

King's Lynn Local Cycling and Walking Infrastructure Plan Update

2/01/21

Project Overview



ackground - Why produce an LCWIP?

The Borough and County Councils adopted the King's Lynn Transport Strategy and Implementation Plan in spring 2020

This strategy recognises the existing relatively high level of walking and cycling in King's Lynn and the favourable terrain

The Implementation Plan contained a small number of schemes to address known issues and encourage further walking and cycling

It also recognised that a full appraisal of the cycling and walking network was required to devise a comprehensive plan for the town

Having a DfT approved LCWIP will put the town in a good position to attract government funding for walking and cycling schemes

In view of this the Borough and County Councils agreed to jointly fund the preparation of an LCWIP in autumn 2020



Key Outputs of an LCWIP

The LCWIP will provide the following key outputs:

- A **network plan** for walking and cycling and identification of the priority cycling routes and walking zones
- A **prioritised programme of infrastructure improvements** to be delivered in the short, medium and long term
- A **report** which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and growing network.



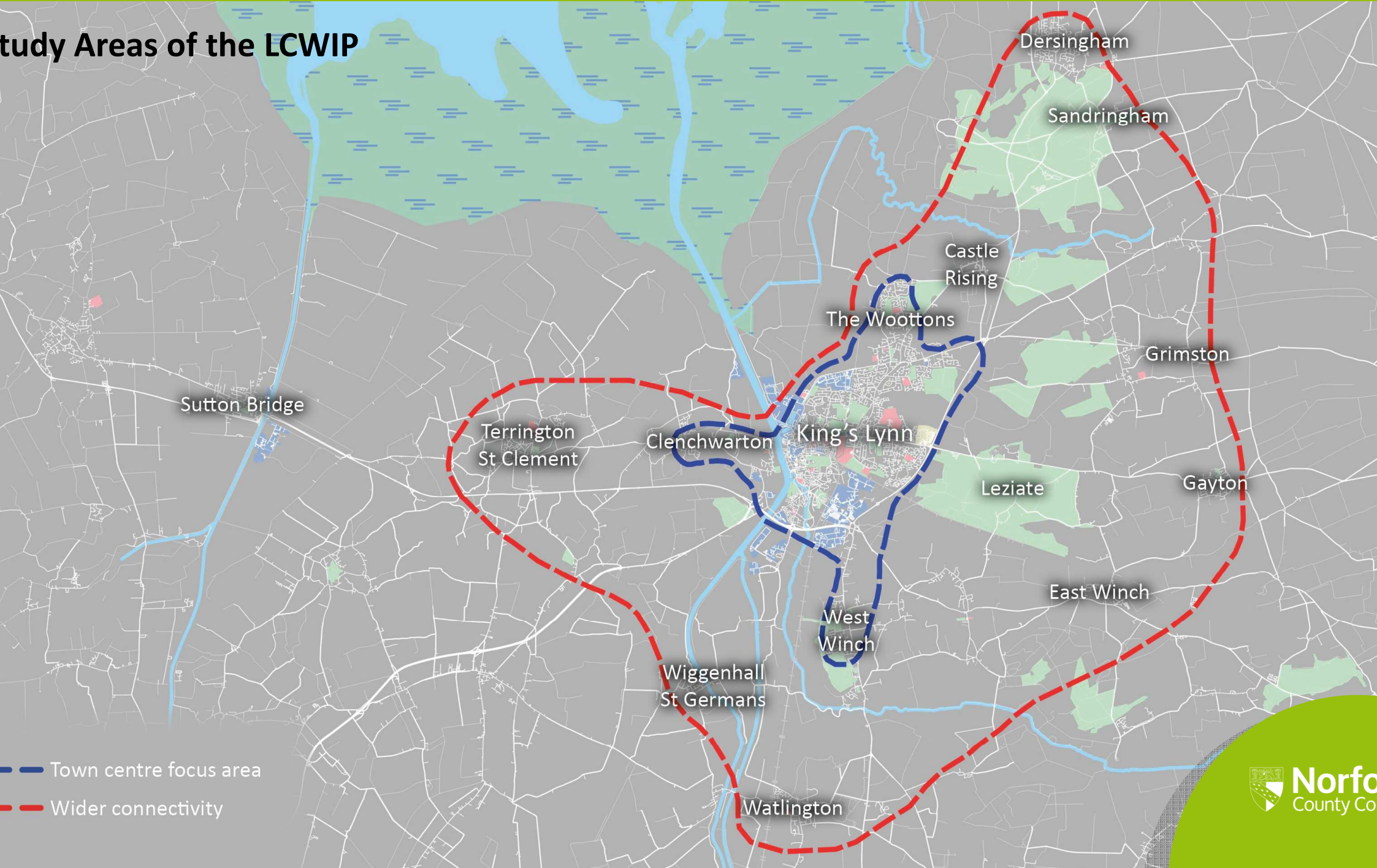
The LCWIP will align with the recent Gear Change report and the Cycle Infrastructure Design Guidance

Stages of an LCWIP

Stage	Title	Details	How this was completed in King's Lynn
1	Determining Scope	Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.	Established through meetings with NCC and BCKL&WN to identify a focus study area and a wider connectivity study area so the Urban area of King's Lynn and surrounding villages are connected (see figure 3)
2	Gathering Information	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.	Existing information gathered from a wide range of sources including Census Data, Strava data, existing traffic count data and existing strategic documents.
3	Network Planning for Cycling	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.	Network planning reviewing key attractors and following feedback from workshops and KL vision active travel survey.
4	Network Planning for Walking	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.	Network planning reviewing key attractors and following feedback from workshops and KL vision active travel survey.
5	Prioritising Improvements	Prioritise improvements to develop a phased programme for future investment.	In progress
6	Integration and Application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.	In progress



Study Areas of the LCWIP



Feedback to support network planning

Following the confirmation of the study area we used a wide range of data to draft the route network including

PCT and Strava
PCT predicts which routes people are most likely to want to travel on to get between their home and their super output area (SOA) and the LSOA of their workplace or school. The data displayed on Strava Metro shows the most commonly used roads for pedestrians and cyclists

Widen my Path and Bicycle User Group

- *Widen my path is an online platform which allows members of the public to suggest infrastructure improvements on a map*
- *The Bicycle User Group compiled a list of recommended cycling improvements*

Existing transport Feasibility Work

- *King's Lynn Transport Study and the King's Lynn & West Norfolk Borough Council Local Development Framework – Core Strategy*

Key attractor Mapping

- *Plotting all potential attractors onto a map which can be used to create the key corridors between places of employment, education, greenspace, health, and areas of future development*

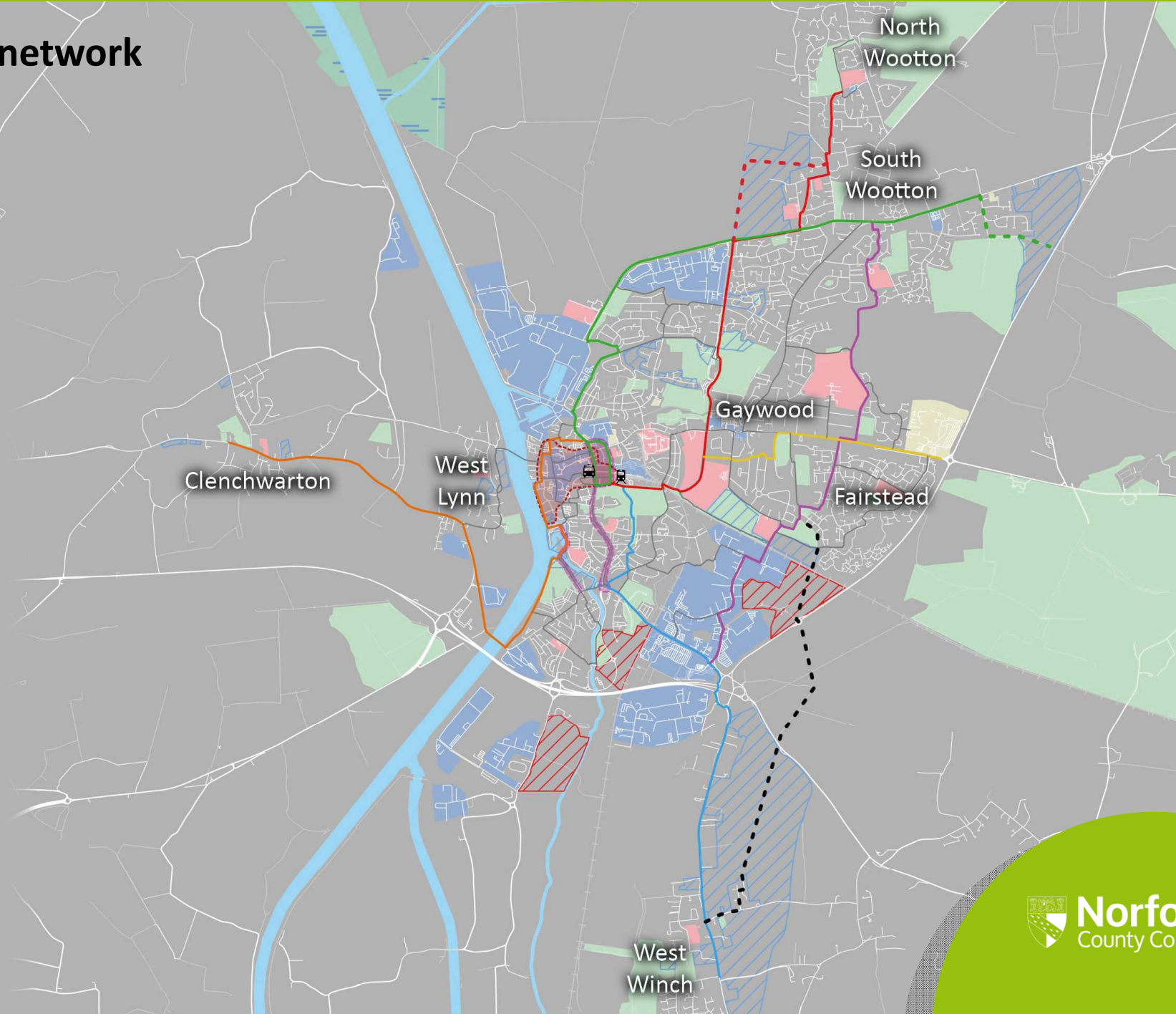


Route Audits

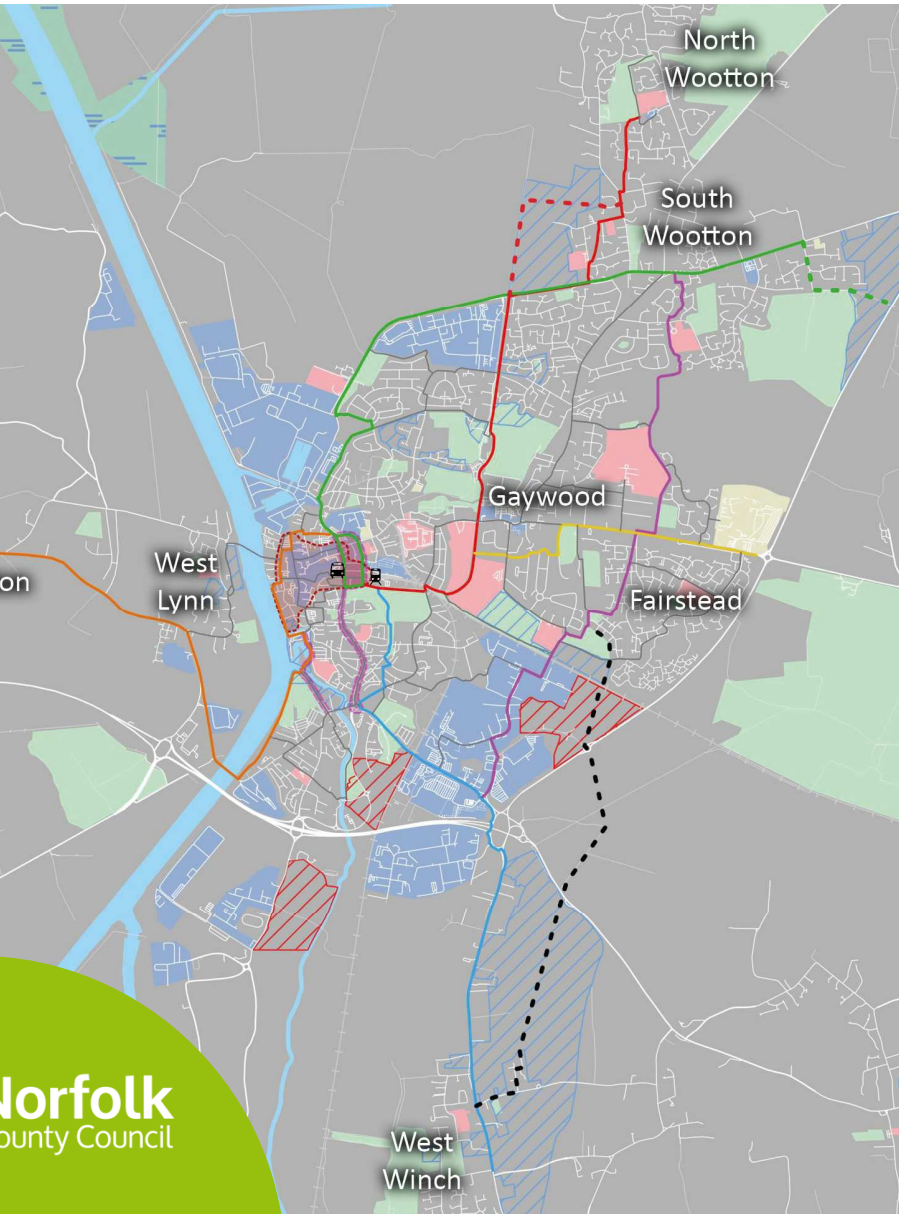
Route visits carried out over multiple days by NCC officers to gather on the ground information and look at which areas may need improving

Overview of Town Centre network

- Clenchwarton
- West Winch
- Woottons
- North Lynn
- Hospital
- Fairstead
- West Winch Future Corridor
- Neighbourhood route
- Walking zone
- Highway improvement schemes
- Proposed housing development
- Proposed industrial development
- Education site
- Employment site
- Healthcare site
- Greenspace



Overview of Town Centre network- info on the corridors



Clenchwarton (orange)

A 5.5km route following the river south out of King's Lynn town centre, across the Great Ouse and Clenchwarton Road to the village of Clenchwarton. Passes through Harding's Pit, residential areas, schools, and areas of employment including Saddlebow Industrial Estate and East Coast Business Park.

West Winch (blue)

A 5.3km route from The Walks park to West Winch. It passes through the large employment sites of the Hardwick Industrial Estate, Campbell's Meadow Retail Park, and Hardwick Narrows Industrial Estate. A proposed housing development to the east of West Winch is almost 2km² which is the largest in the area, bringing employment, new greenspace and residential housing.

Woottons (Red)

A 5.3km mostly off-road route from the train station to the north, ending in North Wootton. It covers large green spaces including Lynnsport and Wootton Park; King's Lynn Academy, King Edward VII Academy and North Wootton Academy; the North Lynn Industrial Estate and the villages of North and South Wootton, including the Larkfleet Homes development.

North Lynn (green)

A 6.5km route from the centre of King's Lynn around the outer road, ending to the north east of the town towards South Wootton. It passes by the major industrial areas of King's Lynn docks and the North Lynn Industrial Estate, St Edmunds Academy, and the large residential area of South Wootton.

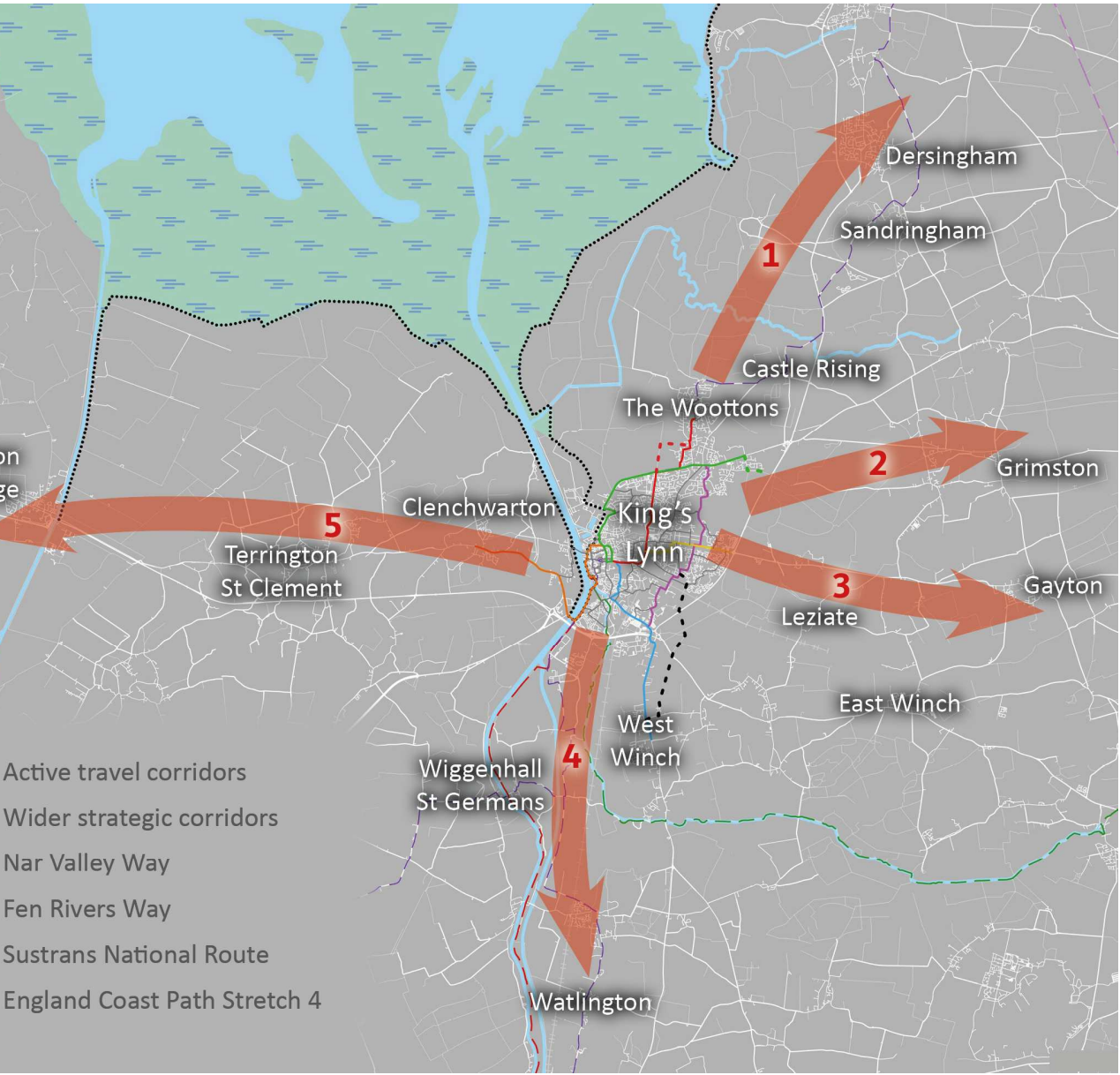
Hospital (yellow)

A 2.4km route from the Sandringham Way Railway Path to the Queen Elizabeth Hospital. It passes through the residential estates to the east of King Edward VII Academy and provides access to King Edward VII Academy before following the Gayton Road. Gayton Road has links via neighbourhood routes to Springwood High School and the large estates within Fairstead.

Fairstead (purple)

A 5.6km route from Hardwick Industrial Estate to South Wootton. The corridor runs through the Hardwick industrial estate and the proposed employment expansion area, crossing the railway line, through the residential sites of Fairstead, Gaywood and Reffley, and finishing at the southern end of South Wootton. It provides a connection to several green spaces, including Reffley Wood. It also provides access to several schools: Springwood High School, Reffley Community School & Nursery, and Howard Junior School.

Overview of Wider Network



To Dersingham (1)

North out of King's Lynn, making use of Sustrans NCN 1 and aligned proposed Greenway to Hunstanton, linking the village of Castle Rising Sandringham to Dersingham.

To Grimston (2)

East out of King's Lynn towards Grimston, potentially using routes identified during the feasibility study of the Greenway to Fakenham.

To Gayton (3)

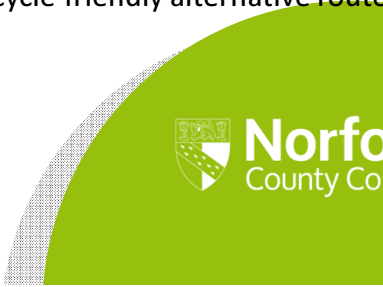
East out of King's Lynn towards Gayton, taking in Bawsey Country Park potentially using routes identified during the feasibility study of the Greenway to Fakenham.

To Watlington (4)

South of King's Lynn, potentially using Sustrans NCN Route 1 and NCN 11. It may also link with the Norfolk Trails, Fen Rivers Way and Nar Valley Way.

To Sutton Bridge (5)

West out of King's Lynn towards Sutton Bridge via Clenchwarton and Terrington St Clement, using a more cycle friendly alternative route to A47.



Next steps

Feedback from stakeholders on the priority routes identified

Review of routes against the latest Cycle Infrastructure Design Guidance (LTN120), inclusion of
other schemes identified and scheme prioritisation

Report finalisation and adoption

