

Norfolk Cycling and Walking Action Plan





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Foreword 1

Investing in cycling and walking

Norfolk County Council and partners are committed to encouraging people to walk and cycle more.¹

We recognise the significant range of benefits from this and have been working with partners to improve the county-wide walking and cycling networks in Norfolk and to encourage people to use them. We will continue to pursue this and see partnership working with government as a means to accelerate achieving our vision, which we share with government.

We have a strong record of partnership and extensive experience of developing cycle networks.

- In Norwich, a City Deal has been agreed between government and the partner authorities (Norfolk County Council, Norwich City, South Norfolk and Broadland Councils). We are working together to develop the Norwich cycle network using the funds that were allocated to the City Council as part of the Department for Transport's (DfT) cycle ambition programme. The Greater Norwich Development Area has qualified as a partner of DfT in relation to the area covered by the Norwich cycle network as part of the application process for the second round of cycle ambition funding that was announced on 2 March 2015. The closeness of the working relationship between the councils therefore means

that effectively the county council and neighbouring districts are also working in partnership with DfT in relation to the Greater Norwich area.

- Successfully secured *Cycling Ambition in National Parks* funding with our partners including the Broads Authority to deliver work on the Three Rivers Way route into the Broads National Park from the gateway at Wroxham.
- Successfully worked with Sustrans and the Ramblers to deliver well-focused and high quality cycling and walking outcomes, including delivering a joined up cycling and walking network.
- Our larger towns, like King's Lynn and Great Yarmouth, have good cycle networks and good levels of cycling. Thetford was re-designed as a cycling and walking-friendly town in the 1960s during a major period of housing growth. A key aim is for these facilities to be further updated and developed with residential areas linked to key employment, leisure, and education facilities.

“ Various studies have shown cycling and walking schemes return benefits averaging 13:1, and investing in cycling outweighs risks by 20:1. ”

¹ Aims and objectives expressed in this document may be delivered by Norfolk Council and/or its partners. This is reflected in the use of 'we' throughout.



Norfolk is a very popular tourist destination with a visitor economy worth £2.96bn per annum², 3.5% of the total for England supporting 59,671 jobs. Countryside and outdoor pursuits are the major reason for many visits to the county. It is a great county in which to both walk and cycle.

The walking facilities available in Norfolk include two National Trails: Peddar's Way and the Norfolk Coast Path, and a further nine long-distance paths managed to the same standard (see map).

Parts of this network are also available for off-road leisure cycling. Our coastal path is being extended through the Coastal Access programme sponsored by Natural England over the next 5 years and will, by 2020, encompass the whole of the Norfolk coast. Within the public rights of way network some 200 circular walks are promoted, with a total of 2,400 public rights of way available for walkers and in some cases, cyclists and horse-riders.



Promoted walking routes in Norfolk www.norfolk.gov.uk/t

² Norfolk Economic Impact of Tourism Report Results 2014, Destination Research report 2015

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The health benefits of cycling and walking are well documented³. In Norfolk we have already begun to collect data for the Norwich area which will enable us to monitor and evaluate the health and other benefits of increasing active travel – through the publication of the Active Travel Account – and we will be seeking opportunities to expand this work to cover other areas of the county.

Norfolk boasts an array of both walking and cycling initiatives, notably a county-wide programme of volunteer-led health walks funded by Norfolk County Council (NCC) Public Health department and organised by Active Norfolk, called Fit Together. A number of cycling initiatives can be accessed across the county such as British Cycling's 'Sky-ride Local' programme which is being delivered as part of a 3-year partnership between British Cycling and Norwich City Council.

Travel planning is promoted by NCC with an emphasis on incorporating cycling and walking into all journeys. Encouraging cycling and or walking to school and work is a key aim.

A Cycling and Walking Delivery Partnership with government will accelerate our work. We will use Norwich as a model for further developing urban cycle networks and will look to extend these networks to the surrounding towns, villages and growth areas. We will further develop networks in market towns, again linking these to surrounding facilities, unlocking a range of

cross cutting economic and social benefits that enable growth. Our extensive rural networks of quiet lanes, trails and other public rights of way can be utilised more effectively, not only to encourage people to use them for leisure activities such as access to the Broads National Park, but to utilise them as networks for day-to-day journeys, joining up infrastructure to connect people to places.

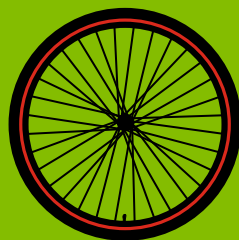
Sustainable and active transport is also a shared aim with New Anglia, the Local Enterprise Partnership and with Suffolk County Council, which recently published its own Cycling Strategy for the county. Norfolk will continue to work with both, as well as with district-level government, to achieve the best combined outcomes. Resources within the Local Enterprise Partnership's growth fund are currently being directed towards sustainable and active transport in areas where this funding is appropriate.

We will also maximise funding opportunities, pooling resources where appropriate, and make cycling and walking key elements of our planning.

³ Claiming the Health Dividend, Dr Adrian Davies, Department for Transport, November 2014

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2 Our vision for cycling and walking

Our vision is that by 2020 :

- More people walk and cycle to get to places of work and education, and for leisure;
- Walking and cycling are normal activities for most people, most of the time, and routes are direct, convenient and pleasant.
- Norfolk provides high quality facilities for active travellers, who will be welcomed as valuable customers for business, and as positive contributors to the community;
- Barriers to walking and cycling (such as concerns about safety and security) will have been addressed to ensure that residents and visitors are not put off from active travel;
- Norfolk delivers safe and attractive opportunities for cycling and walking for all types of user, including the elderly, those with chronic health conditions including physical and mental disabilities, people with visual impairment and young families;
- People can transfer between active travel modes to other public transport services easily due to well-designed interchanges and facilities.



2.1 Our strategy

To realise our vision we will:

- Engage with businesses and communities throughout Norfolk to share information about what positive actions are happening and what further barriers exist.
- Monitor the levels and patterns of active travel and disseminating this in support of actions and communications.
- Set challenging and realistic targets for changes in travel behaviour based on known trends and planned interventions.
- Co-ordinate programmes of investment and maintenance to support the other elements in the strategy.
- Evaluate the effects of changes in travel behaviour on our health and well-being, economy and businesses, and on the environment.
- Work with user groups to ensure we take account of the physical and social needs of different types of user, including those with physical or mental impairments.

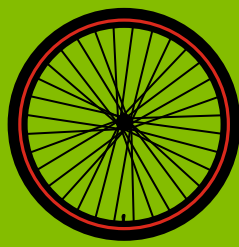
How will we do this?

We will do this by delivering projects on the ground that create an attractive environment for cycling and walking, and that encourage children and new cyclists through appropriate training and engagement programmes that boost confidence.

We will inspire a new generation of sports participants by offering entry-level rides on traffic-free routes, mass participation events and elite events and through support for local cycling, walking and running clubs.

In addition, we will ensure that we have the right policies in place to incorporate cycling and walking into new roads and developments including provision for those with physical access needs.





2.2 Evidencing success

Success of the strategy will be evidenced as follows:

- Walking and cycling will become the natural choices for shorter journeys.
- Levels of cycling will double by 2025*. ✓
- The percentage of children who usually walk or cycle to school will increase to 55% by 2025 in our urban areas in line with the government's target*. ✓
- Cycling levels will double by 2025* in Great Yarmouth and King's Lynn.
- Cycling levels will double in Norwich between 2013 and 2023 as pledged in the cycle ambition applications.
- The mode share of cycling and walking will increase to 10% of all journeys by 2025 and to 25% by 2050*. In particular we will promote more cycling and walking to work, to school and to college and minimise cycling and walking road accidents.
- The needs of users with special access requirements will be audited and met wherever possible, for example through the provision of better surfacing, access ramps, signage and interpretation.
- We will pool and co-ordinate cycle and walking spend to make best use of funding.

*Since we do not have a unified baseline dataset across Norfolk, the starting dates vary depending on data availability

- Over £10 per capita per year will be spent on the Norwich cycle network until 2019 and we aim to sustain this into the following decade.
- Look to develop our progress and methods for measuring cycling and walking with government assistance.

Norfolk's unique attributes for active visitors will be further communicated:

- By 2025 Norfolk will be a top cycling and walking destination for leisure and tourism.*

Building on successes like the establishment of Cromer and Aylsham as "Walkers are Welcome" towns.



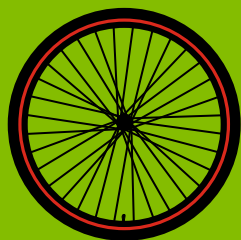
In line with government targets





What we could try

‘Cycling and Walking for Fun’ conference to engage with local authorities, Sustrans, Ramblers, outdoor retailers, bike companies, tourist industry etc. to discuss the challenges of increasing leisure (not sport) cycling and walking in rural areas and communities.



3 Leadership and partnership

“ There is a need to work across organisational boundaries to promote personal and public health and reduce the costs of physical inactivity, particularly among older people and women. ”

Department for Transport 2014

The All Party Parliamentary Cycling Group's report "Get Britain Cycling" identified senior political and executive commitment as essential to achieving growth in cycling. This is reiterated in the government's Cycling Delivery Plan which highlights leadership as one of the pre-requisites for entering into a partnership with government.

Each of the Norfolk districts will appoint a senior officer or member as a cycle and walking champion to ensure that the Cycling and Walking Action Plan is properly funded and taken forward. A steering group is established to monitor progress and coordinate activities. This will take full account of other economic, health and outdoor strategies set out earlier in this report.

We will review and update any policies and design standards which relate to cycling and walking, particularly those which can influence the design and location of new housing, employment sites, schools and

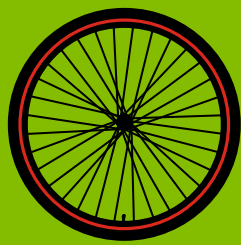
hospitals. We will provide appropriate training for relevant design and planning staff and work with our consultancy teams to achieve the highest design standards.

We will ensure that strong local partnerships continue with relevant organisations through a process of consultation, regular communication, and where practicable, joint decision making and project delivery. Once this action plan is approved for publication, all key stakeholders will be consulted, seeking their commitment to a shared vision for cycling. Local Partnerships will provide training and work experience.

Norfolk Cycling and Walking Action Plan



Councillor Hilary Cox, NCC Cycling and Walking Champion.



4 Benefits

4.1 Benefits from active travel

There are many expected benefits arising from creating the conditions for a shift to active travel choices:

- Productivity increases through healthier workers, extended labour markets and reduced traffic congestion.
- Residents will benefit from improved air quality, safer streets, and faster, more reliable journey times.
- The tourism sector will benefit from an attractive, cyclist friendly offer for families and visitors.
- Children and families will benefit from safer routes to school, healthier lifestyles and better opportunities to play and share quality time together.
- Everyone will benefit from safer streets, and in the longer term, active travellers can expect to live longer, healthier lives.

Using data which has been collected over recent months, a number of baseline levels will be established for use in the evaluation and development of our strategy. This information is important to have for making bids for funding as well as to steer our own resources.

Where there are gaps in our data we will involve others to help fill these and we will seek cost-effective ways to provide information about the strategy.

Suitable targets will be set as required for specific aims and objectives, which may be related to local community goals or the requirements of programme and project funding mechanisms.



4.2 Benefits for the local economy and tourism

- Employers can save money on car parking provision through providing for and encouraging cycling (e.g. GlaxoSmithKline save £9900 per year per cyclist).
- Retail sales increase with more walking and cycling, particularly in urban places.⁴
- Norfolk possesses good infrastructure for outdoor activity:
 - ◆ Two National Trails (Peddar's Way and the Norfolk / England Coast Path);
 - ◆ a further nine long-distance trails – Norfolk Trails;
 - ◆ 200 promoted circular walks;
 - ◆ 2,400 miles of public rights of way;
 - ◆ Sustrans long distance cycle routes;

- ◆ off-road cycle routes;
- ◆ quiet country roads—Norfolk has more small country lanes than anywhere else in the country besides Cornwall.

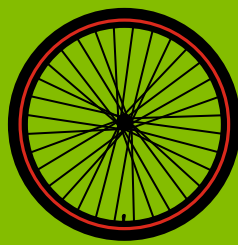
Visitor expectations are growing and the competition from other parts of the country and parts of Europe is intensifying. If we want to grow the tourist economy, good infrastructure is a foundation for attracting visitors and ensuring that they enjoy their time here.

People appreciate the proximity of cycle tracks or bike hire facilities to their homes, and it helps make some areas more attractive to live in (as reflected in rent and property values).

Cyclists and walkers spend money locally rather than going to out of town supermarkets.

⁴ Living Streets, *The Pedestrian Pound: the business case for better streets and places*





4.3 Benefits for physical and mental health

Physical inactivity is the fourth largest cause of disease and disability in the UK—nationally, over one in four women and one in five men do less than 30 minutes of physical activity a week, so are classified as ‘inactive’ (*Everybody Active, Everyday 2014*). The UK recommended levels of physical activity are 150 minutes of moderate, intensity physical activity per week (*Start Active, Stay Active, 2011*).

This regular, moderate-intensity physical activity, such as brisk walking, cycling, or participating in sports, has significant benefits for health. In particular, for adults, doing 150 minutes of activity a week helps to prevent and manage over 20 chronic conditions, including coronary heart disease, stroke, type 2 diabetes, cancer, obesity, mental health problems and musculoskeletal conditions. There are also numerous social, individual and emotional benefits to increased activity as well as increasing evidence that demonstrates positive correlations with educational attainment and workplace productivity.

Cycling and walking are two of the most accessible and cost-effective ways of incorporating physical activity into everyday lives, for example for the journey to work, local shopping trips, visiting family and friends, or the school run.

Cycling and walking have enormous potential to improve physical and mental

health and reduce health inequalities interlinked with the wider benefits as detailed in this strategy. This promotion of walking and cycling delivers a great return on investment. Studies on the economic benefits of walking and cycling interventions revealed an average return of £13 on every £1 invested (*Active Cities Report, Active Living Research, 2015*)

A “whole system” approach is needed to promote and sustain increased cycle and walking activity to benefit health. This will be done by ensuring that the joint strategic needs assessment, the joint health and wellbeing strategy and other local needs assessments and strategies take into account opportunities to increase walking and cycling.

Cycling and walking will also be considered alongside other interventions, when working to achieve specific health outcomes in relation to Norfolk’s population (such as a reduction in the risk of cardiovascular disease, cancer, obesity and diabetes, or the promotion of mental health and wellbeing).

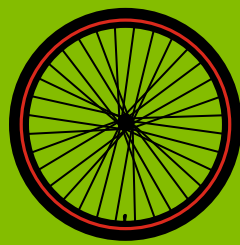
4.4 Access for all

Appropriate upgrades to facilities for walking and cycling in Norfolk will bring benefits for user groups which include: disabled, visually impaired, young families and those with mental disabilities or illnesses such as dementia, depression and learning difficulties. The Cycling and Walking Action Plan will integrate with recommendations made in the Norfolk Rights of Way Improvement Plan (ROWIP), helping to turn pledges to identify and develop accessible routes, into action, wherever appropriate. Recommendations made in the ROWIP Include:

- Auditing of routes for easy access and identification where improvements can be made;
- Installation of easy access gates and ramps;
- Consultation with user groups and health and community professionals;
- Signs and information tailored to need.

We will also ensure that provision for any new cycling and walking routes take account of the needs of restricted mobility user groups.





4.5 Safety and casualty reduction

Norfolk will advocate itself as a safer place to cycle and walk. Safeguarding our vulnerable road users whilst promoting increased physical activity will be considered as a main priority for this action plan.

The important thing to consider is that walking and cycling is a relatively safe activity: according to the National Transport survey, one cyclist is killed on Britain's roads for every 27 million miles travelled by cycle—the equivalent to over 1,000 times around the world. However, any injury or death to any road user is preventable and this action plan and the work of the Casualty Reduction Partnership will look to challenge behaviour of all road users to make the roads as safe as possible.

In Norfolk, between January 2006 and December 2015, 16 pedal cycle riders were killed and 336 were seriously injured on Norfolk's roads. Last year (2015), one rider was killed and 47 were seriously injured, whereas in 2006, 5 riders were killed and 28 were seriously injured. During the same 10 year period, 75 pedestrians were killed and 506 were seriously injured as a result of road traffic collisions in Norfolk. In 2015, 8 pedestrians were killed and 54 were seriously injured, whereas in 2006, 16 were killed and 65 were seriously injured.

The Norfolk Road Casualty Reduction Partnership continues to maintain a target of

a 33% reduction in the number of vulnerable road user KSI (Killed or Seriously Injured) casualties by 2020, with a target combined total of 63 annual vulnerable road user casualties.

All actions as a part of this plan will be cross referenced and in collaboration with the Road Casualty Reduction Partnership board and its subsequent sub-group on reducing the risk to vulnerable road users. There are a number of campaigns and other innovative intentions and ideas that will contribute to the promotion of activity whilst increasing safety and perception of risk. This includes challenging behaviours and promoting a 'respect' for all road users campaign.

Plans for walking and cycling will take into account safety of users which includes: education, attitudes towards other users, infrastructure and enforcement.

“ In order to improve uptake, we need to improve safety. The relative risks associated with journeys by active travel methods are unacceptably high and must be reduced. ”

4.6 Benefits for the environment

Each person switching from driving to cycling for a 4 mile each-way commute, saves half a tonne of CO² per year – or 6% of their personal carbon footprint.

Pleasant environments strengthen local economies (urban and rural), property values, workforce health and productivity and social community.

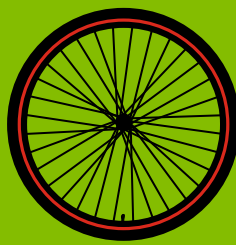
The average costs to society of every km cycled is 6.5 times lower than for every km driven.

**THIS ONE
RUNS ON FAT
AND SAVES YOU MONEY**



**THIS ONE
RUNS ON MONEY
AND MAKES YOU FAT**





5 Norfolk's cycling and walking network

Norfolk's cycling network is comprised of:

- Formal, built schemes which can be off-road, on-road or shared use. These have developed mainly in market towns, and more extensively in Norwich through the *Push the Pedalways* programme.
- Informal routes along existing, quieter roads.

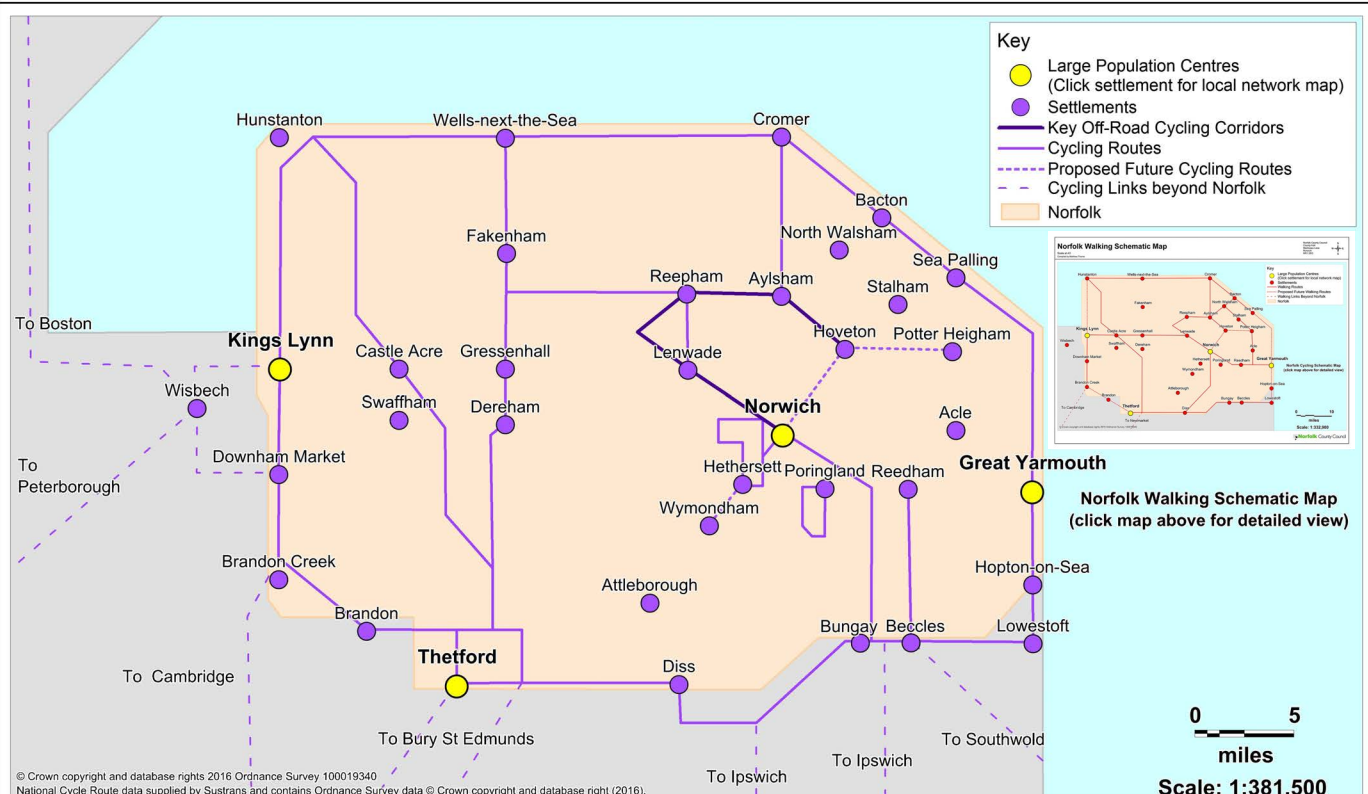
Their main purpose has been to link residential and commercial areas, schools, and provide (to a lesser extent) leisure routes connected with tourism. Their existence has been promoted through various maps made available through websites, council offices and tourist centres, and school travel plans.

A countywide network will enable schemes to be prioritised and matched to relevant funding streams. It will demonstrate our

Norfolk Cycling Schematic Map

Scale at A3
Compiled by Matthew Thorne

Norfolk County Council
County Hall
Martineau Lane
Norwich
NR1 2SG



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National Cycle Route data supplied by Sustrans and contains Ordnance Survey data © Crown copyright and database right (2016).

ambition to develop and promote cycling and walking.

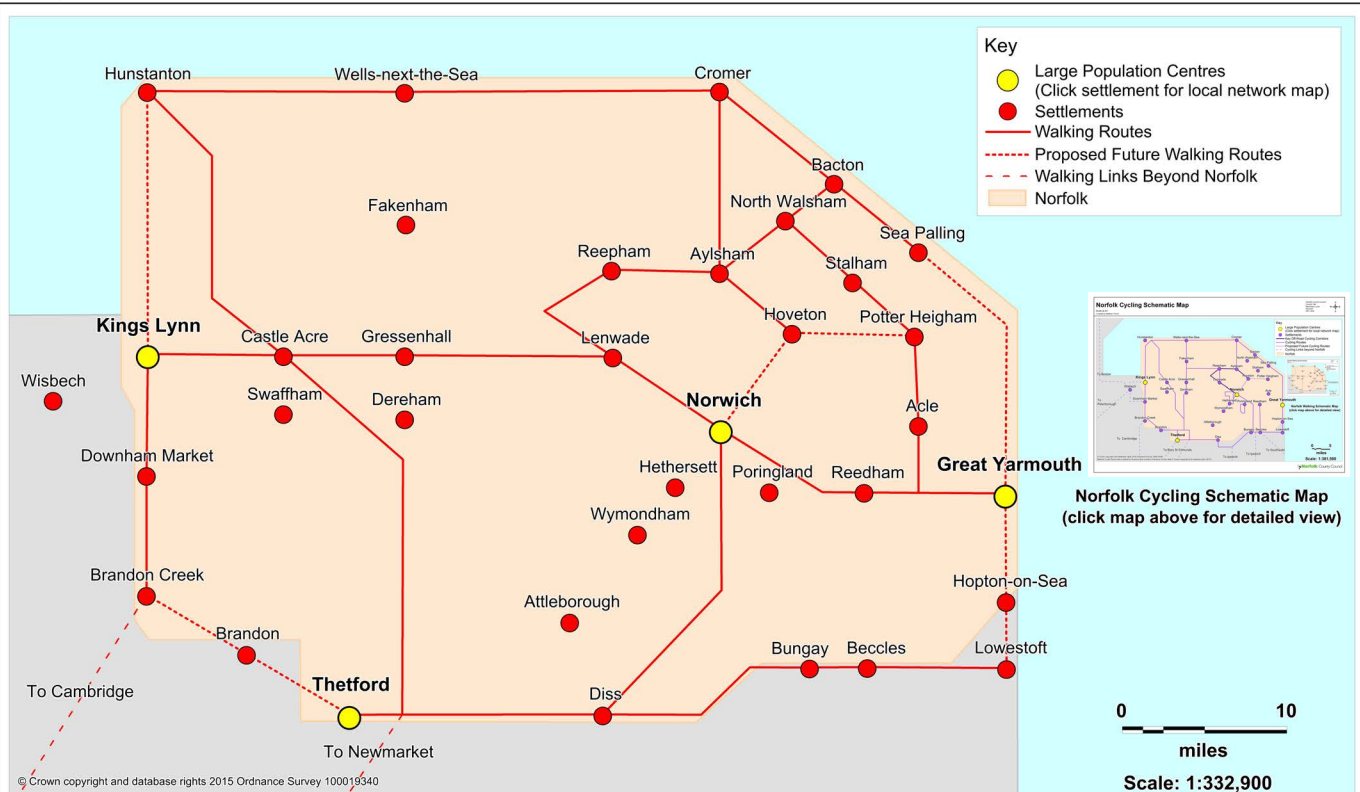
The schematic network maps for cycling and walking (below) show the arterial routes which are likely to maximise usage, by linking residential, employment and service centres, schools, public transport interchanges and popular cycling destinations. Links are also required with neighbouring urban centres and long distance cycle routes. More detailed local

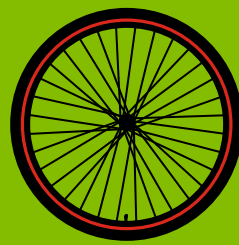
network maps are available for Norwich, King's Lynn, Great Yarmouth and Thetford. These are accessible through clicking on their location on the schematic maps (also available in Section 11).

Norfolk Walking Schematic Map

Scale at A3
Compiled by Matthew Thorne

Norfolk County Council
County Hall
Martineau Lane
Norwich
NR1 2SG





6 Improvements to infrastructure

6.1 Improvements to cycle routes

In urban areas, we aim to use the experience we are gaining in the roll-out of *Push the Pedalways* in Norwich. Here, we have identified a cycle network connecting the main locations such as the city centre, employment locations and education establishments. This network features strategic routes called pedalways. We are systematically upgrading the quality of the pedalways so that they can be used confidently by people of all ages and abilities.

We aim to use this model in our other main urban areas and market towns. We will identify a cycle network and use full segregation on the main cycle routes on busy traffic routes in urban areas, and where this is not possible we will introduce wider cycle lanes clearly separated from traffic. More priority for cyclists will be introduced at major junctions where practicable.

We will create 20mph zones in residential areas where appropriate to create a network of neighbourhood routes including safe routes to schools. The impact of changes on all road users will be considered as schemes are developed.

We will also identify a cycle network in rural areas. There is a huge opportunity to enhance the existing networks to make them better for cycling. This includes learning lessons from our earlier roll-out of

Quiet Lanes, and examining the use of existing facilities. These existing facilities include the extensive network of rural public rights of way, Norfolk Trails, bridleways or other links, whether having a statutory or permissive right across them. Old railway paths provide an opportunity to develop longer distance, traffic-free routes. Lower speed limits will be reviewed along rural roads which are popular leisure routes or which form important links in the network.

6.2 Review of cycle parking

We will review cycle parking needs in the main urban centres and work closely with our partners to improve facilities at important trip destinations such as rail stations, universities/colleges, schools and employment, on estates and in other areas of high housing density where secure communal storage or other customised solutions may be needed.

Photo © Cambridge bicycle racks by Christian Mercat
licensed under GFDL via Commons CC-BY-SA



https://commons.wikimedia.org/wiki/File:Cambridge_CMS_Bicycle_Racks.jpg#/media/File:Cambridge_CMS_Bicycle_Racks.jpg

6.3 Public Spaces

City and town centres, vehicle-restricted areas and new developments will need to accommodate through cycle journeys where possible. High standards of urban design, cycle parking and signage will ensure that public spaces are attractive and offer a welcome to responsible cyclists whilst protecting pedestrian amenity.

6.4 Signage

Main cycleways will be clearly signed showing clear information about journey distance. Cycling and walking counters, visible to cyclists and drivers, can provide a strong marketing message along busy corridors and cycle routes.

6.5 Integration with public transport

The cycle network will aim to provide safe and direct access to all key rail and bus interchanges. We will aim to provide adequate, secure, covered cycle parking, prioritising the busiest, most well-used interchanges. We will work with partners and public transport operators to investigate opportunities for bike carriage as new vehicle fleets are purchased. We will work with the rail industry to improve access to trains and platforms.

6.6 Cycle hire

We will investigate opportunities with private sector providers to deliver cycle hire schemes where possible. There is also

scope to work with charities and social interest companies to provide not-for-profit cycle hire. Scope also exists for re-examining the cycle hire models used at public transport hubs to see if mixed retail, maintenance and sales models may be effective in some locations. Funding streams are being explored to research and experiment with different models.

6.7 Road design and route maintenance

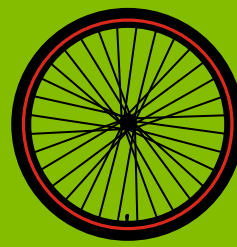
We will liaise with Highways England on the government's proposals to 'cycle-proof' the Strategic Road Network. Highway maintenance programmes will review opportunities to improve facilities for cyclists. Maintenance of the strategic cycle network will be planned into future capital programmes.

6.8 Our plans for the walking network

Norfolk possesses good rural walking infrastructure with two National Trails and nine further long-distance paths, as well as 200 promoted circular walks, 2400 miles of public rights of way and 700 miles of bridleways and byways available to horse-riders and cyclists.

Walking routes in towns and cities are a key element of the transport network. Planning these routes needs to be done from a network perspective.





6.9 Planning for walking and cycling

New developments, both housing and employment, provide the opportunity to create attractive environments and to build in coherent, convenient and safe links for walking and cycling. We will work with promoters of developments, local communities and local planning authorities through the planning system (including the production of local plans) to ensure that new developments are designed to encourage people to cycle and walk. This will include ensuring that their layouts are well thought out and incorporate cycling and walking infrastructure, and green infrastructure.

We will secure this where appropriate through the planning system including in our discussions with developers, or obligations and conditions on consents. In addition programmes of work will make use of funding through the Community Infrastructure Levy (CIL) where this has been agreed and adopted. Within Greater Norwich the local authorities already pool funds, including CIL, and use this to bring forward cycling, walking and green infrastructure projects. We will work with local communities on neighbourhood plans to encourage a sustainable approach in these documents as well as help deliver appropriate infrastructure potentially through joint funding arrangements such as combining their share of CIL with our own funds. This can build on our already-successful Parish Partnerships work where

pooled funding is used to bring forward otherwise unaffordable community-led projects.



Engagement 7

Travel behaviour is established early in life and most easily challenged when major life changes occur, for example when moving school, going to college, moving house, changing job or taking retirement.

Activities which promote cycling need to be carefully tailored to different ages and population groups and should adapt to peoples' readiness for change, offering practical cycling opportunities as far as possible.

7.1 Schools and Further Education

A package of work will include:

- Cycling engagement projects, supporting local champions to inspire a culture shift within the school community
- Cycle training for children and family members
- Annual school cycling challenge
- Investing in minor safety improvements and cycle parking

We will continue to work in partnership with the University of East Anglia and Further Education colleges, who have had success in implementing their travel plans.

7.2 Travel planning

Travel Plans including those from public transport hubs, are an essential tool for enabling development by creating sustainable transport access to, from and around the site. They represent a long-term

travel management strategy, using a package of practical measures designed to reduce single occupancy car use and promote a range of transport options including encouraging walking and cycling, public transport and car sharing.

For residential developments, Norfolk County Council offers a fully inclusive package covering the writing, implementation, on-going management and annual monitoring of a Travel Plan.

We will continue to work with developers, planning authorities, schools, residents and businesses to promote successful travel planning.

Personalised travel planning

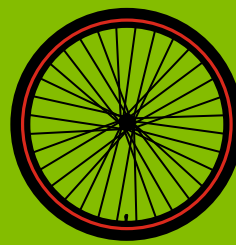
Personal Travel Planning (PTP) is a well-established method that encourages people to make more sustainable travel choices. It seeks to overcome the habitual use of the car, enabling more journeys to be made on foot, bike, bus, train or in shared cars. This is achieved through the provision of information, incentives and motivation directly to individuals to help them voluntarily make more informed travel choices.

We will seek to encourage and deliver PTP for residents and businesses across Norfolk.

7.3 Workplaces and Jobseekers

Norfolk County Council has made available a Business Travel Pack, which provides all businesses, big and small, access to all the





information they need to encourage their staff to travel more sustainably by means of raising awareness of different travel options. This includes information on cycle training and the *Cycle to Work* bike purchase scheme. We will continue to promote the Business Travel Pack.

7.4 Active Norfolk – Promoting Cycling and Walking

Active Norfolk is an established County Sports Partnership which delivers and supports a range of national and local initiatives to engage, educate and inspire Norfolk residents of all ages to choose cycling and walking as an everyday activity, as well as promoting the sport of cycling.

Examples of these initiatives include:

School Games

The Norfolk School Games is the largest school sport event ever held in Norfolk. During 2015 an estimated 18,000 young people from across the county took part in the Games in 45 different events.

Satellite Clubs

Satellite Clubs are extensions, or outposts of community sports' clubs which are established at a new venue, usually a secondary school or college and are specifically aimed at the 11-25 age group.

Sportivate

Sportivate is a lottery-funded London 2012 legacy project that gives young people the chance to discover a sport that they love. Aimed at 14-25 year-olds, the scheme

provides access to six-to-eight weeks of free or subsidised coaching in a range of sports and activities, including cycling. In the first four years over 11,000 young people from across Norfolk attended.

Fit Together

Fit Together delivers 1,700 free health walks per year around the county, varying from walks under 1 mile to 5 miles. More than 9,600 people have signed up to the scheme since 2008.

Fit4Work

This project promotes the benefits of an active and healthy workforce to employers. It is free to be involved and currently engages over 400 workplaces in Norfolk.

Parkrun

Free weekly 5km timed runs in parks

Fun and Fit

Fun and Fit is a research study that is being evaluated by UEA using a £450,000 Sport England 'Get healthy, Get Active' grant that was awarded in April 2013, with further contributions received from Norfolk County Council's Public Health team.

Get Into

Provides adults with the opportunity to try new activities, return to a previously played sport, or support their progression from the Fun and Fit programme into more structured sport and physical activity environments.

Tour of Britain

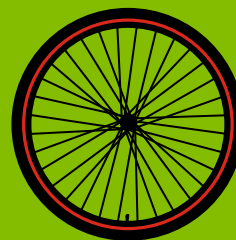
The Tour of Britain is the UK's biggest professional bicycle race and a centrepiece of the British sporting calendar as the

country's largest free-to-watch live sporting event, with many hundreds of thousands more following via television and online.

Go-Ride events

Go-Ride King's Lynn is a self-sufficient cycling group which arranges off-road racing events for local youngsters. The group has an active membership of 50 with around 25 people turning up to weekly sessions.





8 Case studies and examples

"Before completing the cycling course I had zero riding confidence. Although I grew up riding a bike, over the years I became less and less inclined to ride. Being fit and active in other sports, it frustrated me that my bike filled me with dread. I signed up for the cycling course and the evening before I was due to start I was so nervous I nearly cancelled. Luckily, before I could cancel I received an email from Peter, the instructor. It was such a friendly, welcoming note I decided to go along, and I am so pleased I did.

The instruction that Peter gave, and the encouragement to make me believe I could conquer my fears, was amazing. I never thought I would cycle down hills and on busy roads in the middle of Norwich! I am still riding, perhaps not as often as I would like, but I now have the confidence to get my helmet on and ride." *Jill Copeland*



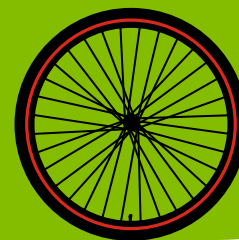
Deepdale Farm in Norfolk is an exemplar of farm diversification. Redundant farm buildings have been developed to create a highly successful hostel accommodation and tourist information business servicing the nearby Norfolk Coast National Trail.

The backpacking, camping and glamping complex has 50,000 bed night bookings each year, and has a turnover in excess of £300,000.

Burnham Deepdale Farm information centre



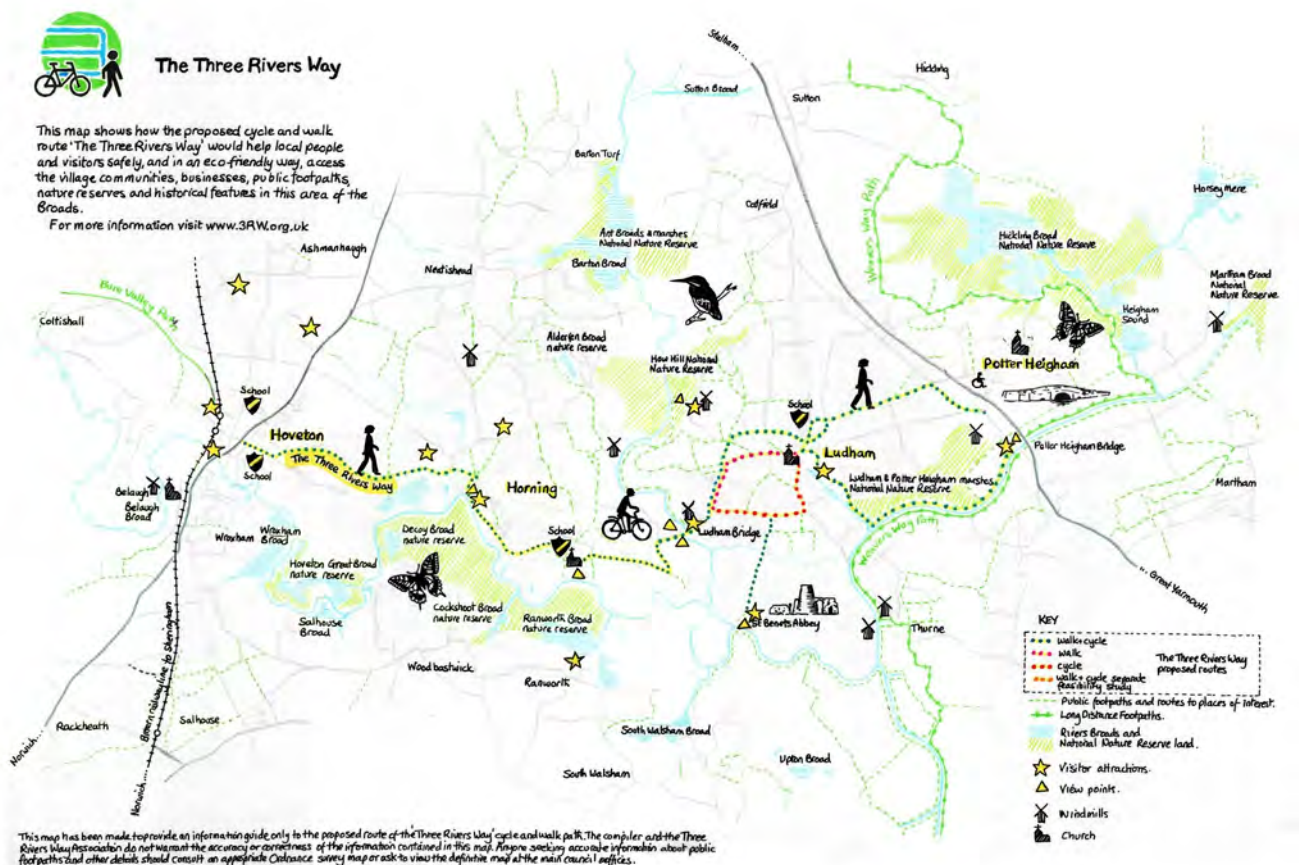
Photos © Jason Borthwick



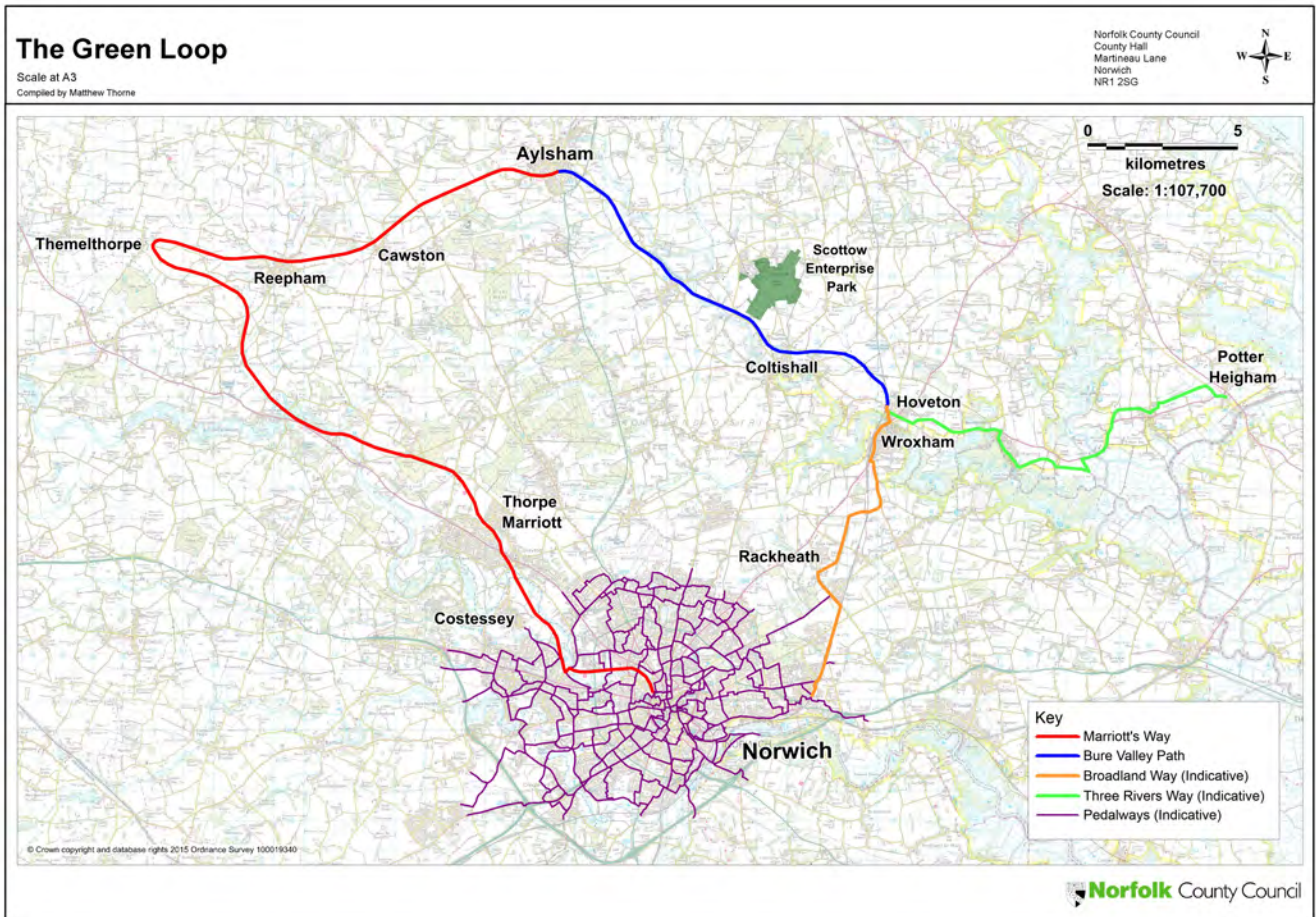
The “Three Rivers Way” will make the Broads more accessible to cyclists and walkers. The route links the communities of Hoveton and Wroxham for local and tourist users and avoids the busy A1062 road. It also links with the off-road Bure Valley Path

and ultimately, the Marriott’s Way.

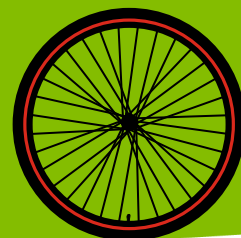
Our Cycling and Walking Action Plan builds on this project, adding value by improving the connectivity of the Norfolk county-wide cycling and walking network.



Norfolk Cycling and Walking Action Plan



The Norwich Green Loop is a new trail for walkers and cyclists that is made up of the Marriott's Way, the Bure Valley Path and a new path through the growth area between Wroxham and Norwich that has been provisionally called the "Broadland Way". This will provide a circular route of about 50 miles linking Norwich, Aylsham and Wroxham



9

Targets and outcomes

9.1 Targets

- Positive change in levels of cycling and walking.
- Positive change in level of integration with public transport links.
- The effect on users' health.
- Change in levels of accidents.
- The effect on CO₂ emissions.
- The effect on NO_x/NO₂ emissions.
- The effect on air quality.
- Employment and economic effects.
- The effect on congestion levels.
- Levels of awareness and perceptions of safety.
- Value for money.
- Economic benefits.
- Awareness of local cycling facilities.
- Satisfaction with cycling facilities
- General support for investment in cycling.

Our first action is to compile a set of baseline data for Norfolk. Whilst there is data available for the main urban areas of King's Lynn, Norwich, and Great Yarmouth, there may be less information currently available for market towns in the more rural parts of the county for example.

In addition, Norfolk County Council has adopted the following targets to:

- a. Quadruple the level of cycling and walking to work in Norfolk market towns by 2021 (current level is 1.5% in 2011 census).
- b. 10% of all secondary school pupils cycling to school by 2025 (current estimate is 1-2% based on last school census data 2010)*.
- c. Double the proportion of primary school pupils achieving Level 2 cycle training before they leave school by 2020 (currently about 5000 pupils are trained every year)*.
- d. Aim to increase the number of cycling and walking journeys in part or full to 10% of all journeys by 2025 and 25% by 2050, focussing particularly on journeys to work and school*.
- e. Increase the overall spend on cycling and walking within Norfolk's public sector to £10 per capita per year.

We will also set project-specific targets for our work in schools, workplaces and wider communities.

Monitoring and evaluation will be vital for the effective management of different projects and promotional messages. More investment will be required in automatic cycle counters and wider surveys. Schools and businesses will be encouraged to report progress with their travel plans.

*Since we do not have a unified baseline dataset across Norfolk, the starting dates vary depending on data availability

Funding and value for money 10

Government is encouraging a minimum of £10 spend per head of population each year to make a step change in cycling, equating to around £8.5m each year in Norfolk. There are a number of partner organisations supporting an uptake in cycling and walking in the county, ranging from spending on building cycle lanes through to supporting health outcomes by encouraging participation. Working together to deliver the cycling and walking action plan will enable these funds to be better aligned and pooled to be more effective.

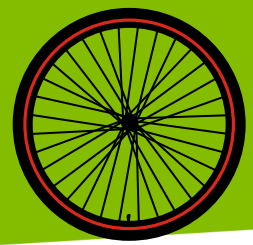
We are working to identify the current level of spend and how we might secure funding to support delivery. Sources of funding may include:

- Department for Transport *Cycling and Walking Investment Strategy*.
- Norfolk's Local Transport budget.
- New Anglia Growth Deal (Local Enterprise Partnership).
- Local authority public health budgets.

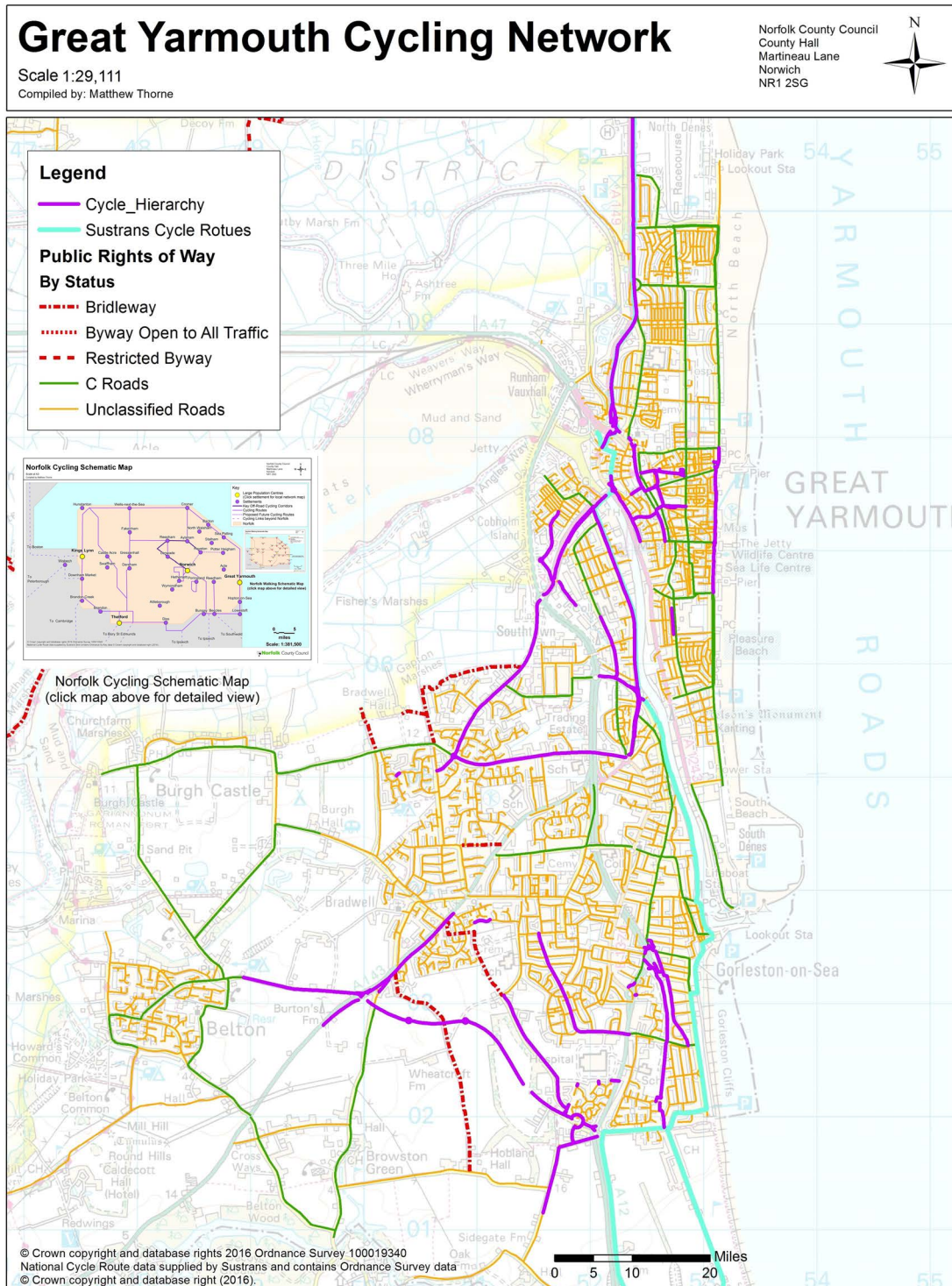
- Highway maintenance budgets.
- Community infrastructure levy.
- European structural funding.
- Contributions from partners, for example universities and rail operators.
- Grants via third sector organisations, for example landfill tax and lottery awards.

Measures to increase cycling walking can contribute to a wide range of social, economic and environmental objectives at a relatively low cost. Economic appraisal has shown high benefit cost ratios (BCRs) for investments in cycling, largely through congestion and health savings. Investment in the Cycling Demonstration Towns led to a 27% increase in cycling in just three years generating health benefits alone of £2.50 for every £1 spent. Area-wide investment in the London Cycle Network led to a return of approximately 4:1.





Local walking and cycling network maps



Great Yarmouth Walking Network

Scale 1:28,401
Compiled by: Matthew Thorne

Norfolk County Council
County Hall
Martineau Lane
Norwich
NR1 2SG

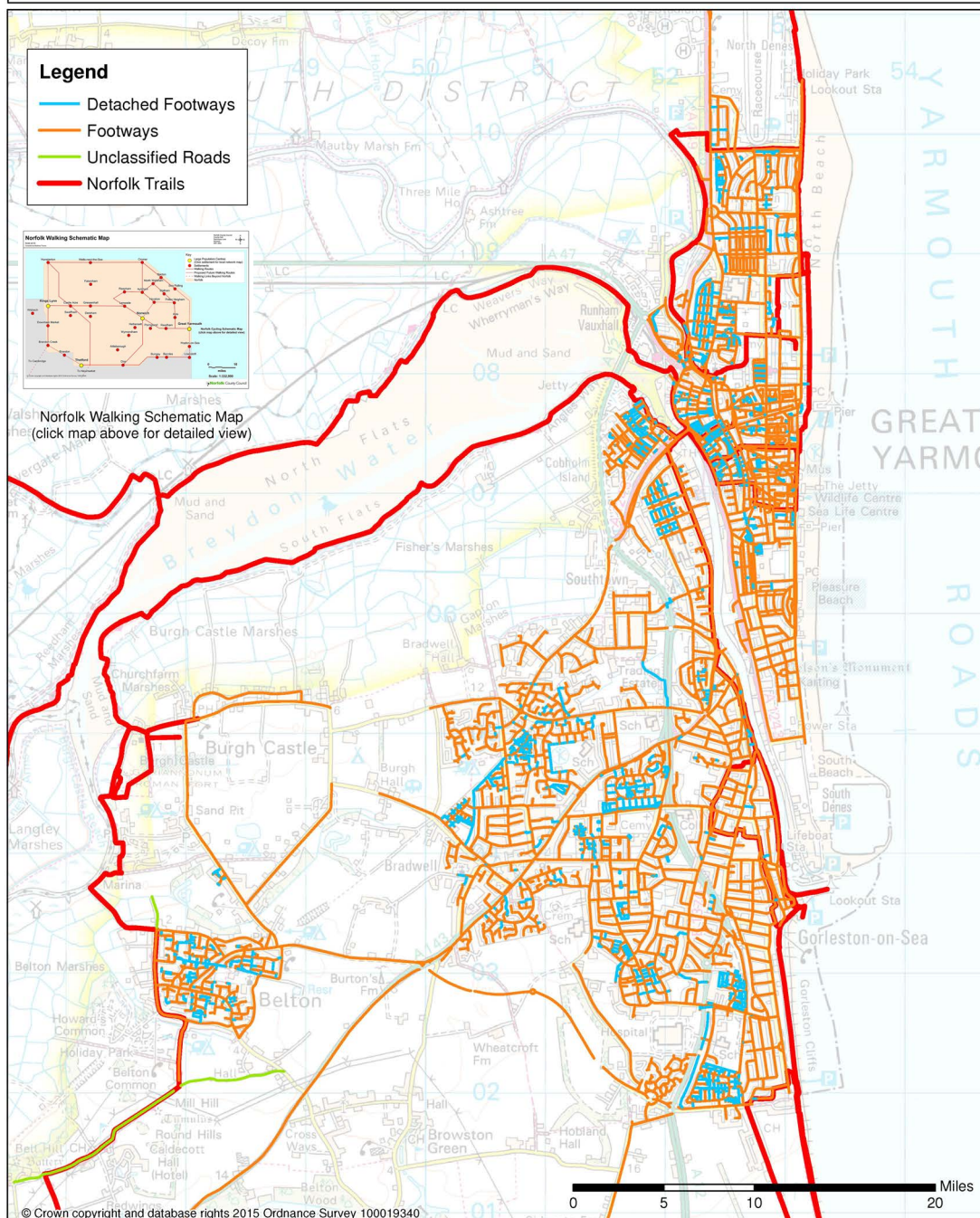


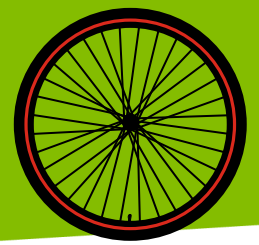
Legend

- Detached Footways
- Footways
- Unclassified Roads
- Norfolk Trails

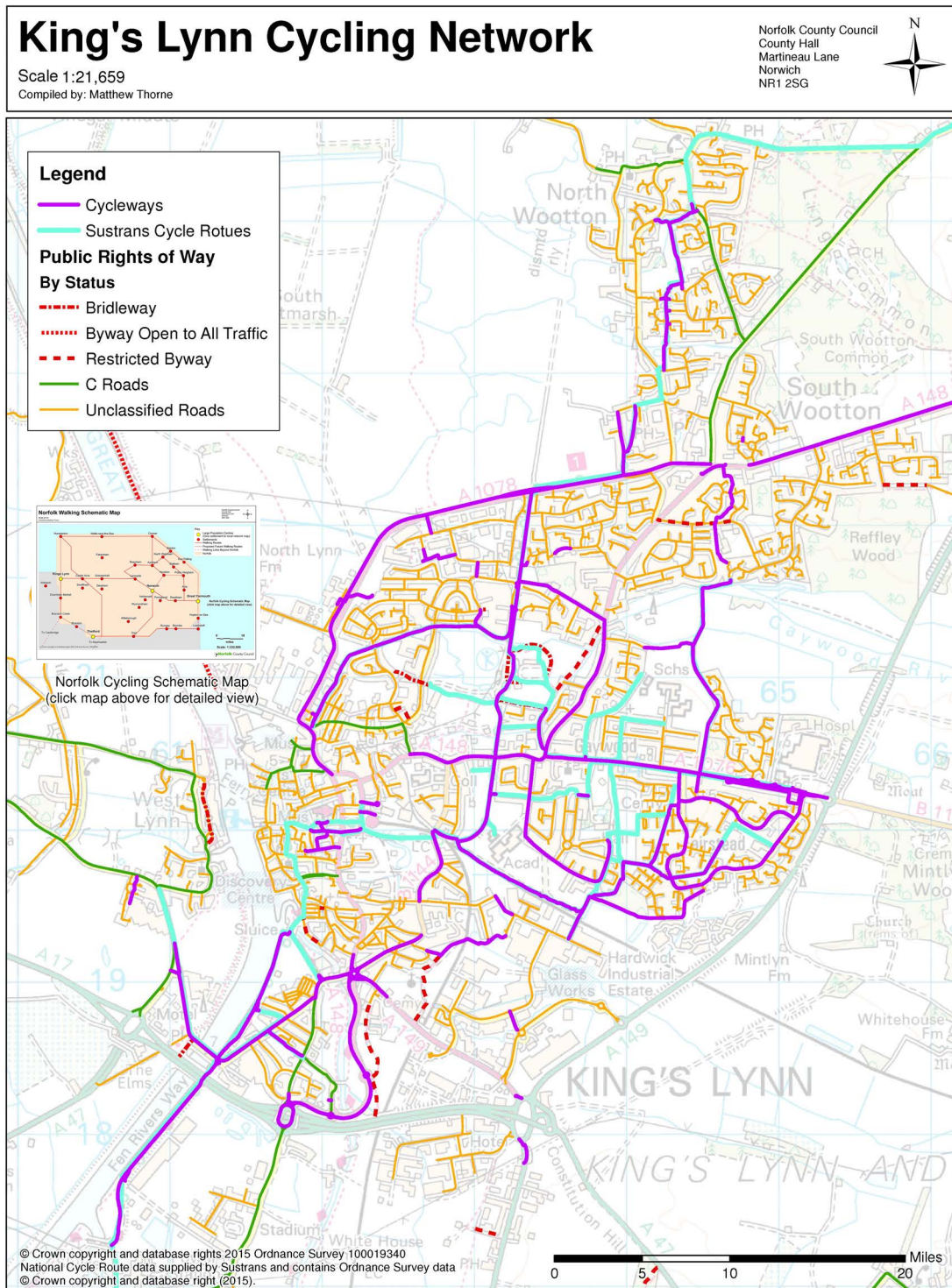


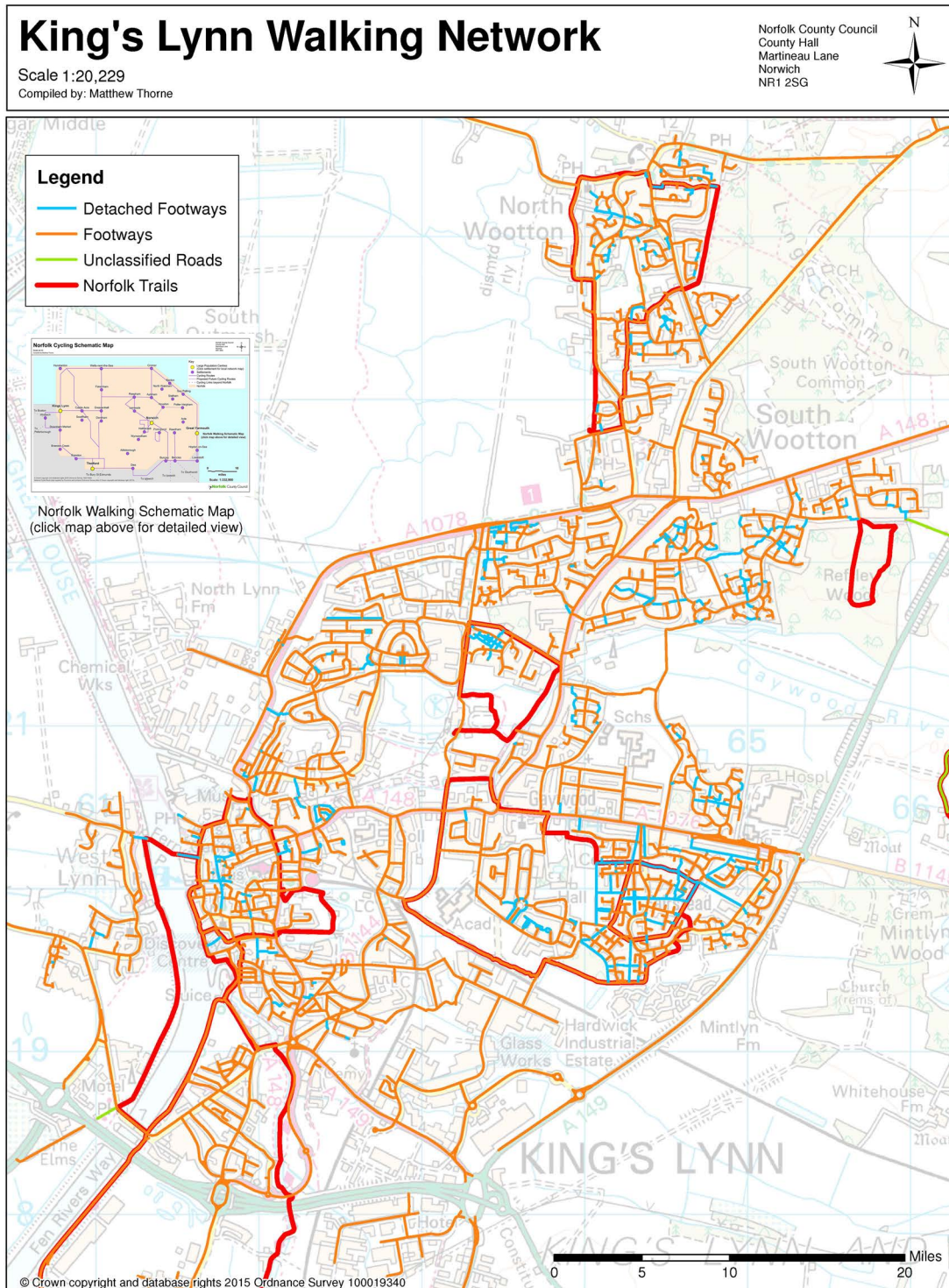
click map above for detailed view

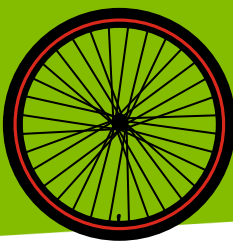




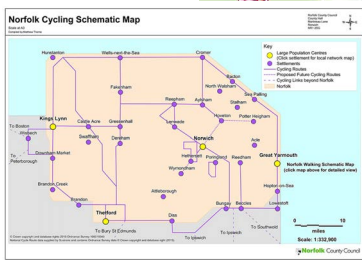
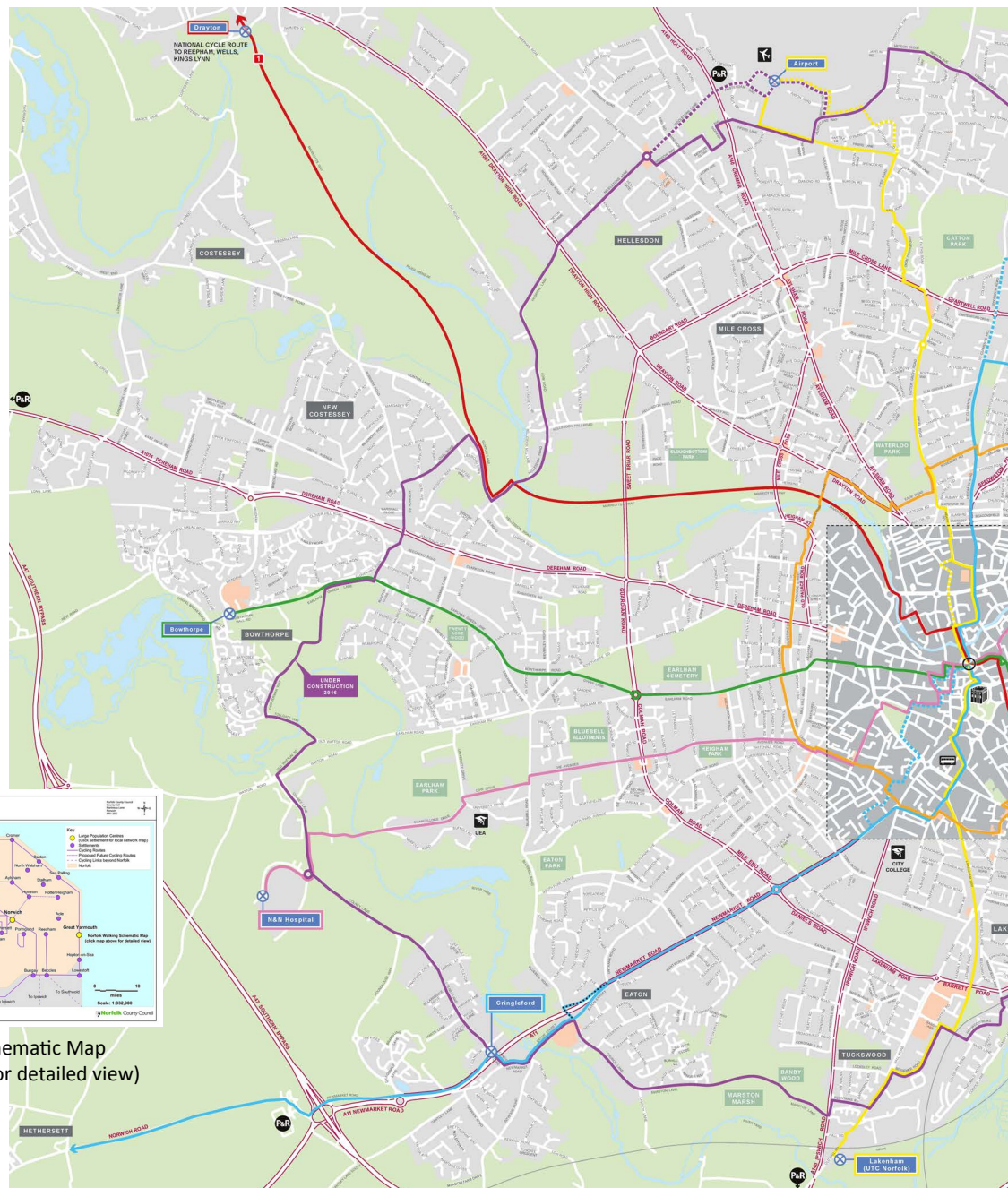
Local walking and cycling network maps







Local walking and cycling network maps



Norfolk Cycling Schematic Map
(click map above for detailed view)



Norwich Pedalways Norfolk cycling and walking action plan

DRAFT 16 Feb 2016

Pedalways - 2016

- Drayton ↔ Whittingham (National Cycle Route 1)
- Bowthorpe ↔ Broadland Business Park
- N&N Hospital ↔ Heartsease
- Cringleford ↔ Sprowston
- Lakenham ↔ Airport
- Outer circuit
- Inner circuit

Pedalways - proposed route changes

- Proposed route alteration 2019
Cringleford ↔ Sprowston
- Route section deletion 2019
Cringleford ↔ Sprowston
- New route alteration 2019
Lakenham ↔ Airport



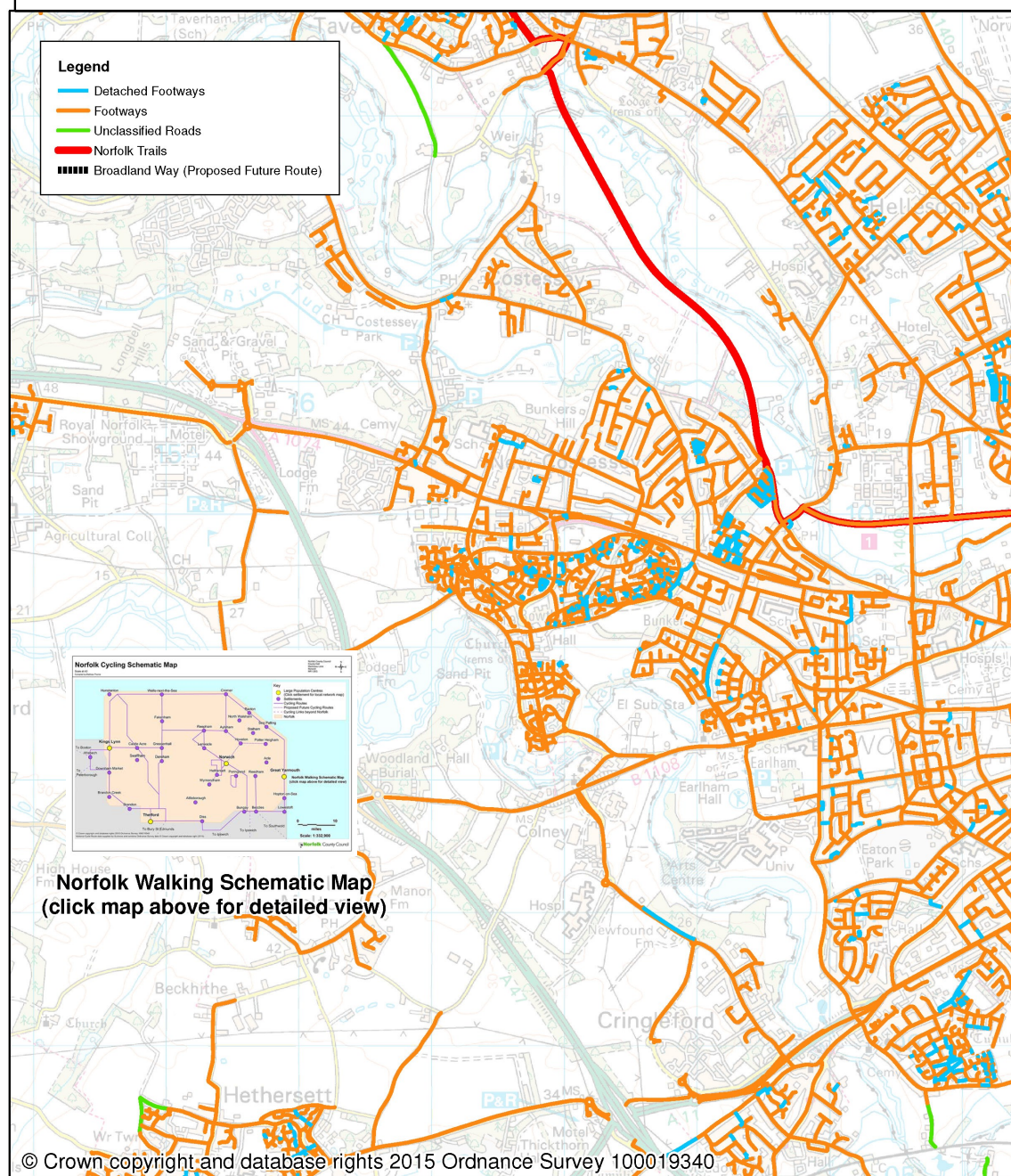


Local walking and cycling network maps

Norwich Walking Network

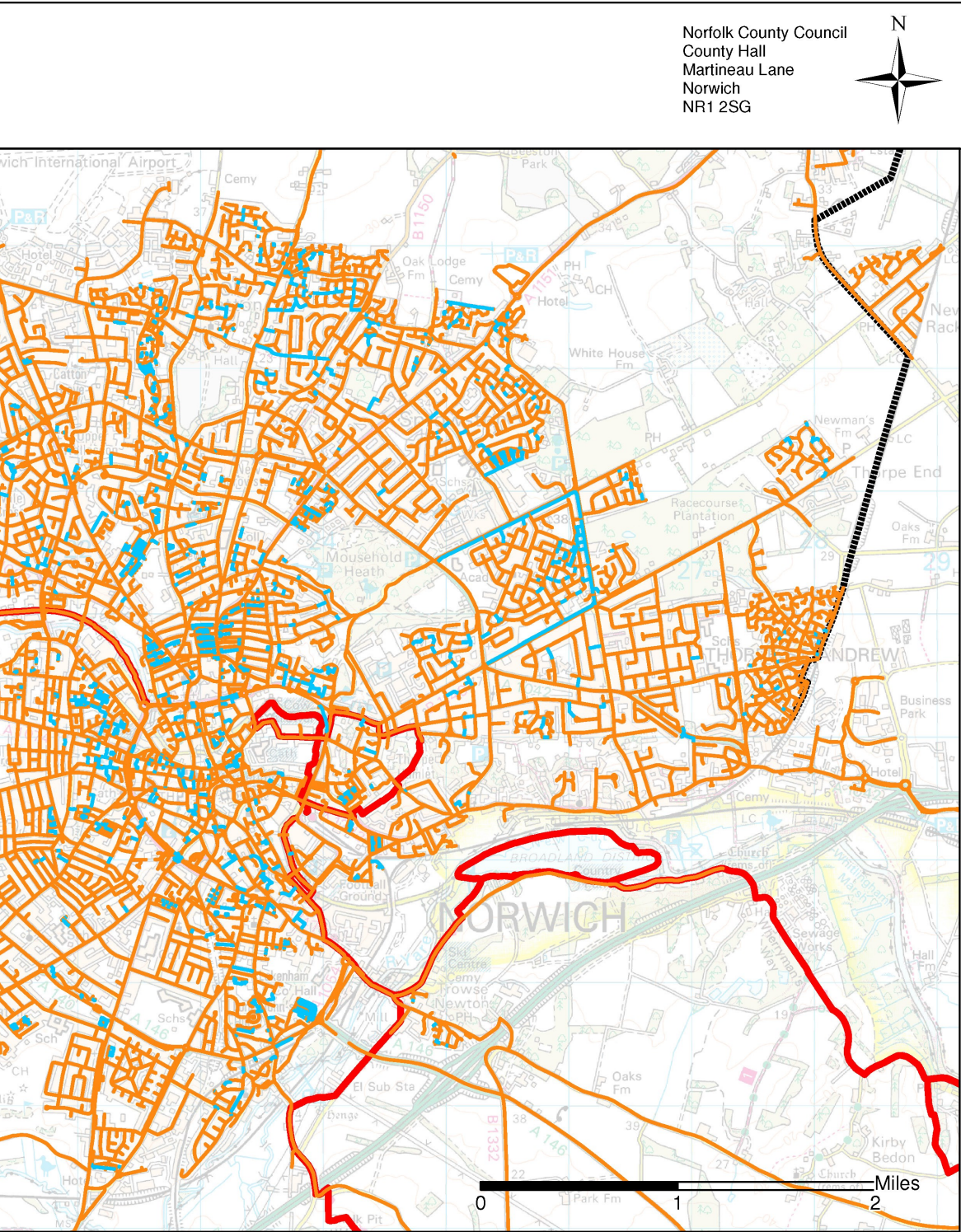
Scale 1:37,278

Compiled by: Matthew Thorne





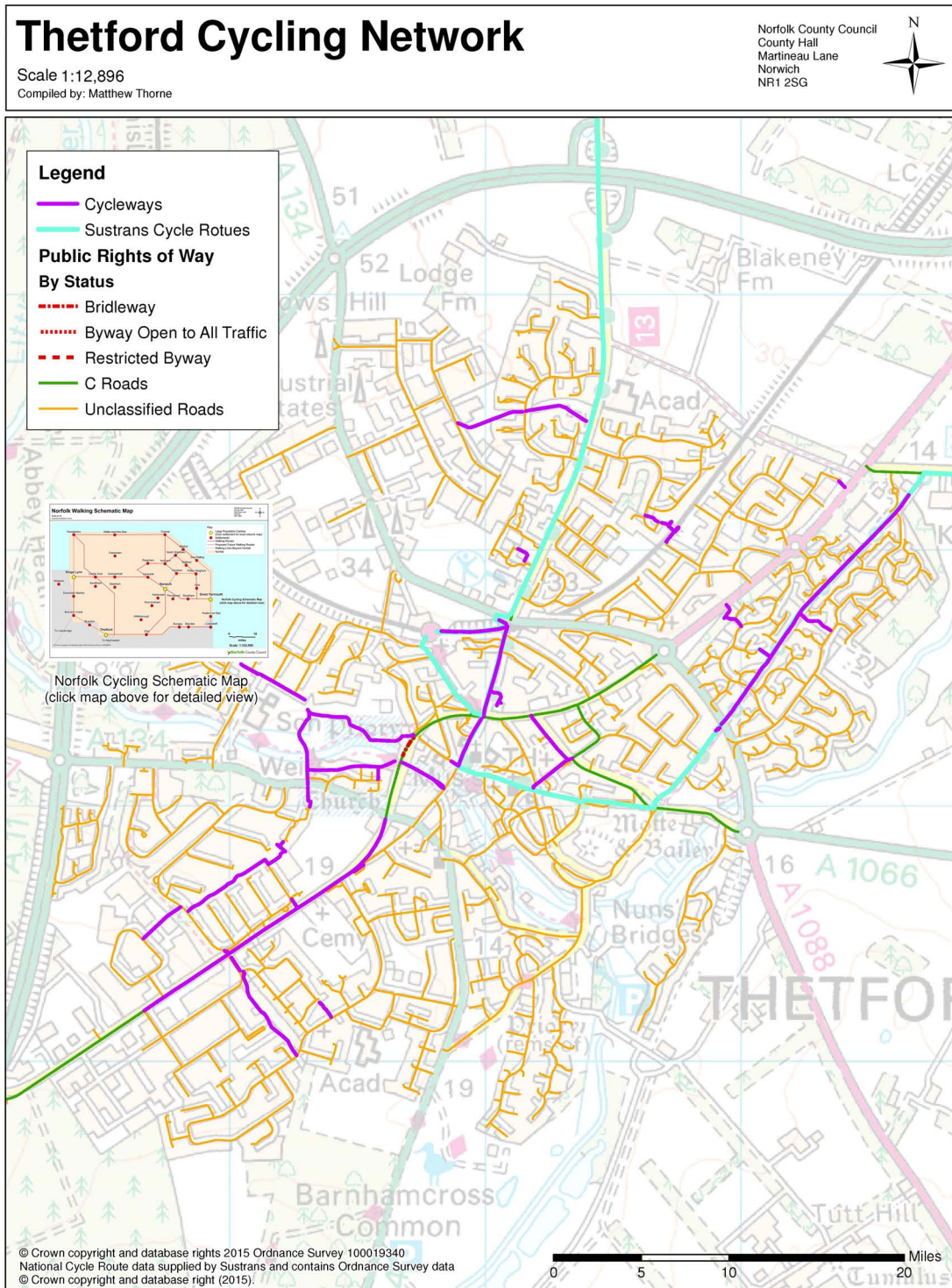
Norfolk Cycling and Walking Action Plan

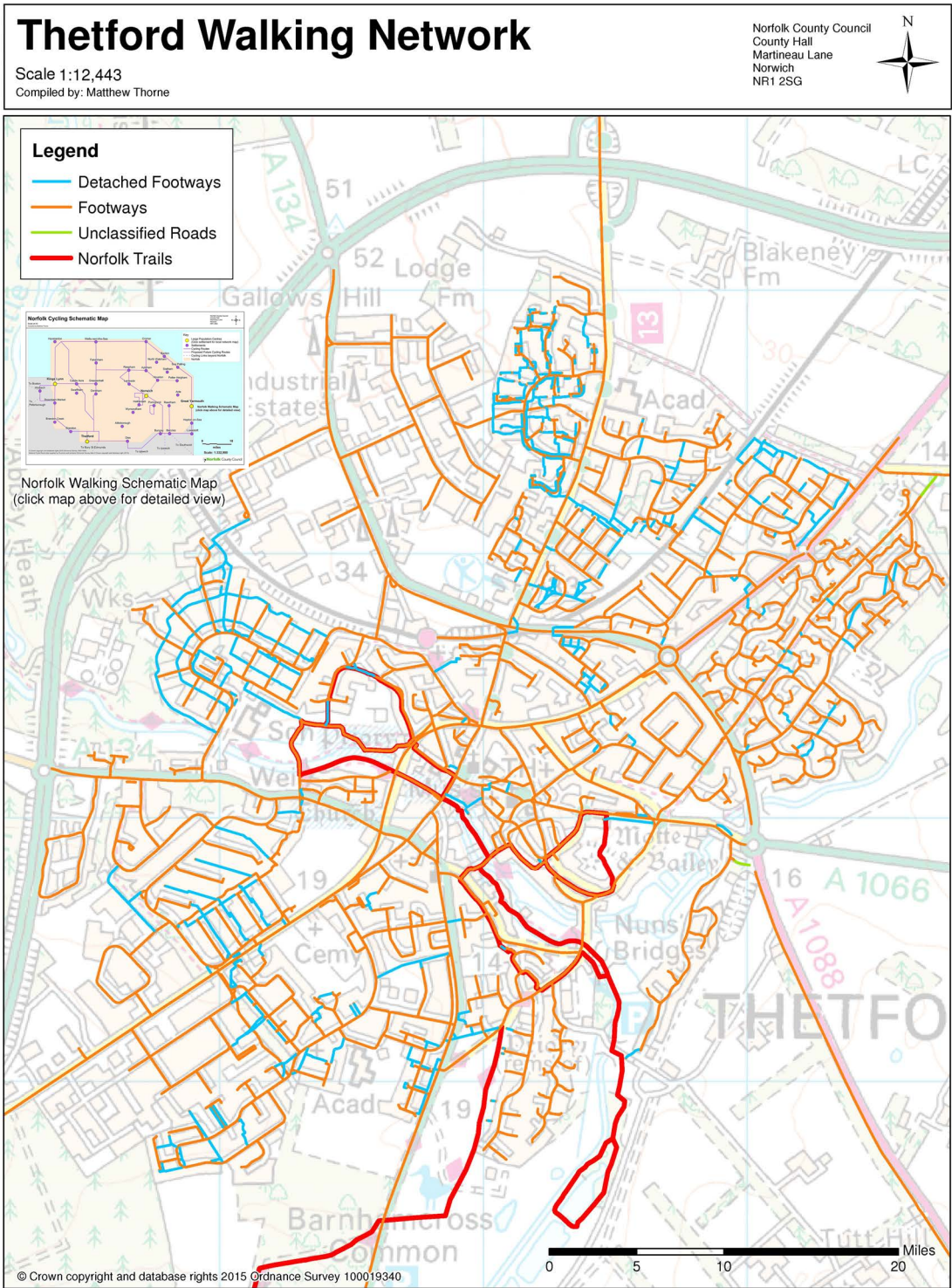


Norfolk County Council



Local walking and cycling network maps



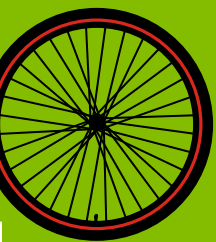


12 Public consultation feedback

Public consultation of the first draft of this action plan

Norfolk County Council ran a public consultation between March and April 2016 to gauge public reaction to the plan.

- 90% of respondents agreed with the plan's vision
- 80% agreed with suggestions to improve cycle routes
- 85% agreed with our recommendations to improve cycle parking facilities
- 83% agreed with our suggestion for improved design of public spaces to better accommodate cyclists
- 77% agreed with calls for improved signage
- 77% agreed that cycle routes should integrate better with public transport
- 70% agreed that cycle hire schemes would be beneficial
- 83% agreed that it is important to “cycle proof” the strategic road network
- 78% agreed that improvements to Norfolk's walking network should be done at a strategic, ‘whole network’ level
- 85% agreed that new developments should be designed to encourage people to cycle and walk more



Conclusions:

- The public consultation on the Cycling and Walking Action Plan showed that there is a desire to see plan implemented.
- People are positive about walking and see it as a good way to stay fit, maintain good mental health, see people and get to places. However several areas of Norfolk were highlighted as being short on footpaths and provision must be made to maintain any new cycling and walking infrastructure into the future
- The survey showed that there is recognition of the role cycling plays in keeping people healthy and support for the need to encourage uptake in the number journeys undertaken by bike to reduce local pollution levels and congestion in town centres. Those who took part in the survey would like a better, more joined-up cycling network plus education on safer cycling and improvements to infrastructure across Norfolk to keep cyclists safe
- Strong leadership will be needed to take the strategy forward and make a real impact. This must include a drive to embed cycling and walking into new development strategies ; financial commitment to cycling and walking; a culture change whereby people view cycling and walking as viable alternatives to getting into the car.



Public consultation feedback comments

Wherever resources are developed for cycling a huge take up follows; The Camel Trail, The Monsal Trail, The Tissington Trail and the High Peak Trail provide overwhelming evidence.

The benefits are well researched and evidenced - what we need now is stronger leadership to push these benefits to the top of the various agendas that look at how the County develops in terms of health, economic, housing and transport strategies.

It looks like a good plan, but South Norfolk and Broadland are very lacking in cycle and walking trails.

Physical and environmentally-friendly activity for people of all ages is of increasing importance in an era that has become too car-dominated.

The target to increase levels of cycling and to target a spend of £10 per capita per

annum in Norfolk. This is excellent, and follows the recommendation of the APPG Get Britain Cycling report.

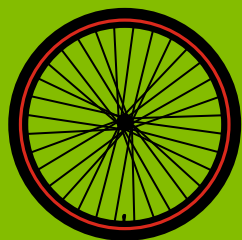
This vision suits those living in urban/suburban areas but is not realistic for 365 day rural living.

The more we get people cycling and walking to go about their everyday business the better the environment and the healthier people are.

Only the provision of high quality infrastructure will allow these objectives to be reached. There is no need to try and reinvent the wheel, the examples of Holland and Denmark can be replicated and fast tracked for effective result.

Cycling and walking are the best and cheapest route to solving several of our urban and social problems, ie congestion, pollution, obesity and access to transport.

Cycling as a mode of transportation needs to be promoted actively to be brought from a small tribal group to normal mass usage for everyone.



Only the provision of high quality infrastructure will allow us to reach these objectives. There is no need to try and reinvent the wheel, the examples of Holland and Denmark can be replicated and fast tracked for effective result

For residents of our rural villages there are often few safe walking routes. I am thinking particularly of my own village of East Harling. Apart from walking around the streets there are few public footpaths and the lanes can sometimes be dangerous due to speeding traffic. This is an issue which needs to be addressed.

The elements relating to walking do not take sufficient note of the value of the public rights of way (PRoW) network

The vision is good - if all Councils agree and follow through.

The benefits of cycling and walking are obvious... Better quality of life. Less traffic. Safer roads. Better health. Less pollution. More fun.

I agree with your vision but I don't believe it's ever going to be achievable in that time scale or even in 50 years unless you put pedestrians and cyclists as a priority when you look at roads.

Agree, we need more active ways of transport and for this to be seen as the norm.

Your vision looks very impressive, as long as ALL the points are adhered to. There is a need for safe, direct routes to enable people to cycle to work.

All new housing developments MUST have a travel plan which makes cycling and walking an easy choice.

Let's be a leader in transport infrastructure for the 21st century and not just a follower. Have other cities look to us as an example and make Norfolk the best, most forward thinking county.



13

Cycling and walking projects

Cycling and walking projects

This section concerns projects where funding has already been secured for cycling and walking improvements or where specific needs have been identified. Rather than incorporating copies of this dynamic data within this document we are including links to the definitive information here.

- **5 Year Capital Improvement projects**

For a list of the current 2 year programme of cycle projects, please follow this link to download the “Agenda Document Pack” from the January 2017 Environment, Development and Transport Committee, and navigate to page 99:

<http://norfolkcc.cmis.uk.com/norfolkcc/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/653/Committee/18/Default.aspx>

- **Section 106 Developer Contributions to cycling and walking projects**

For a list of current projects, please consult Table 4 (“How Highways Contributions have been spent”) of the Planning Obligations Statement here:

<https://www.norfolk.gov.uk/rubbish-recycling-and-planning/planning-applications/planning-obligations>

- **Norfolk Access Improvement Plan (NAIP)**

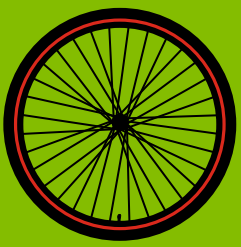
For a list of current priorities, please follow this link to the Rights of Way Improvement Plan and Review:

<https://www.norfolk.gov.uk/out-and-about-in-norfolk/public-rights-of-way/about-public-rights-of-way>

- **Greater Norwich Growth Board—Greater Norwich Growth Programme**

The Growth Programme identifies schemes, including walking and cycling, to be prioritised for delivery and to be funded either wholly or in part from the Infrastructure Investment Fund. These projects are important to support the growth agenda and the full infrastructure delivery plan can be found in the Greater Norwich Infrastructure Plan (GNIP) which is kept under review:

<http://www.greaternorwichgrowth.org.uk/delivery/growth-programme/>









It has long been recognised that there are many health benefits to be derived from cycling and walking, and that by drawing on the myriad of quiet roads, trails and other public rights of way across Norfolk, these healthier modes of transport can connect people to places.

In 2015 Norfolk County Council and Partners began working on a Cycling and Walking Strategy for Norfolk. Walking and cycling offer solutions to the problems of traffic congestion in our towns and poor health in our society, contribute to an improved quality of life, a stronger economy and an enhanced environment. Our strategy sets out the key elements of a long term plan to lead to a significant and sustained increase in cycling and walking in Norfolk, establishing both in the public's mind as 'normal' transport – especially for short distances.

For further information please contact Norfolk Trails:

norfolktrails@norfolk.gov.uk | 01603 222767

