



 Norfolk County Council

Local Cycling and Walking Infrastructure Plan for Norfolk

Long Stratton

May 2023

**Travel
Norfolk**
Travel smart



Long Stratton

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;

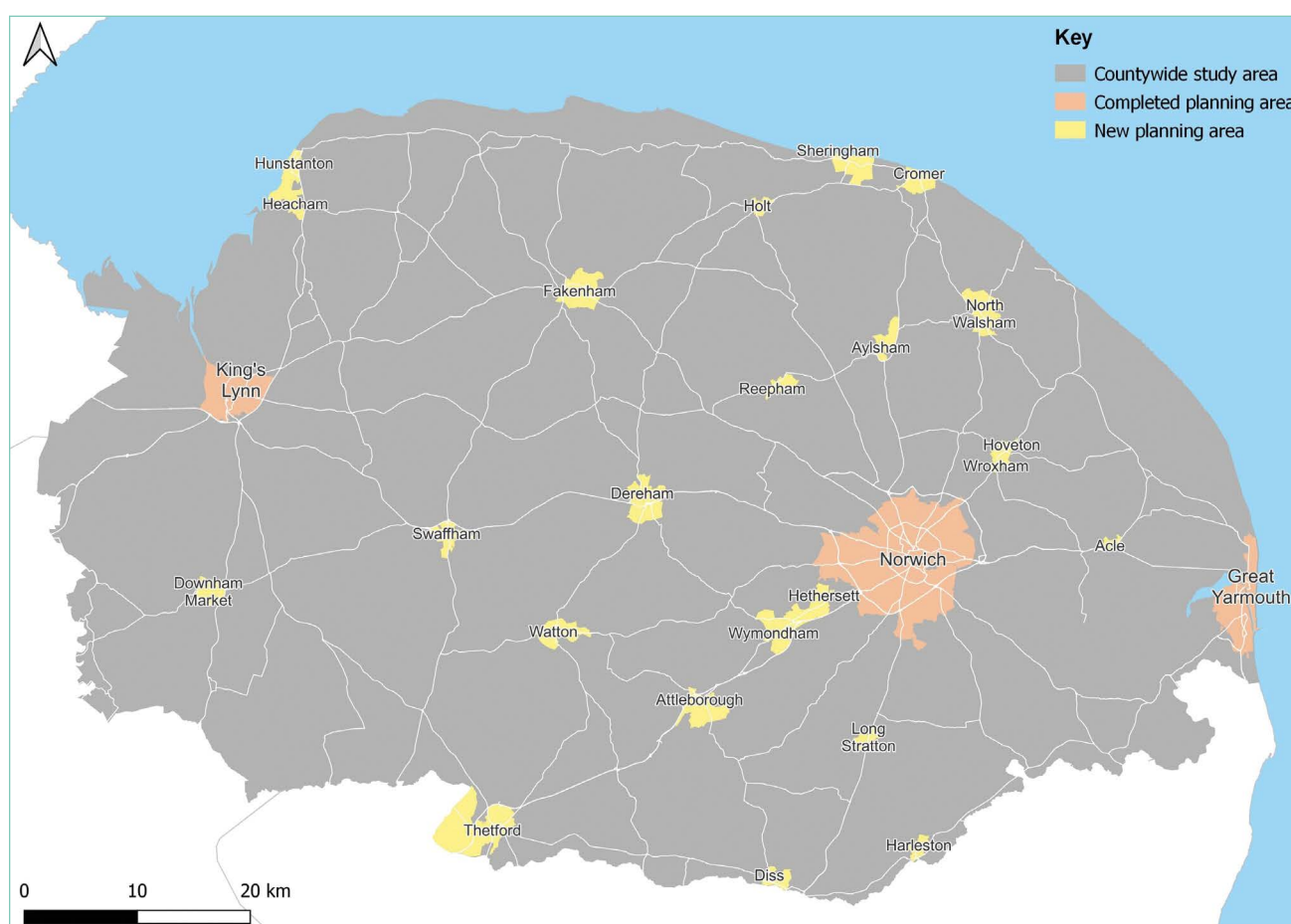
- improving our air quality
- reducing congestion on our roads
- providing access to education, employment and services
- addressing inequalities
- increasing connectivity between people and communities
- improving physical and mental health
- helping to mitigate climate change.

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.

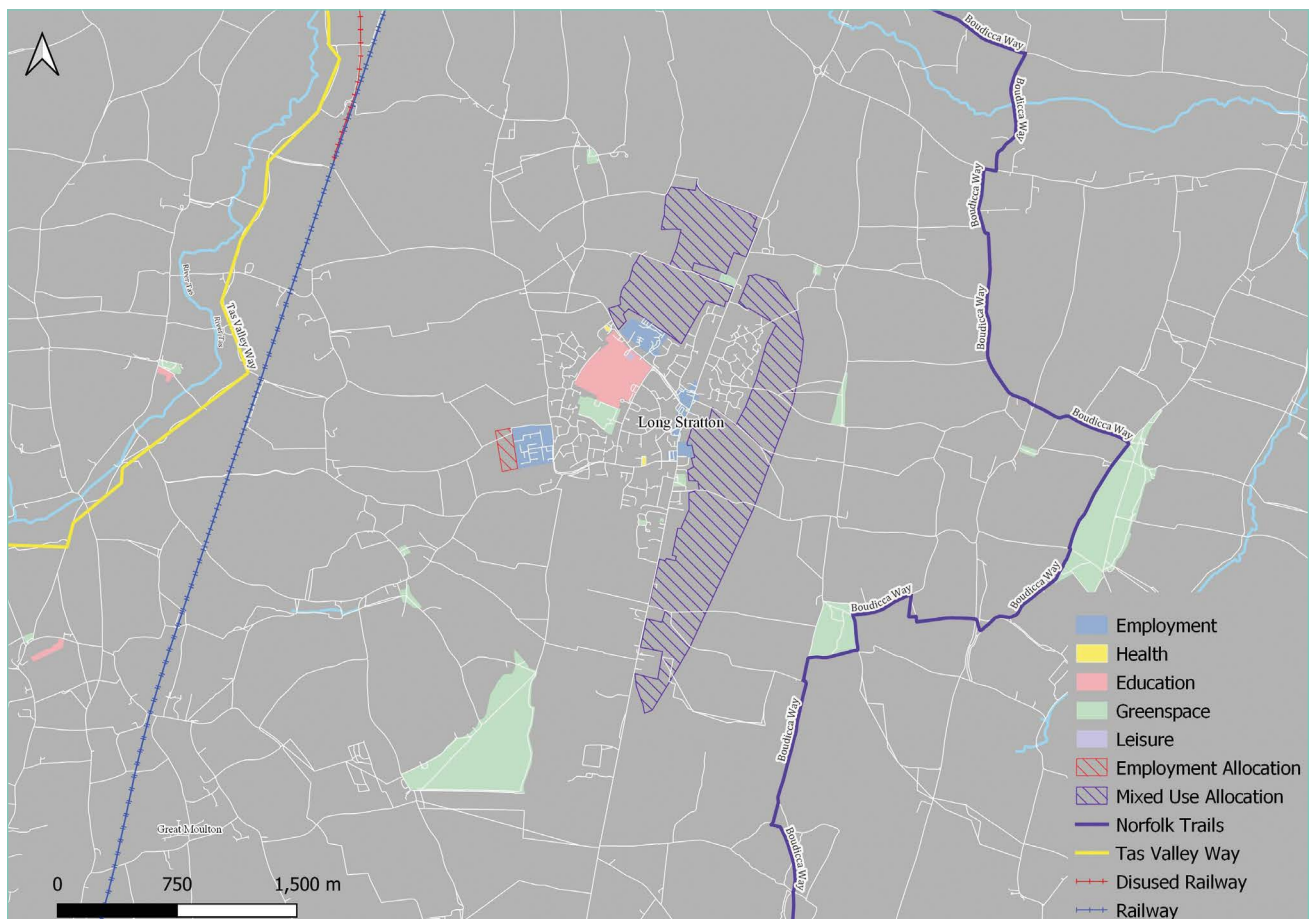
Please note all maps in this document contain data from [OpenStreetMap®](#), licensed under the [Open Database Commons Open Database License \(ODbL\)](#).

► 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 65ⁱ. 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]ⁱⁱ. 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. Long Stratton indicative active travel network

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.



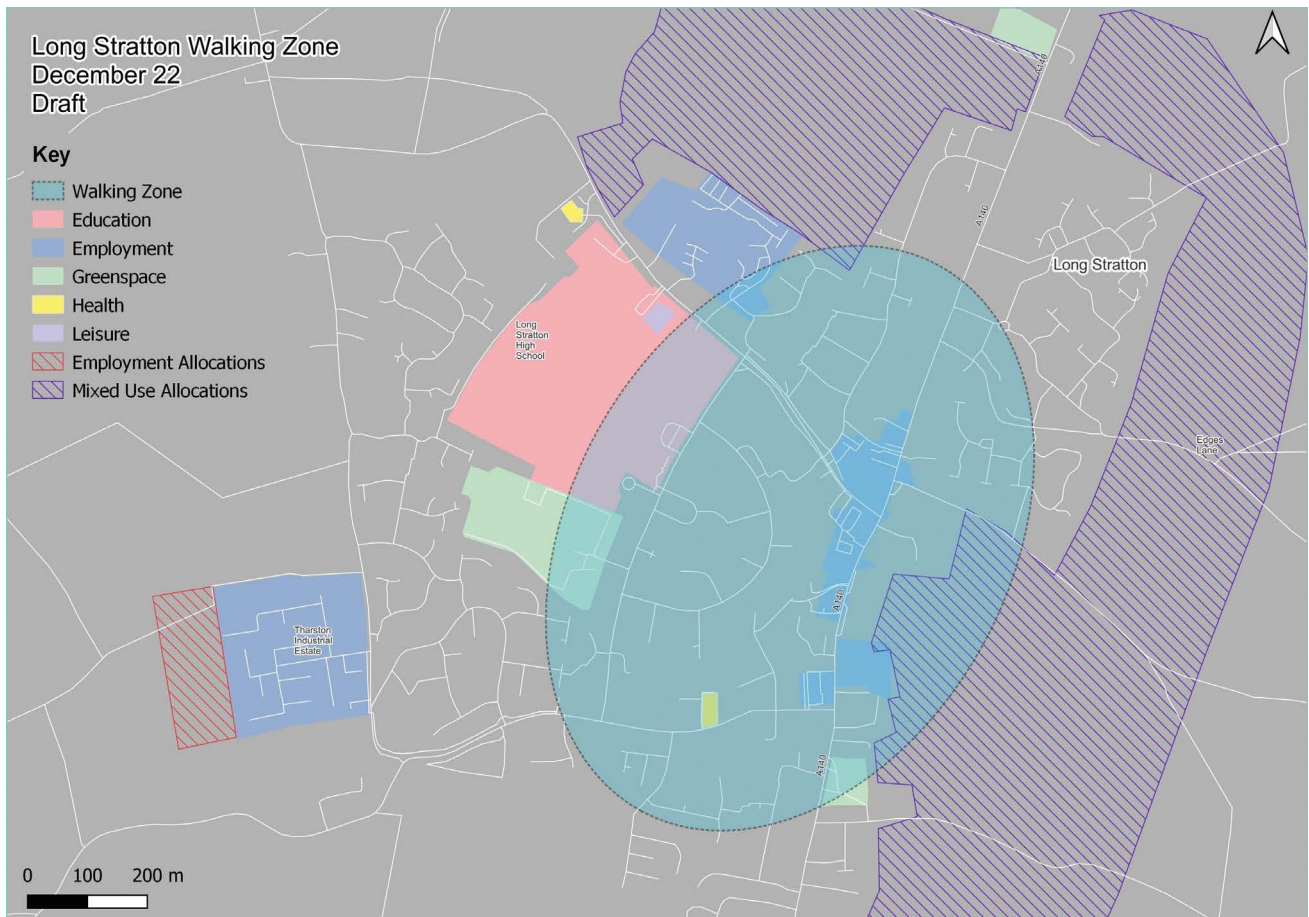
Map 3: Long Stratton indicative active travel network.

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 4: Long Stratton 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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