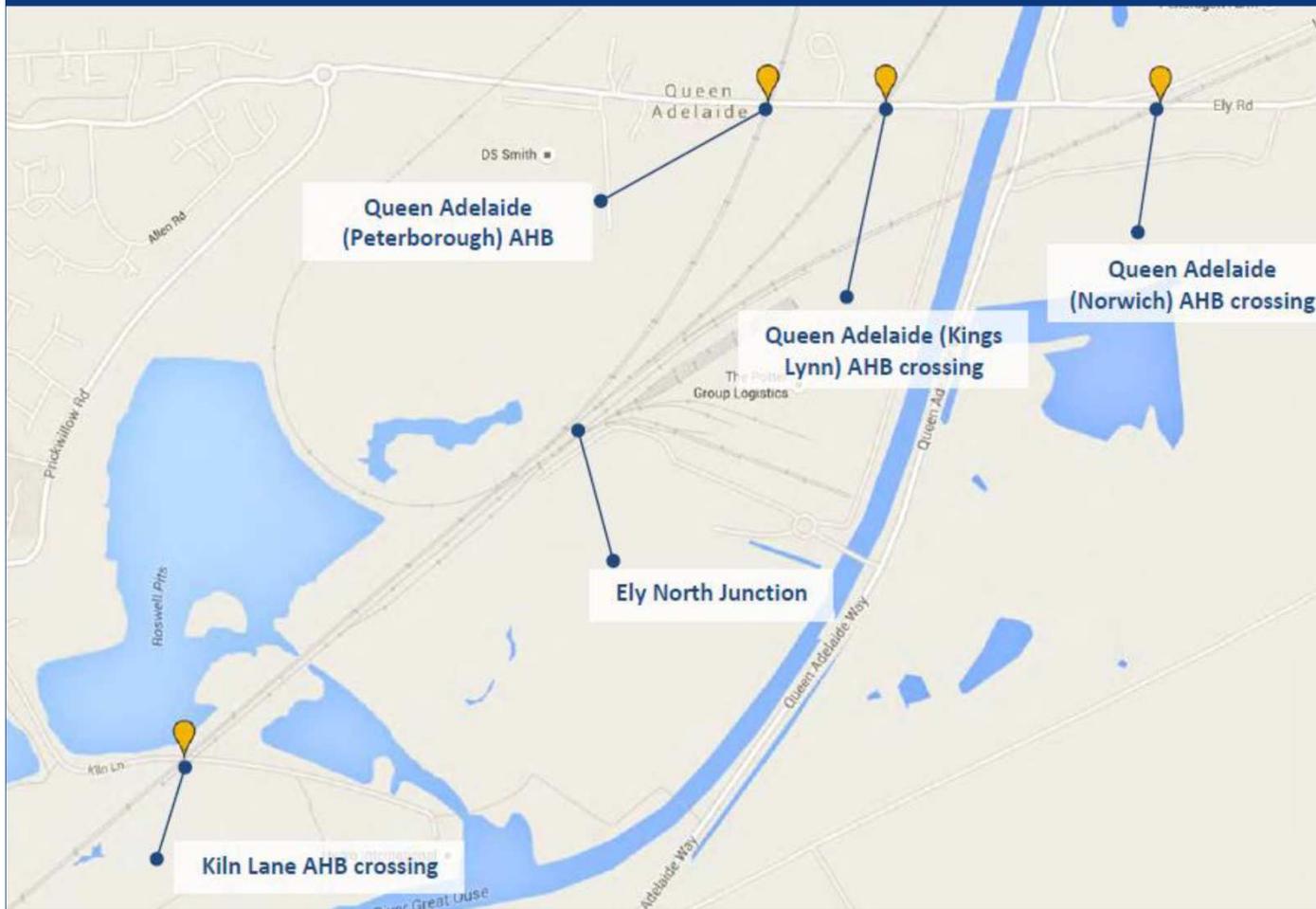
# Ely Area Improvements – close up



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# Ely Area Improvements – Ely N & Level Crossings



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# Ely Area Improvements – Ely N & Queen Adelaide

## Studies:

- QA Traffic Study – QA Level Crossings – complete – Cambs CC – no LC closures – comprehensive road &/or rail soln.
- QA Road Study - Options development work to be commissioned by CA – ‘GRIP4’ stage by Spring 2019
- Rail Study (Ely Area Capacity Enhancements Programme) — funded by LEPs/SFN - OBC by Spring 2019
- CP6 2019-2024 for build
- Enables ½ hourly services KL-KX Franchise commitment + much more for others



## Track Redoubling

- Need identified through timetable consultations/ECML response
- Ely Area improvements won't remove all of our constraints
- Minimum two-track railway KL-KX to accom. 12 car trains as long term goal
- SOBC needed
- Outcome based – may be other solutions



## Next Steps

- Keep pressure on for 8 Car Trains
- Complete Ely Area improvements study/Road study Ph. 2 – monitor through Ely Area Task Force
- Lobby for implementation as soon as possible in CP6
- Make case for further capacity improvements – track redoubling/other measures



Thank you  
Any Questions?

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