



Norfolk County Council

# Local Cycling and Walking Infrastructure Plan for Norfolk

**Sheringham**

**May 2023**

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## Sheringham

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;

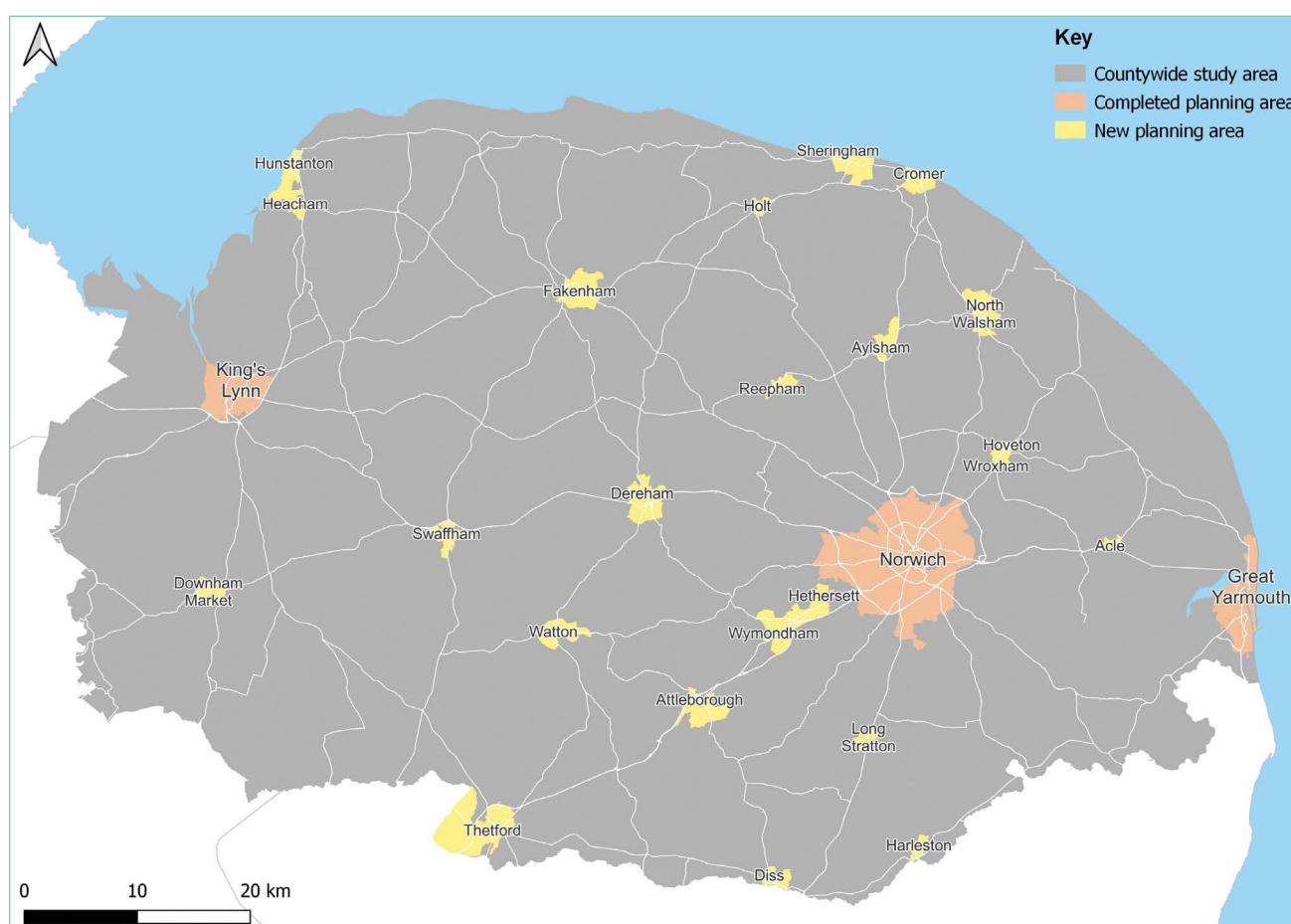
- improving our air quality
- reducing congestion on our roads
- providing access to education, employment and services
- addressing inequalities
- increasing connectivity between people and communities
- improving physical and mental health
- helping to mitigate climate change.

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.

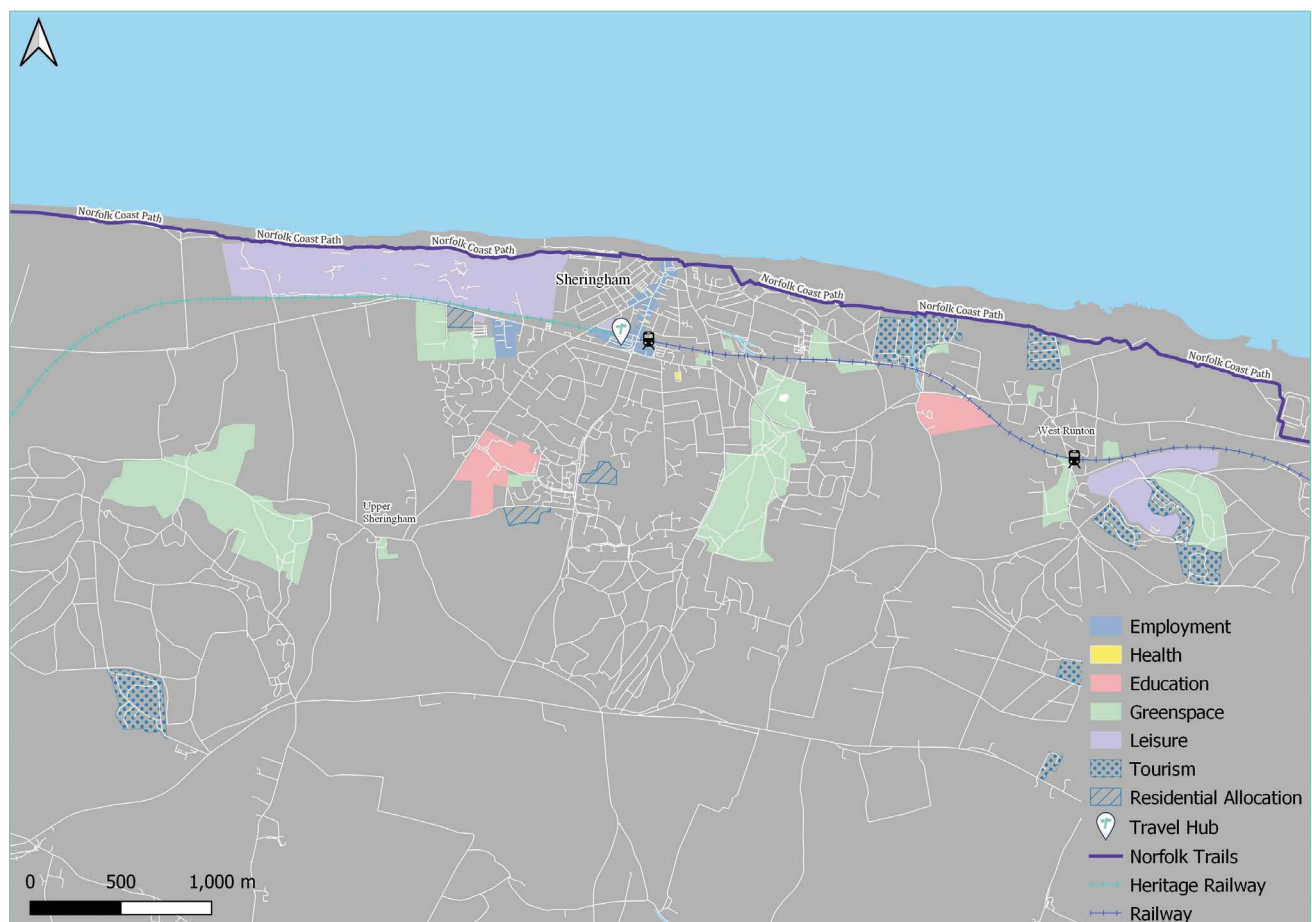
Please note all maps in this document contain data from [OpenStreetMap®](#) , licensed under the [Open Database Commons Open Database License \[ODbL\]](#).

## ► Sheringham

### i. Introduction

With a population of 7,619 in 2020, Sheringham is an attractive resort town nestling between the sea and the Cromer ridge. The town is a popular location for retirement: 40% of the population is over the age of 65<sup>i</sup>. New allocated residential areas are set to further increase the population along with the people in full-time employment [26.2% in 2011<sup>ii</sup>].

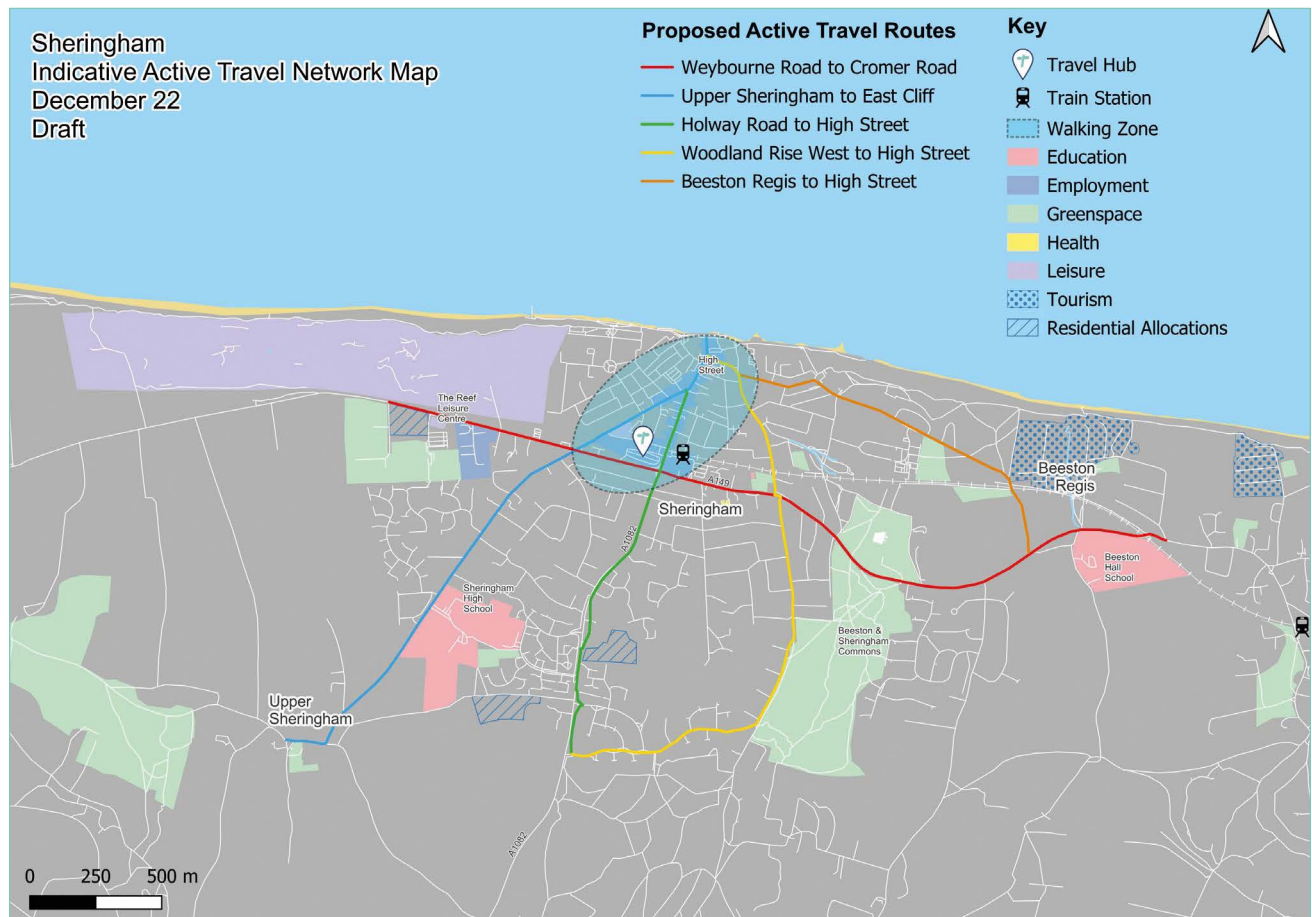
Sheringham train station provides a fast and direct route to the east of Norfolk and to Norwich and regular buses provide access to Holt, Cromer and Norwich. For an alternative, active travel journey, the Norfolk Coast path runs along the north coast of Sheringham to neighbouring towns such as Cromer. It is around a 6-minute walk from Sheringham train station.



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

## ii. Sheringham indicative active travel network

The indicative network for Sheringham aims to provide connectivity between residential areas, leisure facilities, greenspaces, schools and central services, including Sheringham train station. Upper Sheringham is also connected via a route in the southwest of the town.



**Map 3:** Sheringham indicative active travel network.

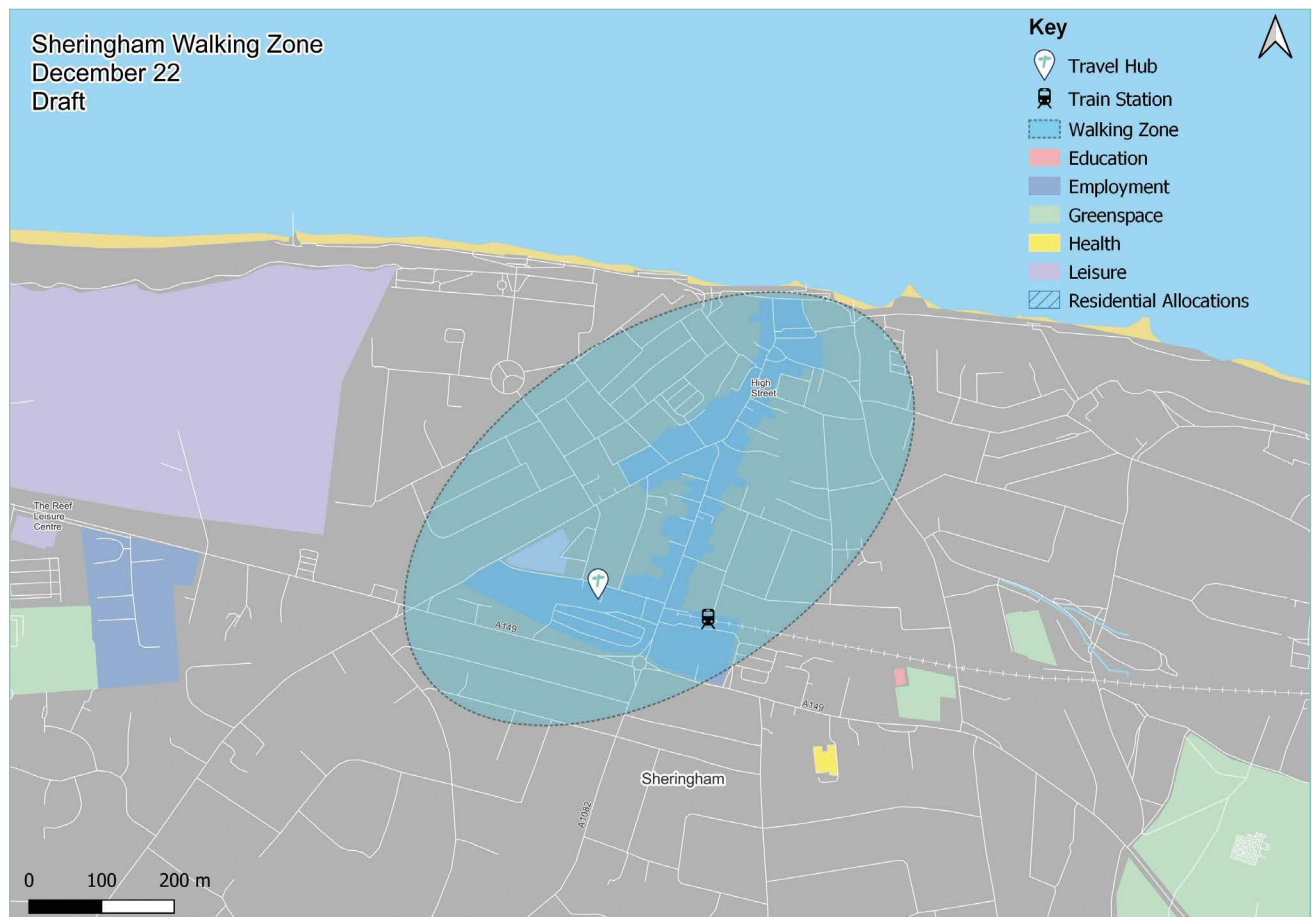
### iii. Active travel route summary

Route Number	Route	Route Description
Route 1 (Red)	Weybourne Road to Cromer	A 3.2km east west linear route providing connectivity with leisure facilities, central employment areas, greenspaces and schools.
Route 2 (Blue)	Upper Sheringham to East Cliff	A 2.3km route connecting residential areas with the town centre, schools and Upper Sheringham.
Route 3 (Green)	Holway Road to Hight Street	A 1.5km route to link and improve existing cycling and walking infrastructure along Holway Road with the town centre.
Route 4 (Yellow)	Woodland Rise West to High Street	A 2.3km route providing access to greenspace and central employment areas via Woodland Rise and Beeston Road.
Route 5 (Orange)	Beeston Regis to High Street	A 1.4km route to provide direct connectivity with the town centre from the west using public rights of way and quiet roads.



#### iv. Indicative walking zone

The walking zone encompasses the core town centre including East Cliff, High Street, Station Road, Church Street and Cromer Road. Within this area there are high levels of footfall, especially between the train stations, around the Sheringham station car park and along Station Road and High Street leading to the promenade. Currently, pavement widths are intermittent and very narrow in parts forcing people walking and driving cars to share the same space.



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

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



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