

**BOROUGH COUNCIL OF KING'S LYNN & WEST NORFOLK****REGENERATION AND DEVELOPMENT PANEL**

**Minutes from the Meeting of the Regeneration and Development Panel held on Tuesday, 12th April, 2022 at 4.30 pm in the Assembly Room, Town Hall, Saturday Market Place, King's Lynn PE30 5DQ**

**PRESENT:** Councillors J Collingham (Chair), L Bambridge, F Bone, C Bower, C J Crofts, M de Whalley, P Gidney, B Jones, C Manning, J Moriarty (substitute for P Beal), C Morley and E Nockolds (substitute for D Whitby)

**PORTFOLIO HOLDERS:**

Councillor R Blunt – Portfolio Holder for Regeneration and Development  
Councillor G Middleton – Portfolio Holder for Business, Culture and Heritage  
Councillor S Sandell – Portfolio Holder for People and Communities

**PRESENT UNDER STANDING ORDER 34:** Councillor C Hudson

**OFFICERS:**

Duncan Hall – Assistant Director  
David Ousby – Assistant Director  
Jemma Curtis – Regeneration Programmes Manager  
Jason Richardson – Regeneration Project Officer  
Karl Patterson – Senior Housing Development Officer

**BY INVITATION:**

Vince Muspratt – Norfolk County Council  
Stephanie Biggs – WSP  
Brendan Legrove – Town Deal Board

**RD105: APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors Beal and Whitby.

**RD106: MINUTES**

**RESOLVED:** The minutes from the previous meeting were agreed as a correct record and signed by the Chair.

**RD107: DECLARATIONS OF INTEREST**

There was none.

**RD108: URGENT BUSINESS**

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The Chair indicated that she would like to discuss the proposed hub as Urgent Business and set out the reasons as to why it was considered urgent. The Panel agreed to this item being considered as Urgent Business and that it be considered in closed session.

RD109: **MEMBERS PRESENT PURSUANT TO STANDING ORDER 34**

Councillor Hudson.

RD110: **CHAIR'S CORRESPONDENCE**

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The Chair read out the proposed Terms of Reference for the Guildhall and Creative Hub Task Group which the Panel agreed. She explained that the Task Group would work closely with the Corporate Performance Panel and Membership of the Task Group would be sought from Group Leaders.

**RESOLVED:** The Regeneration and Development Panel agreed the proposed Terms of Reference for the Guildhall and Creative Hub Task Group.

RD111: **ACTIVE AND CLEAN TOWNS FUND**

[Click here to view the recording of this item on You Tube.](#)

The Assistant Director, Regeneration Project Officer and consultant from WSP provided the Panel with a presentation on the Active and Clean Towns Fund, as attached. Also present at the meeting for this item was Brendan Legrove, Member of the Town Deal Board and Chair of the Active and Clean Travel Project Board.

The Chair thanked officers for the presentation and requested that presentation be made available to Members in advance of the meeting in the future. The Chair invited questions and comments from members, as summarised below.

Councillor Bone raised concerns about the location of the hub and the budget available for it. He acknowledged that the railway bridge needed widening. He also felt that more consideration and consultation was needed on the gyratory options. The Assistant Director set out the next steps and timescales and explained that there would be more consultation as the project was in the early stages. The next step would be to achieve Towns Fund Business Case approval for delivery by 2024/2025. The Assistant Director also clarified that there would be engagement with large employers.

Councillor Bambridge questioned if the Nar Ouse Enterprise Zone site was the right place for the hub and that more businesses needed to be involved in the process to encourage take up. She was also concerned about proposals for Norfolk Street and how this could affect businesses in the area if vehicles were prohibited. She supported proposals to slow traffic down on Railway Road as she felt it was dangerous. The Assistant Director reminded Members that options were currently being looked to find the best balance and nothing had been agreed as yet. Wider consultation would be carried out.

Councillor de Whalley commented that the pathways and cycle ways did not seem good value for money and that the proposed location was not right for the active travel hub. He commented that the Ferry Service was in desperate need of investment to provide an active route into the town centre. The Assistant Director explained that the comments from the Panel would be considered during the consultation stage and also made reference to the Local Cycle and Walking Infrastructure Plan, which extended beyond the works proposed in this programme and included further projects to improve cycling and walking routes.

Councillor Crofts asked if Hardings Way would be considered as an alternative route into the Town and the Assistant Director informed Councillor Crofts that his comments would be considered.

Councillor Jones commented that the railway station or Hardwick would be a better location for the hub. He also made reference to cycle routes in North Lynn and felt that different routes needed considering.

Councillor Moriarty hoped that large employers would engage and hoped that the Borough Council would be one of those employers. He thanked Brendan Legrove for his work on this and asked if background information on the proposals could be made available on the Town Deal Board Website. He asked if the Panel would have an opportunity to see revised proposals before they went out to wider consultation and the Assistant Director explained that an update could be presented to the Panel in July.

Councillor Nockolds hoped that the proposals would encourage other businesses to make their own provisions for encouraging active travel, for instance installing showers. She was disappointed that there were no proposals for people coming in from northern areas and consideration needed to be given for those coming in from the Woottons areas.

Councillor Morley commented that there needed to be broader synergy between projects as there was the Guildhall Project which was about bringing more visitors into the Town Centre, which he felt would increase cars and buses in the town and this project which was about reducing the amount of cars in the Town.

Councillor Hudson addressed the Panel under Standing Order 34 and commented that Park and Ride schemes needed to be looked at.

The Chair commented that additional electric vehicle charging points should be considered and she also did not feel that the NORA site was the right location for the hub.

**RESOLVED:** 1. The information was noted and comments from the Panel to be taken into consideration as appropriate.  
2. An update be presented to the Panel at its meeting in July.

RD112: **TOWN CENTRE REPURPOSING**

This item would now be considered in closed session later in the meeting.

RD113: **PORTFOLIO HOLDER QUESTION AND ANSWER SESSION**

No questions had been submitted in advance of the meeting.

RD114: **WORK PROGRAMME AND FORWARD DECISION LIST**

The Chair advised that the work of the Guildhall and Creative Hub Task Group would be scheduled into the Work Programme and a site visit to the Guildhall would be arranged.

**RESOLVED:** The Panel's Work Programme was noted.

RD115: **DATE OF THE NEXT MEETING**

The next meeting of the Regeneration and Development Panel would be held on 14<sup>th</sup> June 2022 at 4.30pm in the Town Hall, Saturday Market Place, King's Lynn.

RD116: **EXCLUSION OF PRESS AND PUBLIC**

[Click here to view the recording of this item on You Tube.](#)

**RESOLVED:** That under Section 100(A)(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraph 3 of Part 1 to Schedule 12A to the Act.

RD117: **EXEMPT - TOWN CENTRE REPURPOSING**

The Senior Housing Development Officer presented a project update on Town Centre Re-purposing which included, overview of the progress to date, potential acquisitions and alternative uses for sites.

The Chair thanked officers for the presentation and the Senior Housing Development Officer responded to questions on feasibility studies, specific premises and uses for vacant buildings.

The Portfolio Holder for Business, Culture and Heritage provided information on the processes for dealing with potential sites, the Towns Fund and finding the right balance to bring investment back into the Town Centre.

Councillor Moriarty requested that relevant information be provided on the relationship between the Council and Town Deal Board on this project and information to be provided on the Town Deal Board website as appropriate.

The Panel discussed vacant units, areas in the town centre and funding opportunities for the future.

**RESOLVED:** The information was noted and comments from the Panel to be taken into consideration as appropriate.

RD118: **EXEMPT - URGENT ITEM - LOCATION OF THE HUB**

Vince Muspratt from Norfolk County Council was present at the meeting and provided the Panel with information on the Norfolk County Council Hub Project and the stage that it was at.

The Vice Chair, Councillor Gidney presented information on an alternative location for the hub, which was discussed by the Panel.

The Portfolio Holder for Business, Culture and Health acknowledged the comments made by the Panel and reminded them that the Hub was a Norfolk County Council project and was in its final stages.

**The meeting closed at 7.00 pm**

# Active and Clean Connectivity

Minute Item RD1111

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Vision King's Lynn

**Project Update**

**Ian Parkes / David Ousby / Jason Richardson**

**1 April 2022**

# Active & Clean Connectivity

## 1. Introduction

- Key messages
- Project overview
- Programme Rationale

## 2. The Projects

- Local Cycling & Walking Infrastructure Plan (LCWIP)
- Nar Ouse Enterprise Zone Active Travel Hub
- Active Travel Plans
- Gyratory options

## 3. Conclusion

- Commitment to Active Travel
- Next Steps



# Active & Clean Connectivity

## Introduction

- **Key messages**
- **Project overview**
- **Programme Rationale**



# Key Messages:

- **Taking bold steps to make it irresistibly easy for people to choose healthier, environmentally friendly, and cost-effective ways to travel in and around King's Lynn town centre and urban areas.**
- Encouraging local people to choose active and clean travel, helping the environment, supporting health and wellbeing, and helping to free up the road network for those who need to travel by car.
- This project acknowledges the rural nature of west Norfolk and focuses on improving the walking and cycling network for those who can choose to travel on foot or by bike, and promoting greater use of public transport.
- Demonstrating that not changing anything will result in increased congestion, poorer air quality and well as negative impacts on health and wellbeing. Busy roads get busier and more congested. The opposite of what people want to see happen.
- It creates connections with all the other Town Deal projects, improving accessibility for all, particularly for disabled, pushchairs and mobility scooter users.

## Project Overview

The project brings together a package of measures to support Active and Clean Connectivity including priority schemes identified in the Local Cycling & Walking Infrastructure Plan (LCWIP), including an upgrade to the 'Sandline' cycle/pedestrian bridge, a new Active Travel Hub within the Nar Ouse Enterprise Zone, active travel improvements to the Gyratory, and a Travel Plan Fund.

### £8.5m budget - Towns Fund Heads of Terms (revised July 2021)

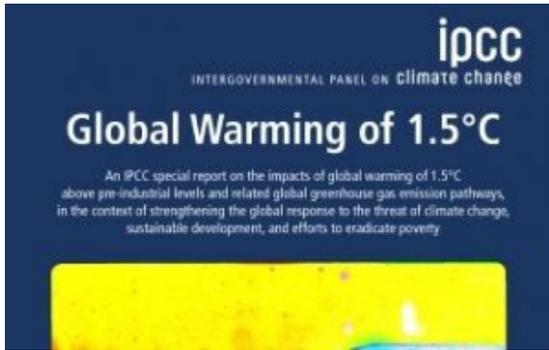
#### Outputs

- Total length of 1.555km of new cycle ways
- Total length of 5.632km of pedestrian paths improved
- At least 6 alternative fuel charging / re-fuelling points
- At least 155 new out of town car parking spaces
- Change in air quality surrounding the Gyratory
- 23 Bus Service Routes benefitting from improvement
- 1 new transport node with new multimodal connections points

#### Outcomes

- Improve affordability, convenience, reliability and sustainability of travel options to and from places of work and places of interest (especially shops and amenities).
- Reduce congestion within the town.

# Programme Rationale – Why Active & Clean?



Climate Change

Cost of Living Crisis

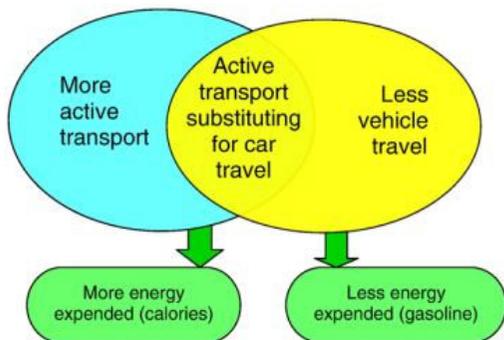


Health and Well being

Infrastructure to improve accessibility and sustainable growth



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# Active & Clean Connectivity

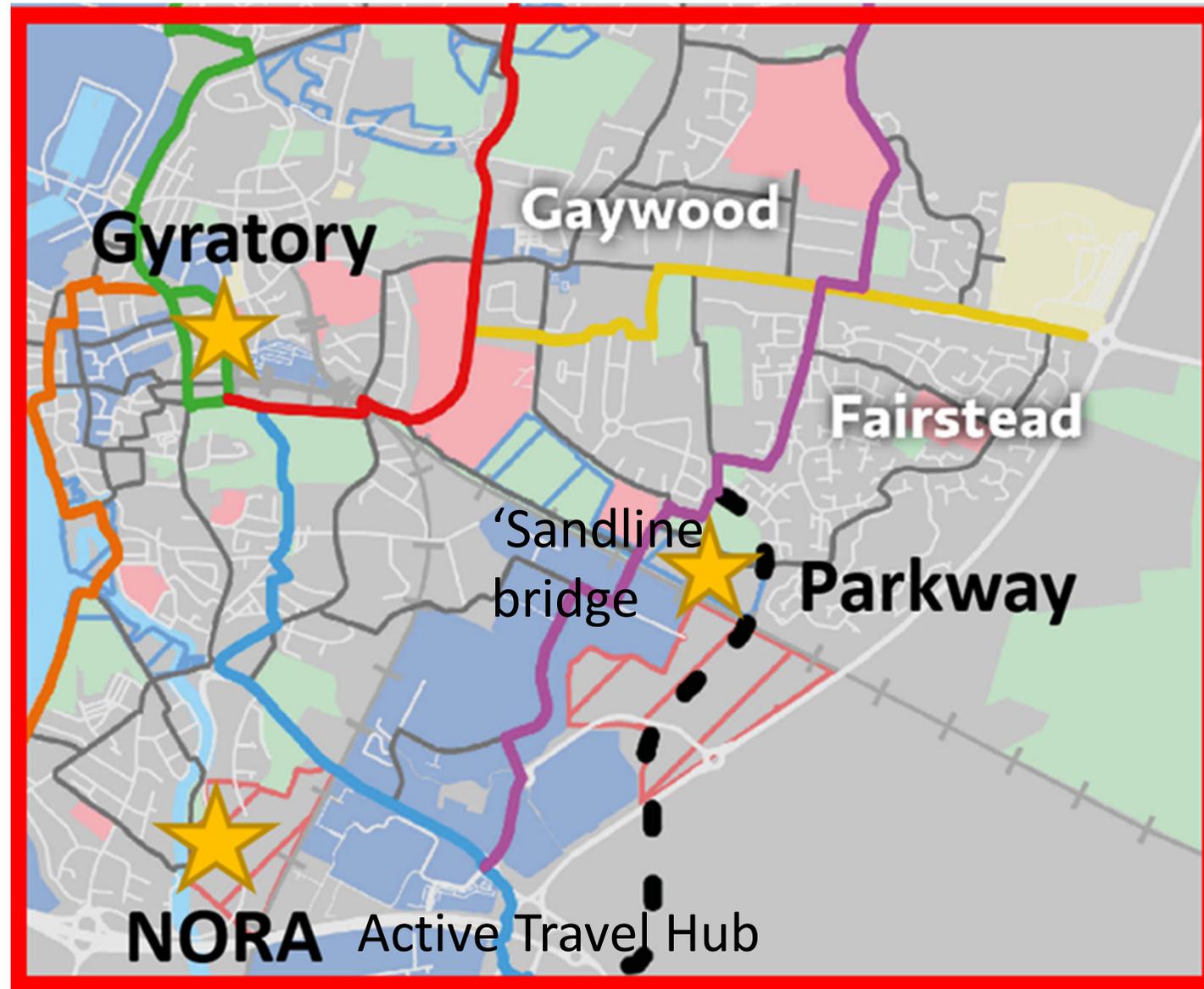
## The Projects

- **Local Cycling & Walking Infrastructure Plan (LCWIP)**
- **Nar Ouse Enterprise Zone Active Travel Hub**
- **Active Travel Plans**
- **Gyratory options**

## LCWIP

- Provides *north-south connection for all LCWIP routes* through centre
- Connection to *rail and bus stations*
- Improved *east/west connections* for cyclists
- *Reallocates road space to active travel*

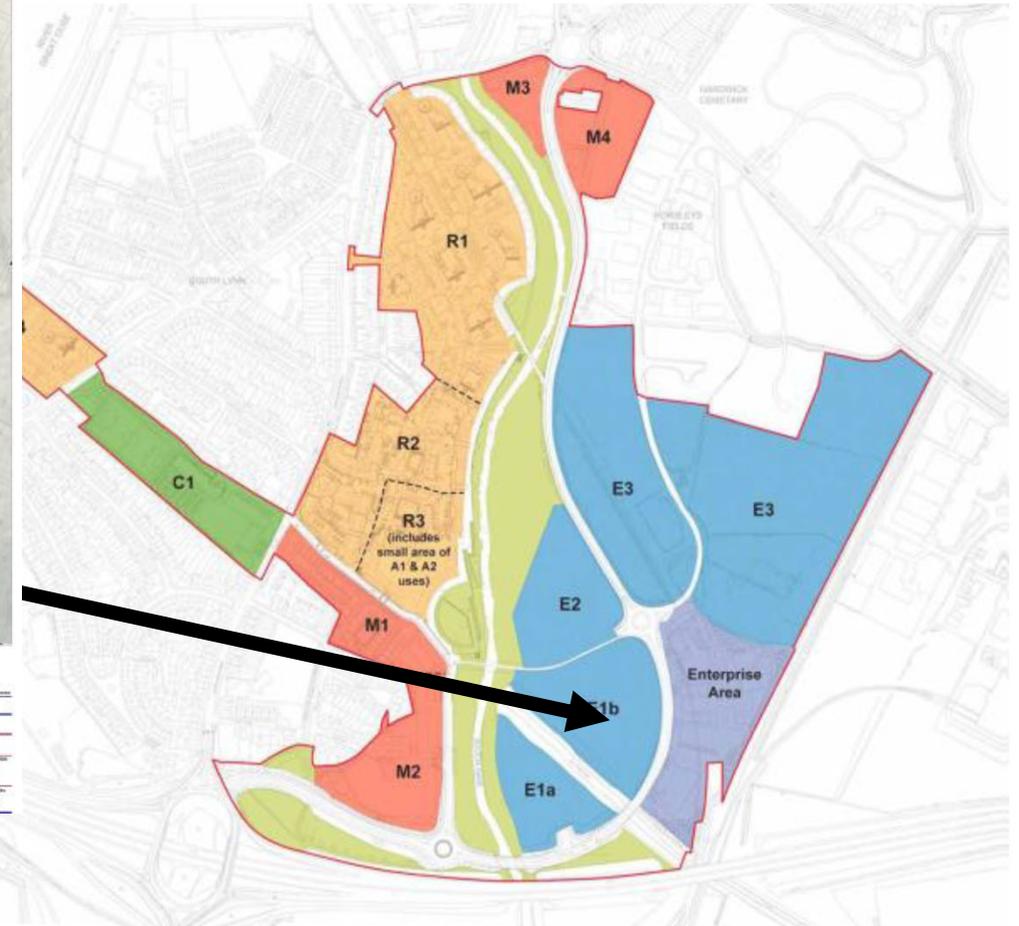
Responds to Government Policies & Regulations—  
'Gear change' & LTN 1/20

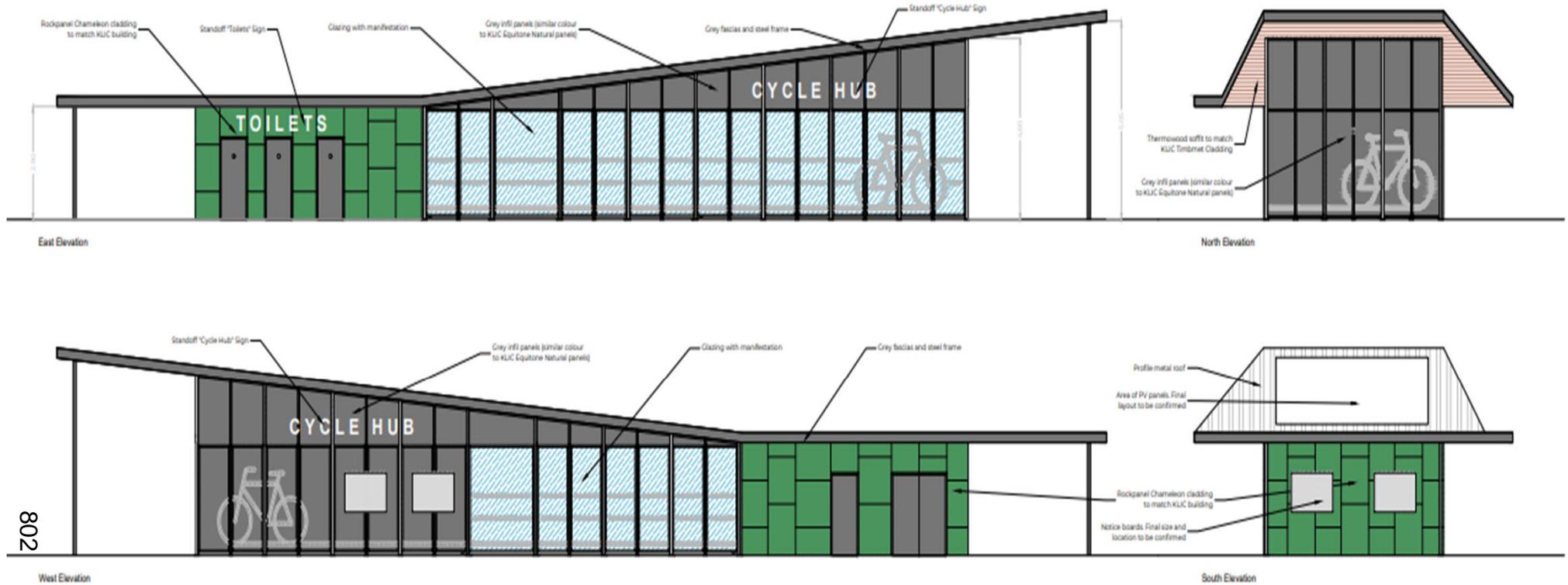


# LCWIP Schemes

Route	Road	Description
Pink	Railway footbridge	Bridge improvements to reduce gradient, review cycle chicane barriers to ensure they are suitable for all users (including non-standard cycles) and provide cycle provision.
Pink	Wider Improvements on Fairstead Route	Improvement to Fairstead Cycleway, connection to the Woottons Red Route and connection to Hardwick Road. Resurfacing of an existing cycleway running through the Fairstead estate and the creation of a shared-use path on Oldmeadow Road from Rollesby Road to Scania Way.
Yellow	Gayton Road	Toucan crossing required at southern footway near hospital (near service road junction?)
Yellow	Hulton Road	Review Hulton Road Cycle barriers and update to meet current requirements
Yellow	Hulton Road	Improve access from Hulton Road to Sandringham Railway cyclepath to make ramp compliant with inclusive mobility requirements
Yellow	Queen Mary Road	Improve crossing of Queen Mary Road between Bagge Road and Hulton Road
Yellow	Bishops Road	Bishops Road to Gaywood Hall Drive surface improvement
Red	Tennyson Avenue	Improved pedestrian and cycle crossing adjacent to the level railway
Red	Sandringham Railway Path	Widen path to include desire line that crosses grass verge
Orange	Wisbech Road	Remove motorcycle barriers near Cut Bridge
Orange	St Valery Lane	Review cycle chicane barriers to ensure they are suitable for all users including non-standard cycles

# Nar Ouse Enterprise Zone Active Travel Hub





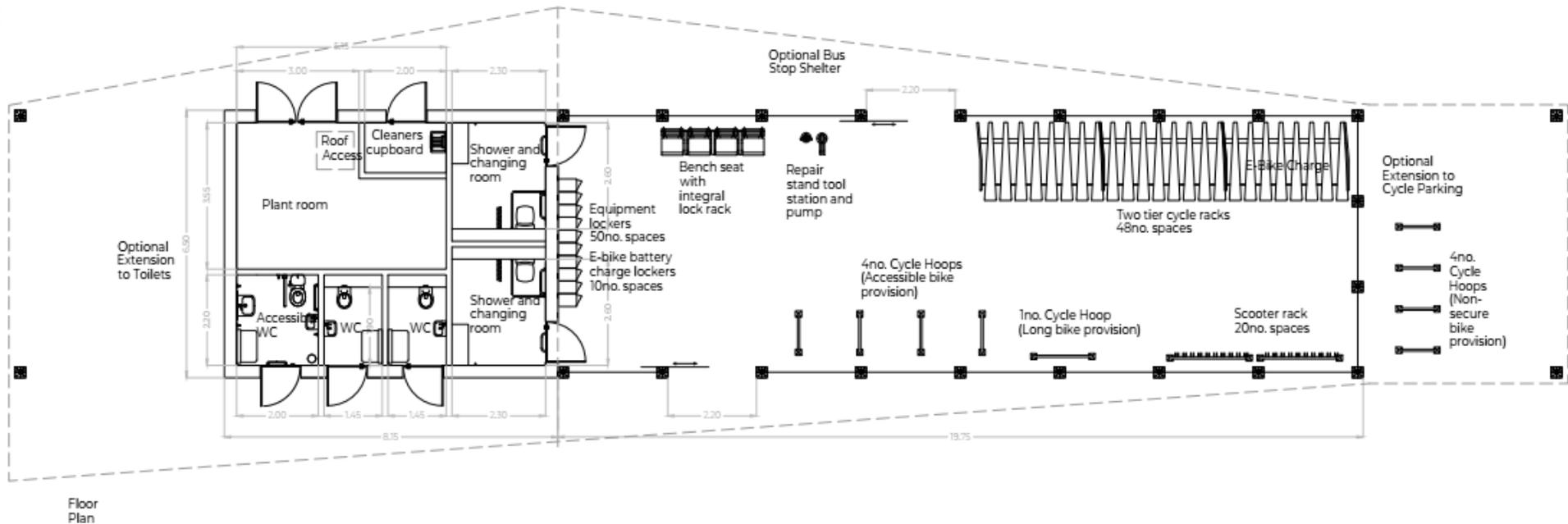
## Active Travel Hub Specification

- EV charging
- Showers/toilets
- Secure cycle storage and lockers
- Potential for E-bike hire / E-Scooters

# Active Travel Hub

- Modular design of hub building could be replicated elsewhere
- Phased design - Future phases linked to potential Innovation and Collaboration Incubator adjacent KLIC
- To provide informal park and cycle / walk facilities outside of the town system (inc. Hire and bus laybys)
- Secure long term cycle facilities linking to the wider walking and cycling network
- Provide infrastructure for existing and planned development of the Enterprise Zone
- Provides additional parking capacity for KLIC

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# Active Travel Plans

- Engage 6 businesses to get an accurate picture of how staff are currently traveling to and from work.
- Scope what active and sustainable modes are available on an individual basis.

Once the initial engagement and scoping has been carried out the following become possible in many instances:

- Identify simple steps employers can take to enable their staff to travel more sustainably (promote C2W scheme, public transport discounts, lockers, showers, cycle parking etc)
- 804 • Provides a platform for:
  - Conversations with employers about the importance and benefits of staff health and wellbeing and the role physical activity plays
  - Conversations with Public Transport providers to highlight key routes that staff could benefit from
- Highlight locations that would be prime for eBike/Scooter sharing / active travel hubs
- Inform local infrastructure improvements that would have a positive impact on sustainable travel modes

# Active Travel Plans

**EMPLOYEE DATA**  
Name  
Email Address  
Home Post Code



## SCOPING SMART MOBILITY REPORT

Using employee postcodes we analyse the real world commute options available to your team. Report highlights the lowest ACEL possible if all your team chose the most sustainable option.



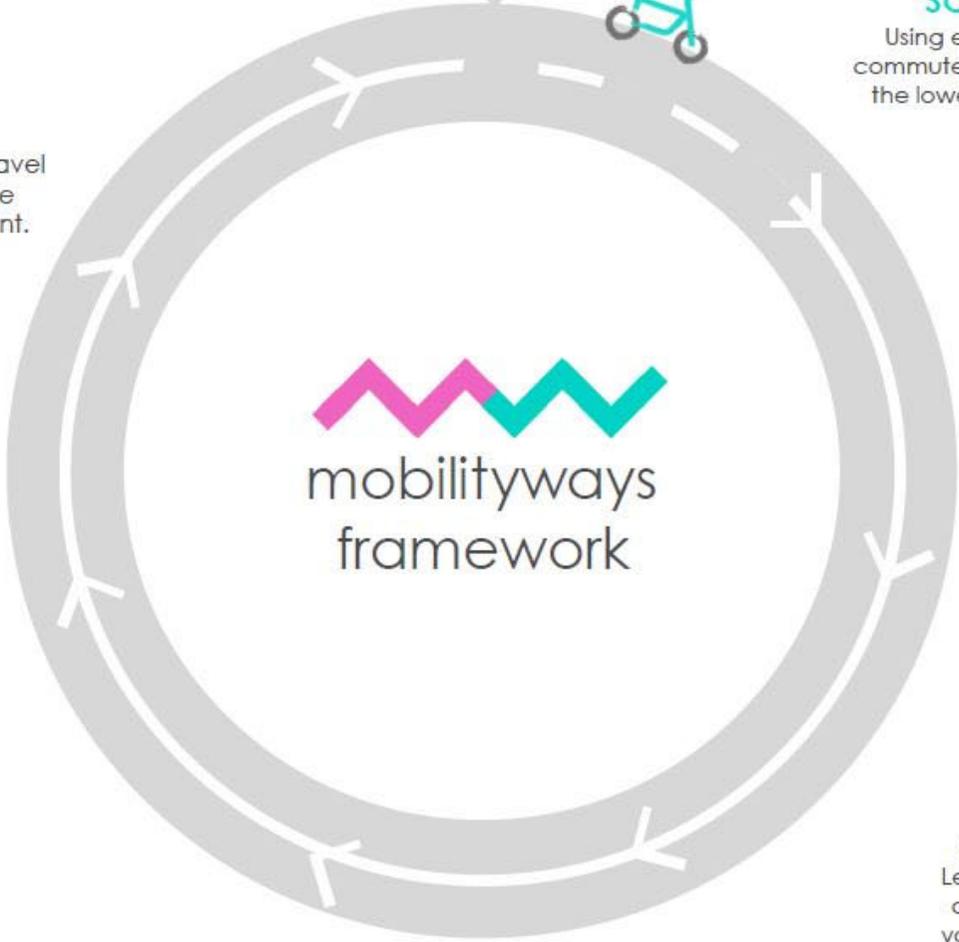
## TRAVEL SURVEY

Start by surveying all staff to understand how they currently travel & how to best encourage behaviour change.



## ACEL CERTIFICATION

Gain your Average Commuter Emissions Level certification to benchmark where you are in year one & then publicly evidence your organisation's track record in reducing commuter emissions.



## ANALYSE & REVIEW

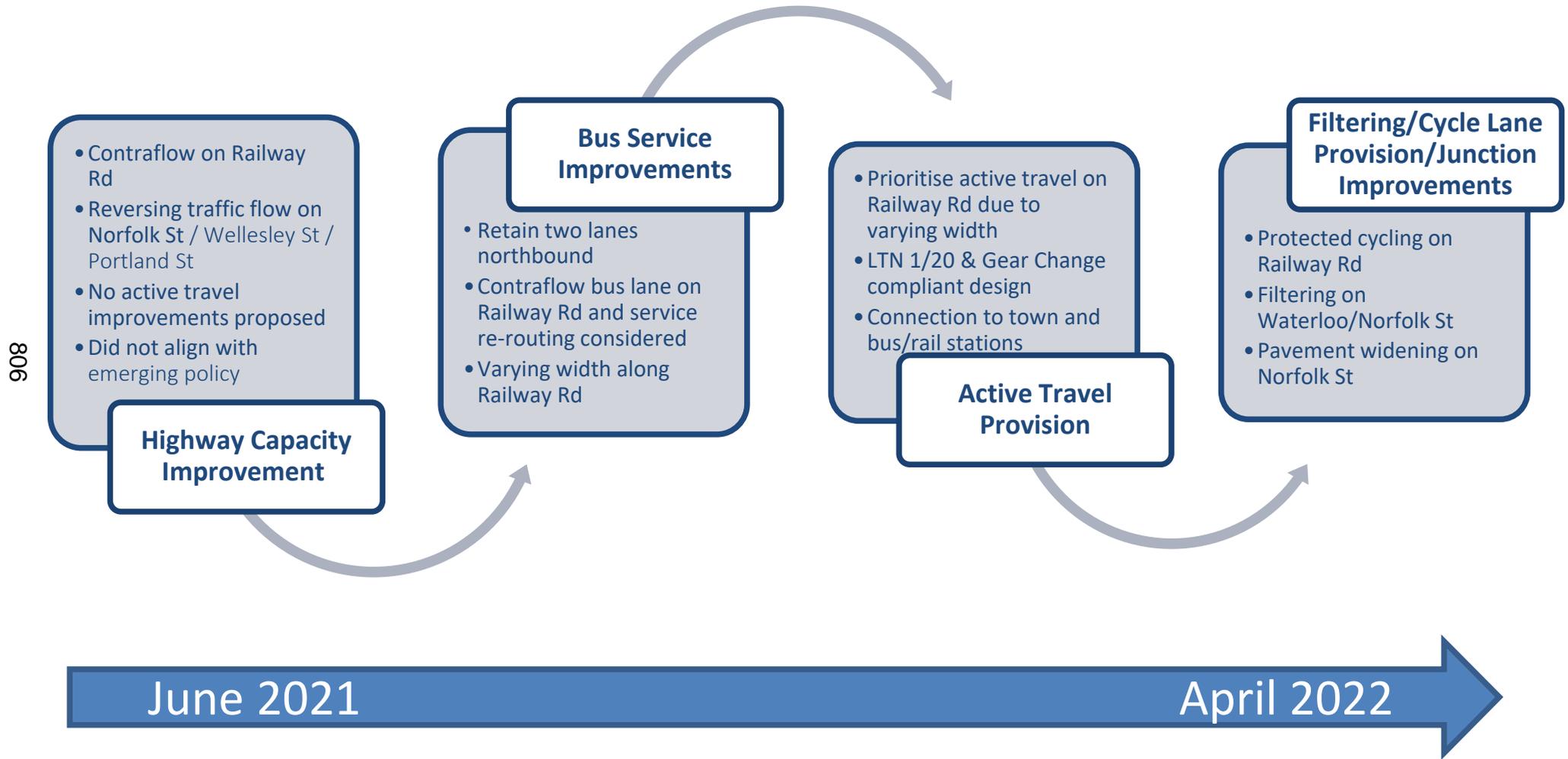
Completed in line with your annual travel survey to assess behaviour change impact and your return on investment.



## ENGAGEMENT & DELIVERY

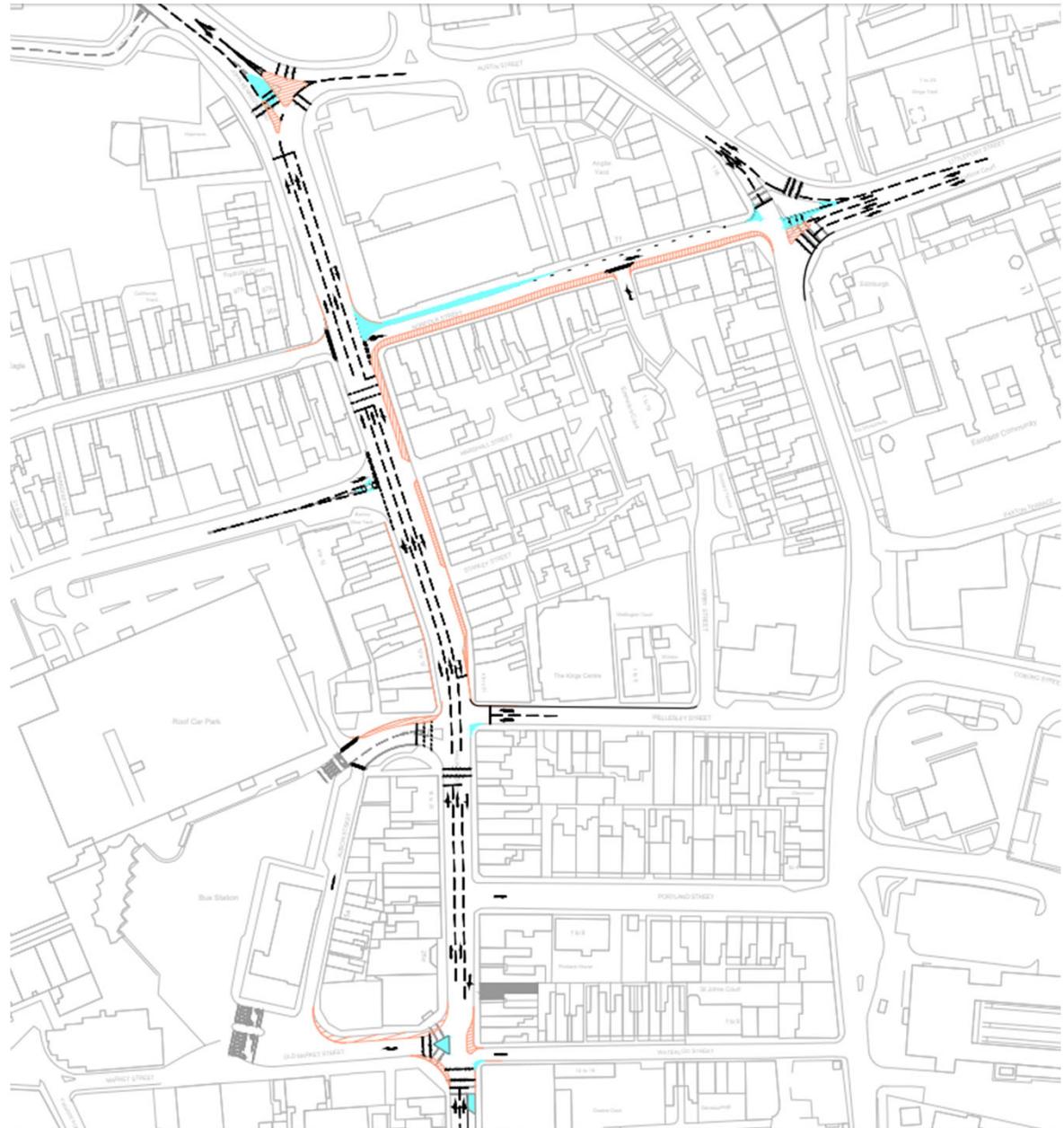
Create pending Liftshare accounts & deliver data informed personalised travel plans that promote the travel methods & incentives that have the highest chance to impact long term behaviour changes.

# Gyratory Scheme options development



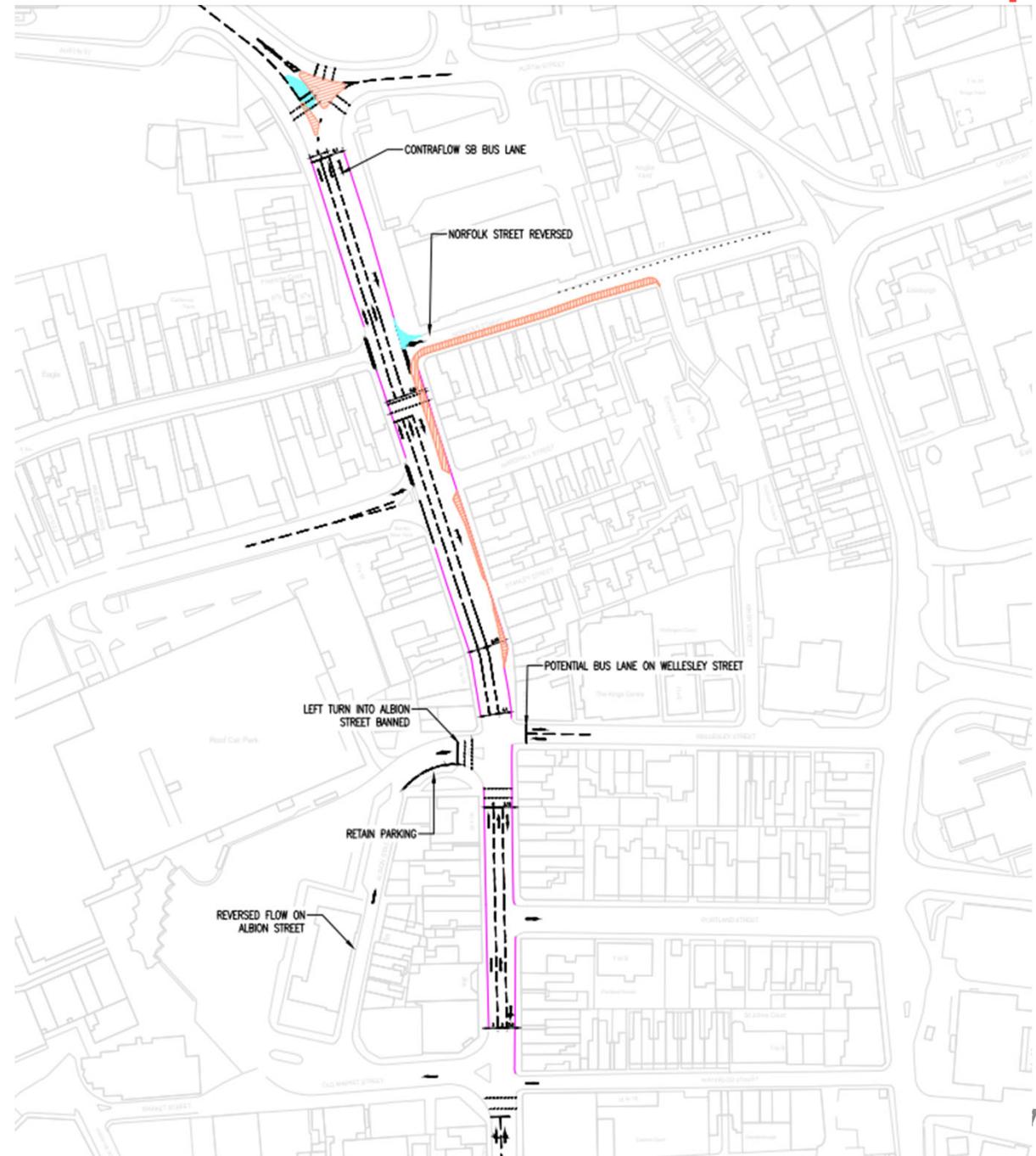
# Highway scheme (original scheme)

- Southbound lane (contraflow) for buses and all traffic on Railway Road
- 2-lanes northbound for traffic on Railway Road
- Reversed traffic flow and buses on Norfolk Street (difficult turn for buses at west end of Norfolk Street)
- Alterations to bus station exit on Albion Street – outbound only
- Alterations to bus station entrance on Old Market Street – inbound only
- Additional space for pedestrians (orange hatching)
- No dedicated provision for cyclists



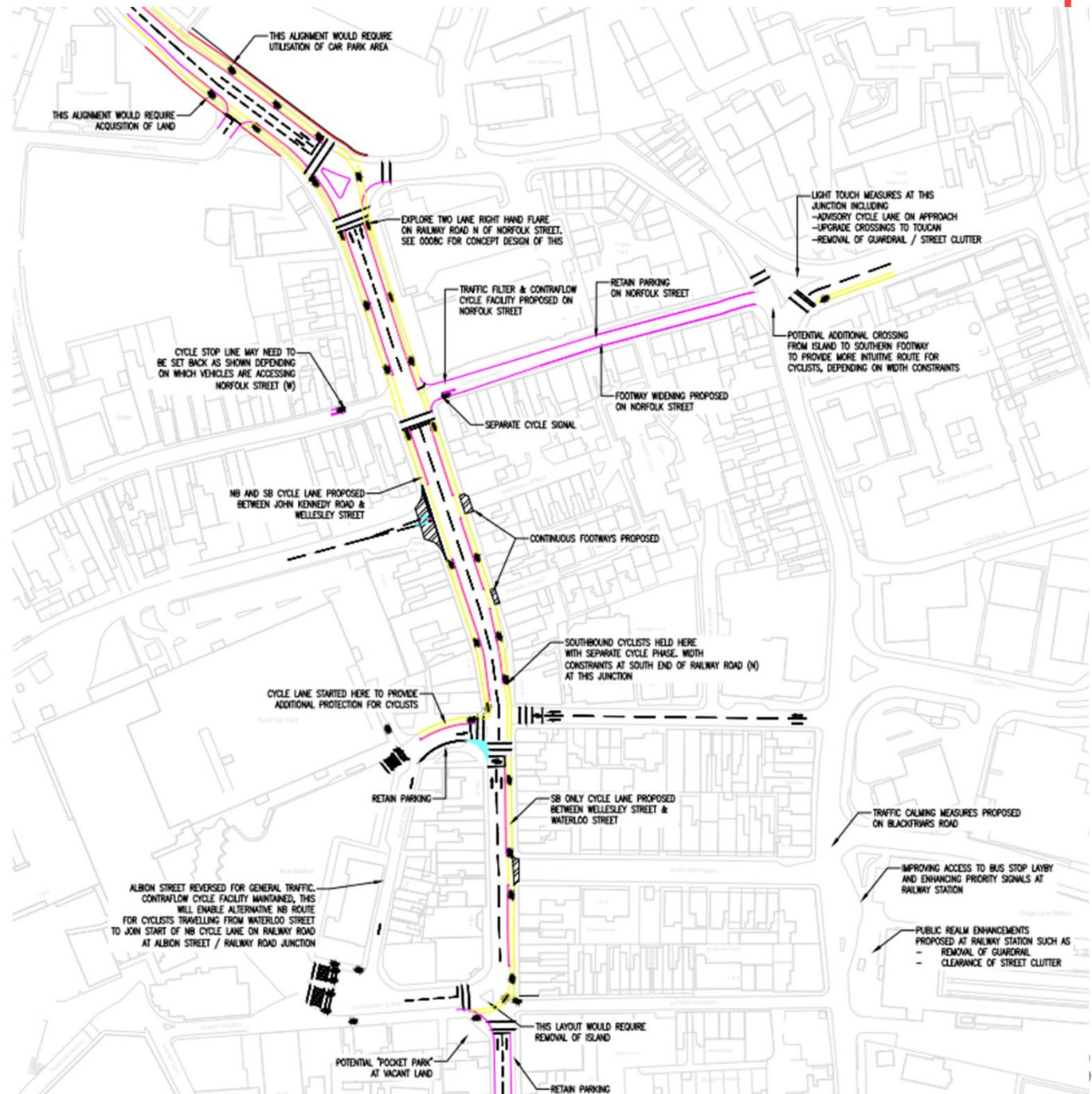
# Public Transport Scheme

- Southbound lane for buses only on Railway Road
- 2-lanes northbound for traffic on Railway Road
- Reversed traffic flow and buses on Norfolk Street – difficult turns at west into Railway Road
- Bus provision on Wellesley Street investigated and not feasible
- Alterations to bus station exit at Albion Street – outbound only
- Alterations to bus station entrance at Old Market Street – inbound only
- Additional space for pedestrians (orange hatching)
- No dedicated provision for cyclists in either direction
- Improvements outside Rail station could be included in this scheme
- Footway widening on Norfolk Street



# Active Travel Scheme

- Northbound and southbound dedicated cycle lane on Railway Road
- 2-lanes northbound for traffic on Railway Road
- Traffic filter on Norfolk Street and Waterloo Street
- 608 • Alterations to bus station exit via Albion Street – outbound only
- Bus station entry / exit at Old Market Street retained
- Improved environment for pedestrians
- No dedicated provision for buses



# Gyratory Scheme – Options constraints



## Highway Capacity Improvements

## Public Transport Improvements

## Active Travel

## Active Travel and Public Transport

### Contraflow on Railway Rd

Constraint: showed potential public transport benefits but offered minimal capacity improvement for traffic flow

### Contraflow bus lane on Railway Rd

Constraint: no space for active travel measures, need to retain 2 traffic lanes NB – requires 4-4.5m lane width

### Cycle lane provision and footway widening along length of Railway Rd

Constraint: varying carriageway width/pinch points, need to retain 2 traffic lanes NB

### Contraflow bus lane on Railway Rd (cyclists permitted to use bus lane)

Insufficient road width to provide SB bus lane and NB segregated cycle lane

### Reversing traffic flow on Norfolk St / Wellesley Street / Portland Street

Constraint: increase in traffic flows, minimal opportunity for active travel improvements, narrow, residents unlikely to be supportive

### Wellesley St contraflow bus lane

Constraint: restricted carriageway width, heavy pedestrian flow, gyratory traffic impacts, development opportunities, buried railway

### Filtering adjoining streets

Constraint: key east/west links for general traffic, likely to have impact on Railway Road/Blackfriars Road

Constraint: design does not align with government guidance, cyclists not separated from motor vehicles, safety concerns, not attractive for all types of cyclist

### Norfolk St reversed for bus routing

Constraint: narrow, EB buses no longer calling at train station, no benefit for public transport without contraflow bus lane on Railway Road

### Cycle lane provision on Blackfriars Rd

Constraint: carriageway width, need to maintain 2 lanes SB

# Active & Clean Connectivity

## Conclusion

- **Commitment to Active Travel**
- **Next Steps**

# What are we aiming for? The “Commitment to Active Travel” scale (CAT)

CAT level	A Alignment with declaration of climate emergency	B Bold	C Cautious	D “Don’t do enough”	E Exclude and erode
Summary of commitment	Ambition, skills and resilience to put public transport, pedestrian and cycle traffic at centre of local transport Future ready	Bold decisions in disincentivising private car use and enabling active travel	Aspiration to encourage cycling but with minimal impact on car use – will not achieve mode shift	Climate scepticism Provision of facilities which are inadequate – treating cycles as pedestrians	Climate scepticism Assumes active travel is and will always be marginal and unimportant
Impact over time	Adopting a resilient business-as-usual	Meaningful projects which address range of problems	<b>Existing problems get worse</b>		
Traffic model base on:	Multi-modal models and motor traffic reduction	Peak traffic flows no longer priority	Meeting only existing peak traffic flows	Meeting Increase in car use in forecasts	Meeting high future forecasts in car use
Town circulation	Town centre traffic filters	Restrictions on some main routes to give cycling advantage	Minor road filters for benefit of cycling	Main road motor traffic capacity maximised Bus gates	Expansion of ring roads
Main road network	Main roads into town centre closed to motorised through-traffic Average speed cameras	20 mph limits on main roads Junctions and motor vehicle lanes narrowed cycle tracks, Bus Boarders	Junction changes to cater for cycle traffic and pedestrian movement	Junction changes to meet peak traffic	Junction widening New roads
Signalised Junctions and roundabouts	Redesign of deadly junctions, segregated roundabouts (“dutch-style” roundabouts), Cycle Optimised Protected Signal junctions (CYCLOPS)		Reduction in left-hooks and right-hooks	ASLs, off carriageway “shared-use”, high speed approaches / exits	Advanced stop lines (ASLs), multi-lane high speed approaches / exits
Roundabouts			Narrowing roundabout entries and exits	Off carriageway “shared-use”	Multi-lane entries

## Next Steps

*To achieve Towns  
Fund Business Case  
approval and delivery  
by 2024/25*

Consultation & Engagement – April 2022 onwards

Feedback & further consultation – May / June 2022

Finalise scheme options, design and costs – July 2022

Prepare Towns Fund Business Case – August 2022  
submission



Detailed design, Planning, statutory consultation  
and necessary consents 2022/23

Procurement 2023/24

Scheme Delivery 2024/2025

# Questions?

