



 Norfolk County Council

Local Cycling and Walking Infrastructure Plan for Norfolk

Downham Market

May 2023

**Travel
Norfolk**
Travel smart



Downham Market

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.

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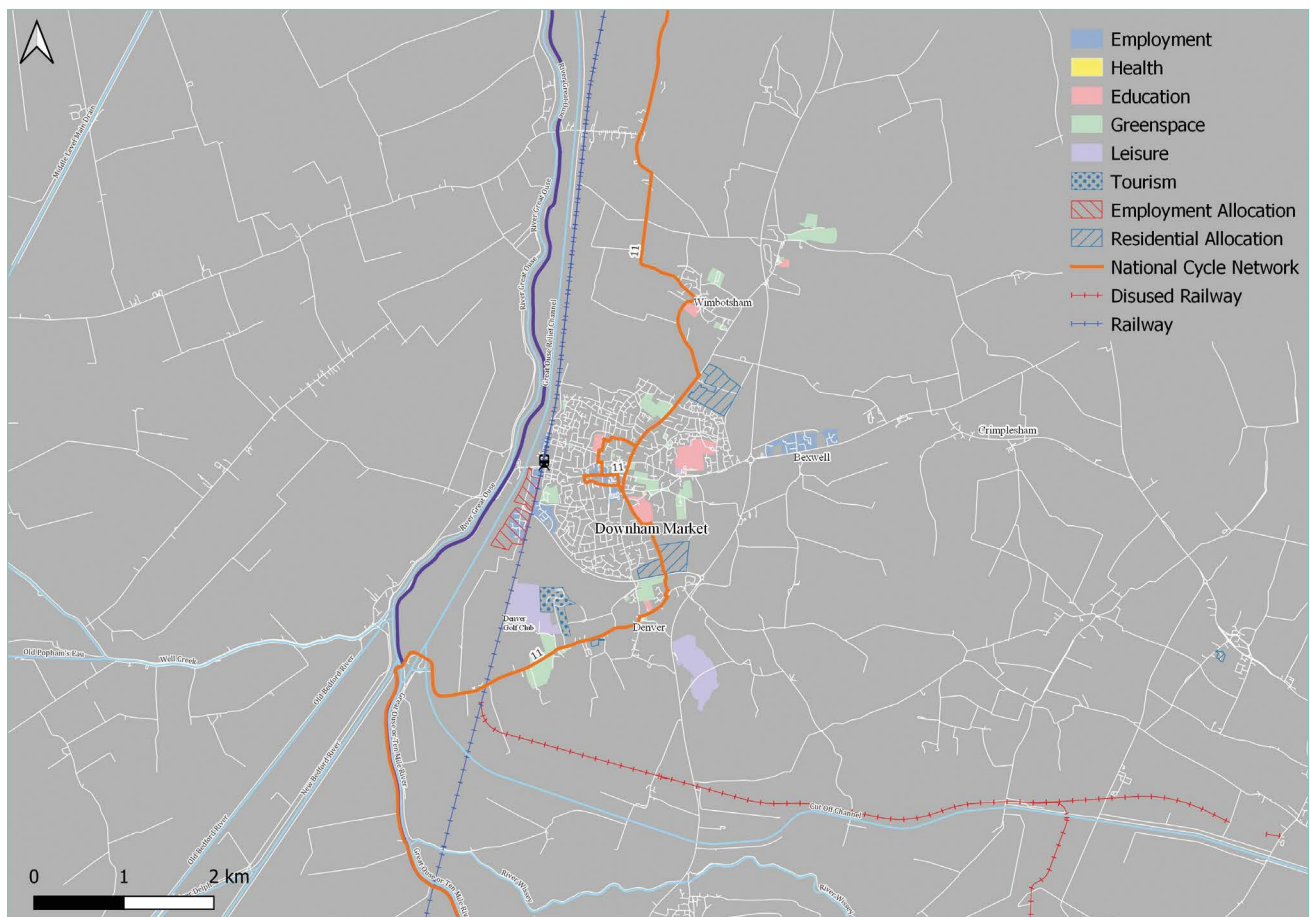
► Downham Market

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 11,300ⁱ. 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 2011ⁱⁱ.

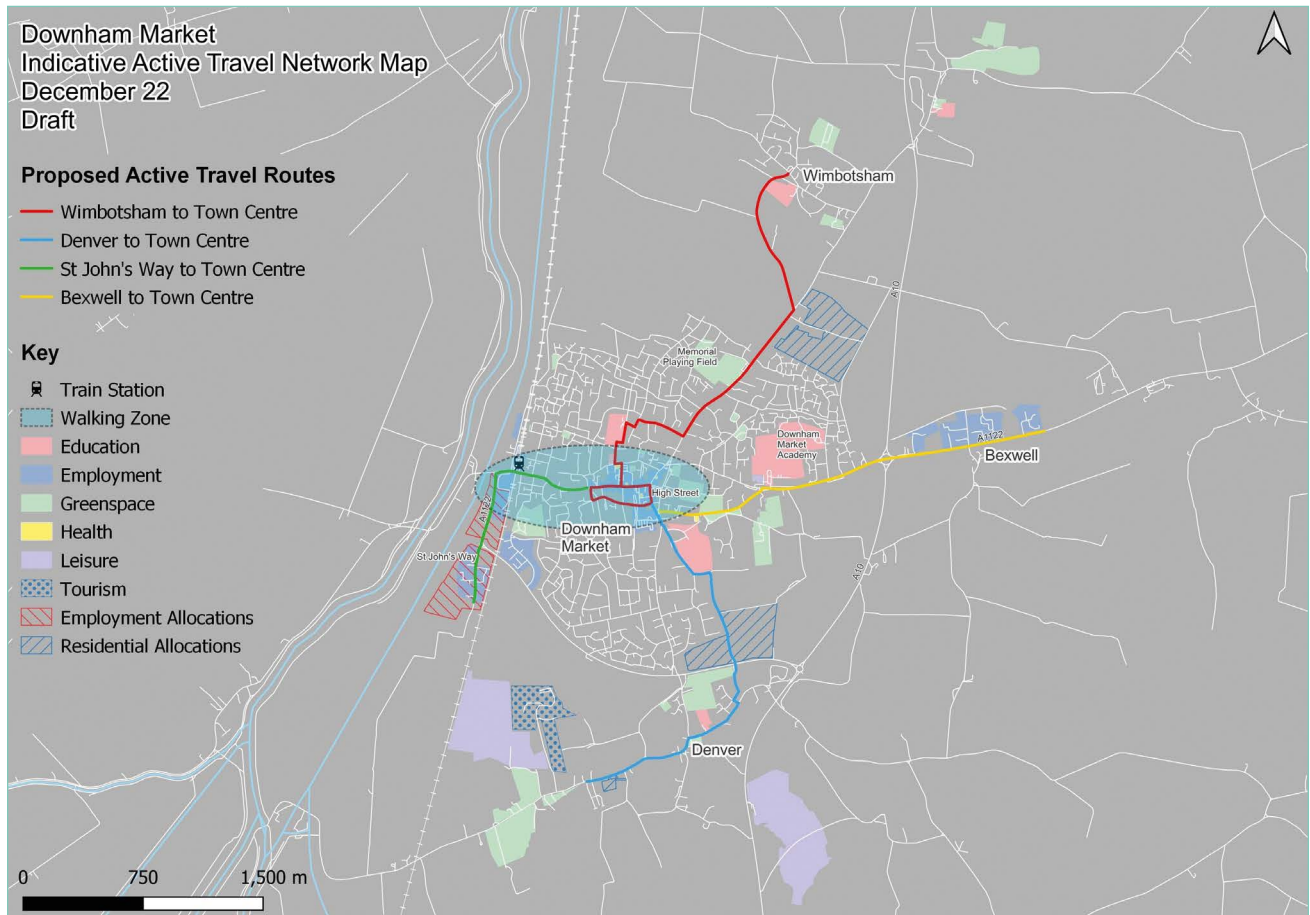
The Fen Rivers Way which runs to the west of Downham Market and is accessible from Bridge Road via a Public Right of Way, making it just a 5-minute walk from the train station. National Cycle Route 11 also connects directly with the town centre and links up Wimbotsham in the north and Denver in the south.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



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

ii. Downham Market 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.

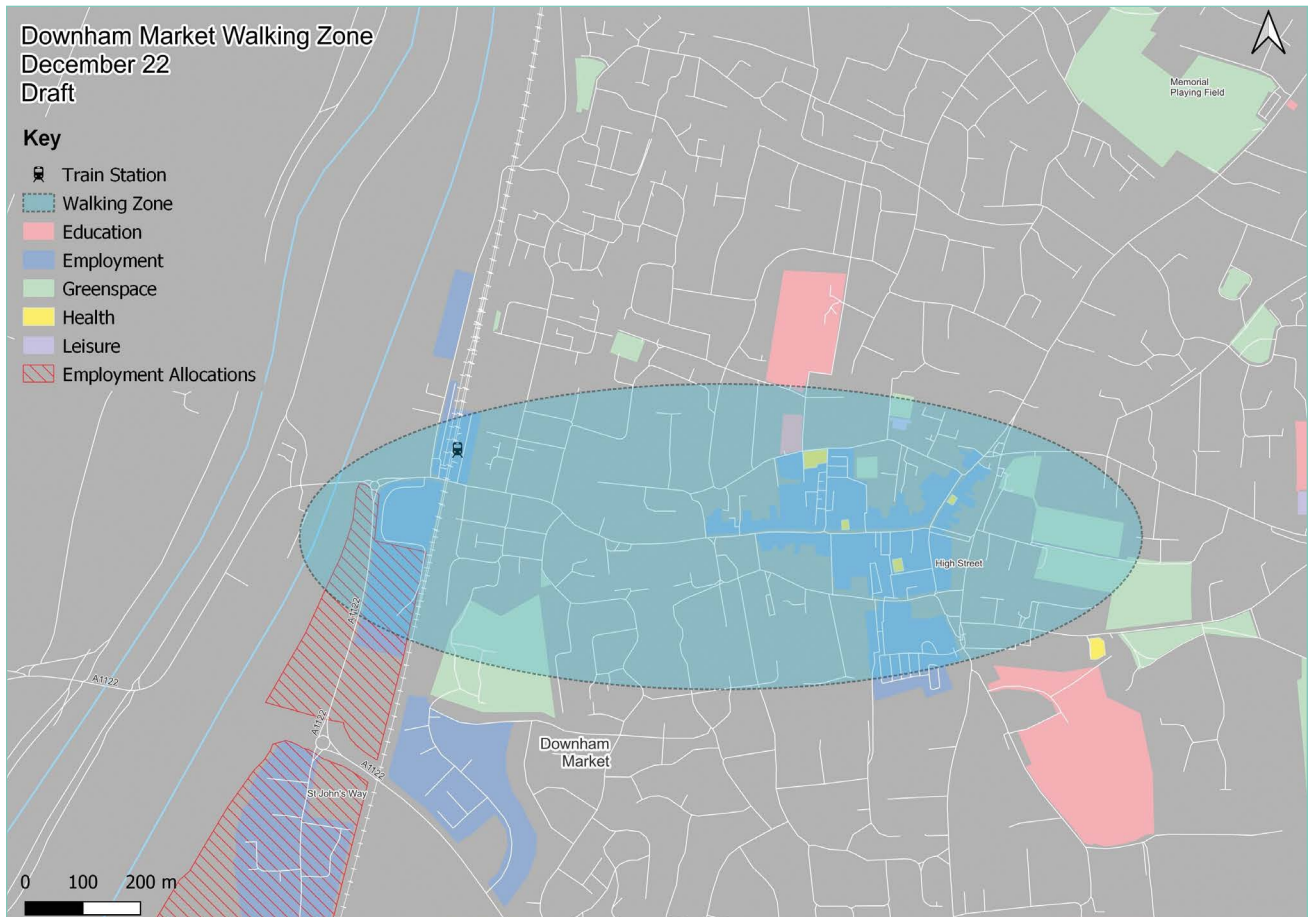


iii. Active travel route summary

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 4: Downham Market indicative walking zone.

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



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