



 Norfolk County Council

# Local Cycling and Walking Infrastructure Plan for Norfolk

**Diss**

**May 2023**

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

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

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

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

### **Why do we need one?**

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

### **What are the benefits of the plan?**

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

### **What are the benefits of active travel?**

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

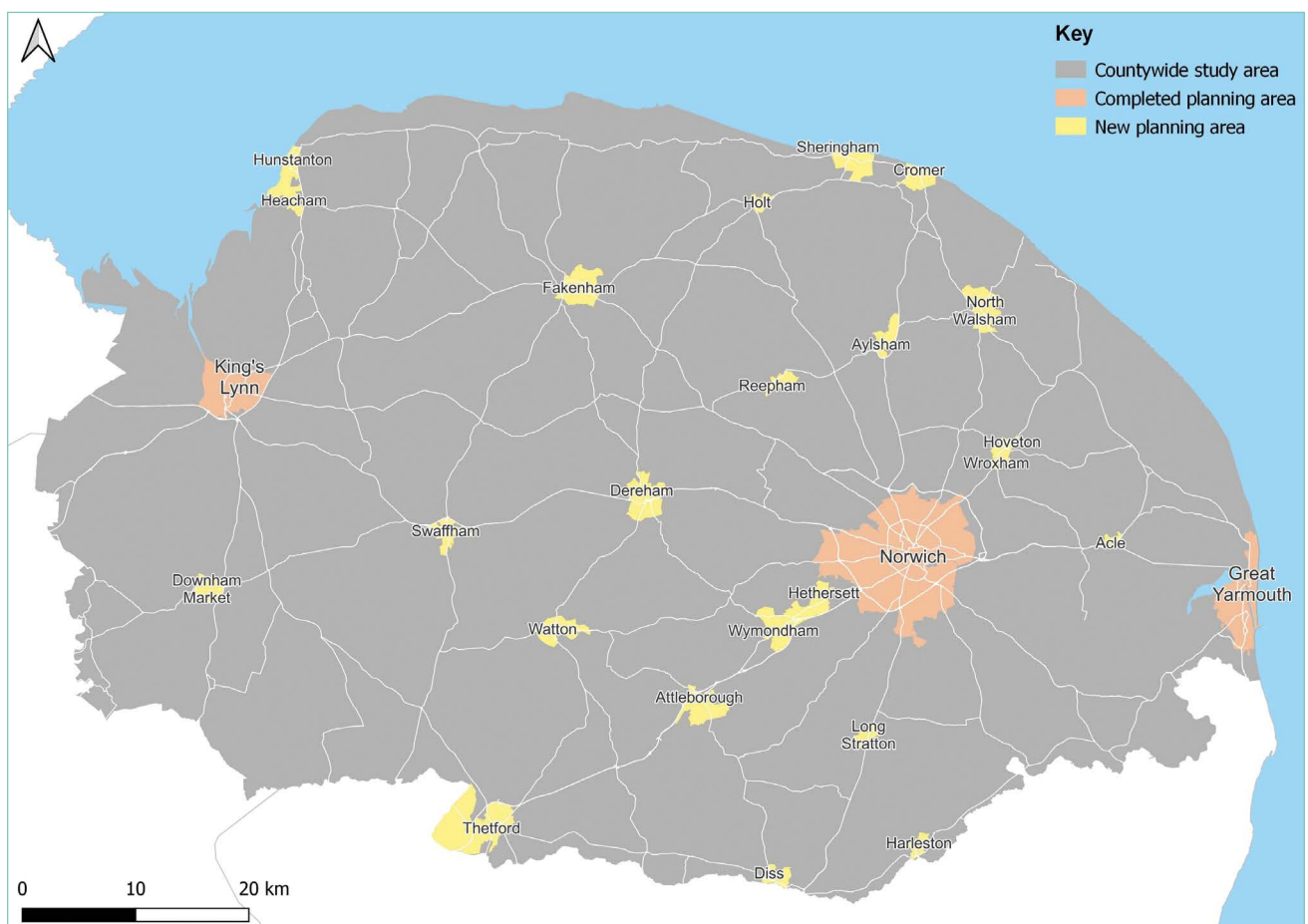
- improving our air quality
- reducing congestion on our roads
- providing access to education, employment and services
- addressing inequalities
- increasing connectivity between people and communities
- improving physical and mental health
- helping to mitigate climate change.

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

Each of the proposed networks includes:

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

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



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

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

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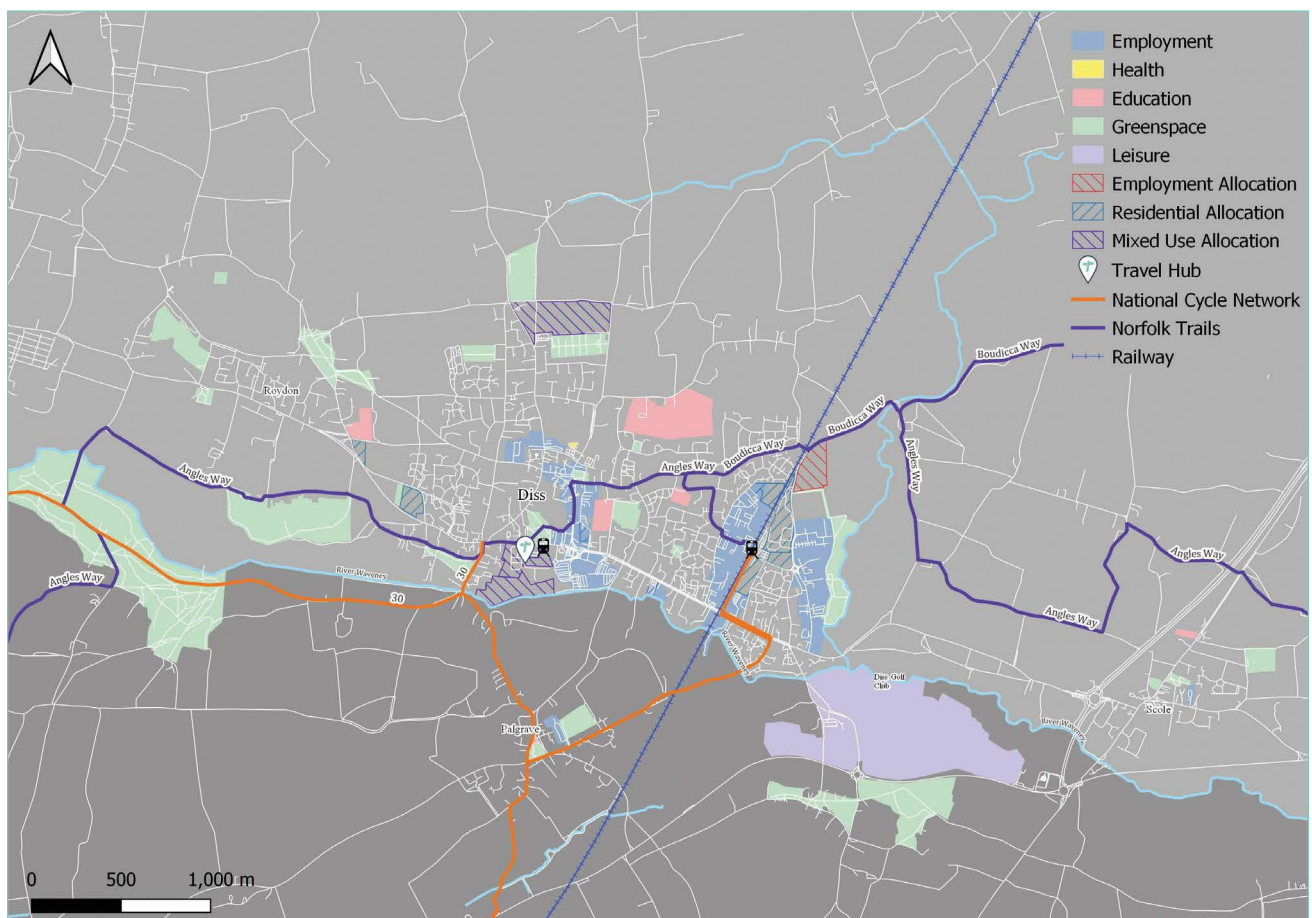
### i. Introduction

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<sup>1</sup>. 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.

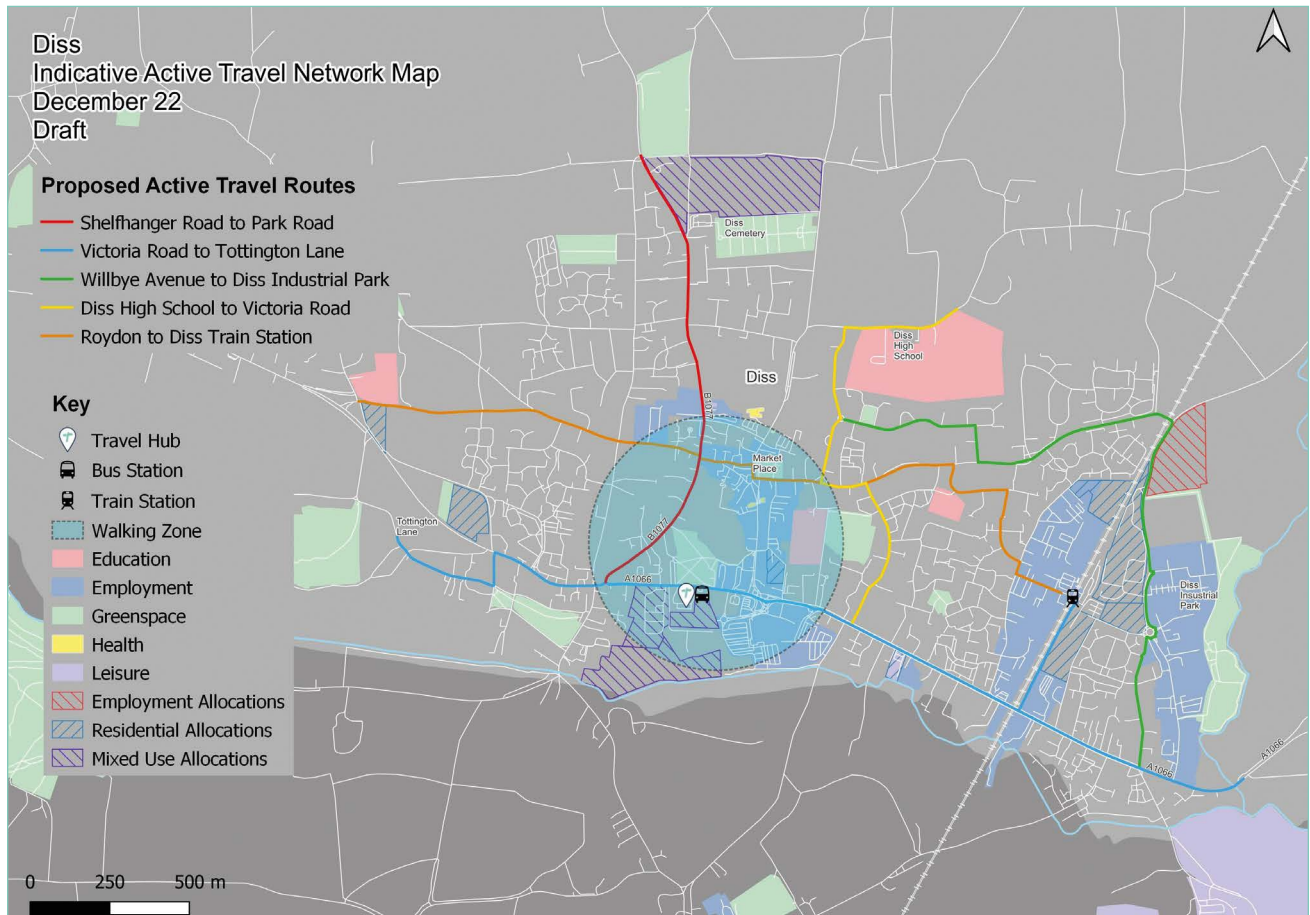
The LCWIP will align with proposals outlined within the Diss & District Neighbourhood Plan (June 2022) and the Diss Network Improvement Strategy.



**Map 2:** Diss area map showing current active travel network.

## ii. Diss indicative active travel network

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.



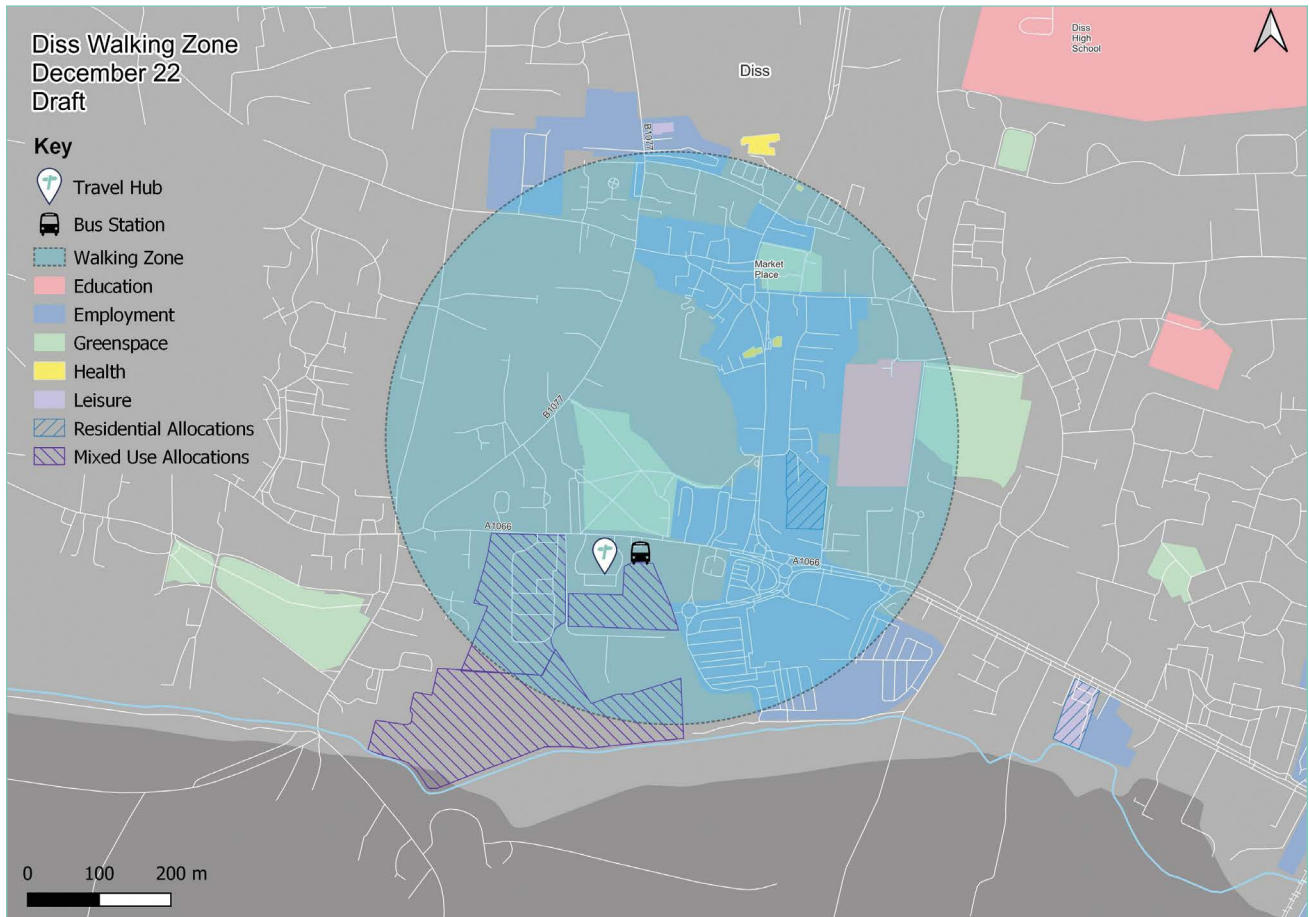
**Map 3:** Diss indicative active travel network.

### 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 4:** Diss indicative walking zone.

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



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