

Infrastructure and Development Select Committee

Date: **Wednesday 13 March 2024**
Time: **10am**
Venue: **Council Chamber, County Hall, Norwich**

Persons attending the meeting are requested to turn off mobile phones.

Membership:

Cllr James Bensly (Chair)
Cllr Vic Thomson (Vice Chair)

Cllr David Bills
Cllr Claire Bowes
Cllr Chris Dawson
Cllr Jim Moriarty
Cllr Rob Colwell
Cllr William Richmond

Cllr Catherine Rowett
Cllr Chrissie Rumsby
Cllr Robert Savage
Cllr Tony White
Cllr Martin Wilby

**For further details and general enquiries about this Agenda please contact the
Committee Services Officer, Nicola Ledain:
email committees@norfolk.gov.uk**

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Advice for members of the public:

This meeting will be held in public and in person.

It will be live streamed on YouTube and members of the public may watch remotely by clicking on the following link: [Norfolk County Council YouTube](#)

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Current practice for respiratory infections requests that we still ask everyone attending to maintain good hand and respiratory hygiene and, at times of high prevalence and in busy areas, please consider wearing a face covering.

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A g e n d a

1 To receive apologies and details of any substitute members attending

2 Minutes

To follow

To confirm the minutes of the meeting held on 23 February 2024.

3 Members to Declare any Interests

If you have a **Disclosable Pecuniary Interest** in a matter to be considered at the meeting and that interest is on your Register of Interests you must not speak or vote on the matter.

If you have a **Disclosable Pecuniary Interest** in a matter to be considered at the meeting and that interest is not on your Register of Interests you must declare that interest at the meeting and not speak or vote on the matter

In either case you may remain in the room where the meeting is taking place. If you consider that it would be inappropriate in the circumstances to remain in the room, you may leave the room while the matter is dealt with.

If you do not have a Disclosable Pecuniary Interest you may nevertheless have an **Other Interest** in a matter to be discussed if it affects, to a greater extent than others in your division

- Your wellbeing or financial position, or
- that of your family or close friends
- Any body -
 - Exercising functions of a public nature.
 - Directed to charitable purposes; or
 - One of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union);

Of which you are in a position of general control or management.

If that is the case then you must declare such an interest but can speak and vote on the matter.

4 To receive any items of business which the Chairman decides should be considered as a matter of urgency

5 Public Question Time

Fifteen minutes for questions from members of the public of which due notice has been given. Please note that all questions must be received by the Committee Team (committees@norfolk.gov.uk) by **5pm Thursday 7 March 2024**. For guidance on submitting a public question please visit <https://www.norfolk.gov.uk/what-we-do-and-how-we-work/councillors-meetings-decisions-and-elections/committees-agendas-and-recent-decisions/ask-a-question-to-a-committee>

6 Local Member Issues/Questions

Fifteen minutes for local member to raise issues of concern of which due notice has been given. Please note that all questions must be received by the Committee Team (committees@norfolk.gov.uk) by **5pm Thursday 7 March 2024**.

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Group Meetings:

Conservative	9:15am
Labour	9:00am
Liberal Democrats	9:00am

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Infrastructure and Development Select Committee

Item No: 7

Report Title: Integration of the New Anglia Local Enterprise Partnership function into Norfolk County Council

Date of Meeting: 13 March 2024

Responsible Cabinet Member: Cllr Kay Mason Billig (Leader and Cabinet Member for Strategy & Governance)

Responsible Director: Chris Starkie – Director of Growth and Investment

Executive Summary

The integration of Local Enterprise Partnerships into upper tier local authorities was announced in the Chancellor's March 2023 budget statement, and in August 2023 government confirmed its decision.

On 2 October 2023, Cabinet was provided with an update on the 'Integration Plan', on how the functions of the LEP will be delivered from the financial year 2024/25 and agreed to submit the plan to Government.

This plan, prepared jointly with Suffolk County Council, was submitted to Government at the end of October 2023, who have accepted the plan and confirmed the plan complies with Government guidance.

Operational details of the integration plan can be found in Appendix A of this report.

Government published further guidance on the integration of LEPs on 19 December 2023, which has been considered in the preparation of this report. Furthermore, Government have confirmed that Norfolk County Council will receive up to £240k as revenue funding to support the transition. The integration of the LEP functions will take effect on 1 April 2024.

The transfer of functions will enhance the council's capabilities in enabling economic growth in line with the council's Better Together, for Norfolk strategy. This will include additional staffing and programmes, together with funding to support these activities.

However, with any transfer of functions there are risks to consider. These include staffing liabilities as well as the current and historic grant and investment

programmes and other contracts undertaken by the LEP which are being transferred to the council.

Action required

The Select Committee is asked to:

- 1 To consider the information in the report on the work being done to implement the Norfolk integration plan**
- 2 To endorse the integration of the LEP functions into the County Council with effect from 1 April 2024**

1. Background and Purpose

- 1.1** New Anglia Local Enterprise Partnership is one of 38 LEPs established under the Coalition Government in 2011 and covers the counties of Norfolk and Suffolk. At the time of its establishment, Government wanted LEPs to cover a minimum of two upper tier council areas.
- 1.2** Since 2011 the LEP has invested more than £150million in Norfolk and generated at least £650million in matched funding. Its investments have created approximately 8,000 jobs in the county, and more than 7,500 businesses provided with one-to-one support.
- 1.3** The integration of the LEP into NCC was originally part of the County Deal. Since then, LEP integration is now wider government policy not linked to devolution.
- 1.4** The integration of Local Enterprise Partnerships into upper tier local authorities was announced as a general policy in the Chancellor's March 2023 budget statement, and in August 2023 government confirmed its decision.
- 1.5** Government confirmed its sponsorship and core funding of LEPs will now cease, and it will now support local authorities to take on LEPs' functions. Government has confirmed it expects these functions to be exercised by upper tier local authorities, which in Norfolk and Suffolk are the two county councils.
- 1.6** On 2 October 2023, Cabinet was provided with an update on the 'Integration Plan' being prepared. The Integration Plans were prepared with Suffolk County Council, based on extensive working with stakeholders and partners.
- 1.7** The Integration Plans set out the high-level plans for each LEP function, proposals for the separation of LEP assets and liabilities between Norfolk and Suffolk County Councils, and the outline proposals for the future Norfolk and

Suffolk Business Boards. The Integration Plans also set out at high level the proposals for transfer of LEP staff.

- 1.8 Cabinet agreed to submit the Integration Plan to Government who have confirmed it fully met their expectations. The Integration Plan is now being implemented, and integration of the LEP functions into the County Council is expected to take effect on 1 April 2024. In addition, government published further guidance as to integration of LEPs on 19 December 2023, which has been considered in the preparation of this report. Government has also confirmed that the implementation plan submitted at the end of October complies with this further guidance.
- 1.9 The integration of the LEP functions and the integration plan both align with key objectives in the Council's corporate strategy *Better Together, for Norfolk*, and provides an opportunity for NCC to be more visible in its support of business and to strengthen working with partners including districts.
- 1.10 The purpose of this report is to provide an update to the I&D Committee on the work being done on the Implementation Plan and to ask the committee to endorse the integration of the relevant New Anglia LEP functions into the County Council in line with Government's timeline.
- 1.11 Comments from the select committee will be considered before a final decision by the cabinet member for strategy and governance.

2. Proposal

2.1 The Integration Plan

- 2.1.1 Norfolk and Suffolk County Councils have each prepared LEP Integration Plans, which were closely aligned.
- 2.1.2 In preparing the Integration Plans, both councils (and other stakeholders and partners) recognised the enormous amount of work which has been carried out by the LEP board and team and the high regard in which the organisation is held. The councils and partners therefore wished to build where possible on the work delivered to date and ensure any breaks in service during the cut-over were as limited as possible.
- 2.1.3 The councils set out a handful of key principles which informed the Integration Plans, and their subsequent implementation:
 - The transition should be as seamless as possible and there are no cliff edges in activity or support for businesses.
 - Continuation of programmes, projects and groups where possible and where funding is in place.

- Continued joint working across Norfolk and Suffolk where appropriate, based on the success of the joint inward investment service where staff are employed by two councils but work as a joint service.
 - Utilise the skills and expertise of LEP staff, board members, and members of other LEP subgroups where possible.
 - Whilst being realistic about the funding in place, and taking the opportunity to identify efficiencies, where they may exist.
- 2.1.4 The Integration Plans set out the high-level plans for each LEP function, proposals for the separation of LEP assets and liabilities between Norfolk and Suffolk County Councils, and the outline proposals for the future Norfolk and Suffolk Business Boards. The Integration Plans also set out at a high level the proposals for transfer of LEP staff.
- 2.1.5 The Integration Plans were submitted to Government in November 2023. Government has formally accepted the plans and confirmed that the Integration Plans are compliant with guidance and in line with government expectations.
- 2.1.6 The Government has previously highlighted which LEP functions it wishes to see continue. This was set out in a letter to LEPs in March 2022 and confirmed in Summer 2023. Government expects the following LEP functions to continue:
- Strong independent **business voice** via new Norfolk and Suffolk Business Boards
 - Strategic **economic planning** in partnership with local leaders which clearly articulates the area's economic priorities and strengths
 - **Delivery of functions** on behalf of Government including (but not limited to) Growth Hubs, Careers Hubs, Enterprise Zones
 - **Skills analysis** to support Local Skills Improvement Plans
 - Monitoring and assurance of existing local growth programmes of funds for which LEPs are responsible (e.g. Growth Deal and Getting Building Fund).
- 2.1.7 Norfolk and Suffolk County Councils have agreed that many programmes are best served by continuing on a two-county footprint – for example New Anglia Growth Hub, Inward investment, Skills Boot Camps, Careers Hub and innovation and sector activity. In these areas NCC and SCC staff will work as virtual joint teams.
- 2.1.8 Responsibility for Enterprise Zones as well as live and historic loan and investment books will be split by geographies – Norfolk County Council will manage assets relating to Norfolk as part of the transition, and Suffolk will manage assets relating to Suffolk.
- 2.1.9 Government's autumn guidance on LEP integration stated that LEP loan books generated by the Local Growth Fund and Getting Building Fund should be transferred to the accountable body or bodies in areas where the LEP is

ceasing to operate. It also states that the future management of Enterprise Zones including the use of retained business rates should be agreed locally.

2.1.10 In the case of New Anglia LEP, Suffolk County Council has acted as the LEP's accountable body since its inception. As part of the transition, SCC has agreed to transfer that function to NCC for Norfolk, which means loans and investments held by the LEP in Norfolk will transfer to NCC.

2.1.11 However, NCC and SCC have agreed that the New Anglia Capital investment portfolio will not be split, as the nature of the investments and the wider angel investment network are better managed on a Norfolk and Suffolk footprint. NCC and SCC have agreed to work with the LEP with a view to NCC taking on the management of NAC on behalf of both councils.

2.1.12 The Integration Plan set out the proposals for how each LEP function is due to operate in FY24/25. Subsequently to this, a series of workshops have been held between the two County Councils and LEP staff to work through further operational details of these functions. These are set out in more detail in **Appendix A.**

2.2 LEP Staffing and People transition

2.2.1 The report to Cabinet on 2 October 2023 outlined the LEP's current organisational structure and broad information about the staffing cost base. Subsequent to this, extensive work has taken place involving HR leads across LEP, Norfolk and Suffolk County Councils, and involving the senior management stakeholders at LEP, SCC and NCC.

2.2.2 Both county councils have stated their desire and intention to retain LEP staff and key skills, where funding is available, and it is affordable to do so. In some areas, such as corporate functions (HR, Communications, Finance etc), both councils will utilise existing capabilities.

2.2.3 Over the past months, both councils have been working to develop their respective "target operating structures" outlining the roles both organisations wish to keep based on the functions set out in the Integration Plan.

2.2.4 The target organisation structures also set out the future reporting lines in Norfolk and Suffolk County Councils: of the 55 LEP roles, 32 have been allocated to NCC.

2.2.5 The target organisation structure for Norfolk is outlined in Figure 1.

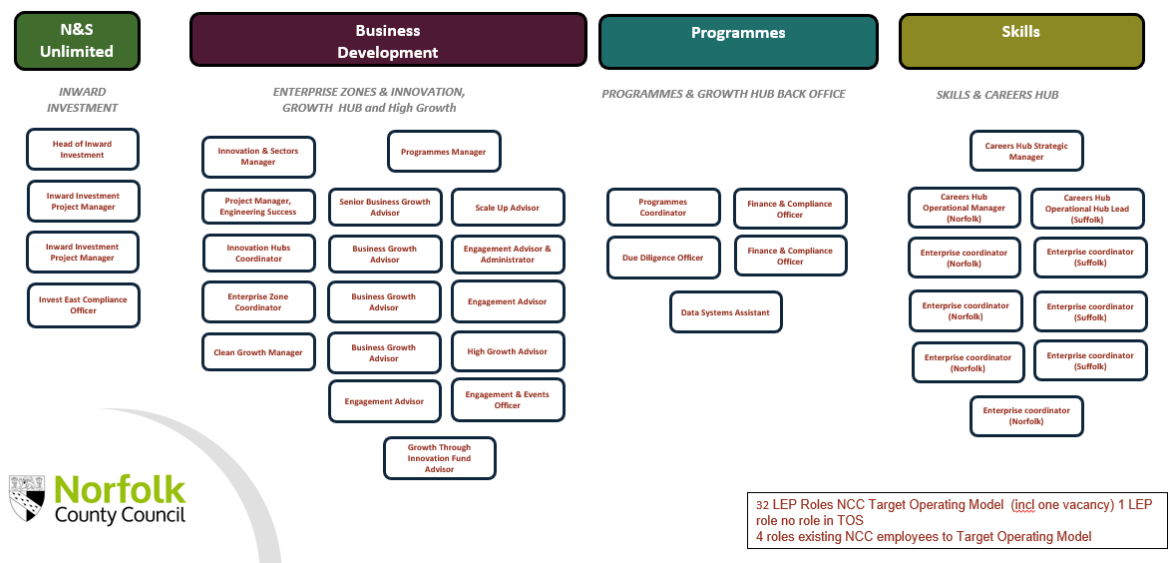


Figure 1

- 2.2.6 This structure will sit as part of the Growth & Investment directorate, in the Strategy & Transformation department. It should be noted the structures are indicative, and more detailed discussions are ongoing on the final management arrangements.
- 2.2.7 Options have been explored to identify the most appropriate solutions for transferring LEP staff to the Councils, and for managing those roles which are unlikely to be required. NCC, SCC and the LEP have worked together to ensure the TUPE process is followed.
- 2.2.8 Funding is in place for all 32 roles transferring to NCC for the 24/25 financial year. This income comes from a range of sources including LEP's own funding, as well as sources such as the Careers and Enterprise Company, UK Shared Prosperity Fund and the Department of Business and Trade (DBT).
- 2.2.9 All funding is confirmed except for the level of DBT funding which is expected in the coming weeks. This element funds an element of the Growth Hub. Government has confirmed it will provide financial support, but the precise settlement is to be confirmed.
- 2.2.10 For future years, staffing levels will need to match the resources available. Redundancy costs for the transferring staff have been calculated and will be included in the funds transferring to NCC. This means that were it necessary to make former LEP staff redundant, this will come at no additional cost to NCC. HR has also been working to identify and minimise any outstanding HR risks and liabilities ahead of transfer.

2.3 Contracts and due diligence

- 2.3.1 As part of the transition, responsibility for the LEP's Norfolk portfolio of loans, as well as grant and investment programmes is transferring to the council from the LEP and SCC.
- 2.3.2 Working with the LEP and SCC each of the agreements is being scrutinised to identify risks and minimise any future liabilities to the council. This will include ensuring contracts are exited before the transfer where appropriate, such as leases for premises, and contracts are novated or assigned where necessary.
- 2.3.3 Contracts that will be novated include service contracts with a number of Government departments, bodies such as the Careers and Enterprise Company, other local authorities and a number of suppliers.
- 2.3.4 The LEP has confirmed it has no ongoing contractual disputes.
- 2.3.5 In addition, we are working closely with SCC which has been the accountable body for the LEP since inception and therefore has a good understanding of contracts entered into by the LEP including any perceived risks.

2.4 Business Board

- 2.4.1 The role of business is seen as critical in the process of LEP integration and Government has mandated the creation of Business Boards as part of the transition into upper tier authorities. The Government's English devolution accountability framework published in March 2023 says:

"All institutions with devolved powers should embed a strong, independent, and diverse local business voice into their decision-making processes... This business board should build on the success of existing LEP boards wherever possible."

- 2.4.2 Norfolk County Council and Suffolk County Council have engaged extensively with business representatives on the development of business boards over the last 6 months.
- 2.4.3 NCC held a series of business round tables in 2023 to listen to business and explore initial options for the board. Further consultation, including with all local authorities and other public sector partners, took place during January and February 2024 as part of the development of the Norfolk Economic Strategy, which is a requirement of the integration.
- 2.4.4 In Norfolk it is proposed that the Norfolk Business Board will be a dedicated business board with the following purpose:
- A partnership between business, education and local government to enable sustainable growth in Norfolk.
 - A strategic board designed to shape policies and create actions to improve Norfolk businesses and employees.

- 2.4.5 The Norfolk Business Board will consist of 16 members. This will include business leaders (VCSE), local authority leaders (county and district) and education representatives (FE & HE). Members will be recruited through external advertisement. A 3-year term is anticipated.
- 2.4.6 Recruitment of the Norfolk business Board is expected to commence in late spring and follow a clear and transparent process.
- 2.4.7 The responsibilities of each Business Board will include:
- To develop an ambitious evidence based economic strategy for the counties.
 - To act an advocate for Norfolk and Suffolk's economies to raise the county's profile with Government.
 - To work to attract new business investment into the county.
 - To convene businesses to understand their needs and ambitions.
 - To act as an enabling vehicle for sector specific councils and groups.
 - To develop and oversee programmes to support business growth (including start-up and increasing innovation and productivity).
 - To make recommendations for funding projects and programmes to support business growth.

3. Impact of the Proposal

- 3.1. LEP integration provides the opportunity to complement and strengthen Norfolk County Council's work with business, skills and employment programmes and the economy, by bringing together LEP functions with those of the Growth and Investment directorate and other NCC functions, while continuing the partnership model fostered by the LEP.
- 3.2. There are some clear benefits from bringing together NCC's activities around skills and employment with LEP programmes such as Skills Boot Camp and Careers Hub. Further business support and sector development activity carried out by NCC will be strengthened by integration of the LEP's Growth Hub and Innovation activity.
- 3.3. Throughout the planning process, it has been critical to ensure that the integration of these new functions, will have minimal financial and legal implications for the County Council, and will continue to be supported by a model of Governance that fosters partnership and collaboration.
- 3.4. Whilst the integration will include the transfer of some staff, the County Council has established that any redundancy and pension liabilities will be met through existing New Anglia LEP reserves.

4. Evidence and Reasons for Decision

- 4.1** As outlined previously, it is Government's intention to withdraw all direct funding to LEPs in 2024. The decision to integrate functions into Norfolk County Council ensures an opportunity to complement and strengthen the county council's support for businesses and skills programmes, while continuing the partnership model fostered by the LEP.

5. Alternative Options

- 5.1** Cabinet was presented with a number of alternative options which were considered and rejected on 2 October 2023.

- Allowing the LEP to continue operating as now. This option is permitted in the Government's guidance but is not Government's preferred option. Further it has been rejected by Suffolk County Council and the LEP board as not a financially viable option given the Government has said funding for economic development will no longer be routed through LEPs.
- Demerging the LEP to create a Norfolk only LEP. This option would leave the LEP as a single county entity. This has been rejected as financially unviable, as Government will no longer be routing funding for economic development through LEPs. Furthermore, under proposed devolution deals in Norfolk and Suffolk, LEP functions are being transferred to Norfolk County Council and Suffolk County Council.
- Allowing the LEP to close and not transferring functions to NCC. This option was rejected as it would be in contravention of the Government's guidance and would leave the county without any of the services provided by the LEP.
- Allowing the LEP to close and transferring functions to a range of partners. This option was rejected as it is against the Government's guidance, and would miss out on Government funding. Government guidance says functions should be transferred to whole county areas or areas with a minimum population of 500,000. Furthermore, this would create significant complexity from a legal and TUPE perspective, it be more costly and was not supported by the LEP board.
- No further alternatives have been considered subsequently; the focus has been on further developing and implementing the Integration Plan in partnership with all key stakeholders, to ensure the best possible outcome for the staff of the New Anglia LEP, the business community and Norfolk County Council.

6. Financial Implications

- 6.1** The transfer of LEP functions to NCC brings additional funding into NCC as well as additional financial commitments.

- 6.2** For 24/25 financial year we are anticipating an operating budget for services being transitioned of approximately £4.2m. Of this c£1.5m is funding for three existing business grant programmes and the remaining £2.7m delivering programmes ranging from the Careers Hub and Growth Hub to innovation programmes and sector development.
- 6.3** This figure excludes the delivery of a second year of Rural Prosperity Fund programmes for North Norfolk Council and the Borough Council of Kings Lynn and West Norfolk in 2024/25. Funding levels for these programmes will be determined when the expenditure for 23/24 has been finalised.
- 6.4** Funding for transferring functions is confirmed except for the level of DBT funding which is expected in the coming weeks. This element funds an element of the Growth Hub. Government has confirmed it will provide financial support, but the settlement is to be confirmed in the next few weeks.
- 6.5** The transfer of 32 staff brings an additional financial commitment of approximately £1.7m, which for financial year 24/25 is covered in full by income which will transfer from the LEP. This income comes from a range of sources including LEP's own funding, as well as sources such as the Careers and Enterprise Company, UK Shared Prosperity Fund and the Department of Business and Trade (DBT) as well as a contribution to shared costs from SCC.
- 6.6** For future years, staffing levels will need to match the resources available. Redundancy costs for the transferring staff have been calculated and will be included in the funds transferring to NCC. This means that were it necessary to make former LEP staff redundant, this will come at no additional cost to NCC.
- 6.7** Government is providing up to £240k in transition funding to NCC. This funding will be used to cover one off costs of the transfer such as IT, legal, HR as well as supporting functions NCC is taking on as part of the transfer and required to deliver which do not have dedicated funding such as the development of the economic strategy and the business board.
- 6.8** LEP functions with financial implications which are transferring include:

A portfolio of Norfolk-based loans. The eight loans were financed using cash from the Getting Building Fund or Local Growth Fund, meaning under Government guidance these loan books are due to transfer to NCC. The Loans have a total value of just over £10m and have been lent to other local authorities and private sector partners to forward fund infrastructure. As the loans were financed using cash rather than borrowing, there is limited risk to NCC by acquiring the portfolio.

Repayments from the loans will be recycled for further use as well as covering the cost of the programme.

Existing LEP grant programmes. Business Transition to Net Zero and Getting Building Fund. Government has agreed that funding from these programmes will not be clawed back provided NCC and SCC use the funding to continue the programmes. It is our intention to continue this programme. Approximately £1.3m of funding is likely to transfer to NCC.

Unutilised LEP programme funding. The LEP has some funding ringfenced for programmes but not allocated which will transfer to the council. This funding will provide opportunities to continue LEP programmes as well as support the wider Growth and Investment service. The level of this funding will be confirmed after LEP closure costs are confirmed, however the amount available will exceed the LEP's closure costs. This will need to be ringfenced for economic development and will provide the council the ability to support services transferring from the LEP in the medium term.

Existing district council Rural England Prosperity Fund programmes. NCC will be taking over the second year of some grant programmes delivered by the LEP for Borough Council of Kings Lynn and West Norfolk and North Norfolk Council. Arrangements are being put in place to ensure smooth transition from the LEP to NCC, with the consent of both councils. NCC's external funding and programmes team has considerable expertise in running similar programmes.

Closed LEP grant programmes. NCC will be taking over the monitoring of the LEP Norfolk portfolio of capital infrastructure grants and business grants. Funding for this was provided by Government and Europe. Monitoring will be undertaken by the external funding and programmes team. In taking on responsibility there is a small risk of clawback if projects fail to deliver. However, the portfolio transferring from the LEP has to date not had any funding clawed back by Government or Europe. This risk is further mitigated by NCC being entitled to claw back that funding from the applicant. NCC's external funding and programmes team has considerable experience in this area.

New Anglia Capital. NCC is proposing to take over the New Anglia Capital portfolio on behalf of SCC and NCC. NAC, is a subsidiary of the LEP and has invested more than £3m in a portfolio of around 16 high potential businesses. NAC funding is matched by angel investors, and has provided an important source of early stage finance for high growth businesses. NCC's proposal is subject to legal and financial agreement between the LEP, NCC and SCC.

Enterprise Zones. NCC is negotiating with district colleagues to reach local agreement on the use of funding generated by Norfolk's enterprise zones in

line with Government guidance. It is anticipated that the revenues previously held by the LEP will be used to support economic growth in the individual district or cluster of districts in which the funding is generated. If amicable agreement cannot be reached on one or more of the sites, the council will have to decide whether to pursue a legal remedy.

7. Resource Implications

- 7.1 Staff:** The transition of staff from the LEP into the two councils is being undertaken as a TUPE transfer. Of the 55 LEP staff, 32 are transferring to NCC on April 1st, 2024. As is usual with TUPE transfer, employees will transfer on their current terms and conditions of employment. An early comparison of their current terms with NCC terms and conditions does not foresee significant differences in contractual terms and conditions of employment or any contractual payments to employees outside their usual contract of employment. The recent receipt of due diligence information from the LEP has confirmed this.

A review of Growth and Investment structure in the summer of 2024 will further assess the structure in alignment with NCC organisational principles. The process will involve a comprehensive review of the combined team in respect of job descriptions, job titles and where appropriate grades.

- 7.2 Property:** The LEP has exercised break clauses on its office space, enabling an exit from premises in Norfolk and Suffolk, therefore no property liabilities are transferring to the council.
- 7.2 IT:** LEP staff transferring to NCC will migrate from the LEP systems to NCC systems. Part of the Government's LEP transition budget of £240k will be used to fund the new IT equipment. A small number of websites will be maintained to support joint NCC and SCC programme activity, funded through the transition budget.

8. Other Implications

- 8.1 Legal Implications:** The transition of LEP functions has a number of legal implications.
- 8.2 Staffing.** As outlined in 7.1 the transition of staff from the LEP into the two councils is being undertaken as a TUPE transfer. Of the 55 LEP staff, 32 are transferring to NCC on April 1st, 2024. As is usual with TUPE transfer, employees will transfer on their current terms and conditions of employment.
- 8.3 Contracts.** A significant number of contracts need to be novated or assigned from the LEP and SCC to NCC. These include contracts covering LEP loans, grants and investments as well as agreements covering the management of

the Enterprise Zones and a number of programmes which will be delivered by NCC on behalf of district partners. These include the delivery of UKSPF funded grants in West Norfolk and North Norfolk.

- 8.4** Memorandum of Understandings. A number of services previously delivered by the LEP will continue on a Norfolk and Suffolk basis. These will be managed by either NCC or SCC on behalf of both authorities. MoUs are being developed for these joint services.
- 8.5** New Anglia Capital. A new legal agreement will be required to cover proposed new arrangements for New Anglia Capital. Under this proposal NCC will manage NAC on behalf of NCC and SCC.
- 8.6** Other contracts. Due diligence is continuing on the remaining contracts held by the LEP. This will identify any further risks which the council might be exposed to. In terms of contractual disputes, the LEP has confirmed it is not subject to any ongoing contractual disputes.

8.2 Human Rights Implications: N/A

8.3 Equality Impact Assessment (EqIA) (this must be included):

- 8.3.1** As part of developing Norfolk's devolution deal, including (at the time) the integration of the LEP, a comprehensive range of evidence was gathered and analysed, to enable the Council to develop a sound equality impact assessment about the likely impacts on people with protected characteristics. This has involved reviewing data about people and services that might be affected, contextual information and research about local areas and populations.
- 8.3.2** The equality impact assessment conducted as part of the public consultation on the County Deal, identified that a core theme in the public consultation was a desire to ensure that the needs of disabled and older people in Norfolk and people with other protected characteristics in relation to growth, infrastructure, employment, housing, transport and education are understood championed, prioritised and addressed.
- 8.3.3** Although the integration of the LEP functions now forms part of a separate Government policy to that of the County Deal, it will still contribute to ensuring that everyone in Norfolk is able to play their part in developing Norfolk's economy, and LEP strategy will always give due regard to equality.
- 8.3.4** Details of the equality impact assessment is included in the Cabinet papers for 5 June 2023 (pages 264 – 271)

8.4 Data Protection Impact Assessments (DPIA): N/A

8.5 Health and Safety implications (where appropriate): N/A

8.6 Sustainability implications (where appropriate): N/A

8.7 Any Other Implications: N/A

9. Risk Implications / Assessment

9.1 The transition of LEP functions carries a number of risks, around staffing, funding as well as contractual liabilities.

9.2 The staffing transfer process has been managed in a way which mitigates the risk to the council, with a plan to align the combined staffing structure in the summer and funding secured for 24/25 and to cover any redundancy costs.

9.3 Transferring the loan portfolio to NCC carries some risk, in that some or all of the loans might not be repaid in part or in full. However, this risk is mitigated that NCC did not provide the funding for the initial loan and is simply receiving the benefits of the loans repayments.

9.4 There is a theoretical risk of clawback from Government and Europe from the LEP's grants and investment portfolio. This however is deemed very unlikely, none has been clawed back to date, and NCC can in turn recover the funding from grant recipients.

9.5 The transfer of New Anglia Capital to NCC is being explored, and will be completed if legal and financial considerations are met.

9.6 Due diligence is continuing on other contracts held by the LEP with a view to identifying and then minimising any risk to the council.

10. Recommendations

The Select Committee is asked to:

- 1 To consider the information in the report on the work being done to implement the Norfolk integration plan.**
- 2 To endorse the integration of the LEP functions into the County Council with effect from 1 April 2024.**

11. Background Papers

- Levelling Up the United Kingdom - GOV.UK (www.gov.uk)
- Local Enterprise Partnerships: integration of LEP functions into local democratic institutions - <https://www.gov.uk/government/publications/local->

[enterprise-partnerships-integration-of-lep-functions-into-local-democratic-institutions](#)

- [Cabinet Agenda 2 October 2023 - LEP integration \(page 55\)](#)
- LEP Board Paper 31st Jan 2024 <https://newanglia.co.uk/wp-content/uploads/2024/01/combinepdf.pdf>

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LEP operational details

Function	Future State
<p>New Anglia Growth Hub</p> <p>Provides free advice to businesses face to face, on the phone, via the web or at events.</p> <p>The Growth Hub also runs the High Growth service – offering additional support for businesses with high growth potential.</p>	<p>Growth Hub delivery will continue on a joint basis in FY24/25. NCC will operate the back office, for both counties. The CRM contract has been extended to April 2025, and the Growth Hub programme manager will transfer into NCC to oversee.</p> <p>Arrangements will be in place to ensure staff in both organisations can securely access the CRM platform as required.</p> <p>Three High Growth LEP staff will transfer to NCC, as will the Norfolk Growth Hub advisors, and will report through the NCC structure.</p> <p>Two High Growth LEP staff will transfer to and will report through the SCC integrated structure, as set out in Section 4 of this report.</p> <p>In Suffolk, the YTKO contract continues until March 2025, funded by UKSPF and operated via the District Councils led 'Suffolk Consortium'. Briefings have taken place between YTKO, SCC and NCC to confirm the arrangements for example for leads or exchange of data.</p> <p>The branding and identify for Growth Hub will remain unchanged for FY24/25, as 'New Anglia Growth Hub'.</p> <p>Later in 2024, a review exercise will take place to consider plans for Growth Hub for FY25/26, when the YTKO contract comes to an end in Suffolk, and when some changes to funding are expected. Any new proposals for Growth Hub in FY25/26 will be reviewed and steered by the Norfolk and Suffolk Business Boards.</p>
<p>Inward Investment</p> <p>Invest Norfolk and Suffolk joint inward investment service – works closely with district colleagues but also is the official inward investment service recognised by Government</p>	<p>The Inward Investment function will continue as is. It is resourced and funded directly via SCC and NCC staff who will continue to operate as a virtual team in FY24/25.</p> <p>The Inward Investment strategy agreed by the LEP Board in October 2023 will continue to be executed. This strategy set out that in addition to working closely with Government, the Inward Investment team will run events, campaigns and marketing to attempt to self-generate leads, as well as working closely with key partners such as Freeport East.</p>

Function	Future State
	<p>The strategy, and subsequent reviews, also identified a need to set out further aspects of the Suffolk and Norfolk inward investment proposition, for example the collective property offer. This will be picked up as part of the economic strategy reviews taking place in both Norfolk and Suffolk in FY24/25.</p> <p>The 'Invest Norfolk & Suffolk' branding will continue to be used in FY24/25.</p> <p>As with other functions, the Norfolk and Suffolk Business Boards will be appraised of the Inward Investment performance from FY24/25 onwards.</p>
<p>Business grant and loan programmes</p> <p>LEP existing grant programmes – GTI and BTNZ</p> <p>Norfolk loans portfolio</p> <p>Rural England Prosperity Fund – West Norfolk and North Norfolk</p>	<p>Unallocated balances from existing LEP programmes – Growth Through Innovation and Business Transition to Net Zero will transfer to NCC and SCC who will continue these programmes.</p> <p>An estimated £1.4m will transfer to NCC, although that figure is dependent on grant awards before April 1st.</p> <p>Grant and loan funding held by the LEP is being transferred to NCC and SCC on a geographic basis as previously stated and agreed between the two authorities. The grant and loan books are being transferred in line with the guidance around use of funds from Growing Places Fund, Getting Building Fund and Local Growth Fund set out by Government in its August guidance on LEP transition.</p> <p>For Norfolk this will include a loan book of eight loans of an approximate value of just over £10m.</p> <p>As regards the processing of grants and loans, there will be additional changes. SCC as the LEP accountable body has historically provided the disbursement a monitoring of loans and grants.</p> <p>From FY24/25, as with other areas, back-office processing will be performed based on geography. So, a loan to a company in Norfolk will be managed, monitored and reported by the NCC Finance team, with the reverse in Suffolk. Workshops have been taking place to provide handover between SCC and NCC. Historic loans and grants will be treated in the same way, i.e. the monitoring and reporting will be delivered based on geography.</p> <p>In addition, NCC will take on the processing of the Norfolk only SGS and Rural England Prosperity schemes. The North Norfolk and West Norfolk grant programmes will</p>

Function	Future State
	<p>continue, run by NCC. This has been agreed with North Norfolk DC and West Norfolk and Kings Lynn BC.</p> <p>Finally, it has become clear there is a large volume of physical files relating to loans and grants that have been issued over the lifetime of the LEP. Many of these have a legal and regulatory requirement for the documentation to be retained until up to 2032. A filing working group has been established comprising LEP, SCC and NCC staff, and space has been procured on the NCC estate to store the files in the long term.</p> <p>SCC and NCC will be responsible for funding their operations in support of grants and loans, which will likely be top slice from the funds, as well as monitoring of closed funds and programmes. It is also recognised in both Councils there must be a separation of duties between business development, underwriting and payment of grants/loans; this has been built into the team operating models.</p> <p>As with other functions, the Norfolk and Suffolk Business Boards will provide advice and input as to the design of the FY24/25 schemes.</p>
<p>Industry councils</p> <p>Business led groups covering key sectors: Agri-food, ICT digital and Energy.</p> <p>Norfolk and Suffolk Culture Board</p>	<p>The industry councils will continue in their current form in FY24/25.</p> <p>SCC and NCC will split the responsibilities for supporting and for secretariate of the industry councils, and most importantly, to ensure the remain engaged in the wider growth agenda.</p> <p>NCC will secretariate the Agritech Council and NAAME. SCC will secretariat the Council for Digital Tech. SCC will also secretariat the Energy Council, which is not currently convening, due to the issues identified in the LEP Board report of November 2023. The emerging proposal for the Energy Council is that EEEGR be asked to convene and operate this on behalf of the Councils.</p> <p>In addition, both SCC and NCC support the ongoing operation of the Norfolk and Suffolk Culture Board, and as now will provide the secretariat for this board.</p> <p>The industry councils' main interface will be with SCC and NCC officers. It is also expected the Norfolk and Suffolk Business Boards will have a strong interest in the</p>

Function	Future State
	<p>perspectives of the industry councils, and they will provide input to key initiatives such as the refreshed economic strategy.</p> <p>In the medium term, the industry council's role and make-up may be further reviewed, alongside SCC and NCC developing their refreshed economic strategy and priorities.</p> <p>In addition, both County Councils will continue to work collaboratively across the region to support the skills-specific groups associated with the industry councils and other sector specific forums through the 'Skills Hub' partnership already established. This position will be reviewed in the medium-long term alongside other developments.</p>
<p>Innovation</p> <p>Connected Innovation programme and Innovation Board</p>	<p>The Connected Innovation programme is recognised by both councils as being both very successful, and critical for the development of the Suffolk and Norfolk economies.</p> <p>The programme will continue with its current strategy and workstreams, as previously agreed with the LEP Board.</p> <p>SCC will host the Head of Innovation, clusters coordinator and the Space Sector lead. NCC will host Innovation & Sectors Manager and the Innovation Hubs Coordinator. The team will operate as a virtual team across the two counties, in the same way as Inward Investment.</p> <p>NCC will provide secretariat for the Innovation Board. It is expected the current Innovation Board will continue based on their existing Terms of Reference, and that a relationship be established between the Innovation Board, Suffolk Business Board and Norfolk Business Board.</p> <p>Funding associated with the Connected Innovation Programme (as with other programmes) will be split between SCC and NCC based on the roles sitting in each organisation.</p> <p>A number of funding streams run out at the end of FY24/25, such as the current Space Sector funding; the team will seek to make the case to government for extensions to this funding and the wider programme.</p>
<p>Enterprise Zones</p>	<p>Operation and oversight of Enterprise Zones will be separated between SCC and NCC, on a geographic basis. LEP staff have also been split between SCC and NCC.</p>

Function	Future State
<p>Five sites in Norfolk with designated Enterprise Zone status – enabling partners to retain 100 per cent of business rates generated</p> <p>Great Yarmouth (2 sites) Norwich Research Park Nar Ouse Enterprise Park Scottow Enterprise Park</p>	<p>NCC will continue to work with Norfolk districts on the marketing and development of Norfolk sites.</p> <p>Revised legal agreements regarding revenues from enterprise zones in Norfolk are being agreed on a site-by-site basis between NCC and individual district councils as requested by Norfolk districts.</p> <p>Funding generated by the EZ sites is expected to be used to support economic growth in either the individual district – West Norfolk, Great Yarmouth, North Norfolk or in the case of South Norfolk to support the Cambridge Norwich corridor.</p>
<p>Skills Boot Camps programme</p> <p>A programme which offers short training courses to help employers fill skills gaps and workers upskill to secure a new job</p>	<p>The Skills Bootcamp Programme will be delivered and managed by SCC on behalf of both Suffolk and Norfolk.</p> <p>The latest 'Wave 5' bootcamp funding from the Department for Education (£2.5m) covering bootcamp provision in financial year 24/25 has recently been secured. SCC are now taking forward the procurement process to contract the training providers that will directly provide the bootcamp training from April 2024.</p> <p>Current LEP staff involved in the successful delivery of the bootcamp programme will transfer into SCC. These staff will work alongside current SCC staff in the skills team to manage the provider contracts and relationships, support the brokering of partnerships between employers and providers, help identify and secure participants and ensure that the bootcamps are delivered in accordance with all legal and Department for Education requirements.</p> <p>A Memorandum of Understanding is being developed between SCC and NCC. This will ensure Governance arrangements are in place to enable both Norfolk and Suffolk County Councils to steer development and delivery of the bootcamp programme over the whole geography.</p> <p>It is expected that Government will continue to support the local delivery of bootcamp programmes in future financial years.</p>
<p>Careers Hub</p> <p>A dedicated team of staff who work with all</p>	<p>NCC will assume primary accountability and responsibility for the delivery of the Careers Hub across both Norfolk and Suffolk. NCC will manage the contract with the Careers and Enterprise Company and employ and manage the</p>

Function	Future State
<p>secondary schools in Norfolk and Suffolk to improve their careers provision and strengthen their links to employers</p>	<p>members of staff employed to deliver the Careers Hub in Norfolk and Suffolk.</p> <p>Funding is secured from the Careers and Enterprise Company until August 2025 and both SCC and NCC have confirmed their commitment to the local match until then.</p> <p>Nine LEP staff operate in this area and will transfer into NCC as a single team. This team will operate, as now, across both counties and a Memorandum of Understanding is being developed between NCC and SCC. This will ensure Governance arrangements are in place to enable both Norfolk and Suffolk County Councils to steer development and delivery of the bootcamp programme over the whole geography.</p> <p>It is expected that those Careers Hub staff with a remit for delivery in Suffolk will work closely with relevant members of the Suffolk County Council skills team and be embedded in relevant matrix 'teams' alongside Suffolk colleagues delivering on related objectives. This includes but is not limited to the 'Work Inspiration Suffolk' forum.</p>
<p>New Anglia Capital</p> <p>A fund which make investments alongside angel investors from Norfolk and Suffolk into promising start up businesses</p>	<p>SCC and NCC recognise the excellent work done by NAC and its directors over recent years to address the lack of seed and early-stage capital finance in Norfolk and Suffolk and to encourage the development of an angel investor network.</p> <p>NCC and SCC are working with the LEP on a proposal for New Anglia Capital to be managed by NCC, enabling the programme to continue and will enable LEP to make the appropriate arrangements as the LEP is wound up.</p>
<p>Strategic economic planning</p> <p>Responsibility for this transfers from the LEP to NCC</p> <p>Economic Strategy</p>	<p>NCC has begun work on a new economic strategy for Norfolk, working closely with district partners.</p> <p>The strategy will build on existing NCC and district strategies as well as the LEP's Economic Strategy. Development of the strategy began before Christmas 2023 and will be completed late summer 2024.</p>

Infrastructure and Development Select Committee

Item No: 8

Report Title: Economic Strategy

Date of Meeting: 13 March 2024

Responsible Cabinet Member: Cllr Fabian Eagle (Cabinet Member for Growing the Economy)

Responsible Director: Chris Starkie, Director of Growth and Investment

Executive Summary

This paper outlines the process being undertaken to develop a new economic strategy for Norfolk.

The economic strategy will act as a policy for the council, but also serve as a policy for a wide range of partners including districts, education institutes and the private sector. Government will expect bids for funding to reference the strategy.

The purpose is to provide an up-to-date economic growth strategy, for Norfolk, for the next 5 years, building on the Norfolk & Suffolk Economic strategy

The strategy will be an overarching document for Norfolk, to encompass thematic, place based and sector strategies to help grow our local economy and support the people who live and work here.

It is timely for a refresh and update of the evidence base. Government require Norfolk to have an economic strategy as part of the LEP Integration, and there are opportunities associated with the devolution and long-term funding.

Devolution is all about the places in Norfolk and the new strategy is committed to recognising place-based needs and the interconnection between places.

The Economic strategy development is led by Growth & Investment, supported by Strategy & Policy and Intelligence & Analytics (NODA) and independent experts MetroDynamics

There are 4 phases to this strategy: evidence base and logic model, stakeholder engagement, developing the narrative and drafting the strategy, and governance to adopt the strategy as part of the Council's policy framework.

The strategy will build on four main pillars:

- **People** (population, skills, employment rates, NEET, earnings, GVA, deprivation, health outcomes)
- **Business** (business base, economic output and productivity, sectors and clusters, R&D expenditure/ innovation, access to finance)
- **Place** (infrastructure, housing, district, commercial property)
- **Policy** (Norfolk's policies – incl. strategies, local plans, planned investments, alignment to national policy)

Cross cutting themes include:

- Decarbonisation
- Inclusive growth
- Rural and coastal communities

A number of workshops and business events have been held to ensure that key partners across the whole system are fully engaged and have the opportunity to contribute to the strengths, weaknesses, opportunities and challenges that our County faces. This includes colleagues across NCC, district councils, town deal boards, major employers and small to medium size businesses, and representatives of government agencies, the voluntary sector and education – to date over 300 organisations have been involved.

As the strategy is developed and drafted, a second round of workshops will take place (expected in March / April) to present findings and key themes, and to form the basis of continuous engagement.

The Economic Strategy will act as the lead document for a number of related documents such as the Strategic Skills Plan, which is a requirement from DfE for the devolution of the Adult Education Budget, the Norfolk Infrastructure Delivery Plan, and other strategies covering growth at a county and district level.

It is intended that the Strategy will be “owned” by the Business Board that will be put in place by July 2024, to meet another condition of the LEP functions transfer to the County Council. To ensure the strategy is future-proofed and reviewed when appropriate, it is intended to be enshrined in the Council's policy framework.

Recommendations / Action Required [delete as appropriate]

The Select Committee is asked to:

1. Provide comment on the approach being taken to develop a new economic strategy for Norfolk
2. Agree to receive the draft economic strategy for comment and endorsement later in the year

1. Background and Purpose

- 1.1 The integration of the New Anglia Local Enterprise Partnerships into Norfolk County Council and Suffolk County Council forms part of the devolution deals in both counties.
- 1.2 Since the deals were announced in December 2022, Government has extended LEP integration to all areas. This was first announced as a proposal in the Chancellor's March 2023 budget statement, with the decision confirmed in August 2023.
- 1.3 The functions that will be transferring to the council include: the Growth Hub, Inward Investment service, Enterprise Zones management, sector groups and industry councils, Innovation board and programmes, clean growth, Skills Boot Camps, Careers Hub, skills hub, business grant and loan programmes and the management of legacy programmes.
- 1.4 The functions being transferred to the council also include responsibility for strategic economic planning and the development of the evidence base to support this work.
- 1.5 A central part of this new responsibility is the development of a new economic strategy for Norfolk. The new economic strategy builds on existing documents such as the Norfolk and Suffolk Economic Strategy and the Norfolk Infrastructure Framework, the Better Together, for Norfolk corporate strategy and at a national level the Levelling Up White Paper.
- 1.6 The economic strategy will provide a blueprint for growth for the next five years. It will be an overarching document encompassing thematic, place based and sector strategies. It will provide a framework for the Norfolk Investment Fund and the evidence base for more local district strategies.

2. Proposal

- 2.1 The economic strategy will act as a policy for the council, but also for a wide range of partners including districts, education institutes and the private sector. Government will expect bids for funding to reference the strategy.
- 2.2 Aims and objectives of the economic strategy include:
 - Articulating an economic vision for Norfolk
 - Accelerating business growth and levels of productivity
 - Support business cluster growth in our key sectors and attract investment into Norfolk
 - Target skills provision to upskill and prepare for future workforce needs
 - Target investment where infrastructure is needed, to unlock growth

- Support place based priorities and meet local needs
 - Support UK and Norfolk targets for net zero including industrial decarbonisation
- 2.3 The Economic strategy development is led by Growth & Investment, Strategy & Policy and Intelligence & Analytics with some input from independent experts MetroDynamics.
- 2.4 Metrodynamics' role is focused on identifying gaps in our evidence base, supporting the development of interventions and bringing best practice from other parts of the country.
- 2.5 There are four phases to the development of the strategy: 1) development of the evidence base and logic model, 2) stakeholder engagement, 3) developing the narrative and drafting the strategy, and 4) governance to adopt the strategy as part of the Council's policy framework.
- 2.6 The strategy will build on four main evidence pillars:
- **People** (population, skills, employment rates, NEET, earnings, GVA, deprivation, health outcomes)
 - **Business** (business base, economic output and productivity, sectors and clusters, R&D expenditure/ innovation, access to finance)
 - **Place** (infrastructure, housing, district, commercial property)
 - **Policy** (Norfolk's policies – incl. strategies, local plans, planned investments, alignment to national policy)
- 2.7 A number of workshops have been held to ensure that key partners across the whole system are fully engaged and have the opportunity to contribute to the strengths, weaknesses, opportunities and challenges that our county faces.
- 2.8 This includes colleagues across NCC, district councils, town deal boards, major employers and small to medium size businesses, and representatives of government agencies, the voluntary sector and education – to date over 300 organisations have been involved.
- 2.9 As the strategy is developed and drafted, a second round of workshops will take place in March and April to present findings and key themes, and to form the basis of continuous engagement.
- 2.10 Emerging themes of the economic strategy include: local businesses, people and skills, infrastructure and placemaking and community.
- 2.11 These four themes are supplemented by three cross cutting themes: decarbonisation and sustainability, supporting rural and coastal economies and reducing inequalities.

- 2.12 The Economic Strategy will act as the lead document for a number of related documents such as the Strategic Skills Plan, which is a requirement from DfE for the devolution of the Adult Education Budget, the Norfolk Infrastructure Delivery Plan, and other strategies covering growth at a county and district level.
- 2.13 It is intended that the Strategy will be “owned” by the Business Board that will be put in place by July 2024, to meet another condition of the LEP functions transfer to the County Council. To ensure the strategy is future-proofed and reviewed when appropriate, it is intended to be enshrined in the Council’s policy framework.

3. Impact of the Proposal

- 3.1 The economic strategy will provide a framework for prioritisation of economic development and help to target investment over the next 5 years.
- 3.2 The economic strategy will be formed from collective stakeholder engagement with public and private sector partners with education and the VCSE sector. It will set out our collective ambition for Norfolk.

4. Alternative Options

- 4.1 An alternative option is not to develop a new economic strategy, relying instead on district-based and a range of other plans.
- 4.2 This would make it more difficult for the council to deliver economic development across the county, which the council has just been given responsibility for by Government. This alternative is not recommended.
- 4.3 Another alternative would be to delay developing the economic strategy. This would risk the county missing out on funding opportunities as well as delaying the development of schemes to support economic growth.

5. Financial Implications

- 5.1 The economic strategy is being funded from the existing Growth and Investment budget.

6. Resource Implications

6.1 Staff: The strategy is being developed by staff from Growth and Investment, supported by input from Strategy and Policy and Insight and Analytics together with expert input from Metrodynamics.

6.2 Property: N/A

6.3 IT: N/A

7. Other Implications

8.1 Legal Implications: N/A

8.2 Human Rights Implications: N/A

8.3 Equality Impact Assessment (EqIA) (this must be included): An equality impact assessment is being developed as part of the strategy

8.4 Data Protection Impact Assessments (DPIA): N/A

8.5 Health and Safety implications (where appropriate):

8.6 Sustainability implications (where appropriate): A key theme of the strategy is sustainability, with a focus on helping the county achieve its Net Zero goals.

8.7 Any Other Implications: N/A

8. Risk Implications / Assessment

9. Recommendations

The Select Committee is asked to:

1. Provide comment on the approach being taken to develop a new economic strategy for Norfolk
2. Agree to receive the draft economic strategy for comment and endorsement later in the year

10. Background Papers

Officer Contact

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Infrastructure and Development Select Committee

Item No: 9

Report Title: Climate Action Plans - Tranche 3

Date of Meeting: 7 March 2024

Responsible Cabinet Member: Cllr Eric Vardy (Cabinet Member for Environment & Waste)

Responsible Director: Grahame Bygrave (Interim Executive Director of Community & Environmental Services)

Executive Summary

In June 2023, Norfolk County Council launched its Climate Strategy. The strategy sets out how the council can address its own carbon footprint as well as its role in supporting Norfolk's low carbon development and green growth. The strategy received widespread support for its detailed coverage of how the council can help shape Norfolk's response to climate change in line with the local context and priorities. Moreover, the council's approach to climate was independently ranked second among the UK's county councils in the 2023 Council Climate Action Scorecards.

With this strategic statement in place, action plans are needed to help translate the vision and priorities of the strategy into practical implementation. They represent a key governance tool to support member and public oversight of the strategy's delivery by outlining the initiatives taking place across the council's services that align with the strategy's seven focus areas.

The action plans have been released in three tranches to help maintain momentum in building this governance framework. The first tranche was endorsed by Cabinet in October 2023 and the second tranche is due for Cabinet review in March 2024. This paper proposes the third tranche of actions for Select Committee review before it is presented to Cabinet in May. These actions cover council initiatives relating to commercial and industrial sectors, climate adaptation, transport, our companies and our staff.

Looking ahead, the three tranches will be brought together as a single list and updated for Select Committee review in the autumn. The climate actions will then be refreshed annually to report on progress and be updated with new actions for member and public oversight.

Recommendations

The Select Committee is asked to:

1. **Review and comment on the third tranche of actions**
2. **Endorse the actions to progress to Cabinet.**

1 Background and purpose

- 1.1 Launched in June 2023, Norfolk County Council's Climate Strategy set out a comprehensive framework for how the council proposed to best direct its powers, resources and influence in support of Norfolk's journey towards a clean and resilient future in the face of climate change.
- 1.2 The council's ambition and comprehensive approach to climate change has been recognised in the national 2023 Council Climate Action Scorecards, where Norfolk County Council was independently ranked second among the UK county councils for its climate action related initiatives.
- 1.3 Looking beyond carbon reduction, the climate strategy considers in tandem the close relationship between climate action and nature recovery, the jobs and growth opportunities from the expanding green economy, and how adaptation is needed to protect our local services and communities. This is reflected in the seven 'focus areas' that make up the structure of the strategy:
 - Reducing our estate emissions
 - Reducing our indirect emissions
 - Addressing Norfolk's county-wide emissions
 - Promoting a green economy for Norfolk
 - Climate adaptation
 - Ensure nature has space to recover and grow
 - Engage and collaborate.
- 1.4 With the strategy in place, we set out the governance procedures to oversee its delivery and provide public accountability. Action plans are an appropriate governance tool that translate strategic vision into practical implementation — enabling member and public monitoring of the strategy's delivery.
- 1.5 In October 2023, Cabinet approved the approach for bringing Climate Action Plans through the select committees in three tranches to help maintain momentum of developing the governance framework across such a wide portfolio of work areas:

- Tranche 1 – Established programmes, often where the council has greater control, and plans can be put together quickly;
- Tranche 2 – Programme areas with some level of maturity in plan development but requiring refinement;
- Tranche 3 – Programme areas with less mature plans and/or requiring external engagement as NCC's role is less direct, and there may be significant interdependencies (for example, national guidance for transport carbon quantification of local transport policies).

1.6 Alongside approving the tranching approach, the first tranche of actions was endorsed by Cabinet at the meeting in October 2023, covering actions relating to the council's estate, procurement, county-wide digital connectivity, and nature recovery. The second tranche of actions subsequently focused on energy, waste and the circular economy, green skills and sustainable tourism. Cabinet is due to review this second tranche in March after it was endorsed by Infrastructure and Development Select Committee in January 2024.

1.7 This paper now introduces the third tranche of actions which relate to energy, the green economy and waste and the circular economy.

1.8 An overview of the anticipated content and timings of the three tranches is set out in the table below.

Tranche	Tranche content (with reference to focus area in the Climate Strategy)	Committees
1	Our estate (focus area 1) Procurement (focus area 2) Digital connectivity (focus area 3) Nature recovery (focus area 6)	Infrastructure and Development (I&D) Select Committee: September 2023 Cabinet: October 2023
2	Energy (focus area 3) Waste & circular economy (focus area 3) Green skills (focus area 4) Sustainable tourism (focus area 4)	I&D Select Committee: January 2024 Cabinet: March 2024

Tranche	Tranche content (with reference to focus area in the Climate Strategy)	Committees
3	Business mileage (focus area 2) Our companies (focus area 2) Building and planning (focus area 3) Transport (focus area 3) Commercial and industrial (focus area 3) Climate adaptation (focus area 5) Engagement and collaboration (focus area 3)	I&D Select Committee: March 2024 Cabinet: May 2024

2 Proposal

Tranche 3 actions

- 2.1 This report brings the third tranche of actions for review by the Select Committee. The list of actions is provided in full below.

Focus area 3: County-wide emissions

Commercial & Industrial

Action	Date	Funding	Owner
Support the re-establishment of the Norfolk Clean Growth Taskforce to facilitate behaviour change in the industrial and commercial sectors and encourage the sharing of best practice. This would include representatives across the business, utilities and public sectors.	2024/25	No additional funding – existing staff resource	G&I
Support Norfolk's local business sector in their efforts to reduce their carbon footprint, through schemes such the Carbon Charter.	2024/25	Existing staff resource. Any funding needs will be subject to business case approval and budget or external funding identification.	G&I

Work with local networks to support SMEs (small and medium enterprises) on their journey to net zero.	2024/25	No additional funding – existing staff resource	G&I
Facilitate heat network opportunity identification by using our ability to help link industrial heat sources and potential heat customers with developers.	Ongoing	No additional funding – existing staff resource	G&I
Take forward Seaweed in East Anglia (SEA) – pilot to develop a sustainable and viable seaweed industry in Norfolk. The project builds on challenges identified as part of the Algae Innovation Platform. The platform brings 90 local, domestic and international stakeholders together to understand how to develop a sustainable and viable seaweed industry. The project will work with partners in the Netherlands, already implementing sea farms.	2024	Funding secured - Norfolk Investment Framework	G&I

Take forward Net Zero East RENEW - feasibility study into the re-diversion of rainwater, surface and drainage water towards key stakeholders or storage locations across Norfolk. The study will consider how rediverting rainwater, surface and drainage water to shared infrastructure could benefit cross-sector demands, providing recommendations to policymakers. Four concept design locations include St. Germans (re-use of drainage water), Bacton (shared desalination assets), Scottow Enterprise Park (for rainwater capture) and Caister (involving treated effluent re-use).	2024	Funding secured - Norfolk Investment Framework	G&I
Clean Hydrogen Strategy - develop a detailed clean hydrogen strategy for the Cambridge Norwich Tech Corridor (CNTC) area. The strategy will drive forward the delivery of a clean hydrogen economy in the CNTC area and will therefore support Norfolk's wider progress towards net-zero.	2024	Funding secured - Norfolk Investment Framework	G&I

<p>Agri-food Industrial Decarbonisation - Develop a Norfolk-wide industry-led roadmap, establishing how best to support agri-food and land management to decarbonise by capitalising on local strategic opportunities.</p> <p>Project will use knowledge from the large industrial emitters across Norfolk such as British Sugar, Bacton, Palm Paper and the two Power Stations (Great Yarmouth and King's Lynn) to support SME peer-to-peer learning in the agri-food sector and beyond.</p>	2024	Funding secured - Norfolk Investment Framework	G&I
<p>Norwich Solar System – feasibility to establish a solar consortium in the Norwich Business Improvement area into, to use the energy generated. Initial focus of research will be on the potential development of rooftop solar panels in Norwich and will include a survey of potential sites for installations, with the final report setting out the methodology required to develop rooftop energy generation offer.</p>	2024	Funding secured - Norfolk Investment Framework	G&I

Norfolk Rural EV Charging Point Pilot - increase the availability of public electric vehicle charging points (EVCPs), particularly in rural communities. The project seeks to make use of existing public and private infrastructure and incubate the growth of EV ownership by increasing available facilities. The project will establish a charging network initiative and improve user experience through a universal payment, maintenance and support system.	2024	Funding secured - Norfolk Investment Framework	G&I
Construction of the Great Yarmouth Operations & Maintenance Campus: construction commenced in September 2023. The campus will support growth in Norfolk's offshore wind sector, supporting UK transition to Net Zero through renewable energy generated. The campus is set to set to create 288,700 square feet of lettable space and up to 650 jobs, as well as drive investment in the renewable energy sector in the region	2025	Funding secured – blend of funding with contributions from NCC, Great Yarmouth Borough Council, Norfolk pooled business rates and government grant.	G&I

Transport

Action	Date	Funding	Action Owner
Continue to deliver the Local Transport Plan and Local Transport Plan 4 Implementation Plan , and other localised transport strategies across Norfolk, which complement the Climate Strategy.	Ongoing	Scheme specific	Transport and G&I
Review any guidance issued by government on Local Transport Plans and use this to inform future iterations	Guidance dependent	No additional funding – existing staff resource	Transport and G&I

of transport planning and strategy work across Norfolk.			
In the absence of government guidance, take proactive steps to investigate carbon reduction from transport in Norfolk, including commissioning our term consultants to model carbon in relation to the Norfolk transport context as well as potential lower carbon pathways.	2024	Resourced through the Local Transport Plan (LTP) budget, formed of a preparation grant from Department for Transport and pooled business rates	Transport and G&I
<p>Make sustainable and active travel attractive in Norfolk by:</p> <ul style="list-style-type: none"> • working in partnership with First Bus to deliver the 70 electric buses funded by the Zero Emission Bus Regional Area (ZEBRA) programme. 	2024	Funding secured – government grant and First Bus match funding	Transport
<ul style="list-style-type: none"> • implementing the following public transport schemes through the Bus Service Improvement Plan (BSIP) and Transforming Cities Fund (TCF) programmes: <ul style="list-style-type: none"> - £12m worth of new or enhanced services - reduced single fares in King's Lynn, Thetford, and Gt. Yarmouth - 20 improved bus stops with new shelters, seating and real-time information screens - 4 new travel hubs linking buses, walking and cycling - 15 bus priority schemes across Norwich, Gt. Yarmouth and King's Lynn 	2024/25	Funding secured – government grants from Department for Transport	Transport

<ul style="list-style-type: none"> - Bus and cycle route between the airport and the airport industrial estate (TCF) - Norwich Bus Station travel hub (TCF) 			
<ul style="list-style-type: none"> • finalising Norfolk County Council's Walking, Wheeling and Cycling Strategy alongside the Local Walking and Cycling Infrastructure Plans which cover Norfolk. 	2024	Funding secured - existing NCC budgets	Transport and G&I
<ul style="list-style-type: none"> • completing the following walking, wheeling and cycling improvements: <ul style="list-style-type: none"> - Heartsease Roundabout (TCF) - Bowthorpe travel hub (TCF) - Mile Cross Norwich walking and cycling facilities - Middleton Road, Gt Yarmouth, cycle lanes and crossings - Jellicoe Road, Gorleston, cycle lanes and crossings - Old Hunstanton A149, shared use - Fleggburgh A1064, crossing - Quebec Road, Dereham, crossing - Brundall The Street, crossings - Hethersett, Back Lane, crossing - Edward Benefer Way, King's Lynn, crossing - Sandringham, A149, crossing - Gayton Road, King's Lynn, crossing 	2024/25	Funding secured –Active Travel England grants and King's Lynn Town Deal funds	Transport

<ul style="list-style-type: none"> - Low Road, Wotton Road, King's Lynn, crossing - Edward Benefer Way, King's Lynn, cycle link - Bergen Way, King's Lynn, crossing • working in partnership with shared micro-mobility operators (such as public cycle and e-scooter schemes) to increase the number of kilometres travelled in Norfolk using shared micro-mobility, and track the carbon savings associated with this usage. 	2024/25	Partnership working through existing staff resource. Any further initiatives to be reviewed for external funding potential and cost effectiveness.	Transport
<p>Support the electrification of vehicles for domestic, business and freight purposes by:</p> <ul style="list-style-type: none"> • facilitating the delivery of 66 charging points in residential areas where few people have driveways (current Norwich on-street charging pilot). • facilitating ultrafast charging on main routes, for example reviewing whether Harford Park & Ride might be a suitable site for this. • facilitating destination charging in tourist areas through the LEVI project • producing a case study or studies relating to management of electric vehicle fleets 	<p>2024</p> <p>2024</p> <p>2024</p> <p>24/25</p>	<p>Funding secured - chargepoint operator. Profit-share applies</p> <p>Income opportunity – commercial lease and/or profit-share</p> <p>Funding secured – government grants</p> <p>No additional funding - Officer time</p>	<p>Transport</p> <p>Transport</p> <p>Transport</p> <p>Procurement</p>

<ul style="list-style-type: none"> exploring options for supporting businesses with low carbon last mile deliveries, building on existing project such as the e-cargo bike share scheme for businesses operating in Norwich's Air Quality Management Area. 	2024/25	Business case and funding options to be considered for any emerging projects	Transport
Work with the Growth and Investment team to ensure that any work on the Norfolk-wide Local Area Energy Plan includes work to support the decarbonisation of transport, for example through identifying strategic sites where capacity may be required to meet both building energy and transport energy demand, to ensure that these can be considered holistically rather than in isolation. Plus, ensure that any renewable energy generation is linked to low carbon transport systems if appropriate (e.g. EVs can be used to balance out peaks in renewable energy supply).	24/25	No additional funding – existing staff resource	Transport
Continue to collaborate with partners at a local and regional level, such as Transport East. As well as continuing to work with national and international funding bodies (Department for Transport [DfT], Active Travel England [ATE], Department for Environment, Food & Rural Affairs [DEFRA]) etc to leverage additional external grant funds for lower carbon transport options. Previous successful funding bids include the Zero Emission Buses Regional Area (ZEBRA) bid for 70 electric buses in Norwich, the DEFRA-funded e-cargo	24/25	No additional funding – existing staff resource	Transport and G&I

bike share scheme for businesses in Norwich and Local Electric Vehicle Infrastructure (LEVI) funding for Electric Vehicle infrastructure, as well as ATE where significant funding for active travel schemes has been secured in the past.			
Collaborate with Norwich City Council, District Council and Borough Council colleagues regarding air quality, both to raise awareness of air quality issues and to improve air quality, which often has corresponding impacts on carbon, for example through the Countywide Air Quality group and joint funding bids to secure funds for delivery.	24/25	No additional funding – existing staff resource	Transport and Public Health
Improve data collection to ensure that we have a robust evidence base for decision making around lower carbon transport, including making use of emerging technologies such as AI count technology which can count how many different types of road user are using a stretch of footway/carriageway using recognition technology (rather than methods which involve manual counting).	24/25	At present, funded through existing staff resource. Cost effectiveness and funding options to be considered for any related initiatives.	Transport , Highways , PH and G&I
<p>Ensure that transport contract procurement/re-procurement includes appropriate requirements and/or key performance indicators around carbon and climate change. This links to actions in Tranche 1 relating to procurement:</p> <ul style="list-style-type: none"> - Develop a carbon reduction strategy for the passenger 	2024	No additional funding – existing staff resource	Transport , Highways and Procurement

<p>transport procurement category (Procurement)</p> <ul style="list-style-type: none"> - Engage with districts through the Norfolk Climate Change Partnership (NCCP) on aligning hackney and private hire licensing arrangements with the transition to lower carbon passenger transport contracting (Procurement) - Engage with passenger transport operators about barriers and opportunities for reducing the emissions related to home-to-school transport provision (Passenger transport) - Undertake preparatory work relating to new highways-related contract ensuring carbon/climate are embedded in the process 			
Investigate opportunities to improve network resilience in light of potential impacts of extreme weather and climate change, for example sensor technology and variable message signs could be used to detect and warn of flooding/advise of diversionary routes.	24/25	Cost effectiveness and funding options to be considered for any emerging projects	Transport and Highways
Identify opportunities to work with businesses and residents to encourage car-sharing and shared vehicles (car clubs) across Norfolk.	24/25	Existing staff time – any car club etc anticipated to be self-funding and/or grant funded by others	Transport

Focus area 5: Climate adaptation

Action	Date	Funding	Owner
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Produce a strategic climate risk framework outlining key near and long-term risks relating to the council's functions and services, and our approach to managing each risk.	October 2024	No additional funding – existing staff resource	Procurement & Sustainability
<p>Engage with the Tyndall Centre for Climate Change Research based at the University of East Anglia on identifying joint external funding opportunities towards applying their data modelling expertise to better understand climate risks across Norfolk.</p> <p>The Tyndall Centre is a world-renowned climate research institution who recently led the development of the first data model to assess climate risks and adaptation across the UK for biodiversity, agriculture, infrastructure and urban areas.</p>	2024	Exploring external funding opportunities	Procurement & Sustainability
Support the development of the Norfolk Water Strategy Programme with core partners Anglian Water, the Nature Conservancy and Water Resources East. The Programme identifies ways to invest in nature-based solutions that can complement grey infrastructure to help secure Norfolk's long term water resilience. In 2024 they are launching a business case for a Water Fund to draw private investment for nature-based initiatives.	2024	No additional funding – existing staff resource	G&I

Respond to upcoming consultations by Anglian Water and Cambridge Water on proposals for the Fens reservoir project, including plans to host a small surface level reservoir near Bexwell in Norfolk.	2025	No additional funding – existing staff resource	G&I
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Focus area 2: Indirect emissions

Our Companies

Action	Date	Funding	Owner
Norse to publish a group net zero strategy that aligns with the council's Climate Strategy by summer.	2024	Norse staff time to develop strategy individual business cases for specific initiatives will need to be considered by Norse board for cost effectiveness	Norse
Council to incorporate suitable carbon targets in the renegotiated highways routine maintenance service level agreement (SLA) with the Council.	2024	Staff time to negotiate; adoption of alternative materials and techniques where practicable and cost effective	Highways
<p>All Repton Property Development Limited developments since June 2023 have been either designed to be fitted with a heat pump or built as heat-pump ready (avoiding microbore pipes, and sufficient cupboard space for the hot water cylinder).</p> <ul style="list-style-type: none"> current schemes that started in 2022 or later are being developed with low carbon air-source heat pumps rather than gas boilers, ahead of regulatory requirements. This covers 78 homes on 3 sites. 	<p>Ongoing</p> <p>2026</p>	<p>Commercial decision by the company based on market demand</p> <p>Commercial decision by the company based on market demand</p>	Repton Property Development Limited (Repton)

<ul style="list-style-type: none"> Repton will continue to install non-fossil-fuel heating wherever practicable. 	Ongoing	Commercial decision by the company based on market demand	
<p>All Repton homes that have parking spaces have had either an EV charger or cable routing for a charger as standard since 2023 ahead of regulatory requirements</p> <ul style="list-style-type: none"> all 200 Repton homes at Hopton will have an EV charger, including those commenced before this became a regulatory requirement. 	Ongoing 2026	Commercial decision by the company based on market demand; for future homes a regulatory requirement.	Repton Repton
<p>Repton is converting redundant NCC property to deliver high-quality homes that minimise embedded carbon through using existing structural elements</p> <ul style="list-style-type: none"> at Hunstanton Repton will deliver 11 units Repton is seeking planning permission for 29 further such homes at Trowse and Sedgeford. 	2024	<p>Commercial decision by the company based on market demand.</p> <p>A decision to proceed would be a commercial decision by the company based on market demand.</p>	Repton
Repton will provide information to buyers and tenants about how to set up their boilers or heat pumps most economically.	2024	Negligible cost	Repton

Repton will explore buyer interest in 'bill free' residential developments in its schemes with a combination of solar, battery packs and heat pumps.	2024	A decision to proceed would be a commercial decision by the company based on market demand.	Repton
Hethel Engineering Centre to deliver Phase 4 extension to BREEAM 'Excellent' rating, subject to planning approval. This would make it net zero in operation and put it in the top 10% of UK new non-domestic building stock in terms of energy performance.	2025	Hethel board to ensure cost effectiveness of approach and funding availability.	Hethel Innovation Limited (Hethel)
Develop business case for further solar development on site at Hethel Engineering Centre, with an aim to quadruple current generation. This includes exploring joint renewables projects with Lotus, including the Indus project funding opportunity.	2025	Hethel staff resource to develop cases then will be assessed for cost effectiveness and funding options by Hethel board.	Hethel
Explore feasibility of replacing fossil fuel heating sources at Hethel Engineering Centre through Public Sector Decarbonisation Scheme (PSDS) grant funding.	2025	Hethel board will need to assess budget capacity and cost effectiveness of capital investment with PSDS grant support.	Hethel
Hethel, Lotus and NCC to explore feasibility of joint application to Department for Transport's 'Rural Transport Accelerator' fund to improve the transport connections to the site.	2024	Relates to an external funding bid.	Hethel

Our Staff

Action	Date	Funding	Owner
Develop 'introduction to our Climate Strategy' training sessions for staff and councillors to help raise awareness of our commitments and understanding of climate issues in Norfolk more broadly.	2024	No additional funding – existing staff resource	Strategy, Design & Delivery team
Develop a package of actions by autumn 2024 for embedding awareness amongst staff of the council's commitments on climate and opportunities to reduce to both reduce emissions and cost through careful day to day management .	2024	No additional funding – existing staff resource	Strategy, Design & Delivery team

3 Impact of the proposals

- 3.1 The action plans will bring together initiatives taking place across the council that help it to address climate change. They will form the basis of reporting to members and the public for oversight of the council's delivery of its Climate Strategy.

4 Evidence and Reasons for Decision

- 4.1 Action plans help to translate the strategic vision into practical implementation and provides accountability to members and the public. Cabinet approved a recommendation to publish action plans, therefore this proposal is fulfilling that recommendation.
- 4.2 Given the Climate Strategy's breadth of scope, Cabinet agreed in October 2023 to bring forward action plans in tranches. This is to maintain momentum in developing the governance framework for the strategy's delivery. A tranche-based approach also gives members more opportunity to review actions across different thematic areas than if they were to be released in one single list.
- 4.3 Publishing action plans follows good practice adopted by other local authorities and enhances the council's reputation in relation to climate governance.

5 Alternative Options

- 5.1 Cabinet could decide not to publish a third tranche, but this would be inconsistent with the previous decisions to publish three tranches. Cabinet could also decide to omit particular items from the plan.

6 Financial Implications

- 6.1 The action plans do not have direct financial implications but their content relates to initiatives which do. Where these initiatives are not already in progress and represent key decisions, they will be brought forward for consideration in their own right.
- 6.2 In May 2023, Cabinet approved the recommendation to develop a Funding Blueprint for the Climate Strategy. This will set out funding options for delivering the strategy. The blueprint is under development by officers and will be brought for Select Committee review in summer 2024.

7 Resource Implications

- 7.1 Staff – the coordination of the actions will be undertaken within existing staff resource. The staff resource needs for specific actions are to be met through the respective council departments owning each action.

7.2 Property – reference to the capital investment towards making the council's estate 'Future Ready' was part of the tranche 1 actions approved by Cabinet in October 2023.

7.3 IT – no direct implications.

8 Other implications

8.1 Legal implications – no direct legal implications

8.2 Human rights implications – no direct human rights implications

8.3 Equality Impact Assessment (EqIA) (this must be included) – the publication of the action plan in itself does not have equality impacts. The individual actions may have equality implications which have either been assessed [in the case of decisions already made] or will be assessed at the time of detailed implementation.

8.4 Sustainability implications – climate action plans represent a governance tool to help ensure the council contributes to a sustainable Norfolk.

8.5 Any other implications – no further material implications identified.

9 Risk Implications/Assessment

9.1 Individual actions may have risk implications which have either been assessed [in the case of decisions already made] or will be assessed at the time of detailed implementation.

9.2 Action plans represent a governance tool that reduce the risk of not delivering against the Climate Strategy through providing a framework for member and public oversight of progress.

10 Recommendations

10.1 The Select Committee is asked to:

- 1. Review and comment on the third tranche of actions**
- 2. Endorse the actions to progress to Cabinet.**

11 Background papers

- 11.1 [Norfolk County Council Climate Strategy](#)
- 11.2 [Cabinet Report, October 2023: Climate Action Plans Tranche 1](#) (p85 – p98)
- 11.3 [Infrastructure and Development Select Committee report, January 2024: Climate Action Plans Tranche 2](#) (p11 – p21)

12 Officer contact

If you have any questions about matters contained in this paper, please get in touch with:

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Infrastructure and Development Select Committee

Item No: 10

Report Title: Trading Standards Service Plan 2024/25

Date of Meeting: 13 March 2024

Responsible Cabinet Member: Cllr Margaret Dewsbury (Cabinet Member for Communities & Partnerships)

Responsible Director: Ceri Sumner (Chief Fire Officer)

Executive Summary

This report describes the Trading Standards Service Plan and associated sub-plans (as annexed to the main plan) that set out the service priorities for 2024/25, taking account of the service budget set in February 2024, and focusing on:

- Responding to business and consumer vulnerabilities
- Environmental protection, ensuring:
 - businesses are supported to comply with new green legislative requirements, and
 - the service operates in a manner to support the council's net-zero ambitions.
- Investment in our workforce to develop a resilient service: recruitment and development of Trading Standards Officers and trainee Trading Standards Officers to ensure we have the staffing resources necessary now and in the future to fulfil our statutory duties and address the county council's priorities.
- Development of our service in response to the Food Standards Agency's new Food Standards Delivery Model.
- Continued integration with the Norfolk Fire and Rescue Service to realise improved services for businesses and communities and inhouse efficiencies resulting in a £25K saving.
- Development of our commercial services: increasing our income, primarily through our calibration and chargeable business advice functions to reduce our reliance on grant funding. This will include relocation of our Calibration Centre and the implementation of a webshop to increase calibration business and efficiency.

Action Required

The Select Committee is asked to:

Review and comment on the Trading Standards Service Plan 2024/25 (Appendix 1) including:

- **Annex I: Enforcement of Age Restricted Sales and Illegal Tobacco and Nicotine Inhalation Products Plan 2024/25 (Appendix 2 to this report)**
- **Annex II: Food & Feed Law Enforcement Plan 2024/25 (Appendix 3 to this report), and**
- **Annex III: Delivery of Animal Health & Welfare Framework 2024/25 (Appendix 4 to this report)**

prior to consideration by Cabinet.

1. Background and Purpose

- 1.1 The Trading Standards service's ambition is for a safe, fair, and legal marketplace for Norfolk, that supports and benefits local businesses and communities. In alignment with Better Together, For Norfolk - Norfolk County Council's strategy for 2021-2025, our five priorities are:
 - A vibrant and sustainable economy
 - Better opportunities for children and young people
 - Healthy, fulfilling, and independent lives
 - Strong, engaged, and inclusive communities
 - A greener, more resilient future
- 1.2 Trading Standards has a very broad remit:
 - Protecting the integrity of the food chain, from farmed animal welfare and disease control (such as in response to bluetongue), and animal feed hygiene and standards to food safety and standards
 - Ensuring goods are safe and trading is fair
 - Tackling underage and illegal sales of tobacco and nicotine inhalation products and vapes, cosmetic treatments, alcohol, knives, and corrosive substances
 - Environmental protection, ensuring businesses are supported to comply with new green legislative requirements, and
 - Ensuring the safety of a number of sports grounds in the county.
- 1.3 The service supports businesses through the provision of:
 - information and advice to ensure compliance with trading standards
 - calibration, verification, testing and hire of weighing and measuring equipment
 - a level playing field by ensuring fraudulent and unfair practices are not allowed to prosper.

The service investigates criminal offences and civil breaches and takes legal action where necessary to protect individuals, in particular the vulnerable, as well as wider legitimate public and economic interests. The service also seeks to protect Norfolk people from fraud, scams and rogue traders through awareness raising and our No Cold Calling Zones and Trusted Trader scheme.

Trading Standards therefore has an important social and economic role in the county, helping communities to strengthen, people and the environment to thrive, and the economy of Norfolk to grow.

1.4 During the 2023/24 service year, the Trading Standards Service:

- Calibrated circa 22,000 items of equipment, supplied weights and other weighing equipment, provided hire weights, and verified weighing and measuring instruments for local, national, and international businesses and public organisations, generating an income to support the overall costs of Trading Standards.
- Conducted inspections at second-hand car traders accompanied by a vehicle examiner. Twelve vehicles in total were inspected by the examiner with 9 being found faulty in some way. Of those 9 faulty vehicles, 3 (25% of the total inspected) were deemed to be unsafe and unroadworthy. The businesses who offered the unroadworthy vehicles are currently under formal investigation or have been cautioned.
- Continued to work with operational partners to tackle the problem of illegal tobacco and vapes in Norfolk, seizing 44,360 illegal cigarettes, 15.15kg of illegal hand rolling tobacco and over 14,961 illegal vapes during the first three quarters of the 2023/24 service year. Following multiple seizures of illegal vapes and complaints of underage sales of disposable vapes at two businesses in Norfolk, we worked with enforcement partners (Norfolk Police and Kings Lynn and West Norfolk District Council) to assist them in successfully obtaining closure orders from the Courts under the Anti-social Behaviour, Crime and Policing Act 2014. Under the 2014 Act such orders can mandate the closure of premises for up to 3 months.
- Undertook proactive market surveillance for product safety compliance (including sampling surveys into Halloween products and cheap heating products). During the first three quarters of 2023/24 we ensured over 57,500 items were removed from the marketplace or recalled. Non compliances found include children's Halloween masks that failed the flammability standard and plug adaptors (for people with poor hand strength and dexterity) which caused a hazard of electric shock, burns and fire.
- Engaged with over 60 businesses, providing them with advice on the Botulinum Toxin and Cosmetic Fillers (Children) Act 2021, which prohibits specific cosmetic treatments on children and the offer of such treatments. Follow up inspections were completed to some of these businesses to ensure they have an age-verification system in place.
- Took 32 food samples for allergen analysis, of which, 10 (31.25%) were found to contain undeclared allergens, such as milk. In all cases follow up work was carried out to identify the source of the undeclared allergens and educate and advise businesses to prevent future non-compliances. In

addition, we conducted a project testing for the presence of milk proteins in chocolate and ice cream labelled as 'vegan/dairy free', and for the presence of peanuts in ice cream labelled as 'peanut free'. Of the 11 samples taken, undeclared allergens were found in 5 foods (45.5% failure rate) with a further two samples failing due to incorrect labelling.

- Inspected 47 non-automatic weighing instruments (NAWIs) or 'weighing scales' in various retail outlets, including supermarkets. Three failed. One was disqualified from trade use, one resulted in the issuing of a notice and one was taken out of service as it was unsuitable to be used for trade.
- Completed seven formal investigations, relating to illegal tobacco and vapes, rogue builders/tradespeople, prohibited tenants fees and an unroadworthy vehicle. These resulted in prosecution, caution, penalty notices and formal warnings.

Full details of Trading Standards performance during 2023/24 is available on pages 3 to 9 of the Trading Standards Service Plan 2024/25 (Appendix 1 to this report)

- 1.5 The Trading Standards service takes an evidence-driven approach to strategic and tactical planning and decision making. The service plan has been developed using analysis of information (intelligence), such as consumer complaints recorded by the Citizens Advice Consumer Helpline (CACH), information about threats and rogue traders recorded on the Trading Standards' national intelligence database, and intelligence disseminated by enforcement partners such as the Food Standards Agency (FSA), the Department of the Environment, Food and Rural Affairs (Defra), the Office of Product Safety and Standards (OPSS) and the Home Office. This robust approach ensures that the service plan reflects the issues and problems Norfolk people and businesses face, ensuring our service is focused on the needs of the county. This includes providing part of the 'national shield'; collaborating with National Trading Standards (NTS) to address both national issues that affect Norfolk and the impact of local businesses nationally and globally.

The service plan (Appendix 1) includes our 'plan on a page' (accessible version) (pages 11 and 12) which summarises our strategic control strategy and focus on protecting the public and legitimate business.

- 1.6 There is a national shortage of qualified Trading Standards Officers and, as a consequence of being unable to fill a number of vacancies, the service recruited a cohort of 10 trainees in 2022. The cohort attained their Trading Standards Practitioner Certificate (TSPC) in May 2023, enabling them to operate as warranted fair trading officers and their CTSI Animal Health and Welfare Professional Qualification in December 2023. They are currently undertaking further specialist training, the two-year Level 6 Trading Standards Professional apprenticeship.

Unfortunately, due to the Service's aging demographic, we have continued to lose qualified Trading Standards Officers through retirement. We have a number of vacancies and a conservative estimate is that a further 5 officers will retire within the next 3 years. As professional training takes three years, we have recruited a second cohort of trainees, who will join the service in April 2024, and commence their three-year Level 6 Trading Standards Professional apprenticeship. This will ensure we have the staffing resources necessary now and in the future to fulfil our statutory duties and address the county council's priorities.

All our trainees are ably supported by their line manager, Alan Ogg, who recently won the Apprentice Champion award at the NCC Apprenticeship Recognition Awards 2024. He was nominated by both the Trading Standards management team and our apprentices. At the award presentations, it was stated:

"As well as being a supportive and listening manager to the trainees Alan has also successfully engaged with the whole service to ensure that the Apprentices are given the opportunities for experience and help, they require. Alan identifies the needs of the Apprentices and the Service and then garners the support of all. Alan is dedicated to ensuring the success of the trainees, not just to gain qualification, but to be confident and competent to deliver for the future of the service".

2. Proposal

- 2.1 The Trading Standards Service Plan 2024/25 (Appendix 1) includes, and attention is drawn to:
 - Annex I: Enforcement of Age Restricted Sales and Illegal Tobacco and Nicotine Inhalation Products Plan 2024/25 (Appendix 2 to this report)
 - Annex II: Food & Feed Law Enforcement Plan 2024/25 (Appendix 3 to this report), and
 - Annex III: Delivery of Animal Health & Welfare Framework 2024/25 (Appendix 4 to this report).
- 2.2 The Enforcement of Age Restricted Sales and Illegal Tobacco and Nicotine Inhalation Products Plan enables the County Council to discharge its statutory duty to annually consider and review its enforcement of the Children and Young Persons (Protection from Tobacco) Act 1991 and the Anti-Social Behaviour Act 2003.
- 2.3 The Food and Feed Law Enforcement Plan is a statutory plan required by the Food Standards Agency, which incorporates work that is intended to protect the food supply chain, covering both food production and control of animal feed used for animals intended for human consumption.

3. Impact of the Proposal

- 3.1 The Trading Standards service has a track-record of evidence-driven strategic and tactical planning and decision making. Our service plan ensures that we target our resources at those areas of trade that cause the most detriment to Norfolk consumers and businesses and anticipate emerging issues. It enables us to collaborate with partners to achieve complementary aims, such as our work with:

- Public Health, the police, district councils and His Majesty's Revenue and Customs (HMRC) to tackle the supply of illegal tobacco and vapes, including sales to people under the age of 18, and
- The Animal and Plant Health Agency (APHA) and the Norfolk Resilience Forum (NRF) to tackle animal disease outbreaks such as avian influenza and bluetongue.

It also enables us to empower communities to protect themselves from frauds and scams, such as through our work with the Norfolk Against Scams Partnership (NASP) and our No Cold Calling Zones. Our planned approach promotes an environment in which businesses and communities can thrive.

- 3.2 Our service plan and associated annexes will also enable us to:

- Engage with the Food Standards Agency (FSA) on the implementation of the new Food Standards Delivery Model by 31 March 2025, and
- Response to newly proposed legislation to create a smokefree generation, ban single-use vapes and control the flavours, packaging and retail display of vapes and the Government's newly published Illicit Tobacco Strategy - [Stubbing out the problem: A new strategy to tackle illicit tobacco - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/illicit-tobacco-strategy),

4. Evidence and Reasons for Decision

- 4.1 The Trading Standards Service Plan, inclusive of Annexes I, II and III (Appendices 1 to 4), is considered to be the most effective way to demonstrate how the service intends to fulfil its regulatory/statutory responsibilities, taking into account the available intelligence, resources and the Better Together, for Norfolk priorities we are seeking to support.

5. Alternative Options

- 5.1 The proposed Plan and associated annexes have been prepared following staff engagement and are considered to set out the most effective approach and best fit with the strategic direction of government and Norfolk County Council. Alternative approaches could be taken, but these would require further work to develop, may be constrained by the need to ensure we have capacity to fulfil our statutory duties, and may result in a need to secure additional funding for delivery.

6. Financial Implications

- 6.1 The activities within the proposed service plan and the recruitment detailed in section 7.1 below can be delivered within the agreed budget, using current reserves and utilising the apprenticeship levy to support our 18 trainees, ten of whom are progressing through their two-year Level 6 Trading Standards Professional apprenticeship and eight of whom will be embarking on their three-year Level 6 apprenticeship, as outlined at 1.6 above.
- 6.2 The service actively pursues grant funding from central government departments, directly or via National Trading Standards (NTS) and/or our regional East of England Trading Standards Association (EETSA). The service attracts annual funding for animal feed law enforcement and coordination on behalf of EETSA. We are anticipating new grant funding in 2024/25 from the Department of Health and Social Care (DHSC) to tackle the illegal sale of e-cigarettes (vapes) to children and young people.
- 6.3 As highlighted in the service plan itself, there is a risk that our calibration laboratory will fail to meet income targets due to constraints arising from inadequate facilities and/or technology, which could result in an inability to service the potential customer base leading to underfunding of the service. Capital investment to enable the relocation of our calibration laboratory will be required, as per section 7.2 below.

7. Resource Implications

- 7.1 **Staff:** There is a long-standing national shortage of qualified Trading Standards Officers (TSOs) and, consequently, in 2022/23 we took the decision to train our own Trading Standards Professional apprentices. We currently have three vacancies and trainees occupying 30% of the qualified officer positions within the service. Excluding our trainees, we have an aging demographic within the service and we are anticipating the current trend of retirements to continue. As professional training takes three years, as highlighted in the service plan itself, the current age demography presents a significant risk to our ability to meet service demands. In addition, the potential failure to maintain a sufficiently large cohort of qualified staff would severely inhibit our ability to successfully recruit and retain trainees, who depend on the support of these staff to attain their professional qualification.

Investment in our workforce to develop a resilient service has been a priority in our service plan since 2020/21 but was delayed by our focus on our coronavirus pandemic response. We have recently recruited a further eight trainees to join our innovative graduate/job mover recruitment and training programme who have the capability to complete the on-the-job training and gain the experience necessary to attain their Level 6 Trading Standards Professional apprenticeship.

- 7.2 Property:** We are relocating our Calibration Laboratory to enable our Calibration, Verification and Testing services to continue to grow and generate the required income via our commercial services.
- 7.3 IT:** The Trading Standards service continues to develop our case management system, to enable efficiencies in workflows, enhanced mobile working for officers and a reduction in the need for administrative, information management and technical support. During 2024/25 we will be working with the Food Standards Agency (FSA) to modify the risk assessment scheme and re-risk all food businesses in the county in line with the introduction of the new Food Standards Delivery Model.

We will also be transferring all our records from our existing drive to SharePoint in line with the corporate timetable and are seeking to implement a webshop to increase calibration business and efficiency. Digital Services continue to provide technical support for ongoing maintenance and bespoke development.

8. Other Implications

- 8.1 Legal Implications:** Statutory duties are addressed in the Trading Standards service plan 2024/25 and associated plans (Appendices 1 to 4 to this report).

The Trading Standards service is principally concerned with preventing or reducing crime and disorder. Enforcement activities are determined via our intelligence-led approach and enforcement action is undertaken in accordance with the [CES Compliance and Enforcement Policy](#). This policy provides a clear framework within which the service can protect the public, legitimate businesses, and the environment in a consistent, fair, and transparent way, in line with both local and national priorities and the legal requirement arising from Section 17 of the Crime and Disorder Act 1998.

The service has regard to the Freedom of Information Act 2000, the Data Protection Act 2018, and corporate data protection policies and procedures as well as service-specific policies in relation to data protection where these differ in a criminal justice context.

- 8.2 Human Rights Implications:** Enforcement activities occasionally necessitate the use of covert surveillance or access to communications data, as regulated by the Regulation of Investigatory Powers Act 2000 (RIPA) and the Investigatory Powers Act 2016 (IPA). In carrying out its enforcement role, the service has regard to these acts, the Home Office Codes of Practice and the County Council's RIPA and IPA policies, when considering the necessity and proportionality of such activities. In addition, in undertaking its enforcement role, the service has regard to the Human Rights Act 1998, in terms of the right to a fair trial, the right to respect for private and family life, prohibition of discrimination and protection of property.

8.3 Equality Impact Assessment (EqIA) (this must be included): With the support of the Equality and Diversity team, the Trading Standards Service undertook an equality impact assessment (EqIA) of the Trading Standards Service plan in November 2022, with a view to ensuring that we are meeting the Public Sector Equality Duty and our stated aims and legal responsibilities, in the delivery of the Trading Standards service. Findings from this EqIA have informed our Service Plan 2024/25.

The EqIA determined that, based on the evidence available, this service plan is likely to have a significant positive impact on some people with protected characteristics. However, as we do not have a full understanding of our service users and their protected characteristics, it is possible that some people may be negatively impacted due to our current delivery methods for preventative advice and information. For example, some older people may be digitally excluded, not have access to our scam alerts and, therefore be more likely to become a victim of scams. Therefore, there was a need to:

- widen the recording of the protected characteristics of Trading Standards service users, in order to carry out a more detailed analysis; and
- introduce an assessment of the impact on protected characteristics in the delivery method of identified priorities.

A number of positive actions/activities are embedded as part of service planning/service delivery to ensure people with protected characteristics are not disadvantaged in accessing or receiving our services. Consideration of equality impact needs to be an ongoing consideration when planning the delivery of service priorities identified through intelligence and we have a project planning process, using a project plan template, which sets out our delivery of identified service priorities, including the requirement to consider equality impact as part of the planning where relevant.

During 2023/24 we have sought to improve the recording of the protected characteristics of Trading Standards service users, by reintroducing demographic monitoring questions to our user surveys. We also contacted the Citizens Advice Consumer Service (CACS) (who provide frontline consumer advice on behalf of Trading Standards nationally and notify us of all complaints made by Norfolk residents or about Norfolk businesses) with a view to exploring improved collection of protected characteristic data. Unfortunately, CACS are not currently in a position to engage.

In November 2023, the Head of Trading Standards was highly commended in the Diversity and Inclusion category of the Chartered Trading Standards Institute (CTSI) Hero Awards for her dedication to support and promote a career path for a more inclusive Trading Standards workforce.

8.4 Data Protection Impact Assessments (DPIA): The service routinely obtains, stores, and shares information to provide advice and guidance, conduct investigations and ensure compliance with relevant laws. Some of this information is personal data, and some of it is confidential or sensitive. The information is securely stored electronically, on the County Council's Network, and in other ways such as on secure databases and in secure paper files. The information is stored and processed in accordance with the law (including the Data Protection Act 2018 and the Enterprise Act 2002) and with proper regard to the council's privacy notices.

Discussion has taken place with the Information Governance Team who advises that a general Data Protection Impact Assessment (DPIA) is not required, as there is no new processing and the relevant privacy notices relating to regulatory provision are in place and have been recently reviewed.

However, specific DPIAs have been conducted on re-procurement of the service's case management system and in accordance with data sharing agreements with HMRC to support our tobacco control enforcement.

8.5 Health and Safety implications (where appropriate): The service follows the County Council's Health & Safety – "Our Commitments policy" and associated corporate policies. The service has comprehensive risk assessments for service-specific activities such as weights and measures inspections, investigation of suspected illegally imported animals and attendance at legal hearings. These enable us to manage the health, safety, and wellbeing of our staff, whether they are working at business premises, in customers' homes, in the office, in our laboratories or in their own homes. Our comprehensive set of risk assessments are reviewed on an annual basis as part of our Health, Safety & Wellbeing Action Plan.

8.6 Sustainability implications: The service will have a focus on environmental protection, ensuring:

- businesses are supported to comply with new green legislative requirements, and
- the service operates in a manner to support the council's net-zero ambitions.

The latter includes:

- transferring all our records to SharePoint in line with the corporate timetable
- implementing the mobile working functionality of our replacement case management system and thus reducing our use of paper forms
- sign-posting businesses to online information and advice and providing bespoke advice via email and thus reducing our use of information leaflets and letters, and

- retaining the positive benefits of home-working and implementation of MS Teams to reduce business travel, especially for meetings.

8.7 Any Other Implications: Officers have considered all the implications which members should be aware of. Apart from those listed in the report (above), there are no other implications to take into account.

9. Risk Implications / Assessment

9.1 This service plan and its associated annexes provide a clear framework and mitigate any risk of legal challenge regarding the delivery of the regulatory/statutory enforcement functions of the Trading Standards service.

9.2 Plans will need to be revised:

- If the county is impacted by further animal disease outbreaks, such as bluetongue or avian influenza,
- Following engagement with the Food Standards Agency (FSA) on the implementation of the new Food Standards Delivery Model, and
- In response to newly proposed legislation to create a smokefree generation, ban single-use vapes and control the flavours, packaging and retail display of vapes and the Government's newly published Illicit Tobacco Strategy.

10. Recommendations

The Select Committee is asked to:

Review and comment on the Trading Standards Service Plan 2024/25 (Appendix 1) including:

- **Annex I: Enforcement of Age Restricted Sales and Illegal Tobacco and Nicotine Inhalation Products Plan 2024/25 (Appendix 2 to this report)**
- **Annex II: Food & Feed Law Enforcement Plan 2024/25 (Appendix 3 to this report), and**
- **Annex III: Delivery of Animal Health & Welfare Framework 2024/25 (Appendix 4 to this report)**

prior to consideration by Cabinet.

11. Background Papers

11.1 The [CES Compliance and Enforcement Policy](#).

Officer Contact

If you have any questions about matters contained within this paper, please get in touch with:

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If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.

Trading Standards Service Plan 2024/25

Responsible Senior Officer Name: **Sophie Leney**

Period covered: **1 April 2024 - 31 March 2025**

Latest update: **12 February 2024**

What our service aims to achieve

The Trading Standards service's ambition is for a safe, fair, and legal marketplace for Norfolk, that supports and benefits local businesses and communities. In alignment with Better Together, For Norfolk - Norfolk County Council's strategy for 2021-2025, our five priorities are:

- A vibrant and sustainable economy
- Better opportunities for children and young people
- Healthy, fulfilling and independent lives
- Strong, engaged and inclusive communities
- A greener, more resilient future

The things we do

We will undertake the following service activities:

1. Support the economy and encourage growth, by providing businesses with access to information and compliance advice, including through chargeable, bespoke services
2. Support the economy by delivering services to the public and private sectors through Norfolk Calibration Services, our traded service
3. Safeguard vulnerable people and build community resilience with partners; by tackling the current most prevalent scams, fraud, and rogue traders; including through our Norfolk Against Scams Partnership (NASP), No Cold Calling Zones and Trusted Trader scheme
4. Protect consumers and support legitimate businesses by tackling non-compliance, focusing on the most detrimental trading

Through programmes of intelligence-led market surveillance, education and enforcement activities:

5. Protect the environment
6. Safeguard communities and public health by tackling the sale of illegal tobacco and vapes and the supply of age restricted products to young people

For further information see **Annex 1: Enforcement of Age Restricted Sales and Illegal Tobacco and Nicotine Inhalation Products Plan 2024/25**

7. Ensure the safety, standards and quality of the food chain, including food, animal feeds and agricultural fertilisers

For further information see **Annex 2: Food & Feed Law Enforcement Plan 2024/25**

8. Safeguard the standards of animal health and welfare and respond to and reduce the risk of animal disease outbreaks and associated risks to the Norfolk economy and public health

For further information see **Annex 3: Delivery of Animal Health & Welfare Framework 2024/25**

9. Ensure fair trading of products and services, and the safety and legal measurement of products
10. Ensure safety of sports grounds, through an inspection and monitoring programme, and by working with partner agencies and other stakeholders via safety advisory groups

Our focus for the 2024/25 service year is on:

- Responding to business and consumer vulnerabilities.
- Environmental protection, ensuring:
 - businesses are supported to comply with new green legislative requirements, and
 - the service operates in a manner to support the council's net-zero ambitions.
- Investment in our workforce to develop a resilient service: recruitment and development of Trading Standards Officers and trainee Trading Standards Officers to ensure we have the staffing resources necessary now and in the future to fulfil our statutory duties and address the county council's priorities.
- Development of our service in response to the Food Standards Agency's new Food Standards Delivery Model.
- Continued integration with the Norfolk Fire and Rescue Service to realise improved services for businesses and communities and inhouse efficiencies.
- Development of our commercial services: increasing our income, primarily through our calibration and chargeable business advice functions to reduce our reliance on grant funding. This will include relocation of our Calibration Centre and the implementation of a webshop to increase calibration business and efficiency.

In all that we do, we commit to being:

- Forward looking
- Innovative
- Empowering
- Collaborative
- Evidence driven
- Prudent, and
- Developmental

Our service structure

The Trading Standards Service consists of five teams:

- Business and Community Support
- Calibration, Verification and Testing Services
- Food and Farming
- Intelligence and Enforcement Support
- Safety and Fair Trading

The service has a full-time equivalent staffing complement of 43.75 FTE with a headcount of 45.

The service is delivered from three offices, County Hall in Norwich, Priory House in King's Lynn, and Hethel Engineering Centre (Calibration, Verification and Testing Services only).

Norfolk's population is 925,300¹ and there are 33,510² active enterprises in Norfolk. With a net budget of £1,985,200, the annual cost of the Trading Standards service is £2.14 per head or £59.24 per enterprise.

Monitoring our outcomes/performance

Calibration, Verification and Testing Services

The Calibration, Verification and Testing Services (CVTS) team, trading as Norfolk Calibration Services, is forecasting income of £630,000 for 2023/24 - an impressive 12% over the target of £562,000. Income is generated by the team of six, through calibrating 22,000 items of equipment, supplying weights and other weighing equipment, providing hire weights, and verifying weighing and measuring instruments. Consultancy services with three businesses have provided additional income of £12,000, and also generated additional calibration income. A growth area this year has been the supply of weights to new and existing customers; offering a complete service attracts new business, and recalibration secures future income. The team's excellent reputation and flexibility continues to attract new customers and they work closely with existing customers to ensure that their current and future needs are met, therefore customer retention remains extremely high.

Relationships with public and private sector customers continue to support the local economic recovery and promote Norfolk County Council throughout the UK and Ireland as a centre of excellence for mass calibration and related activities. The CVTS team's activities impact a wide range of products that are bought and sold or used in the county and beyond, so, if you visit a local hospital, care home, veterinary surgery, or supermarket, watch motor sport, or fill your vehicle with fuel, Norfolk's CVTS team may well have calibrated the weights, measures or weighing equipment used to ensure patients, drivers and consumers are kept safe and get what they pay for.

The team supports all their customers, including a number of local manufacturing businesses, with calibration services; providing them with the wherewithal to comply with regulations, customer specifications, Good Laboratory Practice (GLP) and Good Measurement Practice (GMP).

¹ 2022 Office of National Statistics figure from Population estimates

² 2023 Office of National Statistics figure from UK Business: activity, size and location

The pharma industry is their largest customer sector, who can rely on the team to provide prompt, accurate and reliable measurements, all critical in the production of pharmaceutical products. They have hired weights to a number of boat trip businesses in Norfolk, and beyond, including Brighton, enabling them to perform offset loading tests to demonstrate compliance with Maritime and Coastguard Agency Codes of Practice. To ensure medical weighing equipment meets Care Quality Commission (CQC) requirements, the team works with a number of care providers, including Norse Care, helping to reduce the costs of compliance for those businesses and organisations, including procurement of new equipment. CVTS also provides calibration services to adults with care packages, charities and NHS establishments such as hospitals; the latter includes calibrating their weights so that they can check their own medical weighing equipment in house to generate savings.

The CVTS team is also responsible for maintaining Norfolk Trading Standards' own weights and measures and, via Section 101 agreements, those of Cambridgeshire, Essex, and Suffolk. The team successfully maintained our accreditation with the United Kingdom Accreditation Service (UKAS), ISO9001 certification, and designation from the Secretary of State as a UK Approved Body in 2023/24.

Norfolk Against Scams Partnership (NASP)

We have continued to work with the Norfolk Against Scams Partnership (NASP) to enable organisations to protect people and businesses from fraud, scams, and doorstep crime, and to help those who are defrauded. There are 56 partners which include local organisations, businesses, voluntary organisations, clubs, councils, and other partners. This year the NASP has:

- Started a full review of membership, structure and project planning in order to continually improve the effectiveness and efficiency of the group
- Engaged with the Digital Inclusion Strategy Program to support with scam prevention and help those who benefit from the scheme to be safe online
- Continued to provide materials with information on scams and how to report them, for distribution by partners
- Installed call blockers in vulnerable people's homes using funding from the National Trading Standards Scams Teams. Currently there are 24 blockers installed and in use, 8 of which were installed in 2023/24. Survey feedback is positive: "No problem anymore. Extremely grateful for you installing my blocker. Much appreciated. Thank you very much" and "I feel a lot safer now the scamming has ceased. Hopefully forever"
- Provided information regarding digital switchover to users of call blockers to ensure the technology continues to function and they are not affected by associated scams.

No Cold Calling Zones (NCCZs)

Throughout the year, Trading Standards has continued to support Norfolk communities to activate No Cold Calling Zones (NCCZs) in their locality, enabling residents to declare that they no longer wish to accept traders calling at their homes without an appointment and thus deterring rogue and unscrupulous traders cold calling them. This year we have concentrated on reviewing and refreshing NCCZs which were launched between 2006 and 2013, to ensure these continue to work effectively and all residents within the zones are aware of the protection they afford. At year end there are 314 zones in place, protecting 14,611 properties from unwanted cold callers and rogue traders.

Trusted Traders

There are currently 215 Trusted Traders on the Norfolk Trusted Trader Scheme, which enables local consumers to contract with local traders who have been vetted and

approved by Trading Standards. We have lost some long-standing members primarily through retirement. However, engagement by consumers in the scheme remains strong with contacts, searches and reviews for Trusted Traders remaining high and the number of new Trusted Trader members coming on board remaining steady. The revenue added to the Norfolk economy through the Trusted Trader scheme between 1 April 2023 and 31 January 2024 is calculated to be £388,000³.

Market Surveillance

We continue to conduct inspections, sampling and test purchasing and other enforcement activity to ensure that the Norfolk marketplace is legal and fair and goods, including food, are safe and meet legal standards. Over the last service year:

- We undertook a project looking at second-hand car traders of most concern. Officers from the Service carried out inspections at businesses accompanied by a vehicle examiner. Twelve vehicles in total were inspected by the examiner with 9 being found faulty in some way. Of those 9 faulty vehicles, three (25% of the total inspected) were deemed to be unsafe and unroadworthy. The businesses who offered the unroadworthy vehicles are currently under formal investigation or have been cautioned. Following on from a similar project undertaken in 2022/23, this project has demonstrated that the used car sector, which generates the highest number of consumer complaints each year, still requires considerable ongoing surveillance to address and improve trade practice, level the playing field for all in the car trade, support small business growth and increase consumer confidence.
- We continued to work with operational partners to tackle the problem of illegal tobacco and vapes in Norfolk, seizing 44,360 illegal cigarettes, 15.15kg of illegal hand rolling tobacco and over 14,961 illegal vapes during the first three quarters of the 2023/24 service year. Following multiple seizures of illegal vapes and complaints of underage sales of disposable vapes at two businesses in Norfolk, we worked with enforcement partners (Norfolk Police and Kings Lynn and West Norfolk District Council) to assist them in successfully obtaining closure orders from the Courts under the Anti-social Behaviour, Crime and Policing Act 2014. Under the 2014 Act such orders can mandate the closure of premises for up to 3 months.
- We undertook proactive market surveillance for product safety compliance (including sampling surveys into Halloween products and cheap heating products) as well as reactive product safety compliance action following receipt of intelligence. As a result of this work during the first three quarters of 2023/24 we have ensured over 57,500 items have been removed from the marketplace or recalled. Non compliances found include children's Halloween masks that failed the flammability standard and plug adaptors (for people with poor hand strength and dexterity) which caused a hazard of electric shock, burns and fire.
- We engaged with over 60 businesses, providing them with advice on the Botulinum Toxin and Cosmetic Fillers (Children) Act 2021, which prohibits specific cosmetic treatments on children and the offer of such treatments. Follow up inspections were completed to some of these businesses to ensure they have an age-verification system in place.
- We continued to prioritise work on allergens, focusing on non-prepacked and loose foods sold by caterers. 32 samples were taken, 17 during a week of action in October 2023, when we visited restaurants and catering establishments. Of the 32 samples, 10 (31.25%) were found to contain undeclared allergens, such as milk. In all cases follow up work was carried out to identify the source of the undeclared allergens and educate and advise businesses to prevent future non-

³ Calculation based on average number of work requests generated by the scheme and average value of work completed

compliances. In addition, we conducted a project testing for the presence of milk proteins in chocolate and ice cream labelled as 'vegan/dairy free', and for the presence of peanuts in ice cream labelled as 'peanut free'. Of the 11 samples taken, undeclared allergens were found in 5 foods (45.5% failure rate) with a further two samples failing due to incorrect labelling. Further allergen inspections and sampling have recently been conducted on foods pre-packed for direct sale, utilising Food Standards Agency (FSA) funding. We are currently awaiting analytic results on the 21 samples taken.

- We carried out a project inspecting non-automatic weighing instruments (NAWIs) or 'weighing scales' in various retail outlets, including supermarkets. 13 inspections were conducted, 47 NAWIs were inspected, of which three failed. One was disqualified from trade use, one resulted in the issuing of a notice and one was taken out of service as it was unsuitable to be used for trade. We continue to focus our weights and measures inspections on weighbridges in the county and plan to carry out tests on approximately 60 weighbridges by year end.
- We maintained our enforcement activity on animal feed standards, much of which is funded by the Food Standards Agency (FSA) via National Trading Standards. Despite having only a small number of competent officers in this specialism, we have conducted Feed Hygiene inspections, taken samples of animal feed and pet food as well as reacting to complaints and feed incidents, and giving advice to new feed businesses.

Animal Health and Welfare

Bluetongue was confirmed in cattle on a premises near Cantley on 8 December 2023. A 10km temporary control zone (TCZ) was declared around the premises, which has since been extended. The UK's Chief Veterinary Officer advises that bluetongue does not affect people or food safety. The virus is transmitted by midge bites and affects cows, goats, sheep and other camelids such as llamas. Not all susceptible animals show immediate, or any, signs of contracting the virus. The impacts on susceptible animals can vary greatly – some show no symptoms at all while for others it can cause productivity issues such as reduced milk yield, while the most severe cases can be fatal for infected animals. Movement restrictions are in place, with all movements of susceptible animals in the TCZ requiring a licence from a veterinary inspector. Norfolk farmers continue to be urged to remain vigilant for signs of the disease in their livestock. Trading Standards' role is to enforce the movement controls, including provision of business advice and investigation of any allegations of unlicensed movements.

Safety of Sports Grounds

We continue to work with seven venues across Norfolk to deliver our statutory functions under Safety of Sports Grounds legislation. These include stadia used for football, greyhounds, speedway, stock car racing and horse racing. The County Council issues and reviews safety certificates which set out the safe capacity of a sports ground (or a spectator stand), and the terms and conditions that the certificate holder must follow. Safety in a sports ground requires both good design and good management. Where there is a designated sports ground with a safety certificate a Safety Advisory Group (SAG) must be set up. This is a multi-agency group formed at local level and chaired by the County Council to ensure that the sports ground remains compliant with the conditions of the safety certificate and with other relevant standards; typically consisting of representatives of the local authority, ground management, building control, police, fire, ambulance services and the Sports Grounds Safety Authority (SGSA).

An audit by the SGSA in December found that the County Council continues to be high performing in delivery of its sports grounds function, scoring 96 out of a possible 100.

This year the SAG has continued to work closely with Norwich City Football Club, including carrying out inspections to ensure the installation of new pitch side electronic advertising hoardings did not adversely impact the safety of spectators. Additional planning meetings have also been held for issues such as a new location for away coach parking and in preparation for the first local derby at Carrow Road for 5 years.

An Arctic Monkeys concert was held at Carrow Road in June 2023. A significant amount of planning took place for this event, again led by the County Council, working with a range of SAG colleagues to ensure a safe and enjoyable event for those that participated/attended. Further work has already started for the Take That concert planned for June 2024 at Carrow Road.

Business Compliance and Further Action (including Prosecutions)

The operation of our intelligence-led enforcement (InLEt) process continues to be hugely successful in achieving compliance with traders at the earliest outset. Of the traders flagged by InLEt as being our most detrimental, and referred on to officers for further action, 94% are brought to compliance within 3 months (April to December 2023 data). The remaining traders are subject to our continued intervention work and/or further action (including formal investigation), with the ultimate sanction being prosecution, until compliance is achieved.

The outcomes of those cases where a formal investigation was raised are given below:

Date Closed	Investigation Type	Outcome	Notes
May 2023	Illegal tobacco	Formal Warning issued	Case included seizure of illegal tobacco
May 2023	Illegal nicotine inhalation products	Formal Warning issued	Case included seizure of illegal vapes
June 2023	Unfair trading – home improvements	Formal Warning issued	Agreement reached for financial settlement for the consumers in the case
July 2023	Illegal tobacco	Formal Warning issued	Case included seizure of illegal vapes & tobacco
October 2023	Tenants fees	Penalty Notices issued	Penalties issued for first breach of the Tenants Fees Act. Issued to both Letting agent and Landlord
November 2023	Unfair trading – Home improvements	12 months imprisonment. Costs of £1,000 awarded	*Criminal behaviour order issued restricting future trading activities for 5 years
January 2024	Unroadworthy vehicle	Caution issued	First breach of the Road Traffic Act

*Criminal behaviour orders require those convicted to trade fairly and legally in the future, with sanctions if they do not. Thus, protecting those Norfolk consumers who contract with these traders.

Performance Measure	How we did in 2018/19	How we did in 2019/20	How we did in 2020/21	How we did in 2021/22	How we did in 2022/23	How we did in 2023/24	Our target for year
Percentage of businesses brought to compliance with trading law	Target = 95% Actual = 95.66%	Target = 95% Actual = 94.87%	Target = 95% Actual = 97.80%	Target = 95% Actual = 98.42%	Target = 95% Actual = 98.75%	Target = 95% Actual = 96.67%	96%
Percentage of rogue traders and most detrimental businesses brought to compliance with trading law	Target = 85% Actual = 86.16%	Target = 95% Actual = 98.81%	Target = 95% Actual = 95%	Target = 95% Actual = 100%	Target = 97% Actual = 98.15%	Target = 97% Actual = 94.59%	97%
Number of members of our Norfolk Trusted Trader scheme	Not measured	Not measured	211	215	217	215	240
Number of No Cold Calling Zones and households protected by them in Norfolk	Not measured	Not measured	277	295	310 14,511	314 14,611	No target set
Amount of money that, as a result of Trading Standards intervention, is not lost to or is recovered from fraudsters and rogue traders	Not measured	Not measured	£166,809	£466,620	£2,071,211	Figure not yet available	No target set
Percentage of products, including foods and feeds, sampled or test purchased, which are found to be non-compliant and are subsequently brought to compliance or removed from the marketplace	Target = 93% Actual = 98.27%	Target = 93% Actual = 97.34%	Target = 96% Actual = 100%	Target = 96% Actual = 100%	Target = 96% Actual = 95.65%	Target = 96% Actual = 97.30%	96%

Feedback from our customers

Performance Measure	How we did in 2018/19	How we did in 2019/20	How we did in 2020/21	How we did in 2021/22	How we did in 2022/23	How we did in 2023/24	Our target for year
Business satisfaction with Trading Standards services	Target = 93 Actual = 93.50	Target = 97% Actual = 94.40%	Target = 97% Suspended due to covid-19	Target = 97% Suspended due to covid-19	Target = 97% Relaunch of surveys delayed due to AI	Target = 97% Actual = 100%	97%

Our key risks (Managed and monitored via the Trading Standards Risk Register)

- There is a risk that Trading Standards cannot meet our statutory duties or chargeable business advice income targets due to a lack of specialist skills or competency within the service, which could result in putting the public at risk of injury, a negative impact on the local economy, reputational damage and underfunding of the service. We are currently seeking to mitigate this risk through continued investment in our workforce.
- There is a risk that our calibration laboratory will fail to meet income targets due to constraints arising from inadequate facilities and/or technology, which could result in an inability to service the potential customer base leading to underfunding of the service, an inability to deliver statutory duties, putting the public at risk of injury, a negative impact on the local economy, and reputational damage. We are currently seeking to mitigate this risk through continued development of our commercial services.

Measures (to monitor risks)

Performance Measure	How we did in 2018/19	How we did in 2019/20	How we did in 2020/21	How we did in 2021/22	How we did in 2022/23	How we did in 2023/24	Our target for year
Proportion of Trading Standards Officers/Managers who hold necessary qualifications and current competencies to be authorised to deliver the Trading Standards Service priorities (as required by statute and as set out in the Control Strategy).	Not measured	Not measured	Target = 100% Not measured due to covid-19	Target = 100% Actual = 73.17%	Target = 100% Actual: October = 81.10%	Target = 100% Actual: October = 88.48%	100%
Income generated through our commercial activities of calibration, verification, testing and hire services	Target = £375,000 Actual = £420,407	Target = £425,000 Actual = £512,976	Target = £452,000 Actual = £534,584	Target = £512,000 Actual = £542,027	Target = £562,000 Actual = £581,150	Target = £562,000 Actual = £630,000 (forecast)	£571,460
Income generated through our commercial activities of Primary Authority Partnerships and bespoke advice	Target = £21,030 Actual = £15,485	Target = £21,280 Actual = £25,532	Target = £41,280 Actual = £16,612	Target = £41,280 Actual = £29,007	Target = £41,280 Actual = £14,437	Target = £41,280 Actual = £15,975 (YTD)	£41,150

Supplementary information

In addition to the local ambition and priorities outlined on page 1 of this service plan and Norfolk Trading Standards' Strategic Assessment 2023/24 recommendations, the Trading Standards Service Plan has regard to:

- a) the Chartered Trading Standards Institute (CTSI)'s vision that the UK prospers economically through fair and safe trade and their mission to support and reinforce the protection of consumers and achieve a level playing field for business,
- b) the National Trading Standards (NTS) Strategic Assessment 2023 priorities, and
- c) the East of England Trading Standards Authorities (EETSA) Strategic Assessment 2022/23 priorities, which are listed below:

National Trading Standards (NTS) priorities

- Doorstep and cold calling (including energy fraud)
- Lettings (England only)
- Mass marketing fraud/scams
- Illicit and underage sale of vapes (England only)
- Illicit tobacco
- Used cars
- Intellectual property
- Other fair trading issues
- Estate agency
- Animal feed work

East of England Trading Standards Authorities (EETSA) priorities

- Doorstep Crime and Rogue Trading
- Fair Trading
- Product Safety
- Tobacco
- Vapes
- Animal Health
- Food
- Scams

This Service plan is supplemented by our 2024/25 control strategy and with the following functional specific plans which describe how we will address statutory responsibilities relating to underage sales; food and animal feed safety and standards; and farmed animal welfare and disease control:

- Annex 1: Enforcement of Age Restricted Sales and Illegal Tobacco and Nicotine Inhalation Products Plan 2024/25
- Annex 2: Food & Feed Law Enforcement Plan 2024/25
- Annex 3: Delivery of Animal Health & Welfare Framework 2024/25.

Please see the Trading Standards Service's "plan on a page" for 2024/25 (accessible version) overleaf.

Trading Standards Plan on a Page 2024/25

Objectives and priorities for the year

A safe, fair, and legal marketplace for Norfolk, that supports and benefits local businesses and communities

- Responding to business and consumer vulnerabilities
- Environmental protection
- Investment in our workforce to develop a resilient service
- Development of our service in response to the Food Standards Agency's new Food Standards Delivery Model
- Continued integration with the Norfolk Fire and Rescue Service to realise improved services for businesses and communities and inhouse efficiencies
- Development of our commercial services and chargeable activities

Key deliverables

- Increase in number of qualified Trading Standards Officers
- £25K saving within Trading Standards
- New Calibration Centre
- Web shop, to increase calibration business and efficiency

Key activities

- Support the economy and encourage growth, by providing businesses with access to information and compliance advice, including through chargeable, bespoke services
- Support the economy by delivering services to the public and private sectors through Norfolk Calibration Services, our traded service
- Safeguard vulnerable people and build community resilience with partners; by tackling the current most prevalent scams, fraud, and rogue traders; including through our Norfolk Against Scams Partnership (NASP), No Cold Calling Zones and Trusted Trader scheme
- Protect consumers and support legitimate businesses by tackling non-compliance, focusing on the most detrimental trading
- Through programmes of intelligence-led market surveillance, education and enforcement activities:
 - Protect the environment
 - Safeguard communities and public health by tackling the sale of illegal tobacco and vapes and the supply of age restricted products to young people
 - Ensure the safety, standards and quality of the food chain, including food, animal feeds and agricultural fertilisers
 - Safeguard the standards of animal health and welfare and respond to and reduce the risk of animal disease outbreaks and associated risks to the Norfolk economy and public health
 - Ensure fair trading of products and services, and the safety and legal measurement of products
- Ensure safety of sports grounds, through an inspection and monitoring programme, and by working with partner agencies and other stakeholders via safety advisory groups

Contributing to:

- A vibrant and sustainable economy
- Better opportunities for children and young people
- Healthy, fulfilling and independent lives
- Strong, engaged and inclusive communities
- A greener, more resilient future

Vital signs and targets

- (a) Percentage of businesses and (b) Percentage of rogue traders and most detrimental businesses brought to compliance with trading law
- (c) Amount of money that, as a result of Trading Standards intervention, is not lost to or is recovered from fraudsters and rogue traders
- (d) Number of members of our Norfolk Trusted Trader scheme and (e) Number of No Cold Calling Zones and households protected by them in Norfolk
- (f) Percentage of products, including foods and feeds, sampled or test purchased, which are found to be non-compliant and are subsequently brought to compliance or removed from the market place
- (g) Business satisfaction with Trading Standards services
- (h) Proportion of Trading Standards Officers/Managers who hold necessary qualifications and current competencies to be authorised to deliver the Trading Standards Service priorities
- Income generated through (i) Norfolk Calibration Services (our traded service) and (j) our business advice and other chargeable activities

Key risks on risk register

- There is a risk that Trading Standards cannot meet our statutory duties or chargeable business advice income targets due to a lack of specialist skills or competency within the service
- There is a risk that our calibration laboratory will fail to meet income targets due to constraints arising from inadequate facilities and/or technology, which could result in an inability to service the potential customer base

Key budget headings

- Trading Standards revenue budget = £1,985,200
- Public Health grant = £47,280 (included in total above) for tobacco and nicotine inhalation products control



Norfolk County Council

Community & Environmental Services

Trading Standards Service

Annex 1: Enforcement of Age Restricted Sales and Illegal Tobacco and Nicotine Inhalation Products Plan 2024/25



A review of our activities in 2023/24 and a strategy for 2024/25 to deter the sale of age restricted products to young people and the sale of illegal tobacco and nicotine inhalation products in Norfolk, with the intention of improving community safety and public health



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Context

The Children and Young Persons' (Protection from Tobacco) Act 1991 requires a Local Authority to review its enforcement activity relating to the supply of cigarettes and tobacco to persons under the age of 18 on an annual basis. This legislation specifically requires an authority to consider "the extent to which it is appropriate for them to carry out, in their area, a programme of enforcement action". There are similar duties arising from Section 54A of the Anti-Social Behaviour Act 2003. The Trading Standards Service has a responsibility to enforce the compulsory health warning requirements on tobacco products and the age restrictions and composition legal requirements applicable to e-cigarette liquids which contain nicotine.

This Plan fulfils our obligation to review our programme of enforcement action on the above-mentioned specific matters. It also outlines the broader extent of our work in this area, to improve community safety and public health.

The supply of illegal tobacco products continues to be a problem in Norfolk. There is continued evidence of supply spreading to smaller market towns in addition to the larger urban areas of Norwich, King's Lynn, and Great Yarmouth. These products fail to carry the health warnings of legitimate tobacco products and are often counterfeits of established brands. Their unknown composition and unregulated production present an additional health hazard to smoking, already the major cause of death in the UK. Illegal cigarettes do not have the self-extinguishing qualities of legal cigarettes and pose a greater fire risk. The Service receives intelligence that sales of illegal cigarettes are being made to young people. The relative cheapness of these products makes them attractive to buyers; including those under 18 years old, and undermines smokers' attempts to quit. This plan integrates the Trading Standards Service actions to tackle these illegal products along with the obligations outlined above.

During 2023/24 the Service saw a continued increase in the number of matters reported to us regarding non-compliant Nicotine Inhalation Products, more commonly known as "vapes". Such matters related to both the compliance of the vape items themselves; in terms of the allowable liquid capacity in the vape, the allowable nicotine strength of such liquid, the required labelling of such products, and the illegal supply of vape products to those under the legal age for supply (18 years). Small disposable vapes with child appealing packaging and/or flavours are a particular issue. Non-compliance is a national issue highlighted in the Government's recent announcement to ban disposable vapes: <https://www.gov.uk/government/news/disposable-vapes-banned-to-protect-childrens-health>

Background

Trading Standards community safeguarding activities are intelligence-led and focus on both national and local priorities. A key priority for the service is to safeguard communities and public health by tackling the sale of illegal tobacco and vapes and the supply of age restricted products to young people, through a programme of intelligence-led market surveillance, education and enforcement activities.

Trading Standards recognises that effective enforcement of legislation to prevent the sale of age restricted goods requires a multi-agency approach and seeks to work in partnership with a range of agencies and stakeholders to ensure accurate identification of priority and high-risk areas, share best practice and engage in collaborative work, such as joint operations and licence reviews.

Trading Standards aligns its service delivery, wherever possible, to support the priorities of other Council services. In order to align its community safeguarding activities with Public Health priorities, the Service will focus activities on:

- Preventing the sale of alcohol to young people
- Taking action through alcohol licensing requirements
- Preventing the sale of cigarettes, vapes, and tobacco to young people
- Disrupting the supply of illegal tobacco products
- Disrupting the supply of illegal vapes
- Working with the Norfolk Tobacco Control and Vaping Alliance, and
- Working with Community Alcohol Partnerships (CAPs)

Service delivery will take place across the whole of the county; based on the intelligence derived from information received about the sale of age restricted products and illegal tobacco products and vapes.

Review of 2023/24

The amount of intelligence received regarding businesses selling age restricted products to underage persons overall continues to rise, with the number of reports received once again increasing significantly from that of the previous (2022/23) year. This includes complaints made to the Police and District Council Licensing departments in the County.

The joint working undertaken this Service year has contributed to the increase in the number of reports we have received. Relationships and processes have been introduced to ensure that all relevant parties are sharing information.

Many of the reports include information which covers more than one of the areas outlined below.

Alcohol

In the first three quarters of the 2023/24 service year, intelligence was received about 23 businesses selling alcohol to underage persons (during the same period in 2022/23 it was 26). Businesses were advised by either remote means, or by a visit, on their responsibilities in relation to underage sales. Some of these businesses received secondary advice following the receipt of further intelligence about underage sales still taking place.

Where further intelligence was received about continuing underage sales at premises, following staged advice, such businesses were identified to be subject to a test purchase exercise (see test purchasing below).

The Service continues to contribute to the Community Alcohol Partnerships (CAP) in Norfolk including the newly formed Caister and Rural Villages which was launched in November 2023.

Of the 23 premises that were subject to reports of underage alcohol sales, 7 were in an area covered by a CAP.

The Trading Standards Service is a Responsible Authority in licensing matters. Trading Standards continues to work closely with the other Responsible Authorities, in particular, Norfolk Constabulary Licensing Team, in order to ensure the licensing objectives are upheld in Norfolk. Where a business is found to be selling alcohol to underage persons, Trading Standards, in conjunction with Norfolk Constabulary, will apply for a review of the premises licence.

During the year 2023/24 there were no alcohol licence reviews. However, the Service worked with Partner Agencies on focused work on Closure Orders. These were obtained against two unlicensed businesses whose activities included reportedly selling alcohol to persons under age.

Tobacco

In the first three quarters of the 2023/24 service year, we received intelligence of 15 premises selling cigarettes to persons aged under 18 (during the same period in 2022/23 it was 9). The premises were given advice by remote means or received an inspection by the Service.

The Government's Tobacco Control Strategy is key to the Trading Standards Service's response in enforcing legislation in relation to both the supply of illegal tobacco products and underage sales, as well as ensuring that legal tobacco products are stored and labelled as required by law.

In line with our staged enforcement approach, we have undertaken a number of notable seizures of illegal cigarettes and hand rolling tobacco (HRT) from premises during the 2023/24 service year:

- Dereham 5,940 cigarettes, 4.3kg HRT
- Attleborough 2,320 cigarettes
- Norwich 3,340 cigarettes 3.4 kg HRT

Some of these seizures were made under Operation CeCe, which is a joint initiative between National Trading Standards (NTS) and His Majesty's Revenue and Customs (HMRC). The aim of Operation Cece is to remove illegal tobacco products from sale.

The Service has continued its work with the landlords of business premises in conjunction with Closure Orders.

Nicotine inhalation products

Nicotine inhalation products are commonly known as vapes. Vape products are subject to the same age restrictions as cigarettes and tobacco, in that buyers must be at least 18 years old. Vape products are also subject to strict controls regarding the amount of nicotine liquid they contain and the strength of that liquid.

Vapes were originally introduced as a smoking cessation device and remain an effective tool in achieving such a goal. The Khan Review "Making Smoking Obsolete" (published in June 2022) recognises the effectiveness of vapes and recommends their use in smoking cessation programmes.

The use of such products also forms part of Norfolk County Council Public Health's Tobacco Control and Stop Smoking plan. During the 2023/24 year, as part of its wider collaborative work with the Council's Public Health service in this area, the Service has been developing vetting procedures, for those businesses Public Health engage with to supply vaping products as a cessation tool. In doing so we can ensure that any vapes provided for smoking cessation purposes are compliant with the legislation.

Whilst vapes remain an effective smoking cessation device, during the 2023/24 period, the Service has seen growth in the receipt of reports of both underage sales of vapes and sales of illegal vapes. Very often the two issues go together, with those businesses who are unconcerned with the illegality of the vape products they supply also unconcerned with any age restriction that should be applied (as is also the case with illegal tobacco). At the end of the third quarter of 2023/24 60 businesses involved in the supply of vapes have been the subject of such reports (in 2022/23 there were 53 premises). Norfolk has not been alone in experiencing such issues. Both the Local Government Association (LGA) and the Chartered Trading Standards Institute (CTSI) have issued press releases in the last quarter of 2022 highlighting issues surrounding vapes, including the supply of vapes to those underage and the supply of illegal vapes.

This Service has continued its staged enforcement approach to tackling such matters with the provision of early intervention advice in the first instance. As part of that staged approach the Service has undertaken a number of notable seizures of illegal vapes during the 2023/24 year:

- Thetford 1,838 vapes
- Gorleston 1,731 vapes
- Thetford 1,019 vapes
- Gorleston 886 vapes
- Dereham 825 vapes
- Thetford 801 vapes
- Attleborough 757 vapes
- Thetford 627 vapes
- Thetford 590 vapes
- Dereham 577 vapes

During the above seizures, a number of the premises were also found to have illegal tobacco products.

In total, at the end of the third quarter of 2023/24, 14,961 illegal vapes have been seized.

Following multiple seizures of illegal vapes and complaints of underage sales of disposable vapes at two businesses in Norfolk, Closure Orders were issued by the Court. Unfortunately, legislation does not allow Trading Standards to apply for closure orders directly but in both cases we worked with partners to provide joint evidence to support the applications.

Knives

Trading Standards received no reports about businesses in Norfolk selling knives to persons under 18 in the first three quarters of 2023/24.

Work with Norfolk Constabulary as part of a national campaign, Operation Sceptre, was undertaken in November 2023 with 13 joint visits being carried out. During these joint visits, age-verification policies were discussed and recommendations were made, covering the accessibility of knives and the consideration of adoption of a Challenge 25 policy, if not already in place.

Cosmetic Fillers (including Botox)

The Botulinum Toxin and Cosmetic Fillers (Children) Act 2021 prohibits specific cosmetic treatments on children and the offer of such treatments. Trading Standards and the police are responsible for enforcing the legal requirements with businesses and practitioners operating in their locality.

The Service engaged with over 60 businesses during 2023/24 providing them with advice on underage sales and highlighting the requirements of the 2021 Act. Follow up inspections were completed to some of these businesses to ensure they have an age-verification system in place.

Fireworks

Norfolk Constabulary takes the lead on sales of fireworks to under-18s, and we will support. No intelligence has been received about underage sales of fireworks this service year.

Other Products

Intelligence regarding the underage sales of other products is rare and during the 2023/24 service year no reports regarding other products were received.

Age Restricted Sales

The Service reintroduced underage sales test purchasing operations during the service year 2023/24. During one operation in August, two businesses sold disposable vapes to an underage volunteer. Further operations are planned during this Service year.

Looking ahead to 2024/25

Enforcement Activities (including test purchasing programmes)

Trading Standards will continue to focus its resources on alcohol, tobacco, and nicotine inhalation products (NIPs). We will also respond to intelligence relating to other products, where there is an identified need.

A staged approach is adopted with due regard to the Community and Environmental Services (CES) Compliance and Enforcement Policy. In respect of age restricted sales this includes:

- The provision and publicity of advice and support materials
- The delivery of advice and help to new retailers of age restricted products
- The investigation of complaints together with the delivery of advice and assistance to prevent the recurrence of underage sales
- Targeted test purchasing utilising young people and where appropriate, underage volunteers
- Recommendation to adopt a "Challenge 25" type policy
- Working with and supporting national or regional initiatives
- Multiagency/community group/industry partnership working including Community Alcohol Partnerships (CAPs), and

- Encouraging reporting of sales of illegal tobacco and vapes and sales of age restricted products to underage people and improving the flow of intelligence in this regard.

Enforcement Approach

Where intelligence is received about the sale of age restricted goods to underage buyers, the Service will provide advice to the business in question, which may be provided by remote means. However, if the intelligence also indicates the supply of illegal goods, such as illegal tobacco or vapes, then the Service will undertake an intervention visit at the outset to address any product issues and, if necessary, seize any non-compliant stock.

This direct early intervention approach to addressing product issues was brought in by the Service during 2022/23 in response to the increasing prevalence of non-compliant vapes.

Following the provision of advice and support, the Service will test the business' underage sales policies. Where information continues to indicate that underage sales are taking place, test purchasing by underage volunteers will be undertaken with support from Norfolk Police.

We will also continue to provide officers and utilise Trading Standards' young volunteers to support Norfolk Police, in relation to their lead role for underage sales of alcohol at 'on licence' premises.

The recruitment, selection, and utilisation of young persons for test purchasing will be in accordance with the protocols, systematic procedures and risk assessments adopted and developed in line with the Home Office and other guidelines. These protocols and procedures are maintained in the Service's Policies and Guidance system and are thus subject to rigorous internal audit. All officers involved in the test purchase programme have been subject to police vetting procedures.

Where Trading Standards carry out test purchasing utilising underage volunteers, this is carried out in accordance with the Regulation of Investigatory Powers Act 2000 (RIPA). Generally, test purchasing using underage volunteers is only used where other methods of preventing a business from selling age restricted products to underage persons have failed.

Enforcement activity will also be carried out at businesses where intelligence is received regarding the sale of illegal tobacco products and/or illegal vapes. This activity will include visits with specialist tobacco detection dogs to find concealed illegal tobacco. Formal action will be taken against businesses where it is found, and where it is appropriate to do so in accordance with the Community and Environmental Services (CES) Compliance and Enforcement Policy.

The Service, working with our police partners, will take a robust stand in response to anyone found to be purchasing alcohol or tobacco products on behalf of a young person.

We will, in conjunction with Norfolk County Council Public Health and with other agencies, as appropriate, promote ways of reporting sales of illegal tobacco products and vapes, and sales of age restricted products to young persons.

Whilst the Service will continue to undertake enforcement action against those businesses who perpetrate underage sales of illegal tobacco and/or illegal vapes, by seizing such products and pursuing the criminal prosecution of those involved, it is becoming ever more apparent that such action is effective only in temporarily disrupting rather than stopping such criminal behaviour, where those associated with the premises in question are determined to continue. It is now not uncommon for the service to undertake successive seizures at certain business premises, particularly those suspected of being associated with organised criminal gangs. It is often the case that the Service, having undertaken a seizure, will shortly afterwards receive intelligence that the business has restocked with illegal product soon after. As a result, during the end of the 2022/23 service year, the Service began actively engaging with Norfolk Police and certain local district councils to develop an enforcement approach to tackle such premises by obtaining a closure order from the Courts under the Anti-social Behaviour, Crime and Policing Act 2014. Under the 2014 Act the Police and district councils can apply for such orders, which can mandate the closure of premises for 3 months. The continued development and implementation of this enforcement approach will be a key priority for the Service during 2024/25 and will be pivotal to the success of tackling those businesses that persist in the supply of illegal tobacco and vapes.

Tobacco and Vapes

During 2024/25 it will remain a priority to gather and then act upon any intelligence received, including that received from our partners. Trading Standards is an active member of the Norfolk Tobacco Control and Vaping Alliance and will continue to work towards the shared objectives of the group.

In line with our Compliance and Enforcement Policy we will continue to provide an effective response to secure compliance of and/or disrupt Norfolk businesses engaged in supplying illegal tobacco products and vapes, including:

- Seizure and destruction of illegal tobacco and vape products
- Seizure of criminal assets (including vehicles & cash)
- In conjunction with Norfolk Police and respective district councils, effective use of closure orders on problem tobacco and vape premises
- Institution of proceedings with a view to prosecution and the issue of simple cautions
- Preventing the issue of and securing the revocation of Premises Licences
- Carrying out safety testing, where appropriate, on illegal cigarettes and vapes, and
- Working with the landlords of properties used for the supply or storage of illegal tobacco and vapes with a view to securing the eviction of tenants who continue to break the law. Where appropriate, legal proceedings will be instituted where landlords fail to co-operate.

Trading Standards, with partners, will carry out the highlighted activities at retail level. In parts of Norfolk, currently Great Yarmouth and King's Lynn, criminal organisations are thought to control the illegal tobacco/vape supply. It will be necessary to work with enforcement partners to effectively tackle these groups.

Operation CeCe is a joint His Majesty's Revenue and Customs (HMRC) and National Trading Standards (NTS) operation. Funding is provided by HMRC to NTS to carry out visits at a retail level to disrupt the supply of illegal tobacco. During the 2024/25 service year the Service will participate in Operation CeCe and undertake a number of visits in Norfolk, as part of the funded bid coordinated by our regional Trading Standards Association, East of England Trading Standards Authorities (EETSA).

Knives

Norfolk Constabulary take the enforcement lead on the underage sale of such items. Trading Standards will assist Norfolk Constabulary with Operation Sceptre, the national initiative to reduce knife crime; by carrying out joint advice visits to knife retailers.

During the 2022/23 service year the enactment of the Offensive Weapons Act 2019 gave Trading Standards a strengthened enforcement role with regard to online sales of bladed items and the prohibition of their delivery to persons under 18 years of age. The Service was referred one report of non-compliance during the 2023/24 year, however the sale occurred out of County.

The Service will continue to support Norfolk Constabulary through Operation Sceptre and adopt a staged enforcement approach to addressing any matters during 2024/25.

Cosmetic Fillers (including Botox)

The Botulinum Toxin and Cosmetic Fillers (Children) Act 2021 prohibits specific cosmetic treatments on children and the offer of such treatments. Trading Standards and the police are responsible for enforcing the legal requirements with businesses and practitioners operating in their locality.

Following the engagement with 60 businesses in 2023/24 an established process of dealing with complaints about cosmetic treatments on children and the offer of such treatments has been implemented. The Service will adopt a staged enforcement approach to addressing any matters reported during 2024/25.

Corrosive Products

The Offensive Weapons Act 2019 creates offences of supplying a corrosive product to a person under 18 years of age whether in person or by remote means and of delivering a corrosive product to an underage youngster. The Service did not receive any reports of non-compliance during the 2023/24 year. The Service will adopt a staged enforcement approach to addressing any matters during 2024/25.

Alcohol & anti-social behaviour

The link between anti-social behaviour and the consumption of alcohol and substance abuse is established. The strategy of preventing the upstream supply of a number of restricted products to underage persons and thus reducing the level of anti-social behaviour associated with the use of these products will continue to be supported.

This plan will contribute to community objectives and those arising from Government strategy for community safety and public health. Alcohol and associated anti-social behaviour will continue to be a particular focus. We will continue to support the Community Alcohol Partnerships (CAPs) in Norfolk.

Proof of Age Schemes

The Trading Standards Service does not promote any specific proof of age scheme but supports those schemes that conform to the National Proof of Age Standards Scheme (PASS) criteria. Many retailers have adopted the “Challenge 25” policies in relation to all age restricted products.

Trading Standards will continue to encourage all businesses involved in the sale of any age restricted products to adopt a policy which achieves the aims of “Challenge 25”.

Our ‘Minor Sales Major Consequences’ pack includes a section on adopting a “Challenge 25” type policy. The Trading Standards Service will also encourage and promote the use of a ‘Refusals Log’ by traders to provide evidence that proof of age is being sought and sales refused in appropriate circumstances.

Please note: Our enforcement activities within this plan will be revised in response to newly proposed legislation to create a smokefree generation, ban single-use vapes and control the flavours, packaging and retail display of vapes and the Government’s newly published Illicit Tobacco Strategy - [Stubbing out the problem: A new strategy to tackle illicit tobacco - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/stubbing-out-the-problem-a-new-strategy-to-tackle-illicit-tobacco), which is likely to result in an expansion of Operation CeCe.



Norfolk County Council

Community & Environmental Services

Trading Standards Service

Annex 2: Food and Feed Law Enforcement Plan 2024/25



**Produced in accordance with the requirements of the
Food Standards Agency Framework Agreement**



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Food and Feed Sampling Policy

The Food Standards Agency (FSA) Framework Agreement and Section 2.4 of the Food Law Practice Guidance (England) document require Food & Feed Law Enforcement Plans to be laid out in a common format but recognises that, as local authorities may have corporate service plan templates, they may use the corporate format as long as the information requirements laid out in the Agreement guidance are included and are separately identifiable. Therefore, wherever possible this Annex makes reference to the applicable sections of the Trading Standards Service Plan 2024/25 rather than replicating the information it contains.

Section One: Trading Standards Service Aims and Objectives

Aims and Objectives

- 1.1 The Trading Standards service's ambition is for a safe, fair, and legal marketplace for Norfolk, that supports and benefits local businesses and communities. In alignment with Better Together, For Norfolk - Norfolk County Council's strategy for 2021-2025, our five priorities are:
- A vibrant and sustainable economy
 - Better opportunities for children and young people
 - Healthy, fulfilling and independent lives
 - Strong, engaged and inclusive communities
 - A greener, more resilient future

Links to Corporate Strategic Ambitions

- 1.2 Our ambition and priorities accord with the County Council's 2021-2025 Strategic Plan for the County, Better Together, for Norfolk, and its vision, priorities, guiding principles and commitments:

Vision

In Norfolk, we cherish our heritage, we embrace opportunity, and offer an extraordinary place in which to spend a lifetime.

- We want Norfolk to be the place where everyone can start life well, and age well, and where no one is left behind
- We want our economy to be vibrant, entrepreneurial and sustainable, supported by the right jobs, skills training and infrastructure
- We want our communities to feel safe, healthy, empowered and connected, their individual distinctiveness respected and preserved

Priorities

- A vibrant and sustainable economy
- Better opportunities for children and young people
- Healthy, fulfilling and independent lives
- Strong, engaged and inclusive communities
- A greener, more resilient future

Guiding Principles

- No one left behind
- Prevention over cure
- A local approach

Commitments

- Forward looking
- Innovative
- Empowering
- Collaborative
- Evidence driven
- Prudent
- Developmental

- 1.3 How Trading Standards helps to deliver the County Council's vision and strategy is captured in our plan on a page (accessible version) on pages 11 and 12 of the Trading Standards Service Plan 2024/25.

Section Two: Background

Profile of the Local Authority

- 2.1 The population of Norfolk in 2023 was 925,300¹. The age profile of Norfolk's population is much older than England as a whole with 24.4% of people being aged 65 and over, compared to 18.4% for England².

Norfolk is the third² largest of the 21 two tier (or shire) counties in England, with a geographical area of 5,384 square kilometres. The population density is the third lowest for any of these counties, giving Norfolk a predominantly rural character.

There are 33,510³ active enterprises in Norfolk. Norfolk has a large rural economy with 74.9% of Norfolk's SMEs being in rural areas⁴.

Agriculture remains a large employment sector with 9%⁵ of enterprises in this sector. The total farm labour force is large with nearly 11,838⁵ people employed on commercial holdings. In comparison with other local authority areas the county has one of the largest livestock populations of commercial poultry (16,945,780⁵) and pigs (787,583⁵).

The health and life sciences sector is also an important part of the economy in Norfolk. The Greater Norwich area in particular is home to a cluster of internationally renowned research organisations, such as the Quadram Institute. These organisations employ some 3,000 scientists, which is the largest concentration of health, food, plant and bio scientists in Europe. The Greater Norwich area has also been awarded Food Enterprise Zone Status.

Organisational Structure

- 2.2 The structure of the Trading Standards service is set out on page 3 of the Trading Standards Service Plan 2024/25.

The Trading Standards service reports, via the Chief Fire Officer, Ceri Sumner, to the Interim Executive Director of Community and Environmental Services, Grahame Bygrave.

¹ 2022 Office of National Statistics figure from Population estimates

² UK Population data 2021/22 - [English Counties by Population and Area 2023](#)

³ 2023 Office of National Statistics figure from UK Business: activity, size and location

⁴ [Norfolk Rural Economic Strategy 2021-24](#)

⁵ 2022 Office of National Statistics figure from [Structure of the agricultural industry in England and the UK at June](#)

The Interim Executive Director of Community and Environmental Services reports to the Council's Cabinet. The cabinet member for Communities and Partnerships is Councillor Mrs Margaret Dewsbury, margaret.dewsbury@norfolk.gov.uk.

The Council has 84 elected Members. The current political make-up of the Council is: 54 Conservative council seats, 11 Liberal Democrat, 10 Labour, 4 Green, 3 Independent (non-aligned), 2 Independent.

Feed and food law enforcement is the responsibility of the Food and Farming Section of the Trading Standards service. The section's functions are:

- Providing support for Norfolk based businesses in the food and farming sectors, to further economic growth:
 - delivering targeted business information to achieve compliance, promoting self-help
 - providing business advice and support on request, including chargeable advice
 - acting as 'primary authority' for food and farming sector businesses.
- Ensuring the standards of animal health and welfare; the quality, safety and hygiene of the food chain and metrology standards through delivery of intelligence-led compliance programmes, including sampling, inspections, verifications and market surveillance enforcement activities in the following areas:
 - Animal health and welfare, including disease control and licensing
 - Primary food production including fertilizers, animal feeding stuffs and food hygiene
 - Food standards
 - Legal metrology.
- Intelligence-led criminal and civil interventions and investigations, tackling issues emerging from the tasking and coordination process and focusing on the most detrimental offending within the food and farming sectors.

2.2.1 The manager responsible for the delivery of official feed and food controls is:

Duncan Carter
Food and Farming Manager
Email: duncan.carter@norfolk.gov.uk
Tel: (01603) 222613

The Lead Feed Officer is Colin Maxwell and the Lead Food Officer is Paula Crowson, both of whom are based in the Food and Farming Team. The Food Law Code of Practice lays down the responsibilities and competencies of the Lead Food and Feed role (which may be more than one person) which are shared in the Service between Duncan Carter, Colin Maxwell (feed) and Paula Crowson (food).

- 2.2.2 The Authority has contracted with Public Analyst Scientific Services Ltd (PASS) to provide the public analyst and agriculture analyst functions for the county.

Scope of the Animal Feed and Food Service

- 2.3 The Trading Standards service delivers a range of animal feed and food enforcement services. Specific functions are detailed below:

- Programmed inspections at animal feed and high-risk food premises
- Targeted enforcement activities
- Inspections and other enforcement activities arising from complaints and referrals
- Sampling of food and animal feed for analysis and/or examination as part of national, regional and local programmes
- Primary Authority responsibilities
- Responding to food and feed safety incidents
- Provision of information, advice and support for businesses
- Publicity including public awareness campaigns
- Working in partnership with other agencies involved in the protection of the food chain including the Food Standards Agency (FSA); the Department of the Environment, Food and Rural Affairs (Defra); the Department of Health (DH); Public Health (PH); the other ten local Trading Standards authorities who together make up the East of England Trading Standards Authorities (EETSA) and the seven District Council Environmental Health Departments in Norfolk.

The animal feed and food law enforcement service is delivered exclusively by officers employed by the County Council, alongside other similar services, for example, the inspection of weighing and measuring equipment.

Demands on the Animal Feed and Food Service

- 2.4 Using the appropriate risk scoring profile, food businesses are scored on a high, medium or low risk basis. There are **44 high-risk, 7,609 medium-risk and 5,177 low-risk** food businesses recorded on the Trading Standards service's database, totalling **12,821** food businesses. There has been an overall increase in the number of recorded food business premises from the previous year.

There are **6,800** agriculture businesses recorded on the Trading Standards service's database. The appropriate risk scoring profile for feed businesses scores them on a frequency of inspection basis from 1 to 5 years with a score of 1 being the highest risk and 5 being the lowest. The inspection programme, based on risk, is agreed with the FSA as part of the national grant funded audit and inspection programme.

A number of businesses are designated both food and feed businesses. The Trading Standards service conducts food standards, feed standards, feed hygiene and food hygiene at primary production inspections or a combination of these interventions at these businesses.

There are 522 food manufacturers in Norfolk, 4% of the sector, ranging from major multinational companies to cottage industries. The majority of food businesses are caterers (8,216) (64%) such as public houses, restaurants and hotels, or retailers (3,340) (26%) including general stores and bakers. The county has 48 animal feed, including pet food, manufacturers as well as a very large number of on-farm mixers.

The Trading Standards Service has office locations at County Hall, Norwich and Priory House, Kings Lynn. These locations are open to the public 9.00 – 17:00 Monday to Friday.

Enforcement Policy

- 2.5 The Community and Environmental Services (CES) directorate is responsible for a range of regulatory functions, including Trading Standards, Planning enforcement (mineral and waste sites), Flood and Water (land drainage), Norfolk Fire and Rescue (fire safety), Highways (networks, maintenance and blue badge enforcement) and Safety of Sports Grounds, and the CES Compliance & Enforcement Policy has been implemented, having regard to the established legal framework for decision-making, the Code for Crown Prosecutors (CPS) and the “Regulators’ Code” published by the Office of Product Safety and Standards (OPSS).

Section Three: Service Delivery

Animal Feed and Food Premises Inspections (Interventions)

- 3.1 The Trading Standards service reviews its policy in relation to inspections (interventions) at business premises on an annual basis in accordance with the principles of better regulation, the Food Law Code of Practice (England) and the Feed Law Code of Practice (England). In relation to farm premises the service also considers the Animal Health and Welfare Framework Agreement and the Farm Regulators’ Charter.
- 3.1.1 In relation to feed businesses, this service leads the regional approach to feed enforcement with its East of England Trading Standards Authority (EETSA) partners and liaises with National Trading Standards (NTS) and the Food Standards Agency (FSA).

At the time of compiling this plan the number of feed visits required by the NTS/FSA programme for the forthcoming year, based on a full risk-based inspection programme, is not confirmed but is expected to be similar to that required for the 2023/24 service year, with an estimate of 75 inspections at Norfolk based premises, out of a total of 250 inspections required across the EETSA region. This programme is entirely financed by grant funding provided by the FSA and administered by NTS. This proposed programme takes full account of earned recognition for businesses that are members of an assurance scheme and covers equally the full range of feed businesses. Livestock and arable farms are the main types of premises to be visited; reflecting the importance of having feed controls in place at primary production.

The NTS/FSA programme of interventions and activity is produced using agreed risk models and desktop modelling of our premises database. The programme is agreed by the FSA prior to commencement and funding. As such it is accepted that this programme satisfies the requirements for interventions laid down in the Food Law Code of Practice (England).

- 3.1.2 In relation to food businesses, the service will inspect all food businesses in Norfolk that are deemed to be high-risk by virtue of the previous trading history or the appropriate risk scheme, on at least an annual basis. In addition, intelligence-led inspections or other interventions will be conducted at those business sectors presenting the highest risk to the food chain and consumers/other legitimate businesses. It will also be appropriate, on occasion, to respond with inspections or other interventions where intelligence is received via consumer/trader complaints or referrals from other enforcement agencies about the non-compliance with trading standards of individual businesses. In line with Hampton principles⁶ and the resources available the service will not therefore, as a matter of routine, carry out inspections at medium or low risk food businesses unless they are visited as a result of the aforementioned factors.

The above measures are intended to focus our available resources on the areas of greatest risk, using available intelligence, and as such the service will not be able to fulfil a food inspection programme in accordance with the requirements of the Food Law Code of Practice (England). This discrepancy is covered in greater detail under section 4: Resources.

Whilst the Food Law Code of Practice (England) requirements remained in place in relation to inspection programmes over the last two years, the FSA produced a “Covid-19 Local Authority Recovery Plan” that recognised the pressure that local authority resources had been under in responding to Covid-19. The FSA is currently in the process of moving from the Recovery Plan towards a new inspection regime based on an ‘intelligence led’ food standards delivery model.

- 3.1.3 The service has assessed the value of carrying out unannounced inspections as opposed to announced inspections. It applies the following policy on animal feed and food inspections and audits:
- (a) Where official controls take the form of an audit or there is a need to have the feed or food business operator present e.g. so that records can be examined, then such visits will be announced. In these cases, prior notification will be kept to a minimum.
 - (b) In all other cases and in particular where previous visits or intelligence suggests that serious non-compliances have occurred, visits will be unannounced. All establishments will be subject to ad hoc visits which will be unannounced.

⁶ Reducing administrative burdens: effective inspection and enforcement: Philip Hampton – March 2005

The service will keep this policy under review and, if the policy leads to a disproportionate negative impact on the use of resources of both the service and Feed and Food Business Operators, it will be revised.

The policy will also be kept under review in light of the enhanced requirements of the assimilated Official Control Regulations (EU) 2017/625 (as amended) and the requirement for competent authorities to perform regular and unannounced risk-based controls to identify fraudulent activities. The service believes that the above policy is still valid, as the requirements of the legislation are met by activities covered in part (b) of the policy.

3.1.4 The inspection programmes for food and animal feed are shown below:
(FTE means Full time equivalent)

Project Name	Project Description/Outcomes	Staffing/ Other Resources* 2023/24	Staffing/ Other Resources* 2024/25
Feed Hygiene & Standards Inspection Programme	To inspect 75 agriculture businesses, e.g. selected feed mills, importers, retailers and farms. To ensure compliance in relation to feed labelling/packaging, stock rotation/storage, feed hygiene, record keeping/traceability and sale or use of prohibited materials.	0.15 FTE	0.15 FTE
Inspection of High-Risk Food Businesses	To carry out inspections at 44 businesses identified as high risk for food.	0.60 FTE	0.60 FTE

*Excluding managerial, administrative and legal support but including revisits and follow up action

Animal feed and food inspections are carried out by suitably qualified, competent and experienced Trading Standards Officers. Some targeted enforcement activities are carried out by Trainee Trading Standards Officers, studying for qualifications under the Chartered Trading Standards Institute (CTSI)'s Professional Competency Framework (CPCF) and/or the Level 6 Trading Standards Professional Apprenticeship, adequately supervised by qualified staff.

Feed/Food Standards Inspections are carried out in accordance with the Feed Law Code of Practice (England) and the Food Law Code of Practice (England).

Other intelligence-led inspections or other interventions will be conducted during the year. The majority of such inspections also involve targeted sampling and an outline of the sectors to be inspected, and the resources required, is included in 3.5 below. We will also continue to undertake focused allergens compliance project work, including the additional requirements for prepacked for direct sale products (Natasha's Law) which came into force in October 2021. The resources for this project work, which also includes inspections and sampling, is also included in 3.5 below.

Animal Feed and Food Complaints

- 3.2 Anticipated resource requirements for handling animal feed and food complaints are based on the complaint/contact numbers received in previous service years, the nature of those complaints/contacts and the level of enforcement response required. The number of food complaints/contacts is anticipated to be 176 (based on 2023) and the number of agriculture complaints/contacts is anticipated to be 21.

The staffing resources required are given below (FTE means Full time equivalent):

Project Name	Project Description/Outcomes	Staffing/ Other Resources* 2023/24	Staffing/ Other Resources* 2024/25
Complaints and Referrals	To undertake reactive enforcement in response to complaints from other enforcement agencies, businesses and the general public in relation to animal health, agriculture and food matters to ensure legal compliance. Analysis will be undertaken to identify further proactive work, identify trends and report on significant outcomes and impacts.	0.05 FTE (feed)	0.05 FTE** (feed)
		0.80 FTE (food)	0.60 FTE** (food)

*Excluding managerial, administrative and legal support

** Forecast based on Jan-Dec 2023 figures

In addition to reactive complaints/referrals work, information and advice is made available to consumers. This is achieved through signposting to the Citizens Advice 'Advice guide' website via our [Trading Standards pages on our website](#) and through our social media posts on twitter and Facebook.

Primary Authority Partnerships

- 3.3 The service supports Primary Authority Partnerships administered by the Office of Product Safety and Standards (OPSS).

The service will provide the following levels of service to Primary Authority businesses:

- Actively promote the benefits of the Primary Authority scheme to businesses within Norfolk and outside of Norfolk
- Designate Primary Authority Officer(s) to each partnered business, with the relevant competencies or access to the necessary expertise to be able to offer advice
- Respond to requests for advice and guidance
- Issue assured advice, where it is appropriate to do so
- Facilitate a response to enquiries raised by other authorities
- Maintain records of relevant incidents, business policies and diligence procedures, where known
- Maintain confidentiality in relevant circumstances
- Ensure businesses are aware of our procedure for dealing with complaints or disagreements

- Have in place arrangements to notify other authorities of indulgences relevant to “subsequently corrected” errors
- Participate in relevant sector groupings with enforcement partners where our Primary Authority Partners’ businesses operate in the applicable market sector
- Support national advice and conciliation procedures, where appropriate.

Primary Authority businesses will be inspected/visited or otherwise contacted:

- As part of the inspection programme for high-risk businesses, or
- As part of the planned series of targeted enforcement activities, or
- As a result of a complaint/referral received, or
- To maintain the Primary Authority Partnership relationship.

Currently, the service has Primary Authority Partnerships with one food business and one feed business. The resources required to handle complaints and service requests relating to these Primary Authority businesses are included in Sections 3.2 and 3.4.

Advice to Business

3.4 The Trading Standards service works with businesses to help them to comply with trading standards and to encourage the use of good practice. On receipt of business requests for advice we will respond in a number of ways including:

- directing the business to our website or that of a partner organisation, such as the Chartered Trading Standards Institute (CTSI)’s Business Companion and/or the New Anglia Growth Hub
- referring the business to another agency, for relevant advice/support
- providing leaflets produced by partner organisations, our business briefings or standard letters
- providing comprehensive bespoke information or advice via the telephone, email or a letter, on a cost recovery basis and/or
- visiting the business to provide comprehensive advice, on a cost recovery basis.

In each case, our response will be proportionate to:

- the potential risk to consumers caused by a failure on behalf of the business to understand the information/advice provided,
- the experience of the business in question, and
- the impact upon the economic prosperity of the business or its competitors in not achieving compliance in the respective area(s) of the law.

In line with our Business Services Policy, if a business requires more detailed or interpretative advice on trading standards law then we will provide the advice on a cost recovery basis at a pro-rata hourly fee. In dealing with any requests for advice we will prioritise requests for advice from new businesses, Primary Authority businesses and members of our Norfolk Trusted Trader Scheme.

The Service reviews all information and advice it provides to consumers and businesses on an annual basis. This is with a view to signposting customers to the

most appropriate source of online information available to enable self-service and assisted service.

Animal feed and food service requests will be handled by virtue of the projects detailed on page 14 below and further projects developed during the 2024/25 service year. Anticipated resource requirements are based on the service request numbers received in previous service years, the nature of those service requests and the level of enforcement response required.

The number of food service requests is anticipated to be 90 (based on January – December 2023). The number of agriculture service requests is anticipated to be 122.

As outlined in Section 3.3 above the service currently has Primary Authority Partnerships with one feed business and one food business. An estimate of billable hours of advice under Primary Authority Partnerships is included in these figures. (FTE means Full time equivalent)

Project Name	Project Description/Outcomes	Staffing/ Other Resources* 2023/24	Staffing/ Other Resources* 2024/25
Business Advice	To provide enforcement and compliance information and advice in relation to agriculture (animal feed, feed hygiene, pet food, fertilisers) and food in response to requests from businesses. Analysis will be undertaken to identify further proactive work, identify trends and report on significant outcomes and impacts.	0.15 FTE (feed) 0.75 FTE (food)	0.10 FTE** (feed) 0.85 FTE** (food)

*Excluding managerial, administrative and legal support

** Includes estimated hours of advice to be delivered under Primary Authority Partnerships

Animal Feed and Food Sampling

3.5 The Trading Standards service's Food and Feed Sampling Policy is annexed to this Plan.

The Trading Standards service targets its proactive sampling at locally produced animal feed and foods, those products/ingredients from companies that manufacture in, are based in, or import into Norfolk. In line with a letter from the FSA (ENF/E/08/061) the service is committed to ensuring that at least 10% of all food samples are of foods imported into the United Kingdom. In addition, animal feed/foods are targeted which are causing current concerns. These are identified through communication with the Food Standards Agency (FSA) and the Department of the Environment, Food and Rural Affairs (Defra); through local, regional and national intelligence held by local authorities; and through consultation with the Public Analyst. The service's sampling programmes therefore include projects run in

conjunction with the Food Standards Agency (FSA) and the East of England Trading Standards Authorities group of local authorities (EETSA).

Listed overleaf are sampling surveys that will be carried out in 2024/25. This list will be added to as, for example, intelligence identifies other animal feed/food that should be targeted. At the time of writing this plan the service planning cycle for food and feed sampling has not been concluded and further surveys will be added as a result of this process.

Through the examination of available intelligence and data the service is already aware that compliance with allergen requirements, including the additional requirements for prepacked for direct sale products (Natasha's Law), will again be an area of high priority for 2024/25. The Service will continue to develop activities under its long-term comprehensive programme of allergen compliance work, including sampling, business and consumer engagement and enforcement, if need be.

All sampling by officers is, wherever possible, undertaken in accordance with relevant legislation and all formal animal feed and food samples are taken in accordance with the Feed Law Code of Practice (England) or the Food Law Code of Practice (England) as applicable.

Samples are analysed and/or examined by the service's nominated Public/Agriculture Analyst in accordance with the procedures laid down in the Food Safety (Sampling and Qualifications) Regulations 2013, the Food Law Code of Practice (England) and the Feed Law Code of Practice (England). Alternatively, some samples are examined/tested in house, if it is appropriate to do so. The Public/Agriculture Analysts appointed by the Authority are employed by Public Analyst Scientific Services Ltd (PASS).
(FTE means Full time equivalent)

Project Name	Project Description/ Outcomes	Staffing/ Other Resources* 2023/24	Staffing/ Other Resources* 2024/25
Agricultural Sampling	To undertake animal feed and fertilizer sampling to ensure compliance in relation to composition, safety, hygiene and labelling.	0.80 FTE £2,500 Purchase and analysis costs	1.00 FTE £3,000 Purchase and analysis costs

* Excluding managerial, administrative and legal support

Surveys under the sampling project will include:

- Feed materials which are the subject of a complaint to the service
- Imported feeds/ingredients that have been the subject of feed hazard notifications
- Surveillance sampling for undesirable substances in pet food
- Mineral feed for trace elements
- Livestock feed samples to check for statutory statement compliance

Project Name	Project Description/ Outcomes	Staffing/ Other Resources* 2023/24	Staffing/ Other Resources* 2024/25
Allergens project	Allergen compliance work, including pre-packed for direct sale products; including sampling, business and consumer engagement and enforcement	0.45 FTE	0.50 FTE
Food Sampling Programme (excluding Allergens Project)	Targeting food sampling at areas identified as causing the most harm to consumers in terms of food safety, quality or nutritional standards	1.20 FTE £25,000 Purchase and analysis costs	1.50 FTE £24,000 Purchase and analysis costs

* Excluding managerial, administrative and legal support

Surveys under the sampling projects will include:

- Undeclared allergens in non-prepacked food/drink
- Undeclared allergens in foods pre-packed for direct sale
- Sampling during the investigation of complaints
- Sampling during the investigation of food fraud
- Food supplements – health claims
- Foods produced in Norfolk or imported by Norfolk based businesses
- Foods imported from outside the United Kingdom
- Foods identified by Food Standards Agency priorities

3.6 Control and Investigation of Outbreaks and Food Related Infectious Disease
Food poisoning notifications do not usually fall within the remit of the Trading Standards Service. If, however, the service becomes aware of any incident of food poisoning or infectious disease, the facts will be reported to the appropriate authority.

3.7 Animal Feed/Food Safety Incidents
On receipt of any animal feed or food alert, the Trading Standards service will respond as directed and as appropriate and in accordance with the Feed Law Code of Practice (England) or the Food Law Code of Practice (England).

The Food Standards Agency (FSA) issues Food Alerts and Allergy Alerts to let local authorities and consumers know about problems associated with food. In some cases, a “Food Alert for Action” is issued which requires intervention action by enforcement authorities. **44** food alerts were issued by the FSA in 2023 (January to November) None of these were Food Alerts for Action. The FSA also issued **58 allergy alerts** (January to November 2023).

During 2023, as a result of sampling and enforcement activity, the service raised 2 food incidents with the FSA regarding undeclared allergens in prepacked foods; as well as handling 11 complaints in-relation to undeclared allergens in non-prepacked foods, which caused illness/injury.

Feed alerts are far less frequent than food alerts. During 2023 the service was involved in 6 feed incidents raised by the FSA. All were in relation to pet food.

It is estimated that, for the coming service year, 0.10 FTE will be required for feed/food safety incident work.

In cases where the service receives reports of chemical contamination of food and there is a subsequent threat to human health, it will liaise with the appropriate district council environmental health department, with a view to taking over responsibility for the case, or for undertaking a joint investigation, as the situation demands.

Liaison with Other Organisations

- 3.8 The Trading Standards service works with a wide range of organisations, to varying degrees of formality, in carrying out its animal feed and food law enforcement function. These include the Food Standards Agency (FSA), the Department of Health and Social Care (DHSC), the Department of Environment, Farming and Rural Affairs (Defra), the Animal Medicines Inspectorate (AMI), National Trading Standards (NTS), the other ten local authority Trading Standards Services in the East of England (EETSA) and District Council Environmental Health Departments.

The service maintains a strong commitment to the regional work of EETSA and officers from Norfolk contribute to the EETSA Food Group and the EETSA Agriculture Group. Via quarterly meetings and regional Knowledge Hub groups, the service aims to ensure that local food and feed enforcement activity is consistent with neighbouring authorities. The service participates in the National Agriculture Panel, with that panel being chaired by an officer of this service. A recently retired officer of this service was also a long-time member and chair of the National Food Standards & Information Focus Group.

The service also ensures co-ordination with Norfolk's Environmental Health Departments through the Norfolk Food Liaison Group (NFLG), set up to co-ordinate activities in line with the requirements of the Food Law Code of Practice (England).

The service is fully committed to working with the Food Standards Agency on the implementation of the new food standards delivery model by 31 March 2025.

The estimated staffing resource for liaison work during the year is 0.50 FTE.

Animal Feed and Food Safety and Standards Promotional Work, other non-official Controls and Interventions

- 3.9 Animal feed and food safety and standards promotional work for the year is linked to the results of our sampling and other enforcement projects, to any relevant prosecutions, and to information provided by our enforcement partners, primarily the Food Standards Agency (FSA). Promotional work consists of [postings on our trading standards website](#); including scam alerts, postings via our twitter feeds and Facebook pages and regular press releases, locally, regionally and nationally. In addition, we occasionally develop our own promotional material to assist with consumer and/or business education work, the most recent example being material we developed for our allergens project (resources in relation to allergens promotional work have been accounted for in 3.5).

Information and intelligence gathering work is carried out by feed and food officers as part of their ongoing duties. Information and intelligence are also gathered and analysed by our intelligence lead and technical support staff in the Intelligence and Enforcement Support Section. Such work informs our control strategy, tasking and coordination function, our service planning cycle and operational work.

Resourcing details are provided in the table below (FTE means Full time equivalent):

Project Name	Project Description/Outcomes	Staffing/ Other Resources* 2023/24	Staffing/ Other Resources* 2024/25
Promotional Work, Intelligence Gathering	Promotional work including results of market surveillance, enforcement projects, prosecutions and information dissemination. Promotion will include use of our website, social media pages and feeds, local, regional and national press releases and liaison with media organisations. Intelligence gathering work will include complaints and information monitoring, review of local, regional, national and international data to inform market surveillance and enforcement activity.	0.05 FTE** (feed) 0.05 FTE** (food)	0.05 FTE** (feed) 0.05 FTE** (food)

*Excluding managerial, administrative and legal support

**Intelligence gathering work also undertaken by Intelligence and Enforcement Support Section

Section Four: Resources

Financial Allocation

- 4.1 The net budget for the Trading Standards service for 2024/25 is £1,985,200. A breakdown of the Trading Standards budget for feed and food enforcement is shown below (F&F means Food and Farming Team, FTE means Full time equivalent and TS means Trading Standards):

Budget description	2023/24 Outturn	2024/25 Estimate
Staffing	Total F&F: £385,454 Food & Feed: £309,280 (based on 5.40 FTE)	Total F&F: £451,190 Food & Feed: £349,515 (based on 6.05 FTE)
Sampling (food & agriculture purchase and analysis)	£27,500	£27,000
Travel	Total Operational TS: £13,000 Food & Feed: £2,275 (based on 5.40 FTE)	Total TS: £25,090 Food & Feed: £3,930 (based on 6.05 FTE)

At the time of writing this plan the Service is applying for grant funding for feed/hygiene audits and feed sampling to supplement the 204/25 sampling budget. The results of any grant bid will affect surveys proposed in Section 3.5 above. Whilst the overall grant funding is likely to be slightly increased in comparison to 2023/24 funding, changes to the timing and allocation of these resources means we are unable to confirm the exact amount at this time.

The relative amounts allocated to food and feed law enforcement are based on the staff allocation breakdown given in Section 4.2.

- 4.1.1 The Food Law Code of Practice currently requires the service to inspect its food businesses over a prescribed cycle. In addition to the inspection of all high-risk businesses and other interventions detailed in this plan, the expectation is that all medium risk businesses will be inspected every 2 years and that an inspection or alternative enforcement strategy be undertaken at low risk premises once every 5 year. As outlined in 3.1.2 above, the FSA has produced a “Covid-19 Local Authority Recovery Plan” that currently allows local authorities to diverge from the required schedule of programmed interventions, during the recovery period outlined in that plan.

The service has determined that, if it were to conduct the routine food inspection programme detailed above, the following resource would have to be redeployed from other enforcement activities, such as fair trading, animal health & welfare or product safety work:

- 9.5 Full Time Equivalents (FTE) for medium risk food business inspections
- 0.25 FTE for low risk food business alternative enforcement strategies.

However, mindful of the recommendations of the Hampton⁶ and Macdonald⁷ Reviews which state the service should only carry out inspections of businesses where there is a clearly identified risk presented by that business, the service will, as in previous years, conduct intelligence-led inspections or other interventions within those business sectors or at those food business operators presenting the highest risk to the food chain and consumers/other legitimate businesses. A flexible approach to resourcing enables us to respond appropriately to incidents and our local approach to risk assessment and effective targeting of resources, rather than the execution of a routine inspection programme, will provide the necessary protection to the county's food chain. A more intelligence-led approach to inspection/intervention will be introduced by the FSA's new food standards delivery model, which is to be implemented by 31 March 2025.

- 4.1.2 The service continues to invest in modern ICT systems. Access to the Internet, to the Civica Cx database and to other information systems is seen as a vital resource for operational staff. The service currently uses the UK FSS iNet database for recording, managing and submitting food and feed sampling data. As a result of withdrawal of funding by the FSA the service is aware that UK FSS iNet, whilst still in operation, no longer benefits from external ICT support. At the time of writing this plan the service is awaiting further instruction from the FSA as to how the replacement system for data transfer will operate.

The service has signed up to the "Register a Food Business" national online portal operated by the FSA to enable it to receive real-time food business registration data.

All food and feed law enforcement officers have been issued with hybrid laptops that incorporate detachable tablets, smart mobile telephones and digital cameras. The current devices, along with the mobile working functionality of the Cx platform, will, in time, allow officers to directly record and update database information whilst off site at business premises.

The service has issued all of its operational officers, including all food and feed officers, with purchasing cards. This has greatly enhanced our ability to undertake online market surveillance sampling activities.

The service does not have an individual budget for ICT as such matters have previously been transferred to corporate budgeting.

- 4.1.3 No fixed amount is set aside for legal costs with specific regard to food and feed law. However, a general legal cost subjective is allocated to the budget, the budgeted amount for 2024/25 being £26,000, which may be supplemented from contingency, if necessary.

⁶ Reducing administrative burdens: effective inspection and enforcement: Philip Hampton – March 2005

⁷ Review of Regulation in Farming: MacDonald – May 2011

Staffing Allocation

- 4.2 The current staffing allocation to food and feed enforcement has been calculated on the basis of the projects/activities described in Section 3 above as summarised and unless otherwise stated FTE figures quoted relate to competent staff:
(FTE means Full time equivalent and n/a means non-applicable)

Plan Section	Project/Activity	FTE 2023/24 Feed	FTE 2023/24 Food	FTE 2024/25 Feed	FTE 2024/25 Food
3.1	Feed Hygiene & Standards Inspection Programme	0.15	n/a	0.15	n/a
3.1	Inspection of high-risk food businesses	n/a	0.60	n/a	0.60
3.2	Complaints and Referrals	0.05	0.80	0.05	0.60
3.4	Business advice	0.15	0.75	0.10	0.85
3.5	Agricultural sampling	0.80	n/a	1.00	n/a
3.5	Food Sampling Including Allergens Project	n/a	1.65	n/a	2.00
3.7	Food/feed alerts	n/a	0.10	n/a	0.10
3.8	Liaison	0.15	0.10	0.15	0.35
3.9	Promotional Work, Intelligence Gathering (including non-qualified staff)	0.05	0.05	0.05	0.05
Total	Total full time equivalents	1.35	4.05	1.50	4.55

Total FTE for 2023/24 = 5.40

Total FTE for 2024/25 = 6.05

Staff Development Plan

- 4.3 The service focuses on the needs of both specialist feed and food law enforcement officers and other staff in terms of their training and continuous professional development (CPD).

The current training arrangements are reflected in the Learning and Development Framework and the Learning and Development Plan. Over recent years the number of qualified food and feed officers within the service has reduced, as officers have left the service. The service has invested in supporting trainees to study for the Trading Standards Practitioner Diploma (TSPD) and the Level 6 Trading Standards Professional Apprenticeship in order to attain the qualifications necessary to be able to undertake food and feed standards work. At present the Service has ten trainees.

Skills and competency are assessed at annual staff personal development plan discussions, midyear reviews and 1-2-1 meetings and a programme of continuous professional development is implemented to ensure the maintenance of essential knowledge and skills.

The Food Law Code of Practice England (2021) lays down competency demonstration requirements for food officers (20 hours CPD per annum) The service ensures that sufficient time and resources are provided to allow food officers to attain the required 20 hours of CPD per annum.

The service has developed its competency assessment process in line with the requirements of the Competency Framework and the Food Law Code of Practice (2021).

Similarly, the Feed Code of Practice (England) (2018) requires that competent officers are able to evidence 10 hours CPD per annum. Again, the service ensures that sufficient time and resources are provided to allow feed officers to attain this CPD.

Section Five: Quality Assessment

Quality Assessment and Internal Monitoring

- 5.1 The following arrangements will be used to assess the quality of the Authority's service:
- All procedures and work instructions relating to feed and food law enforcement are subject to established in-house quality improvements and auditing procedures which apply to the whole of the Trading Standards service
 - Evaluation surveys sent out to a sample of businesses following an inspection or request for advice
 - Review of a random number of inspections, service requests and complaints by section/line managers
 - Feedback at 1-2-1 meetings, midyear review and personal development plan discussions on individual performance
 - Feedback at team meetings.

Section Six: Review

Review Against the Service Plan

- 6.1 The Service uses a performance measurement toolkit, "PMR", to collate, report and review performance on a monthly basis.

At monthly intervals the Trading Standards Management Team undertakes a performance review. The meeting includes recognition of any variance from target, the reasons for variance and any appropriate measures to be put in place to address such variance.

The Trading Standards Management Team also reviews progress against our Control Strategy Priority Actions of:

- Through programmes of intelligence-led market surveillance, education and enforcement activities ensure the safety, standards and quality of the food chain, including food, animal feeds and agricultural fertilisers, and
- Support the economy and encourage growth, by providing businesses with access to information and compliance advice, including through chargeable, bespoke services

at monthly Tasking and Coordination meetings.

These priority actions include the provision of business advice, liaison with regulatory and business partners, intelligence-led market surveillance and enforcement activities, including risk-based inspection and sampling.

The allocation of suitable resources to tackle any emerging food or feed issues or trends can also be raised for consideration by the Trading Standards Management Team at the monthly Tasking and Coordination meeting.

Information on performance measures and targets is set out on pages 8 and 9 of the Trading Standards Service Plan 2024/25.

Identification of any Variation from the Service Plan

- 6.2 As outlined in Section 6.1 above the Service, on an ongoing basis, monitors its performance using the above means and takes action to address variance from target throughout the year.

Areas of Improvement

- 6.3 The service is committed to addressing areas of improvement highlighted by the ongoing quality assessment and internal monitoring as outlined in Section 5.1 above and the monthly reporting as outlined in Section 6.1 above.

Food and Feed Sampling Policy

Background

Our five priorities are:

- A vibrant and sustainable economy
- Better opportunities for children and young people
- Healthy, fulfilling and independent lives
- Strong, engaged and inclusive communities
- A greener, more resilient future

Introduction

This policy outlines our general approach to the sampling of food and animal feed. This policy is produced in accordance with the service's obligations under the Framework Agreement on Official Food and Feed Controls and the respective Food and Feed Codes of Practice.

Policy

This service recognises that sampling and analysis is an essential part of food and feed standards enforcement, which enables authorised officers to assess compliance with food and feed standards, composition, safety and labelling requirements. This includes using sampling and analysis as part of proactive market surveillance and reactive responses to complaints.

The service is committed to maintaining a contract with a suitably qualified Public/Agriculture Analyst for the analysis of formal food and feed samples.

On an annual basis we will formulate and commit resources to a sampling programme for food and animal feed products. This programme will be developed taking into account factors including the nature of the food and feed businesses in the county, our intervention plan, Primary Authority functions, the Food Standards Agency (FSA) food and feed priorities and other available local, regional and national intelligence pointing to areas of most concern. We will also develop our sampling programme in consultation with the service's appointed Public/Agriculture Analyst.

This service is committed to participation in national and regional sampling surveys where proposed sampling/analysis fits in with the above-mentioned factors.

Although developed as an annual programme, this service will continue to monitor intelligence for emerging issues and will change or amend the sampling programme as necessary.

This service will target its proactive sampling at locally produced animal feed and foods, those products/ingredients from companies that manufacture in, are based in or import into Norfolk. In line with guidance issued by the FSA this service is also committed to ensuring at least 10% of all food samples are foods imported into the United Kingdom.

All formal food and feed sampling will be undertaken in accordance with the Food Law Code of Practice (England) or the Feed Law Code of Practice (England), as applicable. All formal samples are analysed and/or examined by the service's nominated Public/Agriculture Analyst in accordance with the applicable legislation. Officers who take formal samples are suitably qualified and competent to do so in accordance with the respective Food and Feed Codes of Practice.

Where it is the case that informal samples are taken by officers, wherever it is possible, these samples shall be taken in accordance with relevant legislation.

All food/feed samples and the result of examination/analysis will be recorded. Food and Feed Business Operators will be notified of both the samples taken and the results of analysis. Where sample results are considered to be unsatisfactory, the service will take appropriate action to ensure compliance is achieved. Any action will be carried out in accordance with the CES Compliance & Enforcement Policy.



Norfolk County Council

Community & Environmental Services

Annex 3: Trading Standards Service Delivery of Animal Health & Welfare Framework 2024/25



If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.

Delivery of Animal Health and Welfare Framework 2024/25

County councils, metropolitan boroughs and unitary authorities in England have a statutory duty to help local communities comply with laws to prevent the spread of animal disease and protect the welfare of animals. It is compliance with these laws that gives our farming industry the freedom to trade freely and thrive, ensuring that the food we eat is safe and as described, shaping our countryside and making a major contribution to local economies.

The agriculture sector is a major industry in Norfolk and is synonymous with the character of the county. 9%¹ of active enterprises in Norfolk are in the agriculture, forestry and fishing sector. The total farm labour force is large with 11,838¹ people employed on commercial holdings. In comparison with other local authority areas, the county has one of the largest livestock populations of commercial poultry (16,945,780¹) and pigs (787,583¹) in the United Kingdom.

Central and local government partners have produced an updated [Animal Health and Welfare Framework](#)² that offers local authorities a set of practical principles to help deliver duties under animal health and welfare legislation in a way that:

- Is responsive and accountable to local communities;
- Is focused on high risk activities to make best use of limited resources;
- Recognises why national consistency is important for businesses, the public and to protect against animal disease;
- Delivers controls in a way that supports European and international trade agreements;
- Promotes collaborative working.

The Framework is a partnership agreement that aims to increase mutual understanding and collaboration between the Department for Environment, Food and Rural Affairs (Defra), the Animal and Plant Health Agency (APHA) and local authorities in relation to animal health and welfare work. It includes responsibilities for all partners to achieve this. The information on the following pages outlines the responsibilities for Norfolk County Council Trading Standards and how these are achieved.

¹2022 Office of National Statistics figure from [Structure of the agricultural industry in England and the UK at June](#)

²Produced in partnership between [Defra](#), [the Animal Plant Health Agency \(APHA\)](#), the [Association of Chief Trading Standards Officers \(ACTSO\)](#) and the National Animal Health and Welfare Panel (NAHWP). It is supported by the [Local Government Association \(LGA\)](#).

Responsibilities of Local Authorities

Action Required 1

Undertake annual service planning based on the principles in the Animal Health and Welfare Framework.

Planned Service Delivery 1

This document, outlining the responsibilities of local authorities under the Animal Health and Welfare Framework, is included as an annex to the Trading Standards Service Plan. Safeguarding the standards of animal health and welfare and responding to and reducing the risk of animal disease outbreaks and associated risks to the Norfolk economy and public health is a defined priority action in the Service Plan and the Trading Standards service's control strategy.

Action Required 2

Develop a risk based, consistent and accessible process for responding to complaints relating to animal health matters on farms.

Planned Service Delivery 2

The actions of the Service are informed by the Community & Environmental Services (CES) Compliance & Enforcement Policy. The policy includes reference to the Farm Regulators' Charter and the Regulators' Code.

The service has adopted the Intelligence Operating Model (IOM) to direct its activities and prioritise its resources. Safeguarding the standards of animal health and welfare and responding to and reducing the risk of animal disease outbreaks and associated risks to the Norfolk economy and public health is a defined priority action of the service's control strategy and activities take account of local, regional, and national priorities.

The service operates a duty system where all matters that have the potential to require further action, including complaints relating to animal health matters on farms, are reviewed by a Lead Trading Standards Officer. If further action is required, the Lead Trading Standards Officer allocates matters to qualified/competent staff, providing handling instructions to ensure a consistent approach. Within the general process, the service has a number of guidance documents, which have been developed to aid the duty team to respond consistently to animal health and welfare complaints, including:

- a flow diagram for allocating animal health matters
- a step-by-step guide to dealing with illegally imported animals
- a guide for dealing with alleged breaches of the requirements of avian influenza controls
- a guide for dealing with multiple animal welfare issues/complaints relating to the same keeper
- guidance on how to deal with abattoir and welfare in transport notifications
- a TB work instruction, and
- instructions for dealing with missing ear tag referrals.

Action Required 3

Provide transparency about how the local authority responds to animal welfare complaints, including collaborative arrangements with other partners and charities.

Planned Service Delivery 3

As outlined in 2 above, the service's standard policy and protocols for handling referrals and complaints include our response to animal welfare complaints.

The CES Compliance & Enforcement Policy and the Trading Standards Service Plan, including this framework annex are published.

The service has an information exchange protocol with Norfolk Constabulary and has information sharing agreements with Citizens Advice and World Horse Welfare. In addition, the Service has memoranda of understanding with:

- the East of England Trading Standards Association (EETSA), to enable the use of a shared intelligence database
- Suffolk Trading Standards, to share resources in the event of an animal disease outbreak or major animal welfare event
- the Animal and Plant Health Agency (APHA) (facilitated for the service by the Association of Chief Trading Standards Officers (ACTSO)), outlining roles and responsibilities to deal with the safe disposal of anthrax carcasses.

Referral handling instructions, covering matters including animal welfare complaints, are maintained for Citizens Advice and Norfolk Police.

Where appropriate, the Service will arrange joint visits with Veterinary Officers (VO) from the Animal and Plant Health Agency (APHA) to investigate welfare complaints.

Where a complaint raises serious welfare concerns the service will seek to investigate the matter within 24 hours of receipt.

Liaison is also maintained with other appropriate agencies to try and establish if the subject of the complaint is the subject of any other complaints/investigations, so a consensus on how to move forward can be agreed.

Action Required 4

Identify high risk businesses and activities on an annual basis.

Planned Service Delivery 4

The service uses a business risk assessment scheme based on that promoted by the Food Standards Agency (FSA) and has adopted the National Trading Standards Intelligence Operating Model (IOM) to inform its activities and prioritise its resources. The service uses available intelligence sources to risk-assess businesses and identify high risk businesses and activities on an ongoing basis. This informs our priority activities outlined in our control strategy, including our annual high-risk inspection programme, and informs tasking and coordination decisions.

Action Required 5

Produce an annual programme of interventions for all high-risk businesses and activities based on the risk presented by the activities carried out, intelligence, history of compliance and available resources.

Planned Service Delivery 5

The service produces an annual programme of interventions for all identified high risk businesses. In producing the programme, the service considers factors including risk, compliance history, local, regional and national priorities and any other available intelligence.

Progress against targets (for interventions carried out) is monitored monthly by the Trading Standards Management Team via reports provided by Lead Trading Standards Officers.

Action Required 6

Undertake an annual audit of each livestock market and collection centre in partnership with APHA to review documentation and procedures. Produce an annual programme of interventions based on the outcomes of the audit, which remains flexible to changing risk through the year.

Planned Service Delivery 6

There are one livestock market and two poultry sales operating in Norfolk (although poultry sales have not been operating due to prevailing Avian Influenza outbreaks and controls) and the service regularly liaises with the market operators.

The service works with officers from APHA to undertake the annual audit of the livestock market, reviewing the market premises and their systems, processes and documented arrangements. This audit informs our agreed programme of interventions with the market, which is fed into our annual intervention programme, as outlined in 5 above.

Action Required 7

Actively engage in regional animal health and welfare groups, attending meetings where possible and contributing to regional discussions about the implementation of the Framework. Ensure membership of the KHub.

Planned Service Delivery 7

The Service contributes significantly to regional and national groups. The Service is represented at the East of England Trading Standards Authorities (EETSA) Animal Health and Welfare Regional Group and uses this route to contribute to National Groups as well as being proactive on KHub.

The EETSA regional group is active, and members support each other with the mutual provision of information and advice to ensure a consistent approach to the application/interpretation of legislation.

The EETSA regional group also maintains a close working relationship with the National Animal Health and Welfare Panel. Officers of the service are members of the Animal Health and Welfare group on Knowledge Hub (KHub) (a public service digital platform).

Action Required 8

Work closely with other local authorities to share knowledge and expertise, including opportunities for shared training, joint inspections, opportunities for contracting and peer to peer reviews.

Planned Service Delivery 8

In addition to that outlined in 7 above, the service has an ongoing commitment to work closely with Suffolk Trading Standards. The service has agreed a Memorandum of Understanding with Suffolk Trading Standards to enable sharing of resources (including cross border authorisation arrangements) to respond to animal disease outbreaks and animal health and welfare issues. Other collaborative working areas with Suffolk Trading Standards include collaborative intelligence functions, shared best practice, a common compliance & enforcement policy and shared learning and development activities.

The EETSA Animal Health and Welfare Group has provided and maintains a regional store of equipment to facilitate responses to breaches of the legislation controlling rabies.

Action Required 9

Proactively exchange and use information and intelligence to inform the delivery of animal health and welfare controls, using national intelligence databases where appropriate.

Planned Service Delivery 9

As outlined in 3 and 4 above the service has adopted a number of information sharing agreements/protocols and memoranda of understanding, and the National Trading Standards Intelligence Operating Model (IOM).

All operational officers have access to the national intelligence database, IDB, and are encouraged to make submissions and review IDB intelligence in relation to their activities.

The service employs an Intelligence Lead and an Intelligence Technical Support Officer to support and facilitate our intelligence led approach. The Intelligence Lead scrutinises all incoming complaints, received via the Citizens Advice portal, and partner referrals, such as those from APHA, all of which are received via trading.standards@norfolk.gov.uk.

On a day-to-day basis, if the Intelligence Lead receives any intelligence that raises a concern relating to a matter that has the potential to be a cross border issue this matter is sent to the EETSA Regional Intelligence Analyst (RIA) for further dissemination.

Each month the Intelligence Lead produces a tactical assessment for the Tasking and Coordination meeting. This assessment includes analysis (from IDB and Civica Cx) by subject area including "Animal Disease Control Measures", the level of IDB submissions and horizon scanning for areas of concern. The report also highlights the level of use of IDB by individual officers via their last timed login.

The Intelligence Lead and Animal Health Officers of the service have given training to Norfolk Constabulary Control Room staff on Trading Standards matters, including those relating to animal health. The Intelligence Lead and an Animal Health Officer from the Service attend the Norfolk CRAG (Crime Rural Advisory Group) meetings. These measures have and will improve the channels of communication and sharing of intelligence relating to matters concerning animal health and welfare.

As outlined in the Service's 2024/25 Strategic Assessment document, Norfolk Trading Standards has recorded more animal health intelligence on IDB than any other authority in the EETSA region and is nineteenth highest for all UK authorities in the category.

Action Required 10

Regional groups to discuss and agree how each local authority will be involved in the recording, accessing and analysis of intelligence relating to animal health and welfare with the aim of making a staged improvement in the level and quality of intelligence recorded and the influence this has on service planning across the region.

Planned Service Delivery 10

The Regional Intelligence Analyst (RIA) for the EETSA region has previously attended a meeting of the EETSA Animal Health and Welfare regional group and given advice on how to improve the quality and frequency of intelligence recording on the national intelligence database, IDB, relating to animal health and welfare matters. The EETSA regional group maintains communication with the EETSA RIA.

As mentioned in 9 above the service currently records more animal health intelligence on IDB than any other authority in the region.

Action Required 11

Each regional group to review the level of intelligence being recorded and use the intelligence to identify any potential threats on at least an annual basis. Steps should be taken to resolve any concerns about the level or type of intelligence being recorded and a response be formulated to any criminal activity that has been identified.

Planned Service Delivery 11

As per 10 above the EETSA Regional Intelligence Analyst (RIA) has previously attended the EETSA Animal Health and Welfare regional group and given advice on how to improve the quality and frequency of intelligence recording on IDB relating to animal health and welfare matters.

The RIA will also highlight any concerns about the level or type of intelligence being recorded within the region. Such concerns are disseminated through senior management meetings within EETSA.

The EETSA RIA produces an annual strategic assessment document that includes reference to the regional and national priorities.

As mentioned in 9 above the service currently records more animal health intelligence on IDB than any other authority in the region.

Action Required 12

All local authorities should actively engage in the sharing of environmental, political, legislative or organisational changes at regional meetings that may influence service planning and activities.

Planned Service Delivery 12

Such information is shared at the EETSA Animal Health and Welfare regional group. It is also shared at the EETSA Senior Management Group meetings, where progress of the agreed EETSA regional animal health and welfare workstream is reviewed on a quarterly basis. Issues of particular strategic importance are also discussed at EETSA Heads of Service meetings.

In addition, as outlined in 8 above, such information is shared with Suffolk Trading Standards through a programme of collaborative working including collaborative

intelligence functions, shared best practice, a common compliance & enforcement policy and shared learning and development activities.

Action Required 13

Ensure that services consider the requirements laid down in the On Farm Charter and Regulators' Code where appropriate.

Planned Service Delivery 13

The Community and Environmental Services (CES) Compliance & Enforcement Policy has been devised with due regard to the Regulators' Code and the Farm Regulators' Charter and both documents are referenced in that policy.

Action Required 14

All services should consider how they meet EU standards for the delivery of Official Controls and any future standards that support trade agreements.

Planned Service Delivery 14

The service is aware of the requirements of Article 6 of 2017/625 (as amended) and the requirement to have transparent and accountable audit processes in place.

The service has an annual programme of internal audits that can deal with all aspects of service delivery. If the need arises this programme would include an audit of official controls.

Officers who undertake animal health and welfare activities must maintain a level of competency. The service has devised a definition of competency (including required qualifications) for this area of delivery. Officers must complete a learning and development log form where they evidence competency. This evidence can include reference to work completed (including the handling of reactive complaints). This log form is reviewed by line managers at least twice a year. Demonstration of competency is linked to the service's warrant issue process. Our modular approach to warrants means that we can add or revoke service delivery areas in officers' warrants in line with their individual competency review.

Individual officers are also subject to the Council's performance management framework with annual goal setting and performance monitoring against those goals occurring at regular intervals during the year. In addition, line managers routinely quality monitor work undertaken by officers and give feedback as part of their 1-2-1 meetings.

As outlined in 15 below, the service provides national returns as per the government's single data list, including mandatory returns relating to official control delivery.

The service has a number of performance measures that are reported to Councillors and senior managers of the council. These performance measures, which can include aspects of official control delivery, are reviewed against target on a monthly basis by the Trading Standards Management Team.

As stated in 4 above, the service has adopted the National Trading Standards Intelligence Operating Model (IOM). This helps to manage prioritised threats and identified risks through enforcement and other activities, as well as reviewing the effectiveness of measures taken.

Norfolk County Council also carries out audits of services within its organisation to ensure compliance with, for example, financial controls.

The service is monitoring and horizon scanning to keep up to date with any potential issues as a result of EU exit, the Trade and Cooperation Agreement signed with the EU and other international trade agreements.

Action Required 15

Complete statutory data returns in a timely manner.

Planned Service Delivery 15

The service has a programme, outlining all the required national and regional statutory returns, which is monitored for progress. This programme includes the statutory animal health returns such as the annual return relating to inspections carried out under the Welfare of Animals (Transport) (England) Order and the bi-annual return relating to the number of animal health prosecutions.

Action Required 16

Each local authority must have an up to date animal disease contingency plan in place, which is shared internally and with partners. Contact details are to be revised as changes happen. The plan should be updated within two years of any changes to the national template.

Planned Service Delivery 16

This Service has an Exotic Notifiable Animal Disease Contingency Plan based on the current national template (which is produced by the National Animal Health and Welfare Panel and the Association of Chief Trading Standards Officers). The Service's plan was updated to reflect improvements made to operational practice during the response to the 65 outbreaks of avian influenza that occurred in Norfolk during 2022/23.

A separate Exotic Notifiable Animal Disease Contingency Plan for Norfolk Resilience Forum (NRF) Partners is also in place.

Action Required 17

Local authorities should ensure that contact details on the Local Authority Master Contact List are updated in a timely fashion. This information is used by APHA to communicate details of possible animal disease outbreaks, make referrals and share intelligence.

Planned Service Delivery 17

The list of Norfolk contacts is currently up to date. The Senior Manager within the Service with responsibility for animal health and welfare is responsible for ensuring the currency of the information provided to the Master Contact List.

Action Required 18

Officers involved in the delivery of animal health and welfare controls should be trained and qualified in line with local standards and authorisation processes. Local processes should ensure officers are competent in the delivery of effective animal health and welfare controls. As with all responsible employers, local authorities should support staff with personal development processes and training. These principles are reflected in [Article 5\(4\) of Assimilated EU Regulation 2017/625](#)

Planned Service Delivery 18

The service's approach to ensuring officers are qualified, maintain their competency and are suitably authorised is outlined in 14 above.

In addition, as part of the annual service planning process, a learning and development plan is produced. This includes input from Lead Trading Standards Officers, including those who have a specialist lead in animal health and welfare matters, to ensure that required courses and briefings for the forthcoming service year are provided to line managers for discussion at proposed attendees' personal development plan discussions. Lead Trading Standards Officers are also responsible for ensuring that learning and development requirements are identified on an ongoing basis and are delivered.

Action Required 19

Use the Framework to promote the delivery of animal health and welfare controls to managers and local politicians.

Planned Service Delivery 19

The annual Trading Standards Service Plan includes as an annex this document relating to the Animal Health and Welfare Framework Agreement. This plan is reviewed and agreed by the Trading Standards Management Team, presented to the Infrastructure & Development Select Committee and then put forward for approval by members of the Council's Cabinet.

Infrastructure and Development Select Committee

Item No: 11

Report Title: Highways and Infrastructure Services Reprocurement

Date of Meeting: 13 March 2024

Responsible Cabinet Member: Cllr Graham Plant (Cabinet Member for Highways, Infrastructure & Transport)

Responsible Director: David Allfrey, Interim Director of Highways, Transport and Waste

Executive Summary

Norfolk County Council (NCC) has contracts for the provision of Highway Term Maintenance, Professional Services, and Traffic Signals provision and maintenance which are currently operated by Tarmac, WSP and Swarco respectively. The built-in extension options for these contracts have already been used and with these extensions they will operate until 31 March 2026.

As such the replacement contracts must be in place for service to commence on 1 April 2026 to provide continuity. Each contract will need a mobilisation period before that date. The reprocurement timeline consists of preparing the contracts and procurement strategy during 2024 and then commencing the tendering process later in 2024 and into early 2025.

Along with these contracts the Norse Highways Service Level Agreement (SLA) is due for renewal from 1 October 2024 and requires renegotiation.

Recommendations

The Select Committee is asked to:

1. Review and comment on the continued use of the mixed economy delivery model of the highway service.
2. Review and comment on the process and programme for the reprocurement in three elements; Highway Term Maintenance Works, Professional Services and Traffic Signals, Digital Innovation and Electrical Services contracts, for 1 April 2026.
3. Review and comment on the intention to renegotiate the Norse Highways SLA extension beyond 1 October 2024.

1. Background and Purpose

- 1.1 NCC currently has three contracts in place to deliver the Highways and Infrastructure Services. These are:
 - Highways Term Maintenance Works
 - Professional Services
 - Traffic Signals
- 1.2 These contracts are currently being delivered by Tarmac, WSP and Swarco respectively and have an approximate combined value of more than £50million per annum.
- 1.3 The Council uses Tarmac for construction, surfacing and routine maintenance works on the highway, including bridge works. Tarmac delivers major construction work such as Transforming Cities (TCF) as well as our structural maintenance programme.
- 1.4 WSP supplement NCC's in-house highway design capability. WSP employees are integrated and work collaboratively with our in-house design team in order to support delivery the highways programme. NCC has access to WSPs worldwide resource with specialist skills who have supported the delivery of some of our major projects (such as the Gt Yarmouth 3rd River Crossing, Norwich Western Link and Long Stratton Bypass).
- 1.5 The traffic signals contract with Swarco includes maintenance of the existing asset and installation of new signals.
- 1.6 The built-in extension options for these contracts have already been used and with these extensions they will operate until 31 March 2026. The replacement contracts must be in place for service to commence on 1 April 2026 to provide continuity. Each new contract will need a mobilisation period before that date.
- 1.7 Currently the Norse Highways SLA has a break point at the end of year 5 (31 September 2024) and is being reviewed and renegotiated for an anticipated extension to commence 1 October 2024.
- 1.8 The performance of NCC's current service delivery arrangements were reported to members in July 2023, demonstrating the high performance of each of these contracts. As part of this NCC highways delivery has been assessed through the National Highway & Transportation Survey (NHT), which takes place annually during the summer and collects the public's views on different aspects of Highways and Transport in local authority areas. The NHT Survey is referenced in the Department for Transport's Incentive Fund self-assessment process and allows us to compare ourselves to our peers, monitor our

performance and help NCC make efficiencies.

- 1.9 The overall scores of the 2023 NHT survey show that NCC is a strongly performing highway authority, improving slightly on last year and achieving 1st in the overall standings for County Councils.
- 1.10 NCC also ranked first place overall when compared to the Eastern Region County Councils (Bedfordshire, Cambridge, Essex, Hertfordshire & Suffolk). NCC chooses to benchmark against other County Councils that participate in the NHT survey as the comparisons are more relevant/significant and give more meaningful insights into our performance.
- 1.11 Our current delivery model has also been assessed through Future Highways Research Group (FHRG). The FHRG is a benchmarking group of local authorities working in partnership with Proving Services (an independent research forum working with Cranfield University) to assess innovations and transformation of the highway service sector, to help local authorities provide a better service and promote best practice.
- 1.12 The FHRG assessed NCC's highway service by means of a value for money assessment which compared it with approximately 40 other highway authorities from across the country.
- 1.13 The results from the FHRG showed that NCC Highways and Transport service delivers very good value for money and is one of the top three performers across the FHRG local highway authorities.
- 1.14 NCC delivers its highways services through a mixed economy model. A mixed economy model utilises differing contractual arrangements to deliver the different elements of the highway service. The differing arrangements enable flexibility and ensure value for money. The FHRG stated that our mixed economy model is characterised by a lean, highly experienced intelligent client working collaboratively with efficient and effective long standing supply chain and central support service partners.
- 1.15 NCC is shown by the FHRG to be an exemplar authority in terms of income generation, deploying a highly commercial and professional approach. This is underpinned by a culture of proactive innovation that is continuously seeking out best practice and new opportunities to generate income or improve the service.
- 1.16 The Norse Highways SLA which provides NCC with routine and reactive maintenance of the highway, along with fleet maintenance, Norfolk Partnership Laboratory and Fast Lane Training Services, has been shown also to be consistently high performing. The SLA has been shown to be meeting KPI targets. In the most recent data, Norse have achieved an overall delivery of

97.4% on target for all types of defects. This coupled with the three other term contracts has provided NCC with resilience and flexibility of delivery, including our winter maintenance service.

- 1.17 The FHRG have considered our current contractual model against other possible models and have concluded that our existing mixed economy model delivers value for money when compared with other authorities and contractual models in the sector.
- 1.18 The top three performing authorities in the FHRG all used a mixed economy model of delivery for their highway service.
- 1.19 The FHRG also noted that there is a trend across the highway sector towards a mixed economy delivery. Most local highways authorities are now coming to market looking for a model that mixes internal and external provision, as NCC currently does.
- 1.20 As the current model has been high performing the recommendation from the FHRG is to retain the same mixed economy model of delivering the service and make minor adjustments to improve in areas where required rather than a wholesale change of delivery model.

2. Proposal

- 2.1 To retain the mixed economy model of delivery for NCC's Highways and Infrastructure Services.
- 2.2 To procure a Term Maintenance Contract, Professional Services Contract and Traffic Signals, Digital Innovation and Electrical Services Contract as three separate contracts to commence on 1st April 2026.
- 2.3 To renegotiate the SLA with Norse Highways for a further term with a robust performance and development plan to provide routine and reactive maintenance of the highways along with winter maintenance from 1st October 2024.
- 2.4 The renegotiation of the Norse SLA includes discussing an overall development plan, increased commercial visibility, carbon reduction targets, improvements to service efficiencies and saving, innovation and best practice, and reviewing KPIs.
- 2.5 A range of workstreams comprising subject matter experts from across the service(s) are reviewing the current contract arrangements and recommending improvements that can be included in the new contracts and changes to include provision and flexibility to incorporate changes in technology as this develops during the life of the future contracts. The new contracts are also being developed to ensure they align with the council's Climate Strategy and the

social value commitments embodied in Contract Standing Orders, as well as having due regard to the National Procurement Policy Statement.

- 2.6 A high-level procurement timeline is attached as Appendix A which details the key milestone dates to be achieved.
- 2.7 As part of the procurement processes, we will be publishing a Prior Information Notice (PIN) to inform potential suppliers of the upcoming contract reprocurement and starting the market engagement. With this PIN we will be providing a brochure which outlines some of the benefits of working for NCC and providing an indication of how the current contracts have previously performed. The draft brochure can be seen below in Appendix B.

3. Impact of the Proposal

- 3.1 Approval of the proposals will allow NCC to engage in the legal procurement process in time to commence the new contracts by 1 April 2026 (as Appendix A).
- 3.2 The impact will also allow NCC to retain a dynamic, flexible approach to highway delivery, continuing to deliver a high performing service.

4. Evidence and Reasons for Decision

- 4.1 Comments provided in paragraphs 1.6 to 1.8 demonstrate the excellent results from the NHT and public perception of Norfolk's current delivery model of the highway services.
- 4.2 Paragraphs 1.9 to 1.16 shows the external assessment from the FHRG of the current model for value for money and innovation demonstrating as a high performing contract model.
- 4.3 As the current model has been high performing, the recommendation from the FHRG is to retain the same mixed economy model of delivering the service and make minor adjustments to improve in areas where required rather than a wholesale change of delivery model.
- 4.4 As part of the reprocurement a Project Board and a Delivery Team form the project governance arrangements who are engaged in the delivery process and provide feedback on emerging proposals. Decisions are ultimately taken to Cabinet for their approval. Regular Member engagement is also being undertaken to inform Cabinet Members.

5. Alternative Options

- 5.1 A variety of different delivery models have been evaluated as part of the FHRG facilitated review. It has been deemed from this independent evaluation that the mixed economy remains the most efficient form of delivery for NCC.
- 5.2 A different delivery model could be utilised, but this would be inconsistent with the external analysis provided by FHRG, and there is a risk that this could cause a delay to the procurement programme which could increase the cost for NCC in emergency contract arrangements and reduce resilience as the contracts are already extended to their maximum term.
- 5.3 The Norse SLA can end in October 2024, instead of being extended for up to a further 5 years. There is the potential to incorporate the content of this SLA to be within the new Highways Infrastructure services term maintenance contract. The risk is that arrangements would need to be in place from 1 October 2024 to 31 March 2026 until the new contract commences. Cessation of the Norse SLA would also place the delivery of our reactive maintenance service and winter service at risk, as well as reducing the flexibility of the NCC highways service which has performed so highly in the FHRG assessment and NHT survey. Without the Norse SLA we would also lose the ability to benchmark the term maintenance contract. However it will be important to consider these issues when negotiating any new SLA arrangements with Norse. This will need to consider the scope of the service, the duration, and the alignment with other contracts (ie how they are benchmarked, social value, carbon and performance targets, etc).

6. Financial Implications

- 6.1 There is the possibility of an increased overall cost to the highway service delivery. This is because our current contract pricing is over 10 years old which, despite indexation, might not reflect the current market position, which has seen significant inflationary impacts in recent years. Therefore, there is a risk that some activities within the service will cost more and may result in a reduction in the service being provided from NCC. To mitigate an increased cost, we are engaged in appropriate market intelligence and are developing robust contract drafting with effective incentivisation for any new supplier to provide NCC with ongoing value for money and cashable savings.
- 6.2 Should there be a delay to the procurement timeline, or if the financial model is not agreed, this would mean that short-term arrangements would need to be put in place to extend or cover the current highway service. These would be likely to result in substantial increased costs and could entail legal risk. Any delay to the current programme and procurement process should therefore be avoided.

7. Resource Implications

7.1 Staff:

As part of the reprourement there are implications for some contractor staff employed on the current contracts who are likely to have a right to transfer if different contractors are appointed.

Staff from within the service are expected to contribute to this procurement process, supported by specialist HR advisors.

7.2 Property:

No implications to note currently. However, the new arrangements may involve leasing or licensing depot or office space to contractors.

7.3 IT:

No implications to note currently. However, providers may offer software solutions as part of the new services and/or there may be a need for interfaces to be put in place. Opportunities to exploit digital solutions, sensors and data will be explored as part of the procurement process.

8. Other Implications

8.1 Legal Implications:

Procurement exercises will need to be undertaken in accordance with the Procurement Act 2023 and subordinate legislation, which are expected to come into force from October 2024.

8.2 Human Rights Implications:

No implications to note.

8.3 Equality Impact Assessment (EqIA) (this must be included):

NCC has a duty to pay due regard to equality when exercising its public functions. Throughout the Highways and Infrastructure Services reprourement exercise, the details of which are held elsewhere in this report, we will consider the potential impact on local people, particularly disabled and older people and parents and carers of children, and others who may have particular needs when using highway infrastructure within the county. This will take the form of an Equality Impact Assessment which will be made available to decision makers and reviewed/updated at key points throughout the process.

8.4 Data Protection Impact Assessments (DPIA):

No major implications. Appropriate safeguards will be built into contracts concerning issues such as use of CCTV and the holding of identifiable data in respect of consultation exercises, compliments and complaints and property transactions

8.5 Health and Safety implications (where appropriate):

Health and Safety monitoring and performance is a key component of the Council's ongoing evaluation and reprourement of the contracts covered in this report.

8.6 Sustainability implications (where appropriate):

Reduction of energy consumption and CO₂ is a key part of the contract reprocurement strategy to adhere to the council's climate strategy. Innovations and sustainability efficiencies will be a strong factor in identification of successful contractors as part of the reprocurement.

8.7 Any Other Implications:

None to note currently.

9. Risk Implications / Assessment

- 9.1 If the current model is not adopted then there is a risk of increased duration to the procurement programme, putting service and project delivery at risk from 1st April 2026.
- 9.2 Possible increase in costs of delivery of the highway service following the procurement of the new contracts.

10. Recommendations

The Select Committee is asked to:

- 1. Review and comment on the continued mixed economy delivery model of the highway service.
- 2. Review and comment on the process and programme for the reprocurement in three elements; Highway Term Maintenance Works, Professional Services and Traffic Signals, Digital Innovation and Electrical Services contracts, for 1 April 2026.
- 3. Review and comment on the intention to renegotiate the Norse Highways SLA extension beyond 1 October 2024.

The Project team will be seeking decisions from Cabinet in July on these points.

11. Background Papers

- 11.1 [Performance of Key Highways Contracts](#) – 12 July 2023

Officer Contact

If you have any questions about matters contained within this paper, please get in touch with:

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If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.

Appendix A

Milestone	Date
Highway Term Maintenance Works ('Works')	
Issue pre-qualification questionnaire Works	2 Dec 2024
Deadline for return PQQ Works	7 Jan 2025
Evaluation	8 Jan– 7 Feb
Issue Invitation to participate in dialogue Works	10 Feb 2025
Conduct dialogue (Works)	10 March '25 – 21 April '25
Close dialogue (Works)	22 April 2025
Issue of Final Invitation to Tender (Works)	22 April 2025
Deadline for return of Final Invitation to Tender (Works)	8 May 2025
Final evaluation works	22 May – 15 June 2025
Governance for Works (sign off) Cabinet	15 June – 15 July
Contract Award Works	Mid/Late July 2025

Professional Services	
Issue pre-qualification questionnaire Professional Services	7 February 2025
Deadline for return Professional Services	15 March 2025
Evaluation	15 March – 1 May
Issue invitation to participate in dialogue Professional Services	1 May 2025
Conduct dialogue (Professional Services)	15 June 2025 – 1 August 2025
Close dialogue (Professional Services)	1 August 2025
Issue of Final Invitation to Tender (Professional Services)	1 August 2025
Deadline for return of Final Invitation to Tender (Professional Services)	5 September 2025
Evaluation	5 September – 5 October 2025
Governance re sign off Cabinet	15 September – 1 October
Contract Award	Mid to late October

Traffic Signals, Digital Innovation and Electrical Services ('Traffic Signals')	
Issue pre-qualification questionnaire Traffic Signals	April 2025
Deadline for return Traffic Signals	1 May 2025
Evaluation	1 May-15 May 2025
Issue invitation to participate in dialogue Traffic Signals	15 May 2025
Conduct dialogue (Traffic Signals)	23 June 2025 – 14 July 2025
Close dialogue (Traffic Signals)	22 July 2025
Issue of Final Invitation to Tender (Traffic Signals)	22 July 2025
Deadline for return of Final Invitation to Tender (Traffic Signals)	22 August 2025
Evaluation	22 August – 15 September 25

Governance re sign off Cabinet	15 September – 1 October
Contract Award	Mid to late October

Norse Service Level Agreement (SLA)	
Outline discussions for a plan of amendments	March to July 2024
Report back to Infrastructure and Development Select Committee	10 July 2024
SLA agreed with Norse	August 2024
SLA agreement proposal to Cabinet for sign off	2 September 2024
New SLA Term commences	1 October 2024



→ Highways and Infrastructure Services Contract Procurement



Norfolk County Council



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02

→ Foreword

Thank you for expressing an interest in working with Norfolk County Council on these important contracts. Norfolk is one of the largest counties in England by geographical area and improving and maintaining our highways and transport infrastructure is vital to connect our residents and businesses to each other and the rest of the country, along with the tourism benefits for the local economy.

Our residents and businesses have high standards in terms of what they expect from Norfolk's highway network, and rightly so. Most of us use roads, pedestrian paths and cycleways, in some way, nearly every day and when there's a problem with them, there can be major knock-on impacts.

Our highways and transport teams work hard to deliver high quality schemes that will make a positive difference to people living and working in the county. We are proud to have a great reputation for bid success and delivery, and we also take our responsibilities to taxpayers and the environment very seriously, so minimising disruption and impacts and providing excellent value for money is crucial.

If you believe your company can seamlessly complement and augment our in-house teams and work together with us to create a highway network for Norfolk that is fit for the future, we look forward to hearing from you.



Cllr Graham Plant
Cabinet Member for Highways, Infrastructure
and Transport at Norfolk County Council

→ Welcome to Norfolk



Norfolk County Council is responsible for around 6,100 miles of road network stretching across more than 2,000 square miles of picturesque landscapes. Norfolk has a blend of natural beauty and cultural heritage.

The county boasts an exquisite coastline that stretches for miles, with golden sandy beaches, dramatic cliffs, and serene salt marshes.

The Norfolk Broads are a network of navigable rivers and lakes that offer a haven for boaters, birdwatchers, and nature enthusiasts. These wetlands teem with wildlife and lush flora, are a designated National Park and a demonstration of the county's commitment to preserving its natural heritage.



Among all this, within the Broads National Park, is the city of Norwich, a delightful blend of medieval and modern architecture, two cathedrals, a Norman castle, and a thriving arts scene. Our main offices are based on Norwich's ring road at County Hall, within walking distance of Norwich's railway station and the city centre and with regular bus services to and from the County Hall site. Norwich Airport, to the north of the city, also runs passenger planes to domestic and international destinations.

→ **Better Together, for Norfolk Strategy**

Better Together, for Norfolk is Norfolk County Council's strategy from 2021 – 2025. Five key priorities for the council have been identified through this strategy. These are:

- **A vibrant and sustainable economy**
- **Better opportunities for children and young people**
- **Healthy, fulfilling and independent lives**
- **Strong, engaged and inclusive communities**
- **A greener, more resilient future**

“Managing and improving our highways and transport networks, and the way we go about this, has a significant role to play in achieving each of these priorities.

Our Better Together, for Norfolk Strategy informs our Norfolk Strategic Infrastructure Delivery Plan, our Climate Strategy and other important documents which shape the projects we deliver.

We expect our partners and contractors to have a clear understanding of the ambitions we are working towards and ensure this underpins the work they do for us and the people of Norfolk.”



Grahame Bygrave
Interim Executive Director of Community and
Environmental Services at Norfolk County Council



→ **High Performing Contracts**

Our current contractual arrangements for maintaining and improving the highway network in this region are due to be reprocured with a commencement date of 1 April 2026.

These contracts cover:

- **Works and Construction**
- **Professional Services**
- **Traffic Signals and Digital Innovation**

Norfolk County Council Highways, Transport and Waste (NCCHTW) Service delivers very good value for money and is one of the top performers across the Future Highways Research Group (FHRG) of local authorities.

NCCHTW delivers its services through a mixed economy that is characterised by a lean, highly experienced intelligent client working collaboratively with efficient and effective long standing supply chain and central support service partners.

NCCHTW is an exemplar in terms of income generation, deploying a highly commercial and professional approach. This is underpinned by a culture of proactive innovation that continuously seeks out best practice and new opportunities to either generate income or improve the service.

In the National Highways & Transport Survey Norfolk County Council has been ranked first compared to 30 other county councils across the country. Achieving scores 10% above the national average for condition of highways and local bus services, the county council not only came first among its peers, but also top of the councils in the eastern region – comprising Cambridge, Essex, Hertfordshire and Suffolk.

→ **Highway Works & Construction**

Term Maintenance Contract (TMC)

Norfolk's Term Maintenance Contract comprises highway construction and routine maintenance. The contract covers the following areas of work:

- Grass cutting and weed treatment,
- Gully clearing and drainage investigation surveys,
- Topographical surveys,
- Surface dressing and patching on carriageways and footways,
- Bridge schemes and bridge maintenance,
- Vehicle Restraint System works,
- Larger schemes including delivering footway and drainage improvements and resurfacing,
- Some major schemes,
- Externally funded works (including S278, developer funded works and district council works),
- Road markings.

Highways & Infrastructure Services Contract Procurement





The average annual spend through our current works and construction contract has been over £40 million per year. A breakdown of the area of service and the spend can be seen in table 1 below.

Table 1 - Showing average annual turnover spend of the TMC

Area of the Service	Approx. Average Annual Spend Contract to Date	% of Average Annual Spend Contract to Date
Layered Patching	£3.2million	8.00%
Road Marking	£0.6million	1.50%
Grass Cutting	£0.6million	1.50%
Drainage Cleansing	£0.9million	2.30%
Weed Control	£0.4million	1.00%
Bridge Maintenance	£0.7million	1.80%
VRS Repairs/Installation	£0.1million	0.30%
Slurry Sealing	£0.3million	0.80%
Retread	£0.4million	1.00%
Surface Dressing	£10.1million	25.30%
Surfacing	£6.4million	16.00%
Area Schemes	£4million	10.0%
Bridge Schemes	£0.2million	0.50%
External Schemes ECI	£0.5million	1.30%
External Schemes	£11.6million	29.00%
Total	£40million	100%

→ Professional Services Contract (PSC)

The professional services contract provides Norfolk County Council with highway design services and specialist expertise required for the development of schemes. This work is carried out collaboratively with Norfolk County Council's in-house teams.

Our Professional Services Contract averages more than £7 million per year.

Table 2 - Average turnover of the existing PSC for the past 2 years.

Area of the Service	Approx. Average Annual Spend on Contract	% of Average Annual Spend Contract
Environment	£0.3million	5.0%
Archaeology and Heritage	£0.02million	0.3%
Highways	£3.4million	49.3%
Landscape	£0.1million	1.9%
Transport Planning	£1million	13.9%
Civil Engineering	£0.1million	1.6%
Environmental Impact Assessments	£0.2million	2.3%
Geotechnical	£0.1million	1.6%
Intelligent Transport Services	£0.05million	0.7%
Land, Property and Assets	£0.2million	2.7%
Planning	£0.4million	5.7%
Maritime	£0.3million	5.4%
Bridges and Structures	£0.4million	6.1%
Traffic	£0.2million	3.7%
Total	£7million	100%

→ **Traffic Signals, Intelligent Transport Systems, & Digital Innovation**

Traffic Signals average £1.2 million per year and we have had an excellent record of maintaining the network of existing traffic signals, updating our network through capital schemes and installation of new traffic signal assets. This includes:

- >99% of traffic signal defects rectified on time.
- Joint Contractor Workshops
- Embracing innovative carbon reduction technologies such as above ground detection to replace existing induction loops.
- MESH communication system and integration of LoRaWAN technology
- Regular annual replacement programme to refresh and deliver minor upgrades (e.g. conversion to Electronic Low Voltage with Light Emitting Diodes)
- Good collaboration with industry suppliers, including facilitating early trials of new emerging AI vision technology for smarter detection of buses, cycles and pedestrians.
- Successfully bid for an additional £250k from the Department for Transport's (DfT's) Traffic Signals Replacement Fund in 2021 for delivery 2022-2023 – this was given due to a recognition of our wholistic approach to signal replacement and value engineering principles.
- Collaborative working with NCC's Digital Services team to exploit Internet of Things technology to improve reporting of signal faults resulting in cost efficiencies.

Highways & Infrastructure Services Contract Procurement



➔ External Funding

Permanent Pothole Repairs

£10.9m

Bus Service Improvement Plan

£49.6m

Transport for Norwich

£32m

Through various funds via the Department for Transport (DfT) – including their Transforming Cities Fund, Bus Service Improvement Fund, Town Deals and Local Levelling Up Fund – Norfolk has added an estimated £86.7 million to their capital programme in 2023/24 so far.

Norfolk County Council is continually exploring potential funding opportunities and preparing and submitting bids that support County Council priorities and objectives. This maximises the opportunity to seek and secure additional funding for the county, much of which could be delivered through our various contracts. As a local authority we have a good track record of attracting national funding for infrastructure projects.



→ Permanent Pothole Repairs

Norfolk County Council has had **£6.4 million** of additional funding from DfT for permanent pothole repairs which was awarded in April 2023. Further funding of **£4.5 million** was awarded in November 2023. We have also been awarded an additional **£4.5 million** to be utilised in 2024/25.



→ Bus Service Improvement Plan

Norfolk County Council received **£49.6 million** funding from DfT in November 2022 to deliver Norfolk's Bus Service Improvement Plan (BSIP), which outlines the commitments that the County Council and Norfolk's bus operators have made to improve public transport in the county. Of this, **£30.9m** is capital funding for the provision of bus priority measures and improvements to transport interchanges, with the remainder being revenue to support enhancements to bus services.

Along with this the council was successful in attracting funding to Norfolk, with a joint bid from First Bus, for a fleet of electric buses and work to roll out electric vehicle (EV) charging points across the county is currently underway.



→ Transport for Norwich

Transport for Norwich is an ongoing programme of work to improve accessibility by all forms of transport around the city. The aim is to encourage the use of more sustainable forms of transport, such as public transport, cycling and walking, while also improving the capacity of the road network.

Norfolk County Council has been highly successful in bidding for external funding through their Transport for Norwich strategy. This includes securing **£65m** from DfT and local contributions for Transforming Cities Fund projects that have brought walking and cycling improvements across the city and bus priority schemes that have helped to reduce journey times by up to a third along key city routes.



Long Stratton Bypass

Norfolk County Council is currently working in collaboration with South Norfolk District Council, Norfolk Homes Ltd and Norfolk Land Ltd to develop proposals to deliver a long-awaited bypass of Long Stratton on the eastern side of the town, which will cut congestion and support the local economy.

The target date for work to start on construction is April 2024, with the road open to traffic in late 2025 subject to completion of necessary statutory approval processes.

The current estimated overall cost of the bypass is approx. £46.9m with funding primarily sourced from Department for Transport (DfT) Major Road Network Fund, Greater Norwich Growth Board, local developer contributions and Community Infrastructure Levy (CIL).

Broadland Northway

Construction of the A1270 Broadland Northway (formerly Norwich Northern Distributor Road) started in January 2016 and the road was fully opened to traffic in April 2018. The route runs 19.5km (12 miles) around the north of Norwich, from the A47 junction at Postwick in the east, to the A1067 Fakenham Road in the west.

The road was developed by Norfolk County Council with the backing of the Greater Norwich Growth Board authorities (Norwich City, Broadland and South Norfolk) and the New Anglia Local Enterprise Partnership.

The total project cost was more than £205 million, of which DfT funded 85%. The project was considered 'high' value for money according to DfT criteria.



Herring Bridge, Great Yarmouth

Herring Bridge is the town of Great Yarmouth's third river crossing which will link the A47 at Harfrey's roundabout to the port and the enterprise zone via South Denes Road on the other side of the River Yare.

The bridge will ease traffic congestion on the town's roads, shortening journey times and improving journey reliability, as well as support wider plans to maximise investment, regeneration and economic growth opportunities in the town and wider borough.

Construction started in January 2021 and the bridge opened for use in early 2024. Norfolk County Council were awarded £98 million towards the anticipated £121 million cost of building the Third River Crossing by DfT.

West Winch Housing Access Road

The West Winch Housing Access Road will serve the South East King's Lynn Growth Area which will see up to 4,000 new homes built over the next 20 years. The route connects the A10 to the A47 along a new 1.5-mile road. This will start to the south of Gravelhill Lane in West Winch and join the A47 before it reaches the Hardwick Junction.

The County Council submitted the Outline Business Case to the DfT in September 2023, which, if approved, would see a significant proportion of the £84.47m project costs met by the DfT. The project has been assessed as 'high value for money' according to the DfT's criteria. Developers will contribute £14.6m towards the cost of the road.

The current project timeline would see construction of the road begin in 2025, taking around two years to complete. This is subject to planning permission and funding approval from the DfT.

Norwich Western Link

The Norwich Western Link will connect the A47 to Broadland Northway to the west of Norwich and, together with National Highways' project to dual the A47 between North Tuddenham and Easton, complete a fully dualled orbital route around the city.

The new link road is expected to cut traffic congestion, reduce journey times and improve air quality in communities, as well as have wider benefits for Norfolk's economy. The Norwich Western Link is also expected to improve road safety and support people to walk, cycle and use public transport, by taking traffic off local roads and out of communities and through the introduction of complementary measures on the road network.

The County Council received a funding commitment of more than £200 million in 2023, with the potential for this to be uplifted following an announcement by the Prime Minister in autumn 2023. Subject to receiving necessary statutory approvals and confirmation of funding, initial works are expected to start in late 2025, with the start of the main construction works in summer 2026, and the road open for use in 2029.

Highways & Infrastructure Services Contract Procurement





➔ **Looking Ahead**

We are continuing to look at opportunities to improve Norfolk's infrastructure. A number of other highways infrastructure projects for Norfolk are in the early stages of their development and are set out in Norfolk Strategic Infrastructure Delivery Plan. These are:

- ➔ Longwater additional access
- ➔ Transport Infrastructure to support Norwich East
- ➔ A149 King's Lynn Bypass
- ➔ A10 Setchey (south of West Winch)
- ➔ A140 north of Long Stratton
- ➔ Active Travel in Breckland



Norfolk County Council

Infrastructure and Development Select Committee

Item No: 12

Report Title: Countywide Local Cycling & Walking Infrastructure Plan

Date of Meeting: Month 13 March 2024

Responsible Cabinet Member: Cllr Eric Vardy (Cabinet Member for Environment & Waste)

Responsible Director: Steve Miller (Director of Culture & Heritage)

Executive Summary

This report summarises the Countywide Local Cycling and Walking Infrastructure Plan (LCWIP), which builds on LCWIPs already adopted for King's Lynn, Greater Norwich and Great Yarmouth (April 2022).

The Countywide LCWIP is a key delivery mechanism of the emerging Norfolk Walking, Wheeling and Cycling Strategy and supports Local Transport Plan 4 ambitions.

The Countywide LCWIP contains potential active travel network improvements, which enable everyone to walk, wheel (using a wheelchair or mobility aid) or cycle more, especially when making short journeys.

The study area includes active travel network proposals for 20 towns in the county, as well as proposals for active travel routes which provide wider connectivity with rural communities and provide access to green space.

The Countywide LCWIP has been developed following the Department for Transport Cycle Infrastructure Design guidance (Local Transport Note 1/20) and has included two phases of public engagement.

Development of the LCWIP has also included input from district and borough councils, a review of local planning policies and plans, transport policy, environment and air quality policy and public health policy. The planning process incorporates a review of network planning data. Proposals have been refined following public engagement.

All schemes contained within the LCWIP are currently unfunded and set out the next steps and potential active travel barriers to be addressed as part of any initial feasibility study or assessment stage for each scheme. All schemes are subject to formal consultation. The scale and pace of delivery is subject to external funding being secured.

Adoption of the LCWIP would support future active travel infrastructure funding bids, including funding from Active Travel England and development funding (e.g. Section 106 and Community Infrastructure Levy funding).

Action Required

The Select Committee is asked to:

1. Consider the Countywide Local Cycling and Walking Infrastructure Plan before it is finalised and considered for adoption by Cabinet in April 2024.
2. Recommend that Cabinet adopt the Countywide Local Cycling and Walking Infrastructure Plan or agree any changes that the Committee would want to recommend that Cabinet adopt.

1. Background and Purpose

- 1.1 The purpose of the 'Countywide LCWIP' is to help identify and prioritise unfunded short, medium and long-term active travel infrastructure schemes, which will enable increased levels of cycling, walking and wheeling (using a wheelchair or mobility aid) across the county.
- 1.2 LCWIPs support the ambitions set out in the emerging County Council Walking, Wheeling and Cycling Strategy (also on the agenda of this Committee meeting) and Local Transport Plan 4 and supports the Government's ambition for 50% of all journeys in towns and cities to be walked or cycled by 2030.
- 1.3 The purpose and benefit of developing an LCWIP is to help authorities to make a strong case for future investment in active travel infrastructure.
- 1.4 Completed LCWIPs have also been used by Active Travel England to assess and score Norfolk County Council's capability to deliver infrastructure schemes, which is already being used when making decisions on active travel funding allocations.
- 1.5 The purpose of this report is for the Infrastructure and Development Select Committee to consider the draft LCWIP before it is taken to Cabinet in April to be considered for adoption.

2. Proposal

- 2.1 The Countywide LCWIP contains proposed active travel network improvements, which enable connectivity within 20 towns in the county. The towns align with strategic growth areas and have been agreed with borough and district councils.
- 2.2 The 20 towns included within the study area of the Countywide LCWIP include:

Acle	Hunstanton & Heacham
Attleborough	Long Stratton
Aylsham	North Walsham
Cromer	Reepham
Dereham	Sheringham
Diss	Swaffham
Downham Market	Thetford
Fakenham	Watton
Harleston	Wroxham & Hoveton
Holt	Wymondham & Hethersett

- 2.3 Active travel network proposals for each town link people with public transport, key central services, employment areas, places of education and training, as well as giving residents and visitors access to greenspace. The proposals also consider future planned growth and the connectivity people will need when developments come forward.
- 2.4 The LCWIP also includes proposals which could enable wider connectivity between towns and provide connectivity for rural communities with key services in addition to providing access to green space.
- 2.5 Schemes within the plan are unfunded and set out the next steps and potential active travel barriers to be addressed as part of any initial feasibility study or assessment stage for each scheme.
- 2.6 All schemes are in the early stages of development and are subject to full public consultation. The scale and pace of delivery is also subject to securing external funding.

3. Impact of the Proposal

- 3.1 Creating a Countywide LCWIP will enable Norfolk County Council to make a strong case for future investment in active travel infrastructure. Delay or postponement could result in missed active travel and development funding opportunities.

4. Evidence and Reasons for Decision

- 4.1 Development of the Countywide LCWIP has incorporated input from district and borough councils, alignment with local planning policy, transport policy, environment and air quality policy and public health policy as well as a review of network planning data.
- 4.2 Two phases of public engagement have also been completed to help shape and develop the Countywide LCWIP.
- 4.3 An attitudinal survey was completed in April and May 2022 to identify the barriers which stand in the way of people choosing to walk, wheel and cycle more in Norfolk. The survey ran for eight weeks and received 1,642 responses, 94.1% of who replied as individuals.
- 4.4 When asked which infrastructure improvements would encourage people to walk more in their local area; 69% of respondents said 'Better maintenance of pavements and walkways'; 63% said 'Safer roads' (e.g. slower driving speeds, less traffic, or more considerate driving) and 40% said 'Safer crossing points'.
- 4.5 When asked which infrastructure improvements would encourage people to cycle more in their local area; over 75% of respondents said 'off road and segregated cycle paths would encourage them to cycle more and 61% said 'safer roads'.
- 4.6 In May and June 2023, Norfolk County Council carried out eight weeks of public engagement on the initial draft of the Countywide LCWIP. The aim was to gather views of residents and stakeholders on proposed active travel networks for 20 towns in Norfolk as well as wider connectivity routes. The purpose of the survey was to help refine and prioritise the priority active travel routes within the plan. 1,025 people responded to the survey.
- 4.7 In addition, 8 public engagement events were held in locations across Norfolk to raise awareness of the Countywide LCWIP development. Over 350 meaningful conversations were held with members of the public and stakeholders at these events.
- 4.8 During the engagement for the Countywide LCWIP, respondents were asked how important it is that improvements are made to the cycling and walking routes within their town. Across all surveys, significantly more respondents felt that it is 'very or quite important' that improvements are made compared with those who felt that it is 'not very or not at all important'.
- 4.9 Resident and stakeholder feedback was also captured to help shape and refine active travel priority routes. The findings of both surveys, including a summary of revisions made to the plan, are contained within Appendix B Public Engagement Report which is available upon request.

5. Alternative Options

- 5.1 Delay or postponement of adoption of the Countywide LCWIP could result in missed external funding opportunities from Active Travel England.
- 5.2 Not adopting the Countywide LCWIP could also hinder NCC's effectiveness in delivering active travel schemes and make it harder for district and boroughs to identify priority schemes to put forward when funding arises.

6. Financial Implications

- 6.1 All schemes with the Countywide LCWIP are currently unfunded. Adopting the Countywide LCWIP strengthens Norfolk County Councils ability to secure future external funding from Active Travel England in addition to development funding (e.g. Section 106 and Community Infrastructure Levy funding).

7. Resource Implications

7.1 Staff:

None. Current activities to develop the Countywide LCWIP are being undertaken within externally funded existing staff resources.

7.2 Property:

None at this stage. Any impacts on property are only likely to arise from delivery of individual transport schemes. These will be identified at later stages of development and delivery. Impacts will be considered at the appropriate time on the specific schemes.

7.3 IT:

None. The Countywide LCWIP will be published on the NCC website. Resource is allocated within existing teams.

8. Other Implications

8.1 Legal Implications:

None

8.2 Human Rights Implications:

None

8.3 Equality Impact Assessment (EqIA) (this must be included):

An EqIA has been undertaken in the preparation of the Countywide LCWIP and is available upon request. The Countywide LCWIP aims to promote equality and inclusivity by enabling funding to deliver active travel networks that are accessible, inclusive and consider the needs of all users.

8.4 Data Protection Impact Assessments (DPIA):

A DPIA Screening has been undertaken through the development of the Countywide LCWIP. A Full DPIA was not deemed necessary due to the nature of the data being collected as part of the work. The DPIA for the Countywide LCWIP is available on request.

8.5 Health and Safety implications (where appropriate):

None

8.6 Sustainability implications (where appropriate):

The Countywide LCWIP potentially enables more Norfolk residents and visitors to access and choose sustainable modes of transport, including walking, wheeling, cycling and public transport, which will have a positive implication on sustainability and support decarbonisation of transport.

8.7 Any Other Implications:

None

9. Risk Implications / Assessment

- 9.1 A potential risk identified is a lack of funding to deliver the schemes outlined within the Countywide LCWIP. The scale and pace of delivery will depend on future external funding levels secured. Reassurance from this risk can be found as by adopting the Countywide LCWIP, we hope to be able to achieve a higher Active Travel Capability Rating from Active Travel England as we are showing ambition and political support for active travel, as well as plans for future investment. The Capability Rating influences the amount of external funding Norfolk County Council may receive from Active Travel England therefore by having the Countywide LCWIP as well as the Norfolk Walking, Wheeling and Cycling Strategy, our ability to receive funding is heightened, helping to deliver the plan (and ultimately the strategy).

10. Recommendations

The Select Committee is asked to:

1. Consider the Countywide Local Cycling and Walking Infrastructure Plan before it is finalised and considered for adoption by Cabinet in April 2024.
2. Recommend that Cabinet adopt the Countywide Local Cycling and Walking Infrastructure Plan or agree any changes that the Committee would want to recommend that Cabinet adopt.

11. Background Papers

- 11.1 Countywide Local Cycling and Walking Infrastructure Plan Main Report (Draft)

- 11.2 Countywide LCWIP: Annex A – Programme of Cycling, Walking and Wheeling Improvements for Norfolk (Draft)
- 11.3 Countywide LCWIP: Appendix B - Public Engagement Report: Available on request
- 11.4 [Gear Change: A bold vision for cycling and walking](#)
- 11.5 [Better Together, For Norfolk 2021-25](#)
- 11.6 [Norfolk Local Transport Plan 4](#)
- 11.7 [Greater Norwich, King's Lynn and Great Yarmouth Local Cycling and Walking Infrastructure Plans](#)
- 11.8 [Norfolk Access Improvement Plan 2019-2029](#)
- 11.9 Equality Impact Assessment: Available on request
- 11.10 Data Protection Impact Assessment: Available on request
- 11.2 Further relevant documents can be found referenced in the Countywide LCWIP Main Report (Draft) Annex section which are available on request.

Officer Contact

If you have any questions about matters contained within this paper, please get in touch with:

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Countywide Local Cycling and Walking Infrastructure Plan

Main Report (DRAFT)



Norfolk County Council

February 2024

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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).

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

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.

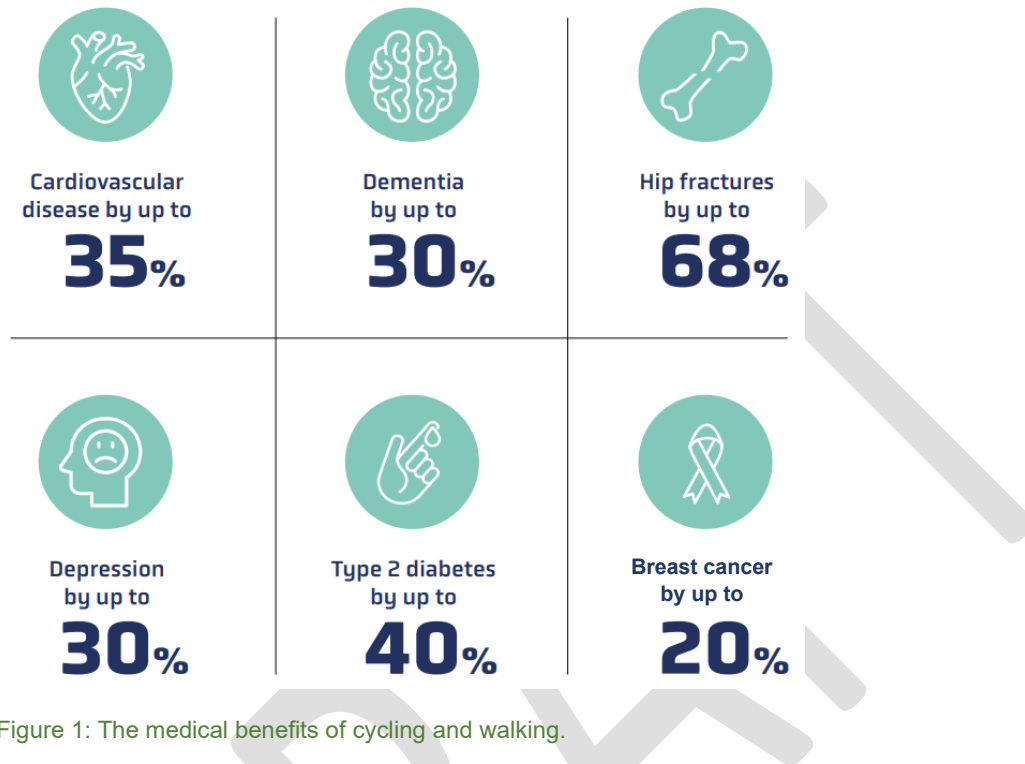


Figure 1: The medical benefits of cycling and walking.

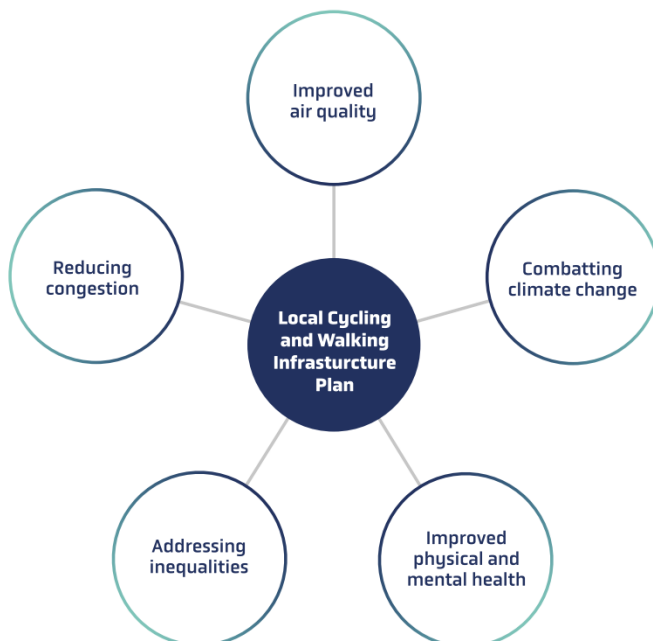


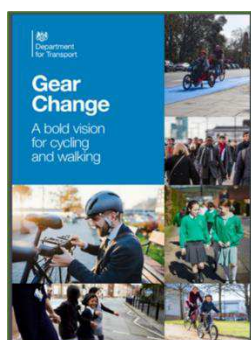
Figure 2: The benefits of increased levels of cycling and walking.

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 roads.

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

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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.

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

Figure 3: DfT Gear Change.

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.

The infrastructure plan provides a planned approach for improving cycling and walking conditions in Norfolk 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 Activate 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
Norfolk Strategic Infrastructure Delivery Plan 2021 <i>Norfolk County Council</i>	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.
Norfolk Access Improvement Plan 2019-2029 <i>Norfolk County Council</i> <i>Broads National Park</i> <i>National Trails</i>	By improving the cycling and walking 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.
Broadland & South Norfolk Joint Core Strategy (JCS) 2008-2026 <i>Norfolk County Council</i> <i>Norwich City Council,</i> <i>Broadland & and</i> <i>South Norfolk</i>	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 LCWIPs support this goal by encouraging and enabling increased levels of active travel through the identification of walking and cycling routes and improvement schemes.
North Norfolk Local Plan (current and emerging) <i>North Norfolk District Council</i>	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.
Breckland Local Plan 2019-2036 <i>Breckland District Council</i>	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 will support the delivery of this by identifying improvements to the cycling and walking network which will encourage increased uptake of these modes.

King's Lynn and West Norfolk Core Strategy 2011 <i>Borough Council of King's Lynn & West Norfolk</i>	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.
Local Plan for the Broads 2015-2036 <i>Broads Authority</i>	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 will support this policy through the identification of priority cycling and walking routes and schemes in the Broads Authority Area.
Norfolk Town Plans and Neighbourhood Plans	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.

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

Norfolk and National Transport Policy	How the infrastructure plan supports the policy
“Gear Change” and Cycle Infrastructure Design Guide (LTN 1/20) 2020 <i>Department for Transport</i>	<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>
Decarbonising Transport: a better, greener Britain 2021 <i>HM Government</i>	<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>
Climate Strategy for Norfolk 2023 <i>Norfolk County Council</i>	<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>
Norfolk Local Transport Plan 4 Strategy 2021 – 2036 <i>Norfolk County Council</i>	<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>
Norfolk Bus Service Improvement Plan 2021 <i>Norfolk County Council</i>	<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 will align with this plan by ensuring integration between public transport and active travel to promote sustainable transport around the county.</p>
Norfolk Cycling and Walking Strategy 2017 <i>Norfolk County Council</i>	<p>The plan 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 Walking, Wheeling and Cycling Strategy (emerging) 2023-2036 <i>Norfolk County Council</i>	<p>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.</p>

Completed Local Cycling and Walking Infrastructure Plans 2022 <i>Norfolk County Council</i>	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.
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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 <i>Norfolk County Council</i>	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 <i>HM Government</i>	The LCWIP supports the Government's 25-year environment plan by helping encourage walking and cycling to reduce congestion and air pollution.
The Climate Change Act Revision 2019 <i>HM Government</i>	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 <i>HM Government</i>	The infrastructure plan supports the Clean Air Strategy by helping to reduce emissions from transport.
The Paris Agreement 2015 <i>United Nations</i>	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: Public health 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 1/20ⁱⁱⁱ) 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.

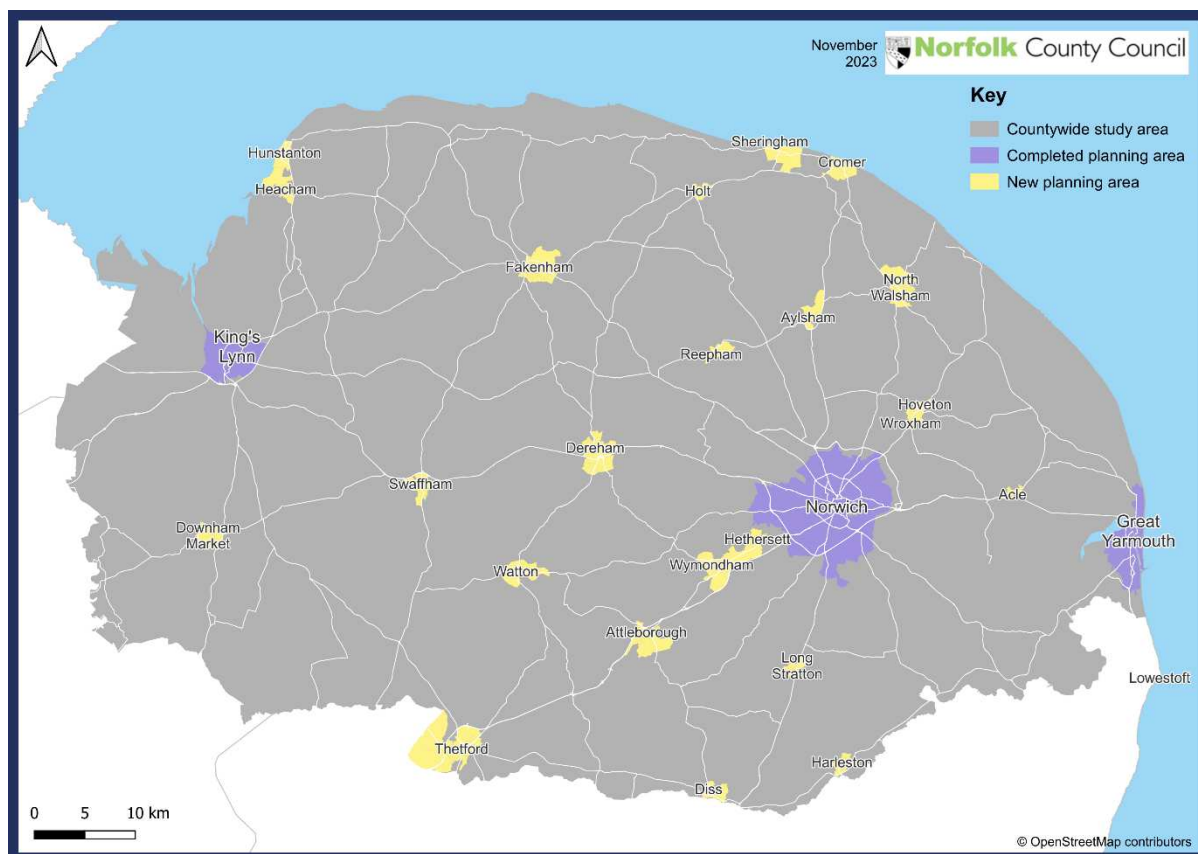
Accessibility for all		
Core design principle	Description	Design examples
Coherent	Cycle networks should be designed to allow people to reach their day-to-day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.	<ul style="list-style-type: none"> -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.	<ul style="list-style-type: none"> -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.	<ul style="list-style-type: none"> -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.	<ul style="list-style-type: none"> -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.	<ul style="list-style-type: none"> -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.

The Department for Transport 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.

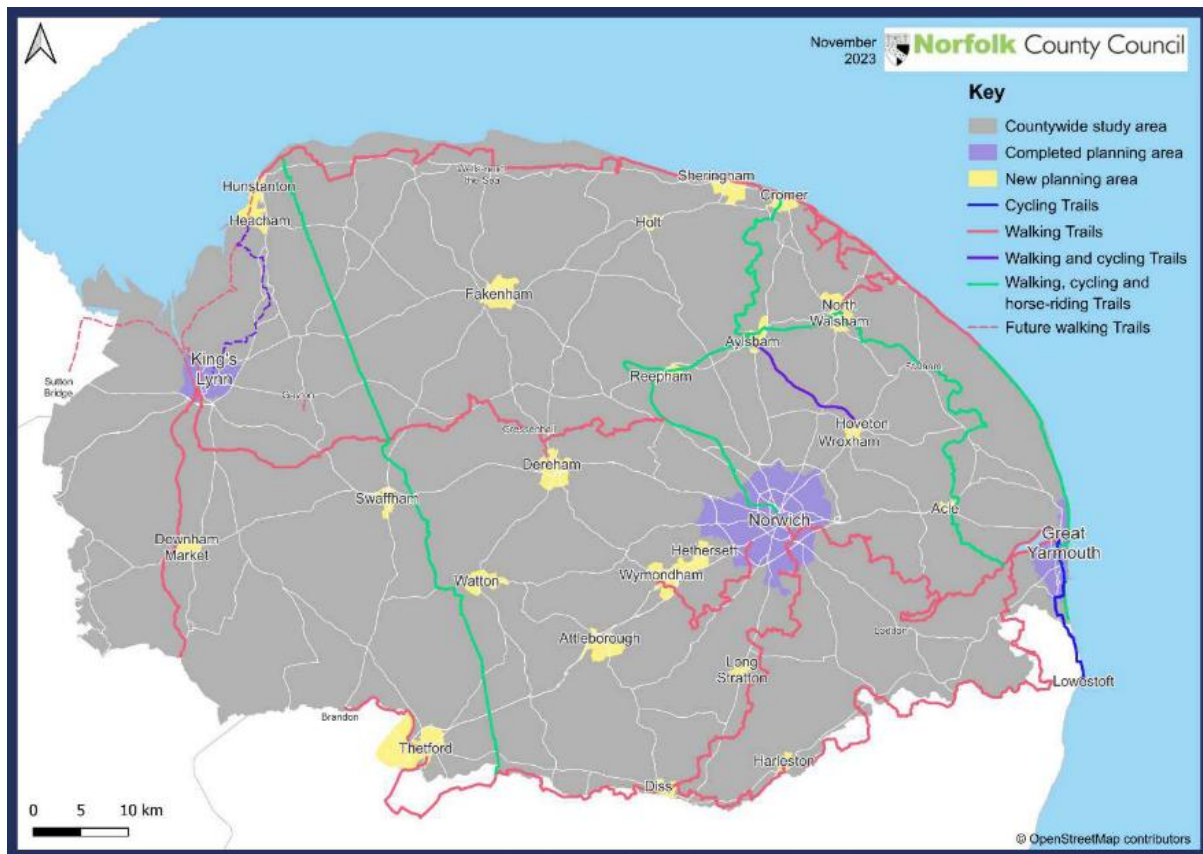
Norfolk's Trails Network

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.

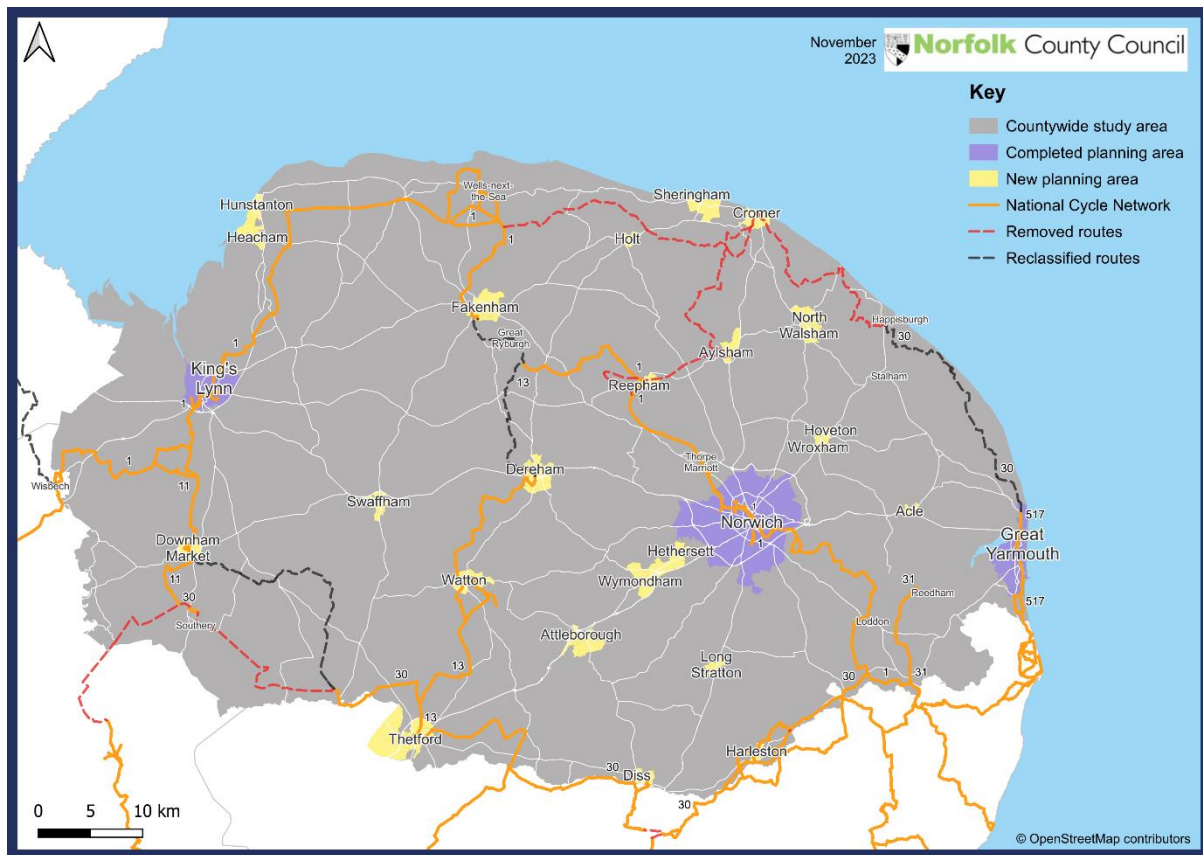


Map 2: Norfolk's Trails split by whether they allow walking, walking and cycling, or walking, cycling and horse-riding.

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.

Norfolk's National Cycling Network

The National Cycle Network (NCN) is a 23-year-old network of over 20,500km of signed cycling and walking routes spanning the UK^{iv}. 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}.

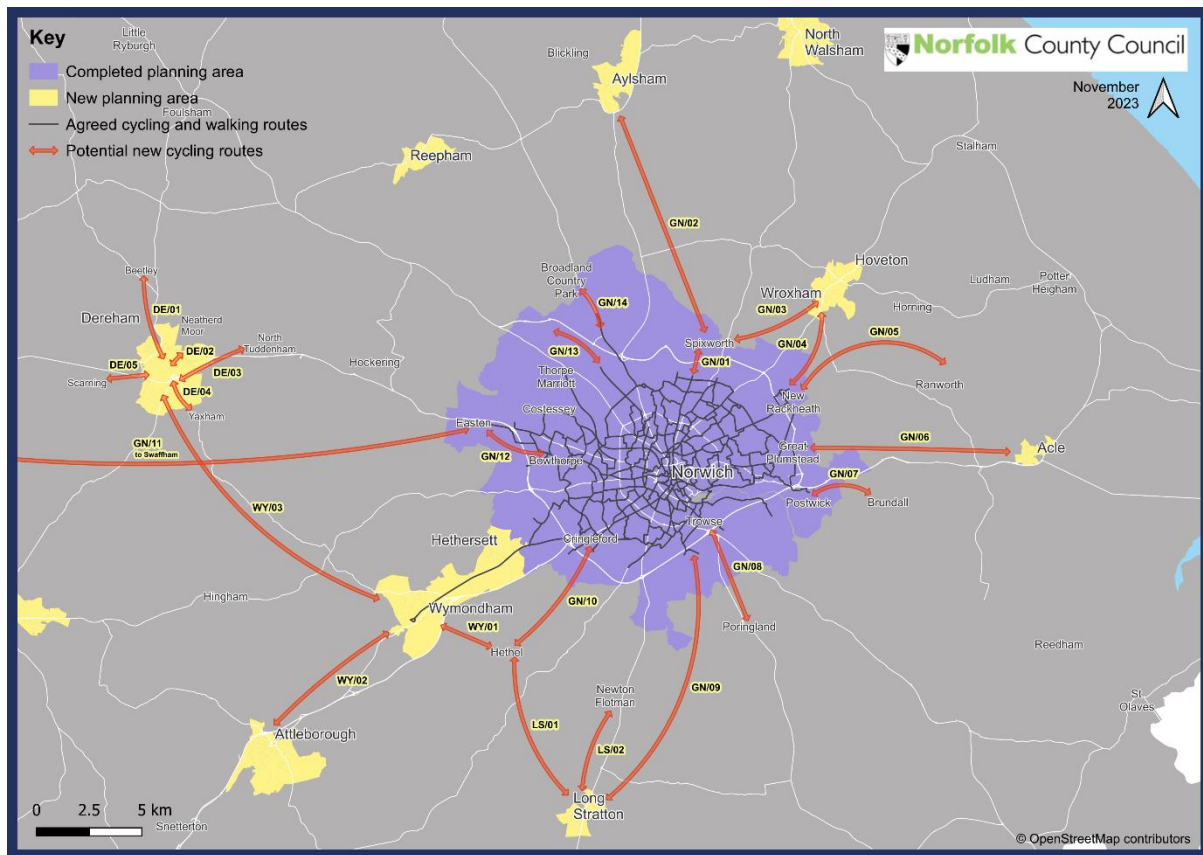


Map 3: Current National Cycle Network in Norfolk split by whether they are active, removed or reclassified routes.

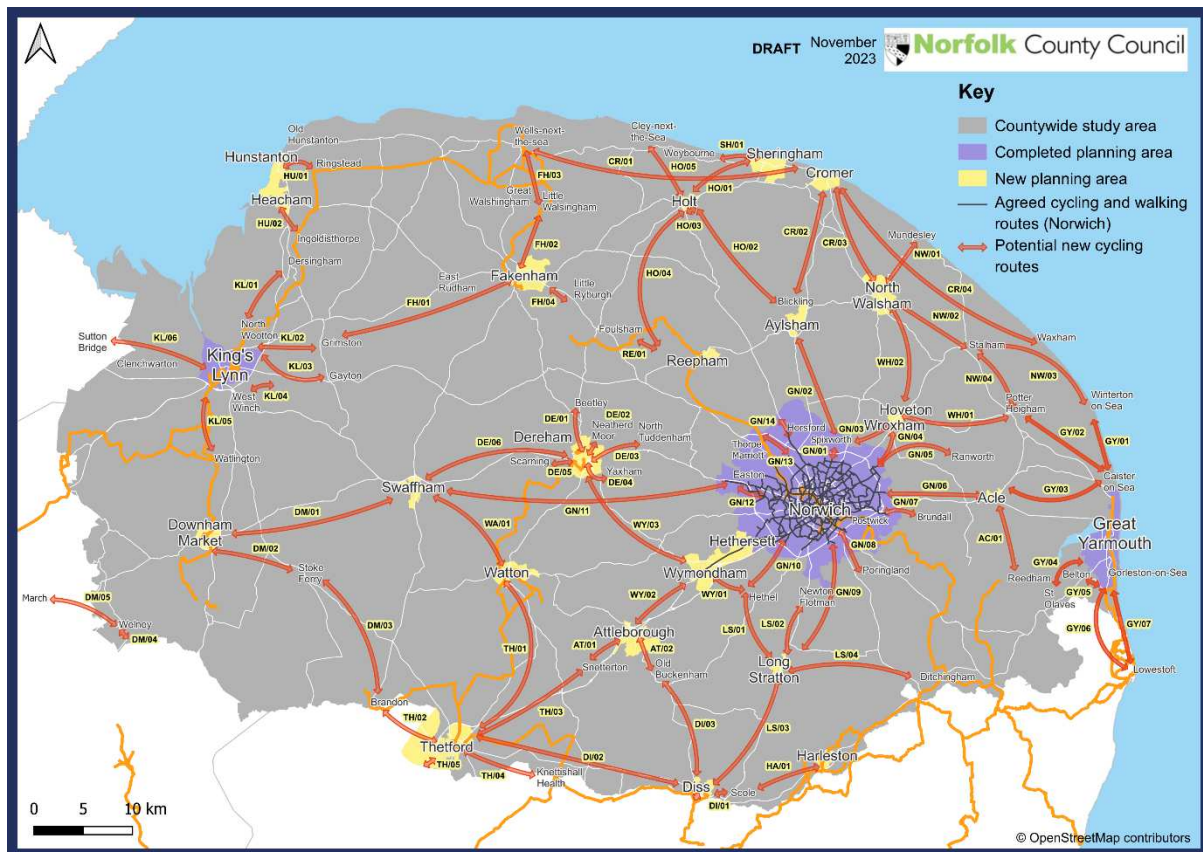
The charity, 'Sustrans', are the custodians of the National Cycle Network, and work with partners and stakeholders across the country, with the aim of making it easier for people to walk and cycle. Norfolk County Council are working with Sustrans as part of their network review to identify opportunities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

Wider connectivity

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.



Map 4: Potential and agreed cycling and walking routes linking Greater Norwich and Dereham with surrounding towns and villages.



Map 5: Potential and agreed cycling and walking routes linking towns and cities in Norfolk.

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}.

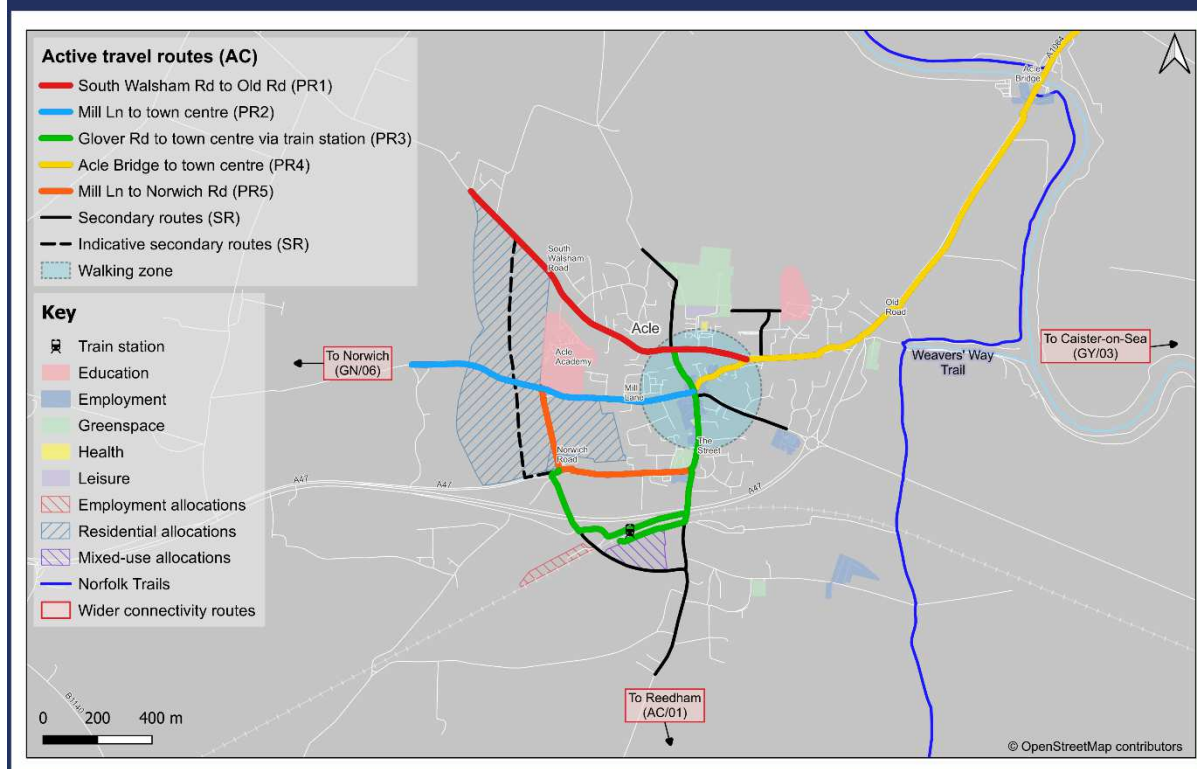
In 2021, driving by car or van was the preferred method of travel to work for residents aged 16+ at 57%. A further 5.5% of residents travelled by foot, 3.3% by bus or train and 1% cycled. Other methods accounted for 5.3% of journeys^{vi}.

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 also embeds policies and proposals contained within the Acle Neighbourhood Plan.

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.



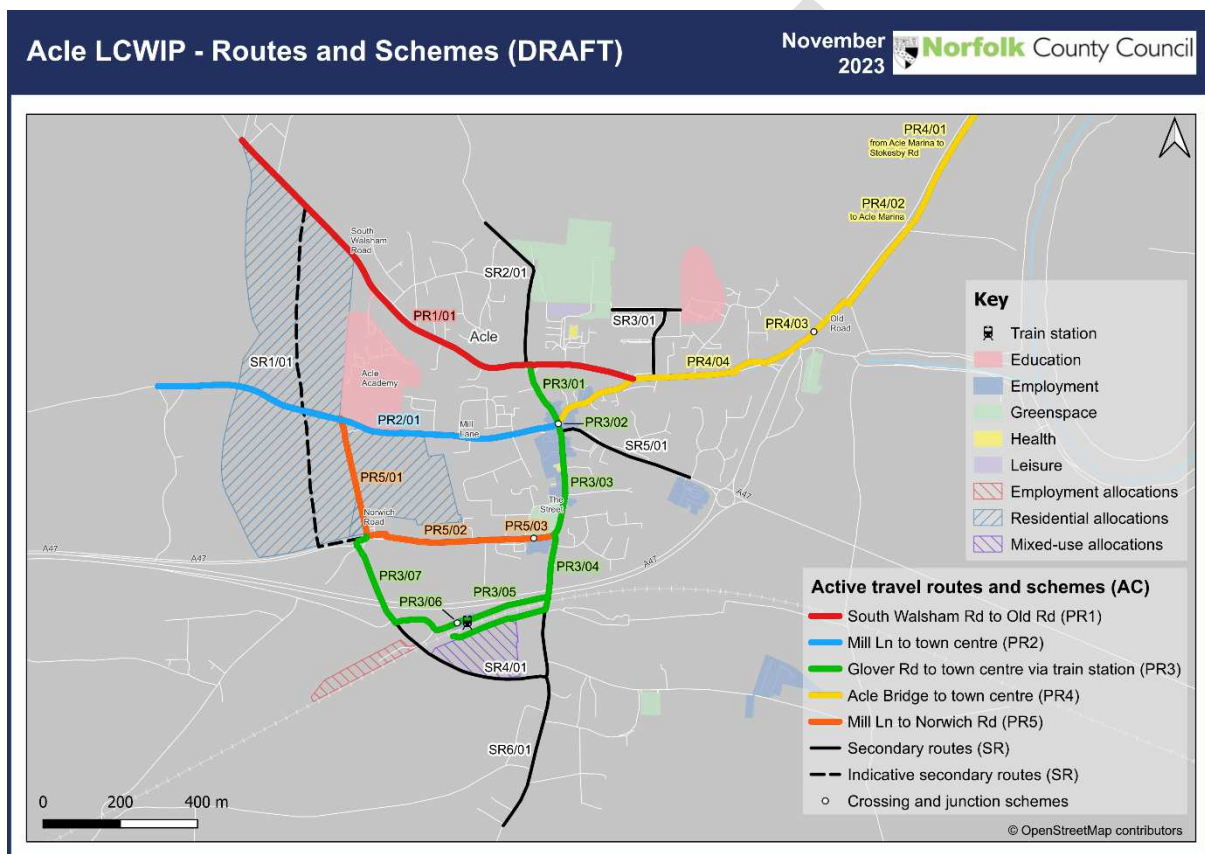
Map 6: Acle area map showing the current active travel network and LCWIP network.

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}.

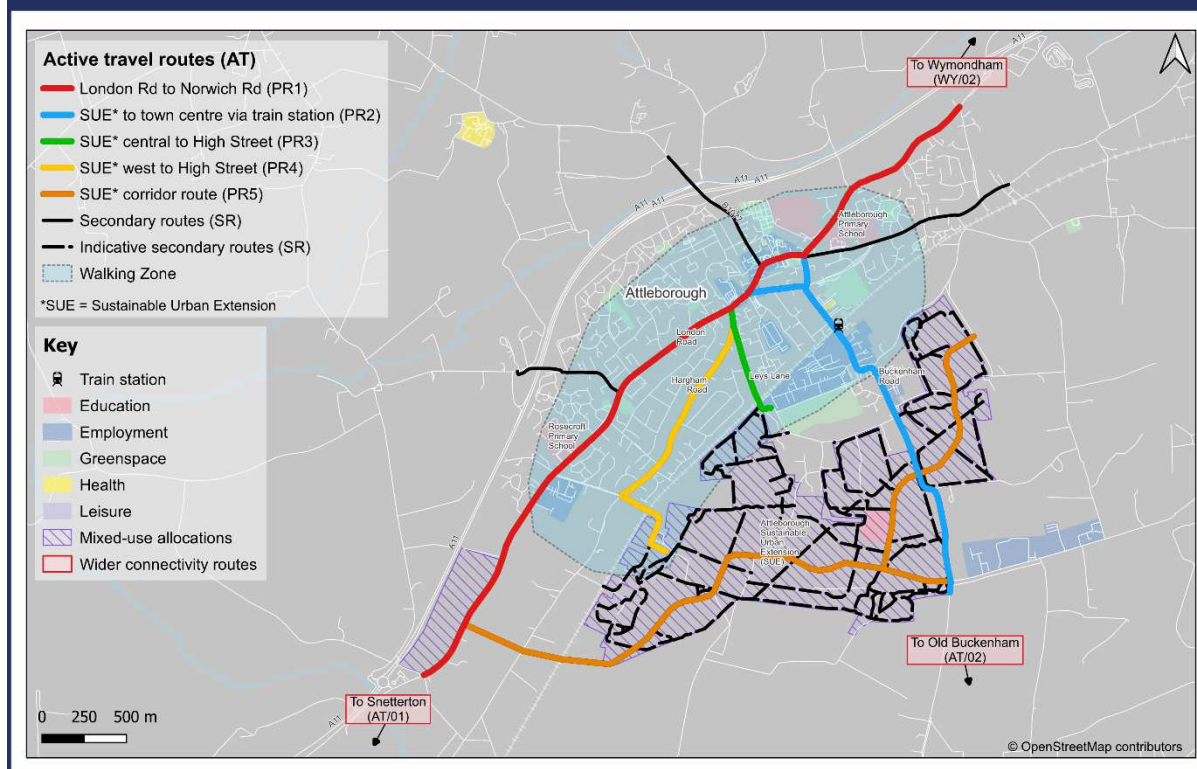
Attleborough has a train station providing links to Norwich, Peterborough, Cambridge, the Midlands and the North West. Bus services allow travel to Wymondham and Norwich. The town currently has no active travel options to surrounding towns and greenspaces.

ii. Active travel network

The priority active travel routes in Attleborough 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 in the SUE and 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 network aligns with proposals outlined within the Attleborough Town Delivery Plan 2021-2031. The next step is to conduct feasibility studies and walking route assessments within this area to identify schemes to improve walking and wheeling connectivity.



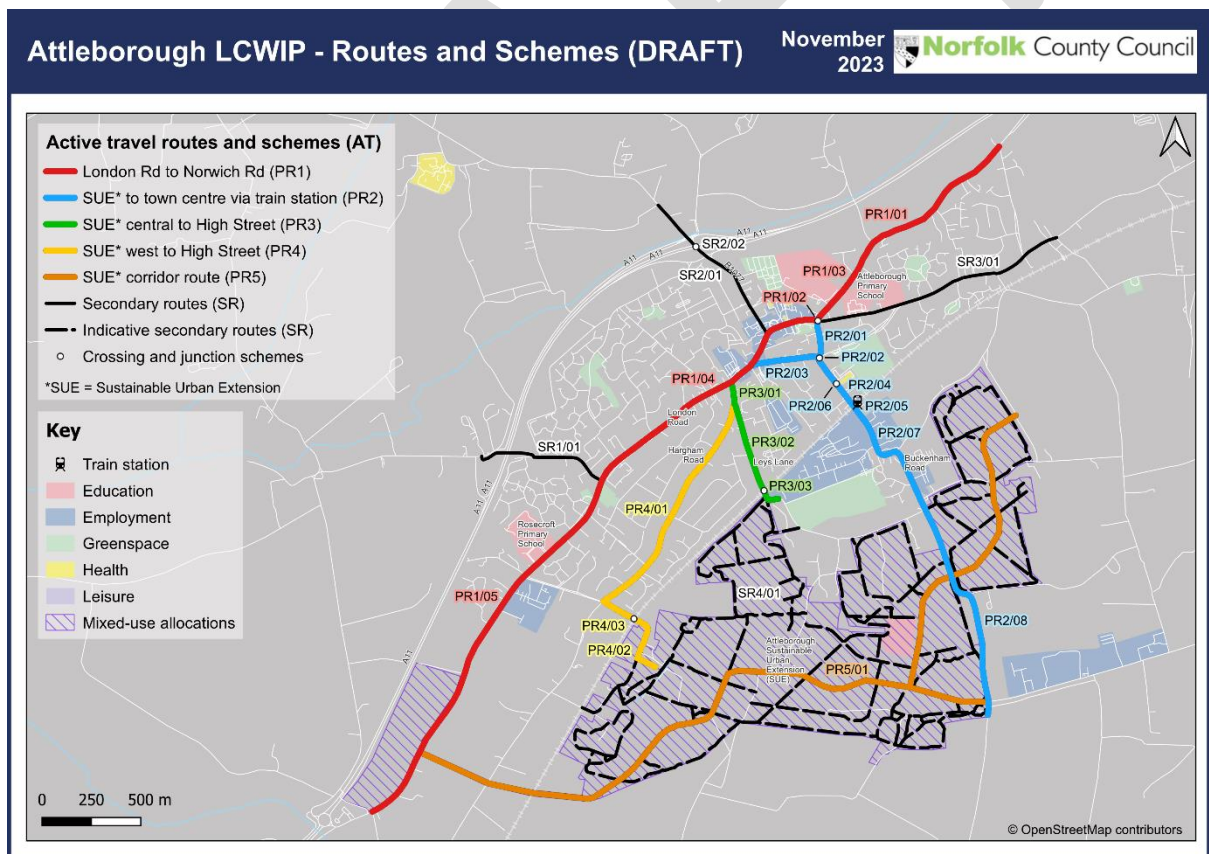
Map 8: Attleborough area map showing the current active travel network and LCWIP network.

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.

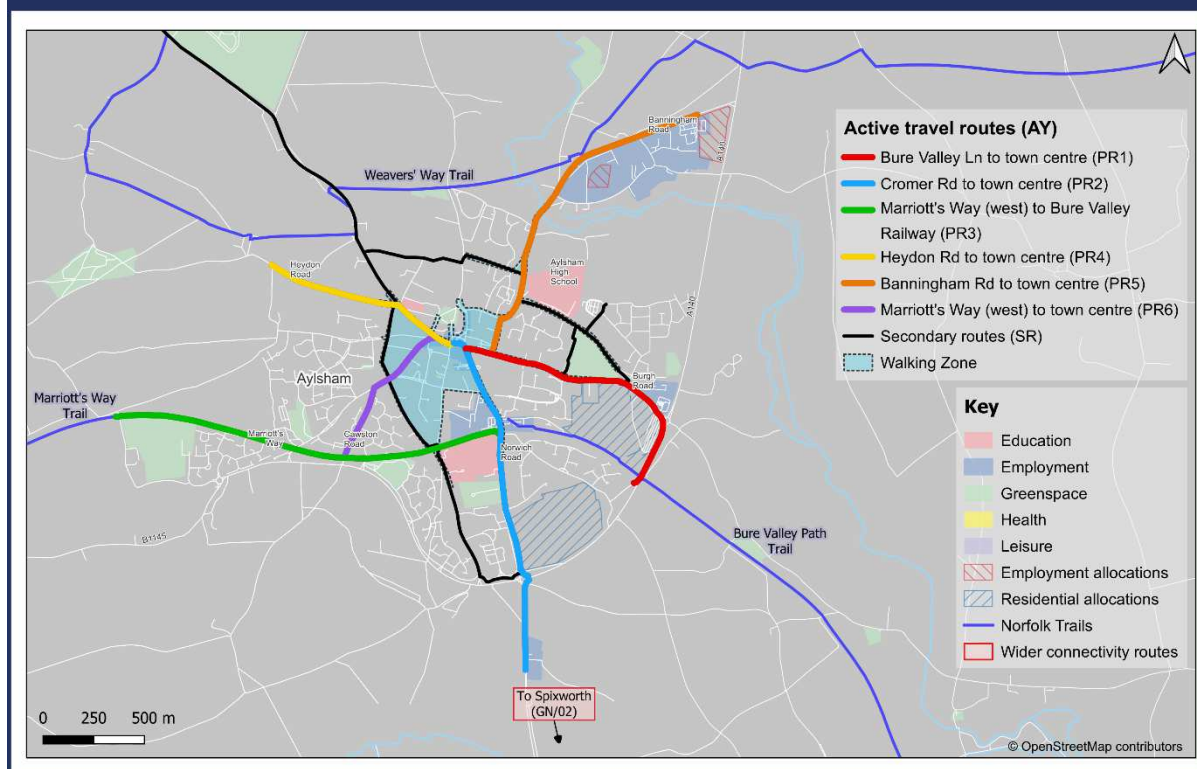
However, Aylsham is well connected with the Norfolk Trails network. Weavers' Way is a walking, cycling and horse-riding Trail running along the north of the town, linking with Blickling and Cromer in the north and with North Walsham in the east. To the south, Marriott's Way, which is also a walking, 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 improvement schemes align with the proposals from the Aylsham Town Council Transport Strategy (February 2022). The next step is to conduct feasibility studies and walking route assessments within this area to identify schemes to improve walking and wheeling connectivity.



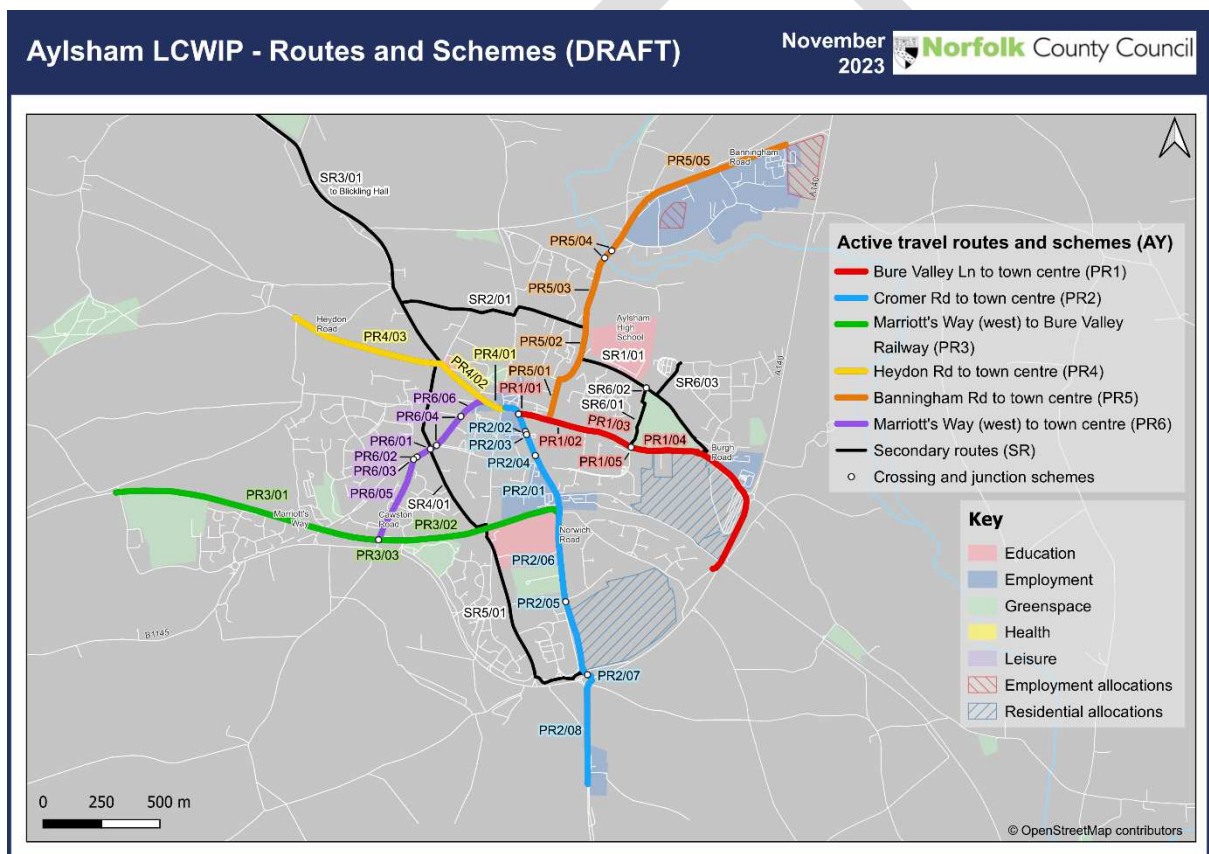
Map 10: Aylsham area map showing the current active travel network and LCWIP network.

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.

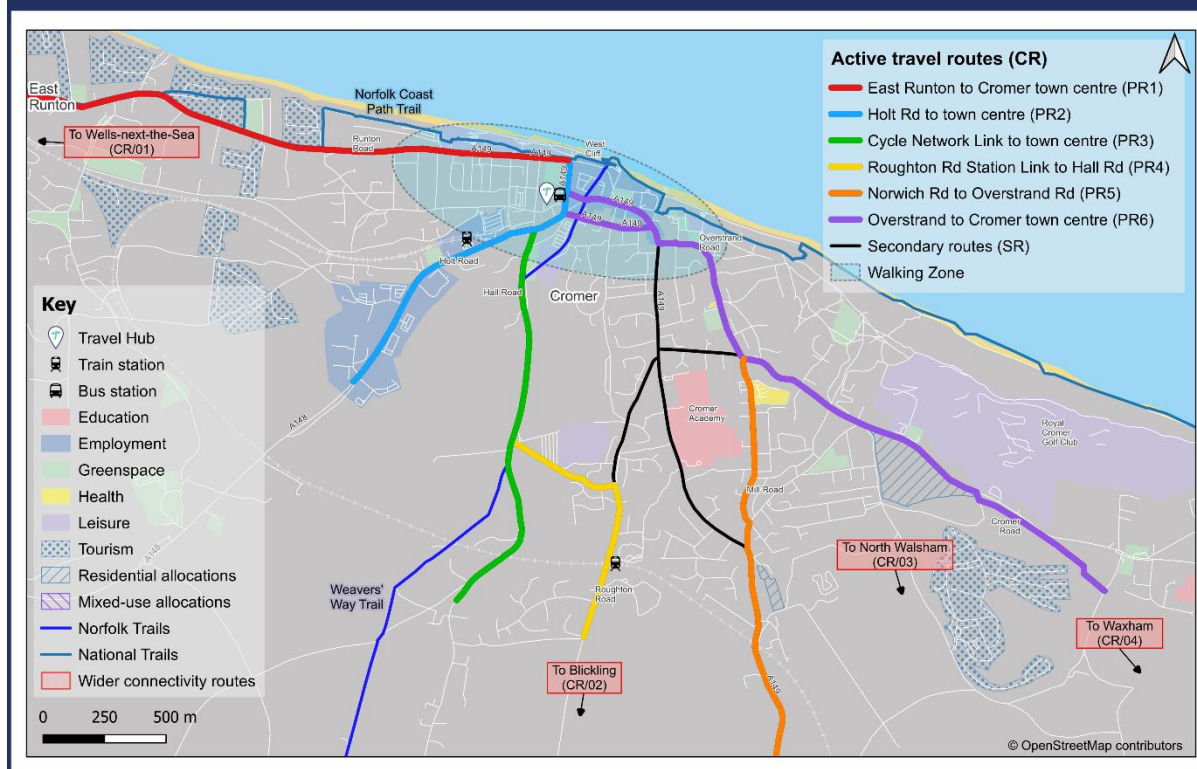
In 2021, driving by car or van was the preferred method of travel to work for residents aged 16+ at 44%. A further 22.1% of residents travelled by foot, 3.2% by bus or train and 2.2% cycled. Other methods accounted for 4.7% of journeys^{vi}.

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 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.



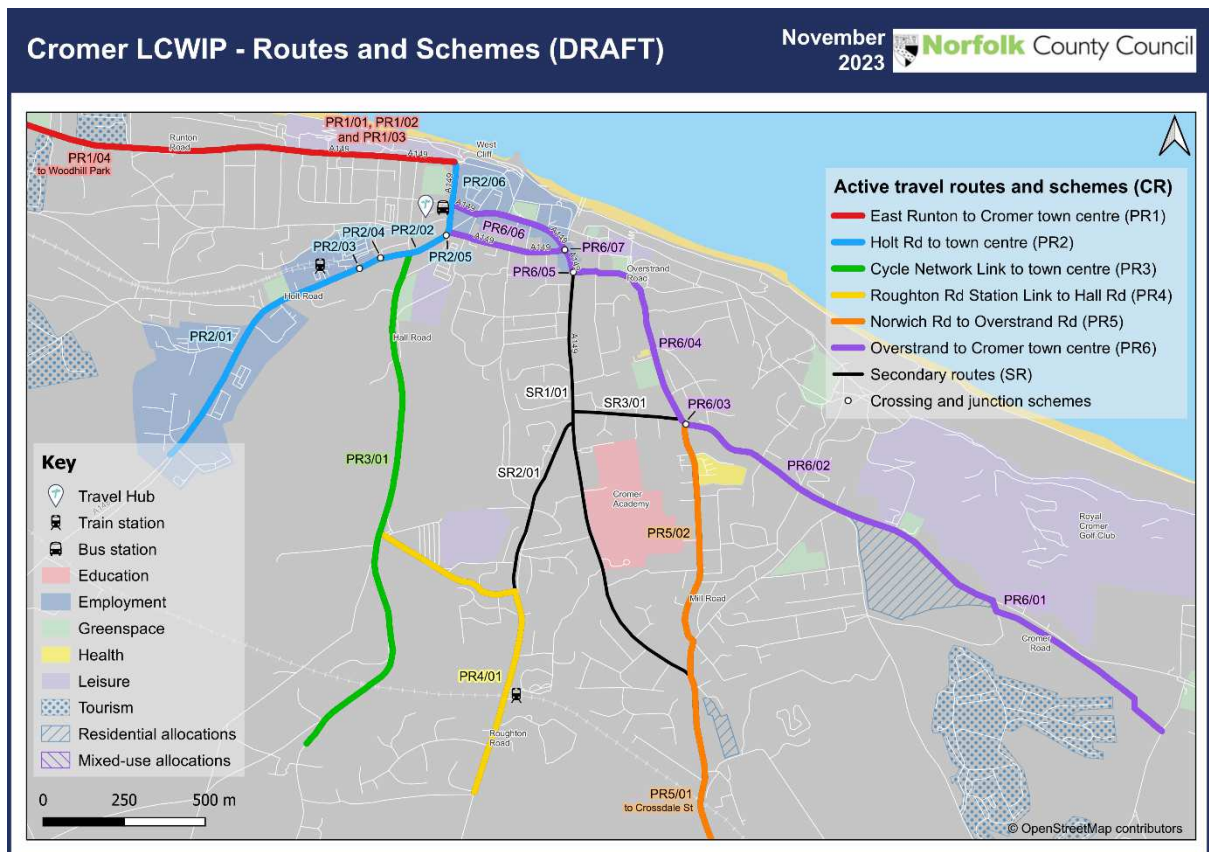
Map 12: Cromer area map showing the current active travel network and LCWIP network.

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,
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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}.

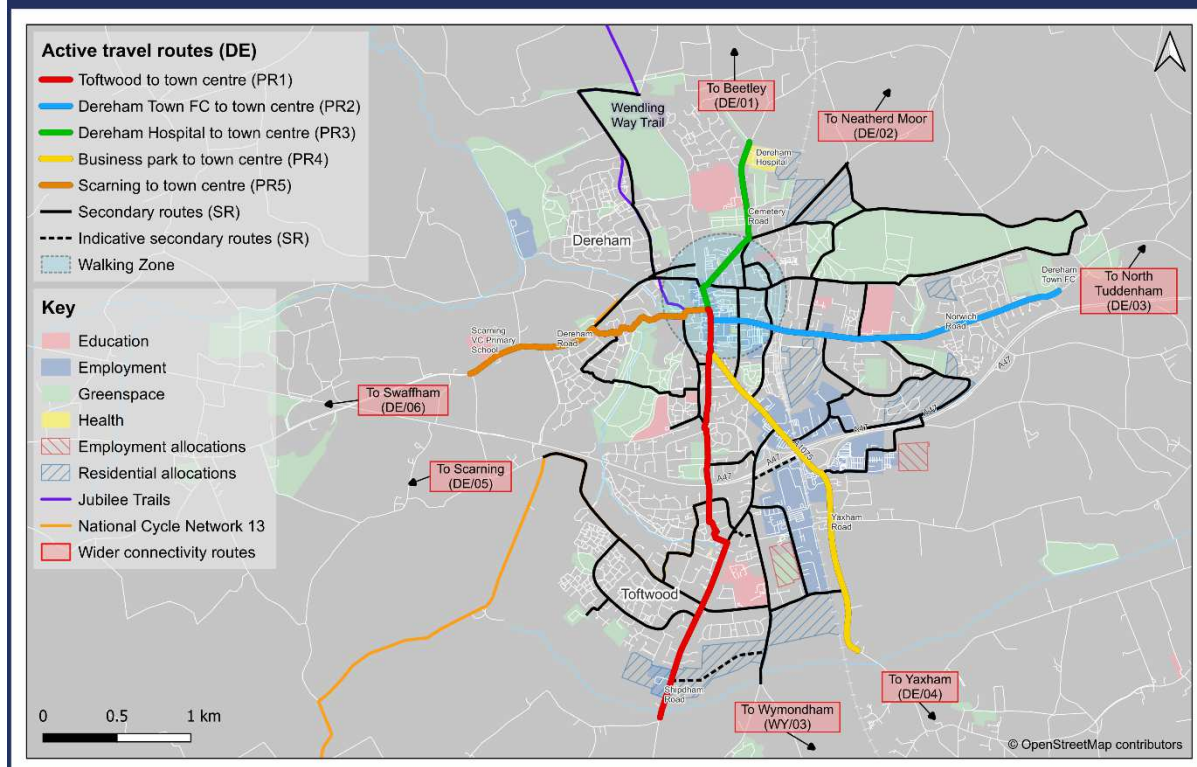
In the same year, driving by car or van was the preferred method of travel to work for residents aged 16+ at 61%. A further 9.7% of residents travelled by foot, 2.3% by bus or train and 2.2% cycled. Other methods accounted for 5.4% of journeys^{vi}.

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 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.



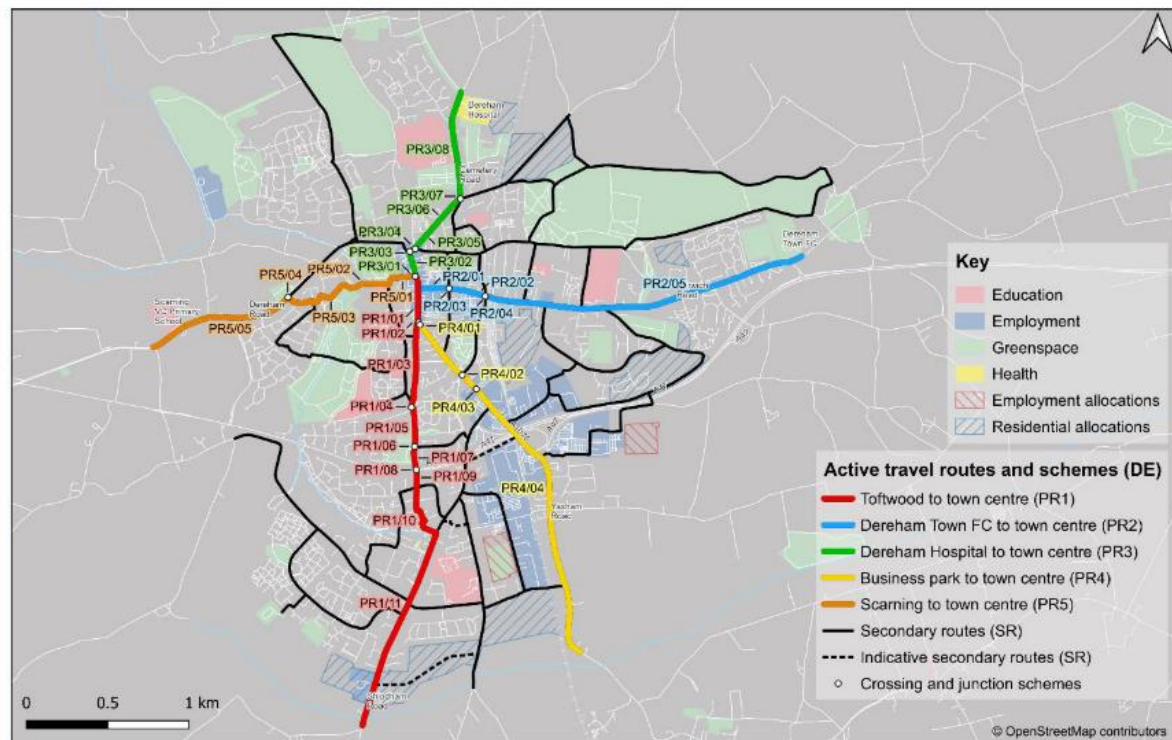
Map 14: Dereham area map showing the current active travel network and LCWIP network.

iii. Summary of priority active travel routes and schemes

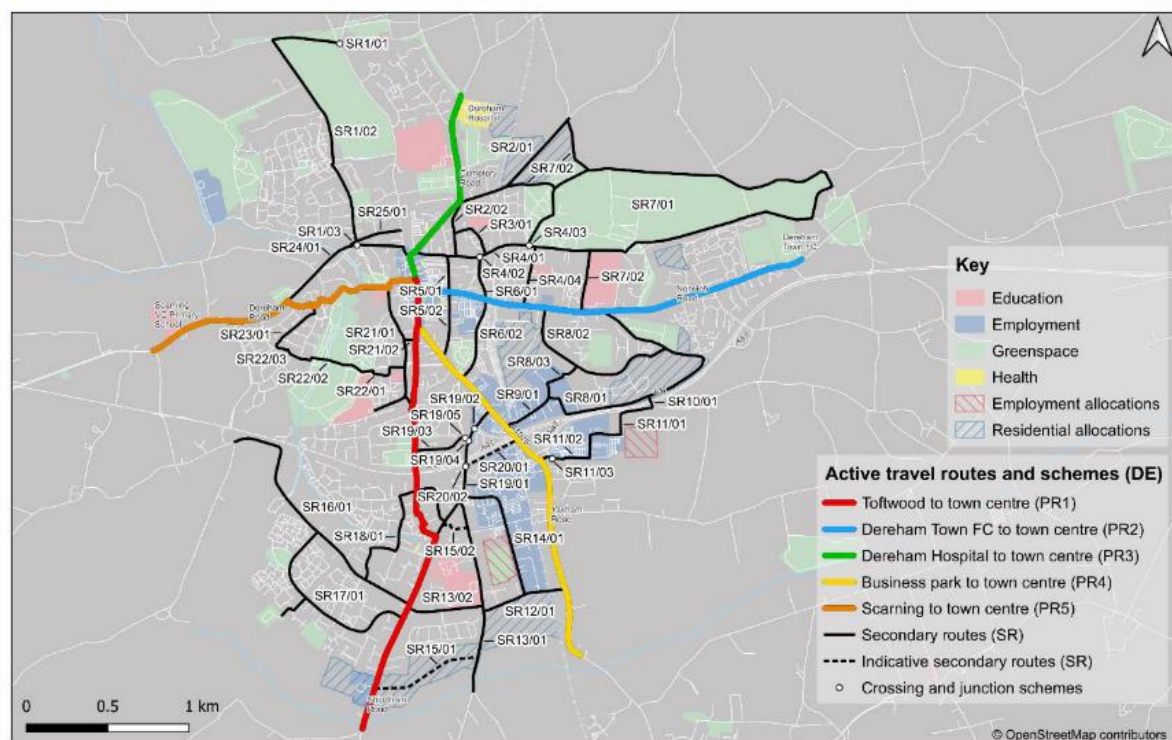
Route Number	Route	Route Description
Route 1 (Red)	Toftwood to town centre	A 2.9km route along Baxter Row, Southend, along a section of the National Cycle Network and through Toftwood. The route provides access to recreational facilities and to education; Grove House Infant and Nursery School, Dereham 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}.

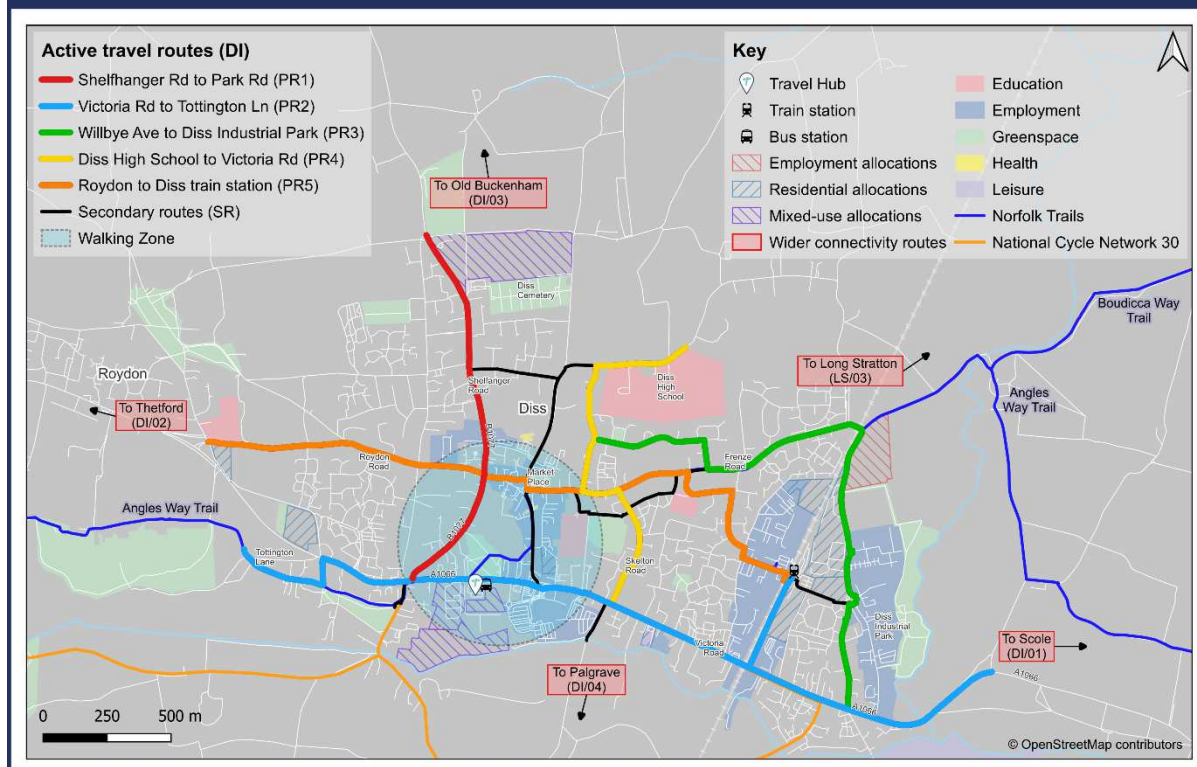
Diss train station provides rail services to Norwich and London allowing people to commute to work by train. Two walking Trails also connect to Diss: Boudicca Way, which heads north and terminates in Norwich and Angles Way which links east to west from Great Yarmouth to Thetford. National Cycle Network 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 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 improvement schemes will align with Diss & District Neighbourhood Plan (June 2022) and the Diss Network Improvement Strategy.

The next step is to conduct feasibility studies and walking route assessments within this area to identify schemes to improve walking and wheeling connectivity.



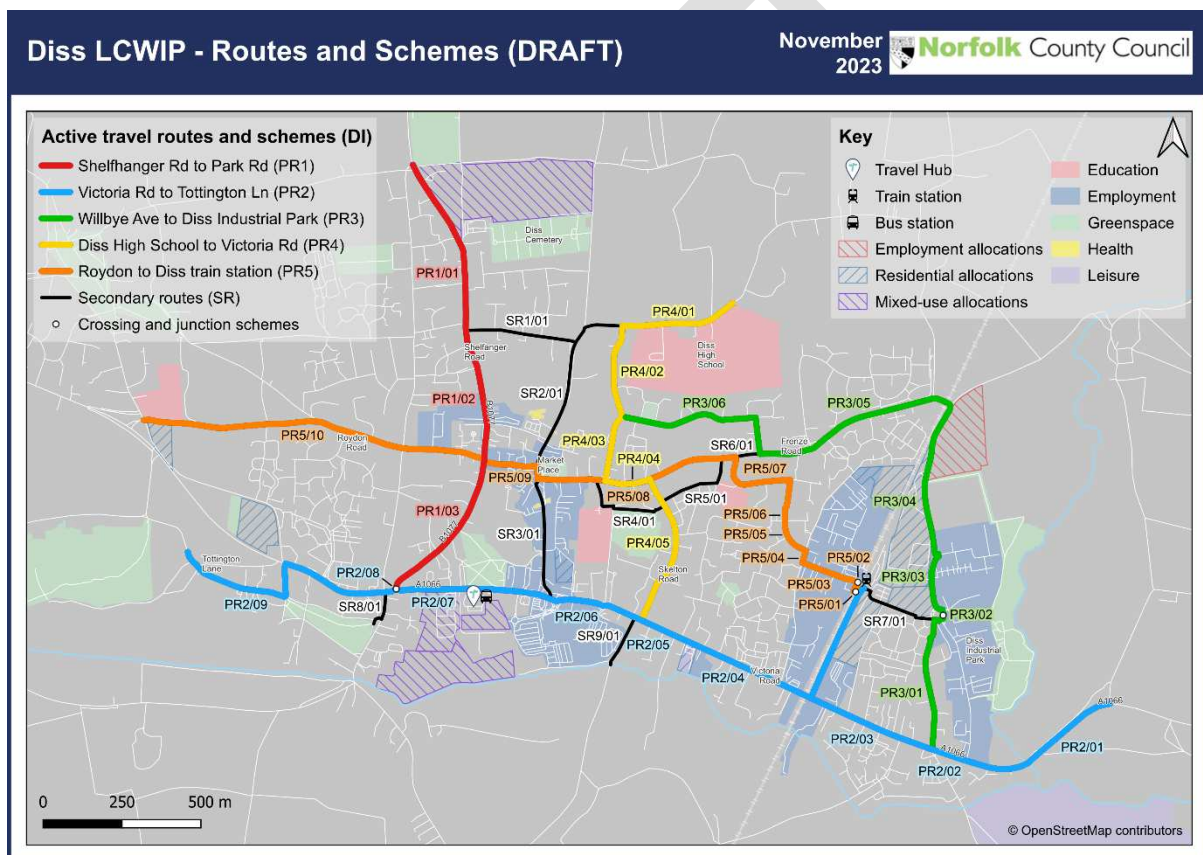
Map 17: Diss area map showing the current active travel network and LCWIP network.

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}.

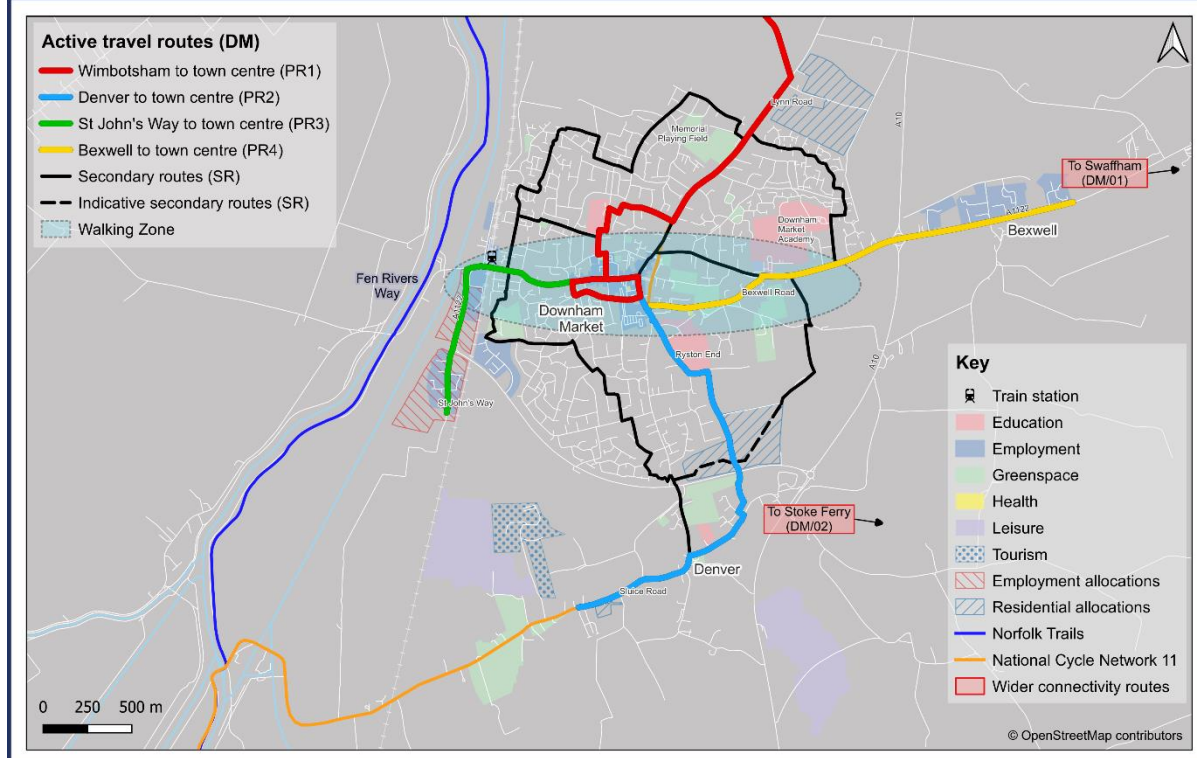
In the same year, driving by car or van was the preferred method of travel to work for residents aged 16+ at 53%. A further 13.7% of residents travelled by foot, 4% by bus or train and 0.9% cycled. Other methods accounted for 6.1% of journeys^{vi}.

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.

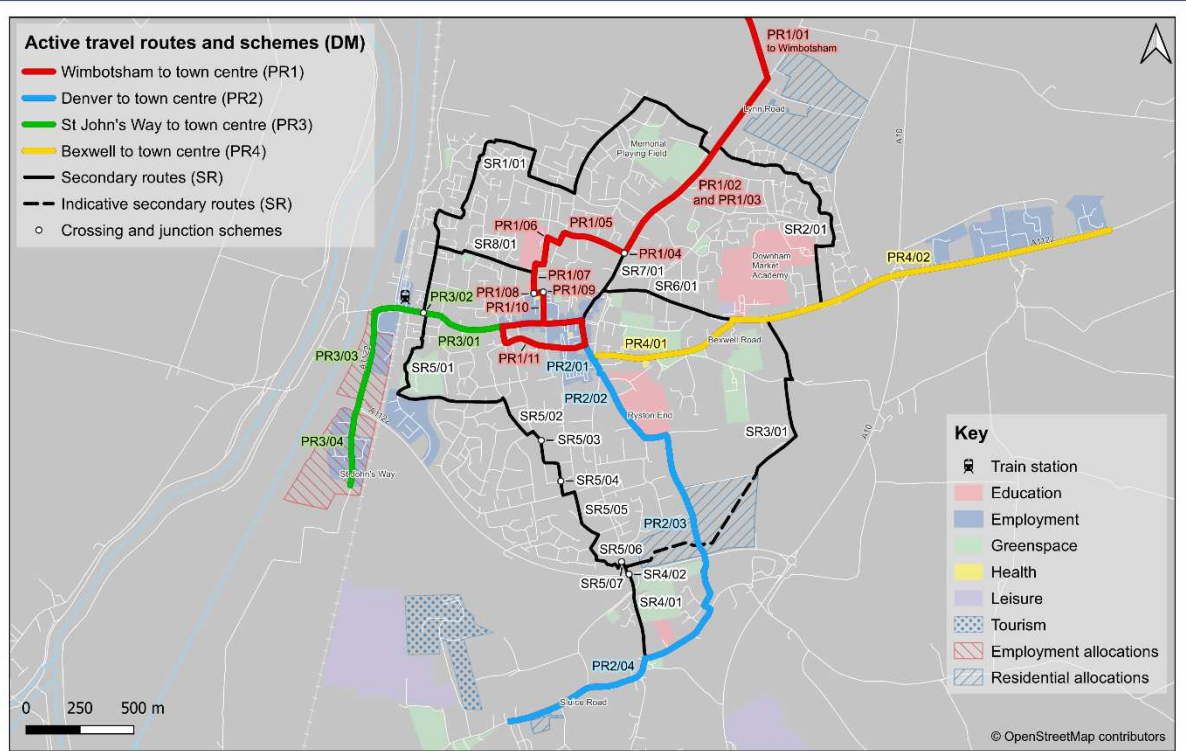


Map 19: Downham Market area map showing the current active travel network and LCWIP network.

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}.

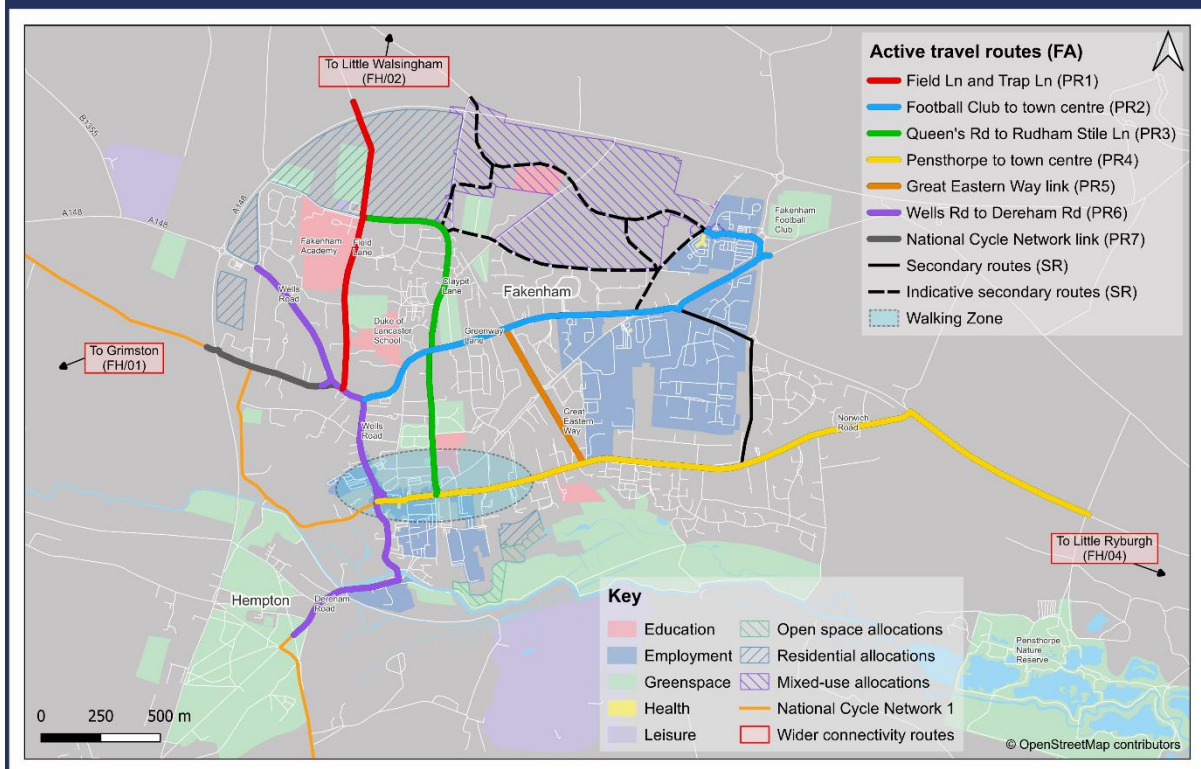
In the same year, driving by car or van was the preferred method of travel to work for residents aged 16+ at 60%. A further 15.1% of residents travelled by foot, 1.1% by bus or train and 2.5% cycled. Other methods accounted for 4.8% of journeys^{vi}.

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 (April 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.



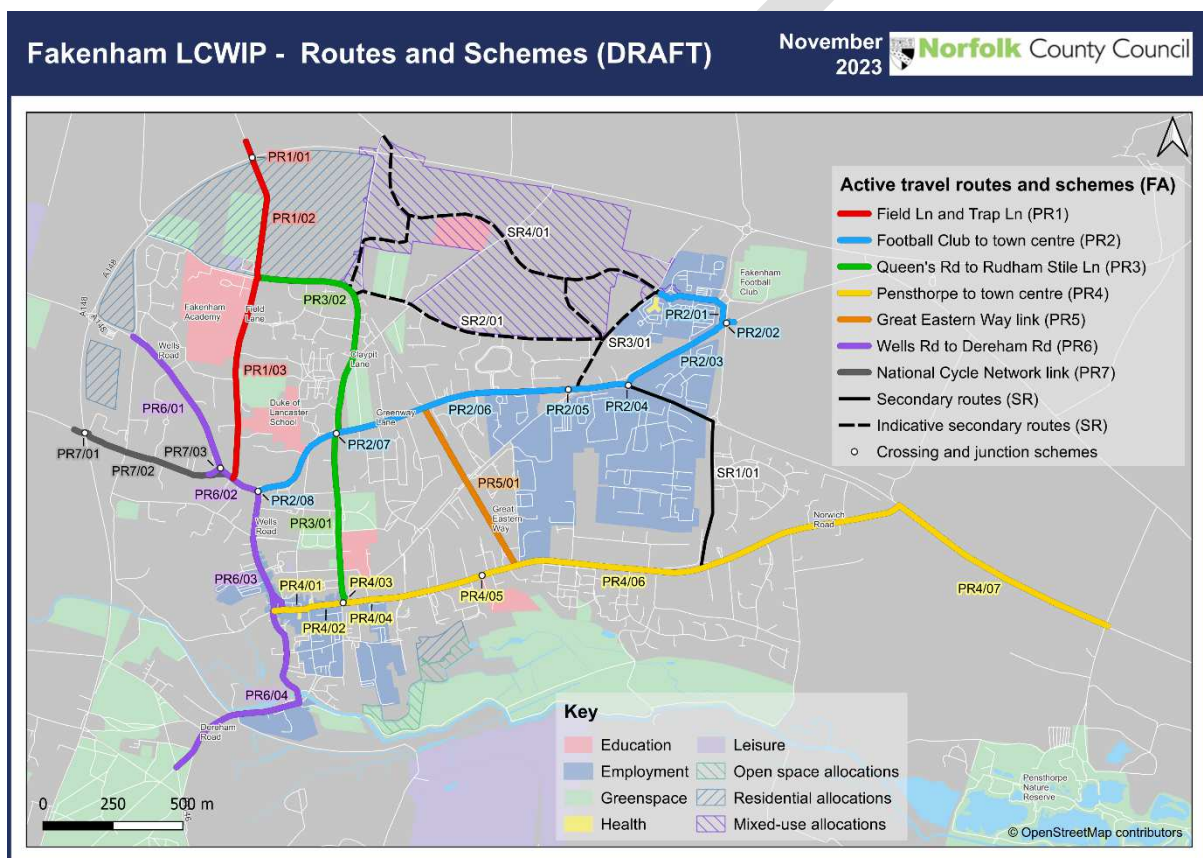
Map 21: Fakenham area map showing the current active travel network and LCWIP network.

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.



Map 22: Fakenham active travel network and schemes.

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.

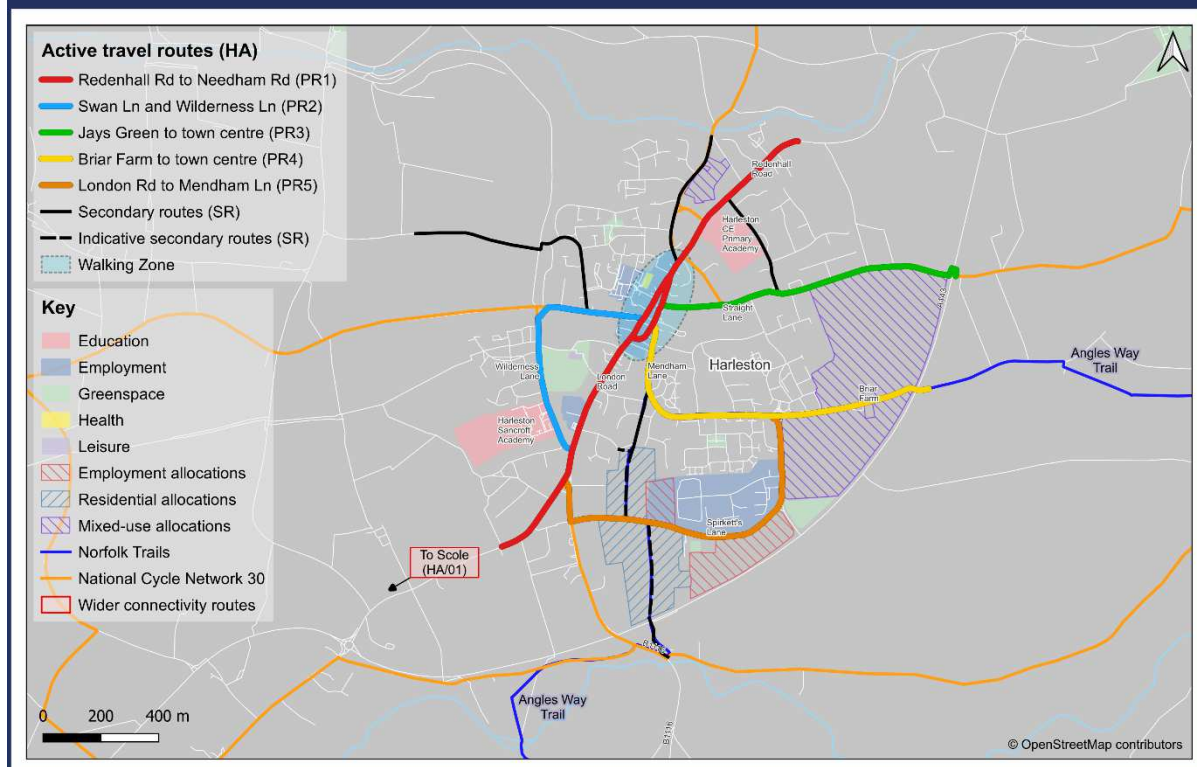
In 2021, driving by car or van was the preferred method of travel to work for residents aged 16+ at 44%. A further 22.1% of residents travelled by foot, 3.2% by bus or train and 2.2% cycled. Other methods accounted for 4.7% of journeys^{vi}.

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 Walking Zone study area in Harleston covers the town centre which sees high levels of footfall, including Redenhall Road and The Thoroughfare. The network aligns with Harleston Town Centre Improvements (2022). The next step is to conduct feasibility studies and walking route assessments within this area to identify schemes to improve walking and wheeling connectivity.

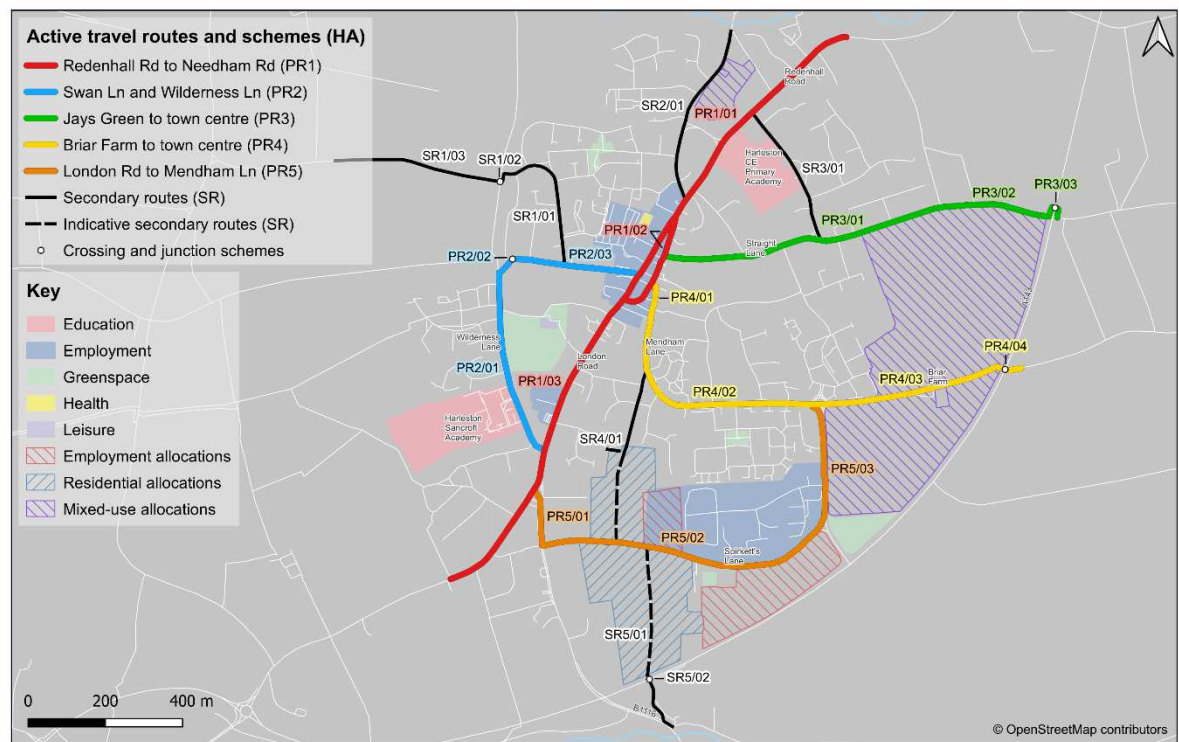


Map 23: Harleston area map showing the current active travel network and LCWIP network.

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.



Map 24: Harleston active travel network and schemes.

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}.

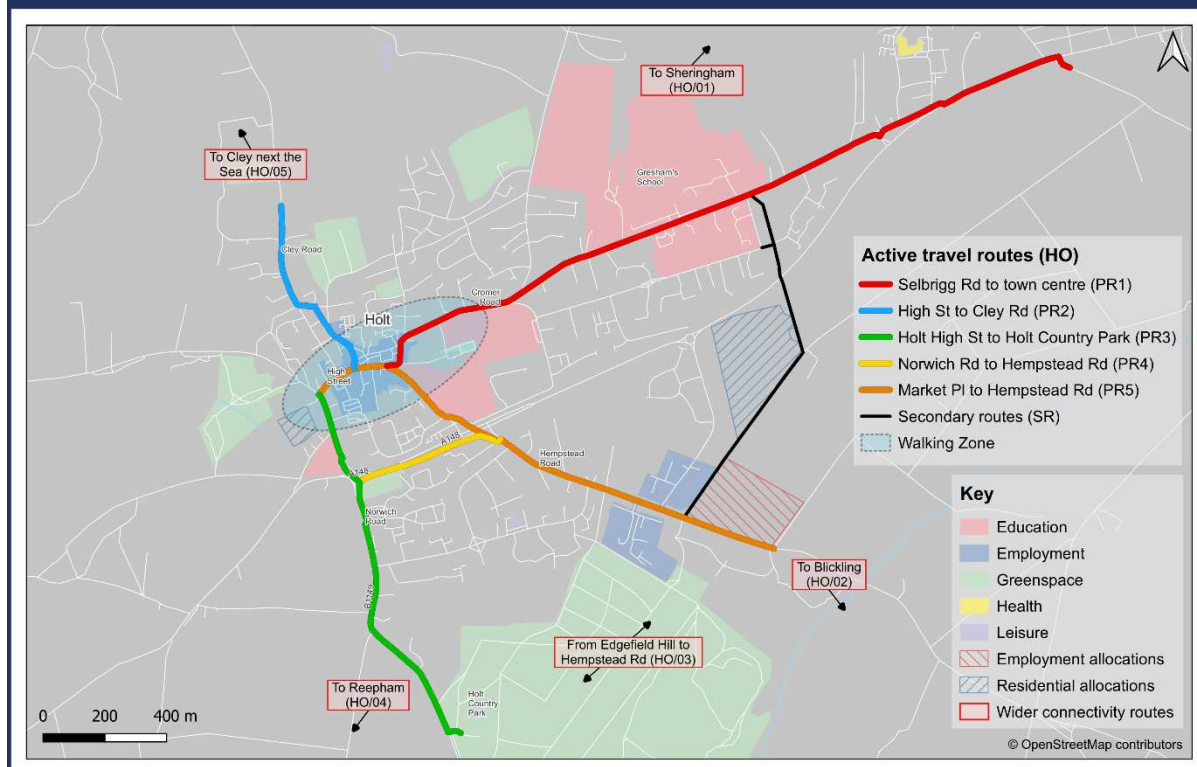
Holt has no dedicated cycling or walking connectivity routes or a train station, other than the heritage railway station of The Poppy Line. However, bus services provide connectivity to Sheringham and Fakenham and further afield.

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 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.

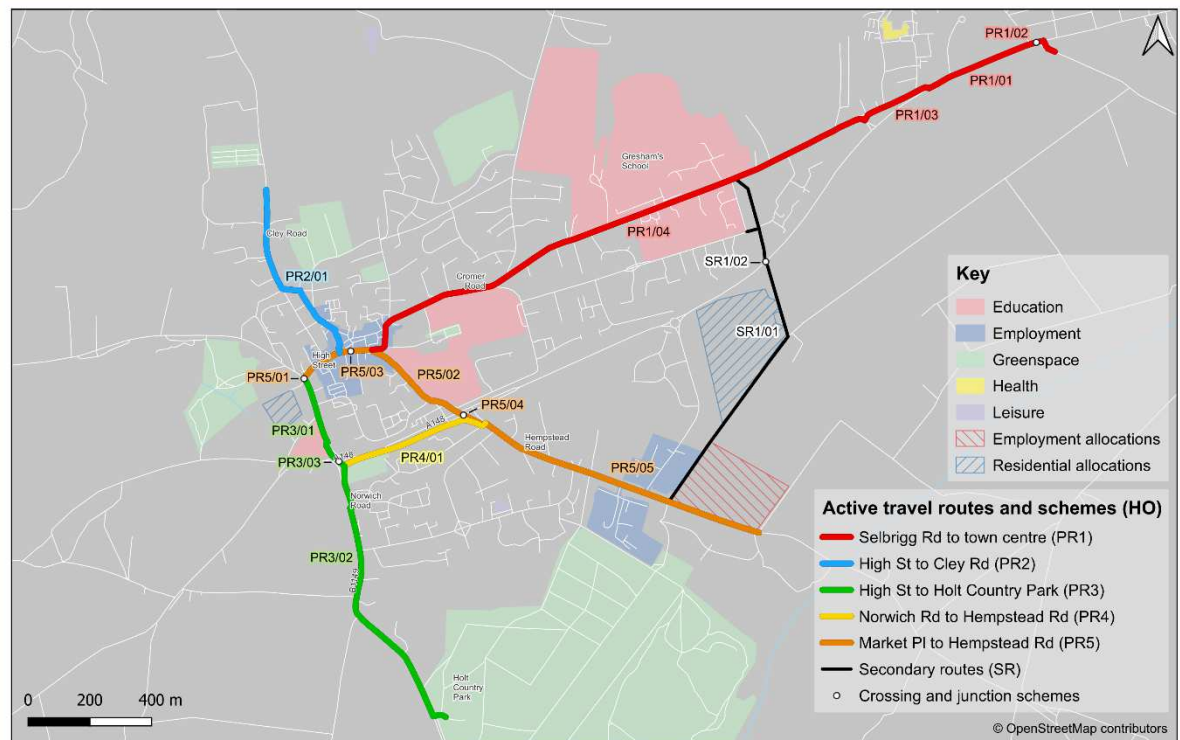


Map 25: Holt area map showing the current active travel network and LCWIP network.

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. Active travel network

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.

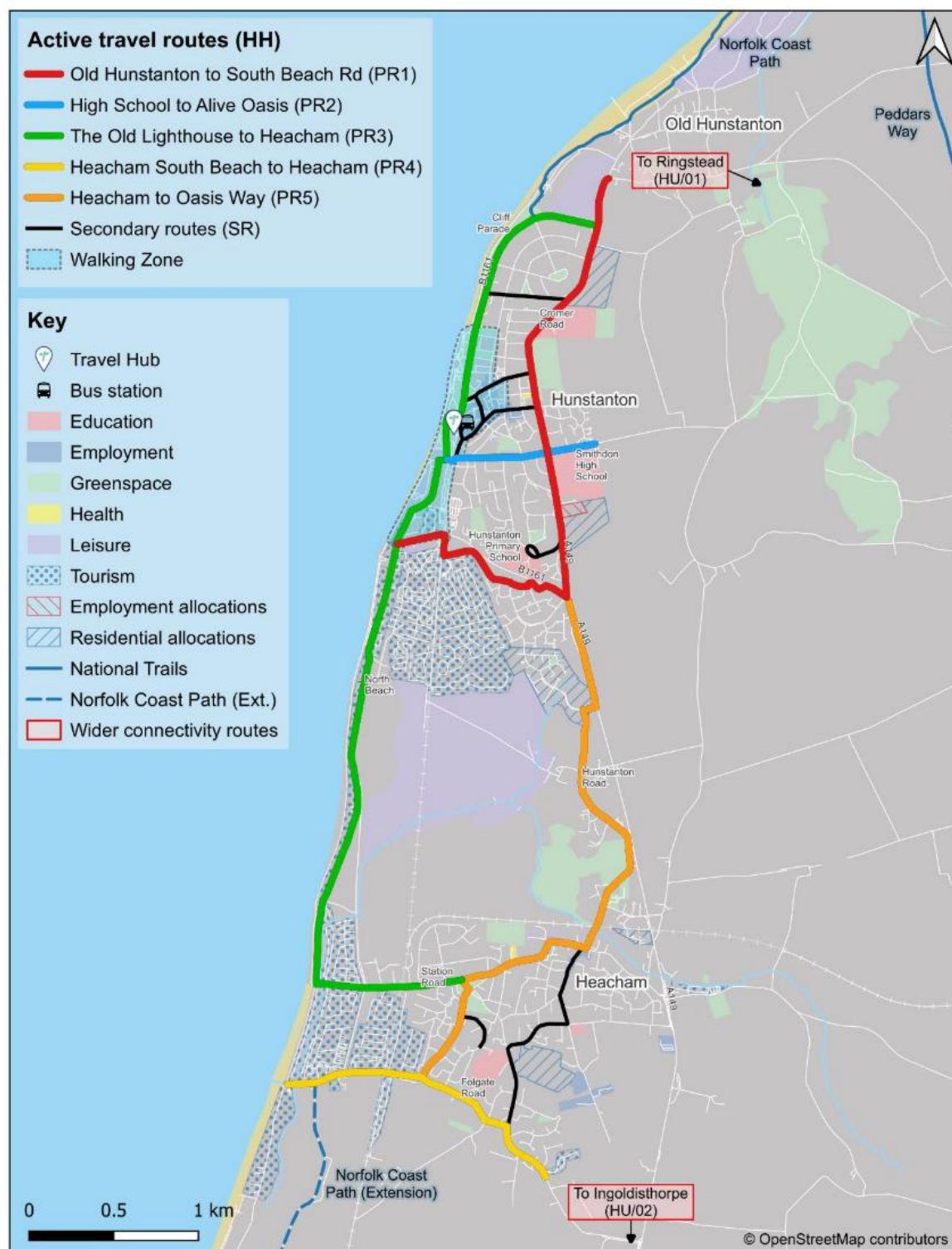
The Hunstanton Walking Zone study area extends from the top of North Promenade to Northgate and includes The Green and Southend Road in the west. The bus station, retail areas on the High Street and St Edmunds Terrace are also included.

The Walking Zone also incorporates Seagate Road, South Beach Road and Southend Road and provides walking connectivity with South Parade and the sea front 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 (DRAFT)

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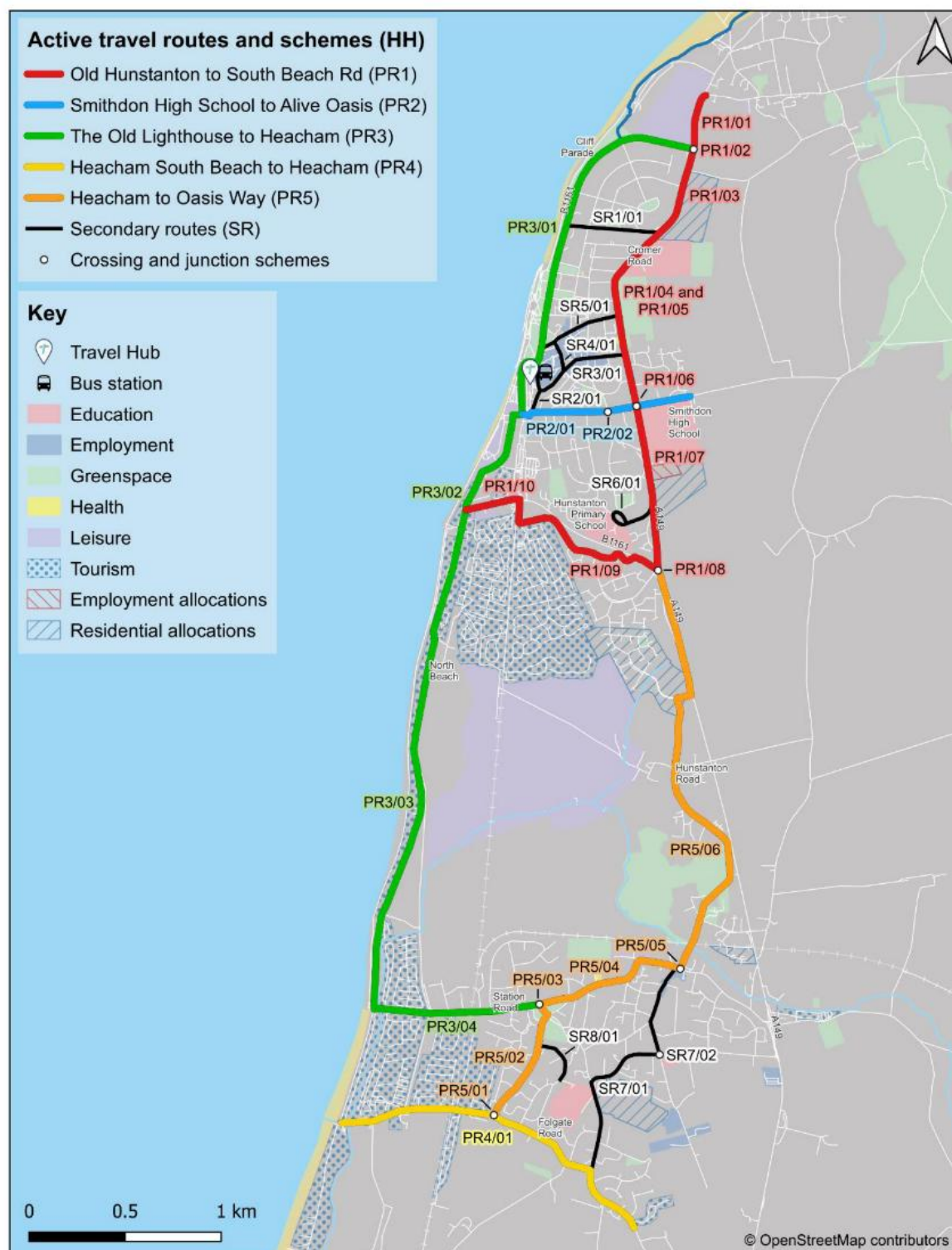
Map 27: Hunstanton and Heacham area map showing the current active travel network and LCWIP network.

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 (DRAFT)



Map 28: Hunstanton and Heacham active travel network and schemes.

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.

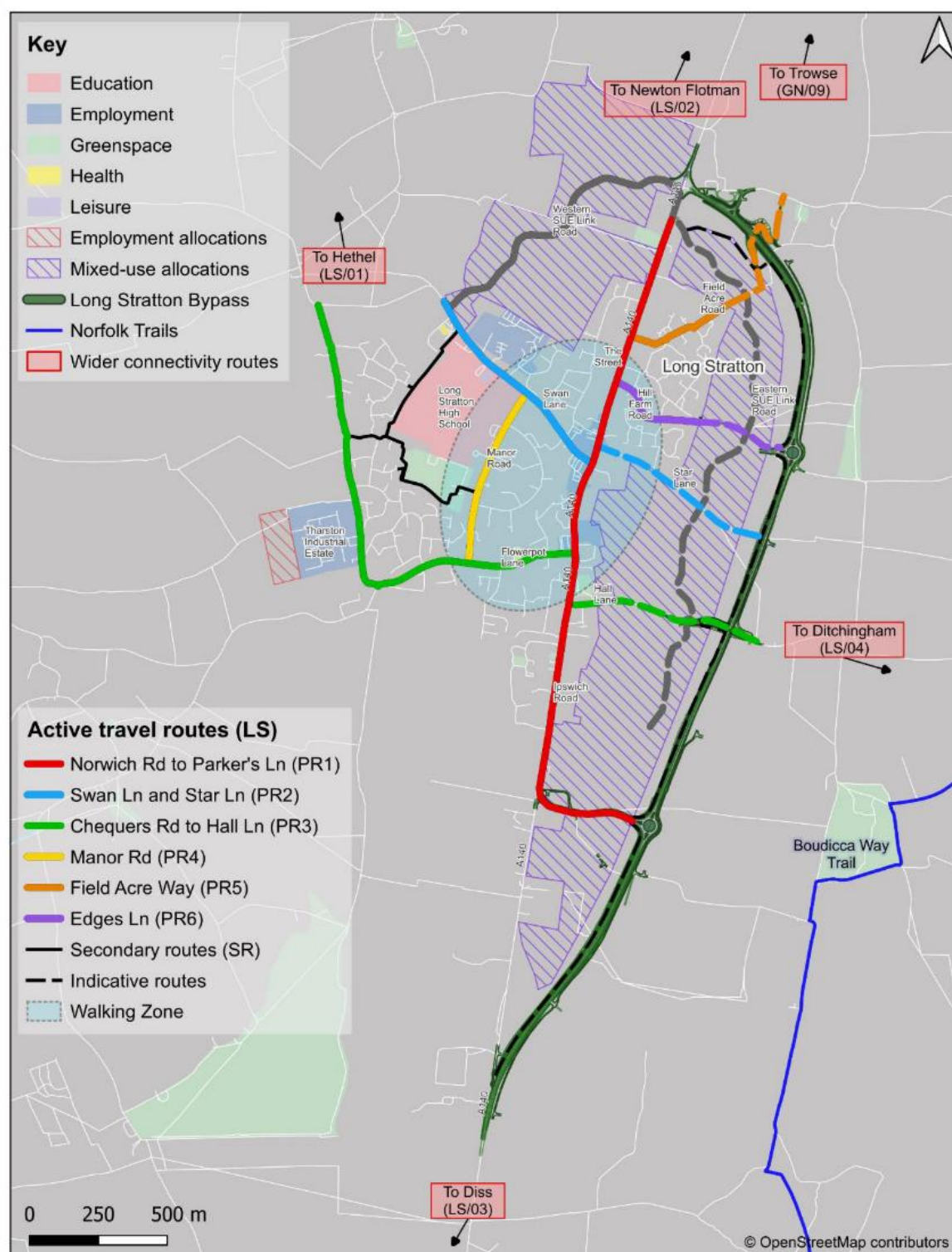
ii. Active travel network

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 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.

Long Stratton LCWIP - Active Travel Network (DRAFT)

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Map 29: Long Stratton area map showing the current active travel network and LCWIP network.

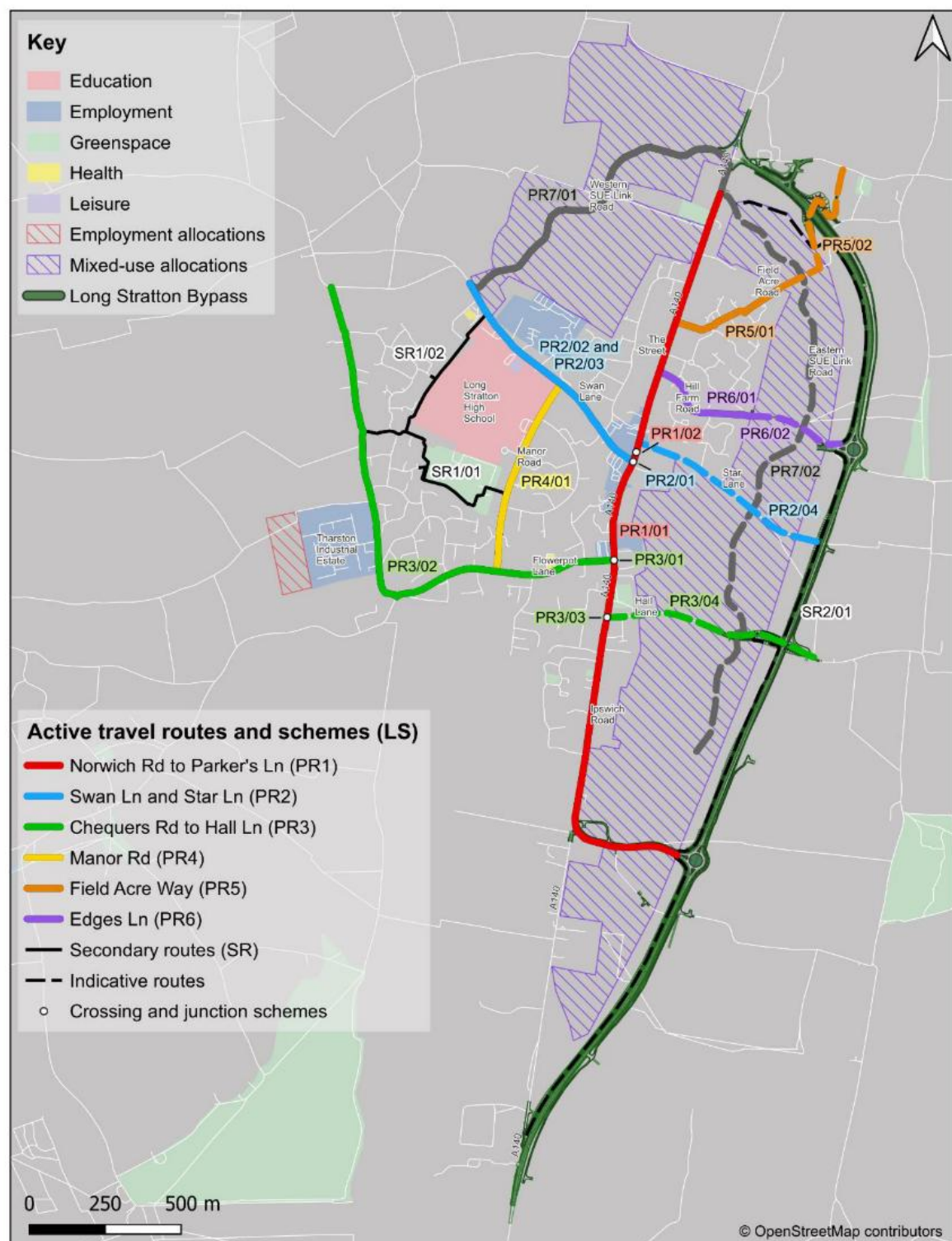
iii. Summary of priority active travel routes and schemes

Route Number	Route	Route Description
Route 1 (Red)	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.

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 (DRAFT)

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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}.

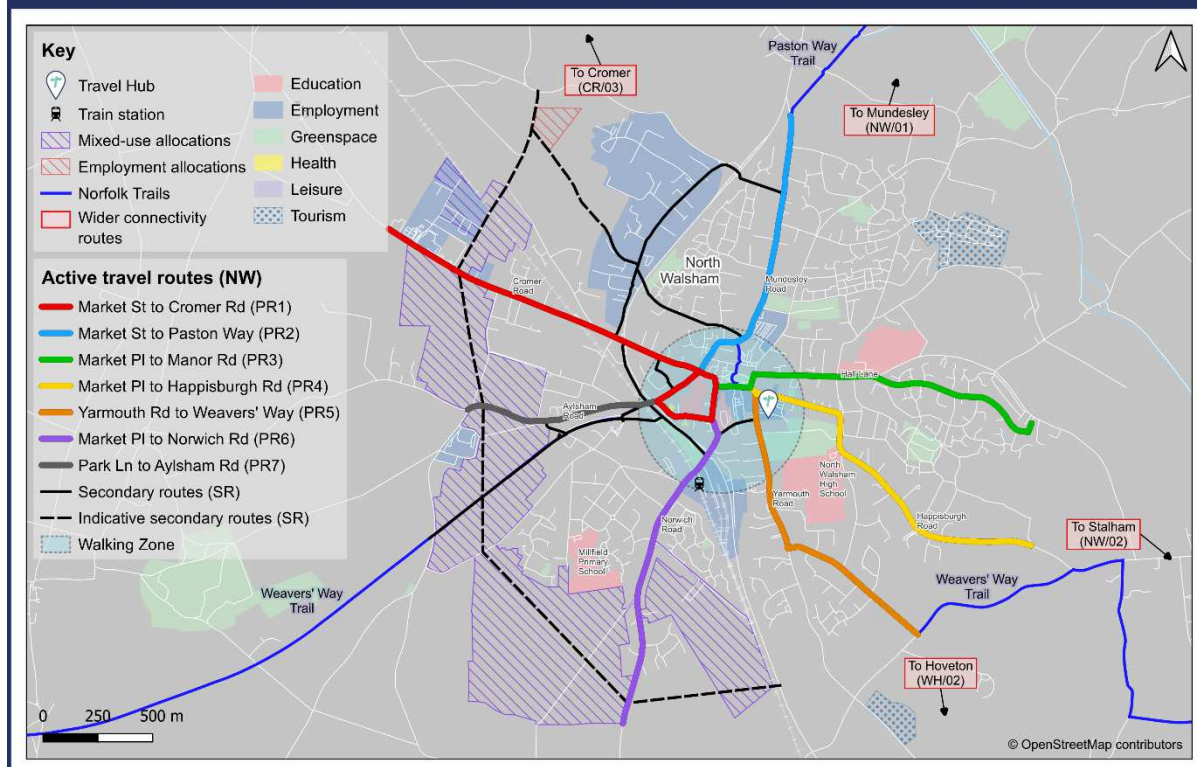
In 2021, driving by car or van was the preferred method of travel to work for residents aged 16+ at 60%. A further 11% of residents travelled by foot, 2.4% by bus or train and 2.8% cycled. Other methods accounted for 4.8% of journeys^{vi}.

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. All schemes align with proposals outlined within North Walsham Network Improvement Strategy (April 2020).

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.



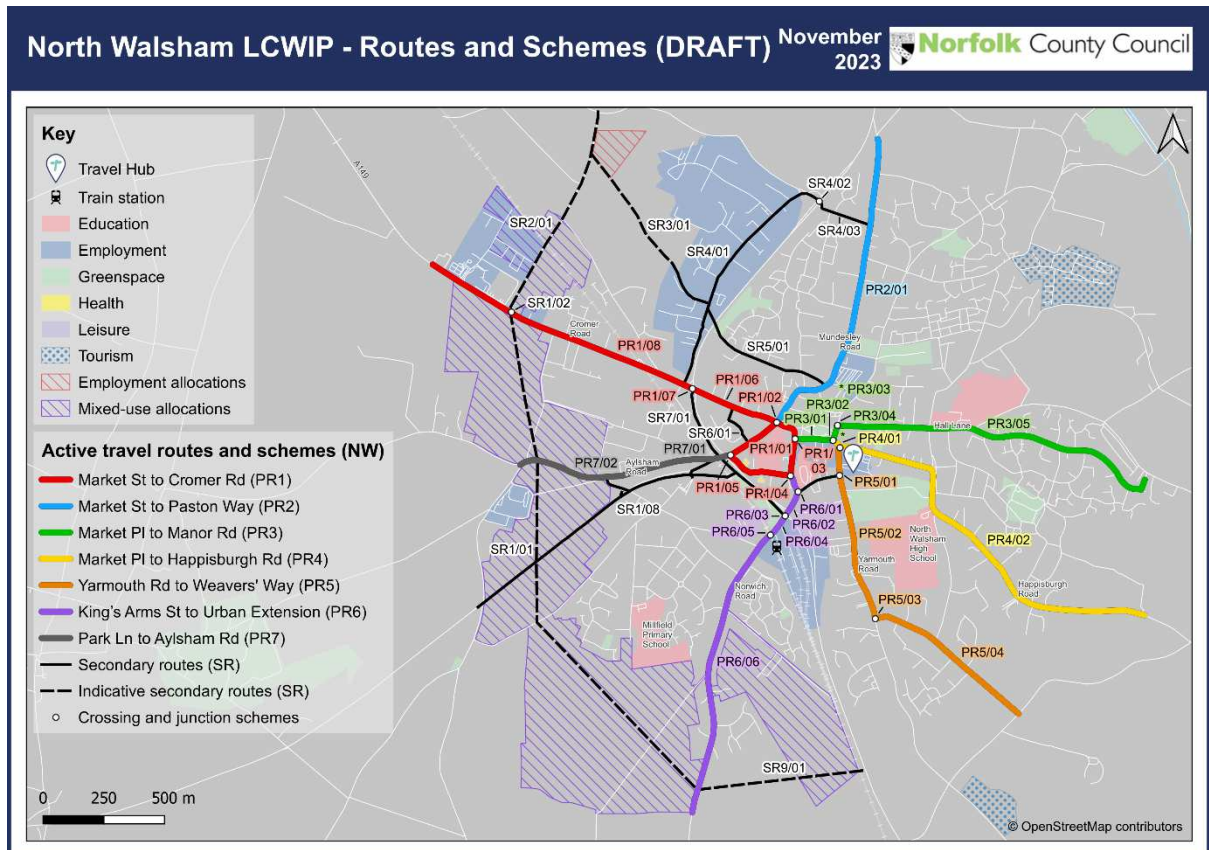
Map 31: North Walsham area map showing the current active travel network and LCWIP network.

iii. Summary of priority active travel routes and schemes

Route Number	Route	Route Description
Route 1 (Red)	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.
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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. 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

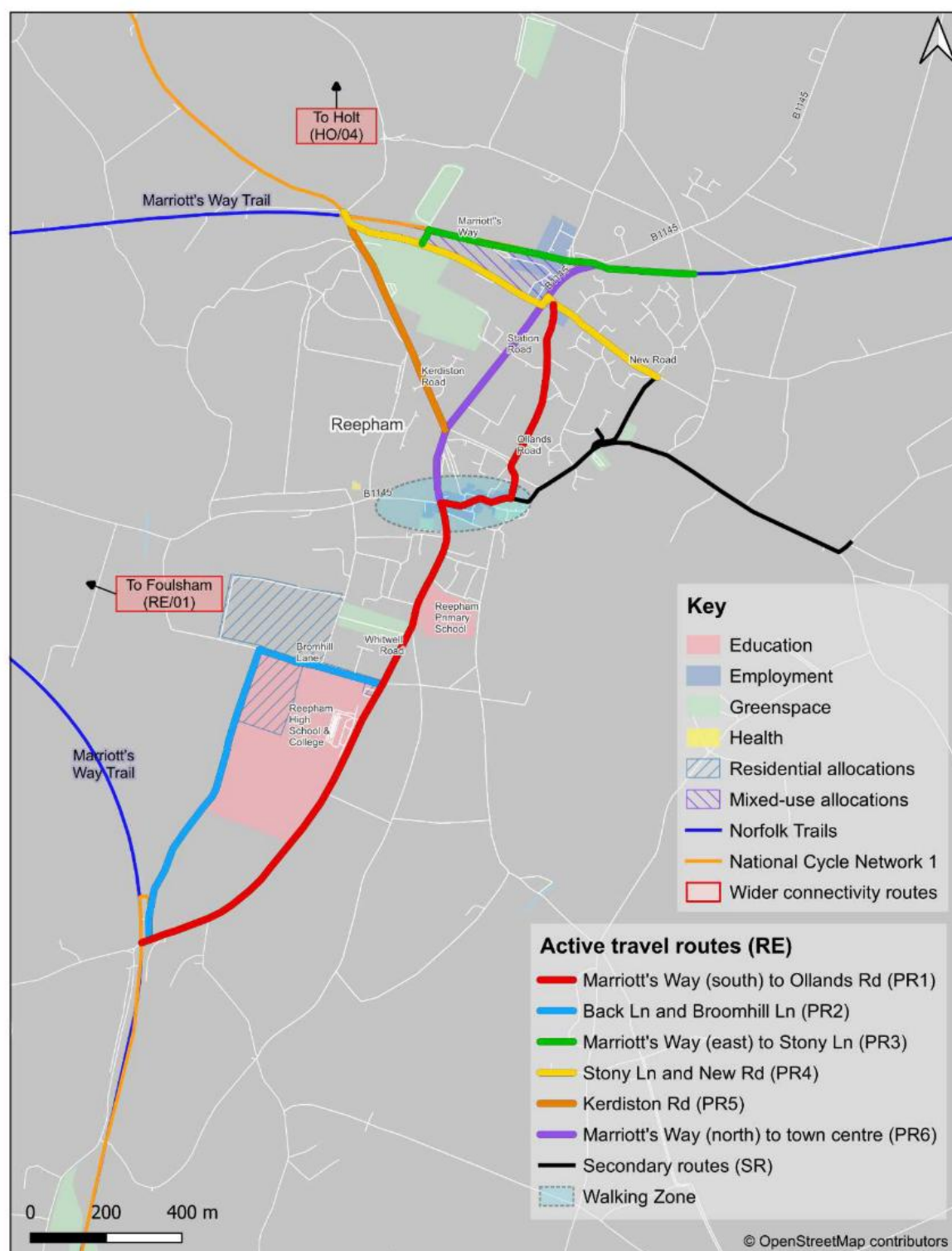
The priority active travel routes in Reepham aim to provide connectivity between the centre of town, residential areas and greenspace in the north. In the south of the town, the network links to residential allocations and schools and connects to the National Cycle Network and Marriott's Way. Connectivity 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.

Reepham LCWIP - Active Travel Network (DRAFT)

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

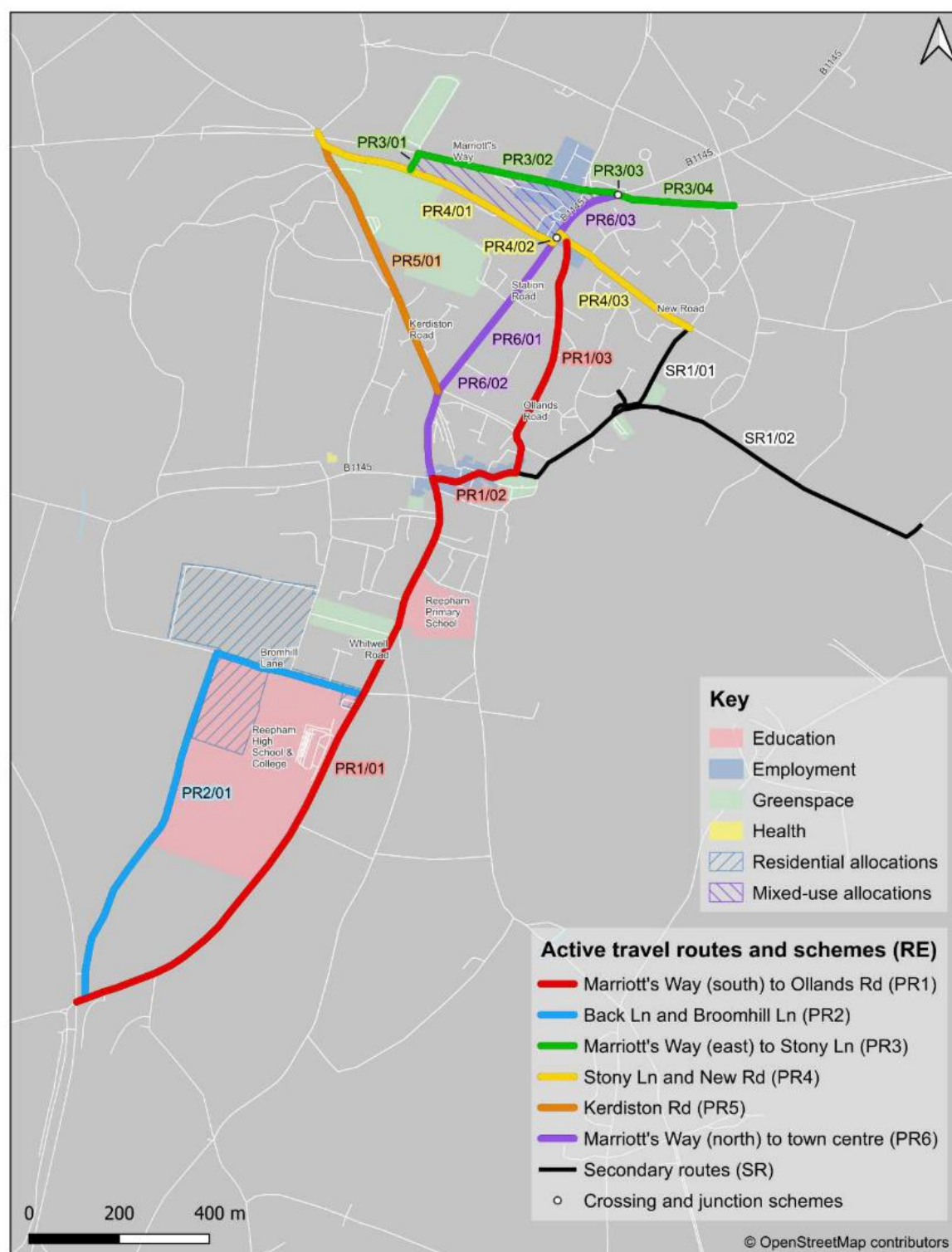
iii. Summary of priority active travel routes and schemes

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 (DRAFT)

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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}.

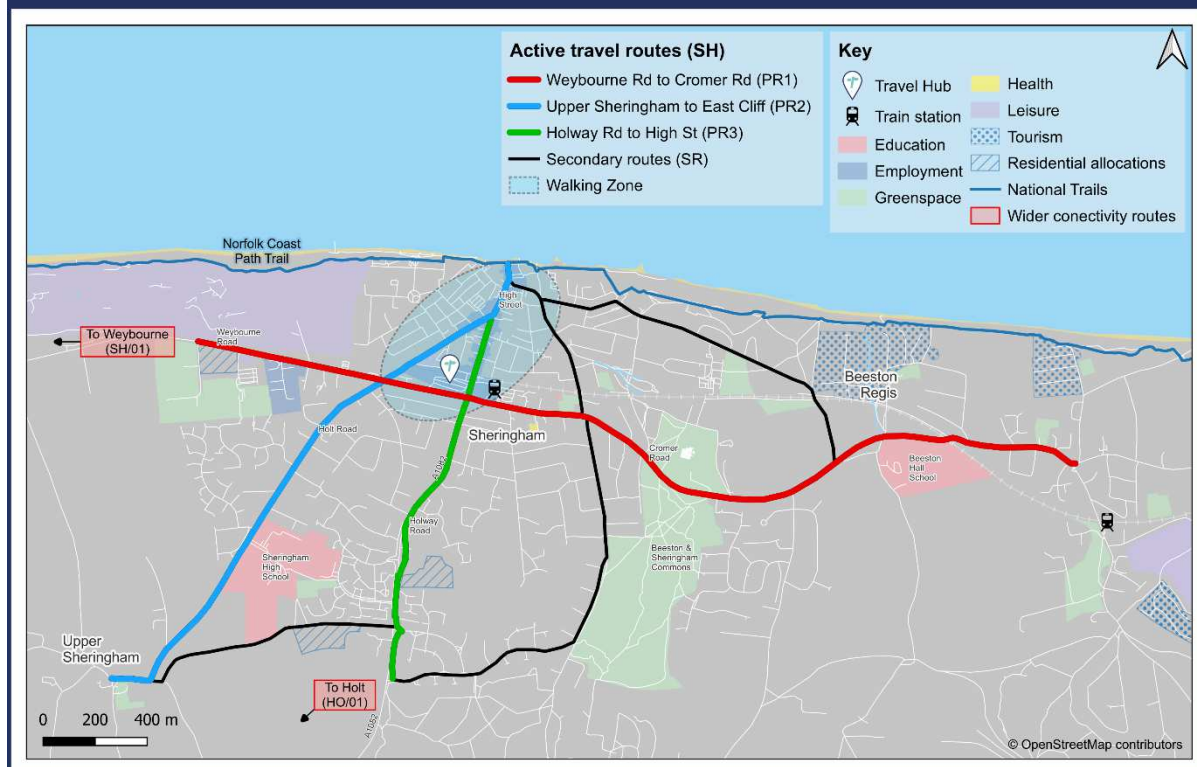
Sheringham train station provides fast and direct transport to the east of Norfolk and to Norwich and regular buses services travel to Holt, Cromer and Norwich. Active travel options include the Norfolk Coast Path which runs along the north Norfolk coast to neighbouring towns including Cromer. The walking-only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

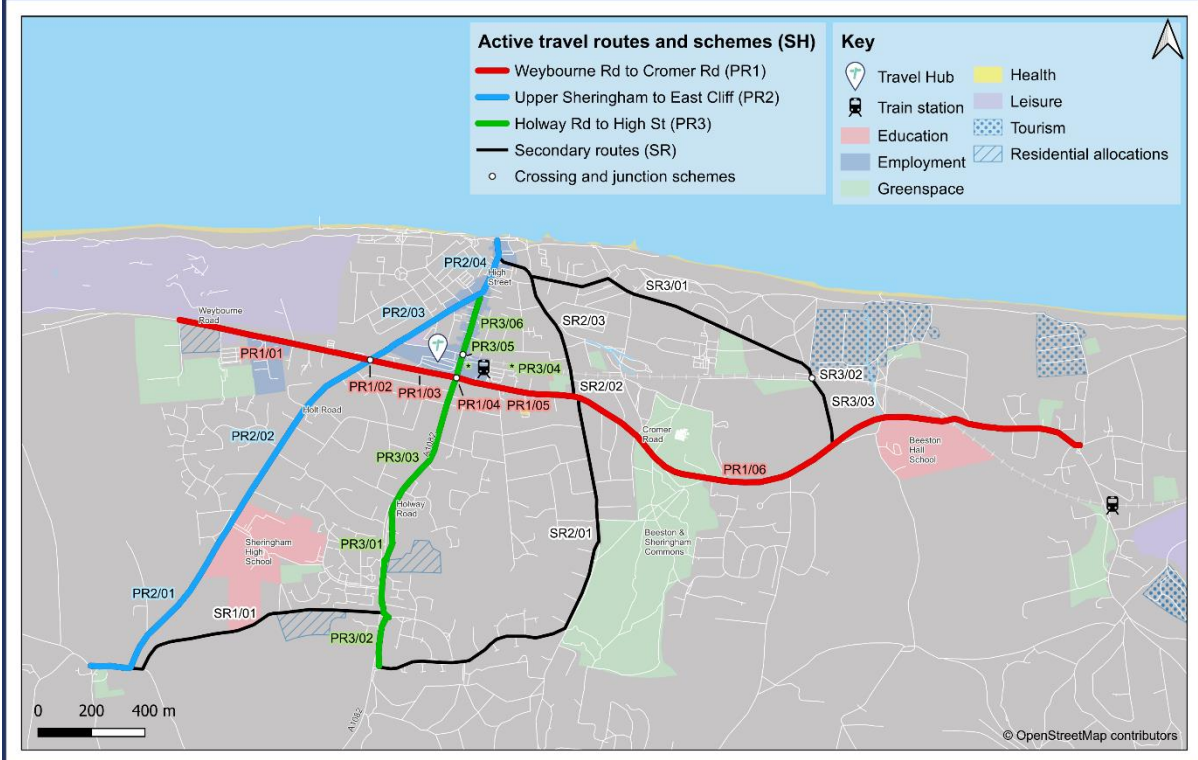


Map 35: Sheringham area map showing the current active travel network and LCWIP network.

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**Error! Bookmark not defined..** 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.

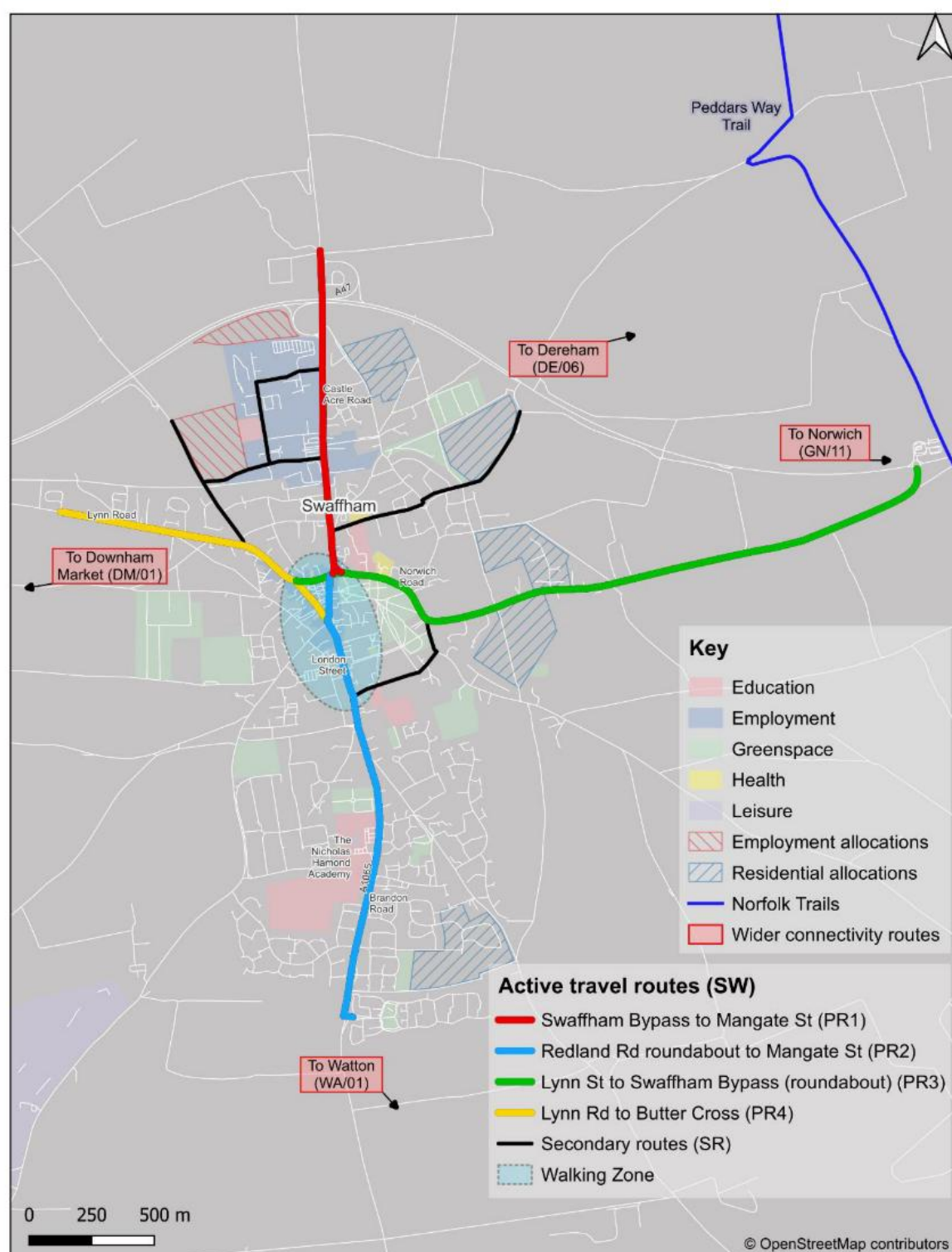
ii. Active travel network

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. Any new schemes will align with the Swaffham Town Delivery Plan 2021-2031.

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.

Swaffham LCWIP - Active Travel Network (DRAFT)



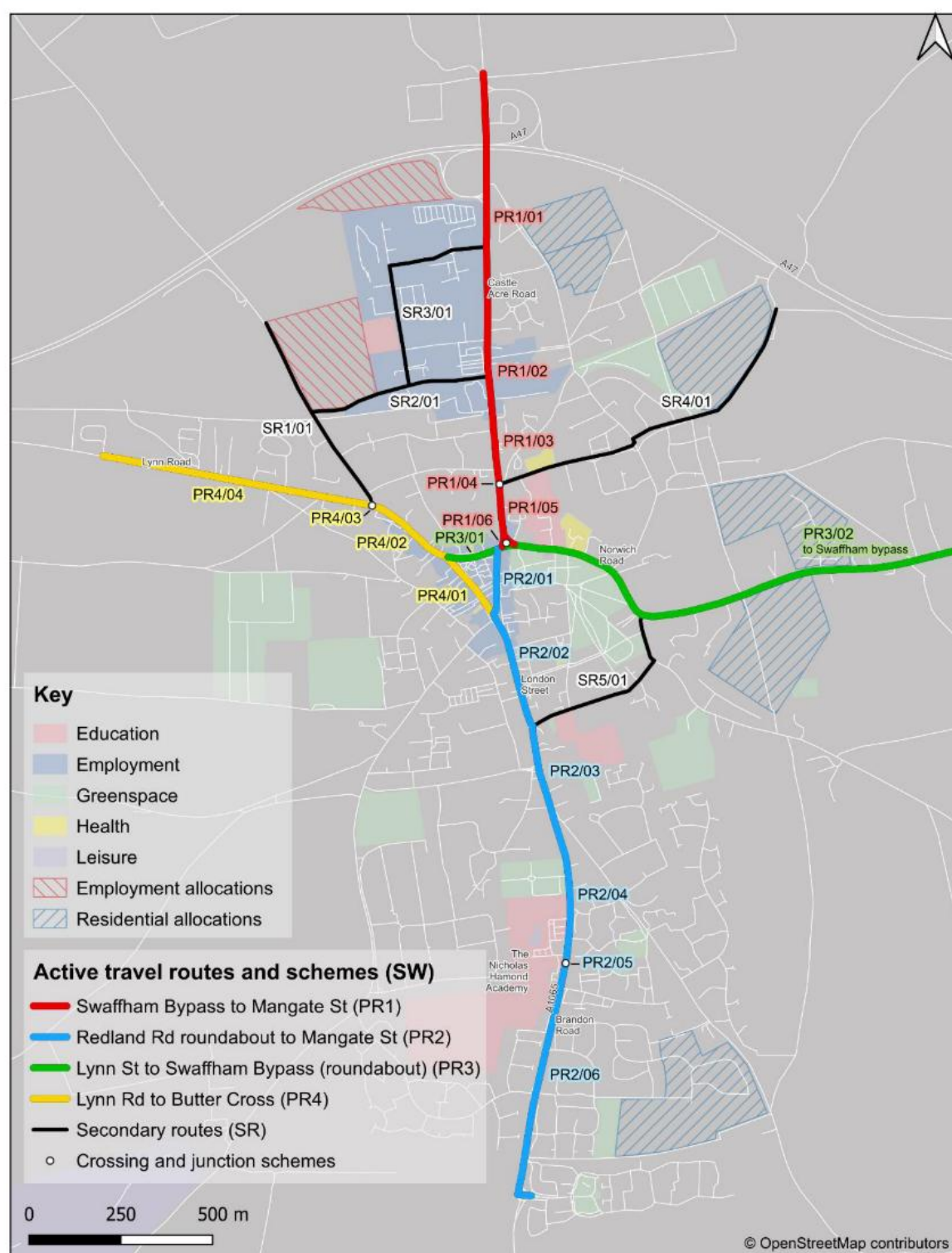
Map 37: Swaffham area map showing the current active travel network and LCWIP network.

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 (DRAFT)



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}.

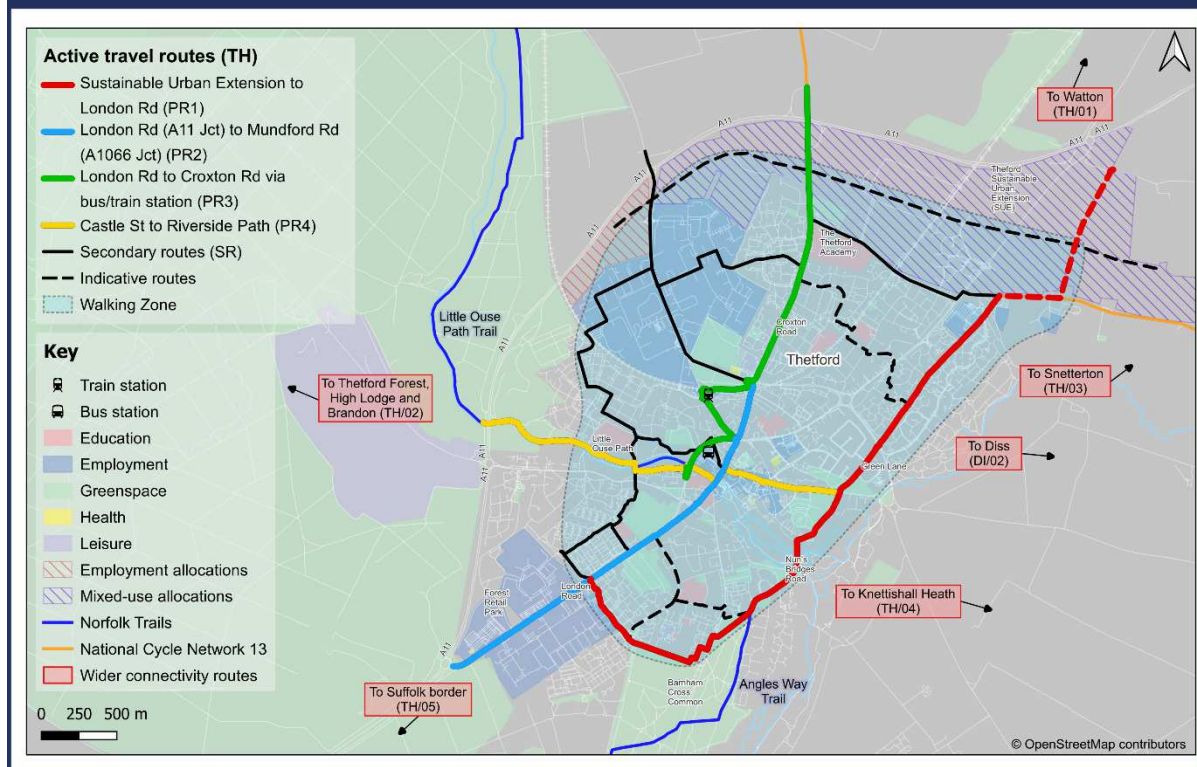
Thetford has a bus and train station providing links to Norwich, Cambridge and London. Active travel options are currently provided by National Cycle Network Route 13 which links the town to Peddars Way in the east and to Angles Way to the south. Peddars Way is a walking, cycling and horse-riding Trail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

ii. Active travel network

The priority active travel routes in Thetford 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.

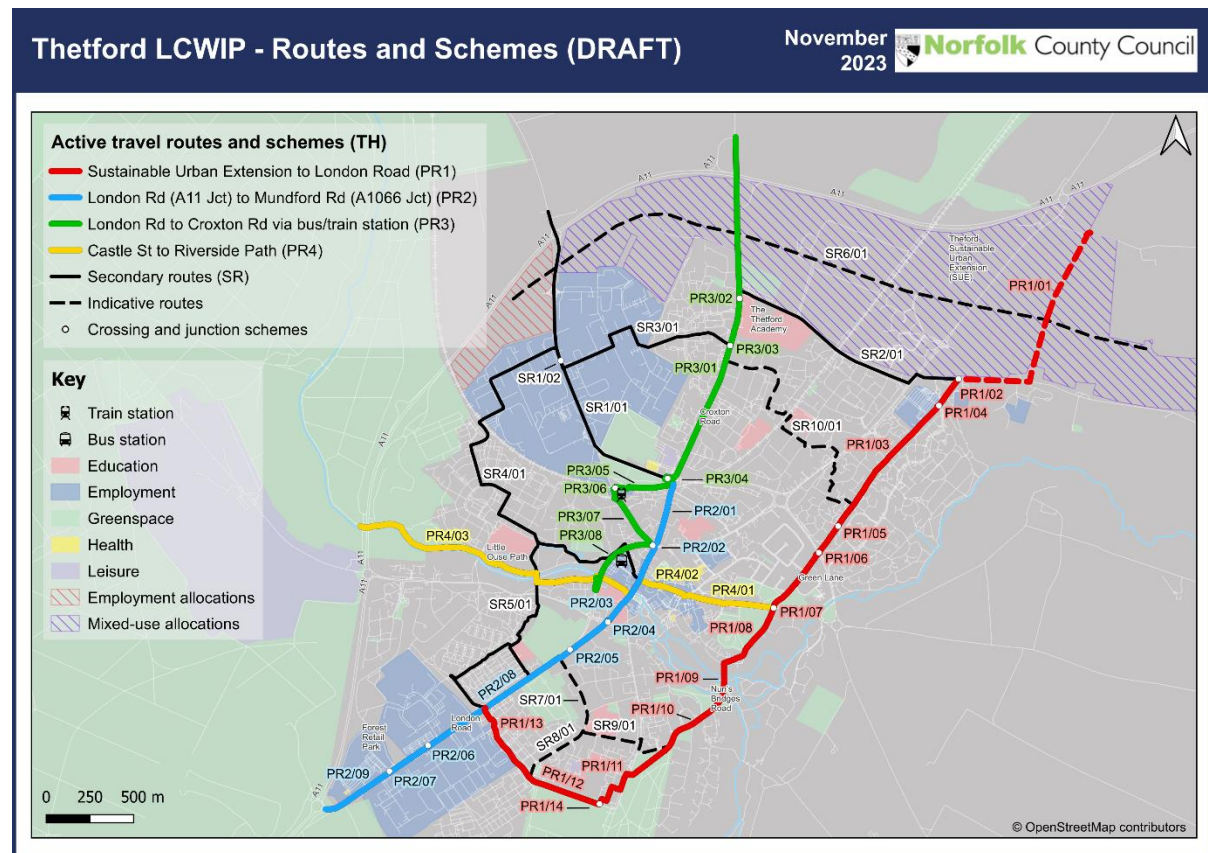


Map 39: Thetford area map showing the current active travel network and LCWIP network.

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**Error! Bookmark not defined..**

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}.

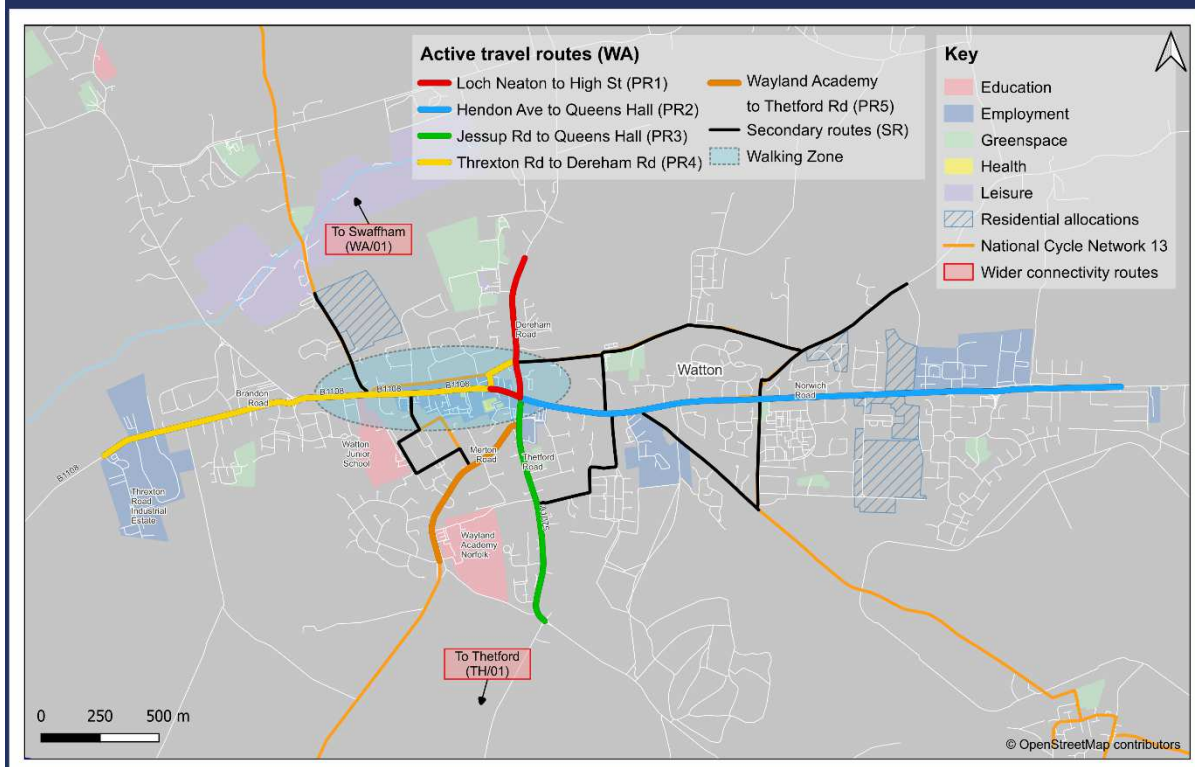
Watton does not have a train station but has several bus routes which provide access to surrounding towns and villages. National Cycle Network Route 13 connects with Swaffham and provides connectivity with Dereham and Thetford. To the west of the town, Peddars Way is a walking and cycling Trail and allows 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 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 2022. 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.



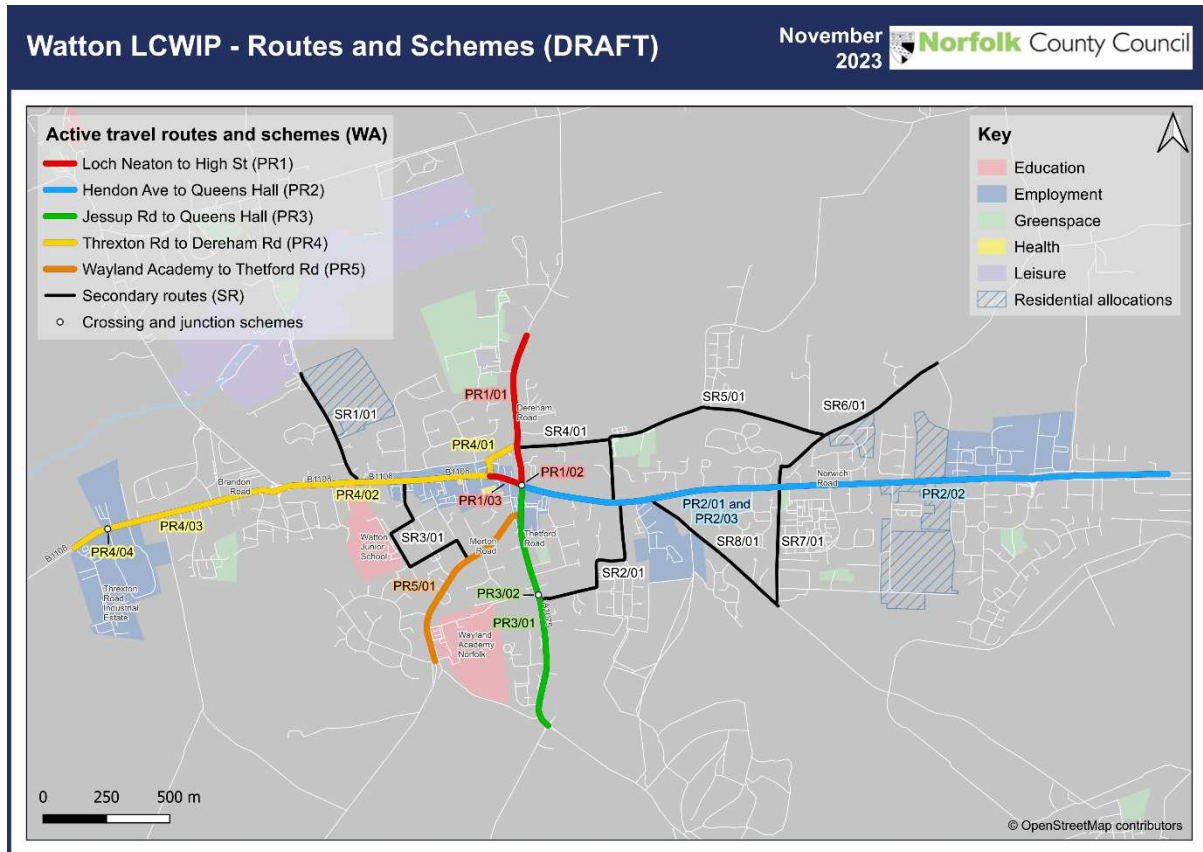
Map 41: Watton area map showing the current active travel network and LCWIP network.

iii. Summary of priority active travel routes and schemes

Route Number	Route	Route Description
Route 1 (Red)	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)	Threxton 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.
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Further information for specific schemes along each of the primary and secondary routes can be found in Annex A.



Map 42: Watton active travel network and schemes.

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.

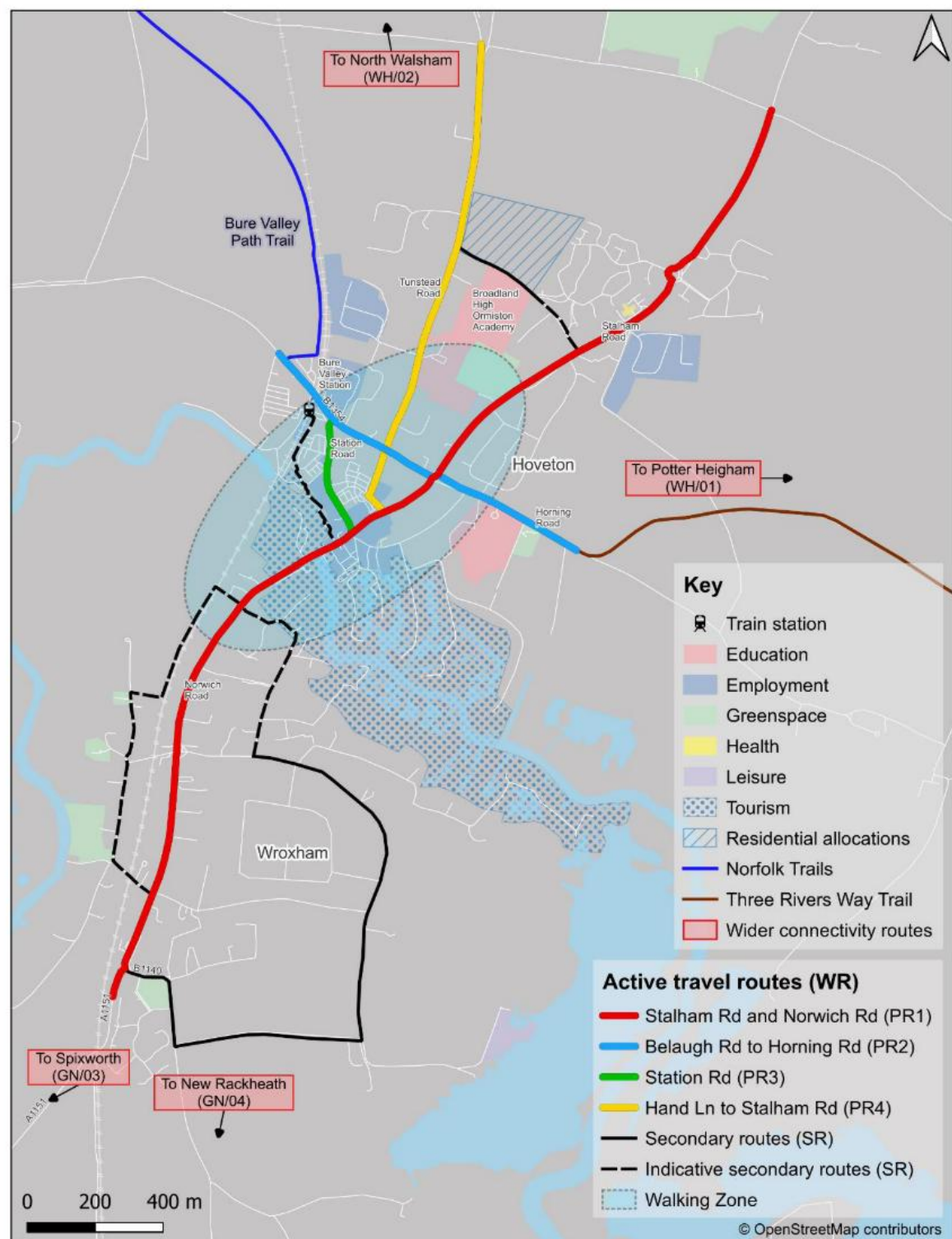
ii. Active travel network

The 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.

Wroxham and Hoveton LCWIP - Active Travel Network (DRAFT)

Norfolk County Council
November 2023



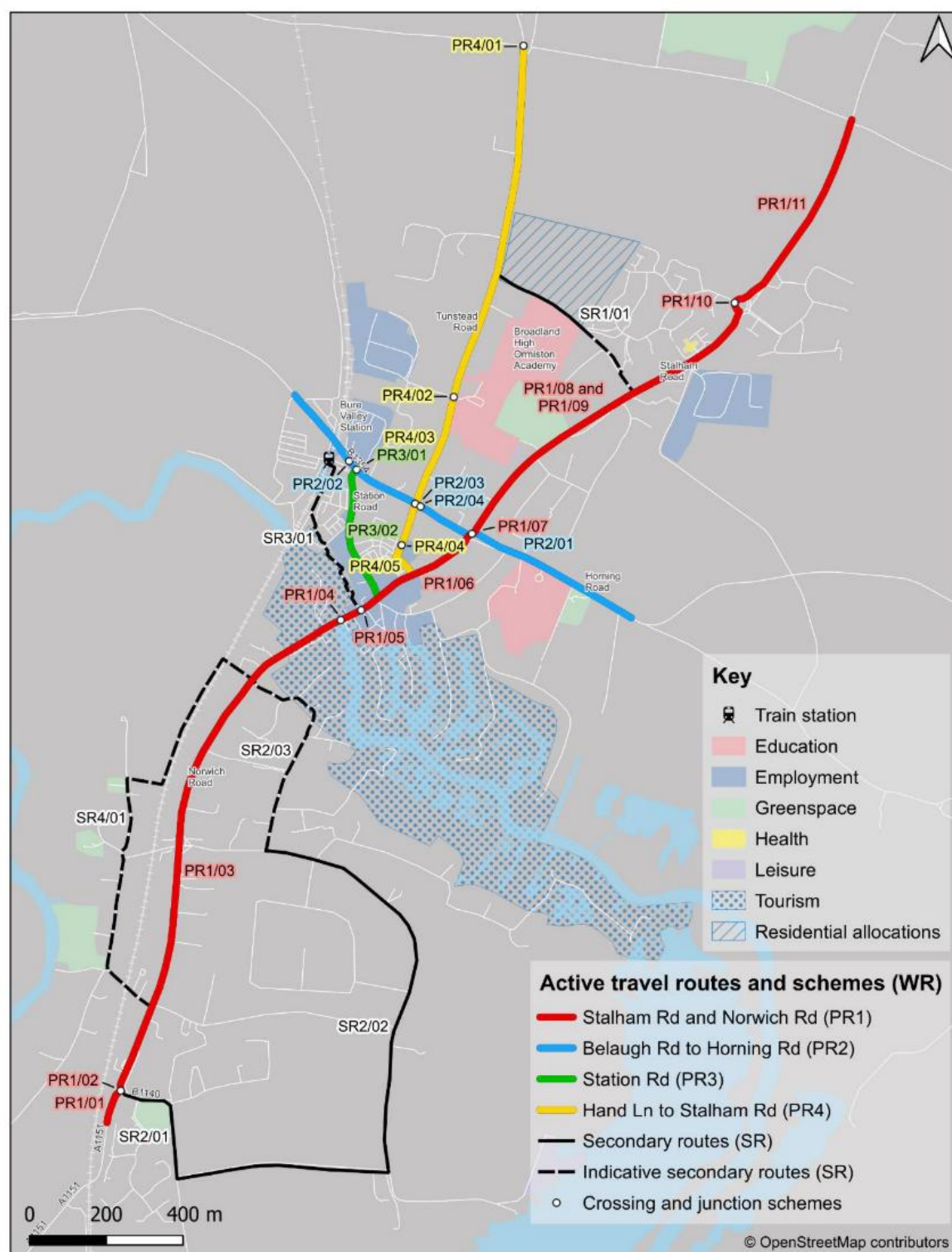
Map 43: Wroxham and Hoveton area map showing the current active travel network and LCWIP network.

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 (DRAFT)



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}.

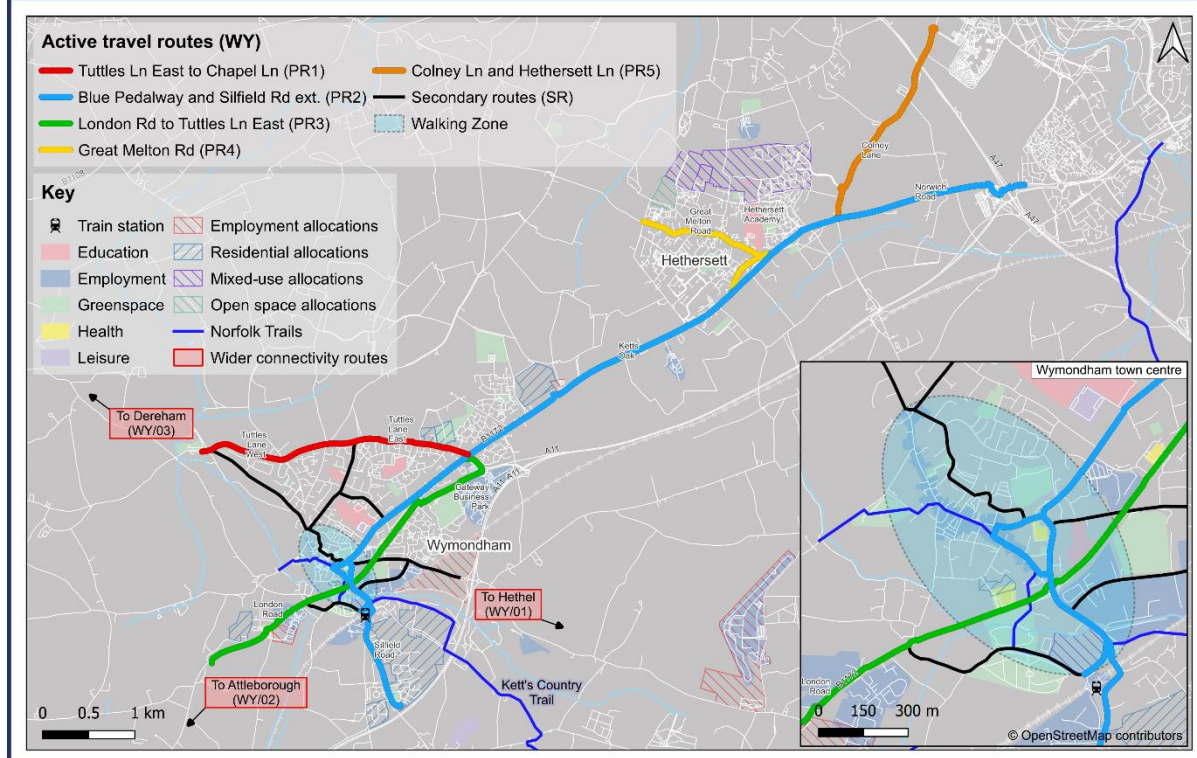
In 2021, driving by car or van was the preferred method of travel to work for residents aged 16+ in Wymondham and Hethersett combined, at 53%. A further 5.6% of residents travelled by foot, 2.4% by bus or train and 2.6% cycled. Other methods accounted for 3.5% of journeys^{vi}.

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.

i. 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.

The Walking Zone study area, located in Wymondham, aims to cover services in the town centre which see high levels of footfall - schemes align with the Wymondham Area Action Plan 2015. The next step is to conduct feasibility studies and walking route assessments within this area to identify schemes to improve walking and wheeling connectivity.

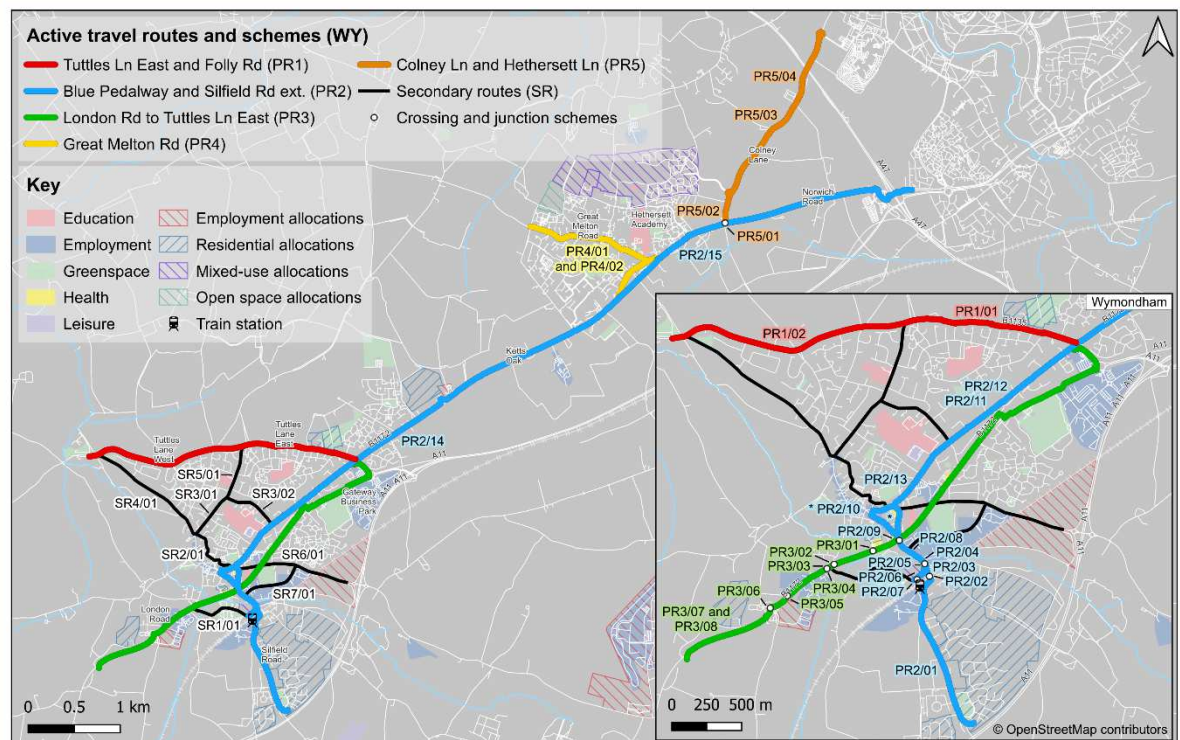


Map 45: Wymondham and Hethersett area map showing the current active travel network and LCWIP network.

ii. 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 Tuttle Lane West and Tuttle 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 Tuttle 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.



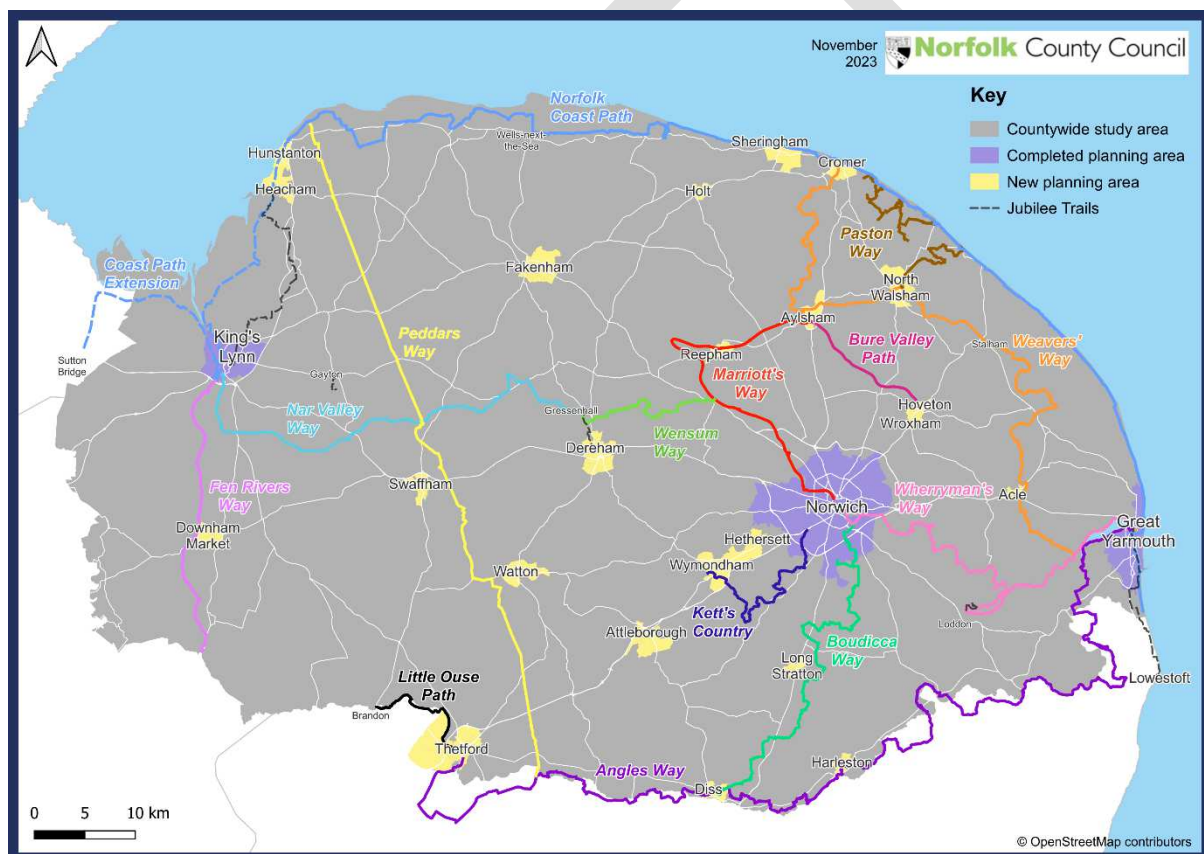
Map 46: Wymondham active travel network and schemes.

9. Norfolk's 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.

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's Trails Network.

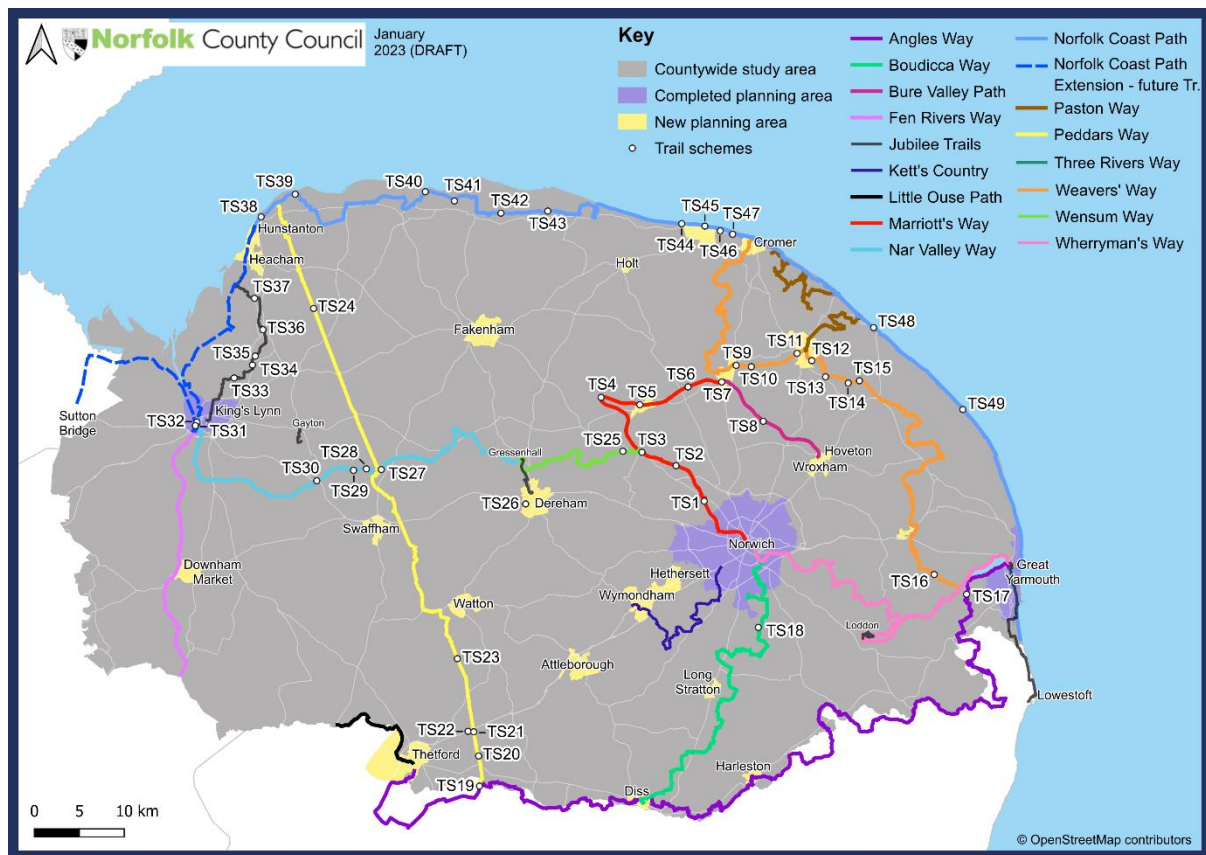
ii. Trails Network route summary

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, Wrenningham, Mulbarton, Swardeston 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. Norfolk's National Cycle Network

i. Introduction

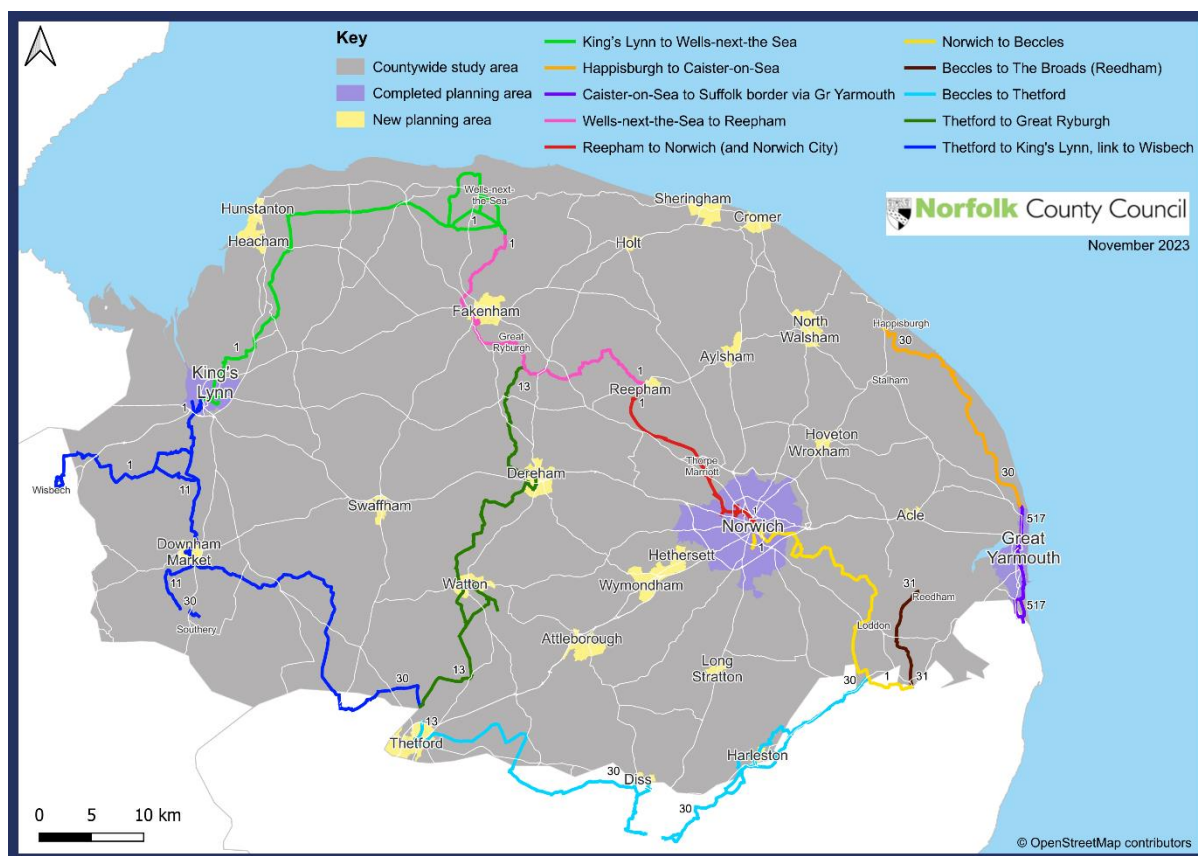
The National Cycle Network (NCN) is a nationwide network of over 20,500km of signed cycling and walking routes spanning the UK^{iv}. The routes are used by people walking and cycling, as well as wheelchair users, joggers and horse-riders.

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 crossings 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.

iii. 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	NCN 30 and NCN 517	The 17km of NCN 30 and NCN 517 between Yarmouth and the Suffolk border in the south

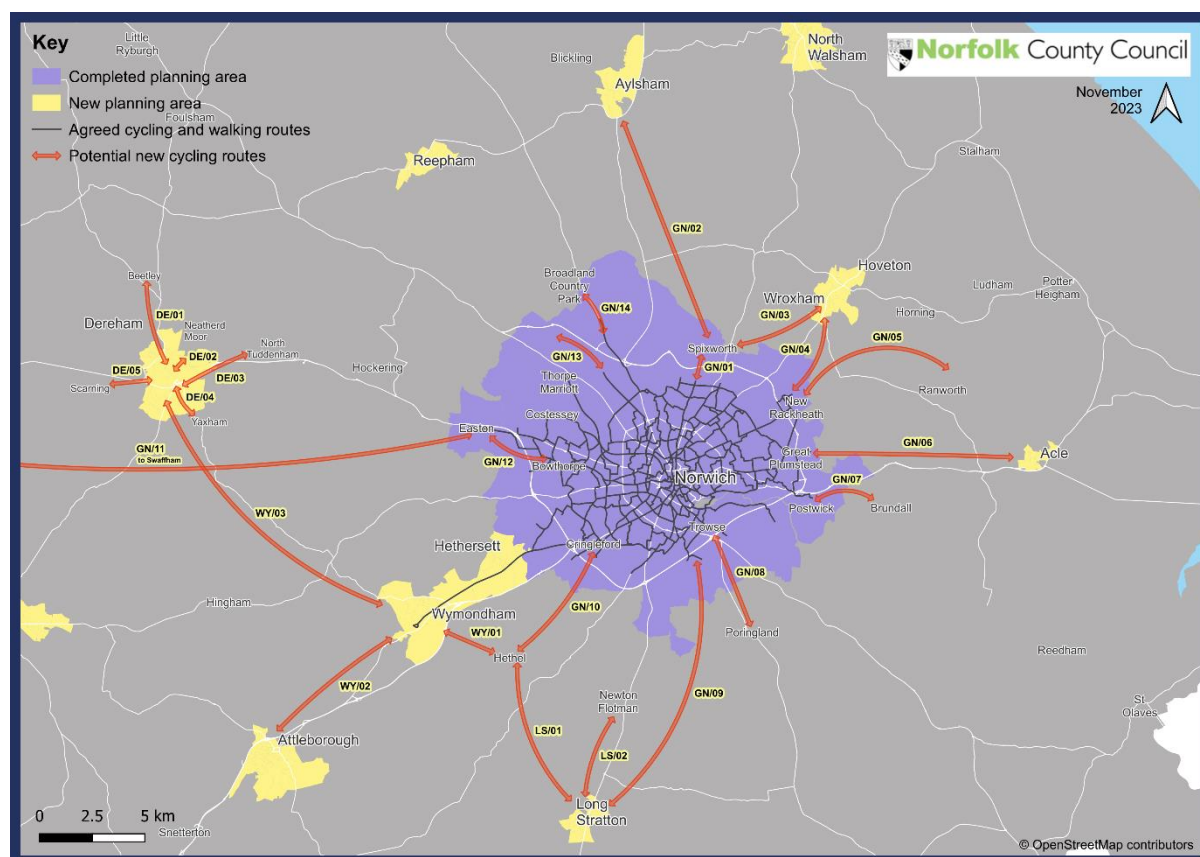
Cycle network section	Network number	Route description
border via Great Yarmouth		of Hopton (towards Lowestoft) consists of a combination of longer stretches on road and shorter traffic-free sections. This route provides a key link to the coast communities of Lowestoft and Great Yarmouth.
Wells-next-the-Sea 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.
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.

Cycle network section	Network number	Route description
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 Foulton 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. The following maps and tables provide a summary of the routes within the Countywide LCWIP.

i. Wider Connectivity Routes for Greater Norwich and Dereham



Map 50: Potential and agreed cycling routes linking Greater Norwich and Dereham with surrounding towns and villages.

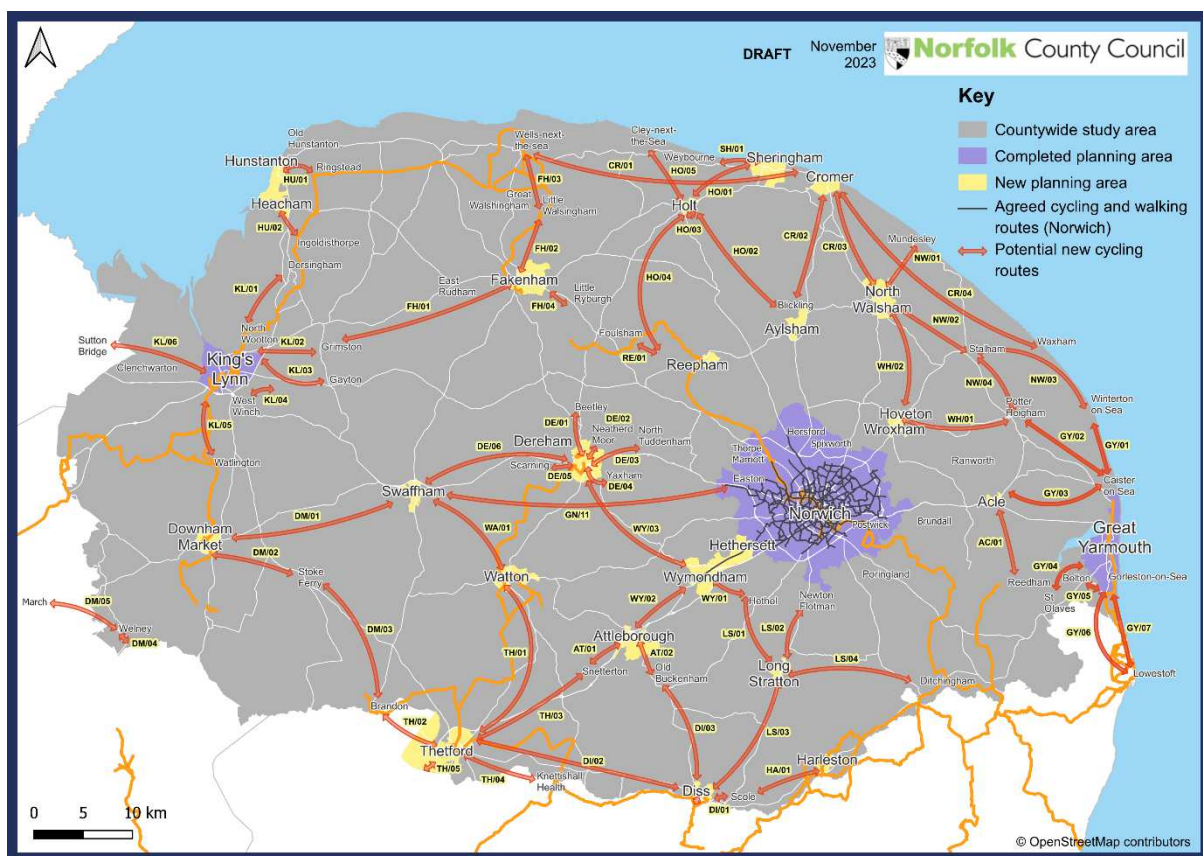
ii. Route summary

Reference	Location	Description
GN/01	Buxton Road to Spixworth cycle link	Cycling route to connect Spixworth with the existing Greater Norwich cycle network via Buxton Road.
GN/02	Spixworth to Aylsham cycle link	Cycling route providing connectivity between north Spixworth and Aylsham, potentially using quiet lanes.

Reference	Location	Description
GN/03	Spixworth to Wroxham cycle link	Development of an existing quiet lane route to provide cycling 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 public rights of way to provide wider connectivity between Greater Norwich and Wroxham.
GN/05	Norfolk Broads leisure cycle routes	A cycling route connecting Greater Norwich with the Broads using quiet roads and existing public rights of way.
GN/06	Acle cycle link	A cycling 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 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 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 route providing connectivity along Reepham Road linking Hellesdon with development allocations to the north of Thorpe Marriott.
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.

Reference	Location	Description
DE/01	Dereham to Beetley	A 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 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 routes linking towns and cities in Norfolk.

iv. 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 for connectivity for all users south of Downham Market along the disused railway to Stoke Ferry via Fordham.
DM/03	Stoke Ferry to Brandon	A cycling and walking route using quiet roads and 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.

Reference	Location	Description
DM/05	NCN 11 on 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.
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 Little Ryburgh	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Pensthorpe and 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.
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 route using quiet roads and existing public rights of way to provide wider connectivity between Sheringham and Weybourne.

Reference	Location	Description
CR/01	Cromer to Wells-next-the-Sea (linking with Holt and Sheringham)	A cycling and walking route using quiet roads and 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 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 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 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.
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

Reference	Location	Description
		shared-use path as well as route solutions to extend connectivity to Potter Heigham.
WH/02	Wroxham and Hoveton to North Walsham	A cycling and walking route using quiet roads and 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 to 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 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 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 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 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 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 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 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 public rights of way to provide wider connectivity between Diss and Old Buckenham via Shelfanger and Winfarthing.
WY/01	Wymondham and Hethel cycle link	A cycling and walking route using quiet roads and public rights of way to provide wider connectivity between Wymondham town centre and train station and the Hethel Engineering Centre.
WY/02	Wymondham and Attleborough cycle link	A cycling and walking route using quiet roads and public rights of way to provide wider connectivity between Attleborough and Wymondham.
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.

Reference	Location	Description
AT/01	Attleborough to Snetterton Business Park	A cycling and walking route using quiet roads and 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 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 Business Park connecting with Peddars Way	A cycling and walking route using quiet roads and 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.



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 300 pedal bikes, 120 e-bikes and 300 e-scooters available in Norwich, which can be found at one of over 130 parking bays located around the city^{vii}.

Since its launch, Beryl has amassed over 66,000 Beryl users in the city who have performed more than 915,000 rides and prevented over 160 tonnes of CO₂ (figures from end of October 2023).

Figure 7: Beryl fleet of e-scooter, e-bike and standard bike. Source: Beryl, 2021^{viii}.

Also in Norfolk, Great Yarmouth Borough Council are working with Ginger 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. As a result of the success of the scheme, the number of e-scooters has been doubled and the pilot has been extended to March 2024^{ix}.

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 Bikes

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 bike. Source: Zedify, 2021^x.

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

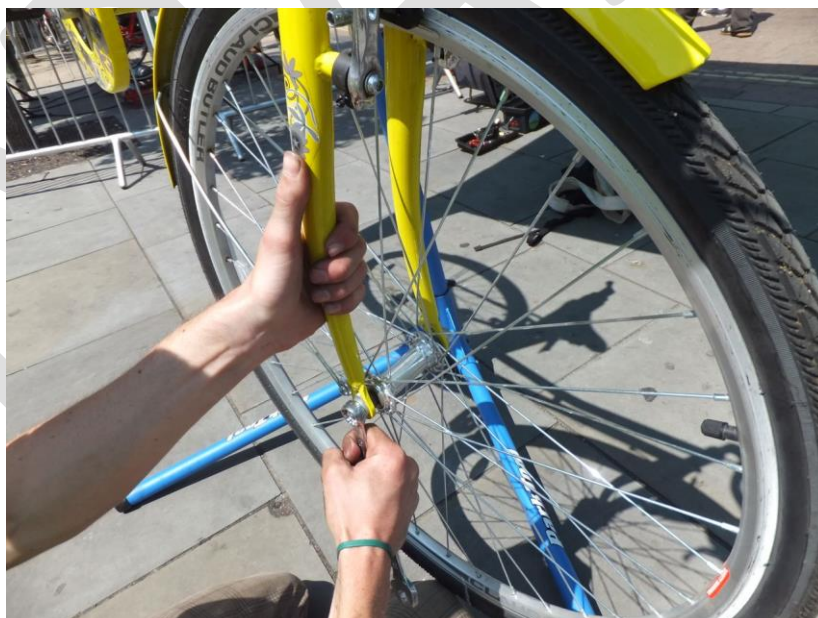
Cycling and walking projects are designed to give people the capability, opportunity and motivation to walk and cycle more.

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. References

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- i [Office for Health Improvements and Disparities \(2015\) Physical activity: applying All Our Health \(online\).](#)
 - ii [Department for Transport \(2020\) Gear Change, A bold vision for cycling and walking \(online\).](#)
 - iii [Department for Transport \(2020\) Cycle Infrastructure Design LTN 1/20 \(online\).](#)
 - iv [Sustrans \(2012\) Paths for Everyone Report Three Years On \(online\).](#)
 - v [Norfolk Insight \(2021\) Population Report for Norfolk \(online\).](#)
 - vi [Norfolk Insights \(2021\) Economy Report for Norfolk \(online\).](#)
 - vii [Beryl \(2023\) Ride with us \(online\).](#)
 - viii [Beryl \(2021\) Photograph of Beryl fleet provided by Beryl \(online\).](#)
 - ix [Great Yarmouth Borough Council \(2023\) E-scooter trial declared a ‘wheel’ success as list of registered users grows to nearly ten thousand \(online\).](#)
 - x [Zedify \(2021\) Photograph of e-cargo bike provided by Zedify \(online\).](#)

COUNTYWIDE LCWIP: ANNEX A – PROGRAMME OF CYCLING, WALKING AND WHEELING IMPROVEMENTS FOR NORFOLK

COUNTYWIDE LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

February 2024

(DRAFT VERSION)



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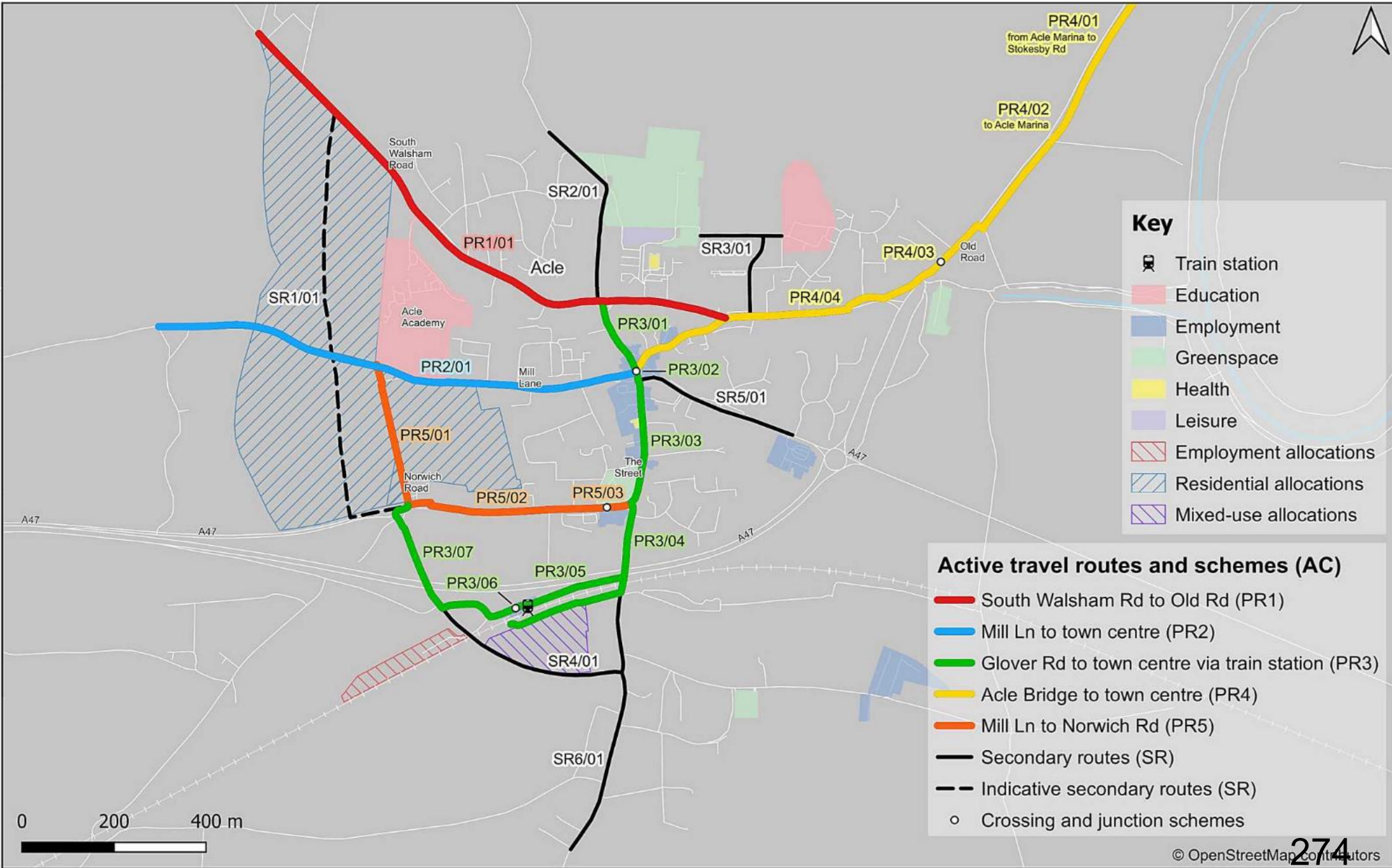
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ACLE**Active Travel Infrastructure Scheme List and Network Map (DRAFT)**[Click here to navigate back to the contents page.](#)

Reference	Route	Route Type	Road Name	Settlement	Source	Description	Type	Length (m)	Timescale (<3,<5,5+ years)	Next Steps
AC/PR1/01	AC Route 1 (Red)	Primary	South Walsham Road and Bridewell Lane (between Old Rd Jct and the industrial estate).	Acle	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to deliver safe cycling, walking and wheeling along South Walsham Road between the junction with Old Road and the industrial estate in the west. Attention to pavement widths and condition, traffic calming as well as the crossing on Bridewell Lane near the Acle Medical Partnership. Attention also to priority over side roads at the junctions with The Street and Englands Road.	Cycling, walking and wheeling	1230m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
AC/PR2/01	AC Route 2 (Blue)	Primary	Mill Lane (from The Street to Jubilee Wood)	Acle	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to deliver a safe cycling, walking and wheeling along Mill Lane connecting existing and new residential areas with the town centre and Jubilee Wood. Attention to route width and condition, priority at side roads, lighting and signage.	Cycling, walking and wheeling	975m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
AC/PR3/01	AC Route 3 (Green)	Primary	The Street (Jct of Bridewell Ln) to the Old Road junction	Acle	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to deliver safe cycling, walking and wheeling along The Street between the junctions with Bridewell Lane and Old Road. Attention to pavement widths and conditions as well as a crossing near the junction of Old Road.	Cycling, walking and wheeling	175m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
AC/PR3/02	AC Route 3 (Green)	Primary	The junction of Old Road, New Road and The Street	Acle	Countywide Local Cycling and Walking Infrastructure Plan	Junction scheme to enable safe cycling, walking and wheeling at the junction of Old Road, New Road and The Street. Schemes to address the extent of the highway in the village centre (Acle Neighbourhood Plan Policy 2). Increase the width of narrow pavements. Schemes to enable safe turning and crossing at junctions.	Cycling, walking and wheeling	20m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
AC/PR3/03	AC Route 3 (Green)	Primary	The Street (between the junction with New Rd and Reedham Rd)	Acle	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to deliver safe cycling, walking and wheeling along The Street between the junction with New Road and Reedham Road allowing for segregated cycle lanes where possible, priority at side roads and wayfinding.	Cycling, walking and wheeling	250m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
AC/PR3/04	AC Route 3 (Green)	Primary	Reepham Road (between the junction with The St and the train station footpath south of the bridge)	Acle	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to deliver safe cycling, walking and wheeling along Reedham Road incorporating the junction with Norwich Road and The Street. Include schemes to enable safe turning for cycling at the junction, considering segregated cycle lanes where possible, priority at side roads and wayfinding. Also incorporate a scheme to include light under bridges - the route links with train station platform footpaths south of the bridge.	Cycling, walking and wheeling	160m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
AC/PR3/05	AC Route 3 (Green)	Primary	Acle railway station footpaths (north to south) leading to the eastbound and westbound railway station platforms	Acle	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling access to the south and north platform at Acle railway station. Schemes to consider route width, surface condition and lighting. Feasibility study required for the introduction of CCTV.	Cycling, walking and wheeling	250m (north path), 230m (south path)	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
AC/PR3/06	AC Route 3 (Green)	Primary	Railway station footbridge	Acle	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and bridge scheme to provide cycling, walking and wheeling connectivity between the north and southbound platform at Acle railway station.	Cycling, walking and wheeling	20m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
AC/PR3/07	AC Route 3 (Green)	Primary	Railway station to Glover Road	Acle	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to deliver safe cycling, walking and wheeling route potentially segregated path from the railway station to the new housing development serviced by Glover Road.	Cycling, walking and wheeling	600m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
AC/PR4/01	AC Route 4 (Yellow)	Primary	Acle Bridge (Stokesby New Road) to the Acle Bridge Inn.	Acle	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to deliver safe cycling, walking over the Acle Bridge from the junction with Stokesby Road and the entrance of the Acle Bridge Inn.	Cycling, walking and wheeling	425m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
AC/PR4/02	AC Route 4 (Yellow)	Primary	Acle Bridge to Acle Marina	Acle	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to deliver safe cycling, walking along the length of A1064 Old Road from the Acle Bridge Inn to the Acle Marina. A feasibility study would be required to link and upgrade the existing footpath running on the east side of the A1064. Signage also required.	Cycling, walking and wheeling	915m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
AC/PR4/03	AC Route 4 (Yellow)	Primary	Crossing near Hermitage Close	Acle	Acle Neighbourhood Plan	Feasibility study and crossing scheme near Hermitage Close to enable walking and wheeling connectivity with locations and developments east of the A1604.	Cycling, walking and wheeling	10m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
AC/PR4/04	AC Route 4 (Yellow)	Primary	Acle Marina to Mill Lane via Old Road	Acle	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Old Road between the Acle Marina and Mill Lane with segregated cycle lanes when possible. Attention to traffic speeds, pavement conditions and width and signage.	Cycling, walking and wheeling	845m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

AC/PR5/01	AC Route 5 (Orange)	Primary	Mill Lane (south of Acle Academy) to Norwich Road (Reedham Rd roundabout)	Acle	Acle Neighbourhood Plan	Feasibility study and schemes to enable cycling, walking and wheeling along the existing footway between Norwich Road and the southern boundary of Acle Academy and the roundabout on Norwich Road (part of the Mill Lane development).	Cycling, walking and wheeling	350m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AC/PR5/02	AC Route 5 (Orange)	Primary	Norwich Road (Reedham Rd roundabout)	Acle	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes which to enable cycling, walking and wheeling along Norwich Road between the roundabout with Glover Road and the junction with Reedham Road. Attention to the turning point to and from Reedham Road, pavement widths and condition and priority at side road crossings.	Cycling, walking and wheeling	490m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AC/PR5/03	AC Route 5 (Orange)	Primary	Norwich Road crossing	Acle	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to review the suitability of the dedicated crossing points close to the East Of England Co-op and Acle Garden Machinery.	Cycling, walking and wheeling	15m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
AC/SR1/01	AC Secondary Route 1	Secondary	Mill Lane development (South Walsham Road to Mill Lane)	Acle	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling within the Mill Lane development between South Walsham Road, Mill Lane and Norwich Road.	Cycling, walking and wheeling	580m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AC/SR2/01	AC Secondary Route 2	Secondary	Pyebush Lane (Orchard Cl jct) to Bridewell Lane	Acle	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Pyebush Lane only. Attention to route width and condition, lighting and wayfinding.	Cycling, walking and wheeling	430m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AC/SR3/01	AC Secondary Route 3	Secondary	De Carle Smith Road and Habgood Close	Acle	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along De Carle Smith Road and Habgood Close linking with Acle Saint Edmund Church of England Primary School and Acle Cricket Club. Attention to traffic speeds, route width and condition, lighting and wayfinding.	Cycling, walking and wheeling	320m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AC/SR4/01	AC Secondary Route 4	Secondary	Reedham Road and Station Road link	Acle	Countywide Local Cycling and Walking Infrastructure Plan	Habgood schemes to enable cycling, walking and wheeling connectivity in the south east of Acle via Reedham Road linking with Station Road and the network south of the bridge near the train station footpaths. Attention to narrow footways and traffic speeds.	Cycling, walking and wheeling	640m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AC/SR5/01	AC Secondary Route 5	Secondary	New Road (Springfield to The St)	Acle	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along New Road between Springfield and The Street allowing connectivity between residential areas and the town centre. Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	380m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AC/SR6/01	AC Secondary Route 6	Secondary	Reedham Road (from Station Rd)	Acle	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Reedham Road heading south from the roundabout with Station Road to the extent of the town and to any future housing and employment developments. Attention to traffic speeds and narrow footways crossing residential driveways.	Cycling, walking and wheeling	420m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AC/WZ/01	AC Walking Zone	Walking Zone	Acle town centre	Acle	Acle Neighbourhood Plan	Working with key stakeholders, conduct a walking route assessment and identify schemes to enable and enhance walking and wheeling connectivity within Acle. Pay attention to pavement widths and conditions as well as crossings in the centre Acle. Schemes are to align with policies within the Acle Neighbourhood plan by reducing the dominance of highway within the town centre and supporting connectivity with public transport.	Walking and wheeling	0.16km2	Medium	<5 years	Walking Route Assessment Year 1 Detailed design Year 2



ATTLEBOROUGH

Active Travel Infrastructure Scheme List and Network Map (DRAFT)

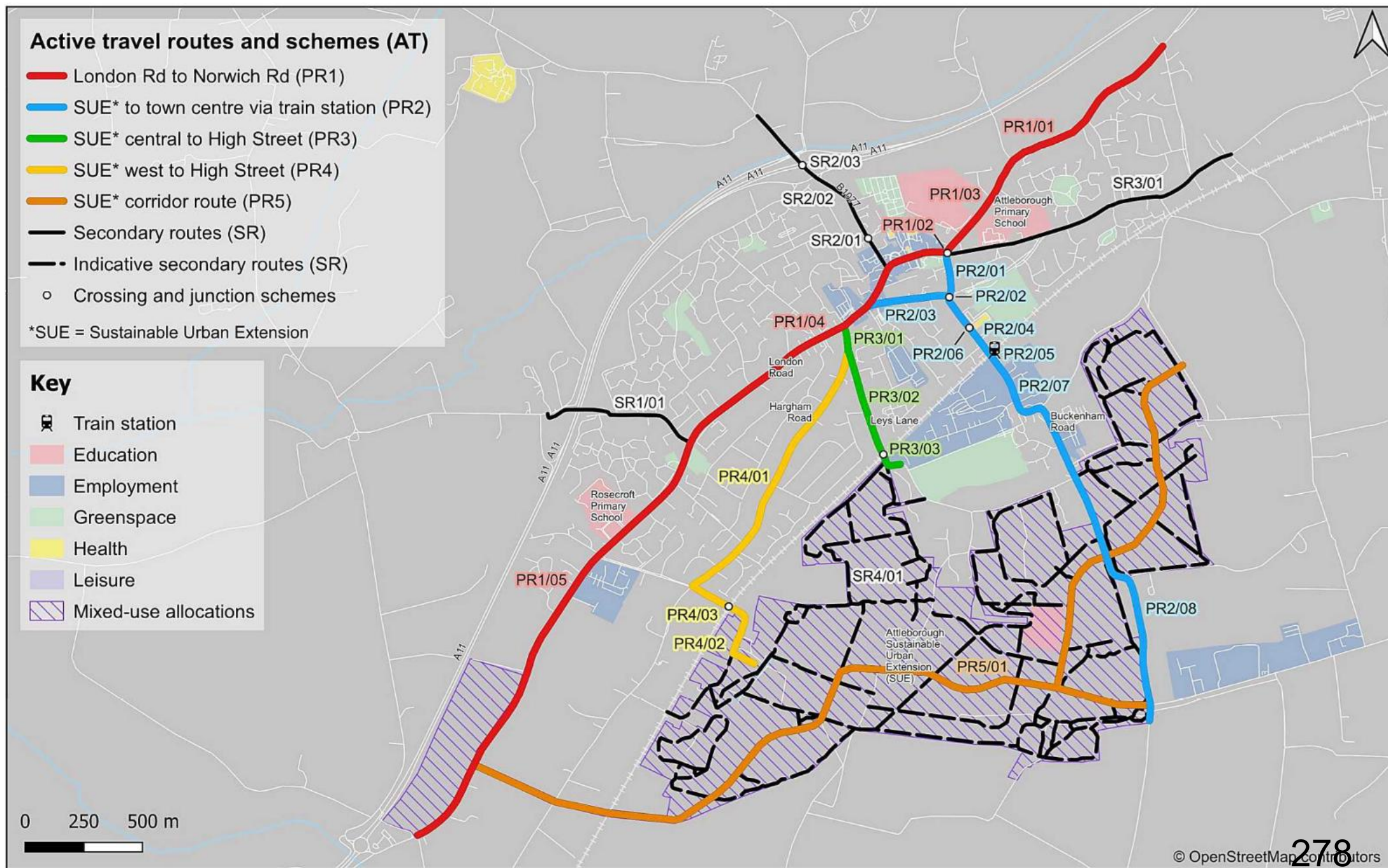
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Reference	Route	Route Type	Road Name	Settlement	Source	Description	Type	Length (m)	Timescale (<3,<5,5+ years)	Next Steps
AT/PR1/01	AT Route 1 (Red)	Primary	Norwich Road (Mill Ln to Church St)	Attleborough	Countywide Local Cycling and Walking Infrastructure Plan	A feasibility study and scheme to deliver safe cycling, walking and wheeling along Norwich Road from Mill Lane to Church Street. Feasibility study and schemes for segregated cycle lanes where possible, priority over side road crossings and traffic calming.	Cycling, walking and wheeling	1300m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
AT/PR1/02	AT Route 1 (Red)	Primary	Norwich Road, Besthorpe Road, Surrogate Street and Church Street junction	Attleborough	Countywide Local Cycling and Walking Infrastructure Plan	A junction scheme to deliver safe cycling, walking and wheeling between Norwich Road, Besthorpe Road, Surrogate Street and Church Street. Attention to pavement widths and connectivity between on road cycling provision and shared-use facilities. Schemes to enable safe cycle turning in all directions.	Cycling, walking and wheeling	20m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
AT/PR1/03	AT Route 1 (Red)	Primary	Church Street (Norwich Rd) to Exchange Street (Eden Ln)	Attleborough	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to deliver safe cycling, walking and wheeling along Church Street and Exchange Street. Pay attention to pavement widths and conditions and provision of clear priority at side roads.	Cycling, walking and wheeling	470m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
AT/PR1/04	AT Route 1 (Red)	Primary	High Street (Eden Ln to Chapel Rd)	Attleborough	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to deliver safe cycling, walking and wheeling along London Road from Eden Lane to Blacksmith Lane. Attention to pavement widths and condition, clear priority at side roads and two way cycle provision.	Cycling, walking and wheeling	255m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
AT/PR1/05	AT Route 1 (Red)	Primary	High Street (Chapel Road) London Road (Blacksmith Lane)	Attleborough	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to deliver safe cycling, walking and wheeling along London Road along High Street (Chapel Road) London Road (Blacksmith Lane). Feasibility study and schemes to enable clear priority at side roads for existing shared-use provision.	Cycling, walking and wheeling	2760m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
AT/PR2/01	AT Route 2 (Blue)	Primary	Surrogate Street (Besthorpe Rd to Thieves Ln)	Attleborough	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to deliver safe cycling, walking and wheeling along Surrogate Street. Attention to providing clear priority at side roads and two way cycle provision.	Cycling, walking and wheeling	180m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
AT/PR2/02	AT Route 2 (Blue)	Primary	Surrogate Street, Thieves Lane, Station Road and Connaught Road junction	Attleborough	Countywide Local Cycling and Walking Infrastructure Plan	A junction scheme to deliver safe cycling, walking and wheeling between Surrogate Street, Thieves Lane, Station Road and Connaught Road. Attention to pavement widths and connectivity between on road cycling provision and shared-use facilities. Schemes to enable safe cycle turning in all directions.	Cycling, walking and wheeling	30m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
AT/PR2/03	AT Route 2 (Blue)	Primary	Connaught Road (Station Rd to Eden Ln)	Attleborough	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to deliver safe cycling, walking and wheeling along Connaught Road. Attention to pavement widths and condition, providing clear priority at side roads and traffic calming to enable one-way cycle provision.	Cycling, walking and wheeling	360m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
AT/PR2/04	AT Route 2 (Blue)	Primary	Station Road (B1077 (Thieves Ln) to railway station (northern platform entrance)	Attleborough	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to deliver safe cycling, walking and wheeling along Station Road. Attention to pavement widths, condition and clear level priority at side roads crossings and entrances. Feasibility study and scheme to enable cycling and walking over the railway crossing.	Cycling, walking and wheeling	300m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
AT/PR2/05	AT Route 2 (Blue)	Primary	Station Road (B1077) railway station (northern platform east side to southern platform west entrance)	Attleborough	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to deliver safe cycling, walking and wheeling along Station Road across the rail line and connecting between the southern and northern platforms. Attention to pavement widths and condition.	Cycling, walking and wheeling	30m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
AT/PR2/06	AT Route 2 (Blue)	Primary	Station Road rail station crossing near Station Road surgery	Attleborough	Countywide Local Cycling and Walking Infrastructure Plan	Crossing scheme for people walking or wheeling on Station Road to access the station platforms and medical facilities.	Cycling, walking and wheeling	15m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
AT/PR2/07	AT Route 2 (Blue)	Primary	Station Road B1077 (railway station to White Horse Ln)	Attleborough	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to deliver safe cycling, walking and wheeling along Station Road between the station and Whitehart Lane. Attention to narrow pavements and condition and priority at side roads. Consideration for traffic calming.	Cycling, walking and wheeling	360m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
AT/PR2/08	AT Route 2 (Blue)	Primary	Station Road B1077 (White Horse Ln to Bunn's Ln)	Attleborough	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to deliver safe cycling, walking and wheeling along Station Road between Whitehart Lane and Bunn's Lane. Attention to narrow pavements and condition and priority at side roads. Consideration for traffic calming.	Cycling, walking and wheeling	1400m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
AT/PR3/01	AT Route 3 (Green)	Primary	Hargham Road (High St) to Leys Lane	Attleborough	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to deliver safe cycling, walking and wheeling along Hargham Road. Attention to narrow pavements and condition and priority at side roads. Consideration for traffic calming.	Cycling, walking and wheeling	110m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

AT/PR3/02	AT Route 3 (Green)	Primary	Leys Road (Hargham Rd) to Sustainable Urban Extension (SUE)	Attleborough	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling, walking and wheeling along Leys Lane and connecting the with the Sustainable Urban Extension (SUE) cycling and walking network as outlined in the Attleborough SUE Master Plan. Attention to priority over side road crossings, pavement widths, traffic calming, carriageway surface condition.	Cycling, walking and wheeling	560m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AT/PR3/03	AT Route 3 (Green)	Primary	Leys Lane Breckland Railway Line crossing	Attleborough	Countywide Local Cycling and Walking Infrastructure Plan	Crossing scheme to enable cycling walking and wheeling over the Breckland Railway Line.	Cycling, walking and wheeling	15m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
AT/PR4/01	AT Route 4 (Yellow)	Primary	Hargham Road (Leys Ln to Flowers Ln)	Attleborough	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling, walking and wheeling along Hargham Road (Leys Lane to Flowers Lane) and connecting the with the Sustainable Urban Extension (SUE) cycling and walking network as outlined in the Attleborough SUE Master Plan. Attention to priority over side road crossings, pavement widths, traffic calming and surface conditions.	Cycling, walking and wheeling	1220m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AT/PR4/02	AT Route 4 (Yellow)	Primary	Flowers Lane and Popular Road	Attleborough	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling, walking and wheeling Along Flowers Lane and Popular Road connecting the with the SUE cycling and walking network as outlined in the Attleborough SUE Master Plan. Attention to traffic calming, surface conditions and lighting.	Cycling, walking and wheeling	550m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AT/PR4/03	AT Route 4 (Yellow)	Primary	Leys Lane Breckland Railway Line crossing	Attleborough	Countywide Local Cycling and Walking Infrastructure Plan	Crossing scheme to enable cycling, walking and wheeling over the Breckland Railway Line.	Cycling, walking and wheeling	20m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
AT/PR5/01	AT Route 5 (Orange)	Primary	Attleborough Sustainable Urban Extension (SUE)	Attleborough	Attleborough Town Delivery Plan (Attleborough Sustainable Urban Extension Structuring Plan)	Feasibility study and schemes to enable cycling, walking and wheeling connectivity within the Attleborough Sustainable Urban Extension (SUE) as outlined in the Attleborough SUE Structuring Plan.	Cycling, walking and wheeling	5000m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AT/SR1/01	AT Secondary Route 1	Secondary	West Carr Road (London Rd to A11 bridge west side)	Attleborough	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling, walking and wheeling along West Carr Road from London Road to West Carr Road west of the A11 bridge. Attention to traffic calming, lighting, pavement widths and condition, level priority at side road crossings.	Cycling, walking and wheeling	670m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AT/SR2/01	AT Secondary Route 2	Secondary	Queen's Road (B1077)	Attleborough	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable walking and wheeling connectivity over Queen's Road to access the school in the vicinity of the junction with the B1077 and Cyprus Road (Edwards Court). (Ref. PLA285 – Attleborough Queen's Road/Cyprus Road Pedestrian Crossing Assessment).	Cycling, walking and wheeling	15m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
AT/SR2/02	AT Secondary Route 2	Secondary	Queen's Road (B1077)	Attleborough	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Queen's Road between Exchange Street and Warrens Lane. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding, pedestrian crossing points as well as providing priority at side road crossings.	Cycling, walking and wheeling	880m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AT/SR2/03	AT Secondary Route 2	Secondary	Queen's Road (B1077)/A11 underpass	Attleborough	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the B1077 junction and underpass of the A11.	Cycling, walking and wheeling	200m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
AT/SR3/01	AT Secondary Route 3	Secondary	Besthorpe Road and Silver Street	Attleborough	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling, walking and wheeling along Besthorpe Road (Norwich Road) and Silver Road (Silver Farm). Attention to traffic calming, pavement widths and condition, level priority at side road crossings and lighting.	Cycling, walking and wheeling	1240m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AT/SR4/01	AT Secondary Route 4	Secondary	Attleborough Sustainable Urban Extension (SUE)	Attleborough	Attleborough Town Delivery Plan (Attleborough Sustainable Urban Extension Structuring Plan)	Feasibility study and schemes to enable cycling, walking and wheeling connectivity within the Attleborough Sustainable Urban Extension and ensuring active travel connectivity between current and future residential areas as outlined in the Attleborough Town Delivery Plan.	Cycling, walking and wheeling	N/A	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2

AT/WZ/01	AT Walking Zone	Walking Zone	Attleborough town centre and London Road linking with the Sustainable Urban Extension (SUE)	Attleborough	Attleborough Town Delivery Plan & Attleborough Neighbourhood Plan	Working with key stakeholders in Attleborough, conduct a feasibility study to identify opportunities to improve walking and wheeling connectivity in the Attleborough town centre. Consideration to be given to pavement widths and accessibility, road crossing points and priority over side roads for pedestrians. Walking route assessments and schemes should enable and enhance walking and wheeling connectivity between and within new (Sustainable Urban Extension) and existing residential areas and key trip generators including; places of education, central services, public transport, employment areas, healthcare services, retail facilities and community and leisure venues. Schemes are to align with policies within the Attleborough Town Delivery Plan and the Attleborough Neighbourhood Plan.	Walking and wheeling	3.12km ²	Medium <5 years	Walking Route Assessment Year 1 Detailed design Year 2
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AYLSHAM

Active Travel Infrastructure Scheme List and Network Map (DRAFT)

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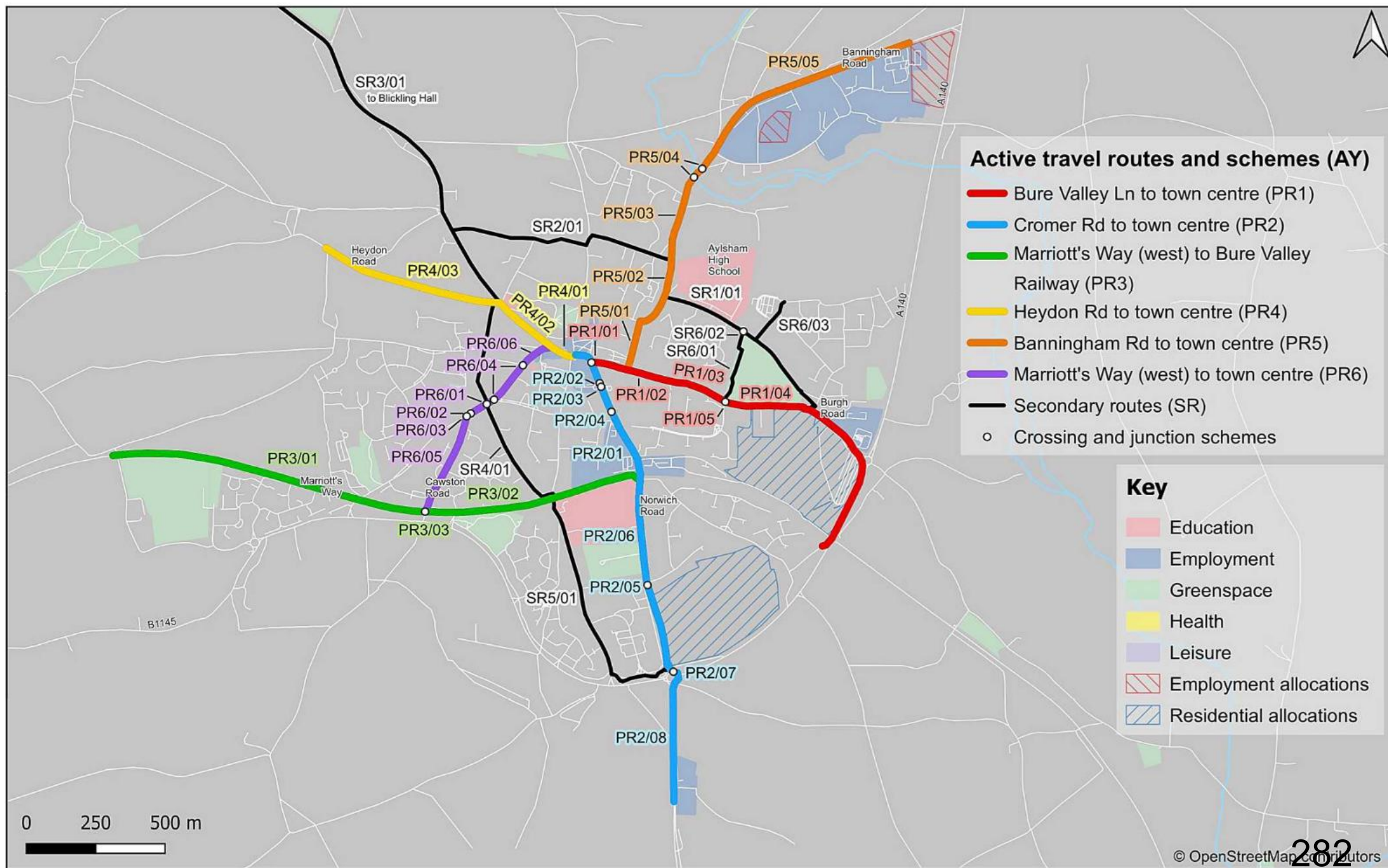
Reference	Route	Route Type	Road Name	Settlement	Source	Description	Type	Length (m)	Timescale (<3,<5,5+ years)	Next Steps
AY/PR1/01	AY Route 1 (Red)	Primary	Burgh Road and Norwich Road junction	Aylsham	Network Improvement Strategy	Crossing scheme at the junction of Burgh Road and Norwich Road to enable north-south walking and wheeling movement. Attention to pavement widths and condition - the Network Improvement Strategy identified a need for tactile paving.	Walking and wheeling	10m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
AY/PR1/02	AY Route 1 (Red)	Primary	Burgh Road (Norwich Rd to Foster Way)	Aylsham	Network Improvement Strategy	Traffic calming scheme along Burgh Road between Norwich Road and Foster Way.	Cycling, walking and wheeling	510m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
AY/PR1/03	AY Route 1 (Red)	Primary	Burgh Road (Parmeter CI to Foster Way)	Aylsham	Network Improvement Strategy	A new shared footway/cycleway on the south side of Burgh Road in the grassed area adjacent to the carriageway with a transition point at the western end. It would appear that this grassed area is outside of highway boundary and would therefore require purchase of third party land. It does however provide an opportunity to create a high-quality walking and cycling route connecting the town centre to residents on Parmeter Close/Morton Road, Sir William's Lane and Bure Meadows.	Cycling, walking and wheeling	210m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
AY/PR1/04	AY Route 1 (Red)	Primary	Burgh Road (Foster Way to St William's Ln)	Aylsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling, walking and wheeling along Burgh Road from Foster Way linking with the shared-use cycling and walking path near Sir William's Lane.	Cycling, walking and wheeling	320m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
AY/PR1/05	AY Route 1 (Red)	Primary	Burgh Road (Foster Way)	Aylsham	Network Improvement Strategy	New toucan crossing to connect the proposed path to an existing recreation area near Foster Way.	Cycling, walking and wheeling	10m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
AY/PR2/01	AY Route 2 (Blue)	Primary	Penfold Street (Market PI) to Norwich Road (Buxton Rd)	Aylsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to deliver continuous safe cycling, walking and wheeling connectivity along Penfold Street from the junction with Market Place to the shared-use path south of the roundabout near Buxton Road. Attention to pavement widths and conditions as well as priority at side road crossings.	Cycling, walking and wheeling	525m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
AY/PR2/02	AY Route 2 (Blue)	Primary	Norwich Road supermarket entrance	Aylsham	Network Improvement Strategy	Tightened corner radii at the Budgens car park access with tactile paving and effectively shrinking of the junction for drivers to turn into and out of the car park more slowly.	Cycling, walking and wheeling	7m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
AY/PR2/03	AY Route 2 (Blue)	Primary	Norwich Road crossing (south of supermarket entrance)	Aylsham	Network Improvement Strategy	Crossing scheme to address pavement widths and barriers (Belisha beacon) at the crossing south of the supermarket entrance (Budgens).	Walking and wheeling	7m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
AY/PR2/04	AY Route 2 (Blue)	Primary	Norwich Road crossing (north of Palmer's Ln)	Aylsham	Network Improvement Strategy	New uncontrolled crossing on Norwich Road to the north of Palmer's Lane prior to where the footway on the west side of the road disappears for a short section.	Cycling, walking and wheeling	9m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
AY/PR2/05	AY Route 2 (Blue)	Primary	Norwich Road crossing near Copeman Road	Aylsham	Network Improvement Strategy	Crossing scheme on Norwich Road to link the new and existing shared-use cycling and walking routes near Copeman Road.	Cycling, walking and wheeling	9m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
AY/PR2/06	AY Route 2 (Blue)	Primary	Norwich Road between Orchard Lane and Marriott's Way	Aylsham	Acle Neighbourhood Plan	A new 3m shared footway/cycleway on the west side of Norwich Road between Orchard Lane and Marriott's Way. This path would provide cycle access to existing shared footway/cycleways which are segregated from traffic and the numerous private drives on the east of the road. However, this requires further investigation and design to ensure a path can be implemented around existing physical constraints.	Cycling, walking and wheeling	400m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
AY/PR2/07	AY Route 2 (Blue)	Primary	A140, Norwich Road and B1145 roundabout crossings	Aylsham	Network Improvement Strategy	Wider splitter islands on the east and north arm of the A140/Norwich Road/B1145 roundabout to facilitate movement from the A140 south to Orchard Lane for pedestrians and cyclists. Once on Orchard Lane, walking and cycling is more welcoming given the quieter nature of road.	Cycling, walking and wheeling	15m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
AY/PR2/08	AY Route 2 (Blue)	Primary	Norwich Road (A140) (Hungate Ln to garden centre)	Aylsham	Network Improvement Strategy	Extension of the shared footway/cycleway along the A140 to facilitate access to Aylsham Garden Centre and to connect with the existing shared-use footway/cycleway to the south.	Cycling, walking and wheeling	200m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
AY/PR3/01	AY Route 3 (Green)	Primary	Marriott's Way (Mileham Dr to Green Ln)	Aylsham	Priority scheme within Network Improvement Strategy	Improved bound surfacing along Marriott's Way from the point at which it connects to the housing development currently under construction to the PRoW prior to Mileham Drive.	Cycling, walking and wheeling	1200m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
AY/PR3/02	AY Route 3 (Green)	Primary	Marriott's Way (Green Ln to Norwich Rd)	Aylsham	Priority scheme within Network Improvement Strategy	Scheme to introduce lighting on Marriott's Way to alleviate concerns regarding night-time or evening walking or cycling from Green Lane to Norwich Road.	Cycling, walking and wheeling	450m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

AY/PR3/03	AY Route 3 (Green)	Primary	Marriott's Way (ramped access from B1145)	Aylsham	Priority scheme within Network Improvement Strategy	Feasibility study and scheme to upgrade the stepped access from Marriott's Way towards town to a ramped access. If this is unachievable, provide shallower steps with a wheeling ramp.	Cycling, walking and wheeling	12m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AY/PR4/01	AY Route 4 (Yellow)	Primary	Penfold Street (Market PI to Cawston Rd)	Aylsham	Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable continuous safe cycling, walking and wheeling connectivity along Penfold Street starting and including the junction with Cawston Road. Attention to traffic speeds, pavement widths and conditions and priority at side roads.	Cycling, walking and wheeling	120m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AY/PR4/02	AY Route 4 (Yellow)	Primary	Blickling Road (Cawston Rd to Heydon Rd)	Aylsham	Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable continuous safe cycling, walking and wheeling connectivity along Blickling Road, Cawston Road and Heydon Road. Attention to traffic speeds, pavement widths and conditions and priority at side roads.	Cycling, walking and wheeling	240m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AY/PR4/03	AY Route 4 (Yellow)	Primary	Heydon Road (Cawston Rd to Green Ln)	Aylsham	Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable continuous safe cycling, walking and wheeling connectivity along Heydon Road between Cawston Road and Green Lane. Attention to traffic speeds, pavement widths and conditions and priority at side roads.	Cycling, walking and wheeling	650m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AY/PR5/01	AY Route 5 (Orange)	Primary	Oakfield Road (Burgh Rd to Gashouse Hill)	Aylsham	Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable continuous safe cycling, walking and wheeling connectivity along Oakfield Road. Attention to surface conditions and traffic calming.	Cycling, walking and wheeling	175m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AY/PR5/02	AY Route 5 (Orange)	Primary	Gashouse Hill (Oakfield Rd to Bure Way)	Aylsham	Local Cycling and Walking Infrastructure Plan	Feasibility study to identify measures to enable continuous safe cycling, walking and wheeling connectivity along Gashouse Hill considering: traffic calming, segregated cycle lanes where possible, pavement widths and condition, priority at side road crossings and improved footway provision for pedestrians around the junction with Bure Road.	Cycling, walking and wheeling	220m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AY/PR5/03	AY Route 5 (Orange)	Primary	Milgate (Bure Way to Dunkirk)	Aylsham	Local Cycling and Walking Infrastructure Plan	Feasibility study to identify measures to enable continuous walking connectivity along Oakfield Road. Consider improved footway provision for pedestrians through Milgate as the footway provision is currently poor or non-existent. Attention to the wide crossing of Mill Road.	Cycling, walking and wheeling	430m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AY/PR5/04	AY Route 5 (Orange)	Primary	Milgate Bridges over the River Bure	Aylsham	Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to identify measures to enable continuous safe walking on Milgate Bridges over the River Bure.	Cycling, walking and wheeling	50m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AY/PR5/05	AY Route 5 (Orange)	Primary	Banningham Way (Dunkirk to Richard Oakes Rd)	Aylsham	Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to identify measures to enable continuous safe cycling, walking and wheeling connectivity along Banningham Way.	Cycling, walking and wheeling	430m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AY/PR6/01	AY Route 6 (Purple)	Primary	Yaxley's Lane and Pound Lane	Aylsham	Priority scheme within Network Improvement Strategy	Reduced corner radii at the junctions of Yaxley's Lane and Pound Lane to reduce vehicle speeds. A smaller radius on the corner i.e. a tighter turn would force drivers to turn much more slowly through the junction thus improving safety for cyclists.	Cycling, walking and wheeling	7m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
AY/PR6/02	AY Route 6 (Purple)	Primary	Cawston Road	Aylsham	Priority scheme within Network Improvement Strategy	New uncontrolled crossings on Cawston Road to help pedestrians cross from the south to the north side to circumvent a pinch point where there is an insufficient width for a footway.	Cycling, walking and wheeling	9m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
AY/PR6/03	AY Route 6 (Purple)	Primary	Cawston Road	Aylsham	Priority scheme within Network Improvement Strategy	A new uncontrolled central island crossing on Cawston Road at the exit from the PRoW at Jewels Lane to assist people crossing the Cawston Road and cyclists joining the carriageway at this point. It will also reduce traffic speeds and subsequently cycle intimidation.	Cycling, walking and wheeling	9m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
AY/PR6/04	AY Route 6 (Purple)	Primary	Cawston Road (Mill Rd and Foxes Loke jct)	Aylsham	Priority scheme within Network Improvement Strategy	Reduced corner radii at the junction of the cul-de-sac on the east side between Mill Road and Foxes Loke. Reducing the corner radii will shrink the junction and force drivers turning in and out to travel more slowly. The shared footway/cycle should also be raised and continuous at this location for drivers to give way.	Cycling, walking and wheeling	10m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
AY/PR6/05	AY Route 6 (Purple)	Primary	Marriott's Way and Cawston Road	Aylsham	Priority scheme within Network Improvement Strategy	Improved bound surfacing and introduction of spotlights to the existing PRoW between Marriott's Way and Cawston Road.	Cycling, walking and wheeling	400m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AY/PR6/06	AY Route 6 (Purple)	Primary	Jewel's Lane (Cawston Rd to Marriott's Way)	Aylsham	Priority scheme within Network Improvement Strategy	New/widened 3m shared footway/cycleway along the southeast side of Cawston Road from Mill Road to Holman Road.	Cycling, walking and wheeling	250m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AY/SR1/01	AY Secondary Route 1	Secondary	Sir William's (Burgh Rd to Gashouse Hill)	Aylsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling on Sir William's Lane (Burgh Road to Gashouse Hill) linking with existing shared-use provision on Burgh Road. Attention to traffic speeds, route width and condition, priority at side roads, lighting and wayfinding.	Cycling, walking and wheeling	720m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AY/SR2/01	AY Secondary Route 2	Secondary	Bure Way and Peterson's Lane (Gashouse Hill to Blickling Rd)	Aylsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Bure Way and Peterson's Lane (Gashouse Hill to Blickling Road). Attention to traffic speeds, route width and condition, priority at side roads, lighting and wayfinding.	Cycling, walking and wheeling	240m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

AY/SR3/01	AY Secondary Route 3	Secondary	Blickling Road (Heydon Rd to National Trust car park)	Aylsham	Countywide Local Cycling and Walking Infrastructure Plan	Working with key stakeholders, conduct feasibility study and identify schemes to enable cycling, walking and wheeling between Blickling Road (Heydon Road junction) and Blickling Hall. Attention to traffic speeds, route width and condition, priority at side roads, lighting and wayfinding.	Cycling, walking and wheeling	2200m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AY/SR4/01	AY Secondary Route 4	Secondary	Sandy Lane (Haydon Rd) via Pound Lane to Yaxley's Lane (Hungate St)	Aylsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Sandy Lane (Haydon Road) to Yaxley Lane (Hungate Street). Attention to traffic speeds, route width and condition, priority at side roads, lighting and wayfinding.	Cycling, walking and wheeling	815m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AY/SR5/01	AY Secondary Route 5	Secondary	Hungate Street (Yaxley's Ln) via Old Orchard Lane to Norwich Road and Cromer Road roundabout (A140)	Aylsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Hungate Street (Yaxley's Lane) via Old Orchard Lane to the roundabout with Norwich Road and Cromer Road. Attention to traffic speeds, route width and condition, priority at side roads, lighting and wayfinding.	Cycling, walking and wheeling	945m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AY/SR6/01	AY Secondary Route 6	Secondary	Recreation ground and St William's Way	Aylsham	Network Improvement Strategy	Widening of the existing path running north-south through the town recreation area between Burgh Road and Sir William's Lane and linking with entry points to Aylsham High school to enable cycling, walking and wheeling as well as schemes to improve lighting and wayfinding.	Cycling, walking and wheeling	270m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AY/SR6/02	AY Secondary Route 6	Secondary	Sir William's Lane (Buckenham Rd)	Aylsham	Network Improvement Strategy	New toucan crossing on Sir William's Lane between Buckenham Road to enable cycling, walking and wheeling between the recreation park and Buckenham Road	Cycling, walking and wheeling	10m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
AY/SR6/03	AY Secondary Route 6	Secondary	Sir William's Lane (Buckenham Rd)	Aylsham	Network Improvement Strategy	Feasibility study and schemes to enable cycling, walking and wheeling along Sir William's Lane connecting with the path in the recreation and linking in with existing shared footway/cycleway along Buckenham Road. This provides connectivity into Bure Meadows and the Aylsham Sports Hub.	Cycling, walking and wheeling	200m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
AY/WZ/01	AY Walking Zone	Walking Zone	Aylsham town centre	Aylsham	Countywide Local Cycling and Walking Infrastructure Plan	Working with key stakeholders in Hoveton and Wroxham, conduct walking route assessments and develop schemes to enable and enhance walking and wheeling connectivity in Aylsham, notably a 20mph zone outlined in the Aylsham Town Council Transport Strategy.	Cycling, walking and wheeling	0.30km2	Medium	<5 years	Walking Route Assessment Year 1 Detailed design Year 2

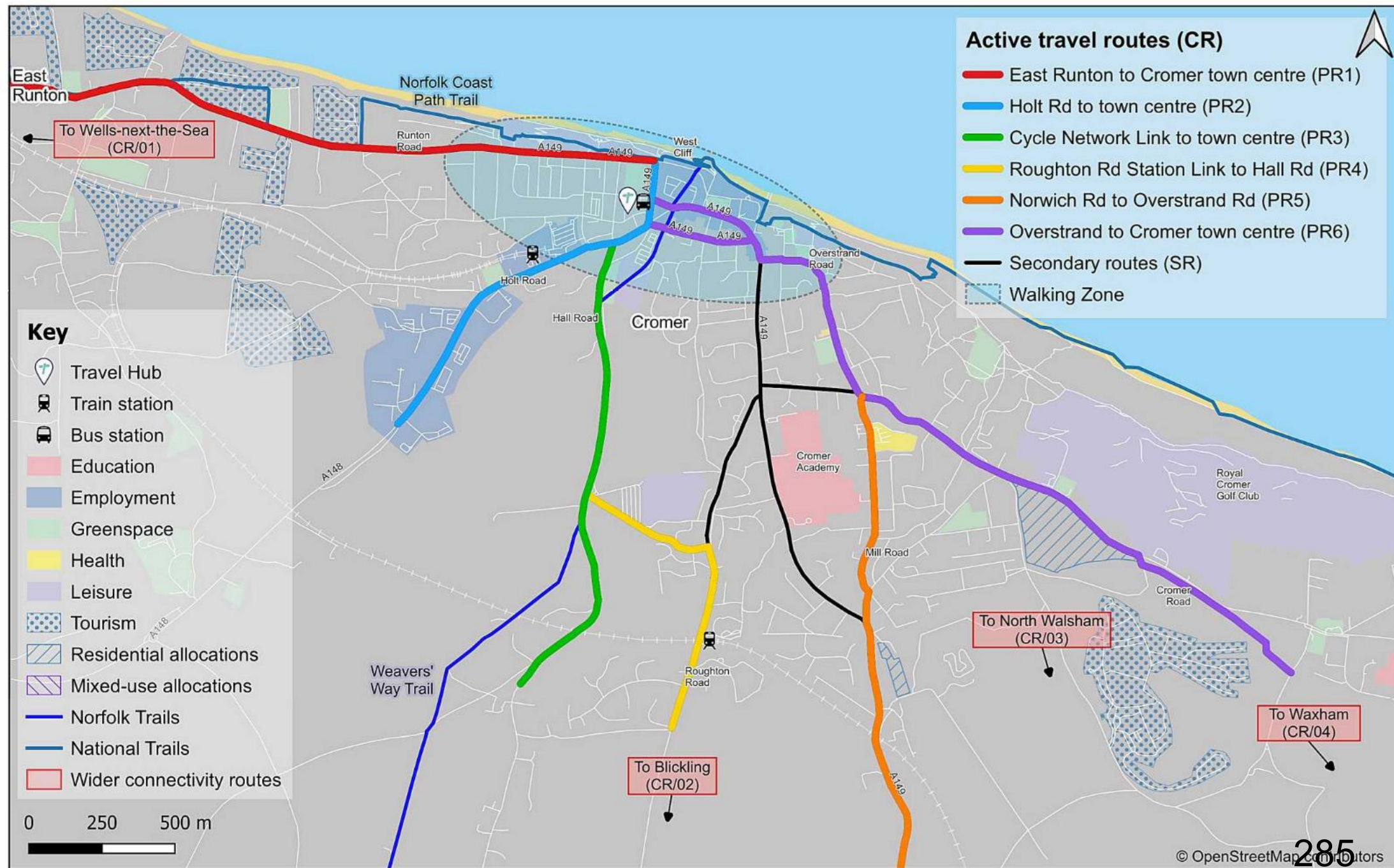


CROMER**Active Travel Infrastructure Scheme List and Network Map (DRAFT)**[Click here to navigate back to the contents page.](#)

Reference	Route	Route Type	Road Name	Settlement	Source	Description	Type	Length (m)	Timescale (<3,<5,5+ years)	Next Steps
CR/PR1/01	CR Route 1 (Red)	Primary	Runton Road A149 (New St to Shipden Ave)	Cromer	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Runton Road between New Street and Shipden Avenue. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings along the south side of Runton Road.	Walking and wheeling	710m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
CR/PR1/02	CR Route 1 (Red)	Primary	Runton Road A149 (New St to Shipden Ave)	Cromer	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable connectivity with the footpath between Runton Road and The Esplanade for people walking or wheeling. Specific consideration to be given to: steps at the Runton Road crossing point near New Street junction; parked cars and lack of pavement at the access point opposite Anglia Court; steps at the access point between Anglia Court and Beach Road; narrow pavement widths at the access point opposite Beach Road; steps at the access point opposite MacDonald Road; barriers, obstructions and steps at the access point at Marrams Bowling Green.	Walking and wheeling	710m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
CR/PR1/03	CR Route 1 (Red)	Primary	Runton Road A149 (New St to Shipden Ave)	Cromer	Countywide Local Cycling and Walking Infrastructure Plan	A feasibility study and scheme to review and improve the frequency and design quality of crossing points for people walking and wheeling along Runton Road between New Street and Shipden Avenue who wish to access the footpath in between Runton Road and Esplanade.	Walking and wheeling	710m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
CR/PR1/04	CR Route 1 (Red)	Primary	Runton Road and Cromer Road (Shipden Ave to the bus stop at Woodhill Park)	Cromer	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling, walking and wheeling connectivity along Runton Road and Cromer Road between Shipden Avenue to the bus stop at Woodhill Park. Attention to traffic speeds, pavement widths and conditions, providing priority at side roads, lighting and wayfinding.	Cycling, walking and wheeling	1800m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
CR/PR2/01	CR Route 2 (Blue)	Primary	Holt Road (Stonehill Way to train station)	Cromer	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Holt Road between Stonehill Way and the train station. Attention to traffic speed, volume and type as well as pavement widths and conditions and providing priority at all side road crossings.	Cycling, walking and wheeling	800m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
CR/PR2/02	CR Route 2 (Blue)	Primary	Holt Road and West Street (train station to Meadow Rd)	Cromer	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Holt Road and West Street between the train station and Meadow Road. Attention to traffic speed, volume and type as well as pavement widths and conditions and providing priority at all side road crossings.	Cycling, walking and wheeling	295m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
CR/PR2/03	CR Route 2 (Blue)	Primary	Holt Road (train station crossing)	Cromer	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling movement over the Holt Road to enable connectivity with the Railway Station.	Cycling, walking and wheeling	12m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
CR/PR2/04	CR Route 2 (Blue)	Primary	Holt Road and West Street (Beach Road roundabout)	Cromer	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction of Holt Road, West Street and Beach Road.	Cycling, walking and wheeling	25m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
CR/PR2/05	CR Route 2 (Blue)	Primary	West Street and Prince of Wales junction	Cromer	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to enable cycling, walking and wheeling connectivity at the junction of West Street and Prince of Wales Road. Scheme to ensure connectivity between West Street, Loudon Road and Prince of Wales Road	Cycling, walking and wheeling	30m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
CR/PR2/06	CR Route 2 (Blue)	Primary	Prince of Wales Road (West St to New St)	Cromer	Countywide Local Cycling and Walking Infrastructure Plan	A Feasibility study and schemes to deliver a safe cycling, walking and wheeling along Prince of Wales Road between West Street and New Street. Consideration to be given to narrow pavements on the east side of the carriageway and an additional crossing point between Cadogan Road and New Street.	Cycling, walking and wheeling	215m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
CR/PR3/01	CR Route 3 (Green)	Primary	Hall Road (Metton Rd and West St)	Cromer	Countywide Local Cycling and Walking Infrastructure Plan	A Feasibility study and schemes to deliver safe cycling, walking and wheeling along Hall Road between Metton Road and West Street. Consideration given to traffic calming and speed reduction.	Cycling, walking and wheeling	1600m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
CR/PR4/01	CR Route 4 (Yellow)	Primary	Roughton Road (Holway Cl to Randall Cres)	Cromer	Countywide Local Cycling and Walking Infrastructure Plan	A feasibility study and schemes to deliver safe cycling, walking and wheeling along Roughton Road between Holway Close and Randall Crescent. Consideration given to traffic calming and speed reduction.	Cycling, walking and wheeling	760m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
CR/PR5/01	CR Route 5 (Orange)	Primary	Norwich Road (New housing development to Station Rd)	Cromer	Countywide Local Cycling and Walking Infrastructure Plan	A Feasibility study and schemes to deliver safe cycling, walking and wheeling along Norwich Road between the new housing development on Station Road. Consideration given to the right-hand turn onto Station Road, speed reduction measures, wayfinding and lighting.	Cycling, walking and wheeling	795m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

CR/PR5/02	CR Route 5 (Orange)	Primary	Station Road and Mill Road (Norwich Rd and Overstrand Rd)	Cromer	Countywide Local Cycling and Walking Infrastructure Plan	A Feasibility study and schemes to deliver safe cycling, walking and wheeling along Station Road between Norwich Road and Overstrand Road with consideration given to: providing pedestrians with priority over side streets on Station Road; the junction with Mill Road for cyclists; traffic calming and speed reduction measures along the route.	Cycling, walking and wheeling	775m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
CR/PR6/01	CR Route 6 (Purple)	Primary	Northrepps Road to Cromer Road	Cromer	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling between Northrepps Road and Cromer Road. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings. Consideration for an off-road route using public rights of way south of Cromer Road linking in with Northrepps Road.	Cycling, walking and wheeling	680m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
CR/PR6/02	CR Route 6 (Purple)	Primary	Cromer Road (PROW to Mill Road)	Cromer	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling between the PROW on Cromer Road and roundabout at Mill Road. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	1115m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
CR/PR6/03	CR Route 6 (Purple)	Primary	Overstrand Road (Station Rd to Mill Rd)	Cromer	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the roundabout junctions connecting Overstrand Road, Cromwell Road and Mill Road.	Cycling, walking and wheeling	35m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
CR/PR6/04	CR Route 6 (Purple)	Primary	Overstrand Road (Cromwell Rd to Church St)	Cromer	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Overstrand Road between the double roundabout at Cromwell Road and the junction with Norwich Road. Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	605m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
CR/PR6/05	CR Route 6 (Purple)	Primary	Overstrand Road and Church Street junction	Cromer	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction of Overstrand Road and Church Street.	Cycling, walking and wheeling	15m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
CR/PR6/06	CR Route 6 (Purple)	Primary	Church Street and Loudon Road (Overstrand Rd to West St)	Cromer	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling, walking and wheeling along Church Street and Loudon Road between Overstrand Road and West Street with consideration given to schemes to calm traffic to enable cycling.	Cycling, walking and wheeling	75m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
CR/PR6/07	CR Route 6 (Purple)	Primary	Mount Street, Loudon Road, Hamilton and Church Street gyratory	Cromer	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling, walking and wheeling around the gyratory with consideration given to schemes that provide pedestrians with priority at side road crossing, pavement widths, crossing points at major junctions and traffic calming to enable cycling.	Cycling, walking and wheeling	800m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
CR/SR1/01	CR Secondary Route 1	Secondary	Norwich Road (Mill Rd to Overstrand Rd)	Cromer	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable to enable cycling, walking and wheeling along Norwich Road between Mill Road and Overstrand Road. Attention to traffic speeds, route width and condition, priority at side roads, lighting and wayfinding.	Cycling, walking and wheeling	1400m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
CR/SR2/01	CR Secondary Route 2	Secondary	Roughton Road (Randall Cres to Norwich Rd)	Cromer	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Roughton Road. Attention to traffic speeds, route width and condition, priority at side roads, lighting and wayfinding.	Cycling, walking and wheeling	560m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
CR/SR3/01	CR Secondary Route 3	Secondary	Cromwell Road (Norwich Rd to Overstrand Rd)	Cromer	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Cromwell Road. Attention to traffic speeds, route width and condition, priority at side roads, lighting and wayfinding.	Cycling, walking and wheeling	330m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
CR/WZ/01	CR Walking Zone	Walking Zone	Cromer town centre	Cromer	Countywide Local Cycling and Walking Infrastructure Plan	Working with key stakeholders in Cromer, conduct a feasibility study to identify opportunities to improve walking and wheeling connectivity in the town centre. Consideration to be given to pavement widths and accessibility, road crossing points and priority over side roads for pedestrians.	Walking and wheeling	0.58km2	Medium	<5 years	Walking Route Assessment Year 1 Detailed design Year 2



DEREHAM

Active Travel Infrastructure Scheme List and Network Maps (DRAFT)

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Reference	Route	Route Type	Road Name	Settlement	Source	Description	Type	Length (m)	Timescale (<3,<5,5+ years)	Next Steps
DE/PR1/01	DE Route 1 (Red)	Primary	High Street (Church Street to Baxter Row)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan & Dereham Town Council	Feasibility study and schemes to enable cycling, walking and wheeling along High Street between Church Street and the roundabout with Baxter Row and London Road. Attention to traffic speeds, pavement widths and conditions as well as providing priority at side road crossings. Consider options for a contraflow system to provide southbound cycling provision along High Street between Baxter Row and Church Street. If unsuitable, Saint Withburga Lane and Littlefields could provide a suitable southbound route. Also consider improvements to the visibility of the raised table near the junction of Dereham Baptist Church (Dereham Town Council).	Cycling, walking and wheeling	290m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/PR1/02	DE Route 1 (Red)	Primary	High Street, Baxter Row and London Road roundabout	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the roundabout between High Street, Baxter Row and London Road. Consider the creation of a segregated northbound cycle lane to enable direct connectivity from Baxter Row to High Street.	Cycling, walking and wheeling	30m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
DE/PR1/03	DE Route 1 (Red)	Primary	Baxter Row and Southend (London Road to Moorgate)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Baxter Row and Southend between London Road and Moorgate. Attention to traffic speeds, pavement widths and conditions as well as providing priority at side road crossings. Consideration for traffic calming along the entire length of both roads.	Cycling, walking and wheeling	480m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/PR1/04	DE Route 1 (Red)	Primary	Moorgate Road and South Green junction	Dereham	Countywide Local Cycling and Walking Infrastructure Plan, Dereham Town Council & National Highways Report	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction of Moorgate and South Green. Schemes to also include and consider: >Links with Gilpin's Ride and a link to the cycle path leading south from Moorgate. >The junction of Moorgate Lane and Southend will benefit from tighter junction geometry and from slowing vehicle entry speeds. This will in turn enable a new crossing point to be implemented roughly 20m back from the current channel line of the junction. >Moorgate Lane is a bus route and therefore any crossing would need to be "at grade"; traffic flows would be light enough to consider implementation of the new "parallel pedestrian and cycle zebra crossing" facility.	Cycling, walking and wheeling	100m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
DE/PR1/05	DE Route 1 (Red)	Primary	South Green Gardens to Gilpin's Ride (Dereham FP12)	Dereham	National Highways Report	Feasibility study and schemes to enable cycling, walking and wheeling between South Green Gardens and Gilpin's Ride (Dereham footpath 12, FP12). Attention to surface condition and width, lighting and wayfinding. Consideration for: >The creation of new sealed surface links from the existing path to the gateway entrances into the play area. >The section alongside the existing allotments should be improved to provide extra passing or parking areas for allotment holders. To achieve this, and reduce the extent of work necessary, the use of stone infilled "Netpave" or "Cellweb" systems can give an easy and simple installation. >Creation of a new 3.0m wide sealed surface path along the northern edge of the currently fenced-off rough ground where the National Cycle Network meets Moorgate Lane. The path at this point needs to be set a minimum of 2.0m from the current residential property boundary with additional "defensive planting" and/or a new boundary fence.	Cycling, walking and wheeling	250m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/PR1/06	DE Route 1 (Red)	Primary	Access ramp to South Green Gardens	Dereham	National Highways Report	Scheme for an access ramp to replace existing steps between National Cycle Network Route 13 and South Green Gardens linking to Dereham footpath 12 (FP12).	Cycling, walking and wheeling	250m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/PR1/07	DE Route 1 (Red)	Primary	South Green Gardens to north side of underpass	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Scheme to regrade the existing path between the new access ramp (scheme DE/PR1/06) at South Green Gardens and at the northern end of the underpass to a more acceptable rate of descent/ascent for mobility impaired users. Consideration to be given to lighting and wayfinding.	Cycling, walking and wheeling	135m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/PR1/08	DE Route 1 (Red)	Primary	A47 Underpass	Dereham	Norfolk County Council Highways	Feasibility study and schemes to enable cycling, walking and wheeling across the A47 underpass. Attention to path widths and condition, lighting and wayfinding. Lighting to be installed under the underpass of the A47 to help with safety and lighting for cyclists and pedestrians. There are two SL columns on either side of the underpass which can provide an electrical feed for the lighting - further investigation required.	Cycling, walking and wheeling	25m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

DE/PR1/09	DE Route 1 (Red)	Primary	A47 Underpass to Middlemarch Road (Dereham FP12a)	Dereham	Norfolk County Council Highways	Feasibility study and schemes to enable cycling, walking and wheeling between the A47 underpass and Middlemarch Road. Southbound travel is currently restricted due to width of the path. Private properties are likely to prevent improvements so an alternative cycling route along South Green is to be considered. The existing post located just north of the underpass requires repositioning closer to the footway to improve visibility for cyclists. Hedges need to be maintained to improve visibility and barriers are to be removed on Middlemarch Road.	Cycling, walking and wheeling	100m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/PR1/10	DE Route 1 (Red)	Primary	Middlemarch Road to Shipdham Road	Dereham	Norfolk County Council Walking Route Assessment Tool	Feasibility study and schemes to enable cycling, walking and wheeling on the path and road between Middlemarch Road to Shipdham Road. Attention to traffic speeds, pavement widths and condition, dropped kerbs and the installation of tactile paving, lighting and wayfinding.	Cycling, walking and wheeling	365m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/PR1/11	DE Route 1 (Red)	Primary	Shipdham Road (Gospel Hall to Herne Ln)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Shipdham Road between Gospel Hall and Herne Lane south the new development and Toftwood Garden Centre. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings. Preference for segregated cycle lanes in both directions.	Cycling, walking and wheeling	1350m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/PR2/01	DE Route 2 (Blue)	Primary	Norwich Street (High St to Commercial Rd)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan & Norfolk County Council Highways	Feasibility study and schemes to enable cycling, walking and wheeling along Norwich Street connecting with High Street, Commercial Road and Cowper Road. Attention to traffic speeds, pavement widths and conditions (specifically widening sections of footway between High Street and Commercial Road that are less than 1.5m). Consideration for a cycling contraflow system located south of the carriageway to allow access to High Street and link to the National Cycle Network. On the approach to the crossroads, a single lane approach would be advantageous to accommodate the contraflow and cycle filter lane. At the High Street end of Norwich Street, the carriageway is narrow when turning in from High street. Realigning the kerb line would create more width on the carriageway which would be narrowed by the proposed contraflow. The parking bays on Norwich street would be affected with the proposed contraflow - relocating them would need to be considered	Cycling, walking and wheeling	190m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/PR2/02	DE Route 2 (Blue)	Primary	Norwich Road (Cowper Rd/Commercial Rd jct to cycle path before Crown Rd)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Norwich Road from the Cowper Road and Commercial Road junction and the Norwich Road Cycle Path. Attention to traffic speeds, pavement widths and condition.	Cycling, walking and wheeling	470m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/PR2/03	DE Route 2 (Blue)	Primary	Norwich Street	Dereham	Norfolk County Council Walking Route Assessment Tool	Feasibility study and scheme to enable walking and wheeling connectivity over Norwich Road. A controlled pedestrian crossing would improve safety at the junction of Cowper Road and Commercial Road.	Walking and wheeling	10m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
DE/PR2/04	DE Route 2 (Blue)	Primary	Norwich Street and Matsell Way junction	Dereham	Countywide Local Cycling and Walking Infrastructure Plan, Norfolk County Council Highways & Norfolk County Council Walking Route Assessment Tool	Feasibility study and schemes to enable cycling, walking and wheeling connectivity across the Norwich Street and Matsell Way junction. Consideration for the widening of the staggered crossings and increased green man time at the junction of Matsell Way. Also consider the addition of advanced stop lines on Norwich Street (at the junction of Matsell Way) at either end. Traffic signal modelling, advanced signals for cyclists and traffic calming measures should also to be considered.	Cycling, walking and wheeling	30m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
DE/PR2/05	DE Route 2 (Blue)	Primary	Norwich Road (Matsell Way to Dereham Town FC)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Norwich Road from Matsell Way to Dereham Football Club. Attention to traffic speeds, pavement widths and condition as well as providing priority at all side road crossings. Specific consideration for raised tables and line improvements required at all junctions along the shared-use path to provide continuous cycling and walking between Matsell Way and Dereham Town Football Club.	Cycling, walking and wheeling	2000m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/PR3/01	DE Route 3 (Green)	Primary	Market Place and Church Street junction	Dereham	Dereham Town Council	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction of Market Place and Church Street. Consideration for a raised table at the crossing of Church Street near High Street. Note: there is poor visibility when buses are parked and vehicles coming from Market Place will occasionally cut the corner.	Cycling, walking and wheeling	15m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
DE/PR3/02	DE Route 3 (Green)	Primary	Market Place (High St to Theatre St)	Dereham	Dereham Town Council	Feasibility study and schemes to enable cycling, walking and wheeling along Market Place from High Street to Theatre Street including at the roundabout. Attention to traffic speeds, pavement widths and conditions as well as providing priority at side road crossings. Consideration for segregated cycle lanes and/or traffic calming.	Cycling, walking and wheeling	200m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

DE/PR3/03	DE Route 3 (Green)	Primary	Market Place roundabout	Dereham	Countywide Local Cycling and Walking Infrastructure Plan & Norfolk County Council Walking Route Assessment Tool	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the Market Place roundabout, as there is traffic congestion leading from Market Place along the B1146 with no pedestrian crossing. Pay attention to traffic speeds, pavement widths and condition, and consider adding a signalised pedestrian crossing to the northwestern arm of the roundabout.	Cycling, walking and wheeling	45m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
DE/PR3/04	DE Route 3 (Green)	Primary	Theatre Street, Wellington Road and Glencoe Court Junction (Cherry Tree car park)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan & Dereham Town Council	Feasibility study and schemes to enable safe cycling, walking and wheeling connectivity at the junctions of Theatre Street, Wellington Road the Cherry Tree car park. Consideration to be given to the installation of dropped kerbs, tactile paving and footway widening to improve visibility adjacent to the Cherry Tree pub.	Cycling, walking and wheeling	25m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
DE/PR3/05	DE Route 3 (Green)	Primary	Theatre Street (St Nicholas St jct to Wellington Rd)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Review options for a southbound contraflow cycling provision from Saint Nicholas Street junction to Wellington Road. An alternative route along St Nicholas Street and Wellington Road is to be considered if the contraflow is unsuitable.	Cycling, walking and wheeling	140m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/PR3/06	DE Route 3 (Green)	Primary	Theatre Street (St Nicholas St to Cemetery Rd)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Theatre Street between Saint Nicholas Street and Glencoe Court. Attention to traffic speeds, pavement widths and conditions as well as providing priority at side road crossings.	Cycling, walking and wheeling	285m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/PR3/07	DE Route 3 (Green)	Primary	Theatre Street, Cemetery Road, Kings Road and Swanton Road junction	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction between Theatre Street and Cemetery Road.	Cycling, walking and wheeling	20m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
DE/PR3/08	DE Route 3 (Green)	Primary	Cemetery Road and Northgate (Theatre St to Northall Gr)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Cemetery Road and Northgate between Theatre Street to Northall Green. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings. Review options for a cycle lane and traffic calming.	Cycling, walking and wheeling	670m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/PR4/01	DE Route 4 (Yellow)	Primary	London Road pavement obstructions	Dereham	Norfolk County Council Walking Route Assessment Tool	Feasibility study and scheme to address the walking and wheeling obstructions on London Road; the north section of footway leading up to High Street roundabout is not suitable due to building and walls obstructions. Review options to realign the carriageway or provide suitable crossing points on both sides of the obstructions.	Cycling, walking and wheeling	15m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
DE/PR4/02	DE Route 4 (Yellow)	Primary	Yaxham Road, London Road and Station Road roundabout	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the roundabout on Yaxham Road, London Road and Station Road. A junction redesign will be required at this location to enable safe cycle crossing. Currently, there is no cycle designation along Safari Way and cyclists need to dismount in the narrow section. The scheme is also to include safe connectivity with the path leading to Safari Way as it currently has poor visibility. A transition to an existing shared footway/cycleway along Station Road would also be in scope.	Cycling, walking and wheeling	15m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
DE/PR4/03	DE Route 4 (Yellow)	Primary	Yaxham Road wide side road junction	Dereham	Dereham Town Council	Currently, there is a wide junction at entrance to Halfords with no continuation of pavement. Review the options of setting back the crossing or of adding a pedestrian island.	Cycling, walking and wheeling	25m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
DE/PR4/04	DE Route 4 (Yellow)	Primary	London Road and Yaxham Road (High Street to Westfield Lane and southern extent of Urban Extension)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along London Road and Yaxham Road between High Street and the new developments on Westfield Road. Pay attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings. For consideration: review the potential for a segregated cycle lane from High Street to Westfield Lane. Sections with limited width may need to be shared-use if a segregated cycle lane is not feasible. The northern footway along Yaxham Road from below the A47 bridge to the A47 slip road could be removed to realign with the carriageway and provide sufficient width for the southern footway to be widened and upgraded to shared-use. This would require a signalised toucan crossing at the Yaxham Road/Greens Road junction.	Cycling, walking and wheeling	2400m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/PR5/01	DE Route 5 (Orange)	Primary	Saint Withburga Lane and Church Street (Market Pl to Washbridge)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Saint Withburga Lane and Church Street (Market Place to Washbridge). Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings. Consideration for the creation of a contraflow mandatory cycle lane from the junctions with Market Place and Washbridge.	Cycling, walking and wheeling	195m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/PR5/02	DE Route 5 (Orange)	Primary	Washbridge Lane (St Withburga Ln to Ted Ellis Walk)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Washbridge Lane from Saint Withburga Lane to Ted Ellis Walk. Attention to traffic speeds, pavement widths and condition, road surface conditions, lighting and wayfinding.	Cycling, walking and wheeling	160m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

DE/PR5/03	DE Route 5 (Orange)	Primary	Chestnut Road (Ted Ellis Walk to Dereham Rd)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling between Ted Ellis Walk and Dereham Road via Chestnut Road. Consideration to be given to traffic calming along the entire length of road.	Cycling, walking and wheeling	180m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/PR5/04	DE Route 5 (Orange)	Primary	Dereham Road and Chestnut Road junction	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction between Dereham Road and Chestnut Road. Consider adding a signalised crossing on Dereham Road adjacent to the bus stop and changing the geometry of the Chestnut Drive junction to allow crossing and traffic calming.	Cycling, walking and wheeling	25m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
DE/PR5/05	DE Route 5 (Orange)	Primary	Dereham Road Cycle Path (B1146) (Chestnut Rd to Scarning FP5)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along the existing cycle path on Dereham Road between Chestnut Road and Scarning public footpath FP5. Specific attention to the installation of street lighting along the footway and cycle path.	Cycling, walking and wheeling	915m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR1/01	DE Secondary Route 1	Secondary	Gressenhall Road and Quebec Road junction	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction between Gressenhall Road and Quebec Road to improve access to the Wending Way.	Cycling, walking and wheeling	30m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
DE/SR1/02	DE Secondary Route 1	Secondary	Sandy Lane and Gressenhall Road (Quebec Rd to Swaffham Rd)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Sandy Lane and Gressenhall Road. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings. Consideration to be given to incorporating the off-carriageway section of Sandy Lane east of Colin McLean Road.	Cycling, walking and wheeling	1900m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR1/03	DE Secondary Route 1	Secondary	Sandy Lane and Swaffham Road junction	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction of Sandy Lane, Swaffham Road and Old Becclesgate. Requirements include improvements at the junction for people approaching from Sandy Lane.	Cycling, walking and wheeling	35m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
DE/SR2/01	DE Secondary Route 2	Secondary	Swanton Road (Back Ln to Kings Rd)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Swanton Road between Back Lane and Kings Road. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	860m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR2/02	DE Secondary Route 2	Secondary	Kings Road (Swanton Rd to Neatherd Rd)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Kings Road between Swanton Road and Neatherd Road. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	350m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR3/01	DE Secondary Route 3	Secondary	Kings Park (Kings Rd to Neatherd Rd)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along King's Park (Kings Road to Neatherd Road) providing connectivity with the King's Park Infant School. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	300m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR4/01	DE Secondary Route 4	Secondary	Wellington Road and Neatherd Road (Theatre St to Crown Rd)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Wellington Road and Neatherd Road and providing connectivity with Neatherd Moore. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding (especially for westbound cycling) as well as providing priority at side road crossings. Consideration for traffic calming and advisory road markings and signage to raise awareness of cyclists between Matsell Way and Crown Road.	Cycling, walking and wheeling	750m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR4/02	DE Secondary Route 4	Secondary	Neatherd Road and Matsell Way junction	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction of Neatherd Road and Matsell Way. Consider adding advanced stop lines and early starts for cyclists turning right at the Neatherd Road and Matsell Way signalised junction (junction assessment required).	Cycling	15m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
DE/SR4/03	DE Secondary Route 4	Secondary	Neatherd Road crossing (Neatherd Moor)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling over Neatherd Road and connecting with Neatherd Moor. Currently, Crown Road has minimal forward visibility around the tight bend - a new cycle friendly crossing is needed to facilitate cyclists crossing to Neatherd Moor.	Cycling, walking and wheeling	25m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
DE/SR4/04	DE Secondary Route 4	Secondary	Crown Road (Neatherd Rd to Norwich Rd)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Crown Road (Neatherd Road to Norwich Road). Attention to traffic speeds, narrow pavement widths and condition, lighting and wayfinding. Schemes should also ensure transitions are put in place on the south of Crown Road to link the cycle route and the existing shared-use path along Norwich Road.	Cycling, walking and wheeling	370m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

DE/SR5/01	DE Secondary Route 5	Secondary	Cowper Road	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Commercial Road between Neatherd Road and Norwich Street. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings. Consideration for a contraflow cycle lane on Cowper Road between Georges Road and Wellington Road. This will need to be accompanied by junction changes at either end of the Cowper Road contraflow cycle lane to ensure safe access and exit for cyclists. This may include tightening of the junction geometry of Cowper Road/Wellington Road and Wellington Road/Kings Road junctions. This will aid cycle journeys to/from the north of Dereham.	Cycling, walking and wheeling	220m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR5/02	DE Secondary Route 5	Secondary	Commercial Road	Dereham	Dereham Town Council	Feasibility study and schemes to enable cycling, walking and wheeling along Commercial Road between Norwich Street and London Road. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings. Consideration for a segregated or advisory cycle lane along Commercial Road connecting to Station Road through the park.	Cycling, walking and wheeling	410m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR6/01	DE Secondary Route 6	Secondary	Matsell Way (Neatherd Rd to Norwich Rd)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan & Dereham Town Council	Feasibility study and schemes to enable cycling, walking and wheeling along Matsell Way between Neatherd Road and Norwich Road linking to the network. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings. Consideration for an on-street cycle route with supporting traffic calming and signage. It may be possible to provide a shared footway/cycleway for some of this link, which will require cycle crossings to be put in place (detailed assessment required). Attention to the desire line to the bus stop - walking over verge would require permissive right.	Cycling, walking and wheeling	275m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR6/02	DE Secondary Route 6	Secondary	Station Road	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Station Road between Matsell Way and London Road linking to the network at the roundabout. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	570m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR7/01	DE Secondary Route 7	Secondary	Neatherd Moor and Etling Green (Dereham Country Park), Back Lane and public rights of way	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling in Neatherd Moor and Etling Green (Dereham Country Park). Working with key stakeholders, create a suitable network of walking and cycling routes which are accessible for all users. Also consider supporting network infrastructure including wayfinding and cycle parking. There is potential to utilise existing rights of way including Back Lane and restricted byways (Dereham RB28, RB33 and RB32), public footpaths (Dereham FP8) and Neatherd Moor.	Cycling, walking and wheeling	TBC	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR7/02	DE Secondary Route 7	Secondary	Neatherd Moor and Etling Green Links (Dereham Country Park) and public rights of way	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity into Neatherd Moor and Etling Green (Dereham Country Park) from : >Norwich Road via Cherry Drive: Dereham public footpath 10 (change of status required) >Swanton Road via Dereham public footpath 29 (change of status required) >Swanton Road via Dereham restricted byway 31 (Back Lane)	Cycling, walking and wheeling	TBC	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR8/01	DE Secondary Route 8	Secondary	Cherry Lane and Hall Lane (Norwich Rd to Greens Rd)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Linking with existing cycling, walking and wheeling infrastructure at Mill View, conduct a feasibility study and create schemes to enable cycling, walking and wheeling along Cherry Lane and Hall Lane connecting Norwich Road to Greens Road. Attention to surface conditions and width, lighting and wayfinding.	Cycling, walking and wheeling	1815m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR8/02	DE Secondary Route 8	Secondary	Greenfields Road (Norwich Rd to Cherry Ln)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Greenfields Road linking Norwich Road to Cherry Lane. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	1085m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR8/03	DE Secondary Route 8	Secondary	Walking and cycling route linking Greens Road and Greenfields Road	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Barrier removal scheme to replace north and south entrance barriers with an LTN 1/20 compliant solution to enable cycling and wheeling access.	Cycling, walking and wheeling	230m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2

DE/SR9/01	DE Secondary Route 9	Secondary	Greens Road (Greenfields Rd shared-use path to Yaxham Rd)	Dereham	National Highways Report	<p>Feasibility study and schemes to enable cycling, walking and wheeling along Greens Road (Greenfields Road shared-use path to Yaxham Road). Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.</p> <p>National Highways Report:</p> <p>>Create a 3.0m wide shared footway on Greens Road. The verge does not run continuously between Yaxham Road and the existing shared footway link. Therefore, elements of kerb realignment along Greens Road will be necessary.</p> <p>>Proposed changes to the junction of Yaxham Road and Greens Road will allow for the 3.0m wide shared footway to continue along the northern side of Greens Road. Given the nature of this road, protection from parked vehicles will be necessary.</p> <p>>Deliver the 3.0m wide shared footway requires kerb line realignment for the first 250m. The extent of realignment reduces from roughly 1.30m at the western Yaxham Road end, to 1.0m at Ambassador Way, before merging with the verge at the eastern end. Applying either the DfT's Local Transport Note guidance or HE's own guidance on "spatial requirements", already pushes the achievable width to below "Gold Standard", but changes to achieve a 3.0m wide path would still give benefit to pedestrian and cycle users.</p> <p>The changes would result in a road width of 6.2m being deliverable and the southern kerb line left relatively un-touched.</p> <p>The changes would result in the loss of on street parking between Yaxham Road and Hall Lane, but beyond Hall Lane there may be scope for some limited retention although this would be determined by the final location of the shared footway.</p> <p>It would be possible to provide an upgraded existing path within the verge area and retain the current kerb alignments.</p> <p>A buildout is required on the side of the road where the existing shared-use path emerges from behind an existing hedge line. This will aid all round visibility and prevent the point from being blocked by parked vehicles.</p>	Cycling, walking and wheeling	415m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR10/01	DE Secondary Route 10	Secondary	Hall Lane A47 Bridge	Dereham	A47 Dereham Cycle Improvements Study & Walking, Cycling and Horse-Riding Assessment	Feasibility study and schemes to enable cycling, walking and wheeling along Greens Road over the Hall Lane bridge over the A47. Attention to lighting, wayfinding and surface condition. Bridge parapets will need to be modified for cyclists by increasing the height.	Cycling, walking and wheeling	80m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR11/01	DE Secondary Route 11	Secondary	Hall Lane (A47 bridge to Hurn Rd)	Dereham	A47 Dereham Cycle Improvements Study & Walking, Cycling and Horse-Riding Assessment	Feasibility study and schemes to enable cycling, walking and wheeling along Hall Lane between the Hall Lane A47 bridge and Hurn Road. Attention to surface condition and width, lighting and wayfinding. Investigate an alternative route via Green Lane and Dimpling Green if the Hall Lane link is not feasible.	Cycling, walking and wheeling	540m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR11/02	DE Secondary Route 11	Secondary	Hurn Road and Kingston Road (Hall Ln to Yaxham Rd)	Dereham	A47 Dereham Cycle Improvements Study & Walking, Cycling and Horse-Riding Assessment	Feasibility study and schemes to enable cycling, walking and wheeling along Hurn Road and Kingston Road between Hall Lane and Yaxham Road. Attention to traffic speeds, pavement widths and condition, lighting, and wayfinding.	Cycling, walking and wheeling	460m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR11/03	DE Secondary Route 11	Secondary	Kingston Road	Dereham	Highways England Report	A new signalised crossing point on Kinston Road, located 30m south of the main roundabout on the B1135 is required to enable onward connectivity, as identified in item 4.4 of the Highways England Report.	Cycling, walking and wheeling	10m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
DE/SR12/01	DE Secondary Route 12	Secondary	Westfield Lane (Yaxham Rd to Westfield Rd)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Westfield Lane from Shipdham Road to Yaxham Road and providing connectivity to the Urban Extension to the south. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	530m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR13/01	DE Secondary Route 13	Secondary	Westfield Road (Shipdham Rd to public footpath Whinburgh FP1)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan & Dereham Town Council	Feasibility study and schemes to enable cycling, walking and wheeling along Westfield Road from Shipdham Road to the public footpath (Whinburgh FP1) south of the Urban Extension. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	1110m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR13/02	DE Secondary Route 13	Secondary	School Lane	Dereham	Countywide Local Cycling and Walking Infrastructure Plan & Dereham Town Council	Feasibility study and schemes to enable cycling, walking and wheeling along School Lane. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	470m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

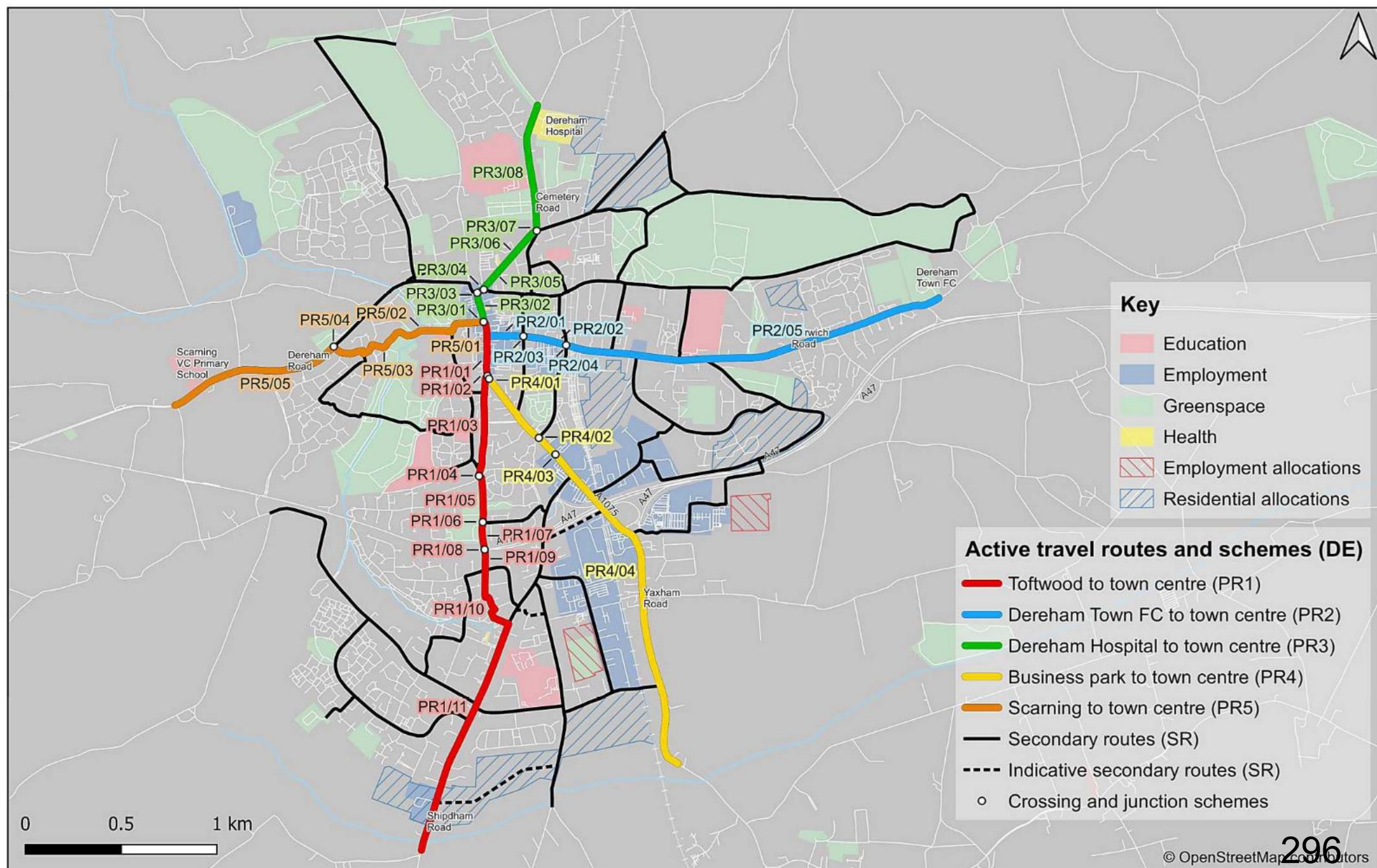
DE/SR14/01	DE Secondary Route 14	Secondary	Rash's Green (Shipdham Rd to Westfield Ln)	Dereham	National Highways Report	Feasibility study and schemes to enable cycling, walking and wheeling along Rash's Green (Shipdham Road to Westfield Lane). Attention to traffic speeds, pavement widths and condition and wide side roads and entrances with no dropped kerbs or tactile paving. The route links to Westfield Lane via a narrow path at the south which has potential to be wider subject to further investigation.	Cycling, walking and wheeling	840m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR15/01	DE Secondary Route 15	Secondary	Shipdham Road to Westfield Road (Urban Extension)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Schemes to enable cycling, walking and wheeling between Shipdham Road and Westfield Road within the Urban Extension. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	680m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR15/02	DE Secondary Route 15	Secondary	Shipdham Road to Westfield Road via Sheldrick Place	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity from Shipdham Road to Westfield Road via Sheldrick Place including the current pedestrian link. Attention to the route width, surface condition, barrier removal and lighting.	Cycling, walking and wheeling	170m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR16/01	DE Secondary Route 16	Secondary	Fen Road and Stone Road (The Broadway to Shipdham Rd)	Dereham	Norfolk County Council Highways	Feasibility study and schemes to enable cycling, walking and wheeling along Fen Road and Stone Road between The Broadway and Shipdham Road. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings. Consider Norfolk County Council Highways recommendations: travelling north to south, remove existing 30mph terminal signs and post, replace with village gates and Mantle sign displaying speed limit and the parish name. Studies have shown this method of traffic calming to be effective. Approximately 50m north of the proposed gates, install a new post with a sign displaying dia.950 to raise motorists awareness of cyclists on the road. Traveling South to North – Install sign displaying dia.950 to existing post to raise awareness to motorists of the right turn which is a location of possible conflict between cyclists and motorist.	Cycling, walking and wheeling	1650m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR17/01	DE Secondary Route 17	Secondary	Hillcrest Avenue and Charles Close (Stone Rd to Shipdham Rd)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Hillcrest Avenue and Charles Close (Stone Road to Shipdham Road) and linking with the allotments at Charles Close. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	1450m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR18/01	DE Secondary Route 18	Secondary	National Cycle Network Route 13 (Stone Rd to underpass link and Middlemarch Rd)	Dereham	National Highways Report	Schemes to enable cycling, walking and wheeling along National Cycle Network Route 13 between Stone Road and the underpass link on Middlemarch Road. If the cycling permeability to the underpass is unachievable, consider extending the route along Middlemarch Road to connect with the proposed network on Shipdham Road. Attention to be paid to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	800m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR19/01	DE Secondary Route 19	Secondary	South Green and Tavern Lane (Gospel Hall to Yaxham Rd)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan & National Highways Report	Feasibility study and schemes to enable cycling, walking and wheeling along South Green and Tavern Lane between Gospel Hall and Yaxham Road. Attention to be paid to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings. Consider the transition between South Green and The Woodlands as bridge restrictions may restrict the provision of a cycle lane, in which case an alternative route for cycling is needed (see DE/SR20/01).	Cycling, walking and wheeling	870m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR19/02	DE Secondary Route 19	Secondary	Tavern Lane A47 on/off slip road junction	Dereham	Dereham Town Council	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction of Tavern Lane and the A47 on/off slip roads. Shorten the geometry and improve maintenance of the nearby trees as the visibility is currently poor for people crossing the junction.	Cycling, walking and wheeling	45m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
DE/SR19/03	DE Secondary Route 19	Secondary	South Green Gardens and South Green (Dereham public footpath 12 to Tavern Ln)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along South Green Gardens and South Green between Dereham public footpath 12 and Tavern Lane. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	380m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2

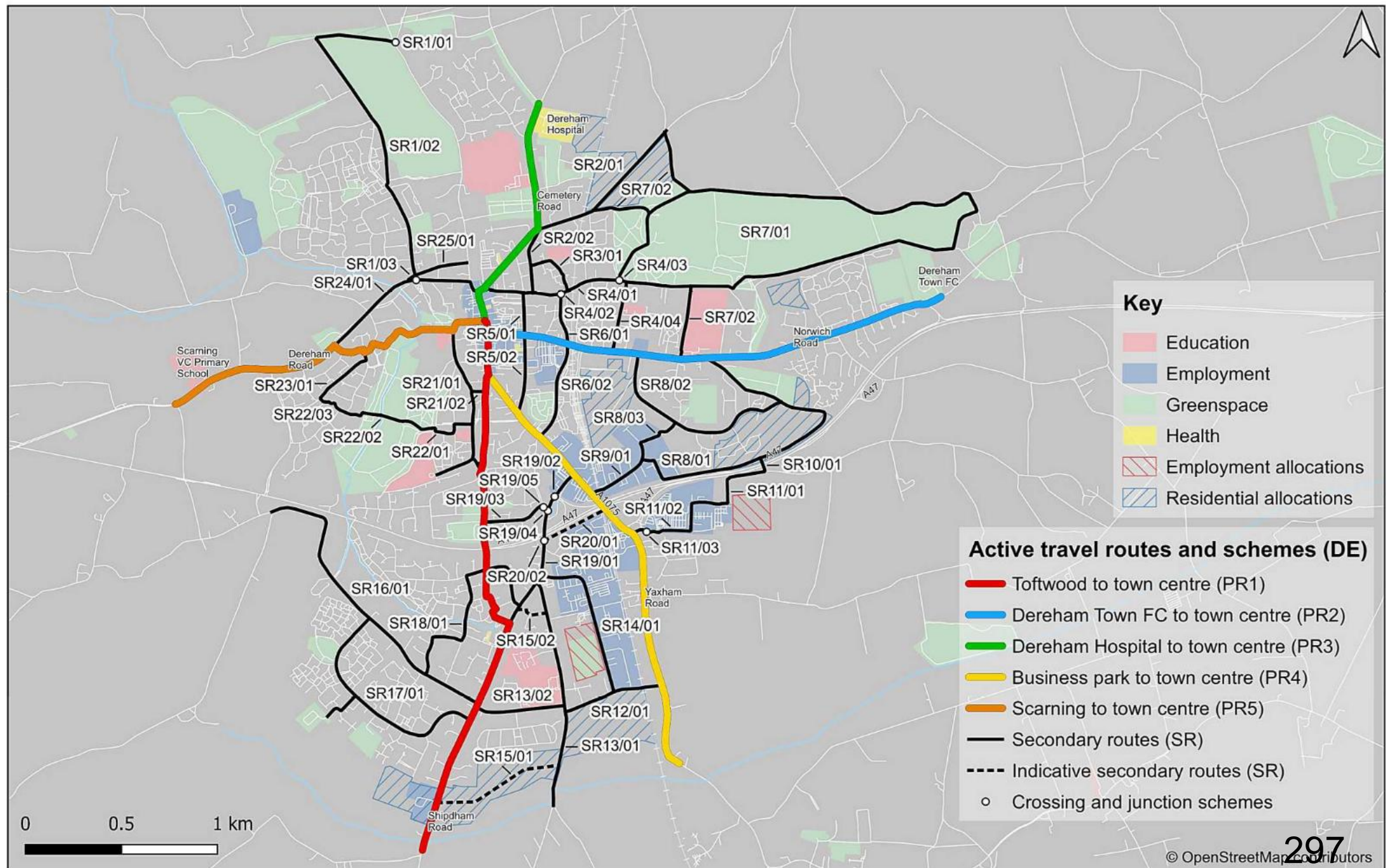
DE/SR19/04	DE Secondary Route 19	Secondary	South Green, South Green Gardens and Tavern Lane junction	Dereham	National Highways Report	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction of South Green, South Green Gardens and Tavern Lane. This includes: >Tightening the junction geometry between South Green Gardens and South Green and constructing a new cycle slip link. >Tightening and reconfiguring the current Tavern Lane/South Green junction to set a new parallel pedestrian and cycle zebra crossing point roughly 20m back from the junction channel line >Widening the existing footway link between South Green and Tavern Lane on the north side of the junction to 3.50m (identified as a shared-use path). The presence of existing mature oak trees that are likely to have Tree Protection Orders (TPO) means the route may require an alternative location, no dig, and/or a compromised, but relatively short, path width. Surveys are required as guidance recommends a segregated cycle lane along high volume roads.	Cycling, walking and wheeling	45m Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
DE/SR19/05	DE Secondary Route 19	Secondary	South Green crossing	Dereham	National Highways Report	Feasibility study and schemes to enable cycling, walking and wheeling connectivity on South Green and Tavern Lane. This includes tightening up and reconfiguring the current Tavern Lane/South Green junction to set a new parallel pedestrian and cycle zebra crossing point roughly 20m back from the junction channel line.	Cycling, walking and wheeling	15m Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
DE/SR20/01	DE Secondary Route 20	Secondary	Scout Hut to Recycling Centre and Yaxham Road	Dereham	National Highways Report	Feasibility study and schemes to enable cycling, walking and wheeling connectivity between South Green/Tavern Lane and Greens Road south of the A47. Consider connecting to the Dereham network and to wider connectivity on Greens Road. National Highways Report: >Option 1 - a new 3.5m wide sealed surface path link around the southern edge of the site, and across the current grassed area is easily deliverable but involves a major land take from the Scout group. >Option 2 - a new path along toe of embankment offset 2m from the building line would allow for doors to open, boundary fencing to be retained, and any buried services to (most likely) be avoided. This includes any drainage from the building. Excavating into, even the smallest element of the toe may have profound consequences and ideally should be avoided. Until a detailed topographic survey is available for this area it is uncertain to what extent this problem can be avoided. Elevating the path, either on "no dig" systems such as "Cellweb" or as a more structural boardwalk may provide more workable solutions, but a boardwalk especially will require maintenance, and if entirely on Highways England land this would become their responsibility. There are also concerns over the lack of any natural surveillance through this section and lighting may not be possible if bats or other nocturnal species are in existence. Both route option 1 and route option 2 exit the Scout site at the north east corner, at the point where two piped watercourses merge to create a single drainage ditch with water flowing in a southerly direction. The route would follow the current toe of embankment, but crucially would need to bridge over both of these pipes at the point where they meet, although deviating around is possible it requires further intrusion in Highways England land. The preferred path option would be to cross the single open watercourse south of the confluence of the two pipes using a lightweight timber and steel structure, 4.0m between parapets. The decking for the structure can be formed from GRP style perforated panels, 25mm thick attached to a lightweight steel underframe. The natural alignment for the path is through the adjacent industrial site, using the derelict land between the current boundary fence and hard paved area. This	Cycling, walking and wheeling	TBC Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR20/02	DE Secondary Route 20	Secondary	South Green crossing	Dereham	Highways England Report	Feasibility study and schemes to enable cycling, walking and wheeling connectivity over South Green near the Scout Hut - the crossing links with scheme DE/SR20/01.	Cycling, walking and wheeling	15m Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

DE/SR21/01	DE Secondary Route 21	Secondary	Gilpin's Ride and Littlefields (Dereham CoE Junior Academy to Washbridge)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Gilpin's Ride and Littlefields linking Dereham Church of England Junior Academy to Washbridge. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings. Gilpin's Ride adds a flexibility to suit all cyclists' needs. Little work is required to implement this section. Some lighting and security upgrades will be necessary on the existing link between Gilpin's Ride and Southend as will new signage. At the Southend/South Green/Moorgate Road junction, cyclists are required to navigate a priority junction on a tight bend where visibility can act as a constraint. Although National Cycle Route 13 requires turning at this junction, little dedicated cycle provision is in place to aid this movement. Warning is required at Dereham Town Council due to vehicles accessing the site.	Cycling, walking and wheeling	890m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR21/02	DE Secondary Route 21	Secondary	Mary Unwin Road (Baxter Row to Littlefields)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Mary Unwin Road between Baxter Row and Littlefields. Attention to traffic speeds, pavement widths and condition, lighting, and wayfinding.	Cycling, walking and wheeling	75m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR22/01	DE Secondary Route 22	Secondary	The Grove and Sardis Way (Gilpin's Ride to Dereham Common)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along The Grove and Sardis Way (Gilpin's Ride to Dereham Common). Attention to traffic speeds, pavement widths and condition, lighting, and wayfinding.	Cycling, walking and wheeling	245m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR22/02	DE Secondary Route 22	Secondary	Dereham Commonland (Sardis Way to Blackthorn Dr)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling over Dereham Commonland between Sardis Way and Blackthorn Drive. Attention to barriers, surface condition and width, lighting, and wayfinding.	Cycling, walking and wheeling	480m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR22/03	DE Secondary Route 22	Secondary	Blackthorn Drive (Dereham Common to shared-use path)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Blackthorn Drive linking Dereham Common to the shared-use path. If existing cycle route is not suitable consider Bluebell Close or Wright Drive. Attention to traffic speeds, pavement widths and condition, lighting, and wayfinding.	Cycling, walking and wheeling	200m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR23/01	DE Secondary Route 23	Secondary	Shared-use path, Kemp Drive and Allwood Avenue (Draytonhall Ln to Chestnut Rd)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along the shared-use path, Kemp Drive and Allwood Avenue between Draytonhall Lane and Chestnut Road. Attention to barriers at the east and west entrances to the shared-use path, traffic speeds, pavement widths and condition, lighting and wayfinding.	Cycling, walking and wheeling	565m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR24/01	DE Secondary Route 24	Secondary	Dereham Road and Swaffham Road (Chestnut Rd to Market Pl)	Dereham	Countywide Local Cycling and Walking Infrastructure Plan & Dereham Town Council	Feasibility study and schemes to enable cycling, walking and wheeling along Dereham Road and Swaffham Road (Chestnut Road to Market Place). Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings. Pay attention to providing protective space for cycling, walking and wheeling between Market place and Becclesgate. Also consider resurfacing to remove defects and widening sections that are less than 1.5m in width.	Cycling, walking and wheeling	855m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/SR25/01	DE Secondary Route 25	Secondary	Elvin Road (Swaffham Rd to Quebec Rd)	Dereham	Dereham Town Council	Feasibility study and schemes to enable cycling along Elvin Road (Swaffham Road to Quebec Road). Pay attention to traffic speeds and consider traffic calming (20mph signage) and wayfinding.	Cycling	327m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DE/WZ/01	DE Walking Zone	Walking Zone	Dereham town centre	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Working with key stakeholders in Dereham, conduct a feasibility study to identify opportunities to improve walking and wheeling connectivity in the Dereham town centre. Consideration to be given to pavement widths and accessibility, road crossing points and priority over side roads for pedestrians.	Walking and wheeling	0.55km2	Medium	<5 years	Walking Route Assessment Year 1 Detailed design Year 2

DE/SS/01	DE Wayfinding	Wayfinding	National Cycle Network Route 13	Dereham	Countywide Local Cycling and Walking Infrastructure Plan & Norfolk County Council Highways	Wayfinding Audit of the National Cycle Network 13 route in Dereham to ensure user clarity and safety at key decision points. Consideration to be given to: >Church Street: install a National Cycle Route sign on the existing speed limit column for users with confidence and clear direction. >Church Street: move National Cycle Network route sign from the corner of Quebec St/Church Street, attach to the existing giveaway terminal and add repeater signs. >High Street: add repeater and directional signs to the existing columns which will benefit cyclists travelling both ways. >Lavender Grove: remove the existing sticker and replace with a National Cycle Network route sign on a cantilever to improve route direction visibility. >Littlefields: add a right turn National cycle route 13 sticker on the existing speed limit column on the junction of Mary Unwin Road and Littlefields. >Middlemarch Road: additional cycle signage needed. >South Green: some signage and a transition to on-road cycling will be needed for this section to provide a link between this cycle corridor and the existing National Cycle Route 13. >Southend: add a National Cycle route 13 repeater sign to existing speed limit Column. >Saint Withburga: cycle route sign needed to direct cyclists travelling south to north in the direction of Washbridge including repeater sign (just north of Vicarage Meadow). >Stone Road/Orchid Avenue: add a cycle route repeater to the existing street light column on Stone Road to provide cyclists with confidence that they are travelling on the right route; Add VAS's from both approaches to the junction displaying Dia.950; travelling west to east – add a Dia.1057 road marking to the existing "Stop" marking on the road; travelling east to west – add Dia.1057 and 1036.1 road marking on the approach to the junction with Orchid Avenue. >Wellington Road: add a left turn National Cycle Route 13 sticker to the existing sign on the approach to the roundabout.	Cycling	N/A Short < 3 years	Scheme feasibility Year 1 Detailed design Year 2
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DISS

Active Travel Infrastructure Scheme List and Network Map (DRAFT)

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Reference	Route	Route Type	Road Name	Settlement	Source	Description	Type	Length (m)	Timescale (<3,<5,5+ years)	Next Steps
DI/PR1/01	DI Route 1 (Red)	Primary	Shelfanger Road (Louie's Ln to Factory Ln)	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to deliver safe cycling, walking and wheeling connectivity at the junction between Louie's Lane and Shelfanger Road, taking into consideration the allocations in this area. This includes increasing the amount of signage on approach to the 30mph zone for traffic entering Diss from the north, and tightening the radius of northbound traffic travelling from Louie's Lane to Shelfanger Road.	Cycling, walking and wheeling	540m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
DI/PR1/02	DI Route 1 (Red)	Primary	Shelfanger Road (Factory Ln to Roydon Rd)	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to deliver safe cycling, walking and wheeling connectivity between Factory Lane and Roydon Road.	Cycling, walking and wheeling	436m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/PR1/03	DI Route 1 (Red)	Primary	Denmark Street	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to deliver safe cycling, walking and wheeling connectivity on Denmark Street.	Cycling, walking and wheeling	532m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/PR2/01	DI Route 2 (Blue)	Primary	A1066 (Dark Ln to Sawmills Rd)	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along the A1066 between Dark Lane and Sawmills Road. Attention to pavement widths, traffic speeds and priority over side road crossings.	Cycling, walking and wheeling	525m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/PR2/02	DI Route 2 (Blue)	Primary	A1066 (Mission Rd to Sawmills Rd)	Diss	Network Improvement Strategy, Countywide Local Cycling and Walking Infrastructure Plan & Diss & District Neighbourhood Plan (submission draft June 2022)	Feasibility study to extend cycling, walking and wheeling connectivity from Mission Road to the junction of Sawmills Road along the A1066. Schemes to include removing the current 'end of route' sign on Mission Road to allow the cycleway to connect to the A1066, covering a distance of 500m.	Cycling, walking and wheeling	200m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/PR2/03	DI Route 2 (Blue)	Primary	Station Road	Diss	Countywide Local Cycling and Walking Infrastructure Plan, Diss & District Neighbourhood Plan (submission draft June 2022)	Feasibility study and scheme for improvements to cycle and pedestrian access to the railway station along Station Road, including the provision of signage and an advisory cycle route, new cycle parking and signage at the railway station.	Cycling, walking and wheeling	400m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/PR2/04	DI Route 2 (Blue)	Primary	A1066 Victoria Road (Station Rd to Diss Leisure Centre)	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to deliver safe cycling, walking and wheeling connectivity on Victoria Road, including cycling and walking priority on Bellacre Close and at the entrance to Diss Leisure Centre.	Cycling, walking and wheeling	530m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/PR2/05	DI Route 2 (Blue)	Primary	A1066 (Diss Leisure Centre to Whytehead Gardens)	Diss	Network Improvement Strategy, Countywide Local Cycling and Walking Infrastructure Plan, Diss & District Neighbourhood Plan (submission draft June 2022)	Feasibility study and scheme to Continue the existing shared-use cycleway from Diss Leisure Centre to connect with the pedestrian crossing opposite Diss Methodist Church.	Cycling, walking and wheeling	700m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/PR2/06	DI Route 2 (Blue)	Primary	A1066 roundabouts serving supermarkets	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study to improve the cycling, walking and wheeling connectivity on Victoria Road between the roundabouts leading to supermarkets. Reference the Diss Network Improvement Strategy regarding recommendations for roundabout changes.	Cycling, walking and wheeling	230m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/PR2/07	DI Route 2 (Blue)	Primary	A1066 (Park Rd)	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to deliver safe cycling, walking and wheeling connectivity onto the westerly section of the A1066/Park Road, and resurfacing the pedestrian provision outside the Diss fire station.	Cycling, walking and wheeling	470m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/PR2/08	DI Route 2 (Blue)	Primary	Park Road (Denmark St roundabout)	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable the cycling, walking and wheeling connectivity at the roundabout on Park Road.	Cycling, walking and wheeling	30m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/PR2/09	DI Route 2 (Blue)	Primary	A1066 junction with Denmark Road south to Angles Way	Diss	Network Improvement Strategy	Feasibility study and scheme to improving the signage for National Cycle Network Route 30 to encourage increased use by cyclists - this includes improving 10 signs.	Cycling, walking and wheeling	350m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

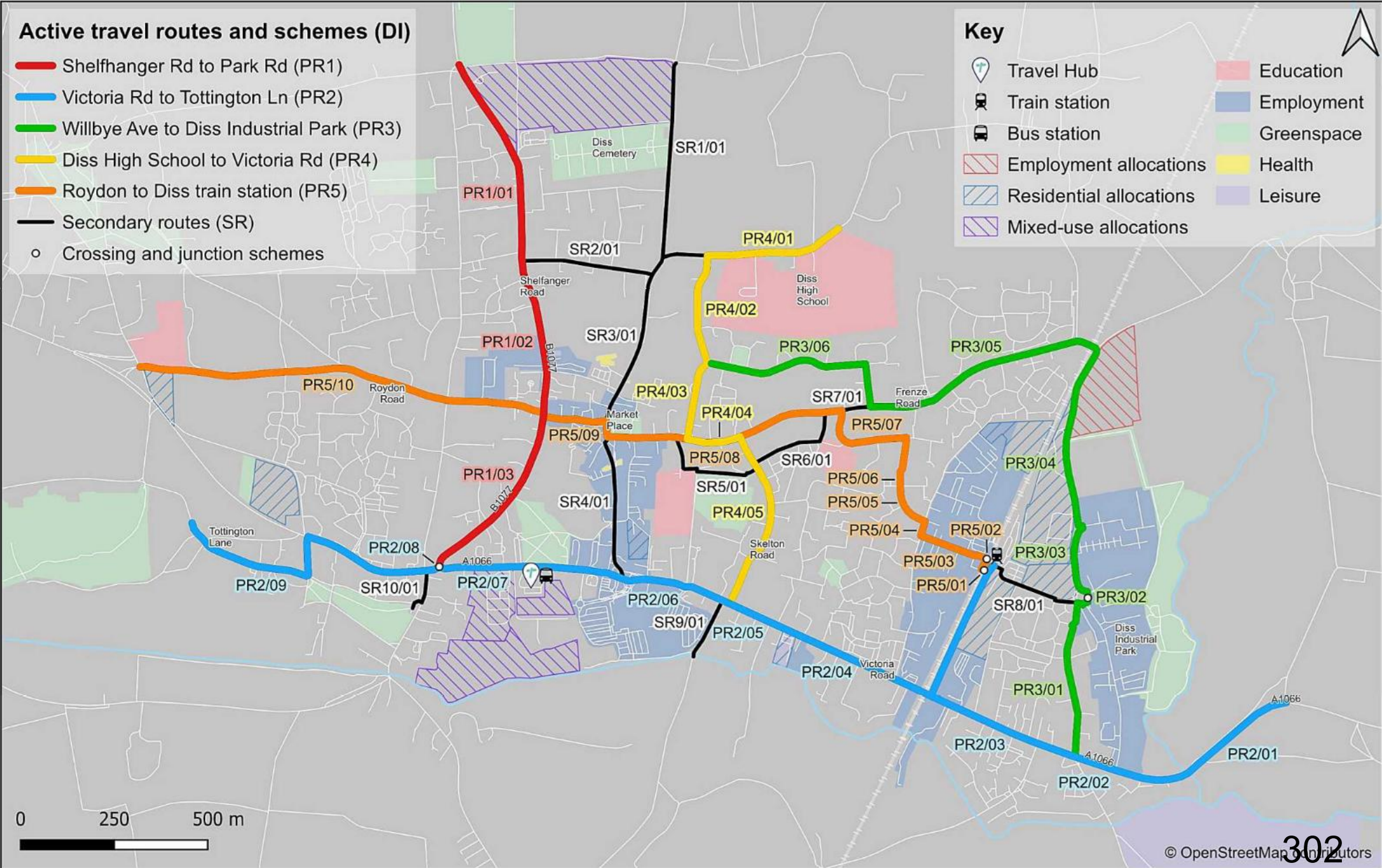
DI/PR3/01	DI Route 3 (Green)	Primary	Mission Road (Victoria Rd to Sawmills Rd/Nelson Rd)	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling, walking and wheeling along Mission Road between the A1066 and the shared cycle path to Sawmills Road south of the roundabout. Attention to barriers, pavement widths, priority at side road crossings, lighting and traffic speeds.	Cycling, walking and wheeling	430m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/PR3/02	DI Route 3 (Green)	Primary	Sawmills Road roundabout	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling, walking and wheeling across the Sawmills Road roundabout, enabling a continuous journey along Nelson Road to the railway station and connectivity with Sandy Lane. Attention to barriers, pavement widths, lighting and traffic speeds.	Cycling, walking and wheeling	40m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
DI/PR3/03	DI Route 3 (Green)	Primary	Sandy Lane (Sawmills Rd roundabout to Walcot Gr)	Diss	Countywide Local Cycling and Walking Infrastructure Plan	New signage on Sandy Lane to the Sawmills Road roundabout to increase cyclist and pedestrian wayfinding from Sandy Lane to the railway station.	Cycling, walking and wheeling	190m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/PR3/04	DI Route 3 (Green)	Primary	Walcot Green (Sandy Ln to Frenze Hall Ln)	Diss	Countywide Local Cycling and Walking Infrastructure Plan & Network Improvement Strategy	Feasibility study and schemes to enable safe cycling, walking and wheeling on Walcot Green. Attention to pavement provision, vegetation encroachment, traffic speeds, barriers, wayfinding and lighting.	Cycling, walking and wheeling	500m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/PR3/05	DI Route 3 (Green)	Primary	Frenze Hall Lane (railway bridge and Willbye Ave)	Diss	Network Improvement Strategy, Countywide Local Cycling and Walking Infrastructure Plan, Diss & District Neighbourhood Plan (submission draft June 2022)	Feasibility study and schemes to enable safe cycling and walking along Frenze Hall Lane between the existing shared-use provision at the railway bridge and Willbye Avenue. Consideration to be given to extending the existing shared-use facility, pavement widths, traffic speeds, priority at side road crossings, wayfinding and lighting.	Cycling, walking and wheeling	630m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/PR3/06	DI Route 3 (Green)	Primary	Willbye Avenue (Frenze Road to Uplands Way)	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling and continuous walking and wheeling provision along Willbye Avenue. Attention to priority over side road crossings and traffic speeds.	Cycling, walking and wheeling	530m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/PR4/01	DI Route 4 (Yellow)	Primary	Walcot Road	Diss	Network Improvement Strategy	Feasibility study and schemes to enable pedestrian access to Heywood Sports & Fitness Centre by providing footway provision/a crossing point on Walcot Road. Also provide a suitable crossing outside Diss High School - consider tightening the radius of highway entrance to the school. This would slow down entering and exiting traffic and give more footway provision for those approaching/leaving the school by foot and for parents or carers waiting to collect pupils on foot.	Cycling, walking and wheeling	280m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/PR4/02	DI Route 4 (Yellow)	Primary	Uplands Way (Walcot Way to Willbye Ave including the roundabout)	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to enable safe on road cycling conditions and continuous walking and wheeling provision on Uplands Way between Walcot Way and Willbye Avenue.	Cycling, walking and wheeling	200m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/PR4/03	DI Route 4 (Yellow)	Primary	Uplands Way (Willbye Avenue to Frenze Road)	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to enable safe on road cycling and continuous walking and wheeling provision on Uplands Way between Willbye Avenue and Frenze Road.	Cycling, walking and wheeling	190m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/PR4/04	DI Route 4 (Yellow)	Primary	Frenze Road (Uplands Way and Skelton Road)	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable walking and wheeling connectivity along Frenze Road. Consideration for tightening the junction between Uplands Way and Frenze Road (in particular when leaving Skelton Road eastbound)	Cycling, walking and wheeling	100m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
DI/PR4/05	DI Route 4 (Yellow)	Primary	Skelton Road (Frenze Rd to Victoria Rd)	Diss	Countywide Local Cycling and Walking Infrastructure Plan & Diss & District Neighbourhood Plan (submission draft June 2022)	Feasibility study and schemes to enable walking and wheeling connectivity from the junction of Skelton Road and Frenze Road in the north to connect with the A1066 in the south.	Cycling, walking and wheeling	400m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/PR5/01	DI Route 5 (Orange)	Primary	Diss train station footbridge	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to enable cycling, walking and wheeling connectivity over the railway line at Diss train station. The crossing scheme should link with proposed network improvements on Station Road and Gilray Road.	Cycling, walking and wheeling	80m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
DI/PR5/02	DI Route 5 (Orange)	Primary	Gilray Road and Diss train station	Diss	Network Improvement Strategy	Feasibility study to identify appropriate cycle parking infrastructure needs at Diss train station. Consideration to be given to location, lighting, and cycle parking (stands or secure cycle parking facilities).	Cycling, walking and wheeling	20m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/PR5/03	DI Route 5 (Orange)	Primary	Gilray Road (Diss train station to Vince's Road)	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity along Gilray Road to enable access to the train station northbound platform. Consideration to be given to pavement widths, priority at side roads, lighting and wayfinding.	Cycling, walking and wheeling	180m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

DI/PR5/04	DI Route 5 (Orange)	Primary	Vince's Road (Gilray Road to Fisher Road)	Diss	Network Improvement Strategy	A toucan or tiger crossing on Vince's Road to allow for safer movements by pedestrians and cyclists travelling to the train station. Traffic assessment required.	Cycling, walking and wheeling	20m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
DI/PR5/05	DI Route 5 (Orange)	Primary	Fisher Road	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Scheme to enable safe on road cycling conditions and continuous walking and wheeling provision along Fisher Road.	Cycling, walking and wheeling	125m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/PR5/06	DI Route 5 (Orange)	Primary	Footpath between Fisher Road and Field House Gardens	Diss	Network Improvement Strategy & Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to widen the existing footpath by removing the metal railings up from Fisher Road and adding wayfinding to encourage the use of the route by people walking or cycling.	Cycling, walking and wheeling	44m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/PR5/07	DI Route 5 (Orange)	Primary	Field House Gardens	Diss	Diss & District Neighbourhood Plan (submission draft June 2022)	Feasibility study and scheme for widening of the existing footpath and wayfinding signs at Field House Gardens. Tighten the radii at the junction between Field House Gardens and Frenze Road.	Cycling, walking and wheeling	335m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
DI/PR5/08	DI Route 5 (Orange)	Primary	Frenze Road and Church Street between Field House Gardens and Market Place	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to enable safe on road cycling and continuous walking and wheeling provision on Frenze Road and Church Street. This includes improving road markings and surface conditions at the junction with Skelton Road and tightening the radius at the junction between Frenze Road and Bloomfield Road.	Cycling, walking and wheeling	640m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/PR5/09	DI Route 5 (Orange)	Primary	Church Street, Market Hill & Saint Nicholas Street	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study to understand the potential for new cycling, walking and wheeling connectivity on Church Street, Market Hill and Saint Nicholas Street (including at the junction with Roydon Road). Consider allowing cycles to travel both ways on Church Road.	Cycling, walking and wheeling	260m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/PR5/10	DI Route 5 (Orange)	Primary	Roydon Road and Old High Road (St Nicholas St to Manor Rd)	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to enable safe on road cycling and continuous walking and wheeling provision on Roydon Road and Old High Road.	Cycling, walking and wheeling	1180m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/SR1/01	DI Secondary Route 1	Secondary	Heywood Road (Burstons Rd jct to Mount Rd)	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe on road cycling and continuous walking and wheeling provision on Heywood Road between Burstons Road junction and Mount Road.	Cycling, walking and wheeling	520m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/SR1/02	DI Secondary Route 2	Secondary	Sunnyside (Shelfhanger Rd to Heywood Rd)	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity along Sunnyside linking Shelfhanger Road to Heywood Road. Attention to pavement widths and barriers, priority at side road crossings, wayfinding and traffic speeds.	Cycling, walking and wheeling	350m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/SR1/03	DI Secondary Route 3	Secondary	Walcot Road and Mount Street (Uplands Way to Market Pl)	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity along Walcot Road and Mount Street linking Uplands Way with Market Place. Attention to pavement widths and barriers, priority at side road crossings, wayfinding and traffic speeds.	Cycling, walking and wheeling	645m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/SR1/04	DI Secondary Route 4	Secondary	Market Place and Mere Street (Market Hill to Park Rd)	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity along Market Place and Mere Street linking Market Hill with Park Road. Attention to pavement widths and barriers, priority at side road crossings, wayfinding and traffic speeds.	Cycling, walking and wheeling	360m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/SR1/05	DI Secondary Route 5	Secondary	The Entry and Rectory Meadow	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity along The Entry and Rectory Meadow to enable connectivity with Diss Church of England School. Attention to pavement widths and barriers, priority at side road crossings, wayfinding, lighting and traffic speeds.	Cycling, walking and wheeling	282m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/SR1/06	DI Secondary Route 6	Secondary	Fitzwalter Road (Linking Skelton Road and Frenze Road)	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity along Fitzwalter Road and the public footpath to improve connectivity with Diss Infant and Nursery School. Attention to pavement widths and barriers, priority at side road crossings, wayfinding, lighting and traffic speeds.	Cycling, walking and wheeling	277m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/SR1/07	DI Secondary Route 7	Secondary	Frenze Road (Field House Gardens to Willbye Ave)	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Frenze Road between Field House Gardens and Willbye Avenue. Attention to traffic speeds, pavement widths and conditions as well as providing priority at side road crossings.	Cycling, walking and wheeling	80m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/SR1/08	DI Secondary Route 8	Secondary	Nelson Road (Diss train station to Sandy Ln)	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity along Nelson Road linking Diss train station to Sandy Lane. Attention to pavement widths and barriers, priority at side road crossings, wayfinding, lighting and traffic speeds.	Cycling, walking and wheeling	240m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/SR1/09	DI Secondary Route 9	Secondary	Denmark Street (Stanley Rd to Fair Gr)	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Denmark Street from Stanley Road to Fair Green. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	135m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

DI/SR1/10	DI Secondary Route 10	Secondary	The Lows	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along The Lows from Victoria Road to the bridge over the River Waveney. Schemes to enable wider connectivity with Palgrave connecting with any schemes within the Suffolk Countywide Local Cycling and Walking Infrastructure Plan. Attention to surface condition and width, lighting and wayfinding.	Cycling, walking and wheeling	180m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DI/WZ/01	DI Walking Zone	Walking Zone	Diss town centre	Diss	Countywide Local Cycling and Walking Infrastructure Plan	Working with key stakeholders in Diss, conduct a feasibility study to identify opportunities to improve walking and wheeling connectivity in the Diss town centre. Consideration to be given to pavement widths and accessibility, road crossing points and priority over side roads for pedestrians.	Walking and wheeling	0.50km2	Medium	<5 years	Walking Route Assessment Year 1 Detailed design Year 2



DOWNHAM MARKET

Active Travel Infrastructure Scheme List and Network Map (DRAFT)

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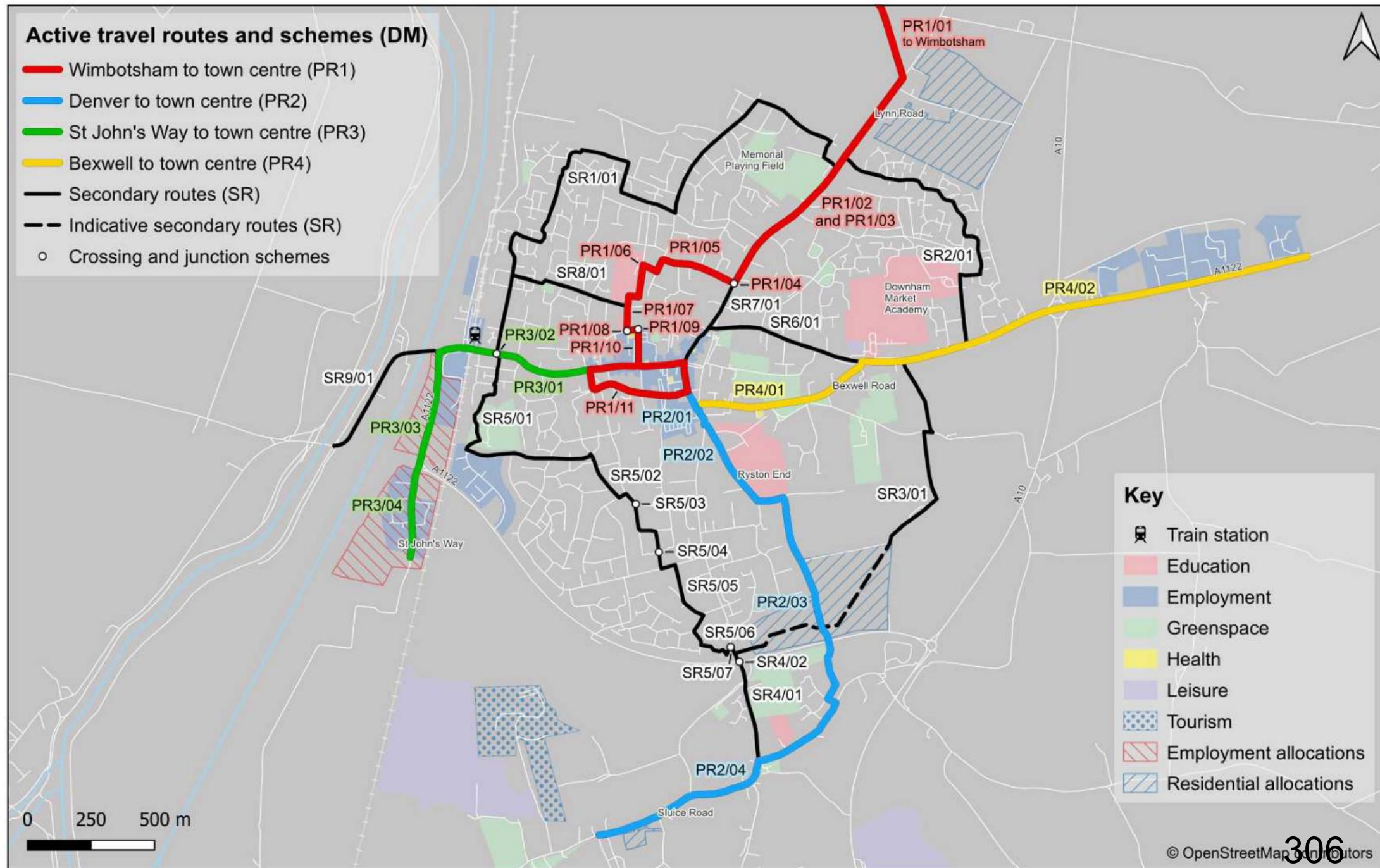
Reference	Route	Route Type	Road Name	Settlement	Source	Description	Type	Length (m)	Timescale (<3,<5,5+ years)	Next Steps
DM/PR1/01	DM Route 1 (Red)	Primary	Low Road (Church Rd to Lynn Rd)	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study required to identify options for providing priority pedestrian and cycling connectivity along Low Road and enabling a right turn onto Lynn Road.	Cycling, walking and wheeling	1000m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
DM/PR1/02	DM Route 1 (Red)	Primary	Lynn Road (Low Rd to Clackclose Rd)	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan & Network Improvement Strategy	Feasibility study and schemes to enable continuous safe cycling, walking and wheeling connectivity along Lynn Road (B1507) between the junction with Low Road and Clackclose Road. Attention to traffic speeds, pavement widths and conditions as well as providing priority at side road crossings. (Lavender Drive, The Firs, Retreat Estate junction, Civray Avenue and Cock Drove). Network Improvement Strategy: Reallocation of road space on Lynn Road (B1507). A 1.5m new advisory cycle lane across Lynn Road (B1507) on each side of the road (the resulting carriageway width in some sections on Lynn Road will be below 5.5m, where the centre line should be removed). This measure will promote cycling at the and serve as a traffic calming measure - it should be accompanied by the prohibition of waiting at any time.	Cycling, walking and wheeling	1050m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
DM/PR1/03	DM Route 1 (Red)	Primary	Lynn Road (Low Rd to Clackclose Rd)	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable walking and wheeling crossing movements over Lynn Road between Low Road and Clackclose Road at crossing points near key destinations including Downham Nursery School, Downham FC and Memorial Park.	Walking and wheeling	15m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
DM/PR1/04	DM Route 1 (Red)	Primary	Lynn Road and Clackclose Road junction	Downham Market	Priority scheme within Network Improvement Strategy	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction of Lynn Road and Clackclose Road. Scheme to enable a righthand turn for people cycling and turning into Clackclose Road. Network Improvement Strategy: Tighten the Lynn Road (B1507)/Clackclose Road junction and improve the right turn facilities from Lynn Road to Cock Close - this could be in form of a ghost island or mini-roundabout. A mini-roundabout would also serve as a traffic calming measure.	Cycling, walking and wheeling	20m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
DM/PR1/05	DM Route 1 (Red)	Primary	Clackclose Road, Wimbotsham Road and Nursey Road	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan	Scheme to provide suitable high-quality continuous safe cycling, walking and wheeling connectivity on National Cycle Network Route 11 along Clackclose Road (starting at the junction with Lynn Road), along Wimbotsham Road and finishing at the nursery school at the end of Nursey Road.	Cycling, walking and wheeling	400m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
DM/PR1/06	DM Route 1 (Red)	Primary	Willow Road and Wesley Close	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan	Scheme to remove all access control points and provide LTN1/20 compliant access control points suitable for people cycling, walking and wheeling along the shared-use path starting at Willow Road, crossing Beach Road and Nursery Road and ending at Wesley Close.	Cycling, walking and wheeling	400m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
DM/PR1/07	DM Route 1 (Red)	Primary	Snape Lane (NCN Route 11 section of Snape Ln from the jct with the shared-use path on Wesley Cl and Paradise Rd)	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan	Scheme to provide high-quality continuous safe cycling, walking and wheeling connectivity along the National Cycle Network Route 11 section of Snape Lane between the junction with the shared-use path on Wesley Close and Paradise Road.	Cycling, walking and wheeling	95m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
DM/PR1/08	DM Route 1 (Red)	Primary	Paradise Road pedestrian crossing point	Downham Market	Priority scheme within Network Improvement Strategy	A new zebra crossing on Paradise Road next to the Clackclose Pre-School and the Downham Market Health Centre.	Cycling, walking and wheeling	10m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
DM/PR1/09	DM Route 1 (Red)	Primary	Paradise Road junction with Morrisons supermarket	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan	Scheme to provide high-quality continuous safe cycling, walking and wheeling connectivity at the junction with Morrisons.	Cycling, walking and wheeling	20m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
DM/PR1/10	DM Route 1 (Red)	Primary	Morrisons supermarket car park NCN Route 11 between Paradise Road and Bridge Street	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan	Scheme to provide high-quality continuous safe cycling, walking and wheeling connectivity along National Cycle Network Route 11 at Morrisons between Paradise Road and Bridge Street.	Cycling, walking and wheeling	145m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
DM/PR1/11	DM Route 1 (Red)	Primary	Bridge Street, High Street and Priory Road	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan & Network Improvement Strategy	Feasibility study and schemes to enable cycling along Bridge Street, High Street and Priory Road one-way system. Network Improvement Strategy: Providing a contraflow cycle lane at the one-way section of Priory Road between Railway Road and Trafalgar Road and changing the priority at the Priory Road/Trafalgar Road junction to create a safer environment for cyclists.	Cycling, walking and wheeling	950m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

DM/PR2/01	DM Route 2 (Blue)	Primary	London Road (jct Priory Rd to jct Ryston End)	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study to identify high-quality continuous safe cycling, walking and wheeling connectivity along London Road between Priory Road and Ryston End.	Cycling, walking and wheeling	155m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DM/PR2/02	DM Route 2 (Blue)	Primary	Ryston End (NCN Route 11 section)	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan	Scheme to provide suitable high-quality continuous safe cycling, walking and wheeling connectivity along National Cycle Network Route 11 route on Ryston End, starting at the junction with London Road and ending at the junction with Nightingale Lane.	Cycling, walking and wheeling	465m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DM/PR2/03	DM Route 2 (Blue)	Primary	Nightingale Lane (jct Ryston End to jct Nightingale Close)	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan	Scheme to deliver safe walking, cycling and wheeling conditions using a semi-bonded surface along Nightingale Lane. Part of this route crosses a bridge over the A1122 and a section of land north of A1122 is designated for the new housing development.	Cycling, walking and wheeling	835m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DM/PR2/04	DM Route 2 (Blue)	Primary	Ryston Road (Nightingale Walk) to Sluice Road (Bradley Cl)	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling, walking and wheeling along Ryston Road and Sluice Road.	Cycling, walking and wheeling	1120m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DM/PR3/01	DM Route 3 (Green)	Primary	Railway Road (jct Priory Rd to A1122 roundabout)	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan	Scheme to deliver safe walking, cycling and wheeling connectivity along Station Road from Priory Road to the roundabout on the A1122.	Cycling, walking and wheeling	600m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DM/PR3/02	DM Route 3 (Green)	Primary	Railway Road and Bennet Street junction	Downham Market	Priority scheme within Network Improvement Strategy	New advanced stop lanes at the Railway Road/Bennet Street signalised junction.	Cycling, walking and wheeling	20m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
DM/PR3/03	DM Route 3 (Green)	Primary	A1122 (roundabout on Railway Rd to roundabout on St John's Way)	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study to identify high-quality continuous safe cycling, walking and wheeling connectivity along the A1122 from and including the roundabout on Station Road and the roundabout on Saint John's Way.	Cycling, walking and wheeling	460m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DM/PR3/04	DM Route 3 (Green)	Primary	St John's Way	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan	Scheme to deliver safe walking, cycling and wheeling connectivity along Saint John's Way serving existing and proposed business allocations.	Cycling, walking and wheeling	360m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DM/PR4/01	DM Route 4 (Yellow)	Primary	Howdale Road (London Rd to Bexwell Rd)	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study to identify high-quality continuous safe cycling, walking and wheeling connectivity along Howdale Road connecting with National Cycle Network Route 11 at London Road and ending at the junction with Bexwell Road.	Cycling, walking and wheeling	715m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DM/PR4/02	DM Route 4 (Yellow)	Primary	Bexwell Road (jct with Howdale Rd to jct on New Rd)	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study to identify high-quality continuous safe cycling, walking and wheeling connectivity along Bexwell Road from the junction with Howdale Road, crossing the roundabout on the A10 and ending in the area of employment on New Road.	Cycling, walking and wheeling	2300m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DM/SR1/01	DM Secondary Route 1	Secondary	Bennett Street to Mill Lane	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan & Downham Market Neighbourhood Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity between Lynn Road (via Mill Lane) and Railway Road (via Bennett Street). Attention to creating links with existing green infrastructure provision, traffic speeds, lighting and wayfinding.	Cycling, walking and wheeling	2570m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DM/SR2/01	DM Secondary Route 2	Secondary	Lynn Road (via Lavender Dr) to Bexwell Road (via Hillcrest)	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan & Downham Market Neighbourhood Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity between Lynn Road (via Lavender Drive) and Bexwell Road (via Hillcrest). Attention to traffic speeds, lighting and wayfinding and creating links with existing green infrastructure provision.	Cycling, walking and wheeling	1175m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DM/SR3/01	DM Secondary Route 3	Secondary	Lynn Road to London Road (via Stonecross Rd and public rights of way)	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity between Lynn Road and London Road via Stonecross Road and public rights of way. Attention to surface conditions, lighting and wayfinding.	Cycling, walking and wheeling	1290m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DM/SR4/01	DM Secondary Route 4	Secondary	Downham Road (Lynn Rd to Ryston Rd)	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity along Downham Road. Attention to surface conditions, traffic speeds, lighting and wayfinding.	Cycling, walking and wheeling	445m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DM/SR4/02	DM Secondary Route 4	Secondary	A1122 crossing between London Road and Downham Road	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity over the A1122 linking the shared cycle / footpath on the east side of London Road with the path west of Downham Road	Cycling, walking and wheeling	20m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
DM/SR5/01	DM Secondary Route 5	Secondary	Willows Nature Reserve and Brickfields Lane	Downham Market	Network Improvement Strategy	Improved bound surfacing and lighting along Willows Nature Reserve and Brickfields Lane.	Cycling, walking and wheeling	300m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DM/SR5/02	DM Secondary Route 5	Secondary	London Road to Railway Road (Via Burdock Cl, Churchill Way and Willows Nature Reserve)	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan & Downham Market Neighbourhood Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity between London Road and Railway Road. Attention to creating links with existing green infrastructure provision, traffic speeds, lighting and wayfinding.	Cycling, walking and wheeling	1140m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

DM/SR5/03	DM Secondary Route 5	Secondary	Churchill Way and Trafalgar Road	Downham Market	Network Improvement Strategy	Traffic calming in the form of speed humps on Churchill Way and Trafalgar Road to reinforce low speeds and create a safer environment for cyclists. The speed humps should be designed by considering the circulation of buses on Trafalgar Road.	Cycling, walking and wheeling	800m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DM/SR5/04	DM Secondary Route 5	Secondary	Churchill Way	Downham Market	Network Improvement Strategy	Introduction of tactile pavement at the uncontrolled crossing on the south end of Churchill Way.	Walking and wheeling	20m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
DM/SR5/05	DM Secondary Route 5	Secondary	Footway connecting Palmer Way and Park Lane	Downham Market	Network Improvement Strategy	Remove the bollards on the footway that connects Palmer Way and Park Lane to allow it to be a shared footway/cycleway.	Cycling, walking and wheeling	10m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DM/SR5/06	DM Secondary Route 5	Secondary	Shared-use path access controls between Burdock Close and London Road	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan	Scheme to remove all access control points and provide LTN1/20 compliant access controls point suitable for people cycling, walking and wheeling along the shared-use path between Burdock Close and London Road.	Cycling, walking and wheeling	40m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DM/SR5/07	DM Secondary Route 5	Secondary	London Road	Downham Market	Network Improvement Strategy	Feasibility study and schemes to enable cycling, walking and wheeling connectivity over the London Road connecting the shared footway/cycleways.	Walking and wheeling	20m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
DM/SR6/01	DM Secondary Route 6	Secondary	Bexwell Road (jct with Howdale Rd to jct at Lynn Rd)	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity along Bexwell Road. Attention to surface conditions, pavement widths, priority at side road crossings, lighting and wayfinding.	Cycling, walking and wheeling	635m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DM/SR7/01	DM Secondary Route 7	Secondary	Lynn Road and High Street (Clackclose Rd to Bridge St)	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity along Lynn Road and High Street. Attention to surface conditions, pavement widths, priority at side road crossings, lighting and wayfinding.	Cycling, walking and wheeling	380m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DM/SR8/01	DM Secondary Route 8	Secondary	Snape Lane and Winnold Street (Wesley Cl to Bennett St)	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity along Snape Lane and Winnold Street. Attention to surface conditions, barriers, pavement widths, priority at side road crossings, lighting and wayfinding.	Cycling, walking and wheeling	480m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DM/SR9/01	DM Secondary Route 9	Secondary	Station Road (from A1122 roundabout) to Fen Rivers Way	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Station Road (from A1122 roundabout) to Fen Rivers Way. Attention to traffic speeds, pavement provision, width and conditions as well as wayfinding.	Cycling, walking and wheeling	600m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
DM/WZ/01	DM Walking Zone	Walking Zone	Downham Market town centre	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan & Network Improvement Strategy	Working with key stakeholders in Downham Market, conduct a feasibility study to identify opportunities to improve walking and wheeling connectivity within the Downham Market town centre. Consideration to be given to pavement widths and accessibility, road crossing points and priority over side roads for people walking or wheeling. Attention to potential schemes highlighted in the Network Improvement Strategy.	Cycling, walking and wheeling	1.07km2	Medium	<5 years	Walking Route Assessment Year 1 Detailed design Year 2



FAKENHAM**Active Travel Infrastructure Scheme List and Network Map (DRAFT)**[Click here to navigate back to the contents page.](#)

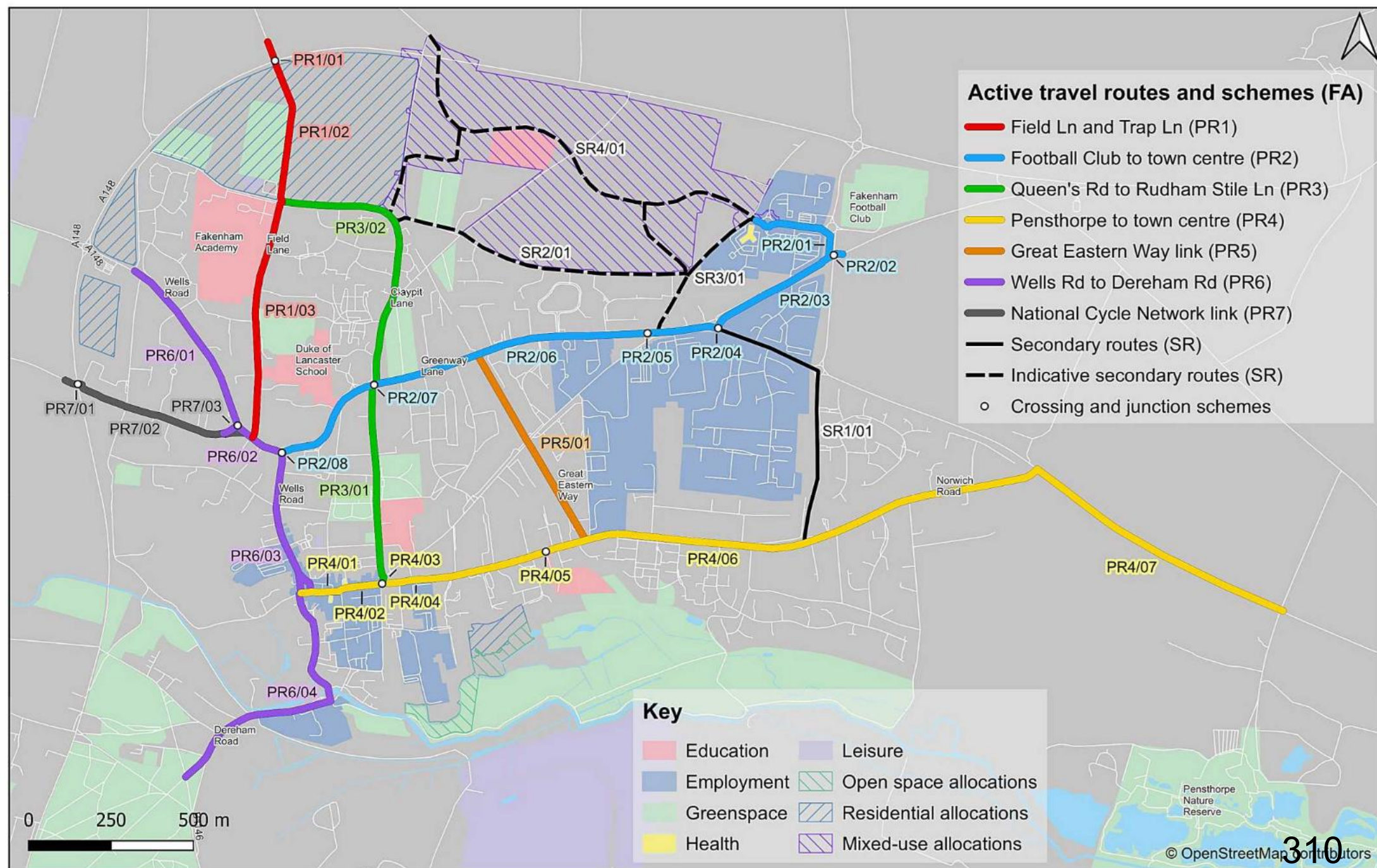
Reference	Route	Route Type	Road Name	Settlement	Source	Description	Type	Length (m)	Timescale (<3,<5,5+ years)	Next Steps
FA/PR1/01	FA Route 1 (Red)	Primary	Trap Lane and A148 crossing	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan & priority scheme within Network Improvement Strategy	Feasibility study and schemes to enhance motorist awareness on the Trap Lane crossing point over the A148 and to improve visibility for cyclists and pedestrians when crossing over the A148 to access greenspace and wider connectivity. Consideration to be given to a splitter island and signage.	Cycling, walking and wheeling	10m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
FA/PR1/02	FA Route 1 (Red)	Primary	Trap Lane (A148 to Field Ln)	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Trap Lane connecting Trap Lane north of the A148 with Field Lane.	Cycling, walking and wheeling	485m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
FA/PR1/03	FA Route 1 (Red)	Primary	Field Lane (Trap Ln to Wells Rd)	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan & priority scheme within Network Improvement Strategy	Feasibility study and schemes to enable a safe cycling, walking and wheeling environment along Field Lane. Consideration of a traffic calming scheme along the route and providing pedestrians with priority at side road crossings. Consideration for a contraflow cycle lane on the southern section of Field Lane to improve connection from the school to the town centre.	Cycling, walking and wheeling	730m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
FA/PR2/01	FA Route 2 (Blue)	Primary	Clipbush Lane A1067 (Fakenham Town FC roundabout to Holt Rd)	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan	Vegetation management to enable cycling, walking and wheeling along the existing shared-use path.	Cycling, walking and wheeling	65m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
FA/PR2/02	FA Route 2 (Blue)	Primary	Holt Road (crossing on the A1067)	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enhance motorist awareness of the Holt Road crossing point over the A1067 and to improve visibility for cyclists and pedestrians when crossing over the A1067 to access greenspace and provide wider connectivity to surrounding areas.	Cycling, walking and wheeling	20m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
FA/PR2/03	FA Route 2 (Blue)	Primary	Holt Road (A1067 to Pensthorpe Rd)	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling, walking and wheeling along Holt Road between the A1067 and Pensthorpe Road. Feasibility study and schemes for consideration include vegetation management and lighting, especially at the north end off-carriageway section. Also consider pavement widening, car parking management and traffic calming.	Cycling, walking and wheeling	400m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
FA/PR2/04	FA Route 2 (Blue)	Primary	Holt Road and Pensthorpe Road junction	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable continue cycling, walking and wheeling along Holt Road at the junction with Pensthorpe Road.	Cycling, walking and wheeling	20m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
FA/PR2/05	FA Route 2 (Blue)	Primary	Greenway Lane and Holt Road junction	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable continue cycling, walking and wheeling along Greenway Lane across the wide junction with Holt Road.	Cycling, walking and wheeling	60m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
FA/PR2/06	FA Route 2 (Blue)	Primary	Greenway Lane and Highfield Road (Holt Rd to Wells Rd)	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to review the suitability of the narrow eastbound and westbound advisory cycle lanes and to provide pedestrians with priority at crossings with side roads.	Cycling, walking and wheeling	1260m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
FA/PR2/07	FA Route 2 (Blue)	Primary	Highfield Road and Greenway Lane (jct with Claypit Ln and Queen's Rd)	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Greenway Lane and Highfield Road at the junction with Claypit Lane and Queen's Road as well as the ability to enter and exit Claypit Lane and Queen's Road.	Cycling, walking and wheeling	20m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
FA/PR2/08	FA Route 2 (Blue)	Primary	Wells Road and Highfield Road roundabout	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling, walking and wheeling at the roundabout with Wells Road and Highfield Road. Consider widening the existing off-carriageway provision and improving pedestrian crossing infrastructure, especially over Highfield Road.	Cycling, walking and wheeling	90m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
FA/PR3/01	FA Route 3 (Green)	Primary	Queen's Road (Greenway Ln to Norwich Rd)	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe on road cycling conditions (potentially traffic calming and/or speed limit reduction) and continuous walking and wheeling provision along Queen's Road between Greenway Lane and Norwich Road, potentially utilising public rights of way (Fakenham FP17, FP14 and FP13).	Cycling, walking and wheeling	600m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
FA/PR3/02	FA Route 3 (Green)	Primary	Rudham Stile Lane and Claypit Lane (Trap Ln to Greenway Ln)	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Rudham Stile Lane and Claypit Lane between Trap Lane and Greenway Lane. Attention to traffic speeds, pavement widths, pavement conditions and wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	860m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
FA/PR4/01	FA Route 4 (Yellow)	Primary	Market Place (Quaker Ln to Bridge St)	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study to identify a cycling route solution to connect Market Place between Quaker Lane and Bridge Street, allowing one-way traffic.	Cycling	120m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

FA/PR4/02	FA Route 4 (Yellow)	Primary	Norwich Street (Bridge St to Whitehorse St)	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study to identify a cycling route solution to connect Norwich Street between Bridge Street and Whitehorse Street, allowing one-way traffic along Norwich Street.	Cycling, walking and wheeling	130m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
FA/PR4/03	FA Route 4 (Yellow)	Primary	Norwich Street and Norwich Road roundabout	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to improve walking and wheeling accessibility around the roundabouts between Norwich Street, Norwich Road, Queen's Road and Holt Road. Consideration to be given to surface condition, width and physical barriers restricting movement.	Cycling, walking and wheeling	30m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
FA/PR4/04	FA Route 4 (Yellow)	Primary	Norwich Road (Whitehorse St to The Lawn)	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling accessibility along Norwich Road between Whitehorse Street and The Lawn. Consideration to be given to pavement surface conditions, width and priority over side roads.	Cycling, walking and wheeling	215m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
FA/PR4/05	FA Route 4 (Yellow)	Primary	Norwich Road	Fakenham	Network Improvement Strategy	Feasibility study and schemes for a new toucan crossings on Norwich Road at Fakenham Infant & Nursery School.	Cycling, walking and wheeling	20m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
FA/PR4/06	FA Route 4 (Yellow)	Primary	Norwich Road (The Lawn to Pensthorpe Rd - A1067)	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling accessibility along Norwich Road between The Lawn and the A1067. Consideration to be given to provide pedestrians with priority at side road crossings and traffic calming measures to promote attractive cycling conditions, potentially utilising the quieter residential Norwich Road side street between Parker Drive and Smiths Lane.	Cycling, walking and wheeling	1830m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
FA/PR4/07	FA Route 4 (Yellow)	Primary	Norwich Road to Pensthorpe Natural Park	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to enable cycling, walking and wheeling accessibility along Norwich Road to connect Norwich Road with Pensthorpe Natural Park.	Cycling, walking and wheeling	880m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
FA/PR5/01	FA Route 5 (Orange)	Primary	Great Eastern Way and The Drift (Norwich Rd to Greenway Ln)	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study to identify a cycling, walking and wheeling infrastructure solution which utilises the Great Eastern Way and connects Norwich Road with Holt Road and Greenway Lane via The Drift.	Cycling, walking and wheeling	680m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
FA/PR6/01	FA Route 6 (Purple)	Primary	Wells Road (Toll Bar Rd to Sculthorpe Rd)	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling accessibility along Wells Road between Toll Bar Road and Sculthorpe Road. Consideration to be given to pavement surface conditions, width and priority over side roads. Also consideration for traffic calming measures to create a safer on road cycling environment.	Cycling, walking and wheeling	570m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
FA/PR6/02	FA Route 6 (Purple)	Primary	Wells Road (Sculthorpe Rd to Highfield Rd)	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling accessibility along Wells Road between Sculthorpe Road and Highfield Road. Consideration to be given to pavement surface conditions, width and priority over side roads. Also consideration for traffic calming measures to create a safer on road cycling environment.	Cycling, walking and wheeling	160m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
FA/PR6/03	FA Route 6 (Purple)	Primary	Wells Road Oak Street (Highfield Rd to Market Pl)	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling accessibility along Wells Road between Highfield Road and Market Place. Consideration to be given to pavement surface conditions, width and priority over side roads. Also consideration for traffic calming measure to create a safer on road cycling environment.	Cycling, walking and wheeling	440m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
FA/PR6/04	FA Route 6 (Purple)	Primary	Quaker Lane, Tunn Street, Mill Lane and Hempton Road (Market Pl to Pond Road)	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling, walking and wheeling along Quaker Lane(Market Place), Tunn Street, Mill Lane and Hempton Road (Pond Road). Attention to providing priority at side road crossings, traffic speeds, lighting and wayfinding.	Cycling, walking and wheeling	890m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
FA/PR7/01	FA Route 7 (Grey)	Primary	NCN Route 1 and Fakenham Road crossing with A1065 leading to Sculthorpe Eastgate	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling over the crossing point with the A1065. Feasibility study and schemes to include vegetation management and widening of the access path either side of the A1065.	Cycling, walking and wheeling	20m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
FA/PR7/02	FA Route 7 (Grey)	Primary	Sculthorpe Eastgate and Sculthorpe Road (A1065 to Wells Rd)	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling, walking and wheeling along Sculthorpe Eastgate and Sculthorpe Road. Consideration to be given to pavement widening, traffic calming and wayfinding, especially at the junction with Sandy Lane.	Cycling, walking and wheeling	540m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
FA/PR7/03	FA Route 7 (Grey)	Primary	Sculthorpe Road (roundabout with Wells Rd)	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling, walking and wheeling from Sculthorpe Road to the roundabout on Wells Road and connecting north and south on Wells Road. Southbound Feasibility study and schemes to consider widening the existing off carriageway provision to 3m (min 2m).	Cycling, walking and wheeling	20m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
FA/SR1/01	FA Secondary Route 1	Secondary	Pensthorpe Road and Smiths Lane	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling and walking along Pensthorpe Road and Smiths Lane connecting Greenway Lane and Norwich Road. Attention to providing priority at side road crossings, traffic speeds, lighting and wayfinding.	Cycling, walking and wheeling	860m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

FA/SR2/01	FA Secondary Route 2	Secondary	Thorpland Road (Holt Road to Trinity Road)	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling , walking and wheeling along Thorpland Road between Holt Road and Trinity Road connecting with the employment area. Attention to providing priority at side road crossings, traffic speeds, lighting and wayfinding.	Cycling, walking and wheeling	490m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 3
FA/SR3/01	FA Secondary Route 3	Secondary	Rudham Stile Lane (Claypit Lane to Thorpland Road)	Fakenham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling, walking and wheeling along Rudham Stile Lane between Claypit Lane and Thorpland Road. Attention to providing priority at side road crossings, traffic speeds, lighting and wayfinding. This route could potentially be upgraded to a priority route.	Cycling, walking and wheeling	935m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 4
FA/SR4/01	FA Secondary Route 4	Secondary	Fakenham Urban Extension	Fakenham	Fakenham Urban Extension Plan	Feasibility study and schemes to enable safe cycling, walking and wheeling within the Fakenham Urban Extension. Scheme routes to align to the Urban Extension Master Plan. Attention to providing priority at side road crossings, traffic speeds, lighting and wayfinding. These routes could potentially be upgraded to priority routes.	Cycling, walking and wheeling	TBC	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 5
FA/WZ/01	FA Walking Zone	Walking Zone	Fakenham town centre	Fakenham	Network Improvement Strategy	Working with key stakeholders in Fakenham, conduct a feasibility study to identify opportunities to improve walking and wheeling connectivity with the Fakenham town centre. Consideration to be given to pavement widths and accessibility, road crossing points and priority over side roads for pedestrians. Specific attention to: - Crossings on key pedestrian and cycle desire lines at the Holt Road/The Drift junction and Thorpland Road/Holt Road junction. - Movement of pedestrian crossing eastwards to alleviate the existing issues of vehicles overrunning the surrounding footways (especially turning out of George eastwards Road). There are safety resulting from the crossing being located closer to the existing bus stop on the southern footway - NCC to consider the relocation of the existing bus stop to a more suitable location, possibly west of the junction with George eastwards Road or further to the east.	Walking and wheeling	0.20km2	Medium	<5 years	Walking Route Assessment Year 1 Detailed design Year 2



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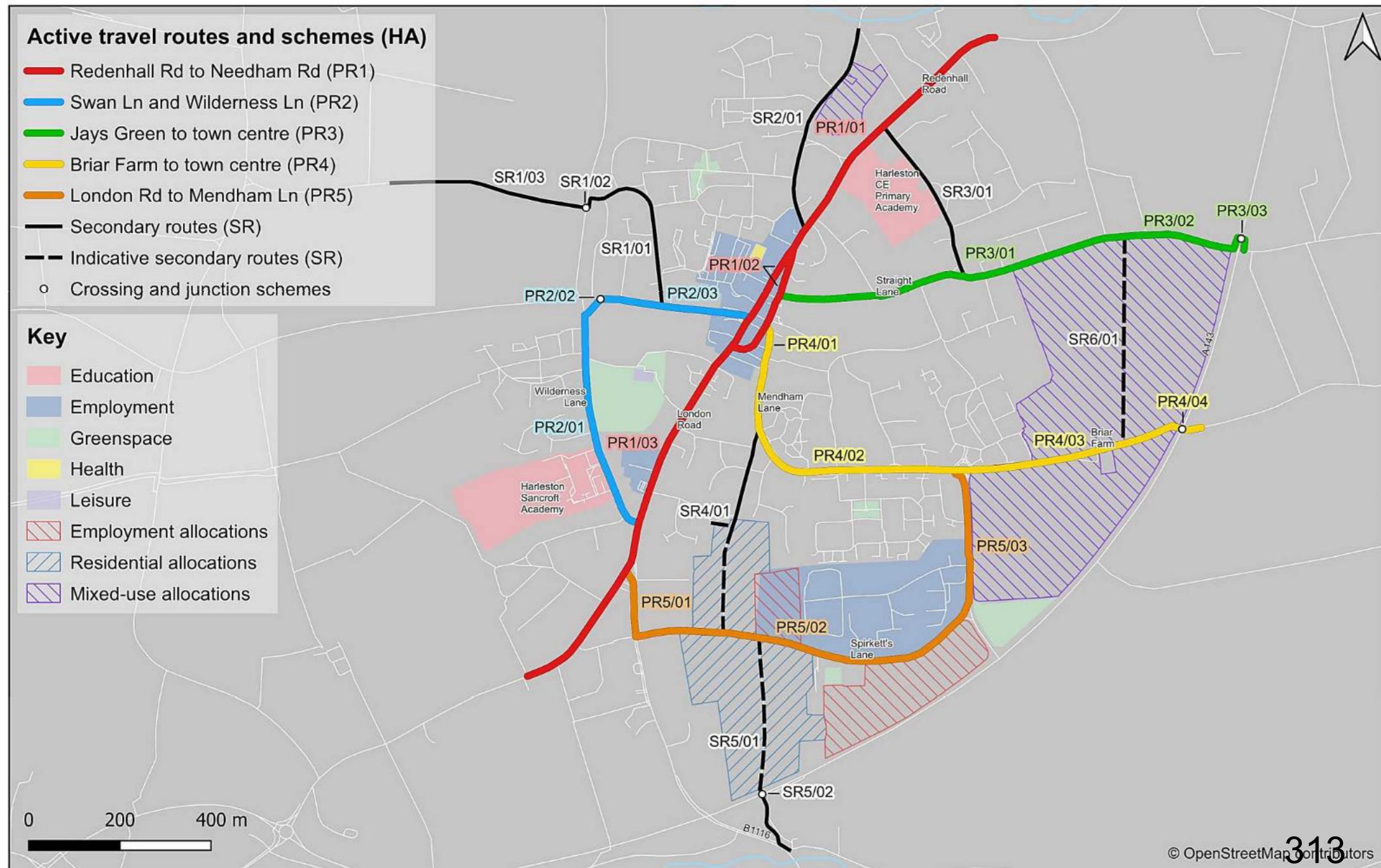
Active Travel Infrastructure Scheme List and Network Map (DRAFT)

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Reference	Route	Route Type	Road Name	Settlement	Source	Description	Type	Length (m)	Timescale (<3,<5,5+ years)	Next Steps
HA/PR1/01	HA Route 1 (Red)	Primary	Redenhall Road (Nelson Cl to The Thoroughfare)	Harleston	Countywide Local Cycling and Walking Infrastructure Plan	Commencing c.100m north of Nelson Close, a scheme to create safe and continuous cycling, walking and wheeling conditions along Redenhall Road. Attention to narrow pavement widths, providing priority at side streets which have no or minimal dropped kerbs and no visible tactile paving.	Cycling, walking and wheeling	690m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HA/PR1/02	HA Route 1 (Red)	Primary	The Thoroughfare, Broad Street and Church Street (Redenhall Rd to Market Pl)	Harleston	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to identify a solution for enabling safe continuous cycling, walking and wheeling connectivity around the gyratory between The Thoroughfare, Church Street and Broad Street to enable people to connect with Redenhall Road and Market Place.	Cycling, walking and wheeling	535m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HA/PR1/03	HA Route 1 (Red)	Primary	Market Place, London Road and Needham Road (Church St to Dove Cl and public footpath 30)	Harleston	Countywide Local Cycling and Walking Infrastructure Plan	A scheme to create safe continuous cycling, walking and wheeling connectivity along Market Place, London Road and Needham Road. Ensure priority is provided over side road crossings, and pay particular attention to narrow pavement widths, dropped kerbs in poor condition and non-visible tactile paving.	Cycling, walking and wheeling	870m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HA/PR2/01	HA Route 2 (Blue)	Primary	Wilderness Lane (London Rd to Swan Ln)	Harleston	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Wilderness Lane. Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	520m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HA/PR2/02	HA Route 2 (Blue)	Primary	Swan Lane crossing leading to Herolf Way	Harleston	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to enable safe cycling, walking and wheeling crossing over Swan Lane to provide connectivity with Herolf Way. Attention to barriers, lighting, wayfinding, pavement widths and condition.	Cycling, walking and wheeling	30m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
HA/PR2/03	HA Route 2 (Blue)	Primary	Swan Lane (Wilderness Rd to The Thoroughfare)	Harleston	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Swan Lane. Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	350m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HA/PR3/01	HA Route 3 (Green)	Primary	Straight Lane (Broad Street) and Jay's Green (to Green Ln)	Harleston	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Straight Lane and Jay's Green to connect with Green Lane. Attention to barriers traffic speeds, pavement widths and conditions along the whole route, wayfinding as well as providing priority over side road crossings.	Cycling, walking and wheeling	540m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HA/PR3/02	HA Route 3 (Green)	Primary	Green Lane (Jay's Gr to A143)	Harleston	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Green Lane. Attention to surface width and condition, vegetation encroachment, barriers, wayfinding and lighting.	Cycling, walking and wheeling	280m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HA/PR3/03	HA Route 3 (Green)	Primary	Green Lane (A143 crossing)	Harleston	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to enable safe cycling, walking and wheeling on the crossing of the A143 to enable continued access to Green Lane.	Cycling, walking and wheeling	68m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
HA/PR4/01	HA Route 4 (Yellow)	Primary	Old Market Place (Church St to Keeley's Yd)	Harleston	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Old Market Place between Church Street and Keeley's Yard. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	95m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HA/PR4/02	HA Route 4 (Yellow)	Primary	Mendham Lane (Keeley's Yd to roundabout with public footpath 18)	Harleston	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Mendham Lane to link existing active travel infrastructure between Keeley's Yard and the roundabout with public footpath 18. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	635m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HA/PR4/03	HA Route 4 (Yellow)	Primary	Public right of way (FP18) between Harvest Way and A143)	Harleston	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along the Redenhall and Harleston footpath 18. Attention to surface width and condition, vegetation encroachment, barriers, wayfinding and lighting.	Cycling, walking and wheeling	465m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HA/PR4/04	HA Route 4 (Yellow)	Primary	A143 crossing (public footpath 18 crossing)	Harleston	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study to identify a safe crossing point over the A143 for people walking, wheeling or cycling. Potential solutions include a crossing solution aligned with public footpath 18 connecting with Low Road, or a route via Spirkett's Lane and Shotford Road.	Cycling, walking and wheeling	25m or 900m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
HA/PR5/01	HA Route 5 (Orange)	Primary	Shotford Road (London Rd to Spirkett's Ln)	Harleston	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Shotford Road between London Road and Spirkett's Lane. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	155m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HA/PR5/02	HA Route 5 (Orange)	Primary	Spirkett's Lane (Shotford Rd to Mendham Ln)	Harleston	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Spirkett's Lane between Shotford Road and Mendham Lane. Attention to traffic speeds, lack of pavement provision, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	785m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

HA/PR5/03	HA Route 5 (Orange)	Primary	Mendham Lane (Spirkett's Ln to roundabout with public footpath 18)	Harleston	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Mendham Lane linking with existing active travel infrastructure between Spirkett's Lane and the roundabout with public footpath 18. Attention to traffic speeds, pavement provision, width and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	310m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
HA/SR1/01	HA Secondary Route 1	Secondary	Weavers' Croft (Swan Ln to Bunn's Ln)	Harleston	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Weavers' Croft (between Swan Lane and Bunn's Lane). Attention to barriers, traffic speeds, pavement widths and condition, lighting and wayfinding.	Cycling, walking and wheeling	410m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
HA/SR1/02	HA Secondary Route 1	Secondary	Station Road crossing on Bunn's Lane	Harleston	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to enable safe cycling, walking and wheeling at the crossing crossing of Station Road to enable access to Bunn's Lane.	Cycling, walking and wheeling	15m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
HA/SR1/03	HA Secondary Route 1	Secondary	Bunn's Lane (from Station Rd)	Harleston	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along the first 430m stretch on Bunn's Lane. Attention to barriers, surface width and condition, lighting and wayfinding.	Cycling, walking and wheeling	430m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
HA/SR2/01	HA Secondary Route 2	Secondary	Station Road and Station Hill (Redenhall Rd to public footpath 11)	Harleston	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Station Road between Redenhall Road and Redenhall and Harleston public footpath 11. Attention to traffic speeds, pavement widths and condition, lighting and wayfinding. Consideration for a two-way cycling contraflow.	Cycling, walking and wheeling	475m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
HA/SR3/01	HA Secondary Route 3	Secondary	School Lane (Redenhall Rd to Jay's Gr)	Harleston	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along School Lane. Attention to traffic speeds, pavement widths and conditions along the whole route and outside Harleston Sancroft Academy Primary School, wayfinding, lighting as well as providing priority over side road crossings.	Cycling, walking and wheeling	375m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
HA/SR4/01	HA Secondary Route 4	Secondary	Public footpath 25 (Linking Spirkett's Ln to Mendham Ln and Willow Walk)	Harleston	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Redenhall and Harleston public footpath 25 (linking Spirkett's Lane, Mendham Lane and Willow Walk). Attention to barriers, surface condition and width, lighting and wayfinding.	Cycling, walking and wheeling	500m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
HA/SR5/01	HA Secondary Route 5	Secondary	Public footpath 36 (Spirkett's Ln to Low Rd)	Harleston	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Redenhall and Harleston public footpath 36 (Spirkett's Lane to Low Road). Attention to barriers, surface condition and width, lighting and wayfinding.	Cycling, walking and wheeling	490m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
HA/SR5/02	HA Secondary Route 5	Secondary	A143 crossing (public footpath 36)	Harleston	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to enable a safe cycling, walking and wheeling crossing of the A143 for the Redenhall and Harleston public footpath 36.	Cycling, walking and wheeling	20m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
HA/SR6/01	HA Secondary Route 6	Secondary	Harleston development allocation GNLP2136 corridor route	Harleston	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along within the Harleston development allocation (GNLP2136) corridor enabling connectivity between Green Lane and Mendham Lane.	Cycling, walking and wheeling	450m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 3
HA/WZ/01	HA Walking Zone	Walking Zone	Harleston town centre	Harleston	Countywide Local Cycling and Walking Infrastructure Plan	Working with key stakeholders in Harleston, conduct a feasibility study to identify opportunities to improve walking and wheeling connectivity within the Harleston town centre. Consideration to be given to pavement widths and accessibility, road crossing points and priority over side roads for pedestrians.	Walking and wheeling	0.07km2	Medium	<5 years	Walking Route Assessment Year 1 Detailed design Year 2

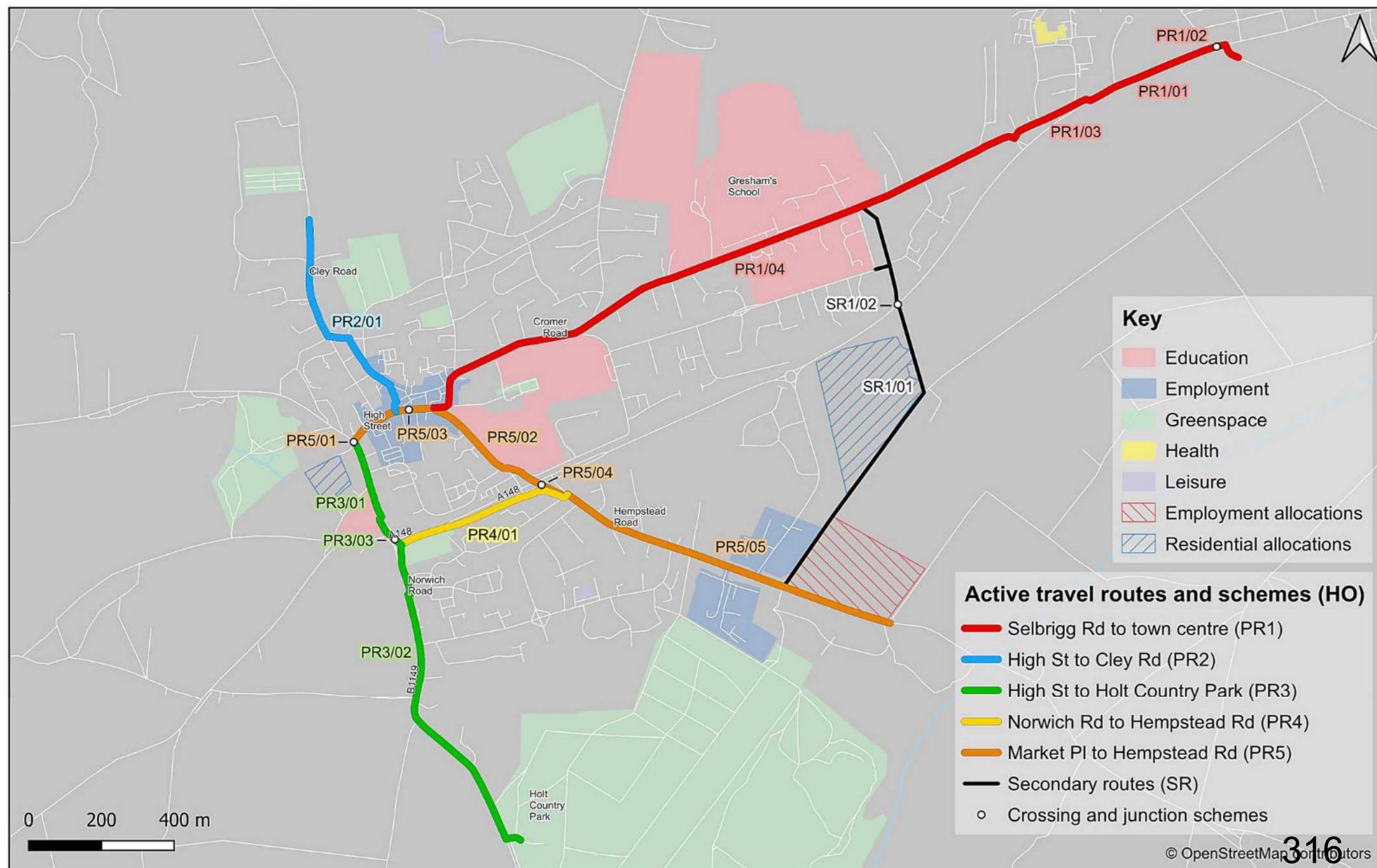


HOLT**Active Travel Infrastructure Scheme List and Network Map (DRAFT)**[Click here to navigate back to the contents page.](#)

Reference	Route	Route Type	Road Name	Settlement	Source	Description	Type	Length (m)	Timescale (<3,<5,5+ years)	Next Steps
HO/PR1/01	HO Route 1 (Red)	Primary	Cromer Road (Selbrigg Rd to Old Cromer Rd)	Holt	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to identify measures to enable continuous safe cycling, walking and wheeling along Cromer Road on National Cycle Network Route 30 from Selbrigg Road to Old Cromer Road.	Cycling, walking and wheeling	440m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HO/PR1/02	HO Route 1 (Red)	Primary	Cromer Road (Selbrigg Rd to Bridge Rd)	Holt	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to identify measures to enable continuous safe cycling, walking and wheeling when crossing over Cromer Road from Selbrigg Road to Bridge Road.	Cycling, walking and wheeling	10m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
HO/PR1/03	HO Route 1 (Red)	Primary	Old Cromer Road (Post office on Old Cromer Rd to Cromer Rd)	Holt	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to identify measures to enable continuous safe cycling, walking and wheeling connectivity along Old Cromer Road from the post office to Cromer Road and enable safe connectivity with infrastructure along Cromer Road leading into Holt.	Cycling, walking and wheeling	250m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HO/PR1/04	HO Route 1 (Red)	Primary	Cromer Road (Old Cromer Rd to Market Pl and Station Rd jct)	Holt	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to identify measures to enable continuous safe cycling, walking and wheeling connectivity along Cromer Road from Market Place to the junction of Old Cromer Road and Cromer Road and enable safe connectivity with infrastructure along Cromer Road leading into Holt.	Cycling, walking and wheeling	1600m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HO/PR2/01	HO Route 2 (Blue)	Primary	Shirehall Plain (Market Pl) to Cley Road (national speed limit sign) via Mill Street	Holt	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to identify measures to enable continuous safe cycling, walking and wheeling connectivity along New Street from and including the junction with Hight Street. An alternative route could be via Albert Street.	Cycling, walking and wheeling	640m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HO/PR3/01	HO Route 3 (Green)	Primary	Norwich Road (High St to Holt A148 roundabout)	Holt	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to identify measures to enable continuous safe cycling, walking and wheeling connectivity along Norwich Road starting and including the junction with High Street. The route joins the underpass and ends on the south side of the underpass at the T-junction with the shared-use path.	Cycling, walking and wheeling	330m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HO/PR3/02	HO Route 3 (Green)	Primary	Norwich Road (A148 roundabout to Holt Country Park)	Holt	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to identify measures to enable continuous safe cycling, walking and wheeling connectivity along Norwich Road and Edgefield Hill starting at the T-junction on the shared-use path at the south side of the A148 and Norwich roundabout.	Cycling, walking and wheeling	900m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HO/PR3/03	HO Route 3 (Green)	Primary	A148 to Norwich Road roundabout underpass	Holt	Countywide Local Cycling and Walking Infrastructure Plan	Scheme to remove all access control points at the A148 Norwich Road roundabout underpass and install LTN 1/20 compliant access control points suitable for people cycling, walking and wheeling along the shared-use path.	Cycling, walking and wheeling	50m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HO/PR4/01	HO Route 4 (Yellow)	Primary	A148 Holt Road and Norwich Road roundabout to Hempstead Road	Holt	Countywide Local Cycling and Walking Infrastructure Plan	Scheme to review width and surface quality of the shared-use path between to the Norwich Road/A148 roundabout and Hempstead Road at the junction with Old Station Way.	Cycling, walking and wheeling	508m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HO/PR5/01	HO Route 5 (Orange)	Primary	A148 Norwich Road and High Street junction	Holt	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction between A148 Norwich Road and High Street.	Cycling, walking and wheeling	70m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
HO/PR5/02	HO Route 5 (Orange)	Primary	High Street (from Norwich Rd), Market Place and Station Road (ending at Old Station Way)	Holt	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe on road cycling conditions (potentially traffic calming and or speed limit reduction) and continuous walking and wheeling provision along High Street, Market Place and Station Road starting at the junction with Norwich Road and ending at the junction with Old Station Road.	Cycling, walking and wheeling	700m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HO/PR5/03	HO Route 5 (Orange)	Primary	High Street crossing	Holt	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to review and improve access and available space at the existing controlled crossing on High Street. The design should enable safe walking and wheeling connectivity over High Street.	Walking and wheeling	10m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
HO/PR5/04	HO Route 5 (Orange)	Primary	A148 to Station Road underpass	Holt	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to remove all access control points in the A148 Station Road underpass and install LTN 1/20 compliant access control points suitable for people cycling, walking and wheeling along the shared-use path.	Cycling, walking and wheeling	140m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HO/PR5/05	HO Route 5 (Orange)	Primary	Hempstead Road (Old Station Way to Heath Dr)	Holt	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe on road cycling conditions (potentially traffic calming and or speed limit reduction) and continuous walking and wheeling provision along Hempstead Road starting at the shared-use provision on Old Station Road and connecting with areas of employment adjacent to Heath Drive.	Cycling, walking and wheeling	644m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

HO/SR1/01	HO Secondary Route 1	Secondary	Cromer Road to Hempstead Road	Holt	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity between Cromer Road and Hempstead Road via the existing public right of way (Holt FP9 and FP9a). Attention to route width, surface conditions, lighting, wayfinding and barrier removal.	Cycling, walking and wheeling	1215m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
HO/SR1/02	HO Secondary Route 1	Secondary	King's Meadow A148 crossing	Holt	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable walking, wheeling and cycling connectivity over the A148 to connect King's Meadow with the public right of way (Holt FP9 and FP9a). Scheme include connectivity with cycling, walking and wheeling infrastructure in the King's Meadow residential estate.	Cycling, walking and wheeling	15m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
HO/WZ/01	HO Walking Zone	Walking Zone	Holt town centre	Holt	Countywide Local Cycling and Walking Infrastructure Plan	Working with key stakeholders in Holt, conduct a feasibility study to identify opportunities to improve walking and wheeling connectivity within the Holt town centre. Consideration to be given to the provision of a safe space for people wheeling or walking, including existing pavement widths, condition and accessibility, road crossing points and priority over side roads for people walking or wheeling.	Walking and wheeling	0.18km2	Medium	<5 years	Walking Route Assessment Year 1 Detailed design Year 2



HUNSTANTON AND HEACHAM**Active Travel Infrastructure Scheme List and Network Map (DRAFT)**[Click here to navigate back to the contents page.](#)

Reference	Route	Route Type	Road Name	Settlement	Source	Description	Type	Length (m)	Timescale (<3,<5,5+ years)	Next Steps
HH/PR1/01	HH Route 1 (Red)	Primary	Cromer Road (Lighthouse Ln to Golf Course Rd)	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to extend cycling, walking and wheeling connectivity between Hunstanton and Old Hunstanton along Cromer Road between the junction of Lighthouse Lane and Golf Course Road. A feasibility study and scheme has been identified to extend the current width of the west side pavement to enable safe segregated cycling and walking access.	Cycling, walking and wheeling	306m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HH/PR1/02	HH Route 1 (Red)	Primary	Lighthouse Lane (junction with Cromer Rd)	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable walking and wheeling connectivity over Lighthouse Lane at the junction with Cromer Road. Consideration for a set back the raised table to enable priority cycling, walking and wheeling connectivity between any new provision along Cromer Road (HS/PR1/01) and the existing shared-use provision along Old Town Way and Cromer Road.	Cycling, walking and wheeling	7m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
HH/PR1/03	HH Route 1 (Red)	Primary	Old Town Way and Cromer Road (B1161 to Clarence Rd)	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to provide high-quality continuous safe cycling, walking and wheeling connectivity along Old Town Road and Cromer Road between the Lighthouse Lane and Clarence Road junctions.	Cycling, walking and wheeling	484m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HH/PR1/04	HH Route 1 (Red)	Primary	Cromer Road and King's Lynn Road (Clarence Rd to Westgate)	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to provide additional crossing points along Cromer Road and King's Lynn Road at key destinations including Glebe House School & Nursery and King's Lynn & West Norfolk Hunstanton Recreation area.	Walking and wheeling	7m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HH/PR1/05	HH Route 1 (Red)	Primary	Cromer Road and King's Lynn Road (Clarence Rd to Westgate)	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Joining with active travel provision highlighted in HHS/PR1/03, a feasibility study and scheme to provide continuous and safe cycling, walking and wheeling connectivity along Cromer Road and King's Lynn Road between Clarence Road and Westgate.	Cycling, walking and wheeling	720m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HH/PR1/06	HH Route 1 (Red)	Primary	King's Lynn Road crossing (near Downs Rd and Park Rd)	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to improve accessibility, safety and network connectivity on the existing King's Lynn Road crossing facility near Smithdon High School near the junction of Downs Road and Park Road.	Cycling, walking and wheeling	8m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
HH/PR1/07	HH Route 1 (Red)	Primary	King's Lynn Road (Westgate to Oasis Way roundabout turning)	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to enhance existing cycling and walking provision along King's Lynn Road by providing continuous and safe segregated walking and cycling provision between Westgate and the entrance to Oasis Way at the roundabout.	Cycling, walking and wheeling	1150m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HH/PR1/08	HH Route 1 (Red)	Primary	Redgate Hill and Oasis Way (Princess Dr)	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to provide continuous cycling, walking and wheeling connectivity between existing shared-use provision at the Redgate Hill roundabout and the new proposed provision along Oasis Way and Bennett Close (HS/PR1/09) including a raised table to enable priority cycling and pedestrian connectivity across Princess Drive.	Cycling, walking and wheeling	47m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HH/PR1/09	HH Route 1 (Red)	Primary	Oasis Way to Bishop's Road cycle link (via Bennet Cl, Windsor Dr)	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to extend cycling and walking connectivity from Oasis Way and King's Lynn Road roundabout utilising quiet direct roads (Bennet Close, Windsor Drive, and Manor Road) and ending at the roundabout on Bishop's Road.	Cycling, walking and wheeling	934m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HH/PR1/10	HH Route 1 (Red)	Primary	Bishop's Road, B1161 roundabout with South Beach Road	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the roundabout enabling connectivity between Bishop's Road and South Beach Road. Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing provision for people cycling.	Cycling, walking and wheeling	30m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HH/PR1/11	HH Route 1 (Red)	Primary	South Beach Road (Bishop's Rd jct to Seagate Rd)	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Segregated cycling and walking provision along South Beach Road connecting with provision along Bishop's Road (HS/PR1/09).	Cycling, walking and wheeling	286m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HH/PR2/01	HH Route 2 (Blue)	Primary	Park Road, B1161 roundabout with Beach Terrace Road	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the roundabout enabling connectivity between Park Road, the B1161 and Beach Terrace Road. Attention to traffic speeds, carriageway surface conditions, pavement widths and condition and wayfinding.	Cycling, walking and wheeling	30m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
HH/PR2/02	HH Route 2 (Blue)	Primary	Downs Road and Park Road	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to provide continuous segregated cycling and walking provision along Downs Road and Park Road, connecting Smithdon High School on Downs Road with the network and upgrading existing shared-use provision along Park Road. The route connects with Route 3 (Blue) at the junction with Seagate and Beach Terrace Road. This route has a dependency on feasibility study and scheme HS/PR1/04 which provides improved crossing facilities on King's Lynn Road.	Cycling, walking and wheeling	877m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

HH/PR2/03	HH Route 2 (Blue)	Primary	Park Road and Sandringham Road crossing	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to provide continuous segregated cycling and walking provision over the crossing of Downs Road and Sandringham Road.	Cycling, walking and wheeling	10m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
HH/PR3/01	HH Route 3 (Green)	Primary	Lighthouse Lane and Cliff Parade	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Lighthouse Lane and Cliff Parade between Cromer Road and Seagate. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	1650m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
HH/PR3/02	HH Route 3 (Green)	Primary	Seagate Road and South Beach Road	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Seagate, Seagate Road and South Beach Road between Cliff Parade and the concrete ramp at the end of South Beach. Attention to traffic speeds, pavement widths and condition, wayfinding, lighting as well as providing priority at side road crossings.	Cycling, walking and wheeling	1270m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
HH/PR3/03	HH Route 3 (Green)	Primary	North Beach Road	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to enable safe cycling, walking and wheeling conditions a using a semi-bonded surface along North Beach Road. Starting at and including the concrete ramp at South Beach Road and ending at the roundabout junction with Jubilee Road.	Cycling, walking and wheeling	2000m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
HH/PR3/04	HH Route 3 (Green)	Primary	Jubilee Road (roundabout to Staithe Rd)	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Jubilee Road between and including the roundabout and Staithe Road. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	874m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
HH/PR4/01	HH Route 4 (Yellow)	Primary	South Beach Road, Folgate Road and Lamsey Lane	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to enable safe cycling, walking and wheeling connectivity along South Beach Road, Folgate Road and Lamsey Lane connecting with Ken Hill South Beach Carpark and Collingwood Close. This route can potentially enable a link with wider connectivity to the east.	Cycling, walking and wheeling	1800	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
HH/PR5/01	HH Route 5 (Orange)	Primary	South Beach Road and Lodge Road junction	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction of South Beach Road and Lodge Road to enable connectivity along South Beach Road, Lodge Road and Folgate Road.	Cycling, walking and wheeling	20m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
HH/PR5/02	HH Route 5 (Orange)	Primary	Lodge Road (Folgate Rd to Station Rd via Staithe Rd)	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Lodge Road and Staithe Road connecting Folgate Road to Station Road. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	670m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
HH/PR5/03	HH Route 5 (Orange)	Primary	Station Road and Staithe Road junction	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction of Station Road and Staithe Road to enable safe connectivity along Staithe Road and Station Road in all directions	Cycling, walking and wheeling	20m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
HH/PR5/04	HH Route 5 (Orange)	Primary	Station Road (Staithe Rd to Hunstanton Rd)	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Station Road between Staithe Road and Hunstanton Road. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	820m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
HH/PR5/05	HH Route 5 (Orange)	Primary	Station road and Hunstanton Road junction	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction of Station road and Hunstanton Road to enable connectivity in all directions.	Cycling, walking and wheeling	20m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
HH/PR5/06	HH Route 5 (Orange)	Primary	Hunstanton Road (Station Rd to Chalk River Rd)	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Hunstanton Road connecting Station Road to the shared use facility on Chalk River Road. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	1600m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
HH/SR1/01	HH Secondary Route 1	Secondary	Clarence Road (Cromer Rd to Cliff Parade)	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling, walking and wheeling along Clarence Road. Attention to priority at side road crossings, traffic speeds, lighting and wayfinding.	Cycling, walking and wheeling	470m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
HH/SR2/01	HH Secondary Route 2	Secondary	B1161 (Beach Terrace Rd to Park Rd)	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling, walking and wheeling along the B1161 (Beach Terrace Road to Park Rd). Attention to providing priority at side road crossings, traffic speeds, lighting and wayfinding.	Cycling, walking and wheeling	270m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
HH/SR3/01	HH Secondary Route 3	Secondary	The Green and Greevegate (King's Lynn Rd to Southend Rd)	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling, walking and wheeling along The Green and Greevegate. Attention to priority at side road crossings, traffic speeds, lighting and wayfinding.	Cycling, walking and wheeling	430m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
HH/SR4/01	HH Secondary Route 4	Secondary	St Edmund's Terrace	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study required to identify options for providing high-quality pedestrian connectivity along Saint Edmund's Terrace enabling passenger transport users to access key retail areas on High Street and seafront attractions.	Walking and wheeling	160m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
HH/SR5/01	HH Secondary Route 5	Secondary	Westgate (King's Lynn Rd to Southend Rd)	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling, walking and wheeling along Westgate (King's Lynn Road to Southend Road). Attention to providing priority at side road crossings, traffic speeds, lighting and wayfinding.	Cycling, walking and wheeling	500m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

HH/SR6/01	HH Secondary Route 6	Secondary	Collingwood Road (Hunstanton Primary School to King's Lynn Rd)	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling, walking and wheeling on Collingwood Road from King's Lynn Road to connect with Hunstanton Primary School. Attention to providing priority at side road crossings, surface width and condition and providing links with existing cycling and walking infrastructure.	Cycling, walking and wheeling	1390m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
HH/SR7/01	HH Secondary Route 7	Secondary	Lynn Road to Lamsey Lane (via High St, School Rd, Lords Ln and Cheney Hill)	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling, walking and wheeling between Lynn Road to Lamsey Lane (via High Street, School Road, Lords Lane and Cheney Hill). Attention to providing priority at side road crossings, traffic speeds, lighting and wayfinding.	Cycling, walking and wheeling	1390m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
HH/SR7/02	HH Secondary Route 7	Secondary	School Road and The Broadway junction	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling, walking and wheeling connectivity across The Broadway junction to connect with Heacham Infant and Nursery School.	Cycling, walking and wheeling	20m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
HH/SR8/01	HH Secondary Route 8	Secondary	College Drive	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along College Drive including connectivity with Heacham Junior High School. Attention to traffic speeds, pavement widths and conditions, light and providing priority at side road crossings.	Cycling, walking and wheeling	612m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
HH/WZ/01	HH Walking Zone	Walking Zone	Hunstanton town centre	Hunstanton and Heacham	Countywide Local Cycling and Walking Infrastructure Plan	Working with key stakeholders in Hunstanton to conduct a feasibility study to identify opportunities to improve walking and wheeling connectivity. Consideration to be given to pavement widths and accessibility, road crossing points and priority over side roads for pedestrians. Consideration for the following: - Feasibility study to identify options for improving the pedestrian crossing over Cliff Parade (B1161) between the junction with The Green and Westgate, especially near the junction with Beach Terrace Road. - Feasibility study to identify options for providing continuous priority pedestrian and cycling connectivity along The Green from Cliff Parade to High Street. - Feasibility study to identify options for providing priority pedestrian and cycling connectivity along High Street.	Cycling, walking and wheeling	0.34km2	Medium	<5 years	Walking Route Assessment Year 1 Detailed design Year 2

Hunstanton and Heacham LCWIP - Routes and Schemes (DRAFT)

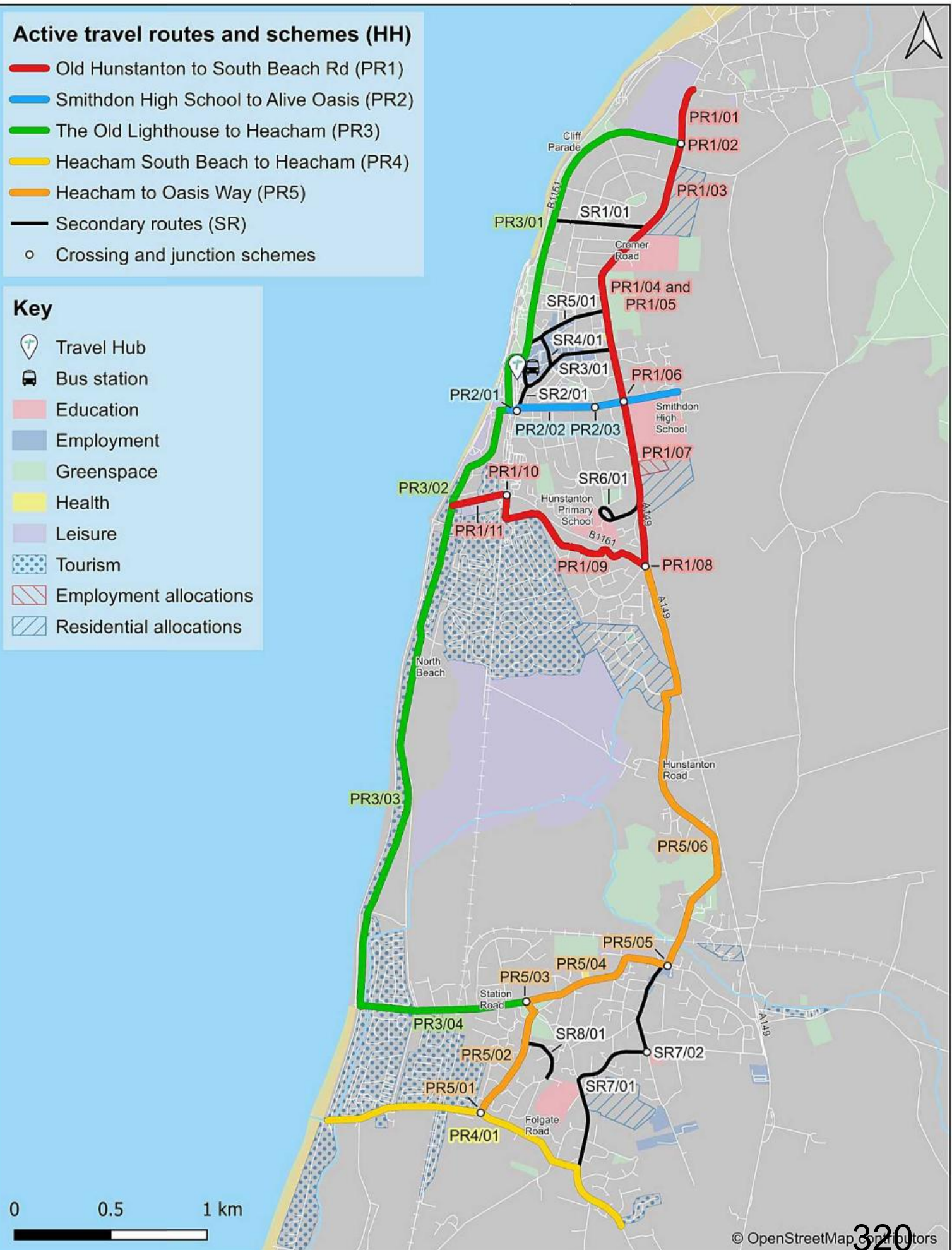
Active travel routes and schemes (HH)

- Old Hunstanton to South Beach Rd (PR1)
- Smithdon High School to Alive Oasis (PR2)
- The Old Lighthouse to Heacham (PR3)
- Heacham South Beach to Heacham (PR4)
- Heacham to Oasis Way (PR5)
- Secondary routes (SR)
- Crossing and junction schemes

Key

-  Travel Hub
-  Bus station
-  Education
-  Employment
-  Greenspace
-  Health
-  Leisure
-  Tourism
-  Employment allocations
-  Residential allocations

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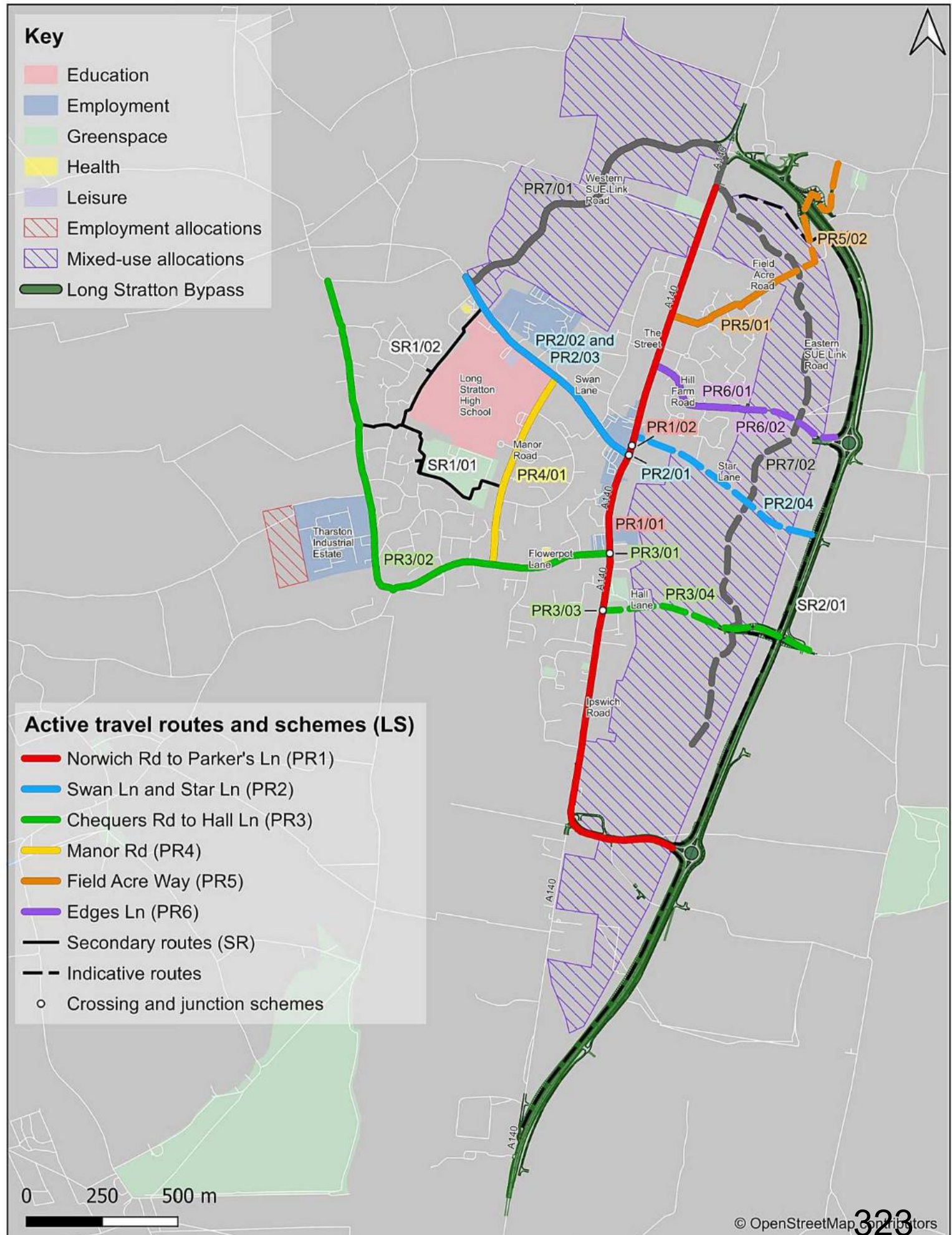


LONG STRATTON**Active Travel Infrastructure Scheme List and Network Map (DRAFT)**[Click here to navigate back to the contents page.](#)

Reference	Route	Route Type	Road Name	Settlement	Source	Description	Type	Length (m)	Timescale (<3,<5,5+ years)	Next Steps
LS/PR1/01	LS Route 1 (Red)	Primary	Norwich Road, The Street and Ipswich Road (Church Ln jct to Parker's Ln)	Long Stratton	Long Stratton Master Planning Report & Long Stratton Neighbourhood Plan 2019-2035	Aligning with the Long Stratton Master Plan, feasibility studies and schemes to enable cycling, walking and wheeling along Norwich Road, The Street and Ipswich Road connecting with the proposed bypass roundabout near Church Lane and the proposed roundabout east of Parker's Lane. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings. Potential schemes will include pavement widening and traffic calming, raised pedestrian crossings schemes.	Cycling, walking and wheeling	2700m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
LS/PR1/02	LS Route 1 (Red)	Primary	The Street (Star Ln to Swan Ln)	Long Stratton	Long Stratton Master Planning Report & Long Stratton Neighbourhood Plan 2019-2035	Aligning with the Long Stratton Master Plan and Long Stratton Neighbourhood Plan 2019-2036, feasibility study and scheme to enable walking and wheeling connectivity over The Street between Star Lane and Swan Lane. Consideration for the conversion of the existing signalised pedestrian crossing between Swan Lane and Star Lane into a raised zebra crossing.	Walking and wheeling	10m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
LS/PR2/01	LS Route 2 (Blue)	Primary	Junction between Swan Lane and The Street	Long Stratton	Long Stratton Master Planning Report & Long Stratton Neighbourhood Plan 2019-2035	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction between The Street and Swan Lane. An uncontrolled crossing/pedestrian island is currently in place. The crossing does not provide pedestrian right of way and is offset from the desire line along The Street, which encourages people walking to cross close to the 10m wide junction at a place with no dropped kerbs. The location of this junction and crossing point is on a main walking route to schools and key services.	Walking and wheeling	20m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
LS/PR2/02	LS Route 2 (Blue)	Primary	Swan Lane (The Street to A140 link Rd)	Long Stratton	Long Stratton Master Planning Report & Long Stratton Neighbourhood Plan 2019-2035	Feasibility study and schemes to enable walking and wheeling connectivity at key locations along Swan Lane between The Street and the new A140 link road west of the Long Stratton surgery. Consideration to the location, frequency and type of crossing on desire lines to and between key services, places of education and leisure services.	Walking and wheeling	10m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
LS/PR2/03	LS Route 2 (Blue)	Primary	Swan Lane (The Street to A140 link Rd)	Long Stratton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Swan Lane between The Street and the A140 link road. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	830m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
LS/PR2/04	LS Route 2 (Blue)	Primary	Star Lane	Long Stratton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Star Lane connecting with proposed new housing allocations and extending to and joining with public right of way realignments on the proposed bypass.	Cycling, walking and wheeling	700m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
LS/PR3/01	LS Route 3 (Green)	Primary	Junction between Flowerpot Lane and Ipswich Road	Long Stratton	Long Stratton Master Planning Report	Feasibility study and schemes to enable walking and wheeling connectivity at the junction between Flowerpot Lane and Ipswich Road. Currently, the traffic signal-controlled junction has no signals for pedestrians, who have to wait for a gap in traffic to cross. Flowerpot Lane is the main access road to and from Tharston Industrial Estate and carries heavy HGV traffic, creating a key point of severance for unaccompanied children walking to secondary school, parents with pushchairs and mobility-impaired pedestrians.	Walking and wheeling	10m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
LS/PR3/02	LS Route 3 (Green)	Primary	Chequers Road and Flowerpot Lane (Jermyn Way to The Street)	Long Stratton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Chequers Road and Flowerpot Lane (Swan Lane to The Street). Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	1800m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
LS/PR3/03	LS Route 3 (Green)	Primary	Hall Lane at the junction with A140	Long Stratton	Long Stratton Master Planning Report	Feasibility study and schemes to enable walking and wheeling connectivity over Hall Lane at the junction with Ipswich Road. Currently, there is only an uncontrolled crossing marked by dropped kerbs with no blister tactile paving slabs.	Walking and wheeling	10m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
LS/PR3/04	LS Route 3 (Green)	Primary	Hall Lane	Long Stratton	Long Stratton Master Planning Report & Long Stratton Neighbourhood Plan 2019-2035	Feasibility study and schemes to enable cycling, walking and wheeling along Hall Lane connecting with proposed new housing allocations and extending to greenspace west of the Long Stratton bypass. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	890m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

LS/PR4/01	LS Route 4 (Yellow)	Primary	Manor Road	Long Stratton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Manor Road. Attention to pavement widths and condition and frequency and condition of pedestrian crossing points, especially near places of education. Also provide priority for people walking or wheeling at side road crossings and include raised pedestrian crossing points at the Swan Lane and Flowerpot Lane junction to improve safety.	Walking and wheeling	500m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
LS/PR5/01	LS Route 5 (Orange)	Primary	Field Acre Way (Long Stratton FP7)	Long Stratton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Field Acre Way (Long Stratton FP7) between Norwich Road and the southern extent of the Urban Extension. Attention to traffic speeds on Field Acre Way, pavement/footpath widths and condition, barriers, lighting and wayfinding. A change of status for Long Stratton FP7 would need to be considered.	Cycling, walking and wheeling	390m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
LS/PR5/02	LS Route 5 (Orange)	Primary	Field Acre Way to Church Lane	Long Stratton	Countywide Local Cycling and Walking Infrastructure Plan	Aligning with proposals for the Long Stratton bypass and Urban Extension, feasibility study and schemes to enable cycling, walking and wheeling within the Urban Extension connecting Field Acre Way (currently Long Stratton FP7 and FP6) to Church Lane via the Long Stratton bypass bridge. Attention to pavement/footpath widths and condition, lighting and wayfinding.	Cycling, walking and wheeling	620m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
LS/PR6/01	LS Route 6 (Purple)	Primary	Edges Lane (The Street to Hill Farm Rd)	Long Stratton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to encourage cycling, walking and wheeling along Edges Lane between The Street and Hill Farm Road. Include schemes to replace barriers at entry points and consider lighting to enable access when dark. Pay attention to encroaching vegetation and surface conditions and widths.	Cycling, walking and wheeling	340m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
LS/PR6/02	LS Route 6 (Purple)	Primary	Edges Lane (Hill Farm Rd to Long Stratton bypass)	Long Stratton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling within the Urban Extension connecting Edges Lane from the junction with Hill Farm Road to the public right of way realignments on the proposed Long Stratton bypass. Attention to pavement widths, lighting, wayfinding and providing priority at side road crossings.	Cycling, walking and wheeling	850m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
LS/PR7/01	LS Route 7 (Grey)	Primary	Long Stratton western Urban Extension link road	Long Stratton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along the Long Stratton western Urban Extension link road	Cycling, walking and wheeling	1120m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
LS/PR7/02	LS Route 7 (Grey)	Primary	Long Stratton eastern Urban Extension link road	Long Stratton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along the Long Stratton eastern Urban Extension link road linking with the new roundabout on Ipswich Road.	Cycling, walking and wheeling	2245m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
LS/SR1/01	LS Secondary Route 1	Secondary	Uppgate to Manor Road	Long Stratton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along the path between Uppgate and Manor Road. Consider path width, wayfinding, barriers at entrances and lighting.	Cycling, walking and wheeling	540m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
LS/SR1/02	LS Secondary Route 1	Secondary	Uppgate to Swan Lane	Long Stratton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along the path between Uppgate and Swan Lane. Attention to width and pinch points at entrances and wayfinding.	Cycling, walking and wheeling	480m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
LS/SR2/01	LS Secondary Route 2	Secondary	Long Stratton bypass public right of way	Long Stratton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along the public right of way aligned to the west side of the Long Stratton bypass connecting with the Urban Extension link road, proposed active travel routes, proposed bridges and junctions.	Cycling, walking and wheeling	3885m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
LS/WZ/01	LS Walking Zone	Walking Zone	Long Stratton town centre	Long Stratton	Long Stratton Master Planning Report & Long Stratton Neighbourhood Plan 2019-2035	Working with key stakeholders in Long Stratton, conduct a feasibility study to identify opportunities to improve walking and wheeling connectivity with the Long Stratton town centre. Consideration to be given to pavement widths and accessibility, road crossing points and priority over side roads for pedestrians.	Walking and wheeling	0.60km2	Medium	<5 years	Walking Route Assessment Year 1 Detailed design Year 2



NORTH WALSHAM**Active Travel Infrastructure Scheme List and Network Map (DRAFT)**[Click here to navigate back to the contents page.](#)

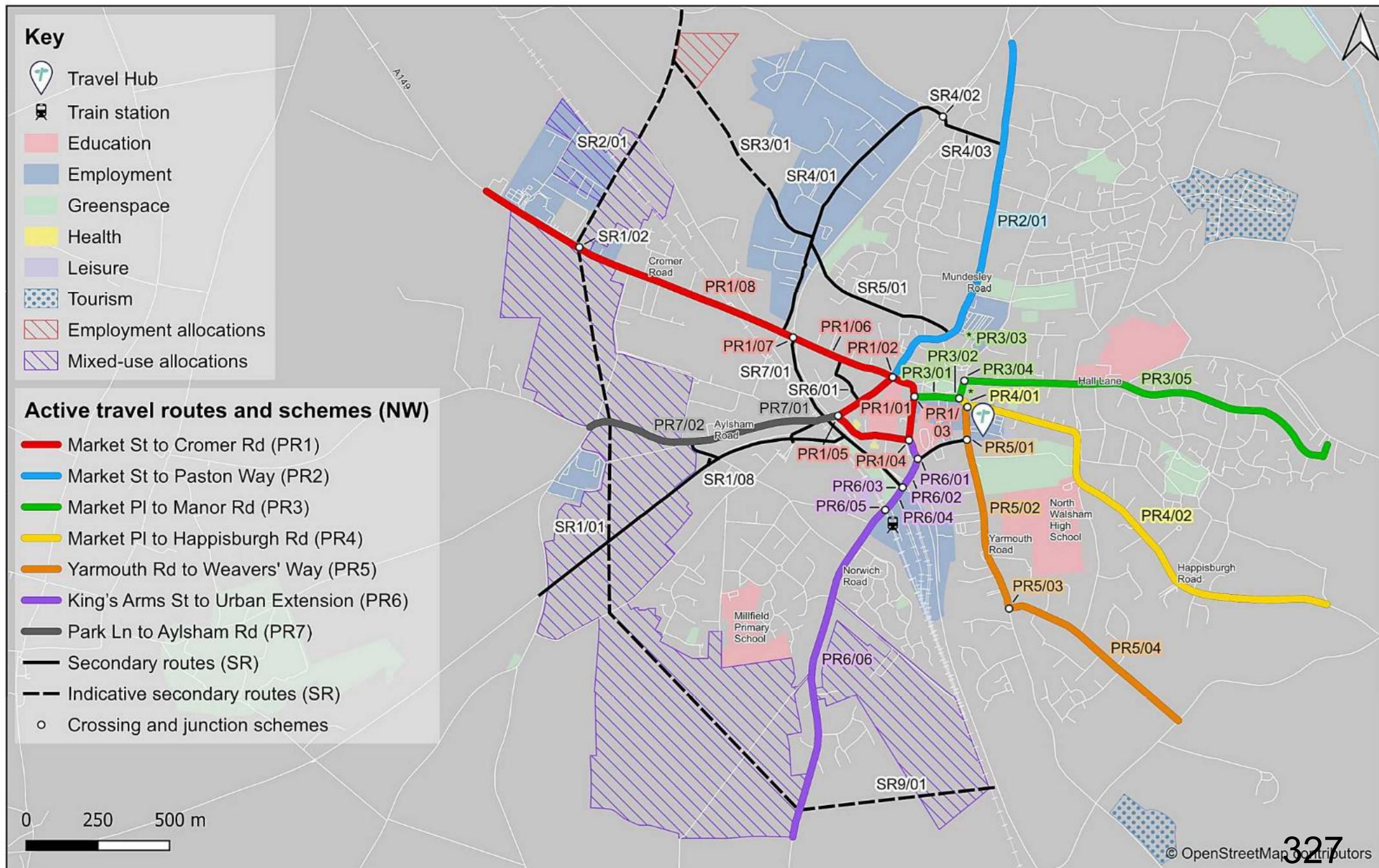
Reference	Route	Route Type	Road Name	Settlement	Source	Description	Type	Length (m)	Timescale (<3,<5,5+ years)	Next Steps
NW/PR1/01	NW Route 1 (Red)	Primary	Market Street, King's Arms Street, Park Lane and Aylsham Road	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Market Street, King's Arms Street, Park Lane and Aylsham Road. Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing priority at side road crossings. Consideration for a cycle lane contraflow around the one-way system.	Cycling, walking and wheeling	770m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
NW/PR1/02	NW Route 1 (Red)	Primary	Cromer Road, Mundesley Road, Market Street and Aylsham Road junction	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction of Cromer Road, Mundesley Road, Market Street and Aylsham Road.	Cycling, walking and wheeling	20m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
NW/PR1/03	NW Route 1 (Red)	Primary	Market Street, Market Place and King's Arms Street junction	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction of Cromer Road, Mundesley Road, Market Street and Aylsham Road.	Cycling, walking and wheeling	20m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
NW/PR1/04	NW Route 1 (Red)	Primary	King's Arms Street and Park Lane junction	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction of King's Arms Street and Park Lane.	Cycling, walking and wheeling	30m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
NW/PR1/05	NW Route 1 (Red)	Primary	Park Lane and Aylsham Road junction	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction of Park Lane and Aylsham Road.	Cycling, walking and wheeling	40m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
NW/PR1/06	NW Route 1 (Red)	Primary	Cromer Road (Market St to the North Walsham bypass B1145)	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Cromer Road between Market Street to the North Walsham bypass (B1145). Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	375m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
NW/PR1/07	NW Route 1 (Red)	Primary	Cromer Road and North Walsham bypass junction	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction of Cromer Road and North Walsham bypass.	Cycling, walking and wheeling	80m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
NW/PR1/08	NW Route 1 (Red)	Primary	Cromer Road (North Walsham bypass to the employment area in the west on Cromer Rd)	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Cromer Road between the North Walsham bypass and the employment area in the west on Cromer Road. Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	1140m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
NW/PR2/01	NW Route 2 (Blue)	Primary	Mundesley Road (Market St to Paston Way)	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Mundesley Road linking Market Place to Paston Way. Attention to traffic speeds, narrow pavement widths and condition, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	1343m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
NW/PR3/01	NW Route 3 (Green)	Primary	Market Place (Market St to Church St)	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Market Place between Market Street and Hall Lane. Attention to traffic speeds, pavement widths and conditions and wayfinding.	Cycling, walking and wheeling	160m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
NW/PR3/02	NW Route 3 (Green)	Primary	Market Place and Church Street junction	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction of Market Place and Church Street.	Cycling, walking and wheeling	10m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
NW/PR3/03	NW Route 3 (Green)	Primary	Church Street (Market Pl to Hall Ln)	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Church Street between Market Place and Hall Lane. Attention to traffic speeds, pavement widths and conditions and wayfinding.	Cycling, walking and wheeling	65m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
NW/PR3/04	NW Route 3 (Green)	Primary	Church Street and Hall Lane junction	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction of Church Street and Hall Lane.	Cycling, walking and wheeling	10m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
NW/PR3/05	NW Route 3 (Green)	Primary	Hall Lane, Manor Road and Brick Kiln Road (Church St to Poppy Cl)	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Hall Lane, Manor Road and Brick Kiln Road between Church Street and Poppy Close. Attention to traffic speeds, narrow pavement widths and condition, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	1380m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
NW/PR4/01	NW Route 4 (Yellow)	Primary	Market Place and New Road junction	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction of Market Place and New Road.	Cycling, walking and wheeling	35m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

NW/PR4/02	NW Route 4 (Yellow)	Primary	New Road and Happisburgh Road	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along New Road and Happisburgh Road between Market Place and the urban extent west of North Walsham. Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	1610m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
NW/PR5/01	NW Route 5 (Orange)	Primary	Yarmouth Road (Market PI to Thirby Rd)	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Yarmouth Road between Market Place and Thirby Road. Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	730m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
NW/PR5/02	NW Route 5 (Orange)	Primary	Yarmouth Road Grammar School roundabout	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the roundabout connecting Yarmouth Road and North Walsham Grammar School.	Cycling, walking and wheeling	25m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
NW/PR5/03	NW Route 5 (Orange)	Primary	Yarmouth Road and Thirby Road junction	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction of Yarmouth Road and Thirby Road.	Cycling, walking and wheeling	15m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
NW/PR5/04	NW Route 5 (Orange)	Primary	Thirby Road (Yarmouth Rd to Field Ln)	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Thirby Road between Yarmouth Road and Field Lane. Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing priority at side road crossings. Feasibility study to include solutions to enable walking, wheeling and cycling along the North Walsham public footpath 14 connecting Thirby Road and Field Lane.	Cycling, walking and wheeling	730m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
NW/PR6/01	NW Route 6 (Purple)	Primary	Norwich Road and Grammar School Road roundabout	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the roundabout connecting Norwich Road and Grammar School Road.	Cycling, walking and wheeling	25m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
NW/PR6/02	NW Route 6 (Purple)	Primary	Norwich Road (Grammar School Rd to North Walsham bypass)	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Norwich Road between Grammar School Road and the North Walsham bypass. Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	100m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
NW/PR6/03	NW Route 6 (Purple)	Primary	Norwich Road and North Walsham bypass junction	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction of Norwich Road and the North Walsham bypass. The junction scheme should connect with secondary routes running along the west side of the North Walsham bypass.	Cycling, walking and wheeling	50m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
NW/PR6/04	NW Route 6 (Purple)	Primary	Norwich Road (North Walsham bypass to train station and bridge)	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Norwich Road between the North Walsham bypass and the railway bridge. The scheme should also include connectivity into and out of the train station to enable north and south connectivity along Norwich Road. Attention to traffic speeds, pavement widths and condition, wayfinding and wide entrances to business premises and the train station.	Cycling, walking and wheeling	90m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
NW/PR6/05	NW Route 6 (Purple)	Primary	Norwich Road Railway Bridge	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity under the railway bridge on Norwich Road.	Cycling, walking and wheeling	25m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
NW/PR6/06	NW Route 6 (Purple)	Primary	Norwich Road	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Norwich Road between the railway bridge and the southern extent of the proposed Urban Extension. Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	1230m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
NW/PR7/01	NW Route 7 (Grey)	Primary	Aylsham Road (Park Ln to Skeyton New Rd)	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Aylsham Road between Park Lane and Skeyton New Road. Schemes should include a toucan crossing to enable connectivity along the existing shared-use path which crosses Aylsham Road between the bridges. Attention to pavement provision and condition, lighting, vegetation management and wayfinding.	Cycling, walking and wheeling	90m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
NW/PR7/02	NW Route 7 (Grey)	Primary	Aylsham Road (Skeyton New Rd to Tungate Rd)	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Aylsham Road between Skeyton New Road and Tungate Road. Attention to traffic speeds, pavement widths and condition, narrow road widths, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	810m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
NW/SR1/01	NW Secondary Route 1	Secondary	North Walsham Western Link Road (Cromer Rd to Norwich Rd)	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along the proposed North Walsham Western Link Road between Cromer Road and Norwich Road. Consideration to traffic speeds, separate space for walking and cycling, provision of crossing of existing roads and trails, lighting, wayfinding as well as providing priority at side road crossings. This route could potentially be upgraded to a priority route. Schemes to align with development plans which come forward.	Cycling, walking and wheeling	2400m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
NW/SR1/02	NW Secondary Route 1	Secondary	Cromer Road Crossing (Western Link to Bradfield Rd)	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity over Cromer Road linking the cycling and walking infrastructure on the North Walsham Western Link with Bradfield Road.	Cycling, walking and wheeling	15m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

NW/SR2/01	NW Secondary Route 2	Secondary	Bradfield Road (Cromer Rd to Lyngate Rd)	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Bradfield Road between Cromer Road to Lyngate Road. Attention to traffic speeds, pavement widths and condition, narrow road widths, wayfinding as well as providing priority at side road crossings. Schemes to align with development plans which come forward.	Cycling, walking and wheeling	910m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
NW/SR3/01	NW Secondary Route 3	Secondary	Laundry Loke and North Walsham public footpath 5 (Folgate Rd to Bradfield Rd)	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Laundry Loke and North Walsham public footpath 5 between Folgate Road and Bradfield Road.	Cycling, walking and wheeling	800m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
NW/SR4/01	NW Secondary Route 4	Secondary	Laundry Loke and Folgate Road (Cromer Rd to and North Walsham bypass junction)	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Laundry Loke and Folgate Road between Cromer Road and the junction with the North Walsham bypass. Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	1020m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
NW/SR4/02	NW Secondary Route 4	Secondary	North Walsh bypass Crossing (Folgate Rd and Lyngate Rd)	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity over the North Walsh bypass crossing enabling connectivity between Folgate Road and Lyngate Road.	Cycling, walking and wheeling	25m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
NW/SR4/03	NW Secondary Route 4	Secondary	Lyngate Road (North Walsh bypass to Mundesley Rd)	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Lyngate Road between North Walsh bypass and Mundesley Road. Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	235m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
NW/SR5/01	NW Secondary Route 5	Secondary	North Field Road (Laundry Loke to Mundesley Rd)	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Utilising existing cycling and walking infrastructure conduct a feasibility study and develop schemes to enable cycling, walking and wheeling along North Field Road between Laundry Loke and Mundesley Road. Attention to barriers and lighting along the North Walsham Underpass, surface conditions and width, wayfinding as well as providing priority at side road crossings. Consideration to the one way traffic system on Northfield Road and Saint Mary's Way.	Cycling, walking and wheeling	655m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
NW/SR6/01	NW Secondary Route 6	Secondary	Grammar School Road (Yarmouth Rd to Norwich Rd)	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Grammar School Road between Yarmouth Road to Norwich Road. Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	190m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
NW/SR7/01	NW Secondary Route 7	Secondary	Weavers' Way and cycle path between Norwich Road and Cromer Road	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Weavers' Way and cycle path between Norwich Road and Cromer Road rejoining via the North Walsham bypass. Attention to surface width and condition, wayfinding and lighting.	Cycling, walking and wheeling	675m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
NW/SR8/01	NW Secondary Route 8	Secondary	Weavers' Way and Skeyton New Road (Tungate Rd to Aylsham Rd)	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Weavers' Way and Skeyton New Road connecting with Aylsham Road and linking with the cycle track running parallel to the North Walsham bypass. Attention to crossing points with roads, traffic speeds, surface condition and width, lighting and wayfinding.	Cycling, walking and wheeling	1490m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
NW/SR9/01	NW Secondary Route 9	Secondary	Proposed Western Link Road - Southern Extension	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along the potential Western Link Road Southern Extension connecting Norwich Road to the North Walsham bypass. Attention to traffic speeds, giving priority at side road crossing, segregating all users, pedestrian and cycling crossing points, surface condition and width, lighting and wayfinding. Schemes to align with development plans which come forward.	Cycling, walking and wheeling	690m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
NW/WZ/01	NW Walking Zone	Walking Zone	North Walsham town centre	North Walsham	North Walsham Heritage Action Zone Project, Network Improvement Strategy & Countywide Local Cycling and Walking Infrastructure Plan	Working with key stakeholders in North Walsham, conduct a feasibility study to identify opportunities to improve walking and wheeling connectivity in the town. Consideration to be given to pavement widths and accessibility, road crossing points and priority over side roads for pedestrians. Schemes should also include infrastructure improvements within North Walsham Heritage Action Zone projects, including improvements to the key passageways and lokes into the town centre which are dark and uninviting (Bank Loke, Black Swan Loke, Bier Loke (Vicarage Street gateway) and Church Approach (Market Street, between the Shambles and the Hop In). Consideration also to be given to recommendation within the North Walsham Network Strategy including schemes along Market Place, Market Place and King's Arms Street.	Walking and wheeling	0.45km2	Medium	<5 years	Walking Route Assessment Year 1 Detailed design Year 2

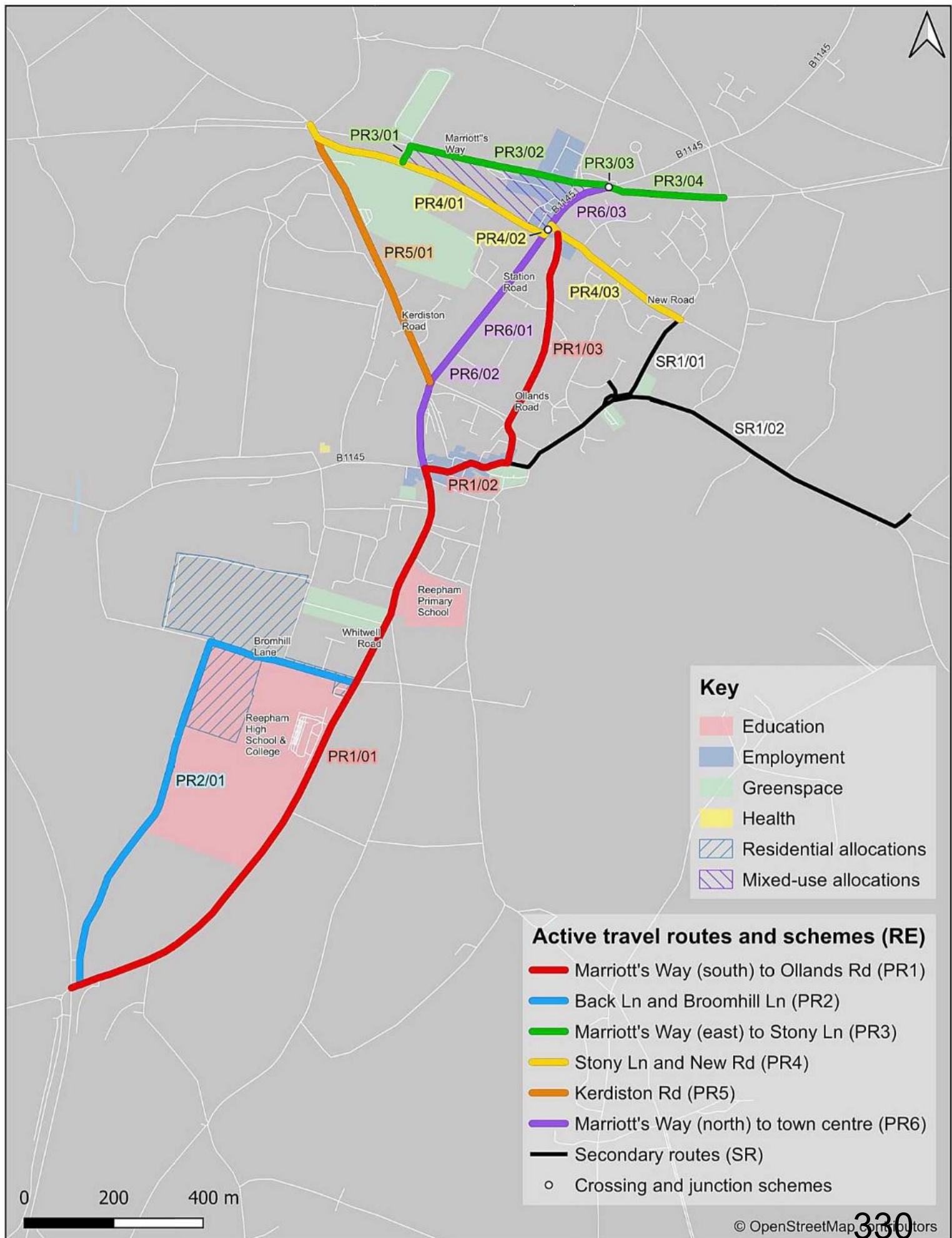


REEPHAM**Active Travel Infrastructure Scheme List and Network Map (DRAFT)**[Click here to navigate back to the contents page.](#)

Reference	Route	Route Type	Road Name	Settlement	Source	Description	Type	Length (m)	Timescale (<3,<5,5+ years)	Next Steps
RE/PR1/01	RE Route 1 (Red)	Primary	Whitwell Road (Whitwell & Reepham Railway Station to Market Pl)	Reepham	Countywide Local Cycling and Walking Infrastructure Plan	Schemes to deliver safe cycling, walking and wheeling solutions between Whitwell & Reepham Railway Station and Market Place. Attention to traffic speeds, pavement widths and conditions as well as providing priority at side road crossings.	Cycling, walking and wheeling	1480m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
RE/PR1/02	RE Route 1 (Red)	Primary	Market Place and Church Hill (School Rd to Ollands Rd)	Reepham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Market Place and Church Hill between School Road and Ollands Road. Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	200m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
RE/PR1/03	RE Route 1 (Red)	Primary	Ollands Road (Churchill Rd to New Rd)	Reepham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Ollands Road between School Road and Ollands Road. Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	480m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
RE/PR2/01	RE Route 2 (Blue)	Primary	Back Lane and Broomhill Lane	Reepham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Back Lane and Broomhill Lane. Attention to surface conditions and drainage, lighting and wayfinding.	Cycling, walking and wheeling	1080m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
RE/PR3/01	RE Route 3 (Green)	Primary	Marriott's Way (Marriott's Way Link to Stony Ln)	Reepham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along the link to Marriott's Way from Stony Lane. Attention to traffic speeds at the junction with Stony Lane, path width, surface condition and drainage as well as lighting and wayfinding.	Cycling, walking and wheeling	40m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
RE/PR3/02	RE Route 3 (Green)	Primary	Marriott's Way (Stony Ln to Wood Dalling Rd)	Reepham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Marriott's Way from Stony Lane to Wood Dalling Road. Attention to path width, surface condition and drainage as well as lighting and wayfinding.	Cycling, walking and wheeling	40m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
RE/PR3/03	RE Route 3 (Green)	Primary	Cawston Road and Marriott's Way crossing	Reepham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and crossing scheme to enable cycling, walking and wheeling connectivity over Cawston Road to allow movement along Marriott's Way. Pay attention to traffic speeds and raise awareness of turning/crossing walking and cycling movements.	Cycling, walking and wheeling	10m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
RE/PR3/04	RE Route 3 (Green)	Primary	Marriott's Way (Cawston Rd to Cawston Rd)	Reepham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Marriott's Way from Cawston Road heading east. Attention to path width, surface condition and drainage as well as lighting and wayfinding. Schemes should link with schemes along the Trails network.	Cycling, walking and wheeling	30m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
RE/PR4/01	RE Route 4 (Yellow)	Primary	Kerdiston Road and Stony Lane (north of the bridge to Station Rd)	Reepham	Countywide Local Cycling and Walking Infrastructure Plan	A scheme to deliver safe cycling, walking and wheeling solutions along Stony Lane specifically to address traffic speed and consider whether to utilise quiet lane designation on sections with no footway provision.	Cycling, walking and wheeling	540m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
RE/PR4/02	RE Route 4 (Yellow)	Primary	B1145 (crossing Stony Ln to New Rd)	Reepham	Countywide Local Cycling and Walking Infrastructure Plan	A scheme to deliver safe cycling, walking and wheeling at the crossing of the B1145. Road crossing assessment to be carried out to help understand the preferred option and location.	Cycling, walking and wheeling	10m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
RE/PR4/03	RE Route 4 (Yellow)	Primary	New Road (Station Rd to Moor Rd)	Reepham	Countywide Local Cycling and Walking Infrastructure Plan	A scheme to deliver safe cycling, walking and wheeling solutions along New Road, specifically to reduce traffic speed and consider continuous footway priority over side roads.	Cycling, walking and wheeling	505m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
RE/PR5/01	RE Route 5 (Orange)	Primary	Kerdiston Road (Stony Ln to B1145)	Reepham	Countywide Local Cycling and Walking Infrastructure Plan	A scheme to deliver safe cycling, walking and wheeling solutions along Kerdiston Road (Stony Lane to B1145) to address traffic speeds. Consider whether to utilise quiet lane designation on sections with no footway provision and consider continuous footway priority over side roads.	Cycling, walking and wheeling	590m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
RE/PR6/01	RE Route 6 (Purple)	Primary	Station Road B1145 (Stony Ln to Market Pl)	Reepham	Countywide Local Cycling and Walking Infrastructure Plan	A scheme to deliver safe cycling, walking and wheeling solutions along B1145 (Stony Lane to Market Place) specifically to consider continuous footway priority over side roads.	Cycling, walking and wheeling	610m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
RE/PR6/02	RE Route 6 (Purple)	Primary	Station Road (B1145) crossings between Coles Way and Market Place.	Reepham	Countywide Local Cycling and Walking Infrastructure Plan	A scheme to deliver safe cycling, walking and wheeling crossing of the B1145 between Coles Way and Market Place. Road crossing assessment are to be carried out to help understand the preferred option and location, and whether an additional crossing facility is needed to the one outlined at the junction with Stony Lane.	Cycling, walking and wheeling	10m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
RE/PR6/03	RE Route 6 (Purple)	Primary	Station Road B1145 (Stony Ln to Wood Dalling Rd)	Reepham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Station Road between Stony Lane and Wood Dalling Road. Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	610m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

RE/SR1/01	RE Secondary Route 1	Secondary	Reepham public footpath 17	Reepham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along public footpath 15 connecting New Road, Norwich Road and Bircham Road . Attention to surface condition and width, lighting and wayfinding.	Cycling, walking and wheeling	220m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
RE/SR1/02	RE Secondary Route 1	Secondary	Churchill Road and Norwich Road (Market Pl to Booton Common)	Reepham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Churchill Road and Norwich Road between Market Place and Booton Common. Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	1050m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
RE/WZ/01	RE Walking Zone	Walking Zone	Reepham town centre	Reepham	Countywide Local Cycling and Walking Infrastructure Plan and Aylsham Town Council Transport Strategy	Working with key stakeholders in Reepham, conduct a walking route assessments to identify opportunities to improve walking and wheeling connectivity within Reepham town centre. Consideration to be given to pavement widths and accessibility, road crossing points and priority over side roads for pedestrians.	Cycling, walking and wheeling	0.05km2	Medium	<5 years	Walking Route Assessment Year 1 Detailed design Year 2



SHERINGHAM

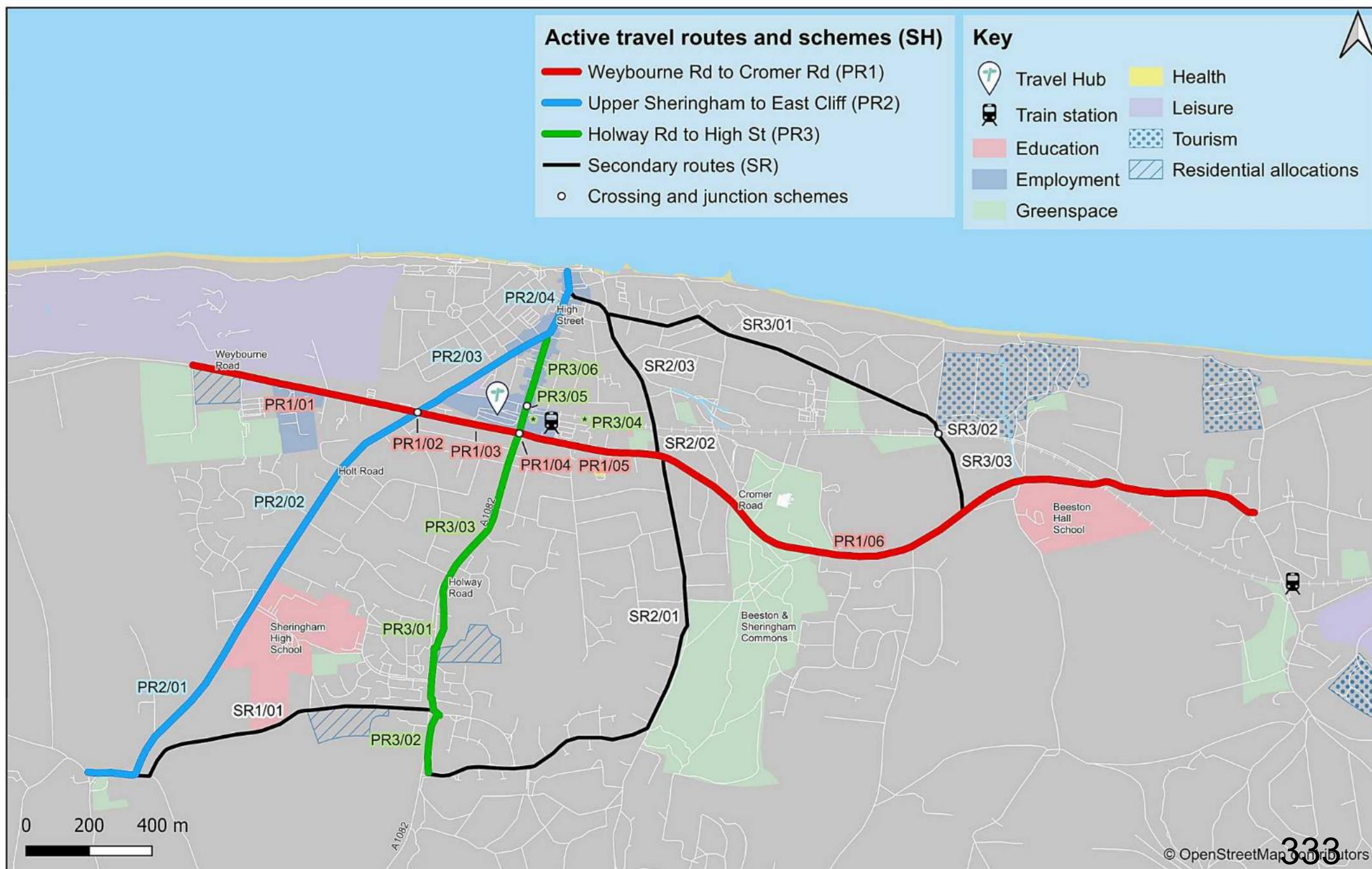
Active Travel Infrastructure Scheme List and Network Map (DRAFT)

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Reference	Route	Route Type	Road Name	Settlement	Source	Description	Type	Length (m)	Timescale (<3,<5,5+ years)	Next Steps
SH/PR1/01	SH Route 1 (Red)	Primary	Weybourne Road (Sheringham Cemetery to Holt Rd)	Sheringham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to deliver safe cycling, walking and wheeling connectivity along Weybourne Road from the cemetery junction to the junction with Holt Road.	Cycling, walking and wheeling	720m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
SH/PR1/02	SH Route 1 (Red)	Primary	Cromer Road and Holt Road junction	Sheringham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junctions with Holt Road and Church Street and movement across Weybourne Road from Holt Road to Church Street. Junctions are currently very wide and pedestrian islands are very narrow and in poor condition. Any Feasibility study and schemes should specifically include a review of pavement widths and improve pedestrian refuge provision at the junction of Holt Road and Cromer Road.	Cycling, walking and wheeling	24m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
SH/PR1/03	SH Route 1 (Red)	Primary	Cromer Road (between Holt Rd and Holway Rd)	Sheringham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to deliver safe cycling, walking and wheeling connectivity along Cromer Road between the junction with Holt Road and Holway Road.	Cycling, walking and wheeling	322m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
SH/PR1/04	SH Route 1 (Red)	Primary	Cromer Road, Station Road and Holway Road roundabout	Sheringham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity around and across the roundabout connecting Cromer Road, Holway Road and Station Road. Consideration given to pavement widths and directness of crossing points for pedestrians.	Cycling, walking and wheeling	44m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
SH/PR1/05	SH Route 1 (Red)	Primary	Cromer Road (between Holway Rd and Brook Rd)	Sheringham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to deliver LTN 1/20 compliant cycling, walking and wheeling connectivity along Cromer Road between Holway Road and Brook Road.	Cycling, walking and wheeling	720m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
SH/PR1/06	SH Route 1 (Red)	Primary	Cromer Road A149 (between Brook Rd and Station Rd in West Runton)	Sheringham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study to identify a cycling, walking and wheeling route solution linking Sheringham from Brook Road to the train station on Station Road in East Runton.	Cycling, walking and wheeling	2000m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
SH/PR2/01	SH Route 2 (Blue)	Primary	The Green and Sheringham Road (Church Rd to Churchill Cres)	Sheringham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to deliver safe cycling, walking and wheeling connectivity along Sheringham Road between Cranfield Road to Churchill Crescent.	Cycling, walking and wheeling	625m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
SH/PR2/02	SH Route 2 (Blue)	Primary	Holt Road (Churchill Cres to Cromer Rd)	Sheringham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to deliver safe cycling, walking and wheeling connectivity along Holt Road between Churchill Crescent and Weybourne Road. Consideration to be given to design solutions which provide pedestrians with priority at side road crossings, especially at wide junctions. Feasibility study and schemes to involve traffic calming measures near the school and a formal crossing facility near the bus stop opposite the Sheringham Woodfields School.	Cycling, walking and wheeling	890m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
SH/PR2/03	SH Route 2 (Blue)	Primary	Church Street (Holt Rd to Sheringham High St)	Sheringham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to deliver safe cycling, walking and wheeling connectivity along Church Street between Holt Road and High Street. Consideration to be given to design solutions which provide traffic calming measures and priority at side road crossings for pedestrians, especially at wide junctions (St Peter's Road, Station Approach, The Boulevard, Water Bank Road and Augusta Street).	Cycling, walking and wheeling	465m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
SH/PR2/04	SH Route 2 (Blue)	Primary	High Street (Church St to Sheringham Promenade)	Sheringham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to deliver safe cycling, walking and wheeling connectivity along High Street between Station Road/Church Street and the Promenade. Consideration to be given to design solutions which resolve the challenges of minimal pavement widths in areas with high footfall (especially at the junction with Wyndham Street and between the Wyndham Street and Promenade junction).	Cycling, walking and wheeling	207m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
SH/PR3/01	SH Route 3 (Green)	Primary	Holway Road A1082 (Woodland Rise Way to Abbey Rd)	Sheringham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to deliver safe cycling, walking and wheeling connectivity along Holway Road between Woodland Rise Way and Abbey Road. Consideration to be given to the continuity of existing cycle provision consisting of parallel side roads (Hazel Avenue and Sheringham Community Centre) and the suitability of shared-use provision on the east side of the carriageway between Hazel Avenue and Abbey Road.	Cycling, walking and wheeling	650m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
SH/PR3/02	SH Route 3 (Green)	Primary	Holway Road A1082 (Woodland Rise Way to Beech Ave)	Sheringham	Countywide Local Cycling and Walking Infrastructure Plan	A Feasibility study and schemes to provide a crossing over the Holway Road between Woodland Rise Way and Beech Ave to enable people to connect from the south east of Sheringham with the public footpath (Sheringham FP27).	Cycling, walking and wheeling	210m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

SH/PR3/03	SH Route 3 (Green)	Primary	Holway Road A1082 (Abbey Rd to Cromer Rd)	Sheringham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Holway Road (A1082) between Abbey Rd and Cromer Rd. Attention to traffic speeds, pavement widths and conditions as well as providing priority at side road crossings, especially at wide junctions along Holway Road and a continuation of cycle route infrastructure between Abbey Road and Cromer Road.	Cycling, walking and wheeling	515m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
SH/PR3/04	SH Route 3 (Green)	Primary	Station Road (Cromer Rd and Station Approach)	Sheringham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to deliver safe cycling, walking and wheeling connectivity along Station Road between Cromer Road and Station Approach. Consideration to be given to pavement widths and uneven conditions and priority over entrances to busy car parks.	Cycling, walking and wheeling	95m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
SH/PR3/05	SH Route 3 (Green)	Primary	Station Road and Station Approach junction	Sheringham	Countywide Local Cycling and Walking Infrastructure Plan	A Feasibility study and schemes providing a priority crossing for pedestrians at the junction of Station Road and Station Approach, taking into account high volumes of footfall to and from the train station and Travel Hub on either side of Station Road and movements to the busy commercial area along Station Road.	Cycling, walking and wheeling	20m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
SH/PR3/06	SH Route 3 (Green)	Primary	Station Road (Station Approach and Church St)	Sheringham	Countywide Local Cycling and Walking Infrastructure Plan	A Feasibility study and schemes to enable safe cycling, walking and wheeling along Station Road between Station Approach and Church Street including providing pedestrians with priority at side roads and traffic calming measures to enable safe cycling along the route.	Cycling, walking and wheeling	235m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
SH/SR1/01	SH Secondary Route 1	Secondary	Butts Lane (The Street to Holway Rd)	Sheringham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Butts Lane. Attention to surface width and condition as well as wayfinding and lighting.	Cycling, walking and wheeling	1000m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
SH/SR2/01	SH Secondary Route 2	Secondary	Woodland Rise West and Common Lane (Holway Rd to Cromer Rd)	Sheringham	Countywide Local Cycling and Walking Infrastructure Plan	A Feasibility study and schemes to deliver safe cycling, walking and wheeling along Woodland Rise West and Common Lane between Holway Road and Cromer Road. Consideration for Feasibility study and schemes to include traffic calming measures to enable safe cycling and providing pedestrians with priority at side road crossings.	Cycling, walking and wheeling	1620m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
SH/SR2/02	SH Secondary Route 2	Secondary	Common Lane and Beeston Road junction (Cromer Rd)	Sheringham	Countywide Local Cycling and Walking Infrastructure Plan	A Feasibility study and schemes to deliver safe cycling, walking and wheeling over Cromer Road to enable connectivity between Common Lane and Beeston Road. Consideration for the Feasibility study and schemes to include a review of the suitability and location of the existing pedestrian refuge and cycle lane infrastructure to enable connectivity along Cromer Road and between Common Lane and Beeston Road.	Cycling, walking and wheeling	40m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
SH/SR2/03	SH Secondary Route 2	Secondary	Beeston Road and Wyndham Street	Sheringham	Countywide Local Cycling and Walking Infrastructure Plan	A Feasibility study and schemes to deliver safe cycling, walking and wheeling along Woodland Rise West and Common Lane between Holway Road and Cromer Road. Consideration for the Feasibility study and schemes to include traffic calming measures to enable safe cycling and providing pedestrians with priority at side road crossings, especially at the junction between Beach Road and Cliff Road.	Cycling, walking and wheeling	620m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
SH/SR3/01	SH Secondary Route 3	Primary	Cliff Road and Nelson Road (Beeston Rd to Conway Rd)	Sheringham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Cliff Road and Nelson Road between Beeston Road and Conway Road. Attention to traffic speeds, pavement widths and priority at side road crossings.	Cycling, walking and wheeling	890m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
SH/SR3/02	SH Secondary Route 3	Primary	Nelson Road (railway line crossing)	Sheringham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to enable safe cycling, walking and wheeling over the railway line on Nelson Road.	Cycling, walking and wheeling	15m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
SH/SR3/03	SH Secondary Route 3	Primary	Nelson Road (Conway Rd to Cromer Rd)	Sheringham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Nelson Road between Conway Road and Cromer Road. Attention to surface width and condition as well as wayfinding and lighting.	Cycling, walking and wheeling	535m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
SH/WZ/01	SH Walking Zone	Walking Zone	Sheringham town centre	Sheringham	Countywide Local Cycling and Walking Infrastructure Plan	Working with key stakeholders in Sheringham, conduct a feasibility study to identify opportunities to improve walking and wheeling connectivity in the town centre. Consideration to be given to pavement widths and accessibility, road crossing points and priority over side roads for pedestrians.	Walking and wheeling	0.29km2	Medium	<5 years	Walking Route Assessment Year 1 Detailed design Year 2
SH/NS/01	SH Network Scheme 1	Network Scheme	Seafront and promenade cycle parking	Sheringham	Sheringham Town Plan	Feasibility study and schemes to provide secure cycle parking facilities on the seafront and promenade.	Cycling, walking and wheeling	N/A	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
SH/NS/02	SH Network Scheme 2	Network Scheme	Sheringham train station	Sheringham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to provide secure cycle parking facilities at appropriate and well-lit locations outside Sheringham train station.	Cycling, walking and wheeling	N/A	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2

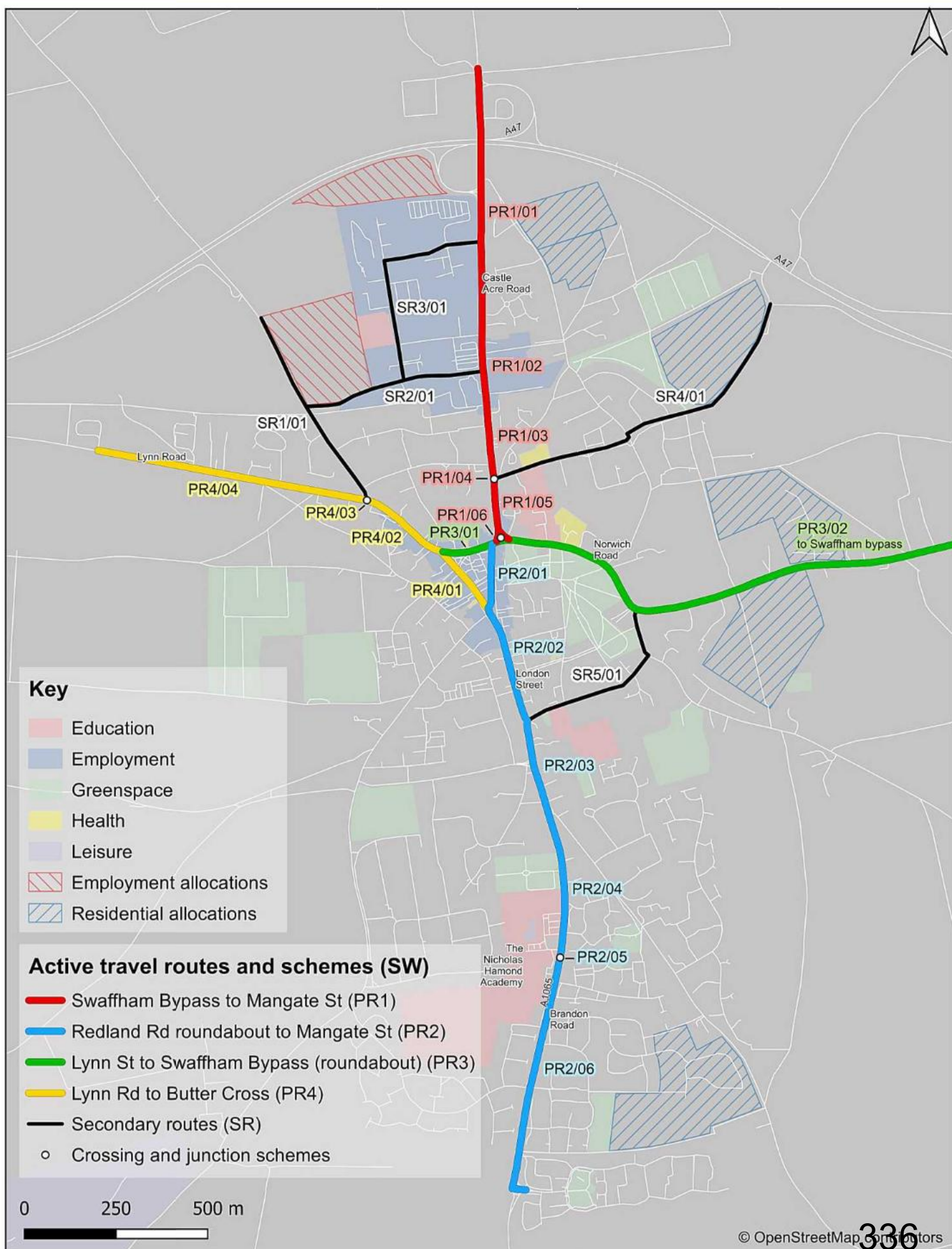


SWAFFHAM**Active Travel Infrastructure Scheme List and Network Map (DRAFT)**[Click here to navigate back to the contents page.](#)

Reference	Route	Route Type	Road Name	Settlement	Source	Description	Type	Length (m)	Timescale (<3,<5,5+ years)	Next Steps
SW/PR1/01	SW Route 1 (Red)	Primary	Castle Acre Road (A47 bridge to Brocks Rd)	Swaffham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling provision at junctions on the west side of Castle Acre Road between the A47 bridge and Brocks Road. Attention to traffic speeds, pavement widths and conditions as well as providing priority at side road crossings.	Cycling, walking and wheeling	516m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
SW/PR1/02	SW Route 1 (Red)	Primary	Castle Acre Road (Brocks Rd to Tower Mdw)	Swaffham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Castle Acre Road. Consideration for tightening the Tower Meadow Road junction on Castle Acre Road to reduce the crossing distance for pedestrians.	Cycling, walking and wheeling	150m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
SW/PR1/03	SW Route 1 (Red)	Primary	Castle Acre Road (Tower Mw to Spinners Ln)	Swaffham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Castle Acre Road (between Tower Meadow to Spinners Lane). Attention to traffic speeds, pavement widths and conditions as well as providing priority at side road crossings.	Cycling, walking and wheeling	180m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
SW/PR1/04	SW Route 1 (Red)	Primary	Lower Sporle Road junction with Castle Acre Road	Swaffham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction of Lower Sporle Road Castle Acre Road. Consideration for tightening the radii of the lower Sporle Road junction on Castle Acre Road to reduce the crossing distance for pedestrians.	Cycling, walking and wheeling	40m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
SW/PR1/05	SW Route 1 (Red)	Primary	Station Road section of A1065 (Spinners Ln to Mangate St and Lynn St)	Swaffham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along the Station Road section of A1065 (Spinners Ln to Mangate St and Lynn St). Attention to traffic speeds, pavement widths and conditions as well as providing priority at side road crossings.	Cycling, walking and wheeling	160m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
SW/PR1/06	SW Route 1 (Red)	Primary	Junction of Market Place, Lynn Street, Mangate Street and Station Street	Swaffham	Countywide Local Cycling and Walking Infrastructure Plan & Swaffham Town Delivery Plan 2022	Feasibility study and schemes to improve cycling, walking and wheeling movement at the junction between Market Place and Station Street.	Cycling, walking and wheeling	25m	Short < 3 years	Crossing Assessment Year 1 Detailed design Year 2
SW/PR2/01	SW Route 2 (Blue)	Primary	Easterly section of Market place between Mangate Street and Loddon Street roundabout	Swaffham	Countywide Local Cycling and Walking Infrastructure Plan & Swaffham Town Delivery Plan 2022	Feasibility study and schemes to enable continuous safe cycling, walking and wheeling connectivity refencing public realm and highways improvements identified in the Swaffham Town Delivery Plan.	Cycling, walking and wheeling	170m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
SW/PR2/02	SW Route 2 (Blue)	Primary	Market Place/London Street roundabout to White Cross Road roundabout	Swaffham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable pedestrian crossing provision at the mini-roundabout by adding a pedestrian crossing refuge at its north and south leg. Attention to traffic speeds (especially north-south travelling vehicles) pavement widths and conditions as well as providing priority at side road crossings.	Cycling, walking and wheeling	300m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
SW/PR2/03	SW Route 2 (Blue)	Primary	Loddon Street from White Cross Road roundabout to Watton Road junction	Swaffham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to identify measures to enable continuous safe cycling, walking and wheeling connectivity using public realm and highways improvements featured in the Swaffham Town Delivery Plan.	Cycling, walking and wheeling	230m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
SW/PR2/04	SW Route 2 (Blue)	Primary	Brandon Road from Watton Road junction to Swaffham Junior School	Swaffham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Brandon Road from the Watton Road junction to Swaffham Junior School. Attention to traffic speeds, pavement widths and conditions as well as providing priority at side road crossings. Continuous walking and wheeling priority on residential roads off Brandon Road.	Cycling, walking and wheeling	400m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
SW/PR2/05	SW Route 2 (Blue)	Primary	Brandon Road outside Swaffham Junior School	Swaffham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling movement over the Brandon Road outside Swaffham Junior School and Swaffham Leisure Centre.	Cycling, walking and wheeling	20m	Short < 3 years	Crossing Assessment Year 1 Detailed design Year 2
SW/PR2/06	SW Route 2 (Blue)	Primary	Brandon Road between Swaffham Junior School and Redland Road roundabout	Swaffham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Brandon Road between Swaffham Junior School and Redland Road junction. Attention to traffic speeds, pavement widths and conditions as well as providing priority at side road crossings. Attention to the wide radii of the Brandon Road/Sandringham Way junction.	Cycling, walking and wheeling	650m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
SW/PR3/01	SW Route 3 (Green)	Primary	Northern section of Market Place	Swaffham	Swaffham Town Delivery Plan 2022	Feasibility study to identify measures to enable continuous safe cycling, walking and wheeling connectivity using public realm and highways improvements featured in the Swaffham Town Delivery Plan.	Cycling, walking and wheeling	150m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

SW/PR3/02	SW Route 3 (Green)	Primary	Mangate Street and Norwich Road to Swaffham bypass	Swaffham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Norwich Road linking with the roundabout on the Swaffham bypass (A47). This will link Swaffham town with the Crab and Winkle line and public rights of way. Attention to traffic speeds, pavement widths and conditions as well as providing priority at side road crossings.	Cycling, walking and wheeling	2736m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
SW/PR4/01	SW Route 4 (Yellow)	Primary	Westerly leg of Market Place	Swaffham	Swaffham Town Delivery Plan 2022	Feasibility study and schemes to enable continuous safe cycling, walking and wheeling connectivity using public realm and highways improvements featured in the Swaffham Town Delivery Plan.	Cycling, walking and wheeling	200m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
SW/PR4/02	SW Route 4 (Yellow)	Primary	Lynn Street (Market Place to West Acre Rd)	Swaffham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Lynn Street between Market Place and West Acre Road. Attention to traffic speeds, pavement widths and conditions as well as providing priority at side road crossings.	Cycling, walking and wheeling	245m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
SW/PR4/03	SW Route 4 (Yellow)	Primary	West Acre Road junction with Lynn Street	Swaffham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling at the junction of West Acre Road and Lynn Street.	Cycling, walking and wheeling	40m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
SW/PR4/04	SW Route 4 (Yellow)	Primary	Lynn Road (West Acre Rd jct to Breckland Meadows Touring Park)	Swaffham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Lynn Road between West Acre Road and Breckland Meadows Touring Park. Attention to traffic speeds, pavement widths and conditions as well as providing priority at side road crossings.	Cycling, walking and wheeling	700m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
SW/SR1/01	SW Secondary Route 1	Secondary	West Acre Road (new employment allocation to Lynn St)	Swaffham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along West Acre Road between the new employment allocation and Lynn Street. Attention to traffic speeds, pavement widths and conditions as well as providing priority at side road crossings.	Cycling, walking and wheeling	620m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
SW/SR2/01	SW Secondary Route 2	Secondary	Bear's Lane (West Acre Rd to Station Rd)	Swaffham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Bear's Lane between West Acre Road and Station Road. Attention to traffic speeds, pavement widths and conditions as well as providing priority at side road crossings.	Cycling, walking and wheeling	500m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
SW/SR3/01	SW Secondary Route 3	Secondary	Turbine Way and Green Way (Bear's Ln to Castle Acre Rd)	Swaffham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Sporle Road between Turbine Way and Green Way linking Bear's Lane with Castle Acre Road. Attention to traffic speeds, pavement widths and conditions as well as providing priority at side road crossings.	Cycling, walking and wheeling	600m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
SW/SR4/01	SW Secondary Route 4	Secondary	Sporle Road (Station Rd to public right of way RB39a)	Swaffham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Sporle Road connecting Station Road and restricted byway 68 east of the A47. Attention to traffic speeds, crossing on the A47, pavement widths and conditions as well as providing priority at side road crossings.	Cycling, walking and wheeling	940m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
SW/SR5/01	SW Secondary Route 5	Secondary	White Cross Road and North Pickenham Road (London St to Norwich Rd)	Swaffham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along White Cross Road and North Pickenham Road between London Street and Norwich Road. Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	520m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
SW/WZ/01	SW Walking Zone	Walking Zone	Swaffham town centre	Swaffham	Swaffham Town Delivery Plan 2022	Working with key stakeholders in Swaffham, conduct a feasibility study to identify opportunities to improve walking and wheeling connectivity within the town centre. Consideration to be given to pavement widths and accessibility, road crossing points and priority over side roads for pedestrians.	Walking and wheeling	0.19km2	Medium	<5 years	Walking Route Assessment Year 1 Detailed design Year 2



THETFORD

Active Travel Infrastructure Scheme List and Network Map (DRAFT)

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Reference	Route	Route Type	Road Name	Settlement	Source	Description	Type	Length (m)	Timescale (<3,<5,5+ years)	Next Steps
TH/PR1/01	TH Route 1 (Red)	Primary	Urban Extension to Kilverstone Road (garden centre)	Thetford	Thetford Network Improvement Strategy	Feasibility study and scheme to deliver cycling, walking and wheeling connectivity from Kilverstone Road to the new housing development in the Sustainable Urban Extension, connecting with Green Lane (National Cycle Route 13). The route could potentially link directly with Green Lane and avoiding Kilverstone Road.	Cycling, walking and wheeling	600m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TH/PR1/02	TH Route 1 (Red)	Primary	Kilverstone Road crossing on Green Lane	Thetford	Thetford Network Improvement Strategy	Crossing scheme to deliver cycling, walking and wheeling connectivity over Kilverstone Road linking the new housing development on Green Lane near the garden centre.	Cycling, walking and wheeling	15m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
TH/PR1/03	TH Route 1 (Red)	Primary	Green Lane (Kilverstone Rd to Hurth Way)	Thetford	Thetford Network Improvement Strategy	Feasibility study and schemes to delivery suitable surface condition and width as well as lighting to enable cycling, walking and wheeling along Green Lane between Kilverstone Road and Hurth Way.	Cycling, walking and wheeling	1200m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TH/PR1/04	TH Route 1 (Red)	Primary	Charlock Road (Green Ln crossing)	Thetford	Countywide Local Cycling and Walking Infrastructure Plan	Crossing scheme to deliver cycling, walking and wheeling connectivity across Charlock Road from Green Lane.	Cycling, walking and wheeling	12m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
TH/PR1/05	TH Route 1 (Red)	Primary	Marlow Road (Green Ln crossing)	Thetford	Countywide Local Cycling and Walking Infrastructure Plan	Crossing scheme to deliver cycling, walking and wheeling connectivity across Marlow Road from Green Lane.	Cycling, walking and wheeling	12m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
TH/PR1/06	TH Route 1 (Red)	Primary	Hurth Way (1066) (Green Ln crossing)	Thetford	Countywide Local Cycling and Walking Infrastructure Plan	Crossing scheme to improve the existing crossing provision on Hurth Way and Green Lane, including removing barriers on the south side of Hurth Way and improving the exit and entrance approach from both sides of Green Lane for people walking, wheeling or cycling.	Cycling, walking and wheeling	12m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
TH/PR1/07	TH Route 1 (Red)	Primary	Castle Street and Castle Lane junction (Green Ln jct)	Thetford	Countywide Local Cycling and Walking Infrastructure Plan	Crossing scheme to deliver cycling, walking and wheeling connectivity from Green Lane across Castle Street and onto Castle Lane to enable north and south movement.	Cycling, walking and wheeling	30m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
TH/PR1/08	TH Route 1 (Red)	Primary	Castle Street to Nun's Bridge Road (via Castle Ln, Old Market St and Ford St)	Thetford	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity between Castle Street and Nuns' Bridge Road.	Cycling, walking and wheeling	150m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TH/PR1/09	TH Route 1 (Red)	Primary	Nuns' Bridge (Ford St to Mill Ln)	Thetford	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to improve cycling, walking and wheeling connectivity along Nun's Bridge between Ford Street and Mill Lane.	Cycling, walking and wheeling	180m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TH/PR1/10	TH Route 1 (Red)	Primary	Nuns' Bridge Road (Mill Ln to Bury Rd A134)	Thetford	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to deliver cycling, walking and wheeling connectivity along Nun's Bridge Road between Mill Lane and Bury Road (A134). Potential for a new traffic-free cycle path parallel to Nun's Bridge Road through Barnham Common.	Cycling, walking and wheeling	175m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TH/PR1/11	TH Route 1 (Red)	Primary	Bury Road (A134) (Nun's Bridge Rd jct to Bracken Rd jct)	Thetford	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to deliver a crossing and a reroute for cycling, walking and wheeling between the junctions with Nuns' Bridge Road and Bracken Road. Feasibility study and scheme to include a cycling and walking crossing over Bury Road (A134) and a reroute to avoid the on-road section along Bracken Road.	Cycling, walking and wheeling	120m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TH/PR1/12	TH Route 1 (Red)	Primary	Barnham Cross Common (Bury Rd to Fir Rd)	Thetford	Countywide Local Cycling and Walking Infrastructure Plan	Barrier removal scheme to replace east and west entrance barriers with an LTN 1/20 compliant solution to enable cycling and wheeling access.	Cycling, walking and wheeling	5m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TH/PR1/13	TH Route 1 (Red)	Primary	Barnham Cross Common (Bury Rd to Burrell Way)	Thetford	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to delivery suitable surface conditions and width as well as lighting to enable cycling, walking and wheeling along Barnham Cross Common between Bury Road and Burrell Way.	Cycling, walking and wheeling	830m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TH/PR1/14	TH Route 1 (Red)	Primary	Kimms Belt crossing	Thetford	Countywide Local Cycling and Walking Infrastructure Plan	Crossing Feasibility study and scheme to deliver cycling, walking and wheeling connectivity between across Kimms Belt and providing connectivity along Burrell Way to London Road, including improvements to the shared-use facility which crosses Kimms Belt to the east.	Cycling, walking and wheeling	110m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
TH/PR2/01	TH Route 2 (Blue)	Primary	Croxton Road (Mundford Rd A1066 to London Rd/Norwich Rd)	Thetford	Thetford Network Improvement Strategy	Feasibility study and schemes to enable cycling, walking and wheeling connectivity along Croxton Road between Mundford Road (A1066) and London Road/Norwich Road. Attention to be given to pavement widths and providing priority crossing on side roads for people walking or wheeling.	Cycling, walking and wheeling	360m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

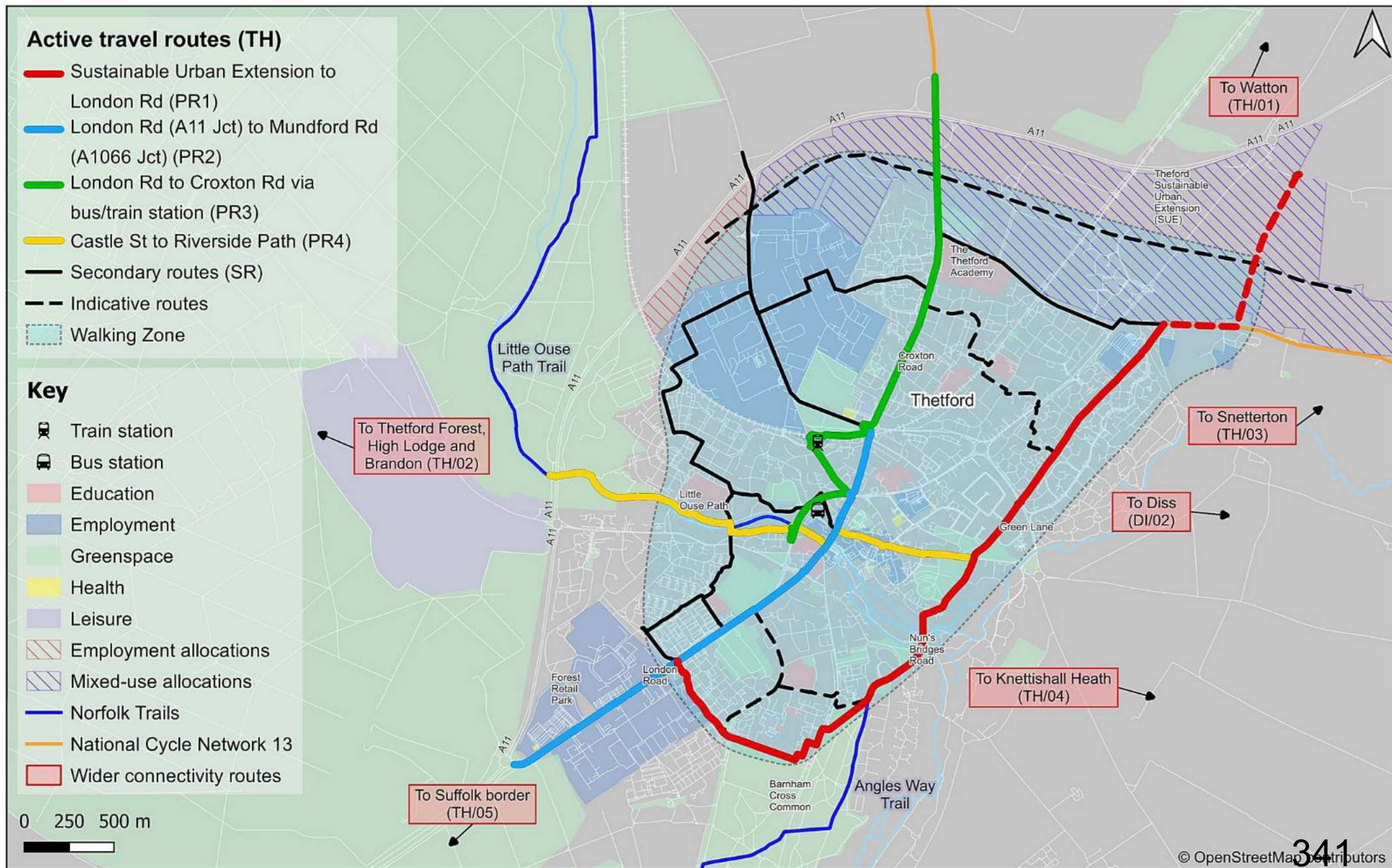
TH/PR2/02	TH Route 2 (Blue)	Primary	London Road/Norwich Road crossing (jct with Croxton Rd and Whitehart St)	Thetford	Countywide Local Cycling and Walking Infrastructure Plan	Crossing scheme to enable cycling, walking and wheeling crossing over London Road/Norwich Road from Croxton Road to Whitehart Street. Attention to be given to barrier removal and pavement/shared-use widths at entrances and exists.	Cycling, walking and wheeling	40m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
TH/PR2/03	TH Route 2 (Blue)	Primary	Whitehart Street and Bridge Street (London Rd/Norwich Rd to Bury Rd)	Thetford	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Whitehart Street and Bridge Street between London Road/Norwich Road and Bury Road. Attention to be given to pavement widths and providing priority crossing on side roads for people walking or wheeling.	Cycling, walking and wheeling	500m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
TH/PR2/04	TH Route 2 (Blue)	Primary	Bury Road crossing (jct with Newton St and Bridge St)	Thetford	Thetford Network Improvement Strategy	The existing uncontrolled crossing is not directly on the desire line of pedestrians and cyclists between Newton Street and Bridge Street. Scheme to upgrade the crossing and align with the desire line.	Cycling, walking and wheeling	15m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
TH/PR2/05	TH Route 2 (Blue)	Primary	London Road Crossings (Newton to Icknield Way junction)	Thetford	Thetford Network Improvement Strategy	Crossing scheme to enable cycling, walking and wheeling crossing over of the London Road between the junction with Newton and Icknield Way linking shared-use cycling provision on the east and west side of London Road.	Cycling, walking and wheeling	10m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
TH/PR2/06	TH Route 2 (Blue)	Primary	London Road Crossings (near Caxton Way)	Thetford	Thetford Network Improvement Strategy	Crossing schemes to enable cycling, walking and wheeling crossing over London Road near Caxton Way (Breckland Retail Park).	Cycling, walking and wheeling	10m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
TH/PR2/07	TH Route 2 (Blue)	Primary	London Road Crossings at Forest Retail Park (near Burrell Way)	Thetford	Countywide Local Cycling and Walking Infrastructure Plan	Crossing schemes to enable cycling, walking and wheeling crossing over London Road at Forest Retail Park (near Burrell Way).	Cycling, walking and wheeling	10m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
TH/PR2/08	TH Route 2 (Blue)	Primary	London Road (Newton jct to Caxton Way)	Thetford	Thetford Network Improvement Strategy	Feasibility study and schemes to enable cycling, walking and wheeling along London Road between the junctions with Newton and Caxton Way. Attention to be given to surface conditions and width, priority at side roads, signage and markings.	Cycling, walking and wheeling	600m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
TH/PR2/09	TH Route 2 (Blue)	Primary	London Road crossings (Caxton Way to A11 junction)	Thetford	Thetford Network Improvement Strategy	Feasibility study and schemes to enable cycling, walking and wheeling between Caxton Way and the A11 junction linking in with shared-use provision on the A11. Attention to be given to surface condition, width, priority at side roads, signage and road markings.	Cycling, walking and wheeling	760m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
TH/PR3/01	TH Route 3 (Green)	Primary	Croxton Road (northern Thetford bypass slip road to Old Croxton Road)	Thetford	Thetford Network Improvement Strategy	Feasibility study and schemes to enable cycling, walking and wheeling along Croxton Road between the northern Thetford bypass slip road and Old Croxton Road. Attention given to segregated provision where possible and priority at side road crossings. This section forms part of the Croxton Road Cycle Link.	Cycling, walking and wheeling	2000m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
TH/PR3/02	TH Route 3 (Green)	Primary	Croxton Road crossing (Thetford Academy)	Thetford	Thetford Network Improvement Strategy	Crossing scheme to provide a crossing facility to enable cycling, walking and wheeling across Croxton Road and connecting with Thetford Academy.	Cycling, walking and wheeling	10m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
TH/PR3/03	TH Route 3 (Green)	Primary	Croxton Road Crossing (near Woodlands Drive)	Thetford	Thetford Network Improvement Strategy	Feasibility study and scheme to provide a crossing facility to enable cycling, walking and wheeling across Croxton Road near Woodlands Drive and enabling connectivity with key services.	Cycling, walking and wheeling	10m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
TH/PR3/04	TH Route 3 (Green)	Primary	Mundford Road and Croxton Road crossing	Thetford	Thetford Network Improvement Strategy	Feasibility study and scheme to install a level signalised toucan crossing with additional shared-use provision on Mundford Road/Croxton Road connecting to the recently completed shared-use facility on Croxton Road.	Cycling, walking and wheeling	20m	Short	< 3 years	Scheme feasibility Year 1 Detailed design Year 2
TH/PR3/05	TH Route 3 (Green)	Primary	Croxton Road to Thetford Railway Station (northern platform)	Thetford	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along the shared-use path linking Croxton Road to the northern platform at the train station. Attention to be given to surface condition and width, lighting and barrier removal.	Cycling, walking and wheeling	250m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
TH/PR3/06	TH Route 3 (Green)	Primary	Thetford train station bridge	Thetford	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes for a bridge scheme to provide cycling, walking and wheeling connectivity between the north and southbound platforms at Thetford train station.	Cycling, walking and wheeling	20m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
TH/PR3/07	TH Route 3 (Green)	Primary	Station Road (Thetford railway station southern platform) to the crossing on the junction with London Road	Thetford	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling between Thetford train station and the crossing on London Road.	Cycling, walking and wheeling	315m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
TH/PR3/08	TH Route 3 (Green)	Primary	London Road (Station Road junction) to the shared-use path south west of London Road bridge over the Little Ouse	Thetford	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling between the junction of London Road and Station Road and the shared-use path south west of the London Road bridge over the Little Ouse.	Cycling, walking and wheeling	600m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

TH/PR4/01	TH Route 4 (Yellow)	Primary	Castle Street (Green Ln jct) to King Street (Well St jct)	Thetford	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling between Castle Street (Green Lane junction) to King Street (Wells Street junction). Attention to be given to roundabouts at Rampart Way and Market Place.	Cycling, walking and wheeling	495m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
TH/PR4/02	TH Route 4 (Yellow)	Primary	King Street (Well St jct) to Town Bridge (footpath FP7 south west of bridge)	Thetford	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along King Street (Well Street junction) to footpath (Thetford footpath FP7) which follows the Little Ouse River south of the bridge at London Road.	Cycling, walking and wheeling	275m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
TH/PR4/03	TH Route 4 (Yellow)	Primary	Town Bridge to All (Fire Road 27)	Thetford	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along the south and north side of the Little Ouse utilising existing cycling and walking infrastructure and providing connectivity between Town Bridge and Fire Road 27. This routes potentially enables wider connectivity with High Lodge and Thetford Forest (reference R.J. Whittaker Thetford High Lodge Cycle Link study). Attention to be paid to crossing points at Canterbury Road and London Road as well as route width and condition, wayfinding and lighting.	Cycling, walking and wheeling	1530m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
TH/SR1/01	TH Secondary Route 1	Secondary	Mundford Road (Croxtan Rd jct) to the Sustainable Urban Extension (Kingsfleet Orbital) and A134	Thetford	Greater Thetford Partnership Board Community Sub-Group Cycling and Walking Report	Feasibility study and schemes to enable cycling, walking and wheeling along Mundford Road from the junction with Croxtan Road to the Sustainable Urban Extension, the new Kingsfleet Orbital linking with the A134 north of the A11. Attention to be given to segregated provision for people cycling and walking, priority over side road crossings, wayfinding and lighting.	Cycling, walking and wheeling	1640m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
TH/SR1/02	TH Secondary Route 1	Secondary	Mundford Road crossing (Fison Way to Brunel Way junction)	Thetford	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity crossing of the Mundford Road between the junctions of Fison Way and Brunel Way.	Cycling, walking and wheeling	15m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
TH/SR2/01	TH Secondary Route 2	Secondary	Joe Blunt's Lane (Kilverstone Rd and Green Ln jct to Croxtan Rd)	Thetford	Greater Thetford Partnership Board Community Sub-Group Cycling and Walking Report	Feasibility study and schemes to enable cycling, walking and wheeling along Joe Blunt's Lane (from the junction with Green Lane and Kilverstone Road to Croxtan Road). Attention to be given to the crossing over Norwich Road near the junction of Joe Blunt's Lane and Norwich Road; surface width and condition; a bridge crossing over the railway line (Thetford Area Action Plan Policy TH26); wayfinding and lighting schemes.	Cycling, walking and wheeling	1420m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
TH/SR3/01	TH Secondary Route 3	Secondary	Fison Way to Croxtan Road Link	Thetford	Greater Thetford Partnership Board Community Sub-Group Cycling and Walking Report	Feasibility study and schemes to enable cycling, walking and wheeling between Croxtan Road and Mundford Road via Ladies Estate and Fison Way utilising existing cycling and walking infrastructure.	Cycling, walking and wheeling	1170m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
TH/SR4/01	TH Secondary Route 4	Secondary	London Road to Mundford Road via Brunel Way, Abbey Estate and Redcastle Furze Estate	Thetford	Greater Thetford Partnership Board Community Sub-Group Cycling and Walking Report	Feasibility study to identify schemes to enable cycling, walking and wheeling between London Road to Mundford Road via Brunel Way, Abbey Estate and Redcastle Furze Estate utilising existing cycling and walking infrastructure. Attention to be paid to the stepped railway bridge to improve accessibility for all users. Possible rerouting via green north of Canterbury Way to narrow paths and traffic on Gloucester Way and Canterbury Way.	Cycling, walking and wheeling	3000m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
TH/SR5/01	TH Secondary Route 5	Secondary	Abbey Meadows town centre Link	Thetford	Greater Thetford Partnership Board Community Sub-Group Cycling and Walking Report	Feasibility study to identify schemes to enable cycling, walking and wheeling between Abbey Meadows and the town centre.	Cycling, walking and wheeling	825m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
TH/SR6/01	TH Secondary Route 6	Secondary	Kingsfleet Orbital	Thetford	Greater Thetford Partnership Board Community Sub-Group Cycling and Walking Report	Feasibility study and schemes to enable traffic-free cycling, walking and wheeling within the planned Sustainable Urban Extension running parallel to the A11 between the Thetford Enterprise Park site to the west and Phase 5 of the Sustainable Urban Extension in the east, crossing Mundford Road, Croxtan Road and London Road. Include a new bridge over the railway line and crossing points with major roads. This route could be potentially upgraded to a primary route within the network.	Cycling, walking and wheeling	3700m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
TH/SR7/01	TH Secondary Route 7	Secondary	St Martin's Way (Canons' Walk to London Rd)	Thetford	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable continuous cycling, walking and wheeling along Saint Martin's Way between Canons' Walk and London Road to enable connectivity with Redcastle Family School along the existing cycling and walking route.	Cycling, walking and wheeling	210m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
TH/SR8/01	TH Secondary Route 8	Secondary	Icknield Way and Fulmerston Road (London Rd to Kimms Belt)	Thetford	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable continuous cycling, walking and wheeling along Icknield Way and Fulmerston Road between London Road and Kimms Belt to enable connectivity with Queensway Infant Academy and Nursery and Diamond Academy along the existing cycling and walking route.	Cycling, walking and wheeling	780m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

TH/SR9/01	TH Secondary Route 9	Secondary	Queensway (jct with Fulmerston Rd) to Saint Barnabas Close (jct with Nun's Bridge Rd)	Thetford	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable continuous cycling, walking and wheeling along Queensway from the junction with Fulmerston Road and linking with Nun's Bridge Road at the junction with Saint Barnabas Close. Attention to be given to the crossings at Kingsway and Bury Road.	Cycling, walking and wheeling	500m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
TH/SR10/01	TH Secondary Route 10	Secondary	Woodlands Drive (Croxtan Rd jct) to Green Lane (Thistle Cl jct)	Thetford	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable continuous cycling, walking and wheeling between Woodlands Drive (Croxtan Road junction) and Green Lane (Thistle Close junction) connecting with Drake Primary School & Nursery and Admirals Academy. Attention to be given to the bridge crossing over the railway line and the crossing point over Norwich Road.	Cycling, walking and wheeling	1575m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
TH/WZ/01	TH Walking Zone	Walking Zone	Thetford town	Thetford	Thetford Area Action Plan, Thetford's Town Delivery Plan & Greater Thetford Partnership Board (GTDP) Community Sub-Group Cycling and Walking Report	Working with key stakeholders in Thetford, conduct feasibility studies and identify schemes to enable cycling, walking and wheeling connectivity in Thetford. Including walking route assessments and schemes to enable and enhance walking and wheeling connectivity between and within new Sustainable Urban Extension, existing residential areas and key trip generators including; places of education, central services, public transport, employment areas, healthcare services, retail facilities, community and leisure venues. Schemes to reference and align with any policies within the Thetford Area Action Plan, Thetford's Town Delivery Plan and the Greater Thetford Partnership Board (GTDP) Community Sub-Group Cycling and Walking Report.	Cycling, walking and wheeling	7.22km2	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2



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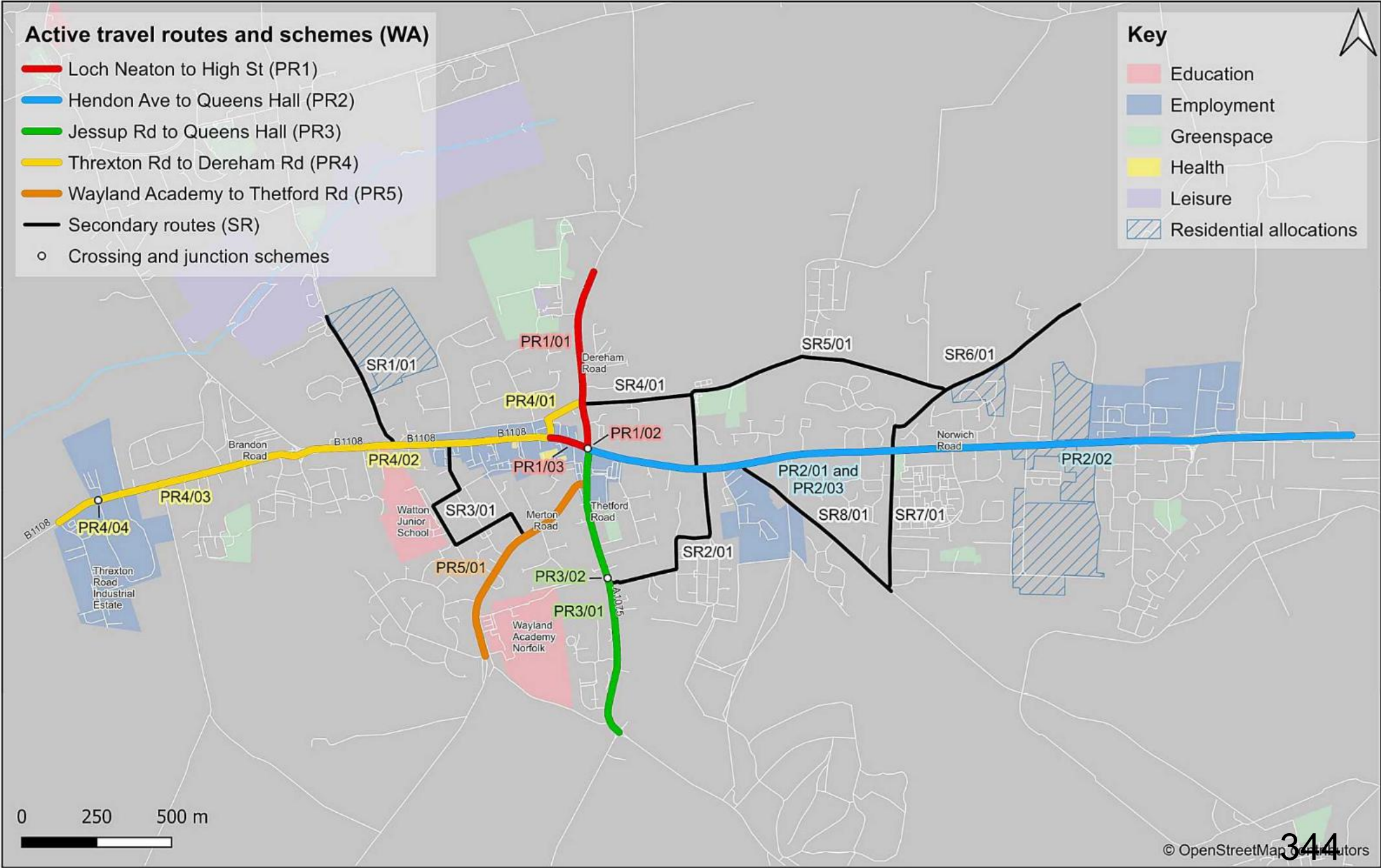
Active Travel Infrastructure Scheme List and Network Map (DRAFT)

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Reference	Route	Route Type	Road Name	Settlement	Source	Description	Type	Length (m)	Timescale (<3,<5,5+ years)	Next Steps
WA/PR1/01	WA Route 1 (Red)	Primary	Dereham Road (Loch Neaton to Norwich Rd)	Watton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to provide high quality (LTN1/20 compliant) continuous safe cycling, walking and wheeling connectivity along Dereham Road and Cadman Way between the entrance to Loch Neaton and the junction with Norwich Road.	Cycling, walking and wheeling	610m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WA/PR1/02	WA Route 1 (Red)	Primary	High Street and Norwich Road crossroads junction	Watton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to provide high quality (LTN1/20 compliant) continuous safe cycling, walking and wheeling connectivity across the major road junction between High Street, Cadman Way, Norwich Road and Thetford Road (A1075).	Cycling, walking and wheeling	100m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
WA/PR1/03	WA Route 1 (Red)	Primary	High Street (jct with Norwich Rd and Dereham Rd)	Watton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to provide high quality (LTN1/20 compliant) continuous safe cycling, walking and wheeling connectivity along High Street between the junction with Norwich Road and Dereham Road.	Cycling, walking and wheeling	125m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WA/PR2/01	WA Route 2 (Blue)	Primary	Norwich Road (Cadman Way to Blenheim Way)	Watton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to provide high quality (LTN1/20 compliant) continuous safe cycling, walking and wheeling connectivity along Norwich Road (B1108) between the junction with Cadman Way and Blenheim Way.	Cycling, walking and wheeling	870m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WA/PR2/02	WA Route 2 (Blue)	Primary	Norwich Road (Blenheim Way to the jct with Hendon Ave)	Watton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to provide high quality (LTN1/20 compliant) continuous safe cycling, walking and wheeling connectivity along Norwich Road (B1108) between the junction with Blenheim Way and the junction with Hendon Avenue connecting existing shared-use provision including the roundabout on Lancaster Avenue.	Cycling, walking and wheeling	1700m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WA/PR2/03	WA Route 2 (Blue)	Primary	Norwich Road (Cadman Way and Blenheim Way)	Watton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility scheme to identify pedestrian crossing point locations along Norwich Road. Scheme to provide high quality (LTN1/20 compliant) walking and wheeling connectivity across Norwich Road (B1108) between the junction of Cadman Way and Blenheim Way.	Walking and wheeling	10m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
WA/PR3/01	WA Route 3 (Green)	Primary	Thetford Road and Memorial Way (Norwich Rd jct to Jessup Rd)	Watton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to provide high quality (LTN1/20 compliant) continuous safe cycling, walking and wheeling connectivity along Thetford Road (A1075) between the junction with Norwich Road and the junction with Jessup Road connecting with existing shared-use provision including the roundabout on Jessup Avenue.	Cycling, walking and wheeling	1000m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WA/PR3/02	WA Route 3 (Green)	Primary	Thetford Road (Monkhams Dr to Victoria Ct)	Watton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to provide high quality (LTN1/20 compliant) continuous safe cycling, walking and wheeling connectivity across Thetford Road (A1075) from Monkhams Drive to the off-road cycle path leading to Wayland Academy Norfolk School.	Cycling, walking and wheeling	100m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
WA/PR4/01	WA Route 4 (Yellow)	Primary	Dereham Road (jct with Cadman Way to High St)	Watton	Watton Town Delivery Plan 2022	Feasibility study and scheme to provide high quality (LTN1/20 compliant) continuous safe cycling, walking and wheeling connectivity along Dereham Road between the junction with Cadman Way and High Street.	Cycling, walking and wheeling	175m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WA/PR4/02	WA Route 4 (Yellow)	Primary	High Street (B1108) and Brandon Road (jct with Dereham Rd and the roundabout with Swaffham Rd)	Watton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to provide high quality (LTN1/20 compliant) continuous safe cycling, walking and wheeling connectivity along High Street and Brandon Road.	Cycling, walking and wheeling	950m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WA/PR4/03	WA Route 4 (Yellow)	Primary	Brandon Road B1108 (roundabout with Swaffham Rd to Threxton Rd)	Watton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to provide high quality (LTN1/20 compliant) continuous safe cycling, walking and wheeling connectivity along Brandon Road between the roundabout and Threxton Road.	Cycling, walking and wheeling	840m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WA/PR4/04	WA Route 4 (Yellow)	Primary	Brandon Road (Cranswick Food Site)	Watton	Countywide Local Cycling and Walking Infrastructure Plan	Crossing scheme on Brandon Road to enable to enable safe walking and wheeling movement between employment sites north and south of Brandon Road (Cranswick Food Site).	Walking and wheeling	40m	Short < 3 years	Crossing Assessment Year 1 Detailed design Year 2
WA/PR5/01	WA Route 5 (Orange)	Primary	Merton Road (Thetford Rd to Jubilee Rd)	Watton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to provide high quality (LTN1/20 compliant) continuous safe cycling, walking and wheeling connectivity along Merton Road between the Thetford Road junction and Jubilee Road junction.	Cycling, walking and wheeling	730m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WA/SR1/01	WA Secondary Route 1	Secondary	Saham Road (Fairway Dr to Brandon Rd)	Watton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to provide high quality (LTN1/20 compliant) continuous safe cycling, walking and wheeling connectivity along Saham Road between new residential allocations opposite Fairway Drive and the junction with Brandon Road.	Cycling, walking and wheeling	440m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

WA/SR2/01	WA Secondary Route 2	Secondary	Sustrans Link 13 (Norwich Rd to Wayland Academy School)	Watton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to remove central obstructions on the shared-use route of Sustrans Link 13 (between Norwich Road and Thetford Road via Priory Road) to enable continuous walking, cycling and wheeling. Additionally, a Feasibility study and scheme to provide improved wayfinding on Link 13 from Norwich Road to Wayland Academy School.	Cycling, walking and wheeling	680m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WA/SR3/01	WA Secondary Route 3	Secondary	High Street to Merton Road (via Watton Westfield Infant and Nursery School)	Watton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity from the town centre to Watton and Westfield Infant and Nursery School. Attention to pavement widths and condition, crossing points for people walking or wheeling, lighting and wayfinding.	Cycling, walking and wheeling	720m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WA/SR4/01	WA Secondary Route 4	Secondary	Church Walk	Watton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable safe cycling, walking and wheeling along Church Walk. Attention to vegetation encroachment, path width and condition, lighting and wayfinding.	Cycling, walking and wheeling	370m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WA/SR5/01	WA Secondary Route 5	Secondary	Church Road and Town Green	Watton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Church Road and Town Green Road between Norwich Road and Watton Green. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	1140m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WA/SR6/01	WA Secondary Route 6	Secondary	Watton Green	Watton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Watton Green between Norwich Road and the end of the urban area. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	840m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WA/SR7/01	WA Secondary Route 7	Secondary	Gillman's Drift	Watton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Gillman's Drift. Attention to vegetation encroachment, path width and condition, lighting and wayfinding.	Cycling, walking and wheeling	460m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WA/SR8/01	WA Secondary Route 8	Secondary	Grinston Road (Norwich Rd to Gillman's Drift)	Watton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Grinston Road between Norwich Road and Gillman's Drift. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at any side road crossings.	Cycling, walking and wheeling	650m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WA/WZ/01	WA Walking Zone	Walking Zone	Watton town centre	Watton	Countywide Local Cycling and Walking Infrastructure Plan & Watton Town Delivery Plan	Working with key stakeholders in Watton, conduct a feasibility study to identify opportunities to improve walking and wheeling connectivity in Watton town centre including; places of education, central services, public transport, employment areas, healthcare services, retail facilities, community and leisure venues. Consideration to be given to pavement widths and accessibility, road crossing points and priority over side roads for pedestrians. Schemes to align with policies within the Watton Town Delivery Plan (2022). Specifically: - Scheme to deliver a test programme of pedestrianisation on Middle Street with step-free access, as outlined in the Watton Town Delivery Plan. - Schemes to improve the pedestrian crossing points along High Street and to raise their profiles, notably the zebra crossing leading to Watton Junior School which is in poor condition. Also focus on creating new crossing points, including near the junction with Middle Street (ensure step-free accessibility for walking and wheeling users).	Walking and wheeling	0.3km2	Medium	<5 years	Walking Route Assessment Year 1 Detailed design Year 2
WA/SS/01	WA Walking Zone	Walking Zone	High Street, Brandon Road and Cadman Way	Watton	Watton Town Delivery Plan 2022	Schemes to deliver accessible cycle parking provision at key locations in the town centre including High Street, Chaston Place, Watton Sports Association & Social Club, Loch Neaton and near schools and employment areas along Brandon Road.	Cycling	10m	Medium	<5 years	Walking Route Assessment Year 1 Detailed design Year 2



WROXHAM AND HOVETON**Active Travel Infrastructure Scheme List and Network Map (DRAFT)**[Click here to navigate back to the contents page.](#)

Reference	Route	Route Type	Road Name	Settlement	Source	Description	Type	Length (m)	Timescale (<3,<5,5+ years)	Next Steps
WR/PR1/01	WR Route 1 (Red)	Primary	Norwich Road (A1151)	Wroxham and Hoveton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity along Norwich Road (A1151) for approximately 100m south of the Salhouse Road (B1140) roundabout. This link would provide a network connection with any potential wider connectivity schemes linking Wroxham and Hoveton with Rackheath and Norwich (Broadland Way). Attention to traffic speeds, provision of pavements, lighting and wayfinding.	Cycling, walking and wheeling	100m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WR/PR1/02	WR Route 1 (Red)	Primary	Norwich Road (A1151) and Salhouse Road (B1140) roundabout	Wroxham and Hoveton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity over Norwich Road (A1151) and the Salhouse Road (B1140) roundabout. Attention to traffic speeds, crossing widths and central reservation provision and pavement widths and condition.	Cycling, walking and wheeling	20m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
WR/PR1/03	WR Route 1 (Red)	Primary	Norwich Road (B1140 roundabout to Wroxham Bridge)	Wroxham and Hoveton	Countywide Local Cycling and Walking Infrastructure Plan & Wroxham and Hoveton Parish Councils	Feasibility study and schemes to enable cycling, walking and wheeling connectivity along Norwich Road between the roundabout with the B1140 and the southside of Wroxham Bridge. Feasibility study to consider an alternative and/or additional route east of the B1140 which would enable north and south movement via Skinners Lane, Castle Street, Church Lane and Nobel Crescent with a potential route linking back to Norwich Road under the railway line south of the library. In all instances, attention to be paid to traffic speeds, pavement provision, pavement widths and condition, lighting, wayfinding and providing priority at side road crossings. This scheme is linked with scheme WR/SR4/01.	Cycling, walking and wheeling	1400m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WR/PR1/04	WR Route 1 (Red)	Primary	Wroxham footbridge	Wroxham and Hoveton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling over the River Bure. Feasibility study solutions to include options for; improving the existing footbridge to accommodate cycling; creating an additional separate bridge for cycling; or replacing the footbridge with bridge to accommodate both people walking and cycling.	Cycling, walking and wheeling	70m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WR/PR1/05	WR Route 1 (Red)	Primary	Norwich Road crossing (between Wroxham Bridge and Church Rd)	Wroxham and Hoveton	Countywide Local Cycling and Walking Infrastructure Plan & Wroxham and Hoveton Parish Councils	Feasibility study and crossing scheme to enable walking and wheeling movement over Norwich Road between Wroxham Bridge and Church Road. Consideration to be given to measures to encourage the use of formal crossing points for people walking and wheeling.	Walking and wheeling	10m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
WR/PR1/06	WR Route 1 (Red)	Primary	Norwich Road and Stalham Road (Wroxham Bridge to the roundabout at Horning Rd W)	Wroxham and Hoveton	Network Improvement Strategy	Feasibility study and schemes to enable cycling, walking and wheeling along Norwich Road and Stalham Road between Wroxham Bridge and the first roundabout on Horning Road West. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings, especially at the junction between Norwich Road and Church Road.	Cycling, walking and wheeling	380m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WR/PR1/07	WR Route 1 (Red)	Primary	Stalham Road roundabouts with Horning Road West and Horning Road	Wroxham and Hoveton	Countywide Local Cycling and Walking Infrastructure Plan & Wroxham and Hoveton Network Improvement Strategy	Feasibility study and schemes to enable cycling, walking and wheeling along Stalham Road at the roundabouts with Horning Road West and Horning Road (and the Three Rivers Way). Working with stakeholders, identify a solution which enables cycling, walking and wheeling connectivity over the roundabouts whilst not compounding traffic congestion along this busy route. Attention to traffic speeds, pavement widths and condition, as well as wayfinding. Consideration to be given, but not limited to a potential solution outlined in the Wroxham and Hoveton Network Improvement Strategy: "The current junction is at capacity and is a significant barrier to pedestrians and cyclists. High level traffic modelling reveal that it might be possible to convert the current double mini-roundabout to a signalised junction with controlled pedestrian crossings. This was shown to increase traffic capacity but also has the benefit of providing safer pedestrians crossings and potential cycling facilities to extend the current Three Rivers Cycle path to Horning Road West. The current staggered road alignment can be altered to a more efficient crossroad junction with the use of highway land to the south being a verge with the Hoveton totem which can be relocated to the north side of the Horning Road."	Cycling, walking and wheeling	40m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2

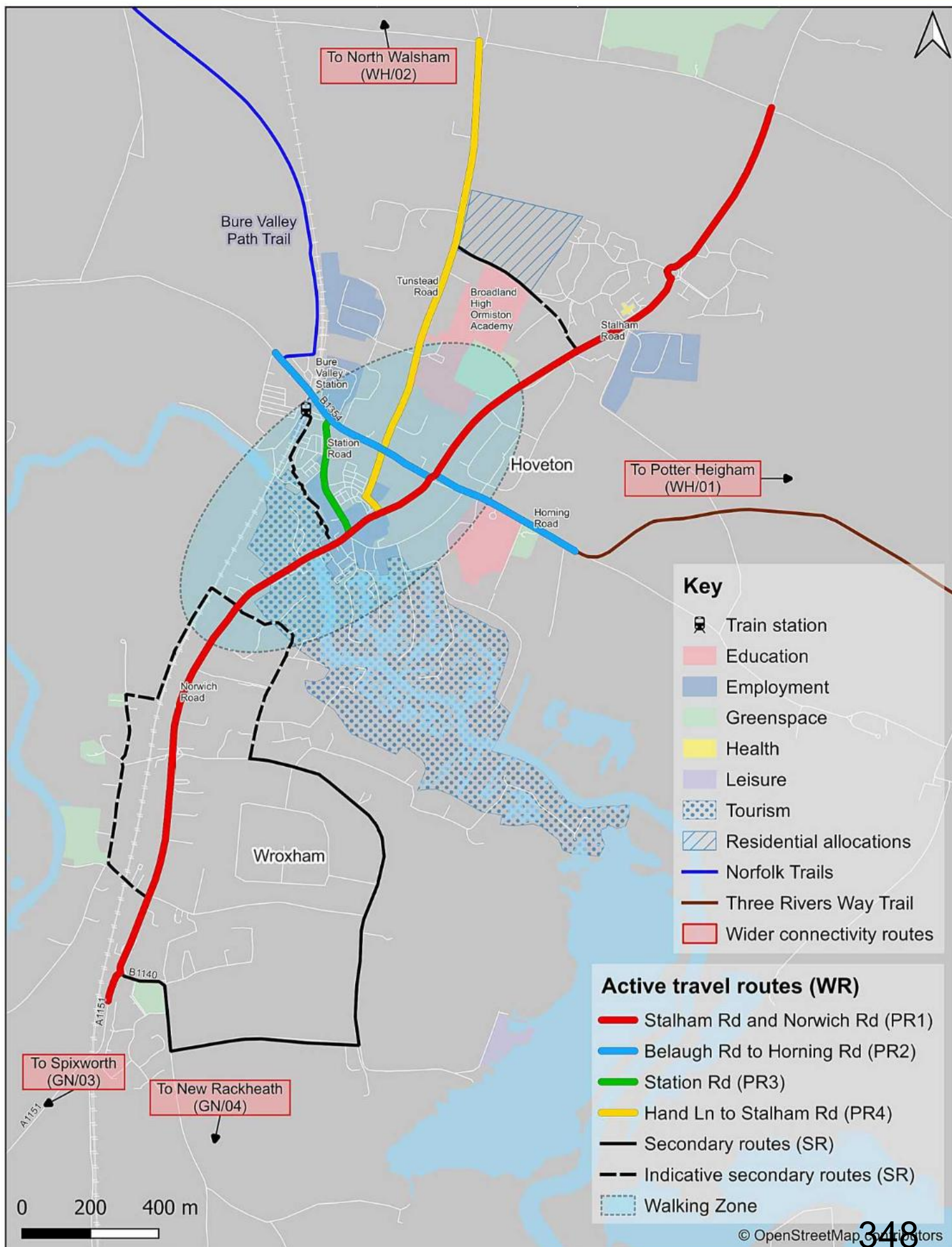
Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

WR/PR1/08	WR Route 1 (Red)	Primary	Stalham Road (Horning Rd roundabout to Salhouse Rd roundabout)	Wroxham and Hoveton	Priority scheme within Network Improvement Strategy	Feasibility study and schemes to enable cycling, walking and wheeling along Stalham Road between the roundabout with Horning Road and Salhouse Road. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	950m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WR/PR1/09	WR Route 1 (Red)	Primary	Stalham Road (Horning Rd roundabout to Salhouse Rd roundabout)	Wroxham and Hoveton	Priority scheme within Network Improvement Strategy	Feasibility study and schemes to improve the frequency and location of pedestrian and cycling crossing points along Stalham Road between the roundabouts with Horning Road and Salhouse Road. Consideration to be given to upgrading existing puffin crossing to a toucan crossing and providing connectivity with a walking and cycling a link to Tunstead Road via Summer Drive (Hoveton FP2).	Cycling, walking and wheeling	950m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
WR/PR1/10	WR Route 1 (Red)	Primary	Stalham Road (Salhouse Rd roundabout)	Wroxham and Hoveton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Stalham Road at the roundabout with Salhouse Road providing ongoing connectivity along Stalham Road and access onto and from Salhouse Road. Attention to traffic speeds, pavement widths and conditions and wayfinding.	Cycling, walking and wheeling	40m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
WR/PR1/11	WR Route 1 (Red)	Primary	Stalham Road (Salhouse Rd roundabout to St Peter's Ln)	Wroxham and Hoveton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Stalham Road between the Salhouse Road roundabout and Saint Peter's Lane. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	550m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WR/PR2/01	WR Route 2 (Blue)	Primary	Horning Road and Horning Road West	Wroxham and Hoveton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable continuous safe cycling, walking and wheeling along Horning Road and Horning Road West and connecting to the Bure Valley Railway Path and Three Rivers Way. Attention to traffic speeds, pavement widths and condition, wayfinding and providing priority at side roads. The current cycle route should be extended west to the railway station with links to the proposed Tunstead Road route. It should also link to the Bure Valley Railway path to form a continuous link to Aylsham. The success of the extension is dependent on the improvement at the Stalham Road/Horning Road double mini-roundabout.	Cycling, walking and wheeling	1075m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WR/PR2/02	WR Route 2 (Blue)	Primary	Horning Road and Horning Road West pedestrian crossing	Wroxham and Hoveton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to provide a safe crossing on Horning Road West for people walking and wheeling. There is currently no pedestrian crossing provision over Horning Road West to retail units, train station and bus stops.	Cycling, walking and wheeling	10m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
WR/PR2/03	WR Route 2 (Blue)	Primary	Horning Road West and Tunstead Road junction	Wroxham and Hoveton	Network Improvement Strategy	Feasibility study and schemes to deliver a junction improvement at the Horning Road West and Tunstead Road junction to enable cycling, walking and wheeling in all four directions. Consideration to be given to reducing traffic speeds as well as the radii of the junction bell mouths. This junction is key to enabling a continuous cycling and walking route from the town centre to Broadland High Ormiston Academy and to existing and new residential areas along Tunstead Road.	Cycling, walking and wheeling	40m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
WR/PR2/04	WR Route 2 (Blue)	Primary	Horning Road West and Tunstead crossing	Wroxham and Hoveton	Network Improvement Strategy	Feasibility study and crossing scheme to enable cycling, walking and wheeling movement over Horning Road West near the Tunstead Road junction.	Cycling, walking and wheeling	9m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2
WR/PR3/01	WR Route 3 (Green)	Primary	Station Road and Horning Road West Junction	Wroxham and Hoveton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction between Station Road and Horning Road West. Schemes should enable connectivity with the train station and access to and from Station Road from Horning Road West.	Cycling, walking and wheeling	15m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
WR/PR3/02	WR Route 3 (Green)	Primary	Station Road (train station to town centre)	Wroxham and Hoveton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Station Road between the train station and Stalham Road. Attention to traffic speeds, pavement widths and condition, parked cars, lighting, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	350m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WR/PR4/01	WR Route 4 (Yellow)	Primary	Five Crossways (Tunstead Rd)	Wroxham and Hoveton	Hoveton and Wroxham Parish Councils	Feasibility study and schemes to enable cycling, walking and wheeling connectivity at the junction of Stone Lane, Tunstead Road, Hand Lane and Saint Peters Lane (Five Ways) and providing safe connectivity with the path leading to Wroxham Barns on the east side of Tunstead Road.	Cycling, walking and wheeling	35m	Medium	<5 years	Junction Assessment Year 1 Detailed design Year 2
WR/PR4/02	WR Route 4 (Yellow)	Primary	Tunstead Road crossing (Broadland High Ormiston Academy)	Wroxham and Hoveton	Local Cycling and Walking Infrastructure Plan	Feasibility study to improve road crossing provision for pedestrians at Broadland High Ormiston Academy.	Cycling, walking and wheeling	15m	Medium	<5 years	Crossing Assessment Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

WR/PR4/03	WR Route 4 (Yellow)	Primary	Tunstead Road (from the northern extent of the new development - 70m north of Two Saints Cl - and Newey's Way)	Wroxham and Hoveton	Priority scheme within Network Improvement Strategy	Feasibility study and schemes to enable cycling, walking and wheeling along Tunstead Road between the new development in the north and Newey's Way. Attention to traffic speeds, pavement widths and condition, lighting, wayfinding as well as providing priority at side road crossings. Note that the width of footways on sections of Tunstead Road are below the 1.2m minimum recommendation; improvements and widening of the footways are required.	Cycling, walking and wheeling	1100m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WR/PR4/04	WR Route 4 (Yellow)	Primary	Tunstead Road (barrier removal south of Horning Rd W)	Wroxham and Hoveton	Priority scheme within Network Improvement Strategy	Remove the barrier on Tunstead Road (south) to form a cycle and pedestrian route from the north to the town centre. Remove guard railing and replace with bollards as a filtered permeability barrier to allow for the unhindered passage of cyclists and pedestrians and the exclusion of motor vehicles.	Cycling, walking and wheeling	5m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WR/PR4/05	WR Route 4 (Yellow)	Primary	Newey's Way (Tunstead Rd to Stalham Rd)	Wroxham and Hoveton	Priority scheme within Network Improvement Strategy	Feasibility study and schemes to enable cycling, walking and wheeling connectivity along Newey's Way connecting Tunstead Road and Stalham Road. Consider an off-street route from Tunstead Road (south) to Newey's Way via the Roy's car park to the pedestrian crossing on Stalham Road which would be upgraded to a toucan crossing. Consideration also to be given to wayfinding.	Cycling, walking and wheeling	90m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WR/SR1/01	WR Secondary Route 1	Secondary	Hoveton public footpath (FP2) (Tunstead Rd to Stalham Rd)	Wroxham and Hoveton	Countywide Local Cycling and Walking Infrastructure Plan	The northern section of the Hoveton public footpath (FP2) has received surface improvements to accommodate cycling in both directions and linking Tunstead Road to Burnt Fen Way. Feasibility study and schemes to extend and cycling, walking and wheeling connectivity along the existing public footpath (Hoveton FP2) and provide further direct connectivity with Stalham Road via Summer Drive. Attention to route width, surface condition, lighting and wayfinding along the entire route between Tunstead Road and Stalham Road. Footpath status change may be required.	Cycling, walking and wheeling	480m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WR/SR2/01	WR Secondary Route 2	Secondary	Salhouse Road (Norwich Rd to The Avenue)	Wroxham and Hoveton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Salhouse Road between Norwich Road and The Avenue. This section of the secondary route links with the primary route scheme on Norwich Road and Salhouse Road and connects with The Avenue. It has the potential to support any wider connectivity scheme with Salhouse. Attention to be given to traffic speeds, pavement provision and condition as well as wayfinding.	Cycling, walking and wheeling	335m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WR/SR2/02	WR Secondary Route 2	Secondary	The Avenue (Salhouse Rd to Staithe Way Rd)	Wroxham and Hoveton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along The Avenue between Salhouse Road and Staithe Way Road. Attention to traffic speeds, pavement provision and condition, lighting and wayfinding.	Cycling, walking and wheeling	1660m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WR/SR2/03	WR Secondary Route 2	Secondary	Staithe Way Road (The Avenue to Norwich Rd)	Wroxham and Hoveton	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Staithe Way Road between The Avenue and Norwich Road. Consideration to be given to how the route connects with Norwich Road. Attention to traffic speeds, pavement provision and condition, lighting and wayfinding.	Cycling, walking and wheeling	565m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WR/SR3/01	WR Secondary Route 3	Secondary	Riverside Park (Railway Station to Hoveton Town Centre)	Wroxham and Hoveton	Hoveton and Wroxham Parish Councils	Working with the Broads Authority and key stakeholder, feasibility study and schemes to enable walking and wheeling between the railway station and Hoveton town centre via Riverside Park.	Walking and wheeling	475m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WR/SR4/01	WR Secondary Route 4	Secondary	Wroxham and Hoveton Green Loop	Wroxham and Hoveton	Hoveton and Wroxham Parish Councils	Working closely with land owners and key stakeholders conduct a feasibility study for alternative route east of the B1140 which would enable north and south movement from Norwich Road via Skinners Lane, Castle Street, Church Lane and Nobel Crescent with a potential link back to Norwich Road under the railway line south of the library. The proposed route forms part of the Wroxham and Hoveton Green Loop. This scheme is linked with WR/PR1/03.	Cycling, walking and wheeling	900m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WR/WZ/01	WR Walking Zone	Walking Zone	Hoveton and Wroxham town centre	Wroxham and Hoveton	Priority scheme within Network Improvement Strategy	Working with key stakeholders in Hoveton and Wroxham, conduct a feasibility study to identify opportunities to improve walking and wheeling connectivity within the town centre. Consideration to be given to the provision of safe space for people wheeling or walking, including existing pavement widths and condition, accessibility, road crossing points and priority over side roads for people walking or wheeling. Schemes for consideration identified within the Hoveton and Wroxham Network Strategy include: schemes to increase the number of and raise the profile of pedestrian crossing points along Stalham Road between Bure Valley Close and Newey's Way; widen the Station Road footway to above the recommended minimum 1.2m width; new wayfinding signs for pedestrians and cyclists travelling from the train station to Hoveton town centre.	Walking and wheeling	0.58km2	Medium	<5 years	Walking Route Assessment Year 1 Detailed design Year 2

Wroxham and Hoveton LCWIP - Active Travel Network (DRAFT)



WYMONDHAM AND HETHERSETT

Active Travel Infrastructure Scheme List and Network Map (DRAFT)

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Reference	Route	Route Type	Road Name	Settlement	Source	Description	Type	Length (m)	Timescale (<3,<5,5+ years)	Next Steps
WY/PR1/01	WY Route 1 (Red)	Primary	Tuttles Lane East (Norwich Rd to Hewitts Ln)	Wymondham	Network Improvement Strategy & Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to extend the existing shared footway and cycleway along the south side of Tuttles Lane East to provide a continuous walking and cycle link. Consideration also to providing priority over side road crossings.	Cycling, walking and wheeling	1250m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/PR1/02	WY Route 1 (Red)	Primary	Tuttles Lane West (Hewitts Ln to Tiffey Trail)	Wymondham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Tuttles Lane West between the Tiffey Trail and Hewitts Lane. Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	1740m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/PR2/01	WY Route 2 (Blue)	Primary	Silfield Road (Swallow Dr to Station Rd)	Wymondham	Network Improvement Strategy	Feasibility study and schemes to enable cycling, walking and wheeling along Silfield Road (Swallow Drive to the roundabout with Station Road). Attention to traffic speeds, pavement widths and condition as well as providing priority at side road crossings. Consideration for a scheme to carry out maintenance work required on the existing shared footway and cycleway on Silfield Road and a scheme to install new continuous priority for cycling, walking and wheeling over side roads.	Cycling, walking and wheeling	1180m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/PR2/02	WY Route 2 (Blue)	Primary	Railway station (platform 2)	Wymondham	Network Improvement Strategy	Feasibility study and scheme providing improvements to allow disability access to platform 2 at the train station. Funding for this scheme has been awarded through the Transforming Cities Fund and will be progressed through this programme of works.	Cycling, walking and wheeling	TBC	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/PR2/03	WY Route 2 (Blue)	Primary	Station Road (railway bridge)	Wymondham	Network Improvement Strategy & Countywide Local Cycling and Walking Infrastructure Plan	Scheme to address the pinch point on Station Road where it passes under Wymondham rail bridge. Pedestrian underpass programmed for 2023. This scheme is being progressed and detailed designs have been created. Feasibility needed to understand how to continue cycle facility from Silfield Road. There is a need to lower speeds and raise driver awareness of people cycling at the mini-roundabout.	Cycling, walking and wheeling	85m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/PR2/04	WY Route 2 (Blue)	Primary	Station Road	Wymondham	Network Improvement Strategy	Scheme to upgrade the existing footway on the west side of Station Road from Cemetery Lane the up to the pedestrian crossing to the shared footway and cycleway. Consideration for the addition of dropped kerbs at the Cemetery Lane/Station Road junction.	Cycling, walking and wheeling	90m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/PR2/05	WY Route 2 (Blue)	Primary	Station Road crossing (Between Station Approach and Valley Side)	Wymondham	Network Improvement Strategy	Scheme to upgrade the zebra crossing on Station Road to a toucan crossing to facilitate crossing between the shared footway and cycleway. This is being progressed.	Cycling, walking and wheeling	15m	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
WY/PR2/06	WY Route 2 (Blue)	Primary	Cemetery Lane	Wymondham	Network Improvement Strategy	Feasibility study and scheme to extend the footway along the south side of Cemetery Lane to facilitate safe access to the railway station.	Cycling, walking and wheeling	140m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/PR2/07	WY Route 2 (Blue)	Primary	Wymondham train station	Wymondham	Network Improvement Strategy	Feasibility study and scheme to upgrade cycle storage at the railway station to two tier shelters to accommodate high cycle parking demand.	Cycling	N/A	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/PR2/08	WY Route 2 (Blue)	Primary	Station Road	Wymondham	Network Improvement Strategy	Feasibility study and scheme to provide a new shared footway and cycleway on the east side of Station Road from the crossing which will extend north, linking to the signalised junction between B1172 London Road/Station Road/Avenue Road.	Cycling, walking and wheeling	190m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/PR2/09	WY Route 2 (Blue)	Primary	B1172 London Road/Station Road/Avenue Road	Wymondham	Network Improvement Strategy	Feasibility study and scheme to simplify crossing arrangements and upgrade crossings to toucan crossings at the signalised junction between B1172 London Road/ Station Road/Avenue Road.	Cycling, walking and wheeling	30m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
WY/PR2/10	WY Route 2 (Blue)	Primary	Fairland Street/Market Place/Bridewell Street/Avenue Road	Wymondham	Network Improvement Strategy	Feasibility study and scheme to install new road marking on Fairland Street, Market Place, Bridewell Street and Avenue Road to alert other road users to expect the presence of cyclists. Suggest a recommended line of travel for cyclists and indicate the route at decision points.	Cycling	290m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/PR2/11	WY Route 2 (Blue)	Primary	Norwich Road (Avenue Rd to Tuttles Ln E)	Wymondham	Priority scheme within Network Improvement Strategy	Feasibility study and scheme to install new continuous priority for cycling, walking and wheeling over all sides roads. A new continuous footway/cycleway on the minor arm approaches from Margaret Reeve Close and Oakwood Drive to Norwich Road, to provide priority for pedestrians and cyclists.	Cycling, walking and wheeling	1740m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2

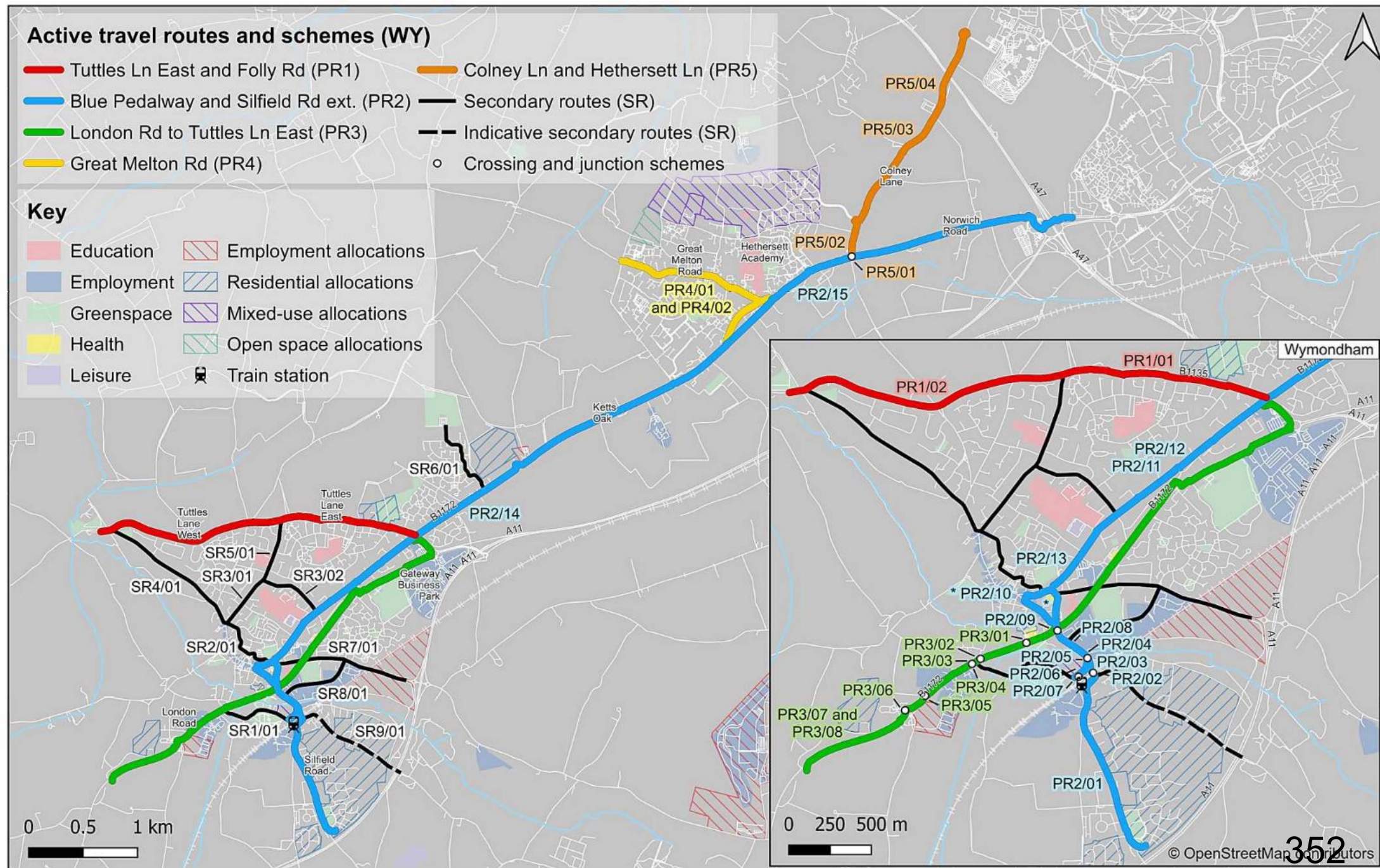
Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

WY/PR2/12	WY Route 2 (Blue)	Primary	Norwich Road (between Garage and Oakwood Dr bus stops)	Wymondham	Priority scheme within Network Improvement Strategy	Feasibility study and scheme to install new road markings on the side road at the north of Norwich Road between Garage and Oakwood Drive bus stops to alert other road users to expect the presence of cyclists. New road markings are also recommended on Norwich Road between Morrisons, the Wymondham Heritage Museum and Avenue Road for the same reason.	Cycling	680m	Short < 3 years	Scheme feasibility Year 1 Detailed design Year 2
WY/PR2/13	WY Route 2 (Blue)	Primary	Norwich Road (Margaret Reeve Cl to Oakwood Dr)	Wymondham	Priority scheme within Network Improvement Strategy	Feasibility study and scheme to install new road markings on the side road at the north of Norwich Road between Morrisons (Postmill Road), the Wymondham Heritage Museum and Avenue Road to alert other road users to expect the presence of cyclists.	Cycling	260m	Short < 3 years	Scheme feasibility Year 1 Detailed design Year 2
WY/PR2/14	WY Route 2 (Blue)	Primary	Norwich Road (Oak Dr to Briggs Mead)	Wymondham	Priority scheme within Network Improvement Strategy	Feasibility study and scheme to carry out maintenance work required on sections of Norwich Road on worn cycle markings.	Cycling	1430m	Short < 3 years	Scheme feasibility Year 1 Detailed design Year 2
WY/PR2/15	WY Route 2 (Blue)	Primary	B1172/Norwich Road	Hethersett	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes for continuous walking, wheeling and cycling priority over side roads along Norwich Road. Specifically: New Road, (old) Norwich Road junctions and Churchfields.	Cycling, walking and wheeling	60m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/PR3/01	WY Route 3 (Green)	Primary	London Road	Wymondham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes for continuous walking, wheeling and cycling priority over side roads along London Road. Continue the walking and cycling priority over side roads to Windmill Surgery	Cycling, walking and wheeling	25m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/PR3/02	WY Route 3 (Green)	Primary	London Road	Wymondham	Countywide Local Cycling and Walking Infrastructure Plan	Widen narrow sections of the shared path between Windmill Surgery and Whitehorse Street (where possible).	Cycling, walking and wheeling	300m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/PR3/03	WY Route 3 (Green)	Primary	London Road/Whitehorse Street	Wymondham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes for continuous walking, wheeling and cycling priority over side roads at the junction of Whitehorse Street and London Road.	Cycling, walking and wheeling	35m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/PR3/04	WY Route 3 (Green)	Primary	London Road	Wymondham	Countywide Local Cycling and Walking Infrastructure Plan	Maintenance work required on the shared path at the entrance to Abbeygate Accident & Repair Centre.	Cycling, walking and wheeling	50m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/PR3/05	WY Route 3 (Green)	Primary	London Road/Preston Avenue	Wymondham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes for continuous walking, wheeling and cycling priority over side roads along London Road at the junction with Preston Avenue.	Cycling, walking and wheeling	25m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/PR3/06	WY Route 3 (Green)	Primary	London Road/Abbey Road	Wymondham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to provide walking, wheeling and cycling priority over the Abbey Road arm of the roundabout.	Cycling, walking and wheeling	35m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/PR3/07	WY Route 3 (Green)	Primary	London Road	Wymondham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to connect the short section of shared path west of Abbey Road to the new William's Park housing development/Cranes Meadow Way with a new walking and cycling crossing over the B1172.	Cycling, walking and wheeling	675m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/PR3/08	WY Route 3 (Green)	Primary	London Road	Wymondham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to create a new 30mph restriction on London Road (east of the roundabout with old London Road) to reflect the new residential nature of this area.	Cycling, walking and wheeling	400m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/PR4/01	WY Route 4 (Yellow)	Primary	(Old) Norwich Road, Queen's Road and Great Melton Road	Hethersett	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to extend the existing 20mph zone southeast into (old) Norwich Road and northeast up to Hethersett Road.	Cycling, walking and wheeling	200m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/PR4/02	WY Route 4 (Yellow)	Primary	(Old) Norwich Road, Queen's Road, Great Melton Road	Hethersett	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to provide walking, wheeling and cycling priority cycling, walking and wheeling priority over side roads along (Old) Norwich Road, Queen's Road, Great Melton Road.	Cycling, walking and wheeling	2000m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/PR5/01	WY Route 5 (Orange)	Primary	B1172/Colney Lane (Norwich Rd to Back Ln)	Hethersett	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to deliver a new signalised junction that will provide cycling, walking and wheeling provision along the B1172 and will connect to new provision on Colney Lane.	Cycling, walking and wheeling	230m	Medium <5 years	Junction Assessment Year 1 Detailed design Year 2
WY/PR5/02	WY Route 5 (Orange)	Primary	Colney Lane (B1172 to Back Ln)	Hethersett	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to deliver a safe cycling, walking and wheeling solution along Colney Lane. Consider the viability of continuing the existing shared path to the junction with the B1172.	Cycling, walking and wheeling	10m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/PR5/03	WY Route 5 (Orange)	Primary	Colney Lane and Hethersett Lane (B1172 to Rosalind Franklin Rd)	Hethersett	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to reduce the speed restriction along this route from national speed limit.	Cycling, walking and wheeling	2380km	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/PR5/04	WY Route 5 (Orange)	Primary	Hethersett Lane (Rosalind Franklin Rd to Braymeadow Ln)	Hethersett	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and scheme to extend cycling facilities from the new development in Hethersett across the A47 and into Norwich Research Park. Feasibility required to see if facilities can be segregated or shared-use. National highways scheme for a short section over A47 with shared-use path.	Cycling, walking and wheeling	1200m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/SR1/01	WY Secondary Route 1	Secondary	Station Approach and Cemetery Lane (Station Rd to London Rd)	Wymondham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Station Approach and Cemetery Lane between Station Road to London Road. Attention to traffic speeds, pavement widths and conditions and lighting.	Cycling, walking and wheeling	812m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

WY/SR2/01	WY Secondary Route 2	Secondary	Back Lane (Bridewell St to Pople St)	Wymondham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Back Lane between Bridewell Street and Pople Street. Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	640m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/SR3/01	WY Secondary Route 3	Secondary	Pople Street (Back Ln to Folly Rd)	Wymondham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Pople Street between Back Lane and Folly Road. Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	530m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/SR3/02	WY Secondary Route 3	Secondary	Folly Road	Wymondham	Network Improvement Strategy	Feasibility study and schemes to enable cycling, walking and wheeling along Folly road. Attention to schemes highlighter in the Network Improvement Strategy including: - Resurfacing of Folly Road during future roadworks. - Scheme to deliver safe and continuous cycling, walking and wheeling along Folly Road at the junctions of: Folly Close, Sir Thomas Beevor Close, Clere Close, Kett's Avenue, Bellrope Lane and Folly Gardens.	Cycling, walking and wheeling	610m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/SR4/01	WY Secondary Route 4	Secondary	Chapel Lane and Cock Street (Pople St to Tuttlies Ln W)	Wymondham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Chapel Lane and Cock Street between Pople Street and Tuttlies Lane West. Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	1390m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/SR5/01	WY Secondary Route 5	Secondary	Hewitts Lane	Wymondham	Network Improvement Strategy	Feasibility study and schemes to enable safe cycling, walking and wheeling along Hewitts Lane. Attention to schemes highlighted in the Network Improvement Strategy including: - New shared footway and cycleway on the east side of Hewitts Lane which will extend south to link with Folly Road. Ensure this scheme is compliant with the updated guidance. - New continuous footway/cycleway on the following minor arm approaches: Dussindale, Sheffield Road and Kett's Avenue, to provide priority for pedestrians and cyclists which will allow continuity on shared-use facilities. - New large raised table outside Robert Kett Primary School to enforce traffic calming and double up as a level crossing for accessing the school.	Cycling, walking and wheeling	600m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/SR6/01	WY Secondary Route 6	Secondary	Bray Drive to Norwich Common (B1172) via Reeve Way, Carpenter Close, Albini Way (Wymondham Rugby Football Club)	Wymondham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling between Bray Drive (Wymondham Rugby Football Club) and Norwich Common (B1172) via Reeve Way, Carpenter Close and Albini Way. Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	800m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/SR7/01	WY Secondary Route 7	Secondary	Browick Road (Avenue Rd to public right of way BR25)	Wymondham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Browick Road between Avenue Road and public right of way BR25 west of the roundabout. Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	1220m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/SR8/01	WY Secondary Route 8	Secondary	Ayton Road (Browick Rd to Station Rd)	Wymondham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Ayton Road between Browick Road and Station Road. Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	700m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/SR9/01	WY Secondary Route 9	Secondary	Rightup Lane (roundabout with Silfield Rd and Station Rd to Wymondham Bypass bridge)	Wymondham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Rightup Lane (roundabout with Silfield Road and Station Road to Wymondham Bypass bridge). Attention to traffic speeds, pavement widths and condition, wayfinding as well as providing priority at side road crossings.	Cycling, walking and wheeling	1000m	Medium	<5 years	Scheme feasibility Year 1 Detailed design Year 2
WY/WZ/01	WY Walking Zone	Walking Zone	Wymondham town centre	Wymondham	Countywide Local Cycling and Walking Infrastructure Plan & Priority scheme within Network Improvement Strategy	Working with key stakeholders in Wymondham, conduct a feasibility study to identify opportunities to improve walking and wheeling connectivity in the Wymondham town centre. Consideration to be given to pavement widths and accessibility, road crossing points and priority over side roads for pedestrians. Infrastructure changes should also include recommendations from the Network Improvement Strategy including: schemes to tighten the Norwich Road/ Avenue Road/Elm Terrace junction and reducing the corner radii to encourage drivers to turn in and out more slowly; scheme to provide a zebra crossing on Avenue Road to facilitate safe crossing to Elm Terrace; scheme to allow contraflow cycling on Fairland Hill to reduce journey times for cyclists - currently it is one-way eastbound.	Walking and wheeling	0.55km2	Medium	<5 years	Walking Route Assessment Year 1 Detailed design Year 2

Wymondham and Hethersett LCWIP - Routes and Schemes (DRAFT)



NORFOLK'S TRAILS NETWORK

Infrastructure Scheme List and Network Map (DRAFT)

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Reference	Route / Corridor Name	District	Settlement	Source	Description	Scheme Type	Approx. Length (m)	Timescale (<3, <5, >5+ years)	Next Steps
TS1	Marriott's Way	Broadland	Drayton	Countywide Local Cycling and Walking Infrastructure Plan	Repair to the A-frame bridge (bridge reference TG11402) over the River Wensum at Drayton to provide safer, longer-term access over the River Wensum for users of the Marriott's Way long-distance Trail. This includes pedestrians, cyclists and horse-riders. Without this bridge there is no safe route from Costessey to Drayton as well as wider implications to Marriott's Way.	Bridge repair	40m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS2	Marriott's Way	Broadland	Taverham, Attlebridge	Countywide Local Cycling and Walking Infrastructure Plan	Resurfacing required between Fir Covert Road in Taverham and Station Road in Attlebridge, where surface is in poor muddy condition. Works will improve the surface condition and drainage allowing the route to be accessible year round.	Surface conditions	3300m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS3	Marriott's Way	Broadland	Attlebridge, Lenwade and Whitwell	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study to identify an appropriate resurfacing solution between Attlebridge, Lenwade and Whitwell. The surface is in poor condition and encroachment narrows the path. Works will look to re-establish the width and create a stable level free-draining surface.	Surface conditions	TBC	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS4	Marriott's Way	Broadland	Whitwell, Reepham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study to identify an appropriate resurfacing solution for the Themelthorpe Loop between Whitwell and Reepham. The surface in poor muddy condition with poor drainage. The works will create a stable level free-draining surface allowing the route to be accessible year round.	Surface conditions	TBC	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS5	Marriott's Way	North Norfolk	Reepham	Countywide Local Cycling and Walking Infrastructure Plan	Resurfacing to improve equestrian and wheelchair access.	Surface conditions	30m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS6	Marriott's Way	Broadland	Aylsham	Countywide Local Cycling and Walking Infrastructure Plan	Resurfacing required between Chapel Street and Woodgate near Aylsham. The surface is in poor condition and encroachment narrows the path. Works will look to re-establish width and create a stable level free-draining surface.	Surface conditions	4600m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS7	Marriott's Way	Broadland	Aylsham	Countywide Local Cycling and Walking Infrastructure Plan	Scheme to improve surface conditions and address drainage issues (flooding under overhead footbridge) between Mileham Drive and Norwich Road in Aylsham. This is a well-used green corridor linking Aylsham town centre to housing estates past Mileham Drive.	Surface conditions and drainage	1100m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS8	Bure Valley Path	Broadland	Buxton	Countywide Local Cycling and Walking Infrastructure Plan	Scheme to survey active travel infrastructure conditions along the Bure Valley Path and identify recommendations for improvements including design solutions and costs. This is a 9-mile route - 4 miles of improvements have already been completed. The path shares a corridor with the Bure Valley Railway and is currently very narrow and muddy. The audit will look for opportunities to widen the path and install a new stable level surface.	Route audit	TBC	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS9	Weavers' Way	Broadland	Aylsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study to identify an appropriate crossing point and design scheme along Weavers' Way over the A140. The current crossing needs improving for Trail users as the road is limited to 60mph and traffic is heavy.	Crossing point	TBC	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS10	Weavers' Way	Broadland	Aylsham	Countywide Local Cycling and Walking Infrastructure Plan	Scheme to improve surface conditions between the A140 and Stow Heath Road. Current route follows farm route with heavy rutting. The surface conditions are poor and muddy with encroachment issues reducing widths. Scheme will widen and improve surface conditions.	Surface conditions	2900m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS11	Weavers' Way	North Norfolk	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Resurfacing scheme between South Tungate Road and Station Road to improve surface conditions. The surface is currently uneven and stony.	Surface conditions	800m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS12	Weavers' Way	North Norfolk	North Walsham	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study to identify Trails infrastructure and connectivity improvements along Weavers' Way on Thirlby Road and Field Lane.	Route audit	1500m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS13	Weavers' Way	North Norfolk	Bengate	Countywide Local Cycling and Walking Infrastructure Plan	Schemes to design and deliver a new Trails access ramp near the junction of Farm Road and Yarmouth Road, where the current ramp and stairset have eroded out. The new ramp will link North Walsham to the wider Weaver's Way Trail improvements towards Stalham.	Access ramp	TBC	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS14	Weavers' Way, Coast Path circular walk, Honing Lock Circular Walk	North Norfolk	Honing	Countywide Local Cycling and Walking Infrastructure Plan	Replace two short end-of-life boardwalks with a wider, more accessible and longer-lasting structure.	Surface conditions and access	50m total (20m+30m)	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS15	Weavers' Way	North Norfolk	East Ruston	Countywide Local Cycling and Walking Infrastructure Plan	Scheme to improve surface conditions between Lock Road and Holmes Road. The surface is in poor muddy condition with railway ballast stones present on top of the surface. Works will improve surface conditions and drainage allowing the route to be accessible year round.	Surface conditions	2500m	Medium <5 years	Detailed design

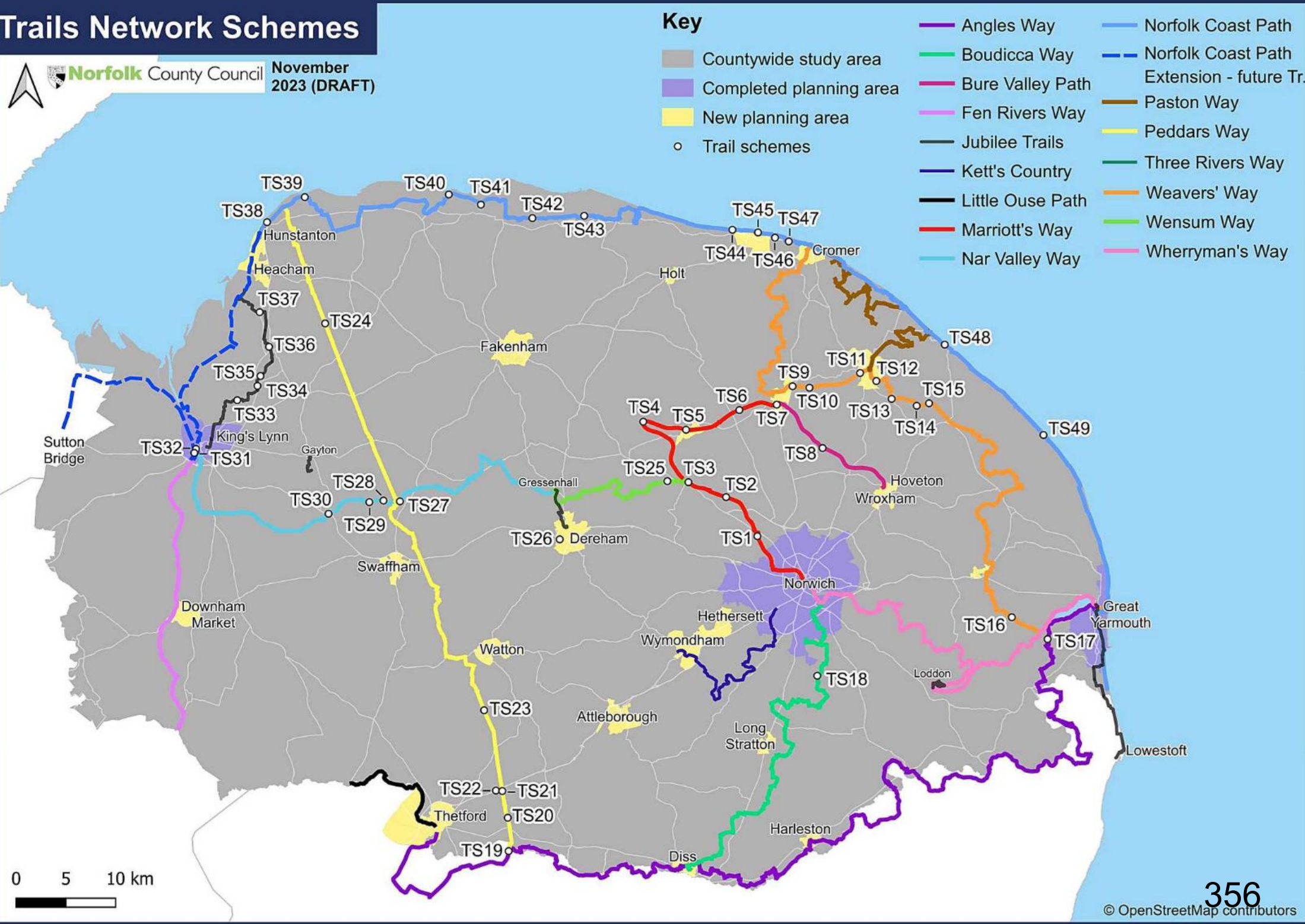
Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

TS16	Weavers' Way	South Norfolk	Halvergate, Wickhampton	Countywide Local Cycling and Walking Infrastructure Plan	Signage around marshes and other improvements e.g. gates.	Surface conditions and alignment	TBC	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS17	Angles Way	Great Yarmouth	Burgh Castle	Countywide Local Cycling and Walking Infrastructure Plan	Bumper strips to replace broken boards, improving wheelchair access and user safety.	Surface conditions	600m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS18	Boudicca Way	South Norfolk	Shotesham	Countywide Local Cycling and Walking Infrastructure Plan	Drainage solution required on the steep slope on Naiden's Lane to prevent wash out of the road surface - 100 m of binding course or sealed surface is required.	Surface conditions	170m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS19	Peddars Way	Breckland	Knettishall Heath to Holme-next-the-Sea	Countywide Local Cycling and Walking Infrastructure Plan	Re-establish the equestrian route on the National Trail from Knettishall Heath to Holme-next-the-Sea, making use of quite lanes and equestrian PROW (Bridleway, Restricted Byway, Byway Open to All Traffic).	Change of use for horse-riders	TBC	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS20	Peddars Way	Breckland	Brettenham	Countywide Local Cycling and Walking Infrastructure Plan	Scheme to improve surface conditions between the A11 Brettenham Heath underpass and Knettishall Heath Spalding's Chair Hill to improve accessibility.	Surface conditions	TBC	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS21	Peddars Way	Breckland	Bridgham	Countywide Local Cycling and Walking Infrastructure Plan	Surfacing of Bridgham BOAT 3 required due to vehicle off-road use.	Surface conditions	600m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS22	Peddars Way	Breckland	Bridgham	Countywide Local Cycling and Walking Infrastructure Plan	Scheme to deliver new alignment of the Peddars Way with the A11 Brettenham Heath Underpass for improved safety and accessibility.	Realignment	TBC	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS23	Peddars Way	Breckland	Thompson	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study to identify and design drainage solutions of the Peddars Way at Thompson Common to reduce flooding and improve accessibility.	Surface conditions and drainage	TBC	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS24	Peddars Way	King's Lynn and West Norfolk	Fring, Anmer	Countywide Local Cycling and Walking Infrastructure Plan	Scheme to improve surface conditions between Fring and Anmer along a heavily rutted section of the Trail. The scheme will level out and re-establish the surface to reinstate access for all users.	Surface conditions		Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS25	Wensum Way	Breckland	Sparham	Countywide Local Cycling and Walking Infrastructure Plan	Upgrade the existing narrow Sparham boardwalk to raise it above water levels and widen to improve access.	Surface conditions	200m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS26	Dereham Circular Walk (HHB)	Breckland	Dereham	Countywide Local Cycling and Walking Infrastructure Plan	Replace a narrow end-of-life boardwalk on Dereham FP14 with a wider, more accessible and longer-lasting structure.	Surface conditions and access	160m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS27	Nar Valley Way, Peddars Way	King's Lynn and West Norfolk	Castle Acre	Countywide Local Cycling and Walking Infrastructure Plan	Signage in the village and to realign around castle and through town. Update GIS and OS Maps.	Signage	N/A	Medium <5 years	Detailed design
TS28	Nar Valley Way	King's Lynn and West Norfolk	Castle Acre	Countywide Local Cycling and Walking Infrastructure Plan	Surface works to FP10, which is currently narrow and subject to flooding. An aggregate surface is required to resolve the issue.	Surface conditions	200m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS29	Nar Valley Way	King's Lynn and West Norfolk	West Acre	Countywide Local Cycling and Walking Infrastructure Plan	Works to FP2 boardwalk, which is currently broken and prone to being waterlogged. A 160m boardwalk/aggregate is required - currently a CMF project.	Surface conditions	160m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS30	Nar Valley Way	King's Lynn and West Norfolk	Narborough	Countywide Local Cycling and Walking Infrastructure Plan	Cut a path into the river bank to remove cross fall on approach to the new A47 crossing to improve overall access.	Surface conditions	150m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS31	Norfolk Coast Path Stretch 4	King's Lynn and West Norfolk	King's Lynn, West Lynn	Countywide Local Cycling and Walking Infrastructure Plan	Following a proposal for improved access between King's Lynn and West Lynn, possible access improvements for wheelchairs/cyclists could be looked at given limited opportunities in the area.	Surface conditions and access	1800m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS32	Norfolk Coast Path Stretch 4, Nar Valley Way, Fen Rivers Way	King's Lynn and West Norfolk	King's Lynn	Countywide Local Cycling and Walking Infrastructure Plan	The information boards situated at Marriott Warehouse on the Quay are broken/outdated. These can be replaced to make a new 'start/ finish' point for the Nar Valley Way/Fen Rivers Way. This includes adding fingers to a new bespoke fingerpost which will be installed as part of Stretch 4 of the King Charles III English Coast Path.	Route signage and interpretation	TBC	Medium <5 years	Detailed design
TS33	King's Lynn and Hunstanton Greenway	King's Lynn and West Norfolk	Castle Rising	Countywide Local Cycling and Walking Infrastructure Plan	Scheme to improve surface conditions between Ling Common Road and Lower Road. The surface is in poor muddy condition. Works will widen and improve surface condition with drainage allowing the route to be accessible year round.	Surface conditions	800m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS34	King's Lynn and Hunstanton Greenway	King's Lynn and West Norfolk	Babingley	Countywide Local Cycling and Walking Infrastructure Plan	Scheme to identify and design a suitable crossing point of the A149 Babingley. The current crossing island is small and cannot accommodate many cycles waiting to cross. The crossing needs improving for user safety.	Crossing point	TBC	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS35	King's Lynn and Hunstanton Greenway	King's Lynn and West Norfolk	Babingley	Countywide Local Cycling and Walking Infrastructure Plan	A feasibility study to redesignate Coach Road as a walking and cycling route only to improve safety for active travel users.	Change of use	1000m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS36	King's Lynn and Hunstanton Greenway	King's Lynn and West Norfolk	Dersingham	Countywide Local Cycling and Walking Infrastructure Plan	Scheme to identify and design a suitable crossing point of Lynn Road near Manor Road to improve safety for Trail users.	Crossing point	TBC	Medium <5 years	Crossing Assessment Year 1 Detailed design Year 2
TS37	King's Lynn and Hunstanton Greenway	King's Lynn and West Norfolk	Southgate	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study scheme to identify a link between Ingoldisthorpe and Ken Hill including recommendations and design for a crossing point of the A149. This will link to the Jubilee Trails resurfacing works at Ingoldisthorpe Dersingham and the wider King's Lynn to Hunstanton Greenway to create an off-road walking and cycling route. An improved road crossing at Snettisham will allow users to cross this busy road safely to access the routes beyond.	Route feasibility and crossing point	TBC	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

TS38	Norfolk Coast Path (England Coast Path Stretch 3)	King's Lynn and West Norfolk	Old Hunstanton	Countywide Local Cycling and Walking Infrastructure Plan	Works to Hunstanton FP1 to improve surface conditions/accessibility along this stretch. The sand-based footpath leading down the slope is in poor condition. A weight and build up of sand is causing issues for privately owned beach hut retainer walls that are propping the National Trail up.	Surface conditions	800m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS39	Norfolk Coast Path (England Coast Path Stretch 3)	King's Lynn and West Norfolk	Holme-next-the-Sea	Countywide Local Cycling and Walking Infrastructure Plan	An accessible ramp and new boardwalk at The Firs linking through to Thornham is established. There is a weak link from the ramp to the engineered path and the section is sandy with exposed roots.	Boardwalk and ramp	TBC	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS40	Norfolk Coast Path (England Coast Path Stretch 3)	King's Lynn and West Norfolk	Burnham Overy Staithe	Countywide Local Cycling and Walking Infrastructure Plan	A boardwalk was removed in 2019 due to health and safety concerns, leaving a section from the end of the floodbank to the beach front without accessible improvements.	Boardwalk	TBC	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS41	Norfolk Coast Path (England Coast Path Stretch 3)	North Norfolk	Holkham	Countywide Local Cycling and Walking Infrastructure Plan	Work to Holkham FP1. Replace the boardwalk and switch back the accessible ramp creating wheelchair access to Holkham beach.	Boardwalk	TBC	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS42	Norfolk Coast Path (England Coast Path Stretch 3)	North Norfolk	Stiffkey	Countywide Local Cycling and Walking Infrastructure Plan	Surface attention work to Stiffkey BR6. Large amounts of debris deposit along the Trail causing users to divert route, eroding the bank and widening the path. Work is needed to re-establish the engineered path beneath the surface to improve access and protect the surrounding landscape from further erosion.	Surface conditions	TBC	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS43	Norfolk Coast Path (England Coast Path Stretch 1)	North Norfolk	Morston	Countywide Local Cycling and Walking Infrastructure Plan	General surface deterioration due to the pandemic - the cliff top edge that has lost its grass exposing sand. Users are having to leave the line of the Coast Path and walk among private owned caravans.	Surface conditions	TBC	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS44	Norfolk Coast Path (England Coast Path Stretch 1)	North Norfolk	Sheringham	Countywide Local Cycling and Walking Infrastructure Plan	Work to Sheringham FP26 - phase 2 of the Skelding Hill access improvement. The clifftop path is heavily eroded through use. The east side is already complete - the west side to Weybourne car park needs surfacing. A longer term solution is needed to the 2022 works along the east where the coastal environment is causing the path to erode prematurely.	Surface conditions	1100m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS45	Norfolk Coast Path (England Coast Path Stretch 1)	North Norfolk	Sheringham	Countywide Local Cycling and Walking Infrastructure Plan	Work to Sheringham FP9 - Beeston Bump. Replacement steps on either side of the hill, surfacing repairs required to improve the user experience and provide better access.	Surface conditions	500m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS46	Norfolk Coast Path (England Coast Path Stretch 1)	North Norfolk	West Runton	Countywide Local Cycling and Walking Infrastructure Plan	Work to Runton FP26. Link from A149 Cromer Road to the beach. Also links West Runton to the beach. Requires landowner engagement and surfacing to improve access.	Surface conditions	300m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS47	Norfolk Coast Path (England Coast Path Stretch 1)	North Norfolk	East Runton	Countywide Local Cycling and Walking Infrastructure Plan	The footway along A149 Cromer Road is in poor condition and of reduced width. Improving the surface condition and re-establishing the width will improve access and user experience.	Surface conditions	500m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS48	Norfolk Coast Path (England Coast Path Stretch 1)	North Norfolk	Walcott, Bacton	Countywide Local Cycling and Walking Infrastructure Plan	Step repair and engineered surfacing east of West Runton Sea View Café to prevent further erosion of the vegetation and improve access.	Surface conditions	TBC	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS49	Norfolk Coast Path (England Coast Path Stretch 1)	North Norfolk	Horsey	Countywide Local Cycling and Walking Infrastructure Plan	Surfacing behind Waxham Sands needs addressing. The route is on the landward side of the dune system. Users have eroded a knee-deep rut overgrown with marram and bramble.	Surface conditions	TBC	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
TS50	Weavers' Way	North Norfolk	East Runton	Countywide Local Cycling and Walking Infrastructure Plan	Installation of improved interactive and tactile interpretation, providing greater equity of access for more abilities	Interpretation	N/A	Medium <5 years	Detailed design
TS51	Boudicca Way	South Norfolk	Diss, Pulham Market, Caistor St Edmund, Norwich	Countywide Local Cycling and Walking Infrastructure Plan	Installation of improved interactive and tactile interpretation, providing greater equity of access for more abilities	Interpretation	N/A	Medium <5 years	Detailed design
TS52	Peddars Way	Breckland, West Norfolk	Watton, Swaffham, Castle Acre, Holme	Countywide Local Cycling and Walking Infrastructure Plan	Installation of improved interactive and tactile interpretation, providing greater equity of access for more abilities	Interpretation	N/A	Medium <5 years	Detailed design
TS53	Norfolk Coast Path	Great Yarmouth	Hemsby, Caister-on-Sea, Great Yarmouth, Gorleston-on-Sea, Hopton-on-Sea	Countywide Local Cycling and Walking Infrastructure Plan	Installation of improved interactive and tactile interpretation, providing greater equity of access for more abilities	Interpretation	N/A	Medium <5 years	Detailed design

Trails Network Schemes



NORFOLK'S NATIONAL CYCLE NETWORK

Infrastructure Scheme List and Network Map (DRAFT)

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The National Cycle Network (NCN) is a 23-year-old network of over 20,500km 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.

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:

Scheme Type	Description
Barrier removal	Remove or redesign obstacles which pose a barrier to all forms of active travel along a route.
Traffic surveys	Gather traffic volume and speed data to help inform schemes for on-road sections of the National Cycle Network.
Surface improvements	Make routes more accessible and comfortable for all users.
Crossing or junction improvements	Enable safe and inclusive crossings for all users.
Route realignment	Realign routes where current route quality is poor, indirect or there is a better viable alternative route.

National Cycle Network

 **Norfolk** County Council
November 2023 (DRAFT)

- Key**
- Countywide study area
 - Completed planning area
 - New planning area
 - King's Lynn to Wells-next-the Sea
 - Happisburgh to Caister-on-Sea
 - Caister-on-Sea to Suffolk border via Gr Yarmouth
 - Wells-next-the-Sea to Reepham
 - Reepham to Norwich (and Norwich City)
 - Norwich to Beccles
 - Beccles to The Broads (Reedham)
 - Beccles to Thetford
 - Thetford to Great Ryburgh
 - Thetford to King's Lynn, link to Wisbech



WIDER CONNECTIVITY ROUTES

Infrastructure Scheme List and Network Map (DRAFT)

i) Wider Connectivity Routes for Greater Norwich and Dereham

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Reference	Route / Corridor Name	Road Name	Settlement	District	Source	Description	Timescale (<3, <5,5+ years)	Next steps
GN/01	Buxton Road to Spixworth cycle link	TBC	Greater Norwich and Spixworth	Broadland	Countywide Local Cycling and Walking Infrastructure Plan	A cycling and walking route to connect Spixworth with the existing Greater Norwich cycle network via Buxton Road.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
GN/02	Spixworth to Aylsham cycle link	TBC	Spixworth to Aylsham	Broadland	Countywide Local Cycling and Walking Infrastructure Plan	A cycling and walking route providing connectivity between north Spixworth and Aylsham, potentially using quiet lanes.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
GN/03	Spixworth to Wroxham cycle link	Rackheath Lane	Greater Norwich and Wroxham	Broadland	Countywide Local Cycling and Walking Infrastructure Plan	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.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
GN/04	Broadland Way	TBC	Greater Norwich and Wroxham	Broadland	Countywide Local Cycling and Walking Infrastructure Plan	The Broadland Way forms part of the 'Green Loop' as identified within the Greater Norwich Infrastructure Plan (GNIP). The feasibility study will support the identification of the route and the infrastructure requirements to enable people to walk, wheel and cycle between Greater Norwich and Wroxham. For context, the Green Loop utilises the existing Marriott's Way and Bure Valley Path and the proposed Broadland Way, including linkages through the city such as the Norwich Riverside Walk.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
GN/05	Norfolk Broads leisure cycle routes	TBC	Greater Norwich and Broadland	Broadland	Countywide Local Cycling and Walking Infrastructure Plan	A cycling and walking route connecting Greater Norwich with the Broads using quiet roads and existing public rights of way.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
GN/06	Acle cycle link	TBC	Greater Norwich and Broadland	Broadland	Countywide Local Cycling and Walking Infrastructure Plan & Norfolk County Council Sustrans Network Development Plan 2021	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Norwich and Acle.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
GN/07	Postwick to Brundall cycle link	TBC	Greater Norwich and Broadland	Broadland	Countywide Local Cycling and Walking Infrastructure Plan	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.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
GN/08	Poringland cycle link	TBC	Greater Norwich and South Norfolk	South Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	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.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
GN/09	Long Stratton to Trowse cycle link	TBC	Greater Norwich and South Norfolk	South Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	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.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
GN/10	Hethel to Cringleford cycle link	TBC	Greater Norwich and South Norfolk	South Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Hethel and Cringleford.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
GN/11	Longwater and Swaffham cycle link	Quiet lanes	Greater Norwich and Breckland	South Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Longwater (underpass) and Swaffham. Scheme to consider linking in with rural communities and employment areas on route.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
GN/12	Green Pedalway to Easton connectivity	Green Pedalway	Greater Norwich to Easton	South Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	Improvements to the cycling and walking infrastructure along the Green Pedalway and the creation of a link to Easton.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
GN/13	Hellesdon to Thorpe Marriott cycle link	Reepham Rd	Greater Norwich	Broadland	Countywide Local Cycling and Walking Infrastructure Plan	A cycling and walking route providing connectivity along Reepham Road linking Hellesdon with development allocations to the north of Thorpe Marriott.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
GN/14	Holt Road and Yellow Pedalway	Holt Road	Greater Norwich	Broadland	Countywide Local Cycling and Walking Infrastructure Plan	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.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
DE/01	DH Strategic Corridor	Dereham to Beetley	Dereham	Breckland	Countywide Local Cycling and Walking Infrastructure Plan	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. The feasibility study should also include ensuring connectivity with Wendling Beck.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
DE/02	DH Strategic Corridor	Dereham to Neatherd Moore	Dereham	Breckland	Countywide Local Cycling and Walking Infrastructure Plan	Utilising the Dereham town centre to Dereham Town FC priority route (Blue) and secondary routes, this route provides access for people walking and cycling to Neatherd Moor and Etling Green common land. Together they are important local assets that provide open greenspace to residents and visitors to Dereham.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

DE/03	DH Strategic Corridor	Dereham to North Tuddenham	Dereham	Breckland	Countywide Local Cycling and Walking Infrastructure Plan	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.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
DE/04	DH Strategic Corridor	Dereham to Yaxham	Dereham	Breckland	Countywide Local Cycling and Walking Infrastructure Plan	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.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
DE/05	DH Strategic Corridor	Dereham to Scarning	Dereham	Breckland	Countywide Local Cycling and Walking Infrastructure Plan	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.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
DE/06	DH Strategic Corridor	Dereham to Swaffham	Dereham	Breckland	Countywide Local Cycling and Walking Infrastructure Plan	Cycling and walking connectivity between Dereham and Swaffham utilising public rights of way and quiet lanes.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2

Wider Connectivity Schemes for Greater Norwich and Dereham

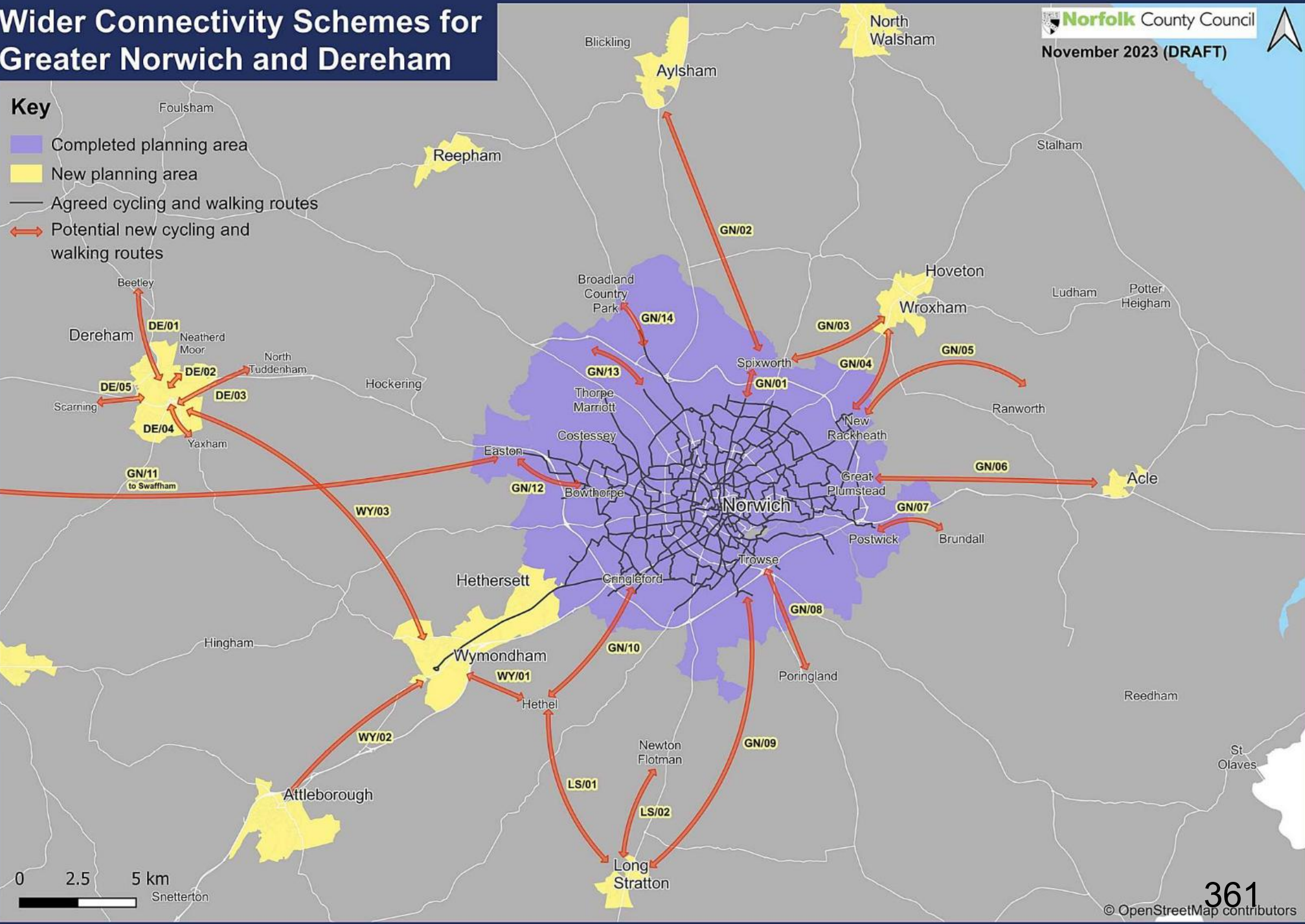
Key

Completed planning area

New planning area

Agreed cycling and walking routes

Potential new cycling and walking routes



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

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Reference	Route / Corridor Name	Road Name	Settlement	District	Source	Description	Timescale (<3, <5,5+ years)	Next steps
HU/01	HS Strategic Corridor 1	Hunstanton to the National Cycle Network	Hunstanton	King's Lynn & West Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	Cycling and walking connectivity between the proposed Cycling and walking and walking network in Hunstanton and National Cycle Network Route 1 using quiet roads and existing public rights of way.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
HU/02	HS Strategic Corridor 2	South Beach Road to Ingoldisthorpe	Hunstanton	King's Lynn & West Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between South Beach Road and Ingoldisthorpe, linking with Ken Hill and	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
DM/01	DM Strategic Corridor 1	Downham Market to Swaffham	Downham Market	King's Lynn & West Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Downham Market and Swaffham.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
DM/02	DM Strategic Corridor 2	Downham Market and Stoke Ferry Greenway	Downham Market	King's Lynn & West Norfolk	Greenways to Green Spaces	Cycling and walking connectivity south of Downham Market along the disused railway to Stoke Ferry via Fordham.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
DM/03	DM Strategic Corridor 3	Stoke Ferry to Brandon	Downham Market	King's Lynn & West Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Stoke Ferry and Brandon.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
DM/04	DM Strategic Corridor 4	Welney Wash Causeway	Downham Market	King's Lynn & West Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	A cycle and walking route across the Welney Wash Causeway.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
DM/05	DM Strategic Corridor 5	NCN Route 11 at Welney Wash Road to March	Downham Market	King's Lynn & West Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	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.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
DM/06	DM Strategic Corridor 6	Ten Mile Bank to Welney Wash Causeway	Downham Market	King's Lynn & West Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	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.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
FH/01	FH Strategic Corridor 1	Fakenham to King's Lynn	Fakenham	North Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between King's Lynn and Fakenham.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
FH/02	FH Strategic Corridor 2	Fakenham to Little Walsingham	Fakenham	North Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Fakenham and Little Walsingham.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
FH/03	FH Strategic Corridor 3	Little Walsingham to Wells-next-the-Sea	Fakenham	North Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	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.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
FH/04	FH Strategic Corridor 4	Pensthorpe to Little Ryburgh	Fakenham	North Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Pensthorpe and Little Ryburgh.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
HO/01	HT Strategic Corridor 1	Holt to Sheringham	Holt	North Norfolk	Norfolk County Council Sustrans Network Development	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	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
HO/02	HT Strategic Corridor 2	Holt to Blickling	Holt	North Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Holt and Blickling.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
HO/03	HT Strategic Corridor 3	Holt Country Park	Holt	North Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	A walking, wheeling and cycling route through Holt Country Park linking Edgefield Hill and Hempstead Road as well as the residential area to the east. A car park and track aligned with Hempstead Road with opportunities for improvement for people walking, wheeling and cycling. The feasibility study should include a review of connectivity provision with the park for the residential area, including surface conditions, track widths and wayfinding.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
HO/04	HT Strategic Corridor 4	Holt - Melton Constable - Themelthorpe	Holt	North Norfolk	Norfolk County Council Sustrans Network Development Plan 2021	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	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
HO/05	HT Strategic Corridor 5	Holt to Cley-next-the-Sea	Holt	North Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	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.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
SH/01	CM Strategic Corridor 1	Sheringham to Weybourne	Sheringham	North Norfolk	Sheringham Town Plan	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Sheringham and Weybourne.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
CR/01	CM Wider Corridor 1	Cromer to Wells (Linking with Holt and Sheringham)	Cromer	North Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	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.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
CR/02	CM Wider Corridor 2	Cromer to Blickling	Cromer	North Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Cromer and Blickling.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

CR/03	CM Wider Corridor 3	Cromer to North Walsham	Cromer	North Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Cromer and North Walsham.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
CR/04	CM Wider Corridor 4	Cromer, Trunch, Northrepps and Waxham	Cromer	North Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Cromer, Northrepps, Trunch and Waxham.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
NW/01	NW Strategic Corridor 1	North Walsham to Mundesley	North Walsham	North Norfolk	Norfolk County Council Sustrans Network Development Plan 2021	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.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
NW/02	NW Strategic Corridor 2	North Walsham to Stalham	North Walsham	North Norfolk	Countywide Local Cycling and Walking Infrastructure Plan & Norfolk County Council Sustrans Network Development Plan 2021	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between North Walsham and Stalham.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
NW/03	NW Strategic Corridor 3	Stalham to Winterton-on-Sea coastal route via Waxham	North Walsham	North Norfolk	Countywide Local Cycling and Walking Infrastructure Plan & Norfolk County Council Sustrans Network Development Plan 2021	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.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
NW/04	NW Strategic Corridor 4	Stalham to Potter Heigham	North Walsham	North Norfolk	Countywide Local Cycling and Walking Infrastructure Plan & Norfolk County Council Sustrans Network Development Plan 2021	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.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
RE/01	HT Strategic Corridor 4	Foulsham to Themelthorpe	Reepham	North Norfolk	Norfolk County Council Sustrans Network Development Plan 2021	A cycling and walking route between Foulsham and Themelthorpe as outlined in the NCC Sustrans Network Development Plan 2021.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
WH/01	WH Strategic Corridor 1	Three Rivers Way to Potter Heigham	Wroxham & Hoveton	Broadland	Countywide Local Cycling and Walking Infrastructure Plan	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.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
WH/02	WH Strategic Corridor 2	Wroxham & Hoveton to North Walsham	Wroxham & Hoveton	Broadland	Countywide Local Cycling and Walking Infrastructure Plan	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.		Scheme feasibility Year 1 Detailed design Year 2
AC/01	AL Strategic Corridor	Acle to Reedham	Acle	Broadland	Countywide Local Cycling and Walking Infrastructure Plan	A cycling and walking route between Acle to Reedham with the view of providing onward connectivity to Loddon and Beccles.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
HA/01	HN Strategic Corridor	Harleston to Scole	Harleston	Broadland	Countywide Local Cycling and Walking Infrastructure Plan	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Harleston and Scole.		Scheme feasibility Year 1 Detailed design Year 2
LS/01	LS Strategic Corridor	Long Stratton to Hethel	Long Stratton	South Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Long Stratton and Hethel.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
LS/02	LS Strategic Corridor	Long Stratton to Tasburgh and Newton Flotman	Long Stratton	South Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Long Stratton and Newton Flotman.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
LS/03	LS Strategic Corridor	Long Stratton to Diss	Long Stratton	South Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Long Stratton and Diss.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
LS/04	LS Strategic Corridor	Long Stratton to Ditchingham via Hempsall	Long Stratton	South Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Long Stratton and Ditchingham via Hempsall.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
DI/01	DS Strategic Corridor	Diss to Scole	Diss	South Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Diss and Scole.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
DI/02	DS Strategic Corridor	Diss to Thetford	Diss	South Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Diss and Thetford.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
DI/03	DS Strategic Corridor	Diss to Old Buckenham via Shelfanger and Winfarthing	Diss	South Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	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.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
WY/01	Wymondham and Hethel cycle link	Wymondham and Hethel cycle link	Greater Norwich and South Norfolk	South Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	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.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

WY/02	Wymondham and Attleborough cycle link	Wymondham and Attleborough cycle link	South Norfolk and Breckland	South Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	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 connect rural communities and places of education such as Wymondham College.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
WY/03	Wymondham and Dereham cycle link	Quiet lanes	Greater Norwich and Breckland	South Norfolk	Countywide Local Cycling and Walking Infrastructure Plan	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Wymondham and Dereham via Barnham Broom.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
AT/01	AB Strategic Corridor	Attleborough to Snetterton Employment Zone	Attleborough	Breckland	Future Breckland: Thriving People & Places	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Attleborough to Snetterton Business Park.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
AT/02	AB Strategic Corridor	Attleborough to Old Buckenham	Attleborough	Breckland	Countywide Local Cycling and Walking Infrastructure Plan	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Attleborough and Old Buckenham.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
TH/01	TF Strategic Corridor	Thetford to Watton connecting with Peddars Way	Thetford	Breckland	Countywide Local Cycling and Walking Infrastructure Plan	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.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
TH/02	TF Strategic Corridor	Thetford to Brandon via High Lodge	Thetford	Breckland	Greater Thetford Partnership Board Community Sub-Group Cycling, Walking and Wheeling Report	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.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
TH/03	TF Strategic Corridor	Thetford to Snetterton Employment Zone connecting with Peddars Way	Thetford	Breckland	Future Breckland: Thriving People & Places	A cycling and walking route using quiet roads and existing public rights of way to provide wider connectivity between Thetford and Snetterton Business Park.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
TH/04	TF Strategic Corridor	Thetford to Knettishall Heath via Rushford	Thetford	Breckland	Greater Thetford Partnership Board Community Sub-Group Cycling, Walking and Wheeling Report	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.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
TH/05	TF Strategic Corridor	Thetford to Suffolk border	Thetford	Breckland	Countywide Local Cycling and Walking Infrastructure Plan	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.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2
WA/01	WT Strategic Corridor	Watton Loch Neaton to Swaffham	Watton	Breckland	Watton Town Delivery Plan 2022	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.	Long 5+ years	Scheme feasibility Year 1 Detailed design Year 2

Key



Countywide study area



Completed planning area



New planning area



Potential new cycling and walking routes



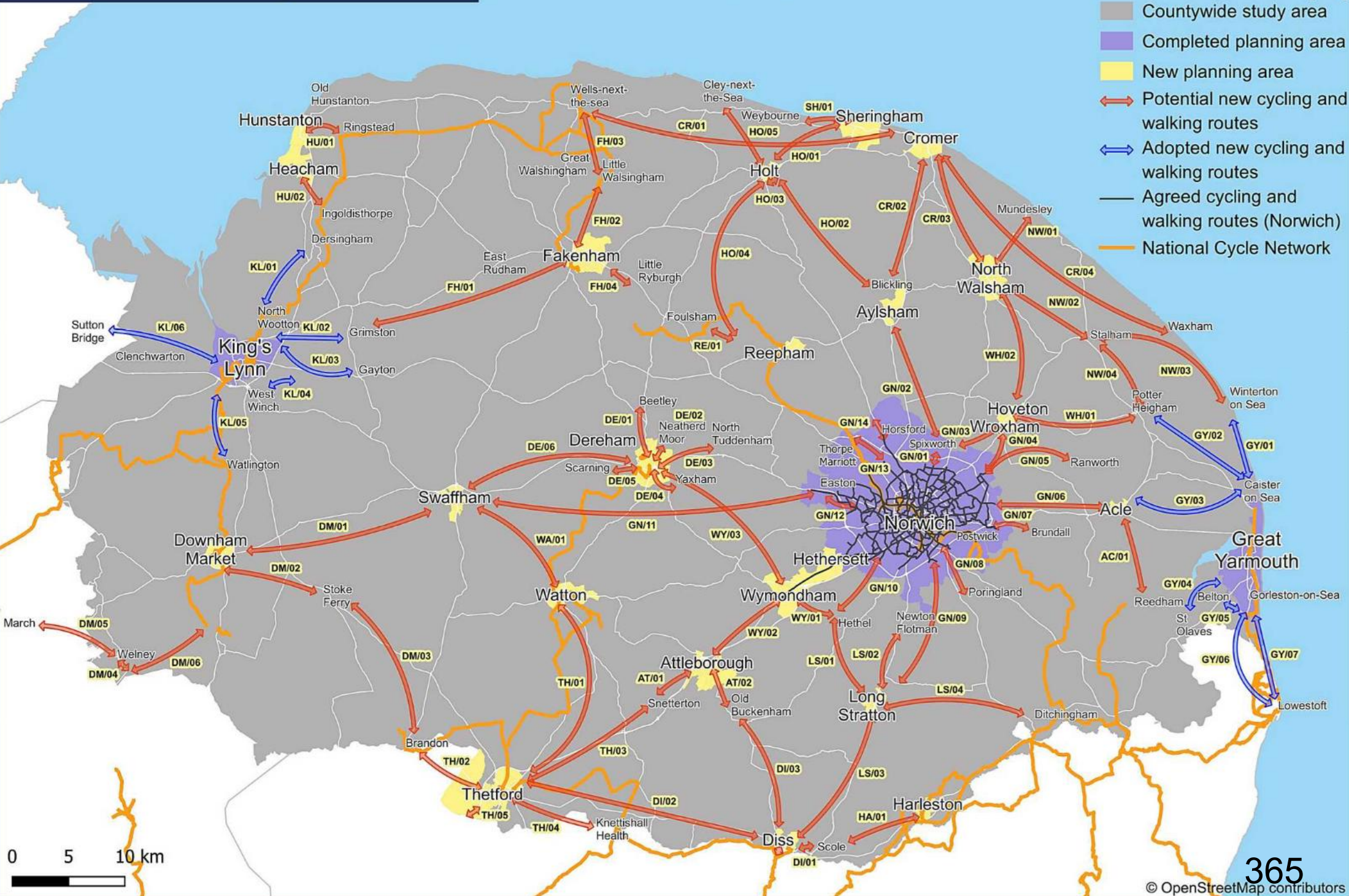
Adopted new cycling and walking routes



Agreed cycling and walking routes (Norwich)



National Cycle Network



Infrastructure and Development Select Committee

Item No: 13

Report Title: Norfolk Walking, Wheeling and Cycling Strategy 2024

Date of Meeting: 13 March 2024

Responsible Cabinet Member: Cllr Graham Plant (Cabinet Member for Highways, Infrastructure & Transport)

Responsible Director: Chris Starkie (Director of Growth and Investment)

Executive Summary

This report summarises the outcome of the recent consultation on the draft Norfolk Walking, Wheeling and Cycling Strategy. The draft Strategy came to Select Committee in September 2023 to receive comments before consultation. Results of the consultation can be viewed in Appendix A. The outcome of the consultation shows broad support. Responses to the free text question highlight concerns around safety and desire for a more joined-up transport network and a number of responses in support of the Strategy came with a proviso about the importance of implementation and funding. These comments have been analysed and responses and proposed changes as a result can be viewed in Appendix B. The proposed amendments are minor.

The Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) is also on the meeting agenda. This forms a key part of the Norfolk Walking, Wheeling and Cycling Strategy's delivery and is going through the sign-off process alongside the Strategy.

Select Committee is asked to consider the responses and proposed changes before the strategy is finalised and considered for adoption by Cabinet in April 2024.

Action Required

The Select Committee is asked to:

1. Acknowledge the public consultation results.
2. Consider the proposed amendments to the draft Norfolk Walking, Wheeling and Cycling Strategy before adoption

3. Recommend that Cabinet adopt the Strategy or agree any changes to the Strategy that Committee would want to recommend that Cabinet adopt.

1. Background and Purpose

- 1.1 The draft of the Strategy was taken to Infrastructure and Development Select Committee in September 2023 for comment and received sign-off via Individual Cabinet Member Decision before going out to public consultation.
- 1.2 The draft Strategy was consulted on from 16 October 2023 to 24 November 2023. The consultation was primarily online and sought views on the Strategy's vision, themes and gave the opportunity for respondents to comment on anything else relating to the Strategy. An in-person engagement session was also held with Vision Norfolk and similar sessions were offered to key stakeholders.
- 1.3 The consultation received 396 responses. The results can be seen in Appendix A as well as the proposed amendments to the Strategy as a result of the consultation responses, engagement sessions and takes into account any amendments following policy changes and any further comments made by members or officers (Appendices B and C). This report summarises the outcome of the consultation and sets out the proposed changes.
- 1.4 The purpose of this report is for Infrastructure and Development Select Committee to acknowledge the results of the public consultation and to consider the proposed amendments to the Strategy as a result, before this is taken to Cabinet in April 2024 for adoption.
- 1.5 Upon Cabinet's decision to adopt, this updated Norfolk Walking, Wheeling and Cycling Strategy will:
 - Better align our strategy to national and local policies
 - Help overcome the barriers faced to walking, wheeling and cycling in urban and rural Norfolk and unlock their benefits
 - Support Norfolk in securing funding. This is particularly the case with funding from Active Travel England as we can demonstrate we have a comprehensive plan and direction for walking, wheeling and cycling in Norfolk, helping to raise our Active Travel Capability Rating, which influences funding.

2. Proposal

- 2.1 The proposal is for Select Committee to consider the responses received through the recent consultation and the proposed changes and provide any further views before the strategy is finalised for adoption.

- 2.2 The proposed changes with their reasonings are outlined in Appendix B and can be seen as tracked changes within the draft Strategy in Appendix C. The majority of responses were in support of the vision and themes (shown as Steps to Success within the strategy). A minor amendment is proposed to the vision to more explicitly state it is to support Government's target for 50% of journeys to be walked or cycled by 2030. No amendments are proposed to the themes of the Strategy (Steps to Success) as a result of the consultation.
- 2.3 The consultation included a free text question where respondents could comment on anything else relating to the strategy. These responses were tagged and analysed to draw out the key themes from the comments. The key themes can be seen in Appendix A and any amendments as a result can be seen in Appendix B. Amendments that are proposed are minor and do not affect the overall thrust of the Strategy.
- 2.4 Other proposed amendments to the Strategy as a result of officer and member comments and any policy changes that arose following the consultation have been identified in Appendix B.
- 2.5 Any necessary amendments following Select Committee's comments will be added to Appendix B and a final version of the Strategy with proposed amendments will be taken to Cabinet for adoption in April 2024.

3. Impact of the Proposal

- 3.1 The impact of the proposal will be to make changes to the Norfolk Walking, Wheeling and Cycling Strategy draft for consultation version, to take into account views received through the recent public consultation.

4. Evidence and Reasons for Decision

- 4.1 396 responses were received through the online survey hosted by Norfolk County Council on the Citizen Space consultation hub for six weeks. Paper, large print and easy read copies were available to download from the online platform and made available on request by email and phone. A British Sign Language video was also produced and sent to d/Deaf and deafblind groups in Norfolk via the Making it Real Board, an independent group of disabled people and unpaid carers. An in person briefing and engagement session was also held with Vision Norfolk and written responses were received from key stakeholders and partners.
- 4.2 The consultation was promoted via a variety of streams outlined in Appendix A. These included direct emails, social media promotion, press releases, newsletters, and member briefings, broadening the reach of the consultation.

- 4.3 The online consultation was made up of closed questions, on the Strategy vision and themes, and a free text question where respondents could raise anything else about the Strategy.
- 4.4 The closed questions on the vision and themes (Steps to Success) showed strong support. This can be seen below:

Vision

79.55% of respondents said they strongly agree or agree with the vision and 10.61% said they disagree or strongly disagree with the vision.

Steps to Success: Step 1 - engage with local communities and enable behaviour change

85.82% of respondents said they strongly agree or agree with Step 1 and 7.59% said they disagree or strongly disagree with Step 1.

Steps to Success: Step 2 - Create a safe, connected and well-maintained walking, wheeling, and cycling network for all that gets people to where they need to be

85.86% of respondents said they strongly agree or agree with Step 2 and 9.34% said they disagree or strongly disagree with Step 2.

Steps to Success: Step 3 - Build healthy places, spaces and communities

86.87% of respondents said they strongly agree or agree with Step 3 and 7.58% said they disagree or strongly disagree with Step 3.

Steps to Success: Step 4 - Support multi-modal journeys where people use different types of transport to complete their journey

79.8% of respondents said they strongly agree or agree with Step 4 and 10.35% said they disagree or strongly disagree with Step 4.

Steps to Success: Step 5 - Embrace new technology

70.13% of respondents said they strongly agree or agree with Step 5 and 10.37% said they disagree or strongly disagree with Step 5. 16.96% said they neither agreed or disagreed with this step.

Steps to Success: Step 6 - Remove barriers to provide a network that is accessible, inclusive and considers the needs of all users

85.11% of respondents said they strongly agree or agree with Step 6 and 6.31% said they disagree or strongly disagree with Step 6.

Steps to Success: Step 7 - Work with our partners to achieve common ambitions

80.05% of respondents said they strongly agree or agree with Step 7 and 7.33% said they disagree or strongly disagree with Step 7.

- 4.5 The majority of respondents agreed or strongly agreed with the Strategy vision and themes. No amendments are proposed as a result of the responses to these closed questions.
- 4.6 The free text question in the consultation yielded 307 responses. A significant number of respondents said they agree with the proposals and overall vision, but many came with a proviso about the importance of implementation, ensuring money is ringfenced and there being sufficient incentives for people to change their existing habits. Many comments around implementation are covered by the development of the LCWIP which is the key delivery mechanism of the Strategy. Concerns around safety were also raised. This included highlighting the number of cycling related deaths in recent years, proposals for lower speed limits, better street lighting and addressing bike crime / enforcement against cars parked on pavements. There were also a number of recommendations for a more joined up transport network and for more bike parking spots on trains and buses.
- 4.7 All the themes from the free text question and a selection of verbatim comments to illustrate the themes can be viewed in Appendix A. Each of these themes has been reviewed and responses have been provided for each. Where necessary an amendment to the draft strategy has been proposed. This can be viewed in Appendix B and the proposed changes can be seen as tracked changes to the draft strategy in Appendix C. Any proposed amendments are minor and do not impact general thrust and themes of the Strategy.
- 4.8 On 8 November 2023 an engagement session was held with Vision Norfolk to discuss the Strategy and obtain feedback. Feedback from the engagement session can be viewed in Section 3 of Appendix B alongside proposed amendments to the Strategy as a result. Minor amendments have been proposed and feedback has been shared with relevant departments. No objections to the Strategy were noted at the session.
- 4.9 Any proposed amendments to the Strategy due to government policy announcements, and member and officer comments following the consultation, have also been identified to ensure the version for adoption is up-to-date. These have been outlined in Section 4 of Appendix B and propose minor amendments to the Strategy.
- 4.10 Results from the consultation support the approach taken in the Strategy and the themes it contains. The responses received endorse the work that has been done so far and provide evidence that the strategy can be taken

forward to adoption with relatively few changes. Some of the comments received relate to issues beyond the scope of the strategy. Responses to these and reasons why amendments are not proposed can be viewed in Appendix B.

- 4.11 On the basis of general support and agreement to the strategy gathered through the consultation process it is recommended a number of amendments are made to the strategy and it is taken forward for adoption. The proposed amendments can be seen in Appendix B and actioned as tracked changes in the consultation version of the Strategy in Appendix C.

5. Alternative Options

- 5.1 An alternative option would be to make no changes to the consultation version of the Norfolk Walking, Wheeling and Cycling Strategy. This option is not preferred as it does not draw on evidence and comments received through the consultation to shape and refine the final version of the strategy.
- 5.2 Another alternative option would be to not undertake an update to Norfolk's Walking and Cycling Strategy (2017). This option however is not recommended as the existing 2017 strategy does not account for the new policy direction coming from central government and our local policies and plans such as LTP4. Not undertaking the strategy could also impact on our ability to access future funding from Active Travel England as it would reduce our potential to achieve the higher capability rating. Having an adopted Walking, Wheeling and Cycling Strategy will help to boost NCC's rating by showing our ambition and plan for active travel in the county, supporting us in securing future funding.

6. Financial Implications

- 6.1 Delivery of the strategy will be funded from a number of sources including the council's Local Transport Plan capital funding, successful bids, developers and funding via Active Travel England. The scale and pace of delivery will depend on future funding levels secured.

7. Resource Implications

7.1 Staff:

None. Current activities to develop the Strategy are being undertaken within existing financial and staff resources.

7.2 Property:

None at this stage. Any impacts on property are only likely to arise from delivery of individual transport schemes. These will be identified at later stages

of development and delivery. Impacts will be considered at the appropriate time on the specific schemes.

7.3 IT:

None. The Strategy will be published on the NCC website. Resource is allocated within existing teams.

8. Other Implications

8.1 Legal Implications:

None.

8.2 Human Rights Implications:

None.

8.3 Equality Impact Assessment (EqIA) (this must be included):

EqIA has been undertaken in the preparation of the Strategy and reviewed following the consultation. The EqIA for the Walking, Wheeling and Cycling Strategy is available on request. The Strategy aims to promote equality and inclusivity with a key theme of “Remove[ing] barriers to provide a network that is accessible, inclusive and considers the needs of all users”.

8.4 Data Protection Impact Assessments (DPIA):

A DPIA Screening has been undertaken through the preparation of the Strategy as a public consultation has been carried out. A Full DPIA was not deemed necessary due to the nature of the data being collected as part of the work. The DPIA for the Walking, Wheeling and Cycling Strategy is available on request.

8.5 Health and Safety implications (where appropriate):

None.

8.6 Sustainability implications (where appropriate):

The Walking, Wheeling and Cycling Strategy promotes travel via sustainable modes for residents and visitors, including active travel and public transport, aiming to have a positive implication on sustainability and support decarbonisation of transport. The adoption and delivery of the strategy will support sustainability in Norfolk.

8.7 Any Other Implications:

None.

9. Risk Implications / Assessment

- 9.1 A potential risk identified is a lack of funding to deliver the Strategy. The scale and pace of delivery will depend on future funding levels secured. Reassurance from this risk can be found as by adopting the Strategy, we hope to be able to

achieve a higher Active Travel Capability Rating from Active Travel England as we are showing ambition and political support for active travel. The Capability Rating influences the amount of funding Norfolk County Council may receive from Active Travel England therefore by having this Strategy adopted, our ability to receive funding is heightened, helping to deliver the strategy.

10. Recommendations

The Select Committee is asked to:

1. Acknowledge the public consultation results.
2. Consider the proposed amendments to the draft Norfolk Walking, Wheeling and Cycling Strategy before adoption
3. Recommend that Cabinet adopt the Strategy or agree any changes to the Strategy that Committee would want to recommend that Cabinet adopt.

11. Background Papers

- 11.1 [Gear Change: A bold vision for cycling and walking Better Together, For Norfolk 2021-25](#)
[Norfolk Local Transport Plan 4](#)
[Norfolk Countywide Local Cycling and Walking Infrastructure Plan](#)
[Norfolk Access Improvement Plan 2019-2029](#)
Equality Impact Assessment: Available on request
Data Protection Impact Assessment: Available on request
Norfolk Cycling and Walking Strategy 2017: Available on request

11.2 Further relevant documents can be found referenced in Appendix C.

Officer Contact

If you have any questions about matters contained within this paper, please get in touch with:

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If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.

Appendix A: Norfolk Walking, Wheeling and Cycling Strategy Consultation Report

Appendix B: Proposed amendments to the Norfolk Walking, Wheeling and Cycling Strategy 2023

Appendix C: Draft Norfolk Walking, Wheeling and Cycling Strategy 2023 with tracked changes showing amendments following consultation



Norfolk County Council

Consultation Findings Report, December 2023

Your views on Norfolk's draft Walking, Wheeling and Cycling strategy

1. Introduction

Norfolk County Council is updating its Walking and Cycling Strategy. The last version was published in 2017 and since then, we have seen a step change in national and local policy which has placed walking, wheeling and cycling at the heart of decision making.

Our proposed new strategy brings together our local transport, environmental and public health ambitions and aims to make walking, wheeling or cycling for both travel and leisure the natural choice.

We want to support the growing Norfolk population to choose sustainable transport to get to where they need to be and for leisure. This will help us create and support healthy communities, enable our transport network to run effectively and emit fewer harmful emissions, and help connect people to and protect our environment as much as we can.

The strategy sits beneath [Norfolk's Local Transport Plan \(LTP4\)](#) and sets the context for our County-wide Local Cycling and Walking Infrastructure Plan (LCWIP) and will enable a joined-up approach to our investment in walking, wheeling and cycling into the future. Walking and wheeling represent the action of moving at a pedestrian's pace, whether or not someone is standing or sitting, walking or wheeling unaided or using any kind of aid to mobility, including walking aids, wheeled aids, personal assistants or support animals.

We ran a consultation because we want to find out what residents and organisations across Norfolk think about our proposal for a revised strategy; our vision and the seven steps to achieve our vision, realise the benefits and overcome the challenges.

The consultation asking for views on our proposals was open on 16 October and closed on 24 November 2023.

2. Methodology

An online consultation was developed which ran for six weeks, closing on 24 November 2023. This was hosted on the County Council's Citizen Space consultation hub. Paper, large print and Easy read copies were available to download from the online platform, and available on request by email and phone (with a Freepost returns process in place).

We also produced a British Sign Language video and sent this out to d/Deaf and deafblind groups in Norfolk via the Making it Real Board, an independent group of disabled people and unpaid carers.

3. Promotion

To ensure as many service users and providers could take part, we promoted the consultation as follows:

- Email briefing to 356 stakeholders and direct follow up emails with key organisations
- Email briefing to Development Worker distribution lists comprising internal and external staff
- Email briefing to local newsletters including the Norfolk Schools newsletter
- E-newsletter briefing sent to our Norfolk Residents panel (1172 recipients)
- Feature in the Members' Briefing received by NCC County Councillors
- Email briefing to our Customer Services team to ensure they could answer questions about the consultation
- Information on the Council's website www.norfolk.gov.uk and the Council's staff newsletter

We also set up social media alerts to promote the consultation on Facebook and X (formerly known as Twitter). Together, this promotion secured 27.9k reach (total number of times a post has been seen by different people), 249 clicks through to the consultation page and 36.5k impressions (level of engagement).

We sent a press release out to local media, and secured coverage in the Eastern Daily Press (EDP). This included coverage on the front page and a [feature inside the paper and online](#). The online article received 5938 page views and the total reach for the EDP is approximately 51,000 people.

As a result of the direct email briefings that were sent to key stakeholders, an in person briefing event was organised with Vision Norfolk, which was attended by 13 people. A summary of this meeting is included as an appendix at the end of this report.

4. Results

For each open question, themes are shown in a table below a summary of findings. A sample of quotations (reported as written by the respondent) is included in the table.

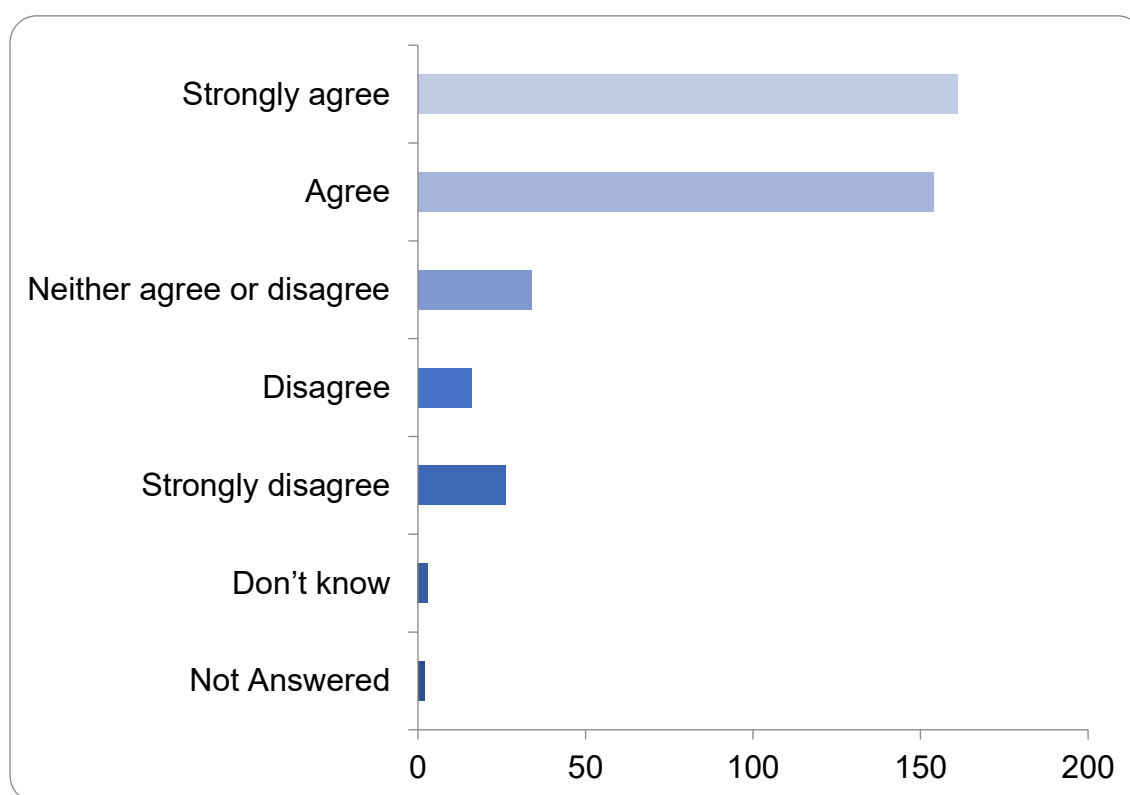
There were 396 responses to the online survey.

Question 1 was about confidentiality.

Q2: To what extent do you agree or disagree with our overall vision?

Overview: The Strategy's overall vision is "To create a healthier and greener Norfolk by enabling people to walk, wheel and cycle more often and as the natural choice for shorter journeys, or as part of a longer journey, with 50% of the journeys in towns and cities to be completed by walking, wheeling and cycling by 2030".

Results: There were 394 answers to this question. 79.55% of respondents said they strongly agree or agree with the vision and 10.61% said they disagree or strongly disagree with the vision.

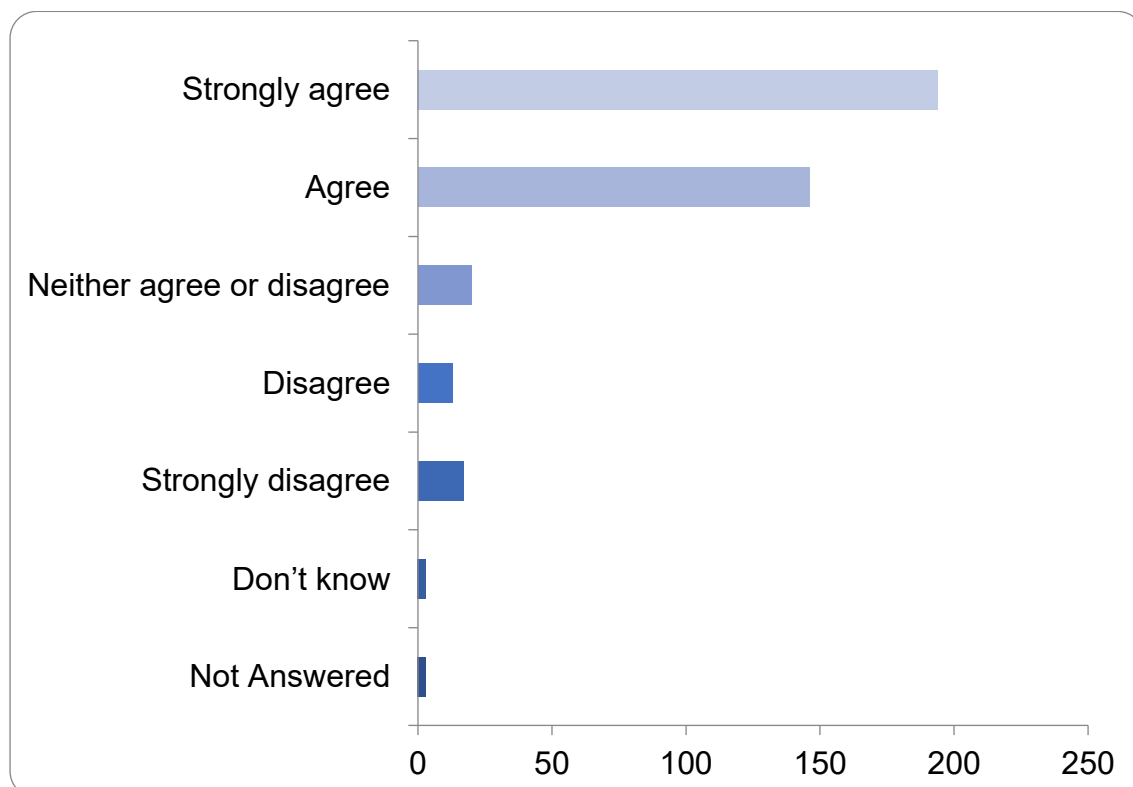


Option	Total	Percent
Strongly agree	161	40.66%
Agree	154	38.89%
Neither agree or disagree	34	8.59%
Disagree	16	4.04%
Strongly disagree	26	6.57%
Don't know	3	0.76%
Not Answered	2	0.51%

Q3: Step 1: Engage with local communities and enable behaviour change. To what extent do you agree or disagree with step 1?

Overview: This is the first 'Step to Success' to help achieve the vision. The step is about engaging with local residents and organisations to help shape the design and delivery of walking, wheeling and cycling schemes, as well as changing attitudes and behaviours.

Results: There were 393 answers to this question. 85.82% of respondents said they strongly agree or agree with Step 1 and 7.59% said they disagree or strongly disagree with Step 1.



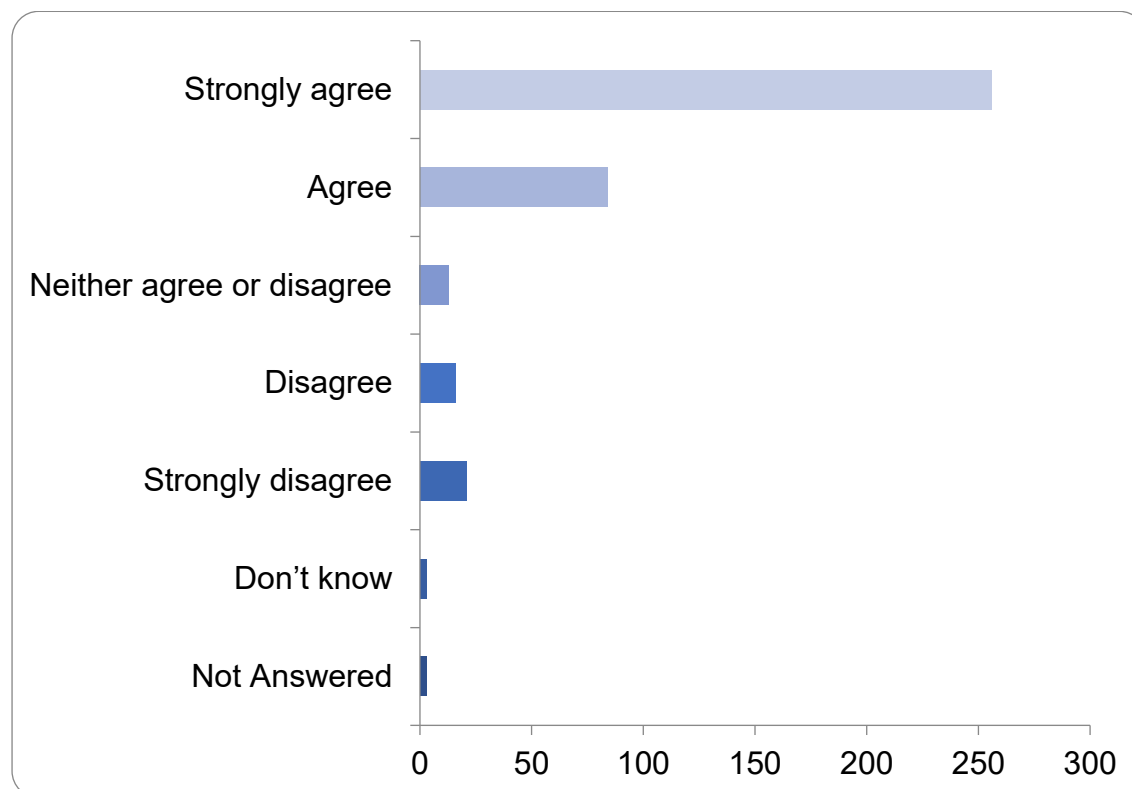
Option	Total	Percent
Strongly agree	193	48.86%
Agree	146	36.96%
Neither agree or disagree	20	5.06%
Disagree	13	3.29%
Strongly disagree	17	4.30%
Don't know	3	0.76%
Not Answered	3	0.76%

Q4: Step 2: Create a safe, connected and well-maintained walking, wheeling, and cycling network for all that gets people to where they need to be. To what extent do you agree or disagree with step 2?

Overview: This step is about improving safety and confidence when walking, wheeling and cycling around Norfolk and providing and maintaining the infrastructure

to enable this.

Results: There were 393 responses to this question. 85.86% of respondents said they strongly agree or agree with Step 2 and 9.34% said they disagree or strongly disagree with Step 2.

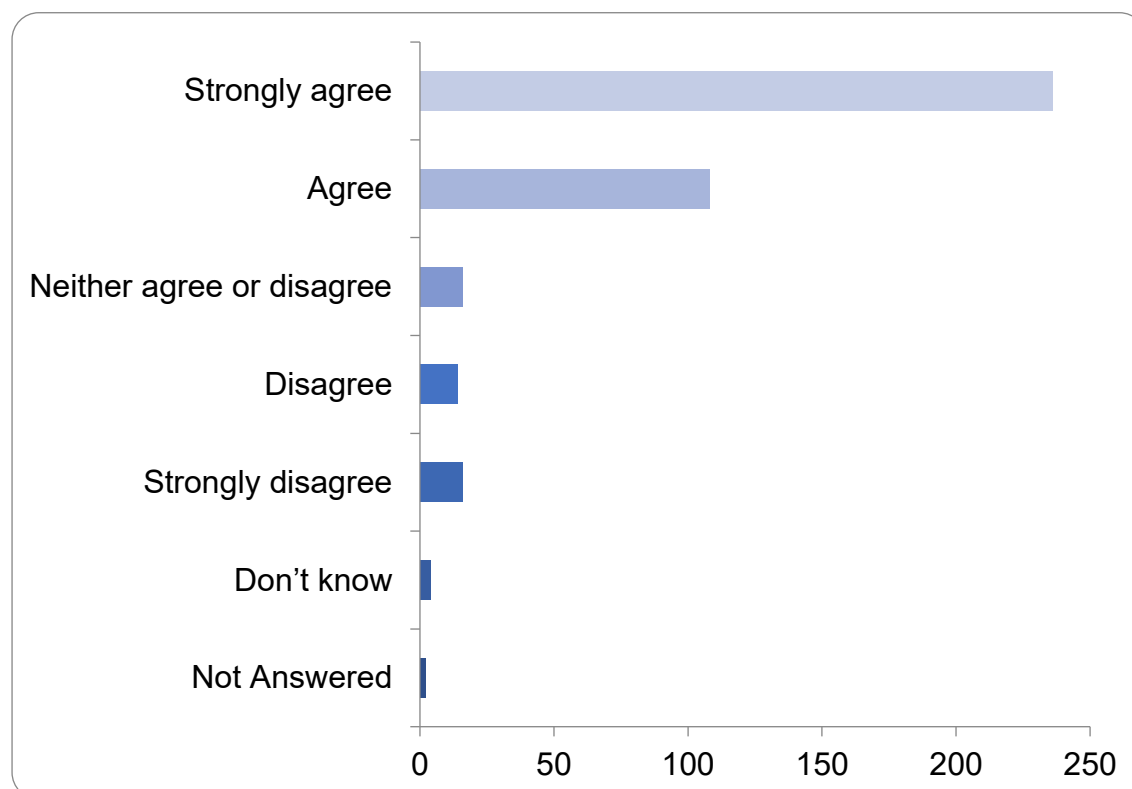


Option	Total	Percent
Strongly agree	256	64.65%
Agree	84	21.21%
Neither agree or disagree	13	3.28%
Disagree	16	4.04%
Strongly disagree	21	5.30%
Don't know	3	0.76%
Not Answered	3	0.76%

Q5: Step 3: Build healthy places, spaces and communities. To what extent do you agree or disagree with step 3?

Overview: This step is about supporting everyone in Norfolk to live physically and mentally healthy lives and ensuring that new developments are built with good access to success travel.

Results: There were 394 answers to this question. 86.87% of respondents said they strongly agree or agree with Step 3 and 7.58% said they disagree or strongly disagree with Step 3.

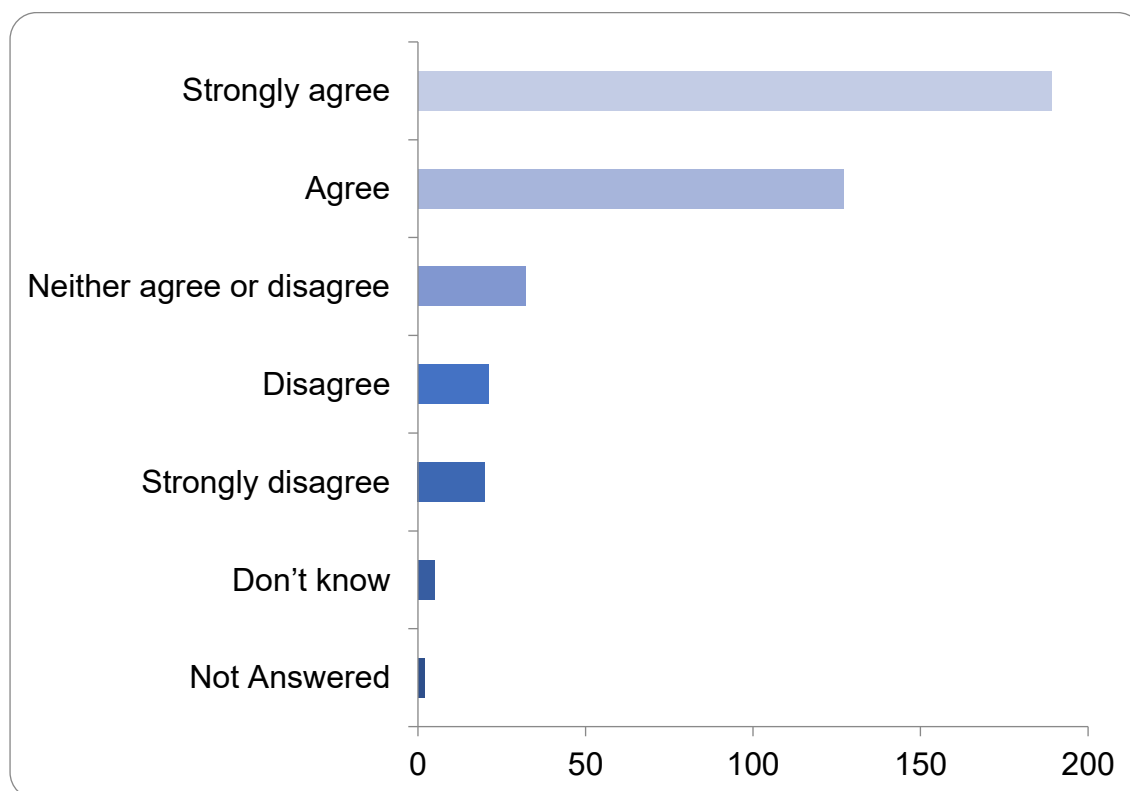


Option	Total	Percent
Strongly agree	236	59.60%
Agree	108	27.27%
Neither agree or disagree	16	4.04%
Disagree	14	3.54%
Strongly disagree	16	4.04%
Don't know	4	1.01%
Not Answered	2	0.51%

Q6: Step 4: Support multi-modal journeys where people use different types of transport to complete their journey. To what extent do you agree or disagree with step 4?

Overview: This step is about enabling people to complete their journeys using different modes of transport in both rural and urban areas. This includes good connections to travel hubs such as bus and rail stations.

Results: There were 394 answers to this question. 79.8% of respondents said they strongly agree or agree with Step 4 and 10.35% said they disagree or strongly disagree with Step 4.

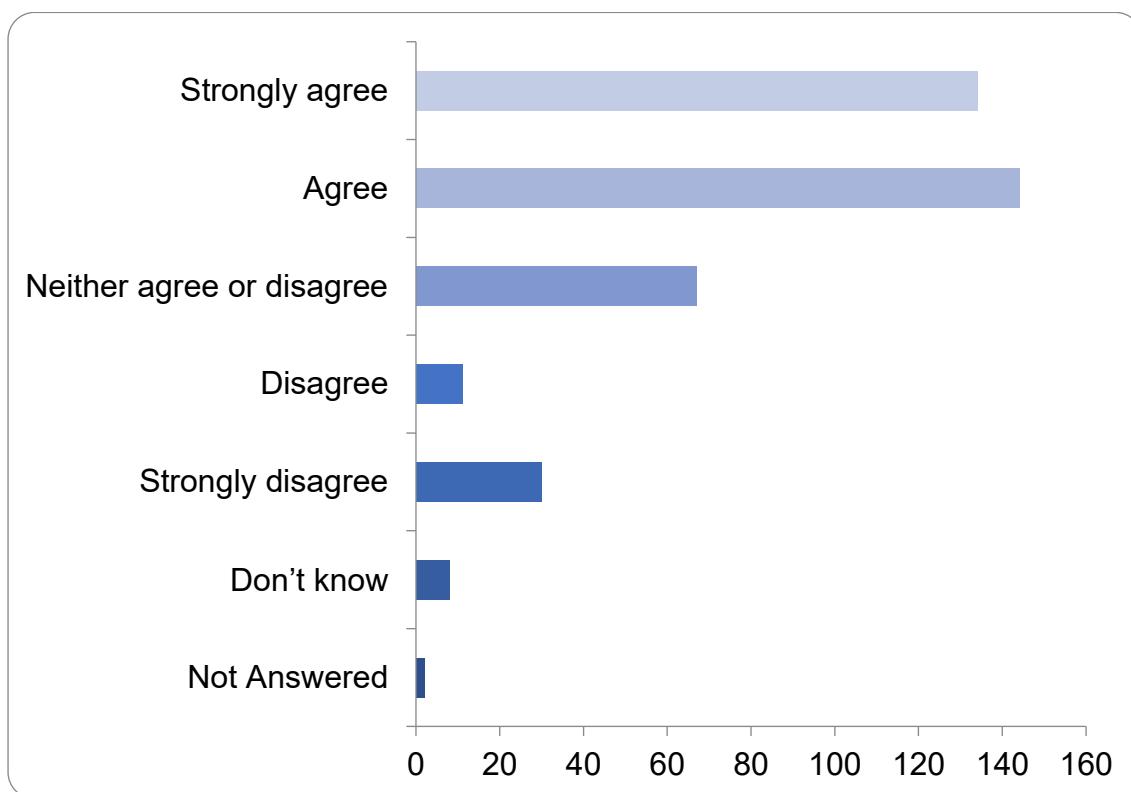


Option	Total	Percent
Strongly agree	189	47.73%
Agree	127	32.07%
Neither agree or disagree	32	8.08%
Disagree	21	5.30%
Strongly disagree	20	5.05%
Don't know	5	1.26%
Not Answered	2	0.51%

Q7: Step 5: Embrace new technology. To what extent do you agree or disagree with step 5?

Overview: This step is about using technology to better understand how the network is being used and where improvements need to be made, and enabling the use of sustainable transport for example through cycle and e-scooter share schemes.

Results: There were 394 answers to this question. 70.13% of respondents said they strongly agree or agree with Step 5 and 10.37% said they disagree or strongly disagree with Step 5. 16.96% said they neither agreed or disagreed with this step.

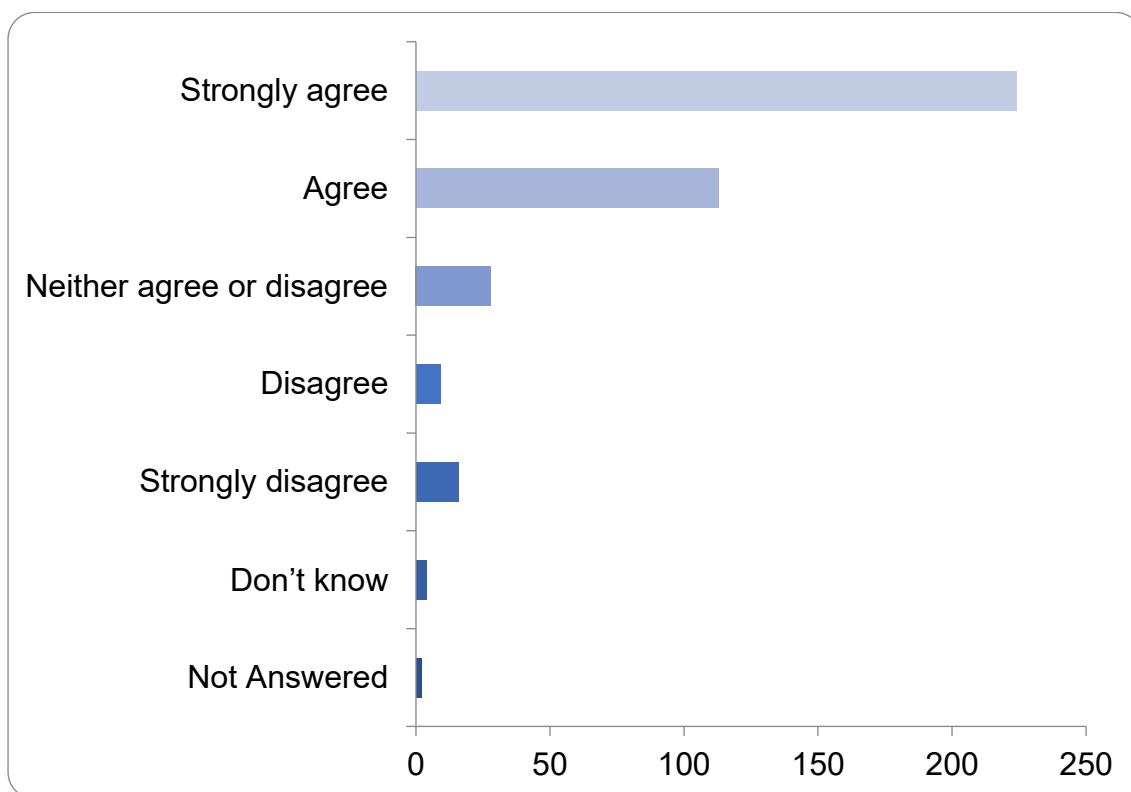


Option	Total	Percent
Strongly agree	133	33.67%
Agree	144	36.46%
Neither agree or disagree	67	16.96%
Disagree	11	2.78%
Strongly disagree	30	7.59%
Don't know	8	2.03%
Not Answered	2	0.51%

Q8: Step 6: Remove barriers to provide a network that is accessible, inclusive and considers the needs of all users. To what extent do you agree or disagree with step 6?

Overview: This step is about ensuring that our walking, wheeling and cycling network is inclusive to all residents and visitors.

Results: There were 394 answers to this question. 85.11% of respondents said they strongly agree or agree with Step 6 and 6.31% said they disagree or strongly disagree with Step 6.

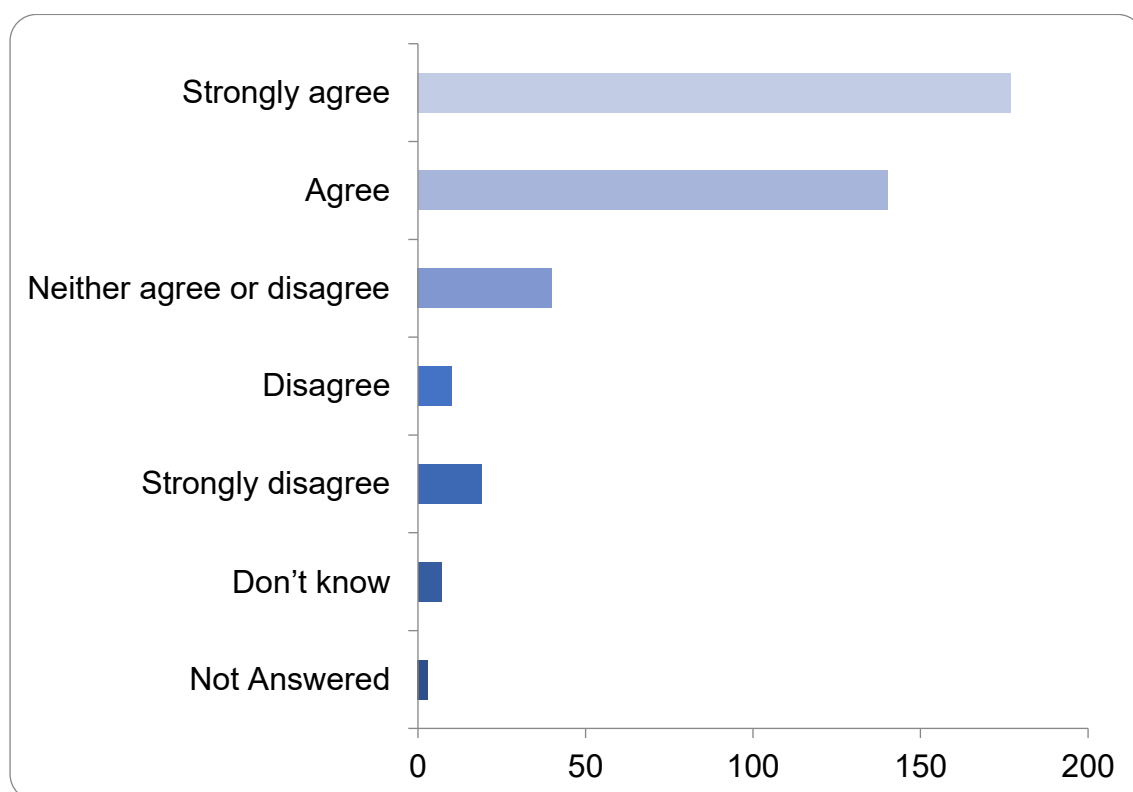


Option	Total	Percent
Strongly agree	224	56.57%
Agree	113	28.54%
Neither agree or disagree	28	7.07%
Disagree	9	2.27%
Strongly disagree	16	4.04%
Don't know	4	1.01%
Not Answered	2	0.51%

Q9: Step 7: Work with our partners to achieve common ambitions. To what extent do you agree or disagree with step 7?

Overview: This step is about working with partners and key stakeholders to draw upon expertise and local knowledge to ensure the work we do have real and lasting positive impact for local communities and the environment.

Results: There were 393 answers to this question. 80.05% of respondents said they strongly agree or agree with Step 7 and 7.33% said they disagree or strongly disagree with Step 7.



Option	Total	Percent
Strongly agree	177	44.70%
Agree	140	35.35%
Neither agree or disagree	40	10.10%
Disagree	10	2.53%
Strongly disagree	19	4.80%
Don't know	7	1.77%
Not Answered	3	0.76%

Q10: Please consider our vision and seven steps as a whole. Is there anything else you want to say about the strategy?

This question was the only free text question in the consultation and gave respondents the opportunity to comment on anything else regarding the Strategy. The free text questions were analysed using tags which identified the key themes arising from the responses. Multiple tags can be used on each response.

There were 307 answers to this question and a summary of themes is shown below. a short summary is provided below of the most prominent themes.

- A significant number of respondents said they agree with the proposals and overall vision, but many came with a proviso about the importance of implementation, ensuring money is ringfenced and there being enough incentives for people to change their existing habits.

- Concerns around safety – this included highlighting the number of cycling related deaths in recent years, proposals for lower speed limits, better street lighting and addressing bike crime / enforcement against cars parked on pavements.
- There were a number of recommendations for a more joined up transport network and for more bike parking spots on trains and buses. There was some criticism of public transport reliability and service provision.

The most prominent themes are highlighted in the table below (ordered by number of responses):

Table 1: For Question 10		
Key Themes:	No.	Illustrative quotes (verbatim)
Safety	106	<p>“Making cycling safer should be a priority. Too many cyclist deaths this year. The antagonism between motorists and cyclists needs tackling. Cycling should be a travel option for all age groups and not perceived as a risky, young persons activity. Over-sized cars need to be kept out of town centres. Traffic control and pedestrianisation of Norwich as radically improved the City in the past 20 years. Re-opening Exchange Street is a backward step. So disappointing.”</p> <p>“Does not consider bike crime and security as a factor which is suppressing cycle usage”</p> <p>“‘Sleeping policeman’ across the whole width of the road make cycling (especially with a child seat) dangerous. Space at the sides should allow safe passage for cycles”</p> <p>“Have there been consideration for adequate lighting when using the the tracks/pathways late a night or dark winter days.”</p> <p>“If cyclists are to feel safe on cycleways, the give way lines for side roads must be drawn back to allow free, uninterrupted flow of cyclists. I cycle in the carriageway on Hardwick Road, King's Lynn because the side road junctions make the cycleway unsafe”</p> <p>“The parking on pavements is a big issue not just in the city but the villages too. This is not enforced despite the rules changing”</p> <p>“Concentrate of reducing speed limits in smaller rural communities to allow us to feel safe on the pavements. Speeding traffic makes me feel unsafe when walking or cycling. No one in Norfolk County Council seems interested in tackling this barrier.”</p>

		<p>“Due to the nature of the county, residents need to be encouraged to think of other ways to travel other than the car, but county has to be aware of the convenience of a vehicle. To change people's use of vehicles, you (the county) have to put in place things that make it safe for people to use other modes. e.g. cycle paths must have priority at junctions otherwise cyclists will stay on the roadways and new cyclists will be discouraged from starting to cycle. Street lighting needs to be maintained as a priority for walkers, wheeler and cyclists to continue into the dark winter months.”</p> <p>“People need to feel safe”</p> <p>“the biggest single issue in cycling for those of us outside Norwich is safety. the small lanes are very dangerous for cyclists. inside Norwich however there are also dangerous roads. if safety is going to be critical to behaviour change, then go for the very best models - Scandinavia with physically separate lanes, and Holland, plus a strong culture around respecting those rules. If its not safe we cannot use it. the UK has lots of poorly thought through cycling infrastructure that is still dangerous because cars are put first. the transport system needs to prioritise greener options.”</p>
Critique	63	<p>“In the section on challenges, what I would consider to be the biggest challenge of all - namely a lack of political will - is conspicuously absent. I think a lack of political will to make tough decisions in order to advance cycling, walking and wheeling provision is the single thing most likely to prevent the strategy from being implemented.”</p> <p>“The vision is good but pointless when the cabinet member continually makes unilateral decisions that go against the existing ambitions and these ambitions. With the visions there is a need for a legal agreement that elected decision makers have to abide by.”</p> <p>“It sounds like fine words but NCC doesn't have the vest record on actually listening to cyclists and pedestrians giving equal weight to their needs compared to drivers. Both St Stephens and Grapes Hill roundabout are choir examples of poor decision making and missed opportunities to improve infrastructure.”</p> <p>“This whole questionnaire is designed to elicit a positive response when in actual fact it does not ask a relevant question on peoples opinions. Asking questions in a manner that can only be answered in the positive without seeming against the potential positive points is counterproductive to inclusion.”</p>

		<p>“The aims are rather general and seem to lack specific support for actions that are proven in other cities and counties. It is not just a 'perception' of safety, 7 people have died on Norfolk roads this year (2023) whilst cycling their bike. Where is the action to enforce 20mph zones? Where is the action on pavement parking?”</p> <p>“A lot of the changes proposed will take a lot of time to implement. How will you ensure you will keep on track over the years? The world is governed by the love of the car. What have you in mind to enable car drivers to feel included in this work and help prevent a division of road users? How much sway will you have in persuading private bus companies to fit into your connected vision?”</p>
Agree	62	<p>“It is inclusive and impossible to disagree with the vision”</p> <p>“Overall the seven steps and the vision are an excellent start.”</p> <p>“Agree totally, we need a sea change in attitudes from all road users if we have a chance of not burning the planet”</p> <p>“The strategy is great!”</p> <p>“I think it's a brilliant strategy and all 7 steps are important to becoming a better more environmentally and economically friendly society.”</p>
Proviso	55	<p>“Excellent vision - challenges for delivery, encouraging behaviour change etc”</p> <p>“Good words but needs to be properly implemented”</p> <p>“The vision is admirable. The challenge will be to bring about the networks to make it a reality.”</p> <p>“While I'm broadly in favour of your strategy on the surface, my major concern is that hidden behind this is an inability to achieve much beyond more planning and consulting and eventually minor improvements”</p> <p>“The vision and steps all sound good on paper. Parts of Norfolk currently have no buses after early evening. There is no incentive or reasons not to use a car to get anywhere.”</p>
Public transport	55	<p>“There is also a lack of places to lock up a bike near rural bus stops. I have a very limited bus service in my village,</p>

		<p>so drive to the next village to catch the bus. I could cycle this route, but would have nowhere to lock my bike.”</p> <p>“Bookable cycle spaces on trains would be good or extra space on trains and buses for cycles - this would encourage more people to consider mixed transport options.”</p> <p>“utilise park and ride and connect to city with PROPER connected cycle /walking route from there into city centre”</p> <p>“Its a shame the bus service is so spotty and unreliable. The Beryl bikes have been a blessing as it has taken over from bus travel when the buses don't show up”</p> <p>“There is a clear disconnect between road public transport and rail in Norfolk and exceedingly badly at that! You don't get it right and a clear example of that is the lack of clear thinking at the Cringleford Interchange, also the appalling lack of information at the bus shelter where no bus es park at the Norwich railway station.”</p>
Idea	40	<p>“It's a great vision. It will all be about implementing it. Norfolk is huge so being able to mix and match is key. Low cost bike hire all day for instance, or secure bike storage at park and ride. Parking space at key points on the marriot way so people can drive/bike to work when it's too far to do the whole journey.”</p> <p>“Could you add mobility scooters to the Beryl bike collection for people with mobility issues? Perhaps offer subsidised hire / off-peak rates so people on lower incomes can use them. Do we offer adult cycling lessons? I remember having them at school - it might help more adults get into cycling.”</p> <p>“It seems like a good idea. Engaging with existing Community Groups that help deliver walking and cycling like : Sky Rides, Active Norfolk, Central Norfolk Wellbeing Walks, The local branches of The Ramblers, Mind mental health charity. Would also really help.”</p> <p>“I am a Walker, I walk all over the country, not just Norfolk, many walks in Norfolk are isolated, I am all for improving the walking in Norfolk, but not at the expense of a good road network. I lived in Germany for many years on the Dutch border, I know what a good cycle network is and your efforts so far have been left wanting. Painting white lines on a path is not creating a cycle network. Gurney road is a road I walk often and it cycle lane is an expensive mess. Send someone to Holland if you want to design a cycle network fit for purpose. That and do not</p>

		lose sight of the fact that you are never going to get pensioners on a bike,”
Behaviour change	35	<p>“Creating behaviour change requires most of the other steps to be in place so cannot be the first step. The first step should be investing in repairing and maintaining the infrastructure that is already in place. My village has almost unusable pavements.”</p> <p>“The main barrier for me, to cycling for travel, rather than leisure, is the attitude of drivers. While many a careful and considerate, many are haters of cyclists and this attitude really puts me off as I don't feel safe to take more direct routes, which are often busier roads. Campaigns that change the attitude of drivers who are non-cyclists would make a big difference.”</p> <p>“Yes. In my view this is ok as a mere vision, but it lacks substance to actually create the desired change. You won't create behavioural change by creating opportunities (at the cost of huge expense and disruption I might add) and having a few consultations, to tick a box. This needs to be underpinned by more substantial Government action and incentives. E.g. You won't get people to cut down on using their ridiculously large SUV's for work and for school runs in Winter during awful weather, merely by offering more opportunities to use a bike ! It needs something far more radical.....cut down on vehicle size in cities and limit vehicles to a certain number of city miles per year and you might start to see some results. Incentivise people for using a bike instead of a car, by monitoring bike usage and you might get results. Otherwise the vision is a costly white elephant.”</p>
Rural	32	<p>“A need to improve bus services availability of them in rural areas to reduce reliance on car use. To improve public footpaths, rights of way etc. Money to be spent on footpath rangers”</p> <p>“Furthermore, in rural communities there needs to be improved infrastructure such as reliable bus services to encourage workers to use public transport over cars. Until improvements are made it is simply not possible for those living in rural communities to not use their car.”</p> <p>“It is crucial to pay attention to meeting needs in Norfolk villages and not just in the bigger urban areas. Cutting down traffic volumes and speeds on minor rural roads is crucial to providing for needs in rural areas”</p>

Accessibility	30	<p>"I believe that pedestrians should be the first priority, which includes those having to use wheelchairs or walking aids. Pedestrians seem to have taken less and less priority over cyclists, pavements have been split to accommodate cyclists at the detriment of those walking or using wheelchairs and other aids."</p> <p>"You also need to consider making rural areas much more accessible. It is ridiculous that there is only Marriotts Way as a safe place to walk from Costessey to Taverham and Drayton. Much more could be done to encourage people to walk or cycle between three neighbouring villages."</p> <p>"On a personal note, the main issues I come across as a full-time wheelchair user are a lack of dropped curbs and obstructions on the pavement such as wheelie bins, outdoor seating/cafes, and parked cars in the way"</p>
Consultation	30	<p>"Whilst steps 1 to 6 are obvious and are written in such a way that anyone who wishes for the implementation of an integrated sustainable transport initiative would not be able to disagree with its stated aims step 7 is so vague and nebulous it is difficult to agree with statement."</p> <p>"The statements are hard to argue with, I expect the feedback will be largely positive and you can pat yourselves on the back. But as you don't say anywhere what specifically you intend to do, how/when changes will be made, how people will be consulted, this is really of no value whatsoever, sorry."</p> <p>"It would be hard to disagree with any of these. However I worry that the language and density of the document make it inaccessible to those who cannot read well or easily and the responses you get may be skewed to a middle class / educated readership - it may not be this group whose behaviours need the changes required"</p> <p>"The slide show is very long and very wordy with quite a lot of repetition that will put many people off reading it as the primary introduction to this process. A rather better summary document with links to the fuller version for very interested parties would be much more likely to engage people in the process."</p>
Net zero	28	<p>"the transport system needs to prioritise greener options."</p> <p>"I'd like the plan to be more ambitious. I'd like to see greener public transport, electric or hybrid. I'd like to see greater access to electric charging points for cars. I'd like to see 20 mile hour speed limits in Norwich and other built up areas in our town to make cycling, walking and</p>

		<p>wheeling safe and exposing us to less pollution. I'd like to see council diverging from policy on building new roads."</p> <p>"De-carbonising to electric vehicles will improve air quality but not congestion in towns and cities. The only way to improve active transport facilities there is less vehicles overall."</p>
Segregated lanes	27	<p>"Safe segregated cycling/wheeling lanes separate from pedestrians and motor vehicles will be welcome"</p> <p>"It would also be advantageous to have the paths segregated from traffic as much as possible to improve health, appreciation of the wildlife around them and the increased safety aspect this would bring."</p> <p>"Shared paths seldom work well and paint on the road is just wasted time and money. Properly segregated well-planned cycling infrastructure will encourage more cycling, anything less than that will make little difference."</p>
Route maintenance	27	<p>"Footpath maintenance should be a priority. Currently numerous footpaths are overgrown and impassable even in urban areas. Likewise keys routes should be lit 24 hours a day."</p> <p>"Small potholes of little concern for motorists can be very dangerous for cyclists so more attention needs to be paid to these across the county and city."</p> <p>"I am in total agreement and support of this strategy. However my concern is that if it is carried out, it will not be adequately maintained or it will be half finished"</p>
Incomplete route	24	<p>"Yes, there are new cycle lanes dotted around but they are intermittent with often even busier roads at the end of them."</p> <p>"There should be a commitment to stop allowing dangerous 'cycle lanes' only a few meters long or that bring cycles back to the main carriageway in a dangerous manner (so many of these in Norwich are wisely ignored by cyclists who would prefer to remain on the main carriageway than risk 'weaving in and out' of badly thought out 'cycle paths'"</p>
Education	20	<p>"I already cycle to the bus stop and then make the remainder of my journey to work at N&N or into the city by bus. The drivers of Norwich need to be educated on the updated highway code in relation to cyclists. Aggressive driving and over taking with very little regard to cyclists is something I encounter every day."</p>

		"Cycle proficiency needs to be a part of the compulsory curriculum for 'middle school' age children. it needs to be normalised."
Other	19	<p>"Showers and secure bike facilities at Park and Ride sites"</p> <p>"The strategy need to take into account the difficulty of using alternative forms of transport in a considerable number on areas of the county. The roads are full of potholes, alternative forms of transport e.g. buses are not available late into the evening in most places thus the only means of attending venues in the City is car utilisation."</p>
Exchange Street	16	<p>"Traffic control and pedestrianisation of Norwich as radically improved the City in the past 20 years. Re-opening Exchange Street is a backward step. So disappointing."</p> <p>"There is nothing in this strategy that I can disagree with but I see no willingness from the Conservative led county council to prioritise anything other than cars and Road building. Where they make "improvements" they spend millions without consulting with groups such as the Norwich cycling campaign so schemes aren't user led. Reversing the Exchange St scheme in Norwich is an example of their non commitment to pedestrian and cyclist."</p>
Reduce traffic	14	<p>"Lower speeds and reducing motor traffic are essential if active travel is to become a realistic option for more people."</p> <p>"...Make Quiet Lanes proper Quiet Lanes, with restricted access for motorised vehicles..."</p>

Proposed changes to the strategy as a result of the free text comments have been outlined in a separate document.

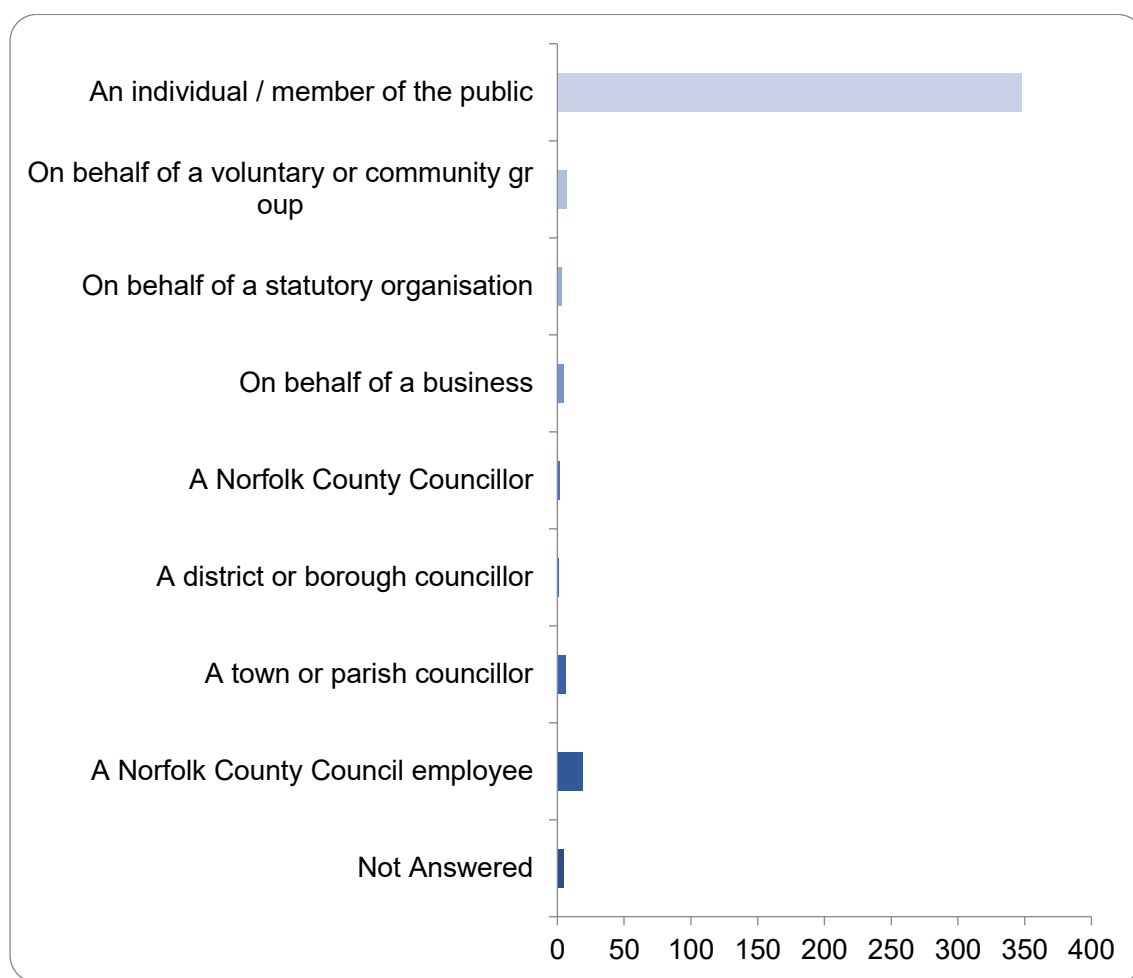
5. About you

To make sure we are learning from a wide range of people we asked questions about individuals. These questions were optional and this information is helpful for us to understand who is responded to this consultation.

Q11: Are you responding as?

There were 391 responses to this question.

Overall, the majority of the respondents were responding as an individual / member of the public (87.88%). The next highest was responding as a Norfolk County Council Employee (4.8%) and then on behalf of a voluntary or community group (1.77%).



Option	Total	Percent
An individual / member of the public	348	87.88%
On behalf of a voluntary or community group	7	1.77%
On behalf of a statutory organization	3	0.76%
On behalf of a business	5	1.26%
A Norfolk County Councillor	2	0.51%
A District or Borough Councillor	1	0.25%
A Town or Parish Councillor	6	1.52%
A Norfolk County Council employee	19	4.80%
Not Answered	5	1.26%

Q12. If you are responding on behalf of another organisation, what is the name of the organisation, group or business?

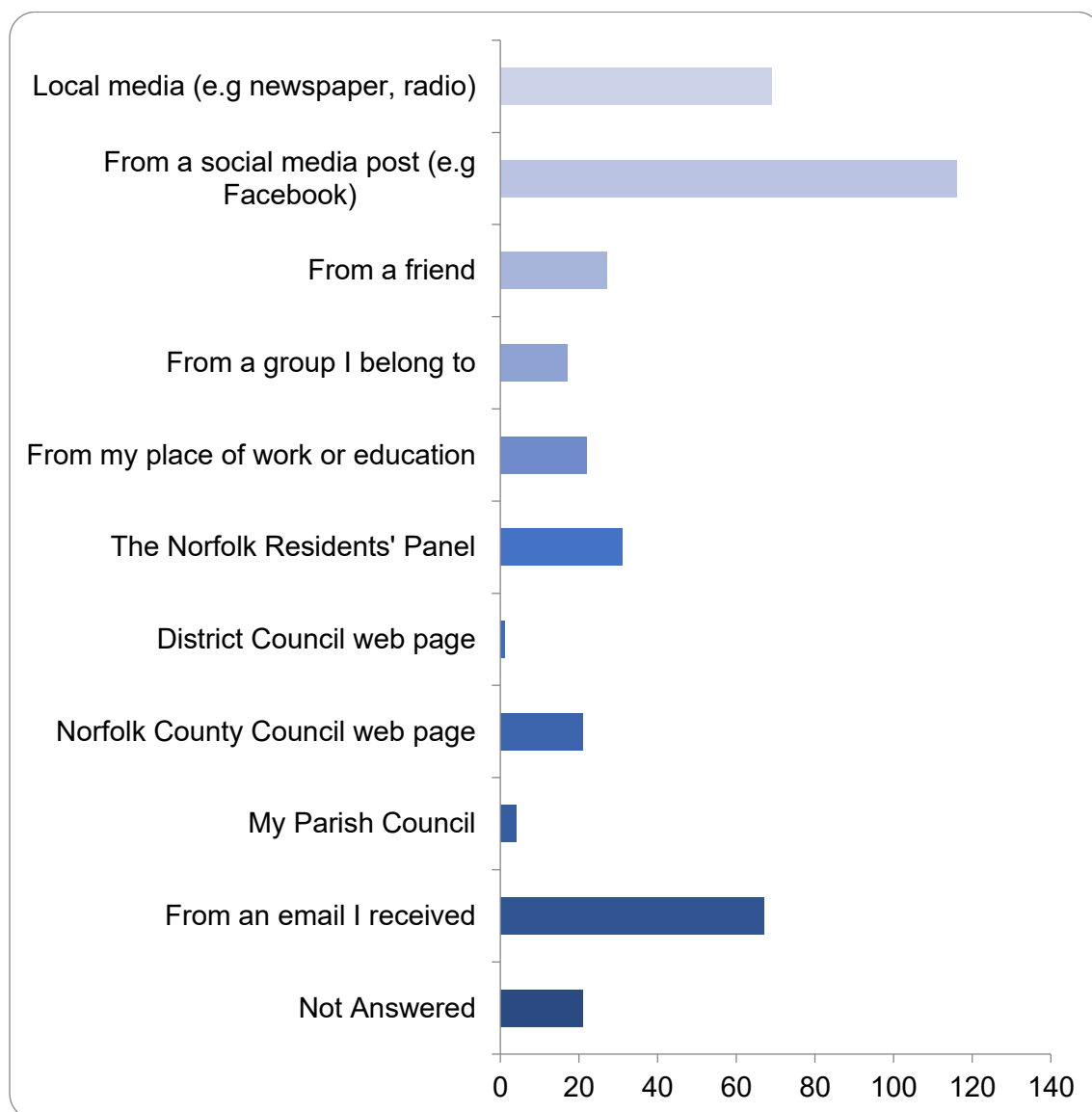
There were 23 responses to this question. The organisations that name themselves are listed below:

- Bicycle links
- Borough Council of King's Lynn and West Norfolk
- Howards Cycles Ltd.
- JC Computer Technologies

- Meet Watton
- NANSA DRAGONS (Disability Real Action Group of Norfolk)
- Norfolk Local Access Forum
- Norfolk's Older People's Strategic Partnership
- Norwich Business Improvement District
- Norwich Cycling Campaign
- Officer level on behalf of Great Yarmouth Borough Council
- Pedal Revolution
- Transport Strategy Officers from Cambridgeshire County Council
- Vision Norfolk

Q13: How did you hear about this consultation?

There were 375 responses to this question. Social media was the most common way respondents heard about the consultation (29.9%). Local media was the second most common way people heard about the consultation (17.42%) and from an email people received was the third (16.92%).

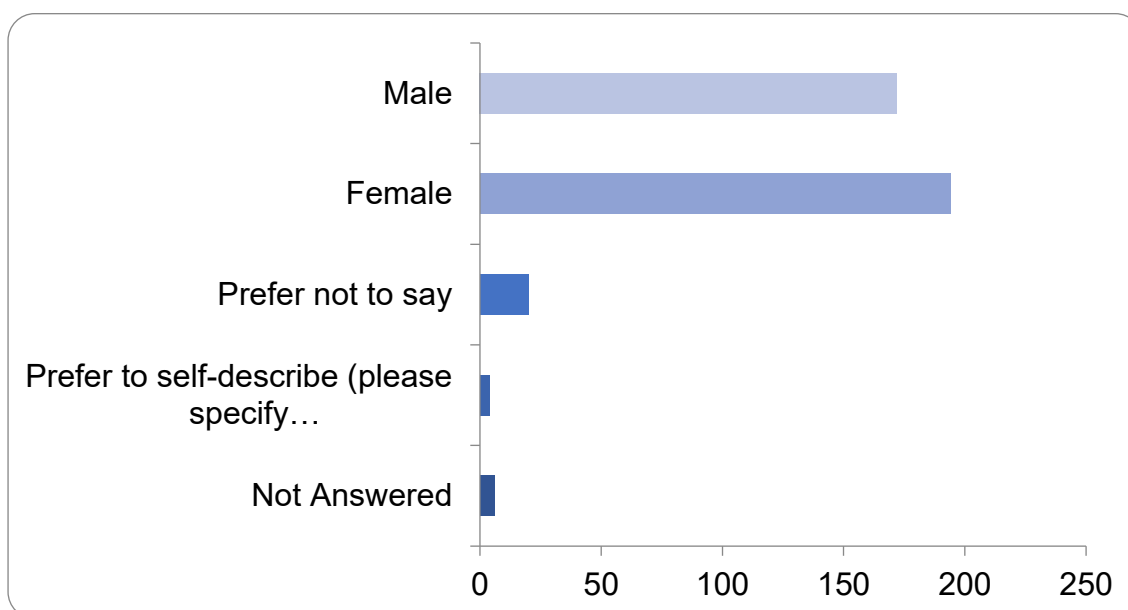


Option	Total	Percent
Local media (e.g newspaper, radio)	69	17.42%
From a social media post (e.g Facebook)	116	29.29%
From a friend	27	6.82%
From a group I belong to	17	4.29%
From my place of work or education	22	5.56%
The Norfolk Residents' Panel	31	7.83%
District Council web page	1	0.25%
Norfolk County Council web page	21	5.30%
My Parish Council	4	1.01%
From an email I received	67	16.92%
Not Answered	21	5.30%

There were 396 responses to this consultation and 16.92% of responses found out about our consultation via an email they received directly from the consultation team.

Q14: Are you?

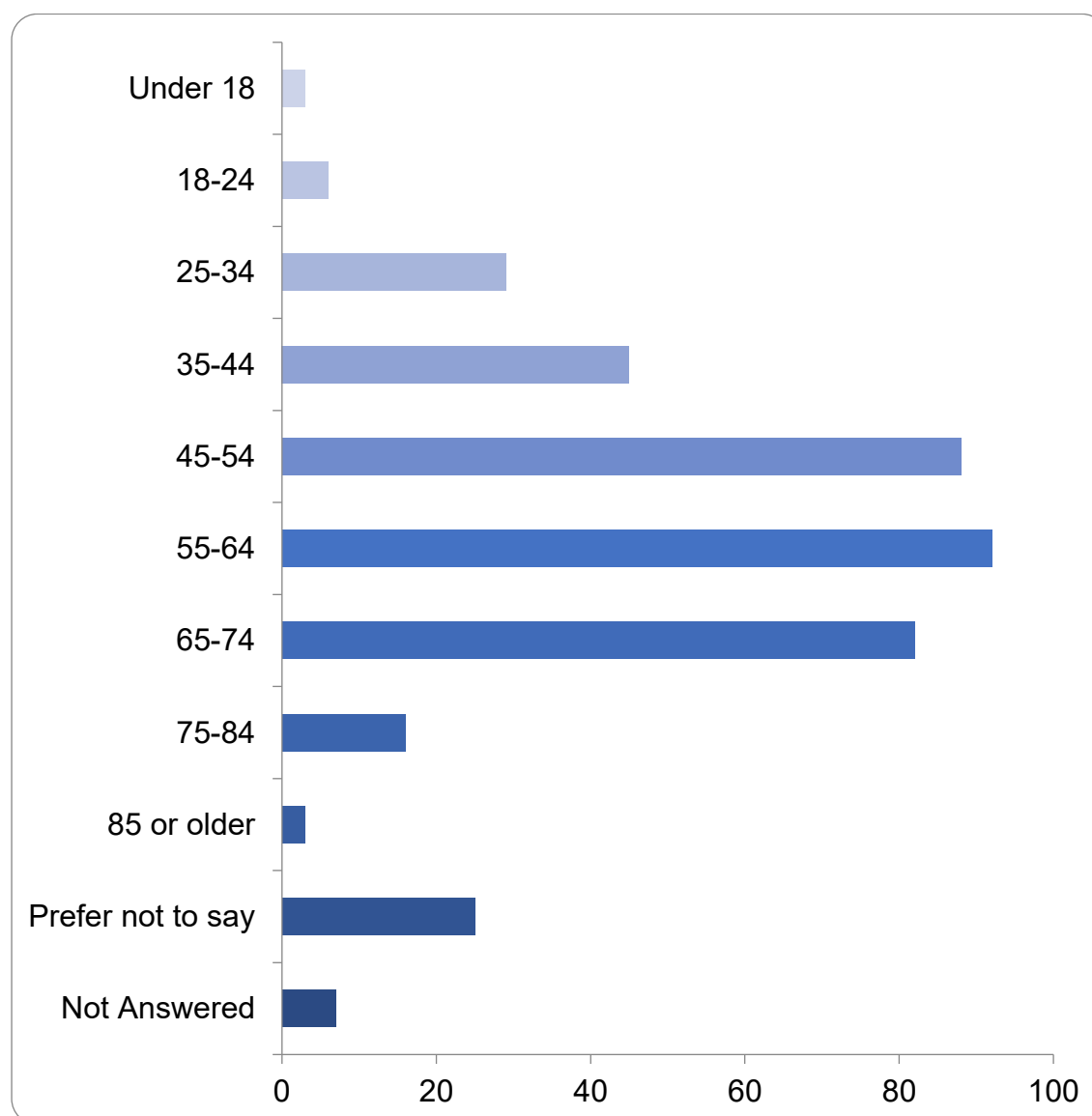
There were 390 responses to this question. 48.99% of respondents were female, 43.43% were male, 1.01% self-described and 6.57% preferred not to say or did not answer.



Option	Total	Percent
Male	172	43.43%
Female	194	48.99%
Prefer not to say	20	5.05%
Prefer to self-describe (please specify below)	4	1.01%
Not Answered	6	1.52%

Q15: How old are you?

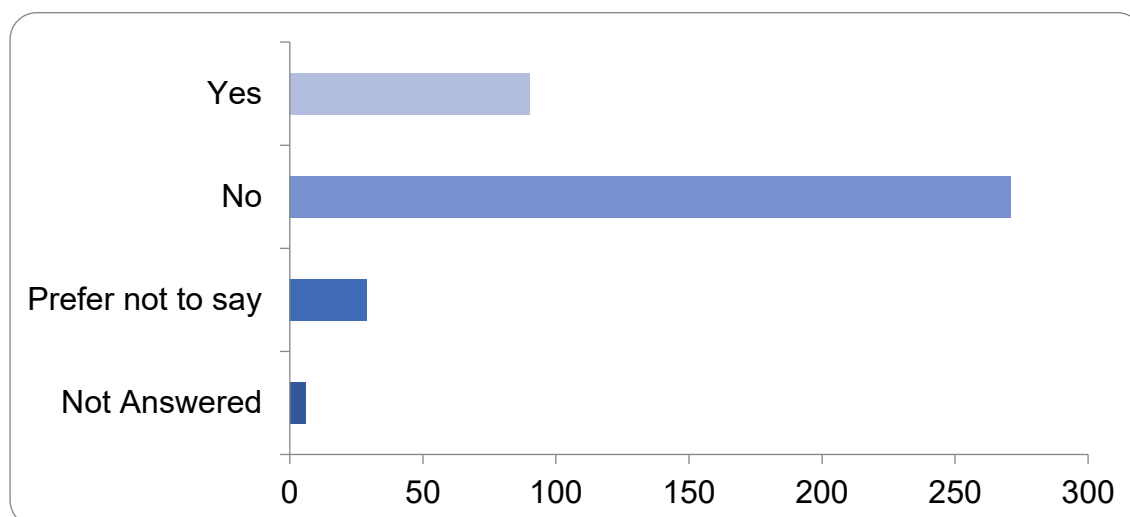
There were 389 responses to this question. The majority of respondents were between the ages of 45 and 74 with the highest number of respondents being 55-64 (23.23%). The age ranges with the smallest representation were under 18s (0.76%) and 85 and older (0.76%).



Option	Total	Percent
Under 18	3	0.76%
18-24	6	1.52%
25-34	29	7.32%
35-44	45	11.36%
45-54	88	22.22%
55-64	92	23.23%
65-74	82	20.71%
75-84	16	4.04%
85 or older	3	0.76%
Prefer not to say	25	6.31%
Not Answered	7	1.77%

Q16: Do you have any long-term illness, disability or health problem that limits your daily activities or the work you can do?

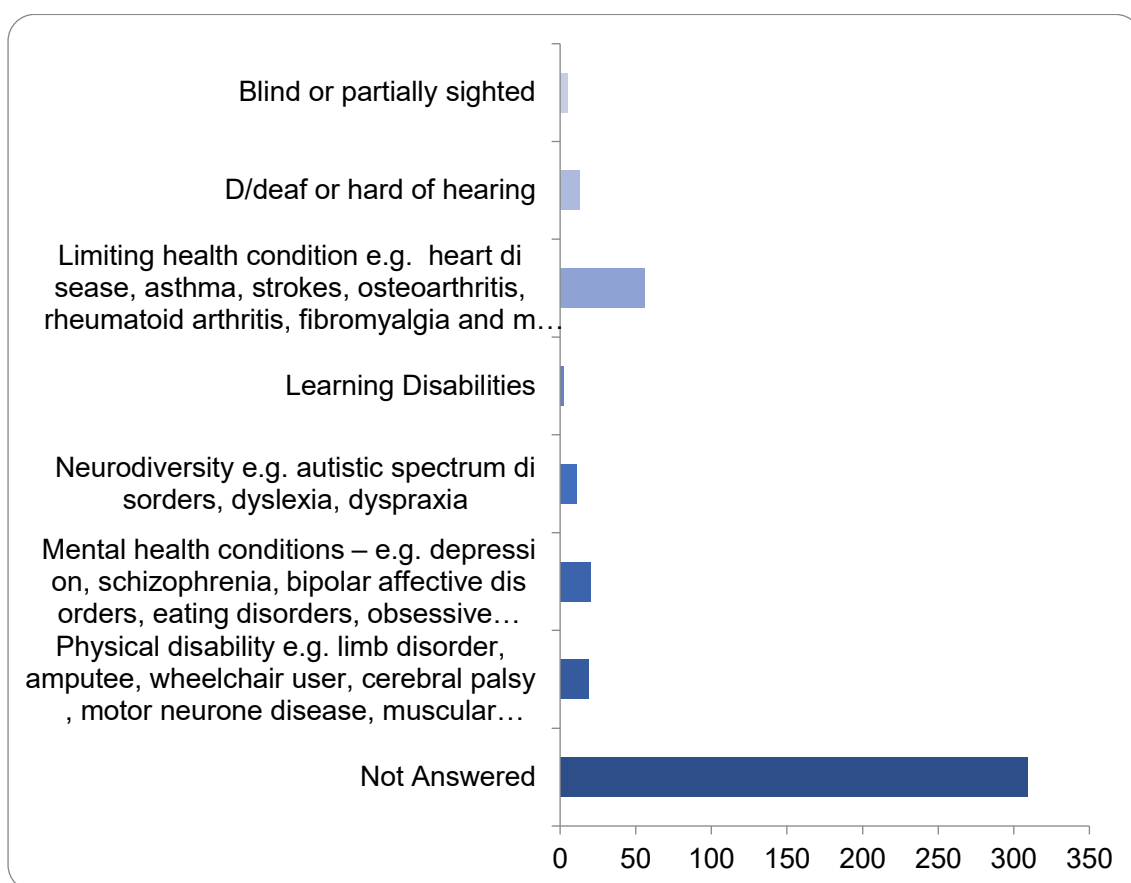
There were 390 responses to this part of the question. The majority of respondents do not have any long-term illnesses, disabilities or health problems that limit their daily activities of the work they can do (68.43%). 22.73% said they do.



Option	Total	Percent
Yes	90	22.73%
No	271	68.43%
Prefer not to say	29	7.32%
Not Answered	6	1.52%

Q17: If yes which of the following best describes your condition or disability?

There were 87 responses to this part of the question. The majority of respondents to this question (14.14%) had a limiting health condition e.g. heart disease, asthma, strokes, osteoarthritis, rheumatoid arthritis, fibromyalgia and myalgic encephalomyelitis (ME) etc.



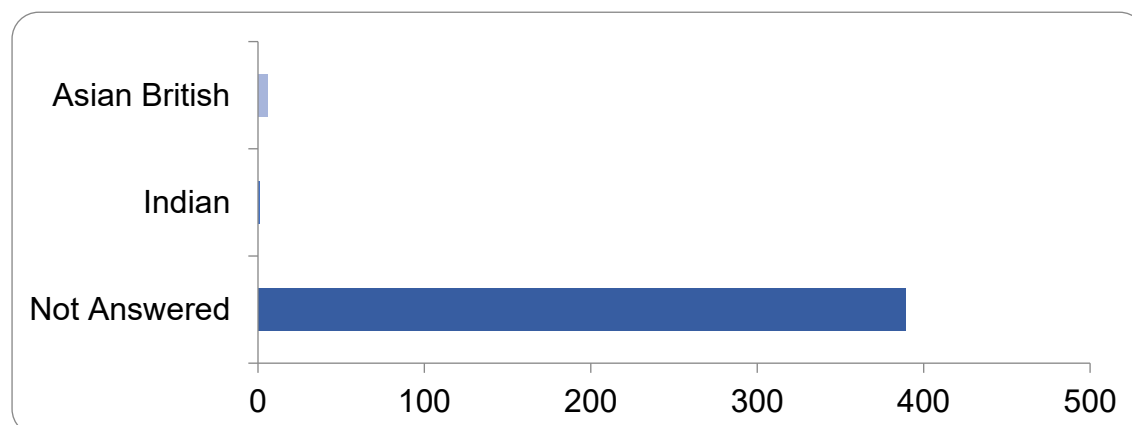
Option	Total	Percent
Blind or partially sighted	5	1.26%
D/deaf or hard of hearing	13	3.28%
Limiting health condition e.g. heart disease, asthma, strokes, osteoarthritis, rheumatoid arthritis, fibromyalgia and myalgic encephalomyelitis (ME) etc.	56	14.14%
Learning Disabilities	2	0.51%
Neurodiversity e.g. autistic spectrum disorders, dyslexia, dyspraxia	11	2.78%
Mental health conditions – e.g. depression, schizophrenia, bipolar affective disorders, eating disorders, obsessive compulsive disorder	20	5.05%
Physical disability e.g. limb disorder, amputee, wheelchair user, cerebral palsy, motor neurone disease, muscular dystrophy	19	4.80%
Not Answered	309	78.03%

Q18: How would you describe your ethnic background?

The majority of responses to this question describe their ethnic background as White (343 respondents). 7 respondents describe their ethnic background as Asian and 2 respondents describing their ethnic background as Mixed Ethnicity. There were no

respondents who describe their ethnic background as Black / Black British / Black Caribbean.

There were 7 responses to this part of the question.



Option	Total	Percent
Asian British	6	1.52%
Indian	1	0.25%
Pakistani	0	0.00%
Bangladeshi	0	0.00%
Chinese	0	0.00%
Not Answered	389	98.23%

Any other Asian background, please describe here?

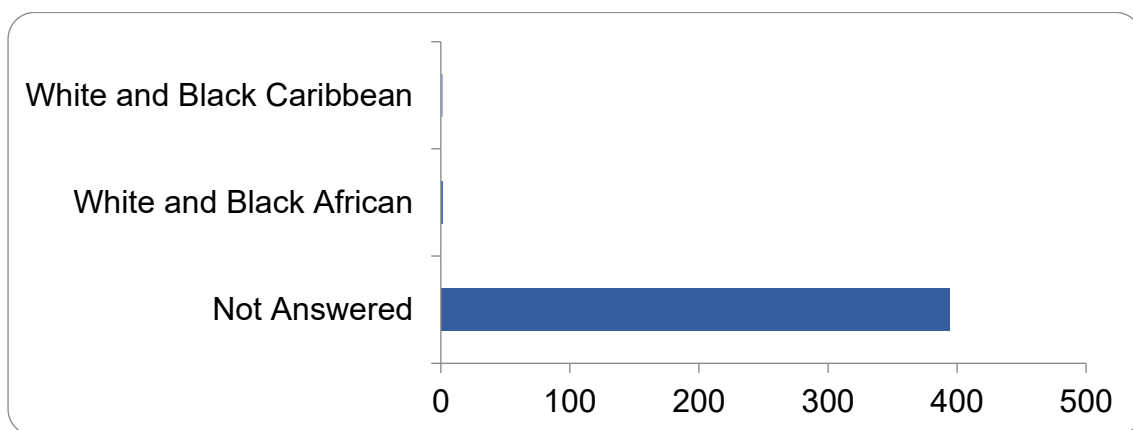
There were 0 responses to this part of the question.

Ethnicity Black/Black British/Caribbean?

There were 0 responses to this part of the question.

Mixed ethnicity options?

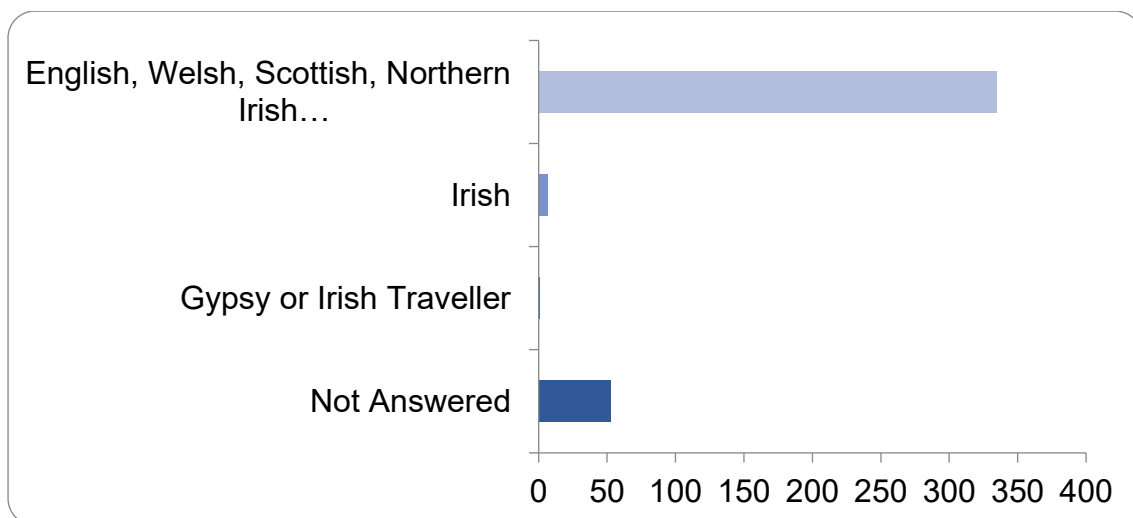
There were 2 responses to this part of the question.



Option	Total	Percent
White and Black Caribbean	1	0.25%
White and Black African	1	0.25%
White and Asian	0	0.00%
Not Answered	394	99.49%

White ethnicity options

There were 343 responses to this part of the question.

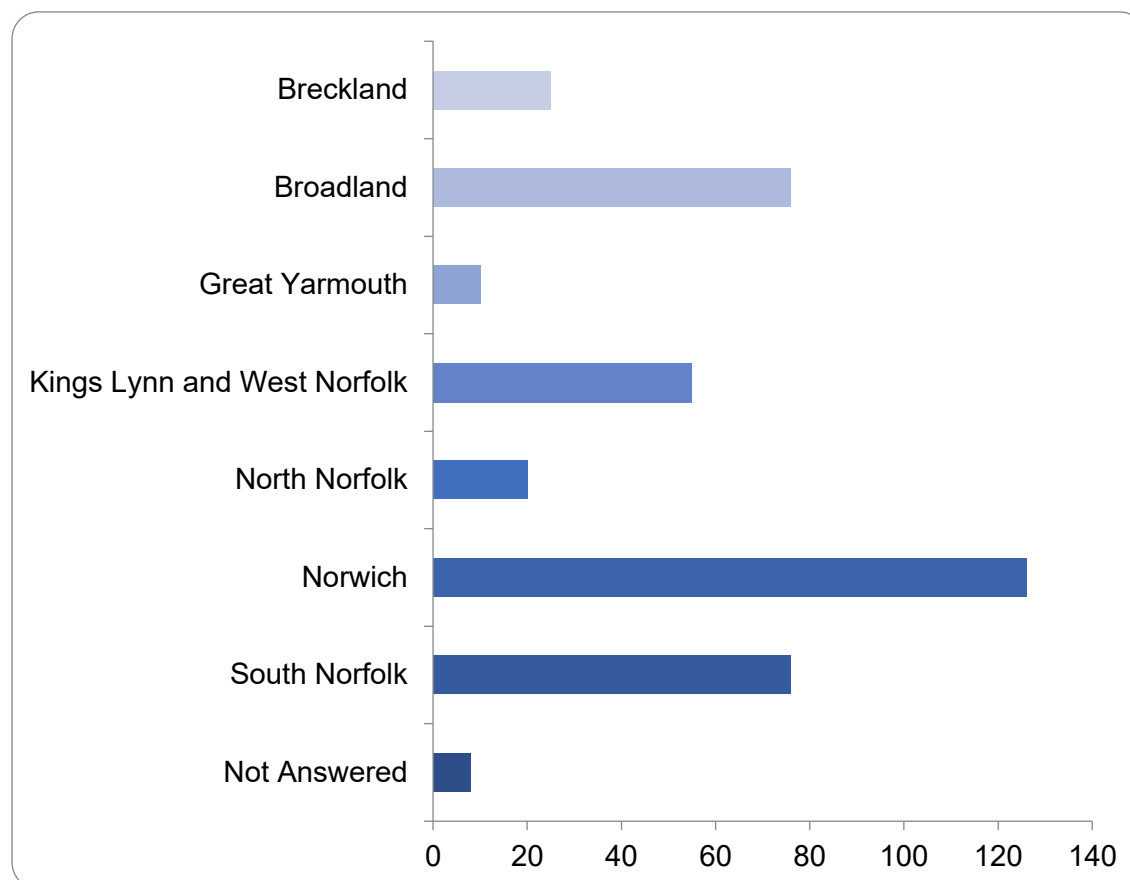


Option	Total	Percent
English, Welsh, Scottish, Northern Irish or British	335	84.60%
Irish	7	1.77%
Gypsy or Irish Traveller	1	0.25%
Roma	0	0.00%
Not Answered	53	13.38%

Q19: Which district/borough/city do you live in?

There were 388 responses to this part of the question.

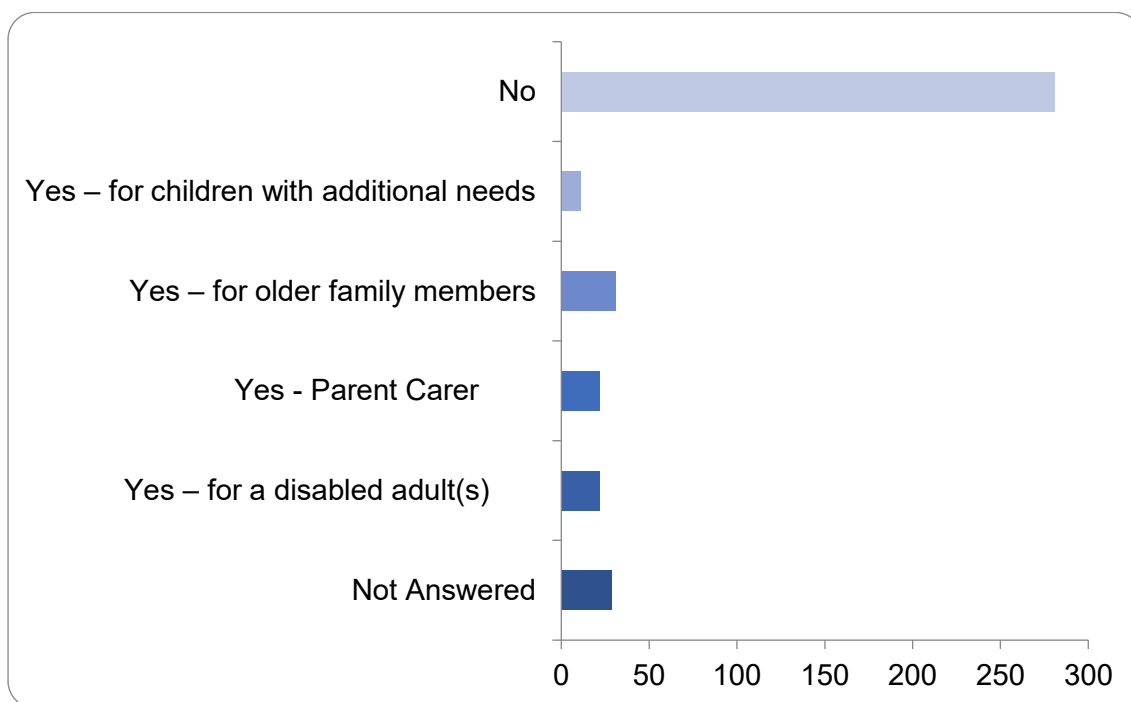
The majority of respondents live in Norwich (31.82%). The area with the lowest number of respondents was Great Yarmouth with 2.53% of respondents to this question living in the borough.



Option	Total	Percent
Breckland	25	6.31%
Broadland	76	19.19%
Great Yarmouth	10	2.53%
Kings Lynn and West Norfolk	55	13.89%
North Norfolk	20	5.05%
Norwich	126	31.82%
South Norfolk	76	19.19%
Not Answered	8	2.02%

Q20: Do you have caring responsibilities?

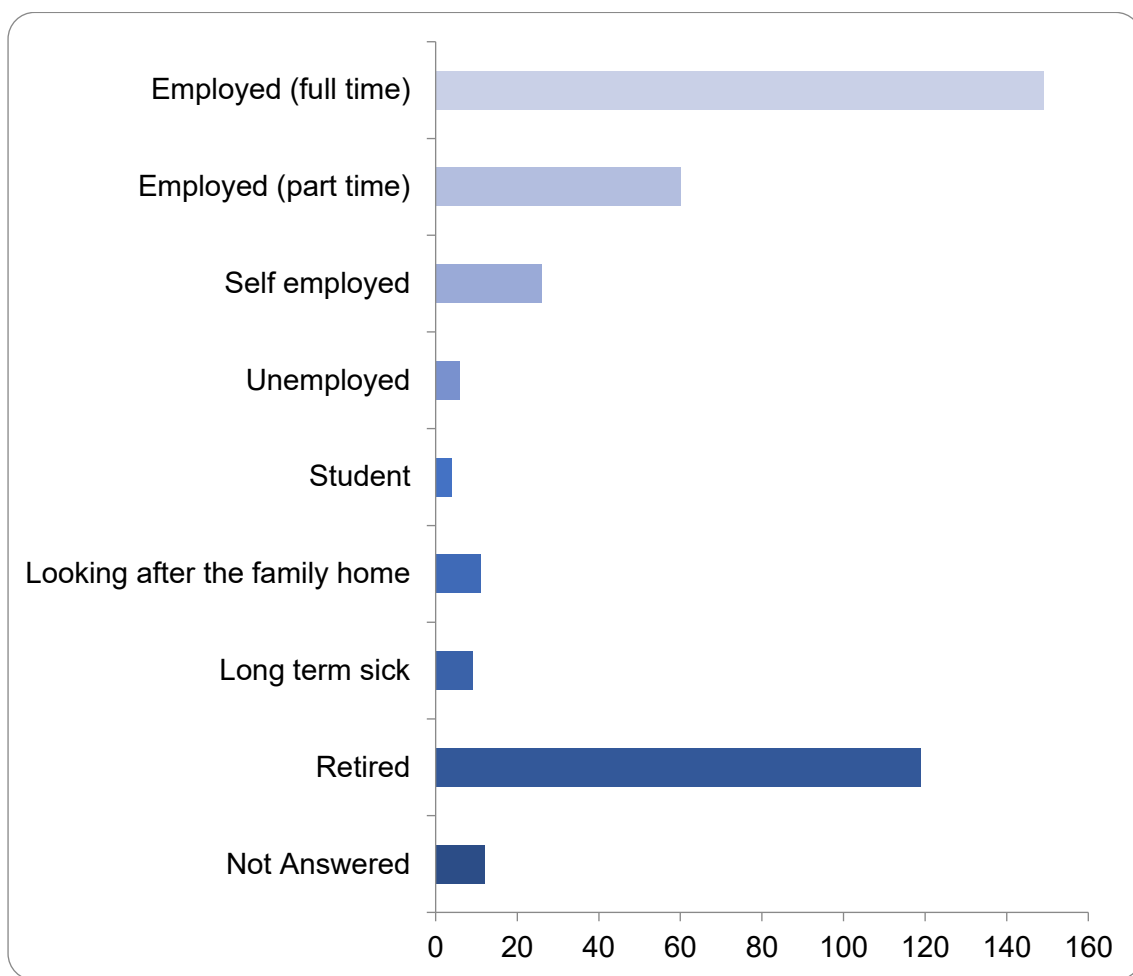
There were 367 responses to this part of the question. The majority of respondents answered no to having caring responsibilities (70.96%). Of those that responded yes, the majority are carers for older family members (7.83%).



Option	Total	Percent
No	281	70.96%
Yes - Parent Carer	22	5.56%
Yes – for children with additional needs	11	2.78%
Yes – for older family members	31	7.83%
Yes – for a disabled adult(s)	22	5.56%
Not Answered	29	7.32%

Q21: Which of the following best describes you?

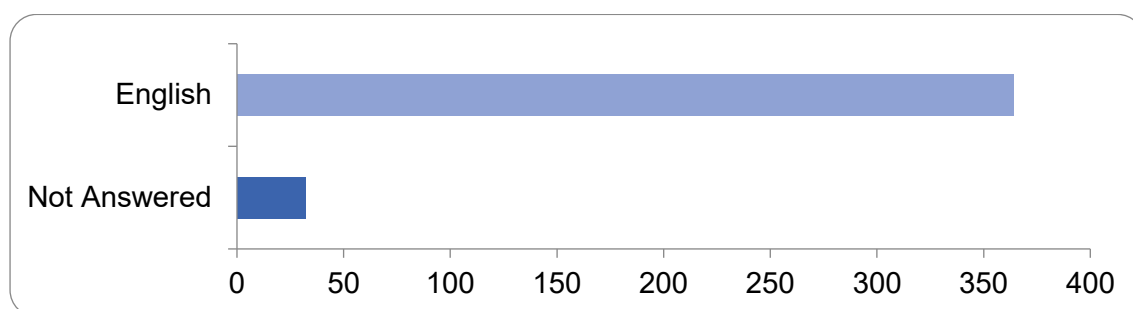
There were 384 responses to this question. The majority of respondents are in full time employment (37.63%). This is followed by respondents who are retired (30.05%).



Option	Total	Percent
Employed (full time)	149	37.63%
Employed (part time)	60	15.15%
Self employed	26	6.57%
Unemployed	6	1.52%
Student	4	1.01%
Looking after the family home	11	2.78%
Long term sick	9	2.27%
Retired	119	30.05%
Not answered	12	3.03%

Q22: What is your first language?

There were 384 responses to this part of the question. The majority of respondent's first language is English (37.63%).



Option	Total	Percent
English	149	37.63%
Not Answered	60	15.15%

6. EQIA

Information is collected from all consultations to inform NCC's equality, diversity and inclusion strategy and to assess possible impacts of our proposed changes, and to improve future consultation activities. For this consultation, the tag #EqIA was used when respondents commented about the impact of our proposal on people with protected characteristics.

Comments were varied but included concerns about the strategy not referencing those with special educational needs and disability, poor quality road surfaces and poorly connected transport network making it difficult for people with mobility impairment / that rely on mobility devices to get around.

EQIA Table:		
Q.10	No. of responses: 21	Illustrative quotes (verbatim)
1.	Overall, I thought the strategy looked really good, there has clearly thought about making it inclusive to those who use mobility aids. Some feedback, the strategy mentions clearing pathways and making them accessible to those using mobility aids but doesn't mention providing support for those with Special Educational Needs and/or Disabilities (SEND) who either cannot travel without assistance or need additional help learning road safety. Also, would it be possible to regularly remind drivers that some disabilities are not visible, maybe with signage or something similar, to help prevent those with invisible disabilities being harassed when using public routes. On a personal note, the main issues I come across as a full-time wheelchair user are a lack of dropped curbs and obstructions on the pavement such as wheelie bins, outdoor seating/cafes, and parked cars in the way.	
2.	1. This sounds suspiciously like the '15 minute cities' idea where everything you need is within walking or cycling distance of where you live. 2. No thought has been given to people like myself who suffer from a degenerative disease of the spine or other ailments and cannot ride a bicycle or walk long distances but are not sufficiently disabled to require a wheelchair or mobility scooter. 3. In relation to the idyllic vision of making the environment greener for everyone perhaps Norfolk County Council could make a start by not cutting down so many trees. The vision along the A47 at Burlingham of many trees already felled, with many more to be felled, all to dual a stretch of road which does not really need to be dualled. Indeed you can't travel any road in the county where trees are being cleared, seems somehow to contradict this utopian dream.	

3.	It is important that the needs of all disabled residents are taken into consideration including that not all residents with mobility disabilities are wheelchair users, such as myself. I often feel that when using public transport it is often geared towards someone in a wheelchair rather than someone like me who cannot use steps or ramps (into trains or busses) and cannot stand for long periods. Disabled people are not all parts of, or have similar disabilities to others in, homogenous groups.
4.	By doing this you're discriminating against people with mental and physical disabilities as well as the elderly. I for one have a severe physical disability so none of your green ideas work for me
5.	The strategy itself is a great idea. There are still barriers in place, especially for families like mine on a low income. Myself and my 2 children would love to cycle to work/school but I simply cannot afford to buy bikes. I have received a voucher towards the cost but it is nowhere near the cost of a bike.
6.	Marvellous aims. BUT as a lady of 87 who has been virtually unable to walk for the last 18 months I have discovered just how difficult it is even to navigate the pavements around my house. The difficulties originate in poor pavement surfaces, parked cars on the pavements and overhanging vegetation from home owners properties. I am currently considering becoming one of your newly termed "Wheelers" with a mobility scooter but I am very unsure of its utility when I consider the practicalities of getting around my locality on it. Just going down my own road I might well be forced onto the road , assuming a slope to get down , to get around pavement parking near a road junction. Then there are pretty difficult gradients installed recently to facilitate crossing at corners but these are aligned to allow for the crossing at right angles to my pavement making a sort of tipped on its side transition on my pavement. So, please consider someone from the planning department actually riding a trial on a mobility scooter to understand how it feels.
7.	It looks like exactly what i want and need. But linking cycle lanes and routes so they are genuinely attractive is essential. As a bike rider of 50 years disabled since 2000, i can see its still offputting. Norwich Centre is improving lots. More to do with real cyclists advising. Eg more front stops at lights. ADD allowing enough bikes on trains, without having to book for local norfolk/ suffolk journeys, room for folding bikes on buses, seats by bus stops, and well lit attractive bus stops (plants! And eg the book box nearby at Thorpe St Andrew River green). In countryside, make more v used pathways dual cycleway and metalled for all weather.
8.	There is not enough consideration for disabled people, or rural people. Bikes and scooters are not suitable for many disabled people, me included. The shopmobility scheme provides some help for disabled people to go shopping or arround the city, but is mostly designed for people arriving by car. I have no choice but to use my car for all journeys. There are very few footpaths that are usable by people with rollators or in wheelchairs. Joined up transport is a fantasy for us. Buses are accessibe, but don't penetrate far into the rural areas, have inconvenient timetables, and stop running very early. I only use busses in London !
9.	You have ommited Pedestrians ? Why ? Perhaps ,you have listed them under something else ? BUS, BUS,and More Buses Needed Better Buses ! More often Buses ! More DISABLED Parking in NORWICH ? We are listed as one of the worst City's for Disabled Parking !

	NORWICH was the First Pedestrians AREA in the United kingdom ! It's now unsafe for 90% of the population in NORWICH !
10.	<p>I think it is important to ensure that residential developers and planners are strongly encouraged to (I.e. not permitted to do otherwise) ensure that their developments centre around this and similar visions for sustainable, environmentally clean, climate aware, community focused places to live and work in and travel through.</p> <p>It is also vital that public transport is improved drastically in the following ways:</p> <ol style="list-style-type: none"> 1). Buses and trains to be made fully accessible and safe for wheelchair users and mobility scooters - working with relevant users to establish standard safety protocols (e.g. grab bars at various/changeable heights and/or retractable handles and some kind of safety belt or retractable bars to ensure mobility vehicles never topple over). 2). Increased frequency and network to all areas that need reliable public transport. 3). Immediate withdrawal and retrofit of non electric buses. <p>There are many national and local community groups already working hard on these problems. It is vital that this project works alongside These groups using the knowledge and skills to ensure the efficiency, usability and person friendly outcomes.</p>
11.	<p>I believe Norfolk has an aging population, yet everything appears to be focused on healthy folk who can walk/cycle/ have mobility transport. However, many folks have neither the option nor the inclination to transfer from the different modes. It gets harder to visit friends and places that are not key, how many garden centres have easy access? If walking is very painful/difficult how hard is it to get close to the bank/building society by bus. Or heaven forbid an outing for pleasure with a late night finish. Cars are a must for many. Parking is very expensive for more than a couple of hours, bringing 4 children by bus into Norwich is not affordable by all. How do the planners envisage young families getting about without a car? The plans are tilted too far away from a large portion of residents and not at all for folk out in the county. Buses, what buses?</p>
12.	<p>The strategy is good. However it is important that the needs of everyone are taken into consideration. For blind and partially sighted people, it's important any cycle lanes are kept separate from the pavement. Educating cyclists to use the paths isn't always easy and you still get some cycling on the pavement. The other issue is with Escooters and Ebikes that they make very little noise, I am aware of a number of near misses that people have experienced. For people with sight loss, it's even higher. Please feel free to engage with Vision Norfolk as and when plans are made and we would be happy to help</p>
13.	<p>I believe that pedestrians should be the first priority, which includes those having to use wheelchairs or walking aids. Pedestrians seem to have taken less and less priority over cyclists, pavements have been split to accommodate cyclists at the detriment of those walking or using wheelchairs and other aids.</p>
14.	<p>I would ask the people developing this strategy to consider:</p> <p>How will the opinions of people who face barriers to using active transport - such as women (who may decline to walk or cycle because of safety concerns), people with disabilities (whose health conditions may limit their abilities to walk or cycle), people of minority ethnic backgrounds (who have historically faced barriers to engaging in physical activity), and people with low incomes - be used to inform the strategy and the delivery plans in a meaningful way.</p> <p>How will the challenges and needs of people living in non-urban areas - those living in isolated locations, those in rural communities, and those living in suburban areas - be assessed and addressed in the strategy and delivery plans?</p> <p>How will the strategy and delivery plans address long-standing issues with transport in Norfolk - such as difficulty securing investment, political conflicts, poor supplier</p>

	<p>performance, lack of public engagement, rurality and geographic dispersal, and poor links between communities? Not addressing these issues will increase that the strategy fails to achieve its vision.</p> <p>How will progress on the delivery plans be communicated to Norfolk residents, and how will the Council be held accountable to progress? Developing a number of quantitative and qualitative performance indicators to measure the strategy's success will support public accountability.</p>
15.	<p>I hope for a future where my children are not risking their life to cycle to school. I want them to be able to grow up and be able to ride independently throughout the city.</p> <p>As a teacher, I want the children and families I serve to be able to access the city centre and local amenities without barriers of parking and buses. Cycling would liberate deprived families from across the city.</p> <p>Finally, one death is too many. Seven is unacceptable.</p>
16.	<p>This is brilliant but it's a shame that opening both Gaol Hill and Exchange Street in Norwich has damaged this idea. We need to make the whole city centre car free with the exception for blue badge holders and deliveries. Create better and cheaper transport. Create cycle ways that cycles do not have to share with cars etc</p>
17.	<p>The aims of the strategy are commendable - the implementation has been too patchy so far, with motorist lobby groups (and I am a motorist/driver as well as a cyclist and a pedestrian) allowed to dilute sensible and transformative schemes until they become a patchwork of disconnected cycle paths and footpaths, with motor traffic allowed allowed priority. I am thinking of schemes I know here, for example the initially well-conceived and eventually terribly-executed cycle paths on Ipswich Road, and the reopening of Exchange Street.</p> <p>There are no down-sides to reducing motor traffic. For example one often-repeated one is how about delivery drivers/the disabled? The answer is they will be able to complete their journeys with considerably less delays and stress if the unnecessary traffic is no longer jamming the roads in front of them.</p> <p>More automatic number plate cameras are needed to ensure compliance and spot dangerous/uninsured/untaxed vehicles.</p>
18.	<p>As a pensioner with hearing difficulties I feel most strongly that where cyclists and walkers co-exist on pavements that ALL cyclists should have and USE bells or an audible sound to make their presence known. SEE HIGHWAY CODE RULES 63 & 64. Too many times I have nearly been knocked down from behind by cycles thoughtlessly rushing past. In addition - for everyone's safety - there should be CLEAR deliniation showing where walkers and cyclists should walk/cycle on designated shared pavements. Very significant amounts of money have and are being spent providing cyclists with safe lanes so where cycle lanes are provided ALL cyclists should use them and not the roads - unless specifically allowed otherwise.</p>
19.	<p>It sounds very good but the practical aspects need to be considered. How will the steps be evaluated? Will accessibility be a priority because its great to have a well worded strategy but ut needs to be implemented for all. We have lovely cycle paths but I can't access them in my powerchair because it is too muddy and uneven making it unsafe.</p>
20.	<p>I am most disappointed with the survey. Setting out principles and aims is all well and good, and how could I disagree with the steps you have set out? Yet in reality, Norfolk County Council is one of the biggest barriers to people walking and cycling more in safety. The re-opening of Exchange Street to all traffic is a striking example of policy that is diametrically opposed to the 'vision' and the seven steps of this document. Moreover, pedestrian crossings and cycle crossings over main roads in Norwich - under the control of Norfolk County Council - seem to favour drivers over pedestrians and cyclists. We are</p>

	<p>forced to wait long periods amidst car fumes then run across because the time allowed to cross is so short. No wonder that many people do not wait for the green light but simply run across. And in some places cyclists share a remarkably narrow traffic island with poor pedestrians, notably parents with children in buggies, and not everyone can fit, so someone is left stuck in the roadway while we wait for the light to turn green to cross. Why are there no sound effects on crossings, for those who are visually impaired and cannot clearly see the green lights? All in all, it seems to me that this policy document and the survey are composed in such a way that we cannot disagree with the principle, but there is no place to comment on the implementation.</p>
21.	<p>The strategy is very good in principle, but unfortunately there is a history of the people who have implemented such strategies in the past not listening to what the public are telling them. Older people have often told me that they have stopped coming into the city after the ways of crossing the road at the bottom of St Stephens changed. Similarly the changes to the road system in the city centre are making it increasingly difficult to drop people with disabilities or mobility problems somewhere safe from where they can walk or wheel around and pick them up later. This can cut them off from the services they need to access and has an impact on their quality of life; they need to be able to enjoy a meal as well as visiting their solicitor or the dentist.</p> <p>There needs to be a balance between the needs of all people who need access to both urban and rural areas but older people can feel left out. The spaces that are shared must be accessible to all.</p> <p>There can be a conflict between the needs of those with mobility problems and a small but significant minority of people who cycle or use electric scooters in a way that is dangerous. They are all but inaudible to many but come from behind and pass very close to people; but people with mobility problems cannot look behind them all the time without risking losing their balance. There needs to be a clear message of what is and what is not acceptable in order to protect everybody's safety.</p>

7. Next Steps

The responses to the consultation have been analysed to draw out the main points and themes being raised. Amendments to the draft Walking Wheeling and Cycling Strategy as a result of the responses have been proposed in an adjoining document.

The draft Strategy will be updated on agreement of the proposed amendments ahead of being taken through Infrastructure and Development Select Committee and Cabinet in early Spring.

8. Appendix

*Norfolk Walking, Wheeling & Cycling Strategy Consultation

Vision Norfolk consultation meeting

Great Yarmouth

08/11/2023

Attendees: 13

NCC Officers: Helen Corina / Andrew Hollis

Notes

- A key challenge for visually impaired is that cycles and scooters do not make any sound. Suggestion that users should be educated or alternatively make them more audible.
- Ginger Scooters are left outside of official parking bays causing a trip hazard. Even when in a bay they can still be a trip hazard.
- Pavement parking in Great Yarmouth creates navigation issues for people who are visually impaired. Can yellow lines be added and enforced.
- Volumes and behaviour of “Just Eat / Uber Eats” delivery drivers can create safety issues for visually impaired near retail outlets.
- Cycling and walking networks should connect with public transport terminals.
- Pedestrian crossings in South Town are unsafe. No noise is made when it is safe to cross on the Pelican Crossing.
- No cycle route across Haven Bridge.
- Wider connectivity needed to Belton. This route is a scheme in the Great Yarmouth LCWIP.
- Electric buses are silent and need to be audible.
- Lack of pavement connectivity between Great Yarmouth and Caister.
- Overall, attendees responded positively to the presentation on the Cycling and Walking Strategy and no objections were noted.

Proposed amendments to the Draft Norfolk Walking, Wheeling and Cycling Strategy following consultation

1. Introduction

Norfolk County Council (NCC) held a public consultation on the draft Norfolk Walking, Wheeling and Cycling Strategy that ran for six weeks from 16 October 2023 to 24 November 2023. The consultation yielded 396 responses as well as an in person briefing with Vision Norfolk and written responses received from key stakeholders and partners.

We want to use the consultation responses to inform the final version of the Norfolk Walking, Wheeling and Cycling Strategy. This note sets out how we are considering the responses to the consultation in the final draft of the Strategy and proposes any necessary amendments.

This note will be shared with officers and members to obtain sign-off on the proposed amendments ahead of the adoption of the Strategy. Adjoining documents include:

- Consultation Report which presents the responses to each of the questions within the consultation
- Draft Norfolk Walking, Wheeling and Cycling Strategy for consultation
- Draft Norfolk Walking, Wheeling and Cycling Strategy for consultation with proposed amendments in tracked changes.

2. Consideration of consultation responses

This section outlines how we are considering the responses to each of the questions in the consultation. The analysis only focuses on the questions relating to the Strategy (Questions 2-10). The other questions related to information about the individual respondents.

Question 2: To what extent do you agree or disagree with our overall vision?

Overview: The Strategy's overall vision is "To create a healthier and greener Norfolk by enabling people to walk, wheel and cycle more often and as the natural choice for shorter journeys, or as part of a longer journey, with 50% of the journeys in towns and cities to be completed by walking, wheeling and cycling by 2030".

Results: 79.55% of respondents said they strongly agree or agree with the vision and 10.61% said they disagree or strongly disagree with the vision.

Proposed changes: The majority of responses are in support of the strategy's overall vision. We do not propose any amendments to the strategy vision.

Question 3: Step 1: engage with local communities and enable behaviour change. To what extent do you agree or disagree with step 1?

Overview: This is the first 'Step to Success' to help achieve the vision. The step is about engaging with local residents and organisations to help shape the design and delivery of walking, wheeling and cycling schemes, as well as changing attitudes and behaviours.

Results: 85.82% of respondents said they strongly agree or agree with Step 1 and 7.59% said they disagree or strongly disagree with Step 1.

Proposed changes: The majority of responses are in support of Step 1 of the Strategy. We do not propose any amendments to this part of the strategy as a result of the consultation.

Question 4: Step 2: Create a safe, connected and well-maintained walking, wheeling, and cycling network for all that gets people to where they need to be. To what extent do you agree or disagree with step 2?

Overview: This step is about improving safety and confidence when walking, wheeling and cycling around Norfolk and providing and maintaining the infrastructure to enable this.

Results: 85.86% of respondents said they strongly agree or agree with Step 2 and 9.34% said they disagree or strongly disagree with Step 2.

Proposed changes: The majority of responses are in support of Step 2 of the Strategy. We do not propose any amendments to this part of the strategy as a result of the consultation.

Question 5: Step 3: Build healthy places, spaces and communities. To what extent do you agree or disagree with step 3?

Overview: This step is about supporting everyone in Norfolk to live physically and mentally healthy lives and ensuring that new developments are built with good access to success travel.

Results: 86.87% of respondents said they strongly agree or agree with Step 3 and 7.58% said they disagree or strongly disagree with Step 3.

Proposed changes: The majority of responses are in support of Step 3 of the Strategy. We do not propose any amendments to this part of the strategy as a result of the consultation.

Question 6: Step 4: Support multi-modal journeys where people use different types of transport to complete their journey. To what extent do you agree or disagree with step 4?

Overview: This step is about enabling people to complete their journeys using different modes of transport in both rural and urban areas. This includes good connections to travel hubs such as bus and rail stations.

Results: 79.8% of respondents said they strongly agree or agree with Step 4 and 10.35% said they disagree or strongly disagree with Step 4.

Proposed changes: The majority of responses are in support of Step 4 of the Strategy. We do not propose any amendments to this part of the strategy as a result of the consultation.

Question 7: Step 5: Embrace new technology. To what extent do you agree or disagree with step 5?

Overview: This step is about using technology to better understand how the network is being used and where improvements need to be made, and enabling the use of sustainable transport for example through cycle and e-scooter share schemes.

Results: 70.13% of respondents said they strongly agree or agree with Step 5 and 10.37% said they disagree or strongly disagree with Step 5. 16.96% said they neither agreed or disagreed with this step.

Proposed changes: The majority of responses are in support of Step 5. We do not propose any amendments to this part of the strategy as a result of the consultation.

Question 8: Step 6: Remove barriers to provide a network that is accessible, inclusive and considers the needs of all users. To what extent do you agree or disagree with step 6?

Overview: This step is about ensuring that our walking, wheeling and cycling network is inclusive to all residents and visitors.

Results: 85.11% of respondents said they strongly agree or agree with Step 6 and 6.31% said they disagree or strongly disagree with Step 6.

Proposed changes: The majority of responses are in support of Step 6 of the Strategy. We do not propose any amendments to this part of the strategy as a result of the consultation.

Question 9: Step 7: Work with our partners to achieve common ambitions. To what extent do you agree or disagree with step 7?

Overview: This step is about working with partners and key stakeholders to draw upon expertise and local knowledge to ensure the work we do have real and lasting positive impact for local communities and the environment.

Results: 80.05% of respondents said they strongly agree or agree with Step 7 and 7.33% said they disagree or strongly disagree with Step 7.

Proposed changes: The majority of responses being in support of Step 7 of the Strategy. We do not propose any amendments to this part of the strategy as a result of the consultation.

Question 10: Please consider our vision and seven steps as a whole. Is there anything else you want to say about the strategy?

Overview: This question was the only free text question in the consultation and gave respondents the opportunity to comment on anything else regarding the Strategy. The free text questions were analysed using tags which identified the key themes arising from the responses. Multiple tags can be used on each response.

A significant number of respondents said they agree with the proposals and overall vision, but many came with a proviso about the importance of implementation, ensuring money is ringfenced and there being sufficient incentives for people to change their existing habits. Concerns around safety were also raised. This included highlighting the number of cycling related deaths in recent years, proposals for lower

speed limits, better street lighting and addressing bike crime / enforcement against cars parked on pavements. There were also a number of recommendations for a more joined up transport network and for more bike parking spots on trains and buses.

The most common themes are outlined below and we have stated how we propose each are considered in the final strategy.

Safety

Overview: This theme covers comments about the need for improved road safety and how this is important to encourage more people to walk, wheel or cycle. It also covers comments about lighting and crime.

Results: 26.84% of comments in the free text section covered the theme of safety. Consensus from the comments shows that safety needs to be a key consideration as it is an important factor in encouraging and enabling more people to walk, wheel and cycle. Key concerns that were raised and proposed changes as a result include:

Summary of comments raised	Proposed changes
Consideration of bike crime and security as this can be a factor which deters cycling	A review of cycle parking is mentioned within the strategy on page 31. We propose the statement is enhanced to include a note of reviewing cycle parking to reduce bike crime. Proposed text (red is new text): “Reviewing cycle parking in the county to ensure it caters for adapted and cargo bikes, ensure is in the right places, and is designed and located in order to deter crime so that people feel confident locking their bicycles”
The need for cycle priority at junctions	The Draft Strategy states on page 28 that we want to align our work to the LTN 1/20 design guidance. As part of this, ‘junctions should be designed to provide good conditions for cycling in all permitted directions, regardless of whether they are on a designated route, unless there are clearly-defined and suitable alternatives. The provision of inclusive cycle facilities should be prioritised at existing junctions where there is a high level and/or suppressed demand for cycling, or a poor casualty record’. The Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) which delivers on the Strategy, identifies schemes in line with the LTN1/20 design guidance. As this comment is picked up under LTN 1/20 guidance on page 28 of the Strategy, we do not propose a change to the draft.
Need for street lighting to make people feel safe	NCC’s policy on street lighting changed in 2015 whereby members resolved to provide street lighting only where there is considered to be a

	<p>highways/safety requirement for it. Many factors are considered in the assessment for new lighting and NCC look this in detail with our network safety department where new roads are constructed or where requests are received. Street lighting is therefore considered on a case by case basis.</p> <p>Street lighting is a shared concurrent power (not a duty) between the Highway Authority (NCC) and the Local Lighting Authorities (District/Borough/Town/Parish). Where new roads are built, if NCC's assessment concludes that highway lighting is not required (or if it is only required for part of the development), we will consult the Local Lighting Authorities to establish whether or not they would like to exercise their powers to adopt and maintain lighting. Street lighting is therefore delivered when and where there is deemed a need following assessments and engagement with the Local Lighting Authorities. Street lighting is not covered in detail within the draft Walking, Wheeling and Cycling Strategy but it is clear from the consultation it has links with walking, wheeling and cycling in the county. An addition to the Strategy is proposed on page 28 under "we want to do this by:</p> <ul style="list-style-type: none"> • "Delivering street lighting when and where it is deemed appropriate, should funding be secured, in alignment to Norfolk County Council's policy on street lighting and in consultation with the Local Lighting Authorities to help provide a safe network"
Fast traffic can contribute to safety concerns plus lack of segregation from road traffic	<p>Speed is identified as a challenge on page 17 of the Strategy. The Norfolk Speed Management Strategy will help to address challenges around traffic speed. This is covered on page 30 of the Strategy.</p> <p>Segregation is also identified as a challenge on page 22. The Strategy outlines that we want to follow Government's LTN 1/20 design guidance which follows best practice design for segregation to ensure people are and feel safe. NCC also offer cycling skills training to give people confidence and teach people to cycle safely. This is covered in the Strategy on pages 26-27. As this issue is already covered in the draft strategy, we are proposing no additional changes to the draft.</p>

Critique

Overview: The 'critique' theme includes comments from free text responses about the rationale behind the proposal (a query about the thinking behind the proposal).

Results: 15.95% of free text responses included a critique of the strategy. Critiques covered the deemed lack of political will and support, wanting to see more action, and how we manage the balance between the needs of car drivers and people who walk or cycle.

Summary of comments raised	Proposed changes
It is felt there is a lack of political will which will impact the implementation of the strategy.	<p>Adoption of the strategy will demonstrate support from the Cabinet Member and other members involved. The draft strategy was covered by a paper which went to Norfolk County Council's Infrastructure and Development Select Committee and also by a Cabinet Member Delegated Decision process ahead of consultation, showing the political support for the Strategy. The final draft will also be included in papers going to Infrastructure and Development Committee and Cabinet to ensure political buy in before adoption. The strategy already makes it clear that implementation will be dependent on the amount of funding the council is able to draw in for its implementation.</p> <p>Since the consultation, there has been activity to engage members in walking, wheeling and cycling through a Healthy Streets Course for members. This course has also been held for officers. Building capability of officers and members relating to walking, wheeling and cycling is important and we should continue to enable and encourage this. Therefore the following addition to the Strategy is proposed on page 26-27 in Section 6 under 'we want to do this by':</p> <ul style="list-style-type: none"> • "Continuing to build the capability of both officers and members through training. This will showcase strong local leadership on active travel initiatives and supports the delivery of effective measures which enable behavioural change and increased uptake of walking, wheeling and cycling in the county, supporting the achievement of our vision."
Would like to see more about the implementation of the Strategy.	<p>The Strategy is a high level document (as stated on page 7 of the Strategy) setting out NCC's vision for Walking, Wheeling and Cycling to 2036 in line with national, regional and local ambitions. Implementation of the Strategy will primarily be through the delivery of the Countywide LCWIP and the Norfolk Access Improvement Plan (NAIP), subject to funding availability, as detailed on page 39 of the Strategy. As the Strategy document is high-level and implementation is detailed in the LCWIP and NAIP, no changes are proposed to the Strategy as a result of this comment.</p>

Balancing the needs of people who are driving a car and people who are walking, wheeling or cycling.	The Strategy acknowledges that Norfolk is a rural county with some journeys too long to be undertaken by car (page 18) and that car ownership is high (page 23). It also acknowledges that it can be difficult to accommodate road space for all modes in some areas, particularly historic parts of the network (page 22). Engagement on projects is key to ensure that we are considering the needs of all users including people who are driving and people who are walking, wheeling or cycling. The Strategy states on page 26 that we want to achieve Step 1 by “engaging with communities to understand their needs and encourage and assist people to use more sustainable transport”. This will help to ensure that we are considering the opinions of all users in the development and delivery of projects, helping to balance their needs. We agree with the comment made and this is covered within the draft Strategy therefore no amendments are required.
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Agree

Overview: The ‘agree’ theme includes comments from free text responses which agree with the Strategy but with no other reasons given.

Results: 15.7% of free text responses agreed with the draft Strategy.

Summary of comments raised	Proposed changes
Agreement and support for the strategy	No changes proposed as a result as all comments in support of the Strategy as it stands.

Proviso

Overview: The ‘proviso’ theme includes comments from free text responses with a caveat. For example, responses in support of the Strategy providing X, Y, Z is done.

Results: 13.92% of free text responses came under the ‘proviso’ theme.

Summary of comments raised	Proposed changes
Support of the strategy but concern regarding difficulty to deliver it.	Welcome support for the strategy. The Strategy is a high level document (as stated on page 7 of the Strategy) setting out Norfolk County Council’s vision for Walking, Wheeling and Cycling to 2036 in line with national, regional and local ambitions. Implementation of the Strategy will primarily be through the delivery of the Countywide LCWIP and the Norfolk Access Improvement Plan (NAIP), subject to funding availability, as detailed on page 39 of the Strategy. Delivery of the LCWIP and NAIP will be done inline

	<p>with best practice and consultation with the public and stakeholders. We acknowledge the strategy has an ambitious vision to be in line with Government's target. We propose a minor amendment to the vision to better take account of the Government Target, show join-up and also make the vision realistic:</p> <p>"To create a healthier and greener Norfolk by enabling people to walk, wheel and cycle more often and as the natural choice for shorter journeys, or as part of a longer journey, with supporting Government's target for 50% of the journeys in towns and cities to be completed by walking, wheeling and cycling by 2030."</p>
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Public transport

Overview: Responses in the 'public transport' theme below, included comments about the need for join-up between walking, wheeling and cycling, with public transport, as well as the unreliability of public transport services.

Results: 13.92% of comments in the free text section of the Strategy covered comments on public transport. Comments centred on bike parking at bus stops, connectivity to Park and Ride, taking bikes on trains and buses, and bicycle share schemes providing alternatives to public transport when not available.

Summary of comments raised	Proposed changes
Need for places to lock bikes at bus stops, particularly in rural locations.	<p>This comment is picked up in Norfolk's Bus Service Improvement Plan (BSIP) as an element of the Plan looks to better integrate bus services with other transport modes (page 77 of Norfolk's BSIP) and provide better bus stop standards. Four bus stop categories are identified in the BSIP, bronze, silver, gold and platinum. The Gold and Platinum standards include cycle parking provision. The Strategy also states on page 31 that we want to review cycle parking to ensure people feel confident locking their bicycles.</p> <p>It is felt the proposed amendment to this section in the above 'safety' theme addresses this comment as we aim to ensure cycle parking is "in the right places", encompassing both rural and urban locations.</p>
Need for cycling and walking connectivity to Park and Ride services.	It is acknowledged within the Strategy on page 31, as well as ambitions of the BSIP to improve active travel connectivity to bus interchanges. As this issue is already covered in the draft strategy, we are proposing no additional changes to the draft.
Demand for bookable cycle spaces on trains and buses.	No proposed changes as a result of this comment theme. The Strategy states on page 31 we want to

	work with rail operators to facilitate multi-modal journeys e.g. cycling and getting the train. Reviews of cycle parking and support of cycle share schemes which the Strategy outlines also helps support cycle use and bus use. Full-size cycles are not allowed on buses (folding bikes are) however improved storage and cycle hire schemes can enable people to travel multi-modally without having to take a bike on a bus.
Reliance on Beryl Bikes to make trips when buses are delayed.	The Strategy supports shared micro-mobility schemes such as Beryl and Ginger which go hand in hand with public transport. The Norfolk BSIP looks to improve bus journey times, reliability and frequency amongst a host of other improvements, helping support multi-modal journeys. As this is already covered in the draft strategy, we are proposing no additional changes to the draft.

Idea

Overview: The 'Idea' theme covers comments which suggest a fresh idea or innovation that may be of interest to NCC.

Results: 10.13% of comments in the free text section included an idea. Summaries of some of the comments provided are below alongside whether these should change the strategy.

Summary of comments raised	Proposed changes
Parking spaces on key cycle routes so people can drive and bike to work when the whole journey is too far to cycle alone.	The draft Strategy identifies on page 31 that multi-modal journeys can involve the car too, particularly for people living in rural areas. As this is already covered in the draft strategy, we are proposing no additional changes to the draft.
Mobility scooter share schemes, similar to Beryl Bike and Ginger schemes.	The draft Strategy states on page 31 that we want to continue to support shared micro-mobility schemes such as Beryl and Ginger and explore the feasibility of more share schemes. There are no plans for the expansion of mobility scooters into the current shared micromobility schemes in Norfolk. Mobility scooters are provided by individual providers, companies, charities etc. As this is already covered in the draft strategy, we are proposing no additional changes to the draft.
Engagement with existing community groups that help deliver walking and cycling.	This is picked up under the first Step to Success on page 26 "engage with local communities and enable behavioural change". A key part of this is engagement with different groups of people to understand their needs and ensure projects are well informed by this. As this is already covered in the

	draft strategy, we are proposing no additional changes to the draft.
Look at and learn from how cycle networks have been delivered in other countries such as Holland.	<p>This links well to the seventh Step to Success “work with our partners to achieve common ambitions”. Learning from best practice is important and something NCC is already doing. An addition to page 35 of the Strategy is proposed to pick up on this under “we want to do this by:”</p> <ul style="list-style-type: none"> • “Learning from the best practice of partners, other authorities and other countries to deliver the best outcomes for Norfolk”

Behaviour change

Overview: This theme covers comments about encouraging people to walk, wheel and cycle, the need to foster a greater understanding amongst different road users.

Results: 8.86% of comments in the free text section included the theme of behavioural change.

Summary of comments raised	Proposed changes
Campaigns to change the behaviours of people driving towards people who are cycling are needed.	Campaigns to encourage behavioural change and safer driving and cycling are picked up under the first Step to Success on page 26 “engage with local communities and enable behavioural change” and this includes the aim to “continue to deliver road safety campaigns” on page 27. As this is already covered in the draft strategy, we are proposing no additional changes to the draft.
Incentivise cycling.	<p>The Strategy supports the delivery of Travel Norfolk (page 31) which helps incentivise sustainable modes of transport through initiatives such as Good Journey. This initiative is not mentioned within the draft Strategy and would be a good way of highlighting how we are incentivising sustainable travel in Norfolk. The following amendment is proposed on page 26 as part of the first Step to Success under “we want to do this by”:</p> <ul style="list-style-type: none"> • “Incentivising and encouraging sustainable travel for example through the delivery of AtoBetter and initiatives such as Good Journey in which people can get discounts on sustainable travel and days out if they get to attractions by bike, on foot or using public transport.”

Rural

Overview: These are comments about the impact of the Strategy on rural areas compared to urban and considerations that are needed in rural areas.

Results: 8.1% of comments in the free text section included the theme of rural.

Summary of comments raised	Proposed changes
Need for improvements to public footpaths and rights of way.	This is covered within the draft Strategy on page 28 under “delivering the actions identified in the Norfolk Access Improvement Plan (NAIP)”. This should be expanded to make it clearer in this part of the Strategy what the NAIP does. The following amendment is proposed to this statement on page 28. “Delivering the actions identified in the NAIP, which includes improvements to Norfolk’s footpaths and public rights of way. Further information on the NAIP can be found in Section 9.”
Need for improved bus services in rural areas to reduce reliance on the car.	This comment as it is out of scope of the Strategy therefore we are proposing no additional changes to the draft. Improvements to bus services in rural areas is picked up as part of Norfolk’s BSIP.
Need to cut speeds on minor rural roads.	The Norfolk Speed Management Strategy, which is acknowledged within the draft Walking, Wheeling and Cycling Strategy on pages 25 and 30, allows Norfolk County Council to look at the best local solutions to speed related issues. As this is already covered in the draft strategy, we are proposing no additional changes to the draft.

Accessibility

Overview: These are comments about making the strategy more inclusive.

Results: 7.59% of comments in the free text section included the theme of accessibility.

Summary of comments raised	Proposed changes
Need for increased pedestrian priority. Concern around shared pedestrian and cycle space for people walking or wheeling.	This is picked up within the road safety campaigns noted on page 27 of the draft Strategy. The Highway Code outlines how both pedestrians and cyclists should use shared space with the new hierarchy making the most vulnerable road users a priority. NCC promoted these changes to the Highway Code on social media platforms and at events across Norfolk to spread information. NCC and the police have campaigned on close passes and are pulling together an information leaflet about

	how to complete a safe pass for both drivers and cyclists. NCC also offer positive behaviours/skills learning opportunities to schools and wider communities to encourage safe use of the highway. Proposed amendment to statement on page 27 to further draw out the Highway Code: “Delivering the Road Safety Partnership Strategy and continue to deliver road safety campaigns, including promotion of the Highway Code. ”
Concern regarding the lack of dropped kerbs and obstructions on pavements including parked cars.	This is picked up as part of the sixth Step to Success “remove barriers to provide a network that is accessible, inclusive and considers the needs of all users” on pages 33 and 34. As this is already covered in the draft strategy, we are proposing no additional changes to the draft.

Consultation

Overview: This theme covers comments about the consultation process (how we ask people for their views)

Results: 7.59% of comments in the free text section included the theme of consultation.

Summary of comments raised	Proposed changes
Concern regarding the accessibility of the document relating to language used and density. It may impact on who can and who is interested in responding to the consultation.	This is noted. The draft Strategy contains an Executive Summary on pages 2 and 3. It is proposed that the Executive Summary is extracted from the main report to be a standalone document which is less dense and free of technical jargon. In reviewing the draft Strategy, wording will be reviewed to ensure language used is accessible and free of technical jargon.

Net zero

Overview: This theme covers comments about net zero, climate change, sustainability and the environment.

Results: 7.09% of comments in the free text section included the theme of net zero.

Summary of comments raised	Proposed changes
Need for fewer vehicles overall to improve active travel.	The draft Strategy acknowledges that walking, wheeling and cycling can be an alternative choice to using the car for some journeys and this can provide benefits to the environment and health (page 13). As this is already covered in the draft

	Strategy, we are proposing no additional changes to the draft.
Prioritise greener options on the transport system including public transport, electric vehicles and charging.	This is picked up in other work at Norfolk County Council such as Local Transport Plan 4 and Electric Vehicle Strategy as it is broader than walking, wheeling and cycling. As this is already covered elsewhere, we are proposing no additional changes to the draft Strategy.

Segregated lanes

Overview: This theme covers comments calling for segregated lanes between cyclists, pedestrians and motorists.

Results: 6.84% of comments in the free text section included the theme of segregated lanes.

Summary of comments raised	Proposed changes
Need for segregation between people walking, wheeling and cycling, as well as from road traffic.	The draft Strategy states we aim to work within best practice to support place specific solutions to competing modes using Government's LTN 1/20 design guidance which sets out standards relating to segregation (pages 22 and 28). As this is already covered in the draft Strategy, we are proposing no additional changes to the draft.
Need for full segregation from road traffic instead of painted lines.	The draft Strategy states we aim to work within best practice to support place specific solutions to competing modes using Government's LTN 1/20 design guidance which sets out standards relating to segregation (pages 22 and 28). As this is already covered in the draft Strategy, we are proposing no additional changes to the draft.

Route maintenance

Overview: This theme covers comments about the need for better route maintenance e.g. shrubs and hedges being cut back, fixing of potholes and route surfaces.

Results: 6.84% of comments in the free text section included the theme of route maintenance.

Summary of comments raised	Proposed changes
Footpath vegetation cutting needs to be prioritised.	The importance of maintenance is acknowledged within the draft Strategy on page 29 under "planning maintenance of the strategic cycle and footpath network into future capital programmes". As this is already covered in the draft Strategy, we are proposing no additional changes to the draft.

Attention to fixing potholes is needed.	The importance of maintenance is acknowledged within the draft Strategy on page 29 under “planning maintenance of the strategic cycle network into future capital programmes”. As this is already covered in the draft Strategy, we are proposing no additional changes to the draft.
Support delivery of new infrastructure but it needs to be maintained adequately.	The importance of maintenance is acknowledged within the draft Strategy on page 29 under “planning maintenance of the strategic cycle network into future capital programmes”. As this is already covered in the draft Strategy, we are proposing no additional changes to the draft.

Incomplete route

Overview: This theme covers comments about the issue of incomplete cycling routes.

Results: 6.08% of comments in the free text section included the theme of incomplete routes.

Summary of comments raised	Proposed changes
Intermittent and inconsistent cycle paths that bring cyclists back onto busy carriageways are of concern.	This is acknowledged in the draft Strategy under the second Step to Success on page 28 to “create a safe, connected and well-maintained walking, wheeling and cycling network for all that gets people to where they need to be”. The adoption and delivery of the LCWIP also mentioned on page 28 will support more consistent cycle paths. As this is already covered in the draft Strategy, we are proposing no additional changes to the draft.

Education

Overview: This theme covers comments about training and education for all (including people walking, wheeling, cycling and driving).

Results: 5.06% of comments in the free text section included the theme of education.

Summary of comments raised	Proposed changes
Drivers need to be well informed on the highway code and how to drive with cyclists on the carriageway safely.	This is picked up within the road safety campaigns noted on page 27 of the draft Strategy. NCC has promoted the recent amendments to the Highway Code on social media platforms and at events across Norfolk to spread information. NCC and the police have run campaigns on close passes and road safety and are pulling together an information leaflet about

	<p>how to complete a safe pass for both drivers and cyclists. NCC also offer positive behaviours/skills learning opportunities to schools and wider communities to encourage safe use of the highway.</p> <p>Proposed amendment to statement on page 27 to further draw out the Highway Code: “Delivering the Road Safety Partnership Strategy and continue to deliver road safety campaigns, including promotion of the Highway Code.”</p>
Cyclists need to be well informed on safe cycling practices.	<p>This is picked up within the road safety campaigns noted on page 27 of the draft Strategy. NCC has promoted the recent amendments to the Highway Code on social media platforms and at events across Norfolk to spread information. NCC and the police have campaigned on close passes and road safety and are pulling together an information leaflet about how to complete a safe pass for both drivers and cyclists. NCC also offer positive behaviours/skills learning opportunities to schools and wider communities to encourage safe use of the highway.</p> <p>Proposed amendment to statement on page 27 to further draw out the Highway Code: “Delivering the Road Safety Partnership Strategy and continue to deliver road safety campaigns, including promotion of the Highway Code.”</p>

Other

Overview: This theme covers comments that are not covered by a key theme tag.

Results: 4.81% of comments in the free text section included the theme of other.

Summary of comments raised	Proposed changes
Showers and secure bike facilities at Park and Ride sites.	<p>A review of cycle parking is mentioned within the strategy on page 31. We propose the statement is enhanced to include a note of reviewing cycle parking to reduce bike crime. Proposed text (as in the Safety section above): “Reviewing cycle parking in the county to ensure it caters for adapted and cargo bikes, ensure is in the right places, and is designed and located in order to deter crime so that people feel confident locking their bicycles”.</p> <p>The draft Strategy acknowledges on page 31 that we want to work with public transport operators to improve facilities for walking, wheeling and</p>

	<p>cycling. Propose provision of shower facilities are added as an example facility to the draft Strategy. Proposed amendment as follows to page 31:</p> <p>“Delivering interventions to enable multi-modal journeys, for example secure parking and shower facilities, helps to support...”</p>
Need for the strategy to take into account the difficulty of using other forms of transport to the car.	<p>The draft Strategy acknowledges on page 18 that Norfolk is a rural county meaning that not all journeys can be made by walking, wheeling and cycling as they are often longer. The Strategy also acknowledges other challenges to choosing to walk, wheel or cycle in Section 4 ‘Challenges’. The Walking, Wheeling and Cycling Strategy aims to make walking, wheeling and cycling more accessible and attractive choices of travel and this alongside Norfolk’s other transport plans and strategies such as the BSIP also aim to help make alternatives to the car a feasible choice. As this is already covered in the draft Strategy, we are proposing no additional changes to the draft.</p>

Exchange Street

Overview: This theme relates to comments on the Exchange Street scheme in Norwich. This scheme started as an emergency measure in response to the COVID-19 pandemic in 2020 where the street was closed to through traffic to enable social distancing and enable businesses to use the street for outdoor seating. The legal order for the scheme was due to expire in late 2023 so a decision had to be made by NCC on whether the scheme should be made permanent or reverted. NCC decided to revert Exchange Street to its pre-2020 status and the road was reopened to traffic in November 2023.

Results: 4.05% of comments in the free text section included the theme of Exchange Street.

Summary of comments raised	Proposed changes
Concern over the re-opening of Exchange Street in Norwich and that this is contrary to the Strategy.	The Walking, Wheeling and Cycling Strategy is an overarching and high-level piece. Place specific matters are considered elsewhere. Due to this, we are proposing no additional changes to the draft.

Reduce traffic

Overview: This theme covers comments about reducing traffic on roads and addressing congestion

Results: 3.54% of comments in the free text section included the theme of reduce traffic.

Summary of comments raised	Proposed changes
Would like to see reduced motor traffic.	The Strategy is high-level vision document and specific instances of the need for reduced motor traffic should be managed on a case by case basis. Due to this, we are proposing no additional changes to the draft.

EQIA

Information is collected from all consultations to inform NCC's equality, diversity and inclusion strategy and to assess possible impacts of our proposed changes, and to improve future consultation activities. This section includes comments received about the impact of our proposal on people with protected characteristics (21 comments received in total for this section).

Below are each of these comments (these have been included verbatim, including any spelling/grammatical errors) as well as any changes we propose making to the draft Strategy as a result.

Any comments that are out of scope of the Strategy will be raised with the relevant departments.

No.	Verbatim comment	Proposed changes
1.	Overall, I thought the strategy looked really good, there has clearly thought about making it inclusive to those who use mobility aids. Some feedback, the strategy mentions clearing pathways and making them accessible to those using mobility aids but doesn't mention providing support for those with Special Educational Needs and/or Disabilities (SEND) who either cannot travel without assistance or need additional help learning road safety. Also, would it be possible to regularly remind drivers that some disabilities are not visible, maybe with signage or something similar, to help prevent those with invisible disabilities being harassed when using public routes. On a personal note, the main issues I come across as a full-time wheelchair user are a lack of dropped curbs and obstructions on the pavement such as wheelie bins, outdoor seating/cafes, and parked cars in the way.	<p>The draft Strategy outlines that we want to deliver road safety campaigns on page 27 however it does not detail that we want to see support provided for SEND relating to this. An addition is therefore proposed to page 34 under the sixth Step to Success to state we want to do this by:</p> <ul style="list-style-type: none"> • “providing support for those with Special Educational Needs and/or Disabilities to access road safety campaigns, for example through Norfolk County Council's TITAN travel training.” <p>The draft Strategy acknowledges the challenges around pavement obstructions and dropped kerbs. This is picked up as part of the sixth Step to Success “remove barriers to provide a network that is accessible, inclusive and considers the needs of all users”</p>

No.	Verbatim comment	Proposed changes
		on pages 33 and 34. The adoption of the Healthy Streets Approach as outlined on page 73 of Norfolk's LTP4 and acknowledged within the Strategy will also support the delivery of easier crossings which takes into account the need for dropped kerbs.
2.	<p>1. This sounds suspiciously like the '15 minute cities' idea where everything you need is within walking or cycling distance of where you live.</p> <p>2. No thought has been given to people like myself who suffer from a degenerative disease of the spine or other ailments and cannot ride a bicycle or walk long distances but are not sufficiently disabled to require a wheelchair or mobility scooter.</p> <p>3. In relation to the idyllic vision of making the environment greener for everyone perhaps Norfolk County Council could make a start by not cutting down so many trees. The vision along the A47 at Burlingham of many trees already felled, with many more to be felled, all to dual a stretch of road which does not really need to be dualled. Indeed you can't travel any road in the county where trees are being cleared, seems somehow to contradict this utopian dream.</p>	<p>In response to point 2, the draft Strategy acknowledges on page 34 we want to consider the needs of all users to enable accessibility for all through engagement, following best practice, using a Healthy Streets Approach and auditing the network on how accessible it is for adapted and non-standard bikes. As this is already covered in the draft Strategy, we are proposing no additional changes to the draft.</p> <p>The A47 Burlingham scheme mentioned is a National Highways, not NCC, project. Matters on this project should be raised with National Highways.</p> <p>The other points do not relate to EQIA so no changes are proposed as a result.</p>
3.	It is important that the needs of all disabled residents are taken into consideration including that not all residents with mobility disabilities are wheelchair users, such as myself. I often feel that when using public transport it is often geared towards someone in a wheelchair rather than someone like me who cannot use steps or ramps (into trains or busses) and cannot stand for long periods. Disabled people are not all parts of, or have similar disabilities to others in, homogenous groups.	The draft Strategy acknowledges on page 34 we want to consider the needs of all users to enable accessibility for all. As this is already covered in the draft Strategy, we are proposing no additional changes to the draft. Comments relating to accessibility of public transport are out of scope of the Walking, Wheeling and Cycling Strategy.

No.	Verbatim comment	Proposed changes
4.	By doing this you're discriminating against people with mental and physical disabilities as well as the elderly. I for one have a severe physical disability so none of your green ideas work for me	The Strategy looks to enable people to choose to walk, wheel or cycle if they want to, and are able to. Its intention is to not work against people. The draft Strategy aims to consider the needs of all users (page 33 and 34) and ensure we are engaging in a meaningful and representative way to understand this further. We also want to take forward learnings from projects such as SAIL (Staying Active and Independent for Longer) to deliver initiatives to support our aging population to have active lifestyles (page 34). As this is already covered in the draft Strategy, we are proposing no additional changes to the draft.
5.	The strategy itself is a great idea. There are still barriers in place, especially for families like mine on a low income. Myself and my 2 children would love to cycle to work/school but I simply cannot afford to buy bikes. I have received a voucher towards the cost but it is nowhere near the cost of a bike.	Page 34 of the draft Strategy states we want to "pilot walking, wheeling and cycling initiatives to reduce inequalities". As this is already covered in the draft Strategy, we are proposing no additional changes to the draft.
6.	Marvellous aims. BUT as a lady of 87 who has been virtually unable to walk for the last 18 months I have discovered just how difficult it is even to navigate the pavements around my house. The difficulties originate in poor pavement surfaces, parked cars on the pavements and overhanging vegetation from home owners properties. I am currently considering becoming one of your newly termed "Wheelers" with a mobility scooter but I am very unsure of its utility when I consider the practicalities of getting around my locality on it. Just going down my own road I might well be forced onto the road , assuming a slope to get down , to get around pavement parking near a road junction. Then there are pretty	The draft Strategy aims to provide "well-maintained pavements and cycle paths" (page 28). The draft Strategy wants to achieve this through planning maintenance of the strategic cycle network into future capital programmes. The draft Strategy also acknowledges the challenges pavement parking can present for people navigating the pavements and aims to remove barriers (page 33). As part of the Strategy, we want to "investigate best practice approaches to tackling pavement parking recognising that there is no 'one size fits all' answer."

No.	Verbatim comment	Proposed changes
	<p>difficult gradients installed recently to facilitate crossing at corners but these are aligned to allow for the crossing at right angles to my pavement making a sort of tipped on its side transition on my pavement.</p> <p>So, please consider someone from the planning department actually riding a trial on a mobility scooter to understand how it feels.</p>	<p>As this is already covered in the draft Strategy, we are proposing no additional changes to the draft.</p> <p>Regarding pavement surfaces, slopes and dropped kerbs, NCC's new footways are constructed in accordance with the Design Manual for Roads and Bridges and our residential design standards. On older parts of the network former standards applied when they were constructed. When NCC carry out maintenance schemes, we will add new dropped/pram crossings at junctions if they are absent. Any specific requests to deal with difficult slopes or requested dropped kerbs are dealt with on a case by case basis and should be sent to local highway teams to review and consider.</p>
7.	<p>It looks like exactly what i want and need. But linking cycle lanes and routes so they are genuinely attractive is essential. As a bike rider of 50 years disabled since 2000, i can see its still offputting. Norwich Centre is improving lots. More to do with real cyclists advising. Eg more front stops at lights. ADD allowing enough bikes on trains, without having to book for local norfolk/suffolk journeys, room for folding bikes on buses, seats by bus stops, and well lit attractive bus stops (plants! And eg the book box nearby at Thorpe St Andrew River green). In countryside, make more v use= cycleway and metalled for all weather.</p>	<p>The LCWIP looks to develop a network that is joined up, attractive and comfortable as is outlined on page 28 of the draft Strategy. The draft Strategy also outlines our ambition to work with public transport operators to improve facilities for people walking, wheeling and cycling (page 31). The adoption of a Healthy Streets Approach as outlined on page 73 of LTP4 and the BSIP will also help support improved bus stop facilities including places to stop and rest.</p> <p>As this is already covered in the draft Strategy, we are proposing no additional changes to the draft.</p>
8.	<p>There is not enough consideration for disabled people, or rural people. Bikes and scooters are not suitable for many disabled people, me included. The shopmobility scheme provides some help for disabled people to go shopping</p>	<p>The NAIP, which supports the delivery of the Strategy, looks to improve access to the footpath and public rights of way network and states "the network of Public Rights of Way (PRoW) and the</p>

No.	Verbatim comment	Proposed changes
	<p>or around the city, but is mostly designed for people arriving by car. I have no choice but to use my car for all journeys. There are very few footpaths that are usable by people with rollators or in wheelchairs. Joined up transport is a fantasy for us.</p> <p>Buses are accessible, but don't penetrate far into the rural areas, have inconvenient timetables, and stop running very early. I only use busses in London !</p>	<p>Norfolk Trails should be, as far as possible, accessible to all types of user including the elderly, those with chronic health conditions including physical disabilities, mental health issues, people with visual impairments the those with young families" (page 31 of the NAIP).</p> <p>As this is already covered in the draft Strategy, we are proposing no additional changes to the draft.</p> <p>Comments on buses are outside the scope of the Walking, Wheeling and Cycling Strategy.</p>
9.	<p>You have ommited Pedestrians ? Why ? Perhaps ,you have listed them under something else ? BUS, BUS,and More Buses Needed Better Buses ! More often Buses ! More DISABLED Parking in NORWICH ? We are listed as one of the worst City's for Disabled Parking ! NORWICH was the First Pedestrians AREA in the United kingdom ! It's now unsafe for 90% of the population in NORWICH !</p>	<p>Disabled parking is out of the scope of the Walking, Wheeling and Cycling Strategy. Due to this, we are proposing no additional changes to the draft.</p>
10.	<p>I think it is important to ensure that residential developers and planners are strongly encouraged to (I.e. not permitted to do otherwise) ensure that their developments centre around this and similar visions for sustainable, environmentally clean, climate aware, community focused places to live and work in and travel through.</p> <p>It is also vital that public transport is improved drastically in the following ways: 1). Buses and trains to be made fully accessible and safe for wheelchair</p>	<p>Step 3 of the draft Strategy states how we want to work "with partners to deliver development that has active and sustainable travel in mind" (page 30). Comments around public transport are out of scope.</p> <p>The draft Strategy states we want to work with different groups of people and ensure engagement is representative (Step 1 page 26) to understand everyone's needs. The draft Strategy also states we want to work with partners and key</p>

No.	Verbatim comment	Proposed changes
	<p>users and mobility scooters - working with relevant users to establish standard safety protocols (e.g. grab bars at various/changeable heights and/or retractable handles and some kind of safety belt or retractable bars to ensure mobility vehicles never topple over).</p> <p>2). Increased frequency and network to all areas that need reliable public transport.</p> <p>3). Immediate withdrawal and retrofit of non electric buses.</p> <p>There are many national and local community groups already working hard on these problems. It is vital that this project works alongside These groups using the knowledge and skills to ensure the efficiency, usability and person friendly outcomes.</p>	<p>stakeholders (Step 7 page 35) to draw on local knowledge and expertise when developing projects.</p> <p>As this is already covered in the draft Strategy, we are proposing no additional changes to the draft.</p>
11.	<p>I believe Norfolk has an aging population, yet everything appears to be focused on healthy folk who can walk/cycle/ have mobility transport. However, many folks have neither the option nor the inclination to transfer from the different modes. It gets harder to visit friends and places that are not key, how many garden centres have easy access? If walking is very painful/difficult how hard is it to get close to the bank/building society by bus. Or heaven forbid an outing for pleasure with a late night finish. Cars are a must for many. Parking is very expensive for more than a couple of hours, bringing 4 children by bus into Norwich is not affordable by all. How do the planners envisage young families getting about without a car? The plans are tilted too far away from a large portion of residents and not at all for folk out in the county. Buses, what buses?</p>	<p>The draft Strategy acknowledges the challenges elderly people and people with disabilities or long term health conditions can face to walking, wheeling or cycling (pages 18 and 19). The draft Strategy looks to consider the needs of all users as outlined on pages 33 and 34. The draft Strategy looks to provide opportunities to choose to walk, wheel and cycle in Norfolk and making it easier to do so.</p> <p>As this is already covered in the draft Strategy, we are proposing no additional changes to the draft.</p>

No.	Verbatim comment	Proposed changes
12.	<p>The strategy is good. However it is important that the needs of everyone are taken into consideration. For blind and partially sighted people, it's important any cycle lanes are kept separate from the pavement. Educating cyclists to use the paths isn't always easy and you still get some cycling on the pavement. The other issue is with Escooters and Ebikes that they make very little noise, I am aware of a number of near misses that people have experienced. For people with sight loss, it's even higher. Please feel free to engage with Vision Norfolk as and when plans are made and we would be happy to help</p>	<p>The draft strategy wants to “align our work with the Department for Transport Gear Change vision and adjoining design guidance (LTN 1/20) taking account of the needs of all types of user” (page 28).</p> <p>The design guidance noted sets out the standards for cycle paths and shared-use paths and under what circumstances they should be used. The police and NCC’s road safety campaigns (outlined on page 27) share information on the Highway Code and how to make safe passes.</p> <p>The following amendment is proposed on page 34 to outline in the sixth Step to Success of the draft Strategy the need for safety campaigns to ensure blind or partially sighted people and other vulnerable road users are and feel safe on shared-use paths.</p> <p>“we want to do this by:</p> <ul style="list-style-type: none"> • Working with partners to deliver road safety campaigns which inform people on how to safely and considerably pass vulnerable road users and promote the Highway Code.”
13.	<p>I believe that pedestrians should be the first priority, which includes those having to use wheelchairs or walking aids. Pedestrians seem to have taken less and less priority over cyclists, pavements have been split to accommodate cyclists at the detriment of those walking or using wheelchairs and other aids.</p>	<p>The updated Highway Code makes the most vulnerable users, including pedestrians, a priority and NCC works with the police to share information on the updates to the Highway Code and how to use the highway safely, including undertaking safe passes. These campaigns are picked up as part of wider road safety campaigns outlined on page 27 of the draft Strategy.</p>

No.	Verbatim comment	Proposed changes
		<p>Proposed amendment to statement on page 27 to further draw out the Highway Code: “Delivering the Road Safety Partnership Strategy and continue to deliver road safety campaigns, including promotion of the Highway Code.”</p> <p>The draft Strategy wants design to be aligned with Government Guidance (LTN 1/20) as outlined on page 28. LTN 1/20 details when and where it is appropriate to implement shared-use paths and the standards of these to consider the needs of all users.</p>
14.	<p>I would ask the people developing this strategy to consider:</p> <p>How will the opinions of people who face barriers to using active transport - such as women (who may decline to walk or cycle because of safety concerns), people with disabilities (whose health conditions may limit their abilities to walk or cycle), people of minority ethnic backgrounds (who have historically faced barriers to engaging in physical activity), and people with low incomes - be used to inform the strategy and the delivery plans in a meaningful way.</p> <p>How will the challenges and needs of people living in non-urban areas - those living in isolated locations, those in rural communities, and those living in suburban areas - be assessed and addressed in the strategy and delivery plans?</p> <p>How will the strategy and delivery plans address long-standing issues with transport in Norfolk - such as difficulty securing investment, political conflicts, poor supplier performance, lack of public engagement, rurality and</p>	<p>The draft Strategy aims to ensure that engagement on projects relating to active transport is representative of people in Norfolk, ensuring the opinions of people who face barriers to using active travel can be taken into account. The draft Strategy aims to do this by “targeting engagement based on data with increased granularity on demographics and behaviours to ensure engagement is representative of everyone in Norfolk, ensuring we strive to involve under-represented groups” (page 26).</p> <p>As this is already covered in the draft Strategy, we are proposing no additional changes to the draft.</p> <p>Other comments do not relate to EQIA.</p>

No.	Verbatim comment	Proposed changes
	<p>geographic dispersal, and poor links between communities? Not addressing these issues will increase that the strategy fails to achieve its vision.</p> <p>How will progress on the delivery plans be communicated to Norfolk residents, and how will the Council be held accountable to progress? Developing a number of quantitative and qualitative performance indicators to measure the strategy's success will support public accountability.</p>	
15.	<p>I hope for a future where my children are not risking their life to cycle to school. I want them to be able to grow up and be able to ride independently throughout the city.</p> <p>As a teacher, I want the children and families I serve to be able to access the city centre and local amenities without barriers of parking and buses. Cycling would liberate deprived families from across the city.</p> <p>Finally, one death is too many. Seven is unacceptable.</p>	<p>The draft Strategy aims to support children and young people to walk, wheel and cycle as outlined on page 27 where we want to continue providing schools with the tools and skills needed to encourage walking, wheeling and cycling. As this is already covered in the draft Strategy, we are proposing no additional changes to the draft.</p>
16.	<p>This is brilliant but it's a shame that opening both Gaol Hill and Exchange Street in Norwich has damaged this idea. We need to make the whole city centre car free with the exception for blue badge holders and deliveries. Create better and cheaper transport. Create cycle ways that cycles do not have to share with cars etc</p>	<p>Blue badge parking and making Norwich city centre car free is beyond the scope of the Strategy and is dealt with in the Transport for Norwich Strategy. Due to this, we are proposing no additional changes to the draft.</p> <p>Other comments do not relate to EQIA.</p>
17.	<p>The aims of the strategy are commendable - the implementation has been too patchy so far, with motorist lobby groups (and I am a motorist/driver as well as a cyclist and a pedestrian) allowed to dilute sensible and transformative schemes until they become a patchwork of disconnected</p>	<p>. Example regarding fewer delays for delivery drivers and people with disabilities if traffic reduced is noted. We are proposing no additional changes to the draft. Other comments do not relate to EQIA.</p>

No.	Verbatim comment	Proposed changes
	<p>cycle paths and footpaths, with motor traffic allowed allowed priority. I am thinking of schemes I know here, for example the initially well-conceived and eventually terribly-executed cycle paths on Ipswich Road, and the reopening of Exchange Street.</p> <p>There are no down-sides to reducing motor traffic. For example one often-repeated one is how about delivery drivers/the disabled? The answer is they will be able to complete their journeys with considerably less delays and stress if the unnecessary traffic is no longer jamming the roads in front of them.</p> <p>More automatic number plate cameras are needed to ensure compliance and spot dangerous/uninsured/untaxed vehicles.</p>	
18.	<p>As a pensioner with hearing difficulties I feel most strongly that where cyclists and walkers co-exist on pavements that ALL cyclists should have and USE bells or an audible sound to make their presence known. SEE HIGHWAY CODE RULES 63 & 64.</p> <p>Too many times I have nearly been knocked down from behind by cycles thoughtlessly rushing past. In addition - for everyone's safety - there should be CLEAR deliniation showing where walkers and cyclists should walk/cycle on designated shared pavements.</p> <p>Very significant amounts of money have and are being spent providing cyclists with safe lanes so where cycle lanes are provided ALL cyclists should use them and not the roads - unless specifically allowed otherwise.</p>	<p>This is picked up within the road safety campaigns noted on page 27 of the draft Strategy. The Highway Code outlines how both pedestrians and cyclists should use shared space with the new hierarchy making the most vulnerable road users a priority. NCC promoted these changes to the Highway Code on social media platforms and at events across Norfolk to spread information. NCC and the police have campaigned on close passes and are pulling together an information leaflet about how to complete a safe pass for both drivers and cyclists. NCC also offer positive behaviours/skills learning opportunities to schools and wider communities to encourage safe use of the highway.</p> <p>Proposed amendment to statement on page 27 to further draw out the Highway Code: "Delivering the Road Safety Partnership Strategy and continue</p>

No.	Verbatim comment	Proposed changes
		to deliver road safety campaigns, including promotion of the Highway Code.”
19.	It sounds very good but the practical aspects need to be considered. How will the steps be evaluated? Will accessibility be a priority because its great to have a well worded strategy but ut needs to be implemented for all. We have lovely cycle paths but I can't access them in my powerchair because it is too muddy and uneven making it unsafe.	<p>The draft Strategy aims to ensure that engagement on projects relating to active transport is representative of people in Norfolk, ensuring the opinions of people who face barriers to using active travel can be taken into account. The draft Strategy aims to do this by “targeting engagement based on data with increased granularity on demographics and behaviours to ensure engagement is representative of everyone in Norfolk, ensuring we strive to involve under-represented groups” (page 26). Step 6 of the draft Strategy on pages 33 and 34 also outline how we want to remove barriers and provide a network that is accessible, inclusive and meets the needs of all users. As this is already covered in the draft Strategy, we are proposing no additional changes to the draft.</p> <p>Other comments do not relate to EQIA.</p>
20.	I am most disappointed with the survey. Setting out principles and aims is all well and good, and how could I disagree with the steps you have set out? Yet in reality, Norfolk County Council is one of the biggest barriers to people walking and cycling more in safety. The re-opening of Exchange Street to all traffic is a striking example of policy that is diametrically opposed to the 'vision' and the seven steps of this document. Moreover, pedestrian crossings and cycle crossings over main roads in Norwich - under the control of Norfolk County Council - seem to favour drivers over pedestrians	NCC follows national guidance on traffic signals as set out in Chapter 6, page 70 of the Traffic Signs Manual, Traffic Control 2019. Rotating cones are used to the right of every signalised crossing with tactile paving and audible crossing is only used for crossings with a full pedestrian cycle and when not in proximity to other crossings to ensure the sounds do not get confused between crossings. Due to this, we are proposing no additional changes to the draft.

No.	Verbatim comment	Proposed changes
	<p>and cyclists. We are forced to wait long periods amidst car fumes then run across because the time allowed to cross is so short. No wonder that many people do not wait for the green light but simply run across. And in some places cyclists share a remarkably narrow traffic island with poor pedestrians, notably parents with children in buggies, and not everyone can fit, so someone is left stuck in the roadway while we wait for the light to turn green to cross. Why are there no sound effects on crossings, for those who are visually impaired and cannot clearly see the green lights? All in all, it seems to me that this policy document and the survey are composed in such a way that we cannot disagree with the principle, but there is no place to comment on the implementation.</p>	<p>Other comments do not relate to EQIA.</p>
21.	<p>The strategy is very good in principle, but unfortunately there is a history of the people who have implemented such strategies in the past not listening to what the public are telling them. Older people have often told me that they have stopped coming into the city after the ways of crossing the road at the bottom of St Stephens changed. Similarly the changes to the road system in the city centre are making it increasingly difficult to drop people with disabilities or mobility problems somewhere safe from where they can walk or wheel around and pick them up later. This can cut them off from the services they need to access and has an impact on their quality of life; they need to be able to enjoy a meal as well as visiting their solicitor or the dentist.</p> <p>There needs to be a balance between the needs of all people who need access to both urban and rural areas but older people can feel left out. The spaces that are shared must be</p>	<p>The draft Strategy is a high level document which sets out our vision for walking, wheeling and cycling in the county. The draft Strategy aims to consider the needs of all users and remove barriers to active travel (set out on pages 33 and 34). As this is already covered in the draft Strategy, we are proposing no additional changes to the draft. Comments on specific parts of the network should be picked up in other areas outside of this strategy.</p>

No.	Verbatim comment	Proposed changes
	<p>accessible to all.</p> <p>There can be a conflict between the needs of those with mobility problems and a small but significant minority of people who cycle or use electric scooters in a way that is dangerous. They are all but inaudible to many but come from behind and pass very close to people; but people with mobility problems cannot look behind them all the time without risking losing their balance. There needs to be a clear message of what is and what is not acceptable in order to protect everybody's safety.</p>	

3. Consideration of engagement and written responses

This section outlines the comments received in engagement sessions and written responses submitted separately to the consultation from key stakeholders. The section outlines our response to these comments and whether any amendments are proposed to the draft Strategy as a result.

Type of response	Key stakeholder comments	Proposed changes
Engagement session	A key challenge for visually impaired is that cycles and scooters do not make any sound. Suggestion that users should be educated or alternatively make them more audible.	The draft strategy picks up on the need for road safety campaigns on page 27 and as part of this NCC work with the police to disseminate information on the Highway Code and how to safely pass vulnerable road users. The following amendment is proposed on page 27 to further draw out the Highway Code: "Delivering the Road Safety Partnership Strategy and continue to deliver road safety campaigns, including promotion of the Highway Code. "
Engagement session	Ginger Scooters are left outside of official parking bays causing a trip hazard. Even	This comment has been picked up separately with Ginger who advised:

Type of response	Key stakeholder comments	Proposed changes
	<p>when in a bay they can still be a trip hazard.</p>	<p>“Ginger believes that scooters should not litter the public highway causing street clutter and trip hazards. Our unique bay parking system means that our e-scooters need to be collected from a bay and returned to a bay which is marked on the pavement and geofenced so that scooters can't be scattered in the surrounding area.</p> <p>However occasionally scooters may not be left responsibly in a bay by a rider or they may fall over. Our bays are monitored daily by our Fleet Managers who make sure that scooters in each bay are lined up tidily and safely. We also remind our riders via email and via our app to park responsibly within bays.</p> <p>We are also working with the Council on a campaign to encourage residents to help us keep our bays tidy. Scooters can be moved easily and if residents find that scooters have toppled over we are encouraging them to be good citizens and to stand them up so that they do not become a trip hazard.”</p> <p>Due to this, we are proposing no additional changes to the draft.</p>
Engagement session	<p>Pavement parking in Great Yarmouth creates navigation issues for people who are visually impaired. Can yellow lines be added and enforced.</p>	<p>Pavement parking is identified as a barrier within the draft Strategy on page 33 and as part of the Strategy we want to “Investigate best practice approaches to tackling pavement parking recognising that there is no ‘one size fits all’ answer” (page 34). Place specific matters will be picked up on a</p>

Type of response	Key stakeholder comments	Proposed changes
		case-by-case basis outside of the Strategy document. As this is already covered in the draft Strategy, we are proposing no additional changes to the draft.
Engagement session	Volumes and behaviour of “Just Eat / Uber Eats” delivery drivers can create safety issues for visually impaired near retail outlets.	This matter is too specific for the Strategy. This comment should be picked up with the organisations in question. Due to this, we are proposing no additional changes to the draft.
Engagement session	Cycling and walking networks should connect with public transport terminals.	The draft Strategy supports the ambition in this comment therefore no amendments are proposed. The fourth Step to Success “Support multi-modal journeys” on page 31 outlines the importance of connectivity between active travel and public transport and how we want to achieve this. As this is already covered in the draft Strategy, we are proposing no additional changes to the draft.
Engagement session	Pedestrian crossings in South Town are unsafe. No noise is made when it is safe to cross on the Pelican Crossing.	<p>Specific locational matters are to be picked up within the LCWIPs as too specific for the Strategy.</p> <p>NCC follows national guidance on traffic signals as set out in Chapter 6, page 70 of the Traffic Signs Manual, Traffic Control 2019. Rotating cones are used to the right of every signalised crossing with tactile paving and audible crossing is only used for crossings with a full pedestrian cycle and when not in proximity to other crossings to ensure the sounds do not get confused between crossings.</p> <p>Due to this, we are proposing no additional changes to the draft.</p>
Engagement session	No cycle route across Haven Bridge.	Specific locational matters are to be picked up within the LCWIPs. The Great Yarmouth LCWIP has identified cycle provision on the

Type of response	Key stakeholder comments	Proposed changes
		bridge as a priority scheme (pg 34 of the Great Yarmouth LCWIP: Great Yarmouth Local Cycling and Walking Infrastructure Plan (norfolk.gov.uk)) Due to this, we are proposing no additional changes to the draft.
Engagement session	Wider connectivity needed to Belton. This route is a scheme in the Great Yarmouth LCWIP.	This is picked up within the Great Yarmouth LCWIP. Due to this, we are proposing no additional changes to the draft.
Engagement session	Electric buses are silent and need to be audible.	Comment noted and shared with relevant departments. Due to this, we are proposing no additional changes to the draft.
Engagement session	Lack of pavement connectivity between Great Yarmouth and Caister.	Location specific matters to be picked up elsewhere as the draft Strategy is high-level. The Countywide LCWIP identifies wider connectivity active travel schemes to connect communities to key services. Due to this, we are proposing no additional changes to the draft.
Engagement session	Overall, attendees responded positively to the presentation on the Cycling and Walking Strategy and no objections were noted.	Noted.
Written response	<p>We welcome the announcement of a Walking, Wheeling and Cycling Strategy, in particular the headline vision of 50% of the journeys in towns and cities to be completed by walking, wheeling and cycling by 2030.</p> <p>If this were truly to be achieved it would transform transport in the county by giving people a real choice in how to get about. As the largest urban area in the county Norwich would be at the forefront of this.</p> <p>There is a recognition of what</p>	<p>The LCWIPs and NAIP provide the detail on how NCC propose the walking, wheeling and cycling network will be developed. This is outlined on pages 37 and 39. This draft Strategy is intended to be a high-level document outlining our vision and ambitions for active travel in Norfolk. The draft Strategy sets out that we want to “align[ing] our work with the Department for Transport Gear Change vision and adjoining design guidance (LTN1/20) and take[ing] account of the needs of all types of user” (page 28). These documents set out best practice for cycle</p>

Type of response	Key stakeholder comments	Proposed changes
	<p>is required, namely a high quality network of cycle routes: “Recent Countywide LCWIP engagement showed that segregated cycle paths, particularly those off road, would encourage people to cycle more in their local area.”</p> <p>However, there is no mention of how this network will be built, only that schemes will comply with the government guidance (LTN 1/20) on segregated cycle paths “where the conditions are right”.</p> <p>Gear Change, which is the government policy on active travel states: “If it is necessary to reallocate roadspace from parking or motoring to achieve this, it should be done.”</p> <p>The draft strategy however says only that “implementation of segregated cycle lanes is dependent on traffic speeds, volumes and type of traffic as well as the availability of space within the carriageway.”</p> <p>It is clear that in Norfolk providing space for cars will still come first.</p> <p>It is therefore extremely disappointing that the draft strategy talks only in vague generalities and there is no commitment to building the cycle infrastructure that will achieve the ambitious goal set out in the introduction.</p> <p>As a strategy this document is incomplete if it doesn’t set out</p>	<p>infrastructure. Due to this, we are proposing no additional changes to the draft.</p>

Type of response	Key stakeholder comments	Proposed changes
	a plan for how the objectives are to be achieved.	
Written response	<p>We commend Norfolk County Council for recognising the importance of promoting cycling, walking, and wheeling as sustainable modes of transportation. The strategy's focus on creating a more inclusive and accessible environment for all users is particularly commendable.</p> <p>Safety is a paramount concern for cyclists, pedestrians, and other road users. We support a comprehensive review and enhancement of safety measures, including the compliance of all new schemes to LTN 1/20, to create a secure environment for all individuals using alternative modes of transportation.</p> <p>We encourage NCC to actively engage with the local community throughout the implementation of the schemes and projects. Public input is invaluable in shaping the success of these initiatives, and involving residents in the decision-making process will contribute to a more comprehensive and effective plan. Educational programs to raise awareness about the benefits of cycling, walking, and wheeling, as well as providing information on road safety, can contribute to a culture of respect and understanding among all road users.</p> <p>We support the use of new technology which will help</p>	<p>We note the encouragement to actively engage with local communities. The first Step to Success on page 26 notes the importance of community engagement and outlines our ambition to engage with local communities and sets out how we want to do this.</p> <p>As this is already covered in the draft Strategy, we are proposing no additional changes to the draft.</p> <p>Support for the elements of the strategy mentioned is noted.</p>

Type of response	Key stakeholder comments	Proposed changes
	<p>establish a robust system for monitoring and evaluating the impact of the strategy and schemes over time. Regular assessments can help identify areas of improvement and ensure that the objectives are being met.</p> <p>In conclusion, we appreciate the council's commitment to sustainable transportation, and support the proposed Cycling, Walking, and Wheeling Strategy as a model for promoting active and environmentally friendly modes of travel.</p>	
Written response	Page 2: 28% of adults in Norfolk are currently physically inactive'. Add source and year but mentioned later on pg 16.	<p>Proposed amendment to add source and year to statement on page 2, as well as adding a space between bullet points due to a formatting error:</p> <ul style="list-style-type: none"> • “Changing behaviours to active travel as the car is the dominant mode of transport. <p>**Add space**</p> <ul style="list-style-type: none"> • 28% of adults in Norfolk are currently physically inactive (Active Norfolk, 2021).”
Written response	Page 2: • Perceptions around safety and stereotypes can put people off • A mix of rural and urban settings' too broad statements but becomes clearer once you have read pg 17.	Page 2 is intended to be a summary of the draft Strategy and the points are elaborated on further into the document. As this is already covered in the draft Strategy, we are proposing no additional changes to the draft.
Written response	Page 2: Maintenance of our existing pavements, footpaths and cycleways	Proposed amendment on page 2 as follows: “Maintenance of our existing pavements, footpaths and cycleways”.

Type of response	Key stakeholder comments	Proposed changes
Written response	Pahe 2: Climate change adaptation or landscaping active travel route	This point on page 2 is to outline ways in which we may need to adapt places and active travel to climate change. As this is already covered in the draft Strategy, we are proposing no additional changes to the draft.
Written response	Page 2: Securing funding to deliver projects and improvements - should be given higher priority without it as it will be impossible to meet the vision.	Proposed amendment to move point on securing funding to top of the list on page 2 to make more prominent to readers. It should be noted that the list is not in priority order. “Challenges <ul style="list-style-type: none"> • Securing funding to deliver projects and improvements • Changing behaviours to active travel.....”
Written response	Page 10: Physical activity also leads to reduced costs for the NHS' - do we know by how much i.e, £15/month/person?	Propose addition to this statement on page 10: “physical activity also leads to reduced costs for the NHS (Sustrans, 2022). Nationally, physical inactivity costs the NHS £0.9 billion each year (Office for Health Improvement & Disparities, 2022) ” Propose addition to the references: “Office for Health Improvement & Disparities. 2022. Physical activity: applying All Our Health. Available at: Physical activity: applying All Our Health - GOV.UK (www.gov.uk)”
Written response	Page 13: 4.9% of mortality in Norfolk and 5.5% in Norwich is attributable to air pollution (Norfolk Insight, 2019' - these were the figures pre covid and is this still the case in 2023?	More recent data for 2023 does not show a change to these statistics. Propose amendment to statement on page 13: “4.9% of mortality in Norfolk and 5.5% in Norwich is attributable to air pollution (Norfolk Insight, 2023).”

Type of response	Key stakeholder comments	Proposed changes
		Propose amendment to references "Norfolk Insight. 2023. JSNA briefing paper on Air Quality."
Written response	Page 14: Norfolk is welcoming 70 electric buses, making journeys even greener.' - When? In 2023 or in 6 months etc?	Propose amendment to statement on page 14: "Norfolk is welcoming 70 electric buses over 2023 and 2024, making journeys even greener."
Written response	Page 15: In Autumn 2023 NCC is launching an e-bike trial for businesses to use in Norwich' - would this be for Free?	Propose amendment to statement on page 15: "In Autumn 2023 NCC launched an e-cargo bike trial for businesses to use for free for up to eight weeks in Norwich"
Written response	Page 26: ...engage with people who may be new to walking, wheeling - comma missing	Propose amendment to page 26: "We want to engage with people who may be new to walking, wheeling or cycling..."
Written response	Page 26: Engaging with communities to understand their needs and encourage and assist people to use more sustainable transport' - will you only target communities where active travel infrastructure has been delivered?	The draft Strategy states on page 26 that we want to "target engagement based on data with increased granularity on demographics and behaviours to ensure engagement is representative of everyone in Norfolk, ensuring we strive to involve under-represented groups". As this is already covered in the draft Strategy, we are proposing no additional changes to the draft.
Written response	Page 28: Preparing walking, wheeling and cycling projects so we are ready for when funding becomes available to deliver them in short timescales - add becomes	Propose amendment to statement on page 28: "Preparing walking, wheeling and cycling projects so we are ready for when funding becomes available to deliver them in short timescales."
Written response	Page 30: It is not clear what is a sustainable travel? A definition would be helpful.	Proposed addition to Glossary on page 40:

Type of response	Key stakeholder comments	Proposed changes
		“Sustainable travel – includes modes such as walking, wheeling, cycling, public transport and shared transport (e.g. car-sharing, car clubs and shared micromobility such as the Beryl and Ginger schemes already operating in Norfolk) ”
Written response	Page 31: Working with bus and rail operators to facilitate multi-modal journeys	Propose amendment to statement on page 31: “Working with bus and rail operators to facilitate multi-modal journeys”
Written response	Page 40: Definition for travel better reflects a definition for active travel	Propose amendment to definition in Glossary on page 40: “Walking, wheeling and cycling for travel – we define travel as walking wheeling or cycling to get from place-to-place...”
Written response	Page 7: Definition of wheeling should include pushchairs, to feel more inclusive	Proposed amendment to page 7: “This term includes people who use wheelchairs, mobility scooters, mobility aids, prams and similar modes that use pavement space....” Proposed amendment to Glossary on page 7: “Wheeling – using wheelchairs, or mobility aids, prams and similar modes that use pavement space at a similar speed to walking.”
Written response	Page 27: Paragraph "continuing to work with residents..." doesn't make sense	Proposed amendment to page 27 statement to improve clarity: “Continuing to work with residents, and schools and developers through A to Better
Written response	Page 28: Aligning our work with LTN 1/20 - add 'where appropriate / in urban	Proposed amendment to page 28:

Type of response	Key stakeholder comments	Proposed changes
	settings', whilst working with ATE / DfT to produce similar guidance for rural settings	"Aligning our work to the Department for Transport Gear Change vision and adjoining design guidance (LTN 1/20), working with Active Travel England and the Department for Transport to produce similar design guidance particularly for rural areas and taking account of the needs of all types of user"
Written response	Page 30: Add a line on ensuring/delivering adequate cycle parking, including for adapted and cargo cycles	Propose the same change as mentioned above. Addition of "ensure it caters for adapted and cargo cycles..." on page 31. See below in bold: "Reviewing cycle parking in the county to ensure it caters for adapted and cargo bikes, ensure is in the right places, and is designed and located in order to deter crime so that people feel confident locking their bicycles "
Written response	Page 32: First paragraph, it's not only e-bikes which open up cycling to different demographic groups, cargo bikes and adapted bikes can do this too (maybe this could be repeated elsewhere in the strategy)	Propose amendment to statement on page 33 to draw out support for cargo and adapted bikes: "Making provisions for micromobility for example infrastructure that supports adapted cycles, cargo and e-cargo bikes and charging facilities...."
Written response	Cargo bikes are not just for deliveries, they are also for families transporting children and small businesses to carry equipment, replacing company vans	Propose amending "Last Mile Journeys" section on page 15 to draw out the wider opportunities cargo bikes offer. Suggested changes below: "Cargo bikes Cargo bikes can offer new opportunities for businesses to make last-mile journeys more cost-effective and sustainable. For example, e-cargo bikes can be used for business deliveries instead of vans which supports a

Type of response	Key stakeholder comments	Proposed changes
		reduction in emissions, congestion and business costs. Cargo bikes also enable people to responsibly and easily transport their children or luggage on their bikes.”
Written response	Overall I think it's a comprehensive and well written strategy and I think that should be commended	Noted.

4. Other proposed changes

This section outlines any other changes that are proposed to the draft Strategy before its adoption. These changes may be from developments in policy (national regional or local) since the public consultation, and comments from NCC members or officers.

Developments in policy

30 Point Plan for Drivers (national)

In Oct 2023, the Department for Transport (DfT) published ‘The Plan for Drivers’, which aims to fix common issues on the road and back people who use cars in their daily lives. The DfT is keen to stress that this does not replace significant investment in public transport and active travel and instead sits alongside these as part of the long-term plan to help people travel the way that works best for them. The five key messages outlined in ‘The Plan for Drivers’ are as follows:

- Smoother journeys
- Stopping unfair enforcement
- Easier parking
- Cracking down on inconsiderate parking
- Helping the transition to zero emission driving.

There are 30 new steps that the government says it will take so that drivers have confidence that they are getting a fair deal alongside other road users.

The Walking, Wheeling and Cycling Strategy is consistent with the proposals within the Plan for Drivers therefore no amendments are proposed.

Greater Norwich Green Infrastructure Strategy (local)

The Greater Norwich Green Infrastructure Strategy is due to be published in 2024. The work of the Walking, Wheeling and Cycling Strategy and the Green

Infrastructure Strategy should be aligned therefore acknowledgement of the strategy should be made within the Walking, Wheeling and Cycling Strategy. The below amendment is proposed at the end of the last paragraph on page 25:

“Alignment with the Greater Norwich Green Infrastructure Strategy will also be made once the strategy is published (expected in 2024).”

Member comments

Comment	Proposed amendment
Include member foreword	<p>Draft foreword to be signed-off by members:</p> <p>Welcome to Norfolk County Council’s new Walking, Wheeling and Cycling Strategy. This strategy sets out the ambitions of the Council to create a healthier and greener Norfolk, by enabling more people to take exercise, walk, wheel or cycle.</p> <p>The benefits of choosing walking, wheeling and cycling are manifold, both for us as individuals but also for the places that we live and work in. Increasing levels of walking and cycling will help to improve air quality, and reduce illness exacerbated by poor air quality such as asthma. Walking and cycling also helps to support physical and mental health and wellbeing, and tackle health problems linked with sedentary living, making us happier and healthier.</p> <p>Choosing to walk, wheel or cycle a journey can also help to reduce congestion on our roads, support public transport and make journeys better for our environment. This helps to cut carbon emissions and positively impacts our economy, enhancing Norfolk’s attractiveness as a place to live and do business, and making the county more sustainable.</p> <p>It is therefore important that we recognise walking, wheeling and cycling as a key element of our transport strategy. We want to support government’s ambitions to enable people to walk, wheel and cycle more often and as the natural choice for shorter journeys, or as part of a longer journey, to support government’s ambition that 50% of journeys in towns and cities walked and cycled by 2030. The strategy is also an opportunity to show the public, local authorities, stakeholders and central government what areas NCC will focus on to achieve our vision for walking, wheeling and cycling and will support us to secure future funding for active travel schemes across our county.</p> <p>The strategy has been developed collaboratively bringing together our local transport, environmental and public health ambitions and with wider stakeholders. It will not</p>

Comment	Proposed amendment
	<p>be delivered by just one organisation but requires all to play a part in making lasting change happen. Cllr Graham Plant, Cabinet Member for Highways, Infrastructure and Transport Cllr Lana Hemsall, Deputy Cabinet Member for Highways, Infrastructure and Transport Cllr Bill Borrett, Cabinet Member for Public Health and Wellbeing Cllr Eric Vardy, Cabinet Member for Environment and Waste</p>
<p>Add reference to the Norfolk Public Health Strategy</p>	<p>Page 5 “This strategy sits beneath Norfolk’s Local Transport Plan (LTP4) and is an update to our existing Walking and Cycling Strategy (2017) to bring together our local transport, environmental and public health ambitions, including NCC’s net zero target outlined in the Norfolk Climate Strategy (2023) and Ready to Change, Ready to Act Norfolk’s new Public Health Strategic Plan”.</p> <p>Amend reference to public health strategy on page 25 as follows: “Other policy developments in public transport (BSIP), maintenance (Transport Asset Management Plan), public health (Norfolk Health Inequality Toolkit Public Health Strategic Plan, Ready to Change, Ready to Act)...” Add hyperlink to: Public Health Strategic Plan Final.pdf (norfolkinsight.org.uk) and add to references on page 41.</p>
<p>Increase reference to provision in rural areas, ensuring infrastructure is appropriate to its location so that we are not putting urban solutions in rural places.</p>	<p>Proposed changes as follows:</p> <p>Page 2 “New technology offers innovative solutions and the opportunity to go further in our rural county”</p> <p>Page 7 “This strategy is high-level and outlines what our vision is for Norfolk, providing a direction for walking, wheeling and cycling investment and activity in Norfolk’s urban and rural places the county and creating a journey to achieving the vision.”</p> <p>Page 9 “Our Countywide LCWIP which supports the delivery of this strategy also looks to support this government ambition by creating a modern, well connected transport network in Norfolk that gives people across Norfolk’s city, towns and villages an opportunity to travel actively.</p> <p>Page 13 under ‘E-bikes’ “This is especially important in our rural county.”</p>

Comment	Proposed amendment
	<p>Page 18 under 'Rural county' “Nevertheless, this strategy aims to promote cycling and walking in rural areas for both leisure and in our working and living environments by maximizing benefits from new technology such as e-bikes, and multi modal journeys.”</p> <p>Page 20 under 'Engagement' “Taking into account the requirements of everyone in schemes we do. Norfolk has a strong sense of identity and place. There is a mix of urban, rural, and coastal communities, each with its own character, distinctiveness and needs, and new infrastructure to support active travel needs to be appropriate to its location.”</p> <p>Page 26 “we aim to engage with both urban and rural communities and organisations to...”</p> <p>Pag 28 “Delivery of the wider strategic network included in the Countywide LCWIP will also support rural communities in accessing central key services and areas of employment, training and education as well as enabling connectivity with green spaces with appropriate infrastructure”</p> <p>Page 30 “Considering the impact of each of our schemes on the environment to enable biodiversity net gain and ensure we have a positive impact; and ensuring appropriate interventions are made in the right places”</p> <p>Page 31 “The ability to complete journeys using different forms of transport is important in both urban and especially in rural areas.”</p> <p>Page 32 “E-bikes offer an opportunity to extend the distances people can travel by bike as well as opening up cycling to different demographic groups, especially for older people or those living in more rural places.”</p>
Ensure mention of ensuring the needs of all PROW users are met, including horse riders	<p>Proposed changes as follows:</p> <p>Page 3 “The strategy will be mostly implemented through the Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) and Norfolk Access Improvement Plan (NAIP), which relates to Public Rights of Way, as well as...”</p> <p>Page 20 under 'Engagement' “When designing new infrastructure or upgrading existing it is important that other users of public rights of way, such as horse riders, are not excluded. We need to do more to ensure that the</p>

Comment	Proposed amendment
	<p>requirements of everyone are taken into account so that walking, wheeling and cycling investment meets the needs of all.”</p> <p>Page 28 “Well-maintained pavements and cycle paths that are appropriately designed for their location and accessible by all”</p> <p>Page 28 “Delivering the actions identified in the NAIP which includes improvements to Norfolk’s footpaths and public rights of way and considers the needs of all users including horse riders. Further information on the NAIP can be found in Section 9.”</p>
Add reference to sustainable tourism	<p>Page 25 “Other policy developments in public transport... Norfolk’s sustainable tourism ambitions and partner strategies...”</p> <p>Page 27 “Working to further support Norfolk in a ambition to become the UK’s most sustainable tourist destination, by continuing to improve our travel and transport information/campaigns such as Travel Norfolk and Good Journey”</p> <p>Page 28 “We aim for the network to be inclusive and give everyone the opportunity, confidence, and desire to be active across Norfolk. Whether for travel or leisure, and whether you are a resident or visitor, we want to make active travel a natural choice for short journeys in urban areas and encouraged in rural areas.</p>
Acknowledge in the Strategy that more work needs to be done and learnt about pavement parking and a suitable approach to it.	<p>Page 30 and page 34 “Investigating best practice approaches to tackling pavement parking, recognising there will be no ‘one size fits all’ answer and acknowledging more work is needed to find a suitable approach and to learn from others.”</p>
Check reference to Street Lighting following NCC budget announcement January 2024	<p>Propose addition to statement on Street lighting on page 28:</p> <p>“Delivering street lighting when and where it is deemed appropriate, should funding be secured, in alignment to Norfolk County Council’s policy and budgets on street lighting and in consultation with the Local Lighting Authorities to help provide a safe network”</p>

Officer comments

Comment	Proposed amendment
<p><i>Building capability</i></p> <p>Propose adding a bullet point to page 28 under “we want to achieve this by:” to outline how NCC are building capability amongst officers and members to deliver the best schemes for Norfolk e.g. Healthy Streets training for officers and members.</p>	<p>Proposed amendment below for page 28:</p> <p>“We want to achieve this by:</p> <ul style="list-style-type: none"> • Building the capability of NCC officers and members to deliver the best schemes for Norfolk. For example, offering training opportunities to share knowledge on the latest best practice and approaches. This has been successfully carried out in 2023 with the offer of Healthy Streets and LTN 1/20 Cycle Design Guidance training.”
<p>Reword text in box under ‘Growth’ on page 20 to make it clearer.</p>	<p>Amendments on page 20:</p> <p>This strategy aims to support growth in the county and ensure enable residents in new developments and support its new residents to support walking, wheeling and cycling.</p>
<p>Add reference to Road Safety Partnership Strategy</p>	<p>Amendment to page 25 “...safety (Road Safety Partnership Strategy), sustainable development...”</p>
<p>Adding explanation on what a Parklet Policy is on page 30</p>	<p>Parklet is included in the Strategy Glossary at the end of the document.</p> <p>Proposed amendment to page 30: “Exploring the need for a policy which covers NCC’s approach to Parklets (see glossary) and following best practice”</p>
<p>Propose not publishing the Databook in order to keep the focus on the Strategy and keep the Databook as an evidence document from the development of the Strategy.</p>	<p>Page 38 “Monitoring and evaluation will take place as part of the plans and strategies mentioned above. We will also monitor against the outcomes outlined earlier in this strategy. Data has been collated to provide a context and a baseline for the strategy. This can be seen in the adjoining Databook.”</p>
<p>Terminology change for micromobility. The term shared-micromobility should now be used when referring to Beryl and Ginger schemes.</p>	<p>Propose all references to micromobility share schemes within the strategy are amended accordingly.</p>

Norfolk County Council

**Walking, Wheeling and Cycling Strategy for
Norfolk**

~~Draft report for consultation~~Report for
adoption

~~October 2023~~ April 2024

Our Walking, Wheeling and Cycling Strategy Executive Summary

Commented [HC1]: Propose extracting the Executive Summary and make it a standalone document that sits beside the Strategy

Our vision

To create a healthier and greener Norfolk by enabling people to walk, wheel and cycle more often and as the natural choice for shorter journeys, or as part of a longer journey, supporting Government's target for with 50% of the journeys in towns and cities to be completed by walking, wheeling and cycling by 2030.

Benefits and opportunities

- It's great for your physical and mental health. 30 minutes of walking or 20 minutes of cycling a day can reduce mortality risk by at least 10%.
- It's a way of getting from A to B without emitting harmful emissions which helps improve air quality and mitigate climate change
- It supports access to education, training, essential services and employment as well as supporting local businesses and public transport
- New technology offers innovative solutions and the opportunity to go further [in our rural county](#)
- A way of connecting to the environment, exploring the county and reducing social isolation

Challenges

- Securing funding to deliver projects and improvements
- Changing behaviours to active travel as the car is the dominant mode of transport. 28% of adults in Norfolk are currently physically inactive ([Active Norfolk, 2021](#)).
- Perceptions around safety and stereotypes can put people off
- A mix of rural and urban settings
- Join-up across different partners, stakeholders and communities
- Walking, wheeling and cycling is a broad subject and impacts many different groups of people who should all be represented
- Maintenance of our existing pavements, footpaths and cycleways
- ~~Securing funding to deliver projects and improvements~~
- Climate change adaptation (e.g shading may be more important for those using active travel)

Our 7 steps to achieve our vision, realise the benefits and overcome the challenges

1. Engage with local communities and enable behavioural change
2. Create a safe, connected and well-maintained walking, wheeling, and cycling network for all that gets people to where they need to be
3. Build healthy places, spaces and communities
4. Support multi-modal journeys

5. Embrace new technology
6. Remove barriers to provide a network that is accessible, inclusive and considers the needs of all users
7. Work with our partners to achieve common ambitions

Next steps and delivery

This strategy sits beneath our Fourth Local Transport Plan (LTP4) and takes account of other key national, regional and local policies. The strategy will be mostly implemented through the Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) and Norfolk Access Improvement Plan (NAIP), which relates to Public Rights of Way, as well as other adopted and emerging plans to ensure walking, wheeling and cycling is at the heart of Norfolk County Council's (NCC's) decision making. Scale and pace of delivery will depend on ability to secure funding for our ambitions. We will monitor our strategy's success through these plans.



Foreword

Welcome to Norfolk County Council's new Walking, Wheeling and Cycling Strategy. This strategy sets out the ambitions of the Council to create a healthier and greener Norfolk, by enabling more people to take exercise, walk, wheel or cycle.

The benefits of choosing walking, wheeling and cycling are manifold, both for us as individuals but also for the places that we live and work in. Increasing levels of walking and cycling will help to improve air quality, and reduce illness exacerbated by poor air quality such as asthma. Walking and cycling also helps to support physical and mental health and wellbeing, and tackle health problems linked with sedentary living, making us happier and healthier.

Choosing to walk, wheel or cycle a journey can also help to reduce congestion on our roads, support public transport and make journeys better for our environment. This helps to cut carbon emissions and positively impacts our economy, enhancing Norfolk's attractiveness as a place to live and do business, and making the county more sustainable.

It is therefore important that we recognise walking, wheeling and cycling as a key element of our transport strategy. We want to support government's ambitions to enable people to walk, wheel and cycle more often and as the natural choice for shorter journeys, or as part of a longer journey, to support government's ambition that 50% of journeys in towns and cities walked and cycled by 2030. The strategy is also an opportunity to show the public, local authorities, stakeholders and central government what areas NCC will focus on to achieve our vision for walking, wheeling and cycling and will support us to secure future funding for active travel schemes across our county.

The strategy has been developed collaboratively bringing together our local transport, environmental and public health ambitions and with wider stakeholders. It will not be delivered by just one organisation but requires all to play a part in making lasting change happen.

Cllr Graham Plant, Cabinet Member for Highways, Infrastructure and Transport

Cllr Lana Hemsall, Deputy Cabinet Member for Highways, Infrastructure and Transport

Cllr Bill Borrett, Cabinet Member for Public Health and Wellbeing

Cllr Eric Vardy, Cabinet Member for Environment and Waste

Cllr Plant
headshot

Cllr Hemsall
headshot

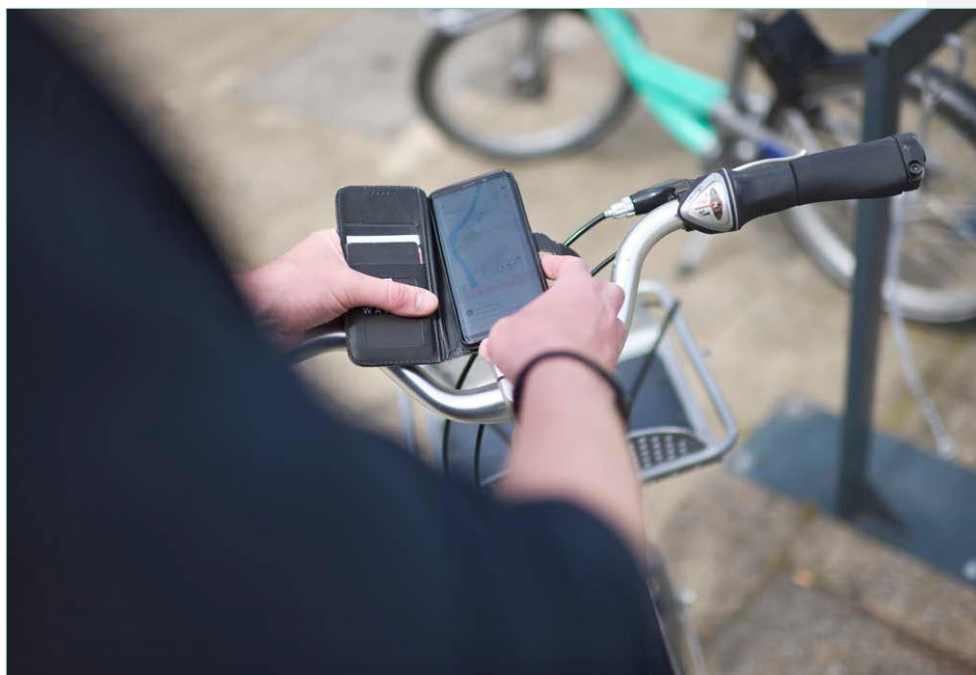
Cllr Borrett
headshot

Cllr Vardy
headshot

Introduction

Here at Norfolk County Council (NCC) we have a collective ambition to ensure our communities grow, thrive and prosper for the future. In recent years, Norfolk has experienced impressive growth with a population of over 900,000 which is forecast to grow to more than a million by 2036. There are plans to build more than 80,000 homes over the next 20 years and with this comes increased travel and traffic. We want to support the growing Norfolk population by enabling more people to walk, wheel and cycle in the county and choose sustainable transport modes to get to where they need to be and for leisure. This will help us be more efficient in our use of transport space, create and support healthy communities, enable our transport network to run effectively and emit fewer harmful emissions, and help connect people to and protect our environment as much as we can.

Norfolk has a strong track record in attracting funding for active travel schemes. Since 2020, NCC has received over £5.5million from the Department for Transport's Active Travel Fund to deliver a step change in the provision of active travel and better streets for walking, wheeling and cycling. In addition, NCC has been able to deliver active travel schemes through successful funding bids with District, Borough and City Council partners through the Transforming Cities Fund and Town Deals. This has seen the delivery of new crossings, cycle parking facilities, cycle lanes and campaigns, to name a few, making Norfolk a safer, healthier, and more attractive place to choose to walk, wheel and cycle.



Norfolk also has a number of defined walking and cycling routes across the county, which are particularly prevalent in urban areas. Despite this, Norfolk still faces challenges to increasing levels of walking, wheeling and cycling which this strategy identifies, along with the opportunities our unique county presents. This strategy seeks to overcome these challenges and create a county where walking, wheeling and cycling are a natural choice.

This strategy sits beneath Norfolk's Local Transport Plan (LTP4) and is an update to our existing Walking and Cycling Strategy (2017) to bring together our local transport, environmental and public health ambitions, including NCC's net zero target outlined in the [Norfolk Climate Strategy \(2023\) and Ready to Change, Ready to Act Norfolk's new Public Health Strategic Plan](#). The strategy sets the context for our County- wide Local Cycling and Walking Infrastructure Plan (LCWIP) and enables a joined-up approach to our investment in walking, wheeling and cycling, in rural and urban areas, into the future. This will help create healthy communities, create an efficient transport network with reduced congestion, and to help protect our environment.

We want to support ~~G~~overnment's ambitions to enable people to walk, wheel and cycle more often and as the natural choice for shorter journeys, or as part of a longer journey, [supporting Government's target for with](#) 50% of journeys in towns and cities walked and cycled by 2030. Having a strategy in place will put us in a better position to secure the funding to help achieve this ambitious vision. The scale and pace of delivery of the strategy, and achievement of the vision, is dependent on our ability to secure future funding and achieving behaviour change in how people choose to travel.



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1. Summary

In Norfolk, 7.6% of people cycle and 28.4% walk for travel (getting from A to B) at least once a month, and for leisure 11.8% of people cycle and 73.5% walk (DfT data, 2021). Norfolk has existing defined and strategic walking and cycling networks made up of the National Cycle Network, Norwich and Great Yarmouth Pedalways, Greenways, quiet lanes, Norfolk Trails, and Public Rights of Way. This strategy aims to make walking, wheeling or cycling for both travel and leisure the natural choice, particularly for short journeys or as part of longer journeys. Extending, linking and improving our network and encouraging activity, have many positive health and wellbeing, environmental and economic impacts.

The purpose of this strategy is to bring together the national, regional and local ambitions, plans and policies to create a walking, wheeling and cycling strategy for Norfolk and our residents. This strategy is high-level and outlines what our vision is for Norfolk, providing a direction for walking, wheeling and cycling investment and activity in [Norfolk's urban and rural places](#) ~~the county~~ and creating a journey to achieving the vision.

The updated strategy introduces the term 'wheeling' when discussing walking and cycling. This term includes people who use wheelchairs, mobility scooters, mobility aids, [prams](#) and similar modes that use pavement space at a similar speed to walking. In this strategy we use the terms walking and wheeling together to ensure the work we do is holistic and inclusive to enable people in Norfolk to walk, wheel and cycle more often.

The strategy vision is to create a healthier and greener Norfolk by enabling people to walk, wheel and cycle more often and as the natural choice for shorter journeys, or as part of a longer journey, ~~with supporting~~ [Government's target for](#) 50% of the journeys in towns and cities to be completed by walking, wheeling and cycling by 2030. We want to enable everyone to have the opportunity and motivation to walk, wheel and cycle in our county wherever possible.

These ambitious plans require funding to deliver. We have a strong track-record in drawing down money for delivery and will be in a stronger position to continue to do this with this strategy.

We have outlined seven steps to achieve our vision which are:

1. Engage with local communities and enable behavioural change
2. Create a safe, connected and well-maintained walking, wheeling, and cycling network for all that gets people to where they need to be
3. Build healthy places, spaces and communities
4. Support multi-modal journeys
5. Embrace new technology
6. Remove barriers to provide a network that is accessible, inclusive and considers the needs of all users
7. Work with our partners to achieve common ambitions

The strategy is also an opportunity to show the public, local authorities, stakeholders and central government what areas NCC will focus on to achieve our vision and will support us to secure future funding for active travel schemes.

Our strategy has been guided by engagement with our partners and departments, reviews of recent consultations and local data, and has many links into a variety of national, regional and local policies and plans including Norfolk's Local Transport Plan 4 (LTP4) to create a cohesive approach to the strategy (see Section 5 for more detail).

We aim to deliver our strategy through a number of plans and mechanisms but primarily through Norfolk's LCWIPs and the NAIP. Delivery is subject to securing government funding for our walking, wheeling and cycling projects.

We will monitor the success of our strategy through these plans as well as reviewing how we are progressing towards the outcomes we would like to see.

2. Our Vision for an Active Norfolk

To create a healthier and greener Norfolk by enabling people to walk, wheel and cycle more often and as the natural choice for shorter journeys, or as part of a longer journey, ~~with supporting Government's target for~~ 50% of the journeys in towns and cities to be completed by walking, wheeling and cycling by 2030.

Our vision is in line with central government's ambitious target for half of all journeys in towns and cities to be walked or cycled by 2030 (DfT, 2020). We want to support this vision and enable people in Norfolk to walk, wheel and cycle. Our Countywide LCWIP which supports the delivery of this strategy also looks to support this government ambition by creating a modern, well connected transport network ~~in Norfolk~~ that gives people [across Norfolk's city, towns and villages](#) an opportunity to travel actively.

Achievement of our vision is subject to securing funding from government. This strategy will put us in a strong position to be able to secure government funding as it enables us to demonstrate our ambition and vision for walking, wheeling and cycling in Norfolk.

The steps to how we aim to achieve this vision and the outcomes we want to see are ~~shown in Section 6 summarised on the next page.~~



3. Benefits and opportunities

Walking, wheeling, and cycling have huge benefits for both people and place and help us to achieve national, regional and local ambitions. By achieving our goal, we will be supporting Norfolk's people, economy and environment to thrive.

Health

Physical activity helps both physical and mental health conditions and disease.

It is well documented that physical activity can help prevent and manage over 20 chronic conditions and diseases, as well as reducing stress and anxiety and increasing mental alertness and energy. Physical activity also leads to reduced costs for the NHS (Sustrans, 2022). [Nationally, physical inactivity costs the NHS £0.9 billion each year \(Office for Health Improvement & Disparities, 2022\)](#)

Did you know:

Walking for 30 minutes or cycling for 20 minutes on most days reduces mortality risk by at least 10% (WHO, 2022).

Cancer-related mortality is 30% lower among bike commuters (WHO, 2022). Enabling more walking, wheeling and cycling also provides an opportunity for health workers to prescribe active travel to patients to help people's physical and mental health. Active Travel England are trialing an active travel social prescribing scheme in 11 areas across the country (Active Travel England, 2022) looking to support reduced demand in healthcare appointments and reliance on medication due to more physical activity. A similar project is being developed in Norfolk with partners Active Norfolk.



Education and employment

Increasing active travel can increase access to employment and has created safer environments around schools. Wider availability of cycling has the potential to reduce transport inequality and promote access to jobs and education (DfT, 2019). It can also improve the environment outside schools, as has been seen from NCC's School Streets trials which observed reduced congestion, and improved perception of safety by 37% outside the trial schools (NCC, 2023).

Workplace

Cycling to work can increase productivity. 73% of employees who cycle feel it makes them more productive at work (The Prince's Responsible Business Network, 2011). Employees who are also physically active take 27% fewer sick days than their colleagues (National Institute for Health and Care Excellence, 2012), saving them, and their employer, time and money.

In Norfolk 12% of people travel less than 2km to get to work and 11% travel less than 5km to get to work (Census, 2021). These are generally considered walkable and cyclable distances respectively and offer the opportunity to enable people to walk, wheel or cycle these short journeys.



Community

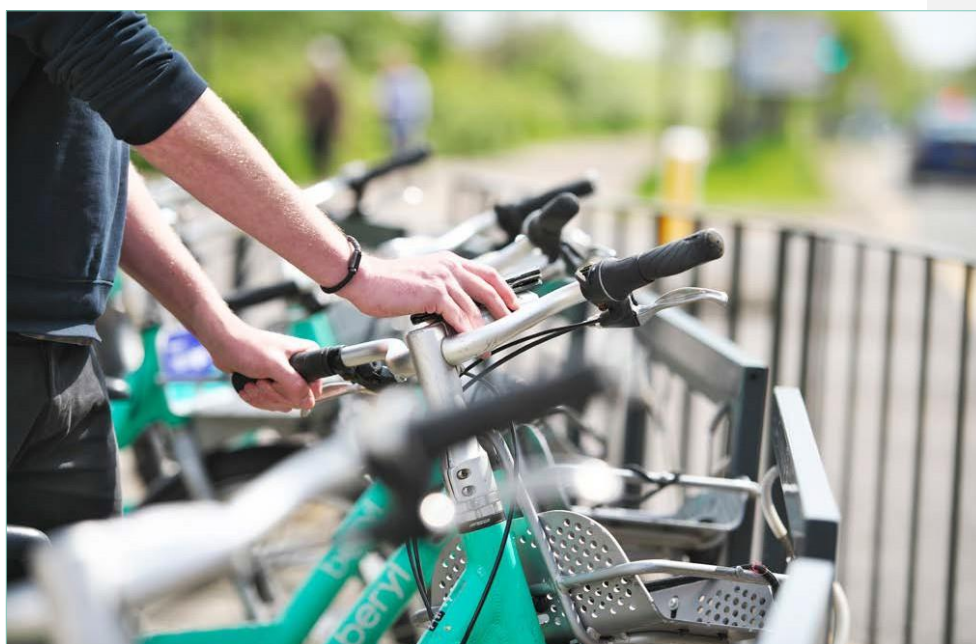
Walking, wheeling and cycling is a great way to explore and meet new people. Walking, wheeling and cycling can reduce social isolation and create a sense of place and community. Streets that cater for walking, wheeling and cycling lead to spaces where people feel safe, relaxed and welcome, where people choose to travel actively and where children can play, contributing towards Healthy Streets (an approach to design adopted by NCC).

E-bikes

Electric bikes and scooters allow for increased travel distance. E-bikes offer an opportunity for people to travel further by bike as well as enabling more people to access cycling due to their power assistance. For example, in Holland e-bikes are more likely to be owned by over 65s and have been shown to increase trip length (Harms and Kansen, 2018). [This is especially important in our rural county.](#)

Did you know:

There are 114 e-bikes and 322 e-scooters available for use in Norwich and 104 e-scooters in Great Yarmouth through Beryl and Ginger share schemes and trials (2023).



Economy

Low-cost transport option. Making it easier to walk, wheel and cycle is important to help people in Norfolk through the cost-of-living crisis and to grow our economy (Sustrans, 2022). They are relatively low-cost transport options.

Active travel also supports our local businesses and economy. People who walk to the high street spend up to 40% more than people who drive to the high-street (TfL, 2013). Cycle parking delivers five times the retail spend per square meter than the same area of car parking (Rajé and Saffrey, 2016).

Walking, wheeling and cycling can also support Norfolk's tourism industry by promoting exploration around the county via sustainable modes of transport and experiencing Norfolk's trails and quiet lanes.

Environment

Walking, wheeling and cycling create a greener, healthier and safer Norfolk. Giving people the opportunity to choose to walk, wheel or cycle supports a reduction in transport emissions, congestion, noise and air pollution because they can replace journeys that would have been otherwise undertaken by car. This mitigates climate

change and supports cleaner air helping us to meet national and local decarbonisation and air quality targets whilst also making our county a nicer place to live for both people and nature.

Did you know:

People who switch just one trip per day from car driving to cycling reduce their carbon footprint by about 0.5 tonnes over a year, representing a substantial share of average per capita CO₂ emissions (Brand et al., 2021).

Transport in Norfolk is the highest emitting sector with 30% of total carbon emissions coming from road transport (BEIS, 2022). Transport is therefore one of the largest sectors where carbon savings need to be made in order to contribute to the global efforts to mitigate climate change for both people and the environment and meet local and national decarbonisation targets (Norfolk's Environmental Policy 2019 and Transport Decarbonisation Plan 2021). Giving people the opportunity and motivation to walk, wheel or cycle as the natural choice can help Norfolk achieve this target.

4.9% of mortality in Norfolk and 5.5% in Norwich is attributable to air pollution (Norfolk Insight, 2023⁴⁹). Increased walking, wheeling and cycling can help reduce this percentage.

Public transport

Walking, wheeling and cycling can improve accessibility around Norfolk. Enabling people to walk, wheel and cycle more can also support use of and access to public transport. The rollout of the Beryl bike, e-bike and e-scooter scheme in Norwich has seen 42% of riders connecting to train journeys and 24% have connected to a bus journey (Beryl, 2022).

Did you know:

Norfolk is welcoming 70 electric buses over 2023 and 2024, making journeys ~~even~~ greener.



Cargo bikes~~Last mile journeys~~

Cargo bikes can offer new opportunities for businesses to make last-mile journeys more cost effective and sustainable. For example e-cargo bikes can be used for business deliveries instead of vans which supports a reduction in emissions, congestion and business costs. Cargo bikes can also enable people to responsibly and easily transport their children or luggage on their bikes. Cost effective for businesses. Enabling more walking, wheeling and cycling offers and opportunity to

Did you know:

In Autumn 2023 NCC is launching an e-bike trial for businesses to use for free for up to eight weeks in Norwich.

~~support last mile journeys in a cost effective way. For example, e-cargo bikes can be used for business deliveries instead of vans which supports reduction in emissions, congestion and business costs.~~

Funding

Increased investment for Norfolk and its residents. Enabling more people to walk, wheel and cycle in Norfolk creates more opportunities for us to receive funding from



government to deliver further initiatives. Active Travel England are rating local authorities across the country on their active travel plans and provision, and their rating can influence the funding we receive (Active Travel England, 2023). By

developing this strategy, we can show Active Travel England that we have strong leadership, comprehensive plans and significant ambition which can support us to obtain funding from government to deliver our strategy, as and when it becomes available.

4. Challenges

There are a number of challenges and barriers we face to achieving our vision to enable people in Norfolk to walk, wheel and cycle more often and as the natural choice for shorter journeys, or as part of longer journeys. These challenges have been identified by collecting data, reviewing recent public consultations and undertaking workshops with departments within NCC and partners. The challenges we face and aim to overcome include:

Levels of physical activity

Currently nearly one third of Norfolk adults are inactive. In Norfolk, 28% of adults are physically inactive (Active Norfolk, 2021) and a quarter of adults in Norfolk are obese (OHID, 2022). Insufficient physical activity is associated with one in six deaths in the UK (Public Health England, 2020).

The car is still the main mode to get to school and work in the region. In 2021, 54% of people in Norfolk drove a car or van to work, 8% walked and 3% cycled (Census, 2021). The percentage of physically active children is also lower in Norfolk than the regional and national averages (OHID, 2022).

This strategy aims to support everyone to enjoy an active lifestyle.



Speed and safety

Feeling safe on Norfolk's roads. In 2022, there were 103 fatalities or serious casualties of people walking or cycling on Norfolk roads. Whilst this is on a downward trend, we must continue to reduce this to ensure people are safe and feel safe when walking, wheeling, and cycling in Norfolk. Recent consultation has shown that safety is a barrier to walking, wheeling and cycling in Norfolk. 63.5% of respondents to our recent Countywide LCWIP engagement survey said safer roads including slower driving speeds, less traffic and more considerate driving would encourage them to walk more and 61% said it would encourage them to cycle more. Vehicle speeds, vehicle type, lighting, road and pavement conditions and proximity to other modes contribute to this.

Safety can also present an issue with getting to school. Some children live within a walkable or cyclable distance to school but travel to school by car or organised transport due to the journey being deemed unsafe by their parents / carers or NCC.

This strategy aims to change this and to improve safety and confidence when walking, wheeling and cycling.



Rural County

Norfolk is a large and rural county. Norfolk is a largely rural county with services focussed in market towns and urban centres. Some journeys can be too far to be travelled by solely walking, wheeling, or cycling, particularly for people with reduced mobility and active travel infrastructure in rural areas is often absent. Nevertheless, this strategy aims to promote cycling and walking in rural areas for both leisure and in our working and living environments by maximizing benefits from new technology such as e-bikes, and multi modal journeys.

This strategy aims to support sustainable movement in our rural county, including through multi-modal journeys. The LCWIP and NAIP also support rural movement through identification of a wider cycling network connecting rural areas and improvements to Public Rights of Way.



Aging population

One quarter of the Norfolk population are over 65 years old. Norfolk has an older population with the proportion of residents 65 years or older rising from 25% to 28% over the next 10 years (Norfolk Insight, 2021). Norfolk has the 15th most elderly population in England. Streets and active travel infrastructure are not always suitable for those who are elderly or with reduced mobility. This acts as a barrier to people choosing to walk, wheel or cycle for their journeys, part of their journeys or for leisure.

This strategy aims to consider everyone's needs when implementing walking, wheeling and cycling projects to ensure everyone has the opportunity to be active.

Inequalities

Transport inequalities exist whether that be based on gender, income, race and ethnicity, age, location, health or disability. People from ethnic minorities, young people not in education, employment or training, students, older people and women were all reported to be particularly at risk of transport poverty.

Levels of cycling to work are higher for males in Norfolk than females (ONS, 2021). Walking and cycling for leisure is also lower in groups that are most deprived than those with lower levels of deprivation.

Three key underlying factors that influence the relationship between transport and inequality are the way people are distributed (geographically and by social class), the way opportunities are distributed (jobs and education) and how accessible the transport system is (cost, accessibility, time and reliability) (DfT, 2019). Working closely with local planning authorities and integrating active travel into how we build spaces is essential to overcome this challenge.

Disabled people take 38% fewer trips across all modes of transport than non-disabled people (Motability, 2022). In England, disabled people take 30% fewer walking trips than non-disabled people (NTS, 2021). Pavement parking, pavement maintenance and distance to services are identified as key barriers disabled people face to walking and wheeling more often (Sustrans, 2023).

This strategy aims to ensure all residents and visitors have access to a walking, wheeling and cycling network suitable for them.



Growth

Population growth in Norfolk is above average. The East of England experienced the largest population growth in England between 2011 and 2021. South Norfolk experienced the highest growth in the county with a growth of 14.4% making it 15th in the country for increase population growth. Population growth in Breckland and Norwich were also above the England average (Census, 2021). This means more people are using our transport network and forecasts show that the Norfolk population will be over a million by 2036. Ensuring new developments provide options for sustainable transport, such as walking, wheeling, cycling and public transport, can help ensure the growth in our county has a positive impact on our transport network.

This strategy aims to support growth in the county and ~~ensure enable residents in~~ new developments ~~and support its new residents to support~~ walking, wheeling and cycling.

Engagement

Taking into account the requirements of everyone in schemes we do. Norfolk has a strong sense of identity and place. There is a mix of urban, rural, and coastal communities, each with its own character, distinctiveness and needs and new infrastructure to support active travel needs to be appropriate to its location. Representing the wants and needs of the county can be challenging. When designing new infrastructure or upgrading existing it is important that other users of public rights of way, such as horse riders, are not excluded. We need to do more to ensure that the requirements of everyone are taken into account so that walking, wheeling and cycling investment meets the needs of all.

This strategy aims to increase representation of Norfolk's residents when we engage on walking, wheeling and cycling projects.

Monitoring

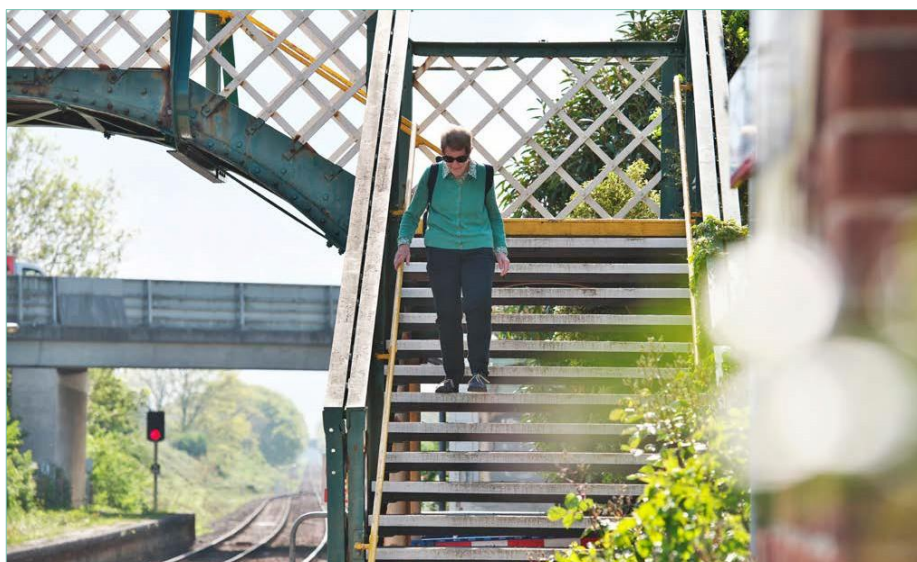
Monitoring is complex. Monitoring and data collection on walking, wheeling, and cycling activity is challenging, which can make it difficult to understand how parts of the network work for walking, wheeling and cycling, and where improvements can be made.

This strategy aims to address this challenge by embracing new methods and technology for monitoring and working within best practice.

Maintenance

Well maintained infrastructure. Pavements, including shared use, are the second largest of the Council's assets and account for an estimated 7% of the total highway asset value (TAMP, 2022). Maintenance of walking and cycling routes has been raised in the LCWIP consultation as an important consideration with 69% of respondents stating that better maintenance of pavements and walkways would encourage them to walk more and 51% would cycle more if road surfaces were better maintained for cycling.

This strategy is linked to the Countywide LCWIP and NAIP helping to address challenges of maintenance of walking, wheeling and cycling infrastructure.



Join-up

Wide landscape of stakeholders. We must ensure that we join-up the work we do with existing schemes and stakeholders. Norfolk is a large county and active travel is a broad subject with numerous stakeholders. We will strive to ensure join-up to deliver the best outcomes for Norfolk.

This strategy presents our ambition to work with partners and stakeholders to ensure join-up and take collective action to overcome barriers.

Road space

Road layouts and designs can be a challenge. Space for walking and cycling, alongside other means of travel like in buses or cars, can be a challenge, particularly in locations such as Norfolk's historic market towns where roads can often be narrow. Recent Countywide LCWIP engagement showed that segregated cycle paths, particularly those off road, would encourage people to cycle more in their local area. Government design guidance, Local Transport Note 1/20 (LTN 1/20), looks to support more segregated cycle lanes where the conditions are right. Implementation of segregated cycle lanes is dependent on traffic speeds, volumes and type of traffic as well as the availability of space within the carriageway. The Countywide LCWIP aims for all schemes to comply with LTN 1/20 guidance, implementing segregation where the conditions are correct, whilst acknowledging this can be a challenge in narrow parts of our network. Parking or other obstacles on the pavement can also present a challenge to walking, wheeling and cycling by creating obstructions.

In the future, difficult decisions on road space will need to be made to ensure our transport network continues to function effectively and sustainably.

This strategy aims to work within best practice to support place specific solutions to competing modes and complex road layouts which can make walking, wheeling and cycling more difficult.



Stereotypes and perceptions

Stereotypes and perception play a role. Stereotypes of 'pedestrians', 'walkers' or 'cyclists' can lead people to not identify with walking or cycling as a way of travel or means for leisure. This can put people off these modes and presents a barrier to getting more people walking, wheeling and cycling.

This strategy aims to show that walking, wheeling and cycling can be part of anyone's journey.

Habits and car ownership

New habits and changing behaviours. Car ownership in Norfolk is higher than the England average. 83% of households in Norfolk have at least one car compared to 76% for England (Census, 2021). Car ownership is lowest in urban areas such as Norwich. Habits of car use can present a challenge to getting more people walking, wheeling and cycling, particularly for short journeys where active travel is a viable option.

The pandemic also had an impact on how often people travel. In Norfolk, the number of people working mainly from home has grown by 20% (Census, 2011 and Census, 2021). The prevalence of needing to look after physical and mental health has also grown since the pandemic (Active Norfolk, 2021).

This strategy aims to create conditions where people feel confident to make the switch to walking, wheeling and cycling, supporting people to live healthy and active lives.

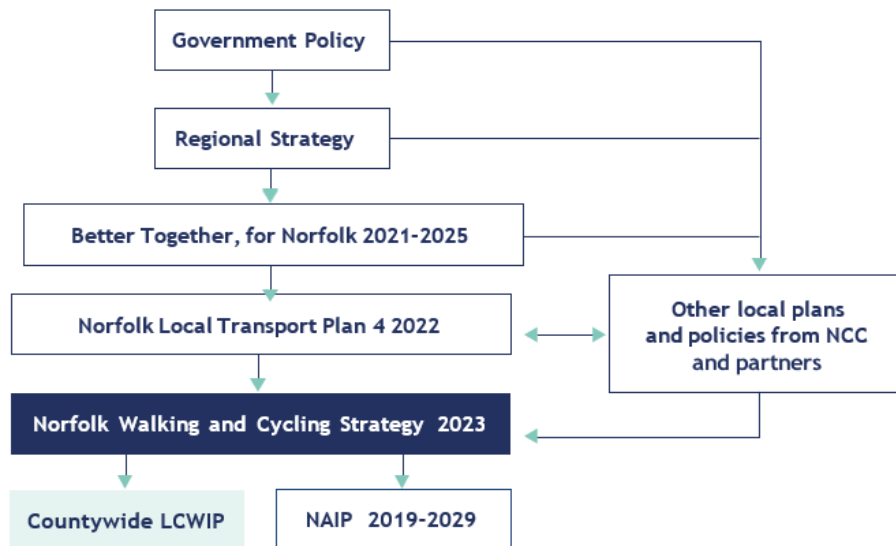
Funding

Local authority resources. Local authorities do not have unlimited budgets to deliver infrastructure or for other activities. Being able to achieve our ambitions and deliver this strategy will be dependent on our ability to secure funding and work with partners. Having a strategy puts us in a better place to be successful in doing this. The scale and pace of delivery of the strategy is dependent on our ability to secure future funding.

5. The policy drive for a step change

Since we published our last Walking and Cycling Strategy in 2017, there has been a step change in policy which has placed emphasis on the need to increase walking, wheeling and cycling for health and wellbeing, the environment and the economy. We need to update our strategy to recognise this.

This strategy sits beneath Norfolk's Fourth Local Transport Plan and takes account of other key national, regional and local policies. The strategy will be mostly implemented through the County Wide Local Cycling and Walking Infrastructure Plan (LCWIP) and Norfolk Access Improvement Plan (NAIP) but will also be considered when delivering other schemes and plans to ensure walking, wheeling and cycling is at the heart of NCC's decision making. Read more on our LCWIP and NAIP in Section 9.



We aim to support the **Government's** Gear Change ambition of 50% of journeys in towns and cities to be walked or cycled by 2030.

In this strategy we also take account of the [Cycling and Walking Investment Strategy 2](#) and revisions to the [Highway Code](#) which places the people using active modes as high priority. [Government's Net Zero Strategy](#) and [Transport Decarbonisation Plan](#) are also key considerations in this strategy as these plans place emphasis on reducing carbon emissions from transport and highlight that active travel has a key part to play in this. The strategy also supports regional strategies including [Transport East's Active Travel Strategy](#).

The strategy is guided by [NCC's Better Together, for Norfolk](#), 2021-25 strategy and supports the ambitions for a sustainable economy, better opportunities for children and young people, enabling healthy and independent lives, creating strong, engaged and inclusive communities and a greener and more resilient future. We achieve this because enabling people to walk, wheel and cycle more, and as the natural choice, unlocks huge benefits for people, the economy and the environment.

Other policy developments in [public transport](#) (BSIP), [maintenance](#) (Transport Asset Management Plan), [public health-public health](#) ([Norfolk Health Inequality Toolkit](#)), [Public Health Strategic Plan, Ready to Change, Ready to Act](#)), [speed management](#) (Norfolk Speed Management Strategy), [safety](#) ([Road Safety Partnership Strategy](#)), [sustainable development](#) (Safe, Sustainable Development), [climate](#) (Norfolk Climate Strategy)-, [Norfolk's sustainable tourism ambitions](#) and partner strategies have also been aligned to in this strategy to ensure walking, wheeling, and cycling investment is joined up and tailor made for Norfolk. [Alignment with the Greater Norwich Green Infrastructure Strategy will also be made once the strategy is published \(expected in 2024\).](#)



6. Our seven steps to success and achieving our vision

To unlock the benefits and opportunities, overcome the challenges and support our national, regional and local policies, we have identified seven steps to success to achieve our goal. These steps will help us to enable more people to walk, wheel and cycle in Norfolk more often and as the natural choice, particularly for short journeys or as part of a longer journey. Our success in achieving the seven steps, and how quickly we can move forward on this, will be dependent on our ability to find the means to provide the necessary resource.

1. Engage with local communities and enable behavioural change

Engagement enables people to help shape the design and delivery of walking, wheeling, and cycling schemes, as well as changing attitudes and behaviours. We aim to engage with [both urban and rural](#) communities and organisations to understand their needs, what motivates and influences them to make the choices they do, and how we can enable and encourage increased uptake of active travel.

We want to engage with people who may be new to walking, wheeling or cycling, or returning to it, to ensure everyone has the opportunity to be active. We want engagement to be representative of everyone in Norfolk to ensure no one is left behind.

Outcomes we want to see:

- Communities know the benefits of walking, wheeling and cycling and have the tools to engage in an active lifestyle
- People and organisations feel supported to change their travel behaviours
- Adults and children have the confidence, opportunity and motivation to walk, wheel or cycle to education and employment
- Projects are well informed by partners', stakeholders' and local communities' expertise and local knowledge ensuring projects meet their needs

We want to do this by:

- Engaging with communities to understand their needs and encourage and assist people to use more sustainable transport
- Targeting engagement based on data with increased granularity on demographics and behaviours to ensure engagement is representative of everyone in Norfolk, ensuring we strive to involve under-represented groups
- Providing schools, workplaces and communities with the tools and skills needed to encourage walking, wheeling and cycling. This would involve:
 - Delivering the [Norfolk Sustainable School Travel Strategy \(2022\)](#) including working with schools and colleges to promote take up of the cycling

allowance, work with partners to create more walking and cycling routes available to school children and working with partners to reduce carbon emissions in schools. NCC's cycling allowance is available for any student resident in Norfolk who qualifies for support under the general school and college transport policy but cycles to school instead.

- Continuing engagement with schools through projects such as road safety education courses, Modeshift Stars, Bikeability and offering Active Travel Audits and encourage home educated children and children not in regular education to access road safety and safe independent travel
- Encouraging early conversations with students transitioning to next level education about what active travel options or pupil transport options are available
- Working with Sustrans to raise awareness of sustainable and active travel options amongst workplaces and providing support packages
- Engaging communities as early as possible so that residents' views are considered when choosing, designing, and developing interventions
- Continuing to work with residents, ~~and~~ schools and developers through A to Better to enable and encourage an increased uptake of walking, wheeling, and cycling
- Delivering the Road Safety Partnership Strategy and continue to deliver road safety campaigns, including promotion of the Highway Code
- Working with organisations to encourage sustainable tourism in the county
- Utilising social media to encourage people to walk, wheel and cycle and promote projects and tools which support people in doing this
- Incentivising and encouraging sustainable travel for example through the delivery of AtoBetter and initiatives such as Good Journey in which people can get discounts on sustainable travel and days out if they get to attractions by bike, on foot or using public transport
- Continuing to build the capability of both officers and members through training. This will showcase strong local leadership on active travel initiatives and supports the delivery of effective measures which enable behavioural change and increased uptake of walking, wheeling and cycling in the county, supporting the achievement of our vision.
- Working to further support Norfolk in an ambition to become the UK's most sustainable tourist destination, by continuing to improve our travel and transport information/campaigns such as Travel Norfolk and Good Journey
- .

2. Create a safe, connected and well-maintained walking, wheeling, and cycling network for all that gets people to where they need to be

We will seek to develop Norfolk's network of walking, wheeling, and cycling routes which are safe, direct, convenient, accessible, comfortable and well maintained. We aim for the network to be inclusive and give everyone the

opportunity, confidence, and desire to be active across Norfolk. ~~Whether~~ for travel or leisure, and whether you are a resident or visitor, we want to ~~and~~ make active travel a

natural choice for short journeys ~~for those living~~ in urban areas and encouraged in rural areas. We aim for the network to take account of the needs of all types of users.

Outcomes we want to see:

- A walking, wheeling and cycling network that can be enjoyed by everyone
- Half of all journeys in Norfolk's towns and city being cycled or walked by 2030
- Parents and children feel confident and safe walking wheeling or cycling to school when living within a walkable or cyclable distance
- Comprehensive plans helping us secure government funding to deliver walking, wheeling and cycling projects
- Safer roads and road users to aid a reduction in the rate of fatal and serious casualties involving people walking, wheeling or cycling
- Well-maintained pavements and cycle paths that are appropriately designed for their location and accessible by all
- Residents and visitors can explore and enjoy Norfolk by utilising well connected and maintained paths, trails, cycle routes which are well signed and information about these readily available.
- Non-standard bikes, cargo bikes and e-bikes are more popular and attract new users.

We want to achieve this by:

Preparing walking, wheeling and cycling projects so we are ready for when funding becomes available to deliver them in short timescales

- Aligning our work to the Department for Transport Gear Change vision and adjoining design guidance ([LTN 1/20](#)), working with Active Travel England and the Department for Transport to produce similar design guidance particularly for rural areas and taking account of the needs of all types of user
- Adopting and delivering the Countywide LCWIP which identifies a walking, wheeling, and cycling network that connects people to education, employment, and public transport in a safe, coherent, direct, and

comfortable way

- Delivery of the wider strategic network included in the Countywide LCWIP will also support rural communities in accessing central key services and areas of employment, training and education as well as enabling connectivity with green spaces [with appropriate infrastructure](#)
- Delivering the actions identified in the NAIP [, which includes improvements to Norfolk's footpaths and public rights of way. Further information on the NAIP can be found in Section 9](#)
- Delivering [Greenways to Greenspaces](#)
- Taking forward the actions identified in the Market Town Network Improvement Strategies and review and extend the work
- Liaising with National Highways on the government's proposals to 'cycle-proof' the Strategic Road Network
- Seeking to improve connectivity between rural areas and services in urban areas by connecting urban routes to long distance routes
- Supporting interventions to provide access to green and blue (environments that predominantly feature water) space in a 15-minute walk as stated in [Government's Environmental Improvement Plan 2023](#)
- Delivering NCC's revenue and capital programme for walking, wheeling, and cycling schemes
- Planning maintenance of the strategic cycle [and footpath](#) network into future capital programmes
- Supporting projects such as EXPERIENCE, which support the local tourism industry and businesses, through provision and promotion of walking, wheeling and cycling routes
- [Delivering street lighting when and where it is deemed appropriate, should funding be secured, in alignment to Norfolk County Council's policy and budgets on street lighting and in consultation with the Local Lighting Authorities to help provide a safe network-](#)
- [Building the capability of NCC officers and members to deliver the best schemes for Norfolk. For example, offering training opportunities to share knowledge on the latest best practice and approaches. This has been successfully carried out in 2023 with the offer of Healthy Streets and LTN 1/20 Cycle Design Guidance training](#)
- Seeking opportunities to enable more people to try out non-standard, cargo and/or e-bikes to remove some of the barriers currently faced by those wishing to do so.

3. Build healthy places, spaces and communities

We want to enable people in Norfolk to live physically and mentally healthy lives. This will be facilitated by ensuring places are planned to support people to live active lives, taking a Healthy Streets approach, supporting improvements to air quality, and putting people first. This strategy aims to support growth in the county

and ensure new developments and residents can make walking, wheeling and cycling the norm.

Outcomes we want to see:

- New developments have good access to sustainable travel and active travel
- New developments, places and spaces give people the choice of walking, wheeling and cycling to education, employment, amenities and green spaces, and people feel safe when choosing to do so
- Places, spaces and communities offer viable sustainable transport modes such as walking, wheeling and cycling
- Air quality in urban centres is improved and measures are being taken to reduce air pollution both within Norfolk's Air Quality Management Areas (AQMAs) and beyond.
- The impact of our travel behaviours on the environment is minimised.

We want to do this by:

- Working with partners to deliver development that has active and sustainable travel in mind. This will help to ensure our developments meet Active Travel England's requirements as a statutory consultee and to encourage uptake of active travel. We seek to secure development layouts, along with off-site highway improvements to support and encourage active travel.
- Securing contributions to active travel infrastructure from developers so that any negative impacts from developments are minimised
- Securing and enacting travel plans for new developments
- Reviewing opportunities to consolidate freight within the urban network through last mile delivery hubs in combination with e-cargo bikes
- Exploring the need for a [Parklet Policy](#) which covers NCC's approach to Parklets (see glossary) and following best practice
- Investigating best practice approaches to tackling pavement parking recognising there will be no 'one size fits all' answer [and acknowledging more work is needed to find a suitable approach and to learn from others](#)
- Considering the impact of each of our schemes on the environment to enable biodiversity net gain and ensure we have a positive impact; [and ensuring appropriate interventions are made in the right places](#)
- Utilising the Healthy Streets Approach when delivering infrastructure and planning spaces and build capability within the council to do this
- Working closely with schools to ensure that they are clear what NCC can support with in terms of schools based travel interventions e.g. road safety training, cycle training, school streets, behaviour change work etc
- Continue to trial School Streets and take forward learnings from the scheme
- Exploring solutions to create neighbourhoods that give people the opportunity and confidence to walk, wheel or cycle

- Delivering the [Norfolk Speed Management Strategy](#).

4. Support multi-modal journeys

The ability to complete journeys using different forms of transport is important in both urban and [especially in](#) rural areas. People should be able to transfer between active modes of transport and Norfolk's public transport services (including bus and rail services) easily due to well-designed networks providing sustainable transport means, travel hubs, journey planners such as Travel Norfolk and facilities. This would help support usable alternatives to car travel for longer journeys, and support ambitions in [Norfolk's Bus Service Improvement Plan \(BSIP\)](#). We also recognise that multi-modal journeys can involve the car too, particularly for people living in rural areas. For example transitioning to active travel once people have reached towns and cities. Norfolk's existing Park and Ride services are a good example of how interconnectivity with rural areas can be achieved sustainably. Delivering interventions to enable multi-modal journeys, [for example secure parking and shower facilities](#), helps to support sustainable movement in our rural county and supports access to public transport.

Outcomes we want to see:

- Multi-modal journeys are simple and convenient enabling people to travel further and flexibly via sustainable modes (walking, wheeling, cycling, public transport and car shares)
- Walking, wheeling and cycling interventions and connectivity are contributing towards the Norfolk BSIP target to grow annual bus patronage in the county by 1% per annum between 2023 and 2027
- Multi-modal journeys are facilitating rural accessibility and contributing to the BSIP target to improve Norfolk's index of rural accessibility to 85% by 2027.
- Multi-modal freight, such as using cargo bikes, is a popular way to transport goods in urban areas

We want to achieve this by:

- Supporting the delivery of the BSIP by improving walking, wheeling, and cycling connectivity to bus interchanges and travel hubs and accommodate Cycle and Ride facilities. Also seek to improve connectivity to and facilities at other public transport interchanges such as train stations.
- Delivering Travel Norfolk to help people plan journeys via active modes to support Mobility as a Service (digital transport service platforms) and integrate sustainable modes
- Reviewing cycle parking in the county to [ensure it caters for adapted and cargo bikes, ensure it is in the right places, and is designed and located in order to deter crime so that](#)~~ensure~~ people feel confident locking their bicycles
- Working with [bus and](#) rail operators to facilitate multi-modal journeys

- Supporting **shared** micro-mobility ~~share~~ schemes such as Beryl in Norwich and Ginger in Great Yarmouth which facilitate multi-modal journeys and exploring the feasibility of more share schemes in Norfolk.

5. Embrace new technology

Norfolk continues to support the delivery of **shared** micromobility schemes (such as cycle hire schemes, cargo bikes, e-scooters and e-bikes) and embracing new technologies which contribute to improved air quality, reduced congestion, reduced carbon emissions and reduced the dependency on private vehicles. E-cargo bikes offer new opportunities to move goods around as well as people. E-bikes offer an opportunity to extend the distances people can travel by bike as well as opening up cycling to different demographic groups, [especially for older people or those living in more rural places](#).

The role of e-scooters in supporting active and sustainable travel is acknowledged within this strategy. NCC support the current trials of e-scooters using the same facilities as bikes. We note that new legislation regarding the use of private and hire scheme e-scooters is being drafted by government and will respond to any subsequent consultation based on our experience of their use in Norfolk.

We aim to continue to utilise technology to effectively monitor our transport network and explore ways of expanding this. Data from the Beryl share scheme has provided useful insights into how people are moving around Norwich. Monitoring helps us understand what walking, wheeling, and cycling interventions are needed and where, and how successful the schemes we implement are.

Outcomes we want to see:

- New technology is used to enable active travel and gain insight into the way people travel in Norfolk
- Achievement of the LTP4 target of net zero carbon emissions from transport by 2050
- Measures to adapt our walking, wheeling and cycling network to climate change
- **Shared M**micromobility schemes are found across Norfolk facilitating low carbon travel



We want to do this by:

- Continuing to support and monitor our live e-scooter trials including reporting to DfT monthly
- Making provisions for [shared](#) micromobility for example infrastructure that supports [cargo and adapted cycles](#), e-cargo bikes and charging facilities for e-bikes and e-scooters
- Embracing new and innovative technology to help monitor and maintain our networks, provide information about travel and current performance of the network to users, and assess the effectiveness of schemes to ensure the schemes we invest in are beneficial to our local people and communities
- Placing the foundation for monitoring now and work within best practice to ensure our work is benefiting local communities
- Using technology to give people who are walking, wheeling or cycling more priority at signalised crossings
- Exploring measures to adapt our network to climate change as outlined in our [Climate Strategy](#)
- Working in partnership with the private sector to bring about innovation.

6. Remove barriers to provide a network that is accessible, inclusive and considers the needs of all users

We want to remove barriers to walking, wheeling and cycling so that all our residents and visitors have a network they can access and use. Delivering this strategy will help us to give everyone the opportunity and motivation to walk, wheel or cycle in Norfolk and support people who may have barriers to this at present whether that may be due to reduced mobility, health conditions or impairments, or socioeconomic reasons. The Disabled Citizens Inquiry found that 73% of disabled people say that stopping vehicles parking on pavements would help them walk or wheel more

(Sustrans, 2023). This strategy aims to enable everyone to enjoy an active lifestyle and to enable walking, wheeling and cycling to be a part of anyone's journey.

Outcomes we want to see:

- All residents and visitors have access to walking, wheeling and cycling networks that take account of their needs
- Infrastructure considers the needs of all users
- Walking, wheeling and cycling are activities that can be undertaken by all whether for travel or leisure and whether you are new to, returning to, or already walking, wheeling or cycling.

We want to do this by:

- Ensuring streetscape, spacing, wayfinding and infrastructure design (including for electric infrastructure eg charging, parking, signposting) will take account of accessibility for all including those with reduced mobility, health conditions and impairments
- Following guidance and best practice to ensure our projects enable accessibility for all, including the outdoor accessibility guidance (Paths for All, 2023)
- Working with Sustrans to create Paths for Everyone (Sustrans, 2018)
- Using a Healthy Streets Approach when planning to provide spaces that are accessible and comfortable for all, including places to stop and rest
- Ensuring that when we engage it is meaningful and representative of everyone in Norfolk. We want to give everyone the motivation and opportunity to walk, wheel and cycle in Norfolk and ensuring we are representing everyone in our community when we engage is an important step towards this.
- Pilot walking, wheeling and cycling initiatives to reduce inequalities
- Investigating best practice approaches to tackling pavement parking recognising that there is no 'one size fits all' answer and acknowledging more work is needed to find a suitable approach and to learn from others
- Exploring the feasibility of expanding cycle share and rental schemes
- Delivering existing plans and strategies which support barrier removal such as the [LCWIP](#) and [NAIP](#)
- Working with partners and special interest groups to utilise their expertise and ensure our projects are inclusive
- Taking forward learnings from projects such as SAIL (Staying Active and Independent for Longer) and MONUMENT (More Nurturing and More Empowerment Nested in Technology) to deliver initiatives to support our aging population to have active lifestyles and support carers of people living with dementia in accessing the outdoors and its associated benefits
- Working with partners to deliver road safety campaigns which inform people

[on how to safely and considerably pass vulnerable road users and promote the Highway Code](#)

- [Providing support for those with Special Educational Needs and/or Disabilities to access road safety campaigns, for example through Norfolk County Council's TITAN travel training](#)
- Auditing all areas of our network. In Norwich, we have audited the pedalway network to assess how accessible is for e-cargo bikes and other adapted/non-standard bicycles and we will be working up plans looking to source funding to address those barriers.

7. Work with our partners to achieve common ambitions

To deliver this strategy and enable people in Norfolk to walk, wheel and cycle more often and as the natural choice for shorter journeys, or as part of a longer journey, it is essential that we work with our partners.

When we travel, we do not always remain within our district council or county council borders, particularly for people who live close to these. Where people live and where they need or want to get to could be across borders and our impact on the environment, such as emissions from our vehicles, often know no borders. We want to ensure consistency and join-up of our walking, wheeling and cycling initiatives to achieve the best outcomes for Norfolk, helping people to live healthy and active lives and doing our bit to protect the environment and mitigate climate change.

We also don't pretend to have all the answers. By working together with partners and stakeholders we can draw on a plethora of expertise and local knowledge to ensure the work we do has a real and lasting positive impact on our local communities and environment. We need to set the direction on how we will work with partners and stakeholders to take collective action to overcome the barriers to walking, wheeling and cycling.

Outcomes we want to see:

- NCC and partners understand their role in enabling people in Norfolk to walk, wheel and cycle as the natural choice
- We are collectively reducing our impact on the climate, air quality and environment
- Walking, wheeling and cycling interventions, whether infrastructure or behavioural change, are well informed and joined-up with other local policies, plans and projects
- We have strong working relationships with our partners and are overcoming our collective challenges.

We want to do this by:

- Engaging with private and public sector partners and charities, such as district councils, [Active Norfolk](#), the NHS, [Pathmakers](#) (a charity helping improve access to the Norfolk countryside for people of all abilities and backgrounds), schools and employers to ensure join-up across the county, contribution towards common ambitions, and draw on their expertise to collectively enable more people in Norfolk to walk, wheel and cycle
- [Learning from the best practice of partners, other authorities and other countries to deliver the best outcomes for Norfolk](#)
- Convening and continuing regular forums where we meet with partners to discuss and guide the work we are doing and where join-up can be made. An example of this includes the [Norfolk Local Access Forum](#).
- Building stronger partnerships with community services to improve health outcomes and quality of life, and to ensure that people remain healthy and independent for as long as possible
- Striving to work across all sectors and all willing partners to lay foundations for future solutions to barriers to walking, wheeling and cycling, and create a more accessible Norfolk
- Working with our partners to take a whole-system approach to our collective challenges
- Working with our partners in the public and voluntary sectors to create joined up networks of information and advice on walking, wheeling and cycling
- Working with our partners to achieve 'Net Zero' carbon emissions across our estates by 2030 as stated in the [Norfolk Environmental Policy](#) and our [Climate Strategy](#)

- Working with partners to inform decisions about new development ensuring they are well connected to maximise use of sustainable and active transport options.



7. What next?

~~We will expand on many of the actions outlined above when we complete our Countywide LCWIP, deliver the NAIP and a variety of other local strategies such as the LTP4 Implementation Plan, Norfolk Climate Strategy, Transport for Norwich Strategy, King's Lynn Transport Strategy, Great Yarmouth Transport Strategy, Norfolk's Bus Service Improvement Plan, the emerging Road Safety Partnership Strategy and review our Market Town Network Improvement Strategies.~~

~~We are now holding a public consultation on this Draft Walking, Wheeling and Cycling Strategy to obtain the views and level of support from the public, partners and stakeholders towards it. The consultation will help us to ensure we are meeting the needs of people in Norfolk.~~

~~Following the consultation we will analyse the responses, make any necessary amendments to the strategy document and progress towards the adoption of the strategy. We have engaged with the public and stakeholders on our Strategy. One adopted, we will begin delivery of the strategy and will expand on many of the actions outlined above when we complete our Countywide LCWIP, deliver the NAIP and a variety of other local strategies such as the LTP4 Implementation Plan, Norfolk Climate Strategy, Transport for Norwich Strategy, King's Lynn Transport Strategy, Great Yarmouth Transport Strategy, Norfolk's Bus Service Improvement Plan, the emerging Road Safety Partnership Strategy and review our Market Town Network Improvement Strategies.~~

By engaging with local communities and partners, creating a safe and connected walking, wheeling and cycling network for all that gets people to where they need to be, building healthy places, spaces and communities, supporting multi-modal journeys and embracing new technology, we will enable people to walk, wheel and cycle more often and as the natural choice for shorter journeys, or as part of longer journeys.

8. Monitoring and evaluation

The strategy will be monitored and evaluated to understand how successful it has been in enabling people in Norfolk to walk, wheel and cycle more often and as the natural choice for shorter journeys, or as part of a longer journey, ~~with supporting Government's target for~~ 50% of journeys in towns and cities walked and cycled by 2030.

Monitoring and evaluation will take place as part of the plans and strategies mentioned above. We will also monitor against the outcomes outlined earlier in this strategy. Data has been collated to provide a context and a baseline for the strategy. ~~This can be seen in the adjoining Databook.~~

The scale and pace of delivery will depend on ability to secure funding for our ambitions.

Upon refreshing this strategy, an evaluation of how successful the strategy has been and what we have learnt from it will be undertaken.



9. Our LCWIP and NAIP

Our LCWIP and NAIP are the key documents that are beginning to deliver on our Walking, Wheeling and Cycling Strategy. Here is a short summary of what these important documents are.

LCWIP

We are creating an LCWIP for Norfolk. We have already completed LCWIPs for Norfolk's large urban areas of Norwich, Great Yarmouth and King's Lynn. We have identified potential active travel networks for 20 towns in Norfolk. The purpose of the LCWIP is to enable increased levels of cycling, walking, and wheeling across the county, helping to create a modern, well-connected transport network that gives people more alternatives

to travelling by car. Our LCWIP will play an important part in the delivery of our Walking, Wheeling and Cycling Strategy for Norfolk, as well as

our other key transport policies and plans in Norfolk including LTP4. It will also support the Government's ambition for "Cycling and walking to be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030".

NAIP

The NAIP sets out priorities for increasing public use and enjoyment of Norfolk's rights of way network. The NAIP's Statement of Actions shows how we will work in partnership with countryside access users, volunteers and local communities to ensure that the network evolves to meet the changing needs of Norfolk's residents and visitors and to

address environmental challenges. Our NAIP plays an important part in the delivery of our Walking, Wheeling and Cycling Strategy, ensuring access to Norfolk's countryside, involving communities and working with parish councils, volunteers and other community organisations, protecting our environment and enabling and encouraging exploration of Norfolk's attractive routes for health, leisure and accessing services.

For more detail on how we are already creating and will continue to create a healthier and greener Norfolk by making walking, wheeling and cycling a natural choice for shorter journeys, or as part of a longer journey, take a look our [Countywide LCWIP](#) and [NAIP](#) documents.

10. Glossary

Cyclable distance - We have taken 8km to be a cyclable distance, though e-bikes are enabling more people to go further.

Healthy Streets - Healthy Streets is a human-centred framework for embedding public health in transport, public realm and planning. There are 10 Healthy Streets Indicators which focus on the human experience needed on all streets, everywhere, for everyone (Healthy Streets, 2023).

Last mile - The last step of a journey from transportation hub to final destination. These journeys are often made by delivery vehicles such as Light Goods Vehicles (LGVs).

Leisure - We define leisure as walking, wheeling or cycling for the purpose of recreation, health, competition or training.

Mobility as a Service - Digital service platforms that enable users to access, pay for and get real-time information on a range of public and private transport options.

Multi-modal - Using different modes of transport within a journey. For example, this could look like cycling to a train station, getting a train for part of the journey and then changing to a bus for the final part.

Parklet - An area transforming kerbside space into a place for the community such as creating places to stop and rest, areas for children to play, and space for planters.

Physical inactivity - is defined as doing less than 30 minutes of moderate intensity physical activity per week.

Sustainable travel – includes modes such as walking, wheeling, cycling, public transport and micromobility

Walking, wheeling and cycling for travel - We define travel as walking, wheeling or cycling to get from place-to-place for example, commuting, going to school / college, visiting a friend or going to the supermarket. We also consider freight travel as part of this, including cargo bikes.

Walkable distance - Walkable distance is 2km.

Wheeling - using wheelchairs, ~~or~~ mobility aids, prams and similar modes that use pavement space at a similar speed to walking.

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Infrastructure and Development Select Committee

Item No: 14

Report Title: Forward Work Programme

Date of Meeting: 13 March 2024

Responsible Cabinet Member: N/A

Responsible Director: Grahame Bygrave (Interim Executive Director of Community and Environmental Services)

Executive Summary

This report sets out the Forward Work Programme for the Select Committee, to enable the Select Committee to review and shape it.

Action Required

The Select Committee is asked to:

- 1. Review and agree the Forward Work Programme for the Select Committee, as set out in Appendix A.**

1. Background and Purpose

- 1.1** This report sets out the Forward Work Programme for the Select Committee to enable the Committee to review and shape it.

2. Proposal

2.1 Forward Work Programme

The current Forward Work Programme for the Select Committee is set out in Appendix A, for the Committee to use to shape future meeting agendas and items for consideration.

2.2 Member Task and Finish Groups

The Select Committee previously agreed that, to help ensure a manageable workload, there will be no more than two Member Task and Finish Groups established by this Committee operating at any one time. There is currently one active Group – the Task and Finish Group look at the subject ‘Providing Highways and Transport Development Management Advice to Local Planning Authority’s in Norfolk’.

3. Impact of the Proposal

- 3.1 This report enables the Select Committee to shape agendas for future meetings so that it can include items which the Committee considers the most important to consider.

4. Evidence and Reasons for Decision

- 4.1 As above.

5. Alternative Options

- 5.1 The Committee can amend and shape the work programme.

6. Financial Implications

- 6.1 None.

7. Resource Implications

- 7.1 **Staff:** None.

- 7.2 **Property:** None.

- 7.3 **IT:** None.

8. Other Implications

- 8.1 **Legal Implications:** None.

- 8.2 **Human Rights Implications:** None.

- 8.3 **Equality Impact Assessment (EqIA):** N/A

- 8.4 **Data Protection Impact Assessments (DPIA):** N/A

- 8.7 **Any Other Implications:** None.

9. Recommendations

The Select Committee is asked to:

1. **Review and agree the Forward Work Programme for the Select Committee, as set out in Appendix A.**

10. Background Papers

11.1 None.

Officer Contact

If you have any questions about matters contained within this paper, please get in touch with:

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If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.

Forward Work Programme – Infrastructure and Development Select Committee

Draft agendas for the next three meetings.

Report title	Reason for report
15 May 2024 meeting	
Planning obligation standards	To consider the updated planning obligation standards
Local Transport: Delivery update	To provide Members with an update on the delivery of the Local Transport Plan. <i>Note: This item is subject to publication of new Government guidance.</i>
Library Strategy	To consider the timetable and steps to develop a new Library Strategy.
Creating Community Spaces: Norfolk's Library, learning and community hubs	To provide an update on the King's Lynn and Great Yarmouth hubs.
Forward Work Programme	To review and agree the programme.
10 July 2024 meeting	
Policy and Strategy Framework – annual report	To enable the Select Committee to understand the relevant Policies and Strategies for the relevant services.
Forward Work Programme	To review and agree the programme.
11 September 2024 meeting	
Forward Work Programme	To review and agree the programme.