



 Norfolk County Council

# Local Cycling and Walking Infrastructure Plan for Norfolk

**Harleston**

**May 2023**

**Travel  
Norfolk**  
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## Harleston

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 \(ODbL\)](#).

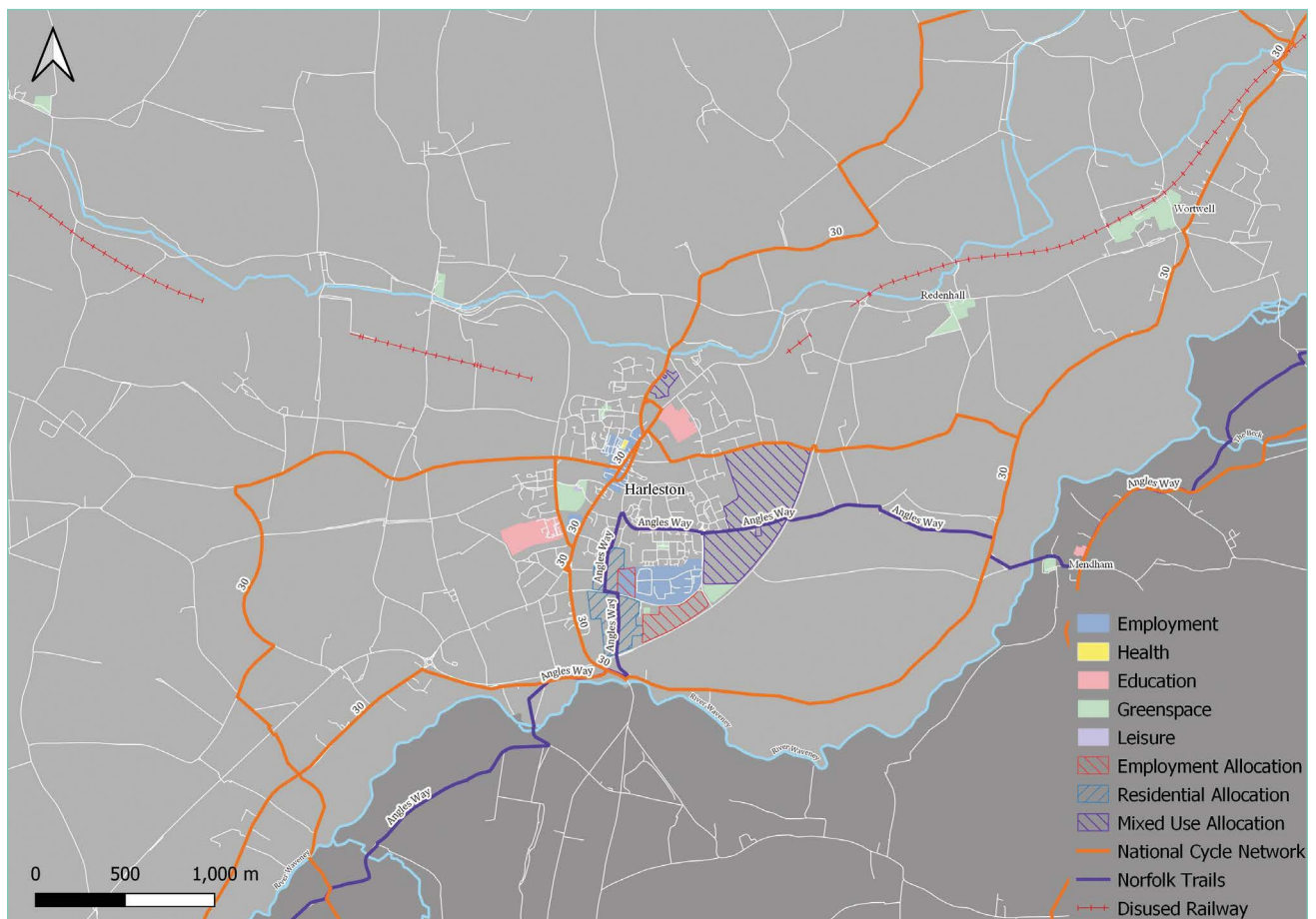
## ► Harleston

### 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<sup>i</sup>.

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.

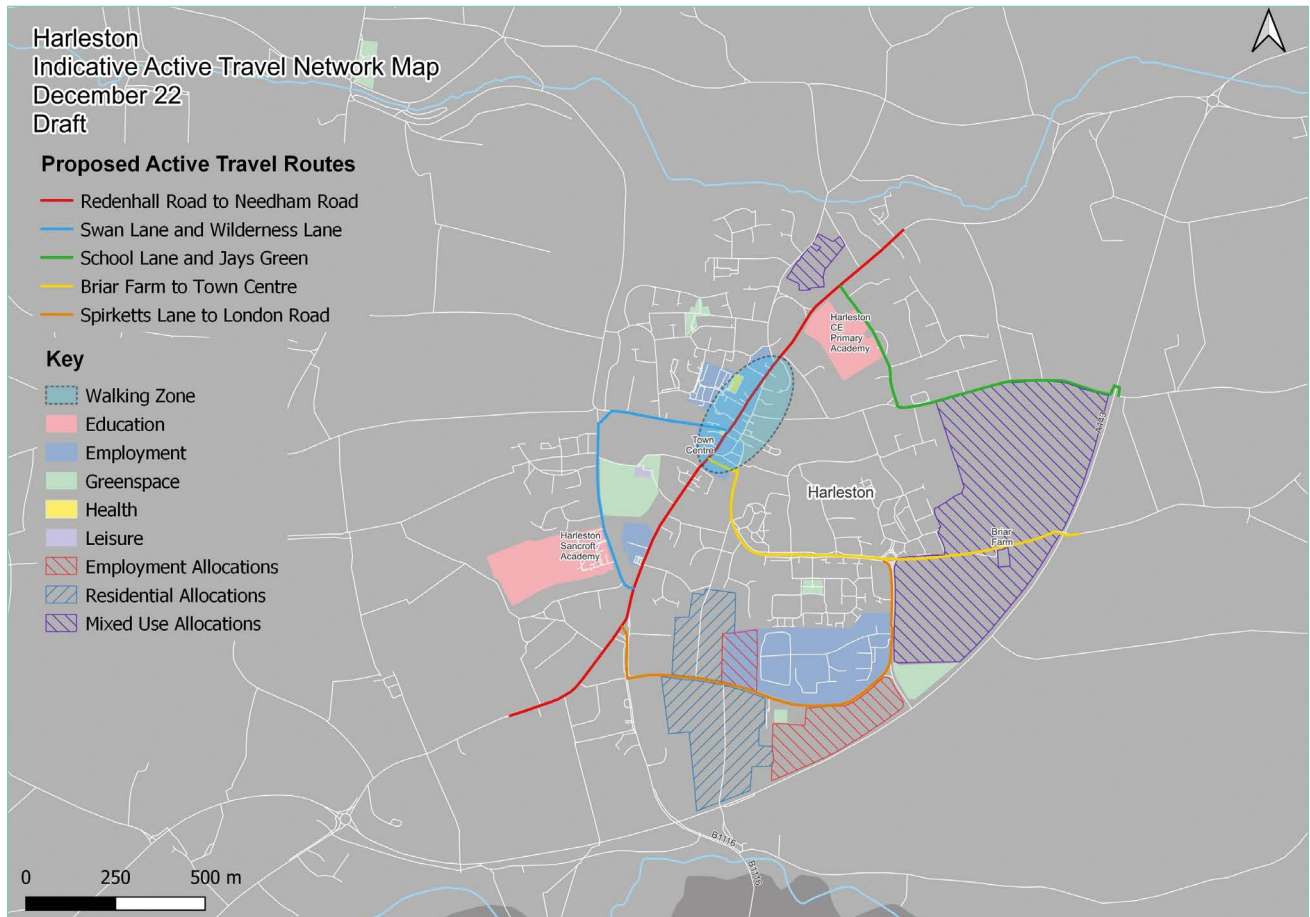
Large areas are allocated for residential and employment development which is expected to increase the population and employment levels, at 39.1% in 2011<sup>ii</sup>.



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

## ii. Harleston indicative active travel network

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.

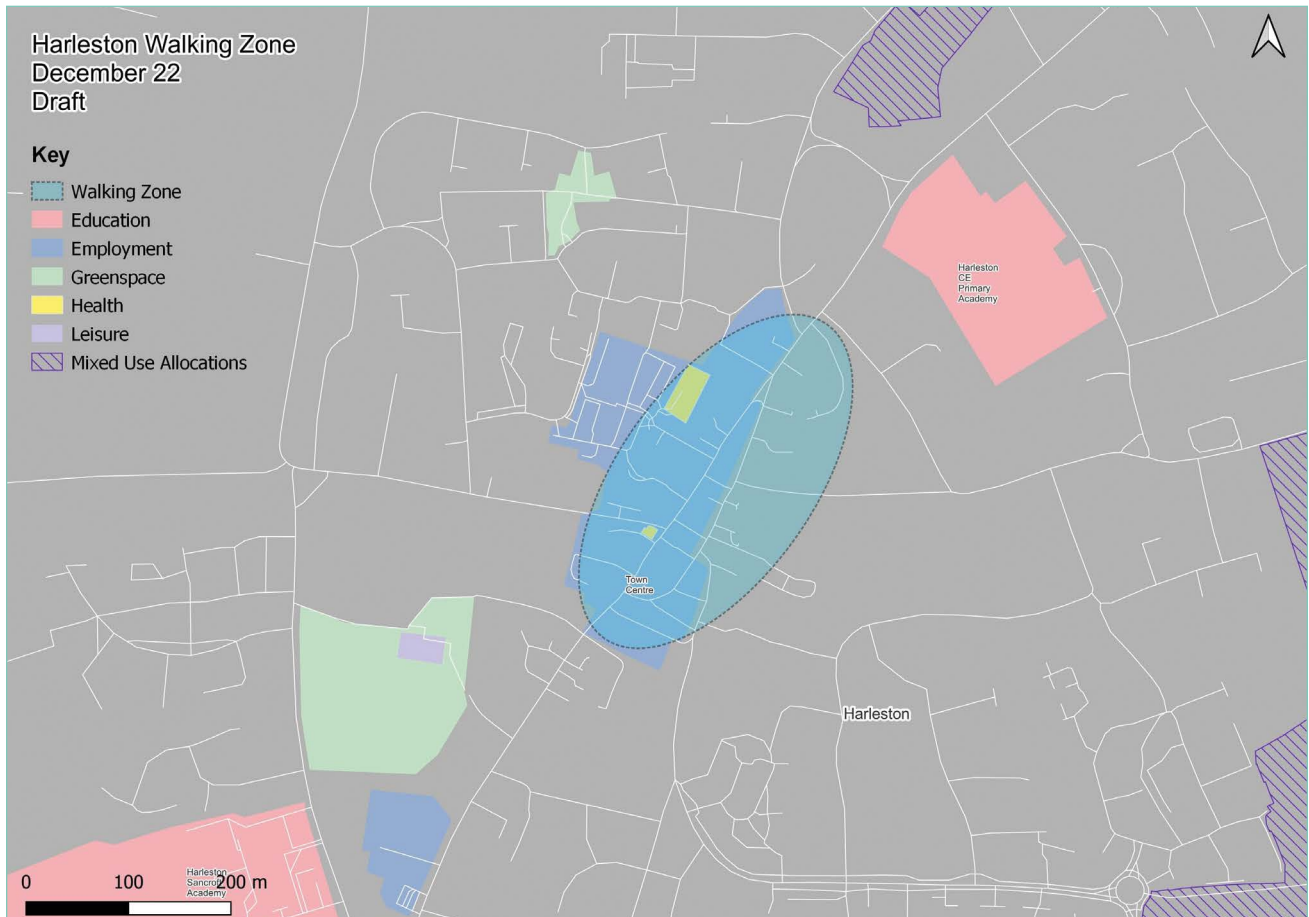


### iii. Active travel route summary

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



**Map 4:** Harleston indicative walking zone.

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



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