



 Norfolk County Council

# Local Cycling and Walking Infrastructure Plan for Norfolk

**Watton**

**May 2023**

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## **Watton**

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;

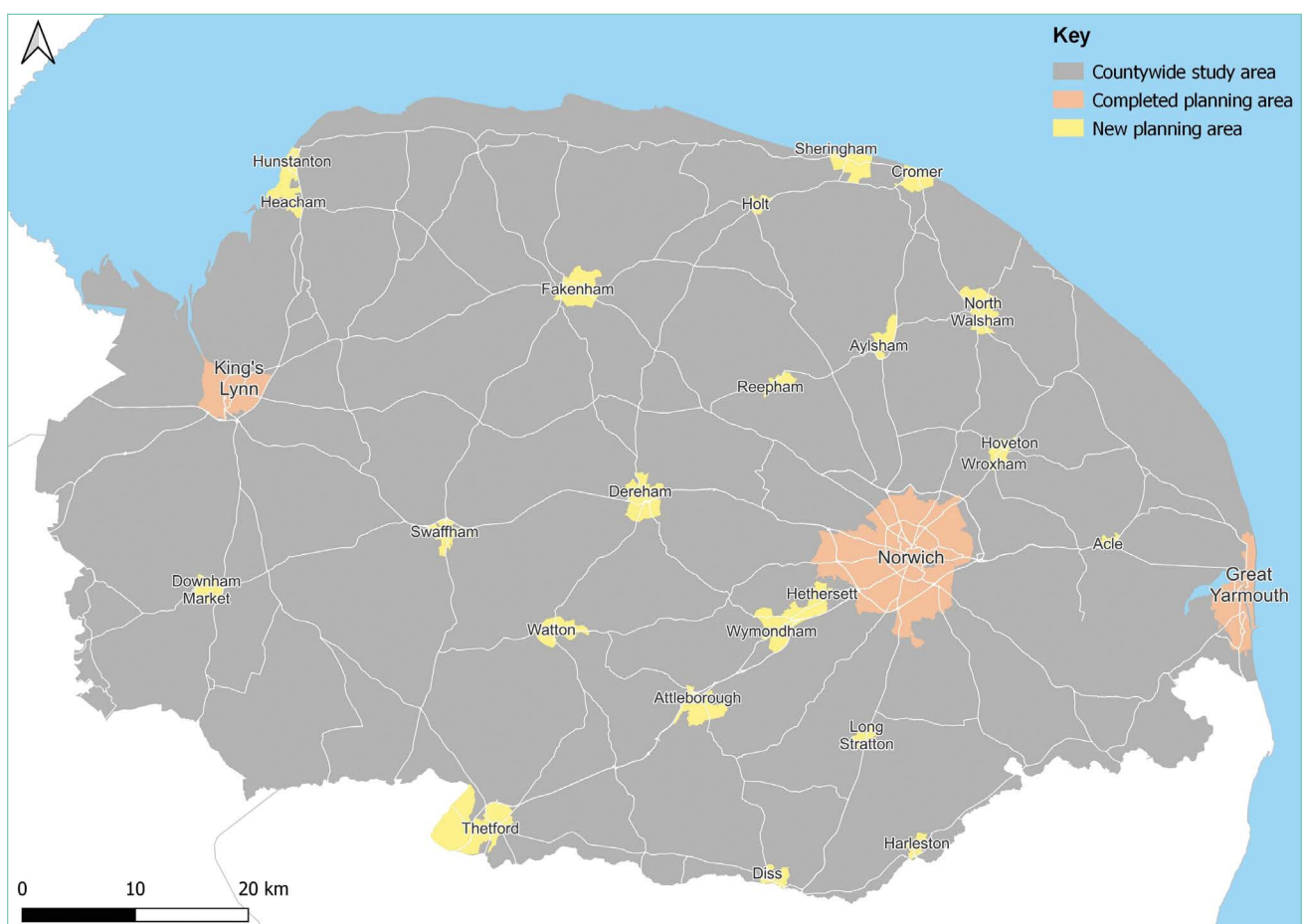
- improving our air quality
- reducing congestion on our roads
- providing access to education, employment and services
- addressing inequalities
- increasing connectivity between people and communities
- improving physical and mental health
- helping to mitigate climate change.

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 \(ODbL\)](#).

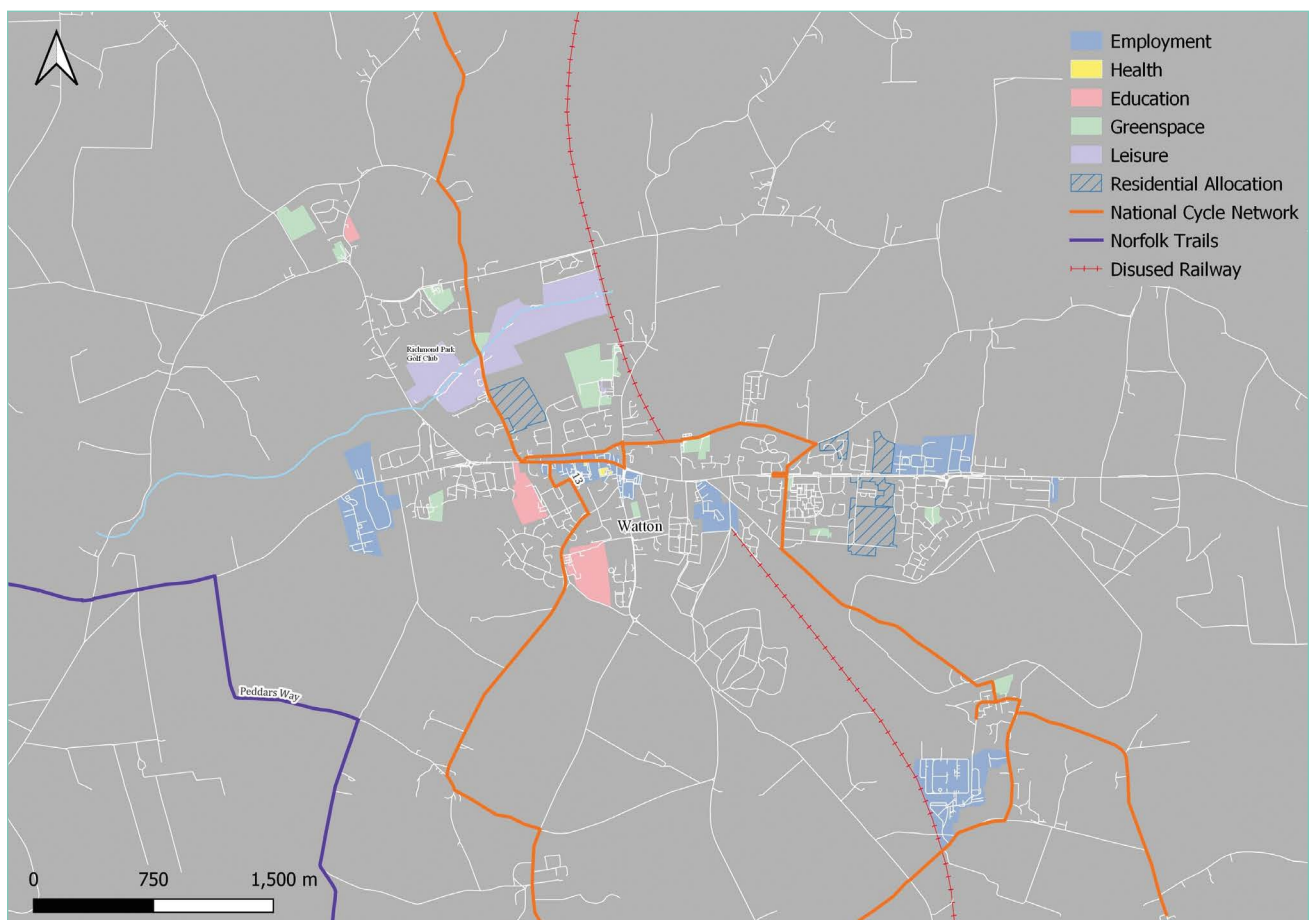
## ► Watton

### i. Introduction

Watton is a rural market town situated 37km west of Norwich along Watton Road (B1108) and with a population of 8,592 people in 2020. 70% of residents are under the age of 65 which amounts to many commutes for work and education within the town<sup>i</sup>.

In 2011, 40.7% of its population were in full time employment and with some residential allocations planned within the town, the figure is set to increase in coming years<sup>ii</sup>.

Watton does not have a train station but has several bus routes which provide access to the surrounding towns and villages. The National Cycle Network Route 13 connects with Swaffham and provides connectivity with Dereham and Thetford. Peddars Way to the west of Watton is a walking and cycling trail and currently partially a horse-riding trail.



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

## ii. Watton indicative active travel network

The indicative active travel network for Watton mainly aims to provide connectivity between residential areas and places of education and employment. Indicative routes also connect leisure facilities and Loch Neaton in the north of the town and market locations in the centre.



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

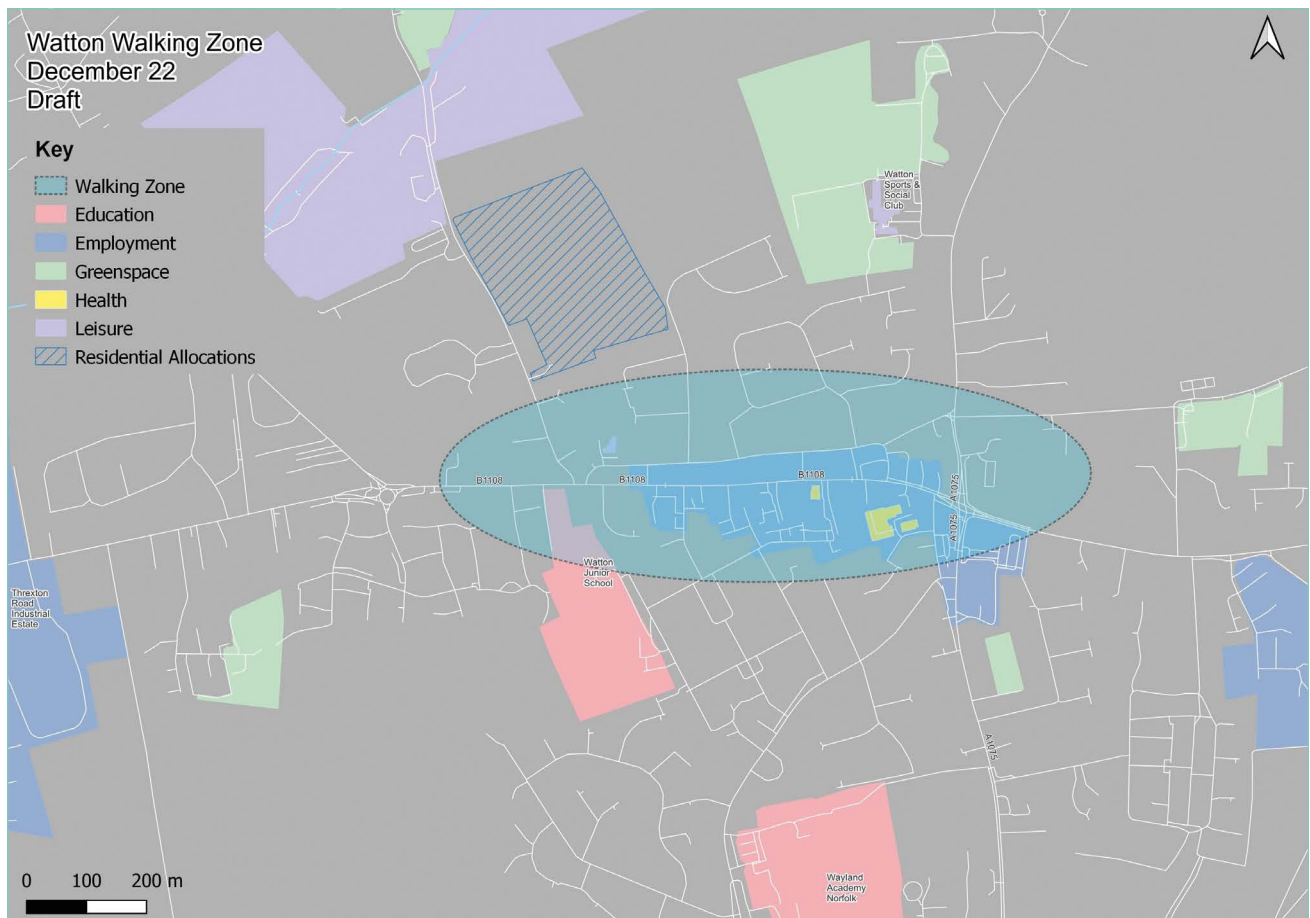
### iii. Active travel route summary

Route Number	Route	Route Description
Route 1 (Red)	Loch Neaton to High Street	A 0.65km route providing connectivity with residential areas, greenspaces (Loch Neaton) and leisure facilities along Dereham Road and Cadman Way with central areas of employment on High Street.
Route 2 (Blue)	Hendon Avenue to Queens Hall	A 2.5km route that starts at the Queens Hall junction on Norwich Road. The route connects residential areas with areas of employment and central market locations.
Route 3 (Green)	Hugh Way to Queens Hall	A 1.2km route connecting new residential allocations in the south to Wayland Academy Norfolk and central areas of employment.
Route 4 (Yellow)	Threxton Road to Dereham Road	A 1.9km route which connects housing areas to a major employment area in the west of Watton along the High Street and Brandon Road as central places of employment and education (Watton Primary School).
Route 5 (Orange)	Wayland Academy to Thetford Road	A 0.7km route connecting Wayland Academy Norfolk, residential areas and the town centre.



#### iv. Indicative walking zone

The Watton walking zone encompasses the core town centre including High Street, Brandon Road, Cadman Way, Norwich Road and Thetford Road as outlined in the Watton Town Delivery Plan (2022). The Queens Hall Road junction connecting High Street, Cadman Way, Norwich Road and Thetford Road is also within the walking zone, as well as Middle Street and Dereham Road which will enable connectivity to leisure facilities and Loch Neat on Cadman Way. This zone also aligns with the Future Breckland Market Town Delivery Plan which highlights the need for more and improved pedestrian crossing points along the Brandon Road and High Street.



**Map 4:** Watton 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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