



 Norfolk County Council

Countywide Local Cycling and Walking Infrastructure Plan

Main Report

February 2024

**Travel
Norfolk**
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Norfolk County Council

**This summary provides an overview of
the active travel network improvement
schemes in the Countywide LCWIP.**

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Contents

1.	Introduction	04
2.	Why improve the cycling and walking network?	05
3.	Why do we need a Local Cycling and Walking Infrastructure Plan?	07
4.	How does the cycling and walking infrastructure planning process work?	08
5.	How does the infrastructure plan support national and local goals?	10
6.	How will cycling and walking networks be designed?	15
7.	What area does the infrastructure plan cover?	17
<hr/>		
8.	Active Travel network proposals for towns in Norfolk	23
	Acle	23
	Attleborough	27
	Aylsham	31
	Cromer	35
	Dereham	39
	Diss	43
	Downham Market	47
	Fakenham	51
	Harleston	55
	Holt	59
	Hunstanton and Heacham	63
	Long Stratton	67
	North Walsham	71
	Reepham	75
	Sheringham	79
	Swaffham	83
	Thetford	87
	Watton	91
	Wroxham and Hoveton	95
	Wymondham and Hethersett	99
<hr/>		
9.	Norfolk Trails Network	103
10.	National Cycle Network and Norfolk	107
11.	Wider Connectivity Routes	111
12.	Summary of schemes which support cycling and walking	119
13.	How will the priority cycling and walking schemes be delivered?	125
14.	How will the success of the schemes be measured?	126
15.	Annex documents	127
16.	References	128

1.

Introduction

Norfolk County Council (NCC) is creating a Local Cycling and Walking Infrastructure Plan (LCWIP) for Norfolk.

The purpose of the Countywide LCWIP is to help identify and prioritise short, medium and long-term infrastructure schemes which will enable increased levels of cycling, walking and wheeling (using a wheelchair or mobility aid) across the county. Schemes within the plan are currently unfunded and the Countywide LCWIP will be essential to embed these schemes into wider development and to bring about funding from Government.

LCWIPs support the Government's ambition 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.

This is because increased levels of walking, wheeling and cycling can provide many benefits such as improving our air quality, reducing congestion on our roads, providing access to employment, education, training and services, addressing inequalities, increasing connectivity between people and communities, improving physical and mental health and helping to mitigate climate change.

The Countywide LCWIP is aligned with the emerging Walking, Wheeling and Cycling Strategy for Norfolk 2023–2036, which aims to bring together Norfolk's transport, environmental and public health ambitions to make walking, wheeling or cycling the natural choice for both travel and leisure.

The Countywide LCWIP builds on plans already created for King's Lynn, Greater Norwich and Great Yarmouth. The plan identifies potential active travel network improvements, which will create better connectivity within 20 towns across the county.

The plan also includes proposals to increase connectivity between towns and rural communities, giving people access to greenspace and linking people in rural communities with central services, places of employment, education and training.

To help more people choose cycling and walking, we need to improve our cycling and walking networks to make them safe, comfortable, direct, more accessible, coherent, attractive and better connected for all users. With all these improvements, we can help to create a modern and sustainable transport system for Norfolk. Please note that where cycling or walking are mentioned in this document, this includes wheeling (using a wheelchair or mobility aid).

2.

Why improve the cycling and walking network?

Research has shown that cycling and walking are good for our physical and mental health. By making more journeys via active modes of transport, we can improve our quality of life, benefit the environment and enhance local productivity¹.

Regular physical activity reduces your risk of:



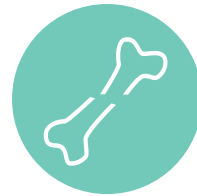
Cardiovascular disease by up to

35%



Dementia by up to

30%



Hip fractures by up to

68%



Depression by up to

30%



Type 2 diabetes by up to

40%



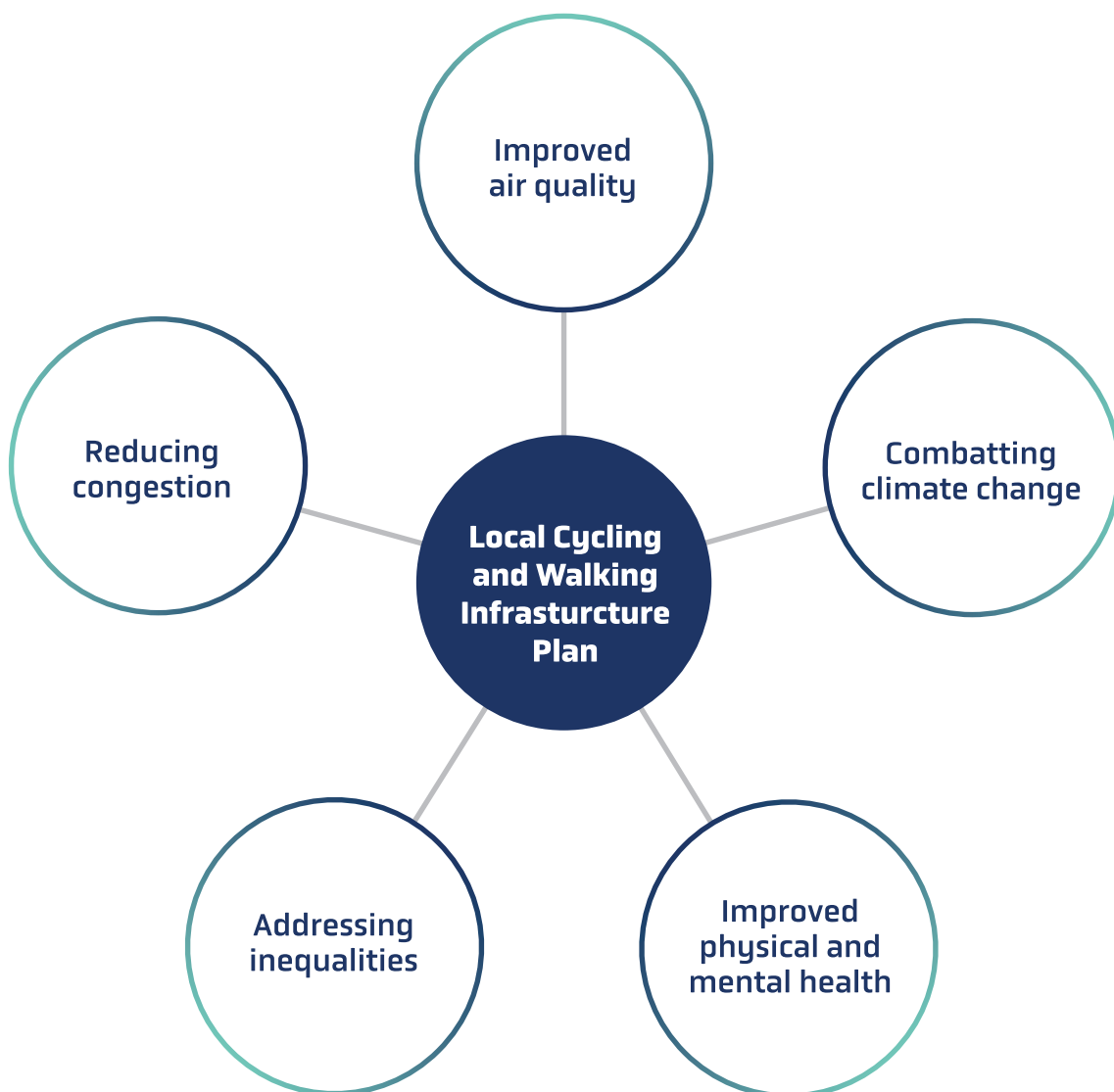
Breast cancer by up to

20%

Figure 1: The medical benefits of cycling and walking.

When investing in cycling and walking networks, we can also help tackle some of the most challenging issues we face as a society by improving air quality, combatting climate change, addressing inequalities in society and tackling congestion on our roadsⁱⁱ.

Figure 2: The benefits of increased levels of cycling and walking.



Increased levels of cycling and walking has long term environmental, economic and health benefits.

3.

Why do we need a Local Cycling and Walking Infrastructure Plan?



In 2017, the Department for Transport (DfT) set out its national vision for cycling and walking. In 2020, it released the policy paper “Gear Change”ⁱⁱ, which provides local authorities with guidance on developing active travel networks.

Figure 3: Department for Transport policy paper Gear Change.

The policy contains four themes, which group together key actions:

Better streets for cycling and people – by providing safe, continuous, direct routes for cycling in towns and cities, physically separated from pedestrians and volume motor traffic, serving the places that people want to go to.

Cycling at the heart of decision-making – by ensuring that new housing and business developments include appropriate provision for cycling; assessing transport schemes’ value for money with more focus given to the provision of cycling schemes; ensuring railways and bus routes work better for cycle connectivity, ensuring sufficient cycle parking; promoting cycling for the carriage of freight in towns and cities.

Empowering and encouraging Local Authorities – by enabling, encouraging and empowering local authorities to do more for cycling on their roads, including appropriate maintenance. In addition, £2 billion of new funding will be provided by central government up to 2025 to support local authorities with well-defined LCWIPs.

Enabling people to cycle and protecting them when they do – by ensuring that every adult and child who wants it can be trained to ride a cycle safely; working more closely with the NHS and incentivising GPs to prescribe cycling and building cycle facilities in towns with poor health; combating bike theft, making legal changes to protect vulnerable road users and improving road safety for all road users; establishing a national electrically assisted bike support programme.

An LCWIP enables active travel network improvements to be identified and prioritised and supports applications for government funding to help develop and deliver new infrastructure schemes over the next 10 years.

4.

How does the cycling and walking infrastructure planning process work?

The DfT have outlined six key planning stages for creating an LCWIP. The table below is a summary of those steps and the actions taken by Norfolk County Council.

Stage	Objective	How the objective was met
1 Determining Scope	Establish the geographical extent of the plan and arrangements for governing and preparing the plan.	The geographical extent and scope of the plan was jointly agreed between Norfolk County Council and Local Authorities.
2 Gathering Information	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.	Existing network conditions and barriers to cycling and walking were identified by reviewing local plans and policies to identify potential network schemes. This included a review of adopted Neighbourhood Plans and key strategic transport, environment and public health policy documents. An online survey, released in early 2022, was also used to identify key barriers to active travel and site visits were conducted by Norfolk County Council Project Officers to access and validate identified active travel networks.
3 Cycle Network Planning	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.	A series of activities were completed to create a cycle network plan, including a review of key attractors within towns and market towns, cycle propensity modelling and a review of existing schemes identified through funding initiatives.
4 Walking Network Planning	Identify key trip generators, core Walking Zones and routes, audit existing provision and determine the type of improvements required.	A series of activities were completed to create a walking network plan including a review of key attractors within towns and market towns and a review of existing schemes identified through funding initiatives.
5 Prioritising Improvements	Public engagement and prioritise improvements to develop a phased programme for future investment.	A programme of public engagement was undertaken for 8 weeks in early 2023 to validate, prioritise and refine the indicative active travel priority networks proposals in the first draft of the Countywide Cycling and Walking Plan.
6 Integration and Application	Integrate outputs into local planning and transport policies, strategies and delivery plans.	Next Steps: Working closely with Members, Active Travel England, District Councils and key stakeholders to prioritise schemes and seek funding opportunities to enable the delivery of infrastructure changes which provide the best outcomes for the people of Norfolk and the environment.

Table 1: The six stages for developing a Local Cycling and Walking Infrastructure Plan.



What are the outcomes of the planning process?

The three key outcomes of the planning process include:

- **A cycling and walking network plan** which identifies preferred cycling and walking routes and core zones for further development.
- **A prioritised programme** of cycling and walking infrastructure improvements which can be put forward for existing and future Active Travel funding opportunities.
- **A report setting out the underlying analysis** which has been carried out on the network and provides an explanation of how the network improvements have been identified.

The infrastructure plan has been developed by following a comprehensive planning process.

5.

How does the infrastructure plan support national and local goals?

The Countywide LCWIP supports local and national planning, transport, public health and environment and air quality policies.

Norfolk and National Planning Policy	How the infrastructure plan supports the policy
<p>Norfolk Strategic Infrastructure Delivery Plan 2022 Norfolk County Council</p>	<p>Increased cycling, walking and wheeling as a mode of transport will help cut greenhouse gas emissions from polluting vehicles. This will contribute to the decarbonisation and clean economic growth of Norfolk, which is a key ambition of the Infrastructure Delivery Plan.</p>
<p>Norfolk Access Improvement Plan 2019–2029 Norfolk County Council Broads National Park National Trails</p>	<p>By improving the cycling, walking and wheeling network, the plan helps to provide an easy to use, safe, healthy and sustainable way to enjoy and connect with the Norfolk coast and countryside, which are key ambitions of the Norfolk Access Improvement Plan. Proposed town networks connect people with public rights of way where possible, and potential new wider connectivity routes and route improvements aim enable access for all to green spaces.</p>
<p>Broadland & South Norfolk Joint Core Strategy (JCS) 2008–2026 Norfolk County Council Norwich City Council, Broadland & and South Norfolk</p>	<p>The strategy is designed to deliver growth in housing and employment to key areas across Norwich, Broadland and South Norfolk and provides a long-term vision and objectives to achieve this. A key ambition of the strategy is to increase walking and cycling on all settlements; the LCWIP supports this goal by encouraging and enabling increased levels of active travel through the identification of walking and cycling routes and improvement schemes.</p>
<p>North Norfolk Local Plan (current and emerging) North Norfolk District Council</p>	<p>The adopted Core Strategy seeks to increase walking and cycling in all settlements and the use of public transport between larger settlements. The LCWIP also seeks to increase walking and cycling as well as improving the integration of walking and cycling with public transport, helping to encourage increased uptake of sustainable travel. North Norfolk District Council are preparing a new Local Plan and the first draft continues to hold the ambition to facilitate increased walking and cycling. The LCWIP will help identify where improvements can be made to the active travel network to facilitate this.</p>

Norfolk and National Planning Policy	How the infrastructure plan supports the policy
<p>Breckland Local Plan 2019–2036 Breckland District Council</p>	<p>The Breckland Local Plan was adopted in 2019. Policies include providing a safe, efficient and convenient sustainable transport network which will be delivered by providing viable alternatives to the private car and encouraging walking and cycling, as well as improved provisions for other sustainable modes of transport. The LCWIP supports the delivery of this by identifying improvements to the cycling and walking network which will encourage increased uptake of these modes.</p>
<p>King’s Lynn and West Norfolk Core Strategy 2011 Borough Council of King’s Lynn & West Norfolk</p>	<p>The LCWIP will help achieve the Core Strategy vision through enhancing connectivity to employment and education and improving quality of life and equality. By making cycling and walking in towns the more convenient and attractive way to get from A to B, it aims to reduce the reliance on the private car.</p>
<p>Local Plan for the Broads 2015–2036 Broads Authority</p>	<p>A key ambition of the plan is to encourage and enable sustainable access to the Broads, notably via walking and cycling. The plan identifies the need for improved access via the introduction of additional footpaths and cycleways, as well as the provision of cycle parking. The LCWIP supports this policy through the identification of priority cycling and walking routes and schemes in the Broads Authority Area.</p>
<p>Norfolk Town Plans and Neighbourhood Plans</p>	<p>A review of published Town Plans and Neighbourhood Plans has been completed to identify cycling, walking and wheeling infrastructure changes to be included with the Countywide LCWIP.</p>

Table 2: Norfolk planning policy and how the infrastructure plan supports this.

Norfolk and National Transport Policy	How the infrastructure plan supports the policy
<p>“Gear Change” and Cycle Infrastructure Design Guide (LTN 1/20) 2020 Department for Transport</p>	<p>The infrastructure plan closely follows the guidance outlined in the Department for Transport’s Gear Change document and the Cycle Infrastructure Design guidance. The plan also shares the ambition of enabling walking and cycling by making it safer and more practical to travel via these modes of transport.</p>
<p>Decarbonising Transport: a better, greener Britain 2021 HM Government</p>	<p>A key priority of the plan is to ‘accelerate modal shift to public and active transport. This includes delivering a world-class cycling and walking network in England by 2040 and providing £2 billion of investment in cycling and walking over five years to achieve the ambition set out in Gear Change for half of all journeys in towns and cities to be cycled or walked by 2030. The LCWIP supports this ambition by aiding the delivery of coherent, direct, safe, continuous and attractive cycle, walking and wheeling networks in Norfolk.</p>
<p>Climate Strategy for Norfolk 2023 Norfolk County Council</p>	<p>The Climate Strategy outlines how Norfolk County Council will hit its net zero estate target by 2030, support clean growth across the county, and boost resilience to the changing climate. By enabling and encouraging the use of sustainable modes of transport, the LCWIP helps work towards these targets.</p>
<p>Norfolk Local Transport Plan 4 Strategy 2021 – 2036 Norfolk County Council</p>	<p>The infrastructure plan helps to deliver the objectives within the Norfolk Local Transport Plan 4 bid by: delivering a sustainable Norfolk, enhancing connectivity, enhancing Norfolk’s quality of life, increasing accessibility, improving transport safety and providing a well-managed and maintained transport network.</p>
<p>Norfolk Bus Service Improvement Plan 2021 Norfolk County Council</p>	<p>The Bus Service Improvement Plan contains plans to facilitate the integration of walking, cycling, wheeling and public transport, working hand in hand along travel corridors and coming together at hubs to facilitate onward travel. The Countywide LCWIP aligns with this plan by ensuring integration between public transport and active travel to promote sustainable transport around the county.</p>
<p>Norfolk Cycling and Walking Strategy 2017 Norfolk County Council</p>	<p>The LCWIP will help to achieve the ambitions of the Cycling and Walking Strategy by encouraging active travel to work, school and leisure by providing safe and attractive opportunities to do so.</p>

Norfolk and National Transport Policy	How the infrastructure plan supports the policy
Norfolk Walking, Wheeling and Cycling Strategy (emerging) 2023–2036 Norfolk County Council	The emerging plan provides an update from the previous strategy, published in 2017. Since then, a step change in national and local policy has placed walking, wheeling and cycling at the heart of decision-making. The LCWIP aligns with this updated strategy by encouraging high quality schemes which enable more people to walk, wheel or cycle for everyday trips.
Completed Local Cycling and Walking Infrastructure Plans 2022 Norfolk County Council	The Countywide LCWIP links to and builds on the LCWIPs already completed for King's Lynn, Greater Norwich and Great Yarmouth. Various schemes, especially those providing wider connectivity, will link with schemes outlined in the completed LCWIPs.

Table 3: Local and national transport policy and how the infrastructure plan supports this.

Environment & Air Quality Policy	How the infrastructure plan supports the policy
Norfolk County Council Environment Policy 2019 Norfolk County Council	The ambition for Norfolk is to have net zero carbon emissions by 2030. The use of sustainable modes of transport such as cycling and walking will help achieve this.
A Green Future: Our 25 Year Plan to Improve the Environment 2018 HM Government	The aim of the Government's 25 Year Environment Plan is to leave our environment in a better state than we found it. The Local Cycling and Walking Infrastructure Plan supports the plan by helping to reduce greenhouse gas emissions and air pollution.
The Climate Change Act Revision 2019 HM Government	The LCWIP supports the ambition of achieving net zero greenhouse gas emissions in the UK by 2050 by delivering improvements to the cycling and walking network, which will help towards reducing congestion and carbon emissions from transport in Norfolk.
Clean Air Strategy 2019 HM Government	The infrastructure plan supports the Clean Air Strategy by helping to reduce emissions from transport.
The Paris Agreement 2015 United Nations	The improvements to the cycling and walking network in Norfolk will help towards reducing congestion and carbon emissions from transport in the county.

Table 4: Environment and air quality policy and how the infrastructure plan supports this.

Public Health Policy	How the infrastructure plan supports the policy
Joint Health and Wellbeing Strategy 2018–2022 Health and Wellbeing Board Norfolk & Waveney	The priorities of the Joint Health and Wellbeing Strategy are to support healthy, independent and resilient lives and providing support to those most in need. Increasing the uptake of walking and cycling is an important step for improving health and wellbeing, which is a key objective of the LCWIP.
Working Together to Promote Active Travel 2016 Public Health England	The infrastructure plan delivers improvements to the active travel network which are aligned to the policy and practical actions recommended by Public Health England.

Table 5: Environment and air quality policy and how the infrastructure plan supports this.



The plan supports national and regional transport, health and environmental policies.

6.

How will cycling and walking networks be designed?

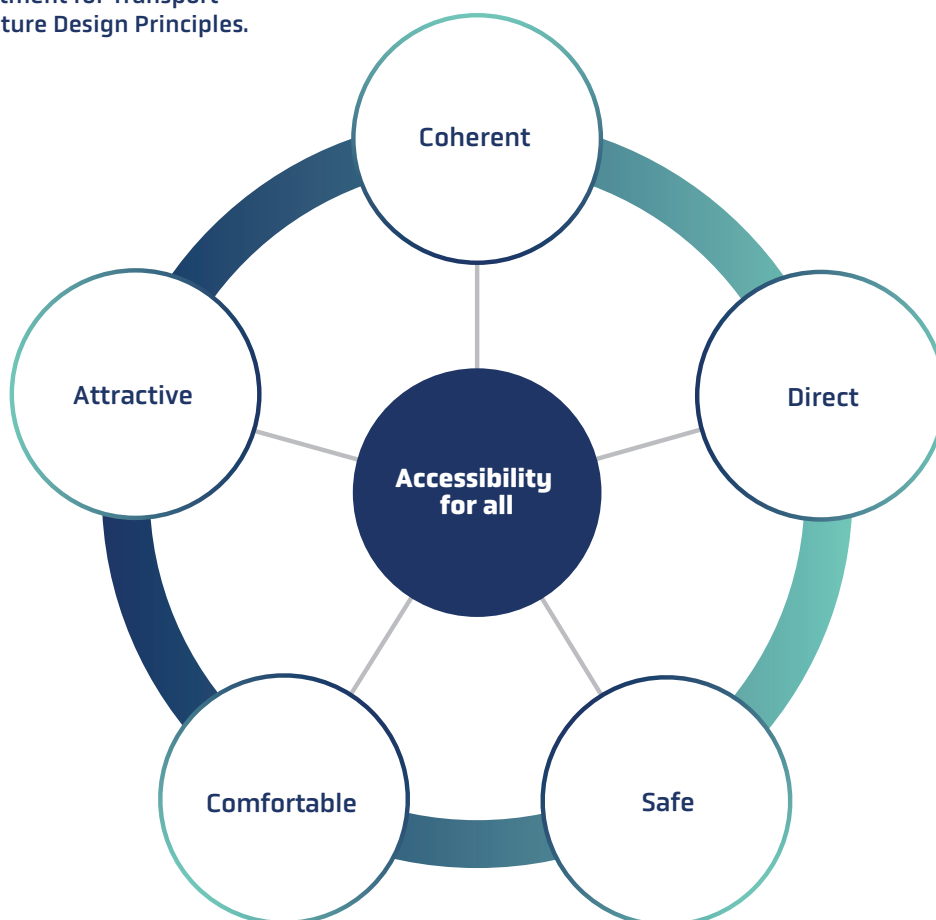
The Department for Transport has created a set of 'Cycle Infrastructure Design' guidelines (Local Transport Note 1/20) which support local authorities when designing and delivering improvements to active travel networks.

Any infrastructure schemes which are identified and delivered from the infrastructure plan will follow the Cycle Infrastructure Design guidance. These essential requirements enable more people to travel by cycle or on foot, based on best practice both internationally and across the UK. **Please note that where cycling or walking are mentioned in this document, this includes wheeling.**

What are the design principles?

Government research and experience has found that those cycling require cycle network routes which are **coherent, direct, safe, comfortable and attractive**. The application of design standards based on these principles helps to promote the use of active travel networks and to ensure that they can be **accessed by everyone**.

Figure 4: Department for Transport Cycle Infrastructure Design Principles.



Examples of the design principles in practice

The following table illustrates what the Department for Transport design principles mean and how they will be applied to the active travel networks, to ensure they are accessible for all users.

Core design principle	Description	Design examples
Coherent	Cycle networks should be designed to allow people to reach their day-to-day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.	Wayfinding signs that are clear, easily visible and legible Connections between route sections should be obvious and clear to all road users
Direct	Cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles.	Creating links to enable people walking and cycling to take the shortest route Facilities at junctions that minimise delay and the need to stop
Safe	As well as safe, cycle infrastructure should be perceived to be safe so that more people feel able to cycle.	Routes which are physically separated and protected from high volume motor traffic (as opposed to road markings on the carriageway)
Comfortable	Comfortable conditions for cycling require routes with good quality, well maintained – smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients.	Designing road humps to be accessible to people on tandems and tricycles Adequate transitions between on and off-carriageway routes
Attractive	Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using.	Routes through parks, waterfront locations and well-designed streets and squares Minimal street clutter such as signs, coloured surfaces or upstand kerbs where possible

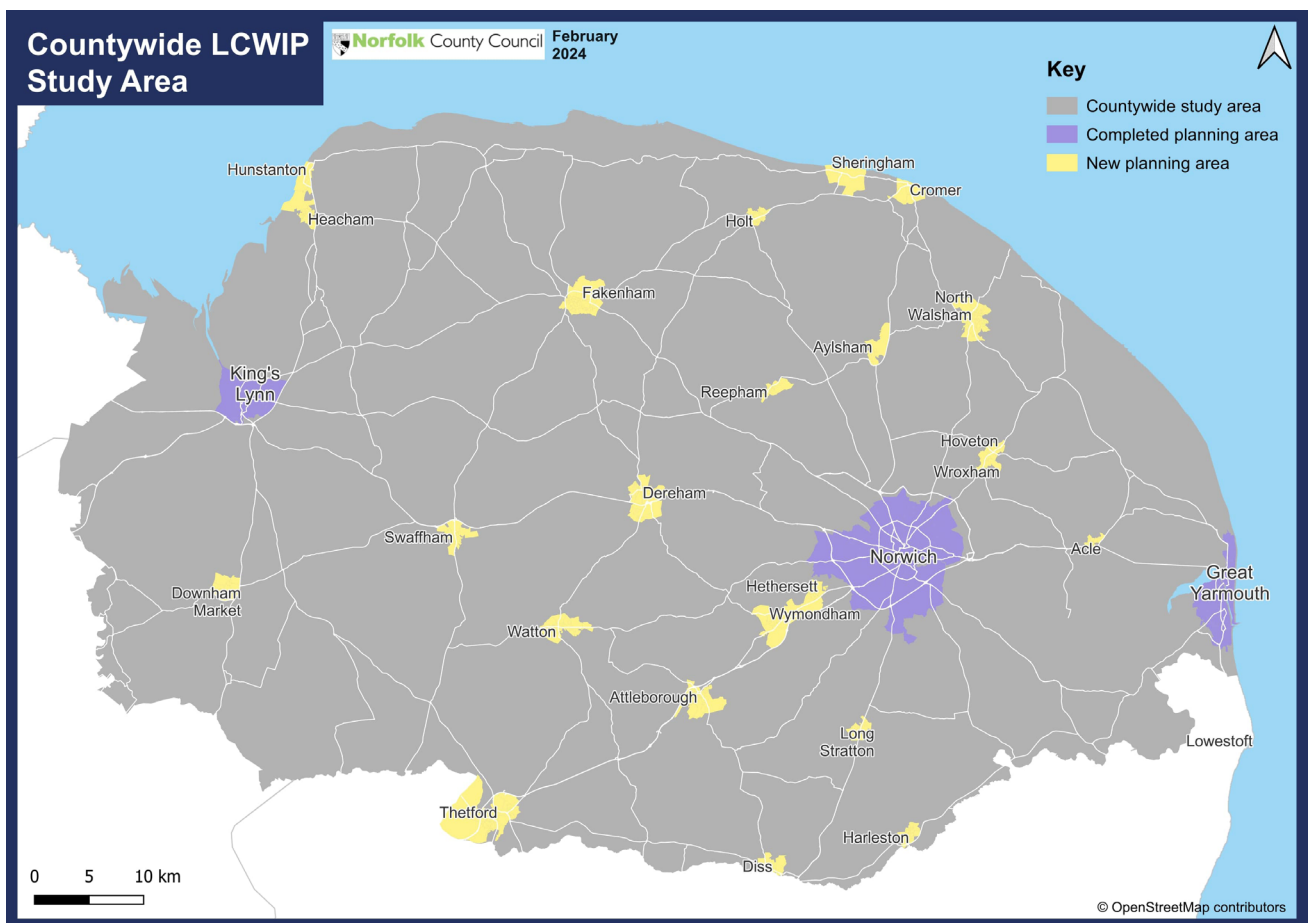
Figure 5: Core design principles from the Department for Transport’s Infrastructure Design Local Transport Note 1/20.

DfT Cycle Infrastructure Design principles will be incorporated into all active travel network schemes.

7.

What area does the infrastructure plan cover?

The Countywide LCWIP study area was agreed between Norfolk County Council and District and Borough Councils in Norfolk. The study area builds on plans already created for King's Lynn, Greater Norwich and Great Yarmouth, represented in the map below.



Map 1: Countywide Local Cycling and Walking Infrastructure Plan study area.

Improving cycling and walking connectivity within towns in Norfolk.

The Countywide LCWIP contains proposals for potential active travel networks in 20 towns across the county. The design of each network is intended to enable people to consider cycling, walking or wheeling as a mode of transport when making short journeys around town.

Each of the proposed networks consists of priority routes which connect people with places of employment, education, training, central services, public transport and greenspace, both now and in the future. **Walking Zone study areas** have also been identified for each of the towns.

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, education and training. The purpose of schemes is not necessarily to create exclusive areas for walking and wheeling, but to create an environment which improves the priority and safety for people who do. Such schemes might include increasing or improving road crossings, widening pavements, resurfacing uneven pavements or slowing traffic speeds.

Creating a wider strategic network for Norfolk

Currently, Norfolk has a wider strategic active travel network made up of the Norfolk Walking, Cycling and Horse-Riding Trails and National Cycle Network routes.

The Countywide LCWIP includes proposals which have been identified to help improve the condition and safety of these networks, as well as connecting people with new destinations through forms of active travel.

The aim of developing the wider strategic network is to enable residents and visitors to access greenspace, as well as helping people in rural communities to access central key services and areas of employment, education and training.

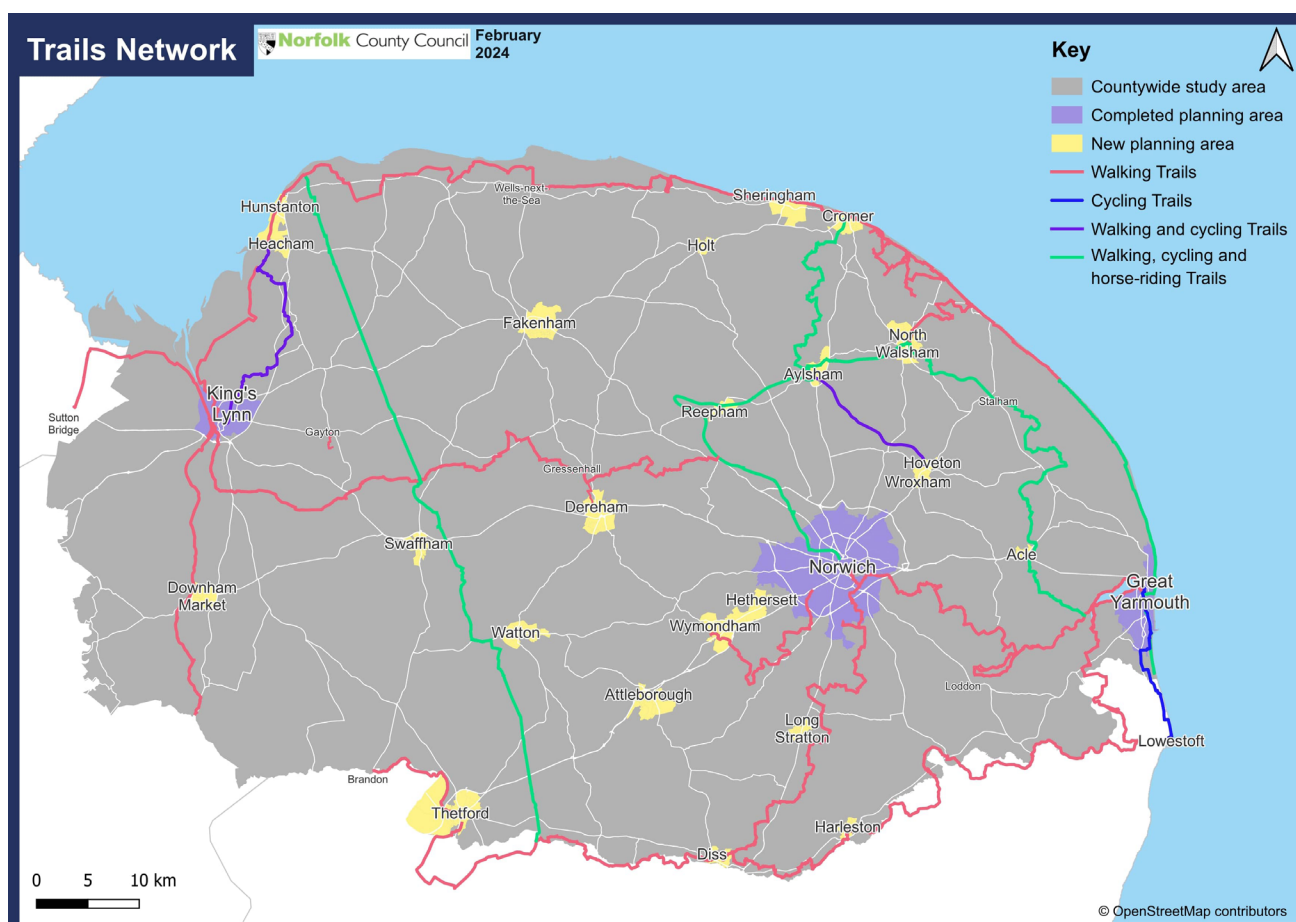


Norfolk Trails Network

Norfolk County Council manages over 3,800 kilometres of public rights of way, consisting of footpaths, bridleways, restricted byways and byways open to all traffic. The network encompasses both promoted and unpromoted routes, providing access across the county and offering safe, direct and off-road alternatives to journeying via public transport or by private car. All routes can be accessed by walkers, with some allowing cycling and horse-riding.

The network of promoted routes (branded 'Norfolk Trails') includes nearly 2,300 kilometres of promoted walking, cycling and horse-riding routes, which connect communities and provide high-quality access to Norfolk's diverse landscapes, wildlife and heritage. The network includes two long-distance routes – Peddars Way and the Norfolk Coast Path – which together form one of the 16 National Trails located across England and Wales. Also being established around Norfolk's Coast is the King Charles III England Coast Path which, once in place, will create a 4,500-kilometre walking route around the English coast. National Trails have been created over the past sixty years to provide access to the country's finest and most spectacular landscapes.

In Norfolk, these promoted routes provide important off-road, low carbon access to designations such as the Broads National Park, the Norfolk Coast Area of Outstanding Natural Beauty (AONB) and The Wash and North Norfolk Coast Marine Protected Area (MPA) Network. There are also 2,150 kilometres of promoted circular walks across the network, of which 730 kilometres are along public rights of way.

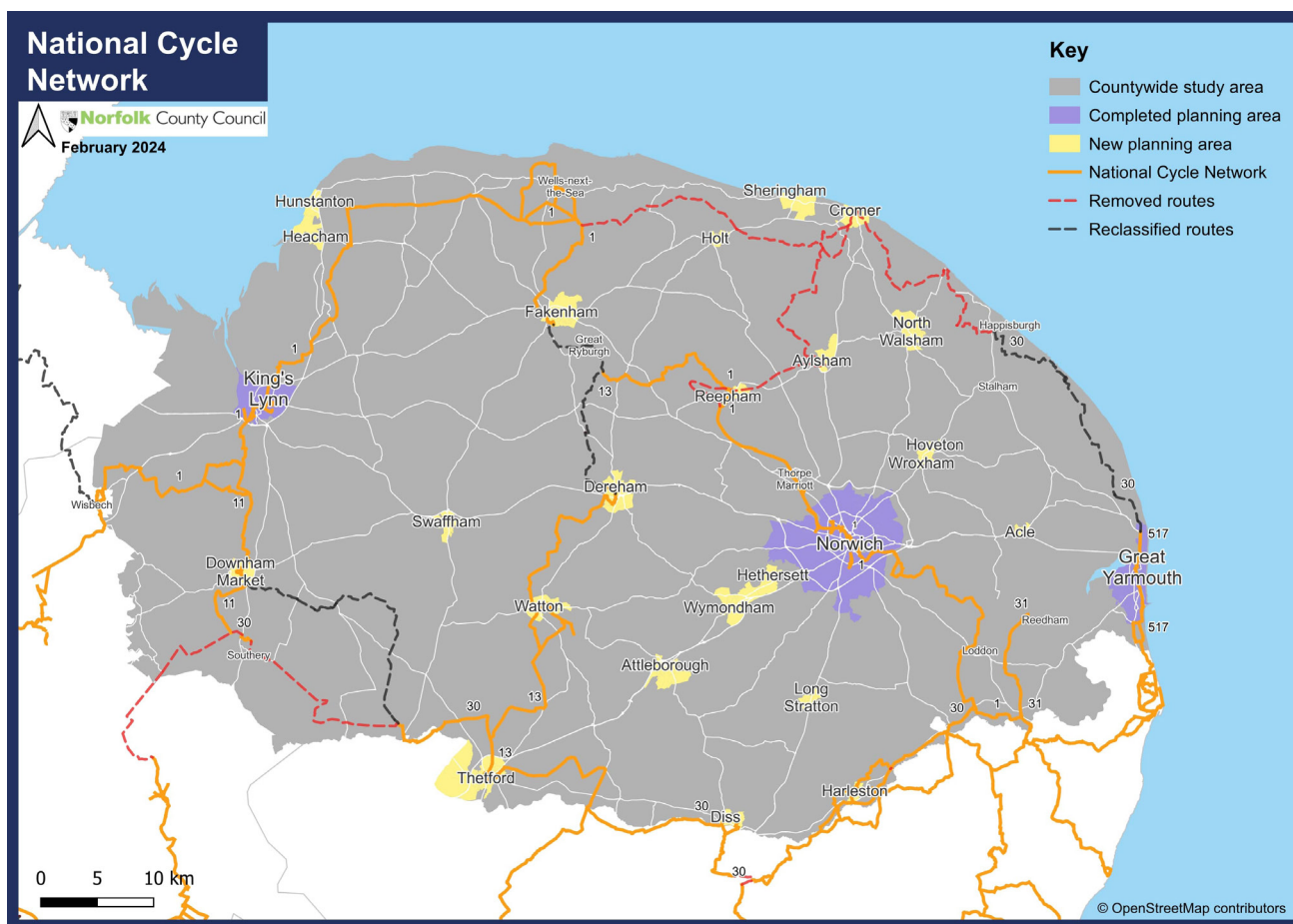


Map 2: Norfolk's Trails split by whether they allow walking, walking and cycling, or walking, cycling and horse-riding.

Potential improvement schemes within the Countywide LCWIP range from small scale changes to improve crossing points at busy junctions, wayfinding or surface condition improvements, to larger schemes which identify and deliver alternative safer routes or larger infrastructure improvements such as replacement boardwalks.

National Cycling Network

The National Cycle Network is a network of over 26,000km of signed cycling and walking routes spanning the UK. It is used by people walking and cycling, as well as wheelchair users, joggers, and horse-riders. In 2017, the network passed within one mile of half of the UK population and carried an estimated 786 million walking and cycling trips^{iv}.

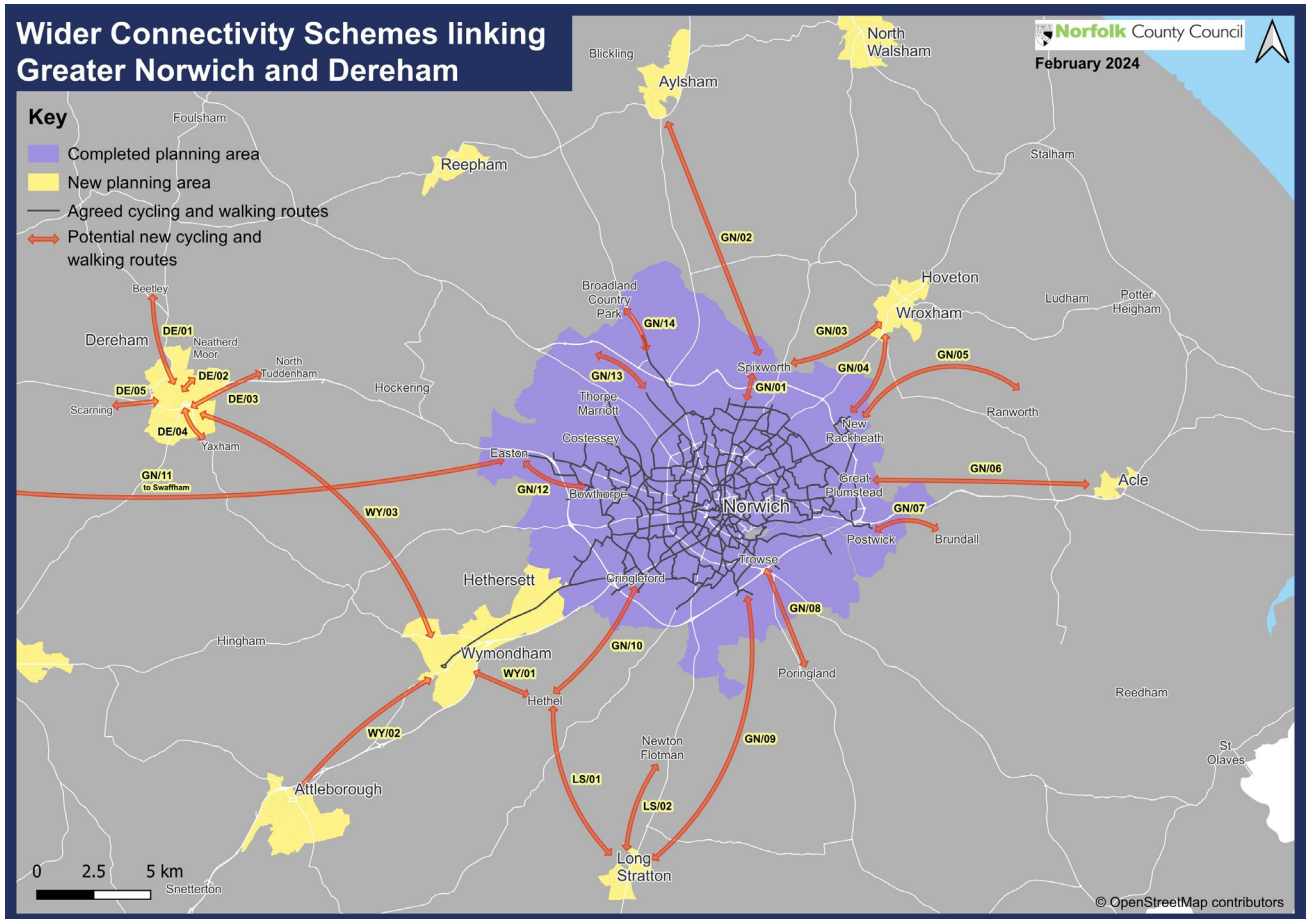


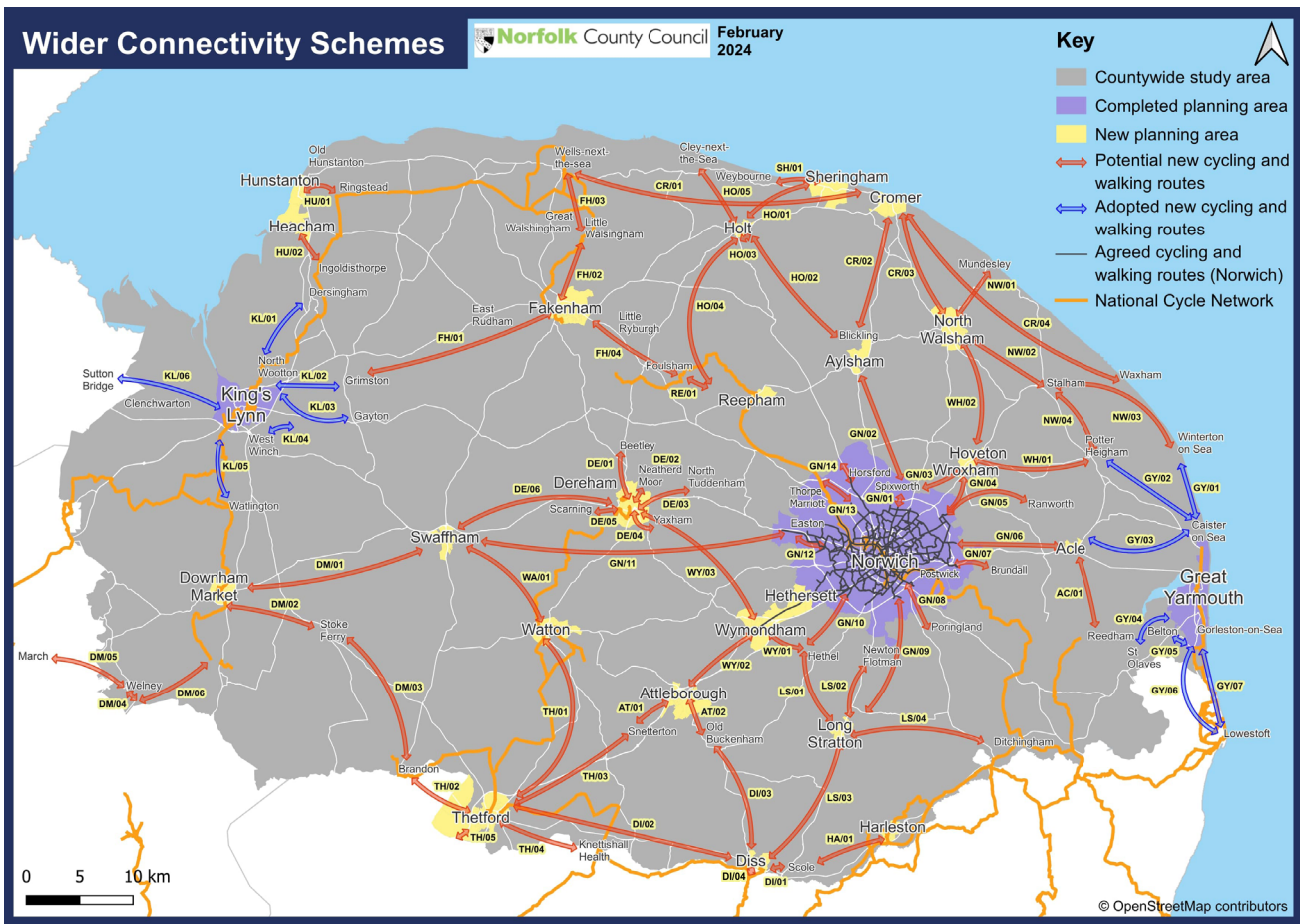
Map 3: Current National Cycle Network in Norfolk split by whether routes are active, removed or reclassified.

The charity, ‘Sustrans’, are the custodians of the National Cycle Network, and work with partners and stakeholders across the country, with the aim of making it easier for people to walk and cycle. Norfolk County Council are working with Sustrans as part of their network review to identify opportunities for improvements on the network.

Wider Connectivity Routes

Wider connectivity schemes have also been identified which could create, or reinstate, walking, cycling and horse-riding routes in the county. These new routes have been identified through a review of local plans, policies and network audits.





The plan includes active travel network proposals for towns as well as proposals to enable wider connectivity across the county.

8.

Active Travel network proposals for towns in Norfolk

► Acle

i. Introduction

Acle is a market town situated between Norwich and Great Yarmouth, with a population of 2,788 in 2021. The town has a particularly high proportion of residents aged 65 or over who, in the same year, made up 26% of the population^v.

Acle has around 1,300 houses, a figure which is set to grow with an allocation for the development of 120–150 houses at the Mill Lane site and the Springfield Road site in the east. This is expected to boost the number of residents and economically active population of Acle, which stood at 52% in 2021^{vi}.

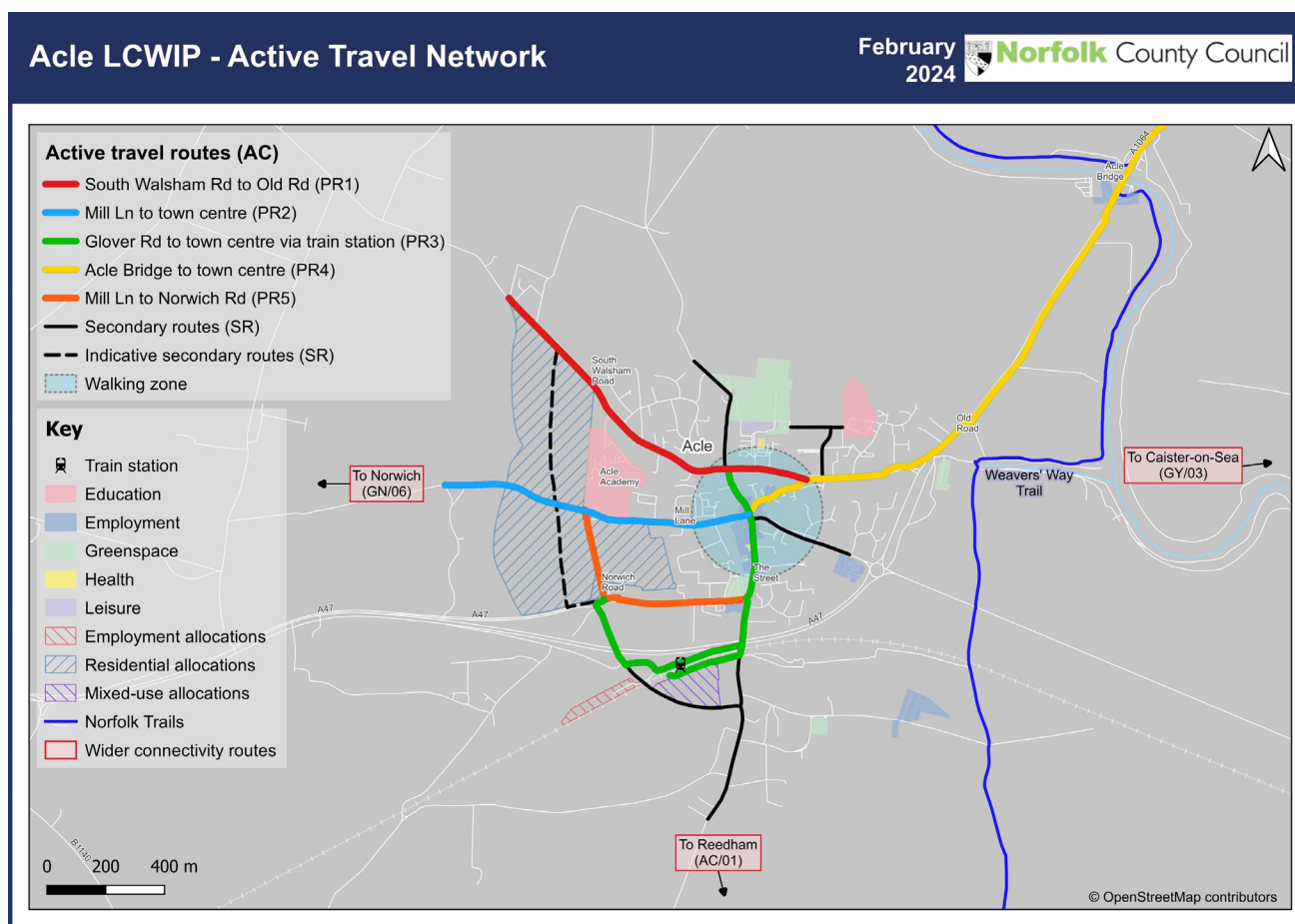
In 2021, driving by car or van was the preferred method of travel to work for residents aged 16+ at 57%. A further 5.5% of residents travelled by foot, 3.3% by bus or train and 1% cycled. Other methods accounted for 5.3% of journeys^{vi}.

Acle train station is located in the south of the town and is accessible via the road and by foot. Weavers' Way is a walking, cycling and horse-riding Trail running north to south and is located a 5-minute walk east from the town centre, providing direct access to greenspace.

ii. Active travel network

The priority active travel routes in Acle aim to improve connectivity by linking new and existing residential areas with public transport, central employment areas and greenspace via Weavers' Way. Secondary routes also enhance connectivity by linking residential areas in Acle with local schools and places of employment and recreation. The network embeds policies and proposals contained within the Acle Neighbourhood Plan 2015–2026.

The Acle Walking Zone study area includes the central employment area in the town centre and aligns with the Acle Neighbourhood Plan "Village Centre Development area" including The Street, Old Road and Bridewell Lane. The next step is to conduct feasibility studies and walking route assessments within this area to identify schemes to improve walking and wheeling connectivity.

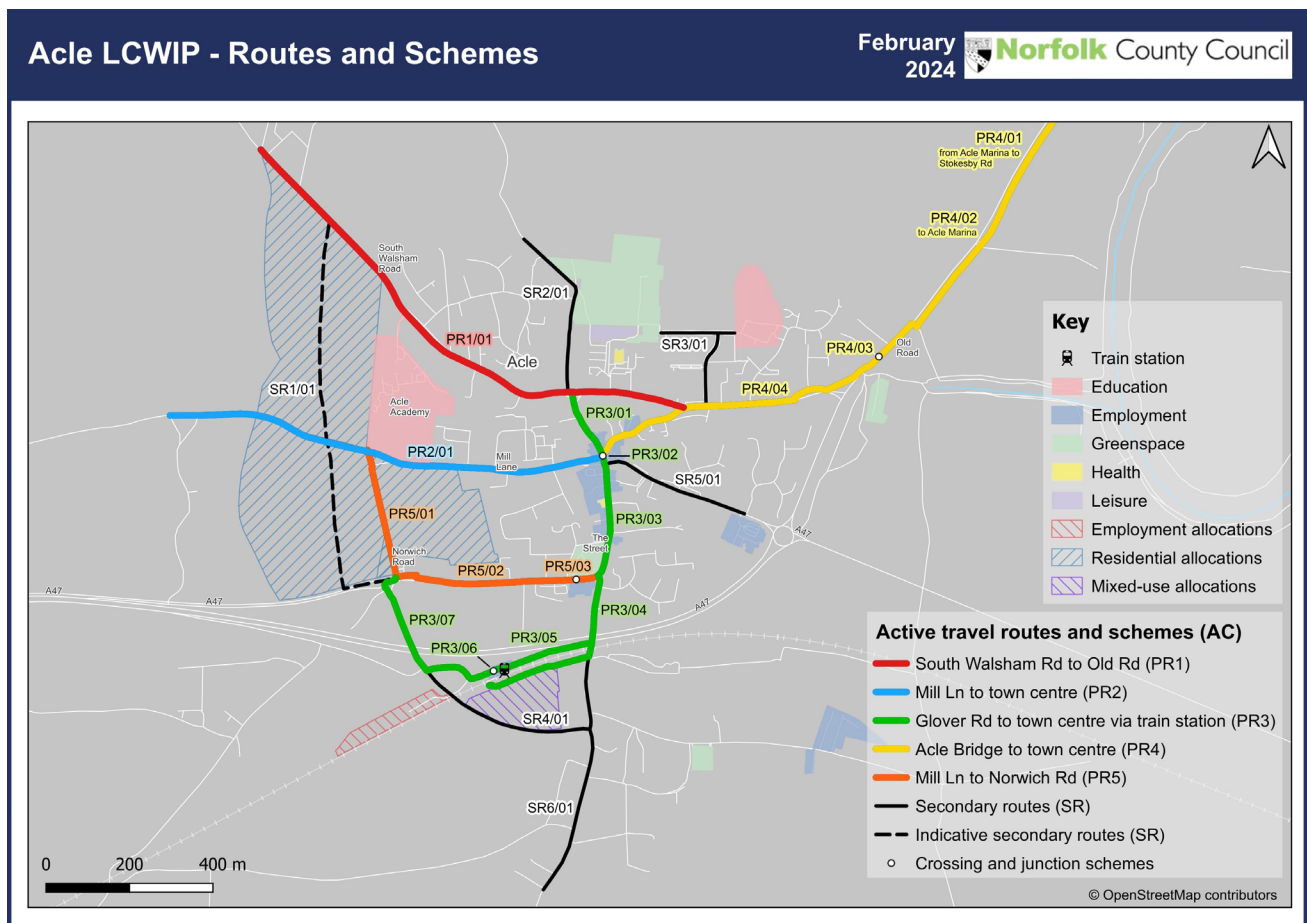


Map 6: Acle area map showing the current active travel network and LCWIP network.

iii. Summary of priority active travel routes and schemes

Route Number	Route	Route Description
Route 1 (Red)	South Walsham Road to Old Road	A 1.3km cycling and walking route linking new and existing residential areas in the northwest with Acle Academy and key services and employment areas in the town centre via South Walsham Road.
Route 2 (Blue)	Mill Lane to town centre	A 1.1km east to west linear cycling and walking route linking new and existing residential areas with the town centre, employment areas via Mill Lane and connecting to Jubilee Wood. This route could also include a link to Acle Academy.
Route 3 (Green)	Glover Road to town centre via train station	A 1.5km route linking new housing allocations on Glover Road with the train station as well as providing a direct link between the train station and town centre.
Route 4 (Yellow)	Acle Bridge to town centre	A 2.2km cycling and walking route linking the town centre with Acle Bridge and Stokesby Road. This route would include additional walking and cycling crossing points over the A1064 enabling improved access to Weavers' Way.
Route 5 (Orange)	Mill Lane to Norwich Road	A 0.8km direct cycling and walking link between new housing allocations on Glover Road, places of education and the town centre.

Further information for specific schemes along each of the primary and secondary routes can be found in Annex A.



Map 7: Acle active travel network and schemes.

► Attleborough

i. Introduction

Attleborough is a market town located on the A11 between Norwich and Thetford, approximately 24km south of Dereham. In 2021, Attleborough had a population of 13,069 with 20% of residents aged 65 or over^v.

The town is undergoing significant growth with a Sustainable Urban Extension (SUE) being built south of the train station. The SUE is a sustainability-focused development, which will deliver up to 4,000 new homes, two primary schools and a high street with shops, restaurants and community facilities. The site is expected to boost the economically active population of Attleborough, which stood at 60% in 2021^{vi}.

In the same year, driving by car or van was the preferred method of travel to work for residents aged 16+ at 59%. A further 8% of residents travelled by foot, 1.9% by bus or train and 1.8% cycled. Other methods accounted for 4.6% of journeys^{vi}.

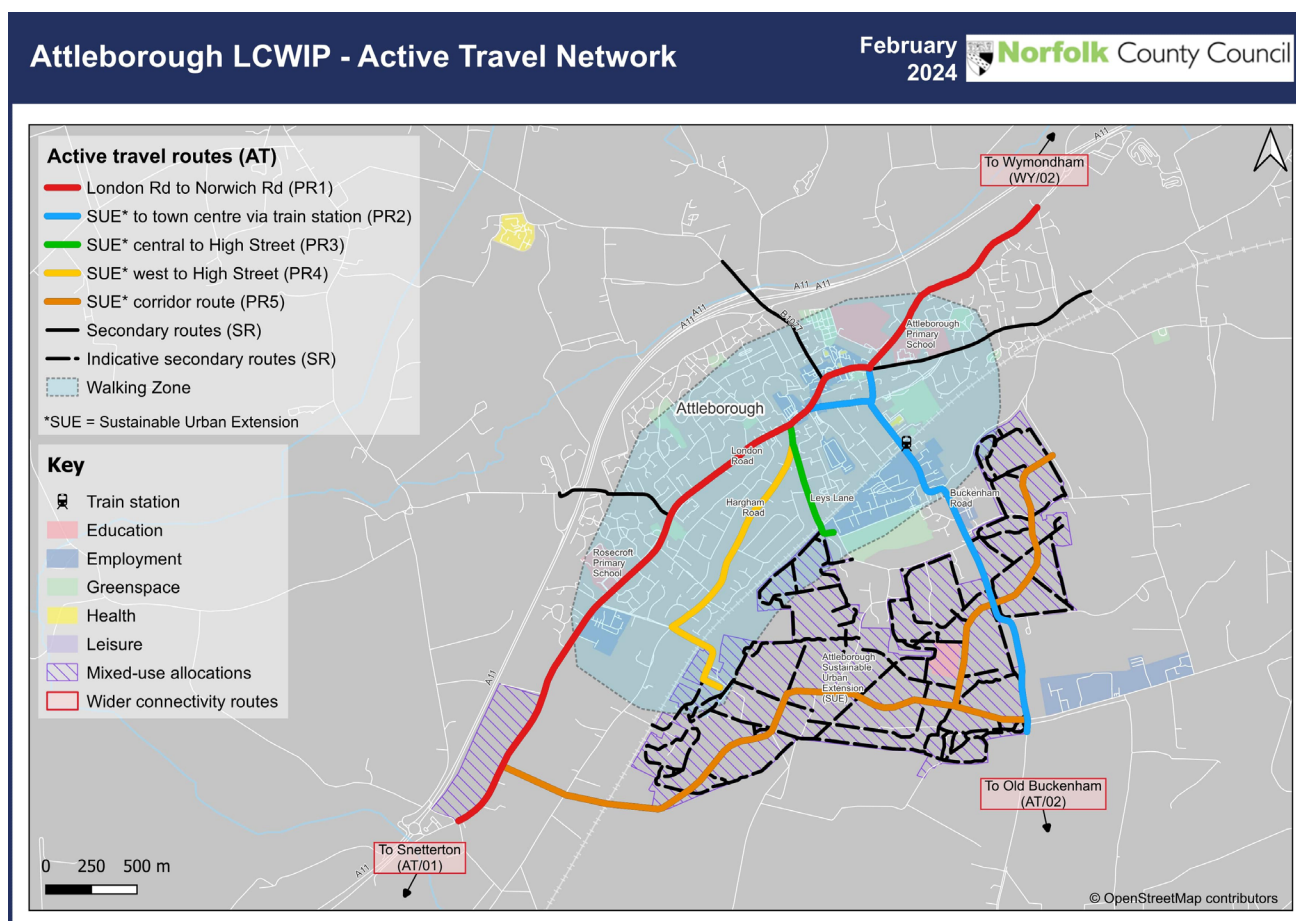
Attleborough has a train station providing links to Norwich, Peterborough, Cambridge, the Midlands and the North West. Bus services allow travel to Wymondham and Norwich. The town currently has no active travel options to surrounding towns and greenspaces.

ii. Active travel network

The active travel network developed for Attleborough aligns with proposals outlined within the Attleborough Town Delivery Plan 2021–2031, Attleborough Town Centre Transport Study 2013, Attleborough Neighbourhood Plan 2016–2036, Attleborough Smarter Choices Study 2012 and Attleborough Link Road Concept Options Report 2013.

The priority active travel routes aim to create a linear north to south route providing connectivity between existing residential areas along Norwich and London Road and central services, employment areas and places of education. A network of priority and secondary routes will also provide connectivity between residential areas, including housing areas in the SUE, as well as central services, public transport and places of education and employment.

The Attleborough Walking Zone study area incorporates Attleborough Academy and Primary School in the north, the town centre, central employment areas and the train station as well as connectivity with the SUE and areas of new employment in the south on London Road. The next step is to conduct feasibility studies and walking route assessments within this area to identify schemes to improve walking and wheeling connectivity.

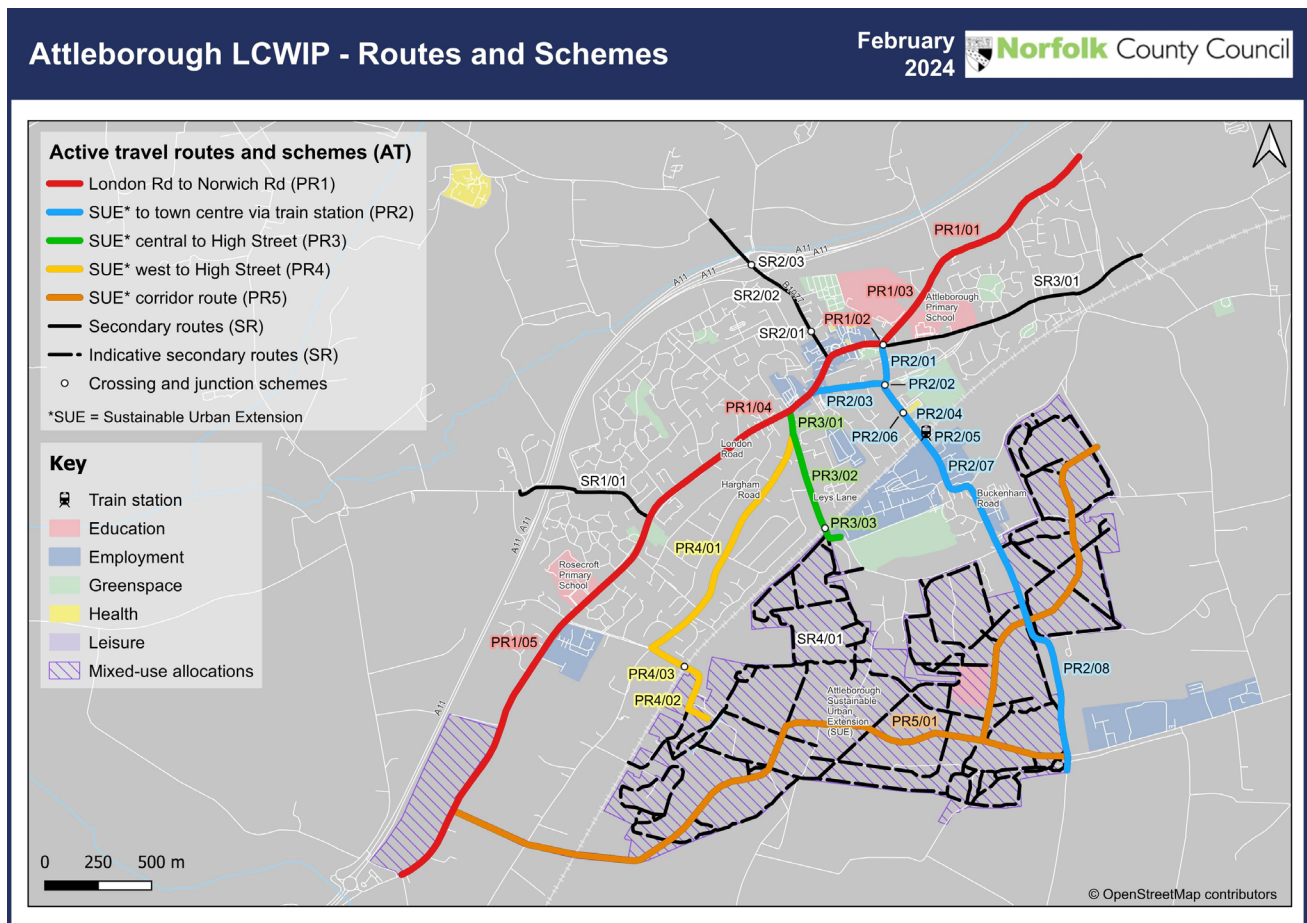


Map 8: Attleborough area map showing the current active travel network and LCWIP network.

iii. Summary of priority active travel routes and schemes

Route Number	Route	Route Description
Route 1 (Red)	London Road to Norwich Road	A 4.8km linear cycling and walking route connecting new residential and employment areas in the southwest with the town centre and central employment areas via London Road. This route also links with Rosecroft Primary School on London Road as well as Attleborough Academy on London Road.
Route 2 (Blue)	Sustainable Urban Extension (SUE) to town centre via train station	A 2.3km route connecting residential areas within the SUE with employment areas on Maurice Gaymer Road, greenspace at Gaymers Park as well as public transport, central services and places of employment in the town centre.
Route 3 (Green)	Sustainable Urban Extension (SUE) central to High Street	A 0.7km route connecting residential areas in the SUE with employment areas on Maurice Gaymer Road and key services and employment areas in the town centre via Leys Lane. Leys Lane has been identified as a crossing point over the railway line for the SUE.
Route 4 (Yellow)	Sustainable Urban Extension (SUE) west to High Street	A 1.6km cycling and walking route connecting residential areas in the SUE with central services and employment areas in the town centre via Flowers Lane and Hargham Road. Flowers Lane has been identified as a crossing point over the railway line for the SUE.
Route 5 (Orange)	Sustainable Urban Extension (SUE) corridor route	A 5km corridor route to enable cycling, walking and wheeling connectivity with and within in the SUE. The route will provide access to central services within the SUE and to residential, education and employment areas. The route will also connect to housing and employment allocations in the south of Attleborough via London Road.

Further information for specific schemes along each of the primary and secondary routes can be found in Annex A.



Map 9: Attleborough active travel network and schemes.

► Aylsham

i. Introduction

Aylsham is a historic market town situated 19km north of Norwich on the west side of the A140. In 2021, the population stood at 8,936, with 26% of residents aged 65 or over^v. The town has a new housing and employment allocation, which is expected to boost employment in the area. In 2021, 52% of residents were in employment or looking for work^{vi}.

In the same year, driving by car or van was the preferred method of travel to work for residents aged 16+ at 56%. A further 6.5% of residents travelled by foot, 1.5% by bus or train and 2.3% cycled. Other methods accounted for 3.6% of journeys^{vi}.

There are no current public transport hubs in Aylsham and the Regional Cycle Network, which previously connected directly into the town centre from the northwest, was decommissioned following a review in July 2021.

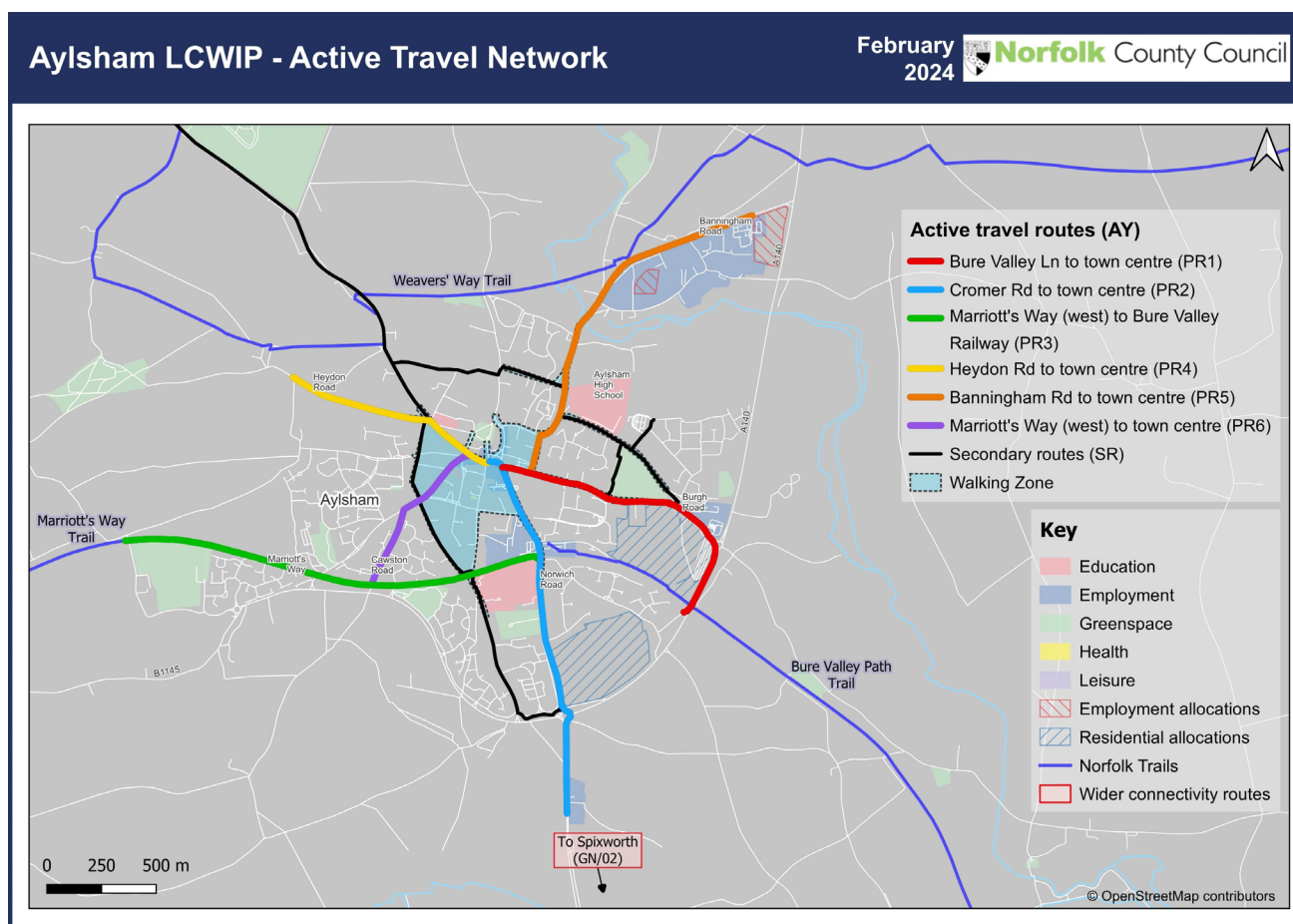
However, Aylsham is well connected with the Norfolk Trails network. Weavers' Way is a walking, cycling and horse-riding Trail running along the north of the town, linking with Blickling and Cromer in the north and with North Walsham in the east. To the south, Marriott's Way, which is also a walking, cycling and horse-riding Trail, connects with Reepham in the west. Lastly, the Bure Valley Path (walking and cycling only) links with Hoveton and Wroxham in the east.

ii. Active travel network

The priority active travel routes aim to improve connectivity in Aylsham by enabling cycling and walking between new and existing residential areas and creating links with central services, employment areas and schools. They also aim to connect to the existing cycling and walking Trails network.

The network is further supported by secondary routes across the town, as well as a Walking Zone. The Walking Zone study area covers central areas which see high levels of footfall as well as places of education and employment. The next step is to conduct feasibility studies and walking route assessments within this area to identify schemes to improve walking and wheeling connectivity.

The active travel network developed for Aylsham aligns with proposals from the Aylsham Network Improvement Strategy 2020, Aylsham Town Council Transport Strategy 2022, Aylsham Neighbourhood Plan 2018–2038 and Aylsham Cittaslow report.

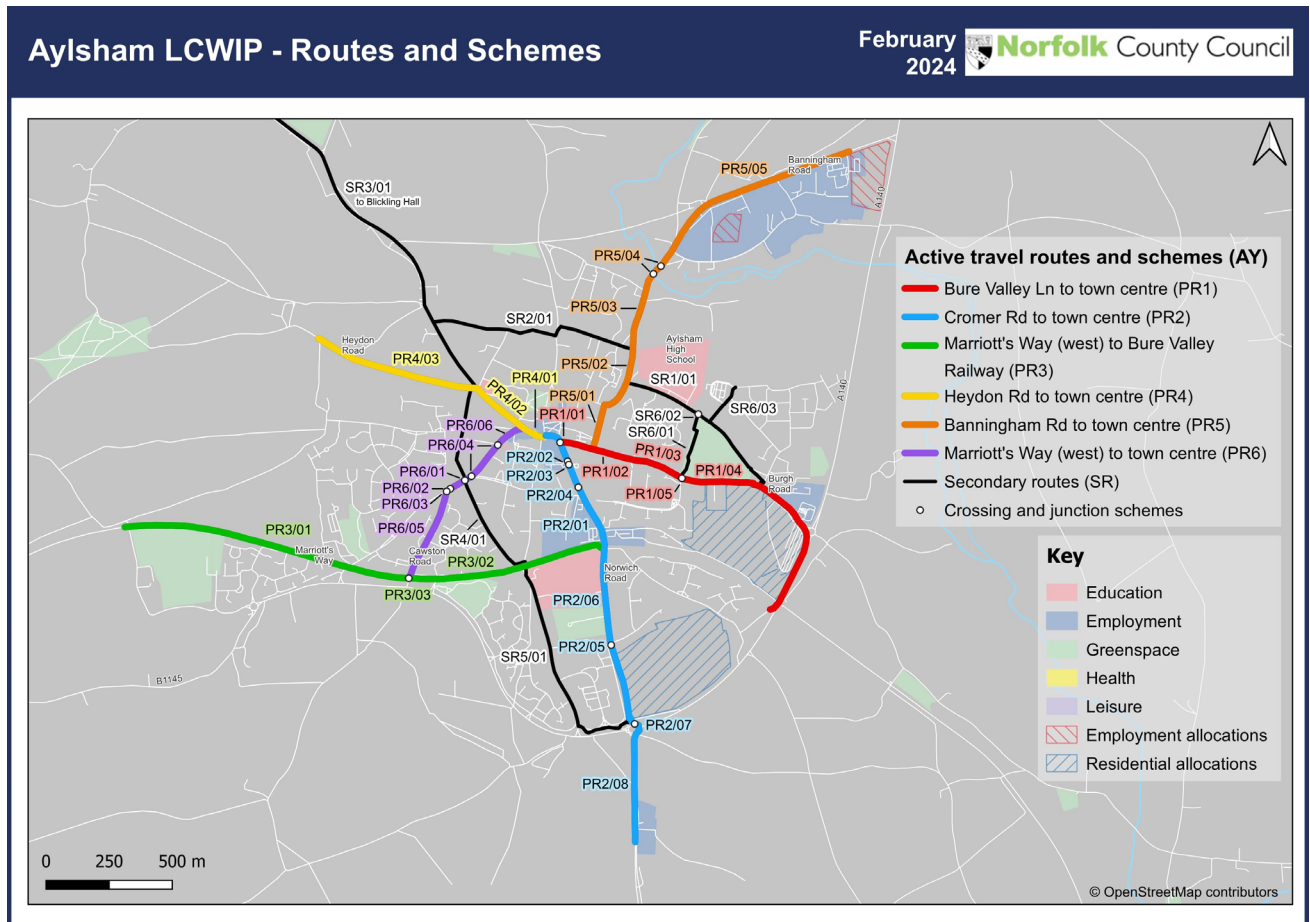


Map 10: Aylsham area map showing the current active travel network and LCWIP network.

iii. Summary of priority active travel routes and schemes

Route Number	Route	Route Description
Route 1 (Red)	Bure Valley Lane to town centre	A 1.4km route connecting the Bure Valley Path with the town centre via Burgh Road and providing access to Aylsham Recreation Ground.
Route 2 (Blue)	Cromer Road to town centre	A 1.7km route joining up the wide segregated walking and cycling path on Norwich Road to Aylsham town centre along Norwich Road, intersecting Marriott's Way and the Bure Valley Path.
Route 3 (Green)	Marriott's Way (west) to Bure Valley Railway	A 1.9km section of Marriott's Way, identified for Trail scheme improvements. This section of Marriott's Way begins at the intersection of Green Lane and Marriott's Way and ends at the Bure Valley Railway (Aylsham station).
Route 4 (Yellow)	Heydon Road to town centre	A 1km route heading westerly from Aylsham town centre to provide access to greenspace and to connect to the Blickling Mausoleum Loop via Heydon Road.
Route 5 (Orange)	Banningham Road to town centre	A 1.7km route heading northeast out of Aylsham, crossing the River Bure and ending at the large employment and industrial area in northeast Aylsham.
Route 6 (Purple)	Marriott's Way (west) to town centre	This 0.8km route connects Marriott's Way with Aylsham town centre via Jewels Lane track and Cawston Road. Beginning at the Historic Pump House in the north, the route takes in a mixture of residential and businesses before connecting to Marriott's Way via a public right of way on Jewels Lane.

Further information for specific schemes along each of the primary and secondary routes can be found in Annex A.



Map 11: Aylsham active travel network and schemes.

► Cromer

i. Introduction

Cromer is a Victorian resort town located east of Sheringham on the North Norfolk Coast. In 2021, the population stood at 4,992, with 33% of residents aged 65 or over^v. In the same year, 43% of residents were in employment or looking for work^{vi}. The figure is set to increase in coming years as several areas have been allocated for employment or residential development.

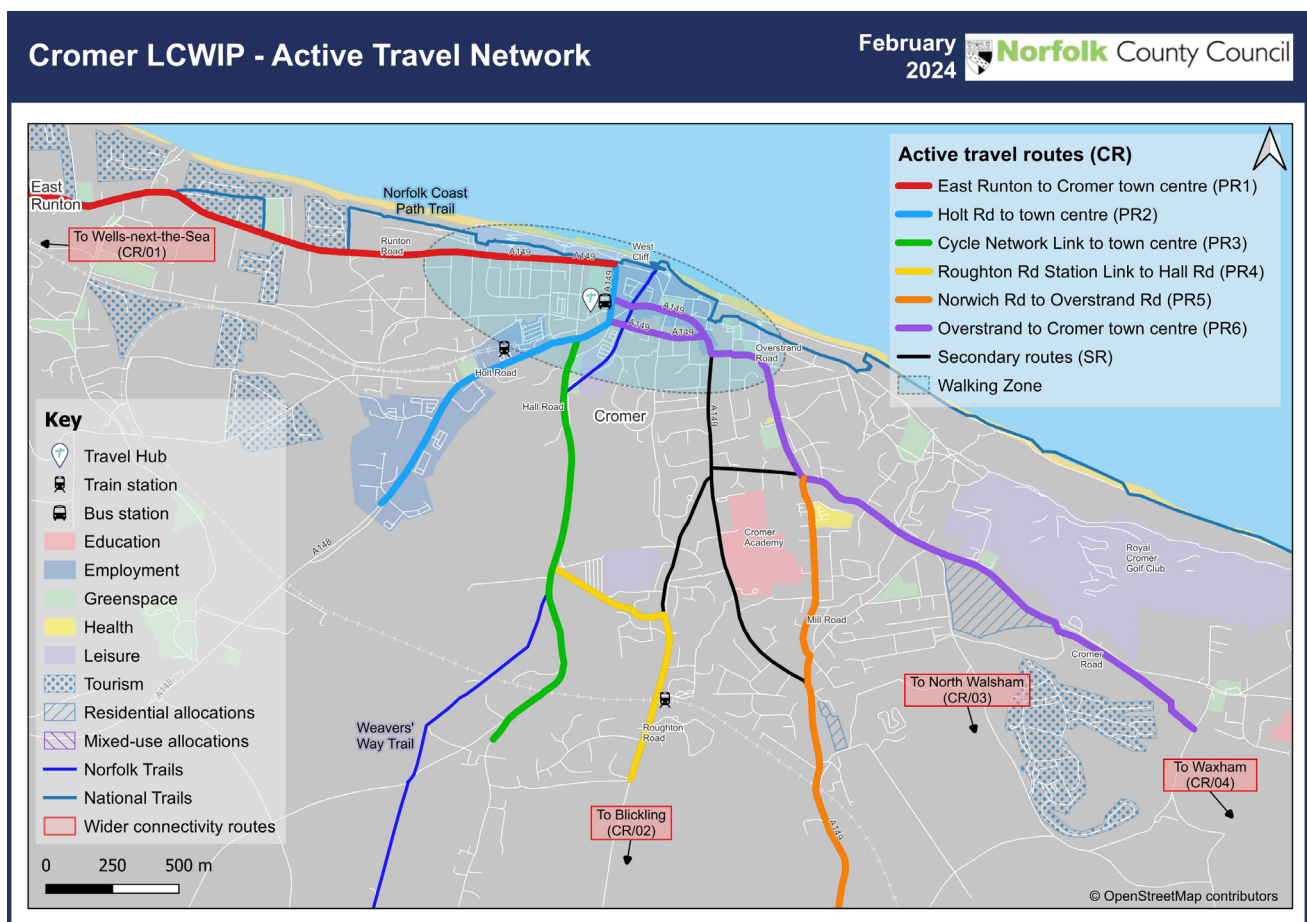
In 2021, driving by car or van was the preferred method of travel to work for residents aged 16+ at 44%. A further 22.1% of residents travelled by foot, 3.2% by bus or train and 2.2% cycled. Other methods accounted for 4.7% of journeys^{vi}.

Public transport in Cromer offers travel to Norwich and Sheringham by train and by bus. Active travel routes include Paston Way, a walking and cycling Trail, and the Norfolk Coast Path and Weavers' Way, which allow walking, cycling and horse-riding. All Trails link into the centre of the town. The Regional Cycle Network, which previously provided cycling connectivity with Holt, Aylsham and Stalham, was decommissioned following a cycling network review in July 2021.

ii. Active travel network

The priority active travel routes in Cromer aim to improve connectivity by enabling short and long-term visitors and residents to access central employment areas, local attractions, schools and public transport. The network also provides cycling and walking links to connect people with greenspace and surrounding areas, as well as secondary routes which help link residential areas in the southeast of the town with the rest of the network. The network embeds policies and proposals contained within the Cromer Market Town Land Use & Transport Strategy Report 2008.

The Walking Zone study area within Cromer includes the busy seafront area along Runton Road, services in the centre and routes to the train station on Holt Road and to the bus station on Cadogan Road. The next step is to conduct feasibility studies and walking route assessments within this area to identify schemes to improve walking and wheeling connectivity.

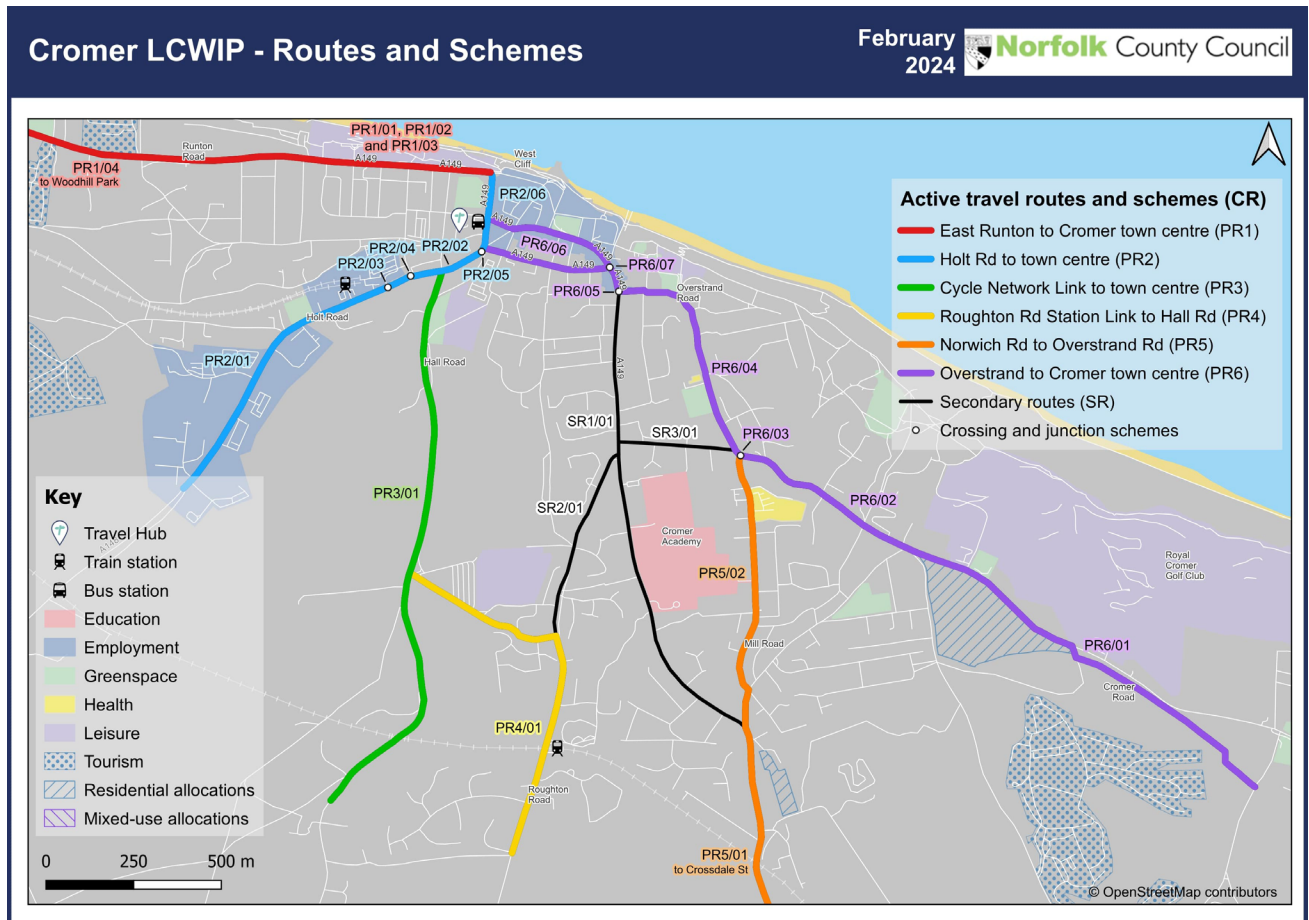


Map 12: Cromer area map showing the current active travel network and LCWIP network.

iii. Summary of priority active travel routes and schemes

Route Number	Route	Route Description
Route 1 (Red)	East Runton to Cromer town centre	A 2.5km route linking tourism areas with the town centre via Cromer Road.
Route 2 (Blue)	Holt Road to town centre	A 1.4km route connecting employment areas, Cromer train station and the bus station and Travel Hub with the town centre.
Route 3 (Green)	Cycle Network Link to town centre	A 1.7km route to enhance the existing cycle network to provide access to greenspace and leisure facilities via Hall Road.
Route 4 (Yellow)	Roughton Road Station Link to Hall Road	A 1.1km route to linking Roughton Road train station, new and existing residential areas in the south with Hall Road. The route will utilise the existing segregated cycling and walking path between Roughton Road and Hall Road.
Route 5 (Orange)	Norwich Road to Overstrand Road	A 1.6km route linking new and existing residential areas with health services and central employment areas.
Route 6 (Purple)	Overstrand to Cromer town centre	A 2.9km route linking new and existing residential areas with key services in the town centre. There is an opportunity to extend the route to enable wider connectivity with Overstrand.

Further information for specific schemes along each of the primary and secondary routes can be found in Annex A.



Map 13: Cromer active travel network and schemes.

► Dereham

i. Introduction

The town of Dereham is situated 19km east of Swaffham and 27km west of Norwich along the A47. In 2021, the population stood at 19,259 with 21% of residents aged 65 or over^v. Several areas have been allocated for residential and/or employment development, which is expected to boost the number of residents and the economically active population of Dereham, which stood at 56% in 2021^{vi}.

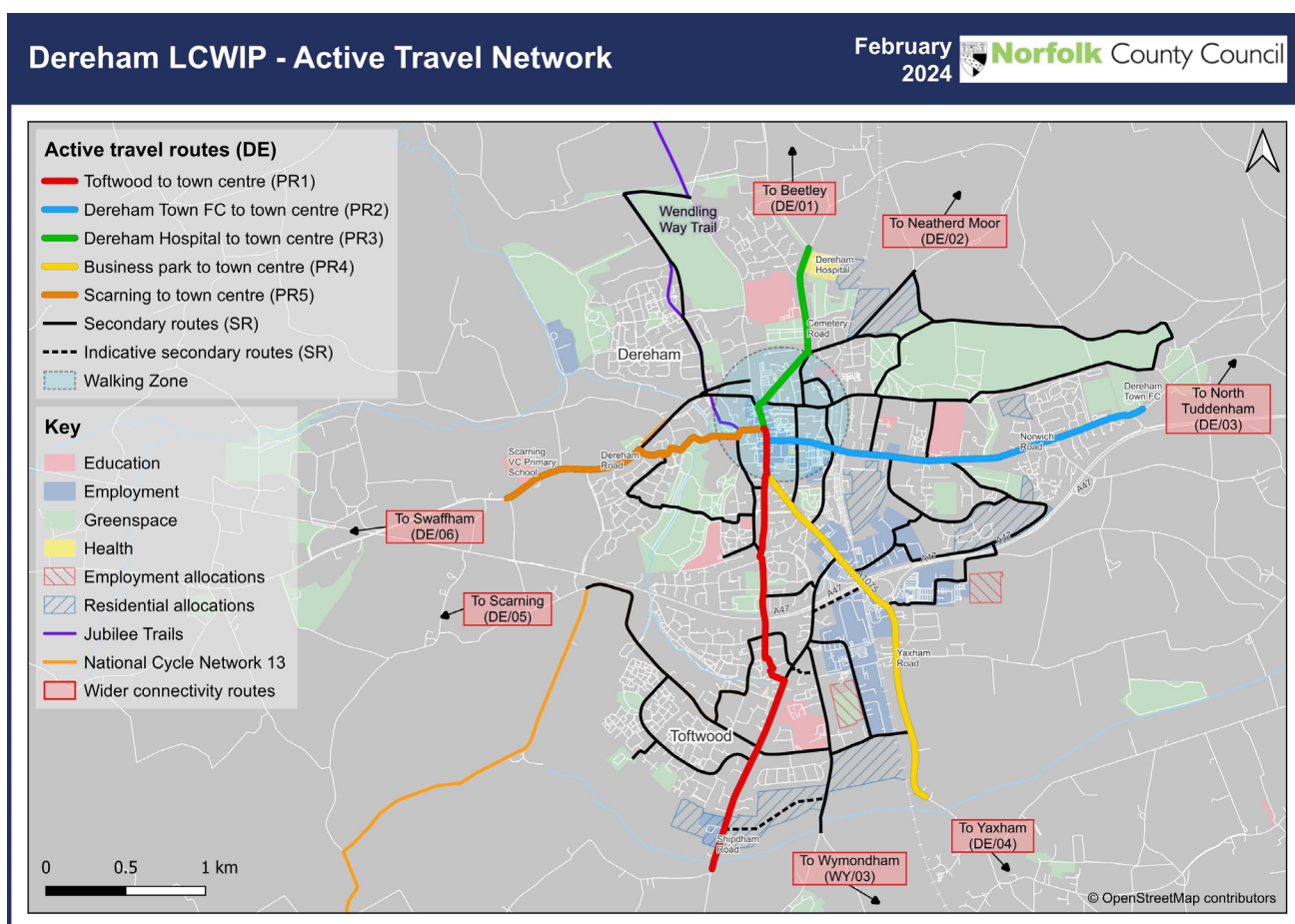
In the same year, driving by car or van was the preferred method of travel to work for residents aged 16+ at 61%. A further 9.7% of residents travelled by foot, 2.3% by bus or train and 2.2% cycled. Other methods accounted for 5.4% of journeys^{vi}.

Dereham does not have a passenger train station. However, bus routes provide links all over the county and National Cycle Network Route 13 runs through the centre of the town providing access to the employment areas and greenspace. The walking trail The Wendling Way was completed in 2023 and connects Dereham with Gressenhall and the walking Trails of Wensum Way and Nar Valley Way.

ii. Active travel network

The priority active travel routes in Dereham aim to improve connectivity by linking new and existing residential areas with central employment areas and key services as well as health services, schools and greenspace. Connectivity is further enhanced by a network of secondary routes across the town. The network schemes align with proposals from the Dereham Network Improvement Strategy 2019 and Dereham's Town Delivery Plan 2021–2031.

The Walking Zone study area within Dereham includes busy pedestrian routes within and leading to the central employment area. Market Place, Church Street, Theatre Street, Wellington Road, Norwich Street and High Street are all included. The next step is to conduct feasibility studies and walking route assessments within this area to identify schemes to improve walking and wheeling connectivity.

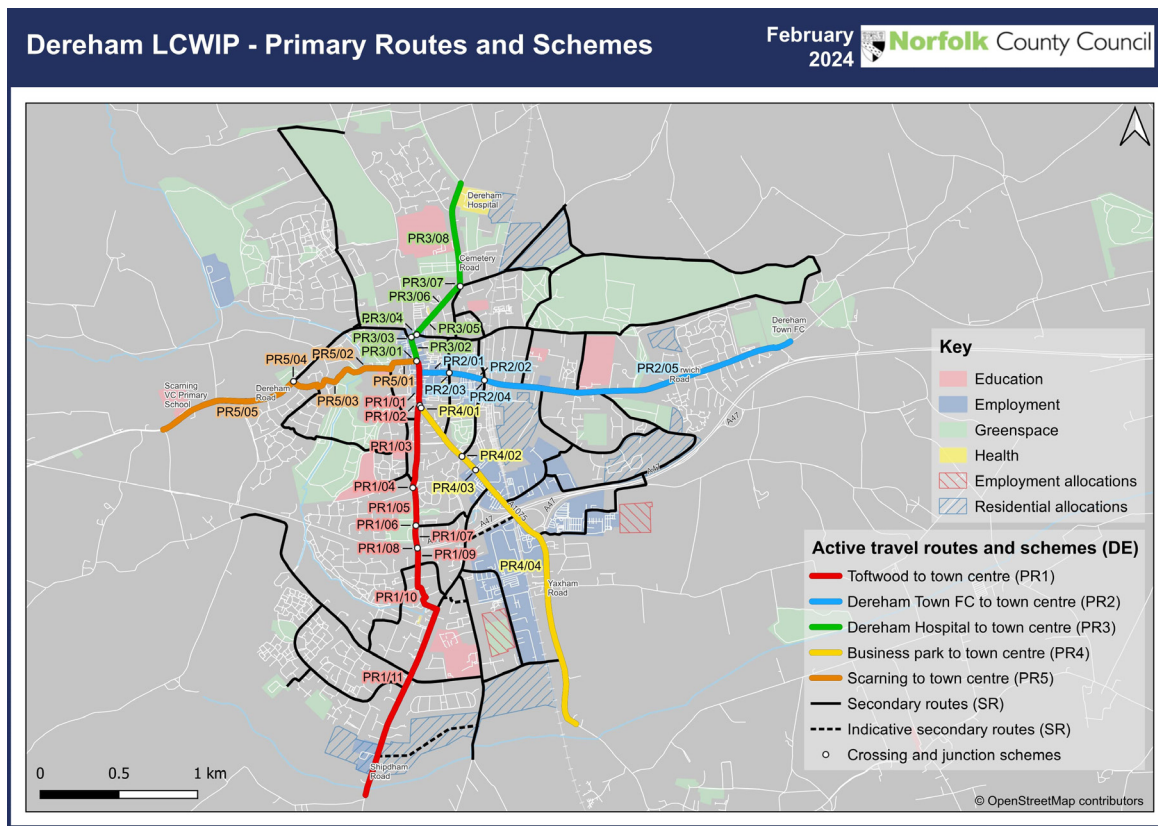


Map 14: Dereham area map showing the current active travel network and LCWIP network.

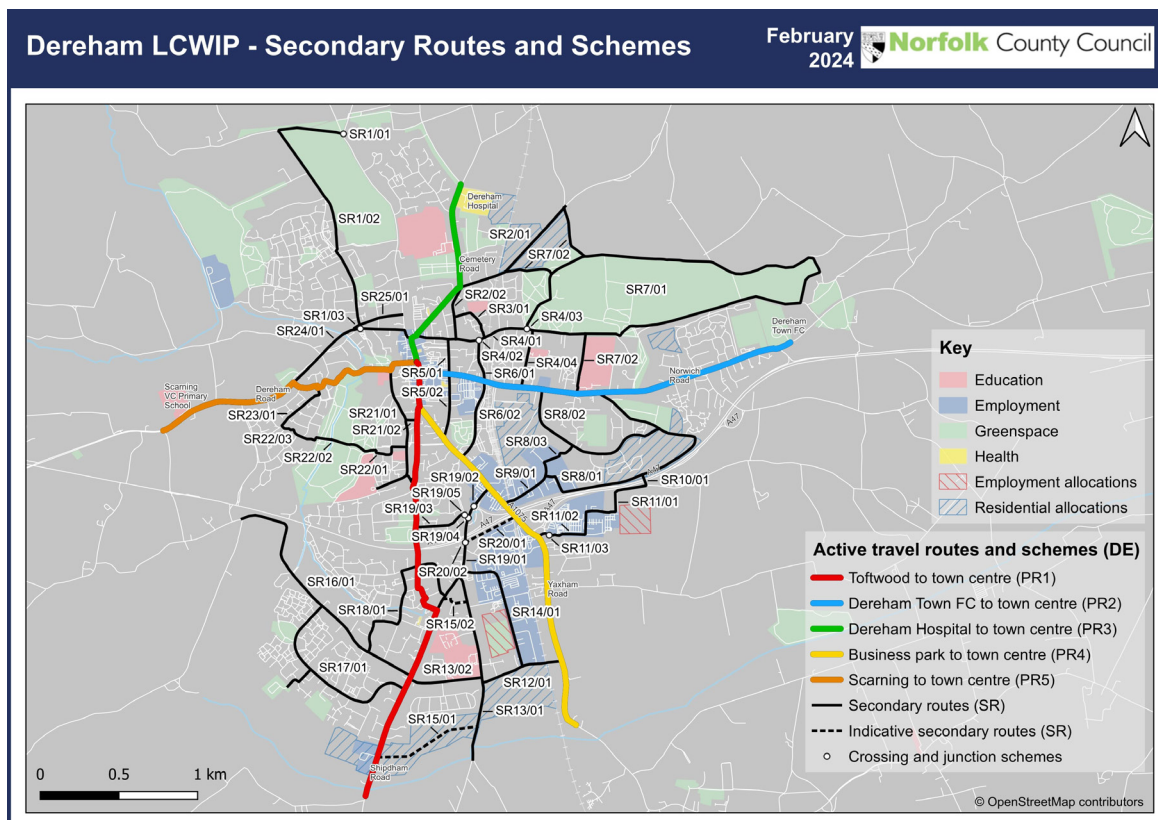
iii. Summary of priority active travel routes and schemes

Route Number	Route	Route Description
Route 1 (Red)	Toftwood to town centre	A 2.9km route along Baxter Row, Southend, along a section of the National Cycle Network and through Toftwood. The route provides access to recreational facilities and to education; Grove House Infant and Nursery School, Dereham Church of England Junior Academy, Fred Nicholson School and Toftwood Junior School. This would be the primary cycling and walking route for residents of Toftwood and the new development to the south.
Route 2 (Blue)	Dereham Town FC to town centre	A 2.5km route along Norwich Street and Norwich Road from the town centre to Dereham Town FC. The route provides access to recreation, education, including Dereham Neatherd High School and Neatherd Moor, and access to employment sites along Norwich Street and to the new development off Norwich Road.
Route 3 (Green)	Dereham Hospital to town centre	A 1.3km route along High Street, Theatre Street and Cemetery Road from the town centre to Dereham Hospital. The route provides access to recreation and education facilities, including Dereham Northgate High School and Dereham Golf Club, and to the new developments adjacent to Swanton Road.
Route 4 (Yellow)	Business park to town centre	A 2.4km route along London Road and Yaxham Road connecting the town centre to key employment areas, including the industrial estates of Yaxham Road and Rash's Green, the Business Hub and Breckland Council. The route also provides access to the new development to the south of Dereham.
Route 5 (Orange)	Scarning to town centre	A 1.8km route along Church Street, Washbridge, Lucy's Meadow and Dereham Road. The route provides access to the education facilities of Dereham Infant School and Scarning Primary School and provides access to recreation such as Lucy's Meadow. It also provides cycling and walking access to the town centre for residents living in the west of Dereham.

Further information for specific schemes along each of the primary and secondary routes can be found in Annex A.



Map 15: Dereham active travel primary route network and schemes.



Map 16: Dereham active travel secondary route network and schemes.

► Diss

i. Introduction

Diss is a town located 40km south of Norwich on the A140. In 2021, the population stood at 10,920 with 22% of residents aged 65 or over^v. The number of residents is set to increase in coming years with the allocation of new housing developments. Employment levels are also likely to rise – in 2021, the economically active population of Diss stood at 57%^{vi}.

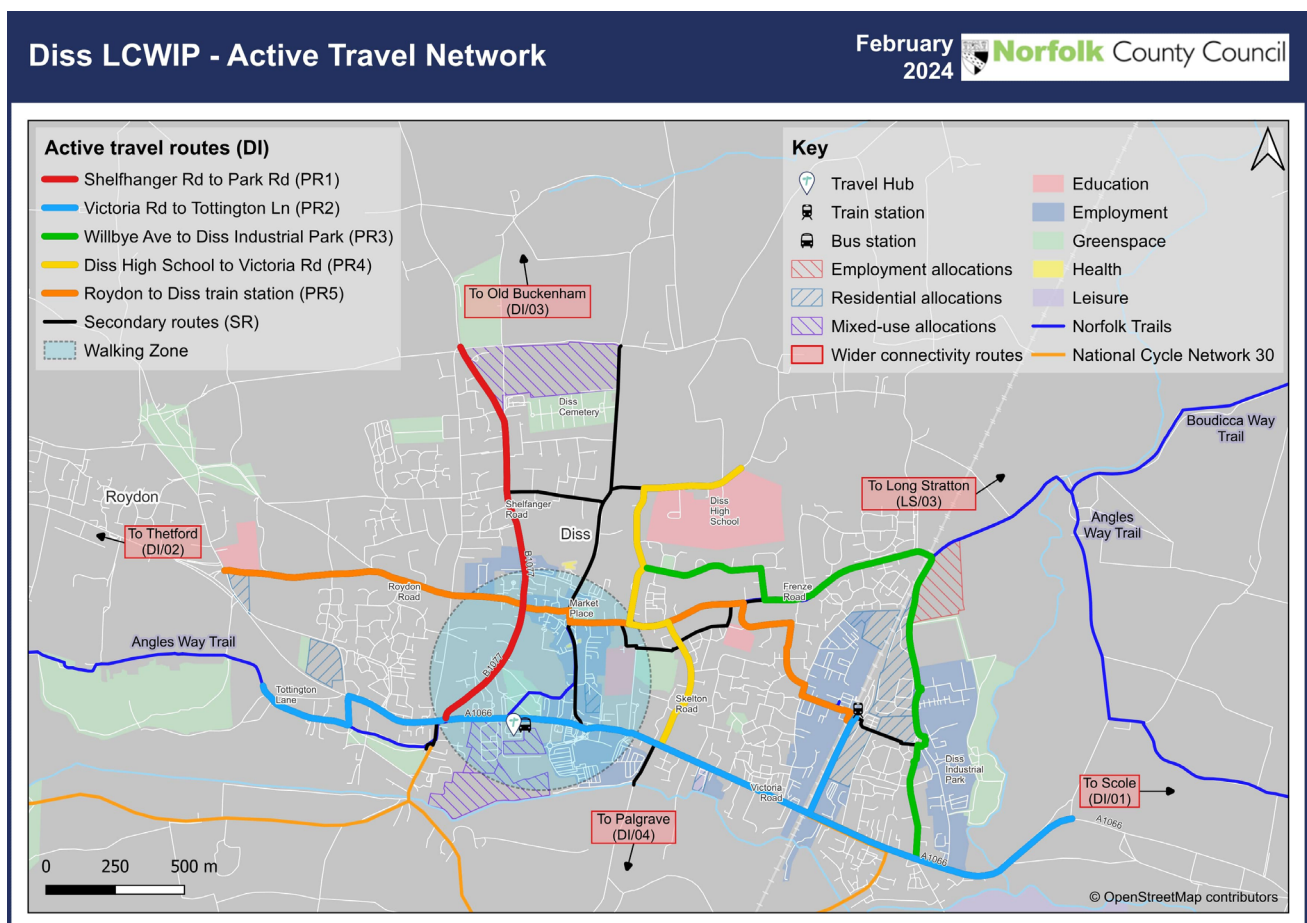
In the same year, driving by car or van was the preferred method of travel to work for those aged 16+ at 55%. A further 11.8% of residents travelled by foot, 1.5% by bus or train and 3% cycled. Other methods accounted for 6.3% of journeys^{vi}.

Diss train station provides rail services to Norwich and London allowing people to commute to work by train. Two walking Trails also connect to Diss: Boudicca Way, which heads north and terminates in Norwich and Angles Way which links east to west from Great Yarmouth to Thetford. National Cycle Network Route 30 also links with Diss via Denmark Street and connects with rural locations in Suffolk and to Thetford via National Cycle Network Route 13.

ii. Active travel network

A network of priority and secondary active travel routes in Diss aim to improve connectivity by linking new and existing residential areas with central employment areas, schools, health services and public transport services. The network also allows access to greenspace via direct links to Angles Way in the east and west of the town and to the National Cycle Network in the south. The network schemes align with the Diss & District Neighbourhood Plan 2021–2038 and the Diss Network Improvement Strategy 2020.

The Diss Walking Zone study area includes the central employment area in the town centre as well as the bus station and Travel Hub on Park Road. The next step is to conduct feasibility studies and walking route assessments within this area to identify schemes to improve walking and wheeling connectivity.

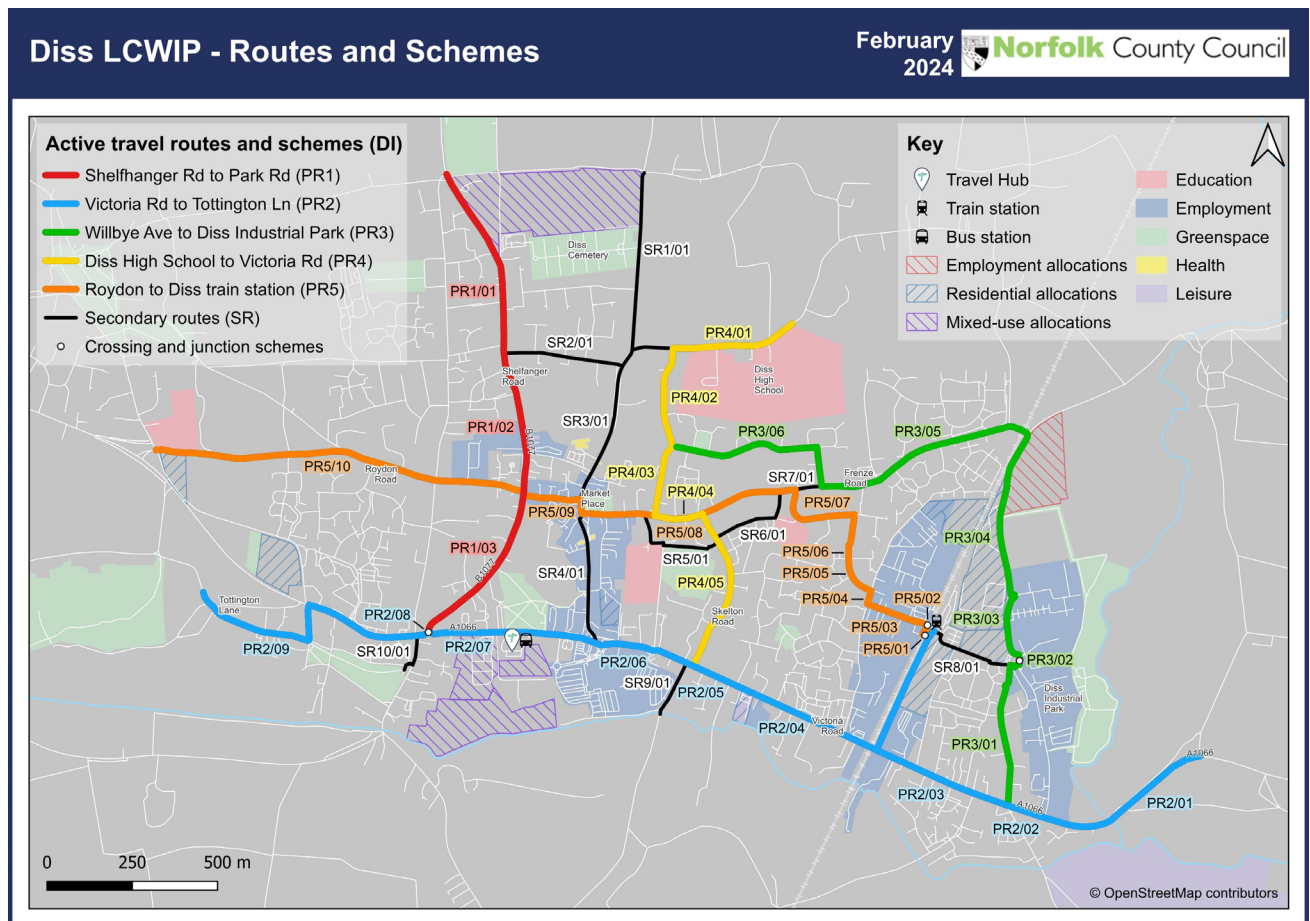


Map 17: Diss area map showing the current active travel network and LCWIP network.

iii. Summary of priority active travel routes and schemes

Route Number	Route	Route Description
Route 1 (Red)	Shelfanger Road to Park Road	A direct north to south 1.5km route using Shelfanger Road and Denmark Street (B1077) providing connectivity to new developments and greenspace at the most northerly point of Diss. The route also joins with links to central Diss via St Nicholas Street and Park Road and terminates near the National Cycle Route 30 on Denmark Street.
Route 2 (Blue)	Victoria Road to Tottington Lane	A 3.7km lateral east to west route providing residents with access to public transport, employment areas (Diss Business Park and town centre) and central key services including supermarkets and leisure facilities. The route also connects with National Cycle Network route 30 on Denmark Street.
Route 3 (Green)	Willbye Avenue to Diss Industrial Park	A 2.4km route from the southeast of Diss, where Mission Road meets the A1066. The route heads north up Walcot Green, intersects Angles Way and turns west onto Frenze Hall Road, taking in Willbye Avenue. The route connects residential areas with the new and existing employment area in the east and provides a link with Diss High School.
Route 4 (Yellow)	Diss High School to Victoria Road	A 1.5km north to south route connecting residential areas with Diss High School on Walcot Road. The route also connects to Victoria Road (A1066) via Uplands Way and Skelton Road.
Route 5 (Orange)	Roydon to Diss train station	A 2.7km route connecting new and existing residential areas with central services, places of education and public transport.

Further information for specific schemes along each of the primary and secondary routes can be found in Annex A.



Map 18: Diss active travel network and schemes.

► Downham Market

i. Introduction

Downham Market is a market town situated 18km south of King's Lynn on the edge of the Fens. In 2021, the population stood at 11,349 with 17% of residents aged 65 or over^v. The population is set to increase in coming years with the allocation of new employment and residential developments which aim to boost employment levels. In 2021, the number of economically active people stood at 57%^{vi}.

In the same year, driving by car or van was the preferred method of travel to work for residents aged 16+ at 53%. A further 13.7% of residents travelled by foot, 4% by bus or train and 0.9% cycled. Other methods accounted for 6.1% of journeys^{vi}.

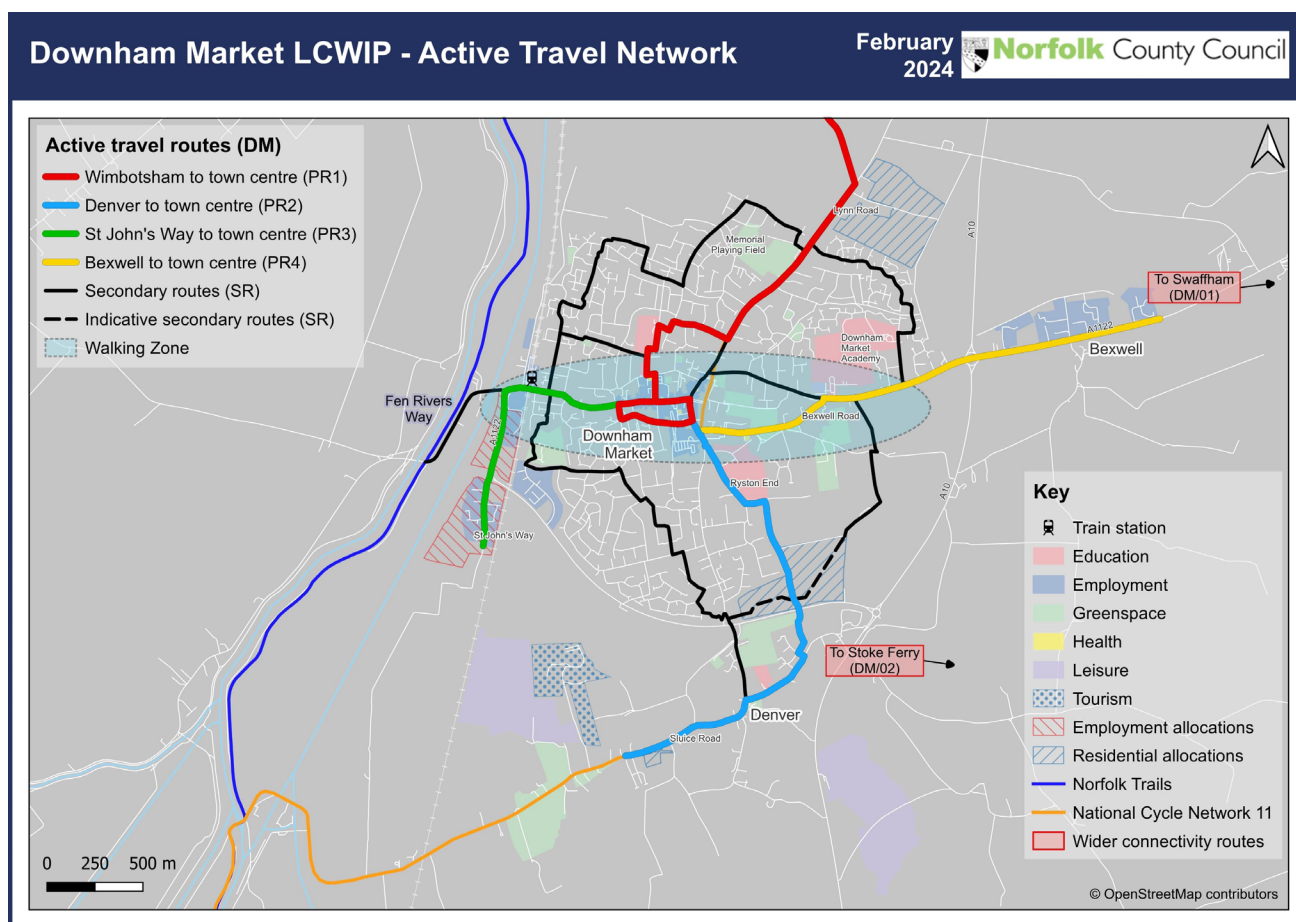
The town has a central bus station and a train station which provide rail links to King's Lynn, Cambridge and London. Fen Rivers Way is a walking Trail which runs to the west of Downham Market and is accessible from Bridge Road via a public right of way, making it a 5-minute walk from the train station. National Cycle Route 11 also connects directly with the town centre and links up Wimbotsham in the north and Denver in the south. The cycle route also joins Fen Rivers Way at Sluice Road.

ii. Active travel network

The priority active travel routes for Downham Market aim to link new and existing residential areas with central services, employment areas and greenspace. The network incorporates the existing National Cycle Network which runs through the town centre, as well as a network of secondary routes which create a circular loop round the town and provide connectivity to residential areas.

The Walking Zone study area in Downham Market covers central employment and education areas, which see high levels of footfall and it extends westward to include the train station. The next step is to conduct feasibility studies and walking route assessments within this area to identify schemes to improve walking and wheeling connectivity.

The network for Downham Market embeds policies and proposals contained within the Downham Market Network Improvement Strategy 2020 and the Downham Market Neighbourhood Plan 2022–2042.

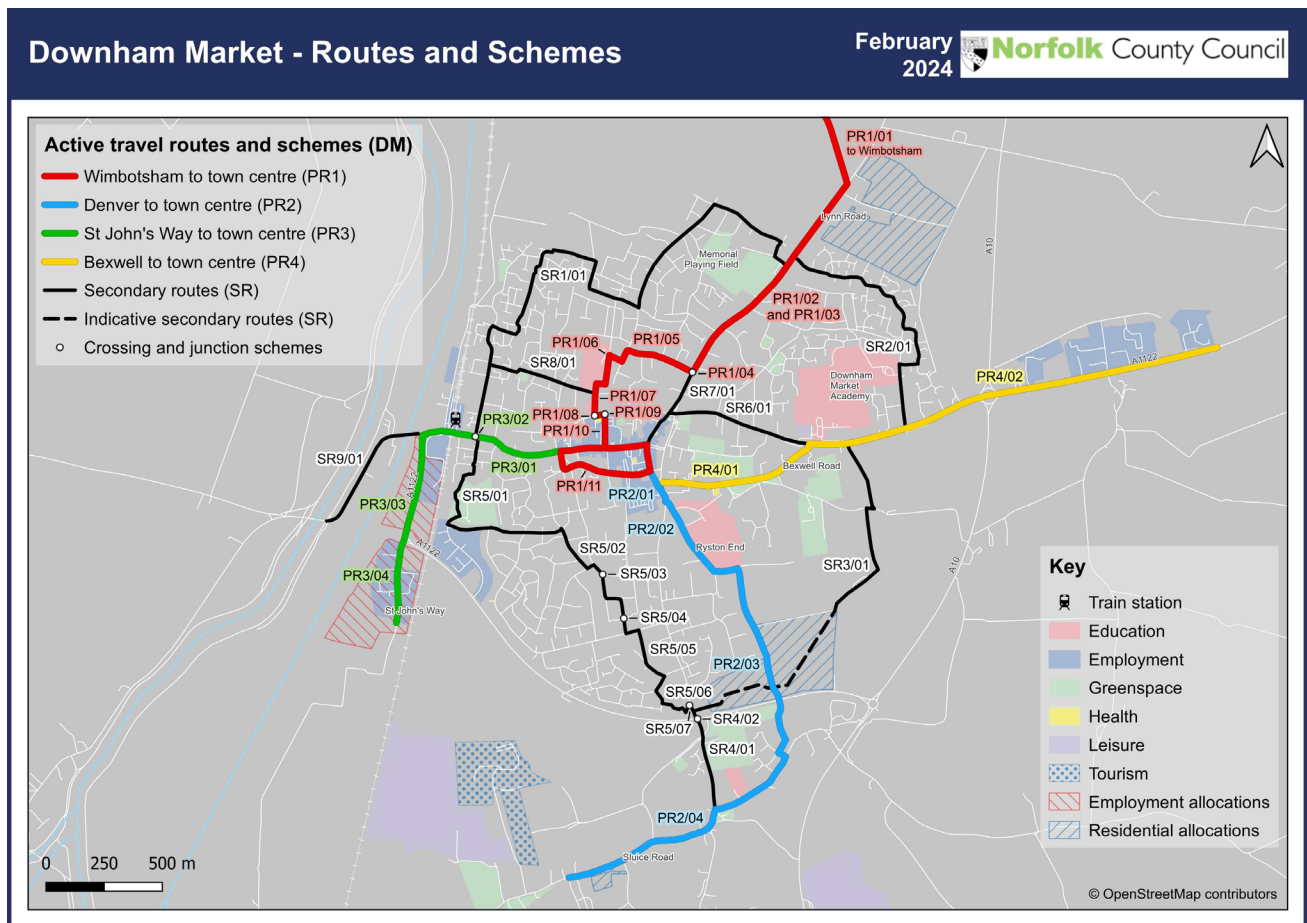


Map 19: Downham Market area map showing the current active travel network and LCWIP network.

iii. Summary of priority active travel routes and schemes

Route Number	Route	Route Description
Route 1 (Red)	Wimbotsham to town centre	A 4km route linking National Cycle Network 11 at Wimbotsham with new and existing residential allocations, places of education and central employment areas.
Route 2 (Blue)	Denver to town centre	A 2.6km route proving connectivity between the town centre, residential allocations, places of education and Denver, where the route joins National Cycle Network route 11.
Route 3 (Green)	St John's Way to town centre	A 1.4km route connecting existing and future employment areas on St John's Way, Downham Market train station and the town centre.
Route 4 (Yellow)	Bexwell to town centre	A 2.5km route providing connectivity between central employment areas, public transport and employment allocations in Bexwell.

Further information for specific schemes along each of the primary and secondary routes can be found in Annex A.



Map 20: Downham Market active travel network and schemes.

► Fakenham

i. Introduction

Fakenham is a town situated adjacent to the A148 approximately halfway between King's Lynn (37km southwest) and Cromer (37km northeast). In 2021, the population stood at 8,011 with 25% of residents aged 65 or over^v. The town has seen over 350 homes completed since 2001 with planning permission currently being determined for an additional 950 homes to the north of the town. This is expected to boost the number of residents and economically active population of Fakenham which stood at 53% in 2021^{vi}.

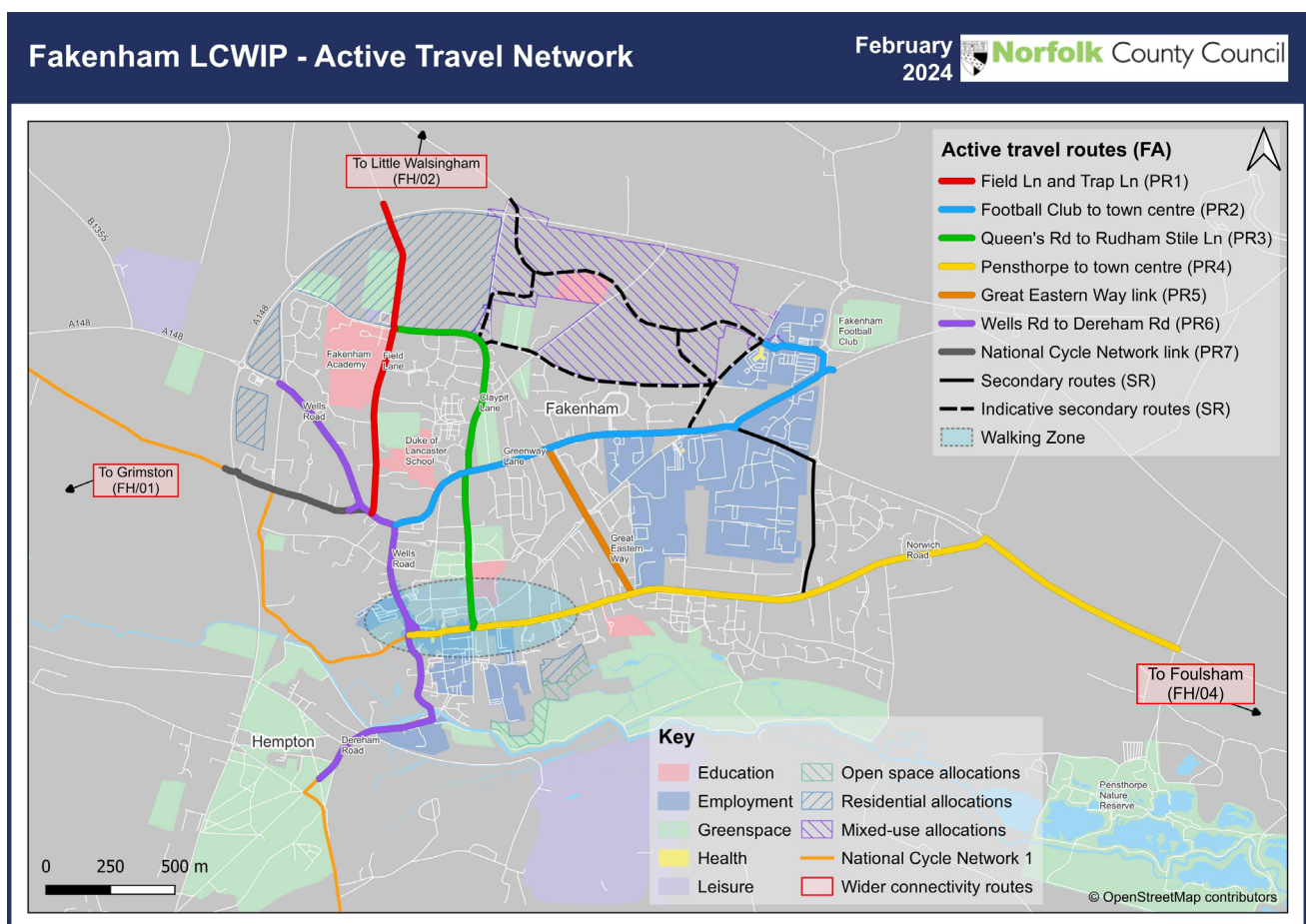
In the same year, driving by car or van was the preferred method of travel to work for residents aged 16+ at 60%. A further 15.1% of residents travelled by foot, 1.1% by bus or train and 2.5% cycled. Other methods accounted for 4.8% of journeys^{vi}.

There is no train station in Fakenham although bus services do connect into the town centre. Fakenham is also served by National Cycle Network Route 1 which runs to the west of the town and crosses the river Wensum in the south.

ii. Active travel network

The priority active travel routes in Fakenham aim to link existing residential areas across the town and the approved Urban Extension in the northwest with central services, places of education and employment and greenspace. Connectivity is further enhanced by a series of secondary routes in the Urban Extension and west of the town. The network aligns with proposals outlined within the Fakenham Network Improvement Strategy 2020.

The Walking Zone study area is located in the town centre and includes areas of employment and education on Oak Street, Market Place and Norwich Road. The next step is to conduct feasibility studies and walking route assessments within this area to identify schemes to improve walking and wheeling connectivity.

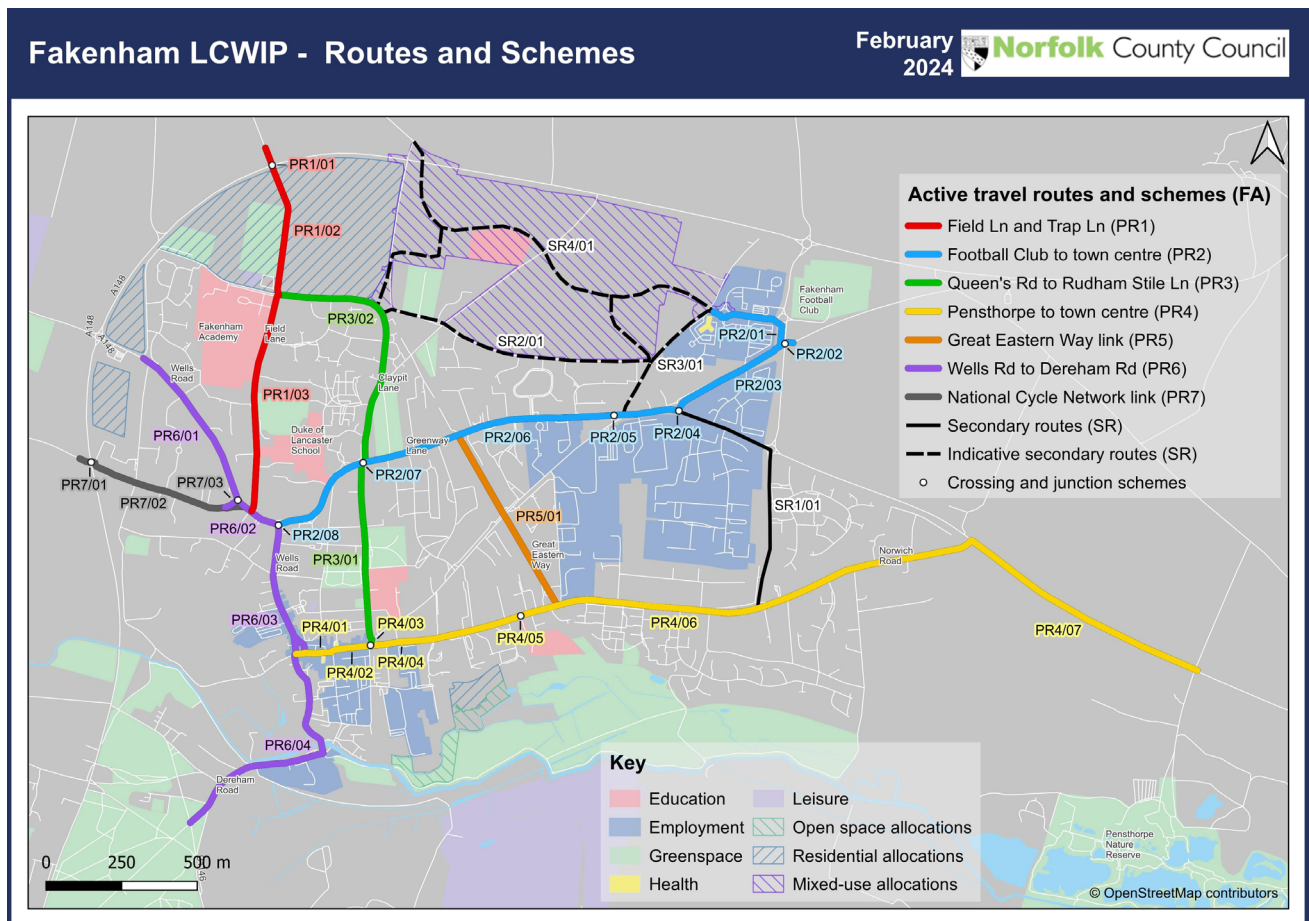


Map 21: Fakenham area map showing the current active travel network and LCWIP network.

iii. Summary of priority active travel routes and schemes

Route Number	Route	Route Description
Route 1 (Red)	Field Lane and Trap Lane	A 1.3km route connecting new and existing residential areas with central services and schools via Field Lane and Trap Lane and providing access to greenspace.
Route 2 (Blue)	Football Club to town centre	A 2.2km linear route providing connectivity between residential areas and places of employment and leisure via Holt Road and Greenway Lane.
Route 3 (Green)	Queen's Road to Rudham Stile Lane	A 1.5km route providing improved access with places of education and areas of employment in the town centre.
Route 4 (Yellow)	Pensthorpe to town centre	A 3.2km route connecting residential areas in the east with central employment areas and services along Norwich Road. The route also extends along the A1067 to connect to Pensthorpe.
Route 5 (Orange)	Great Eastern Way link	A 0.6km linear route to provide an off-road central cycling and walking corridor via the disused railway line along Greater Eastern Way.
Route 6 (Purple)	Wells Road to Dereham Road	A 2.2km route connecting new and existing residential areas in west Fakenham with central services, employment areas and greenspace. The route also extends south to Hempton.
Route 7 (Grey)	National Cycle Network link	A 0.6km link to the National Cycle Network from Wells Road along Sculthorpe Road.

Further information for specific schemes along each of the primary and secondary routes can be found in Annex A.



► Harleston

i. Introduction

Harleston is a compact town which sits on a plateau between Starston Beck in the north and the river Waveney in the south. In 2021, Harleston had a population of 6,127, of whom 25% were aged 65 or over^v. In the same year, 45% of residents were in employment or looking for work^{vi}. This figure is set to rise with large areas allocated for residential and employment development.

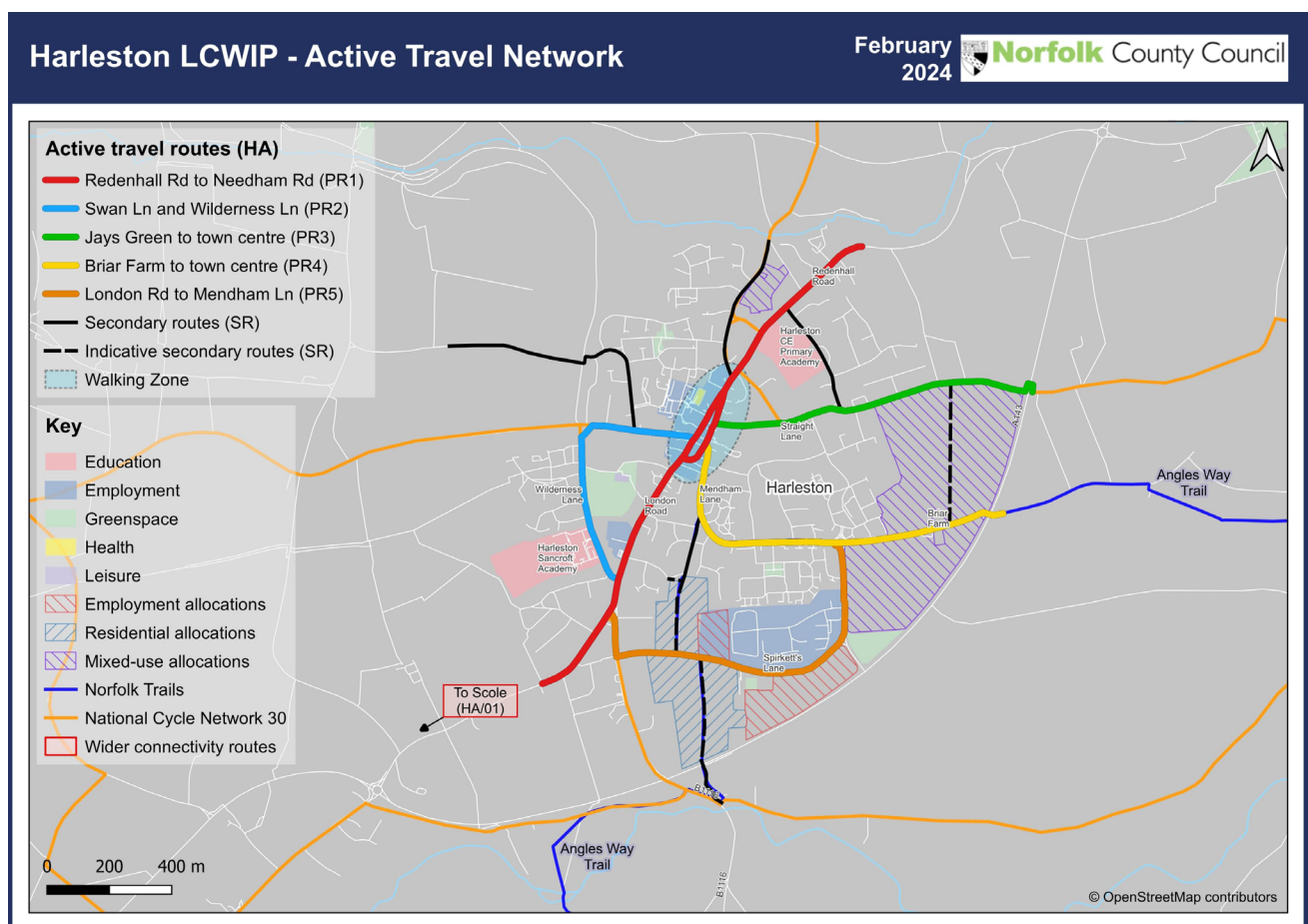
In 2021, driving by car or van was the preferred method of travel to work for residents aged 16+ at 44%. A further 22.1% of residents travelled by foot, 3.2% by bus or train and 2.2% cycled. Other methods accounted for 4.7% of journeys^{vi}.

The town has a bus station with links to all major towns across the county. Active routes are provided by National Cycle Network Route 30 and the Angles Way walking Trail.

ii. Active travel network

The priority active travel routes aim to link the north of Harleston with the south with the aim of providing connectivity between residential areas, central services, places of education and greenspace. The network, which includes a number of secondary routes, will also connect future residential and employment developments in the southeast with the rest of the town. The network aligns with the Redenhall with Harleston Neighbourhood Plan 2022–2038 and the Harleston Town Centre Improvements 2022.

The Walking Zone study area in Harleston covers the town centre which sees high levels of footfall, including Redenhall Road and The Thoroughfare. The next step is to conduct feasibility studies and walking route assessments within this area to identify schemes to improve walking and wheeling connectivity.

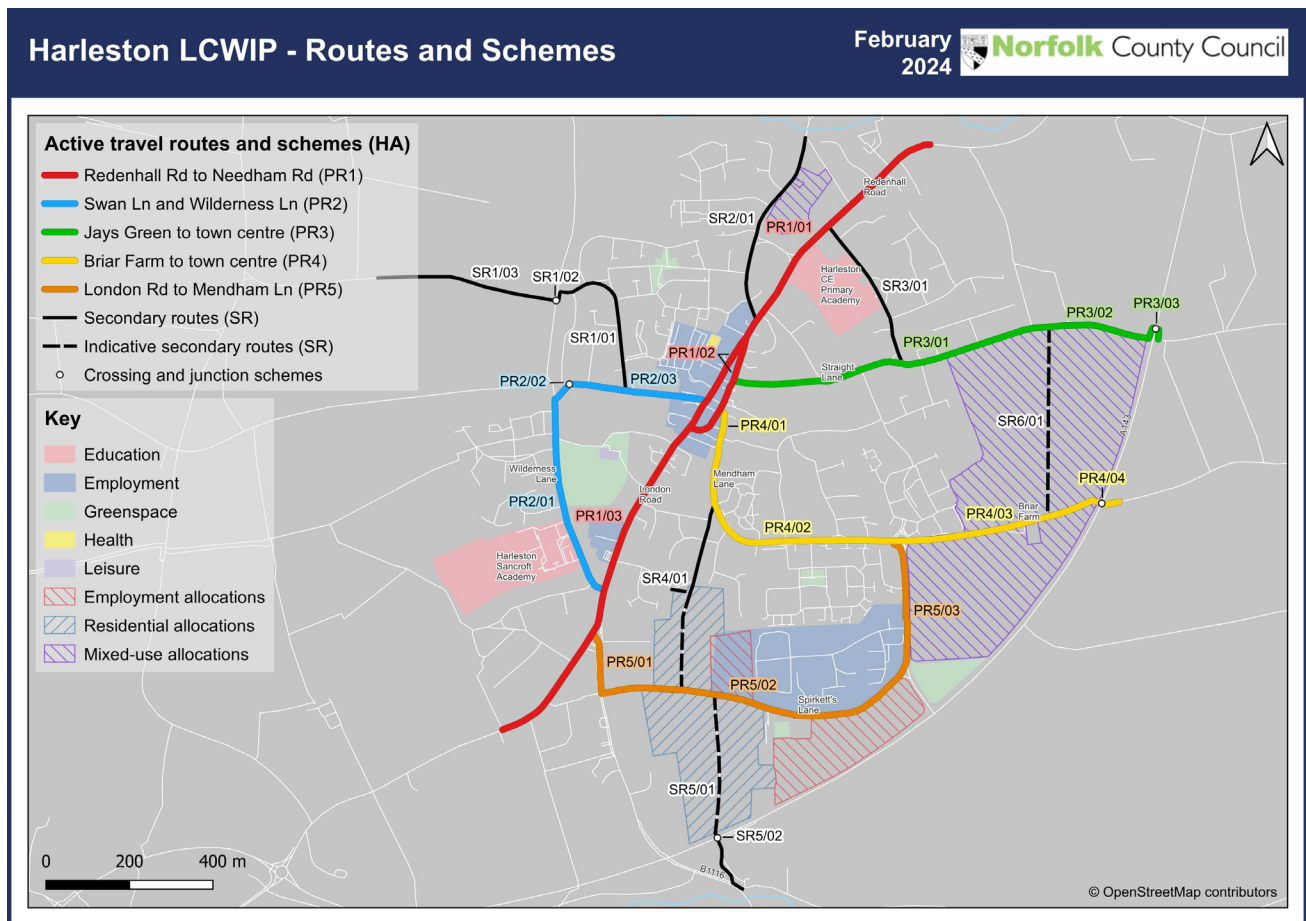


Map 23: Harleston area map showing the current active travel network and LCWIP network.

iii. Summary of priority active travel routes and schemes

Route Number	Route	Route Description
Route 1 (Red)	Redenhall Road to Needham Road	A 2km north to south linear route connecting residential areas with central services, employment areas and schools.
Route 2 (Blue)	Swan lane and Wilderness Lane	A 0.9km route to improve connectivity between residential areas, greenspace and places of education along Swan Lane and Wilderness Lane.
Route 3 (Green)	Jays Green to town centre	A 1.1km route between the town centre and new and existing residential and employment areas as well as providing access to greenspace east of Harleston.
Route 4 (Yellow)	Briar Farm to town centre	A 1.3km route providing access to central services for new and existing residential areas as well as access to greenspace.
Route 5 (Orange)	London Road to Mendham Lane	A 1.2km route linking residential areas with employment areas in the south of Harleston via Spirkett's Lane.

Further information for specific schemes along each of the primary and secondary routes can be found in Annex A.



► Holt

i. Introduction

Holt is a town situated 37km north of Norwich, 15km from Cromer, 56km east of King's Lynn, and is accessible to the Norfolk Area of Outstanding Natural Beauty. The population stood at 4,725 in 2021, with 35% of residents aged 65 or over^v. With housing and employment allocations planned south of the A148, the population is expected to rise in coming years. The number of economically active residents is also set to increase from 37% in 2021^{vi}.

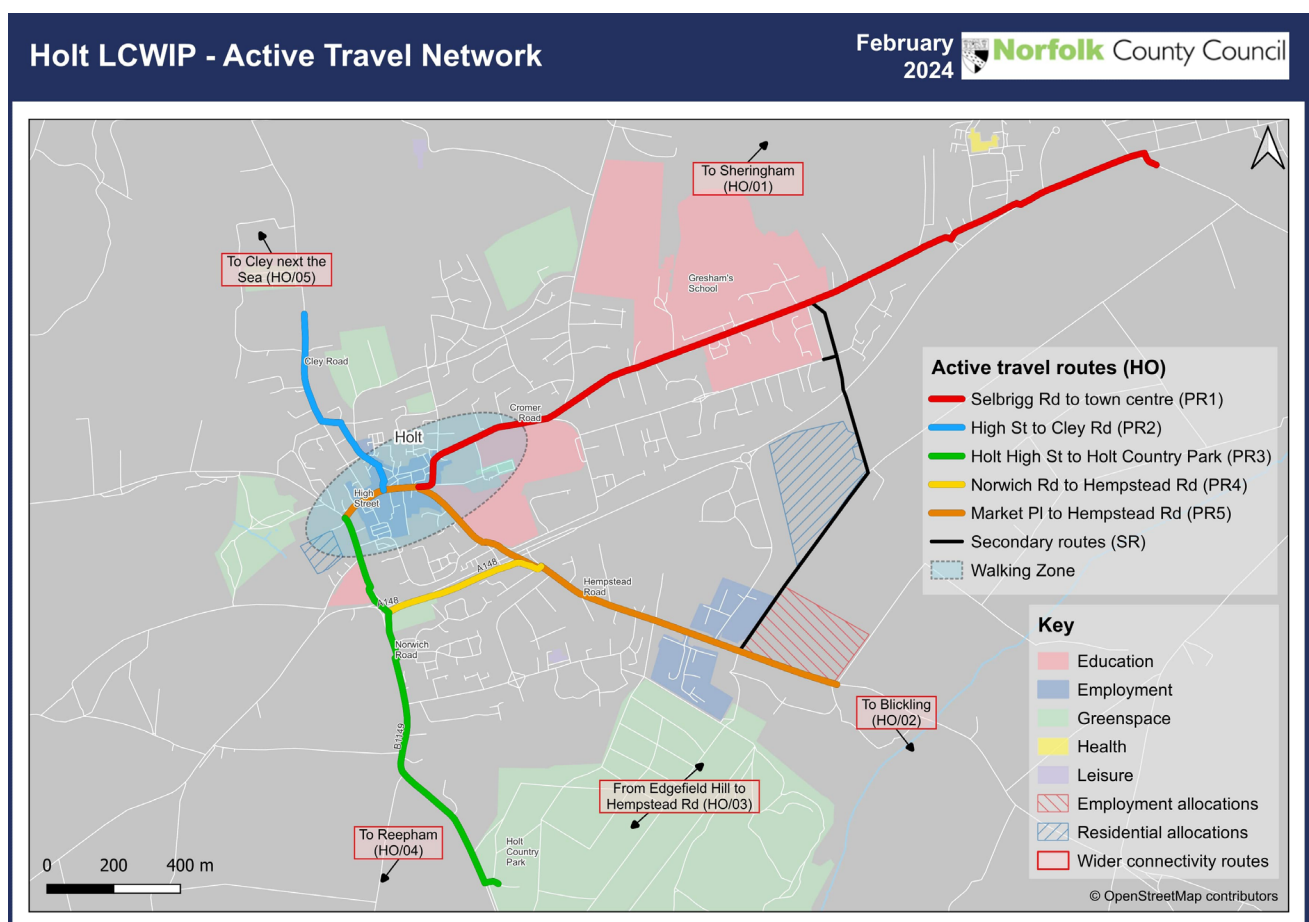
In the same year, driving by car or van was the preferred method of travel to work for residents aged 16+ at 48%. A further 15.2% of residents travelled by foot, 1.7% by bus or train and 2.3% cycled. Other methods accounted for 4% of journeys^{vi}.

Holt has no dedicated cycling or walking connectivity routes or a train station, other than the heritage railway station of The Poppy Line. However, bus services provide connectivity to Sheringham and Fakenham and further afield.

ii. Active travel network

The priority active travel routes in Holt aim to improve connectivity by linking residential areas with central services and areas of employment and education. Connectivity in the south of Holt will also allow access to greenspace in Holt Country Park, and a secondary route in the southeast of the town will provide access to future employment and housing allocations. The network routes align with the Holt Neighbourhood Plan 2016–2036.

The Walking Zone study area in Holt 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 currently narrow with little pavement provision. The next step is to conduct feasibility studies and walking route assessments within this area to identify schemes to improve walking and wheeling connectivity.

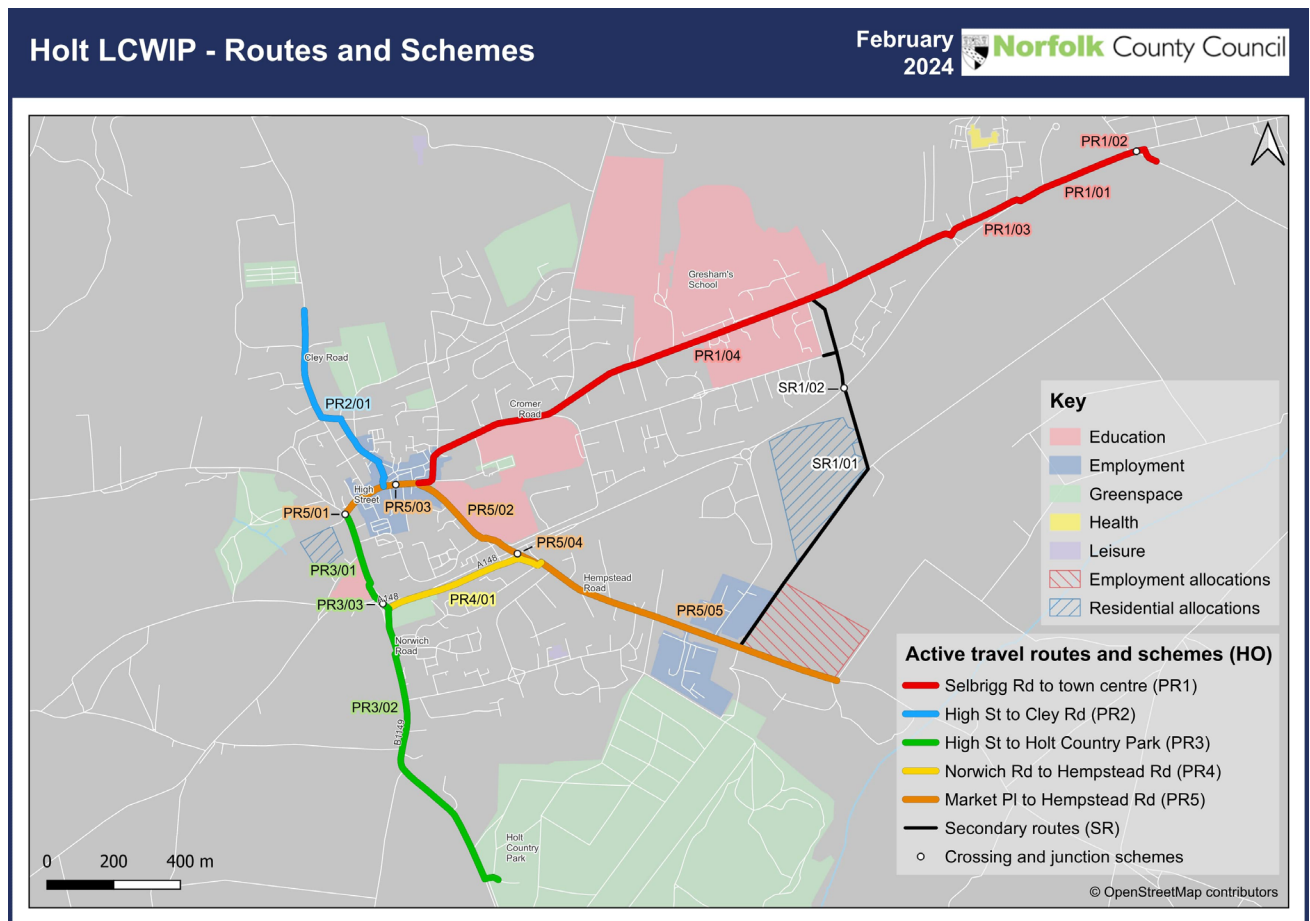


Map 25: Holt area map showing the current active travel network and LCWIP network.

iii. Summary of priority active travel routes and schemes

Route Number	Route	Route Description
Route 1 (Red)	Selbrigg Road to town centre	A 2.5km route linking residential areas with central employment areas, places of education and green space via Cromer Road.
Route 2 (Blue)	High Street to Cley Road	A 0.7km route linking residential areas with central services and greenspace via Cley Road and Albert Street.
Route 3 (Green)	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.

Further information for specific schemes along each of the primary and secondary routes can be found in Annex A.



Map 26: Holt active travel network and schemes.

► Hunstanton and Heacham

i. Introduction

Hunstanton is a North Norfolk seaside resort situated 27km north of King's Lynn. Originally developed around the former railway terminus, it offers short-stay and day-visit attractions. Heacham is a large village 3km south of Hunstanton, which overlooks the Wash. In 2021, Hunstanton and Heacham had a combined population of 9,399 with 36% of residents aged 65 or above. The latter figure far surpasses the national average of 18%^v.

In 2021, 40% of residents were employed or looking for work^{vi}. With new allocation for housing and employment planned in the area, the population is expected to grow along with the number of people commuting in for work.

In 2021, driving by car or van was the preferred method of travel to work for residents aged 16+ in Hunstanton and Heacham at 57%. A further 10.9% of residents travelled by foot, 2.4% by bus or train and 1.8% cycled. Other methods accounted for 4.8% of journeys^{vi}.

Travel options in the area include the Hunstanton bus and coach station, which provides links to nearby King's Lynn and the surrounding area. Active travel routes include the Norfolk Coast Path which begins in Hunstanton and Peddars Way which links from the Coast Path. Peddars Way also provides connectivity to National Cycle Network Route 1 in the east of Hunstanton. The Norfolk Coast Path is a walking-only Trail and Peddars Way allows walking, cycling and horse-riding.

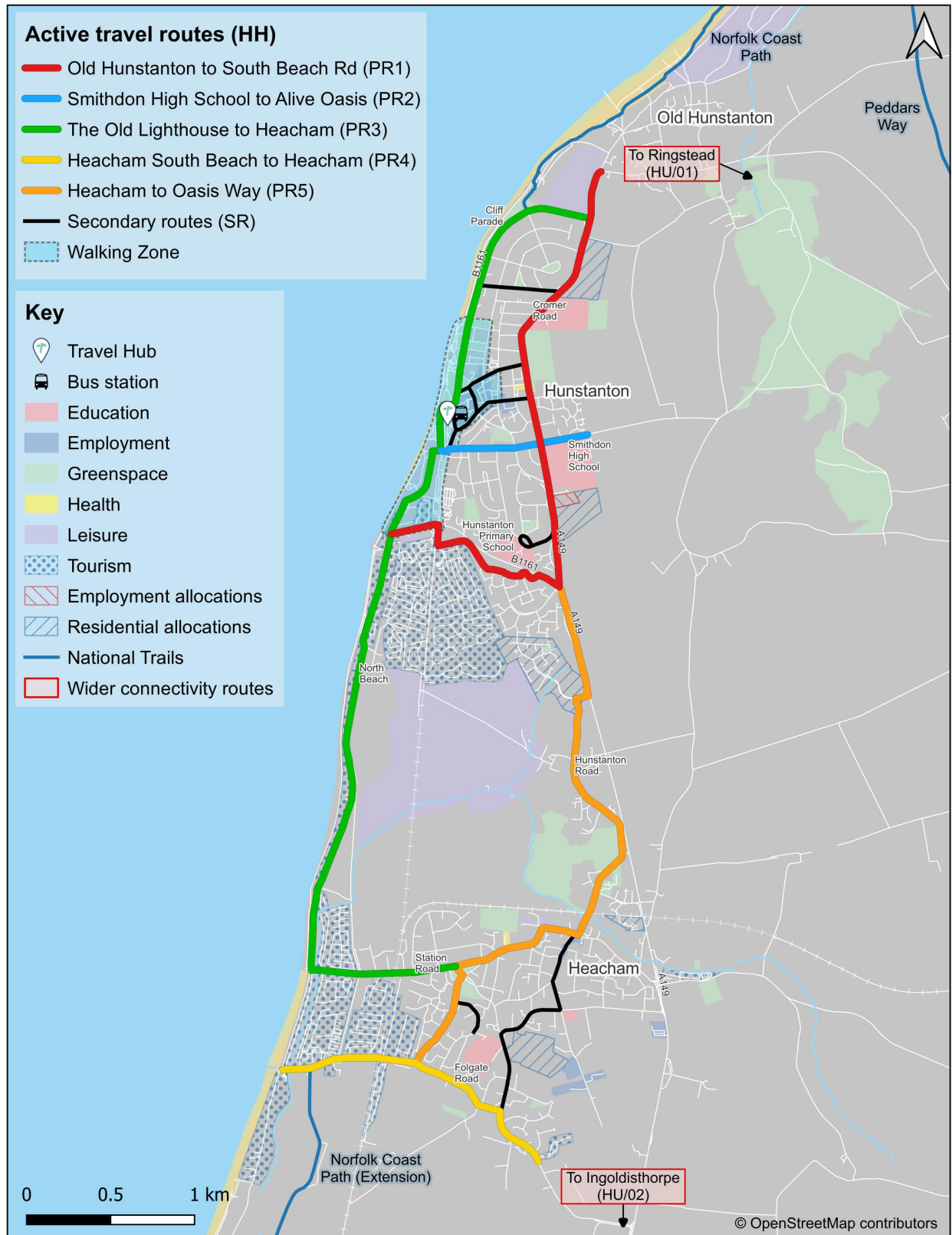
ii. Indicative active travel network

The active travel network developed in Hunstanton and Heacham aligns with the Hunstanton Regeneration Masterplan, the Hunstanton Neighbourhood Plan 2020-2036 and the Heacham Neighbourhood Plan 2017-2036.

The priority active travel routes aim to create a network which improves connectivity for residents and visitors who wish to access key destinations, including places of education and employment in Hunstanton, Old Hunstanton and the town centre. Routes in Heacham follow the coastline and link in with existing cycling and walking provision along the A149. Secondary routes also enhance connectivity within Hunstanton and Heacham by linking residential areas with central services, schools and employment areas.

The Hunstanton Walking Zone study area extends from the top of North Promenade to Northgate and includes The Green and Southend Road in the west. The bus station, retail areas on the High Street and St Edmunds Terrace are also included. The Walking Zone also incorporates Seagate Road, South Beach Road and Southend Road and provides walking connectivity with South Parade and the seafront via Southend Road and Beach Terrace Road. The next step is to conduct feasibility studies and walking route assessments within this area to identify schemes to improve walking and wheeling connectivity.

Hunstanton and Heacham LCWIP - Active Travel Network



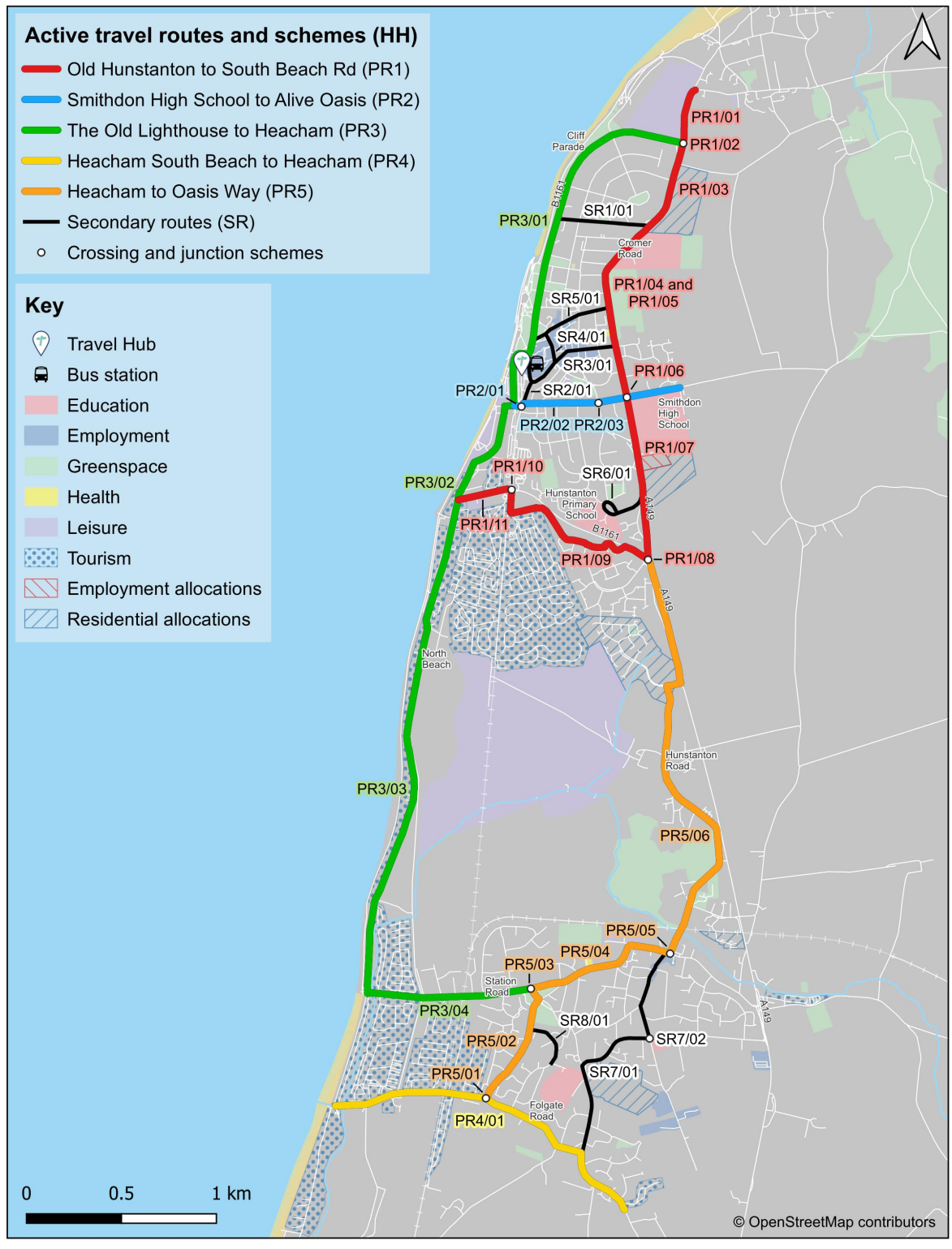
Map 27: Hunstanton and Heacham area map showing the current active travel network and LCWIP network.

iii. Summary of priority active travel routes and schemes

Route Number	Route	Route Description
Route 1 (Red)	Old Hunstanton to South Beach Road	A 3.9km route linking Old Hunstanton and residential areas with schools on Cromer Road and King's Lynn Road. The route also provides access to greenspace and to the coast via South Beach Road.
Route 2 (Blue)	Smithdon High School to Alive Oasis	A 0.8km route providing seafront connectivity between schools and residential areas along Downs Road and Park Road.
Route 3 (Green)	The Old Lighthouse to Heacham	A 6.2km cycling and walking route linking Hunstanton and Heacham to enable connectivity with tourism destinations, key services and employment areas.
Route 4 (Yellow)	Heacham South Beach to Heacham	A 1.8km network extension enabling connectivity with existing residential locations and tourism destinations in Heacham.
Route 5 (Orange)	Heacham to Oasis Way	A 3.7km route connecting an existing shared use cycle path on Redgate Hill with residential areas and schools in central Heacham.

Further information for specific schemes along each of the primary and secondary routes can be found in Annex A.

Hunstanton and Heacham LCWIP - Routes and Schemes



Map 28: Hunstanton and Heacham indicative walking zone.

► Long Stratton

i. Introduction

Long Stratton is located approximately halfway between Norwich and Diss at the heart of the South Norfolk District. The town had a population of 4,441 in 2021 with 18.4% of residents aged 65 or over^v. The population is set to grow in coming years with the planned construction of 1,800 homes. Employment levels are also expected to rise – in 2021, the economically active population of Long Stratton stood at 62%^{vi}.

In the same year, driving by car or van was the preferred method of travel to work for residents aged 16+ at 57%. A further 7.7% of residents travelled by foot, 2.1% by bus or train and 1.2% cycled. Other methods accounted for 3.4% of journeys^{vi}.

The A140 is the town's principal travel corridor, linking Norwich with Ipswich. The route is set to be bypassed on the east side of Long Stratton, creating opportunities for cycling and walking connectivity.

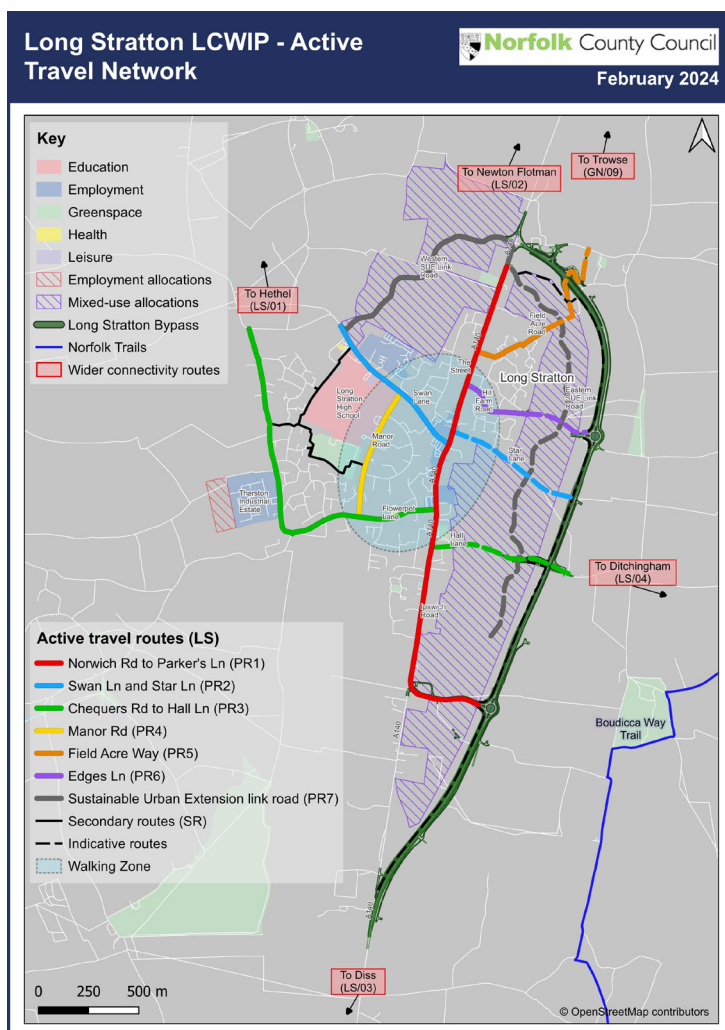
Long Stratton has a frequent bus service which provides connectivity with larger urban areas including Diss, Harleston and Norwich as well as local rural communities. Active travel options include the Boudicca Way walking Trail which runs north to south on the east side of the town and is 1.5km away from the Village Hall. The Rebellion Way, which is a Norfolk-wide cycling leisure route, connects with Long Stratton on the east at Chequers Road.

ii. Active travel network

The priority active travel routes 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, which includes a number of secondary routes, also connects to new and future mixed-use developments in the north and east of the town and goes over the proposed Long Stratton Bypass in the east of the town.

The network schemes for Long Stratton align with proposals from the following documents: the Long Stratton Neighbourhood Plan Design Guidelines 2020, Long Stratton Neighbourhood Plan 2019–2036, Long Stratton Master Planning Final Report 2018 and Long Stratton Area Action Plan 2016.

The Walking Zone study area in Long Stratton aligns with the town centre boundary included in the Long Stratton Area Action Plan. The zone consists of the core spinal corridors along Norwich Road, The Street and Ipswich Road and key routes to areas of education and employment along Swan Lane and Flowerpot Lane. The next step is to conduct feasibility studies and walking route assessments within this area to identify schemes to improve walking and wheeling connectivity. The next step is to conduct feasibility studies and walking route assessments within this area to identify schemes to improve walking and wheeling connectivity.



iii. Summary of priority active travel routes and schemes

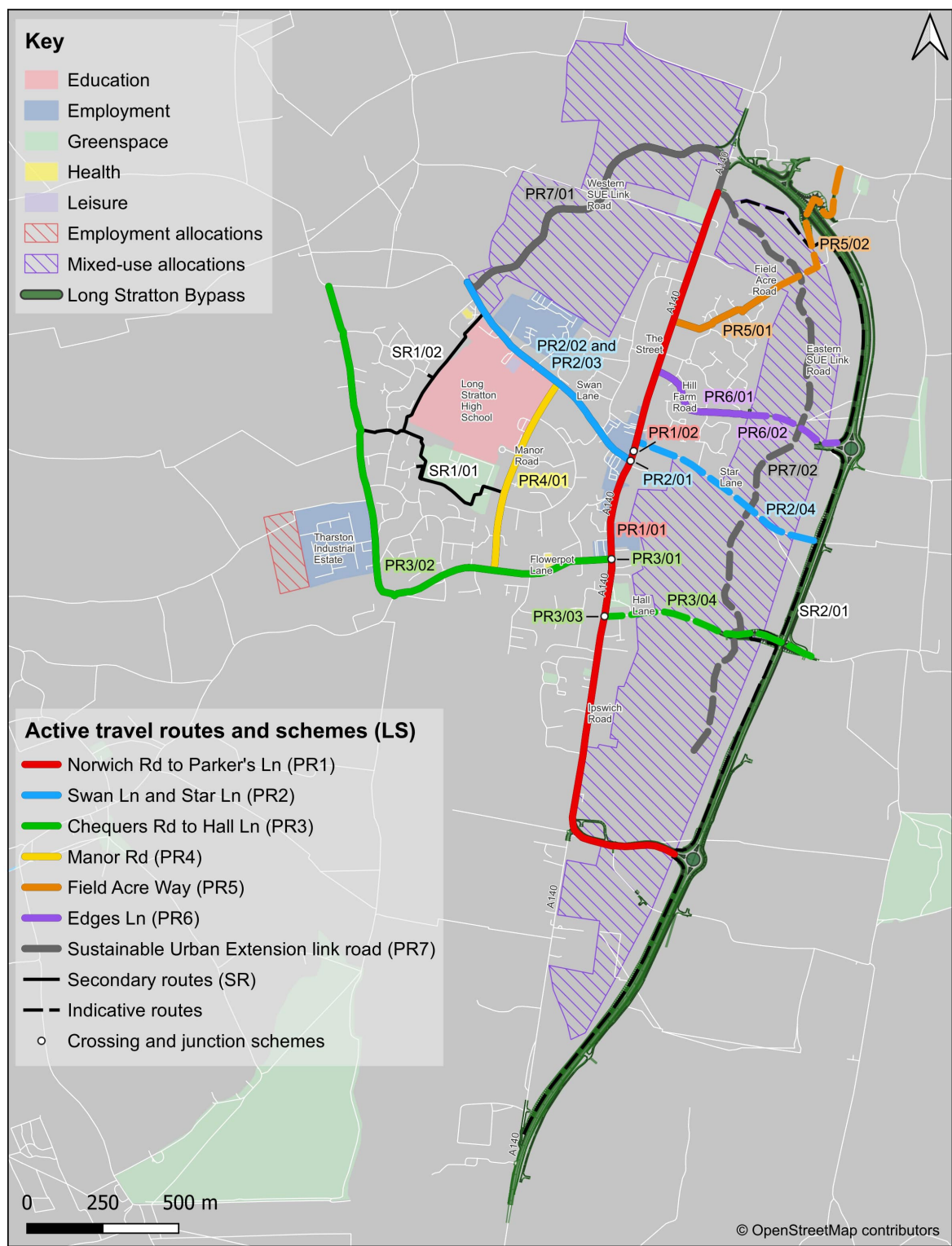
Route Number	Route	Route Description
Route 1 (Red)	Norwich Road to Parker's Lane	A 2.7km central spinal route linking new and existing residential areas with central services and employment areas between Norwich Road and Parker's Lane
Route 2 (Blue)	Swan Lane and Star Lane	A 1.6km route along Swan Lane 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 of Long Stratton 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 link between residential areas and schools.
Route 5 (Orange)	Field Acre Way	A 0.6km route extending an existing cycle route to connect with new and existing residential areas to the east of Long Stratton.
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.
Route 7 (Grey)	Long Stratton Urban Extension link road	A 3.3km spinal route through the proposed Long Stratton Urban Extension and linking with other primary routes in the network.

Further information for specific schemes along each of the primary and secondary routes can be found in Annex A.

Long Stratton LCWIP - Routes and Schemes



February 2024



Map 30: Long Stratton active travel network and schemes.

► North Walsham

i. Introduction

North Walsham is located 23km north of Norwich and 16km north of the new Broadland Northway (previously named the Northern Distributor Road, or NDR). It is one of Norfolk's larger market towns with a population of 13,007 in 2021 (with 25% of residents aged 65 or over)^v.

North Walsham has seen over 530 homes completed since 2001 and has plans for further employment and housing allocations. These are set to raise employment rates in the town – 51% of residents were in employment or looking for work in 2021^{vi}.

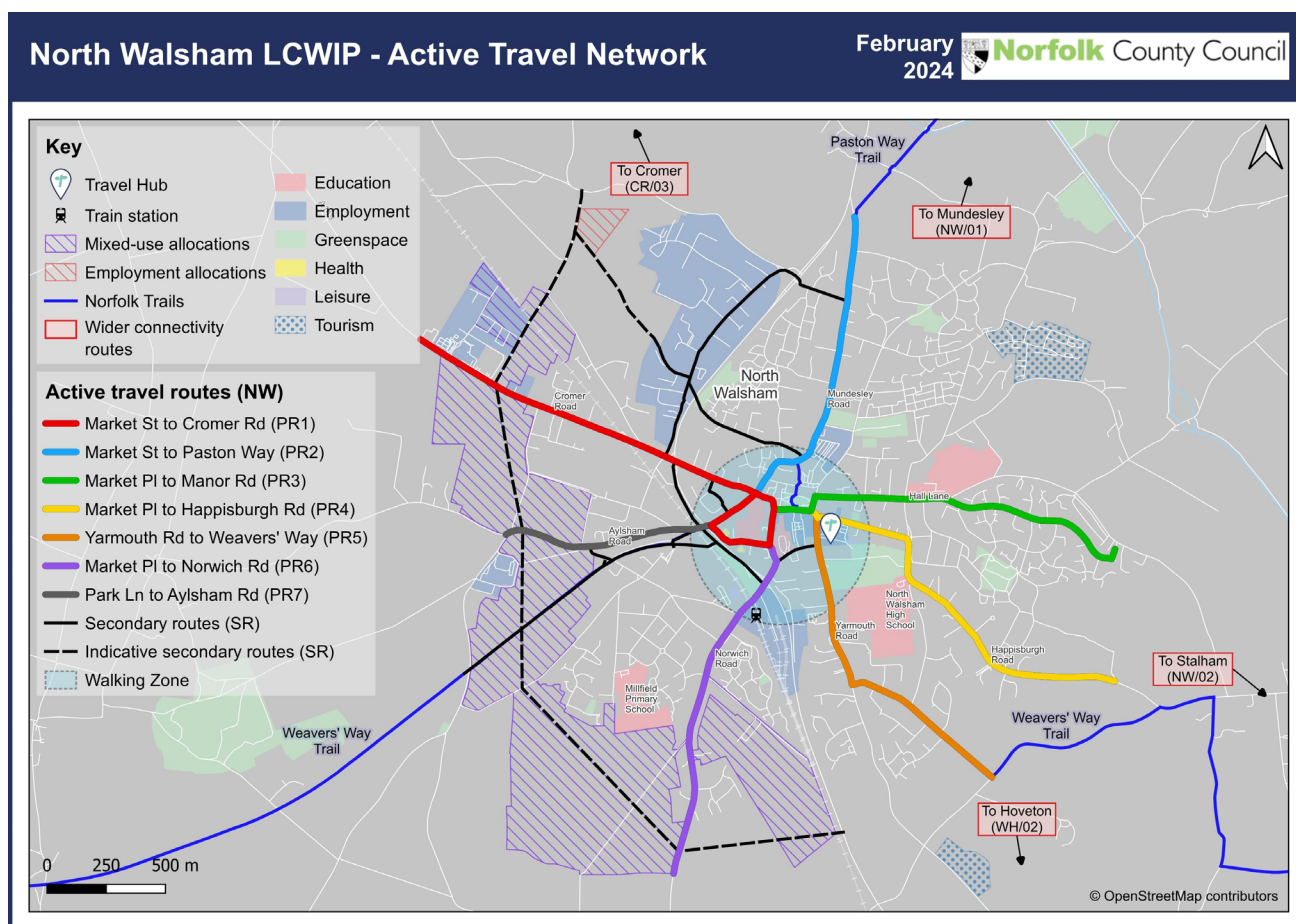
In 2021, driving by car or van was the preferred method of travel to work for residents aged 16+ at 60%. A further 11% of residents travelled by foot, 2.4% by bus or train and 2.8% cycled. Other methods accounted for 4.8% of journeys^{vi}.

The North Walsham bus and train station give access to the surrounding towns and provide a direct route to Norwich. Active travel options include the Weavers' Way and Paston Way Trails which run through the town centre and meet on Market Place. Weavers' Way is a walking, cycling and horse-riding Trail which travels south out of the town and is accessible from the bus and train station via a 7-minute walk. Paston Way runs northeast and allows walking and cycling.

ii. Active travel network

The priority active travel routes in North Walsham aim to provide connectivity between residential areas, places of education and employment, healthcare services and the town centre. The network, which includes a number of secondary routes, also connects to new housing and employment developments in the north and west of the town and connects to greenspace via Weavers' Way. The network schemes align with proposals outlined within the North Walsham Network Improvement Strategy 2020, North Walsham Heritage Action Zone and North Walsham West Sustainable Urban Extension plan.

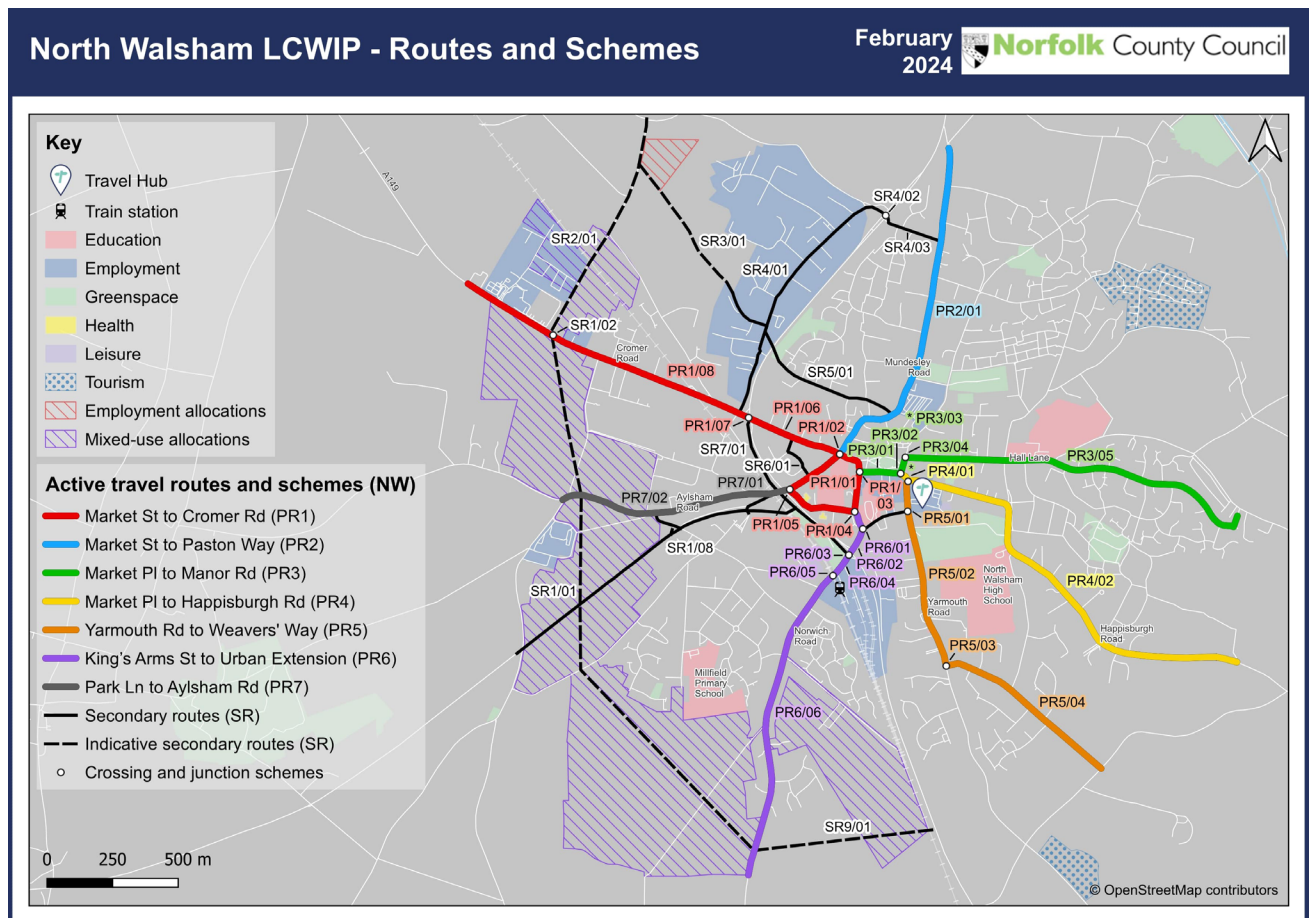
The Walking Zone study area includes central areas with anticipated high levels of footfall, including areas of employment and education along Market Street, New Road and King's Arms Street. It also provides connectivity with North Walsham train station and the Travel Hub in the town centre. The next step is to conduct feasibility studies and walking route assessments within this area to identify schemes to improve walking and wheeling connectivity.



iii. Summary of priority active travel routes and schemes

Route Number	Route	Route Description
Route 1 (Red)	Market Street to Cromer Road	A 2.4km route linking new mixed-use allocations in the west with central services and employment areas via Cromer Road.
Route 2 (Blue)	Market Street to Paston Way	A 1.3km route connecting residential areas with central services and employment, as well as connecting with greenspace via Paston Way.
Route 3 (Green)	Market Place to Manor Road	A 1.5km route to enhance connectivity between residential areas and places of education.
Route 4 (Yellow)	Market Place to Happisburgh Road	A 1.7km route connecting residential areas with schools, public transport and central services.
Route 5 (Orange)	Yarmouth Road to Weavers' Way	A 1.4km route connecting residential areas with central services and employment, as well as connecting with greenspace via Weavers' Way.
Route 6 (Purple)	King's Arms Street to Urban Extension	A 1.8km route linking new and existing residential areas with the train station and town centre.
Route 7 (Grey)	Park Lane to Aylsham Road	A 0.9km route along Aylsham Road to link current and future residential areas with central services and areas of employment.

Further information for specific schemes along each of the primary and secondary routes can be found in Annex A.



Map 32: North Walsham active travel network and schemes.

► Reepham

i. Introduction

Reepham is a rural market town located 19km northwest of Norwich and is identified as a key service centre within the Greater Norwich Local Plan. In 2021, the population stood at 2,656 with 26% of residents aged 65 or over^v. The town has new allocation for residential housing, which are expected to increase population and employment levels. In 2021, the number of economically active residents stood at 55%^{vi}.

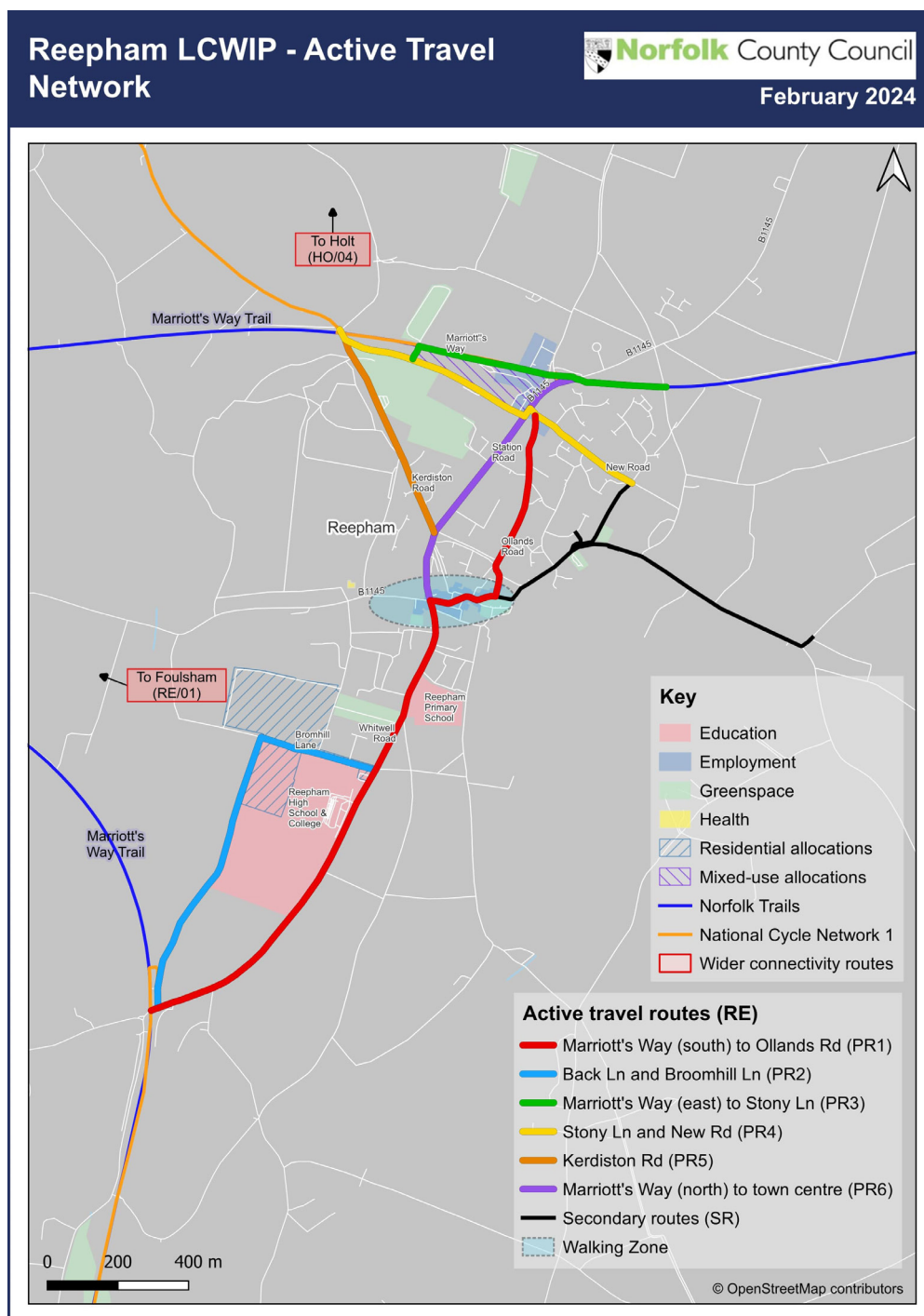
In the same year, driving by car or van was the preferred method of travel to work for residents aged 16+ at 55%. A further 7.4% of residents travelled by foot, 0.8% by bus or train and 1.4% cycled. Other methods accounted for 3.6% of journeys^{vi}.

There are no public transport hubs in Reepham. However, there are some active travel alternatives. National Cycle Network (NCN) Route 1 runs through the centre of Reepham and Marriott's Way walking, cycling and horse-riding Trail comes in from the northeast of the town, crosses over the north and joins the NCN in the south.

ii. Active travel network

The priority active travel routes in Reepham aim to provide connectivity between the centre of town, residential areas and greenspace in the north. In the south of the town, the network links to residential allocations and schools and connects to the National Cycle Network and Marriott's Way. Connectivity is further enhanced by a network of secondary routes in the east of the town which mainly connect to housing.

The Walking Zone study area in Reepham includes the central employment areas on Market Place and Church Hill and the junction between School Road and Dereham Road. The next step is to conduct feasibility studies and walking route assessments within this area to identify schemes to improve walking and wheeling connectivity.



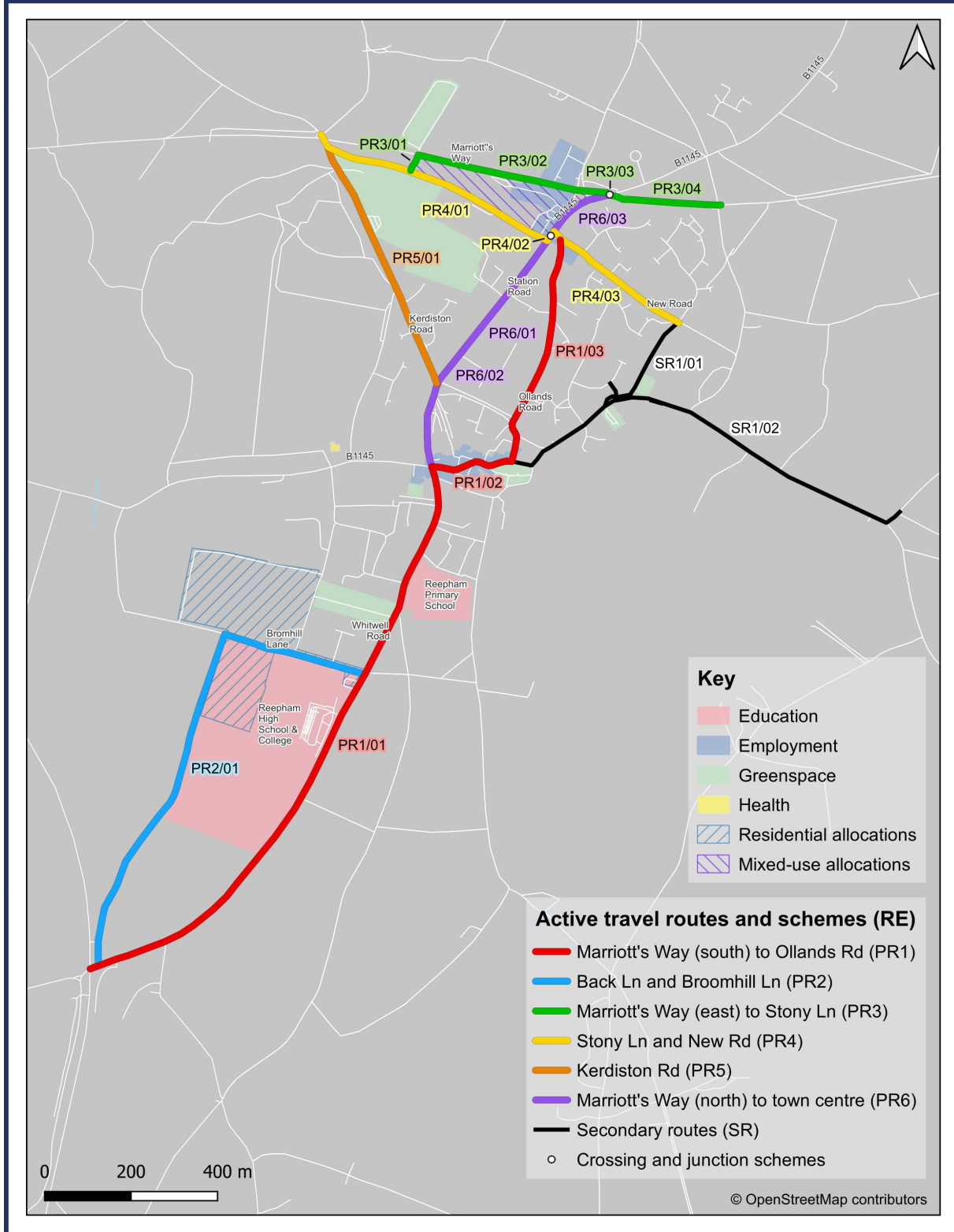
Map 33: Reepham area map showing the current active travel network and LCWIP network.

iii. Summary of priority active travel routes and schemes

Route Number	Route	Route Description
Route 1 (Red)	Marriott's Way (south) to Ollands 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 greenspace 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 NCN 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 NCN.
Route 5 (Orange)	Kerdiston Road	A 0.6km route enabling access to greenspace via the NCN 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.

Further information for specific schemes along each of the primary and secondary routes can be found in Annex A.

Reepham LCWIP - Routes and Schemes



Map 34: Reepham active travel network and schemes.

► Sheringham

i. Introduction

Sheringham is a popular seaside resort town nestled between the sea and the Cromer ridge. In 2021, the population stood at 7,356, with 34% of residents aged 65 or over^v. The population is set to increase in coming years with the allocation of new residential areas.

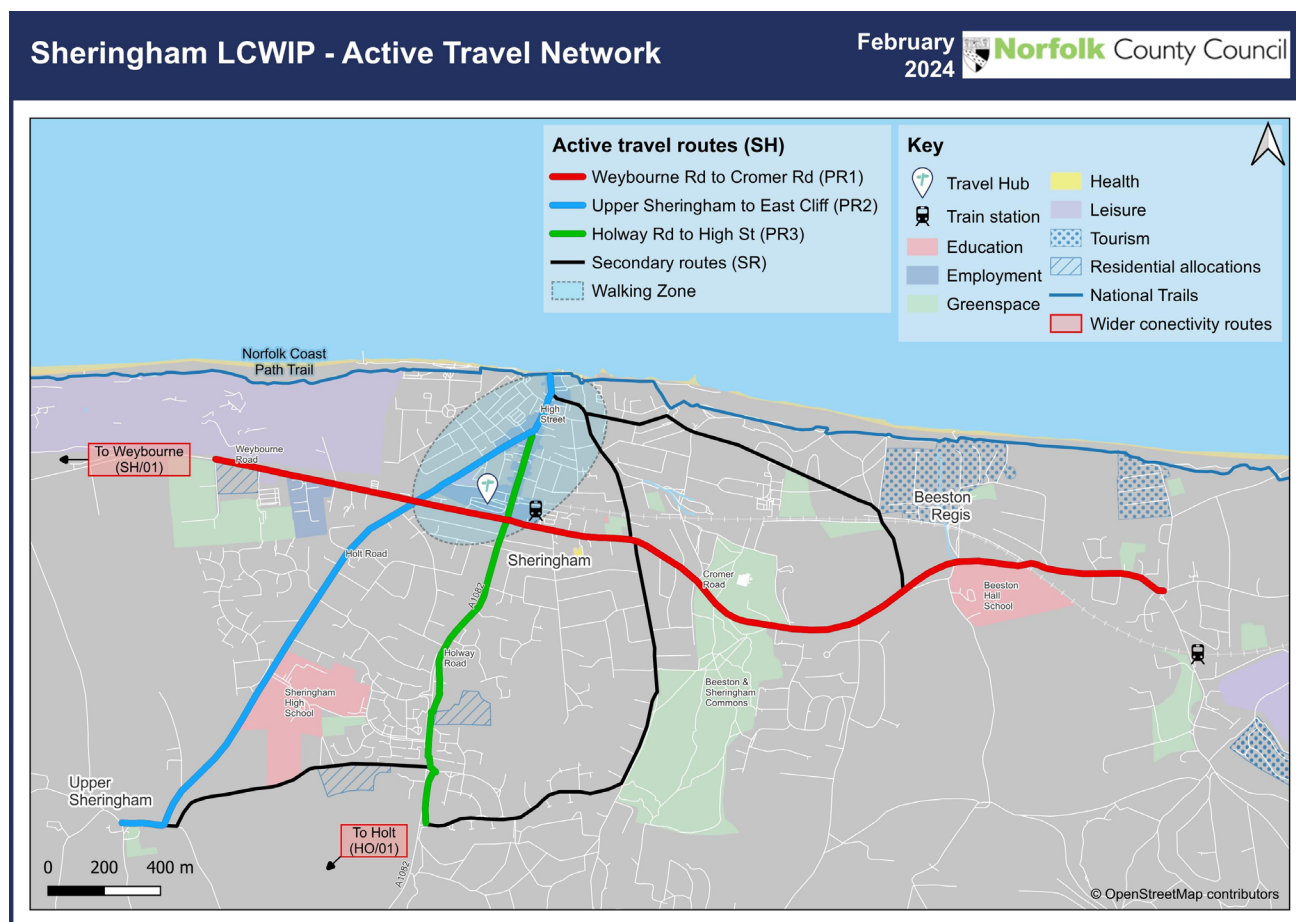
In 2021, 42% of residents were in employment or looking for work. Driving by car or van was the preferred method of travel to work for those aged 16+ at 51%. A further 14.9% of residents travelled by foot, 2% by bus or train and 1.7% cycled. Other methods accounted for 4.5% of journeys^{vi}.

Sheringham train station provides fast and direct transport to the east of Norfolk and to Norwich and regular buses services travel to Holt, Cromer and Norwich. Active travel options include the Norfolk Coast Path which runs along the north Norfolk coast to neighbouring towns including Cromer. The walking-only Trail is a 6-minute walk from Sheringham train station.

ii. Active travel network

The priority active travel routes in Sheringham aim to provide connectivity between residential areas, leisure facilities, greenspace, schools and central services, including Sheringham train station. Upper Sheringham is also connected via routes in the southwest of the town.

The Walking Zone study area 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 around Sheringham train station and the 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. The next step is to conduct feasibility studies and walking route assessments within this area to identify schemes to improve walking and wheeling connectivity.

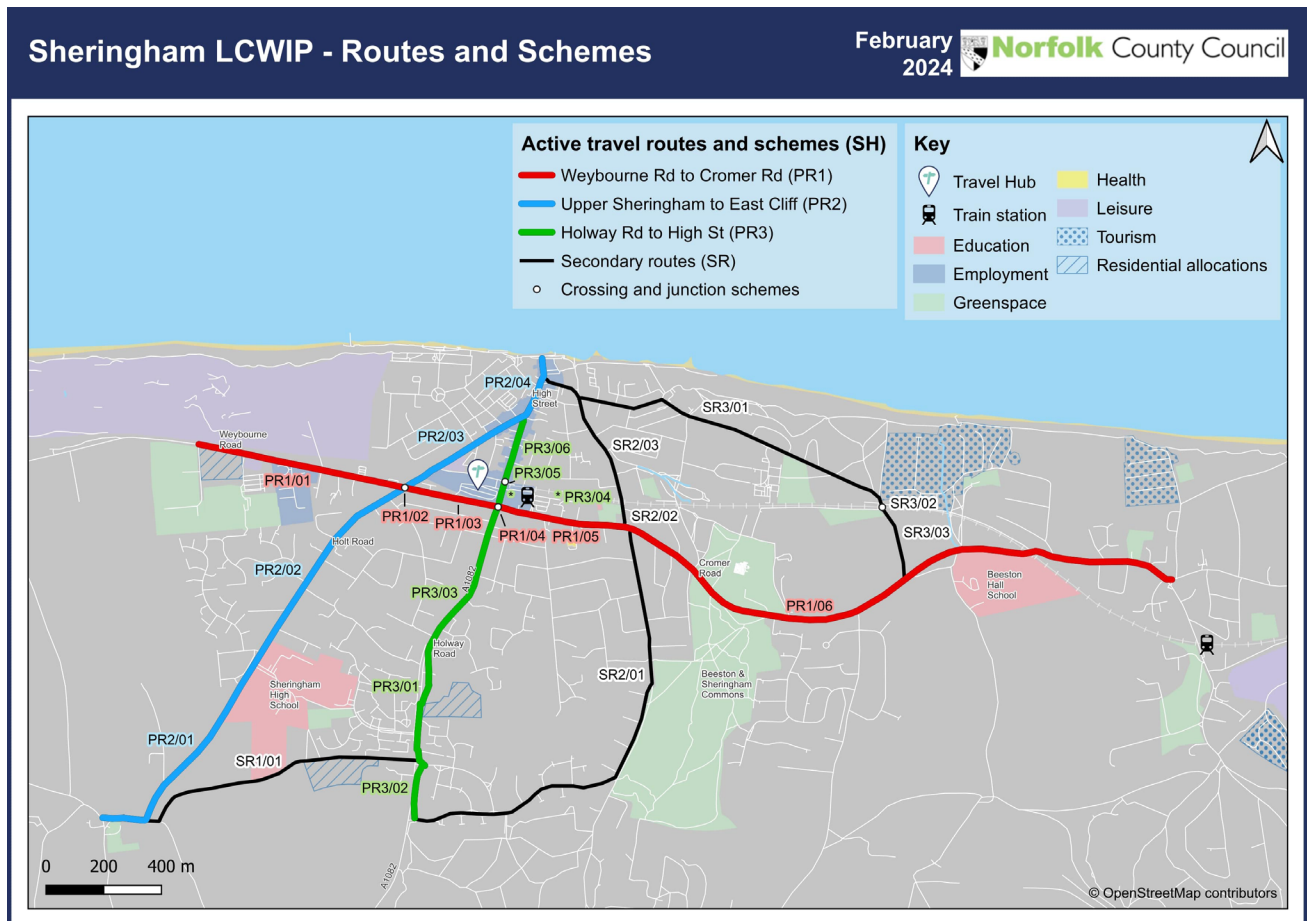


Map 35: Sheringham area map showing the current active travel network and LCWIP network.

iii. Summary of priority active travel routes and schemes

Route Number	Route	Route Description
Route 1 (Red)	Weybourne Road to Cromer Road	A 3.2km east west linear route providing connectivity with leisure facilities, central employment areas, public transport, greenspace 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.

Further information for specific schemes along each of the primary and secondary routes can be found in Annex A.



Map 36: Sheringham active travel network and schemes.

► Swaffham

i. Introduction

Swaffham is a market town situated 24km east of King's Lynn along the A47. In 2021, the town had a population of 8,565, with 33% of residents aged 65 or over. This figure is noticeable higher than the UK average of 18%^v. New allocations for housing and employment are expected to attract more people to the town and increase the demand on active travel commuter routes.

In 2021, 48% of residents were in employment or looking for work. Driving by car or van was the preferred method of travel to work for those aged 16+ at 61%. A further 10.9% of residents travelled by foot, 1.4% by bus or train and 1% cycled. Other methods accounted for 5.3% of journeys^{vi}.

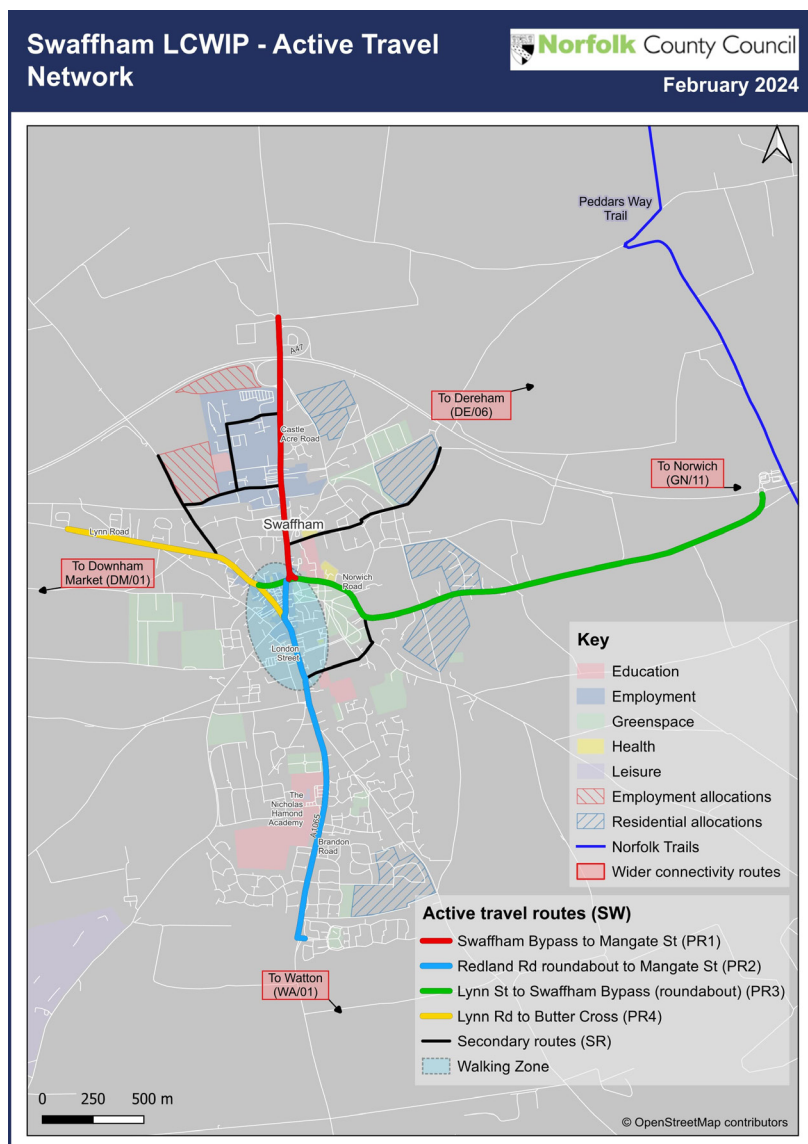
Swaffham does not have a train station but has several bus routes, which provide access to the surrounding towns and villages. Peddars Way to the east is a walking and cycling Trail and currently partially a horse-riding Trail with limited direct access to Swaffham.

ii. Active travel network

The priority active travel routes in Swaffham aim to provide connectivity by linking the north, south, east and west of the town via four routes that meet in the town centre. The routes connect residences, businesses, schools, caravan sites and central services. The route heading northwards also has potential to link to any new cycle path to Watton via the Crab and Winkle Line.

Connectivity is further enhanced by a series of secondary routes, notably in the north of Swaffham, which link to current and future employment allocations. The network schemes align with the Swaffham Town Delivery Plan 2021–2031, Swaffham Network Improvement Strategy 2020, Swaffham Neighbourhood Plan 2016–2036, Swaffham Air Quality Action Plan (AQAP) 2018 and High Streets Heritage Action Zone (HSHAZ) in Swaffham 2021.

The Walking Zone study area includes employment areas and healthcare services in the town centre, which see high levels of footfall. The next step is to conduct feasibility studies and walking route assessments within this area to identify schemes to improve walking and wheeling connectivity.



Map 37: Swaffham area map showing the current active travel network and LCWIP network.

iii. Summary of priority active travel routes and schemes

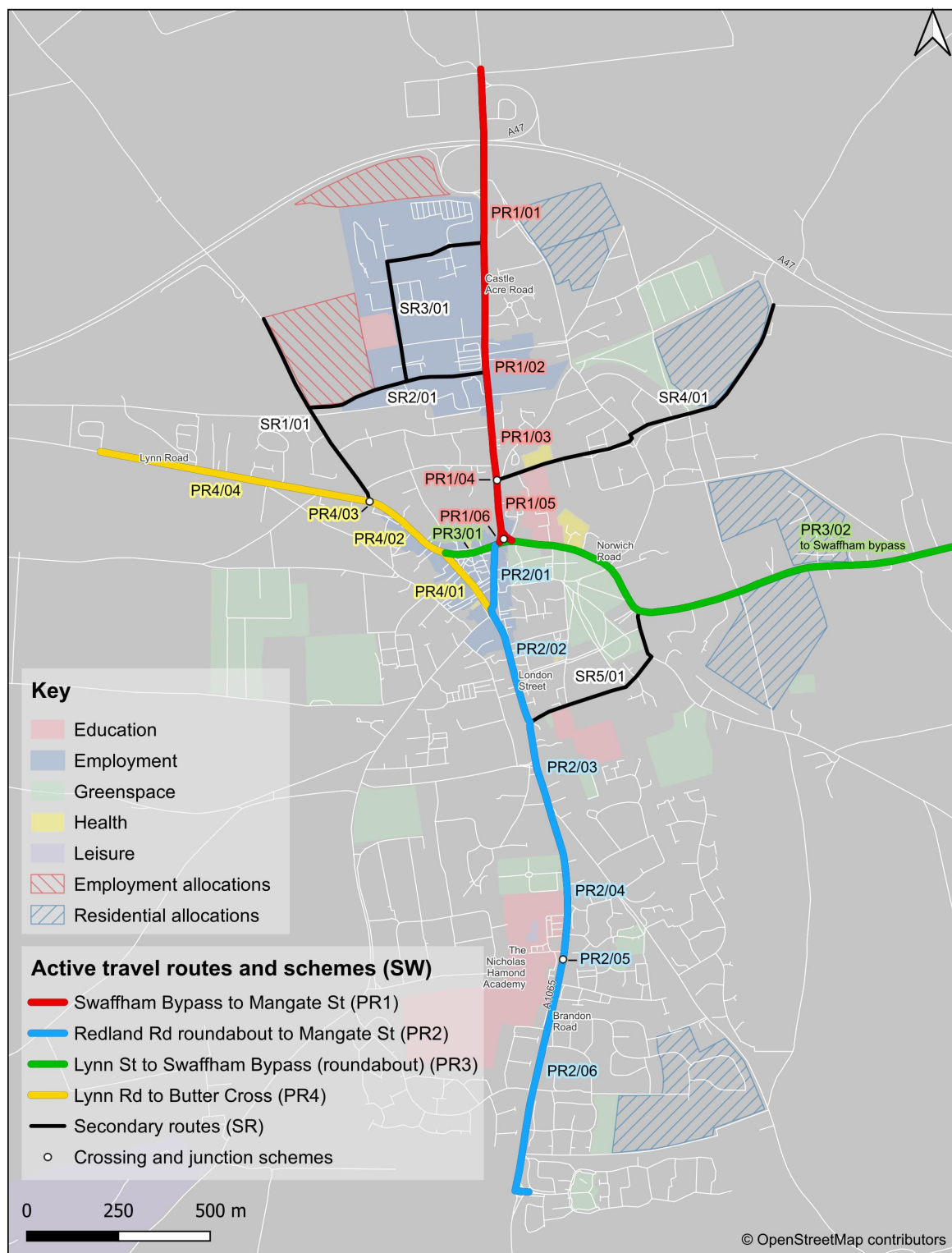
Route Number	Route	Route Description
Route 1 (Red)	Swaffham Bypass to Mangate Street	A 1.3km route that runs north to south from Swaffham Bypass in the north to the town centre. The route links employment areas such as the retail park on the east of Castle Acre Road with residential areas. The route also provides connectivity north of Swaffham and has potential to link to any new cycle path on the Crab and Winkle Line to Watton.
Route 2 (Blue)	Redland Road roundabout to Mangate Street	A 1.8km route starting from the northeast point of Swaffham town centre and linking the south of the town centre to the Brandon Road/ Redland Road Roundabout in the south of Swaffham. The route also joins Swaffham Junior School and Leisure Centre.
Route 3 (Green)	Lynn Street to Swaffham Bypass (roundabout)	A 2.7km route linking new and existing residential areas with central services and places of education. This route also provides a link with future wider connectivity opportunities and services at the Swaffham bypass roundabout.
Route 4 (Yellow)	Lynn Road to Butter Cross	A 1.2km route from Swaffham Market to Breckland Meadows Touring Park. The route connects residences, businesses and caravan sites to the town centre.

Further information for specific schemes along each of the primary and secondary routes can be found in Annex A.

Swaffham LCWIP - Routes and Schemes



February 2024



Map 38: Swaffham active travel network and schemes.

► Thetford

i. Introduction

Thetford is Norfolk's largest market town and fourth largest urban area, located 50km southwest of Norwich via the A11 on the Norfolk and Suffolk border. In 2021, Thetford had a population of 25,258 with 17% of the population aged 65 or over^v.

A Sustainable Urban Extension (SUE) is being built to the north of the town with 5,000 new homes. The development is likely to increase the population by around 15,000 residents. As well as the SUE, Thetford has development areas allocated for employment. In 2021, the number of economically active residents stood at 63%^{vi}. In the same year, driving by car or van was the preferred method of travel to work for those aged 16+ at 57%. A further 10.4% of residents travelled by foot, 2% by bus or train and 3.1% cycled. Other methods accounted for 6.9% of journeys^{vi}.

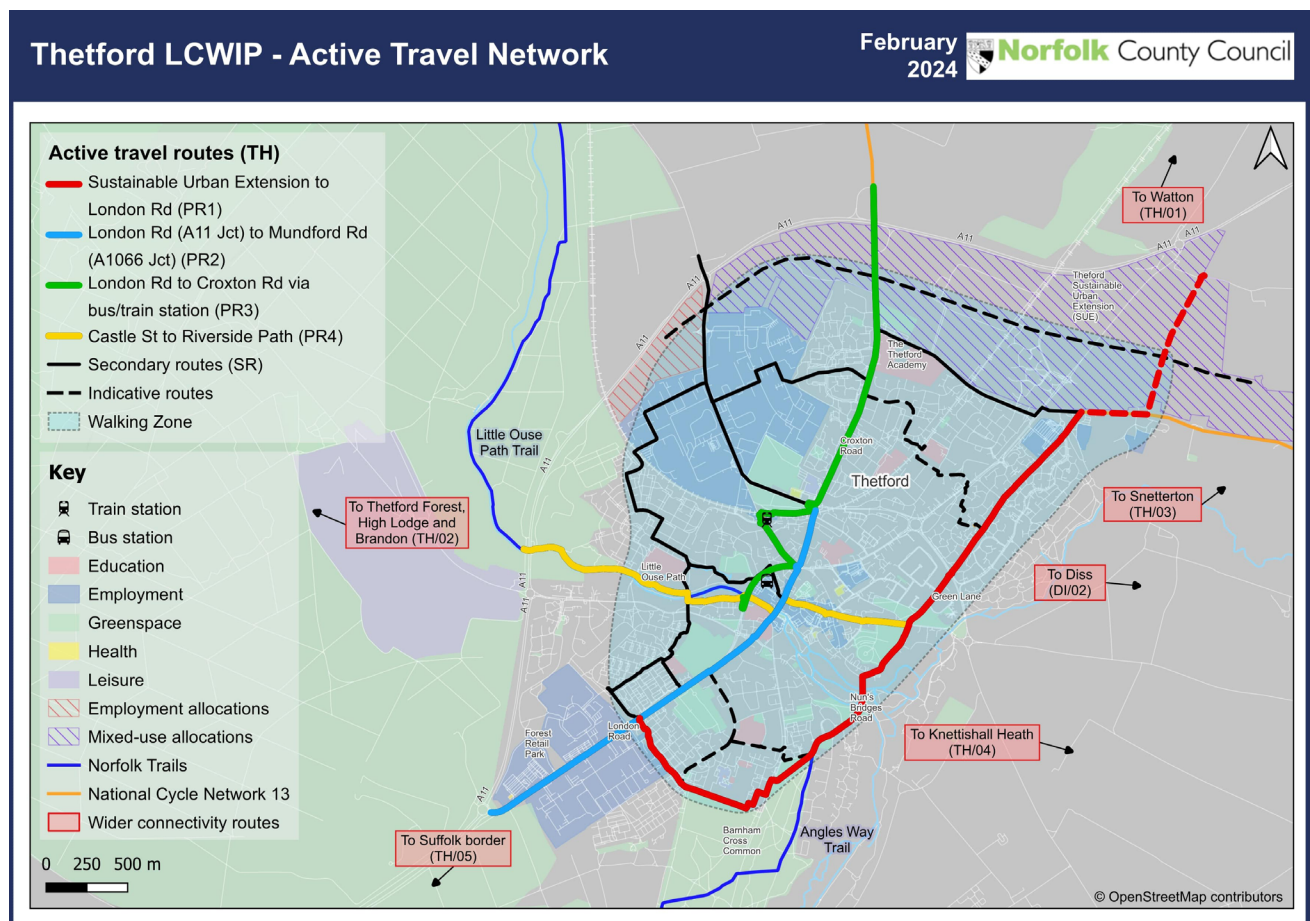
Thetford has a bus and train station providing links to Norwich, Cambridge and London. Active travel options are currently provided by National Cycle Network Route 13 which links the town to Peddars Way in the east and to Angles Way to the south. Peddars Way is a walking, cycling and horse-riding Trail and Angles allows walking only.

ii. Active travel network

The active travel routes in Thetford align with proposals from the Thetford Town Delivery Plan 2021–2031, Thetford Network Improvement Strategy 2020, Thetford Town Centre Masterplan 2013 and Thetford Area Action Plan (TAAP) 2012.

The priority routes aim to provide connectivity between residential areas, places of employment and education, commercial areas and central services including the Thetford train station and bus station. The network, which includes several secondary routes, will also link to new housing and employment developments in the north of Thetford and will provide access to greenspace by connecting to the Little Ouse Path and Angles Way.

The Walking Zone study area extends beyond the existing pedestrian area within the town centre and includes a large extent of the town including the new developments in the north, the bus station and train station. In the south, the Walking Zone extends all the way to the northern boundary of Barnham Cross Common. The next step is to conduct feasibility studies and walking route assessments within this area to identify schemes to improve walking and wheeling connectivity..

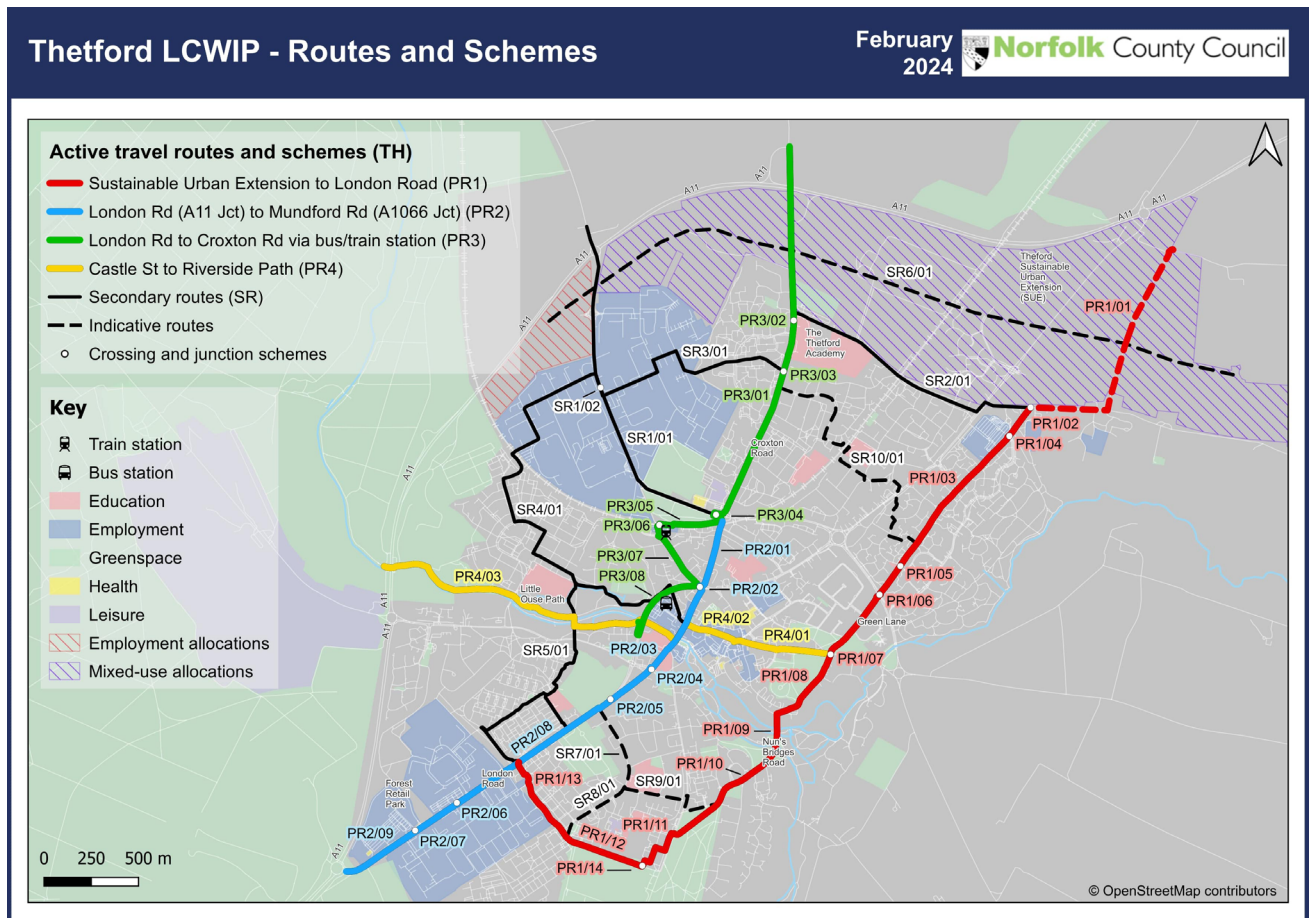


Map 39: Thetford area map showing the current active travel network and LCWIP network.

iii. Summary of priority active travel routes and schemes

Route Number	Route	Route Description
Route 1 (Red)	Sustainable Urban Extension to London Road	A 5.5km route enabling connectivity between the Sustainable Urban Extension (SUE) and Kingsfleet Housing Development (east) to Kilverstone, the central services in the town centre, residential areas and greenspace.
Route 2 (Blue)	London Road (A11 Junction) to Mundford Road (A1066 Junction)	A 2.5km route enabling connectivity with areas of employment in the south and central services in the town centre. This route also links with the existing shared use path at the London Road (A11) roundabout.
Route 3 (Green)	London Road to Croxton Road via bus and train station	A 3.2km route which connects the river and residential areas to the west of town with the town centre, bus station, train station and schools. The route extends to the north of Thetford, linking up residential areas with the Sustainable Urban Extension (west) and National Cycle Network.
Route 4 (Yellow)	Castle Street to Riverside Path	A 2.7km route connecting residential areas in with the town centre with National Cycle Route 1 and greenspace.

Further information for specific schemes along each of the primary and secondary routes can be found in Annex A.



Map 40: Thetford active travel network and schemes.

► Watton

i. Introduction

Watton is a rural market town situated 37km west of Norwich along Watton Road (B1108). In 2021, the population stood at 8,967, with 25% of residents aged 65 or over^v. With future residential allocations planned within the town, the town population is set to increase in coming years^v.

In 2021, 54% of residents were in employment or looking for work. Driving by car or van was the preferred method of travel to work for those aged 16+ at 59%. A further 13.5% of residents travelled by foot, 1% by bus or train and 2.6% cycled. Other methods accounted for 7.4% of journeys^{vi}.

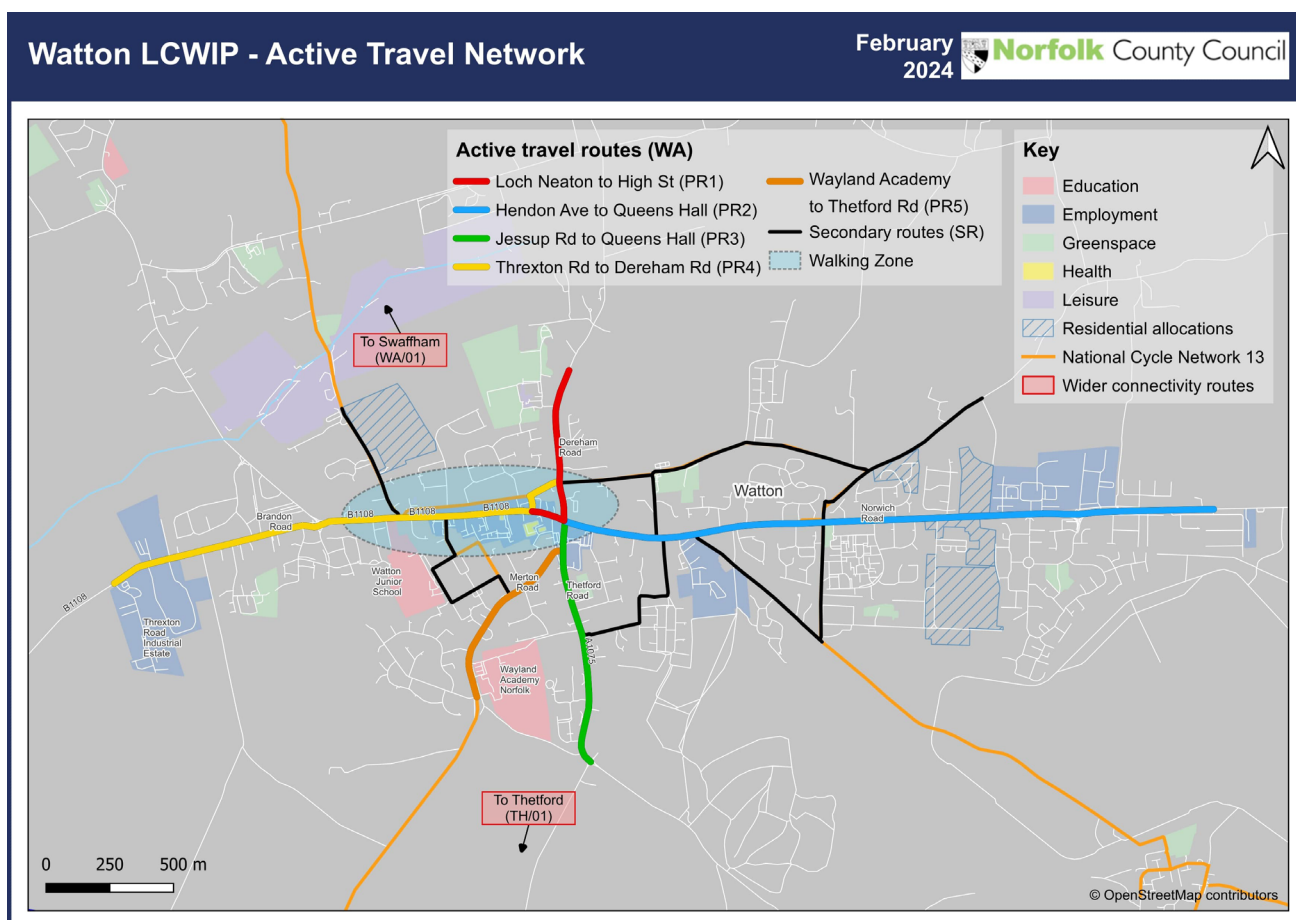
Watton does not have a train station but has several bus routes which provide access to surrounding towns and villages. National Cycle Network Route 13 connects with Swaffham and provides connectivity with Dereham and Thetford. To the west of the town, Peddars Way is a walking and cycling Trail and allows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

ii. Active travel network

The priority active travel routes in Watton aim to provide connectivity between residential areas and places of education and employment. The network, which includes several secondary routes, also connects to market locations in the centre, leisure facilities and Loch Neaton in the north of the town. The network routes align with the Watton Town Delivery Plan 2021–2031 and support the ambitions of the emerging Watton Neighbourhood Plan 2021–2036.

The Walking Zone study area in Watton 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 2021–2031. The Queens Hall Road junction connecting High Street, Cadman Way, Norwich Road and Thetford Road is also included, as well as Middle Street and Dereham Road which will enable connectivity to leisure facilities and to Loch Neat via Cadman Way.

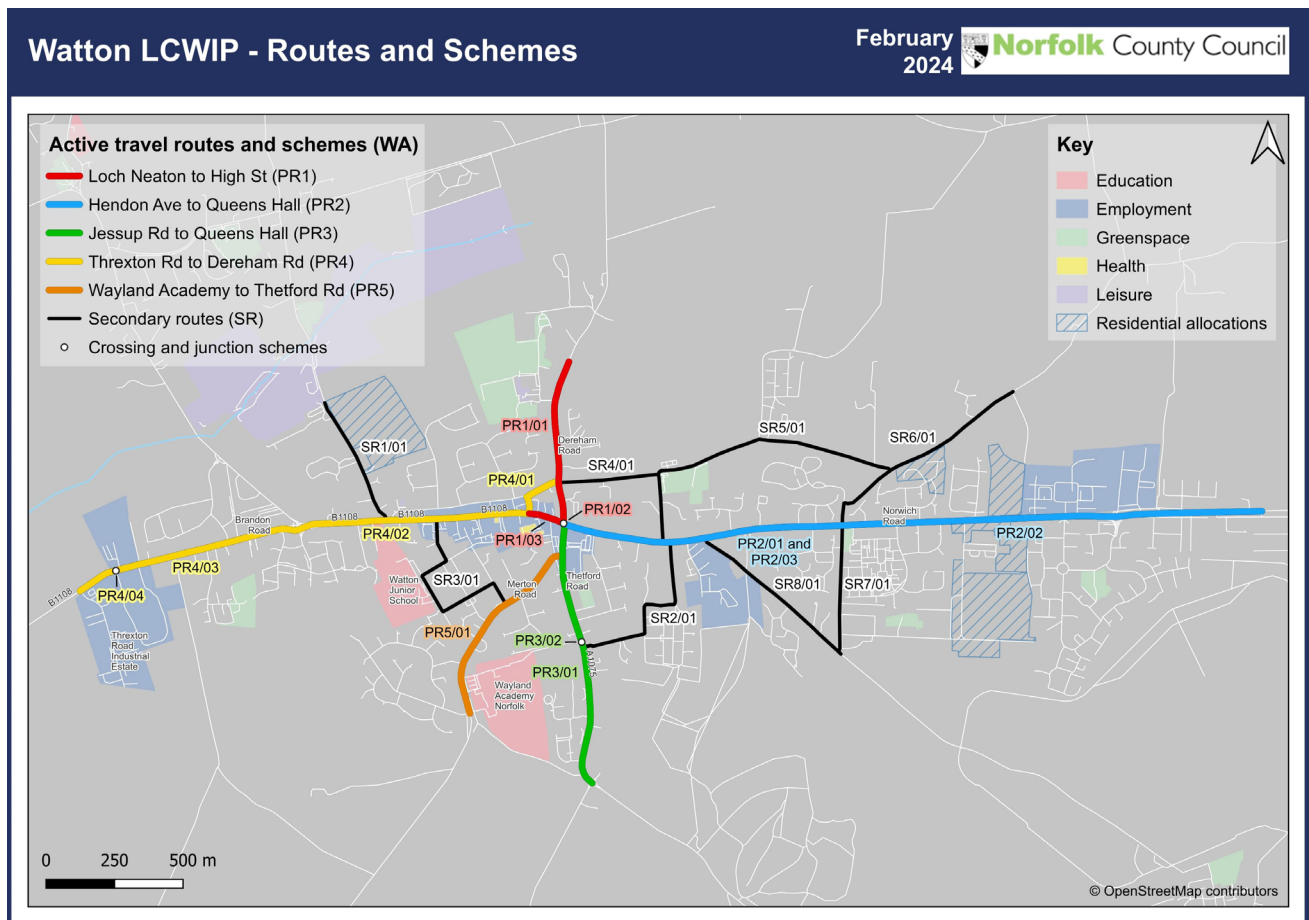
The Walking Zone aligns with the Future Breckland Town Delivery Plan which highlights the need for more and improved pedestrian crossing points along the Brandon Road and High Street. The next step is to conduct feasibility studies and walking route assessments within this area to identify schemes to improve walking and wheeling connectivity.



iii. Summary of priority active travel routes and schemes

Route Number	Route	Route Description
Route 1 (Red)	Loch Neaton to High Street	A 0.7km route providing connectivity between residential areas, greenspace (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 from the Queens Hall junction on Norwich Road. The route connects residential areas with areas of employment and central market locations.
Route 3 (Green)	Jessup Road to Queens Hall	A 1.2km route connecting new residential areas in the south of Watton at Queens Hall to Wayland Academy Norfolk and central areas of employment.
Route 4 (Yellow)	Thrextan Road to Dereham Road	A 1.9km route connecting residential areas to a major employment area in the west of Watton. The route passes central places of employment and education (Watton Primary school) along High Street and Brandon Road.
Route 5 (Orange)	Wayland Academy to Thetford Road	A 0.7km route connecting Wayland Academy Norfolk, residential areas and the town centre.

Further information for specific schemes along each of the primary and secondary routes can be found in Annex A.



► Wroxham and Hoveton

i. Introduction

The towns of Wroxham and Hoveton are located 16km northeast of Norwich along Wroxham Road and are separated by the river Bure. Their combined population was 10,662 in 2021 with 27% of residents aged 65 or over^v.

With the allocation of residential developments in both towns, the demand for cycling and walking routes is expected to increase in coming years. Employment levels are also set to rise – in 2021, the economically active population of Wroxham and Hoveton stood at 52%^{vi}.

In 2021, driving by car or van was the preferred method of travel to work for residents aged 16+ at 58%. A further 4.1% of residents travelled by foot, 1.4% by bus or train and 1.6% cycled. Other methods accounted for 3.5% of journeys^{vi}.

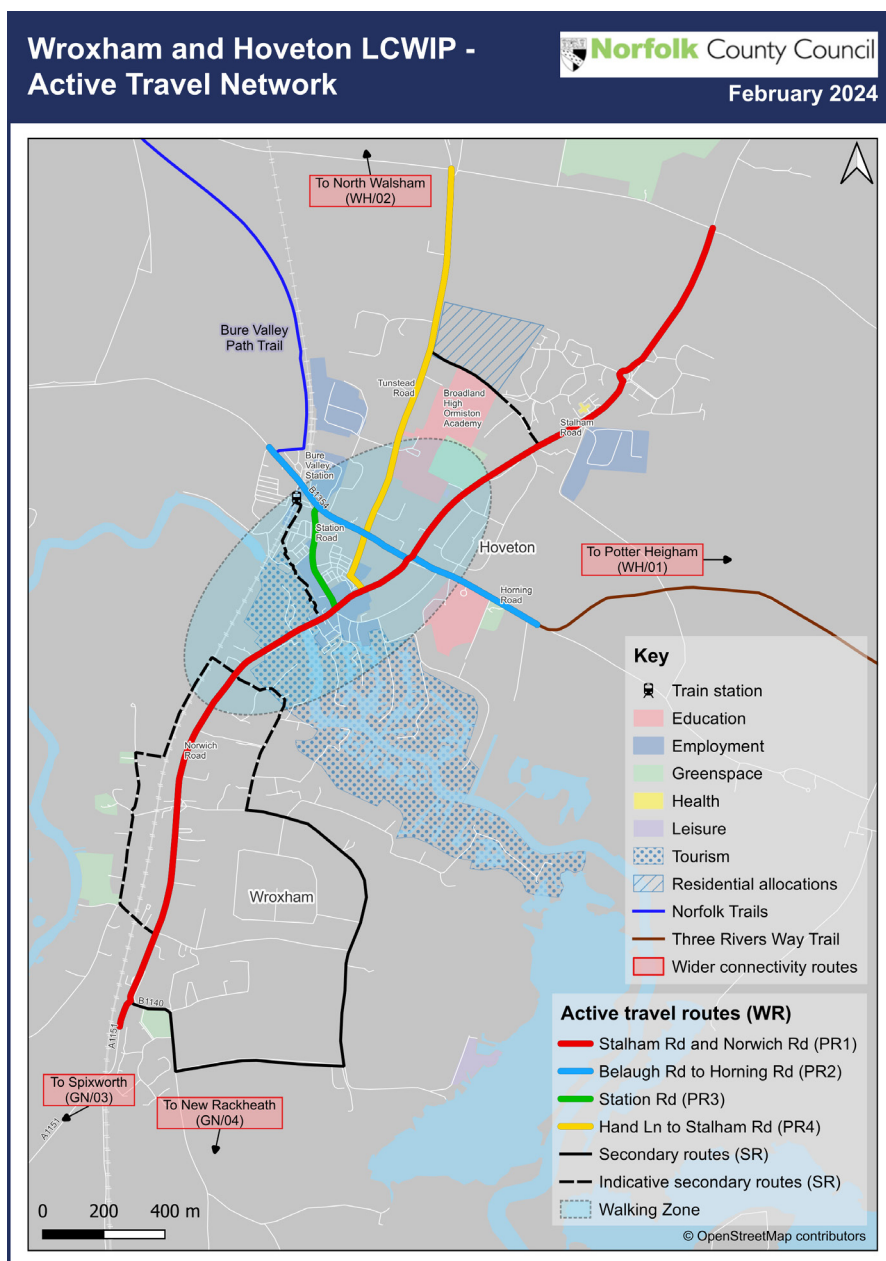
Hoveton and Wroxham train station sits in the heart of Hoveton just south of the Bure Valley Railway. The Bure Valley Path is a walking and cycling Trail which is accessible from the train station and provides access route to the northwest of the towns towards Aylsham. To the west, Three Rivers Way is a walking and cycling Trail to Horning.

ii. Active travel network

The active travel network for Wroxham and Hoveton embeds policies and proposals contained within the Wroxham and Hoveton Network Improvement Strategy 2020 and the Wroxham Neighbourhood Plan 2019–2039.

The priority active travel routes aim to provide connectivity between Hoveton and Wroxham via a linear north to south route. The network, which includes several secondary routes, also provides access to Hoveton and Wroxham train station, tourist attractions, schools and current and new residential developments.

The Walking Zone study area covers the Wroxham and Hoveton town centre, Hoveton and Wroxham train station, schools and areas which see high levels of footfall, including Norwich Road and Stalham Road. The next step is to conduct feasibility studies and walking route assessments within this area to identify schemes to improve walking and wheeling connectivity.



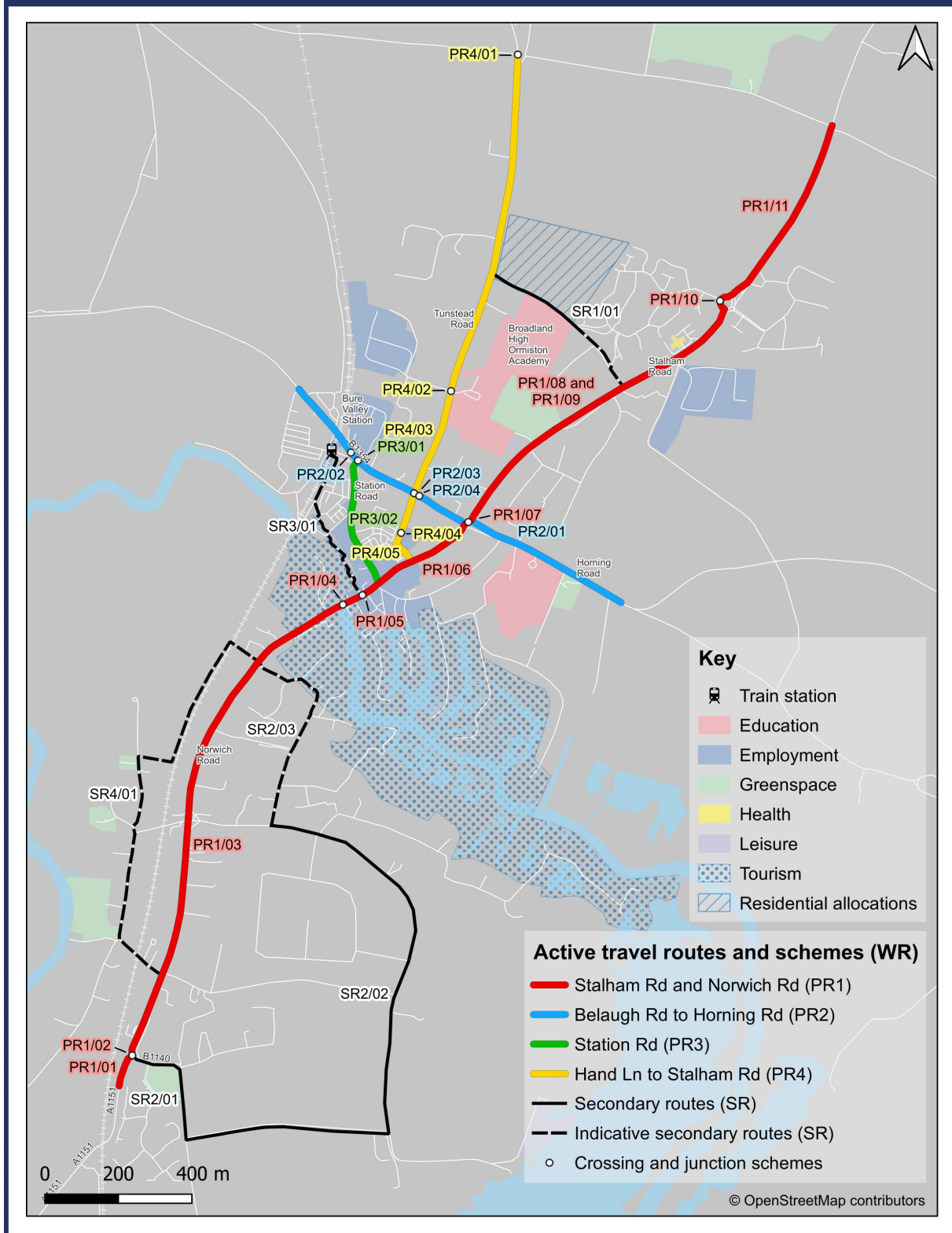
Map 43: Wroxham and Hoveton area map showing the current active travel network and LCWIP network.

iii. Summary of priority active travel routes and schemes

Route Number	Route	Route Description
Route 1 (Red)	Stalham Road and Norwich Road	A 3.5km linear route on Norwich Road starting to the west of the railway south of Wroxham and continuing through the centre of the town and along Stalham Road to the junction with St Peter's Lane.
Route 2 (Blue)	Belaugh Road to Horning Road	A 1km route that links part of the existing Three Rivers Way with the Bure Valley Route. From east to west, the route starts at the junction of New Lane and Horning Road. The route connects two well established recreational cycle routes and provides wider connectivity to surrounding areas.
Route 3 (Green)	Station Road	A 0.4km route from Hoveton and Wroxham train station to the town centre on Station Road.
Route 4 (Yellow)	Hand Lane to Stalham Road	A 1.5km route on Tunstead Road in the north of Hoveton, heading south past Broadland High Ormiston Academy, across Horning Road West.

Further information for specific schemes along each of the primary and secondary routes can be found in Annex A.

Wroxham and Hoveton LCWIP - Routes and Schemes



Map 44: Wroxham and Hoveton active travel network and schemes.

► Wymondham and Hethersett

i. Introduction

Wymondham is a market town situated 19km southwest of Norwich within the district of South Norfolk. In 2021, the population stood at 18,284 with 19% of residents aged 65 or over^v. In the same year, 61% of residents were in employment or looking for work in Wymondham^{vi}. The town has allocation for new housing in the west, south and east which is set to increase the population and levels of employment.

Hethersett is a nearby large village roughly halfway between Wymondham and Norwich. In 2021, the village had a population of 8,784, of whom 21% were 65 or over^v. A significant new housing and employment development has been allocated in the north, which is likely to boost employment levels. In 2021, 58% of residents were economically active^{vi}.

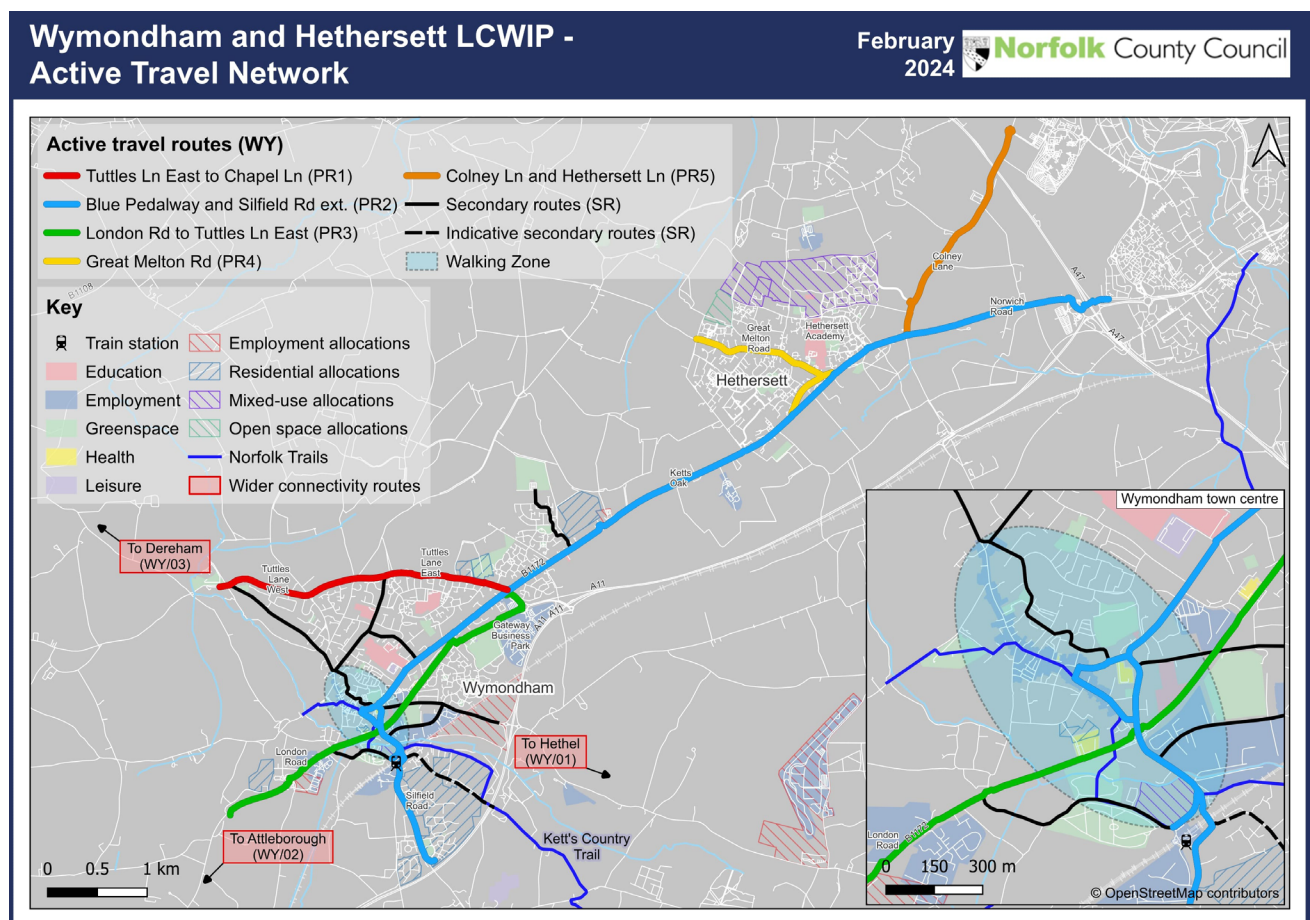
In 2021, driving by car or van was the preferred method of travel to work for residents aged 16+ in Wymondham and Hethersett combined, at 53%. A further 5.6% of residents travelled by foot, 2.4% by bus or train and 2.6% cycled. Other methods accounted for 3.5% of journeys^{vi}.

Both Wymondham and Hethersett are connected to Norwich with an existing shared-use cycling facility running parallel to the B1172. Wymondham also has a bus station and a train station on the Breckland Line with access to Norwich, Attleborough and further west to Cambridge. Norwich can also be accessed by foot via the Kett's Country walking Trail which begins in the south of Wymondham.

ii. Active travel network

The priority active travel network aims to connect residential areas, central services, places of employment and education and new developments in Wymondham and Hethersett. The network will also link the towns via the existing Blue Pedalway. Connectivity is further enhanced in Wymondham by a network of secondary routes across the town. Schemes align with the Wymondham Neighbourhood Plan 2023–2038, the Wymondham Network Improvement Strategy 2020 and the Wymondham Area Action Plan 2015.

The Walking Zone study area, located in Wymondham, aims to cover services in the town centre which see high levels of footfall. The next step is to conduct feasibility studies and walking route assessments within this area to identify schemes to improve walking and wheeling connectivity.

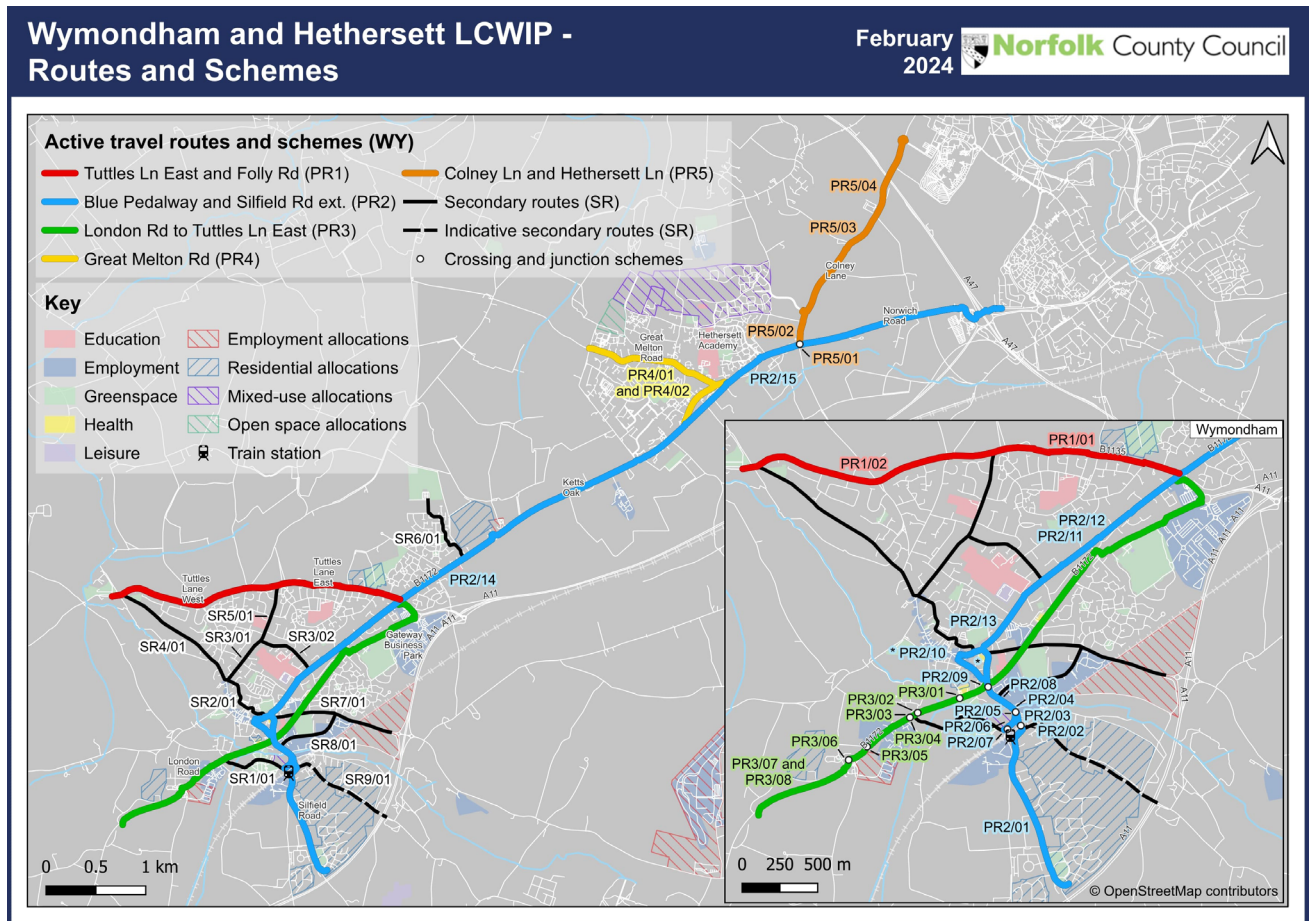


Map 45: Wymondham and Hethersett area map showing the current active travel network and LCWIP network.

iii. Summary of priority active travel routes and schemes

Route Number	Route	Route Description
Route 1 (Red)	Tuttles Lane East to Chapel Lane	A 3km route to provide connectivity in the north of Wymondham along Tuttles Lane West and Tuttles Lane East.
Route 2 (Blue)	Blue Pedalway and Silfield Road extension	A 10.5km linear route to improve connectivity along the existing Blue Pedalway and an extension to connect with public transport and residential areas along Silfield Road.
Route 3 (Green)	London Road to Tuttles Lane East	A 3.9km route providing connectivity in Wymondham between Gateway Business Park to the town centre, as well as linking new and existing residential and employment areas in the south.
Route 4 (Yellow)	Great Melton Road	A 2km route providing connectivity between residential areas and places of education within Hethersett.
Route 5 (Orange)	Colney Lane and Hethersett Lane	A 2.4km route to link the Norfolk and Norwich University Hospital and new housing allocations in the north of Hethersett.

Further information for specific schemes along each of the primary and secondary routes can be found in Annex A.



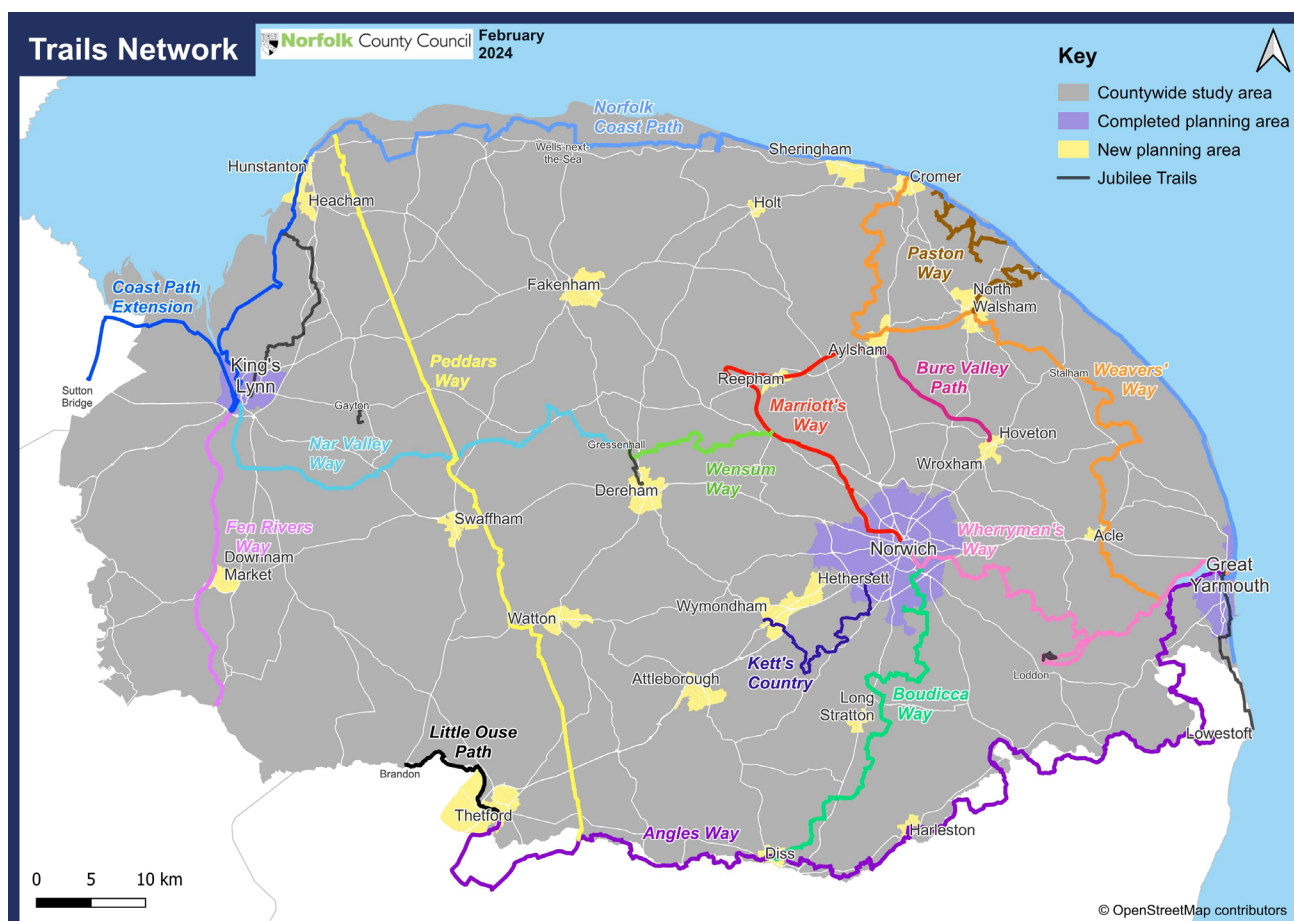
Map 46: Wymondham active travel network and schemes.

9. Norfolk Trails Network

i. Introduction

The Countywide LCWIP includes a range of infrastructure proposals to improve the accessibility of the existing Trails network. The network improvements have been identified through a review of local plans and policies, public feedback and Norfolk Trails Officer inspections.

When designing new infrastructure or upgrading existing infrastructure, it will be important that the needs of all users of public rights of way are considered, including horse-riders. Improvements include improved access for people with mobility issues, improvements to surface conditions, better drainage, realignment of routes, new crossing points at road junctions, boardwalk replacements and improved conditions for horse-riders. The full list can be found in Annex A: Programme of Cycling, Walking and Wheeling Improvements for Norfolk.



Map 47: Norfolk Trails network.

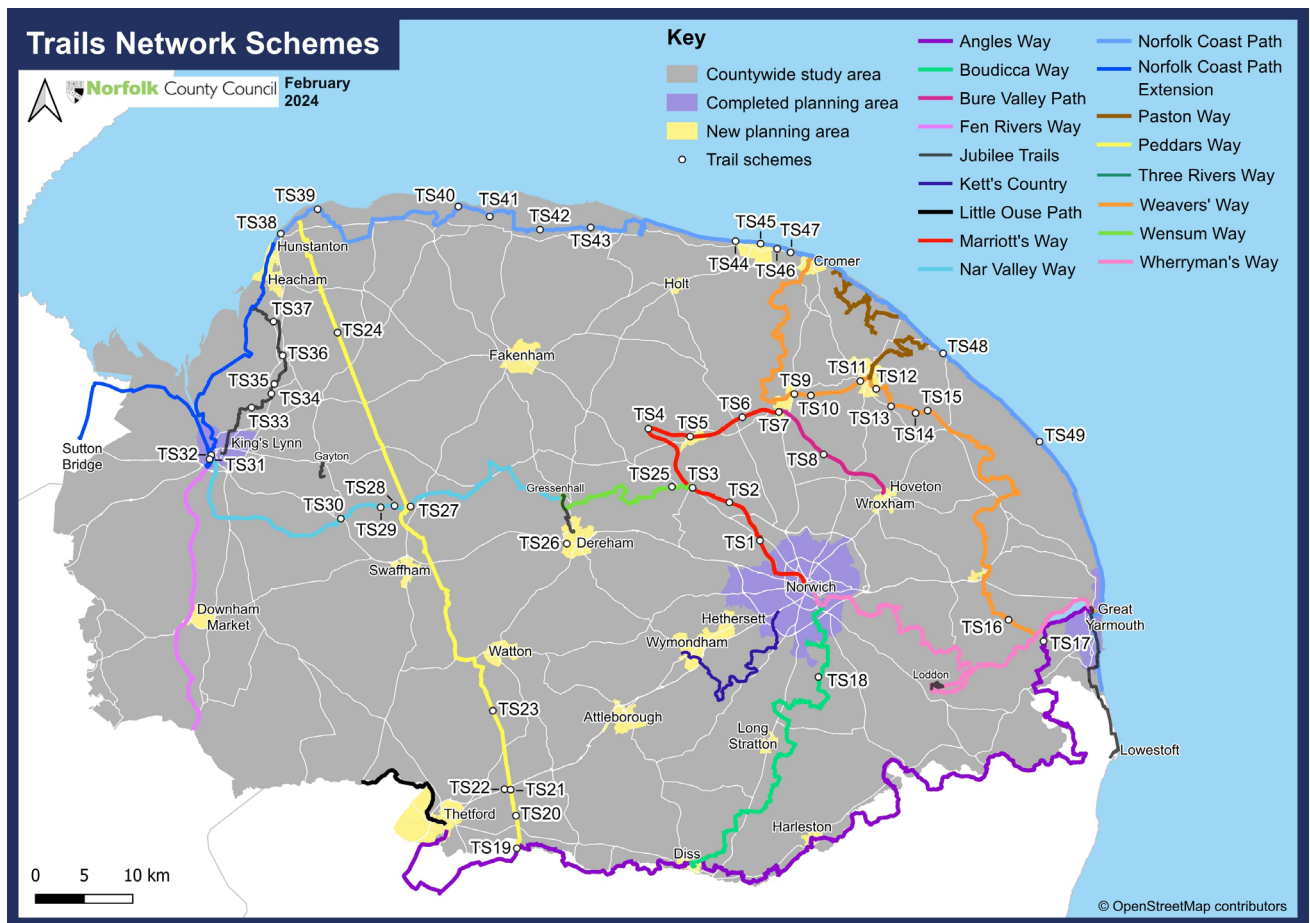
ii. Trails and scheme summary

The table below describes each of the main Trails in Norfolk. Please note, these are often a mix of user type and status – the table below describes what type the Trails are for most of their length.

Trail name	Trail type	Route description
Angles Way	Walking only	A 150km walking Trail running from Thetford, through Diss, Harleston, Bungay and Beccles to Lowestoft then north to Great Yarmouth via Somerleyton. The Trail also connects to Peddars Way near Riddlesworth Park, Boudicca Way in Diss and the Norfolk Coast Path and Wherryman's Way in Great Yarmouth.
Boudicca Way	Walking only	A 58km Trail running south from Trowse Newton in southeast Norwich to Diss via Shotesham, Tasburgh and Pulham Market. The Trail connects to Wherryman's Way in Trowse Newton and to Angles Way in Diss.
Bure Valley Path	Walking and cycling	A permissive 14km Trail running southeast from Aylsham to Wroxham and Hoveton via the historic Bure Valley Railway (now a heritage railway). The Trail goes through Brampton, Buxton, Coltishall and Wroxham and Hoveton train station and connects to the start of Marriott's Way in Aylsham.
Fen Rivers Way	Walking only	A 79km Trail heading south from King's Lynn to Cambridgeshire through Downham Market. The Trail also connects to Nar Valley Way at King's Lynn.
Kett's Country	Walking only	A 29km Trail linking Wymondham and Norwich. Launched in March 2022, it is Norfolk's newest Trail. The route contains a series of circular walks in Wymondham, Wreningham, Mulbarton, Swardston and Cringleford.
Little Ouse Path	Walking only	A 16km Trail through the Little Ouse Valley. The Trail follows the old towpath and links Thetford and Brandon.
Marriott's Way	Walking, cycling and horse-riding	A 42km route running east from Aylsham towards Reepham. The Trail loops around Reepham and heads southeast to Norwich via Whitwell Common, Lenwade, Thorpe Marriott and North Earlham. The Trail connects to the Bure Valley Path in Aylsham and Wensum Way in Lenwade.
Nar Valley Way	Walking only	A 53km Trail from King's Lynn to Beetley via Setchey, Narborough, Castle Acre, Mileham and Gressenhall. The Trail links to Fen Rivers Way in King's Lynn, Peddars Way in Castle Acre and Wensum Way in Beetley.

Trail name	Trail type	Route description
Norfolk Coast Path (National Trail)	Walking only	A 135km route along the Norfolk Coast which forms part of the England Coast Path National Trail. It runs from Hunstanton to Hopton-on-Sea via Wells-next-the-Sea, Cromer, Caister-on-Sea and Great Yarmouth. The Trail links to Peddars Way in Holme, Weavers' Way and Paston Way in Cromer and Wherryman's Way and Angles Way in Great Yarmouth.
Paston Way	Walking and cycling	A 35km Trail running southeast from Cromer to North Walsham via Overstrand, Southrepps, Gimingham, Mundesley and Paston. The Trail links to Weavers' Way in both Cromer and North Walsham and runs along the Norfolk Coast Path between Cromer and Bacton.
Peddars Way (National Trail)	Walking, cycling and horse-riding	The 79km linear National Trail runs from Holme to Riddlesworth Park, east of Thetford, via Anmer, Castle Acre, Little Cressingham and Stonebridge. The Trail links to the Norfolk Coast Path in Holme, Nar Valley Way in Castle Acre and Angles Way in Riddlesworth Park.
Weavers' Way	Walking, cycling and horse-riding	The Trail runs for 98km from Cromer to the Broads via Aylsham, North Walsham, Stalham and Acle. The Trail links to the Norfolk Coast Path and Paston Way in Cromer, meets Paston Way again in North Walsham and joins Wherryman's Way near the Berney Arms train station in the Broads. The full length of the Trail is walkable and cycling is permitted for 10km from North Walsham to Aylsham. Cycling and horse-riding are permitted for 7km from Stalham to Bengate.
Wensum Way	Walking only	A 19km Trail running east from Beetley to Lenwade via Swanton Morley, Elsing and Lyng. The path connects to Nar Valley Way in Beetley and to Gressenhall and Marriott's Way in Lenwade.
Wherryman's Way	Walking only	The Trail runs east for 60km from Norwich train station to Great Yarmouth via Bramerton, Surlingham, Hardley, Loddon, Reedham and Berney Arms. The Trail links to Boudicca Way in Trowse Newton, Weavers' Way in Berney Arms and Angles Way and the Norfolk Coast Path in Great Yarmouth.

Further information for specific schemes along each of the Trails can be found in Annex A: Programme of Cycling, Walking and Wheeling Improvements for Norfolk.



10.

National Cycle Network and Norfolk

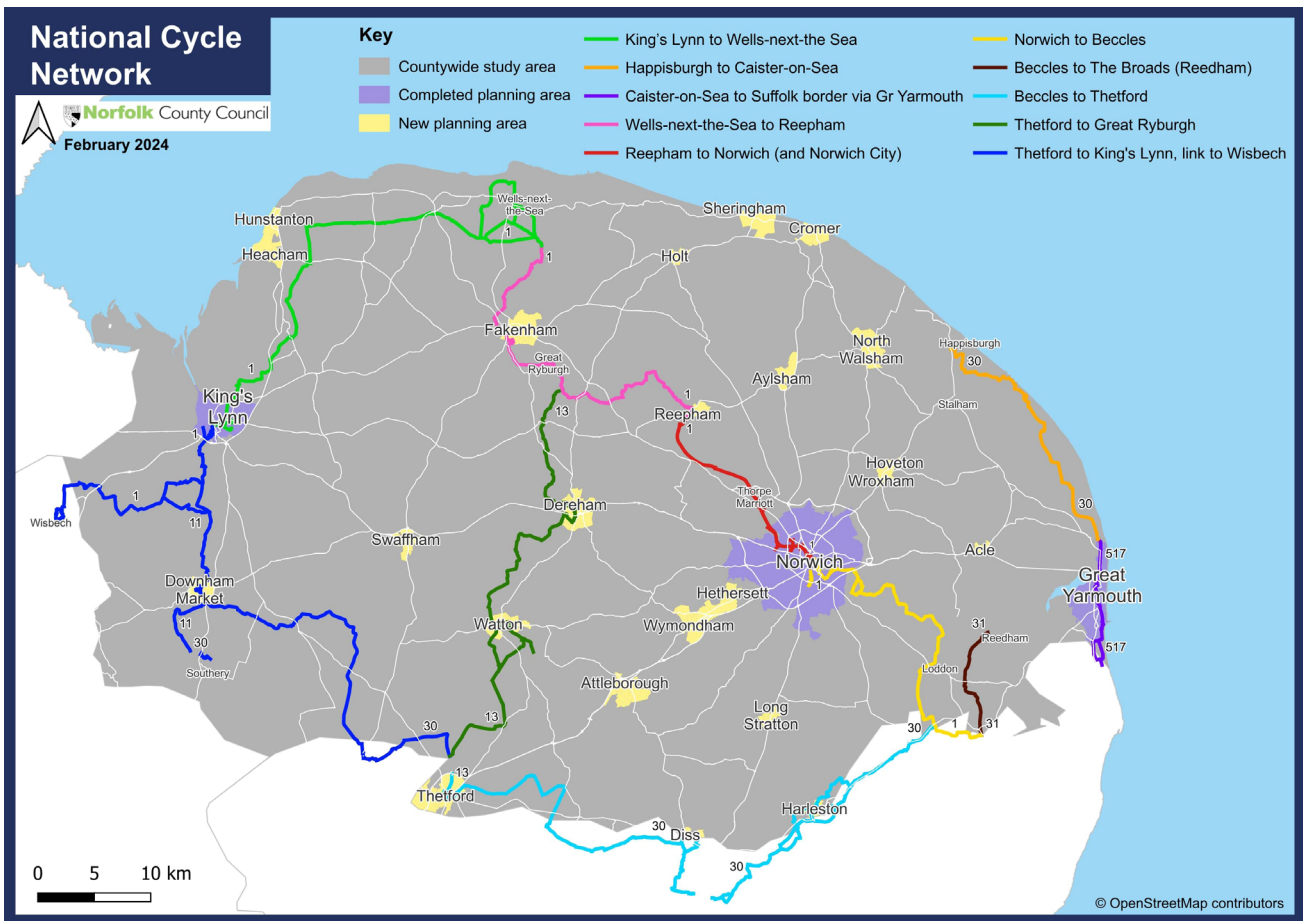
The National Cycle Network (NCN) is a nationwide network of over 26,000km of signed cycling and walking routes spanning the UK^{iv}. The routes are used by people walking and cycling, as well as wheelchair users, joggers and horse-riders.

The charity, Sustrans, are the custodians of the NCN, and work with partners and stakeholders across the country with the aim of making it easier for people to walk and cycle.

Norfolk County Council are working with Sustrans and aim to support infrastructure schemes which come forward as part of a network review to improve the National Cycle Network in Norfolk.

Potential improvements can be grouped into 5 categories:

- **Barrier removal schemes** to remove or redesign obstacles which pose a barrier to all forms of active travel along a route. .
- **Traffic survey schemes** to gather traffic volume and speed data to help inform schemes for on road sections of the NCN..
- **Surface improvement schemes** to make routes more accessible and comfortable for all users.
- **Crossing or junction improvement schemes** to enable safe and inclusive crossing for all users.
- **Route realignment schemes** where the current route quality is poor, indirect or there is a better viable alternative route.



Map 49: National Cycle Network in Norfolk, divided into 10 routes.

National Cycle and Regional Cycle Network route summary

Cycle network section	Network number	Route description
King's Lynn to Wells-next-the-Sea	NCN 1	The 64km of NCN between King's Lynn and Wells-next-the-Sea (including the Wells-next-the-Sea loop) is mostly on road, typically along rural lanes, and passes through smaller market towns including Burnham Market and the key tourist attraction of Sandringham.
Happisburgh to Caister-on-Sea	Reclassified for experienced users	A 25km route connecting coastal communities along the Norfolk coast and key tourist attractions in Winterton-on-Sea. This section has been reclassified due to the high motor traffic speeds on many sections and high traffic volumes through settlements and therefore is only promoted to experienced users.
Caister-on-Sea to Suffolk border via Great Yarmouth	NCN 30 and NCN 517	The 17km of NCN 30 and NCN 517 between Yarmouth and the Suffolk border in the south of Hopton (towards Lowestoft) consists of a combination of longer stretches on road and shorter traffic-free sections. This route provides a key link to the coast communities of Lowestoft and Great Yarmouth.
Wells-Next-The-Sea to Reepham (NCN 1)	NCN 1	The 45km stretch of NCN in this section is almost entirely on road, mostly on rural roads and often indirect. This section of NCN is rural in nature, providing connections between small villages and the town of Fakenham.
Reepham to Norwich (and Norwich City)	NCN 1	This section of NCN 1 is approximately 26km and connects Reepham and Norwich. It is mainly traffic free, following Marriott's Way from Norwich. The route travels through farmland, woodland and water meadows, as well as following the River Wensum in places. Marriott's Way, also part of the Norfolk Trails network, continues north to Aylsham, although this section is currently not on the NCN.
Norwich to Beccles	NCN 1	This section of NCN 1 is approximately 40km long and connects Norwich to Beccles (Suffolk). NCN 1 between Norwich and Beccles is almost entirely on road, on rural lanes, away from the more direct, but busier, Loddon Road. The route serves mostly to connect smaller villages, although there is an opportunity to the north of this section for commuter trips by cycle towards Norwich city centre.
Beccles to The Broads (Reedham)	NCN 31	This section of NCN 31 is approximately 16km long and connects the towns of Beccles (just inside Suffolk) with Reedham. This NCN route connects Beccles to the Broads. The route is predominantly on road with short traffic-free sections at the southern end of the route to the north of Gillingham.

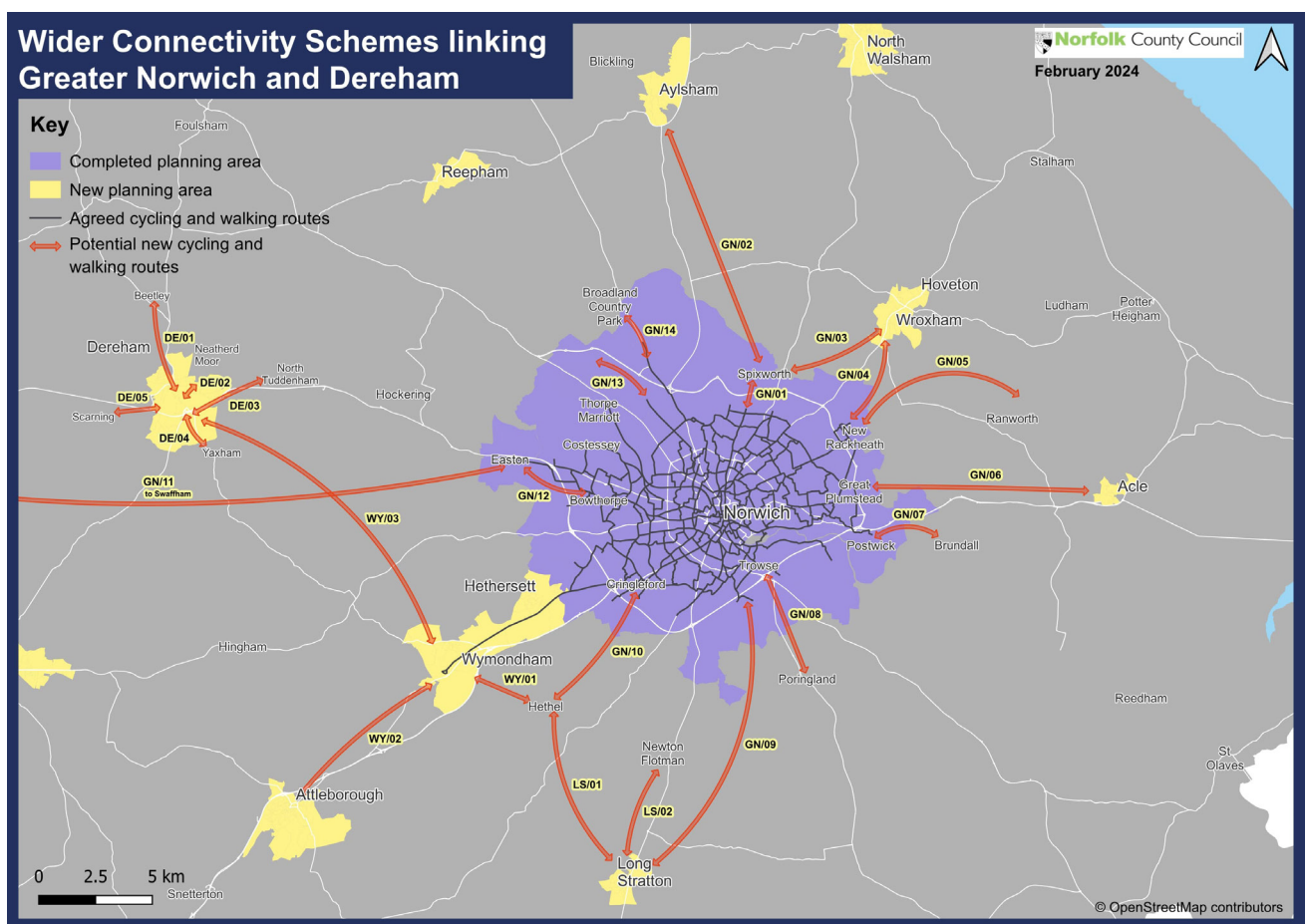
Cycle network section	Network number	Route description
Beccles to Thetford	NCN 30 and NCN 13	This section of the network, along NCN 30 and NCN 13, is approximately 72km long and connects the towns of Beccles (in Suffolk) and Thetford. The NCN 30 section travels along the Norfolk/Suffolk border towards Thetford, predominantly along rural roads. The route connects the built-up areas of Beccles (link to NCN 1), Bungay, Harleston and Diss.
Thetford to Great Ryburgh	NCN 13	This section of NCN 13 is approximately 56km long and connects the town of Thetford to NCN 1 near Fakenham. The NCN 13 connects towns and villages in this corridor with a predominantly on road route, with short sections of traffic-free route around Dereham and Watton.
Thetford to King's Lynn and link to Wisbech	NCN 30, NCN 11, NCN 1	This section of the network, along NCN 30 and NCN 11, is approximately 56km long and connects the towns of Thetford, Downham Market and King's Lynn. NCN 30 connects between Brandon and Downham Market via a reclassified section northwards through the villages of Foulden and Stoke Ferry. At Downham Market, NCN 11 heads north towards King's Lynn.

11.

Wider Connectivity Routes

A review of local plans and policies has identified potential new cycling and walking routes in Norfolk, which would enable connectivity with greenspace and link rural communities with central services. When designing new routes, it will be important that the needs of all users of public rights of way are considered, including horse-riders. The following maps and tables provide a summary of the routes within the Countywide LCWIP.

i. Wider Connectivity Routes Linking Greater Norwich and Dereham

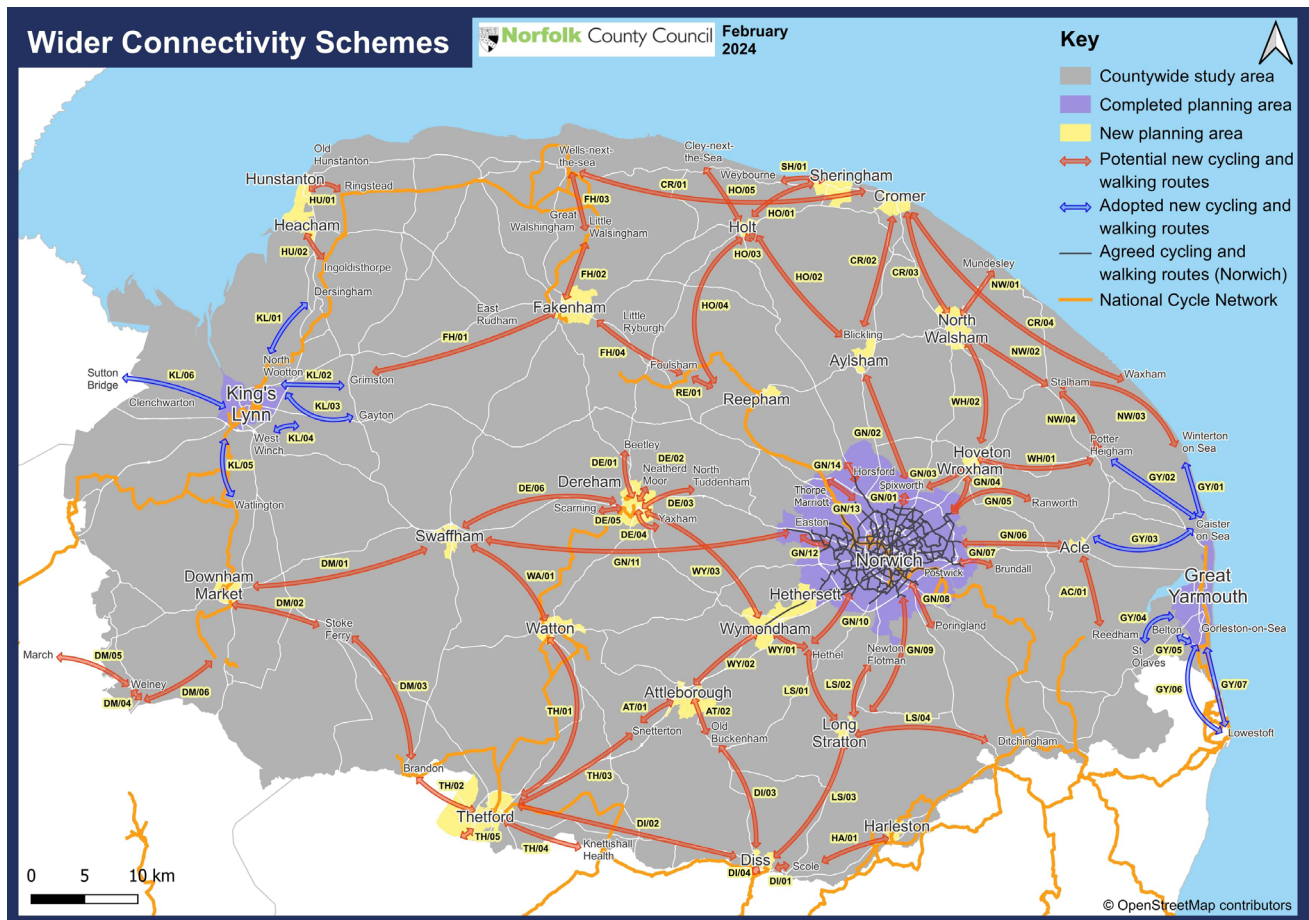


ii. Route summary

Reference	Location	Description
GN/01	Buxton Road to Spixworth cycle link	Cycling and walking route to connect Spixworth with the existing Greater Norwich cycle network via Buxton Road.
GN/02	Spixworth to Aylsham cycle link	Cycling and walking route providing connectivity between north Spixworth and Aylsham, potentially using quiet lanes.
GN/03	Spixworth to Wroxham cycle link	Development of an existing quiet lane route to provide cycling and walking connectivity between Spixworth and Wroxham which links the closed road at Rackheath Lane to Wroxham Football Club.
GN/04	Broadland Way	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Greater Norwich and Wroxham.
GN/05	Norfolk Broads leisure cycle routes	A cycling and walking route connecting Greater Norwich with the Broads using quiet roads and existing public rights of way.
GN/06	Acle cycle link	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Norwich and Acle.
GN/07	Postwick to Brundall cycle link	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Postwick park and ride and Brundall train station.
GN/08	Poringland cycle link	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity from Poringland and linking with Framingham Earl and the existing cycle network at Trowse in Norwich.
GN/09	Long Stratton to Trowse cycling and walking link	A cycling and walking route providing wider connectivity between Long Stratton and Norwich and linking rural communities by utilising quiet lanes, public rights of way and the Norfolk Trails network.
GN/10	Hethel to Cringleford cycle link	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Hethel and Cringleford.
GN/11	Longwater and Swaffham cycle link	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Longwater (underpass) and Swaffham.
GN/12	Green Pedalway to Easton connectivity	Improvements to the cycling and walking infrastructure along the Green Pedalway and the creation of a link to Easton.
GN/13	Hellesdon to Thorpe Marriott cycle link	A cycling and walking route providing connectivity along Reepham Road linking Hellesdon with development allocations to the north of Thorpe Marriott.

Reference	Location	Description
GN/14	Holt Road and Yellow Pedalway	Building on proposals in the Greater Norwich LCWIP, a further extension to the Yellow Pedalway from Broadland Northway and Horsford and a connection to Broadland Country Park.
DE/01	Dereham to Beetley	A cycling and walking route connecting Dereham to Beetley and the Gressenhall Farm & Workhouse Museum via a series of quiet roads and public rights of way. Gressenhall is also connected to the National Cycle Network and provides onwards travel to Fakenham.
DE/02	Dereham to Neatherd Moore	Utilising the Dereham town centre to Dereham Town FC priority route (Blue) and secondary routes, this route provides access Neatherd Moor and Etling Green common land. Together they are important local assets that provide open greenspace to residents and visitors to Dereham.
DE/03	Dereham to North Tuddenham	This cycling and walking route connects Dereham with North Tuddenham via a series of quiet roads and public rights of way. This route will also provide connectivity with the proposed country park.
DE/04	Dereham to Yaxham	Two priority routes connect Dereham to Toftwood. This wider route extends this connectivity south to Yaxham and provides access to the proposed development in Toftwood.
DE/05	Dereham to Scarning	This route provides an extension to the proposed network for Dereham and connects with Scarning via quiet roads. The route also provides a safe crossing point over the A47.
DE/06	Dereham to Swaffham	Cycling and walking connectivity between Dereham and Swaffham utilising public rights of way and quiet lanes.

iii. Wider Connectivity Routes for Norfolk (excluding Greater Norwich and Dereham)



Map 51: Potential and agreed cycling and walking routes linking towns and villages in Norfolk.

Route summary

Reference	Location	Description
HU/01	Hunstanton to the National Cycle Network	Cycling connectivity between the proposed cycling and walking network in Hunstanton and National Cycle Network Route 1 using quiet roads and existing public rights of way.
HU/02	Hunstanton South Beach Road to Ingoldisthorpe	A cycling route using quiet roads and existing public rights of way to provide wider connectivity between South Beach Road and Ingoldisthorpe.
DM/01	Downham Market to Swaffham	A cycling route using quiet roads and existing public rights of way to provide wider connectivity between Downham Market and Swaffham.
DM/02	Downham Market and Stoke Ferry Greenway	A scheme to enable connectivity for all users south of Downham Market along the disused railway to Stoke Ferry via Fordham.

Reference	Location	Description
DM/03	Stoke Ferry to Brandon	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Stoke Ferry and Brandon.
DM/04	Welney Wash Causeway	A cycle and walking route across the Welney Wash Causeway.
DM/05	NCN 11 at Welney Wash Road to March	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between National Cycle Network 11 on Welney Wash Road to March.
DM/06	Ten Mile Bank to Welney Wash Causeway	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity from National Cycle Network 11 at Ten Mile Bank to Welney Wash Causeway.
FH/01	Fakenham to King's Lynn	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between King's Lynn and Fakenham.
FH/02	Fakenham to Little Walsingham	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Fakenham and Little Walsingham.
FH/03	Little Walsingham to Wells-Next-the-Sea	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Little Walsingham and Wells-next-the-Sea.
FH/04	Pensthorpe to Foulsham via Little Ryburgh	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Pensthorpe and Foulsham via Little Ryburgh.
HO/01	Holt to Sheringham	A cycling and walking route providing connectivity between the key destinations of Holt and Sheringham. There is potential to follow the Poppy Line Rail Network route between High Kelling and Sheringham.
HO/02	Holt to Blickling	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Holt and Blickling.
HO/03	Holt Country Park	A walking and cycling route through Holt Country Park linking Edgefield Hill and Hempstead Road.
HO/04	Holt - Melton Constable - Themelthorpe	Cycling and walking connectivity between Melton Constable and Themelthorpe. There are parts of the disused heritage railway line between Holt and Melton Constable which could be transformed into a Greenway with an off-road section connecting to Themelthorpe. This would enable the development of an off-road cycle route from Holt to either Aylsham or Norwich. Melton Constable to Themelthorpe would complete the link to Norwich on Marriott's Way.

Reference	Location	Description
HO/05	Holt to Cley next the Sea	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Holt and Cley next the Sea.
SH/01	Sheringham to Weybourne	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Sheringham and Weybourne.
CR/01	Cromer to Wells-Next-the-Sea (Linking with Holt and Sheringham)	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Cromer and Wells-next-the-Sea linking with Sheringham and Holt.
CR/02	Cromer to Blickling	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Cromer and Blickling.
CR/03	Cromer to North Walsham	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Cromer and North Walsham.
CR/04	Cromer, Trunch, Northrepps and Waxham	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Cromer, Northrepps, Trunch and Waxham.
NW/01	North Walsham to Mundesley	A corridor to create a link between the market town of North Walsham and the large coastal village of Mundesley, passing through smaller villages including Swafeld and Knapton. The route is along the alignment of a disused railway line which could provide a traffic-free route between North Walsham and the coast.
NW/02	North Walsham to Stalham	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between North Walsham and Stalham.
NW/03	Stalham to Winterton-on-Sea coastal route via Waxham	A cycling and walking coastal route using quiet roads and existing public rights of way to provide wider connectivity between Stalham and Winterton-on-Sea via Waxham.
NW/04	Stalham to Potter Heigham	This corridor crosses the Broads Area of Outstanding Natural Beauty. Depending on alignment, the route could connect the settlements of Sutton, Potter Heigham, Martham and Fledborough, which are currently not served by the National Cycle Network. The route could follow the existing Weavers' Way alignment or use a disused railway line.
RE/01	Foulsham to Themelthorpe	A cycling and walking route between Foulsham and Themelthorpe as outlined in the Norfolk County Council Sustrans Network Development Plan 2021.

Reference	Location	Description
WH/01	Three Rivers Way to Potter Heigham.	Feasibility study and schemes incorporating the existing Three Rivers Way Trail to enable cycling, walking and wheeling between Hoveton and Potter Heigham. The feasibility study should identify improvements to the existing shared-use path as well as route solutions to extend connectivity to Potter Heigham.
WH/02	Wroxham & Hoveton to North Walsham	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Wroxham and Hoveton and North Walsham.
AC/01	Acle to Reedham	A cycling and walking route between Acle and Reedham with the view of providing onward connectivity to Loddon and Beccles.
HA/01	Harleston to Scole	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Harleston and Scole.
LS/01	Long Stratton to Hethel	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Long Stratton and Hethel.
LS/02	Long Stratton to Tasburgh and Newton Flotman	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Long Stratton and Newton Flotman.
LS/03	Long Stratton to Diss	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Long Stratton and Diss.
LS/04	Long Stratton to Ditchingham via Hempnall	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Long Stratton and Ditchingham via Hempnall.
DI/01	Diss to Scole	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Diss and Scole.
DI/02	Diss to Thetford	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Diss and Thetford.
DI/03	Diss to Old Buckenham via Shelfanger and Winfarthing	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Diss and Old Buckenham via Shelfanger and Winfarthing.
DI/04	Diss to Palgrave	Working with key stakeholders, a cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Diss and Palgrave.
WY/01	Wymondham and Hethel cycle link	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Wymondham town centre and train station and the Hethel Engineering Centre.

Reference	Location	Description
WY/02	Wymondham and Attleborough cycle link	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Attleborough and Wymondham. The route will ideally connect rural communities and places of education such as Wymondham College.
WY/03	Wymondham and Dereham cycle link	A cycling route using quiet roads and existing public rights of way to provide wider connectivity between Wymondham and Dereham via Barnham Broom.
AT/01	Attleborough to Snetterton Employment Zone	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Attleborough to Snetterton Business Park.
AT/02	Attleborough to Old Buckenham	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Attleborough and Old Buckenham.
TH/01	Thetford to Watton connecting with Peddars Way	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Thetford and Watton connecting with Peddars Way.
TH/02	Thetford to Brandon via High Lodge	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Thetford and Brandon via High Lodge.
TH/03	Thetford to Snetterton Employment Zone connecting with Peddars Way	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Thetford and Snetterton Business Park.
TH/04	Thetford to Knettishall Heath via Rushford	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Thetford and Knettishall Heath via Rushford.
TH/05	Thetford to Suffolk border	Feasibility study and schemes to enable cycling, walking and wheeling connectivity along the existing shared-use path east of London Road and the A11. Commencing at London Road east of the A11 roundabout, this link connects with the border with Suffolk. Working in partnership with key stakeholders, this route could enable wider connectivity to employment areas and greenspace at in and around Elveden. Attention to surface width and condition and barriers. Also consider wayfinding and lighting.
WA/01	Watton Loch Neaton to Swaffham	A cycling and walking route reconnecting Watton and Swaffham via the disused Crab & Winkle railway line as outlined in the Watton and Swaffham Town Delivery Plans.

12.

Summary of schemes which support cycling and walking

Active travel network support schemes are services, facilities and physical infrastructure which help and encourage people to use the active travel network. Examples include cycle parking facilities, cycle hire schemes, wayfinding signs, cycle training and walking and cycling incentives. .

Norfolk County Council are actively developing the following schemes to help make the network accessible, safe and enjoyable.

Public Cycle Hire Schemes

Public cycle hire schemes provide members of the public with safe, easy and affordable access to cycles which enable short trips to be made without relying on motorised transport..



Figure 7: Beryl fleet of E-scooter, E-bike and standard bike. Source: Beryl, 2021.

Norfolk County Council have partnered with Beryl Bikes and launched an on-street cycle hire scheme in Norwich in March 2020. Currently, Beryl Bikes have a fleet of over 310 pedal bikes, 170 e-bikes and 320 e-scooters available in Norwich and Wymondham, which can be found at one of 147 parking bays.

Since its launch, Beryl has amassed over 78,500 users who have travelled more than 1.2 million journeys and prevented over 172 tonnes of CO2 [figures from end of January 2024].

Also in Norfolk, Great Yarmouth Borough Council worked with Ginger Transport Ltd and launched an e-scooter hire scheme trial in March 2021 for 35 e-scooters across Great Yarmouth. In the first six months of the scheme, the e-scooters were used to complete over 41,500 journeys by more than 9,900 users and the number of assets was later doubled.

Public cycle hire schemes help to provide easy and cost-effective access to bikes.

Route Wayfinding (Signage)

Wayfinding signs help guide people along identified walking and cycling routes without the need to refer to a map or mobile device. They are positioned along the journey at key decision points such as junctions and sometimes in between for reassurance.

They also help maintain user safety, cut down user conflict and keep people informed and connected while they travel.

The signs also serve to create awareness of active travel routes and encourage people to use them. Wayfinding signs can be found in Norwich and Great Yarmouth to guide people to key destinations.

New wayfinding interventions, which comply with design guidelines, will be incorporated into any new network schemes which are put forward for future funding.



Figure 8: Great Yarmouth wayfinding signs. Source: Great Yarmouth Transport Strategy.

Wayfinding signs help to connect active travel routes and encourage people to use the network.

Cycle Parking

Providing the right level and type of cycle parking is essential to enable more trips to be made by bike. Currently, many of Norfolk's towns have little provision for cycle parking. New cycle parking is needed and should be located in visible, well-lit locations; be close to the entrance of destinations; provide sufficient capacity; be well laid out with plenty of locking points for different sizes and shapes of cycle; and be clean and well maintained.

There is also a need to review options for providing secure cycle parking facilities to give people the confidence that their cycle is safe and secure when not in use. Secure cycle parking is often most needed where people leave their bike unattended for longer periods such as at work, when studying, where they live, or when taking a connecting journey by bus or train. The design of the parking will vary depending on where it is located and how long the cycle is being parked.

Cycle parking near busy locations such as shops, cafés and town attractions can take the form of simple tubular stands, either on their own or in large quantities depending on demand.

On-street cycle parking hangers can provide secure parking in residential areas where storing a cycle at the home is not possible.

Secure cycle parking hubs can be found at locations that cater for large numbers of cycles allowing for storing for longer periods of time. Typical locations could be at train stations, travel hubs or places of education and work.



Figure 9: Cycle Parking examples.

Norfolk County Council will work to identify opportunities for new cycle parking sites and consider the most effective locations and types of facility.

Access to secure cycle parking provides people with peace of mind when storing their cycle.

E-cargo Bike

E-cargo bikes are becoming increasingly popular among logistics operators, retailers and tradespeople looking to deliver packages to homes and other business premises with minimal impact on the local area. The benefits from this flexible transport impact everybody:

- **Air quality benefits:** e-cargo bikes help to reduce carbon emissions and harmful pollutants in towns and city centres
- **Health benefits:** e-cargo bike users benefit from better health through increased exercise and cleaner air.
- **Business benefits:** Businesses which use e- cargo bikes can expect to see considerable savings in both money and time.

With more deliveries being made to our homes than ever before, last mile delivery is an important area of consideration to reduce transport emissions. Norfolk County Council is currently piloting an e-cargo bike loan scheme in the Norwich Air Quality Management Area using funding from Department for Environment, Food and Rural Affairs. This two-year pilot will help local businesses to cut operating costs while lowering their emissions. In a separate project, Norfolk County Council will be using funding from Active travel England to set up a bike grant scheme across Norfolk that will support the purchase of bikes (including e-cargo bikes) in community groups.



Figure 10: Example of an E-cargo bicycle. Source: Zedify, 2021

Adopting e-cargo bikes can reduce congestion, save costs, help keep people healthy, and improve air quality.

Travel Hubs

A Travel Hub (or Mobility Hub) is an emerging concept being used to create space designed specifically to house public, shared and active travel modes alongside other facilities. Services offered within a Travel Hub are influenced by its location, volume of use and type of user. Examples of potential features and services could include: map and transport information services, cycle hire schemes, cycle parking, car charging and parking facilities, cycle repair services, storage lockers, shelter from the weather and refreshments.

Travel Hubs help to raise the profile of shared mobility services and support low car use lifestyles which may lead to lower levels of congestion and demand for car parking spaces. Key quality standards for a Travel Hub include ensuring they are visible and accessible, safe, have practical facilities, offer a range of sustainable travel choices with interconnectivity between modes and have visual, social and community appeal.



Norfolk County Council are working in partnership with local authorities to create new Travel Hubs at strategic locations across the county. So far, a Travel Hub has been delivered in North Walsham with additional Travel Hubs planned for Sheringham, Cromer, Hunstanton, Diss and Great Yarmouth North Quay within the coming years.

The Countywide LCWIP will support the development of Travel Hubs by helping to secure the funding for infrastructure which will connect them to the active travel network, as well as helping to obtain funding for some of the services that they offer.

Travel Hubs help people travel via different modes of transport and make journeys easier.

Cycling and Walking Projects

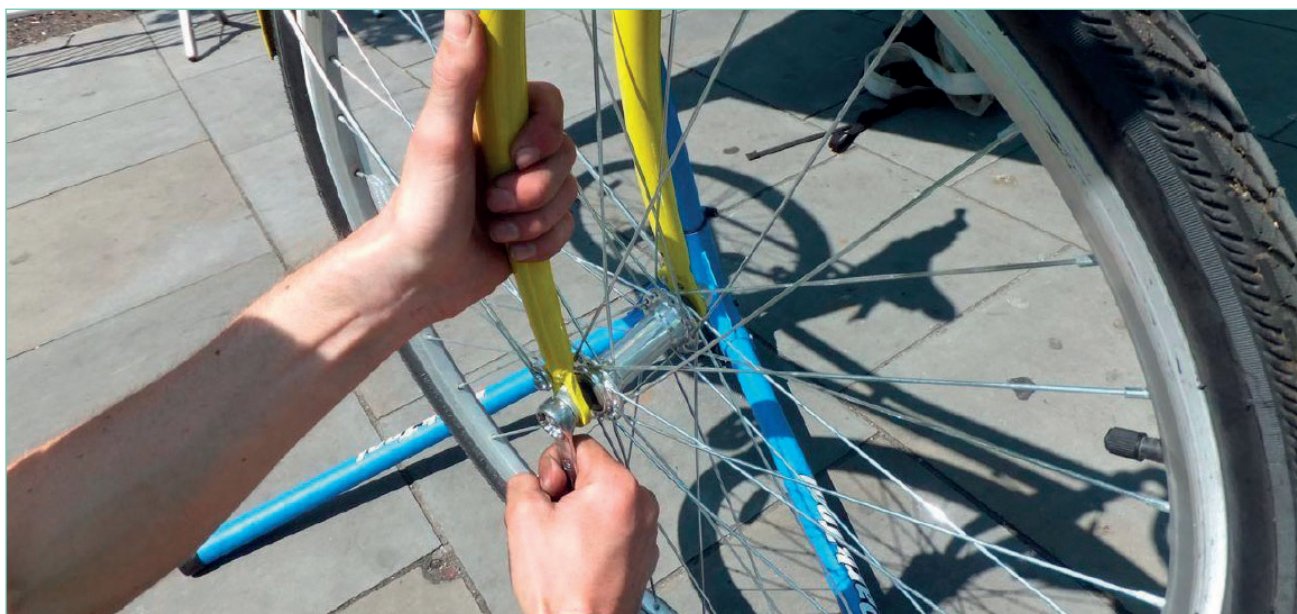
Cycling and walking projects are designed to give people the capability, opportunity and motivation to walk and cycle more.

Examples of potential projects include:

- Community cycle clubs to provide cycle activities and training for communities, improve health and help reduce isolation.
- Printed cycle route maps to show how to easily get around on foot and by bike.
- Targeted schools engagement to enable more children to walk and cycle safely via training and activities.
- Cycle loan schemes and grants to help ensure people have access to a suitable bike.
- Workplace travel planning and activities to identify the potential for travel change and to enable more people to walk and cycle.

The variety of projects offered by local authorities can change over time depending on the needs of the local community and the level of funding available.

Norfolk County Council will continue to bid for external funding to deliver an effective programme of cycling and walking projects that complement the network improvements being made..



Cycling and walking projects enable people to use and enjoy the active travel network.

13.

How will the priority cycling and walking schemes be delivered?

The Countywide Local Cycling and Infrastructure Plan contains cycling and walking schemes which could be delivered over the next 10 years through new and existing funding sources.

By creating a Countywide LCWIP, Norfolk County Council can confidently put forward active travel development funding bids to access existing and new sources of funding.

Examples of potential funding sources include:

- The **Capability and Ambition Fund** which is a central government fund that provides funding from 2023 to 2024 to support the development of infrastructure plans, community engagement and training initiatives.
- The **Active Travel Fund** is a central government fund which supports local transport authorities with delivering cycling and walking infrastructure and projects.
- The **Community Infrastructure Levy (CIL)** is a charge which can be levied by Local Authorities on new developments and is an important tool for Local Authorities to help pull together funding needed to deliver new cycling and walking infrastructure.
- The **Levelling Up Fund** is a central government fund with the purpose of investing in local infrastructure that has a visible impact on people and their communities and will support economic recovery.
- The **Shared Prosperity Fund** is a new central government fund aimed at levelling up the economy. District councils received an allocation of the three-year fund in April 2022 and have been invited to develop local investment plans to submit to the Department for Levelling Up, Housing and Communities (DLUHC).
- **Town Fund Deals** is a **DLUHC** fund which will help Local Authorities to increase economic growth with a focus on regeneration, improved transport, better broadband connectivity, skills and culture.

In addition to obtaining funding for new schemes, funding will be required longer term to maintain the condition and standard of the active travel network across Norfolk.

The plan enables priority infrastructure improvements to be delivered as soon as funding becomes available.

14.

How will the success of the schemes be measured?

There are several ways in which the success of infrastructure schemes will be measured. This includes comparing changes in data collected annually in the National Travel Survey (NTS). The NTS is a household survey designed to monitor long-term trends in personal travel and helps to inform the development of policy. It is the primary source of data on the personal travel patterns of residents in England and is published by the Government each July.

When new infrastructure schemes like those outlined in this report are proposed, Norfolk County Council will collect baseline transport count data to see how the area is used at present. Follow-on count data will then be collected after the scheme has been implemented to review the level of change and appraise value for money.

Norfolk County Council has also set out key indicators and targets within the Local Transport Plan 4 which new schemes will be measured against. These include:

- Per capita carbon emission from transport
- Public satisfaction with transport and highways services
- Number of people killed or seriously injured in road traffic collisions

Finally, Norfolk County Council has appointed the University of East Anglia to provide evaluation on the LCWIP process including feedback from stakeholders. By regularly monitoring outcomes we will be able to target funding opportunities more effectively to achieve our outcomes.

Increases in active travel network access and use are key measures of success.

15.

Annex documents

Additional information which supports the Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) main report can be found in the following Annexes. These are separate documents available on request.

Countywide LCWIP: Annex A – Programme of Cycling, Walking and Wheeling Improvements for Norfolk

Countywide LCWIP: Annex B – Public Engagement Report

Countywide LCWIP: Annex C – Policy Context Summary

Countywide LCWIP: Annex D – Neighbourhood Plan Alignment

Countywide LCWIP: Annex E – Active Travel Network Planning

16.

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- iv. [Sustrans \(2012\) Paths for Everyone Report Three Years On \[online\].](#)
- v. [Norfolk Insights \(2021\) Population Report for Norfolk \[online\].](#)
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- vii. [Beryl \(2021\) Photograph of Beryl fleet provided by Beryl \[online\].](#)
- viii. [Great Yarmouth Borough Council \(2023\) E-scooter trial declared a 'wheel' success as list of registered users grows to nearly ten thousand \[online\].](#)
- ix. [Norfolk County Council \(2020\) About Transport in Great Yarmouth \[online\].](#)
- x. [Zedify \(2021\) Photograph of e-cargo bike provided by Zedify \[online\].](#)



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