



 Norfolk County Council

Local Cycling and Walking Infrastructure Plan for Norfolk

Reepham

May 2023

**Travel
Norfolk**
Travel smart



Reepham

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;

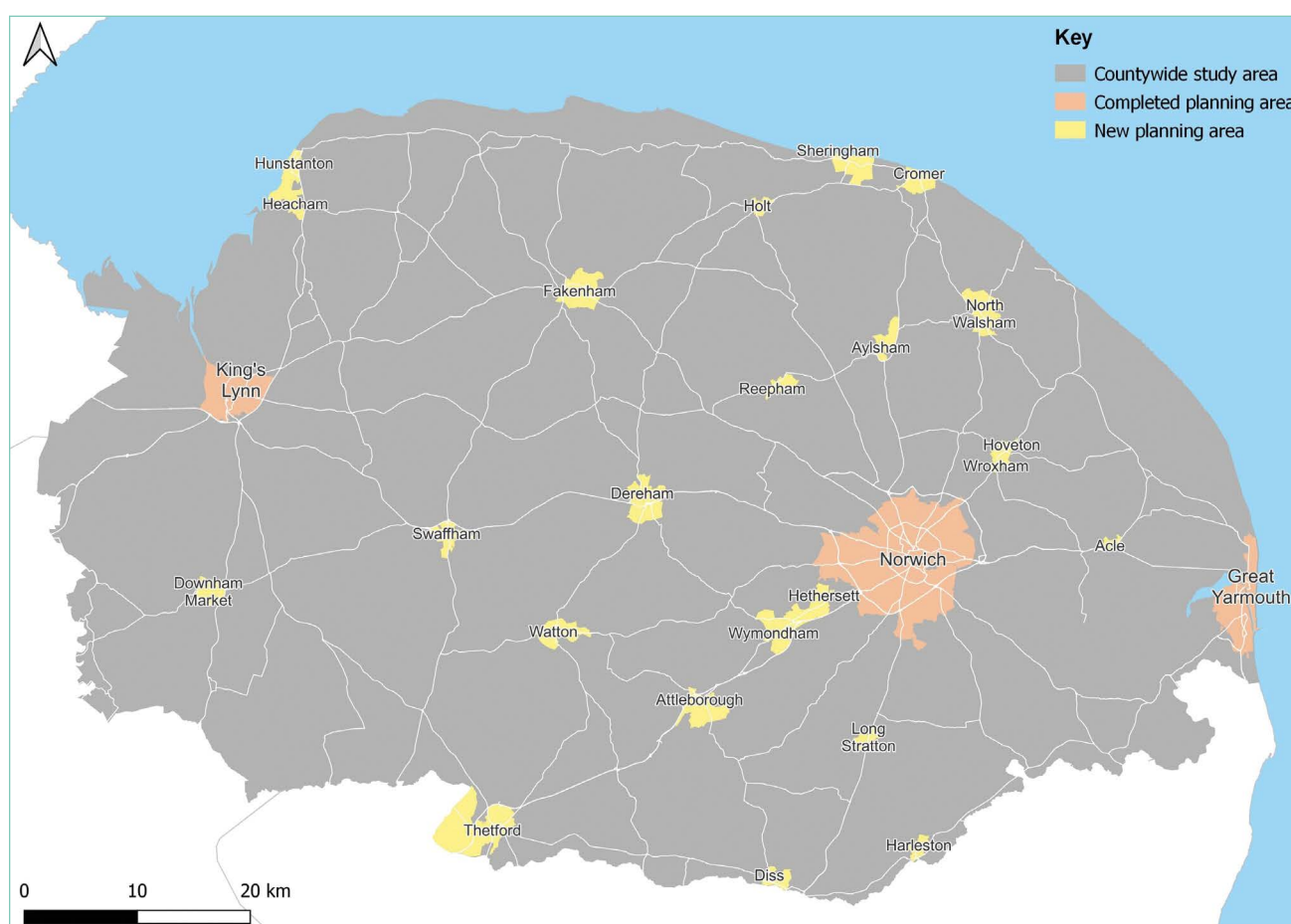
- improving our air quality
- reducing congestion on our roads
- providing access to education, employment and services
- addressing inequalities
- increasing connectivity between people and communities
- improving physical and mental health
- helping to mitigate climate change.

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.

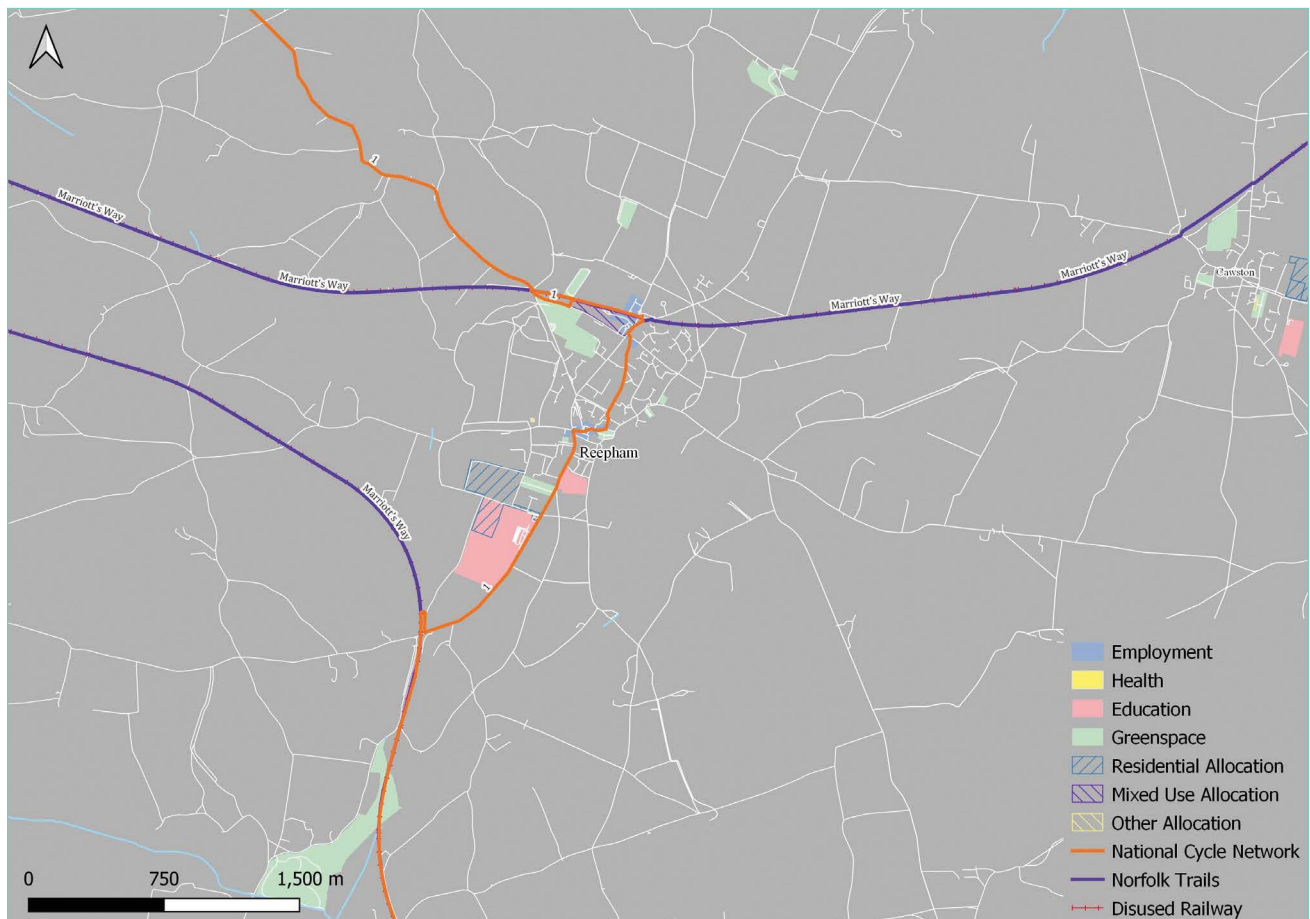
Please note all maps in this document contain data from [OpenStreetMap®](#), licensed under the [Open Database Commons Open Database License \(ODbL\)](#).

► Reepham

i. Introduction

Reepham is a rural market town within the Broadland District of Norfolk and around 19km northwest of Norwich. The town has new allocation for residential housing and the demand for cycling and walking routes is set to increase. The population was 2,684 in 2020, with 29% over the age of 65ⁱ. The new residential allocation is expected to increase levels of full time employment (36.5% in 2011ⁱⁱ).

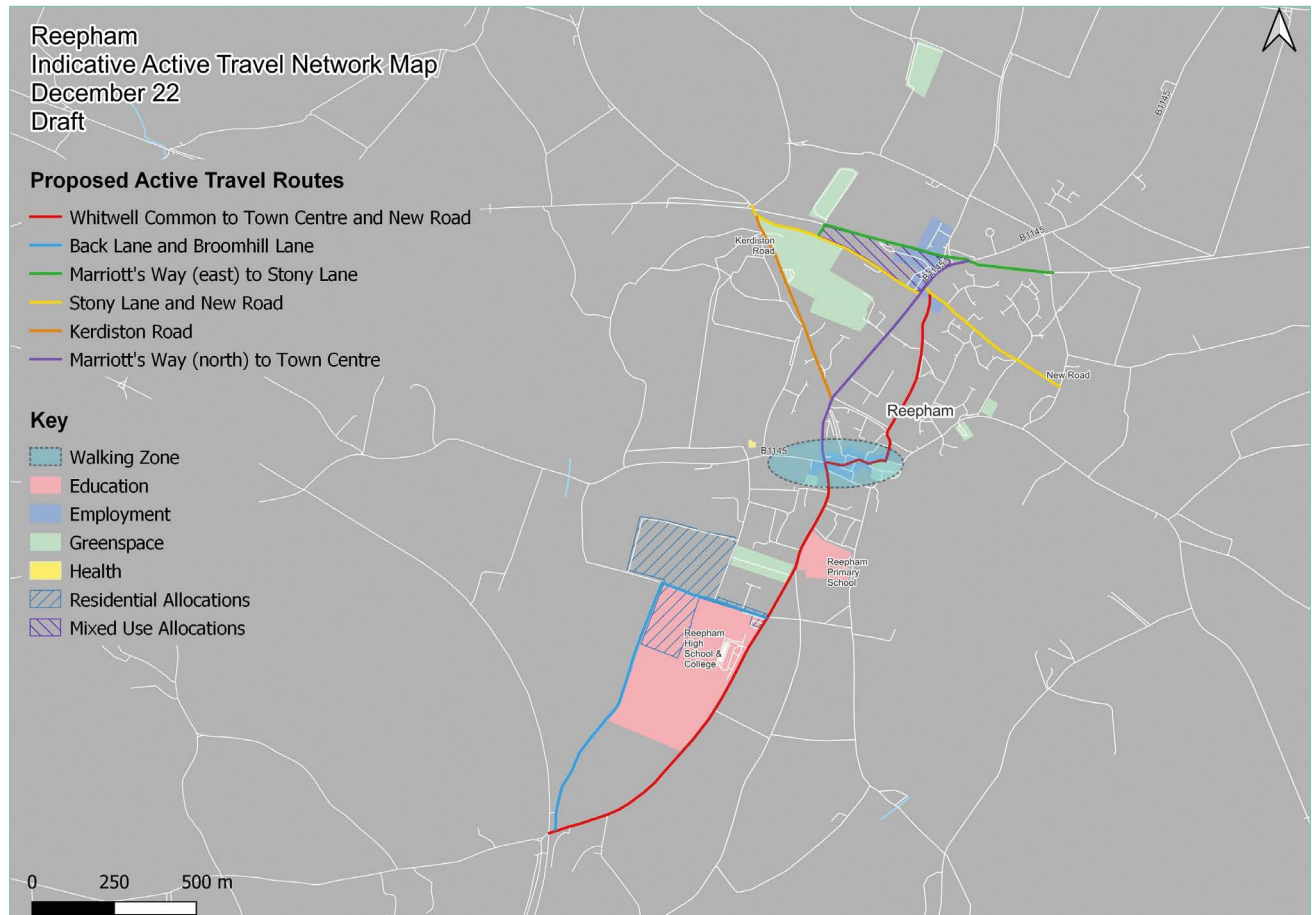
There are no public transport hubs in Reepham, however there are some active travel alternatives. The Sustrans National Cycle Network (NCN) runs through the centre of Reepham and the Marriott's Way comes in from the northeast, crosses over the north of the town and joins the NCN at the south.



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

ii. Reepham indicative active travel network

The indicative active travel network aims to provide connectivity between the centre of town, residential areas and greenspaces in the north. The indicative network also links to Marriott's Way, which runs through Reepham and connects schools in the south and provides access to greenspace.



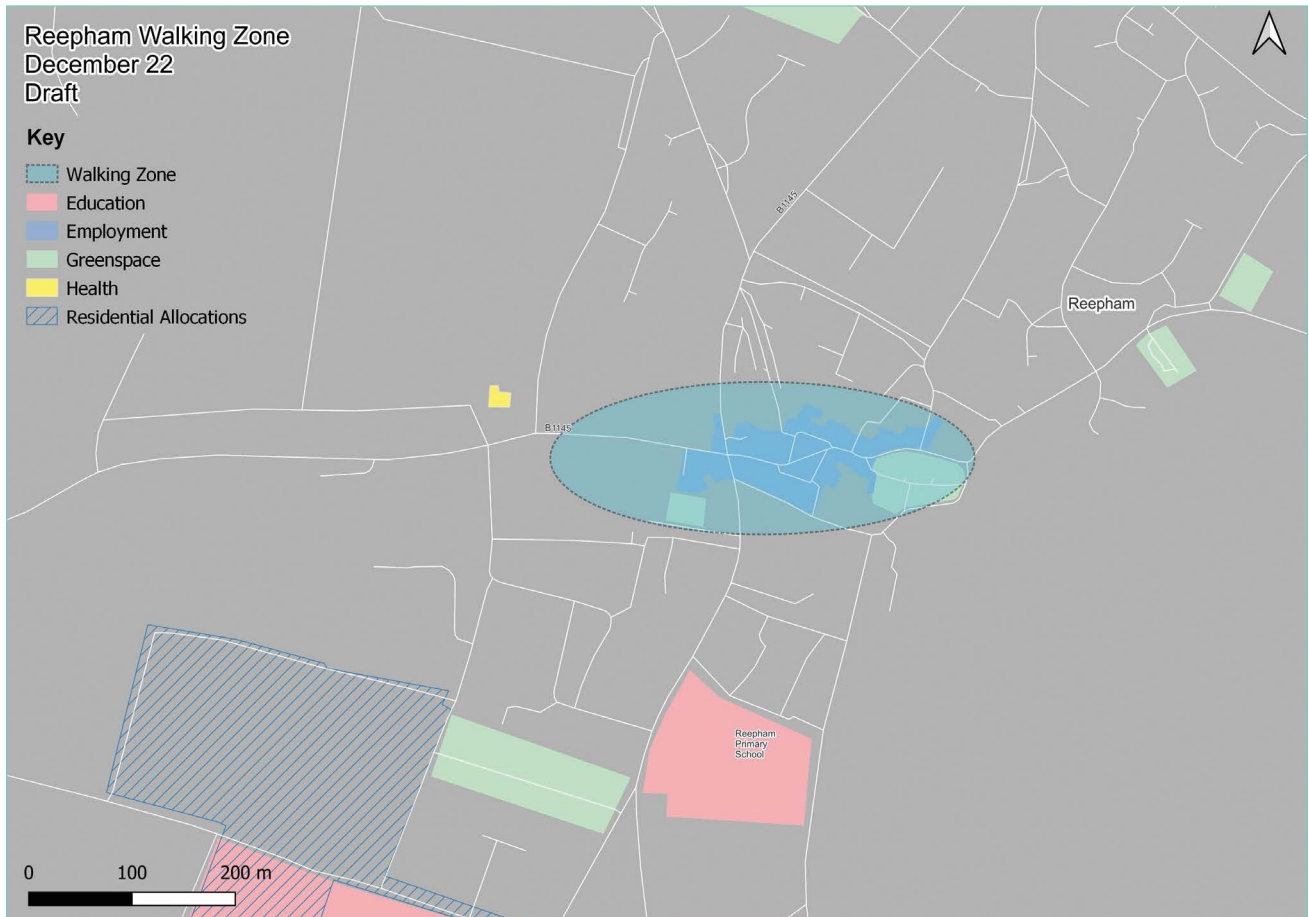
Map 3: Reepham indicative active travel network.

iii. Active travel route summary

Route Number	Route	Route Description
Route 1 (Red)	Whitwell Common to Town Centre and New Road	A 2.2km north to south route connecting new and existing residential areas with schools, central services and employment areas in the north. This route would also provide links to greenspaces via Marriott's Way.
Route 2 (Blue)	Back Lane and Broomhill Lane	A 1.2km route, partially off the carriageway, linking new housing allocations, schools and Marriott's Way.
Route 3 (Green)	Marriott's Way (east) to Stony Lane	A 0.7km route to improve connectivity between Marriott's Way and the National Cycle Network via Stony Lane. The scheme includes improved surface conditions, drainage and signage.
Route 4 (Yellow)	Stony Lane and New Road	A 1.1km route connecting residential areas in the east with central services and linking with Marriott's Way and the National Cycle Network.
Route 5 (Orange)	Kerdiston Road	A 0.6km route enabling access to greenspace via the National Cycle Network in the east and providing a direct link to the town centre.
Route 6 (Purple)	Marriott's Way (north) to Town Centre	A 0.8km direct route linking Marriott's Way in the north with central services via Station Road.

iv. Indicative walking zone

The indicative Reepham walking zone includes the central employment areas on Market Place and Church Hill as well as the junction between School Road and Dereham Road.



Map 4: Reepham 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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