



 Norfolk County Council

Countywide Local Cycling and Walking Infrastructure Plan

Summary Report
for engagement

May 2023

**Travel
Norfolk**
Travel smart





Norfolk County Council

**This summary report provides an overview
of the proposed indicative active travel
networks within the Countrywide LCWIP.**

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1.

Introduction

Norfolk County Council (NCC) is working in partnership with local authorities to create a Local Cycling and Walking Infrastructure Plan (LCWIP) for Norfolk.

The purpose of the Countywide LCWIP is to help identify and prioritise short, medium and long-term infrastructure schemes which will enable increased levels of cycling, walking and wheeling (using a wheelchair or mobility aid) across the county. These schemes are currently unfunded and the Countywide LCWIP will be essential to embed these schemes into wider development and to bring about funding from Government.

LCWIP's support the Government's ambition 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.

This is because increased levels of cycling and walking can provide many benefits such as improving our air quality, reducing congestion on our roads, providing access to education, employment, training and services, addressing inequalities, increasing connectivity between people and communities, improving physical and mental health, and helping to mitigate climate change.

The Countywide LCWIP builds on plans already created for King's Lynn, Greater Norwich and Great Yarmouth. The plan identifies potential active travel network improvements which will create better connectivity within 20 towns across the county.

The Countywide LCWIP also includes proposals to increase connectivity between towns and rural communities, giving people access to greenspace and linking people in rural communities with central services, places of education and employment and training.

To help more people choose cycling and walking, we need to improve our cycling and walking networks to make them safe, comfortable, direct, more accessible, coherent, attractive and better connected. With all these improvements we can help to create a modern and sustainable transport system for Norfolk.

The purpose of this summary is to share an overview of the proposals within the Countywide LCWIP to support public engagement in May 2023 which will help shape and prioritise the plan in preparation for future funding opportunities.

2.

Why improve the cycling and walking network?

Research has shown that cycling and walking are good for our physical and mental health and by making more journeys via active modes of transport, we can improve our quality of life, benefit the environment and enhance local productivity¹.

Regular physical activity reduces your risk of:



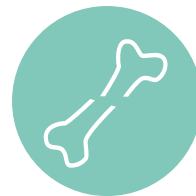
Cardiovascular disease by up to

35%



Dementia by up to

30%



Hip fractures by up to

68%



Depression by up to

30%



Type 2 diabetes by up to

40%



Brest cancer by up to

20%

Figure 1: The medical benefits of cycling and walking.

When investing in cycling and walking networks, we can also help tackle some of the most challenging issues we face as a society by improving air quality, combatting climate change, addressing inequalities in society and tackling congestion on our roadsⁱⁱ.

Figure 2: The benefits of increased levels of cycling and walking.



Increased levels of cycling and walking has long term environmental, economic and health benefits.

3.

Why do we need a Local Cycling and Walking Infrastructure Plan?



2017, the Department for Transport (DfT) set out the national vision for cycling and walking and released the “Gear Change”ⁱⁱ policy paper in July 2020, which provides local authorities with guidance on developing active travel networks.

The policy contains four themes, which group together the key actions that need to be taken:

Better streets for cycling and people – by providing safe, continuous, direct routes for cycling in towns and cities, physically separated from pedestrians and volume motor traffic, serving the places that people want to go.

Cycling at the heart of decision-making – by ensuring that new housing and business developments include appropriate provision for cycling. Assessing transport schemes’ value for money with more focus given to the provision of cycling schemes. Railways and bus routes working better for cycle connectivity, more cycle parking, plus promoting cycling for the carriage of freight in towns and cities.

Empowering and encouraging Local Authorities – by enabling, encouraging and empowering local authorities to do more for cycling on their roads, including appropriate maintenance. In addition, £2 billion of new funding will be provided by central government up to 2025 to support local authorities with well-defined LCWIP’s.

Enabling people to cycle and protecting them when they do – by ensuring that every adult and child who wants it can be trained to ride a cycle safely. Working more closely with the NHS and incentivising GPs to prescribe cycling and building cycle facilities in towns with poor health. Combating bike theft and making legal changes to protect vulnerable road users, plus improving road safety for all road users. Establishing a national electrically assisted bike support programmeⁱⁱ.

An LCWIP enables priority active travel network improvements to be identified and prioritised and supports applications for government funding to help develop and deliver new schemes.

4.

How does the cycling and walking infrastructure planning process work?

The Department for Transport have outlined six key planning stages for creating an LCWIP. The table below is a summary of those steps and the actions taken by NCC.

Stage	Objective	How the objective was met
1 Determining Scope	Establish the geographical extent of the plan, and arrangements for governing and preparing the plan.	The geographical extent and scope of the plan was jointly agreed between Norfolk County Council and Local Authorities.
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 network conditions and barriers to cycling and walking identified by reviewing local plans and policies to identify potential network schemes. A review of related transport and land use policies and programmes included a review of adopted Neighbourhood Plans and key strategic transport, environment and public health policy documents. Site visits by Norfolk County Council Project Officers were also conducted to validate and access identified active travel networks.
3 Cycle Network Planning	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.	Activities completed to create a cycle network plan have included a review of key attractors within towns and market towns, cycle propensity modelling, and a review of existing schemes identified through funding initiatives.
4 Walking Network Planning	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.	Activities completed in order to create a walking network plan also included a review of key attractors within towns and market towns and a review of existing schemes identified through funding initiatives.
5 Prioritising Improvements	Public engagement and prioritise improvements to develop a phased programme for future investment.	Current Stage: A programme of public engagement is planned for May 2023 to validate, prioritise and refine the indicative active travel networks and scheme proposal within the Countywide cycling and walking plan.
6 Integration and Application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.	Next stage

Table 1: The six stages for developing a Local Cycling and Walking Infrastructure Plan.



What are the outcomes of the planning process?

The three key outcomes of the planning process include:

- A cycling and walking network plan which identifies preferred cycling and walking routes and core zones for further development.
- A prioritised programme of cycling and walking infrastructure improvements which can be put forward for existing and future Active Travel funding opportunities.
- A report setting out the underlying analysis which has been carried out on the network and provides an explanation of how the network improvements have been identified.

Public engagement will help prioritise active travel network schemes for Norfolk.

5.

How does the infrastructure plan support national and local goals?

This infrastructure plan has been carefully aligned to the main policies within each area. These policies are Planning, Transport, Public Health and Environment & Air Quality Policies.

Norfolk and National Planning Policy	How the infrastructure plan supports the policy
<p>The Norfolk Delivery Plan (2020) Norfolk County Council</p>	<p>Increased cycling and walking as a mode of transport supports the response to the economic challenges of the pandemic and can help to maintain social distancing during the pandemic and avoid a car dominated recovery.</p>
<p>Norfolk Access Improvement Plan 2019–2029 Norfolk County Council Broads National Park National Trails</p>	<p>By improving the cycling and walking network, the plan helps to provide an easy to use, safe, healthy and sustainable way to enjoy and connect with the Norfolk coast and countryside, which are key ambitions of the Norfolk Access Improvement Plan.</p>
<p>Broadland & South Norfolk Joint Core Strategy (JCS) 2008–2026 Norfolk County Council Norwich City Council, Broadland & and South Norfolk</p>	<p>The strategy is designed to deliver growth in housing and employment to key areas across Norwich, Broadland and South Norfolk and provides a long-term vision and objectives in order to achieve this. A key ambition of the strategy is to increase walking and cycling on all settlements. The LCWIPs support this ambition as they encourage and enable increased active travel through the identification of walking and cycling routes and improvement schemes.</p>
<p>North Norfolk Local Plan (current and emerging) North Norfolk District Council</p>	<p>The adopted Core Strategy seeks to increase walking and cycling in all settlements and the use of public transport between larger settlements. The LCWIP also seeks to increase walking and cycling as well as improving the integration of walking and cycling with public transport, helping to encourage increased uptake of sustainable travel. North Norfolk District Council are preparing a new Local Plan. The first draft continues to hold the ambition to facilitate increased walking and cycling. The LCWIP will help identify where improvements can be made to the active travel network to facilitate this.</p>

Norfolk and National Planning Policy	How the infrastructure plan supports the policy
<p>Breckland Local Plan 2019–2036 Breckland District Council</p>	<p>The Breckland Local Plan was adopted in 2019. Policies include providing a safe, efficient and convenient sustainable transport network which will be delivered by providing viable alternatives to the car and encouraging walking and cycling, as well as improved provisions for other sustainable modes of transport. The LCWIP will support the delivery of this by identifying improvements to the cycling and walking network which will encourage increased uptake of these modes and provide an alternative to the private car.</p>
<p>King’s Lynn and West Norfolk Core Strategy (2011) Borough Council of King’s Lynn & West Norfolk</p>	<p>The LCWIP will help achieve the Core Strategy vision through enhancing connectivity to employment and education and improving quality of life and equality. This is done by encouraging activity and travel via accessible and sustainable modes of transport, and reducing the reliance on the car by making cycling and walking in the town the more convenient and attractive way to get from A to B.</p>
<p>Local Plan for the Broads 2015–2036 Broads Authority</p>	<p>A key ambition of the plan is to encourage and enable sustainable access to the broads. A key aspect of this is via walking and cycling. The plan identifies the need for improved access via the introduction of additional footpaths and cycleways, as well as the provision of cycle parking. The LCWIP will support this policy through the identification of priority cycling and walking routes and schemes in the Broads Authority Area.</p>
<p>Norfolk Town Plans and Neighbourhood Plans</p>	<p>A review of published Town Plans and Neighbourhood Plans has been completed to identify cycling, walking and wheeling infrastructure changes to be included with the Countywide LCWIP.</p>

Table 2: Norfolk planning policy and how the infrastructure plan supports this.

Norfolk and National Transport Policy	How the infrastructure plan supports the policy
<p>“Gear Change” and Cycle Infrastructure Design Guide (LTN 1/20) Department for Transport</p>	<p>The infrastructure plan closely follows the guidance outlined in the Department for Transport’s Gear Change document and the Cycle Infrastructure Design guidance. The plan also shares the ambition of enabling walking and cycling by making it safer and more practical to travel via these modes of transport.</p>
<p>Decarbonising Transport: a better, greener Britain (2021) HM Government</p>	<p>A key priority of the plan is to ‘accelerate modal shift to public and active transport’ by delivering a world class cycling and walking network in England by 2040 and providing £2billion of investment in cycling and walking over five years to achieve the ambition set out in Gear Change for half of all journeys in towns and cities to be cycled or walked by 2030. The plan supports the delivery of direct, safe, continuous and segregated cycle routes as well as the creation of low traffic neighbourhoods to help overcome barriers people face to walking and cycling which are key ambitions shared with the LCWIPs.</p>
<p>Norfolk Local Transport Plan 4 Strategy 2021 – 2036 Norfolk County Council</p>	<p>The infrastructure plan helps to deliver the objectives within the Norfolk Local Transport Plan 4 bid by: delivering a sustainable Norfolk, enhancing connectivity, enhancing Norfolk’s quality of life, increasing accessibility, improving transport safety and providing a well-managed and maintained transport network.</p>
<p>Norfolk Bus Service Improvement Plan 2021 Norfolk County Council</p>	<p>The Bus Service Improvement Plan contains plans to facilitate the integration of walking, cycling, wheeling and public transport, working hand in hand along travel corridors and coming together at hubs to facilitate onward travel. The Countywide LCWIP will align with this plan, ensuring integration between public transport and active travel to promote sustainable transport around the County.</p>
<p>Norfolk Cycling and Walking Strategy 2017 Norfolk County Council</p>	<p>The plan will help to achieve the ambitions of the Cycling and Walking Strategy by encouraging an increase in the number of people cycling and walking for work, education and leisure, by providing safe and attractive opportunities to do so.</p>
<p>Completed Local Cycling and Walking Infrastructure Plans (2022) Norfolk County Council</p>	<p>The Countywide LCWIP builds on and links with LCWIPs already completed for King’s Lynn, Greater Norwich and Great Yarmouth, schemes, and especially wider connectivity schemes will connect and link with schemes outlined in completed LCWIPs.</p>

Table 3: Local and national transport policy and how the infrastructure plan supports this.

Environment & Air Quality Policy	How the infrastructure plan supports the policy
Norfolk County Council Environment Policy 2019	The infrastructure plan closely follows the guidance outlined in the Department for Transport's Gear Change document and the Cycle Infrastructure Design guidance. The plan also shares the ambition of enabling walking and cycling by making it safer and more practical to travel via these modes of transport.
25 Year Environment Plan HM Government	A key priority of the plan is to 'accelerate modal shift to public and active transport' by delivering a world class cycling and walking network in England by 2040 and providing £2billion of investment in cycling and walking over five years to achieve the ambition set out in Gear Change for half of all journeys in towns and cities to be cycled or walked by 2030. The plan supports the delivery of direct, safe, continuous and segregated cycle routes as well as the creation of low traffic neighbourhoods to help overcome barriers people face to walking and cycling which are key ambitions shared with the LCWIPs.
The Climate Change Act Revision (2019) HM Government	The infrastructure plan helps to deliver the objectives within the Norfolk Local Transport Plan 4 bid by: delivering a sustainable Norfolk, enhancing connectivity, enhancing Norfolk's quality of life, increasing accessibility, improving transport safety and providing a well-managed and maintained transport network.
Clean Air Strategy 2019 HM Government	The Bus Service Improvement Plan contains plans to facilitate the integration of walking, cycling, wheeling and public transport, working hand in hand along travel corridors and coming together at hubs to facilitate onward travel. The Countywide LCWIP will align with this plan, ensuring integration between public transport and active travel to promote sustainable transport around the County.
The Paris Agreement 2015 United Nations	The plan will help to achieve the ambitions of the Cycling and Walking Strategy by encouraging an increase in the number of people cycling and walking for work, education and leisure, by providing safe and attractive opportunities to do so.

Table 4: Environment and air quality policy and how the infrastructure plan supports this.

Public Health Policy	How the infrastructure plan supports the policy
Joint Health and Wellbeing Strategy (2018-2022) Health and Wellbeing Board Norfolk & Waveney	The priorities of the Joint Health and Wellbeing Strategy are to support healthy, independent and resilient lives and providing support to those most in need. Increasing the uptake of walking and cycling is an important step for improving health and wellbeing, which is an integral part of what this infrastructure plan aims to promote.
Public Health England: Working Together to Promote Active Travel 2016	The infrastructure plan delivers improvements to the active travel network which are aligned to the policy and practical actions recommended by Public Health England.

Table 4: Environment and air quality policy and how the infrastructure plan supports this.



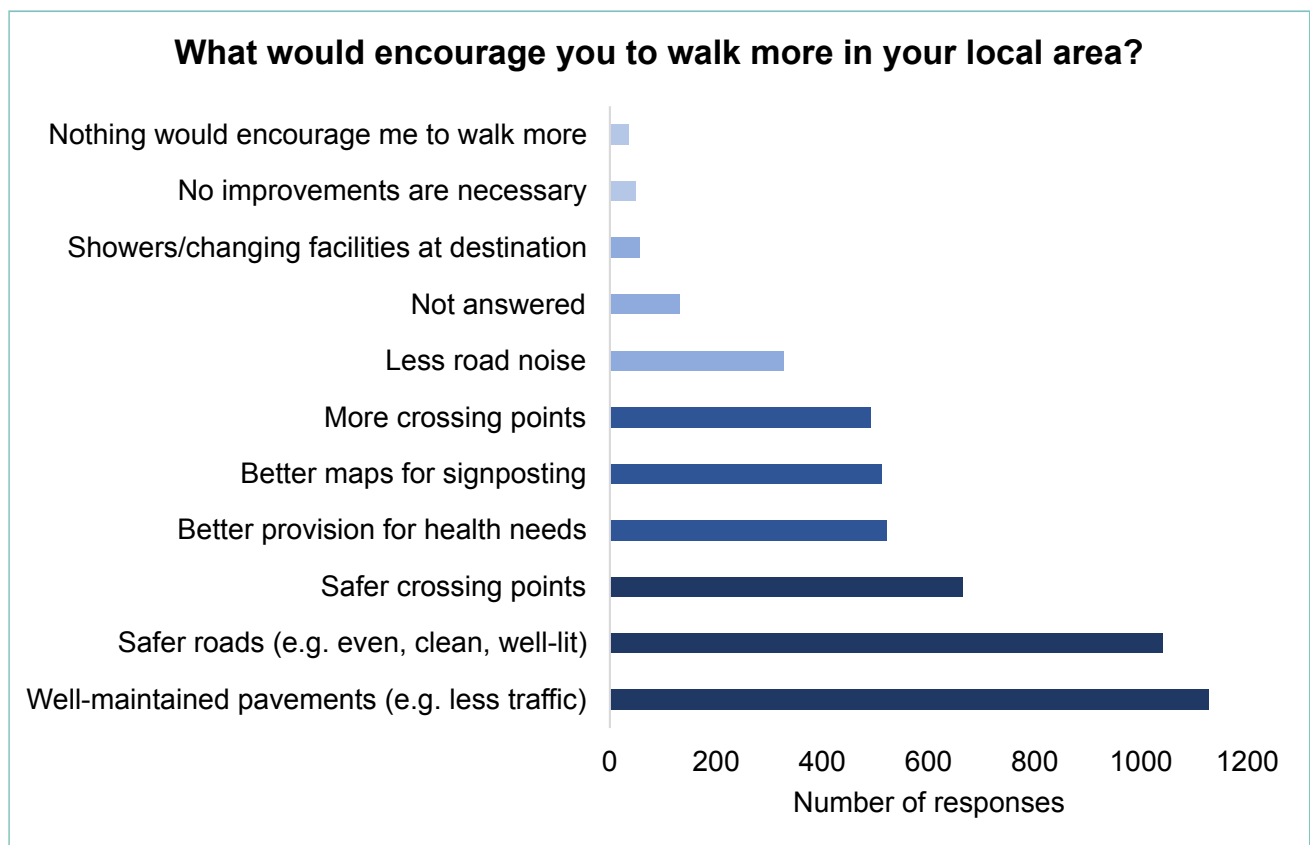
The plan supports national and regional transport, health and environmental policies.

6.

Norfolk cycling and walking survey findings

In 2022, an online survey was conducted to help understand which infrastructure changes would encourage residents and stakeholders in the county to walk and cycle more. The survey ran for eight weeks in April and May 2022 and received 1642 responses, 94.1% of who replied as individuals.

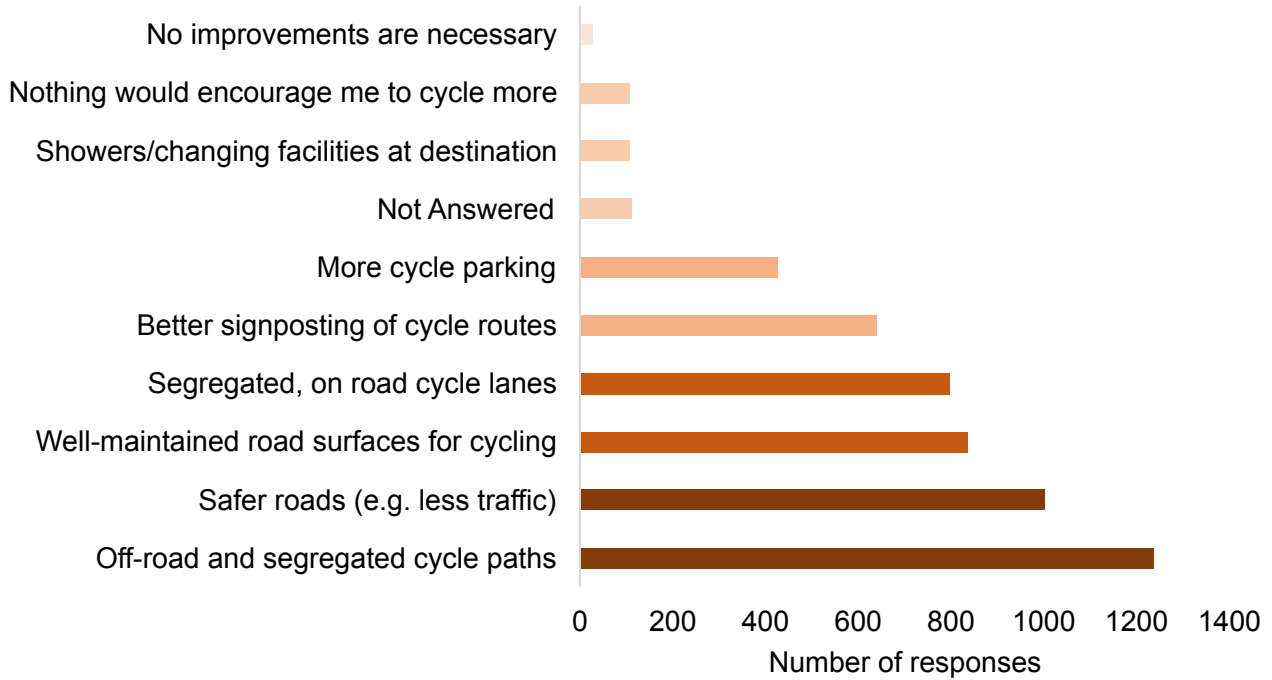
A summary of the key findings from the survey is below and details of all responses can be found by visiting the [Norfolk County Council website](#).



This question received 1510 responses. The most popular responses were: Better maintenance of pavements and walkways [69% of respondents], Safer roads [63%] and Safer crossing points [40%].

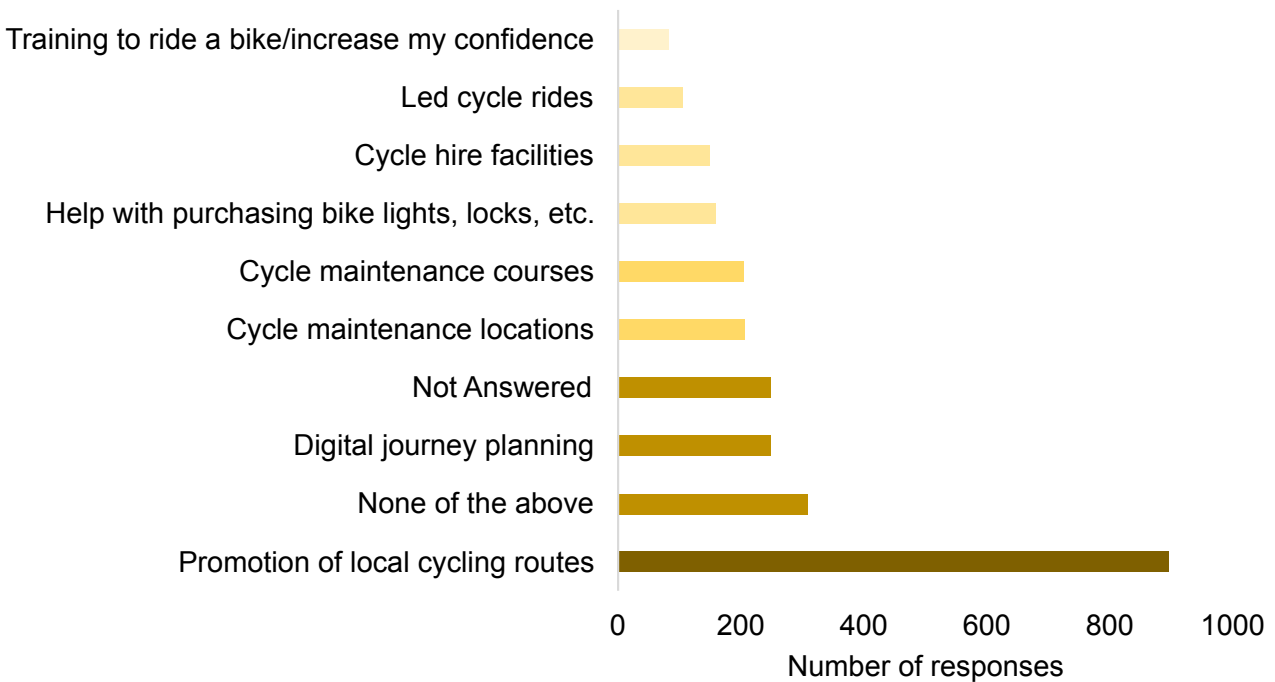
A public survey conducted in 2022 helped develop the active travel network in the Countywide LCWIP.

Which of these infrastructure improvements would encourage you to cycle more in your local area?



This question received 1643 responses. Over 75% of respondents said off-road/segregated cycle paths would encourage them to cycle more and 61% said safer roads would.

What other initiatives would encourage you to cycle more?



This question received 1460 responses. Over 54% of respondents felt that promoting local cycling routes was important and 19% felt that none of the initiatives listed would make them cycle more.

7.

How will cycling and walking networks be designed?

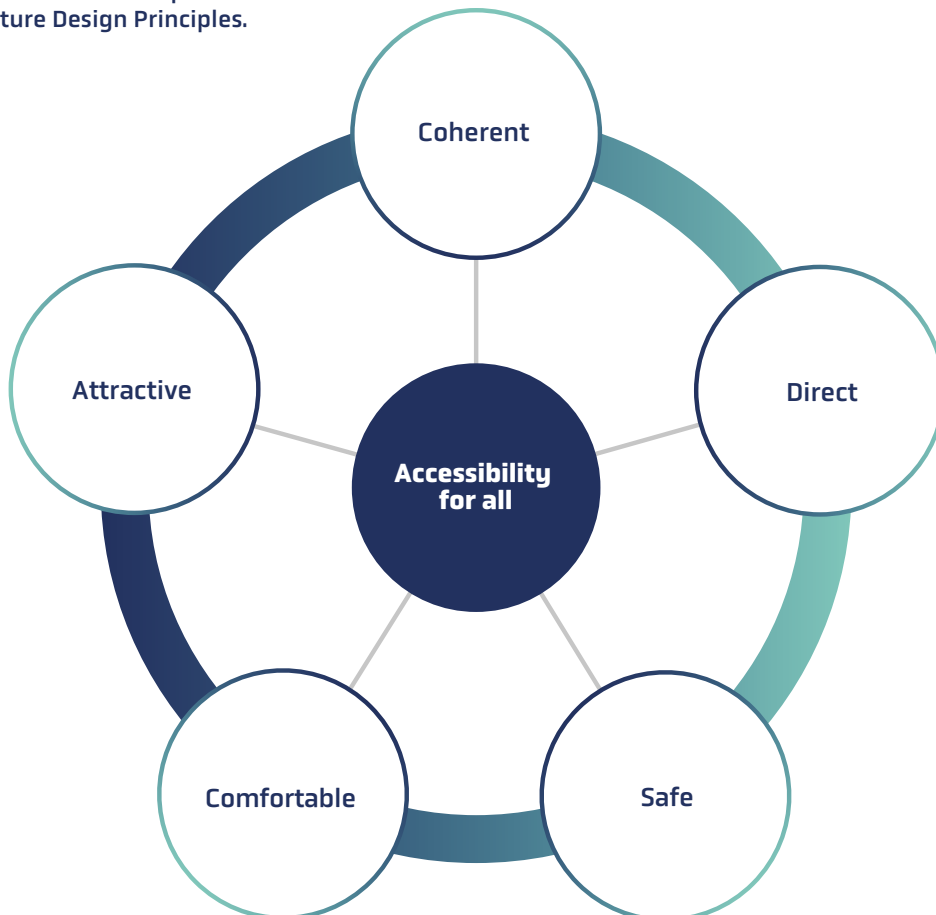
The Department for Transport has created a set of ‘Cycle Infrastructure Design’ guidelines (Local Transport Note 1/20ⁱⁱⁱ) which support local authorities when designing and delivering improvements to the active travel networks.

Any infrastructure schemes which are identified and delivered as a result of the infrastructure plan will follow Cycle Infrastructure Design guidance enabling more people to travel by cycle or on foot, based on best practice both internationally and across the UK. **Please note that where cycling or walking are mentioned in this document, this includes wheeling.**

What are the design principles?

Government research and experience has found that cyclists require cycle network routes which are **coherent, direct, safe, comfortable and attractive**. The application of design standards based on these principles helps to promote the use of active travel networks and to ensure that they can be **accessed by everyone**.

Figure 4: Department for Transport Cycle Infrastructure Design Principles.



Examples of the design principles in practice

The following table illustrates what the Department for Transport design principles mean and how they could be applied to the active travel network.

Core design principle	Description	Design examples
Coherent	Cycle networks should be planned and designed to allow people to reach their day-to-day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.	Wayfinding signs that are clear, easily visible and legible. Connections between successive route sections should be obvious and clear to all road users.
Direct	Cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles.	Creating links to enable people walking and cycling to take the shortest route Facilities at junctions that minimise delay and the need to stop.
Safe	Not only must cycle infrastructure be safe, it should also be perceived to be safe so that more people feel able to cycle.	Routes which are physically separated and protected from high volume motor traffic (as opposed to routes indicated only with road markings or cycle symbols)
Comfortable	Comfortable conditions for cycling require routes with good quality, well maintained – smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients.	Designing road humps to be accessible to people on tandems and tricycles Adequate transitions between on and off-carriageway routes
Attractive	Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using.	Routes through parks, waterfront locations, and well-designed streets and squares Minimal street clutter such as signs, coloured surfaces or upstand kerbs where possible.

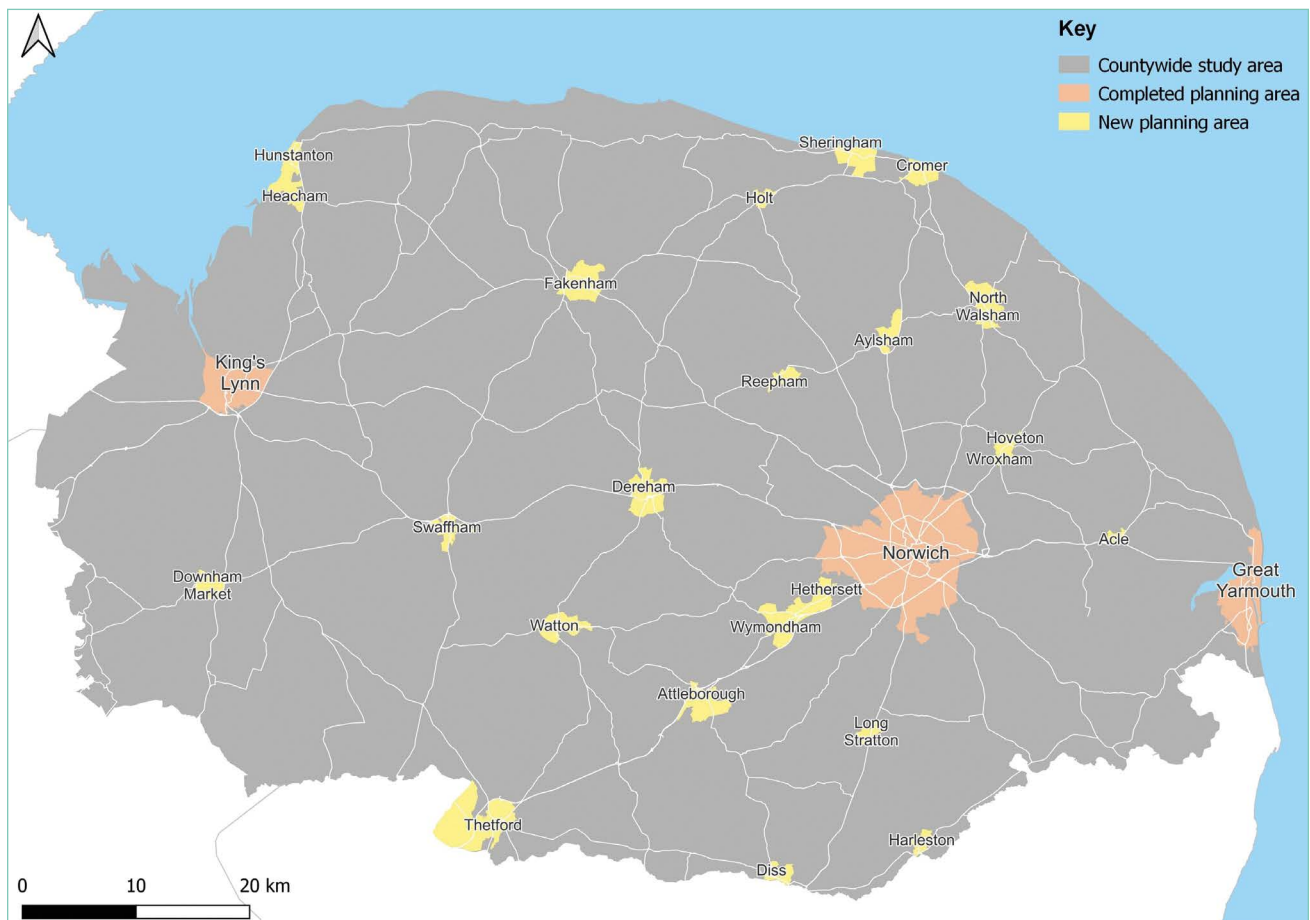
Figure 5: Core design principles from the Department for Transport's Infrastructure Design Local Transport Note 1/20.

DfT Cycle Infrastructure Design principles will be incorporated into all active travel network schemes.

8.

What area does the infrastructure plan cover?

The Countywide LCWIP study area was agreed between Norfolk County Council and District and Borough Councils in Norfolk. The study area builds on plans already created for King's Lynn, Greater Norwich and Great Yarmouth and incorporates the towns and wider connectivity across Norfolk represented in map 1 below.



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

Improving cycling and walking connectivity within towns in Norfolk.

The Countywide LCWIP contains proposals for potential active travel networks for 20 towns across the county. The design of each network is intended to enable people to consider cycling, walking or wheeling as a mode of transport when make short journeys around town.

Each of the proposed networks consists of priority routes which could connect people with places of employment, training, education, central services, public transport and greenspaces, both now and in the future. The purpose of the public engagement in May 2023 is to help validate the networks within each town and to prioritise routes.

In addition, potential walking zone areas have also been identified in each the towns.

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. The purpose of schemes is not necessarily to create exclusive areas for walking and wheeling, but to create an environment which improves the priority and safety for people who do. Such schemes might include increasing or improving road crossings, widening pavements, resurfacing uneven pavements or slowing traffic speeds.

The public engagement in May 2023 will help validate the indicative walking zone study areas ahead of completing further analysis to identify potential new schemes.

Creating a wider strategic network for Norfolk

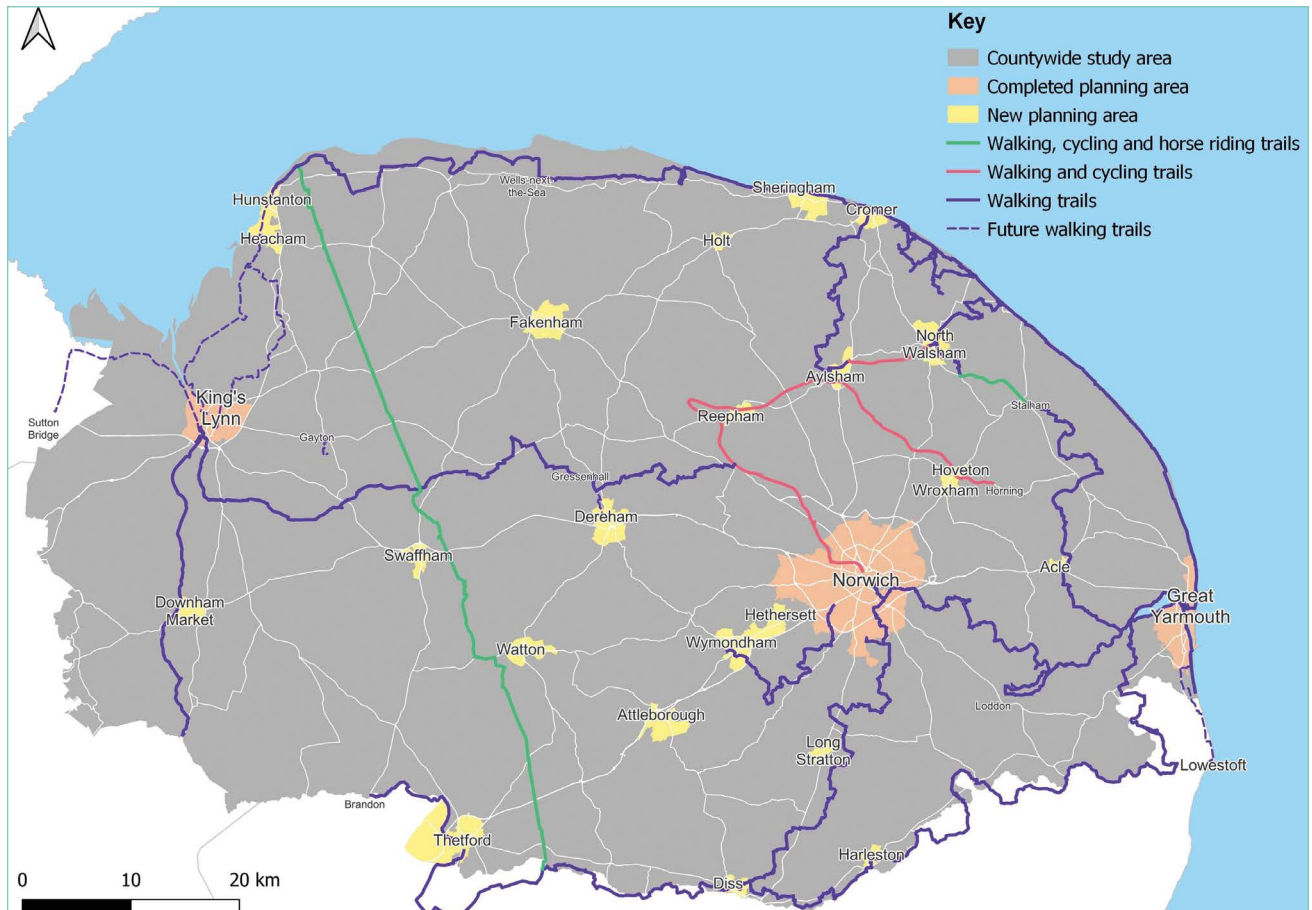
Currently, Norfolk has a wider strategic active travel network made up of the Norfolk Walking, Cycling and Horse-Riding Trails and the National Cycle Network Routes. The Countywide LCWIP includes schemes which have been identified to help improve the condition and safety of these networks as well as connecting people with new destinations through forms of active travel.

The aim of developing the wider strategic network is to enable residents and visitors to access to greenspaces as well as enabling people in rural communities to access central key services and areas of employment, training and education.



Norfolk Trails Network

The Norfolk Trails Network is made up of multiple historic walkways and Roman roads providing safe, direct and off-road alternatives to journeying via public transport or by a private car. These trails provide access across the county. All trails can be accessed by walkers, with some allowing cycling and horse-riding.

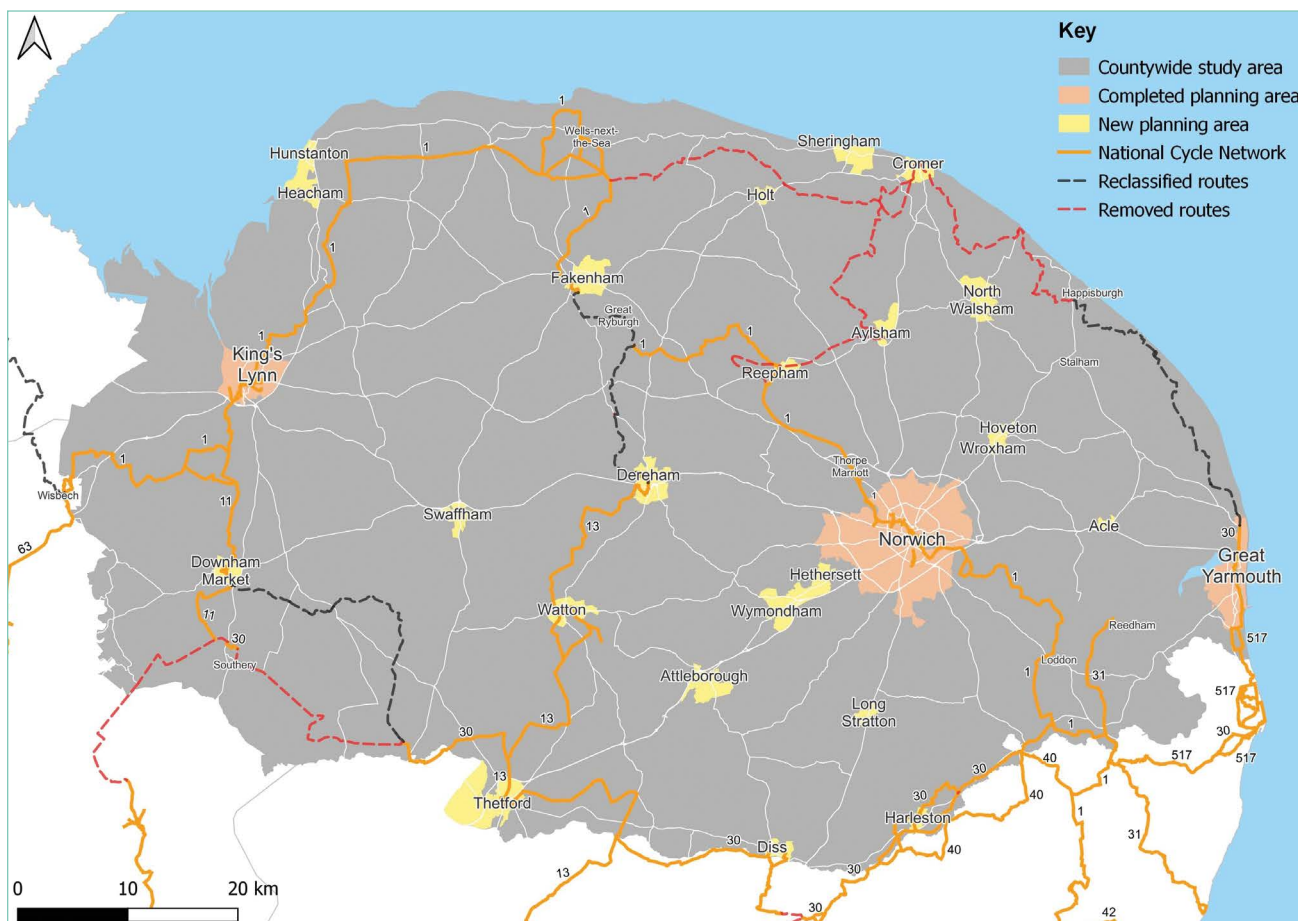


Map 2: Norfolk Trails Map.

Potential improvement schemes within the Countywide LCWIP range from small scale changes to improve crossing points at busy junctions, wayfinding or surface condition improvements, to larger schemes which identify and deliver alternative safer routes or larger infrastructure improvements such as replacement boardwalks.

National Cycling Network

The National Cycle Network (NCN) is a 23-year-old network of 16,575 miles of signed cycling and walking routes spanning the UK. It is used by people walking and cycling, as well as wheelchair users, joggers, and horse-riders. In 2017, the network passed within one mile of half of the UK population and carried an estimated 786 million walking and cycling trips^{iv}.

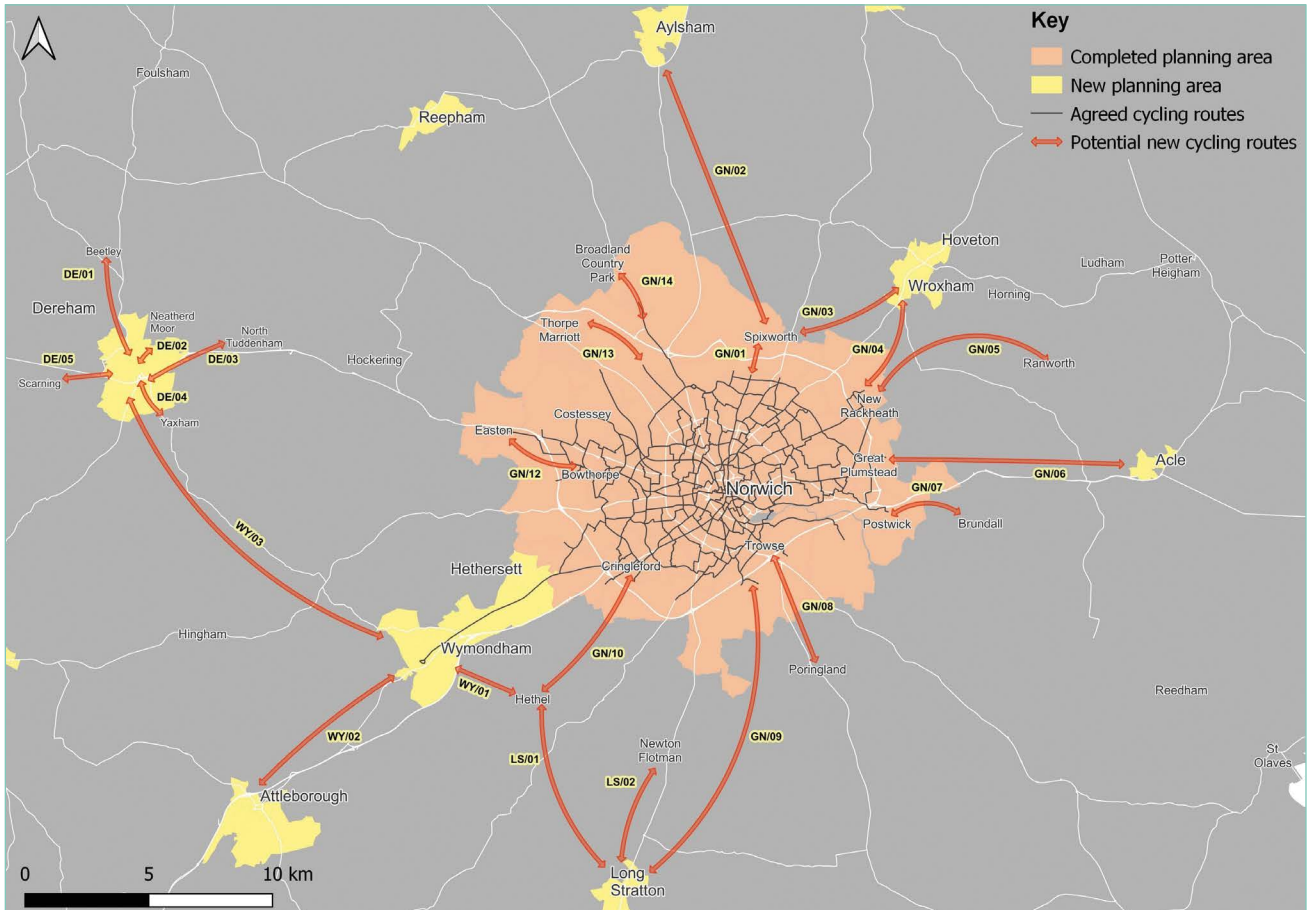


Map 3: Current National Cycle Network in Norfolk.

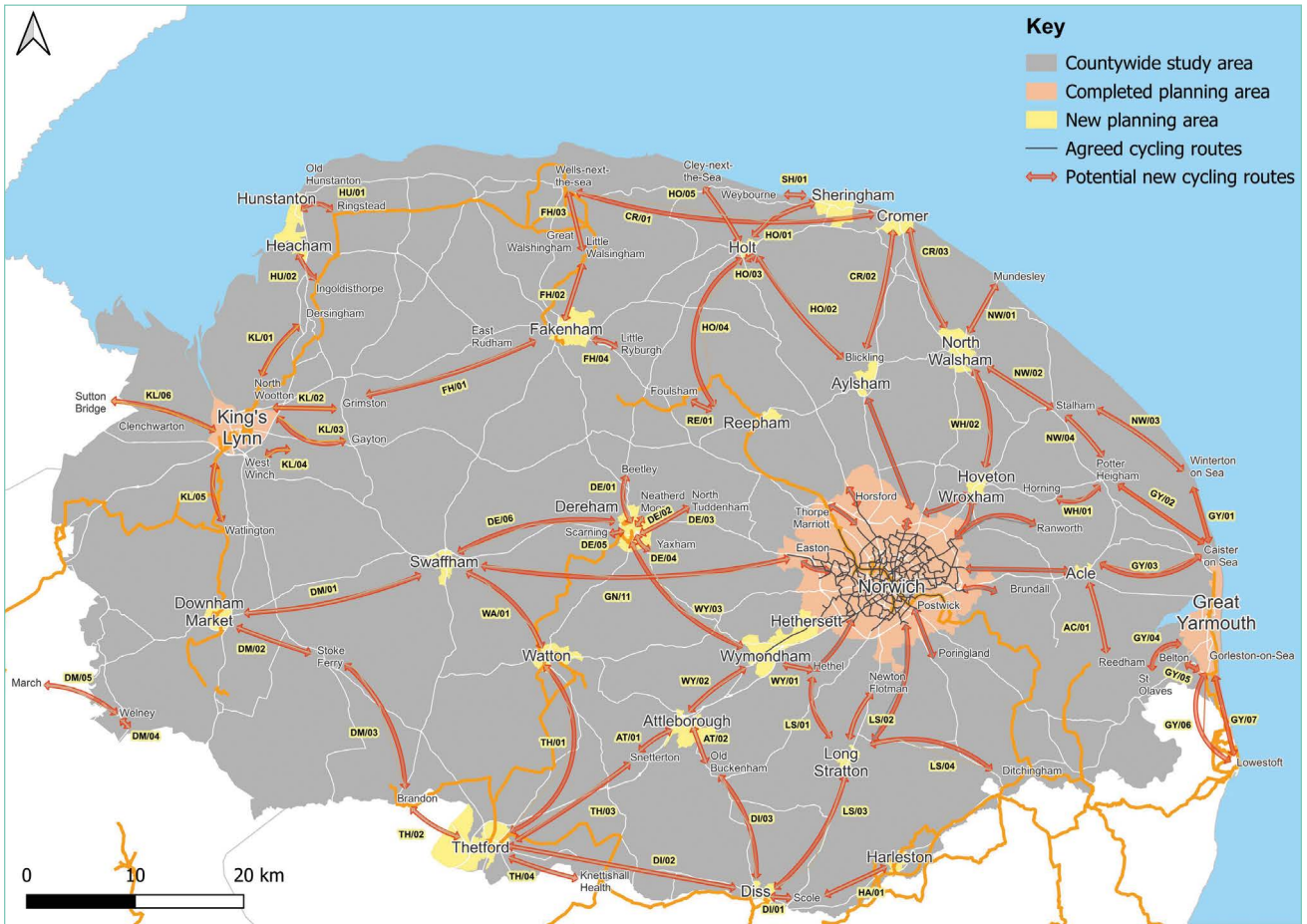
The charity ‘Sustrans’ are the custodians of the National Cycle Network and work with partners and stakeholders across the country with the aim of making it easier for people to walk and cycle. Norfolk County Council are working with Sustrans as part of their network review to identify opportunities for improvements on the network.

Additional strategic connectivity

Cycling and walking schemes have also been identified which will create or reinstate walking and cycling routes in the county. These new routes have been identified through a review of local plans, policies and network audits.



Map 4: Potential new cycling and walking routes linking with Greater Norwich.



Map 5: Potential new cycling and walking routes in Norfolk.

The plan includes active travel network proposals for towns as well as proposals to enable wider connectivity across the county.

9.

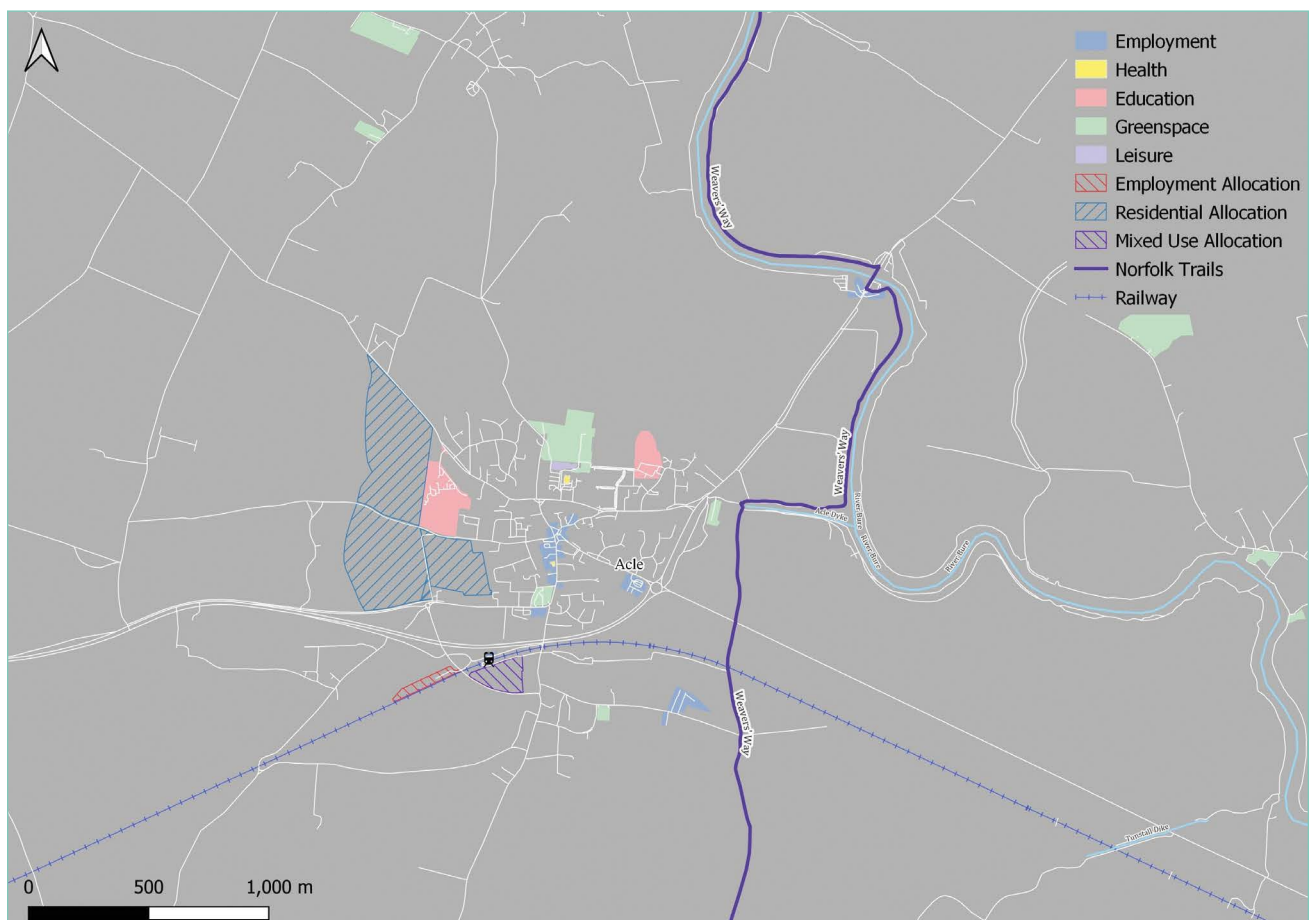
Active Travel network proposals for towns in Norfolk

► Acle

i. Introduction

Acle is situated between Norwich and Great Yarmouth, with a population of 2,834 in 2020. The town has a particularly high proportion of residents aged 65 or over, who made up 31% of the population in 2020^v.

Acle currently has around 1,300 houses. The figure is set to grow with an allocation for the development of 120–150 houses at the Mill Lane Site and the Springfield Road site in the east. This is expected to boost the population of Acle and the number of people in full time employment, which stood at 37.3% at the time of the last comprehensive Census in 2011^{iv}.

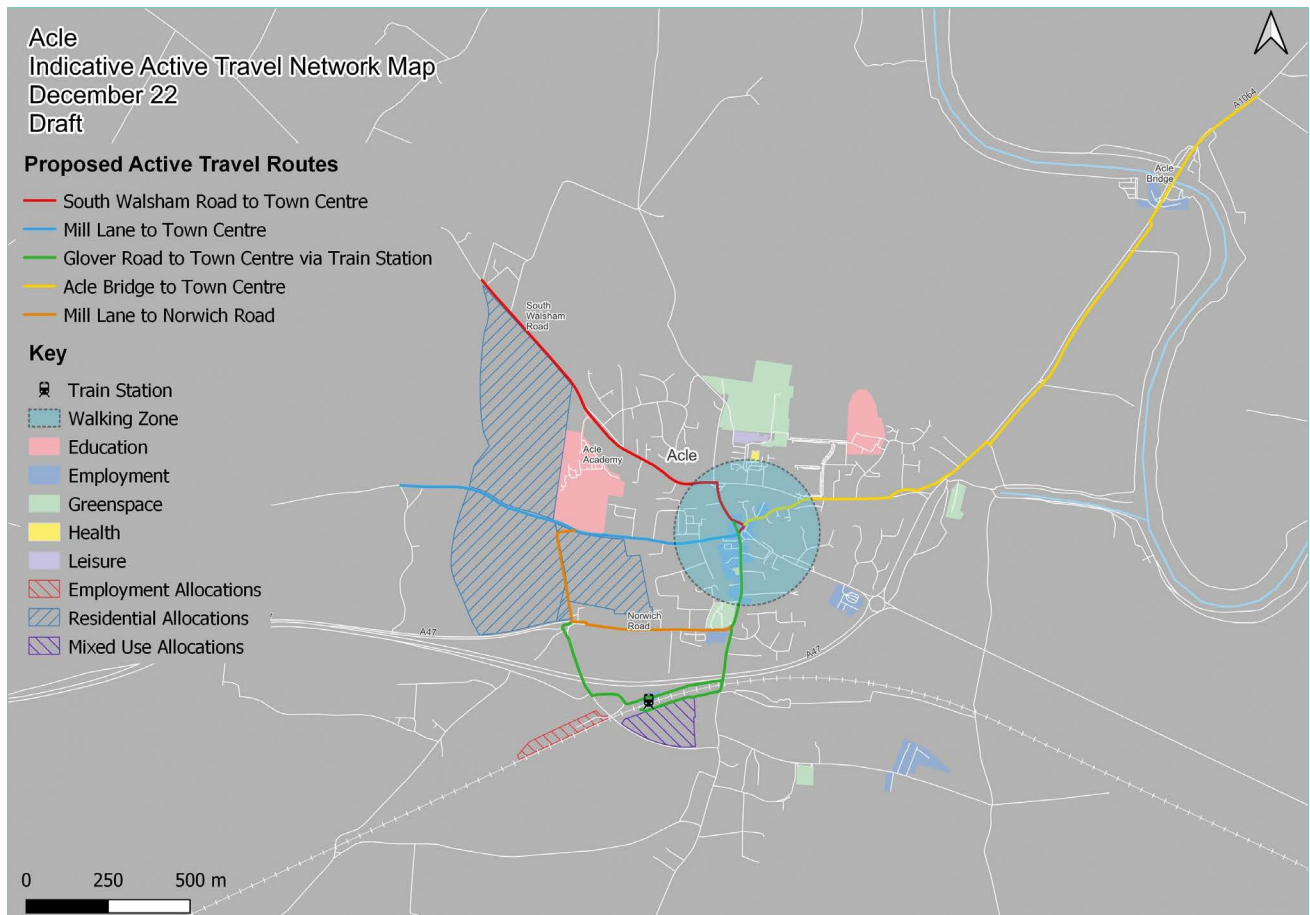


Map 6: Acle area map showing current active travel network.

Acle train station is in the south of the town, accessible via the road and by footpath. The Weavers' Way also runs from north to south to the east of the town and a 5-minute walk from the centre of Acle, giving direct access to greenspaces.

ii. Indicative active travel network

The indicative active travel network in Acle aims to improve connectivity by linking new and existing residential areas with public transport, central employment areas and greenspaces via the Weavers' Way. Policies and proposals within the Acle Neighbourhood Plan have also been considered whilst developing the network.



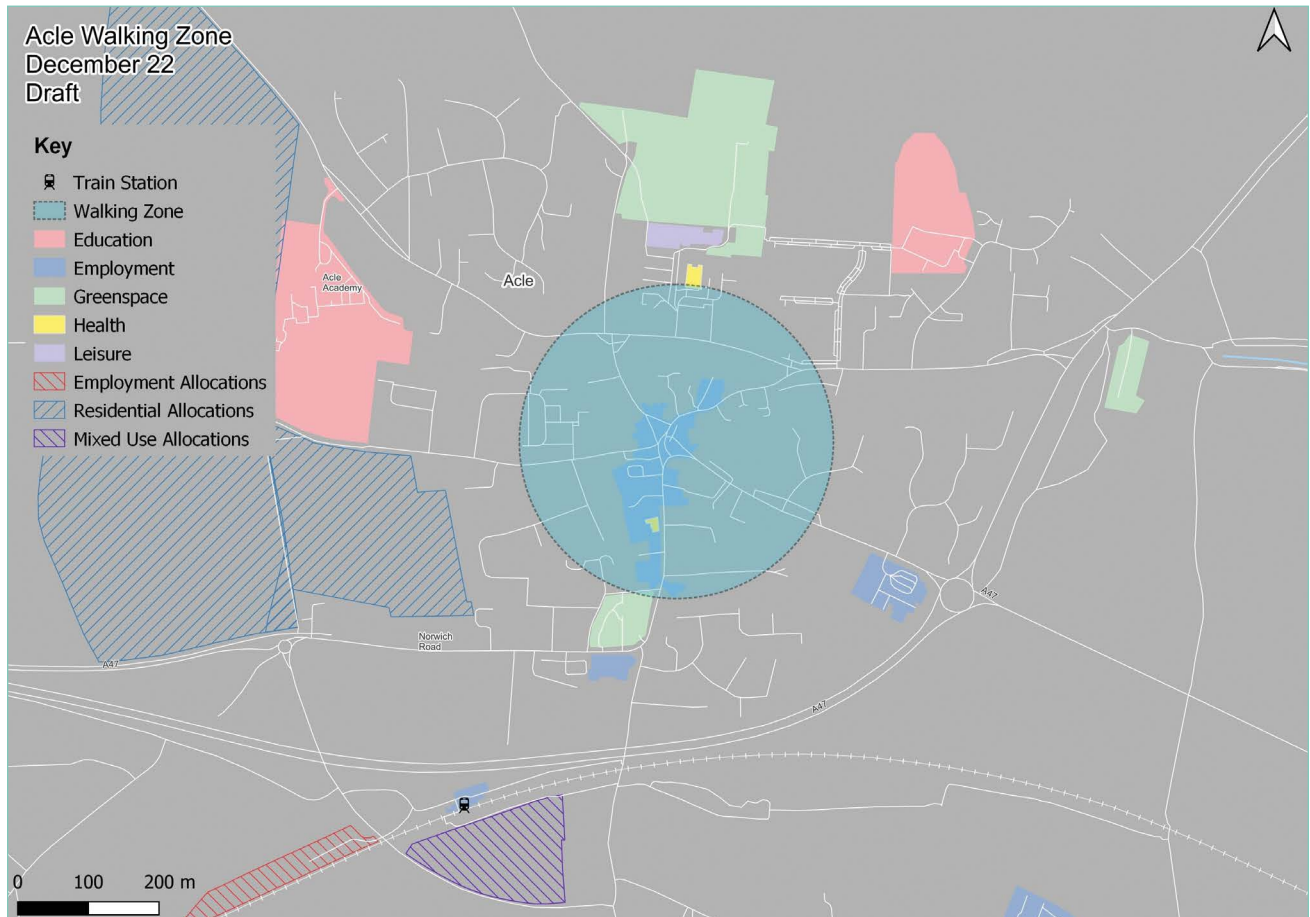
Map 7: Acle indicative active travel network.

iii. Active travel route summary

Route Number	Route	Route Description
Route 1 (Red)	South Walsham Road to Town Centre	A 1.2km cycling and walking route linking new and existing residential areas in the northwest with Acle Academy, and key services and employment areas in the town centre via South Walsham Road.
Route 2 (Blue)	Mill Lane to Town Centre	A 1.1km east to west linear cycling and walking route linking new and existing residential areas with the town centre and employment areas via Mill Lane. This route could also potentially link with Acle Academy.
Route 3 (Green)	Glover Road to Town Centre via Train Station	A 1.4km route linking new housing allocations at Glover Road with the train station as well as providing a direct link between the train station and town centre.
Route 4 (Yellow)	Acle Bridge to Town Centre	A 2.2km cycling and walking route linking the town centre with Acle Bridge and Stokesby Road. This route would include additional walking and cycling crossing points on the A1064 enabling improved access to Weavers' Way.
Route 5 (Orange)	Mill Lane to Norwich Road	A 1km direct cycling and walking link between new housing allocations at Glover Road, places of education and the town centre.

iv. Indicative walking zone

The indicative Acle walking zone includes the central employment area in the town centre and aligns with the Acle Neighbourhood Plan “Village Centre Development area” including The Street, Old Road and Bridewell Lane.



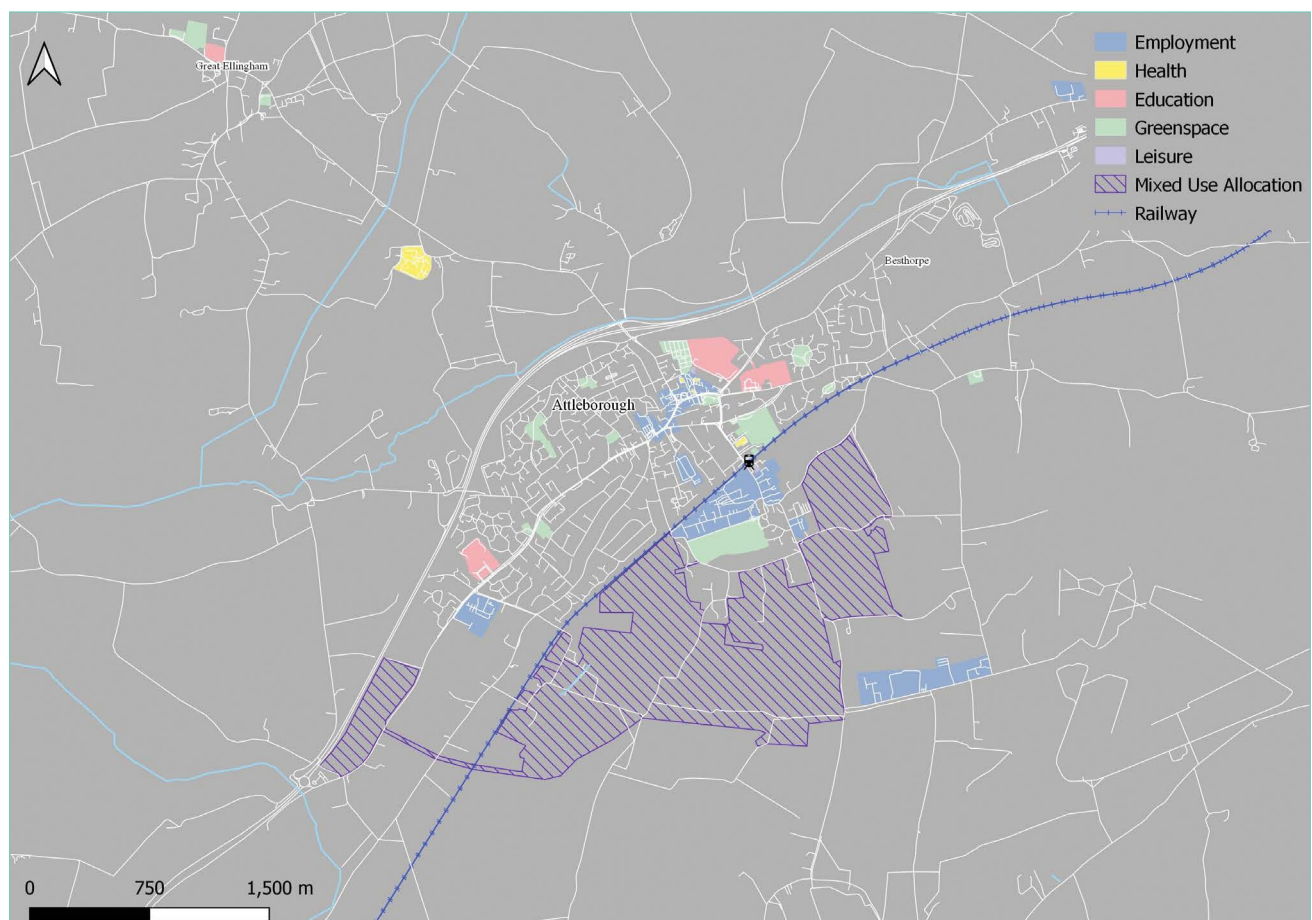
Map 8: Acle indicative walking zone.

► Attleborough

i. Introduction

Attleborough is a market town in Breckland located on the A11 between Norwich and Thetford, approximately 24km south of Dereham. It has a train station providing links to Norwich, Peterborough, Cambridge, the Midlands and the North-West.

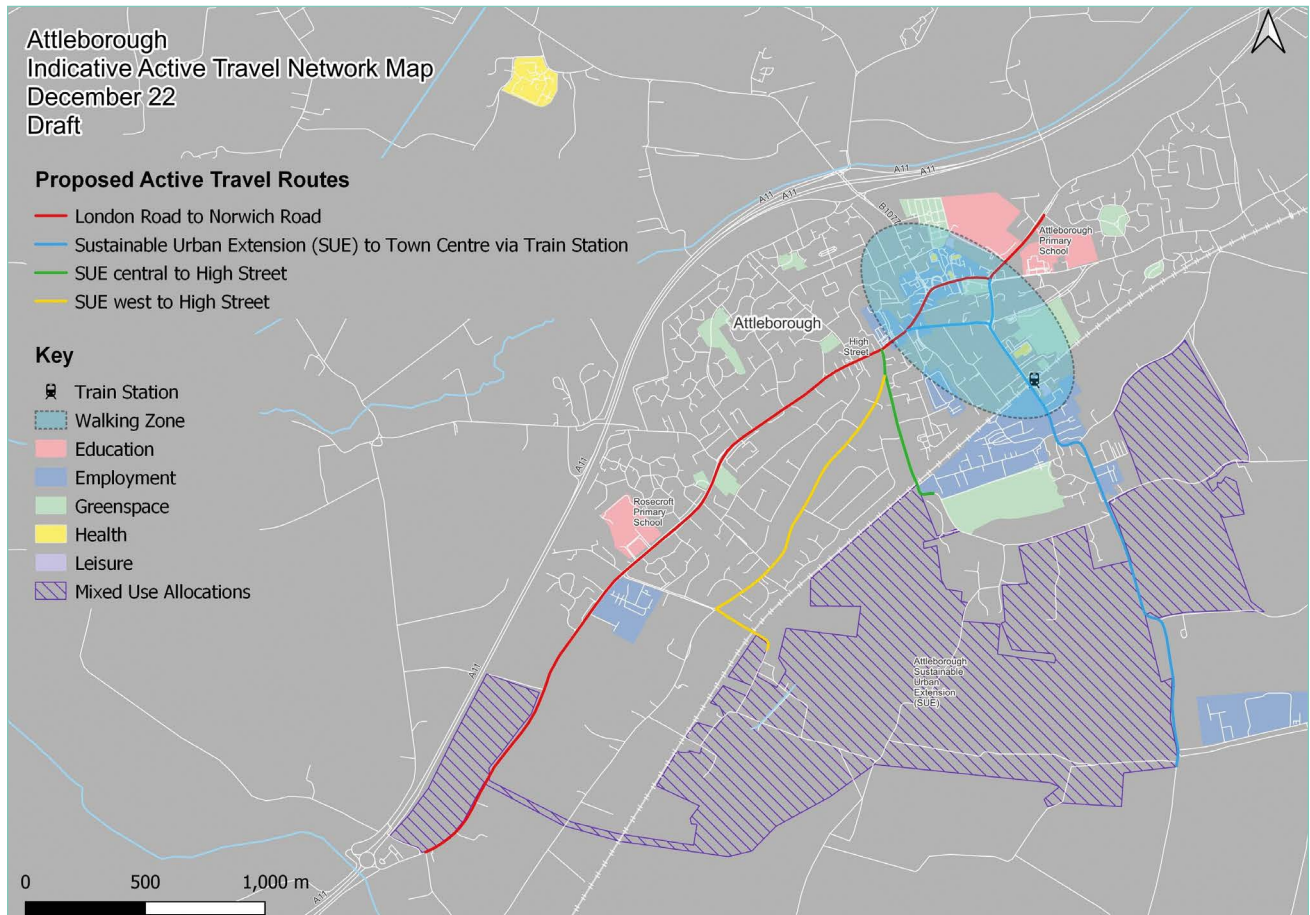
As of 2020, Attleborough had a population of 10,036, 24% over the age of 65^{iv}. Attleborough is undergoing significant growth with a Sustainable Urban Extension (SUE) being built to the south of the train station. It is a sustainability-focused development that will deliver up to 4,000 new homes, two primary schools and a high street with shops, restaurants and community facilities. This is likely to increase the number of people in employment with 42.9% in full time work and 15% in part time work in 2011^v.



Map 9: Attleborough area map showing current active travel network.

ii. Indicative active travel network map

The indicative network for Attleborough aims to create a linear north to south route providing connectivity between existing residential areas along Norwich and London Road and central services, employment areas and places of education. The network is further supported by cycling and walking links which will connect people in the SUE with central services and employment, places of education and public transport.



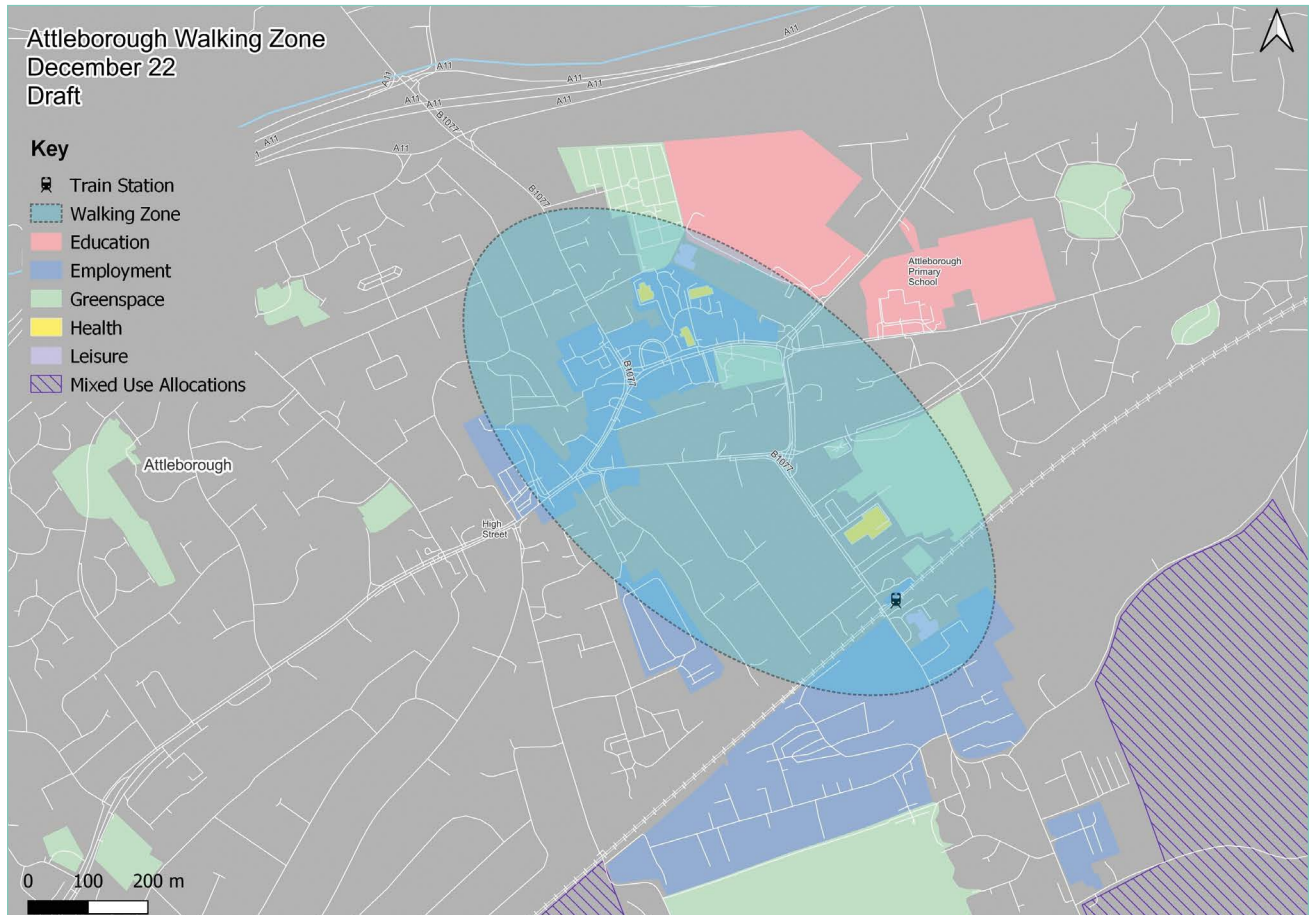
iii. Active travel route summary

Route Number	Route	Route Description
Route 1 (Red)	London Road to Norwich Road	A 3.5km linear cycling and walking route connecting new residential and employment areas in the southwest with the town centre and central employment areas via London Road. This route also links with Rosecroft Primary School on London Road as well as Attleborough Academy on London Road.
Route 2 (Blue)	SUE to Town Centre via Station Road	A 1.5km route connecting the residential areas within the Sustainable Urban Extension (SUE) with employment areas on Maurice Gaymer Road, greenspace at Gaymers Park, public transport and central services and employment areas in the town centre.
Route 3 (Green)	SUE central to High Street	A 0.7km route connecting the residential areas within the urban extension with employment areas on Maurice Gaymer Road and town centre key services and employment areas via Leys Lane. Leys Lane has been identified as a crossing point over the railway line for the SUE.
Route 4 (Yellow)	SUE west to High Street	A 1.5km cycling and walking route connecting residential areas in the SUE with central services and employment areas in the town centre via Flowers Lane and Hargham Road. Flowers Lane has been identified as a crossing point over the railway line for the SUE.

iv. Indicative walking zone

The indicative walking zone area within Attleborough includes the central employment areas in the town centre and links to the train station on Station Road.

Infrastructure improvement schemes within the Countywide Local Cycling and Walking Infrastructure Plan will align with proposals outlined in the Attleborough Town Delivery Plan (2021-31).



Map 11: Attleborough indicative walking zone.

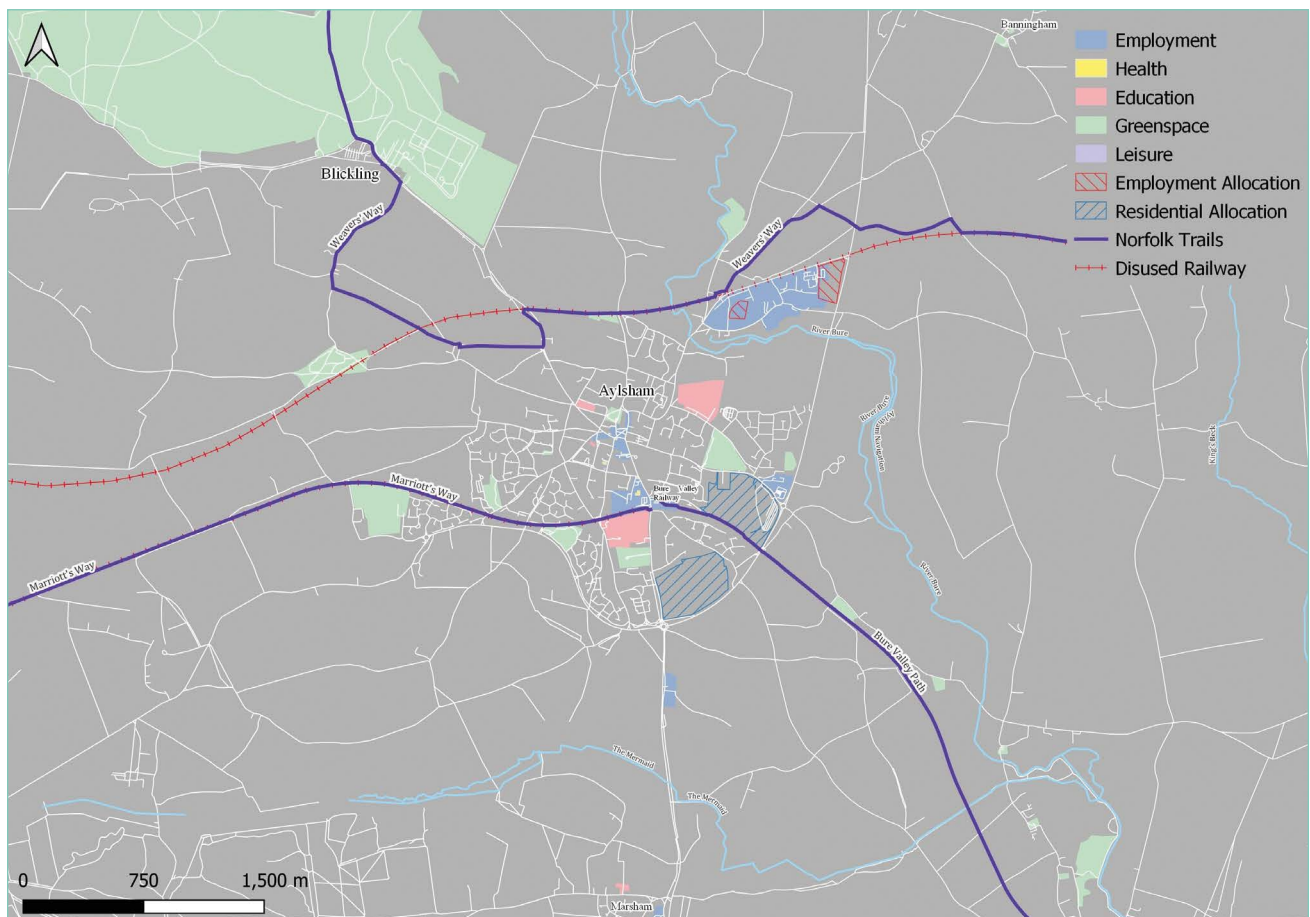
► Aylsham

i. Introduction

Aylsham is a historic market town with a population of 8,906 in 2020, with 31% over the age of 65^{iv}. The town is situated 19km north of Norwich on the west side of the A140. The town has a new housing and employment allocation which is expected to boost employment in the area. In 2011, 32.4% of the population were in full time employment^v.

There are no current public transport hubs in Aylsham and the Sustrans Regional Cycle Network which previously connected directly into the town centre from the northwest was decommissioned following a review in July 2021.

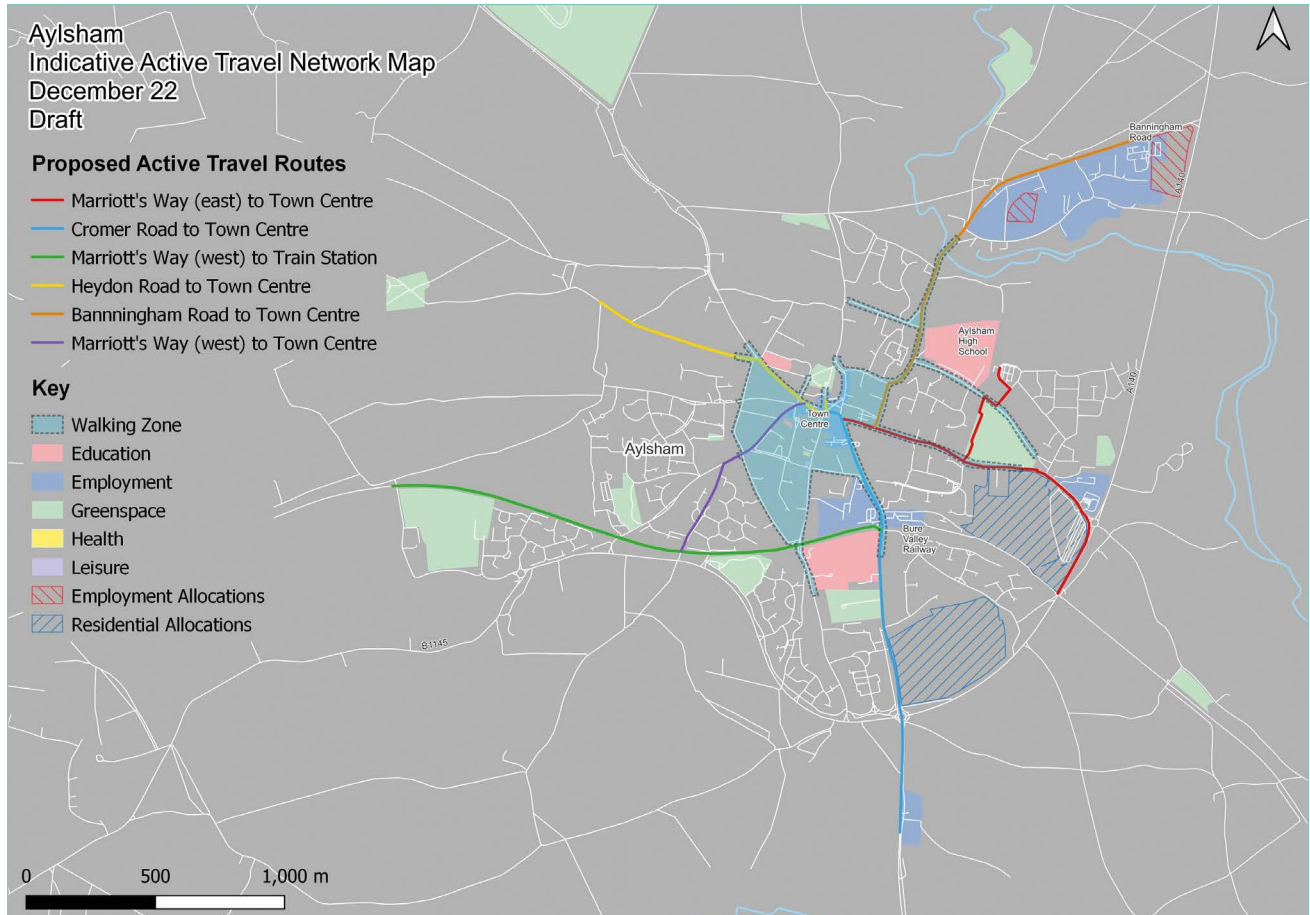
Aylsham is well connected with the Norfolk Trails network. Weavers' Way runs along the north of the town and creates walking and cycling connectivity with Blickling and Cromer in the north, and cycling and walking connections with North Walsham in the east. To the south, Marriott's Way and Bure Valley Path connect the walking and cycling network with Reepham in the west and Hoveton and Wroxham in the east.



Map 12: Aylsham area map showing current active travel network.

ii. Indicative active travel network map

The indicative active travel network for Aylsham aims to improve connectivity by enabling cycling and walking between new and existing residential areas and creating links with central services, employment areas and schools. It also aims to connect to the existing cycling and walking trails network.



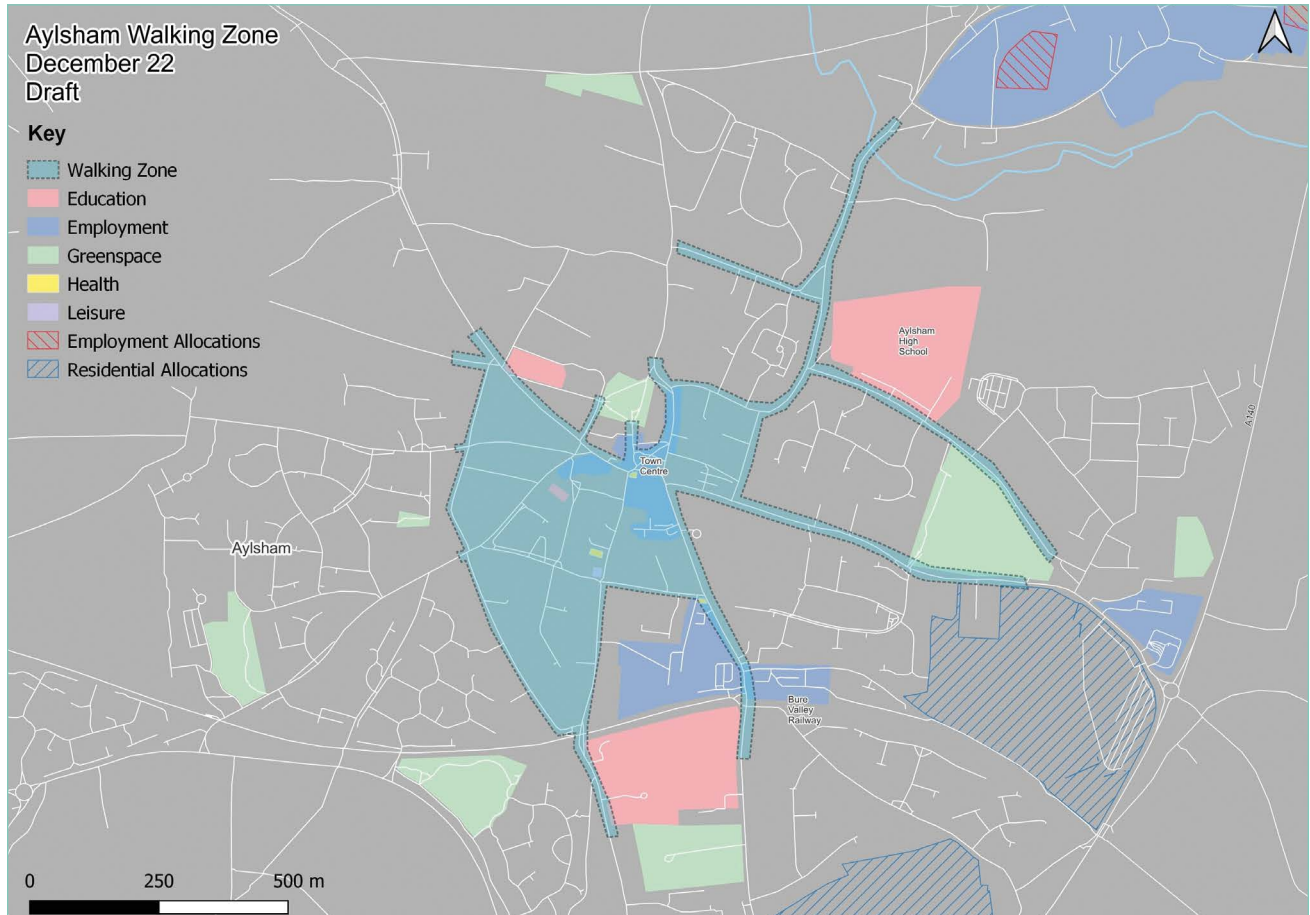
Map 13: Aylsham indicative active travel network.

iii. Active travel route summary

Route Number	Route	Route Description
Route 1 (Red)	Marriott's Way (east) to Town Centre	A 2km route connecting the Bure Valley Path and town centre via Burgh Road in the east and providing connectivity with the recreation grounds and Aylsham High School.
Route 2 (Blue)	Cromer Road to Town Centre	A 1.7km route joining up the wide segregated walking and cycling path on Norwich Road to Aylsham Town Centre along Norwich Road, intersecting the Marriott's Way and the Bure Valley Path.
Route 3 (Green)	Marriott's Way (west) to Train Station	A 0.9km section of the Marriott's Way, identified for Trail Scheme Improvements. This section of the Marriott's Way starts on the intersection of Green Lane and the Marriott's Way and ends at the Bure Valley Railway (Aylsham station).
Route 4 (Yellow)	Heydon Road to Town Centre	A 1km route heading westerly out of Aylsham town centre to provide access to greenspace and to connect to the Blickling Mausoleum Loop via Heydon Road.
Route 5 (Orange)	Banningham Road to Town Centre	A 1.7km route heading northeast out of Aylsham, crossing the River Bure and ending at the large employment and industrial area in northeast Aylsham.
Route 6 (Purple)	Marriott's Way (west) to Town Centre	This 0.95km route connects Marriott's Way with Aylsham Town Centre via The Jewels Lane Track and Cawston Road. Starting at the Historic Pump House in the north, the route takes in a mixture of residential and businesses, before connecting to the Marriott's Way via a public right of way on Jewels Lane.

iv. Indicative walking zone

The Aylsham walking zone covers central areas which see high levels of footfall and connect places of education and employment. Improvement schemes align with the proposals from the Aylsham Town Council Transport Strategy (February 2022).



Map 14: Aylsham indicative walking zone.

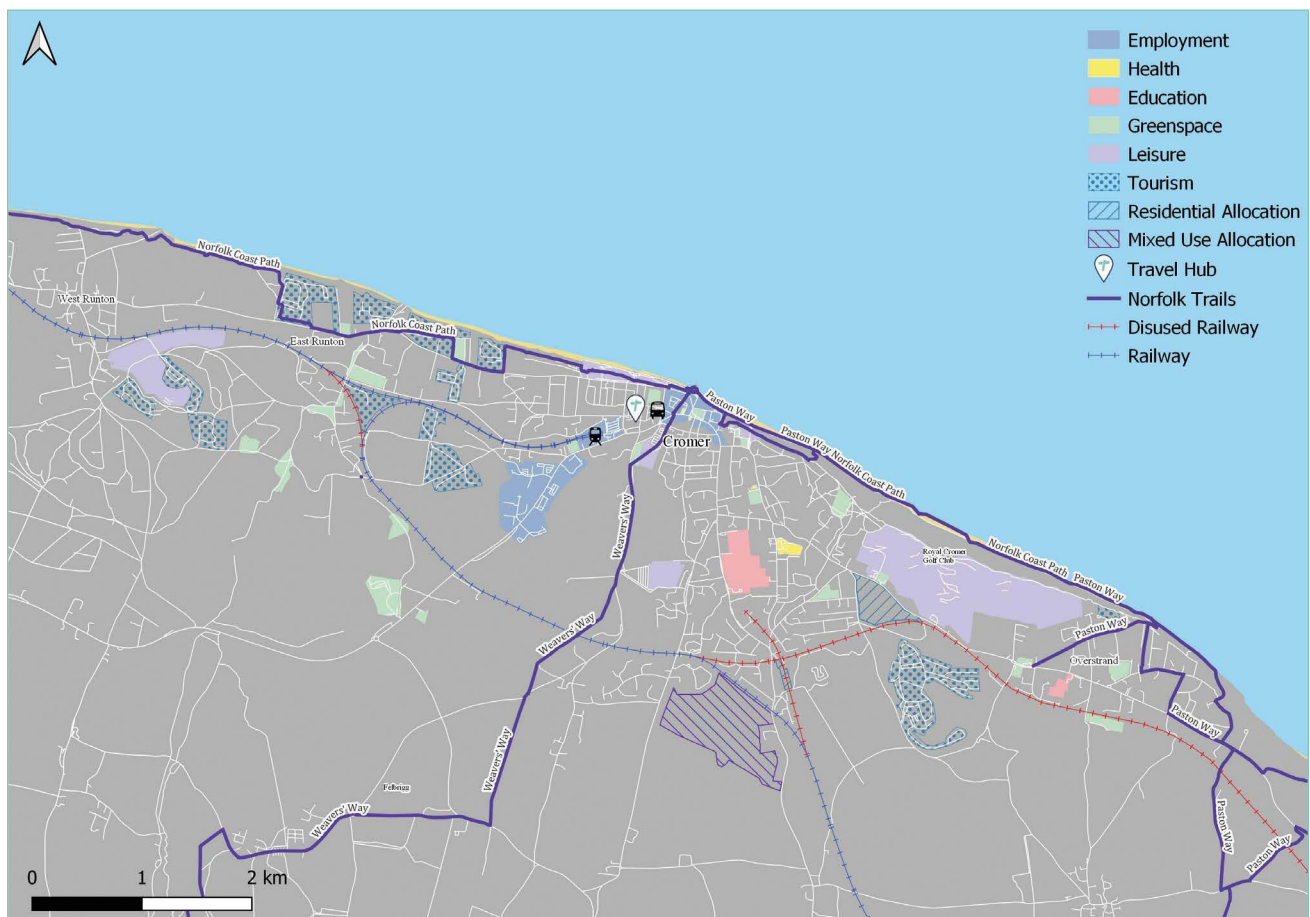
► Cromer

i. Introduction

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

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.

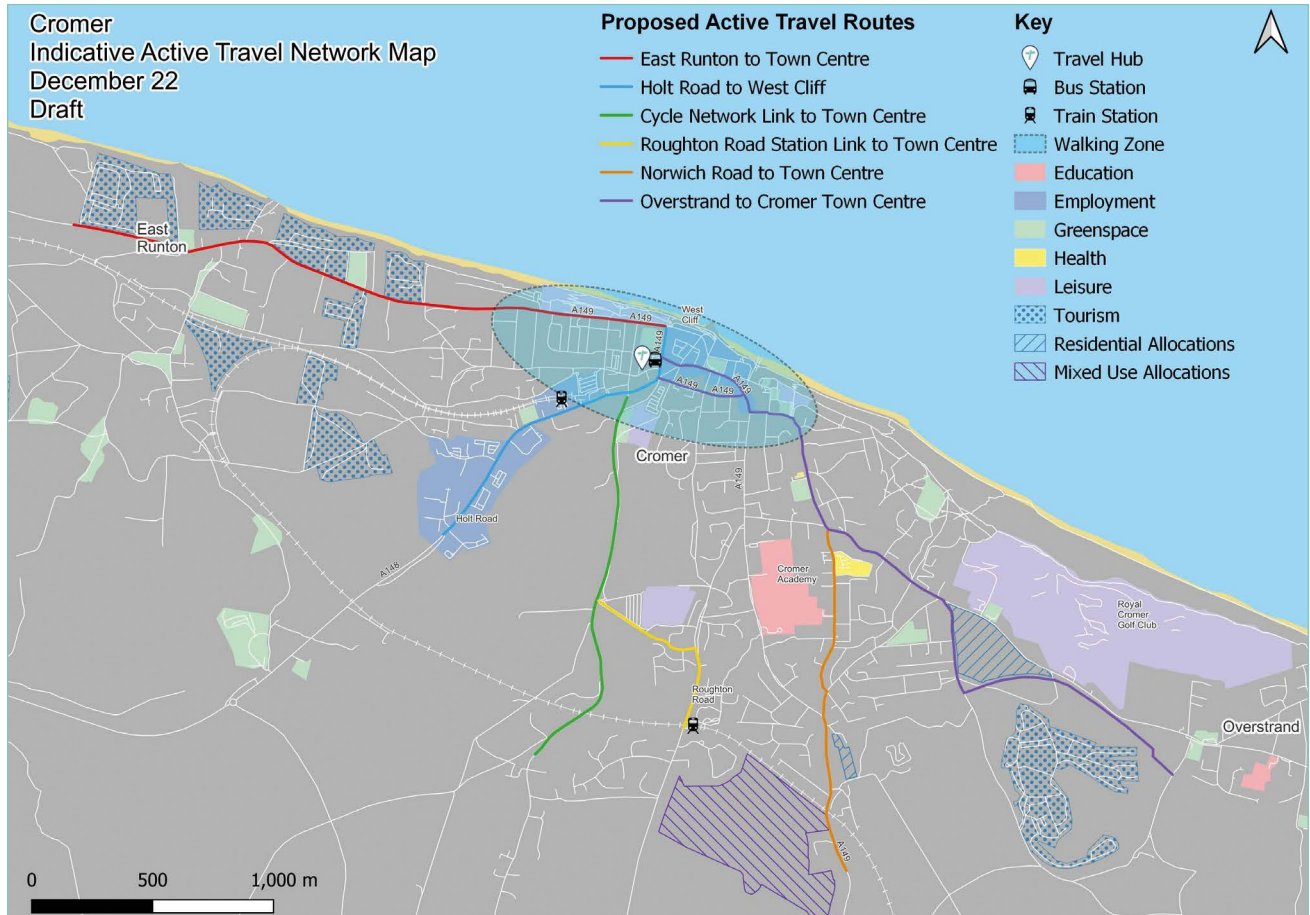
Cromer has allocated areas for development for both employment and residential buildings which will, in turn, increase the population of the town and the number of people commuting to work from surrounding areas. In 2011, 29.7% of residents were in full time employment and 14.9% were working part time^v.



Map 15: Cromer area map showing current active travel network.

ii. Indicative active travel network map

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.



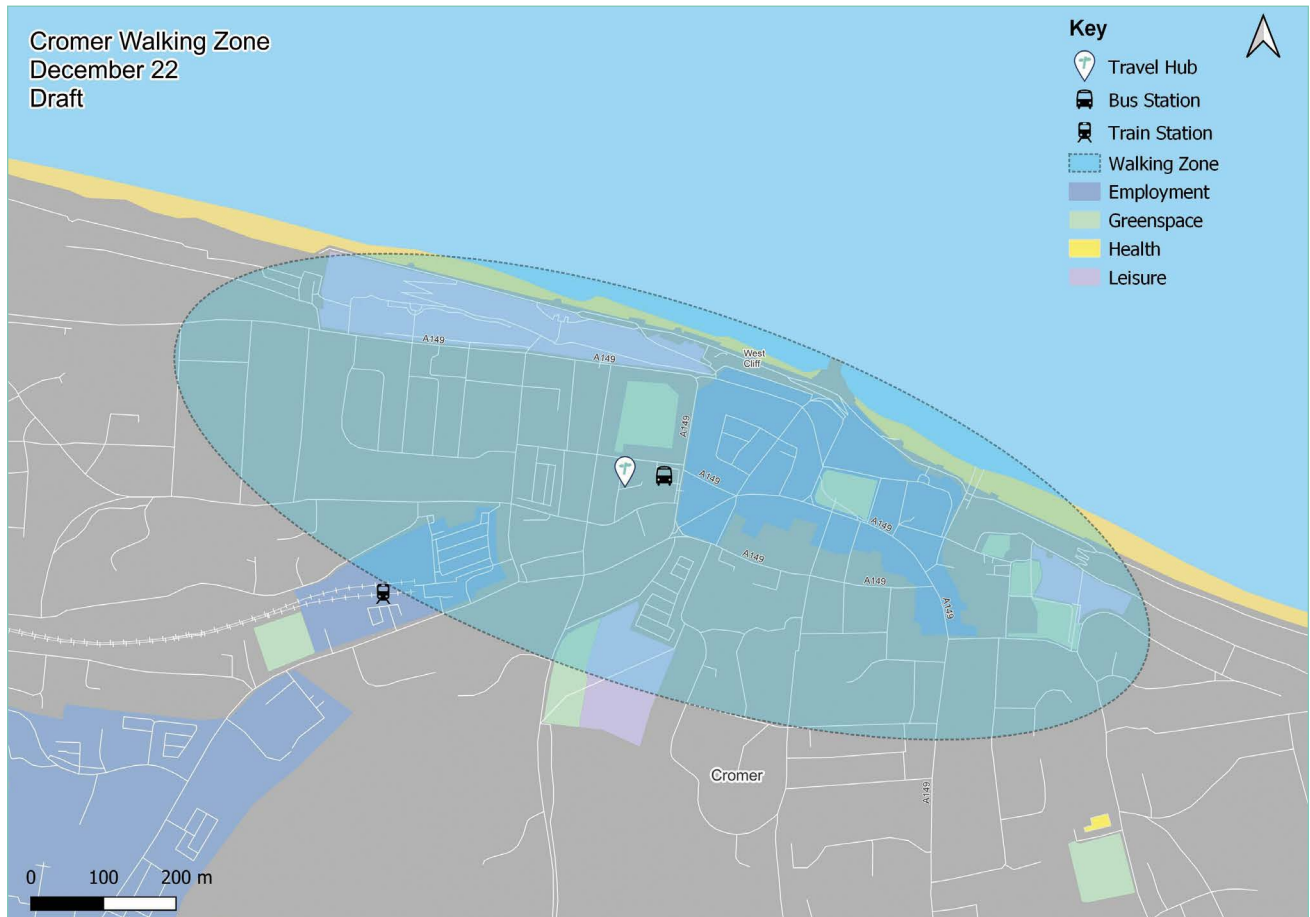
Map 16: Cromer indicative active travel network.

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 17: Cromer indicative walking zone.

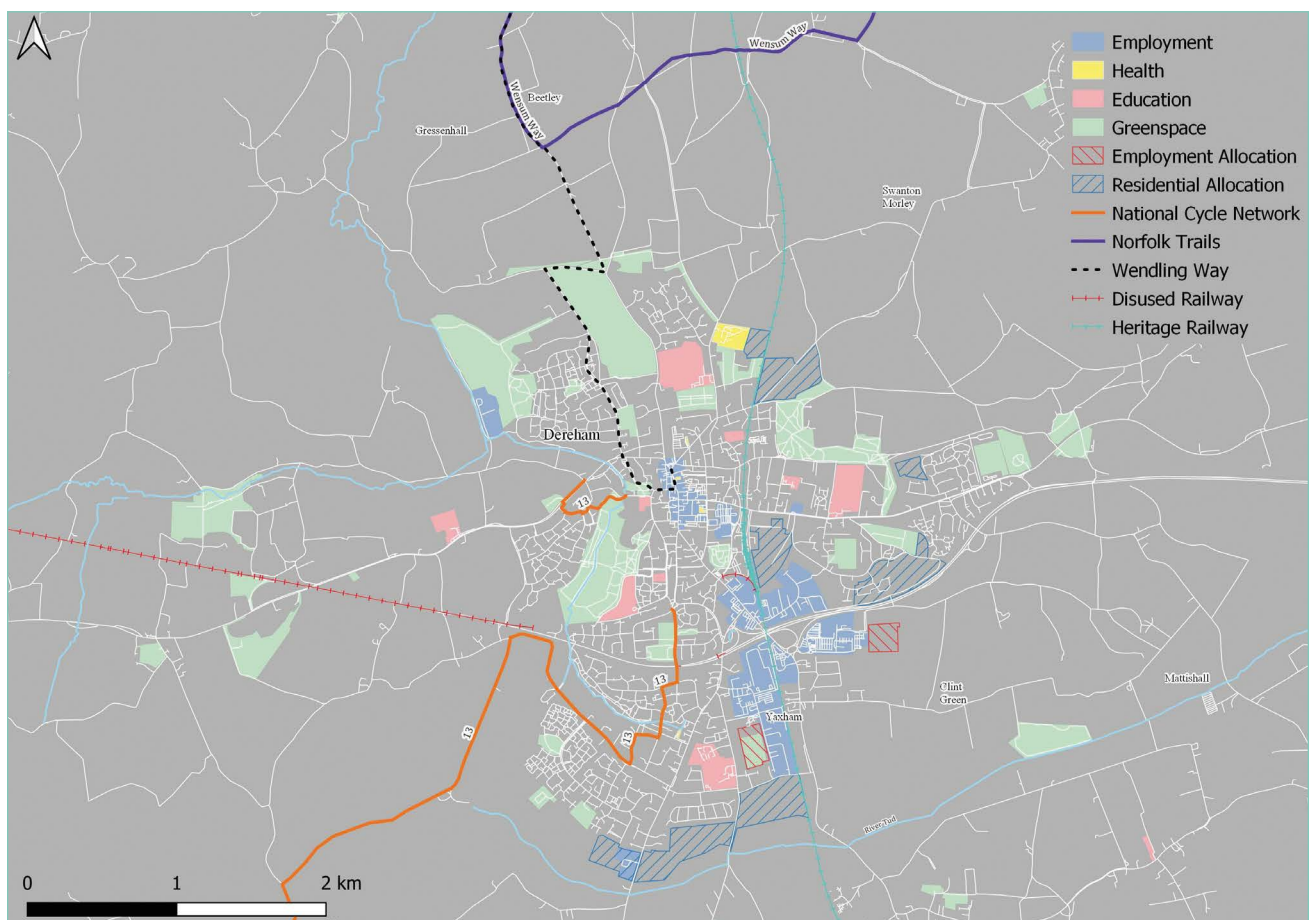
► Dereham

i. Introduction

Dereham had a population of 19,420 in 2020, of whom 24% are over 65^{iv}. Situated 27km west of Norwich along the A47 and 19km east of Swaffham, bus routes provide links all over the county. The town does not have a train station.

The Sustrans National Cycle Network runs through the centre of Dereham providing access to the employment area and greenspaces. A new walking trail (The Wendling Way) is also planned to be completed in 2023 connecting Dereham with Gressenhall and the Wensum Way and Nar Valley Way.

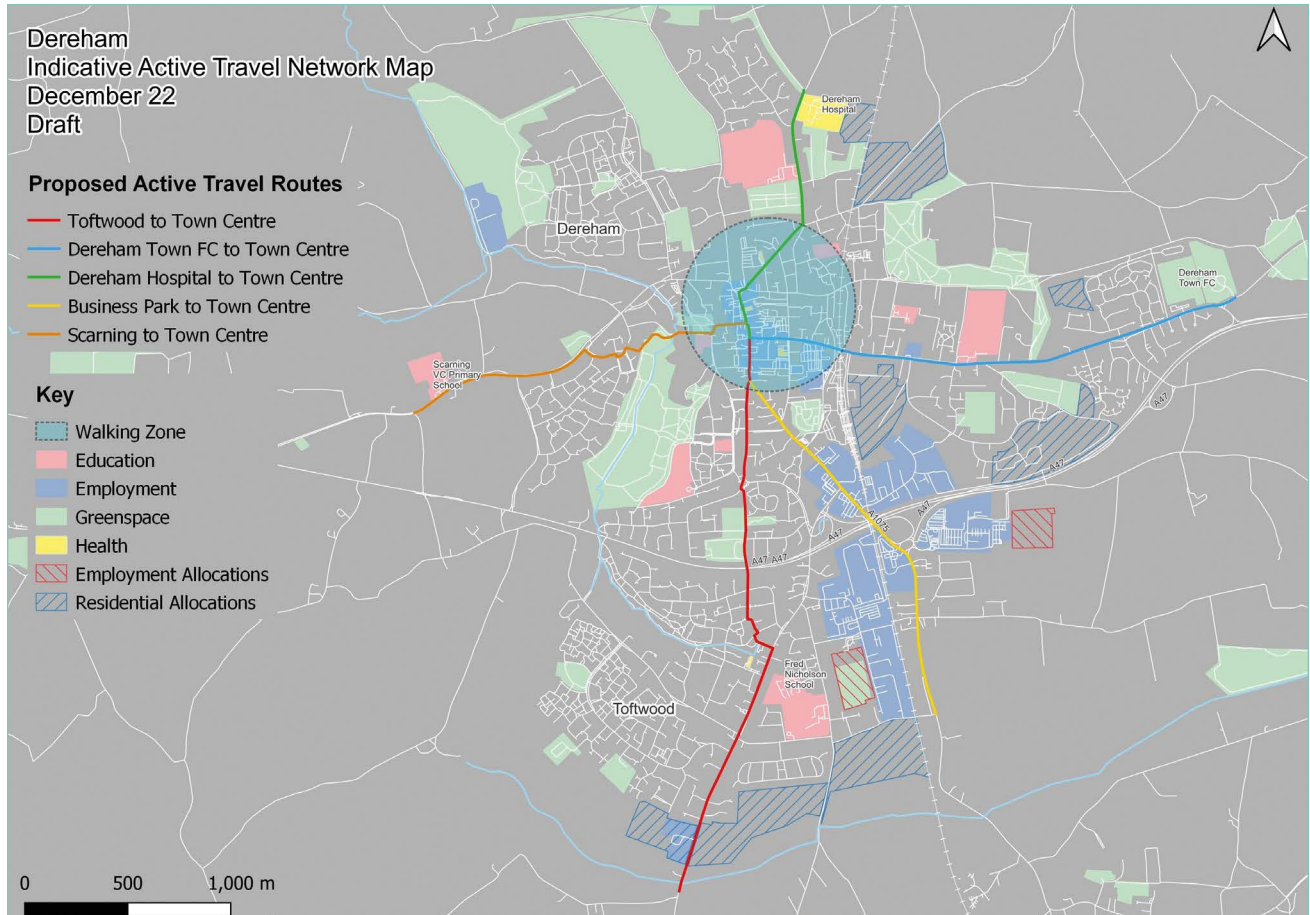
There are several areas in Dereham allocated to residential and/or employment development. This will likely increase the population of Dereham along with the number of people in full time employment (38.4% in 2011^v).



Map 18: Dereham area map showing current active travel network.

ii. Indicative active travel network map

The indicative active travel network for Dereham aims to improve connectivity by linking new and existing residential areas with central employment areas and key services as well as locations for health services, education and greenspaces.



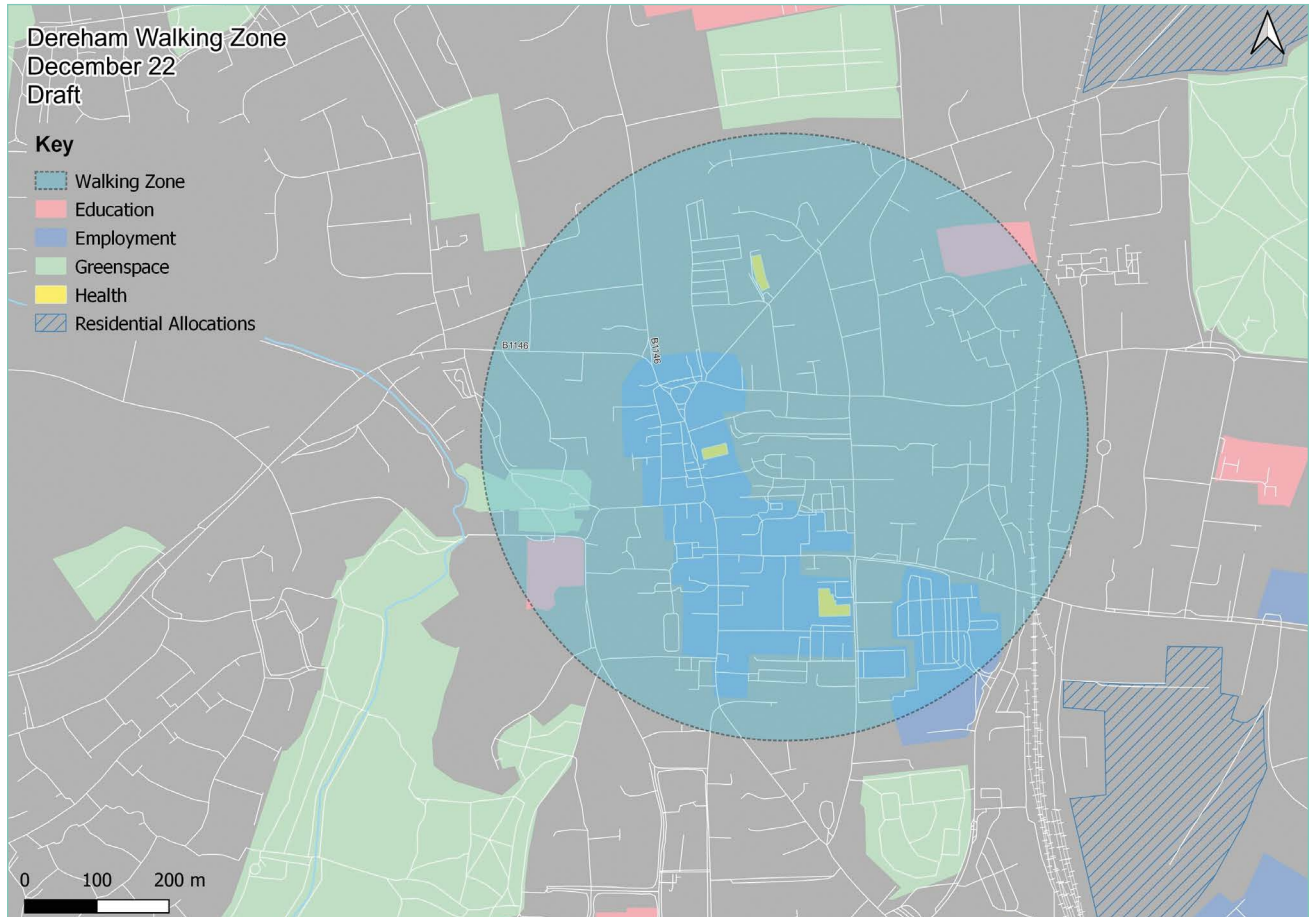
Map 19: Dereham indicative active travel network.

iii. Active travel route summary

Route Number	Route	Route Description
Route 1 (Red)	Toftwood to Town Centre	A 2.9km route along Baxter Row, Southend, along a section of the National Cycle Network and through Toftwood. The route provides access to education – Grove House Infant and Nursery School, Dereham C of E Junior Academy, Fred Nicholson School and Toftwood Junior School – and recreational facilities, such as the Dereham Rugby Club. This would be the primary cycling and walking route for residents of Toftwood and the new development to the south.
Route 2 (Blue)	Dereham FC to Town Centre	A 2.5km route along Norwich Street and Norwich Road from Dereham town centre to Dereham Town FC. The route provides access to recreation, education – including Dereham Neatherd High School and Neatherd Moor – access to employment sites along Norwich Street, and the new development off Norwich Road.
Route 3 (Green)	Dereham Hospital to Town Centre	A 1.3km route along High Street, Theatre Street and Cemetery Road from the town centre to Dereham Hospital. The route provides access to recreation and education – including Dereham Northgate High School, Dereham Golf Club and Dereham Cemetery – and the new developments adjacent to Swanton Road.
Route 4 (Yellow)	Business Park to Town Centre	A 2.2km route along London Road and Yaxham Road connecting the town centre to key employment areas, including the industrial estates of Yaxham Road and Rash's Green, the Business Hub and Breckland Council. The route also provides access to the new development to the south of Dereham.
Route 5 (Orange)	Scarning to Town Centre	This is a 1.8km route along Church Street, Washbridge, Lucy's Meadow and Dereham Road. The route provides access to education through Dereham Infant School and Scarning Primary School and provides access to recreation, such as Lucy's Meadow. It also provides a cycling and walking route to the centre for residents living to the west of Dereham.

iv. Indicative walking zone

The indicative walking zone area within Dereham includes busy pedestrian routes within, and leading to, the central employment area. These routes include (and are not limited to) Market Place and Church Street, Theatre Street and Wellington Road, Norwich Street and High Street.



Map 20: Dereham indicative walking zone.

► Diss

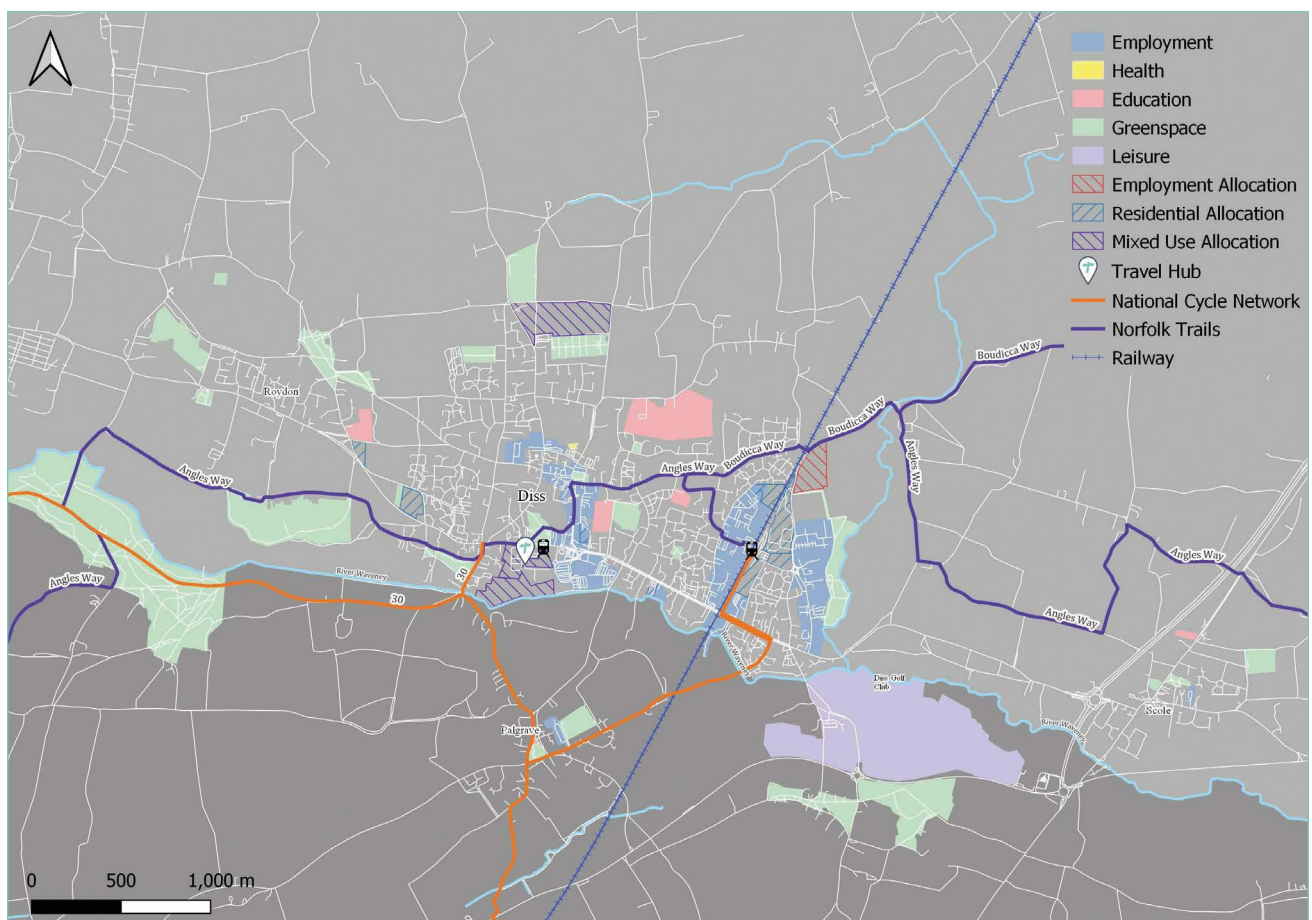
i. Introduction

Diss is located 40km south of Norwich on the A140. The 2021 Census showed that Diss has a population of approximately 10,700 people with the majority (58.1%) falling into the 16–64 age category^{iv}. The population is set to increase in coming years with the development of new housing allocations.

Diss train station provides rail services to Norwich and London allowing people to commute to work by train. Two walking trails also directly connect with Diss: Boudicca Way, which heads north and terminates in Norwich, and Angles Way which links east to west from Great Yarmouth to Thetford.

The Sustrans National Cycle Network Route 30 also links with Diss via Denmark Street and connects with rural locations in Suffolk and to Thetford via the National Cycle Network Route 13.

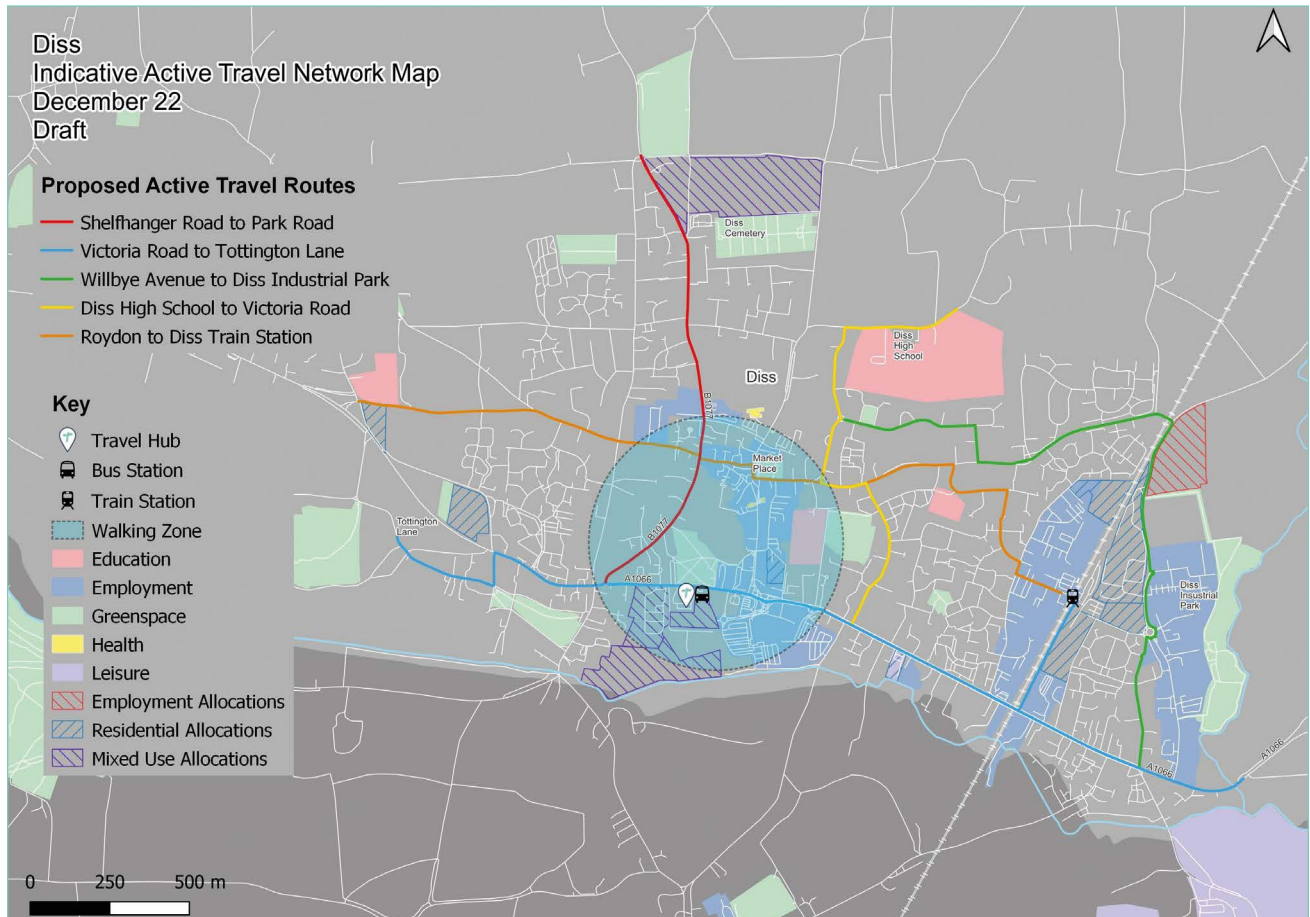
The LCWIP will align with proposals outlined within the Diss & District Neighbourhood Plan (June 2022) and the Diss Network Improvement Strategy.



Map 21: Diss area map showing current active travel network.

ii. Indicative active travel network map

The indicative active travel network for Diss aims to improve connectivity by linking new and existing residential areas with central employment areas, schools, health services and public transport services. The network also allows access to greenspace to the north of Diss and via a direct link to the National Cycle Network in the south.



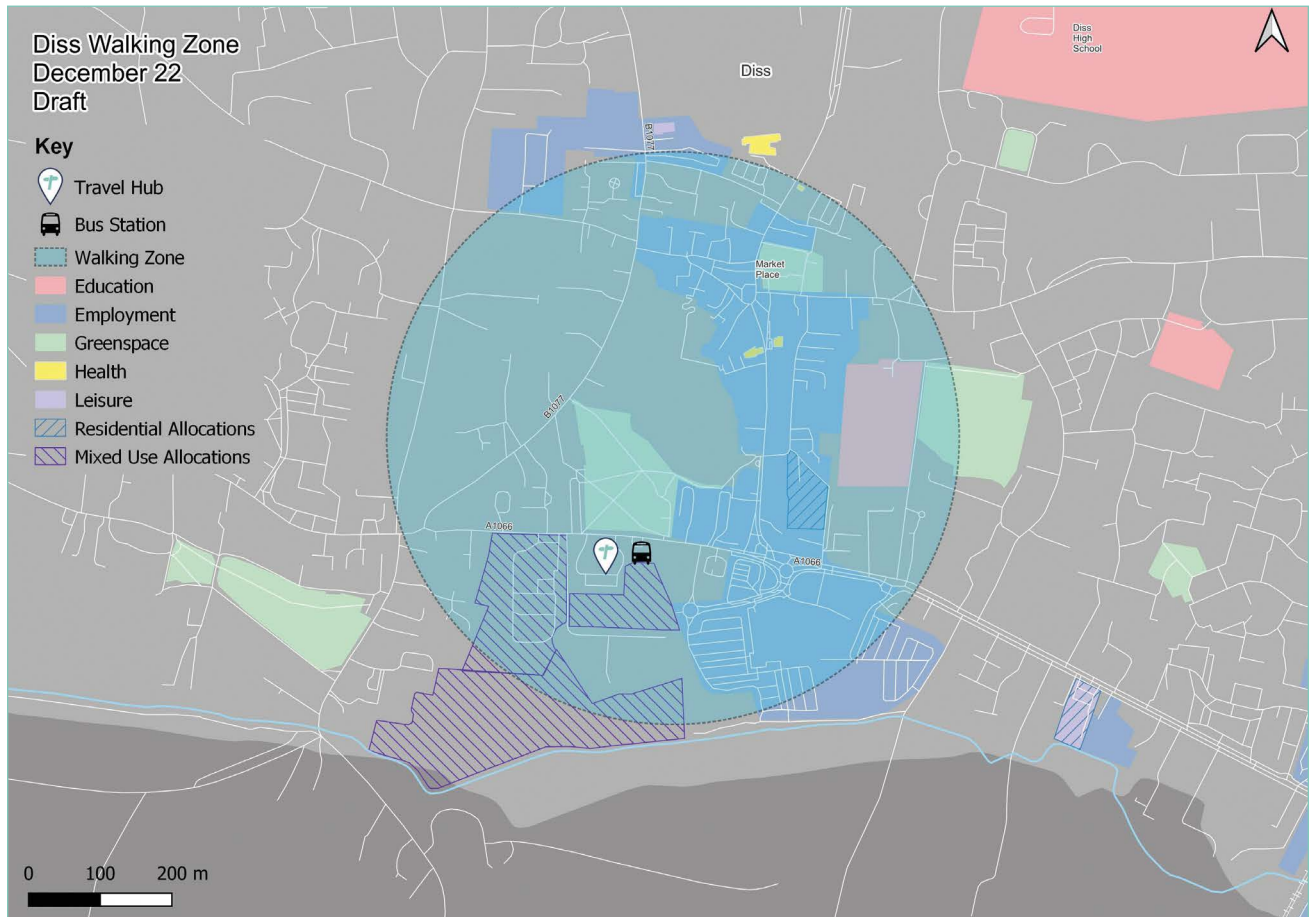
Map 22: Diss indicative active travel network.

iii. Active travel route summary

Route Number	Route	Route Description
Route 1 (Red)	Shelfanger Road to Park Road	A direct north to south 1.5km route using Shelfanger Road and Denmark Street (B1077) providing connectivity to new developments and greenspace at the most northerly point of Diss. The route also joins with links to central Diss via St Nicholas Street and Park Road and terminates near the National Cycle Route 30 on Denmark Street.
Route 2 (Blue)	Victoria Road (A1066) to Tottington Lane	A 4km lateral east to west route providing residents with access to public transport, employment areas (Diss Business Park and town centre) and central key services including supermarkets and leisure facilities. The route also connects with national cycle route 30 on Denmark Street.
Route 3 (Green)	Willbye Avenue to Diss Industrial Park	A 2.2km route from the south east of Diss, where Mission Road meets the A1066. The route heads north up Walcot Green, intersecting Angles Way before turning west onto Frenze Hall Road and taking in Willbye Avenue. The route connects residential areas with the new and existing employment area in the east and provides a link with Diss High School.
Route 4 (Yellow)	Diss high School to Victoria Road	A 1.6km north to south route connecting residents with Diss High School at Walcot Way. The route also provides wider network connectivity to Victoria Road (A1066) via uplands Way and Skelton Road.
Route 5 (Orange)	Roydon to Diss train station	A 2.7km route connecting new and existing residential areas with central services, places of education and public transport.

iv. Indicative walking zone

The Diss walking zone includes the central employment area in the town centre as well as Diss Bus Station on Park Road. Any new schemes will align with Diss & District Neighbourhood Plan (June 2022) and the Diss Network Improvement Strategy.



Map 23: Diss indicative walking zone.

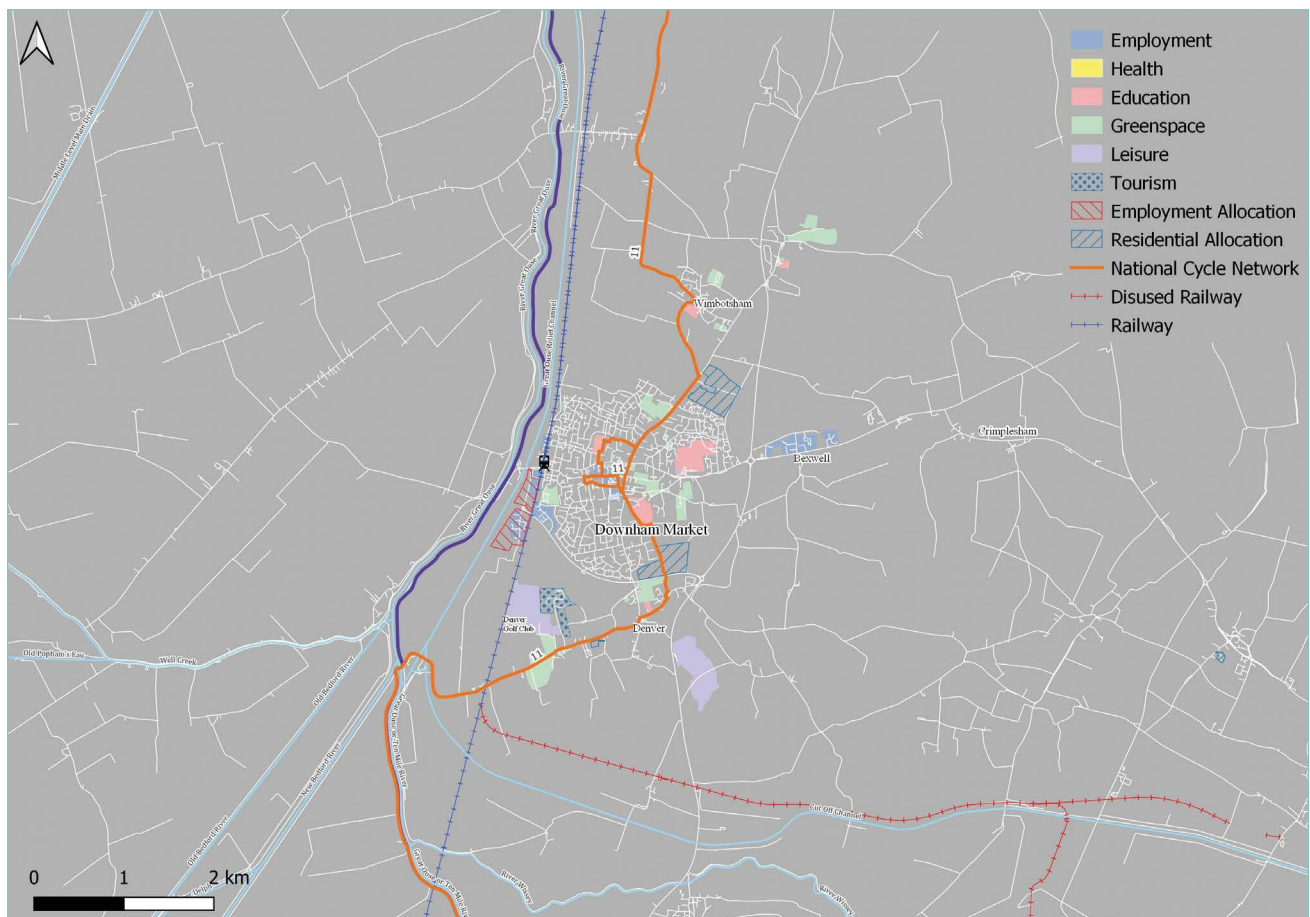
► Downham Market

i. Introduction

Downham Market is a market town on the edge of the Fens situated 18km south of King's Lynn. The town has a central bus station and a train station providing rail services to King's Lynn, Cambridge and London.

In 2021, the population stood at approximately 11,300^{iv}. This figure is set to increase in coming years with the allocation of new employment and residential developments. The new areas aim to boost employment levels from 37.2% (full time) and 13.7% (part time) in 2011^v.

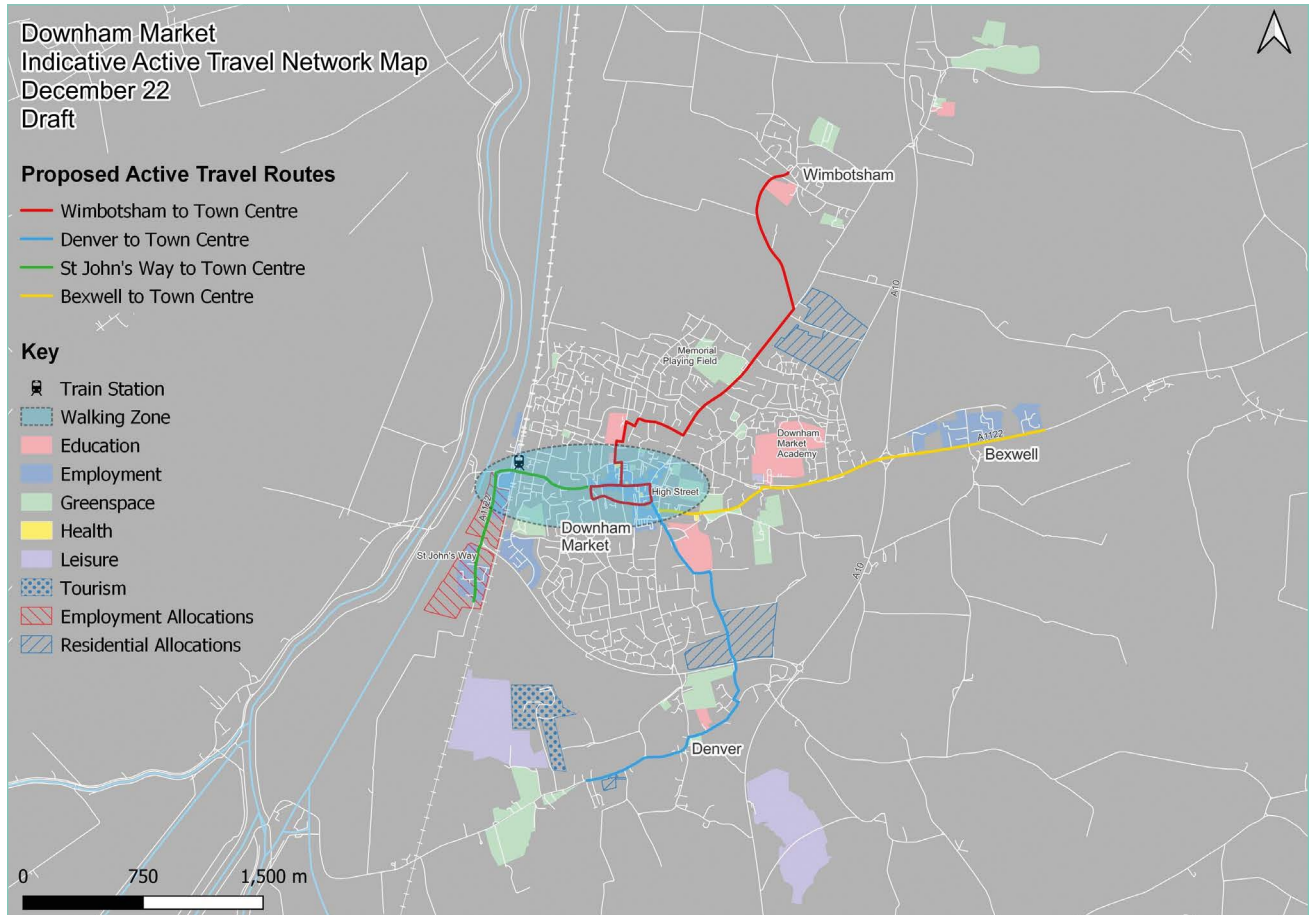
The Fen Rivers Way which runs to the west of Downham Market and is accessible from Bridge Road via a Public Right of Way, making it just a 5-minute walk from the train station. National Cycle Route 11 also connects directly with the town centre and links up Wimbotsham in the north and Denver in the south. The cycle route also joins Fen Rivers Way at Sluice Road.



Map 24: Downham Market area map showing current active travel network.

ii. Indicative active travel network

The indicative active travel network for Downham Market aims to link new and existing residential areas with central services, employment areas and greenspace. The network incorporates the existing National Cycle Network 11 which runs through the town centre.

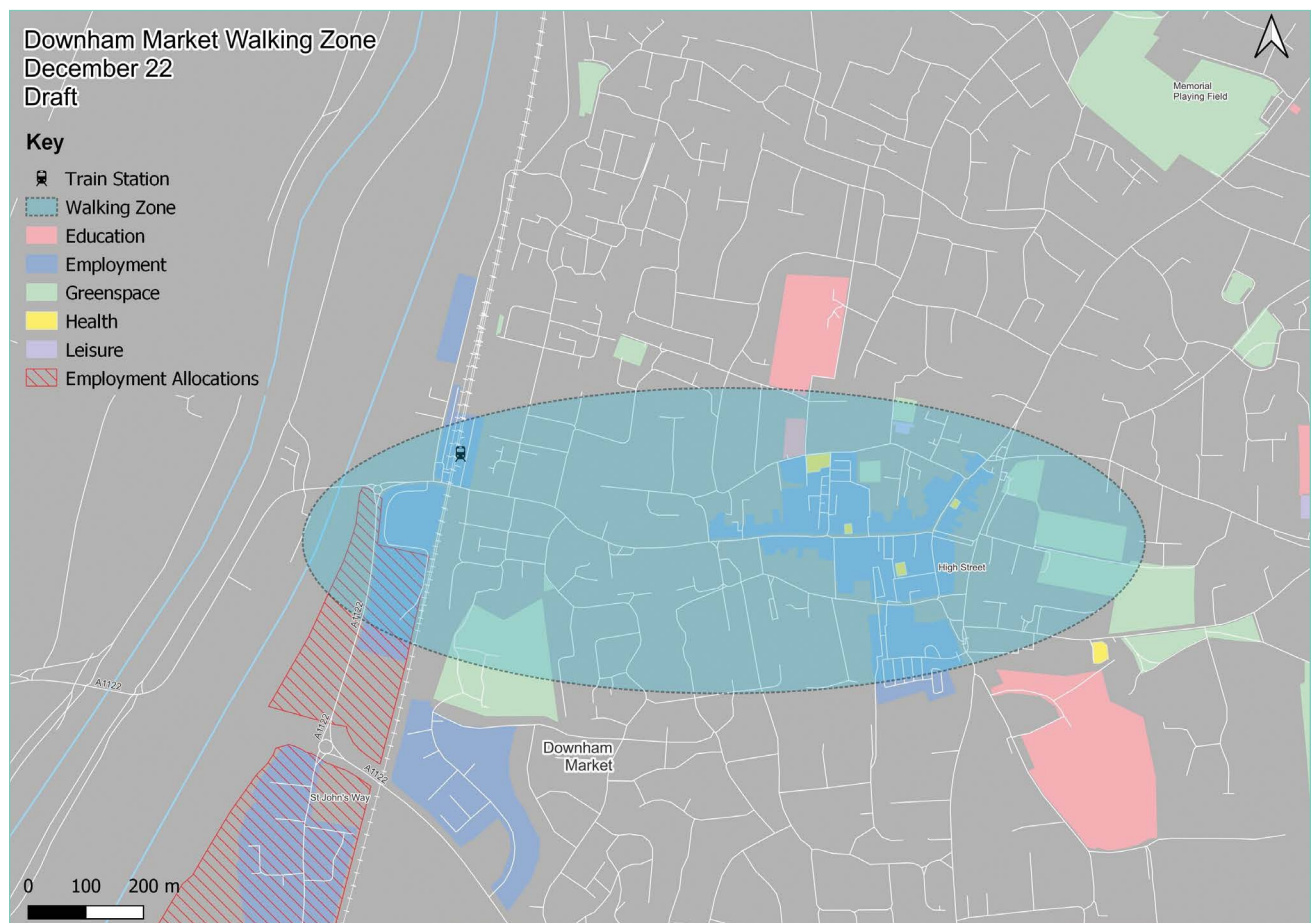


iii. Active travel route summary

Route Number	Route	Route Description
Route 1 (Red)	Town Centre to Wimbotsham	A 2.3km route linking National Cycle Network 11 at Wimbotsham with new and existing residential allocations, places of education and central employment areas.
Route 2 (Blue)	Town Centre to Denver	A 2.6km route proving connectivity between easterly employment areas, places of education and central employment areas.
Route 3 (Green)	Town Centre to Train Station and St John's Way	A 1.4km route connecting greenspaces and tourism west of Denver via National Cycle Network 11 with residential allocations and central employment areas.
Route 4 (Yellow)	Town Centre to Bexwell	A 2.6km route providing connectivity between central employment areas, public transport and employment allocations in the east.

iv. Indicative walking zone

The Downham Market walking zone covers central employment areas which see high levels of footfall and extends eastwards to include routes to the train station.



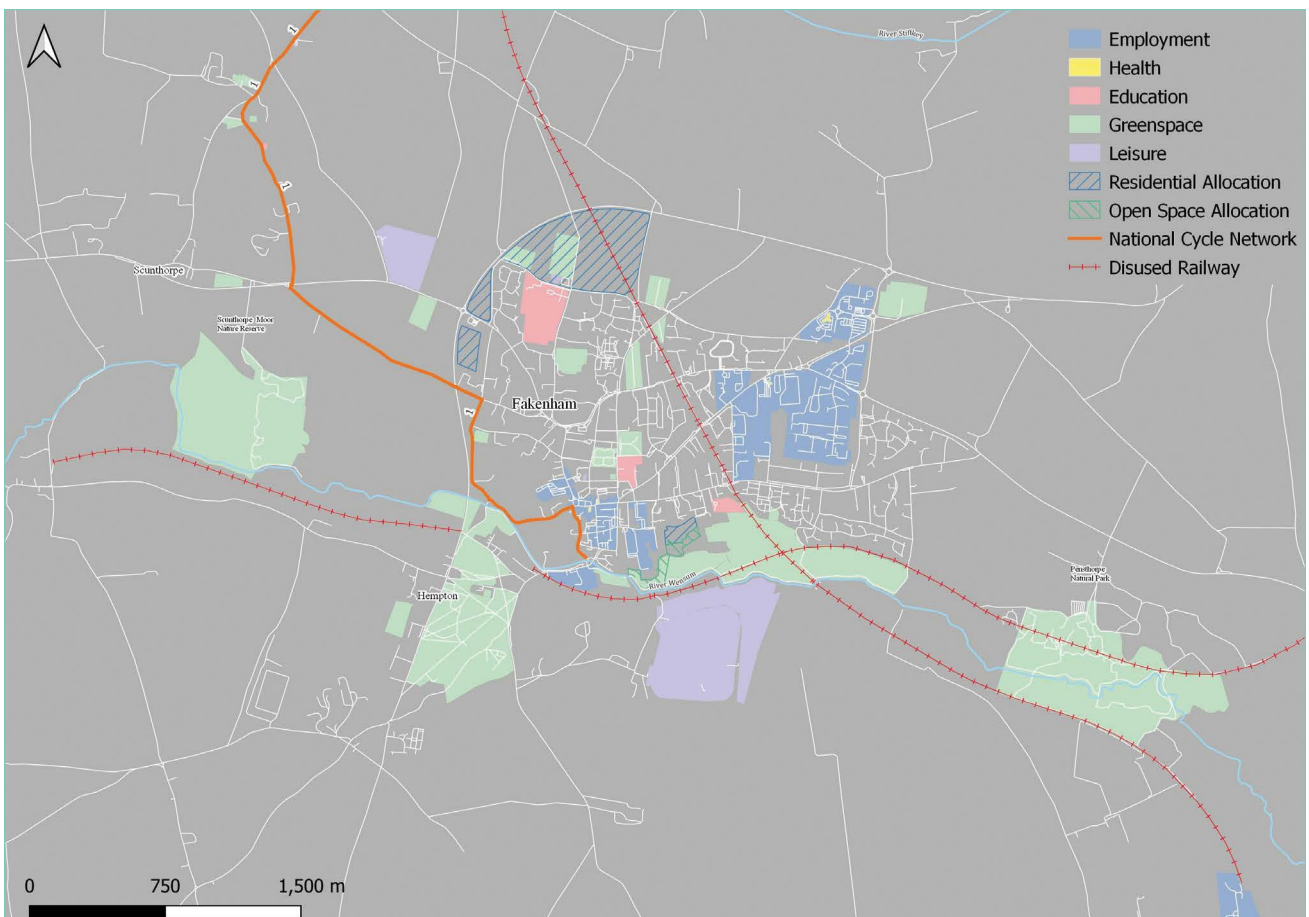
Map 26: Downham Market indicative walking zone.

► Fakenham

i. Introduction

Fakenham is situated adjacent to the A148 approximately halfway between King's Lynn (37km southwest) and Cromer (37km northeast). Fakenham had a population of approximately 8,000 in 2021 with over 38% in full time employment and 28% over the age of 65. The town has seen over 350 homes completed since 2001 with planning permission currently being determined for an additional 950 homes to the north of the town.

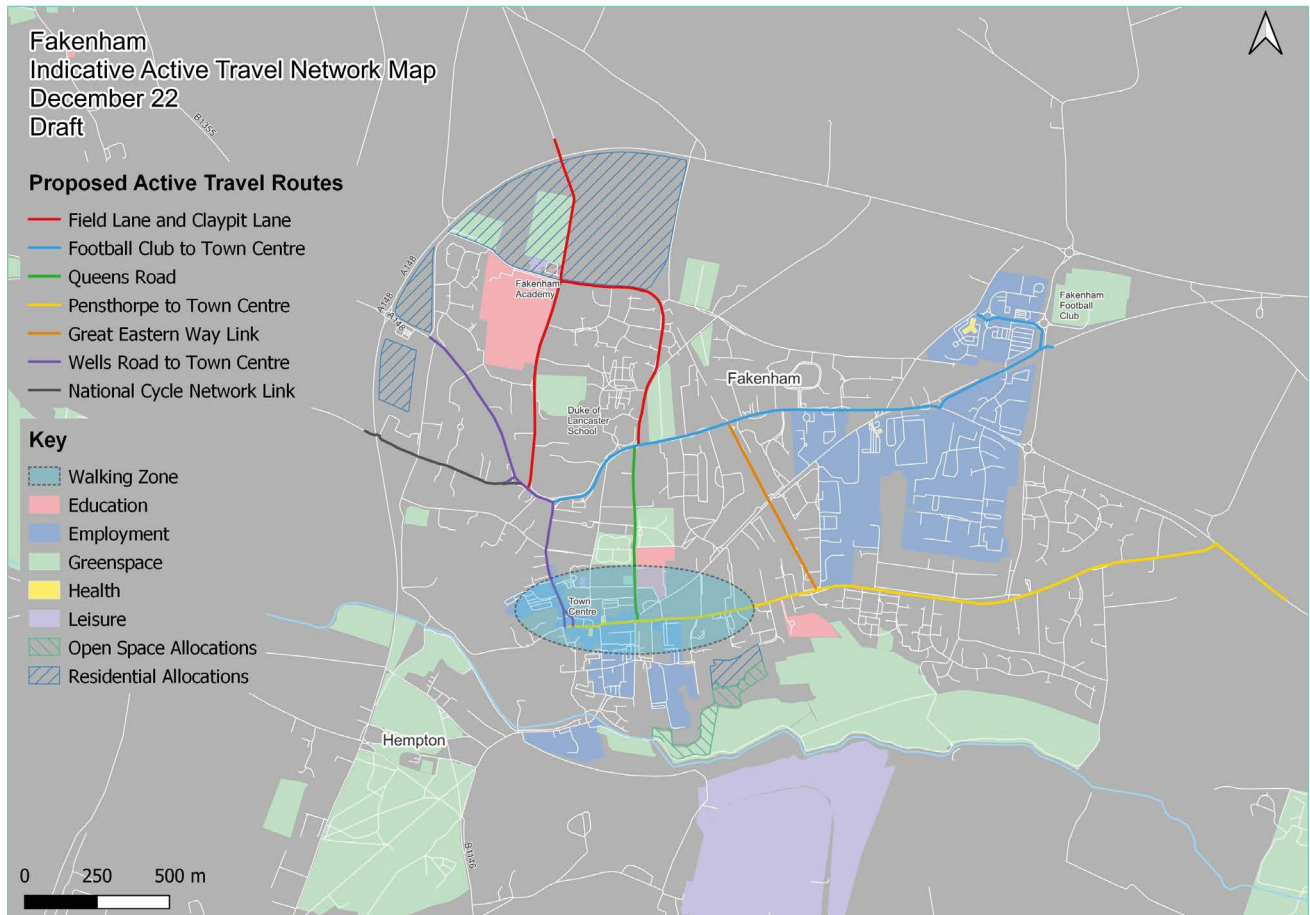
Fakenham is currently served by the Sustrans National Cycle Network route 1 which runs to the west crossing the river Wensum at the southern tip of the town. There is no train station in Fakenham although buses do connect with the town.



Map 27: Fakenham area map showing current active travel network.

ii. Indicative active travel network map

The indicative active travel network will link the approved Fakenham Urban Extension in the northwest and existing residential areas with places of education, areas of employment, central services and greenspaces. The proposed network and any associated schemes will align with proposals outlined within Fakenham Network Improvement Strategy (April 2020).



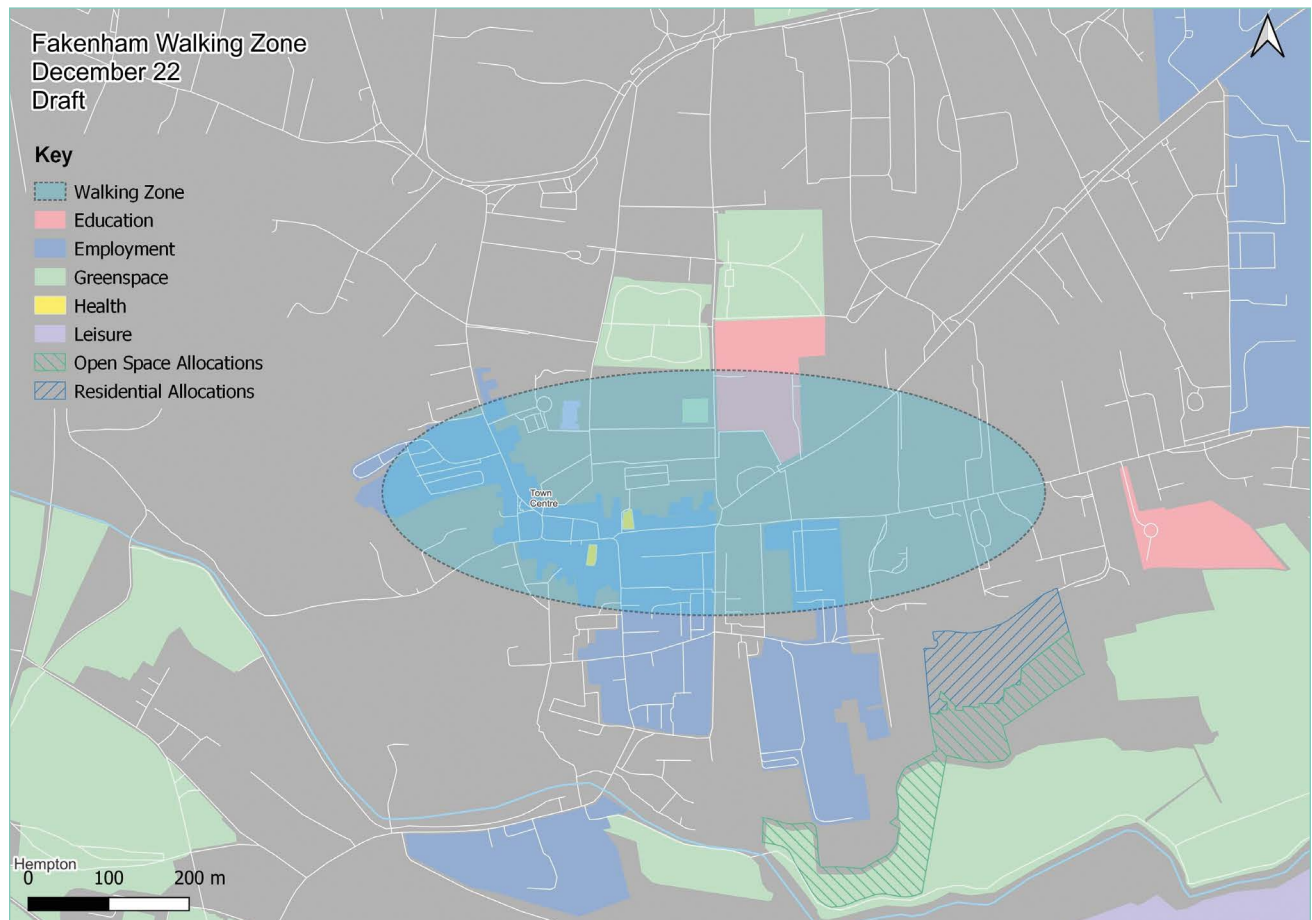
Map 28: Fakenham indicative active travel network.

iii. Active travel route summary

Route Number	Route	Route Description
Route 1 (Red)	Field Lane and Claypit Lane	A 2.1km route connecting new and existing residential areas with central services and schools and providing access to greenspace via Trap Lane.
Route 2 (Blue)	Football Club to Town Centre	A 2.2km linear route providing connectivity between residential areas and places of employment and leisure via Holt Road and Greenway Lane.
Route 3 (Green)	Queens Road	A 0.6km linear route providing improved access with places of education and central areas of employment along Queens Road.
Route 4 (Yellow)	Norwich Road to Town Centre	A 2.6km route connecting residential areas in the east with central employment areas and services along Norwich Road. This route also extends to provide potential connectivity with Pensthorpe.
Route 5 (Orange)	Great Eastern Way Link	A 0.6km linear route to provide an off-road central cycling and walking corridor via the disused railway line along Greater Eastern Way.
Route 6 (Purple)	Wells Road to Town Centre	A 1.3km route connecting new and existing residential areas in the east with central services and employment areas via Wells Road.
Route 7 (Grey)	National Cycle Network Link	A 0.6km link to the National Cycle Network from Wells Road.

iv. Indicative walking zone

The Fakenham walking zone area includes areas of employment and education in the town centre, including Oak Street, Market Place and Norwich Road.



Map 29: Fakenham indicative walking zone.

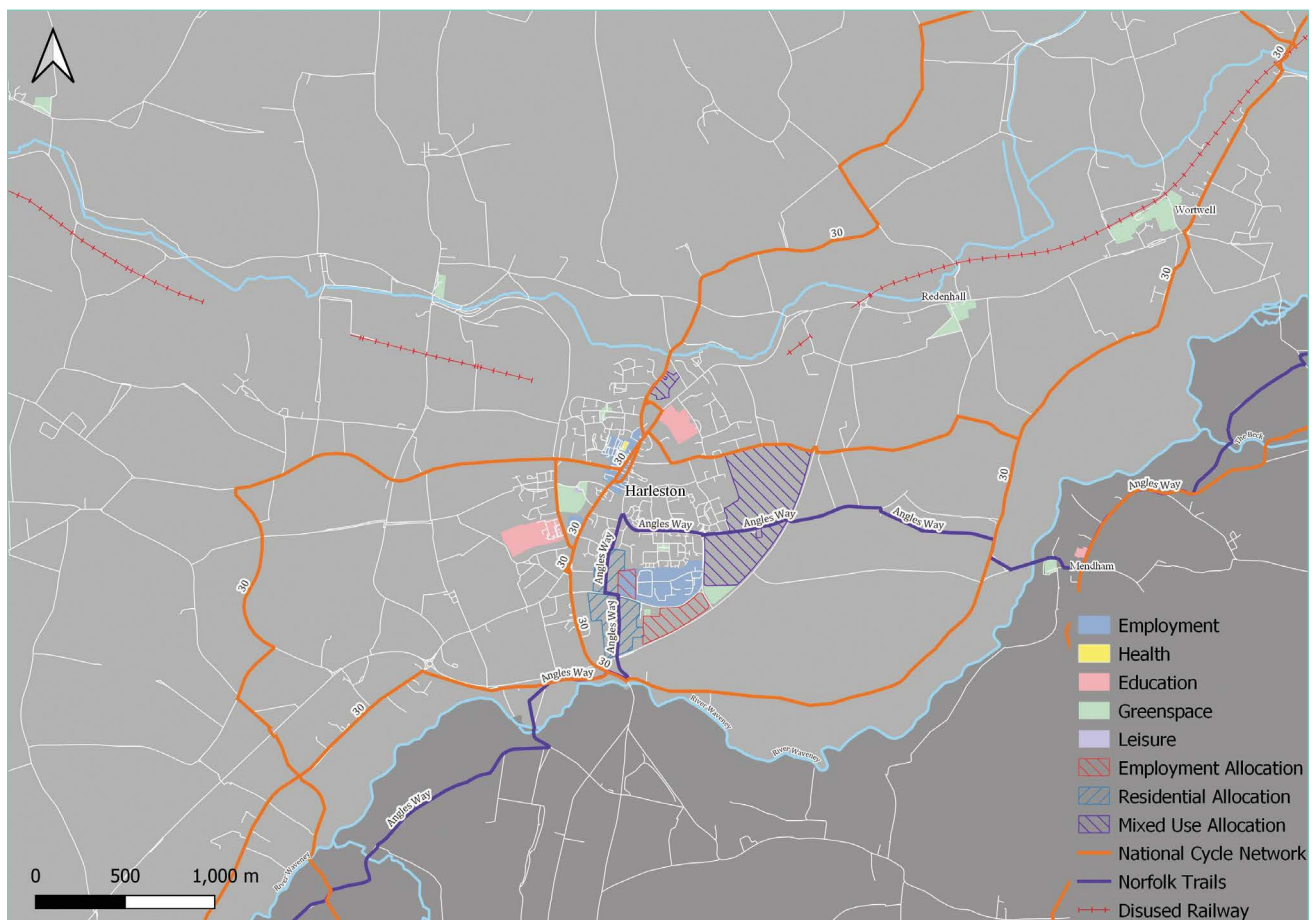
► Harleston

i. Introduction

Harleston is a compact town which sits on a plateau between Starston Beck to the north and the River Waveney to the south. In 2020, it had a population of 6,229, of which 29% were over the age of 65^{iv}.

The town has a bus station with links to all major towns across the county. The town has alternative active routes provided by the National Cycle Network (RCN30) and the Angles Way.

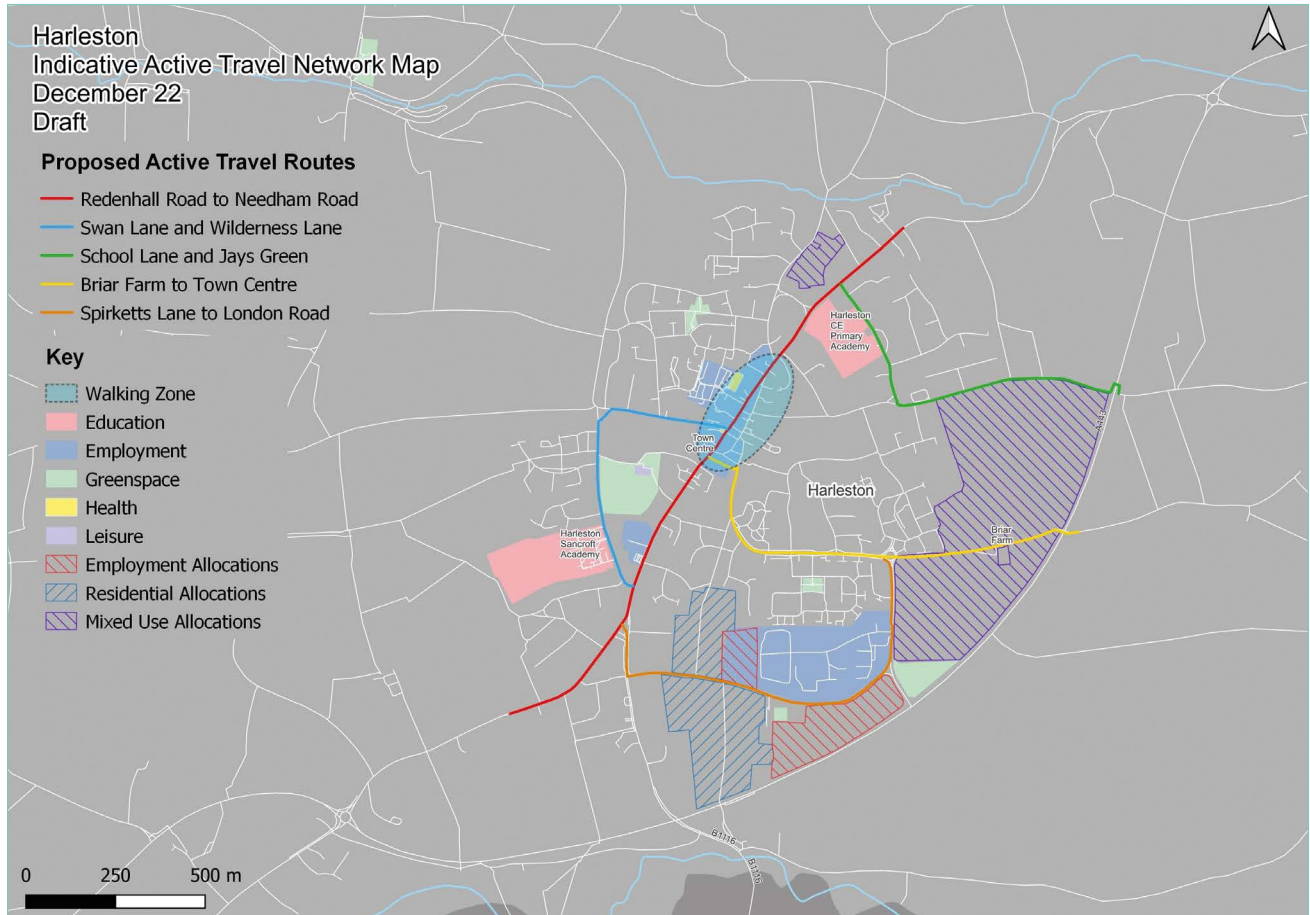
Large areas are allocated for residential and employment development which is expected to increase the population and employment levels, at 39.1% in 2011^v.



Map 30: Harleston area map showing current active travel network.

ii. Indicative active travel network map

The indicative active travel network will link the north and south of Harleston, with the aim of providing connectivity between residential areas, central services, places of education and greenspaces. The network will also connect future residential and employment developments in the southeast with the rest of the town.



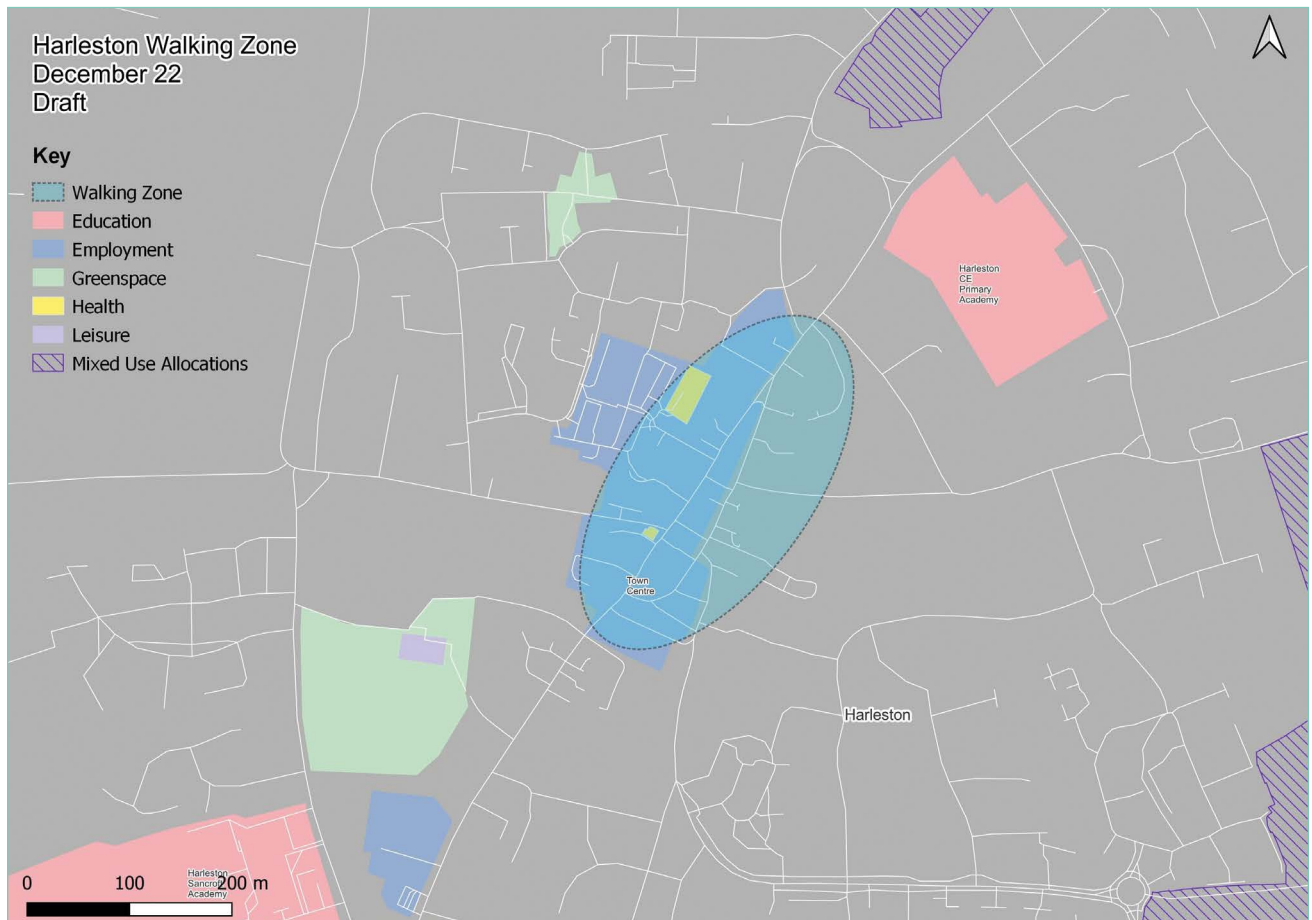
Map 31: Harleston indicative active travel network.

iii. Active travel route summary

Route Number	Route	Route Description
Route 1 (Red)	Redenhall Road to Needham Road	A 1.8km north to south linear route connecting residential areas with central services, employment areas and schools.
Route 2 (Blue)	Swan lane and Wilderness Lane	A 0.9km route to improve connectivity between residential areas and places of education and greenspaces along Swan Lane and Wilderness Lane.
Route 3 (Green)	School Lane and Jays Green	A 1.1km route providing access between new and existing residential area and schools as well as wider connectivity with greenspace.
Route 4 (Yellow)	Briar Farm to Town Centre	A 1.3km route providing access for new and existing residential areas with central employment area and access to greenspace.
Route 5 (Orange)	Spirkett's Lane to Loddon Road	A 1.2km route linking residential areas with employment areas in the south via Spirkett's Lane.

iv. Indicative walking zone

The Harlestone walking zone covers areas which see high levels of footfall; any new schemes will align with Harlestone Town Centre Improvements (2022).



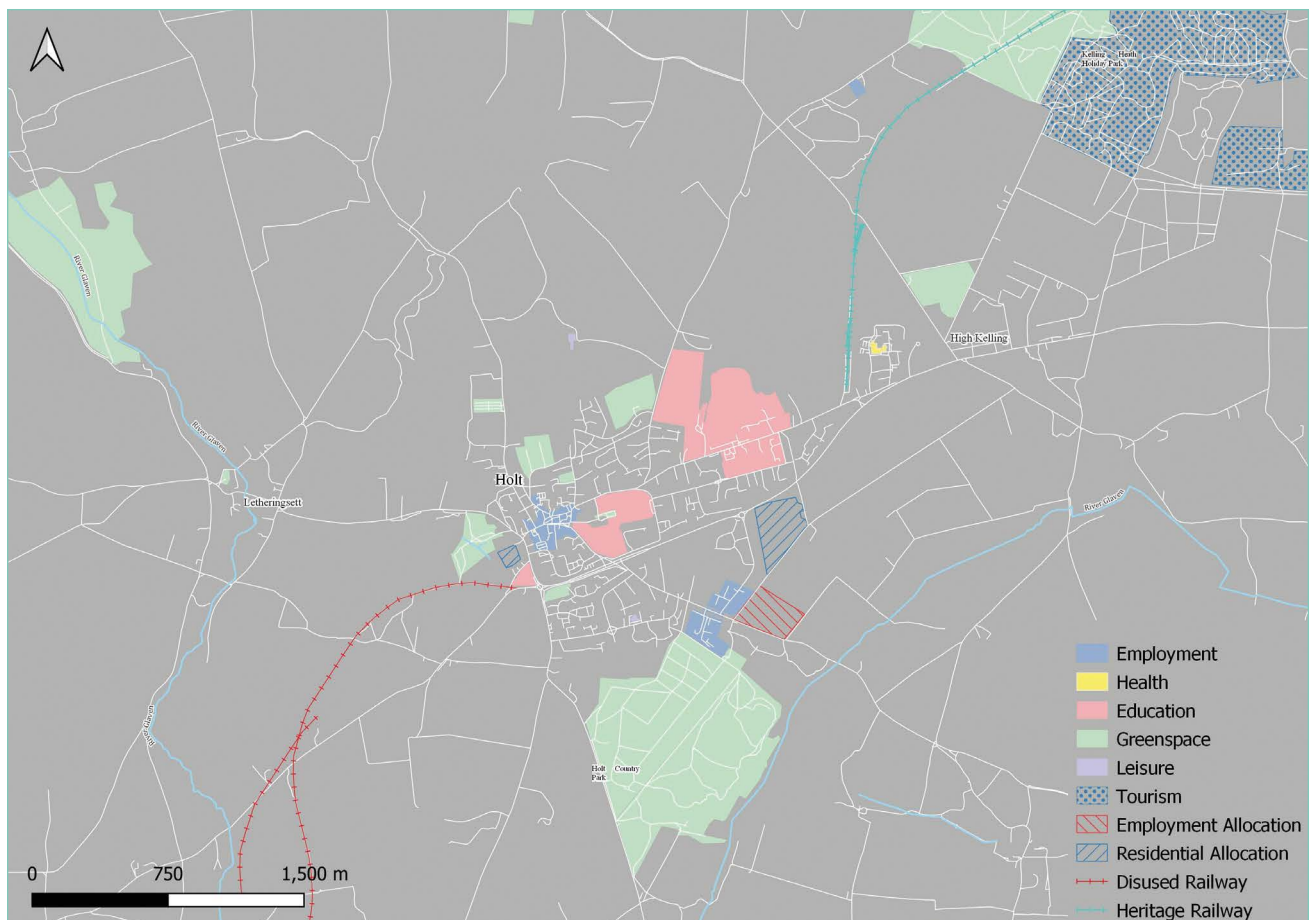
Map 32: Harlestone indicative walking zone.

► Holt

i. Introduction

Holt has a population of 5,053 (2020) with 40% over the age of 65iv. The town is 22.8 miles north of Norwich, 15km of Cromer, 56km east of King's Lynn and is accessible to the Norfolk AONB. With future housing and employment allocations planned south of the A148, the population of Holt is expected to rise as well as the number of people in full time employment (24.6% in 2020)v.

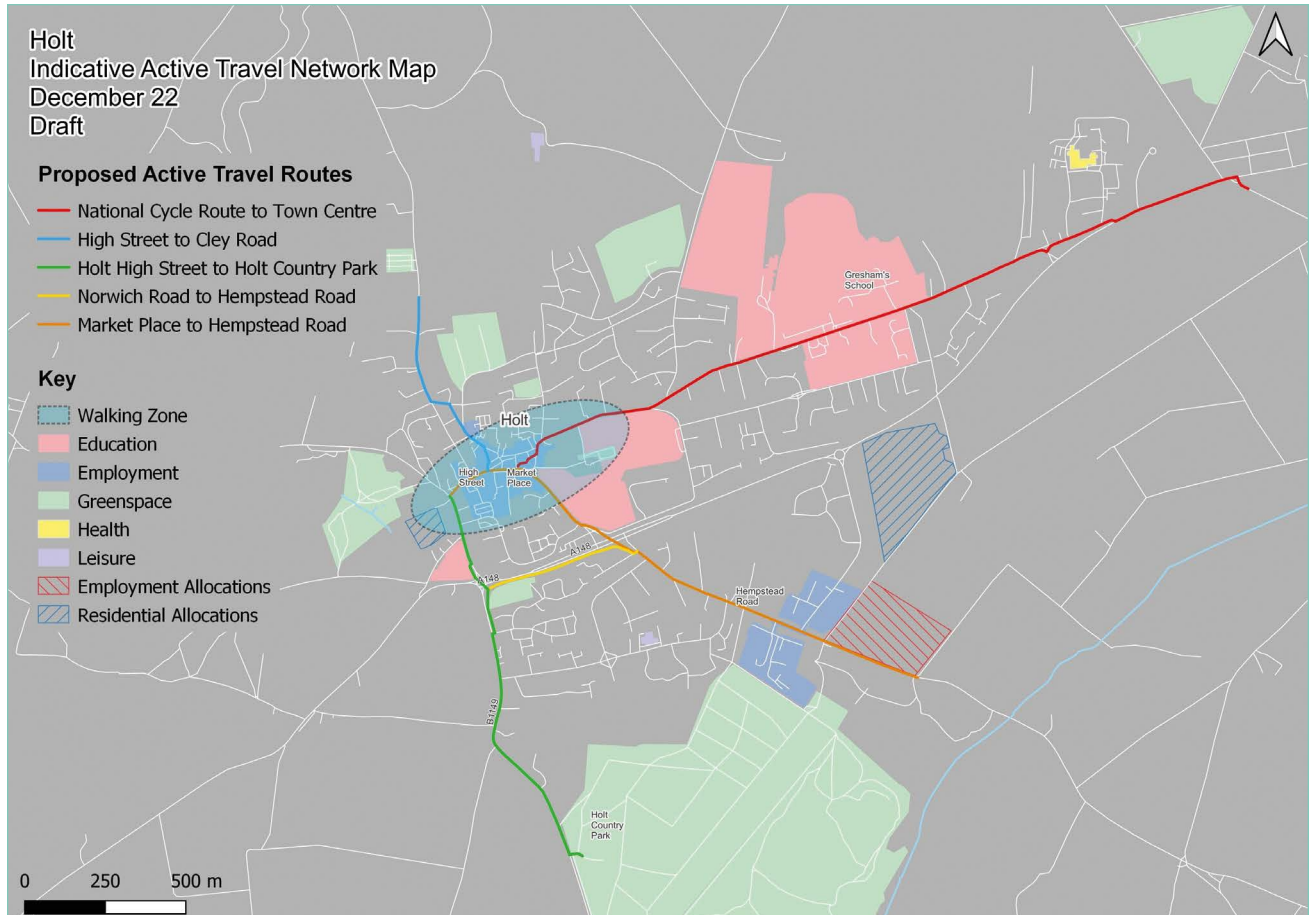
Holt has no dedicated cycling or walking connectivity routes running, however National Cycle Network route 30 is located 2.3km northeast in High Kelling. There are bus services connecting Holt to Sheringham and Fakenham, but there is no bus station or train station other than the heritage railway station of The Poppy Line.



Map 33: Holt area map showing current active travel network.

ii. Indicative active travel network map

The indicative active travel network for Holt aims to improve connectivity by linking the National Cycle Network with central services and residential areas via Cromer Road. Connectivity in the south of Holt will also allow access to greenspace at Holt Country Park and to future employment allocations in the southeast of the town.



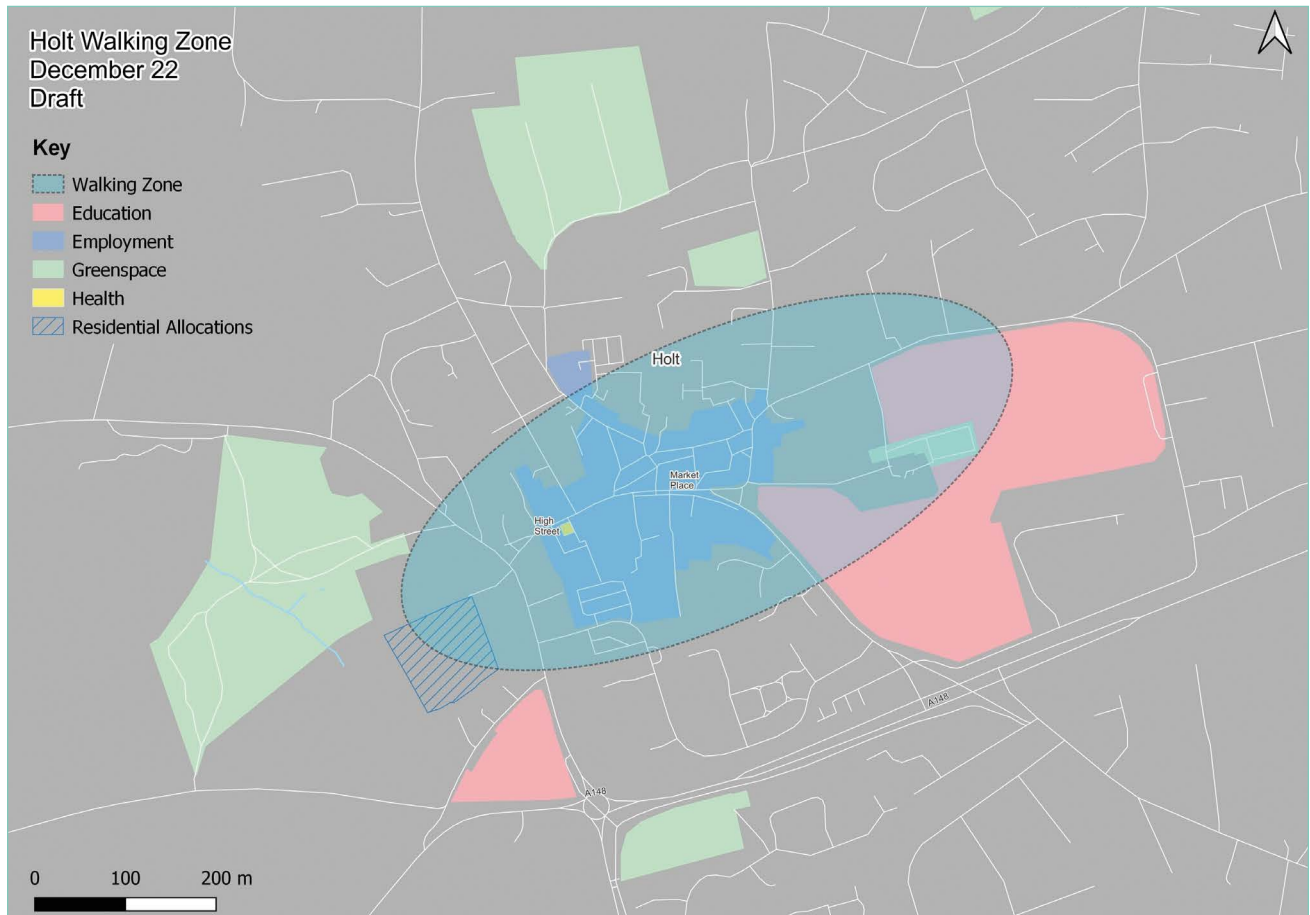
Map 34: Holt indicative active travel network.

iii. Active travel route summary

Route Number	Route	Route Description
Route 1 (Red)	National Cycle Route to Town Centre	A 2.5km route linking the National Cycle Network with central employment areas and places of education via Cromer Road.
Route 2 (Blue)	High Street to Cley Road	A 0.7km route linking residential areas with central services and greenspaces via Cley Road.
Route 3 (Green)	Holt High Street to Holt Country Park	A 1.2km route providing connectivity between the town centre, schools and greenspace at Holt Country Park.
Route 4 (Yellow)	Norwich Road to Hempstead Road	A 0.5km stretch to improve existing segregated cycling and walking infrastructure parallel to the A148.
Route 5 (Orange)	Market Place to Hempstead Road	A 1.7km route connecting new and existing employment areas with the town centre.

iv. Indicative walking zone

The Holt walking zone incorporates areas of high pedestrian footfall including sections of Cromer Road, White Lion Street and Market Place, which are the main roads through Holt. The network also includes Fish Hill, Bull Street, Albert Street and Shirehall Plain Street, which are roads in busy commercial areas and attract residents and tourists. These streets are narrow with little pavement provision.



Map 35: Holt indicative walking zone.

► Hunstanton and Heacham

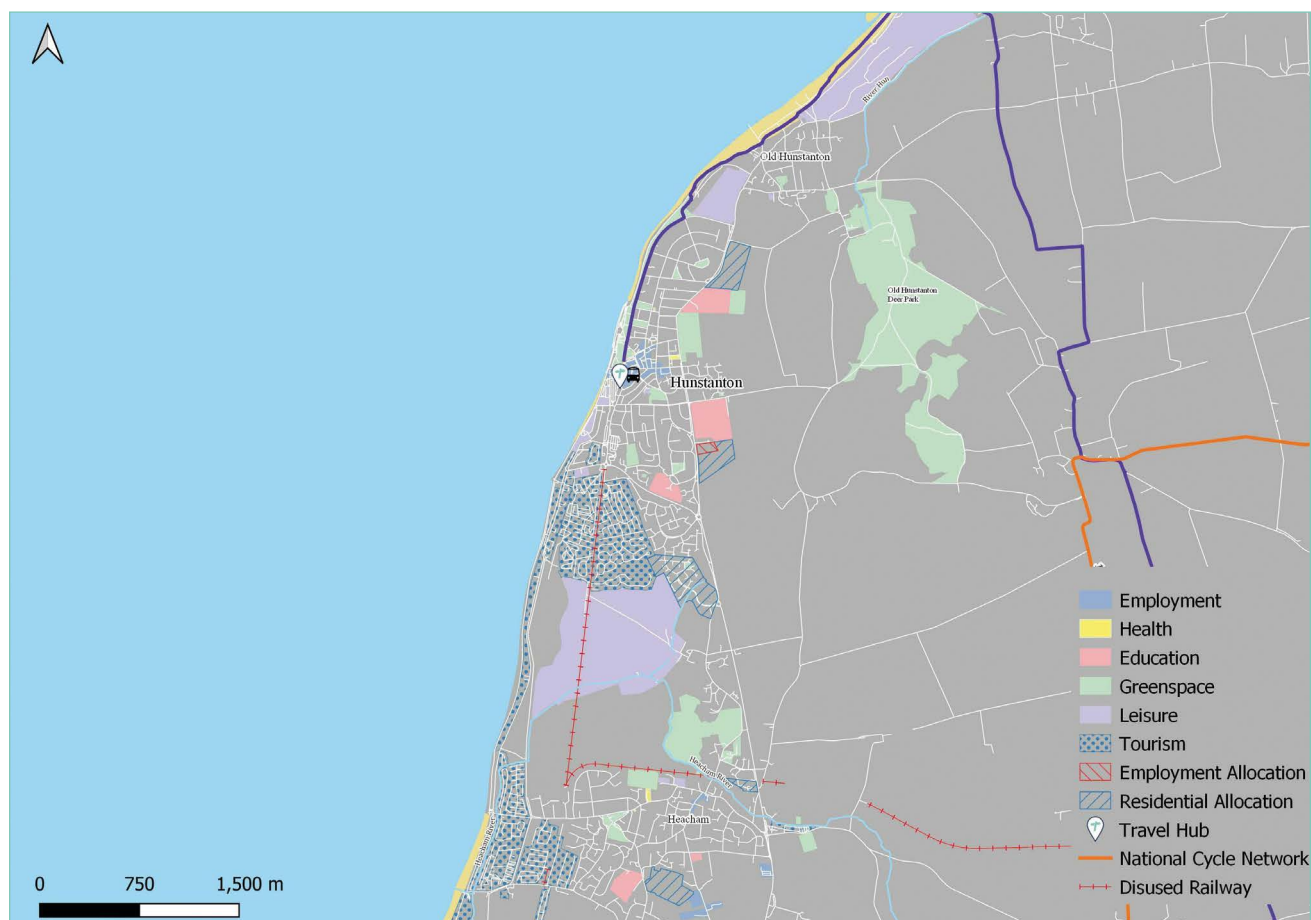
i. Introduction

Hunstanton is a successful North Norfolk seaside resort 27km north of King’s Lynn, originally developed around the former railway terminus. It offers a short-stay and day-visit attraction and the large village of Heacham, just 3km south of Hunstanton, overlooks The Wash.

In 2020, Hunstanton and Heacham had a combined population of 9,286. The proportion of residents at retirement age far surpasses the national average of 19%: 47% of the population of Hunstanton are aged 65+ and 42% for Heacham^{iv}.

Travel options in the area include Hunstanton bus and coach station which provides links to nearby King’s Lynn and the surrounding area. Active travel routes include the Norfolk Coast Path starting in Hunstanton and the Peddars Way to the east which provides a link to the Sustrans National Cycle Network.

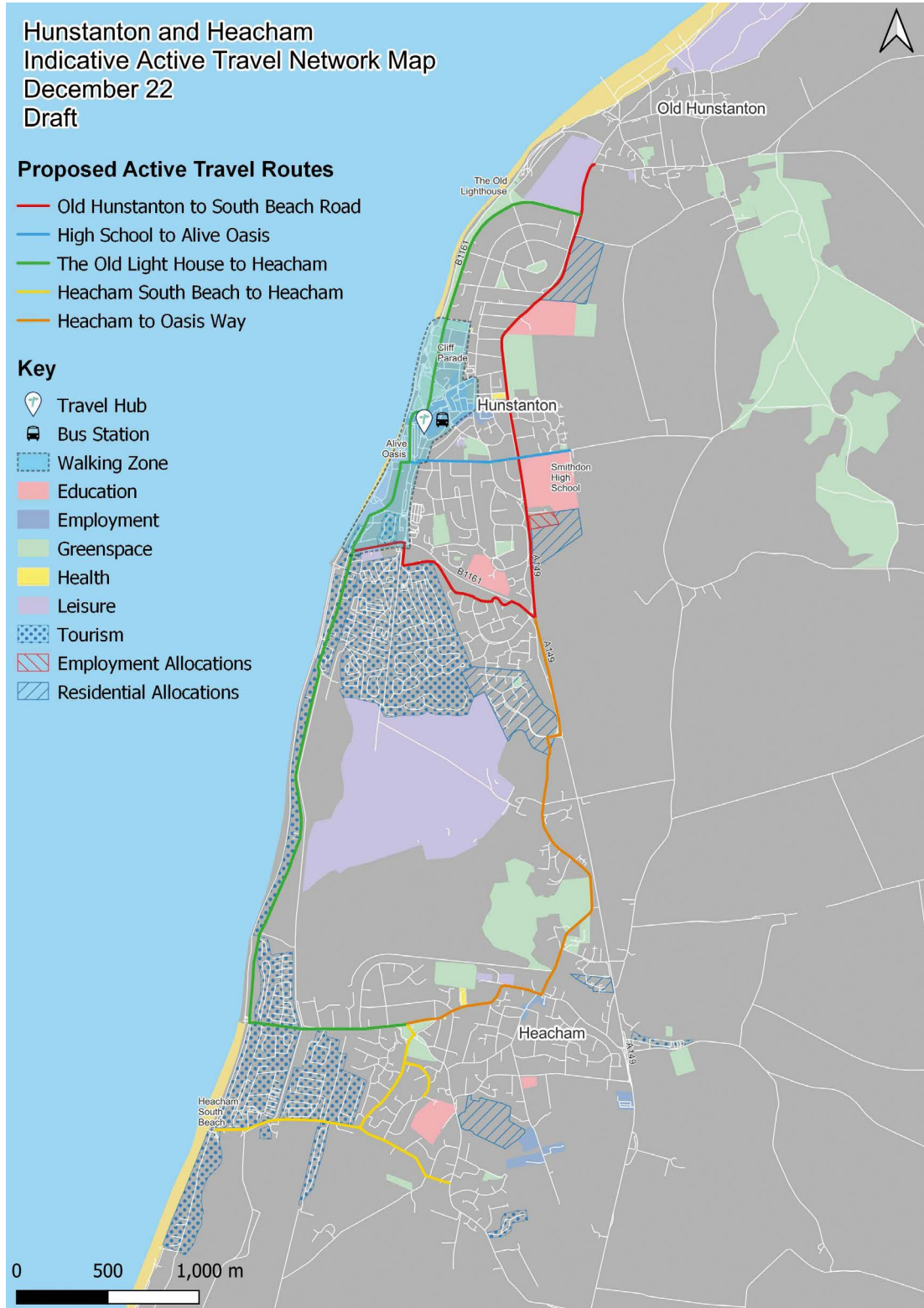
With new allocation for housing and employment planned within the area of Hunstanton and Heacham, the population is expected to grow along with the number of people commuting to the area for work. As of 2011, 23.7% of the population in Hunstanton were employed full time and 14.2% part time^v.



Map 36: Hunstanton and Heacham area map showing current active travel network.

ii. Indicative active travel network

The indicative active travel network aims to increase connectivity between Hunstanton and Heacham via the seafront and via a route along the A149. Other routes will enhance connectivity within Hunstanton and Heacham by linking residential areas, schools, employment areas and tourism destinations.



Map 37: Hunstanton and Heacham indicative active travel network.

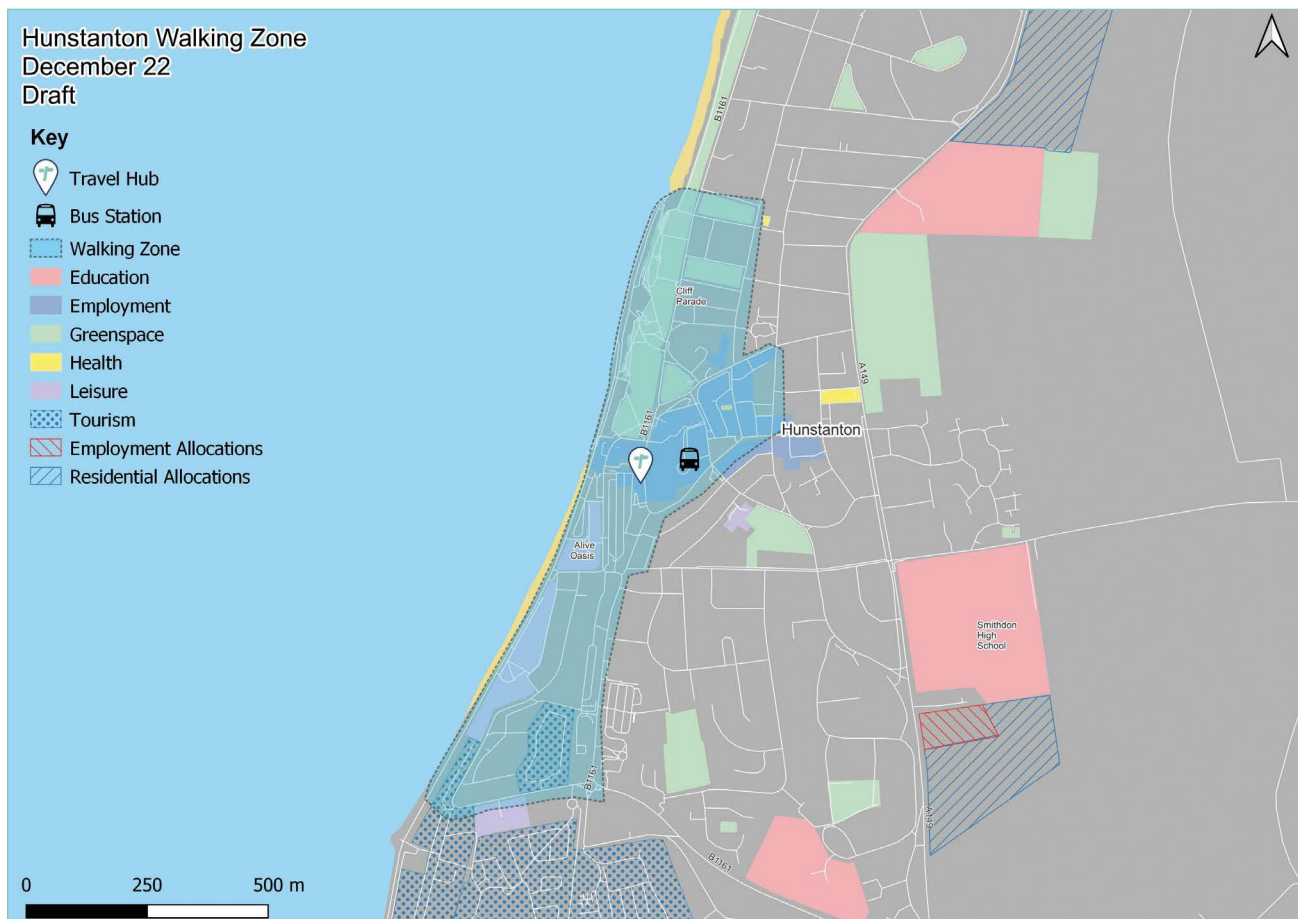
iii. Active travel route summary

Route Number	Route	Route Description
Route 1 (Red)	Old Hunstanton to South Beach Road	A 3.7km route linking Old Hunstanton and residential areas with schools on Cromer Road and Downs Road and greenspaces and coastal access via Oasis Way.
Route 2 (Blue)	Smithdon High School to Alive Oasis	A 0.85km route providing seafront connectivity between schools and residential areas along Downs Road and Park Road.
Route 3 (Green)	The Old Lighthouse to Heacham	A 6.2km cycling and walking route supporting wider connectivity and linking Hunstanton and Heacham with central tourism attractions and employment areas in Hunstanton.
Route 4 (Yellow)	Heacham South Beach to Heacham	A 2.5km network extension enabling connectivity with existing residential locations and tourism destinations in Heacham.
Route 5 (Orange)	Heacham to Oasis Way	A 2.4km route connecting an existing shared use cycle path on Redgate Hill with residential areas and schools in central Heacham.

iv. Indicative walking zone

The Hunstanton walking zone extends from the top of North Promenade to Northgate and extends down to include The Green and Southend Road in the west. The bus station, retail areas on the High Street and St Edmunds Terrace are also included.

The walking zone also incorporates Seagate Road, South Beach Road and Southend Road and provides walking connectivity with South Parade and the sea front via Southend Road and Beach Terrace Road.



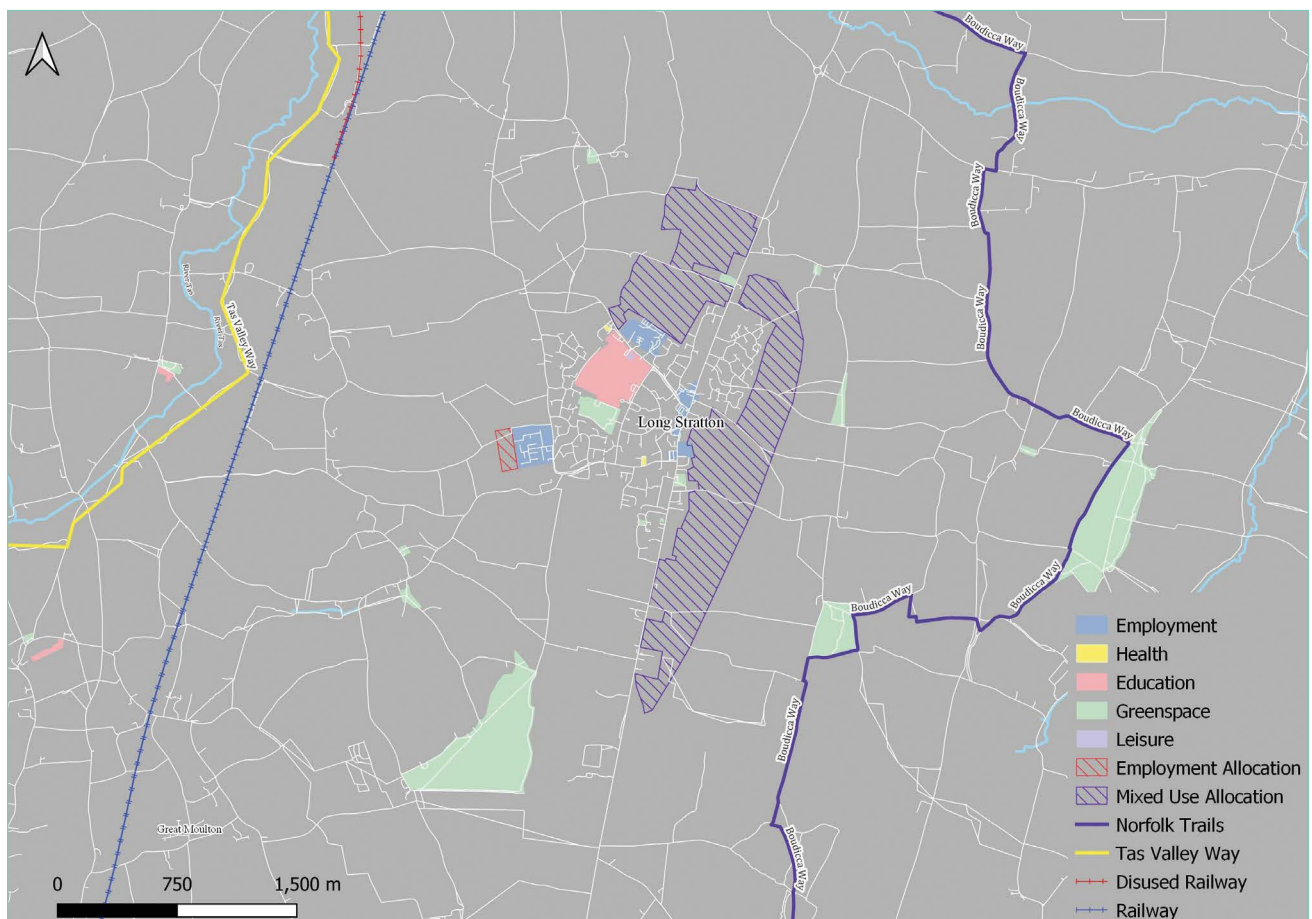
Map 38: Hunstanton and Heacham indicative walking zone.

► Long Stratton

i. Introduction

Long Stratton is located in the heart of the South Norfolk District, around halfway between Norwich and Diss. The town had a population of 4,451 in 2020 of whom 22% were over the age of 65^{iv}. The population is set to grow significantly with the construction of 1800 homes. Employment levels are also expected to rise, currently at 40.6% (full time)^v. The A140 is the village's principal corridor, linking Norwich with Ipswich. The route is set to be bypassed/re-routed on the east side of Long Stratton creating opportunities for cycling and walking connectivity.

Long Stratton has a frequent bus service which provides connectivity with larger urban areas including Diss, Harleston and Norwich as well as local rural communities. The Boudicca Way walking trail, runs north to south on the east side of the town and is 1.5km away from the Village Hall. The Rebellion Way, a Norfolk-wide cycling leisure route, connects with Long Stratton on the east at Chequers Road.



ii. Indicative active travel network map

The indicative active travel network will link the north and south of Long Stratton, with the aim of providing connectivity between places of education and employment, central services, healthcare services and residential areas. The network also aims to connect new and future mixed-use developments in the north and east of the town.



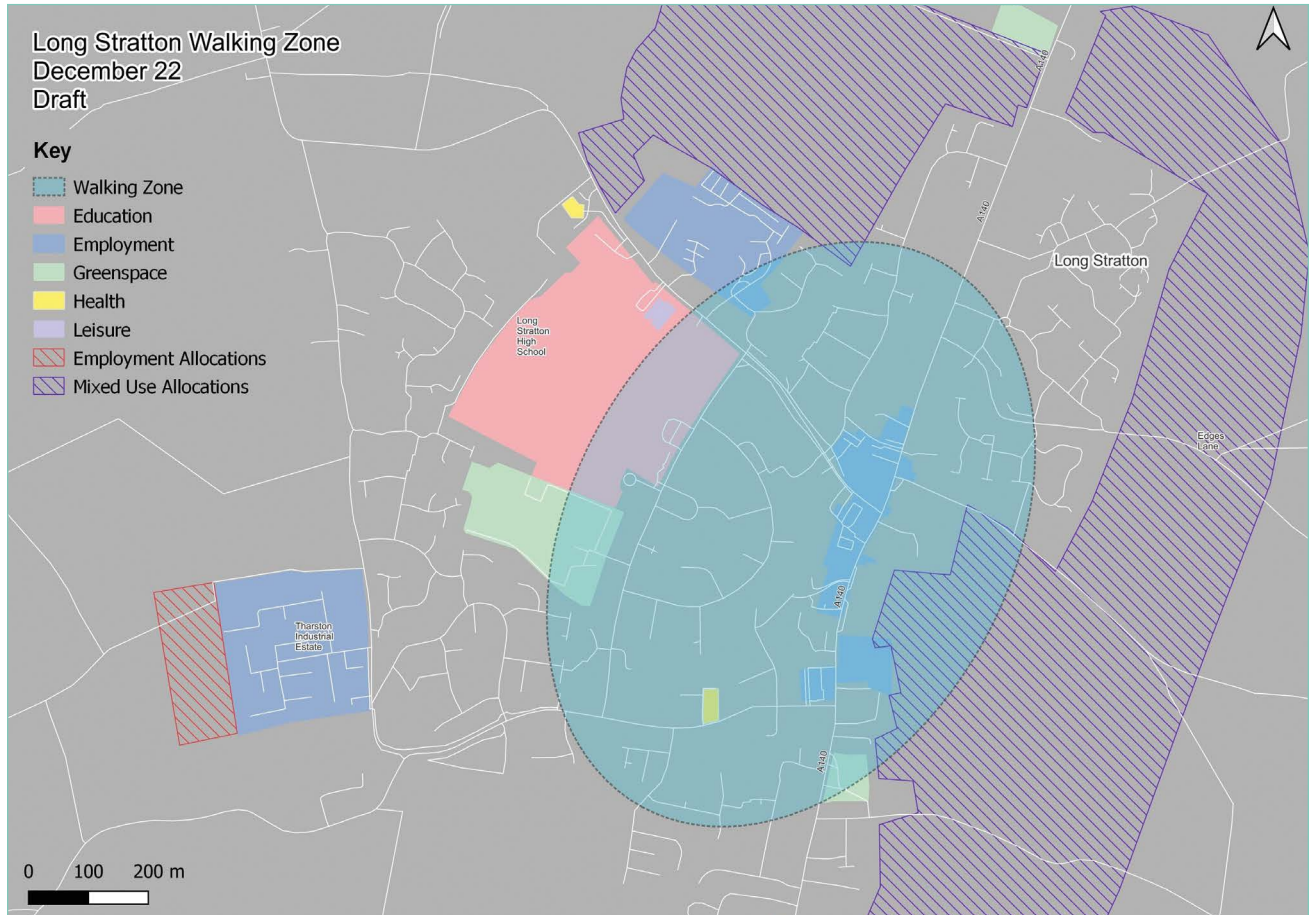
Map 40: Long Stratton indicative active travel network.

iii. Active travel route summary

Route Number	Route	Route Description
Route 1 (Red)	Norwich Road to Parkers Lane	A 3.4km central spinal route linking new and existing residential areas with central services and employment areas between Norwich Road and Parkers Lane
Route 2 (Blue)	Swan Lane and Star Lane	A 1.6km route along Swan Lane and Star Lane providing new and existing residential areas with access to healthcare services, central employment areas and places of education.
Route 3 (Green)	Chequers Road to Hall Lane	A 2.7km route to improve cycling and walking connectivity between new and existing residential areas in the east with schools and employment areas.
Route 4 (Yellow)	Manor Road	A 0.7km route to improve cycling and walking connectivity along Manor Road and providing a key link with schools.
Route 5 (Orange)	Field Acre Way	A 0.6km route extending an existing cycle route to connect with new residential areas to the east.
Route 6 (Purple)	Edges Lane	A 0.7km route to provide additional connectivity for new and existing residential areas with central services, schools and employment areas.

iv. Indicative walking zone

The Long Stratton walking zone aligns with the Long Stratton Area Action Plan Town Centre Boundary. The indicative zone consists of the core spinal corridors along Norwich Road, The Street and Ipswich Road, as well as key routes to areas of education and employment along Swan Lane and Flowerpot Lane.



Map 41: Long Stratton indicative walking zone.

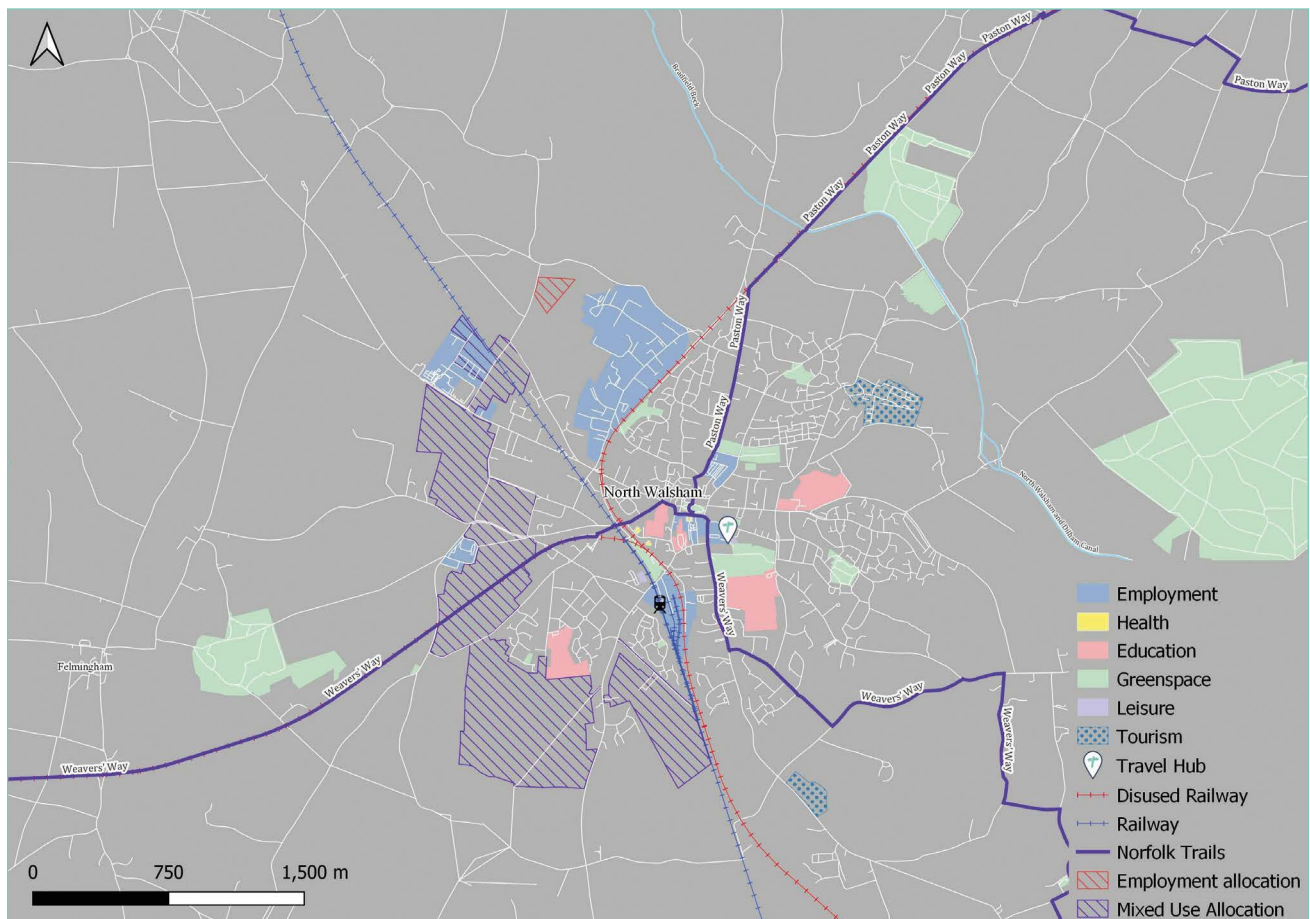
► North Walsham

i. Introduction

With a population of 13,932 in 2020, North Walsham is one of Norfolk's larger market towns^{iv}. It is about 23km north of Norwich city centre and 16km north of the new Broadland Northway (previously the Northern Distributor Road or NDR).

North Walsham has seen over 530 homes completed since 2001 and as of 2011 had a 44.7% employment rate, showing it is an attractive town to live in^v.

North Walsham bus and train stations give access to the surrounding towns and provide a direct route to Norwich. Additionally, both Weavers' Way and Paston Way run through the centre of North Walsham and meet on Market Place. Weavers' Way comes south out of the town and is accessible from the bus and train station via a 7-minute walk.

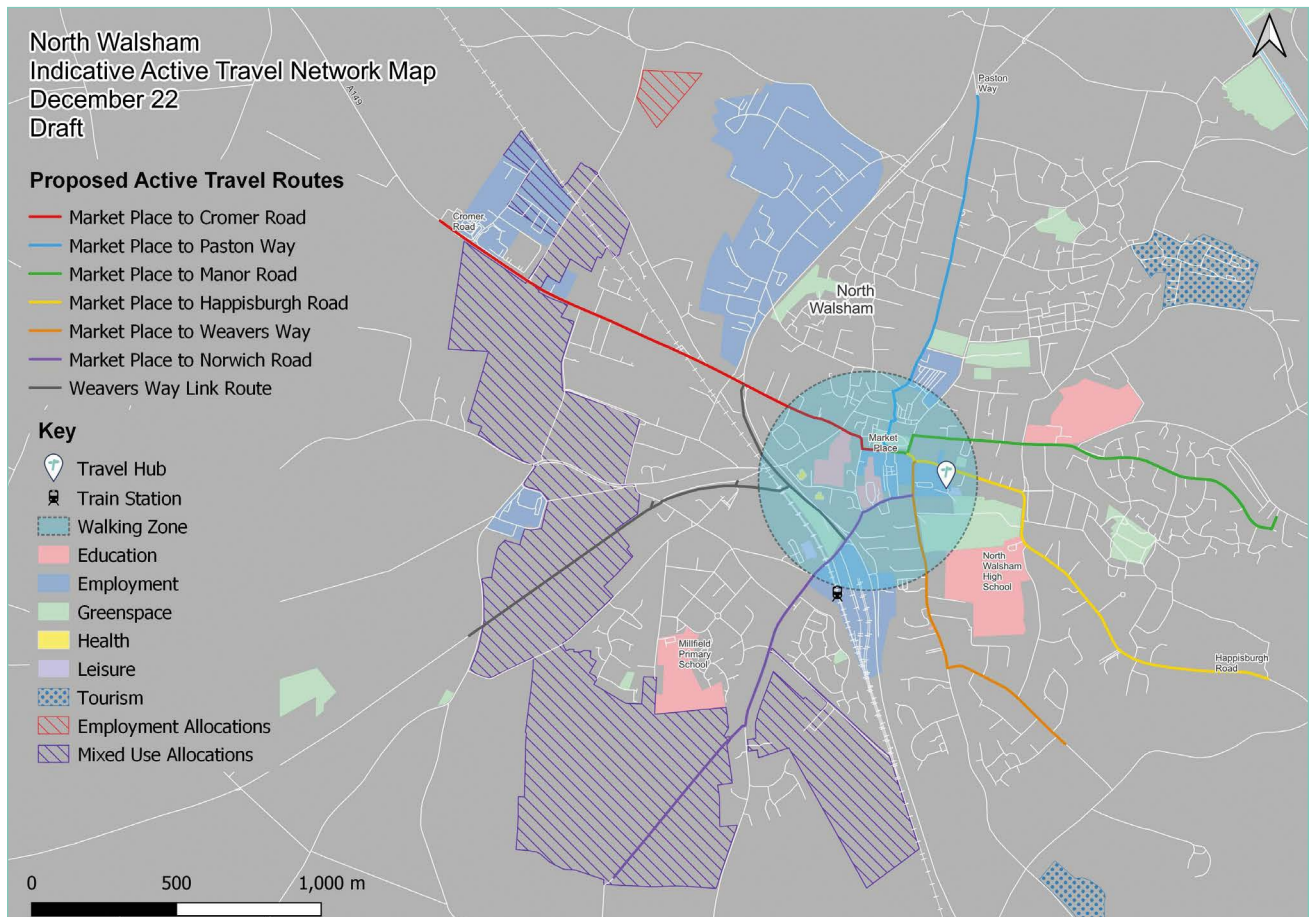


Map 42: North Walsham area map showing current active travel network.

ii. Indicative active travel network

The indicative active travel network for North Walsham aims to provide connectivity between residential areas, places of education and employment, healthcare services and the town centre. The network also connects to greenspaces via Weavers' Way.

The proposed network and any associated schemes will align with proposals outlined within North Walsham Network Improvement Strategy (April 2020).



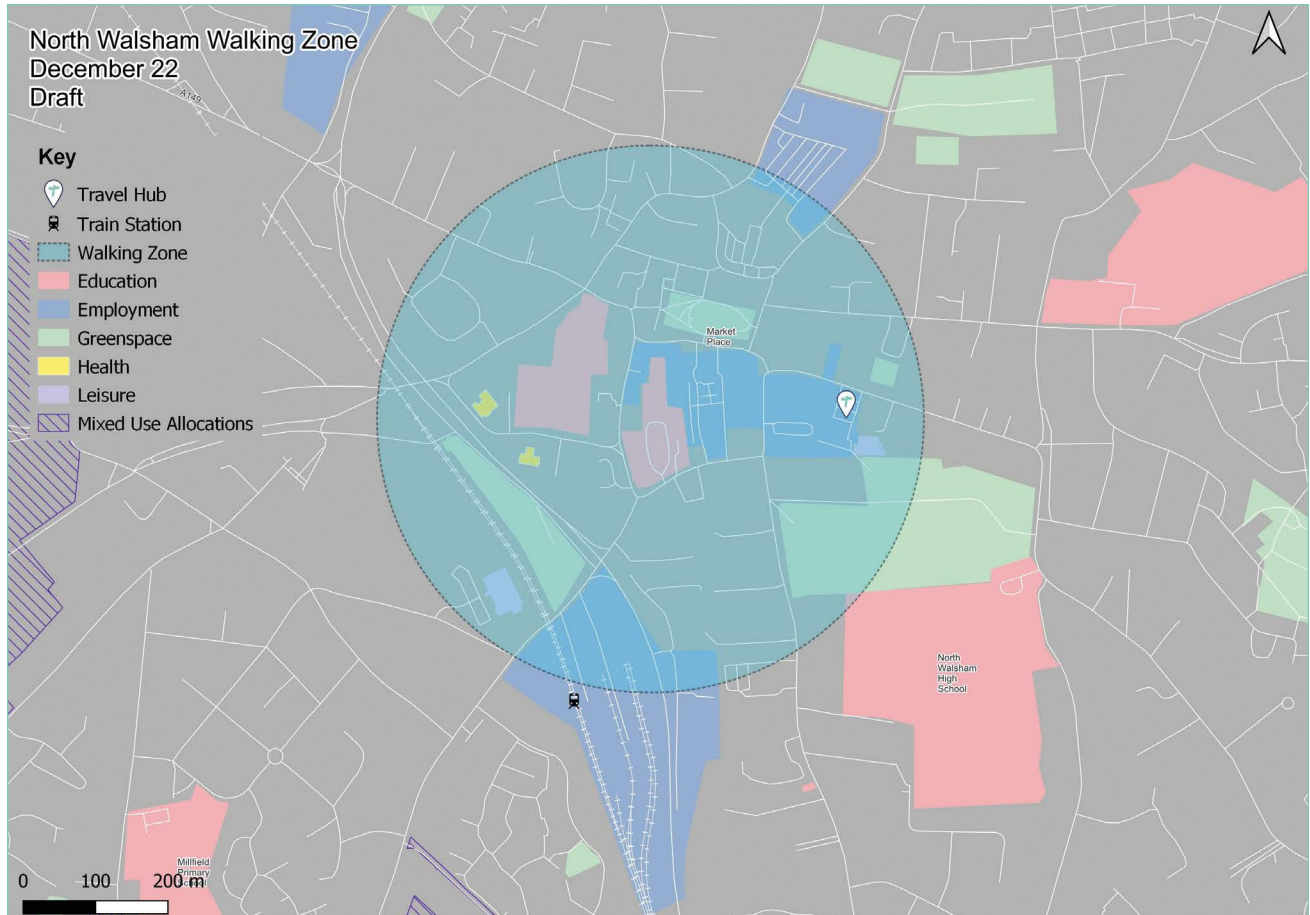
Map 43: North Walsham indicative active travel network.

iii. Active travel route summary

Route Number	Route	Route Description
Route 1 (Red)	Market Place to Cromer Road	A 1.7km route linking new mixed-use allocations in the west with central services and employment areas via Cromer Road.
Route 2 (Blue)	Market Place to Paston Way	A 1.3km route connecting residential areas with central services and employment, as well as connecting with greenspace via the Paston Way.
Route 3 (Green)	Market Place to Manor Road	A 1.5km route to enhance connectivity between residential areas and places of education.
Route 4 (Yellow)	Market Place to Happisburgh Road	A 1.7km route connecting residential areas with schools, public transport and central services.
Route 5 (Orange)	Market Place to Weavers' Way	A 1.2km route connecting residential areas with central services and employment, as well as connecting with greenspaces via Weavers' Way.
Route 6 (Purple)	Market Place to Norwich Road	A 1.8km route linking new and existing residential areas with the town centre and public transport.
Route 7 (Grey)	Weavers' Way link route	A 1.9km route utilising existing cycling and walking infrastructure with plans to link future residential areas with the town centre.

iv. Indicative walking zone

The indicative walking zone includes central areas of employment and education and areas with anticipated high levels of footfall, notably along Market Street, New Road and King's Arms Street. It also provides connectivity with North Walsham Train Station.



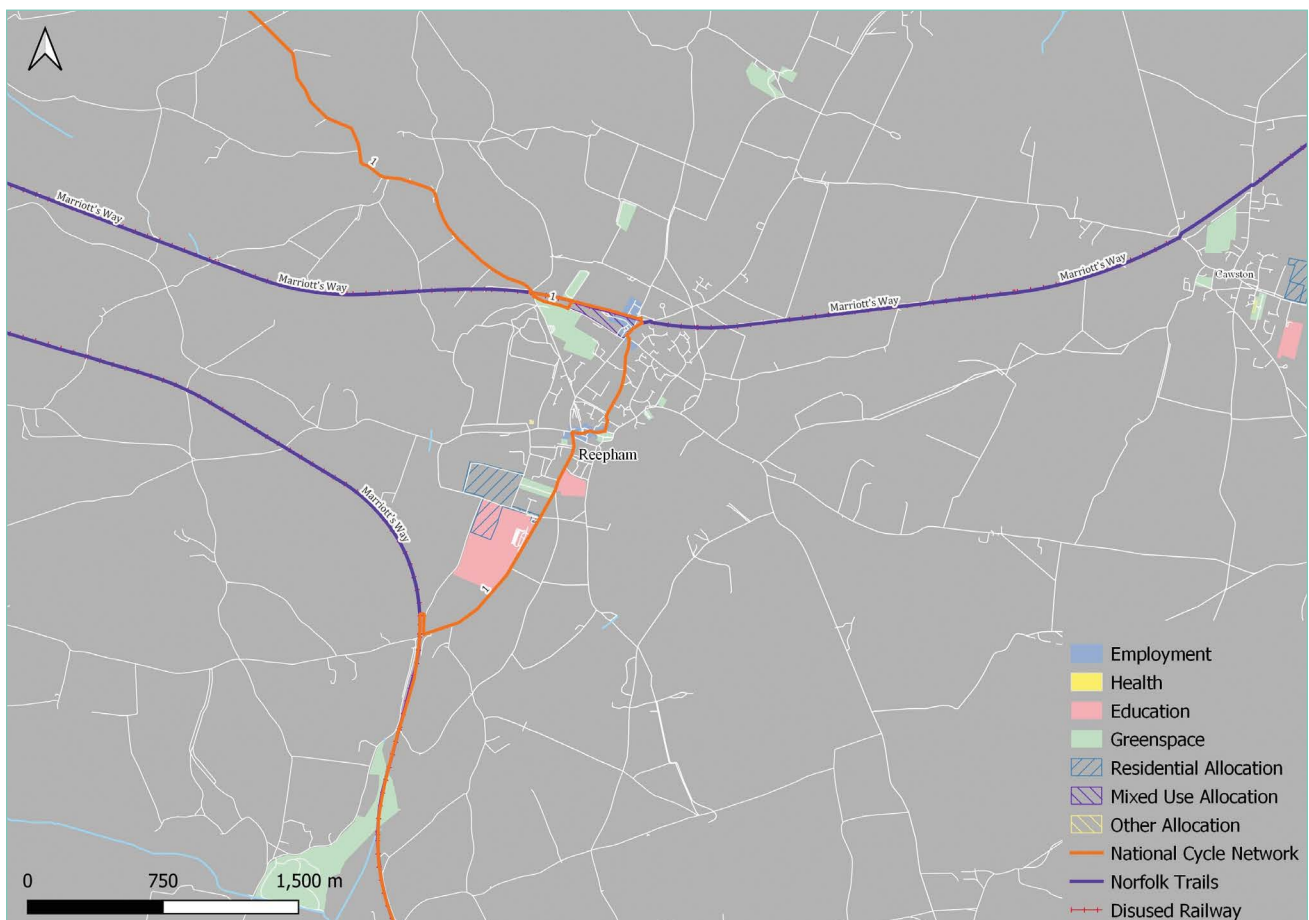
Map 44: North Walsham indicative walking zone.

► Reepham

i. Introduction

Reepham is a rural market town within the Broadland District of Norfolk and around 19km northwest of Norwich. The town has new allocation for residential housing and the demand for cycling and walking routes is set to increase. The population was 2,684 in 2020, with 29% over the age of 65^{iv}. The new residential allocation is expected to increase levels of full time employment (36.5% in 2011^v).

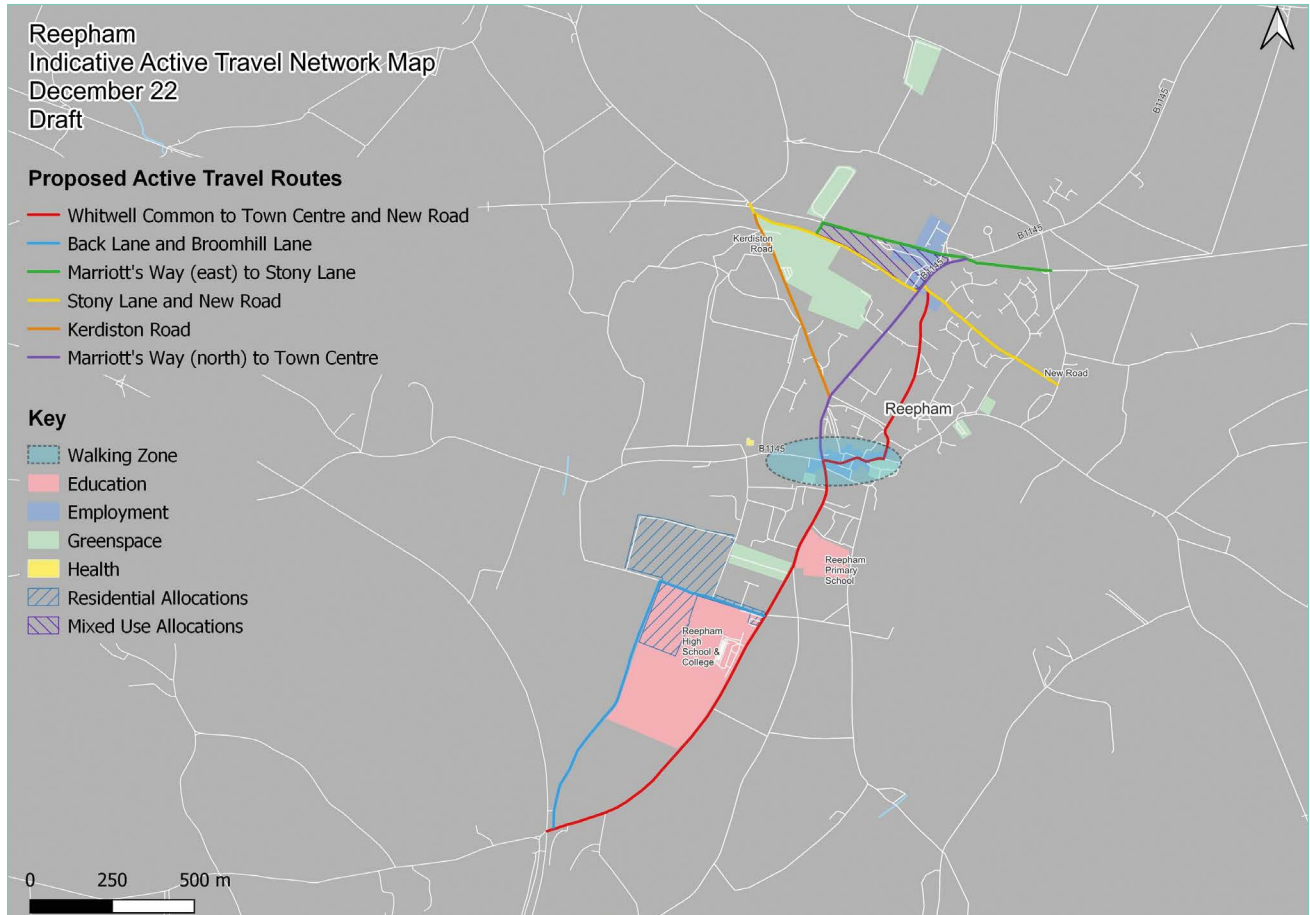
There are no public transport hubs in Reepham, however there are some active travel alternatives. The Sustrans National Cycle Network (NCN) runs through the centre of Reepham and the Marriott's Way comes in from the northeast, crosses over the north of the town and joins the NCN at the south.



Map 45: Reepham area map showing current active travel network.

ii. Indicative active travel network map

The indicative active travel network aims to provide connectivity between the centre of town, residential areas and greenspaces in the north. The indicative network also links to Marriott's Way, which runs through Reepham and connects schools in the south and provides access to greenspace.



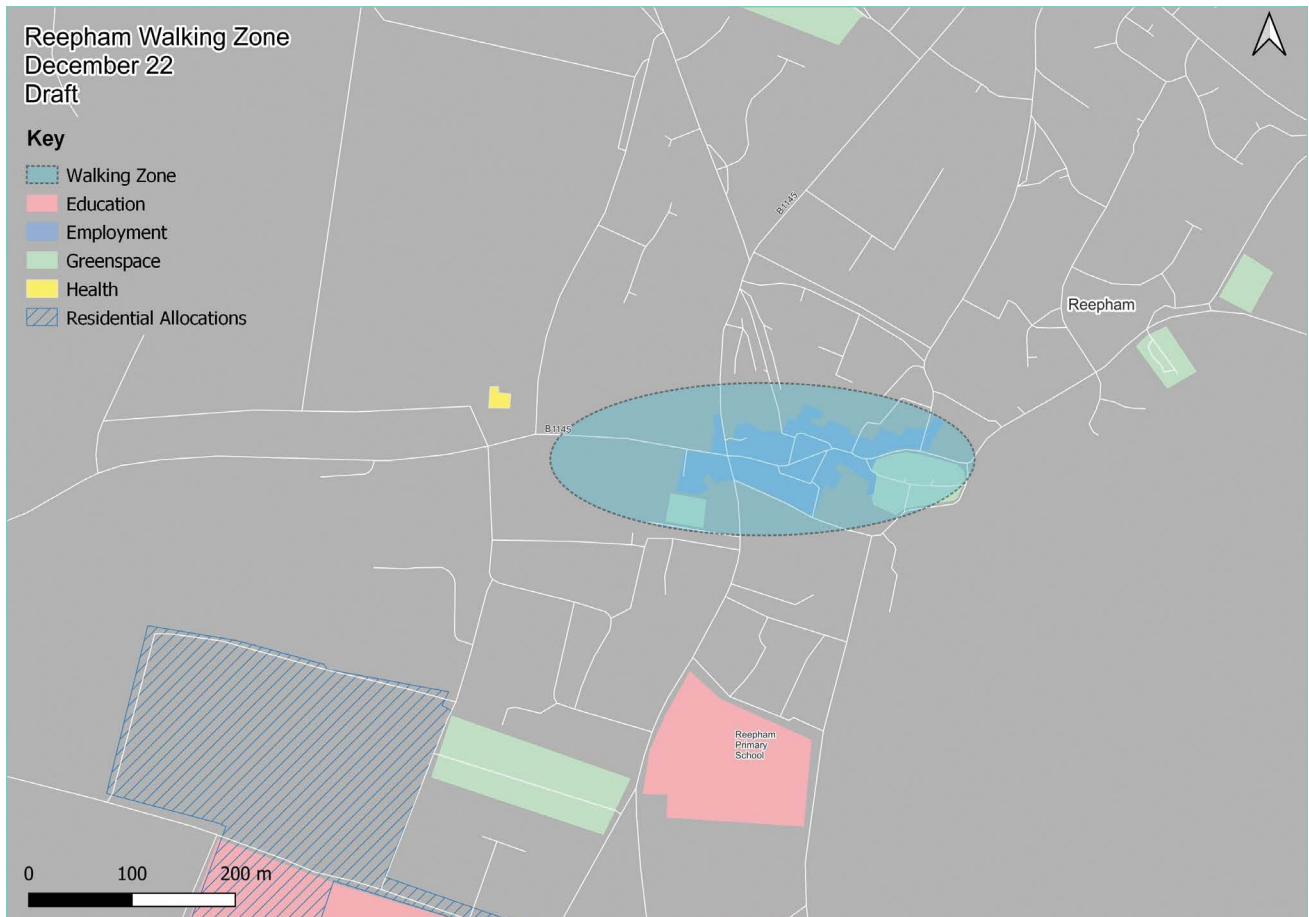
Map 46: Reepham indicative active travel network.

iii. Active travel route summary

Route Number	Route	Route Description
Route 1 (Red)	Whitwell Common to Town Centre and New Road	A 2.2km north to south route connecting new and existing residential areas with schools, central services and employment areas in the north. This route would also provide links to greenspaces via Marriott's Way.
Route 2 (Blue)	Back Lane and Broomhill Lane	A 1.2km route, partially off the carriageway, linking new housing allocations, schools and Marriott's Way.
Route 3 (Green)	Marriott's Way (east) to Stony Lane	A 0.7km route to improve connectivity between Marriott's Way and the National Cycle Network via Stony Lane. The scheme includes improved surface conditions, drainage and signage.
Route 4 (Yellow)	Stony Lane and New Road	A 1.1km route connecting residential areas in the east with central services and linking with Marriott's Way and the National Cycle Network.
Route 5 (Orange)	Kerdiston Road	A 0.6km route enabling access to greenspace via the National Cycle Network in the east and providing a direct link to the Town Centre.
Route 6 (Purple)	Marriott's Way (north) to Town Centre	A 0.8km direct route linking Marriott's Way in the north with central services via Station Road.

iv. Indicative walking zone

The indicative Reepham walking zone includes the central employment areas on Market Place and Church Hill as well as the junction between School Road and Dereham Road.



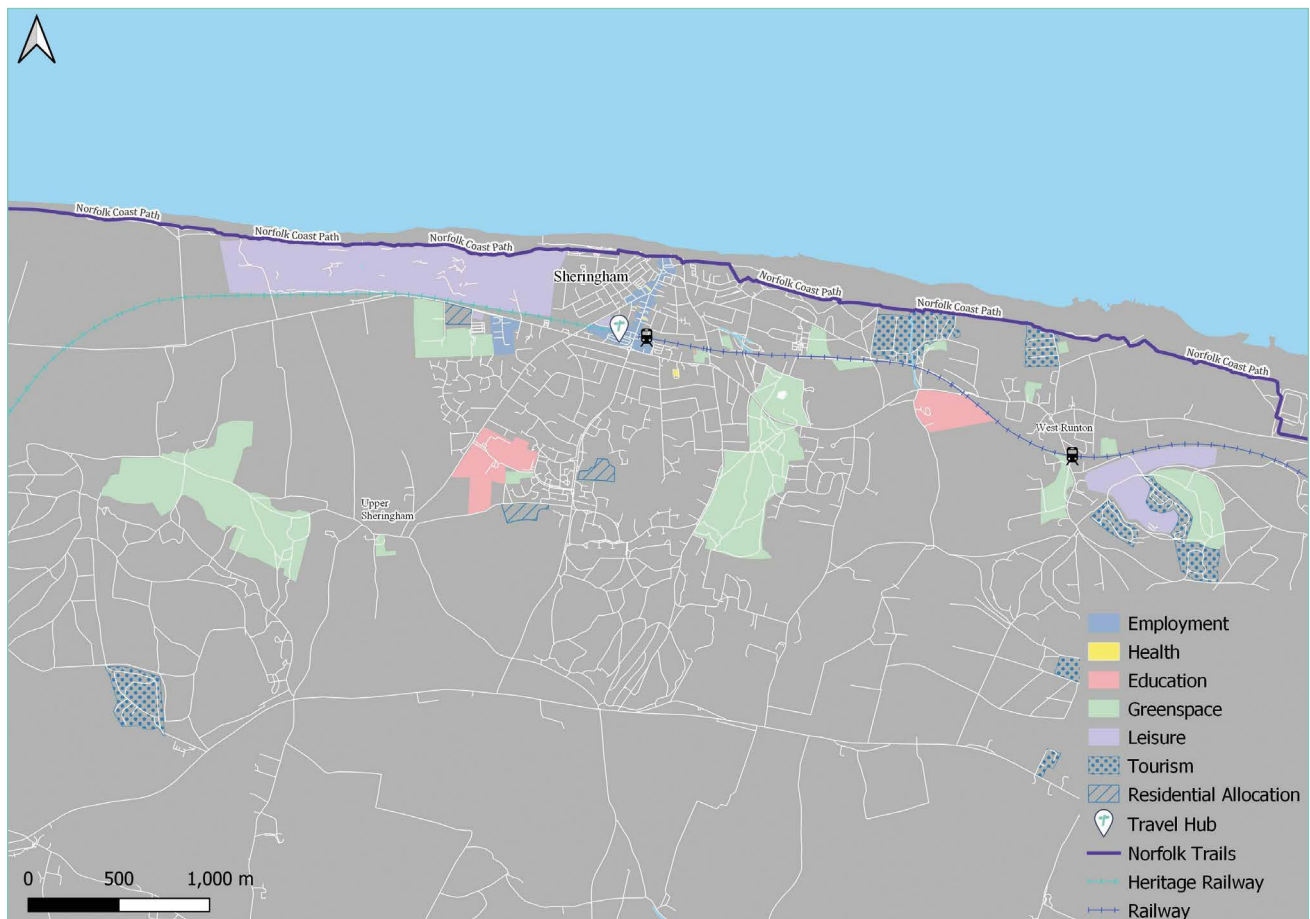
Map 47: Reepham indicative walking zone.

► Sheringham

i. Introduction

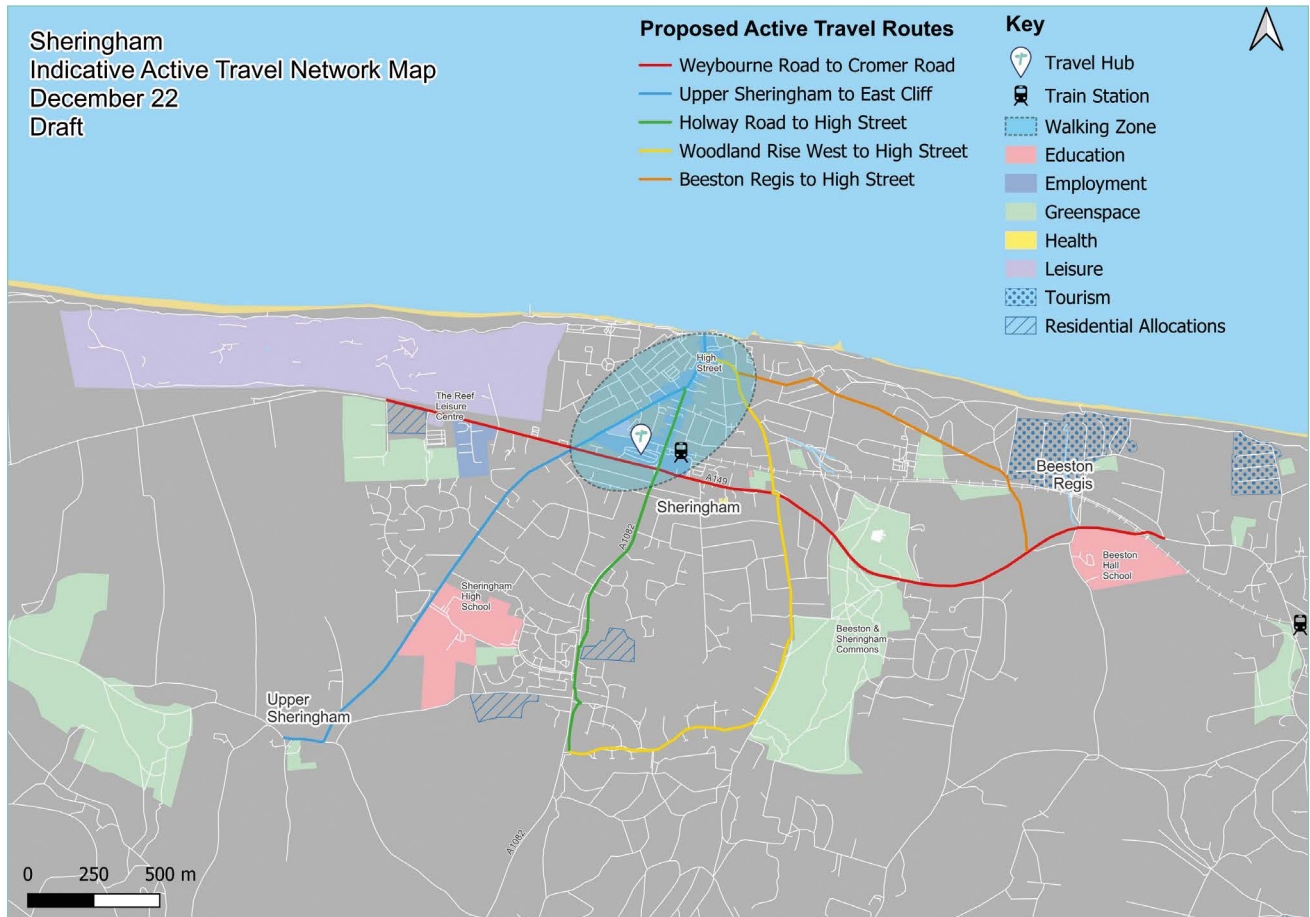
With a population of 7,619 in 2020, Sheringham is an attractive resort town nestling between the sea and the Cromer ridge. The town is a popular location for retirement: 40% of the population is over the age of 65^{iv}. New allocated residential areas are set to further increase the population along with the people in full-time employment (26.2% in 2011^v).

Sheringham train station provides a fast and direct route to the east of Norfolk and to Norwich and regular buses provide access to Holt, Cromer and Norwich. For an alternative, active travel journey, the Norfolk Coast path runs along the north coast of Sheringham to neighbouring towns such as Cromer. It is around a 6-minute walk from Sheringham train station.



ii. Indicative active travel network map

The indicative network for Sheringham aims to provide connectivity between residential areas, leisure facilities, greenspaces, schools and central services, including Sheringham train station. Upper Sheringham is also connected via a route in the southwest of the town.



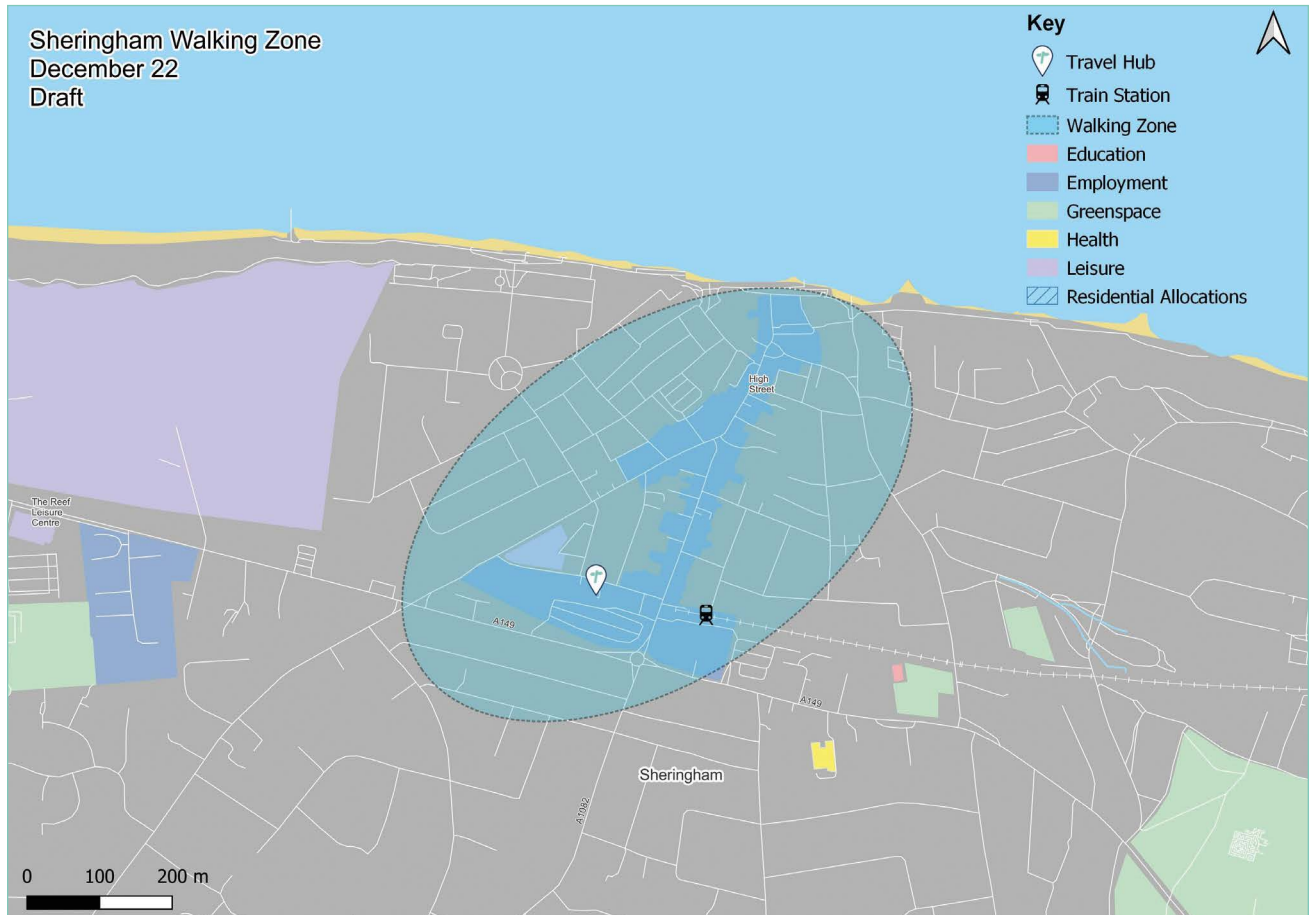
Map 49: Sheringham indicative active travel network.

iii. Active travel route summary

Route Number	Route	Route Description
Route 1 (Red)	Weybourne Road to Cromer	A 3.2km east west linear route providing connectivity with leisure facilities, central employment areas, greenspaces and schools.
Route 2 (Blue)	Upper Sheringham to East Cliff	A 2.3km route connecting residential areas with the town centre, schools and Upper Sheringham.
Route 3 (Green)	Holway Road to High Street	A 1.5km route to link and improve existing cycling and walking infrastructure along Holway Road with the town centre.
Route 4 (Yellow)	Woodland Rise West to High Street	A 2.3km route providing access to greenspace and central employment areas via Woodland Rise and Beeston Road.
Route 5 (Orange)	Beeston Regis to High Street	A 1.4km route to provide direct connectivity with the town centre from the west using public rights of way and quiet roads.

iv. Indicative walking zone

The walking zone encompasses the core town centre including East Cliff, High Street, Station Road, Church Street and Cromer Road. Within this area there are high levels of footfall, especially between the train stations, around the Sheringham station car park and along Station Road and High Street leading to the promenade. Currently, pavement widths are intermittent and very narrow in parts forcing people walking and driving cars to share the same space.



Map 50: Sheringham indicative walking zone.

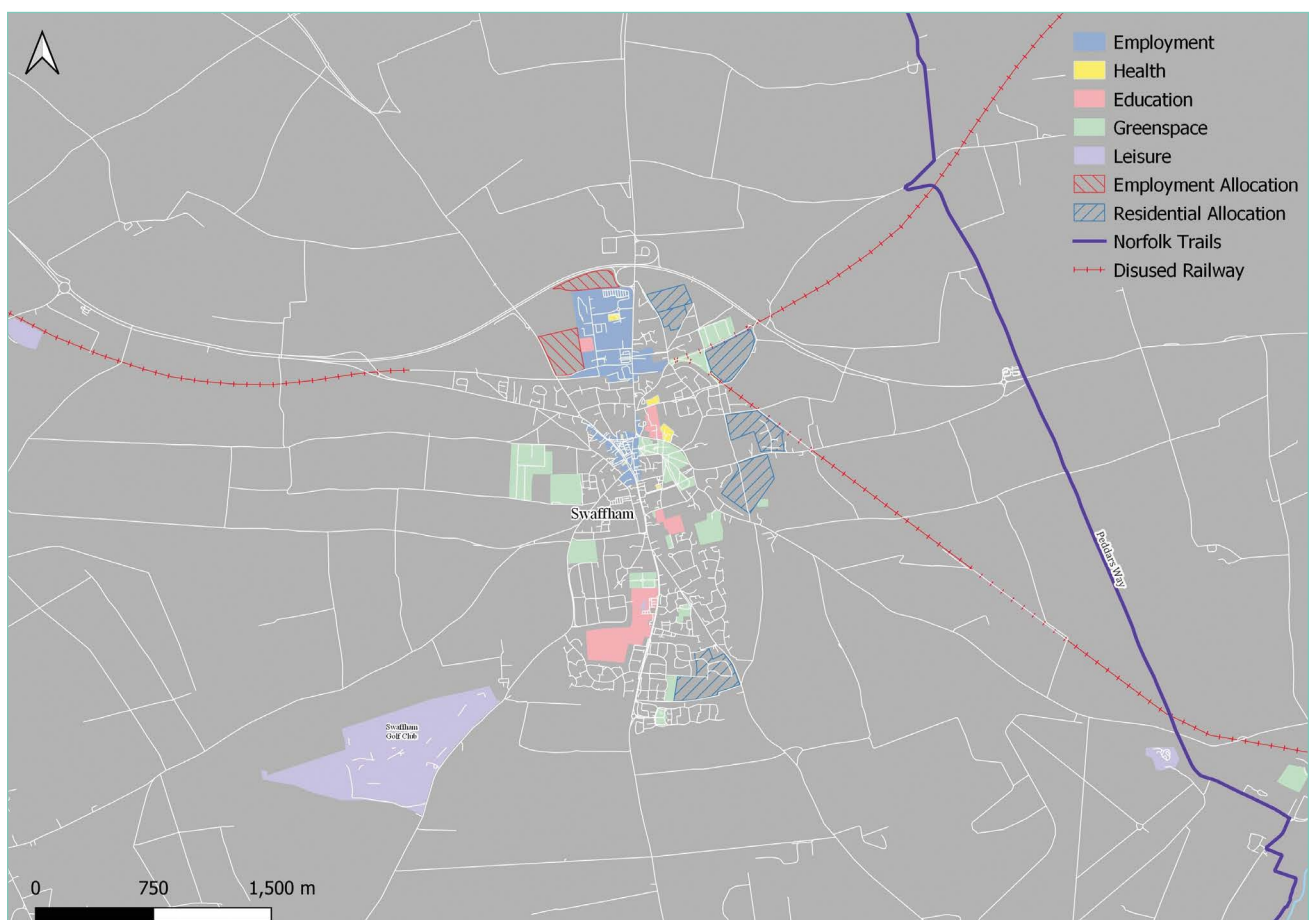
► Swaffham

i. Introduction

Swaffham is a market town situated 24km east of King's Lynn along the A47. The town had a population of 8,333 in 2020, with 33% over the age of 65, which is higher than the UK average of 19%^{iv}.

New allocations for housing and employment are expected to attract more people to the town and increase the demand on active travel commuter routes. The development is also expected to raise employment rates from 33.8% (full time) and 14.5% (part time) in 2011^v.

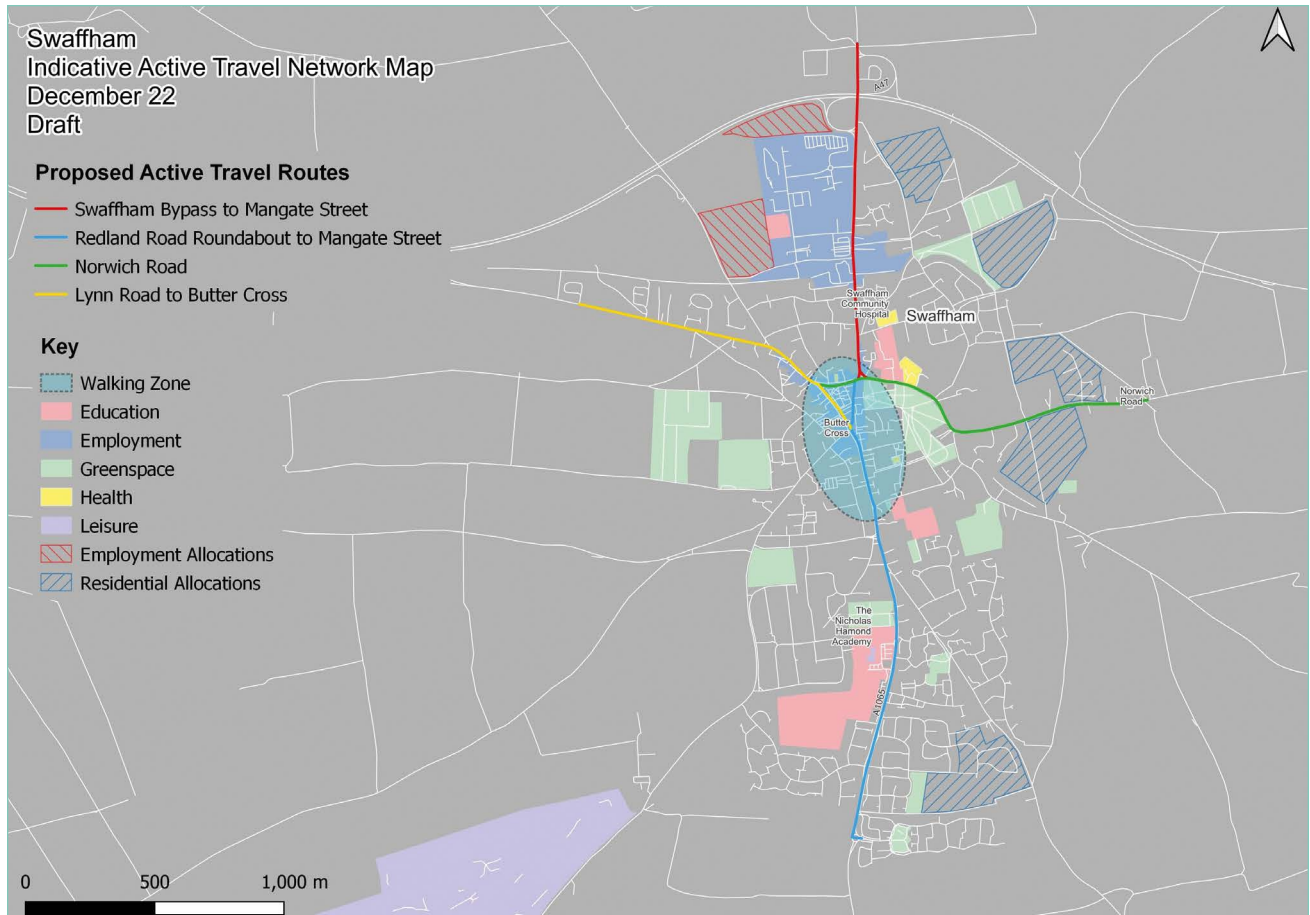
Swaffham does not have a train station but has several bus routes which provide access to the surrounding towns and villages. Peddars Way to the east is a walking and cycling trail and currently partially a horse riding trail with limited direct access to Swaffham.



Map 51: Swaffham area map showing current active travel network.

ii. Indicative active travel network map

The indicative active travel network for Swaffham aims to provide connectivity by linking the north, south, east and west of the town via four routes which meet in the town centre. The indicative routes connect residences, businesses, schools, caravan sites and central services. The route heading northwards also has potential to link to any new cycle path to Watton via the disused Watton to Swaffham Railway, also known as the Crab and Winkle Line.



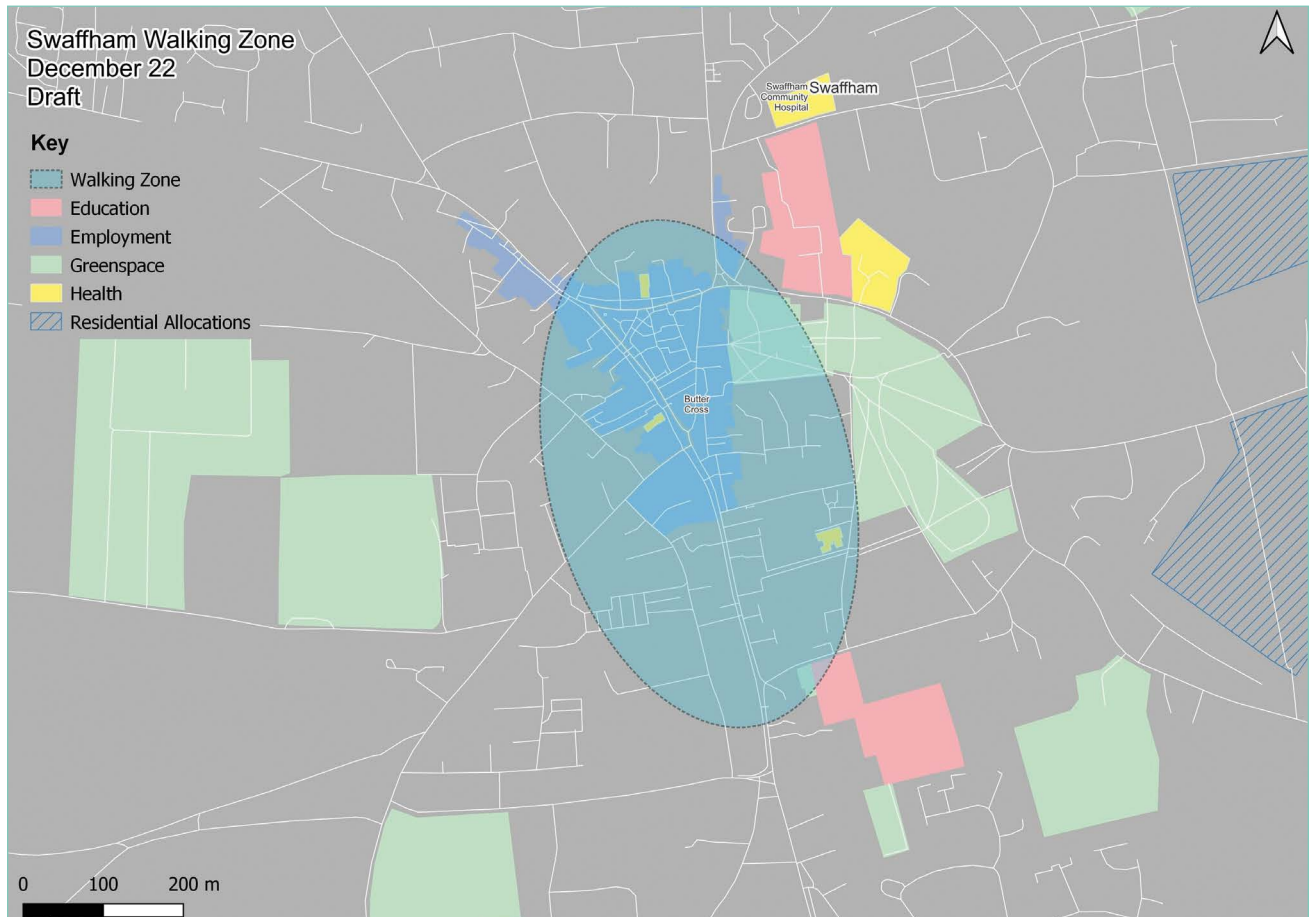
Map 52: Swaffham indicative active travel network.

iii. Active travel route summary

Route Number	Route	Route Description
Route 1 (Red)	Swaffham Bypass to Magnate Street	A 1.3km route that runs north to south from the Swaffham Bypass in the north to the town centre. The route links employment areas such as the retail park on the east of Castle Acre Road with residential areas. The route also provides connectivity north of Swaffham and has potential to link to any new cycle path on the Crab and Winkle Line to Watton.
Route 2 (Blue)	Redland Road Roundabout to Magnate Street	A 1.8km route starting from the northeast point of Swaffham town centre and linking the south of the town centre to the Brandon Road / Redland Road Roundabout in the south of Swaffham. The route also joins Swaffham Junior School and Leisure Centre.
Route 3 (Green)	Norwich Road	A 1.4km route from Swaffham town centre and passing new residential developments. To the most easterly point of the route is a disused railway line which has potential to connect with surrounding areas. This route will build upon the desire to connect Swaffham to Watton via the Crab and Winkle disused trainline.
Route 4 (Yellow)	Lynn Road to Butter Cross	A 1.2km route from Swaffham Market to Breckland Meadows Touring Park. This route connects residences, businesses, and caravan sites to the town centre.

iv. Indicative walking zone

The indicative Swaffham walking zone includes the employment areas and healthcare services in the town centre which see high levels of footfall. Any new schemes will align with the Swaffham Town Delivery Plan 2021 – 2031.



Map 53: Swaffham indicative walking zone.

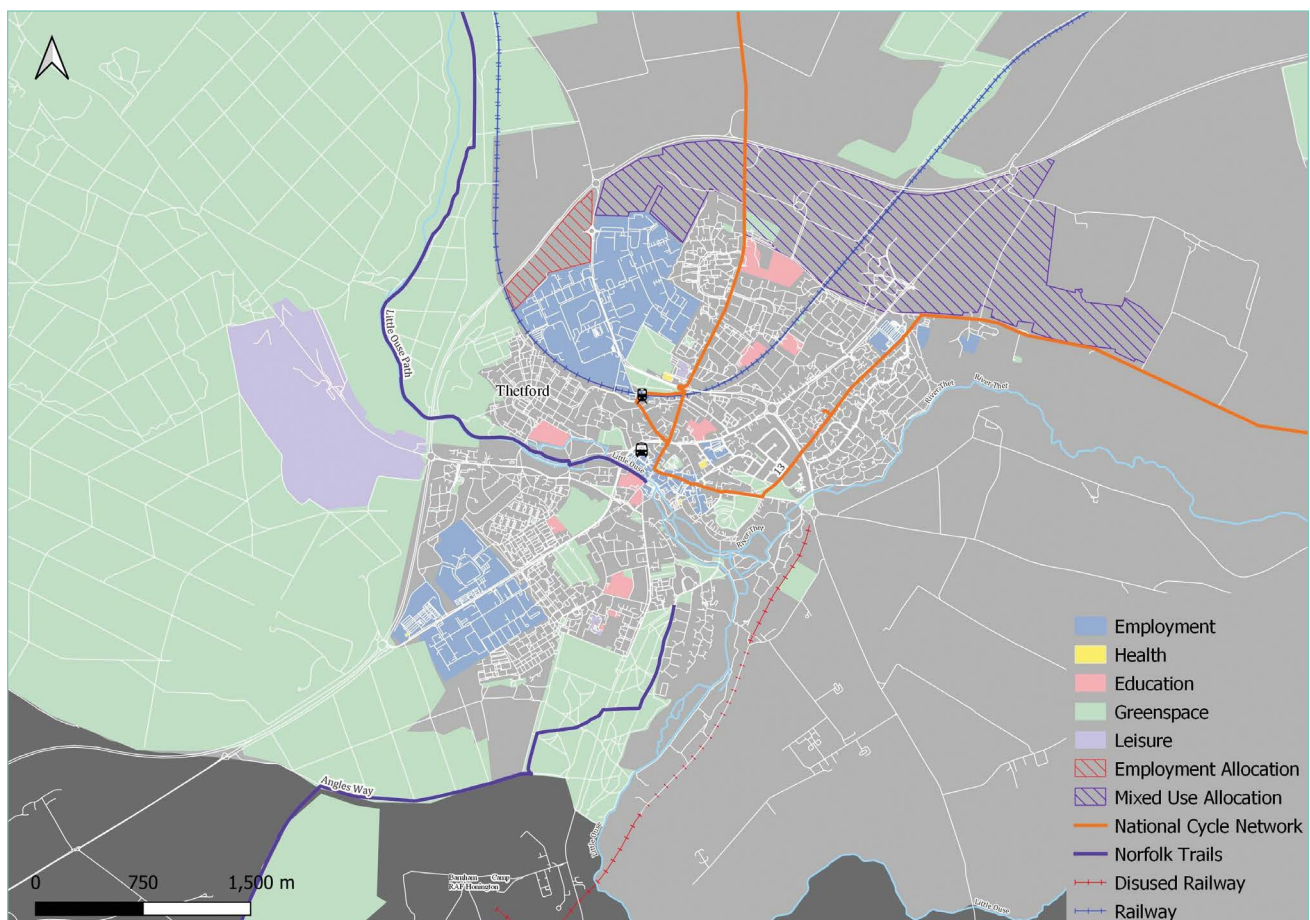
► Thetford

i. Introduction

Thetford is Norfolk's largest market town and fourth largest urban area, located 50km southwest of Norwich via the A11 on the Norfolk and Suffolk border. Thetford has a bus station and a train station providing links to Norwich, Cambridge and London. In 2021, it had a population of just over 24,000 with the Thetford Sustainable Urban Extension (SUE) likely to add around 15,000 to this figure. The town has a relatively young population with 32% below 25 compared to 27% in Norfolk^{iv}.

The SUE, to the north of the town and where housebuilding has recently started, will eventually bring forward another 5,000 homes. Thetford also has areas allocated to employment development which is set to increase the number of people in employment in the area. In 2011, 14% of residents were in part time employment and around 47% were in full time employment^v.

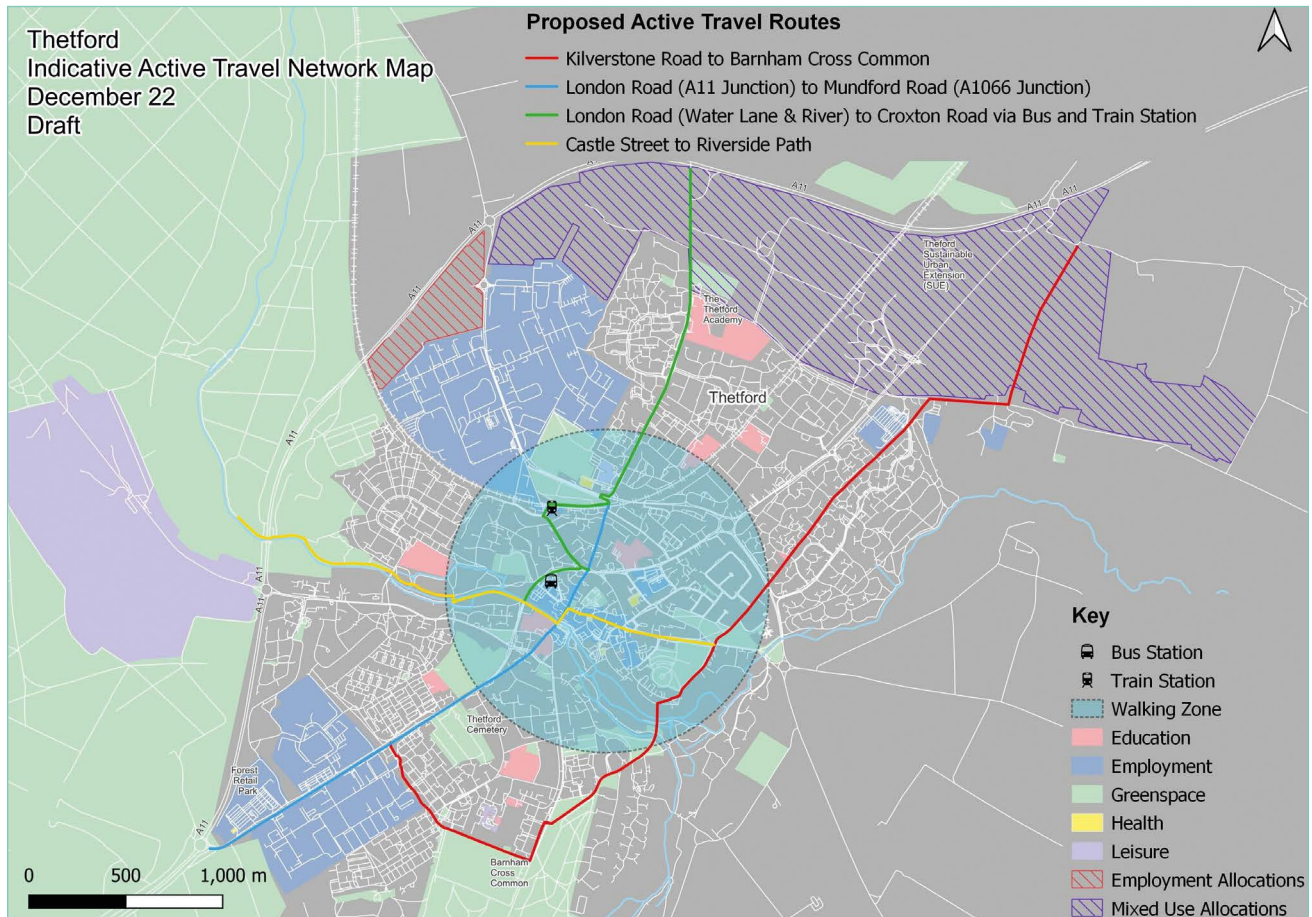
Active travel alternatives to driving and public transport in Thetford are currently provided by the National Cycle Network which links the town to the Peddars Way to the east and the Angles Way to the south. It also links to the Sustrans RCN to the north, which links with the Little Ouse Path.



Map 54: Thetford area map showing current active travel network.

ii. Indicative active travel network map

The indicative active travel network for Thetford aims to provide connectivity between residential areas, places of employment and education, commercial areas and central services including Thetford Train Station and bus station. The indicative network will also link to new developments in the north of Thetford and will provide access to greenspace via Little Ouse Path.



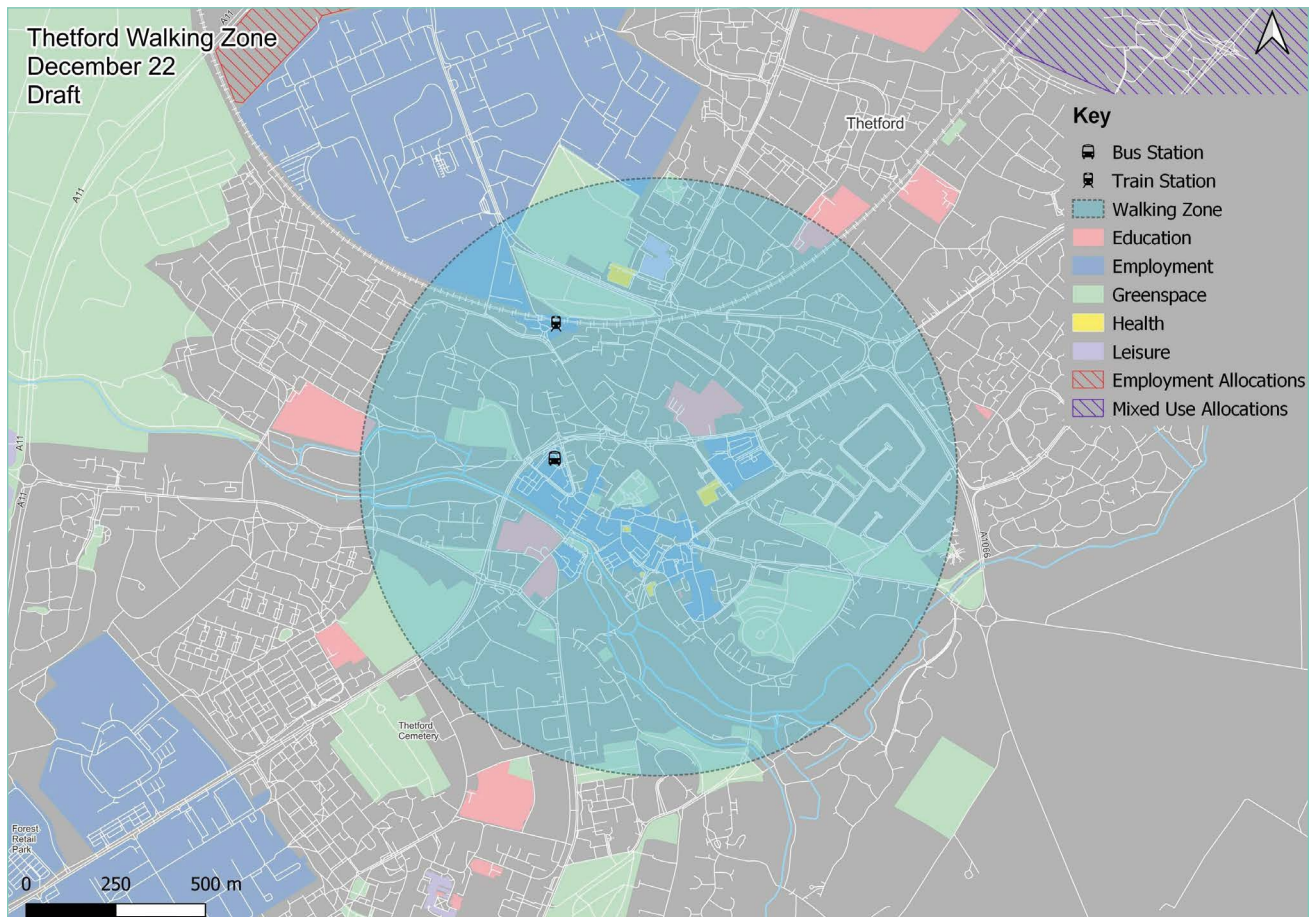
Map 55: Thetford indicative active travel network.

iii. Active travel route summary

Route Number	Route	Route Description
Route 1 (Red)	Kilverstone Road to Barnham Cross Common	The 5.5km route connects the Sustainable Urban Extension (SUE) or Kingsfleet Housing Development (east), to Kilverstone, the superstore, other residential areas, to the town centre and greenspaces.
Route 2 (Blue)	London road (A11 Junction) to Mundford Road (A1066 Junction)	A 2.5km route connecting the commercial area to the southwest of the town, via residential areas, to the town centre and train station.
Route 3 (Green)	London Road (Water Lane and River) to Croxton Road via Bus and Train Station	A 3.2km route that connects the river and residential areas to the west of town with the town centre, bus and train stations, and with schools and the SUE (west) residential areas in the north of the town
Route 4 (Yellow)	Castle Street to Riverside Path	A 2.7km route that connects residential areas with the town centre, National Cycle Route 1 and greenspace.

iv. Indicative walking zone

The Thetford walking zone extends beyond the existing pedestrian area within the town centre to include the train and bus station and riverside area. Schemes within the walking zone will include improvements to cycle parking facilities and wayfinding as well as schemes to improve pedestrian connectivity between: the train station and town centre along Croxton Road; Castle Street to the town centre; Bridge Street to Riverside and the Bus Station to Town centre, specifically where Minstergate joins St Nicholas Street.



Map 56: Thetford indicative walking zone.

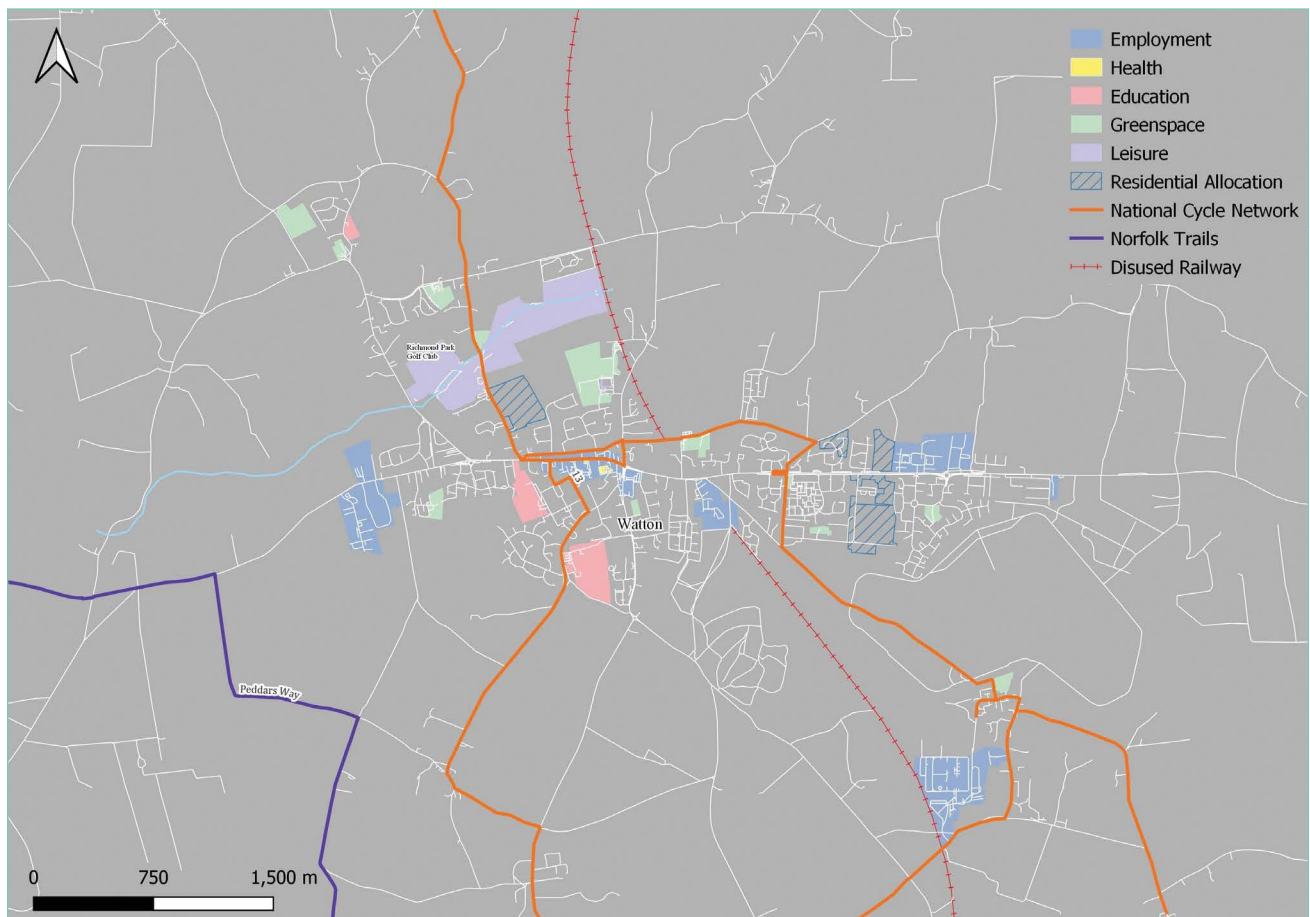
► Watton

i. Introduction

Watton is a rural market town situated 37km west of Norwich along Watton Road (B1108) and with a population of 8,592 people in 2020. 70% of residents are under the age of 65 which amounts to many commutes for work and education within the town^{iv}.

In 2011, 40.7% of its population were in full time employment and with some residential allocations planned within the town, the figure is set to increase in coming years^v.

Watton does not have a train station but has several bus routes which provide access to the surrounding towns and villages. The National Cycle Network Route 13 connects with Swaffham and provides connectivity with Dereham and Thetford. Peddars Way to the west of Watton is a walking and cycling trail and currently partially a horse-riding trail.



Map 57: Watton area map showing current active travel network.

ii. Indicative active travel network map

The indicative active travel network for Watton mainly aims to provide connectivity between residential areas and places of education and employment. Indicative routes also connect leisure facilities and Loch Neaton in the north of the town and market locations in the centre.



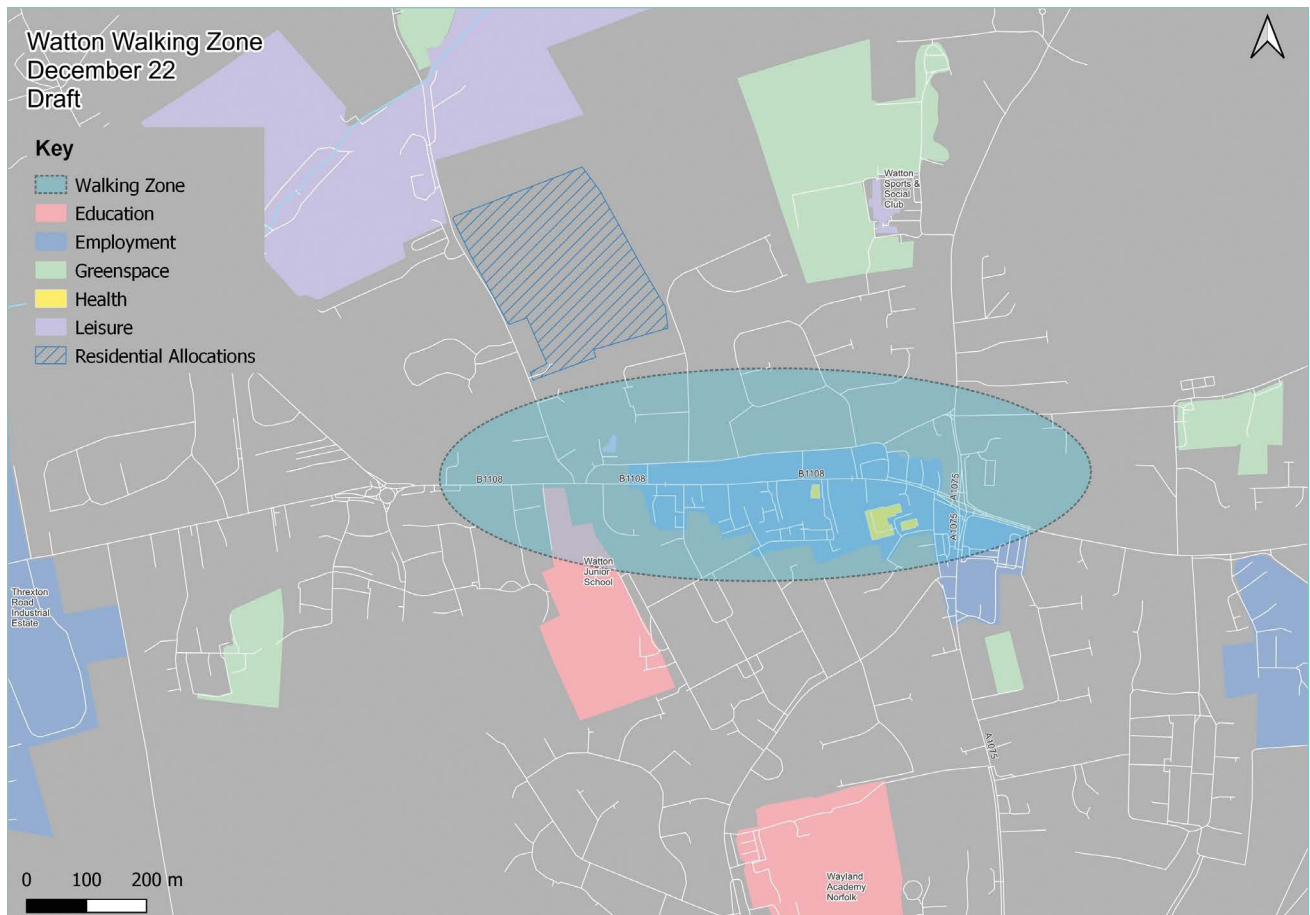
Map 58: Watton indicative active travel network.

iii. Active travel route summary

Route Number	Route	Route Description
Route 1 (Red)	Loch Neaton to High Street	A 0.65km route providing connectivity with residential areas, greenspaces (Loch Neaton) and leisure facilities along Dereham Road and Cadman Way with central areas of employment on High Street.
Route 2 (Blue)	Hendon Avenue to Queens Hall	A 2.5km route that starts at the Queens Hall junction on Norwich Road. The route connects residential areas with areas of employment and central market locations.
Route 3 (Green)	Hugh Way to Queens Hall	A 1.2km route connecting new residential allocations in the south to Wayland Academy Norfolk and central areas of employment.
Route 4 (Yellow)	Thrextan Road to Dereham Road	A 1.9km route which connects housing areas to a major employment area in the west of Watton along the High Street and Brandon Road as central places of employment and education (Watton Primary School).
Route 5 (Orange)	Wayland Academy to Thetford Road	A 0.7km route connecting Wayland Academy Norfolk, residential areas and the town centre.

iv. Indicative walking zone

The Watton walking zone encompasses the core town centre including High Street, Brandon Road, Cadman Way, Norwich Road and Thetford Road as outlined in the Watton Town Delivery Plan (2022). The Queens Hall Road junction connecting High Street, Cadman Way, Norwich Road and Thetford Road is also within the walking zone, as well as Middle Street and Dereham Road which will enable connectivity to leisure facilities and Loch Neat on Cadman Way. This zone also aligns with the Future Breckland Market Town Delivery Plan which highlights the need for more and improved pedestrian crossing points along the Brandon Road and High Street.



Map 59: Watton indicative walking zone.

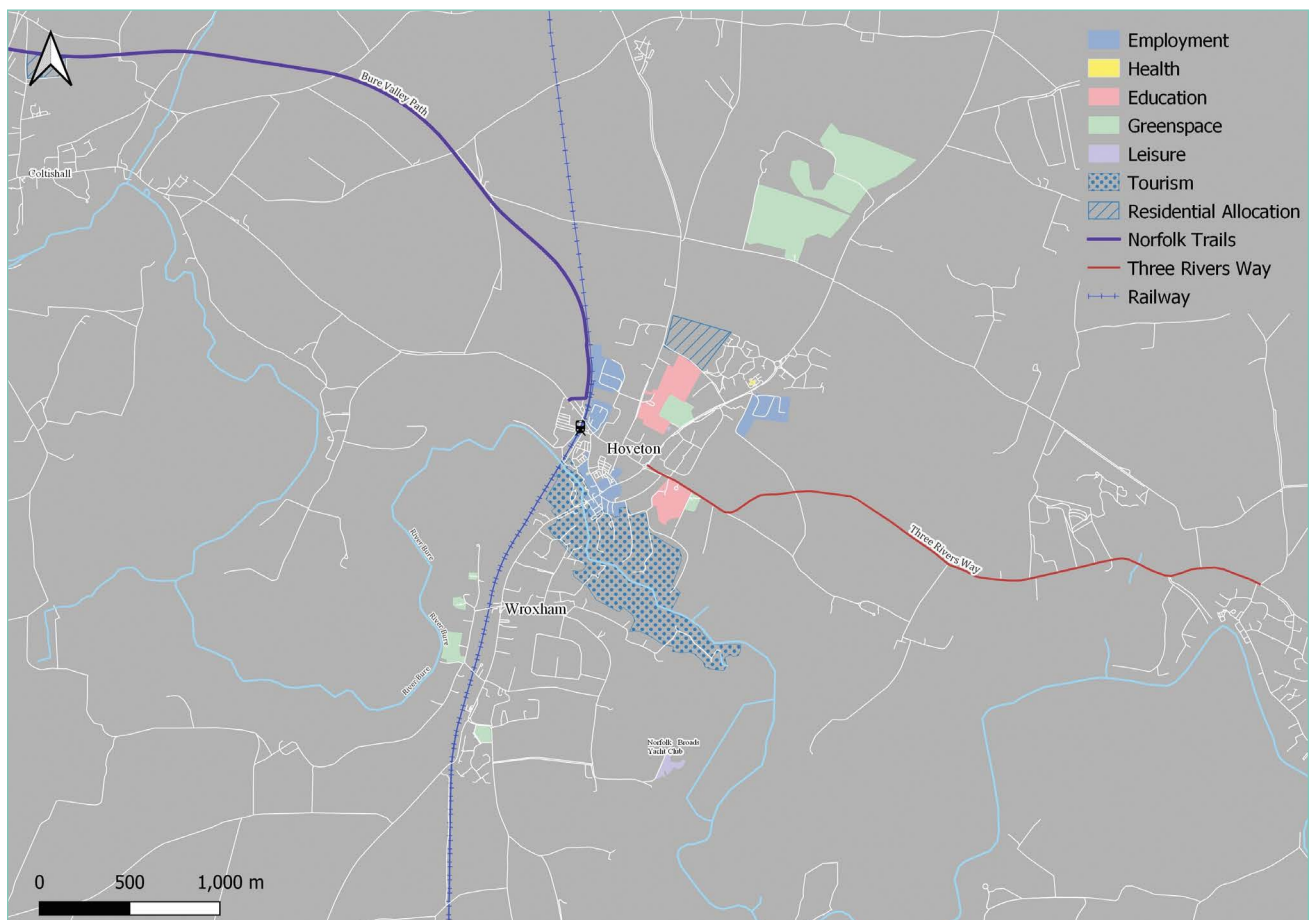
► Wroxham and Hoveton

i. Introduction

The villages of Wroxham and Hoveton are separated by the River Bure and are 16km northeast of Norwich along Wroxham Road. Their combined population was approximately 1,700 in 2021, with 32% of residents over the age of 65^{iv}.

The area of Wroxham and Hoveton has new allocation for residential development so the demand for cycling and walking routes is expected to increase. Employment levels are also set to rise from the figure of 34% [full time] in 2011^v.

Hoveton and Wroxham train station sits in the heart of Hoveton just south of the Bure Valley Railway. The Bure Valley Path provides a great access route to the train station from the surrounding areas to the northwest.



Map 60: Wroxham area map showing current active travel network.

ii. Indicative active travel network map

The indicative active travel network aims to provide connectivity between Hoveton and Wroxham via a linear north to south route. The network will also provide access to Wroxham Train Station, tourist attractions, schools and current and new residential developments.



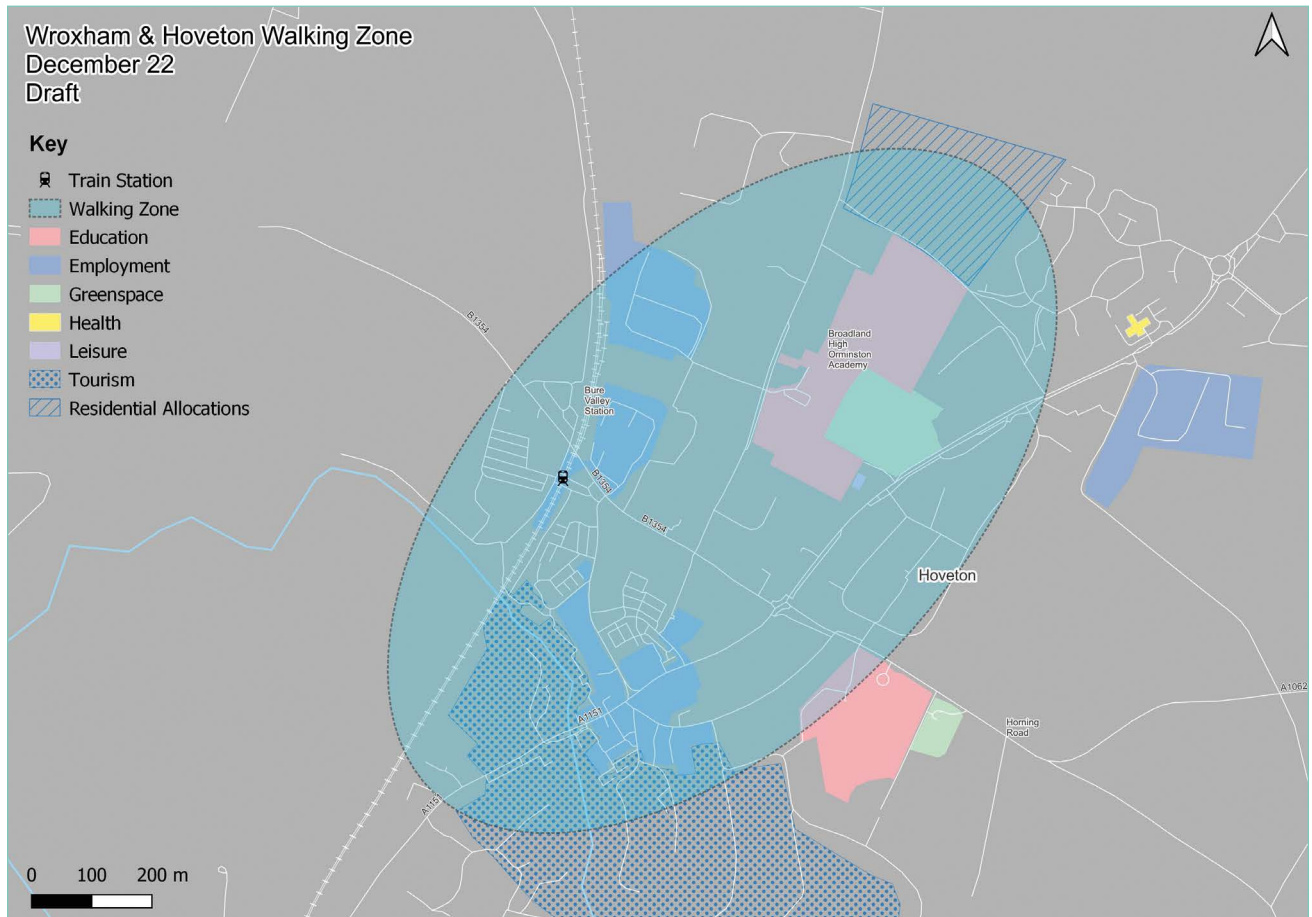
Map 61: Wroxham and Hoveton indicative active travel network.

iii. Active travel route summary

Route Number	Route	Route Description
Route 1 (Red)	Stalham Road and Norwich Road	A 3.5km linear route on Norwich Road starting to the west of the rail track south of Wroxham and continuing through the centre of the town and along Stalham Road to the junction with St Peter's Lane.
Route 2 (Blue)	Bure Valley Station to Horning Road	A 1km route that links part of the existing Three Rivers Way with the Bure Valley Route. From east to west, the route starts at the junction of New Lane and Horning Road. The route would connect two well established recreational cycle routes and provide wider connectivity to surrounding areas.
Route 3 (Green)	Station Road and Church Road	A 0.35km route from Wroxham Train Station to the town centre on Station Road.
Route 4 (Yellow)	Two Saints Close to Stalham Road	A 2.2km route from Two Saints Close in the north of Hoveton, heading south past Broadland High Ormiston Academy, across Horning Road West.

iv. Indicative walking zone

The Wroxham and Hoveton walking zone covers the town centre, Wroxham Train Station, schools, and areas which see high levels of footfall, including Norwich Road and Stalham Road.



Map 62: Wroxham and Hoveton indicative walking zone.

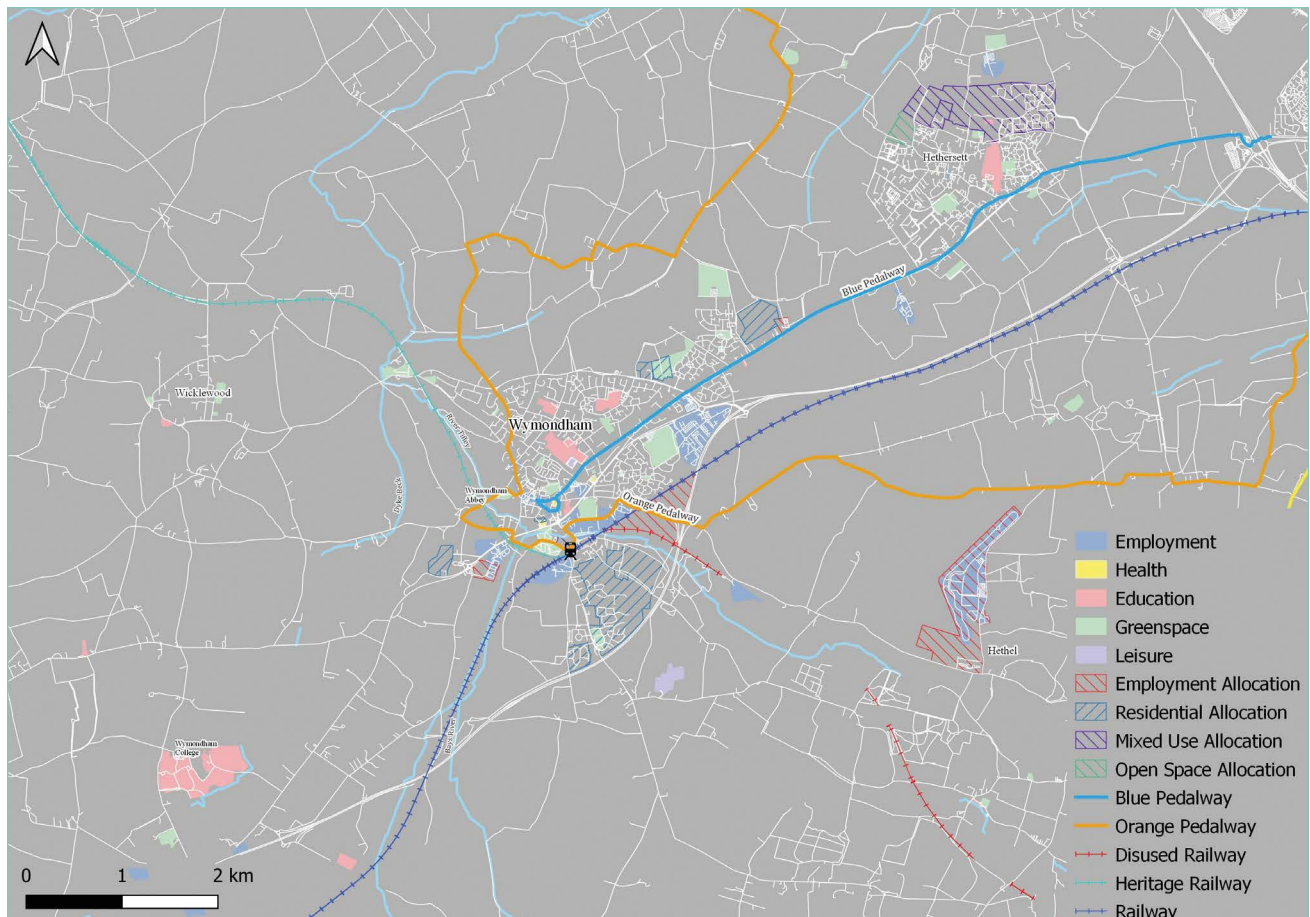
► Wymondham and Hethersett

i. Introduction

Wymondham is a market town within the South Norfolk District of Norfolk and around 19km southwest of Norwich. Wymondham has allocation for new housing in the west, south and east of the town which is set to increase the population of 17,780 (2021) and in turn, increase the number of people in full time work, 41% in 2011^{iv}.

Hethersett is a nearby large village roughly halfway between Wymondham and Norwich. There is significant new housing allocation in the north which is expected to increase the population of 8,608 (2020) and increase the number of people in full time work from 38.7% in 2011^v.

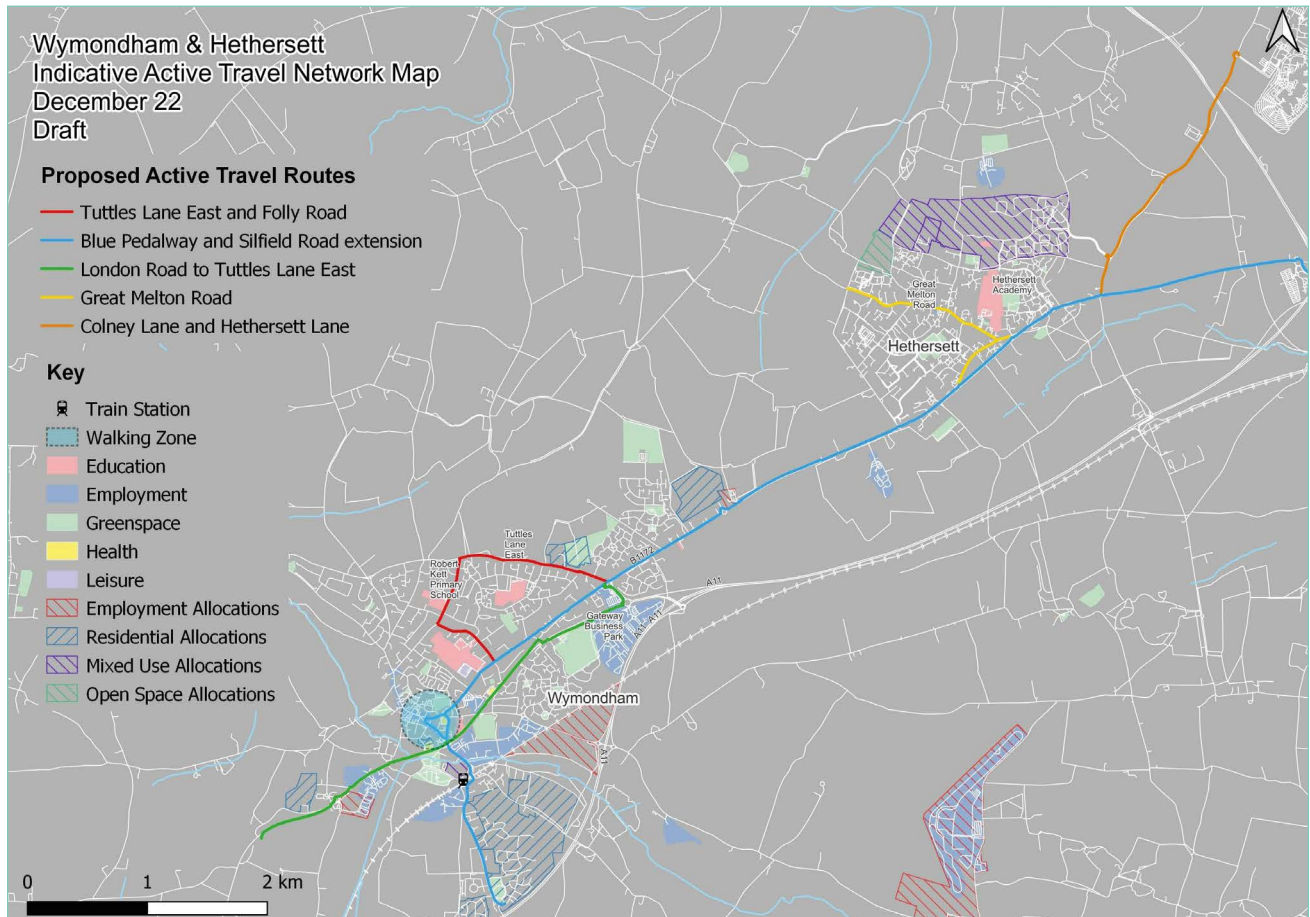
Both Wymondham and Hethersett are connected to Norwich with an existing shared use cycle facility running parallel to the B1172. Wymondham has a bus station and a train station on the Breckland Line with access to Norwich, Attleborough and further west to Cambridge.



Map 63: Wymondham and Hethersett area map showing current active travel network.

ii. Indicative active travel network map

The indicative active travel network aims to connect residential areas, central services and places of employment and education in Wymondham and Hethersett. The network will also link the towns via the existing Blue Pedalway.

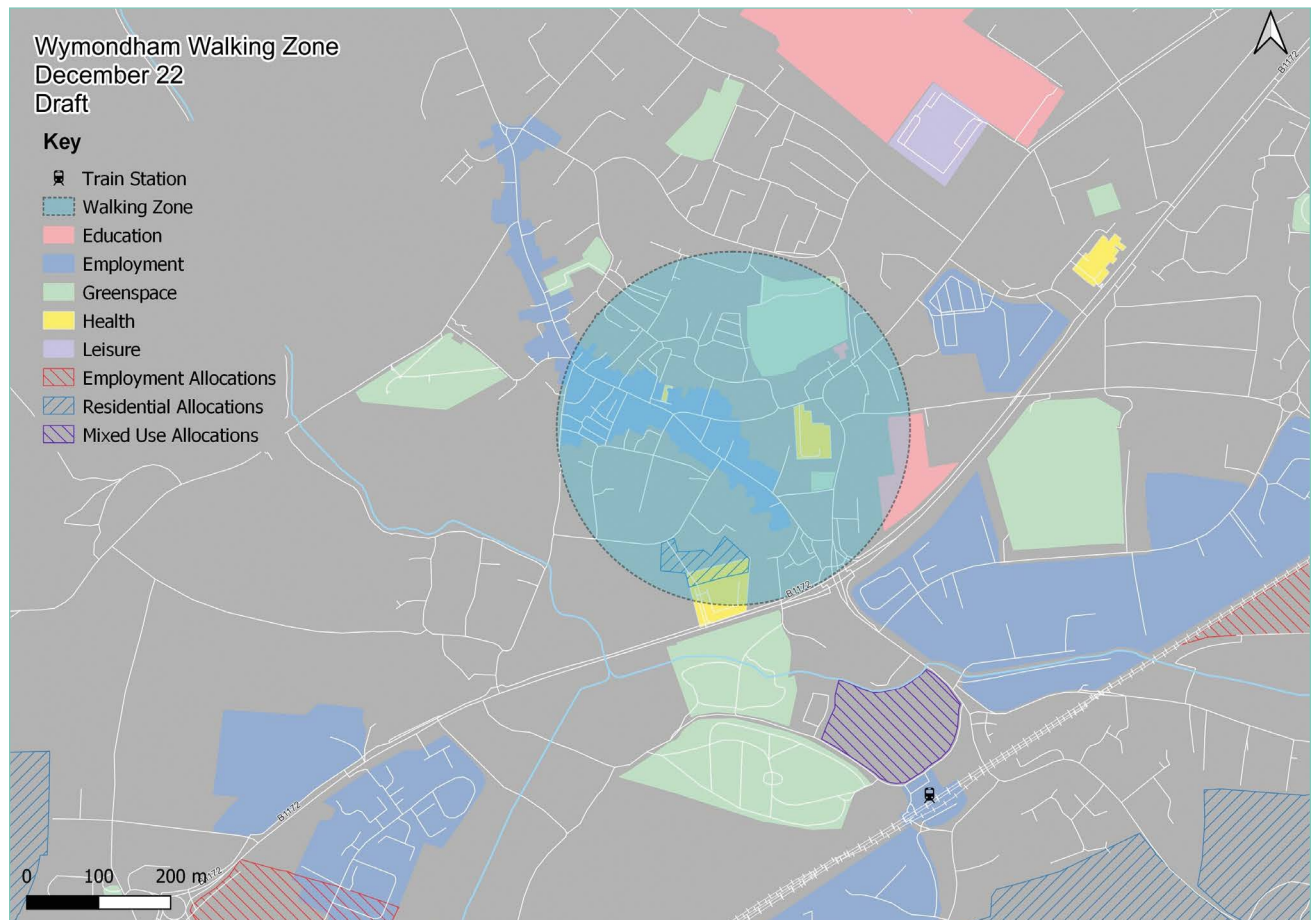


iii. Active travel route summary

Route Number	Route	Route Description
Route 1 (Red)	Tuttles Lane East and Folly Road	A 2.5km route to provide connectivity with education locations via Tuttles Lane East and Folly Road.
Route 2 (Blue)	Blue Pedalway and Silfield Road extension	A 10.5km linear route to improve connectivity along the existing Blue Pedalway and an extension to connect with public transport and residential areas along Silfield Road.
Route 3 (Green)	London Road to Tuttles Lane East	A 3.9km route providing connectivity between residential areas and places of education within Hethersett and the Blue Pedalway.
Route 4 (Yellow)	Great Melton Road	A 2km route providing connectivity between residential areas and places of education within Hethersett and the Blue Pedalway.
Route 5 (Orange)	Colney Lane and Hethersett Lane	A 2.4km route to complete connectivity between the Norfolk and Norwich University Hospital and new housing allocations in the north of Hethersett.

iv. Indicative walking zone

The indicative walking zone covers areas which see high levels of footfall, and any new schemes will align with the Wymondham Area Action Plan 2015.



Map 65: Wymondham indicative walking zone.

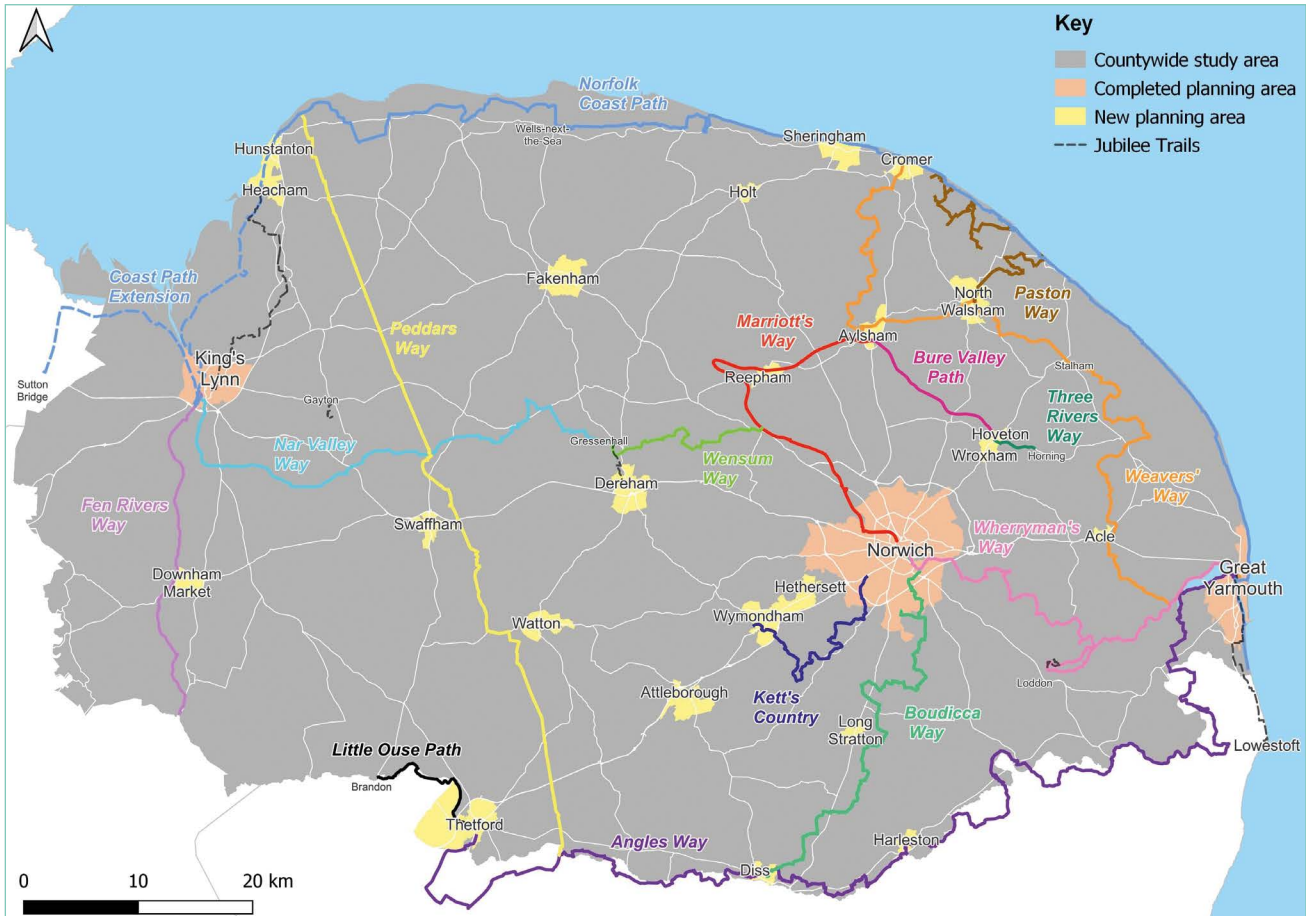
10. Norfolk Trails Network

i. Introduction

The Countywide LCWIP will include a range of infrastructure proposals which would improve the accessibility of the existing Norfolk Trails network. Potential improvements to the network have been identified through a review of local plans and policies, public feedback and Norfolk Trails Officer inspections.

Examples of potential improvements for the trails network include; improved access for wheel chair users, improvements to surface conditions, better drainage, realignment of routes, new crossing points at road junctions, boardwalk replacements and improved conditions for horse riding.

The purpose of the public engagement in May 2023 is to help validate the trails network and to prioritise routes for development.



Map 66: Norfolk Trails Network.

ii. Trails and scheme summary

Trail name	Trail type	Route description
Angles Way	Walking only	A 150km walking trail running from Thetford, through Diss, Harleston, Bungay and Beccles to Lowestoft then north to Great Yarmouth via Somerleyton. The trail also connects to the Peddars Way near Riddlesworth Park, Boudicca Way in Diss and the Norfolk Coast Path and the Wherryman's Way in Great Yarmouth.
Boudicca Way	Walking only	A 58km trail running south from Trowse Newton in southeast Norwich to Diss via Shotesham, Tasburgh and Pulham Market. The trail connects to the Wherryman's Way in Trowse Newton and the Angles Way in Diss.
Bure Valley Path	Walking and cycling	A permissive path for people walking or cycling which is owned and managed by Broadland District Council. The path runs for 14km southeast from Aylsham to Wroxham and Hoveton via the historic Bure Valley Railway (now a heritage railway). The trail goes through Brampton, Buxton, Coltishall and finally Wroxham Station in Hoveton and connects to the start of the Marriott's Way in Aylsham.
Fen Rivers Way	Walking only	A 79km trail heading south from King's Lynn to Cambridgeshire through Downham Market. The trail also connects to the Nar Valley Way at King's Lynn.
Kett's County	Walking only	A 29km trail linking Wymondham and Norwich. It is Norfolk's newest trail and launched in March 2022. The route contains a series of circular walks at Wymondham, Wreningham, Mulbarton, Swardeston and Cringleford.
Little Ouse Path	Walking, cycling and horse-riding	A 16km trail through the Little Ouse Valley. The trail follows the old towpath and links Thetford and Brandon.
Marriott's Way	Walking, cycling and horse-riding	A 42km route running east from Aylsham towards Reepham. The trail loops around Reepham and heads southeast to Norwich via Whitwell Common, Lenwade, Thorpe Marriott and North Earlham. The trail connects to the Bure Valley Path in Aylsham and the Wensum Way in Lenwade.
Nar Valley Way	Walking only	A 53km trail from King's Lynn to Beetley via Setchey, Narborough, Castle Acre, Mileham and Gressenhall. The trail links to the Fen Rivers Way in King's Lynn, the Peddars Way in Castle Acre and the Wensum Way in Beetley.
Norfolk Coast Path [National Trail]	Walking only	A 135km route along the Norfolk Coast which forms part of the England Coast Path National Trail. Runs from Hunstanton to Hopton on Sea via Wells-next-the-Sea, Cromer, Caister-on-Sea and Great Yarmouth. The trail links to the Peddars Way in Holme, the Weavers' Way and Paston Way in Cromer and the Wherryman's Way and Angles Way in Great Yarmouth.

Trail name	Trail type	Route description
Paston Way	Walking and cycling	A 35km trail running southeast from Cromer to North Walsham via Overstrand, Southrepps, Gimingham, Mundesley and Paston. The trail links to the Weavers' Way in both Cromer and North Walsham and runs along the Norfolk Coast Path between Cromer and Bacton.
Peddars Way (National Trail)	Walking, cycling and horse-riding	A 79km linear trail is a National Trail and runs from Holme to Riddlesworth Park, east of Thetford, via Anmer, Castle Acre, Little Cressingham and Stonebridge. The trail links to the Norfolk Coast Path in Holme, the Nar Valley Way in Castle Acre and the Angles Way in Riddlesworth Park.
Three Rivers Way	Walking and cycling	A 4km route passing through countryside between Hoveton and Horning and providing ready access to the Broads and the River Bure at each end. The route also links up with adjoining paths and there is easy access to local attractions such as historic churches, BeWILDerwood and the RAF Radar Museum.
Weavers Way	Walking, cycling and horse-riding	Runs for 98km from Cromer to the Broads via Aylsham, North Walsham, Stalham and Acle. This path links to the Norfolk Coast Path and Paston Way in Cromer, meets the Paston Way again in North Walsham and joins the Wherryman's Way near the Berney Arms train station in The Broads. The full length of the trail is walkable, and cycling is permitted for 10km from North Walsham to Aylsham. Cycling and horse-riding are permitted for 7km from Stalham to Bengate.
Wensum Way	Walking only	A 19km trail running east from Beetley to Lenwade via Swanton Morley, Elsing and Lyng. The path connects to the Nar Valley Way in Beetley and Gressenhall and the Marriott's Way in Lenwade.
Wherryman's Way	Walking only	Runs for 60km east from Norwich train station to Great Yarmouth via Bramerton, Surlingham, Hardley Street, Loddon, Reedham and Berney Arms. The trail links to Boudicca Way in Trowse Newton, Weavers' Way in Berney Arms and the Angles Way and Norfolk Coast Path in Great Yarmouth.

11.

National Cycle Network and Norfolk

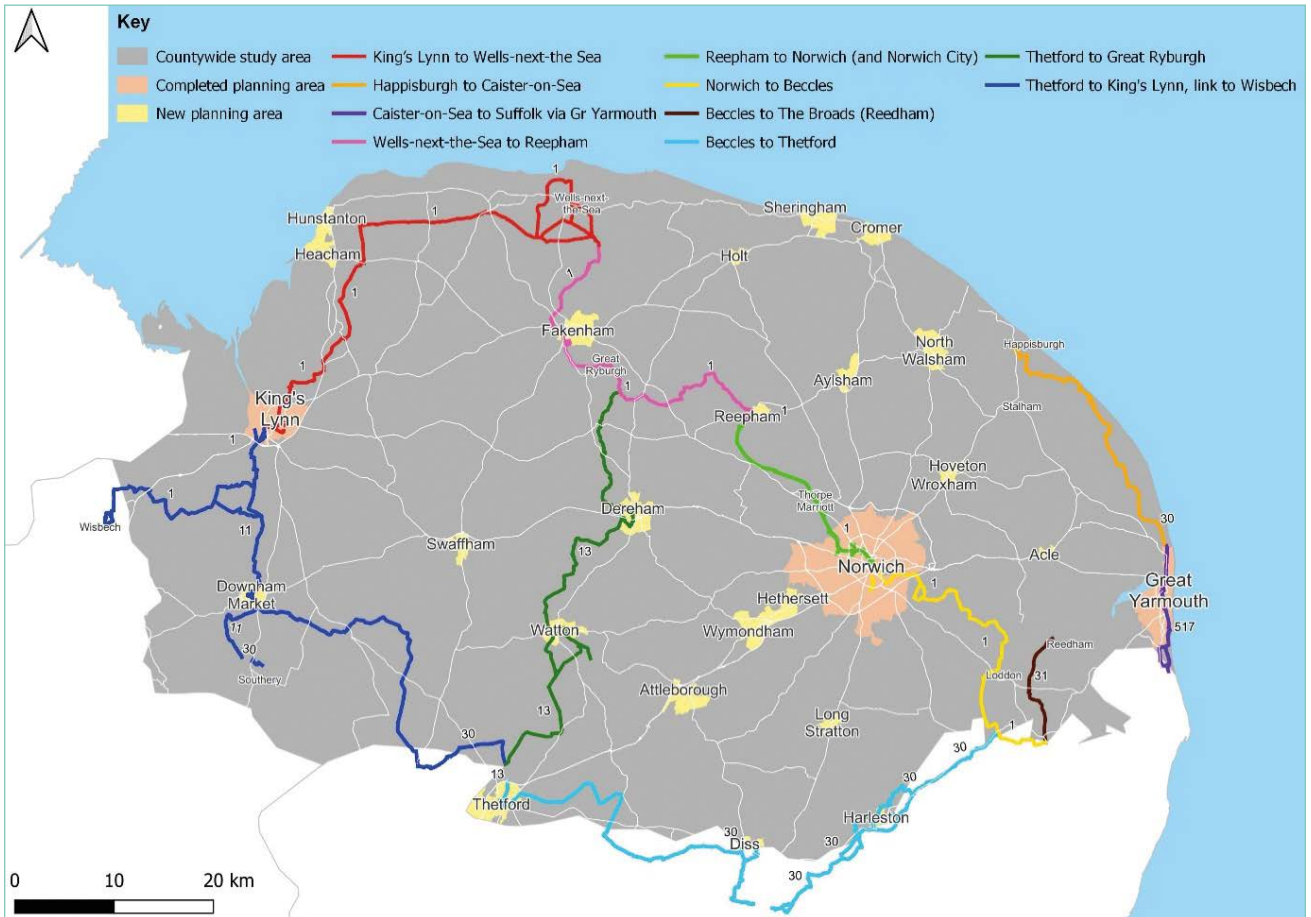
The National Cycle Network (NCN) is a nationwide network of 16,575 miles of signed cycling and walking routes spanning the UK which are used by people walking and cycling, as well as wheelchair users, joggers, and horse-riders.

The charity 'Sustrans' are the custodians of the NCN and work with partners and stakeholders across the country with the aim of making it easier for people to walk and cycle.

Norfolk County Council we are working with Sustrans as part of their network review to identify opportunities for improvements on the national network in Norfolk. Potential improvements for the National Cycle Network which will be included in the Countywide LCWIP can be grouped into 5 categories:

- **Barrier removal schemes** to remove or redesign obstacles which pose a barrier to all forms of active travel along a route.
- **Traffic survey schemes** determine traffic volume and speed data to help inform schemes for on road sections of the NCN.
- **Surface improvement schemes** to make routes more accessible and comfortable for all users.
- **Crossing or junction improvement schemes** to enable safe and inclusive crossing for all users.
- **Route realignment schemes** where the current route quality is poor, indirect or there is a better viable alternative route.

The purpose of the public engagement in May 2023 is to help validate the National and Regional Cycle Networks and to prioritise routes for development.



National Cycle and Regional Cycle Network route summary

Cycle network section	Network number	Route description
King's Lynn to Wells-next-the-Sea	NCN 1	The 64km of NCN between King's Lynn and Wells-next-the-Sea (including the Wells-Next-the-Sea loop) is mostly on-road, typically along rural lanes, passing through smaller market towns including Burnham Market and the key tourist attraction of Sandringham.
Happisburgh to Caister-on-Sea	Reclassified for experienced users	A 25km route connecting coastal communities along the Norfolk coast and key tourist attractions of Winterton-on-Sea. This section has been reclassified due to the high indicative motor traffic speeds on many sections, and high traffic volume through settlements and therefore is only promoted to experienced users.
Caister-on-Sea to Suffolk border via Great Yarmouth	NCN 30 and NCN 517	The 17km of NCN 30 and NCN517 between Yarmouth and the Suffolk border south of Hopton (towards Lowestoft) are aligned along a combination of longer stretches on-road, and shorter traffic free sections. This route provides a key link to the coast communities of Lowestoft and Great Yarmouth.
Wells-Next-The-Sea to Reepham (NCN 1)	NCN 1	The 45km of NCN in this section are almost entirely on-road, mostly on rural roads, often indirect. This section of NCN is rural in nature, providing connections between small villages and the town of Fakenham.
Reepham to Norwich (and Norwich City)	NCN 1	This section of NCN 1 is approximately 26km and connects Reepham and Norwich. It is mainly traffic free, following the Marriott's Way from Norwich. The route travels through farmland, woodland and water meadows, as well as following the River Wensum in places. The Marriott's Way, also part of the Norfolk Trails network, continues north to Aylsham, although this section is currently not on the NCN.
Norwich to Beccles	NCN 1	This section of NCN 1 is approximately 40km long and connects Norwich to Beccles (Suffolk). NCN 1 between Norwich and Beccles is almost entirely on road, on rural lanes, away from the more direct, but busier, Loddon Road. The route serves mostly to connect smaller villages, although to the north of this section there is an opportunity for commuting trips by cycle towards Norwich City Centre.
Beccles to The Broads (Reedham)	NCN 31	This section of the NCN 31 is approximately 16km long and connects the towns of Beccles (just inside Suffolk) with Reedham. This NCN route connects Beccles to The Broads. The route is predominantly on-road with short traffic-free sections at the southern end of the route to the north of Gillingham.

Cycle network section	Network number	Route description
Beccles to Thetford	NCN 13	This section of the NCN 13 is approximately 56km long and connects the town of Thetford to NCN 1 near Fakenham. The NCN 13 connects towns and villages in this corridor with a predominantly on-road route, with short sections of traffic-free route around Dereham and Watton.
Thetford to Great Ryburgh	NCN 13	This section of the NCN 13 is approximately 56km long and connects the town of Thetford to NCN 1 near Fakenham. The NCN 13 connects towns and villages in this corridor with a predominantly on-road route, with short sections of traffic-free route around Dereham and Watton.
Thetford to King's Lynn and link to Wisbech	NCN 30, NCN 11, NCN 1	This section of the network, along NCN 30 and NCN 11, is approximately 56km long, and connects the towns of Thetford, Downham Market, and King's Lynn. The NCN 30 connects between Brandon and Downham Market via a reclassified section northwards through the villages of Foulden and Stoke Ferry. At Downham Market NCN 11 heads north towards King's Lynn.

12.

Additional Strategic Network Routes

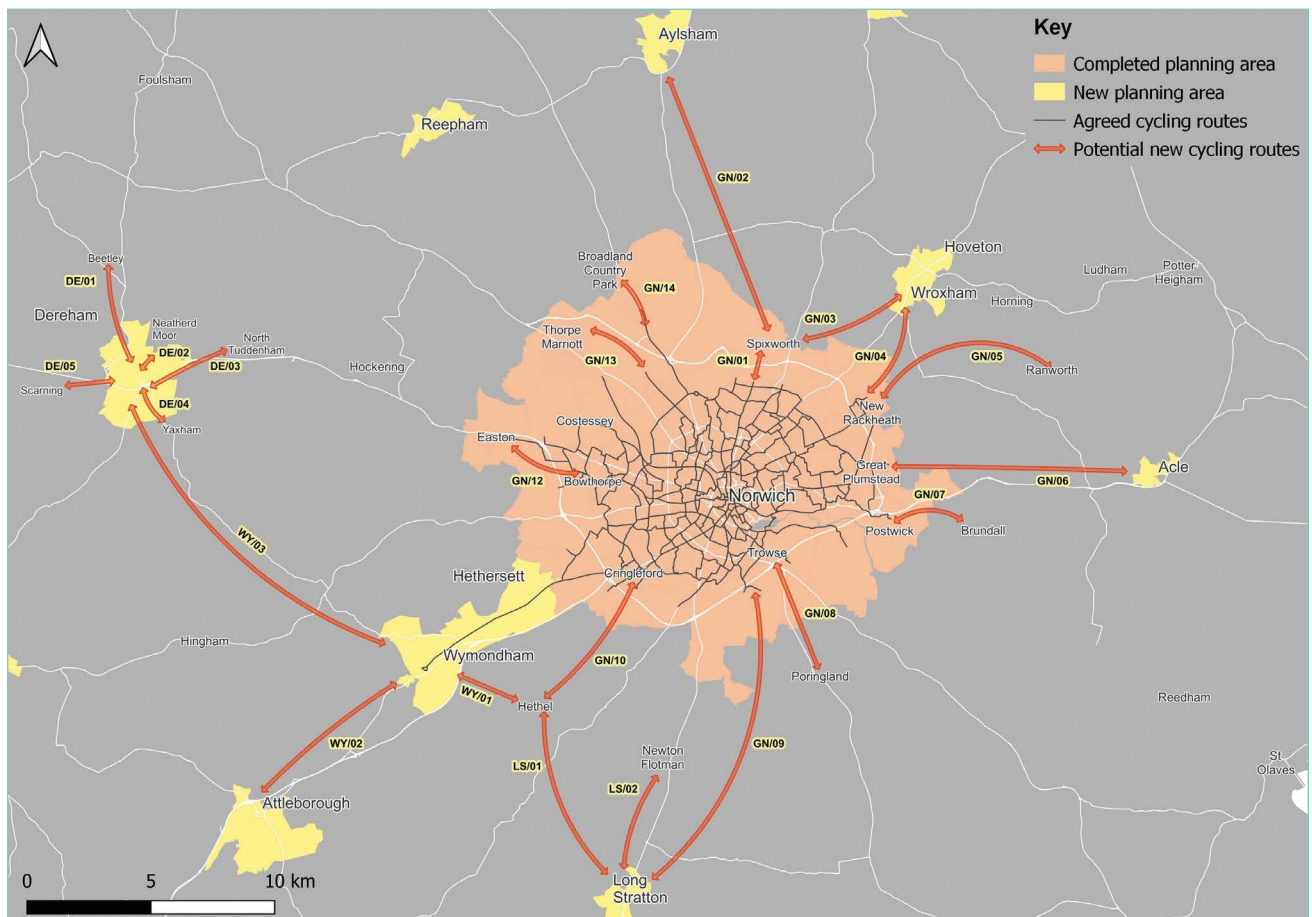
i. Introduction

A review of local plans and policies has identified potential new cycling and walking routes in Norfolk which would enable connectivity with greenspace and link rural communities with central services.

The following maps and tables provide a summary of the potential routes which could be included within the Countywide LCWIP.

The purpose of the public engagement in May 2023 is to help validate the indicative new cycling and walking routes and prioritise them for potential development.

ii. Greater Norwich and Dereham



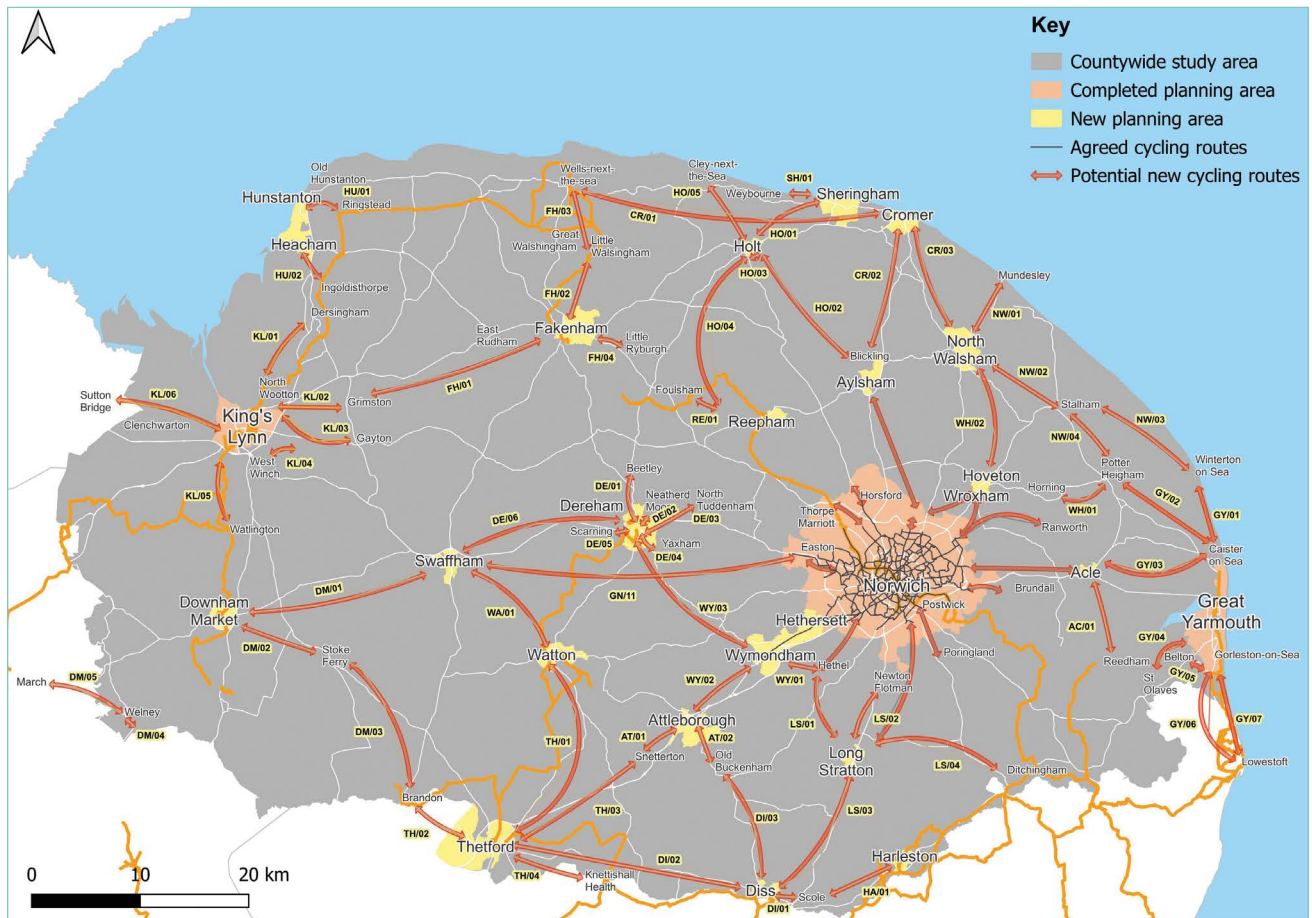
Map 68: Indicative new walking and cycling routes linking Greater Norwich and Dereham with surrounding towns.

iii. Route summary

Reference	Location	Description
GN/01	Buxton Road to Spixworth cycle link	Cycling route to connecting Spixworth with the existing Greater Norwich cycle network via Buxton Road.
GN/02	Spixworth to Aylsham cycle link	Cycling route providing connectivity between north Spixworth and Aylsham potentially using quiet lanes.
GN/03	Spixworth to Wroxham cycle link	Developing an existing quiet way route to provide cycling connectivity between Spixworth and Wroxham which links the closed road at Rackheath Lane to Wroxham Football Club.
GN/04	Broadland Way	A cycling route using quiet roads and existing public rights of way to provide wider connectivity between Greater Norwich and Wroxham.
GN/05	Norfolk Broads leisure cycle routes	A cycling route connecting Greater Norwich with the broads using quiet roads and existing public rights of way.
GN/06	Acle cycle link	A cycling route using quiet roads and existing public rights of way to provide wider connectivity between Norwich and Acle.
GN/07	Postwick to Brundall cycle link	A cycling route using quiet roads and existing public rights of way to provide wider connectivity between Postwick park and ride and Brundall train station.
GN/08	Poringland cycle link	A cycling route using quiet roads and existing public rights of way to provide wider connectivity from Poringland linking into the existing cycle network at Trowse in Norwich.
GN/09	Long Stratton to Trowse cycling and walking link	A cycling and walking route providing wider connectivity between Long Stratton and Norwich linking in rural communities utilising quiet lanes, public rights of way and the trails network.
GN/10	Hethel to Cringleford cycle link	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Hethel and Cringleford.
GN/11	Longwater and Swaffham cycle link	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Longwater (underpass) and Swaffham.
GN/12	Green Pedal Way to Easton connectivity	Improvements to the cycling and walking infrastructure along the green Pedalway and creating a connection with Easton.
GN/13	Hellesdon to Thorpe Marriott cycle link	A cycling route providing connectivity along Reephams Road linking Hellesdon with new development locations north of Thorpe Marriott.

Reference	Location	Description
GN/14	Holt Road and Yellow Pedalway	Extending on proposals within the Greater Norwich LCWIP a further extension to the Yellow Pedalway from Broadland Northway and Horsford and providing connectivity with Broadland County Park.
DE/01	Dereham to Beetley	This route connects Dereham to Beetley and the Gressenhall Farm & Workhouse Museum via a series of quiet roads and Public Rights of Way. Access to the NCN from Gressenhall provides a route north to Fakenham.
DE/02	Dereham to Neatherd Moore	Utilising the Dereham Town Centre to Dereham Town FC (Blue) priority route and neighbourhood routes, this route provides access Neatherd Moor and Etling Green common land. Together they are important local assets that provide open greenspace to residents and visitors of Dereham.
DE/03	Dereham to North Tuddenham	This route connects Dereham with North Tuddenham via a series of quiet roads and Public Rights of Way. This route will also provide connectivity with the proposed new country park.
DE/04	Dereham to Yaxham	With connectivity to Toftwood provided with two priority routes, this wider route extends this connectivity south to Yaxham, which also provides access to the proposed development in Toftwood.
DE/05	Dereham to Scarning	This route provides an extension the Dereham proposed network and connects with Scarning via quiet roads and the need for a safe crossing point on the A47.
DE/06	Dereham to Swaffham	Cycling and walking connectivity between Dereham and Swaffham utilising public rights of way and quiet lanes.

iv. Additional Network Schemes – Norfolk wide (excluding Greater Norwich and Dereham)



Map 69: Indicative new walking and cycling routes linking towns and cities across Norfolk.

Route summary

Reference	Location	Description
HU/01	Hunstanton to the National Cycle Network	Cycling route connectivity between the proposed cycling and walking network in Hunstanton and the National Cycle Network 1 using quiet roads and existing public rights of way.
HU/02	Hunstanton South Beach Road to Ingoldisthorpe	A cycling route using quiet roads and existing public rights of way to provide wider connectivity between South Beach Road and Ingoldisthorpe.
DM/01	Downham Market to Swaffham	A cycling route using quiet roads and existing public rights of way to provide wider connectivity between the Downham Market and Swaffham.
DM/02	Downham Market and Stoke Ferry Greenway	Cycling and walking connectivity along the disused railway south of Downham Market to Stoke Ferry via Fordham.

Reference	Location	Description
DM/03	Stoke Ferry to Brandon	A cycling route using quiet roads and existing public rights of way to provide wider connectivity between the Stoke Ferry and Brandon.
DM/04	Welney Wash Causeway	A cycle and walking route across the Welney Wash Causeway.
DM/05	NCN 11 at Welney Wash Road to March	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between National Cycle Network 11 Welney Wash Road to March.
FH/01	Fakenham to King's Lynn	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between King's Lynn and Fakenham.
FH/02	Fakenham to Little Walsingham	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Fakenham and Little Walsingham.
FH/03	Little Walsingham to Wells-Next-the-Sea	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Little Walsingham and Wells-Next-the-Sea.
FH/04	Pensthorpe to Little Ryburgh	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Pensthorpe and Little Ryburgh.
HO/01	Holt to Sheringham	A cycling and walking route to provide connectivity between the key destinations of Holt and Sheringham. There is potential to follow the Poppy Line Rail Network route between High Kelling and Sheringham.
HO/02	Holt to Blickling	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Holt and Blickling.
HO/03	Holt Country Park	A walking and cycling route through Holt County Park linking Edgefield Hill and Hempstead Road via the park.
HO/04	Holt - Melton Constable - Themelthorpe	Cycling and walking connectivity between Melton Constable and Themelthorpe. There are parts of the disused heritage railway lines between Holt and Melton Constable which could be transformed into a Greenway, with an off-road section connecting to Themelthorpe also on the disused railway line. This could enable an off-road cycle route between Holt and either Aylsham or Norwich. Melton Constable to Themelthorpe would complete the link to the Marriott's Way to Norwich.
HO/05	Holt to Cley next the Sea	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Holt and Cley-next-the-Sea .
SH/01	Sheringham to Weybourne	A cycling route using quiet roads and existing public rights of way to provide wider connectivity between Sheringham and Weybourne.

Reference	Location	Description
CR/01	Cromer to Wells-Next-the-Sea (Linking with Holt and Sheringham)	A cycling route using quiet roads and existing public rights of way to provide wider connectivity between Cromer and Wells linking with Sheringham and Holt.
CR/02	Cromer to Blickling	A cycling route using quiet roads and existing public rights of way to provide wider connectivity between Cromer and Blickling.
CR/03	Cromer to North Walsham	A cycling route using quiet roads and existing public rights of way to provide wider connectivity between Cromer and North Walsham.
NW/01	North Walsham to Mundesley	This corridor would create connections between the market town of North Walsham and the large coastal village of Mundesley. There are a number of smaller villages on the route including Swafield and Knapton. The proposed route is along the alignment of a disused railway line, which could provide a traffic-free route between North Walsham and the coast.
NW/02	North Walsham to Stalham	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between North Walsham and Stalham.
NW/03	Stalham to Winterton-on-Sea coastal route	A cycling and walking coastal route using quiet roads and existing public rights of way to provide wider connectivity between Stalham and Winterton-on-Sea.
NW/04	Stalham to Potter Heigham	This corridor crosses The Broads Area of Outstanding Natural Beauty. Depending on alignment, the route could connect the settlements of Sutton, Potter Heigham, Martham and Fledborough, which are currently not served by the National Cycle Network. The route could follow the existing Weaver's Way alignment or use a disused railway line.
RE/01	Foulsham to Themelthorpe	A cycling and walking route between Foulsham and Themelthorpe as outlined in the NCC Sustrans Network Development Plan 2021.
WH/01	Three Rivers Way to Potter Heigham.	A cycling and walking extension to the Three Rivers Way between Horning and Potter Heigham.
WH/02	Wroxham & Hoveton to North Walsham	A cycling route using quiet roads and existing public rights of way to provide wider connectivity between Wroxham and Hoveton and North Walsham.
AC/01	Acle to Reedham	A cycling route between Acle to Reedham with the view to providing onward connectivity to Loddon and Beccles.
HA/01	Harleston to Schole	A cycling route using quiet roads and existing public rights of way to provide wider connectivity between Harleston and Schole.

Reference	Location	Description
LS/01	Long Stratton to Hethel	A cycling route using quiet roads and existing public rights of way to provide wider connectivity between Long Stratton and Hethel.
LS/02	Long Stratton to Tasburgh and Newton Flotman	A cycling route using quiet roads and existing public rights of way to provide wider connectivity between Long Stratton and Newton Flotman.
LS/03	Long Stratton to Diss	A cycling route using quiet roads and existing public rights of way to provide wider connectivity between Long Stratton and Diss.
LS/04	Long Stratton to Ditchingham via Hempnall	A cycling route using quiet roads and existing public rights of way to provide wider connectivity between Long Stratton and Ditchingham via Hempnall.
DI/01	Diss to Schole	A cycling route using quiet roads and existing public rights of way to provide wider connectivity between Diss and Schole.
DI/02	Diss to Thetford	A cycling route using quiet roads and existing public rights of way to provide wider connectivity between Diss and Thetford.
DI/03	Diss to Old Buckenham via Shelfanger and Winfarthing	A cycling route using quiet roads and existing public rights of way to provide wider connectivity between Diss and Old Buckenham via Shelfanger and Winfarthing.
WY/01	Wymondham and Hethel cycle link	A cycling route using quiet roads and existing public rights of way to provide wider connectivity between Wymondham town centre and train station with the engineering works at Hethel.
WY/02	Wymondham and Attleborough cycle link	A cycling route using quiet roads and existing public rights of way to provide wider connectivity between Attleborough and Wymondham.
WY/03	Wymondham and Dereham cycle link	A cycling route using quiet roads and existing public rights of way to provide wider connectivity between Wymondham and Dereham.
AT/01	Attleborough to Snetterton Employment Zone	A cycling route using quiet roads and existing public rights of way to provide wider connectivity between Attleborough to Snetterton Employment Zone
AT/02	Attleborough to Old Buckenham	A cycling route using quiet roads and existing public rights of way to provide wider connectivity between Attleborough and Old Buckenham.
TH/01	Thetford to Watton connecting with Peddars Way	Cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Thetford and Watton connecting with Peddars Way.
TH/02	Thetford to Brandon via High Lodge	Cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Thetford and Brandon via High Lodge.

Reference	Location	Description
TH/03	Thetford to Snetterton Employment Zone connecting with Peddars Way	A cycling route using quiet roads and existing public rights of way to provide wider connectivity between Thetford and Snetterton Employment Zone.
TH/04	Thetford to Knettishall Heath via Rushford	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Thetford and Knettishall Heath via Rushford.
WA/01	Watton Loch Neaton to Swaffham	A cycling and walking route reconnecting Watton and Swaffham via the disused Crab & Winkle railway line as outlined in the Watton and Swaffham Town Delivery Plans.
GY/01	Caister on Sea to Winterton-on-Sea	Scheme details can be found in the Great Yarmouth Local Cycling and Walking Infrastructure Plan.
GY/02	Ormesby St Margaret to Potter Heigham	Scheme details can be found in the Great Yarmouth Local Cycling and Walking Infrastructure Plan.
GY/03	Caister-on-Sea to Acle	Scheme details can be found in the Great Yarmouth Local Cycling and Walking Infrastructure Plan.
GY/04	Bradwell to St. Olaves	Scheme details can be found in the Great Yarmouth Local Cycling and Walking Infrastructure Plan.
GY/05	Bradwell to Belton	Scheme details can be found in the Great Yarmouth Local Cycling and Walking Infrastructure Plan.
GY/06	Bradwell to Oulton	Scheme details can be found in the Great Yarmouth Local Cycling and Walking Infrastructure Plan
GY/07	Gorleston-on-Sea to Lowestoft	Scheme details can be found in the Great Yarmouth Local Cycling and Walking Infrastructure Plan.
KL/01	King's Lynn North to Dersingham	Scheme details can be found in the King's Lynn Local Cycling and Walking Infrastructure Plan.
KL/02	King's Lynn North East to Grimston	Scheme details can be found in the King's Lynn Local Cycling and Walking Infrastructure Plan.
KL/03	King's Lynn East to Gayton	Scheme details can be found in the King's Lynn Local Cycling and Walking Infrastructure Plan.
KL/04	King's Lynn South to Leziate	Scheme details can be found in the King's Lynn Local Cycling and Walking Infrastructure Plan.
KL/05	King's Lynn South to Watlington	Scheme details can be found in the King's Lynn Local Cycling and Walking Infrastructure Plan.
KL/06	King's Lynn West to Sutton Bridge	Scheme details can be found in the King's Lynn Local Cycling and Walking Infrastructure Plan.

13.

Summary of schemes which support cycling and walking

Active travel network support schemes are services, facilities and physical infrastructure which help and encourage people to use the active travel network. Examples include cycle parking facilities, cycle hire schemes, wayfinding signs, cycle training and walking and cycling incentives.

Norfolk County Council are actively developing the following schemes to help make the network accessible, safe and enjoyable.

Public Cycle Hire Schemes

Public cycle hire schemes provide members of the public with safe, easy and affordable access to cycles which enable short trips to be made without relying on motorised transport.

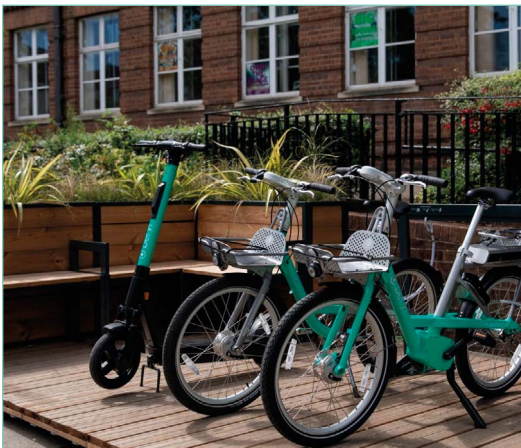


Figure 7: Beryl fleet of E-scooter, E-bike and standard bike. Source: Beryl, 2021.

Norfolk County Council have partnered with Beryl Bikes and launched an on-street cycle hire scheme in Norwich in March 2020. Currently, Beryl Bikes have a fleet of 400 pedal bikes, 100 e-bikes and 400 e-scooters available in Norwich, which can be found at one of approximately 100 parking bays located around the city.

Since its launch, Beryl has amassed over 66,000 Beryl users in Norwich who have performed more than 915,000 rides [figures from end of March 2023].

Also in Norfolk, Great Yarmouth Borough Council are working with Ginger and launched an e-scooter hire scheme trial in March 2021 for 35 e-scooters across Great Yarmouth. In the first six months of the scheme, the e-scooters were used to complete over 41,500 journeys by more than 9,900 users. As a result of the success of the scheme, the number of e-scooters has been doubled and the pilot has been extended to March 2024.

Public cycle hire schemes help to provide easy and cost-effective access to cycles.

Route Wayfinding (Signage)

Wayfinding signs help guide people along an identified walking and cycling routes without the need to refer to a map or mobile device. They are positioned along the journey at key decision points such as junctions, and sometimes in-between for reassurance.

They also help maintain user safety, cut down on user conflict and keep people informed and connected while they travel.

The signs also serve to create awareness of active travel routes and encourage people to use them. Wayfinding signs can be found in Norwich and Great Yarmouth to guide people to key destinations.

New wayfinding interventions, which comply with design guidelines, will be incorporated into any new network schemes which are put forward for future funding bids.



Figure 8: Great Yarmouth wayfinding signs. Photograph sourced from the Great Yarmouth Transport Strategy.

Wayfinding signs help to connect active travel routes and encourage people to use the network.

Cycle Parking

Providing the right level and type of cycle parking is essential to enabling more trips to be made by bike. Many of Norfolk's towns have little provision for cycle parking currently. New cycle parking is needed and should be located in visible, well overlooked locations; be close to the entrance of destinations; provide sufficient capacity; be well laid out with plenty of locking points for different sizes and shapes of cycle; and be clean and well maintained.

There is also a need to review options for providing secure cycle parking facilities to give people the confidence that their cycle is safe and secure when not in use. Secure cycle parking is often most needed where people leave their bike unattended for longer periods such as at work, when studying, where they live, or when taking a connecting journey by bus or train. The design of the parking will vary depending on where it is located and how long the cycle is being parked.

Cycle parking near busy locations such as shops, cafés and town attractions can take the form of simple tubular stands, either on their own or in large quantities depending on demand.

On-street cycle parking hangers can provide secure parking in residential areas where storing a cycle at the home is not possible.

Secure cycle parking hubs can be found at locations that cater for large numbers of cycles allowing for storing for longer periods of time. Typical locations could be at train stations, travel hubs, or places of education and work.



Figure 9: Cycle Parking examples.

NCC will work to identify opportunities for new cycle parking sites and consider the most effective locations and types of facility.

Access to secure cycle parking provides people with peace of mind when storing their cycle.

E-cargo Bike

E-cargo bikes are becoming increasingly popular among logistics operators, retailers and tradespeople looking to deliver packages to homes and other business premises with minimal impact on the local area. The benefits from this flexible transport impact everybody:

- Air quality benefits: E-cargo bikes help to cut carbon emissions in town and city centres.
- Health benefits: The e-cargo bike users will benefit from better health through increased exercise as well as the health benefits gained through cleaner air for both residents and visitors.
- Business benefits: Businesses who use the cargo bikes can expect to see considerable savings in both money and time.

With more deliveries being made to our homes than ever before, last mile delivery is an important area of consideration to reduce transport emissions. NCC will be piloting an e-cargo bike loan scheme in the Norwich Air Quality Management Area using funding from Department for Environment, Food and Rural Affairs. This two-year pilot will help local businesses to cut operating costs while lowering their emissions. In a separate project, NCC will be using funding from Active travel England to set up a bike grant scheme across Norfolk that will support the purchase of bike (including e-cargo bikes) through community groups.



Figure 10: Example of an E-cargo bicycle. Source: Zedify, 2021

Adopting e-cargo bikes can reduce congestion, save costs, help keep people healthy, and improve air quality.

Travel Hubs

A Travel Hub (or Mobility Hub) is an emerging concept being used to create space designed specifically to house public, shared and active travel modes alongside other facilities. Key quality standards for a hub include ensuring they are visible and accessible, safe, have practical facilities, offer a range of sustainable travel choices with interconnectivity between modes and have visual, social and community appeal.

Services offered within a Travel Hub are influenced by its location, volume of use and type of user. Examples of potential features and services within a Travel Hub could include: map and transport information services, cycle hire schemes, cycle parking, car charging and parking facilities, cycle repair services, storage lockers, shelter from the weather and refreshments. Travel Hubs help to raise the profile of shared mobility services and support low car use lifestyles which may lead to lower levels of congestion and demand for car parking spaces.



Norfolk County Council are working in partnership with local authorities to create new Travel Hubs at strategically significant locations across the county. So far, a new Travel Hub has been delivered in North Walsham (August 2022) with additional Travel Hubs plan for Sheringham, Cromer, Hunstanton, Diss and North Quay within the coming years.

The Countywide LCWIP will support the development of Travel Hubs by helping to secure the funding for infrastructure which is needed to connect Travel Hubs to the active travel network, as well as helping to obtain funding for some of the services that they offer.

Travel Hubs enable people to connect with multiple modes of transport and make journeys easier.

Cycling and Walking Projects

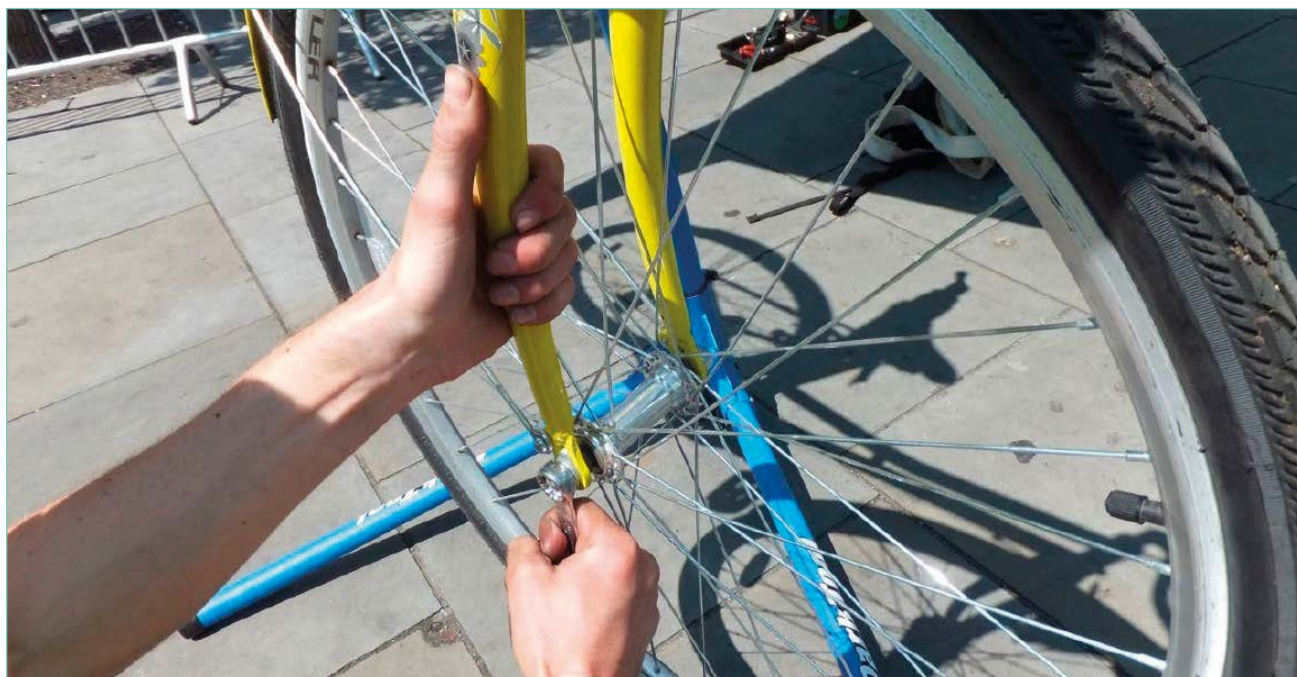
Cycling and walking projects are designed to give people the capability, opportunity, and motivation to walk and cycle more.

Examples of potential projects include:

- Community cycle clubs provide cycle activities and training for communities and helping to reduce isolation and improve health
- Printed cycle route maps show how to easily get around on foot and by bike
- Targeted schools engagement enables more children to walk and cycle safely through training and activities
- Cycle loan schemes and grants help to ensure people have access to a suitable bike
- Workplace travel planning and activities to identify the potential for travel change and enabling more people to walk and cycle

The variety of projects offered by local authorities can change over time depending on the needs of the local community and the level of funding available.

Norfolk County Council will continue bid for external funding to deliver an effective programme of cycling and walking projects that complement the network improvements being made.



Cycling and walking projects enable people to use and enjoy the active travel network.

14.

How will the priority cycling and walking schemes be delivered?

The Countywide Local Cycling and Infrastructure Plan contains cycling and walking schemes which could be delivered over the next 10 years through new and existing funding sources.

By creating a Countywide LCWIP, Norfolk County Council can confidently put forward active travel development funding bids to access existing and new sources of funding.

Examples of potential funding sources include:

- The Capability and Ambition Fund which is a central government fund that provides funding from 2023 to 2024 for the delivery of new cycling and walking infrastructure.
- The Active Travel Fund is a central government fund which supports local transport authorities with delivering cycling and walking infrastructure and projects.
- The Community Infrastructure Levy (CIL) is a charge which can be levied by Local Authorities on new developments and is an important tool for Local Authorities to help pull together funding needed to deliver new cycling and walking infrastructure.
- The Levelling Up Fund is a central government fund with the purpose of investing in local infrastructure that has a visible impact on people and their communities and will support economic recovery.
- The Shared Prosperity Fund is a new central government fund aimed at levelling up the economy. District councils received an allocation of the three-year fund in April 2022 and have been invited to develop local investment plans to submit to the Department for Levelling Up, Housing and Communities (DLUHC).
- Town Fund Deals is a DLUHC fund which will help Local Authorities to increase economic growth with a focus on regeneration, improved transport, better broadband connectivity, skills and culture.

In addition to obtaining funding for new schemes, funding will also be required longer term to maintain the condition and standard of the active travel network across Norfolk.

The plan enables priority infrastructure improvements to be delivered as soon as funding becomes available.

15.

How will the success of the schemes be measured?

There are a number of ways in which the success of infrastructure schemes will be measured. These include:

Comparing changes in data collected annually in the National Travel Survey (NTS). The NTS is a household survey designed to monitor long-term trends in personal travel and helps to inform the development of policy. It is the primary source of data on personal travel patterns of residents of England and is published by the Government each July.

When new infrastructure schemes like those outlined in this report are proposed, NCC will collect baseline transport count data to see how the area is used at present. Follow-on count data will then be collected after the scheme has been implemented to review the level of change and appraise value for money.

NCC has also set out key indicators and targets within the Local Transport Plan 4 which will be measured against. These include:

- Per capita carbon emission from transport
- Public satisfaction with transport and highways services
- Number of people killed or seriously injured in road traffic collisions

Finally, NCC has also appointed the University of East Anglia to provide evaluation on the LCWIP process including feedback from stakeholders. By regularly monitoring outcomes we will be able to more effectively target funding opportunities to achieve our outcomes.

Increases in active travel network access and use are key measures of success.

16.

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Countywide LCWIP Summary Report – Annex A – Scheme List
Countywide LCWIP Summary Report – Annex B – Policy Context Summary



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