



 Norfolk County Council

Local Cycling and Walking Infrastructure Plan for Norfolk

Cromer

May 2023

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Cromer

Norfolk County Council is creating a Local Cycling and Walking Infrastructure Plan for Norfolk.

What is a Local Cycling and Walking Infrastructure Plan for Norfolk?

The Local Cycling and Walking Infrastructure Plan is a list of short, medium and long-term infrastructure schemes which have been identified to help people walk, cycle or wheel (using a wheelchair or mobility aid) more across the County.

The Countywide plan builds on those already created for King's Lynn, Greater Norwich and Great Yarmouth. The potential improvements will create a travel network which will create better connectivity within and between 20 towns across Norfolk and help link towns and rural communities.

Why do we need one?

The Government's ambition is for 50% of all journeys in towns and cities to be walked or cycled by 2030. To help more people to choose cycling and walking we want to create a modern, well connected transport network in Norfolk that gives people more alternatives to travelling by car.

What are the benefits of the plan?

All schemes proposed are currently not funded, but having a Local Cycling and Walking Infrastructure Plan for Norfolk will be essential to embed these schemes into wider development and to support us in gaining funding from Government to make them happen.

What are the benefits of active travel?

Increased levels of walking, cycling and wheeling can provide many benefits such as;

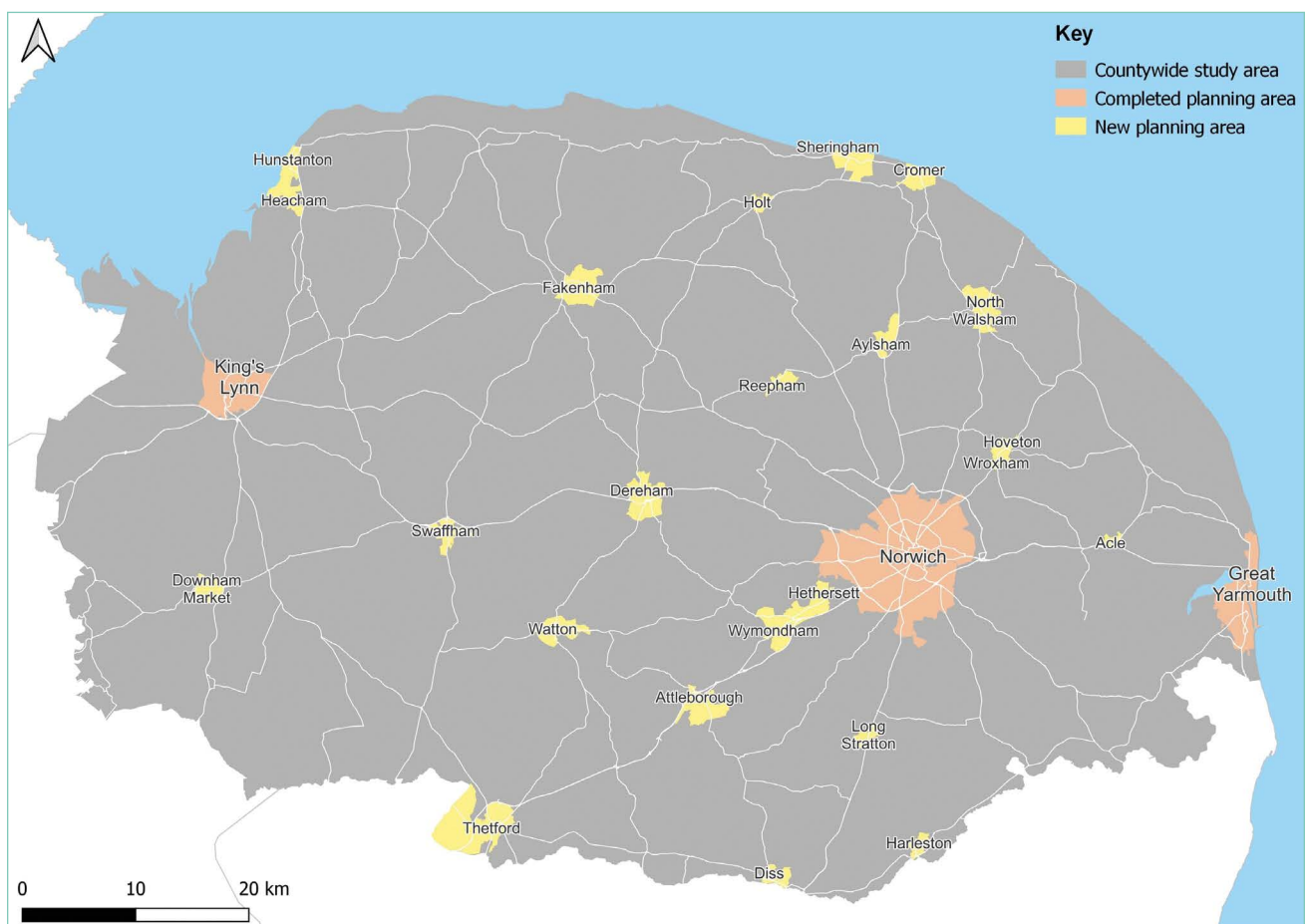
- improving our air quality
- reducing congestion on our roads
- providing access to education, employment and services
- addressing inequalities
- increasing connectivity between people and communities
- improving physical and mental health
- helping to mitigate climate change.

The Local Cycling and Walking Infrastructure Plan for Norfolk contains proposals for potential **active travel networks** for 20 towns across the County.

Each of the proposed networks includes:

- **Priority routes.** These would connect people with places of employment, education, central services, public transport and green spaces.
- **Walking zones.** A Walking Zone is an area within which the priority for schemes will be to enable people to easily walk or wheel at any time to access key services and areas of employment and education / training.

Such schemes might include increasing or improving road crossings, widening pavements, resurfacing uneven pavements or slowing traffic speeds.



Map 1: Countywide Local Cycling and Walking Infrastructure Plan study area map.

Please note all maps in this document contain data from [OpenStreetMap®](#), licensed under the [Open Database Commons Open Database License \(ODbL\)](#).

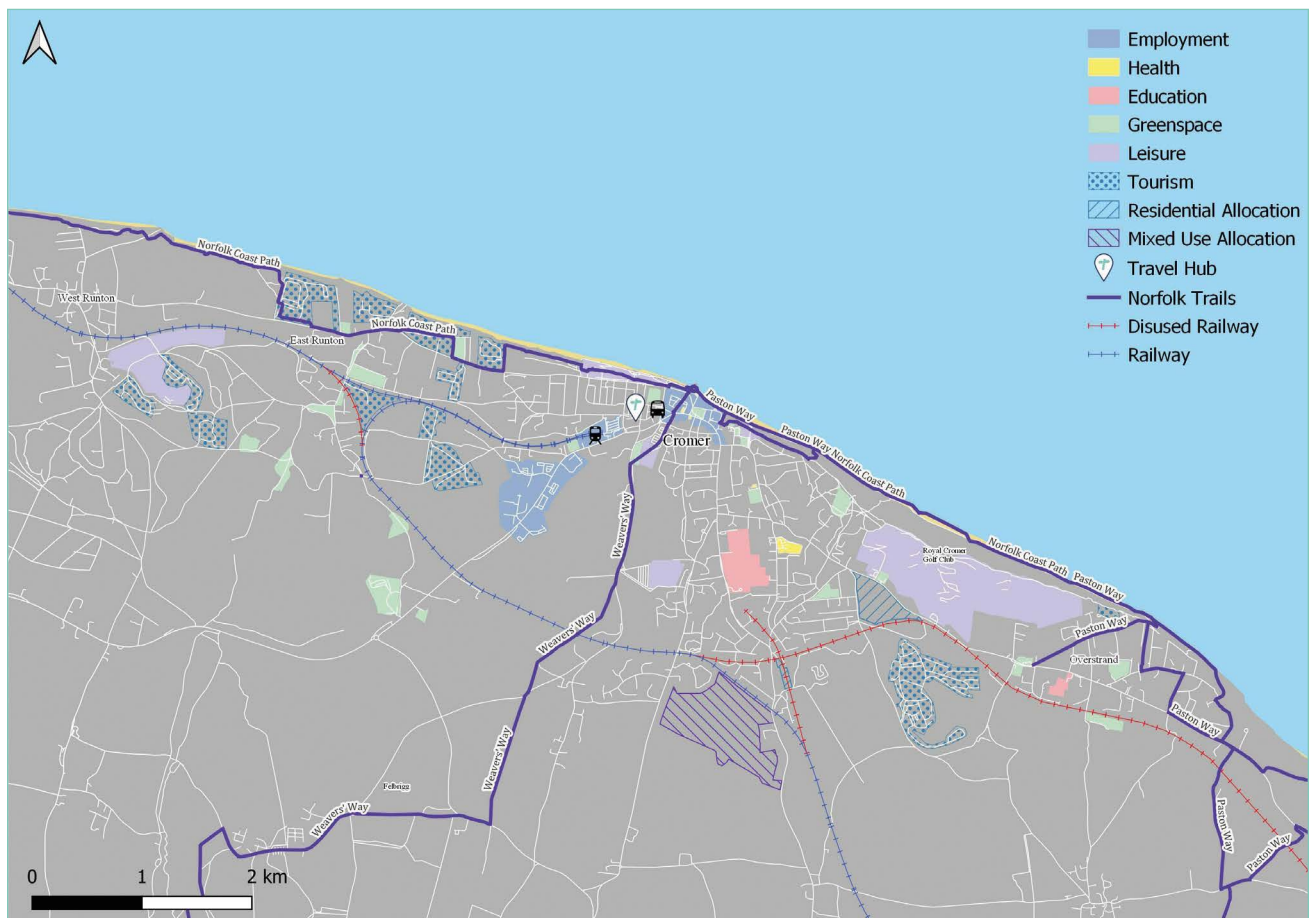
► Cromer

i. Introduction

Cromer, with an estimated population of 8,100 in 2021, is a Victorian resort town located on the North Norfolk Coast east of Sheringham, with 37% of the population aged 65 or overⁱ.

Public transport for Cromer allows travel to Norwich either by train or by bus, and offers regular routes to and from Sheringham. Alternatively, active travel routes include the Norfolk Coast Path, Weavers' Way and Paston Way which all link into the centre of the town, providing access to Cromer bus station and train station. The Sustrans Regional Cycle Network which previously provided cycling connectivity with Holt, Aylsham and Stalham, was decommissioned following a cycling network review in July 2021.

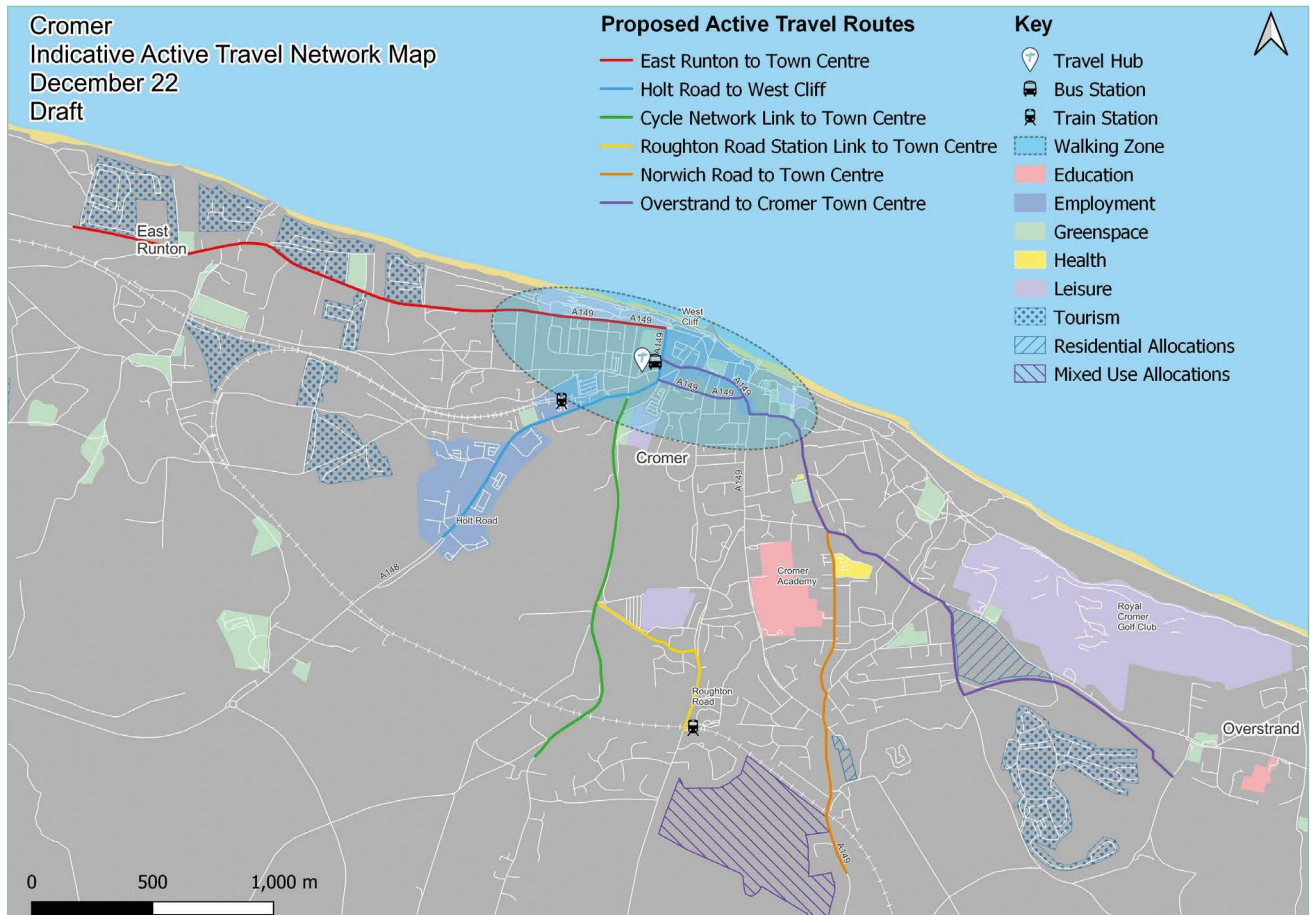
Cromer has allocated areas for development for both employment and residential buildings which will, in turn, increase the population of the town and the number of people commuting to work from surrounding areas. In 2011, 29.7% of residents were in full time employment and 14.9% were working part timeⁱⁱ.



Map 2: Cromer area map showing current active travel network.

ii. Cromer indicative active travel network

The indicative active network for Cromer aims to improve connectivity by enabling short and long-term visitors and residents to access central employment areas, local attractions, schools and public transport. The network also provides cycling and walking links to connect people with greenspaces and surrounding areas.



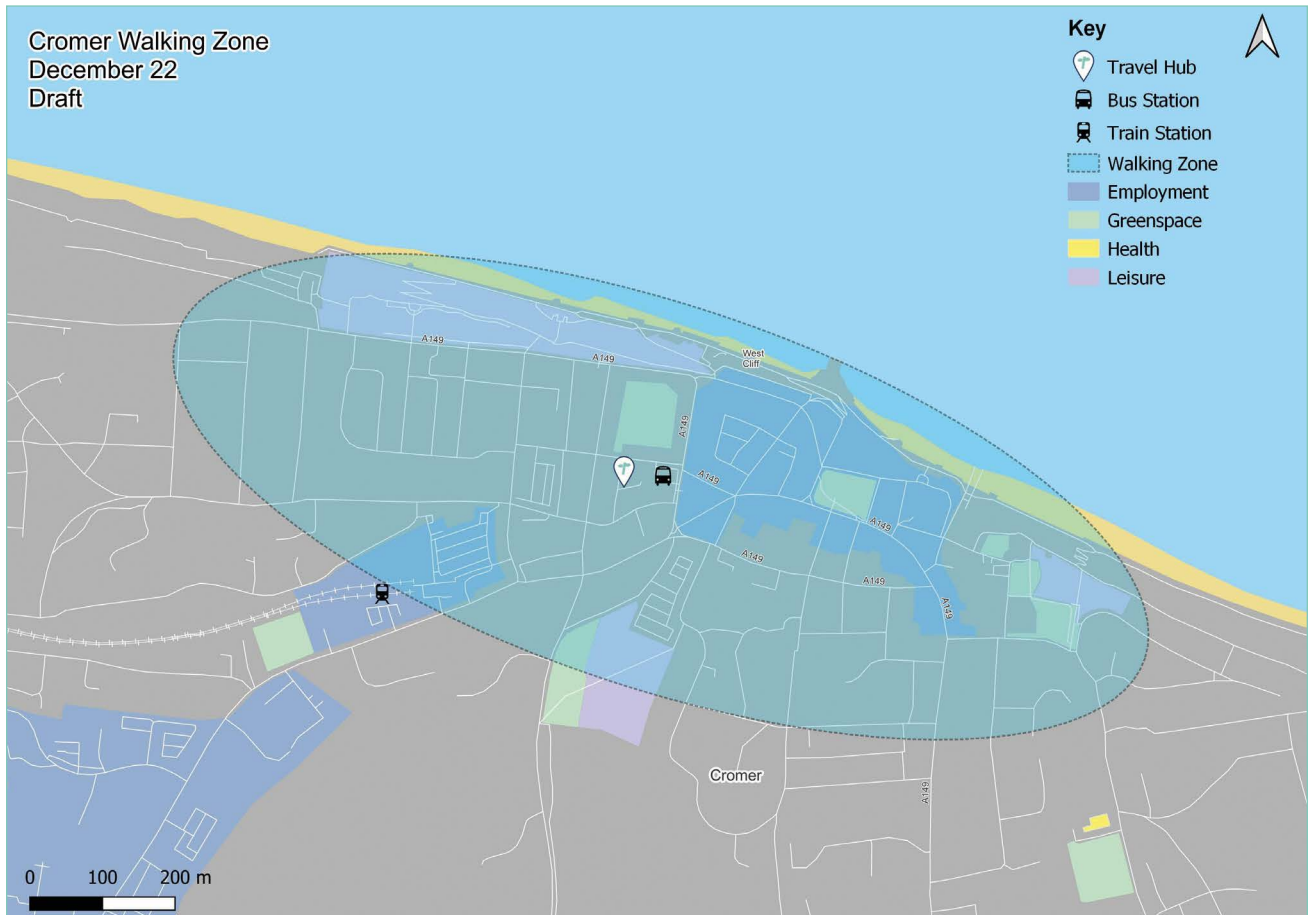
Map 3: Cromer indicative active travel network.

iii. Active travel route summary

Route Number	Route	Route Description
Route 1 (Red)	East Runton to Town Centre	A 2.5km route linking tourism areas with the town centre via Cromer Road.
Route 2 (Blue)	Holt Road to West Cliff	A 1.4km route connecting employment areas and public transport with the town centre.
Route 3 (Green)	Cycle Network Link to Town Centre	A 1.7km route to enhance the existing cycle network providing access to greenspaces and leisure facilities via Cromer Hall.
Route 4 (Yellow)	Roughton Road Station to Town Centre	A 0.8km route utilising existing segregated infrastructure to connect public transport at Roughton Road with the town centre.
Route 5 (Orange)	Norwich Road to Town Centre	A 1.4km route linking new and existing residential areas with health services and central employment areas.
Route 6 (Purple)	Overstrand to Cromer Road	A 4.9km route linking new and existing residential areas with the town centre and an opportunity to connect with Overstrand via a disused railway line.

iv. Indicative walking zone

The indicative walking zone within Cromer includes the busy seafront area along Runton Road, the central employment area as well routes to the train station on Holt Road and routes to the bus station.



Map 4: Cromer indicative walking zone.

- i. [Norfolk Insights \(2021\) Population Report for Norfolk \(online\)](#).
- ii. [Norfolk Insights \(2021\) Economy Report for Norfolk \(online\)](#).



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