

Norfolk Local Access Forum
NOTES of the Meeting Held on 03 April 2024
at 10:00 at County Hall Norwich NR1 2SG

Members present:

Martin Sullivan - Chair
Ken Hawkins – Vice Chair
Birgit Griem
Rob Lodge
Simon Fowler
Elizabeth Meath-Baker

Representing:

Motorised Vehicles / Pathmakers
Walking
Walking
Nature Conservation
Voluntary Sector (and Pathmakers Chair)
Rural / local business / economy / tourism

Invitees

Keith Bacon Chair of the Broads Local Access Forum
Jo Thompson Waterways and Recreation Officer, Broads Authority

NCC Officers Present:

Wendy Brooks Head of Environment
Katy Owen Protected Landscapes Manager
Helen Terry National Trail Team Leader
Andrew Hollis Project Officer (Greenways)
Helen Corina Transport Planner
David Cumming Strategic Transport Team Manager
Elizabeth Robinson Lead Officer, Placemaking
Alanna Baker Project Officer (Culture and Heritage)
Su Waldron Project Officer (Environment Team)

NOTES OF THE MEETING

1. Apologies for Absence

- 1.1 Fraser Bowe, Ruth Goodall, Paul Baker, Anne Killett, Rebecca Durant, Cllr Maxine Webb, Cllr Lana Hemsall, Chris Allhusen, Kevin Grieve, Sarah Morgan, Niall Pettit, Andrew Darby.

Jason Mourse (NCC staff).

As there were insufficient NLAf members present (7 required, only 6 present), the meeting was not quorate. The Chair confirmed that the meeting would go ahead but that whilst reports brought for information would be received, any agreed NLAf position would need to be confirmed/ decided at the next quorate meeting.

2. Chair's Announcements**2.1 Consultations**

Consultations that the NLAf had responded to between January 2024 and March 2024 are appended (Appendix 1)

3. Minutes

- 3.1 The minutes of the meeting held on 24th January 2024 were confirmed as a true record.

4. Declarations of Interest

- 4.1 There were no interests declared.

5. Urgent Business

- 5.1 There was no urgent business

6. Public Question Time

- 6.1 There were no public questions received.

7. Local member Issues / Questions

- 7.1 There were no member questions received.

8. Feedback from Events

- 8.1 The Vice Chair had not been able to attend the Suffolk LAF meeting in January 2024.

9. Meetings Forward Plan

- 9.1 The NLAF received the report which outlined agenda items for the forthcoming meetings.

Members were encouraged to send further topics for discussion at future meetings to the chair.

10. Natural England support for LAFs

- 10.1 The meeting had received a report recommending that the NLAF advises Natural England to hold regular national or regional meetings (online or in person) for LAFs to facilitate greater communication and collaboration between forums, rather than investing further in a SharePoint system. The meeting thought that support for LAFs by Natural England had diminished considerably in recent months and there was agreement with the proposal.

- 10.2 The NLAF **AGREED** (subject to confirmation at the next meeting) that Natural England be advised that NLAF considers it to be a better use of its limited resource to suspend work on SharePoint and instead arrange national (or two or more regional) meetings for LAF members every year or two years. Although in person meetings would have greatest impact, online meetings would be better than none.

The matter would be raised with Regional LAF colleagues at their next meeting in July 2024.

11. Norfolk's Local Nature Recovery Strategy (LNRS) – NLAFF involvement

- 11.1 The NLAFF has been invited to name a representative who will engage with the NCC team developing the Norfolk LNRS to explore opportunities for improved access through nature recovery, to benefit people's health.
- 11.2 Rob Lodge and Martin Sullivan expressed interest in being involved.
- 11.3 The meeting **AGREED** that Rob Lodge and Martin Sullivan would act as interim NLAFF representatives for the Norfolk LNRS (arrangement would be formally approved at the next meeting)

12. Progress update on the Norfolk Walking, Wheeling and Cycling Strategy and Countywide Local Cycling and Walking Infrastructure Plan (LCWIP)

- 12.1 The report had received a report on progress with the above plans which are set to be adopted by NCC (8th April 2024). The plans align with the Norfolk Access Improvement Plan (NAIP which incorporates Norfolk's Rights of Way Improvement Plan www.norfolk.gov.uk/naip), with the LCWIP offering delivery mechanisms for many active travel projects.
- 12.2 A presentation was given by the NCC team attending. See Appendix 2 for presentations given
- 12.3 The draft LCWIP scheme maps and scheme lists had previously been drawn to the attention of the NLAFF (they were published in Committee agenda papers (Infrastructure and Development meeting 13th March 2024, see page 270 onwards) <https://norfolkcc.cmis.uk.com/norfolkcc/CalendarofMeetings/tabid/128/ctl/ViewMeetingPublic/mid/496/Meeting/2047/Committee/171/Default.aspx>
- 12.4 The NLAFF congratulated the team on the very significant work that had gone into engagement and development of the plans. Discussion points raised/ observations included:
 - (i) lack of routes in the northwest of Norfolk. The team explained that there had been no overwhelming evidence of need there.
 - (ii) lack of connectivity between Fakenham and Dereham in the centre of the county.
 - (iii) Improving safe local transport across rural areas (i.e. in areas outside towns which have infrastructure/ investment plans). Wayfinding and cycle parking and integration with other public transport would help.
 - (iv) How postcode data supported the routes developed.
 - (v) Early measurements of progress/outcomes.
 - (vi) Funding for implementing proposals. The Chair of Pathmakers confirmed that the charity would like to assist with funding proposals where feasible.
- 12.5 The NLAFF **NOTED** the update.

13. NLAFF subgroups' report (PRow; NAIP; Vision and Ideas)

- 13.1 The Chair of NLAf received the reports which set out the latest discussions and recommendations of the sub-groups of the NLAf.
- 13.2 The PRow subgroup had discussed the involvement of local parishes with PRow maintenance and had concluded that in areas where there is enthusiasm to do so, better results could be achieved than relying on NCC to do this. However, a wholesale move to that approach was not feasible as most parishes were not able to offer this commitment: management responsibility should remain with NCC across the piece.
- 13.3 NLAf recommendations regarding the Transport Asset Management Plan (TAMP) (regarding a change in priorities for maintenance) could not be agreed as the meeting was not quorate. The proposals would be agreed at the July NLAf meeting (or by correspondence) to enable the NLAf's agreed position to be put to NCC within the time framework for the TAMP review.

The NCC Protected Landscapes Manager agreed with the NLAf's proposals regarding changes to the TAMP and said these would be reflected in her team's Norfolk Trails Management Plan.

- 13.4 The NLAf regretted proposed changes to the Norfolk Record Office (NRO) opening hours and restriction on the number of items which could be pre-ordered to view.

The recommendations which would be agreed at the next quorate NLAf meeting were that the NLAf should advise the NRO that it:

- (i) Regrets the proposed changes;
- (ii) Expresses the hope that the changes would be temporary and reversible
- (iii) Suggests that the NRO explores the use of volunteers to maintain and extend opening times

- 13.5 The Vision and Ideas Subgroup had also met with useful discussions ensuing on two reports brought to the NLAf by NCC (the Countryside Access Arrangements report and Major Infrastructure Projects and Planning reports). Although not discussed at the meeting, proposals had been shared with NCC, with the full expectation that there would be good alignment with the information sought by the NLAf and what was provided in future reports.

NLAf members present at the meeting stressed how important they felt it was to get the information sought with minimum call on NCC staff resources.

- 13.6 Points indicated in 13.3, 13.4 and 13.5 would be **AGREED** at the next quorate meeting

14. Broads Local Access Forum (BLAF) update

- 14.1 The Chair of the BLAF was pleased to attend the meeting and thanked the Chair and Vice Chair of the NLAf for regular attendance at BLAF meetings.
- 14.2 The BLAF has been concerned with increasing sewage pollution in the Broads: many of the recreation opportunities involve contact with water. There is insufficient recording of faecal indicators although a UEA science team was making measurements in the Wensum catchment.

- 14.3 The Broads Society was developing a countryside code for the Broads to improve awareness and understanding of various user groups' needs.
- 14.4 The Broads Integrated Access Strategy was in its final draft, covering staithe, moorings and navigation issues.
- 14.5 Recruitment of members to the BLAF would be conducted in April and May. Meetings are often off site in village halls around Norfolk – the next one was due to take place in Bungay.
- 14.6 The NLAF **NOTED** the updates.

15. Pathmakers Projects

- 15.1 The NLAF received a report from the Pathmakers chair. The charity was preparing for the 2025 Walk Norfolk in October, with one walk planned for each day of the month. This year's festival would be the last year funded by the HLF and Pathmakers was therefore hoping to attract sponsorship to maintain the festival. The Pathmakers Chair has been invited to join an NCC steering group working on permissive footpaths, with the expectation that Pathmakers would assist with organising the funds available to landowners for NCC.
- 15.2 The NLAF **NOTED** the report.

16. Appointments to Pathmakers

NLAF appointments to Pathmakers of Sarah Abercrombie, Simon Fowler, Kate MacKenzie, Martin Sullivan and John Jones were agreed for a term of 3 years by NLAF members present (approval would be made at the next quorate NLAF meeting).

Appointments would be **APPROVED** at the next quorate meeting

17. Countryside Access Arrangements update

- 17.1 The Forum received the report which highlighted work to manage the countryside access network in Norfolk work (across Highways, Greenways and Norfolk Trails teams).
- 17.2 A presentation was given by the Lead Officer for Placemaking in the Protected Landscapes Team (Appendix 3) which covered progress to improve reporting into NLAF / other initiatives from PRoW and Trails. This included a resume of NCC systems, defects reported, defects resolved, outstanding defects, staff resource history and analyses in progress.

The intention is to provide the NLAF with a one page summary graphic for each meeting to enable them to quickly see trends (initially just for Norfolk Trails – but with the expectation it will also be provided for PRoW down the line – possibly in a slightly different format - will help with Norfolk Access Improvement Plan reporting). Coupled with counter data (footfall) it could help pinpoint where extra resourcing is required.

- 17.3 The NLAf found the presentation illuminating. Questions / observations
- (i) There was a strong correlation between staff resources available and time taken to resolve defects for Norfolk Trails
 - (ii) Could the distribution of ages of outstanding issues be added to the average age proposed to be included in the analyses?
 - (iii) Could the analysis cover geographical data for the Broads (so that it is possible to see where defects have been resolved in the Broads area – the answer was probably but just for Norfolk Trails)
- 17.4 Norfolk Trails are hoping to develop a stand alone website, which would use GPX information, and could potentially include heat maps of defects reported.
- 17.5 Historic defects on Norfolk Trails that require resolution would be dealt with as a priority (clear the backlog).
- 17.6 The NLAf **NOTED** the report and thanked officers for their time preparing it but remains concerned that the significant backlog of issues reported to NLAf over recent years is not reducing and again seeks the views of the County Council on ways of addressing this.
- 18. Major Infrastructure Projects and Planning**
- 18.1 The Forum received the annexed report which updated them on the major infrastructure projects that were currently underway in the County which impacted on Public Rights of Way. Latest information on each of the schemes was highlighted in the report
- 18.2 The NLAf **NOTED** the table of major infrastructure projects in Norfolk

Martin Sullivan said that he did not intend to stand as Chair again in October. The Forum thanked him for all his commitment, dedication and time to its work over so many years which had contributed to the much higher profile of countryside access now seen across Norfolk in recent years.

The next meeting is scheduled for Wednesday 3rd July 2024 at 10am at County Hall (or off site).

The meeting closed at 12:15

**Martin Sullivan, Chair,
Norfolk Local Access Forum**



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Appendix 1: NLAFF consultations January 2024 to March 2024

1. March 2024. Requested amendment to the www.norfolk.gov.uk/rightsofway page to reflect new cut off for unrecorded public rights of way (1st January 2031)
2. February 2024. Request raised by NLAFF concerning backlog of issues reported on CRM and passed to appropriate staff
3. March 2024. Consultation on woodland planting near PRoW and CRoW land in Dereham – NLAFF comments sought (in progress)
4. March 2024. Directions regarding coastal access restrictions on the King Charles III England Coast Path between Hunstanton to Suffolk Bridge (circulated for information)
5. March 2024. Norwich Western Link update (circulated for information)
6. March 2024. Dates for the examination of the Norfolk Minerals and Waste Local Plan (circulated for information – the NLAFF had previously responded to the consultation)
7. February 2024. Scoping proposal for biannual forum with NLAFF and NCC members put to NCC Environment Portfolio Holder by NLAFF Chair/ Vice Chair and Subgroup Chairs
8. February 2024. Essex Access Guide (available through Regional LAF) circulated to NCC staff working on access audits
9. February 2024 LCWIP – opportunities for final comments
10. February 2024 Natural England consultation on CROW land access restrictions
11. February 2024 Responded to consultation on opening times at the Norfolk Record Office
12. March 2024. Requested update on speed restrictions on the A47 Peddars Way crossing at Swaffham
13. February 2024. NLAFF proposals regarding changes to the NCC Transport Asset Management Plan drafted for agreement at the April 2024 NLA (timescale for addressing defects to PRoW under 2 categories, and proposing a new category).
14. March 2024 Norwich Western Link project update circulated.

Appendix 2: Progress update on the Norfolk Walking, Wheeling and Cycling Strategy and Countywide Local Cycling and Walking Infrastructure Plan (LCWIP)

Appendix 3: Data analysis update

Walking, Wheeling and Cycling Strategy and Countywide LCWIP

Norfolk Local Access Forum

3 April 2024

Walking, Wheeling and Cycling Strategy and Countywide LCWIP

Contents

- Introduction
- Walking, Wheeling and Cycling Strategy
- Local Cycling and Walking Infrastructure Plan



Norfolk County Council

Walking, wheeling and cycling strategy for Norfolk

Draft Report
for consultation

October 2023

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Norfolk County Council

Countywide Local Cycling and Walking Infrastructure Plan

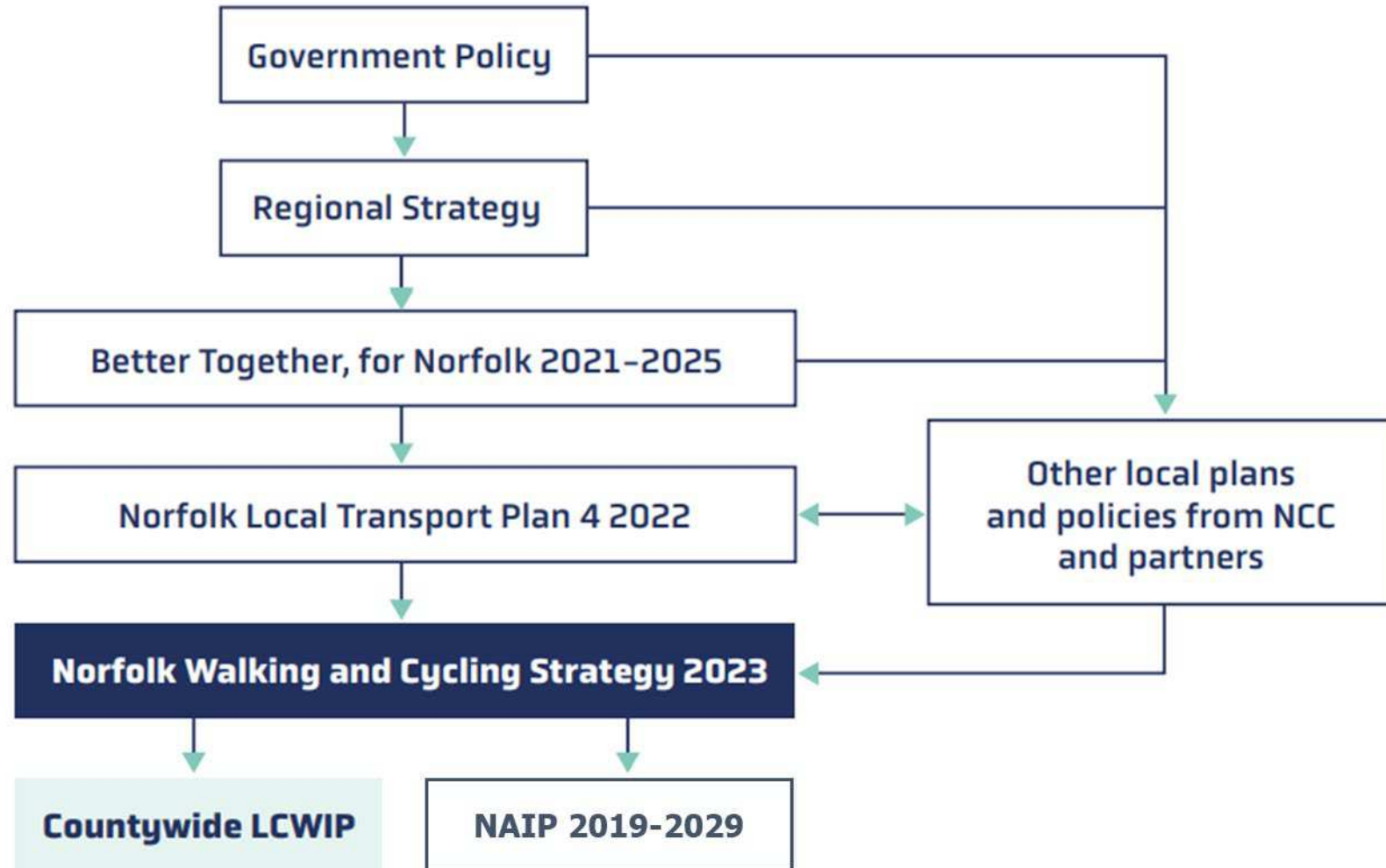
Summary Report
for engagement

May 2023

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Context



Links to the NAIP

Strategy alignment to the NAIP

The delivery of the NAIP supports the achievement of the Walking, Wheeling and Cycling Strategy.

The NAIP supports the delivery of the Strategy's core themes particularly:

- **Step to Success 1:** Engage with local communities and enable behavioural change
- **Step to Success 2:** Create a safe, connected and well-maintained walking, wheeling and cycling network for all that gets people to where they need to be
- **Step to Success 6:** Remove barriers to provide a network that is accessible, inclusive and considers the needs of all users
- **Step to Success 7:** Work with our partners to achieve common ambitions


LCWIP alignment to the NAIP

- The LCWIP 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 NAIP.
- Supports improvements to the accessibility of the existing Norfolk Trails network.
- Proposed town networks connect people with public rights of way where possible, and potential new wider connectivity routes and route improvements aim enable access for all to green spaces.

Status of Local Cycling and Walking Infrastructure Plans, and Walking, Wheeling and Cycling Strategy

- Consultations completed
- Reported to Infrastructure and Development Select Committee 13 March 2024
- Will be recommended for adoption by Norfolk County Council at Cabinet 8 April 2024

Walking, Wheeling and Cycling Strategy




Norfolk County Council

Walking, wheeling and cycling strategy for Norfolk

**Draft Report
for consultation**

October 2023



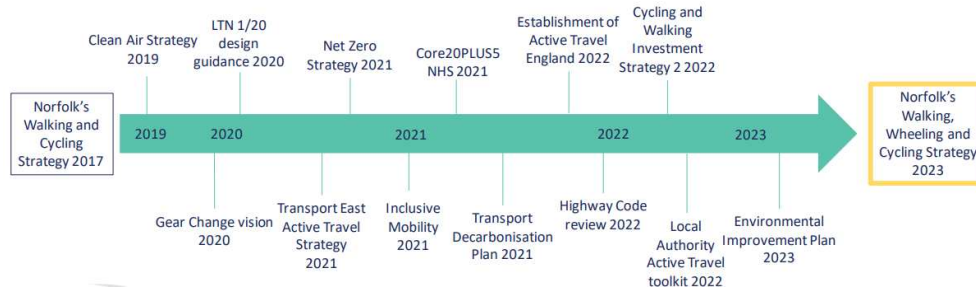
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Need for a new strategy

Policy alignment

A step change in national and local policy direction since NCC's 2017 Walking and Cycling Strategy placing walking, wheeling and cycling at the heart of decision making

National and regional

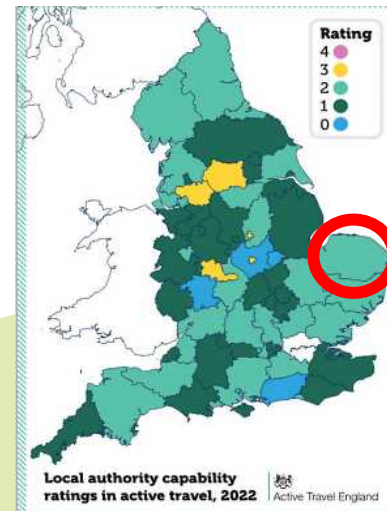


Local

- Norfolk Environmental Policy (2019)
- Better together, for Norfolk (2021)
- Active Norfolk Strategy (2021)
- Norfolk Public Health Strategic Plan, Ready to Change, Ready to Act (2023)
- Local Transport Plan 4 (2022)
- Climate Change Strategy (2023)



Rating	Description
Rating 0	Local leadership for active travel is not obvious, no significant plans are in place, the authority has delivered only lower complexity schemes.
Rating 1	Some local leadership with basic plans and isolated interventions that do not yet obviously form a plan for a network.
Rating 2	Strong local leadership, with clear plans that form the basis of an emerging network with a few elements already in place.
Rating 3	Very strong local leadership, comprehensive plans, and a significant network in place with a growing number of people choosing to walk, wheel and cycle.
Rating 4	Established culture of active travel with successive increases in walking, wheeling and cycling, underpinned by a dense integrated network and highly supportive policies to give more people the choice to walk or cycle.



Capability Rating

Active Travel England Local Authority Capability Rating three areas of focus:

- Local leadership
- Our plans and strategies
- Our delivery record

The rating is important because it:

- Influences funding
- Tracks out performance
- Encourages high quality schemes that enable more people to walk, wheel or cycle for everyday trips

Having an up-to-date strategy, along with the adoption of the Countywide LCWIP, will help us achieve higher ratings.

We have submitted our application to Active Travel England of our review of our capability rating and have recommended that this be raised from a Level 2 to Level 3.

Strategy development



Policy review



Evidence collation



Two workshops with officers from NCC and external partners



NCC Officer Working Group



Public Consultation



Member briefings and committees

Vision and Steps to Success

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 of 50% of the journeys in towns and cities to be completed by walking, wheeling and cycling by 2030.'

The draft strategy identifies 'Seven Steps to Success' to achieve this vision.

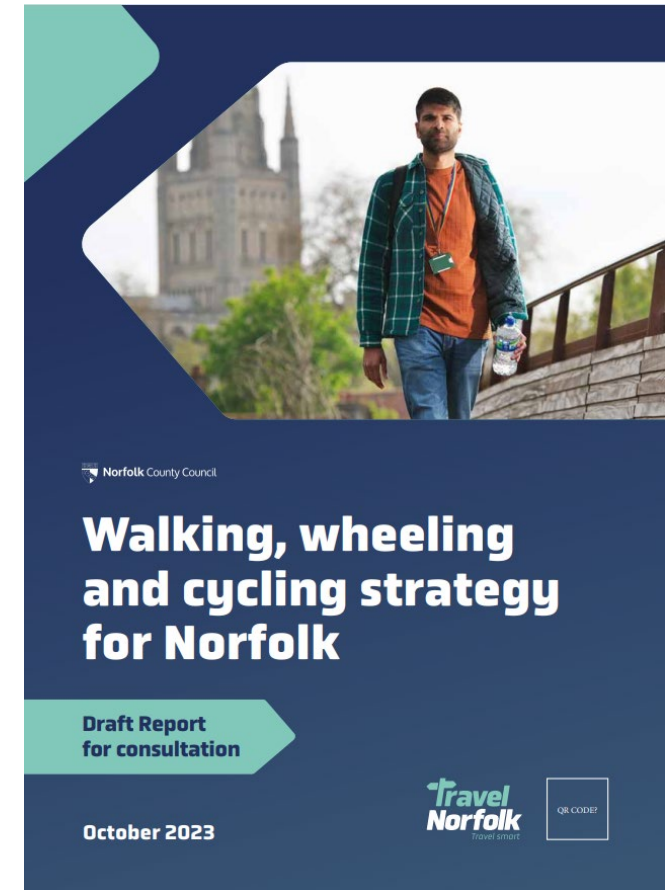
1. Engage with local communities and enable behavioural change
2. Create a safe, connected and well-maintained walking, wheeling and cycling network for all that gets people to where they need to be
3. Build healthy places, spaces and communities
4. Support multi-modal journeys
5. Embrace new technology
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

Delivery

- Scale and pace of delivery is dependent on our ability to secure funding
- Key documents which help deliver the strategy:
 - Local Cycling and Walking Infrastructure Plan: Countywide, identifies priority routes and schemes in Norfolk's towns and identifies wider connectivity routes linking between key destinations, helps achieve Government's Gear Change vision. To be adopted with the Strategy.
 - Norfolk Access Improvement Plan: 10 year plan which aims to increase public use and enjoyment of Norfolk's rights of way network and identifies schemes to support this. The NAIP is already adopted (2019).
 - Other local strategies including Local Transport Plan Implementation Plan, Norfolk Climate Strategy, Transport for Norwich Strategy, King's Lynn Transport Strategy, Great Yarmouth Transport Strategy, Norfolk Bus Service Improvement Plan, Market Town Network Improvement Strategies

Consultation

- Ran from 16 October 2023 – 24 November 2023
- 396 responses
- Engagement session with Vision Norfolk
- Promotion: emails to key stakeholders, British Sign Language video, social media, press release, newsletters, Norfolk Residents Panel
- Majority of responses are supportive of the Strategy's vision and Steps to Success
- Prominent themes:
 - Agreement with the proposals and reinforcing the importance of implementation, ensuring money is ringfenced and there being enough incentives for people to change their habits
 - Concerns around safety
 - Recommendations for improved join-up with public transport



Countywide Local Cycling and Walking Infrastructure Plan (LCWIP)



Norfolk County Council

Countywide Local Cycling and Walking Infrastructure Plan

Summary Report
for engagement

May 2023

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Context

- Norfolk County Council (NCC) have created a **Local Cycling and Walking Infrastructure Plan (LCWIP) for Norfolk**.
- 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.
- LCWIP's support the ambition set out in the emerging County Council **Walking, Wheeling and Cycling Strategy**, as well as the Government's ambition for 50% of all journeys in towns and cities to be walked or cycled by 2030 and align with local plans (LTP4) and strategies.
- Increased levels of cycling and walking can provide many benefits including improving **air quality, reducing congestion, addressing inequalities, improving physical and mental health, and mitigating climate change**.
- The Countywide LCWIP builds on plans already created for **King's Lynn, Greater Norwich and Great Yarmouth**.
- NCC has identified potential active travel network improvements which enable connectivity within **20 towns** across the county and link people with public transport, key services, employment areas, greenspace and places of education and training.
- The LCWIP will also include schemes which increase **connectivity between towns and rural communities**, giving people and visitors access to greenspace as well as linking people with central services, places of education and employment.
- The purpose of this briefing is to share an overview of the Countywide LCWIP which is in the forward plan for Adoption by Norfolk County Council on the 8 April 2024.

Key outputs of the Countywide LCWIP

The Countywide LCWIP will provide the following key outputs:

- A **network plan** for walking, wheeling and cycling and identification of the priority cycling routes and walking zones in the study area.
- A **prioritised programme of infrastructure improvements** to be delivered in the short, medium and long term.
- A **report** which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and growing network.

The LCWIP aligns with the Department for Transport Gear Change paper and the Cycle Infrastructure Design Guidance.



DfT Gear Change paper

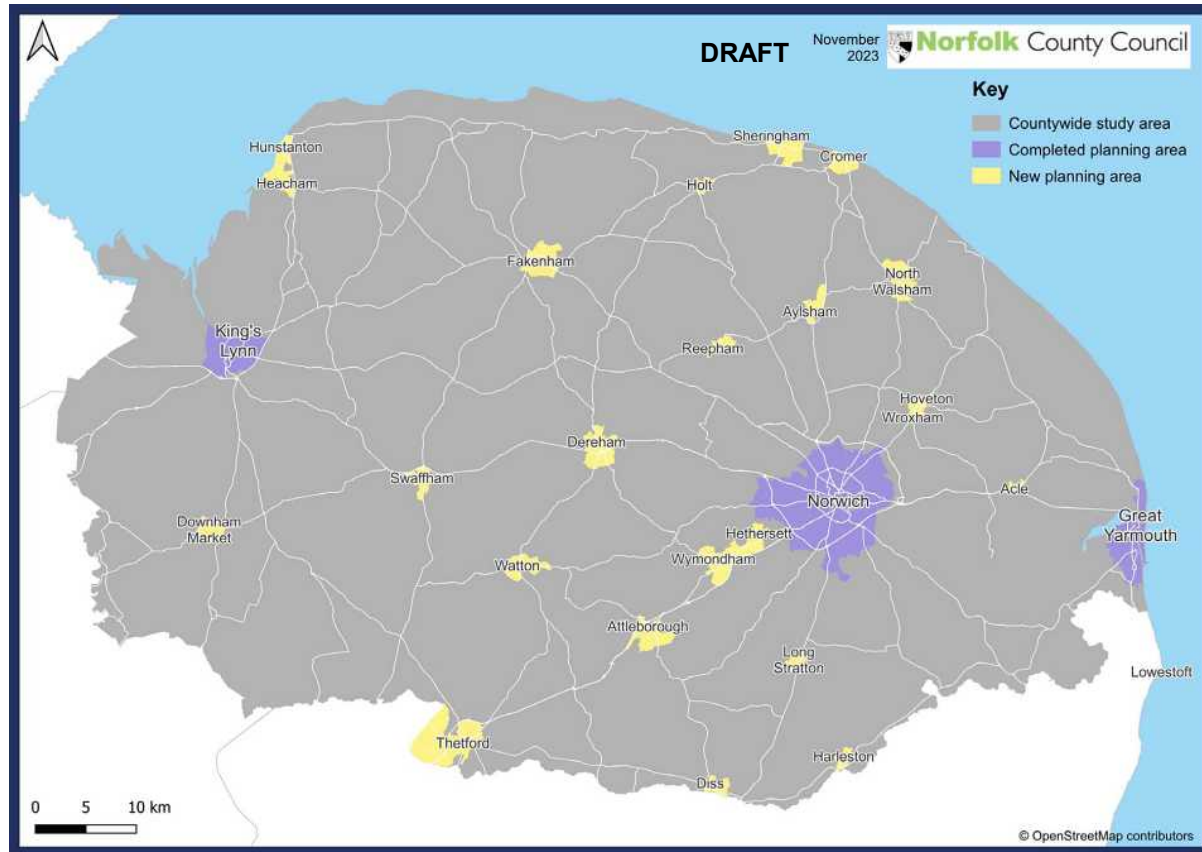


DfT Cycle Infrastructure Design Guidance (LTN 1/20)

LCWIP development stages

Stage	Title	Details	How this was completed?
1	Determining Scope	Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.	The geographical extent and scope of the plan was jointly agreed between Norfolk County Council and District Councils.
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	Network Planning for Cycling	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	Network Planning for Walking	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	Prioritise improvements to develop a phased programme for future investment.	A programme of public engagement was undertaken for 8 weeks in 2023 to validate, prioritise and refine the indicative active travel priority networks proposals in the first draft of the Countywide Cycling and Walking Infrastructure Plan.
6	Integration and Application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.	Next Steps: Working closely with Members, Active Travel England, District Councils and key stakeholders to prioritise schemes and seek funding opportunities to enable the delivery of infrastructure changes which provide the best outcomes for the people of Norfolk and the environment.

Study area



Map 1: Countywide LCWIP Study Area

- 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 walking, wheeling and cycling as a mode of transport, especially when making short journeys around town.
- Each of the proposed networks consists of priority and secondary 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. These are areas 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.

Countywide LCWIP policy context and alignment

Planning Policy

District and Borough Council Plans and Strategies

Town plans and neighbourhood plans

Norfolk Access Improvement Plan (2019 – 2029)

Norfolk Strategic Infrastructure Delivery Plan (2020)

Transport Policy

DfT Gear Change policy paper and LTN 1/20

Norfolk Local Transport Plan 4 (2021-2036)

Bus Service Improvement Plan (2021)

Norfolk Cycling & Walking Strategy (emerging)

Transport decarbonisation plan (2021)

Adopted Local Cycling and Walking Infrastructure Plans

Environment & Air Quality Policy

HM Government 25 Year Environment Plan

Norfolk County Council Environment Policy (2019)

Norfolk County Council Climate Strategy

The Climate Change Act Revision (2019)

Clean Air Strategy (2019)

The Paris Agreement (2015)

Public Health Policy

Joint Health and Wellbeing Strategy (2018-2022)

Public Health England: Working Together to Promote Active Travel (2016).

Covid 19 recovery plan

Public engagement

Cycling & walking attitudinal survey: April & May 2022

Safety: lower traffic speeds and well-maintained pavements would encourage active travel.

Dedicated cycle lanes: 59% strongly support creation of dedicated cycle lanes.

Cycle parking: 51% would like to see improved secure cycle parking.

Route awareness: More awareness of cycling & walking routes.

Mapping data: Collection of data on potential cycling and walking routes in Norfolk.

1,643
Online
survey
completions

Priority network survey: May, June & July 2023

Town active travel networks: Prioritisation of priority routes within 20 towns and market towns and validation of Walking Zones.

Wider connectivity routes: Prioritisation of network routes within the National Cycle Network, the Norfolk Trails Network as well as potential new wider connectivity routes.

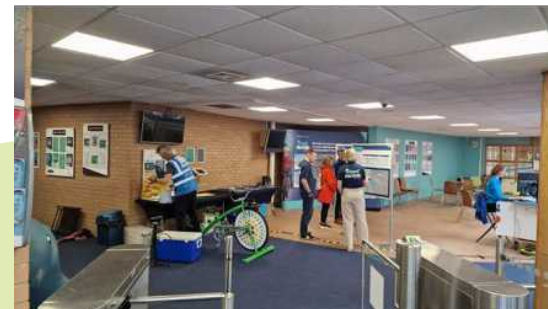
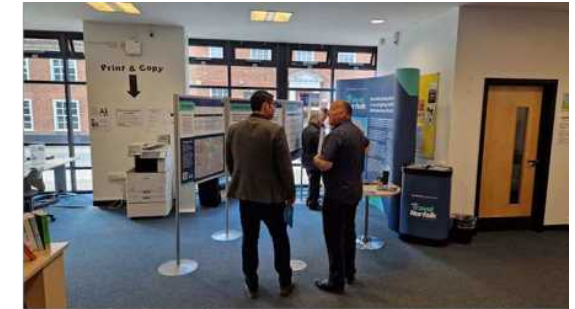
Network support schemes: Feedback on schemes to enable active travel including public cycle hire, cycle parking, wayfinding, e-cargo bikes and Travel Hubs.

1,025
Online
survey
completions

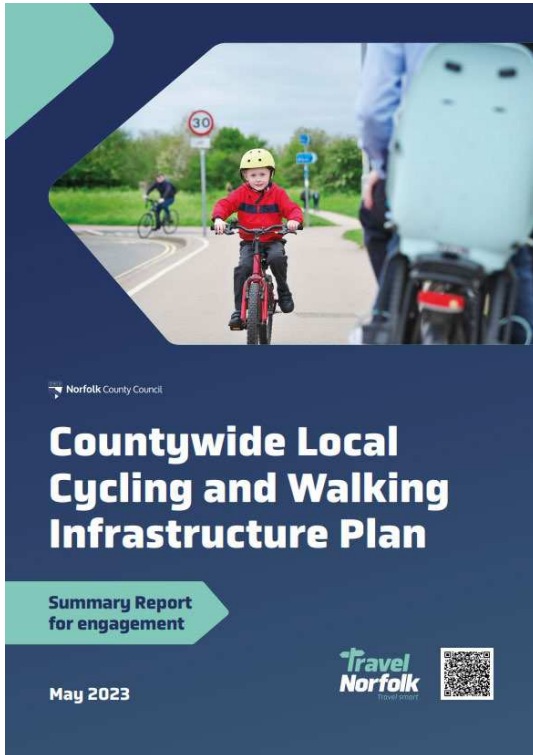


8 public engagement events: May & June 2023

Date	Town	Number of conversations
Monday 22nd May	Sheringham	38
Tuesday 23rd May	Long Stratton	22
Wednesday 24th May	Hunstanton	29
Thursday 25th May	Dereham	30
Tuesday 30th May	Thetford	49
Wednesday 31st May	Wymondham	44
Friday 2nd June	Wroxham & Hoveton	40+
Wednesday 28 June	Royal Norfolk Show	66
Thursday 29 June	Royal Norfolk Show	44



Countywide LCWIP Main Report



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 population¹.

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 2021¹.

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.

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.

Acle LCWIP - Active Travel Network (DRAFT)

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 1.3km 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

Acle LCWIP - Routes and Schemes (DRAFT)

Map 7: Acle active travel network and schemes.

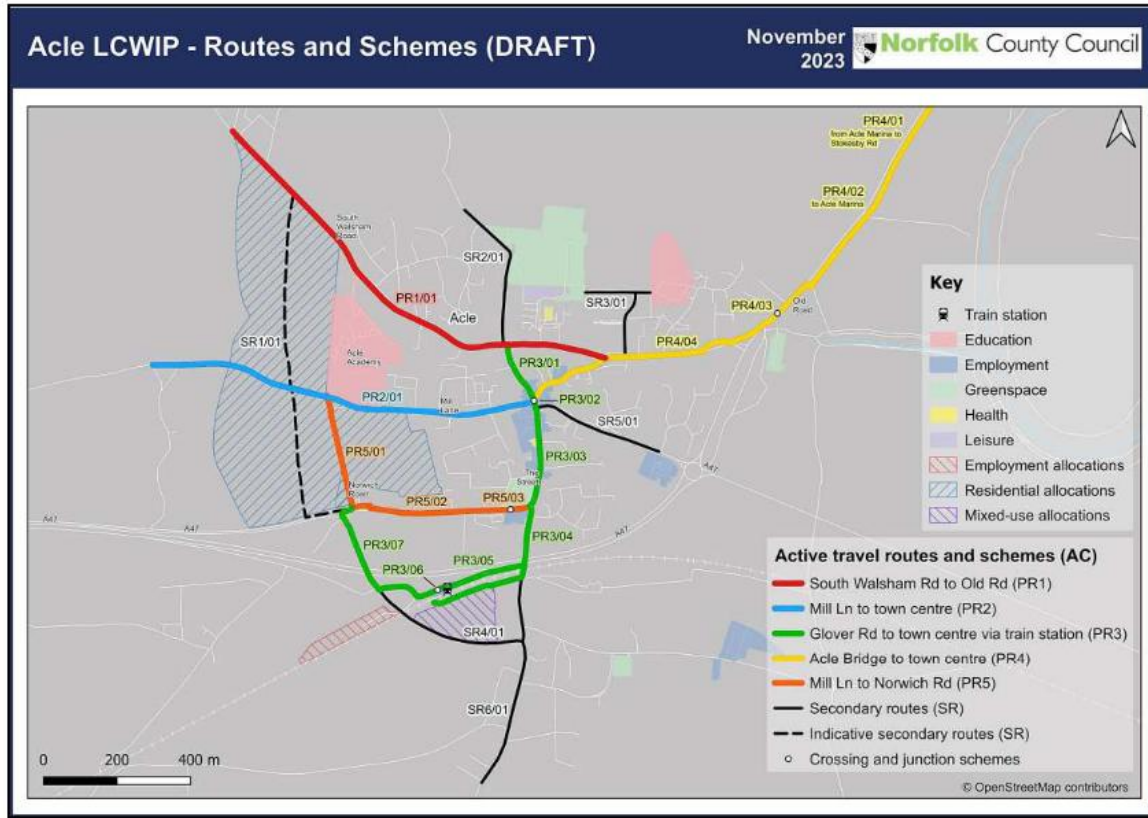
Route	Location	Description
Route 5 (Orange)	Mill Lane to Norwich Road	A 0.8km direct cycling and walking link between new housing allocations on Glover Road, places of education and the town centre.

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

Draft Countywide LCWIP Report example extract

- Network routes outlined within the LCWIP Engagement Report have been updated to reflect feedback received from the public engagement.
- Annex A supports the main report and also contains the scheme maps and the list of schemes for each of the 20 towns.

Annex A: Draft scheme maps and scheme lists - Acle (example) *Slide 8*



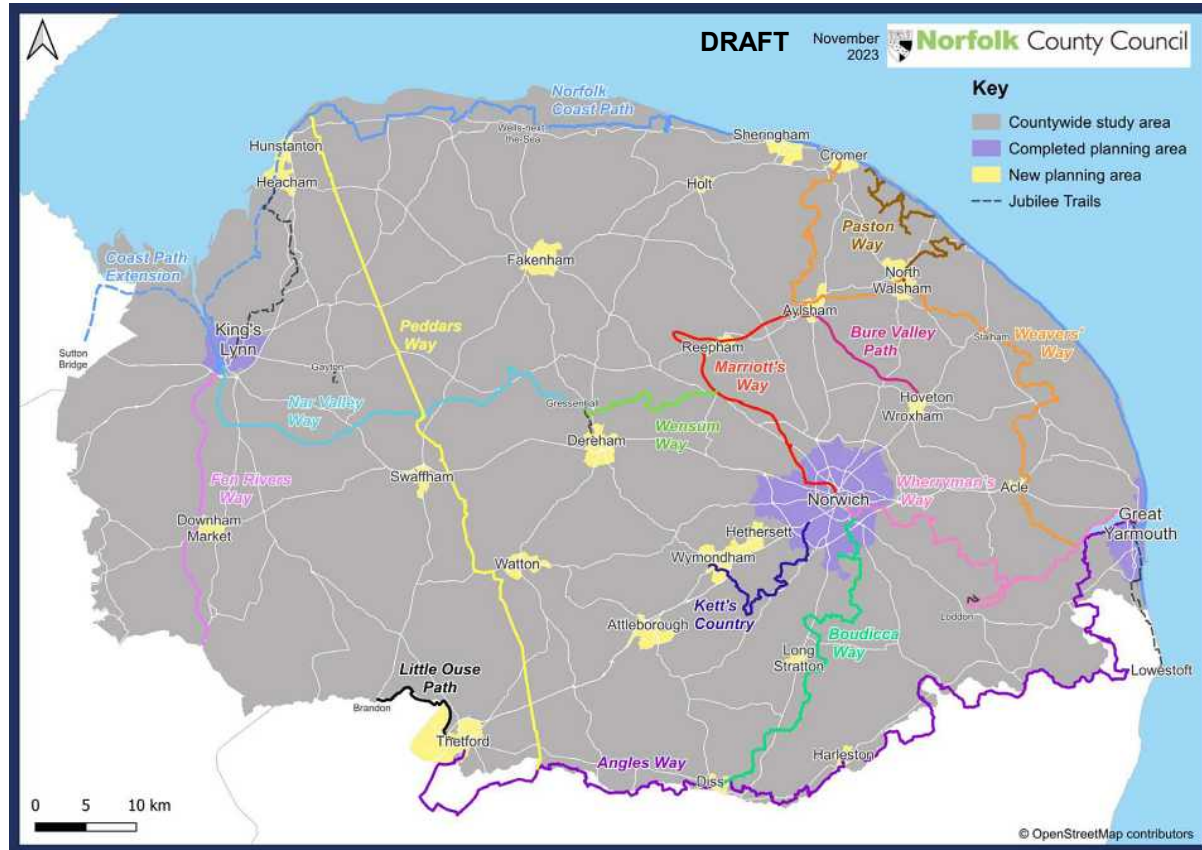
Map 2: Draft Acle Scheme map

Schemes 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**.

All schemes are in the early stages of development and are **subject to full public consultation**. The **scale and pace** of delivery is subject to funding.

Reference	Route	Route Type	Road Name	Settlement	Source	Description	Type	Length (m)	Timescale (+3,-5,+4)	Next Steps
ACPR1/01	AC Route 1 (Red)	Primary	South Walsham Road and Bidwells 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 Bidwells Lane near the Acle Medical Partnership. Attention also to priority over side roads at the junctions with The Street and Enlands Road.	Cycling, walking and wheeling	1200m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
ACPR2/01	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 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
ACPR3/01	AC Route 3 (Green)	Primary	The Street (jct of Bidwells 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 Bidwells 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
ACPR3/02	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
ACPR3/03	AC Route 3 (Green)	Primary	The Street (between the junction with New Rd and Redham 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 Redham 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
ACPR3/04	AC Route 3 (Green)	Primary	Redham Road (between the junction with The St and the train station footpaths south of the bridge)	Acle	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to deliver safe cycling, walking and wheeling along Redham 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 order 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
ACPR3/05	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), 200m (south path)	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
ACPR3/06	AC Route 3 (Green)	Primary	Railway station footpaths	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
ACPR3/07	AC Route 3 (Green)	Primary	Railway station to Gover 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 Gover Road.	Cycling, walking and wheeling	600m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
ACPR4/01	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	Cycling, walking and wheeling	425m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
ACPR4/02	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
ACPR4/03	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
ACPR4/04	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	Cycling, walking and wheeling	945m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
ACPR5/01	AC Route 5 (Orange)	Primary	Mill Lane (south of Acle Academy) to Norwich Road (Redham Rd roundabout)	Acle	Acle Neighbourhood Plan	Feasibility study and schemes to enable cycling, walking and wheeling along the existing highway 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
ACPR5/02	AC Route 5 (Orange)	Primary	Norwich Road (Redham 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 Gover Road and the junction with Redham Road. Attention to the turning point to and from Redham Road, pavement widths and condition and priority at side road crossings.	Cycling, walking and wheeling	450m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2
ACPR5/03	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
ACSR1/01	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
ACSR2/01	AC Secondary Route 2	Secondary	Pyelash Lane (Orchard Ct jct) to Bidwells Lane	Acle	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Pyelash 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
ACSR3/01	AC Secondary Route 3	Secondary	De Caille Smith Road and Hatgodd Close	Acle	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along De Caille Smith Road and Hatgodd 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
ACSR4/01	AC Secondary Route 4	Secondary	Redham Road and Station Road link	Acle	Countywide Local Cycling and Walking Infrastructure Plan	Hilgodd schemes to enable cycling, walking and wheeling connectivity in the south east of Acle via Redham 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
ACSR5/01	AC Secondary Route 5	Secondary	New Road (Springfield to Acle 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
ACSR6/01	AC Secondary Route 6	Secondary	Redham Road (from Station Rd)	Acle	Countywide Local Cycling and Walking Infrastructure Plan	Feasibility study and schemes to enable cycling, walking and wheeling along Redham 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
ACWZ/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

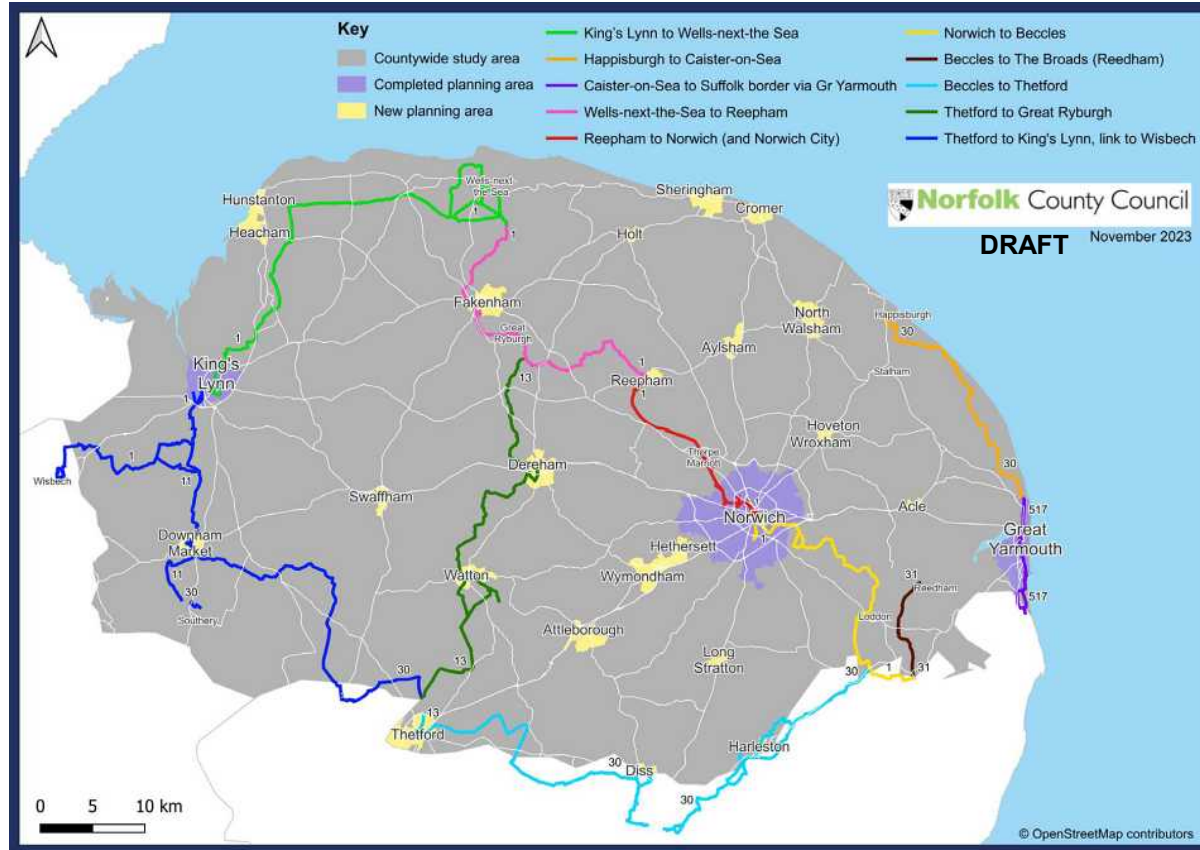
Annex B: Trails Network Schemes



- Norfolk County Council manages approximately **2,400 miles of Public Rights of Way** consisting of footpaths, bridleways, restricted byways and byways open to all traffic.
- It provides access across the county, offering safe, direct and off-road alternatives to journeying via public transport or by private car.
- All Trails can be accessed by **walkers**, with some allowing **cycling and horse-riding**.
- 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.

Map 3: Map of the Norfolk Trails Network

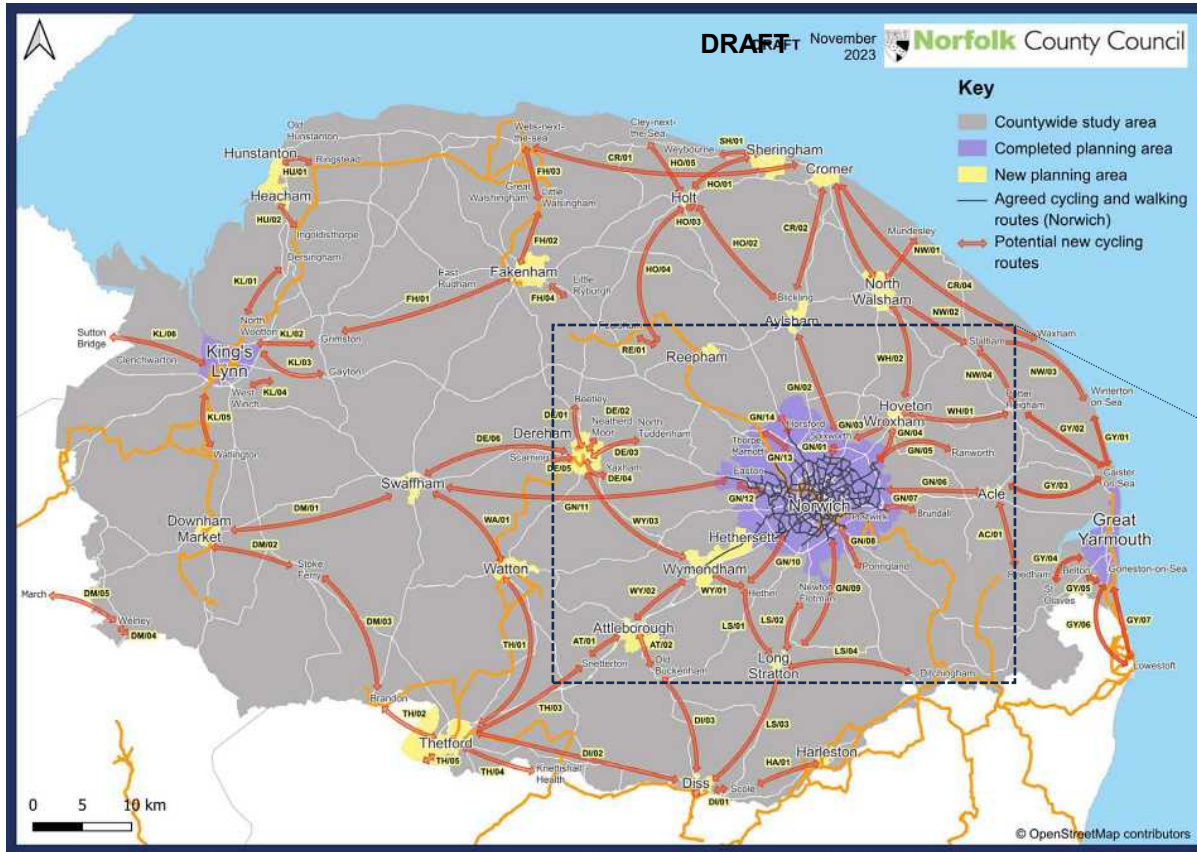
Annex B (continued): National Cycle Network in Norfolk



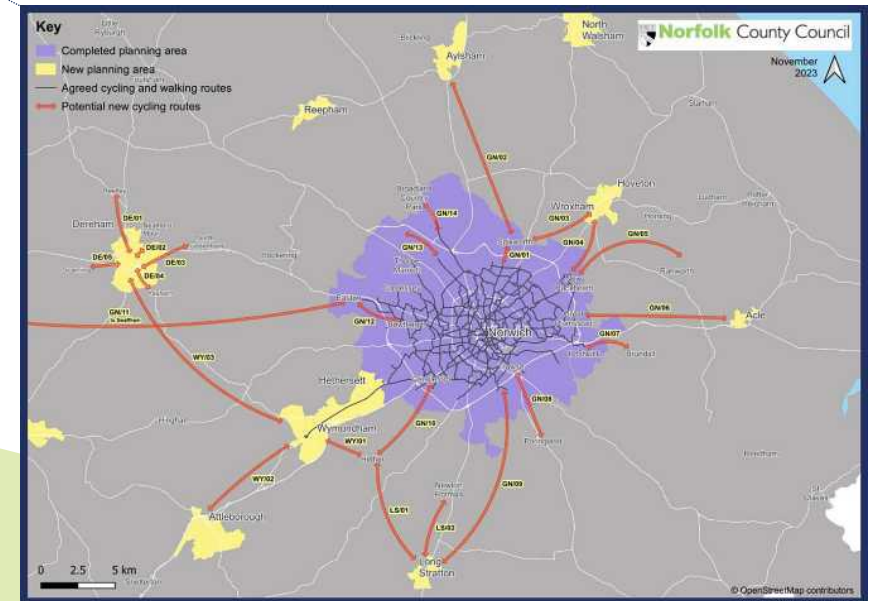
Map 4: Map of the current National Cycle Network in Norfolk

- 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**.
- In 2017, the network passed within one mile of half of the UK population and carried an estimated 786 million walking and cycling trips.
- Norfolk County Council are working with **Sustrans** as part of their network review to identify opportunities for improvements on the network.
- The LCWIP will include infrastructure schemes agreed with Sustrans which can be grouped into 5 categories: barrier removal schemes; traffic survey schemes; surface improvement schemes; crossing or junction improvement schemes and route realignment schemes.

Annex B (continued): Wider Connectivity Routes



- Walking, wheeling and cycling schemes have also been identified which will create or reinstate walking and cycling routes in the county.
- These new potential routes have been identified through a review of local plans, policies and network audits.
- The routes are unfunded longer-term projects which can be developed and delivered in partnership with District Councils and key stakeholders.



Map 5: Map of potential Wider Connectivity Routes in Norfolk.

Map 6: Map of potential Wider Connectivity Routes

Questions

Data Analysis Update

Elizabeth Robinson
Lead Officer (Placemaking)

03rd April 2024

Update on progress to improve reporting into NLAF/other initiatives from PRow and Trails

- 1) NCC systems
- 2) Defects reported
- 3) Defects resolved
- 4) Outstanding defects
- 5) Staff resource history
- 6) Analysis in progress
- 7) Questions



NCC Systems

Customer Relationship Management (CRM)

This is the system that the public can use to make reports or enquiries.

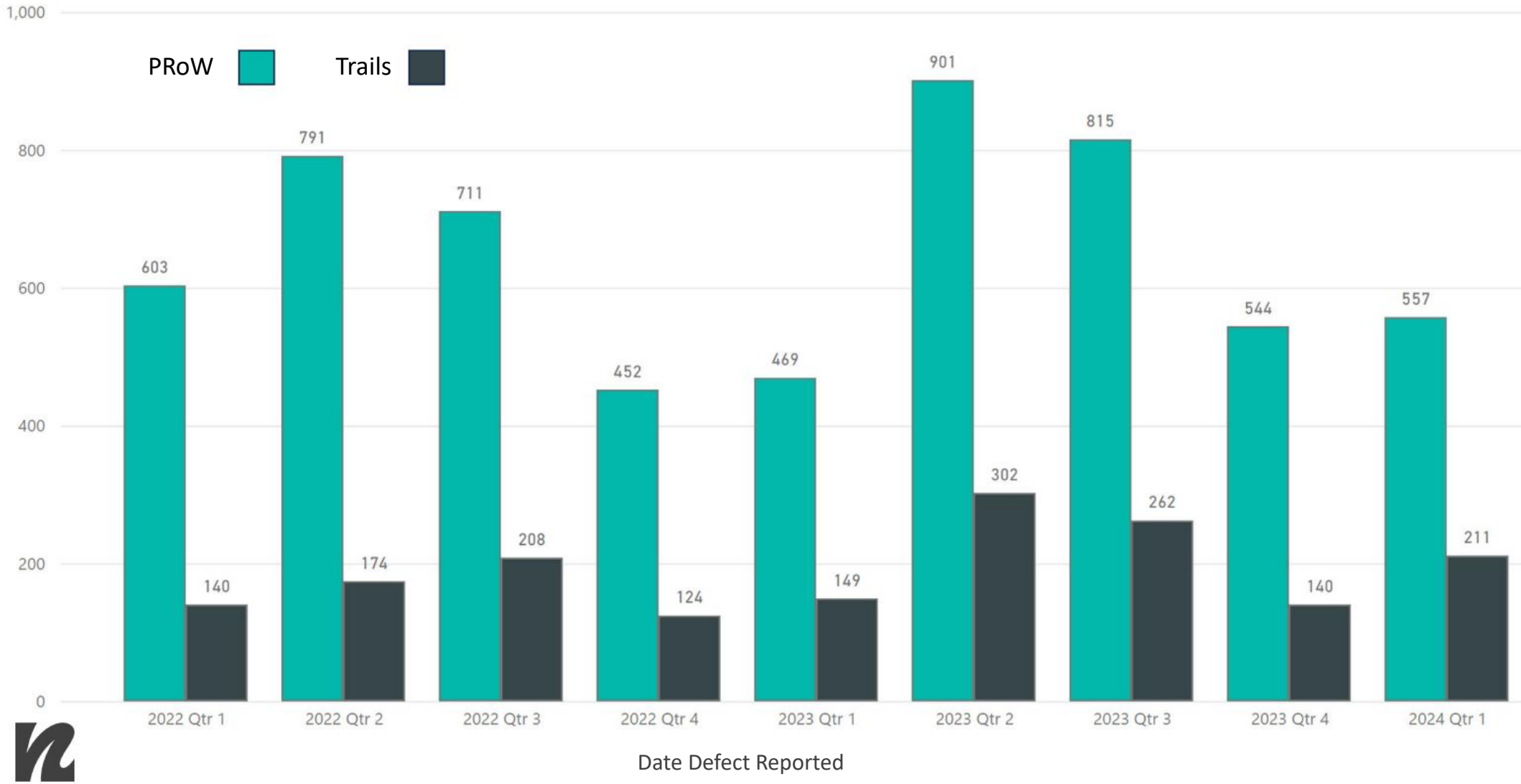


Mayrise

This is the system that manages works. Reports made in CRM are raised in here and NCC employees can then inspect each defect and act accordingly.



This graph shows the number of defects reported Jan 2022 – Mar 2024, split by team.



Total defects reported Jan 2022-Mar 2024 was 7553.

PRoW

The PRoW Team receive 452 - 901 defect reports every quarter, with an average of 216 per month.

Total received in 2022 was 2557.

Total received in 2023 was 2729.

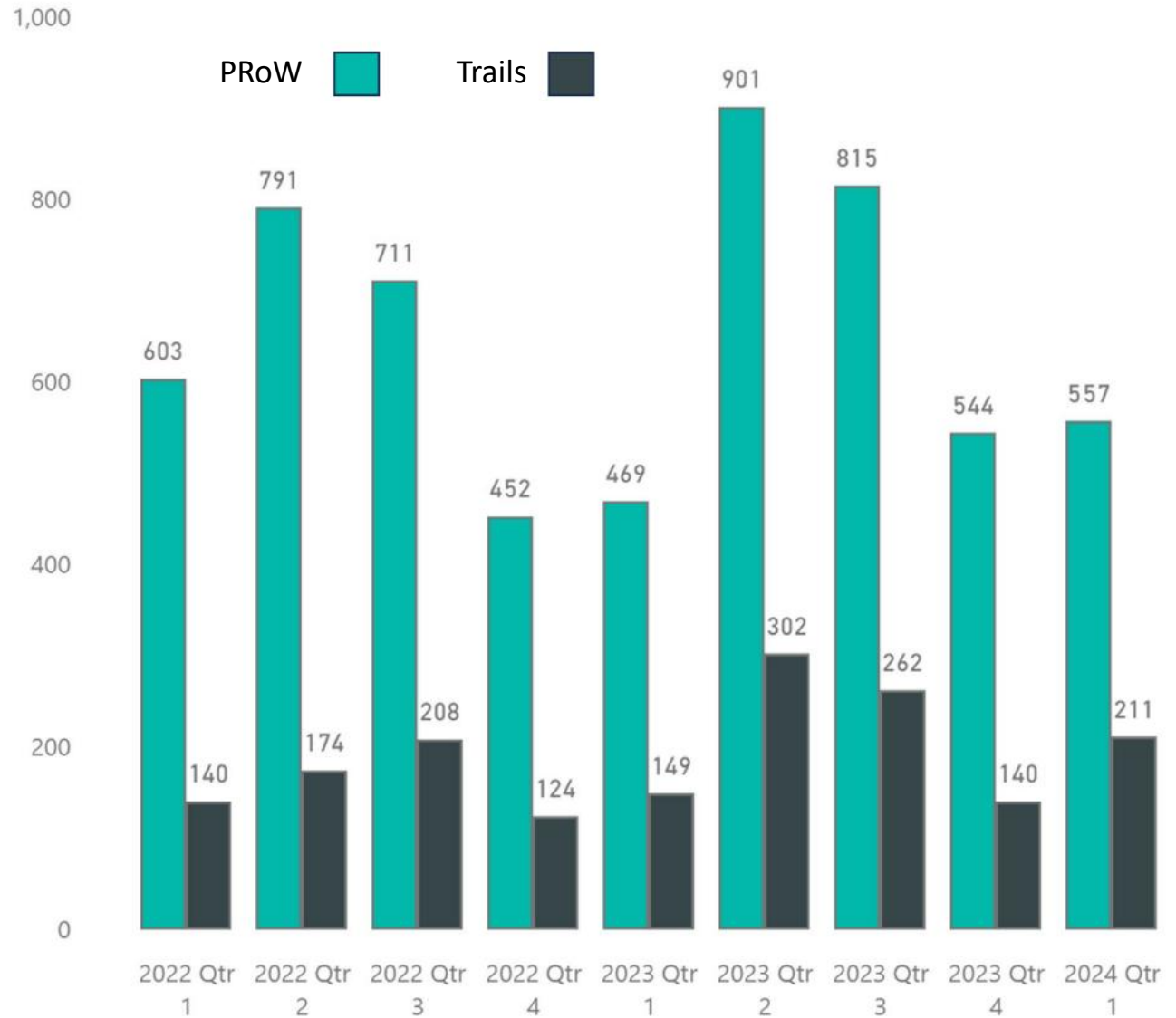
Trails

The Trails Team receive 124 - 302 defect reports every quarter, with an average of 63 per month.

Total received in 2022 was 646.

Total received in 2023 was 853.

Reports for both teams peak in Qs 2 and 3 – Spring/Summer.



This graph shows the number of defects resolved Jan 2022 – Mar 2024, split by team.



Total defects resolved Jan 2022-Mar 2024 was 7057.

PRoW

The PRoW Team resolve 469 - 795 defect reports every quarter, with an average of 205 per month.

Total resolved in 2022 was 2605.

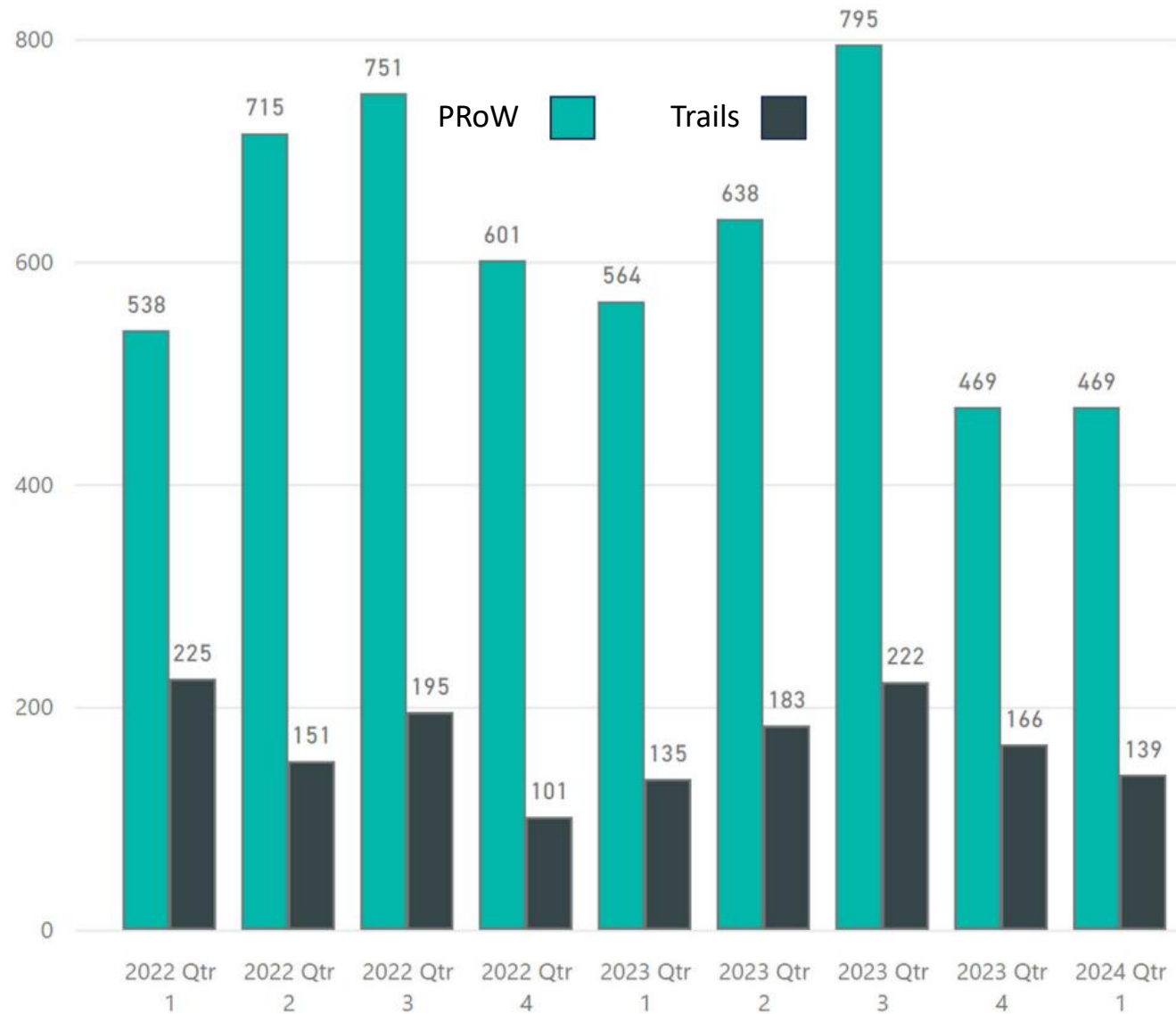
Total resolved in 2023 was 2466.

Trails

The Trails Team resolve 101 - 225 defect reports every quarter, with an average of 57 per month.

Total resolved in 2022 was 702.

Total resolved in 2023 was 706.



2022				
Quarter/Team	Defects Reported	Defects Resolved	Difference	% Change
Jan-Mar 2022				
PRoW	603	538	65	11%
Trails	140	255	-115	-82%
Apr-Jun 2022				
PRoW	791	715	76	10%
Trails	174	151	23	13%
Jul-Sep 2022				
PRoW	711	751	-40	-6%
Trails	208	195	13	6%
Oct-Dec 2022				
PRoW	452	601	-149	-33%
Trails	124	101	23	19%

2023				
Quarter/Team	Defects Reported	Defects Resolved	Difference	% Change
Jan-Mar 2023				
PRoW	469	564	-95	-20%
Trails	149	135	14	9%
Apr-Jun 2023				
PRoW	901	638	263	29%
Trails	302	183	119	39%
Jul-Sep 2023				
PRoW	815	795	20	2%
Trails	262	222	40	15%
Oct-Dec 2023				
PRoW	544	469	75	14%
Trails	140	166	-26	-19%

2024				
Quarter/Team	Defects Reported	Defects Resolved	Difference	% Change
Jan-Mar 2024				
PRoW	557	469	88	16%
Trails	211	139	72	34%

These tables show the quarterly reported and resolved figures, by team.

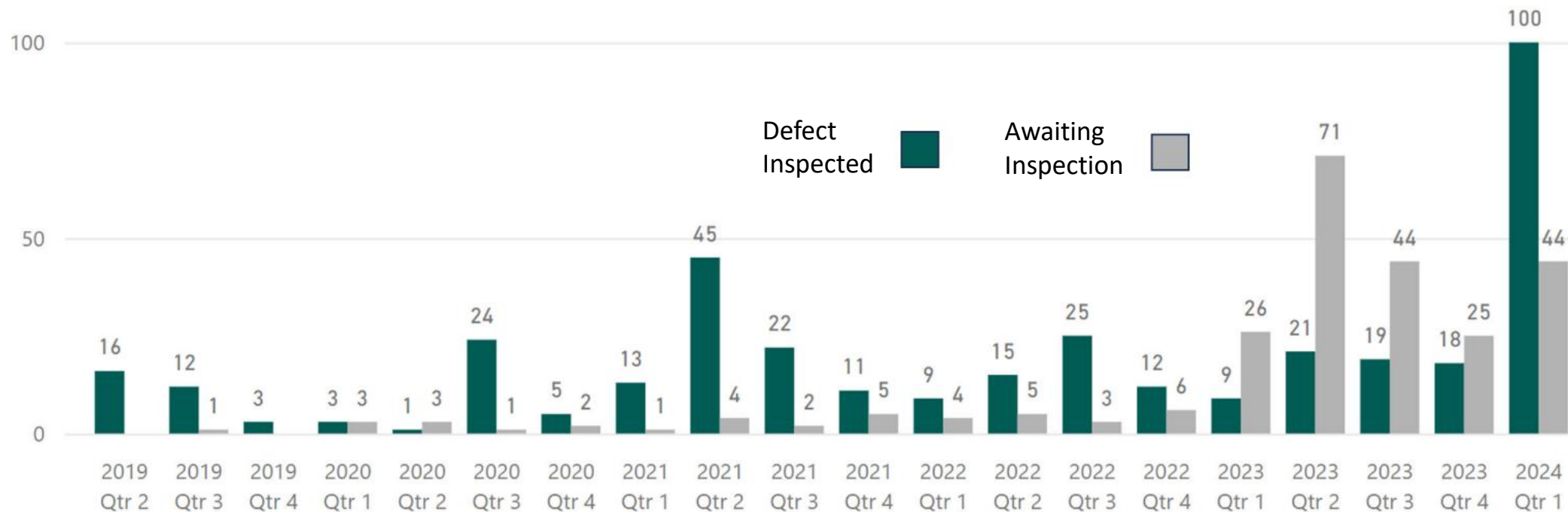
The difference column shows the number of defects taken from or added to the open defects total.

The % Change column shows the Difference as a % of the number of reports received.



Open Defects from before 2022 total 177 (22 are Awaiting inspection)

Open defects from 2022 onwards total 456 (228 are Awaiting inspection)



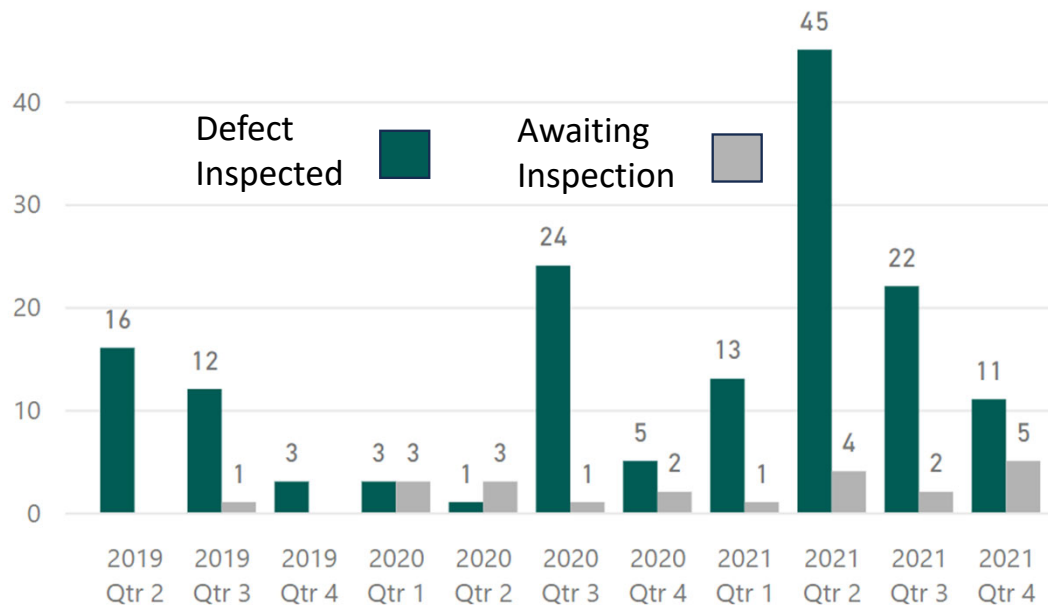
This graph shows all the Trails open defects by the date raised.

The dark green bars represent defects which have been inspected and marked as needing further action.

The grey defects haven't been inspected yet.



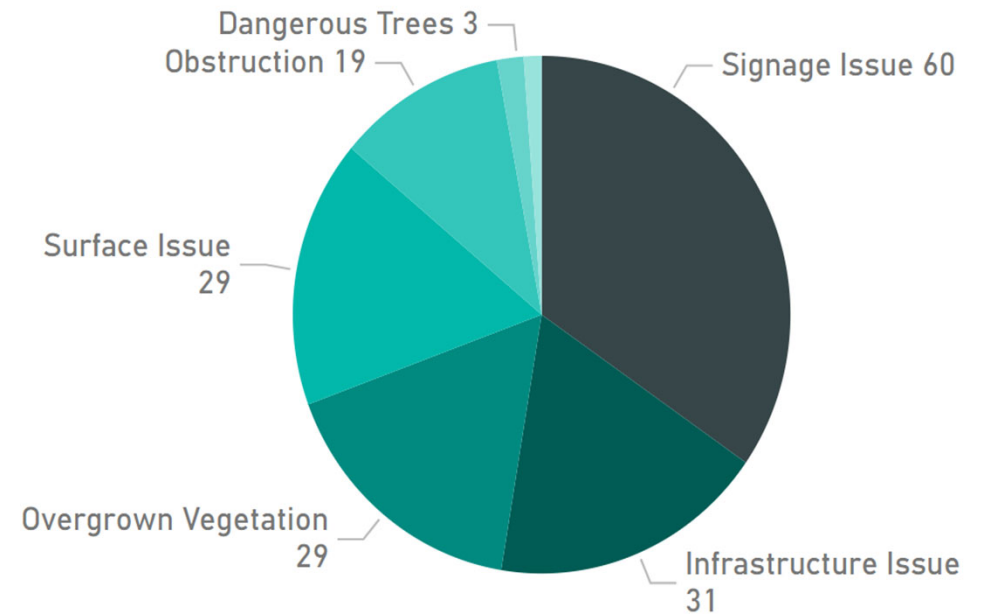
Open Defects from before 2022 total 177 (22 are Awaiting inspection)



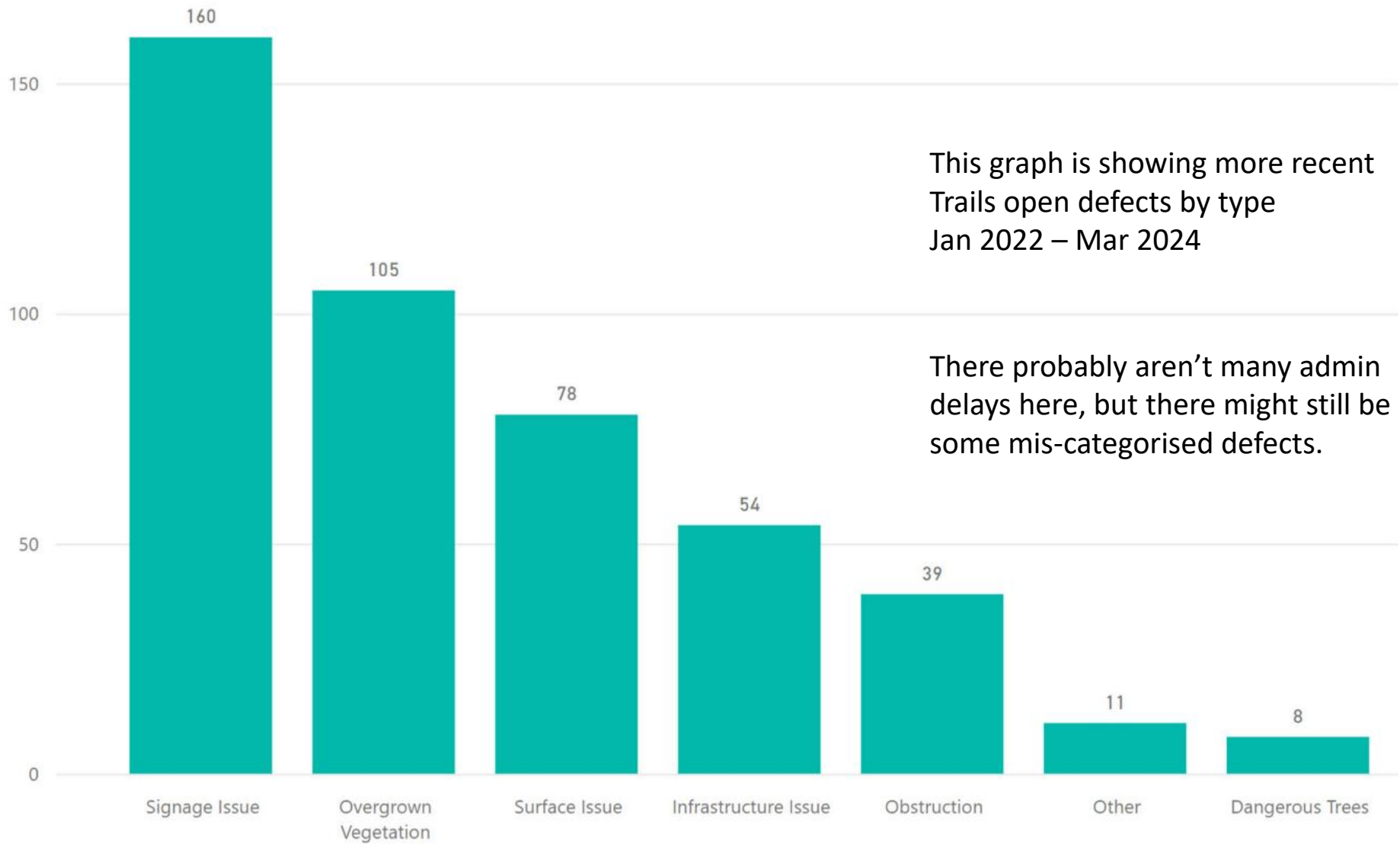
This is an extract of the previous graph showing all the Trails open defects from before 2022

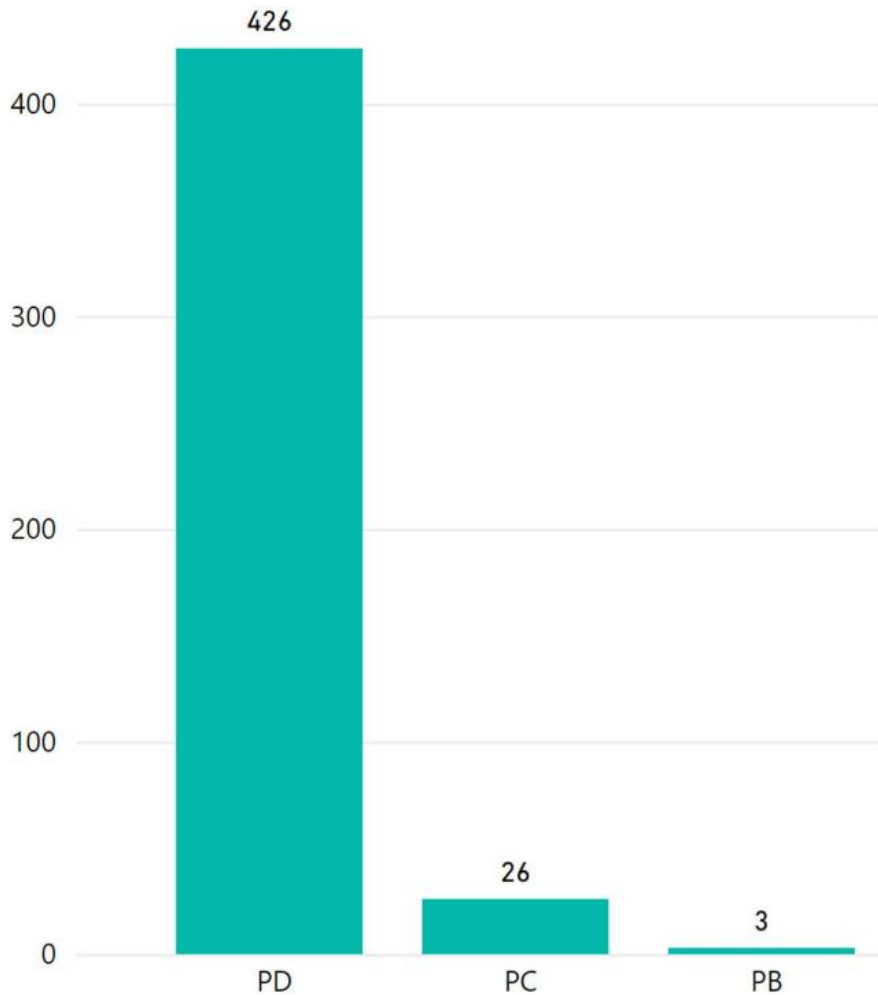


Historic open defects are likely to be low priority or admin issues which could be closed.



The 3 dangerous tree defects have all been inspected so could probably be re-categorised as overgrown vegetation or obstructions.



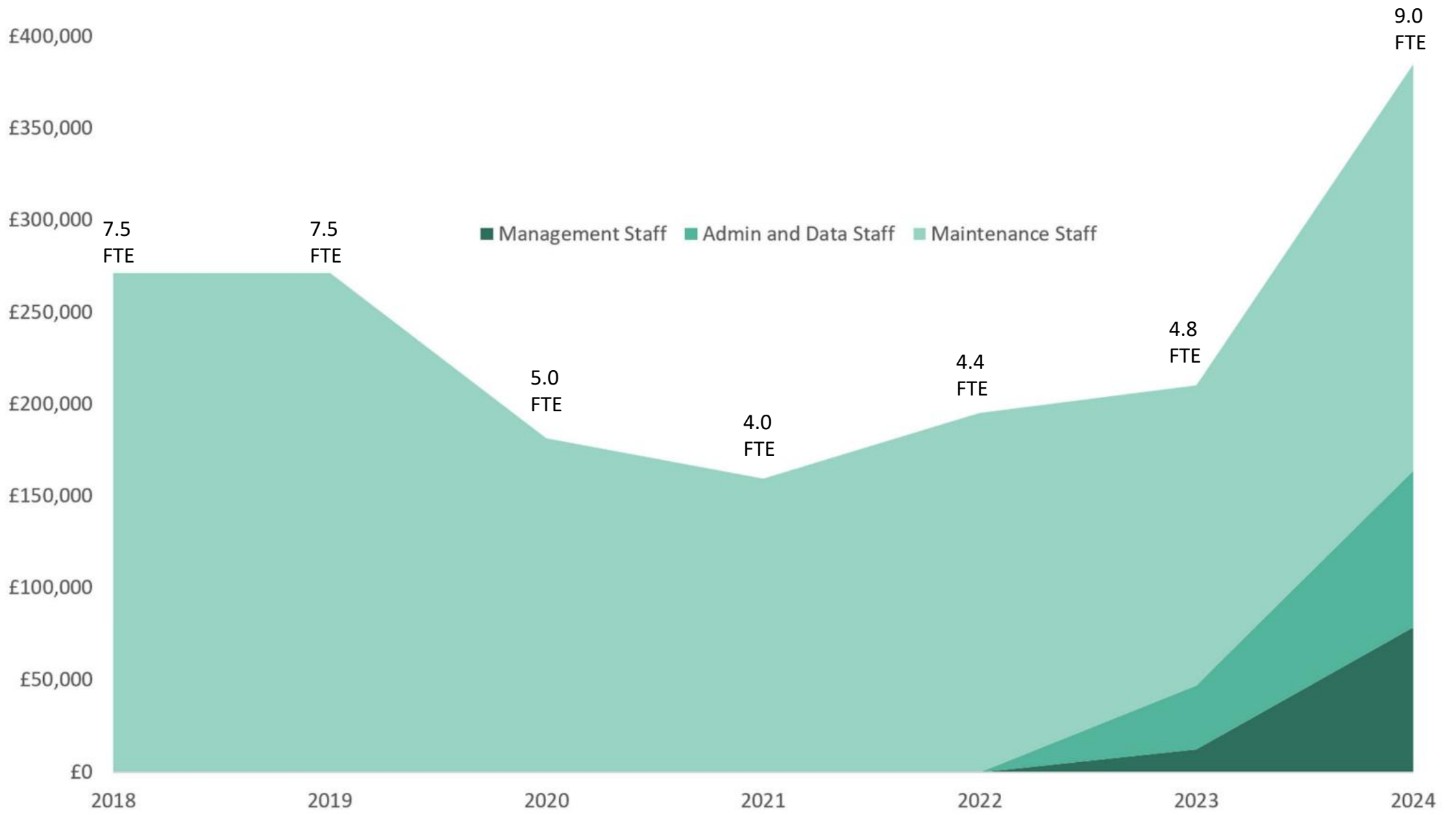


Priority	Examples	Inspection	Order
A		2 hours	2 hours
B	<ul style="list-style-type: none"> - Infrastructure with potential to cause injury - Unstable tree likely to fall on to PRow - Aggressive animals reported on PRow 	Up to 4 days	Up to 4 days
C	<ul style="list-style-type: none"> - Barbed or electric fences restricting PRow width - Large and/or deep potholes/ruts across the majority of the PRow surface 	Up to 35 days	Up to 28 days
D	<ul style="list-style-type: none"> - Flooded or overgrown - PRow not reasonably passable - Sign missing or damaged - Infrastructure with no immediate safety concern 	More than 35 days (repair during next available programme)	Up to 84 days (12 weeks)

The above is a summary from the TAMP which lists the response timescales for each priority and some PRow examples. There are no priority A defects listed for PRow.

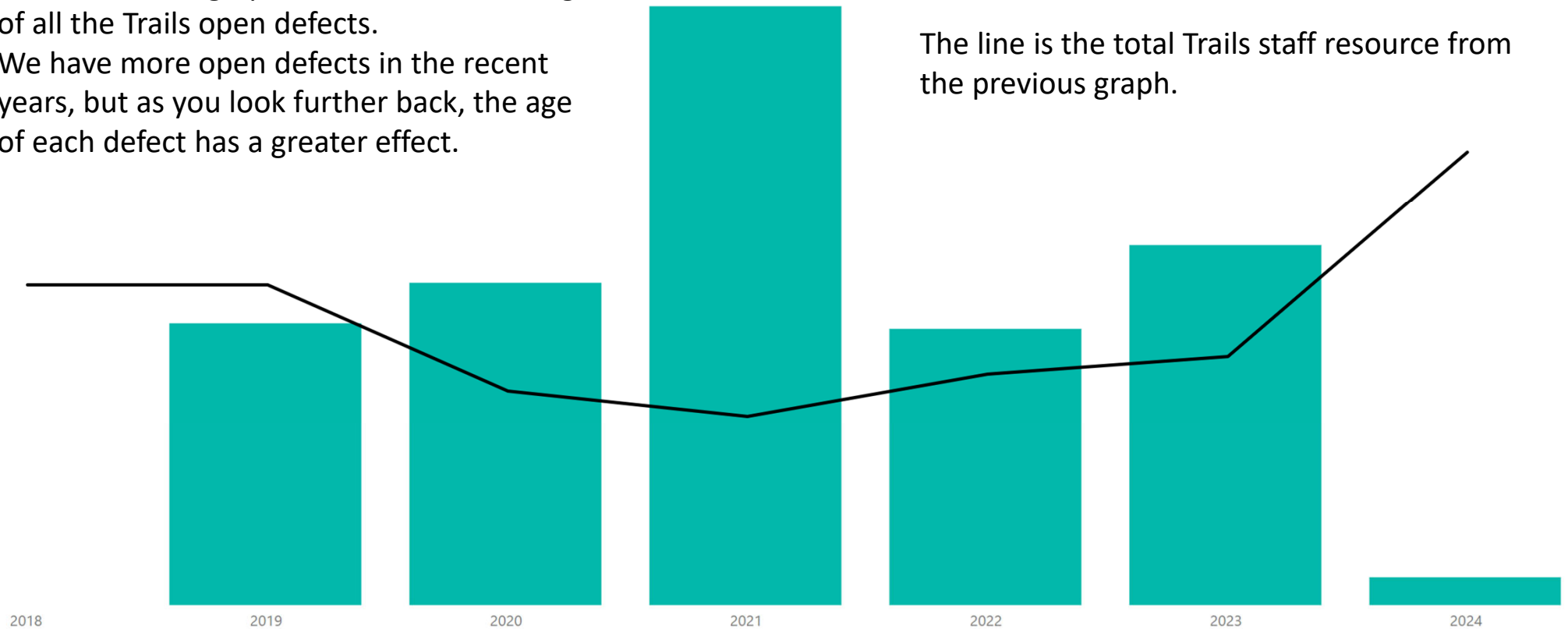


This graph shows open Trails defects since 2022, by priority.



The bars in this graph are the sum of the age of all the Trails open defects. We have more open defects in the recent years, but as you look further back, the age of each defect has a greater effect.

The line is the total Trails staff resource from the previous graph.



Analysis Planned or in Progress

In Progress

- Average age of outstanding defects
- How many reports are resolved within the TAMP timescales
- One page summary

Planned

- Enforcement data
- People counter data





Q uestions?

Thank you

03rd April 2024