Dear Sirs

Re Kings Lynn Transport Strategy – Stage 3 Report

The St Margaret’s with St Nicholas Ward Forum represents residents and businesses within the ward. Our committee has studied the King’s Lynn Transport Strategy stage 3 report and has the following comments to make.

Concentration upon vehicles. While accepting that this is a ‘transport’ study the forum is dismayed that so little attention has been given to less-polluting and more environmentally acceptable forms of transport, especially as King’s Lynn has such a poor record for air quality. The town is ideal for walking and cycling as it is compact and mainly flat, but the study does not address these aspects and there appear to be no plans to extend and, crucially, join up cycle-only paths.

Harding’s Way. Although this route is not technically wholly within the ward, its northern end is and any traffic using it discharges directly into the ward. We are seriously concerned that any proposal to open it up to all traffic in order to relieve congestion and pollution in London Road will have a highly deleterious effect upon the ward and its community. We query which route traffic will take into the town centre once it has exited Harding’s Way and foresee that congestion will be inevitable along Church Street, the Millfleet, the South Quay and Railway Road and the minor roads attached to them. It takes very little disruption to seize up traffic in the town centre, which easily becomes log-jammed and more vehicles entering the town centre at this point will only exacerbate the situation. The suggestion that pollution will be lessened in London Road is flawed, it will not be lessened merely relocated west and south to where the prevailing wind will take it and blow it back across the town.

Access to and from The Friars. Residents remain unconvinced by the ‘trial’ alteration of the traffic lights at the junction of Valingers Road with London Road and the change continues to cause delay and disruption. In despair many users have given up attempting to turn right into London Road and instead turn left and tour the area before travelling through the one-way system to access London Road and the exit points from the town. Surely the resulting delay and pollution are not what was intended?

Residents’ parking. The document affirms that the weighted score for residents parking is low. How was this conclusion reached? Residents’ parking IS required and there are persistent complaints. Units in a new town centre development are presently being marketed as all having parking – obviously a major selling point. Anyone living in the town centre knows that once the evening restriction on parking on a single yellow line...
ends vehicles move in. Residents in the restricted streets of Victorian and Edwardian housing where there is barely room to park outside ones front door have constant battles with people coming into the town to shop or do business who use what little space there is rather than go to the costly car parks. New flats are constantly being developed with no parking at all.

**Southgate Roundabout – traffic lights.** These lights actually *cause* congestion. Traffic builds up on the roundabout itself at the lights and thus vehicles emerging from the roads leading on to the roundabout are prevented from moving. This can cause a delay of as much as 10 to 15 minutes on Vancouver Avenue. Frequently a further delay is caused to those coming from Vancouver Avenue or Hardwick Road by vehicles on the roundabout which cannot get onto London Road because of vehicles coming to a stop on the actual roundabout having joined it from Wisbech Road.

There is great danger for pedestrians and cyclists attempting to cross any of the roads leading to the roundabout because of the volume of traffic and motorists’ desire to maintain speed. Crossing points for pedestrians are desperately needed to prevent serious accidents.

**Vancouver Avenue/Goodwins Road.** A crossing point is desperately needed for the many pedestrians from the Chase area who walk into town or to the Hardwick estate. It is at this point that vehicles speed up at the prospect of finally being able to clear the town centre and pedestrians are viewed as simply causing a delay. **Tennyson Avenue/Gaywood Road** is another concern Large numbers of students alight from buses at the stop on Gaywood Road and walk around the corner to the College of West Anglia, just where the traffic is heaviest.

**London Road.** Because of the flawed system whereby lanes are reduced from one to two, there is constant – and dangerously executed - ‘cutting in’.

**The Railway Road/Norfolk Street Junction** is very dangerous, vehicles jump the lights, pedestrians walk across on a red light, notoriously speed limits are exceeded. Measures are required – possibly the reduction of lanes – to make the junction safer.

**Park and Ride.** Why has this not even been considered? The borough council is encouraging people to come into the town centre for events and will shortly be looking at revamping High Street use, allied with this are proposals to build on the car parks. Surely, whatever the cost, there is potential for park and ride on the outskirts? Knight’s Hill is a prime example. Another point which could benefit and help with congestion in the town centre, is at Macdonalds on the Hardwick Road.

But every morning incoming traffic builds up on all roads into the town, Strategically placed park and ride sites would certainly cut back on the volume of vehicles and make life pleasanter for all.

Julian Litten,
Chairman.