



 Norfolk County Council

Local Cycling and Walking Infrastructure Plan for Norfolk

Holt

May 2023

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Norfolk**
Travel smart



Holt

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;

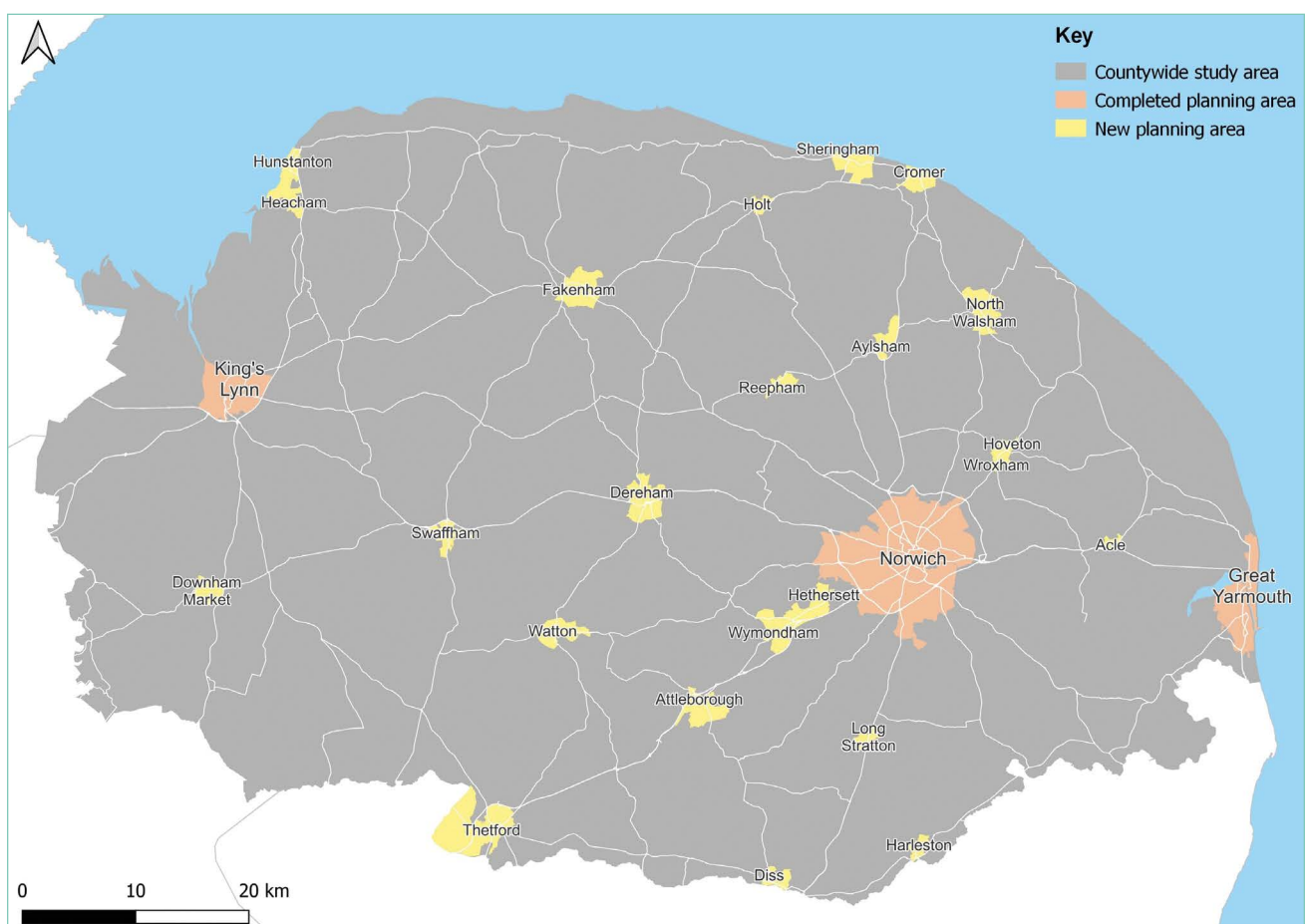
- improving our air quality
- reducing congestion on our roads
- providing access to education, employment and services
- addressing inequalities
- increasing connectivity between people and communities
- improving physical and mental health
- helping to mitigate climate change.

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.

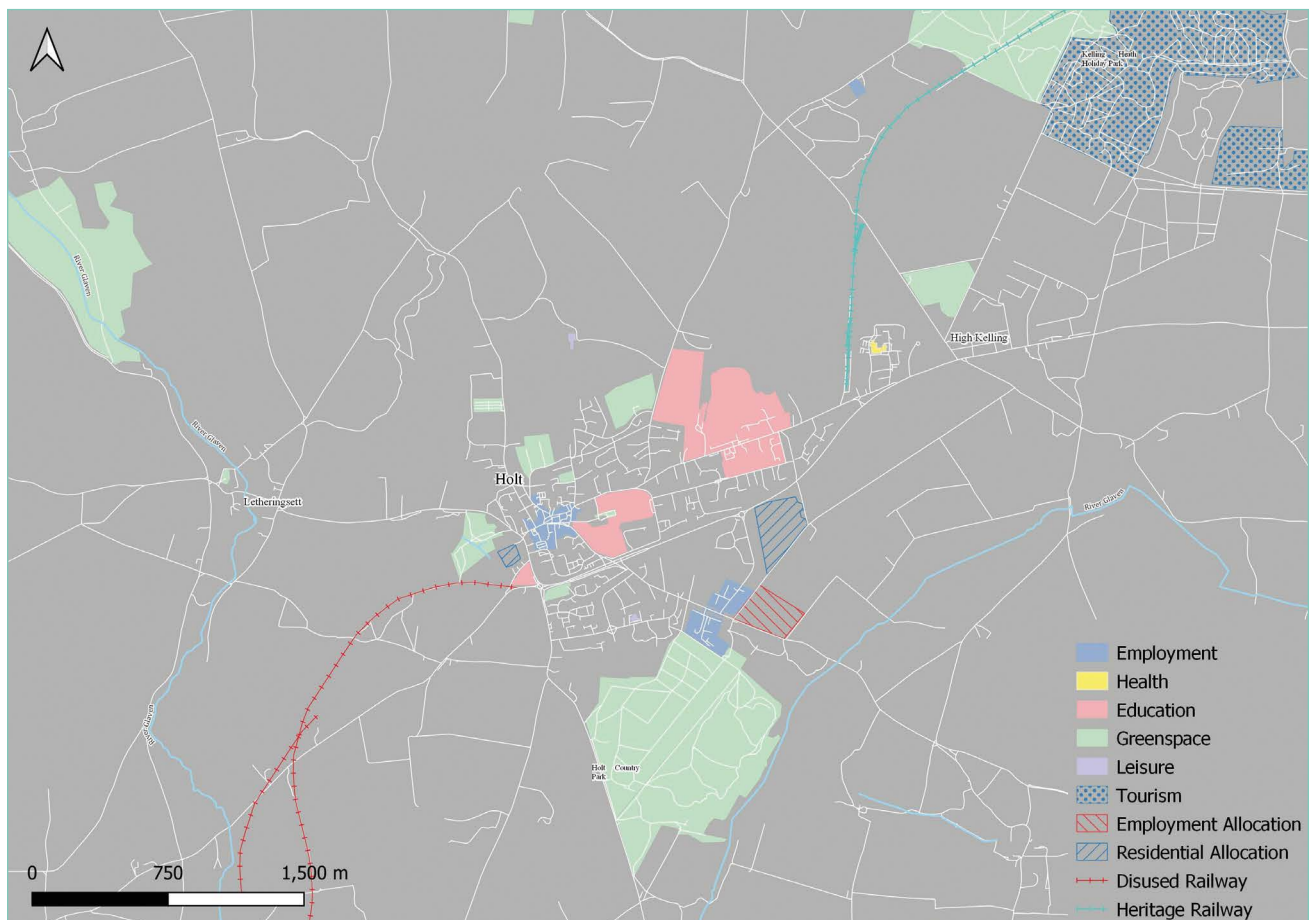
Please note all maps in this document contain data from [OpenStreetMap®](#) , licensed under the [Open Database Commons Open Database License \(ODbL\)](#).

► Holt

i. Introduction

Holt has a population of 5,053 (2020) with 40% over the age of 65ⁱ. 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)ⁱⁱ.

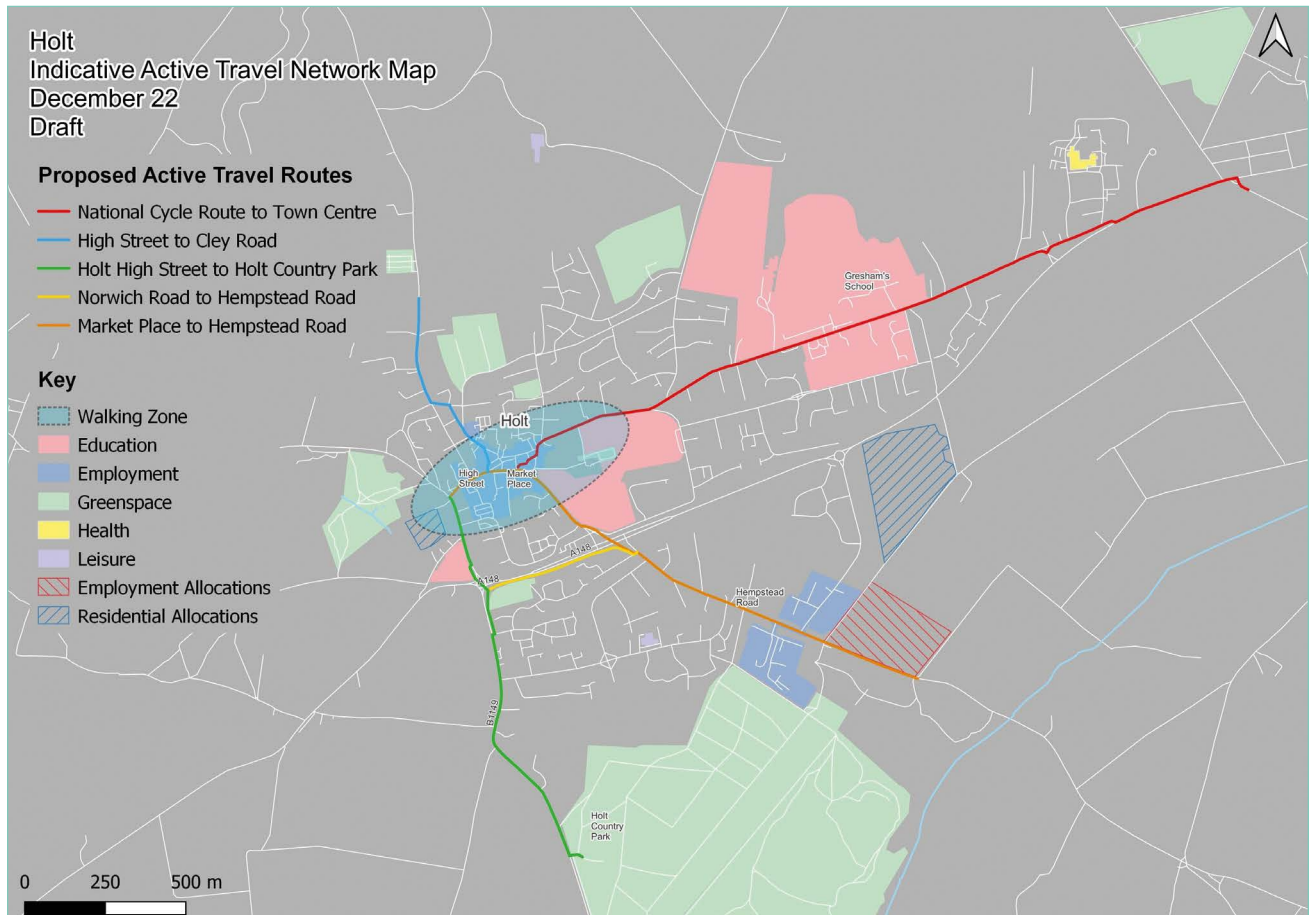
Holt has no dedicated cycling or walking connectivity routes running, however National Cycle Network route 30 is located 2.3km northeast in High Kelling. There are bus services connecting Holt to Sheringham and Fakenham, but there is no bus station or train station other than the heritage railway station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



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

ii. Holt indicative active travel network

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.



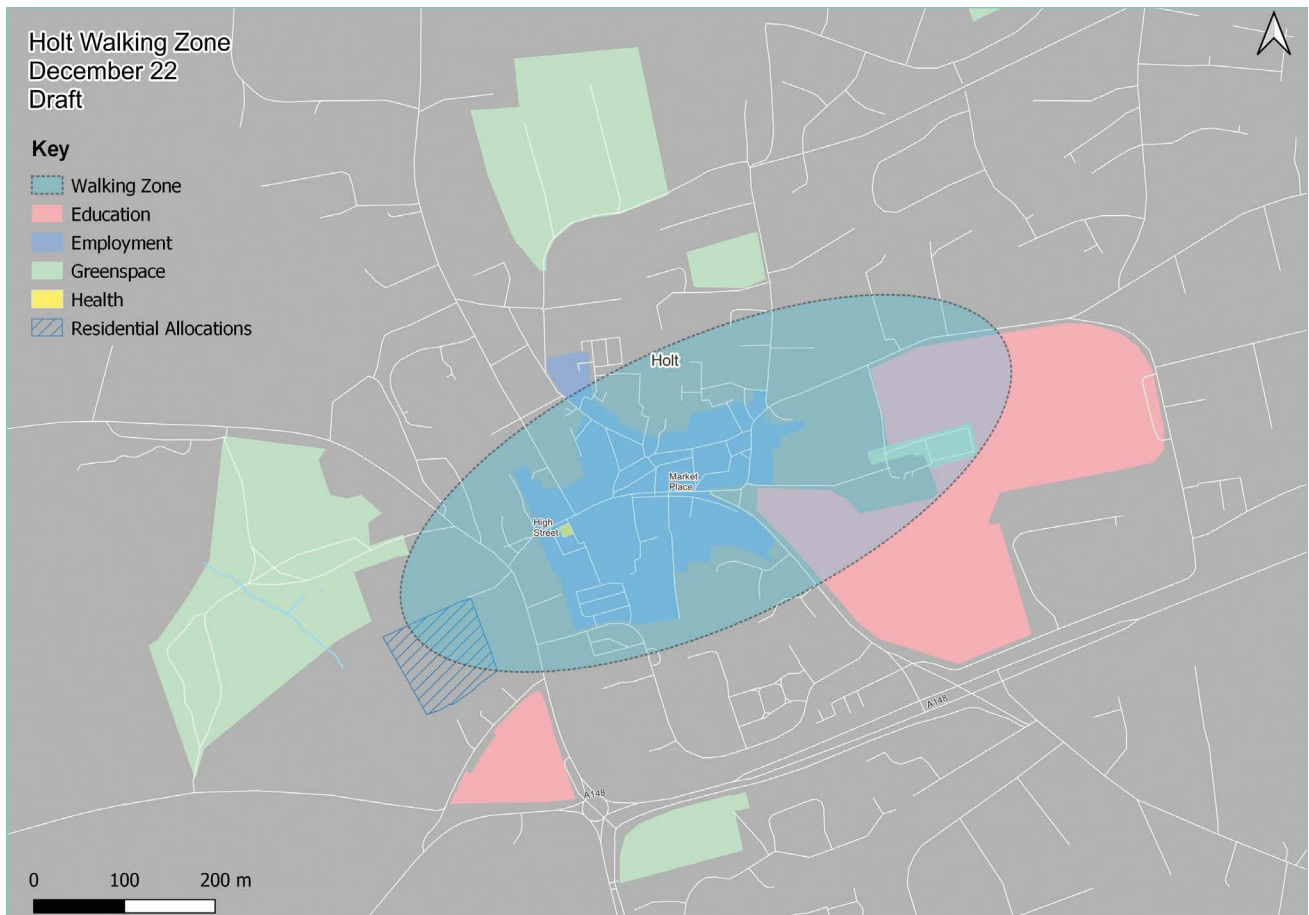
Map 3: Holt indicative active travel network.

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 4: Holt 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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