

BOROUGH COUNCIL OF KING'S LYNN & WEST NORFOLK

REGENERATION AND DEVELOPMENT PANEL

Minutes from the Meeting of the Regeneration and Development Panel held on Tuesday, 20th February, 2024 at 6.00 pm in the Council Chamber, Town Hall, Saturday Market Place, King's Lynn PE30 5DQ

PRESENT: Councillors Bearshaw (Chair), Beal, Blunt, Bone, Bubb, Collingham, Colwell, Crofts, Heneghan and C Rose (substitute for A Kemp)

PORTFOLIO HOLDERS:

Councillor Beales – Portfolio Holder for Business

Councillor de Whalley – Portfolio Holder for Climate Change and Biodiversity

Councillor Moriarty – Portfolio Holder for Regeneration and Development

OFFICERS:

Martin Chisholm – Assistant Director

Jemma Curtis – Regeneration Programmes Manager

Oliver Judges – Executive Director

BY INVITATION:

Fiona Tuck – Metro Dynamics

Andrew Hollis – Norfolk County Council

PRESENT UNDER STANDING ORDER 34: Councillor Kemp

RD88: APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Beal, Dickinson and Kemp. Councillor Kemp attended the beginning of the Meeting under Standing Order 34.

RD89: MINUTES

Click here to view the recording of this item on You Tube.

Councillor Kemp referred to RD82: Cabinet Report – Lynnsport 1 (Valentine Park) Development Update and stated that the concerns she had raised also referred to adopted roads as well as drainage.

RESOLVED: The minutes from the previous meeting were agreed as a correct record, with the amendment from Councillor Kemp included, and signed by the Chair.

RD90: DECLARATIONS OF INTEREST

There was none.

RD91: URGENT BUSINESS

There was none.

RD92: MEMBERS PRESENT PURSUANT TO STANDING ORDER 34

Councillor Kemp for item RD89: Minutes.

RD93: CHAIR'S CORRESPONDENCE

There was none.

RD94: ECONOMIC STRATEGY FOR WEST NORFOLK

[Click here to view the recording of this item on You Tube.](#)

Members of the Panel received a presentation on the West Norfolk Economic Strategy. A copy of the presentation is attached.

The Regeneration Programmes Manager highlighted that the Panel was receiving this update early on in the process and they would be provided with further opportunities to assist with development of the Strategy going forward.

Fiona Tuck from Metro Dynamics provided information on the key evidence points and how the strategy would be developed.

The Executive Director informed the Panel that this strategy was important to ensure alignment with the County and identify how West Norfolk could benefit from future funding streams. The Strategy would also identify challenges, focus, and a timeline and identify key links with housing, health and education.

The Chair thanked officers for the presentation and invited questions and comments from the Panel, as summarised below.

Councillor Collingham stated that it was important that Councillors were involved to drive this forward. She was also frustrated as she felt that this had been a long time coming and was repetitive of previous strategies and work undertaken by consultants. Councillor Collingham highlighted issues the Borough was facing such as lack of a decent rail service and dual carriageways. Councillor Collingham stated that data driven suggestions were required.

The Chair, Councillor Bearshaw, agreed that rail was pitiful in the area and three stations in the Borough was poor, especially as they had very little parking and the amount of homes being built would be increasing. He also referred to RAF Marham and that it was important

to consider this important asset which contributed to the local economy.

Councillor Collingham stated that the National Construction College was also an important asset to the area.

The Regeneration Programmes Manager thanked the Panel for their helpful points and reminded them that this was the first stage of the process and the comments from the Panel would help to shape thinking and build on the Strategy. She explained that it was important to have a Strategy document in place which could be used for future Government Funding opportunities.

The Chair thanked officers for involving the Panel so early on in the process, so that they could help develop Policy.

Councillor Blunt referred to the important role of Agriculture in the Borough and felt that this was currently missing from the Strategy. He stated that Agriculture provided jobs, technology and income and it needed to be prominent in the Strategy.

Councillor Blunt also commented that the role of Tourism also needed to be exploited in the Strategy as it was a major benefit to the local economy. He also felt that reference to second homes should also be included as they did create jobs and brought in income.

The Chair referred to the West Winch development and how better rail links were required for commuters.

The Executive Director stated that as the Strategy developed further, there would be the opportunity to look at different elements in more detail and focus. Consideration would also need to be given to what the Council could control and what it could merely influence.

Councillor Crofts asked that consideration be given to providing Coach Parking in the town centre, and promoting King's Lynn as a day trip destination to coach operators.

Councillor Bone commented that transport routes needed improvement and he asked what assurances would be given that the West would not be forgotten about by Norfolk County Council. Councillor Bone also referred to the historic and heritage offer that King's Lynn had and that it should be promoted.

Councillor Colwell commented that this Strategy would be important so that the Borough had projects ready to take forward when opportunities were available. He referred to the SWOT within the presentation and stated that some of the weaknesses could be made into positives, for example the amount of Brownfield sites in the Borough could attract Brownfield Funding.

Councillor Colwell welcomed this Strategy as a way to encourage people to live and work in the area and improve the quality of life for residents. He stated that active, clean and green was important along with improvements to cycle and walkways.

Councillor Blunt commented that the Strategy should also refer to the needs of rural areas, which had different needs to urban areas.

Councillor Rose referred to flood issues, especially in his Ward, and the Executive Director stated that if flood issues were blockers to projects included in the Strategy, then they would be investigated.

The Vice Chair, Councillor Heneghan was pleased that the Panel would be involved in this piece of work and that there was an appetite to move West Norfolk forward to a vibrant place to live, work and play.

Councillor Bubb asked that consideration be given to attracting more industry to the area. He felt that there was a lack of a retail offer in King's Lynn and a Strategy for retail in the town was required. He also referred to the lack of a Market and asked if consideration would be given to more pop up events.

Councillor Bubb also referred to the good standard of public toilets in the Borough and felt that they should be promoted more to tourists.

Councillor Colwell stated that if we wanted to encourage young people to stay in the area there needed to be a suitable provision of starter homes made available.

Councillor Colwell also referred to the presentation which highlighted the amount of residents over 65 who lived in the Borough. He felt that there was work that could be taken forward to encourage and support those who wanted to work, or return to the workplace.

The Chair commented that it was important that infrastructure was in place before housing. He also referred to traffic issues on the A149 and suggested that a monorail could be installed to link King's Lynn to Hunstanton. This would also serve as a tourist attraction as well as removing traffic from the A149.

The Portfolio Holder for Business, Councillor Beales, thanked the Panel for their useful comments, which would be considered as part of the Strategy formation, including those relating to Rail, promoting History and Heritage, Agriculture and Brownfield sites. He explained that this Strategy was important for the Borough and it was important that the Panel were involved in the process going forward and he welcomed their input.

RESOLVED: The Panel noted the information, provided feedback as requested and would be kept involved in formation of the Strategy as appropriate.

RD95: **NORFOLK WIDE LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN**

[Click here to view the recording of this item on You Tube.](#)

An update was provided on the Countywide Local Cycling and Walking Infrastructure Plan. A copy of the presentation is attached.

Andrew Hollis from Norfolk County Council explained that the schemes included were currently unfunded. He explained that potential active travel barriers would be addressed as part of any initial feasibility study or assessment stage. He also explained that all schemes were currently in the early stages of development and would be subject to full public consultation.

The Chair thanked officers for the presentation and invited questions and comments from the Panel, as summarised below.

Councillor Colwell felt there was an opportunity for a new route to link Lynnsport, Gaywood River, Reffley and the new Development as the current route was along a busy main road. The route suggested by Councillor Colwell would create a pathway along the river to take cyclists away from the main road and he felt that this should be explored as part of the medium to long term aspirations.

Councillor Colwell commented that there was also a lack of routes from King's Lynn to the East, there was also the issue of crossing the A149 and Councillor Colwell commented that access from the Hospital to Mintlyn was important, but this should be extended further to Gayton. He also asked what the status was of Norfolk Greenways, which followed old railway lines, and provided a route from King's Lynn to Fakenham.

Andrew Hollis explained that currently there was no funding available for a route from King's Lynn to Fakenham and opportunities could be looked at when funding became available.

Councillor Collingham commented that it was important to link cycle routes with active travel hubs and she was keen to see active travel hubs installed outside King's Lynn and other areas.

The Chair commented that trains lacked spaces for cycles and this was something that should be looked at. He also commented that the use of electric bikes were increasing and provision for storage and charging should be considered. The Chair referred to his idea of a monorail from King's Lynn to Hunstanton and suggested that a cycle route could run underneath it.

The Portfolio Holder for Regeneration and Development, Councillor Moriarty, commented that connectivity was important and he agreed with the comments made by the Panel in that cycle paths should be located away from busy roads and supported with active travel hubs. He also commented that there needed to be better links to the East and Swaffham.

RESOLVED: The update was noted.

RD96: **CHAIRS DISCUSSION ITEM - MOTORHOME/CARAVAN PARK IN KING'S LYNN**

[Click here to view the recording of this item on You Tube.](#)

The Chair invited Councillor Bubb to put forward his suggestion for caravan parking provision in King's Lynn.

Councillor Bubb explained that he felt there was a need for this in King's Lynn, and it would benefit tourism and the economy. He felt that a Motorhome/Caravan Park could be provided on Council owned land for minimal work, all that would be needed was the space and a waste disposal provision.

He explained that the Council could even go further and provide facilities such as a shower block and washing facilities and the benefit of this is that they could double up and also serve as facilities for the currently underused Pontoons.

Councillor Bubb stated that he was aware of potential locations for the park, which would have an easy route in and out of the town centre.

Councillor Bubb referred to other towns that had provided this service and that they were often at capacity.

The Assistant Director explained that the Council had looked at this provision in Hunstanton and a site had been considered, however the process and expense to bring a site forward for overnight accommodation meant it had not been taken forward at this stage.

The Assistant Director reminded the Panel that the Car Parking Strategy which would be coming to the Panel once ready would look at all forms of parking, including overnight.

The Assistant Director commented that a Motorhome/Caravan Park in King's Lynn would be a commercial operation and queried if there was a need for it, why hadn't a commercial operator come forward already. He suggested that a discussion could be held with the Regeneration Team to see if any of the Council's existing sites that were available could be marketed in this way to gauge interest.

The Portfolio Holder for Business, Councillor Beales, asked Councillor Bubb to send him further detail of his proposal, including potential locations.

RD97: **WORK PROGRAMME AND FORWARD DECISION LIST**

[Click here to view the recording of this item on You Tube.](#)

The Panel identified the following items for consideration at a future Panel meeting:

- Update on the CITB
- Visit to RAF Marham
- Update on ABP operations.
- Creation of an Infrastructure Informal Working Group

RESOLVED: The Panel's Work Programme was noted.

RD98: **DATE OF THE NEXT MEETING**

The next meeting of the Regeneration and Development Panel would be held on 16th April 2024 at 6.00pm in the Town Hall.

The meeting closed at 8.08 pm

609 West Norfolk Economic Strategy

Briefing – February 2024

Duncan Hall – Assistant Director

Jemma Curtis- Regeneration Programmes Manager

Fiona Tuck, Metro Dynamics

Borough Council of
King's Lynn &
West Norfolk



Aims & Approach

Aims & Objectives

Over the last year the Borough has also developed a new Corporate Strategy, and is currently progressing/has progressed a range of strategic projects, such as Cultural & Heritage Strategy, Car Parking Strategy and Transport Strategy but does not currently have in place a specific economic strategy that will bring together the specific strategies in a holistic, joined up way.

West Norfolk needs a compelling economic story, which draws together the opportunities which are clearly present to position its vital economic role within Norfolk and the broader region and pursue **Net Zero targets**.

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Fundamental in the project will be the **development of a unifying vision** which captures the breadth and strengths of the Borough and its different economic and population characteristics, and provides an agreed position on what the Borough wants to collectively achieve that can tie together and inform future project decisions and investment planning over the **next 10 years**.

The development of the strategy is made of up **three main components**:

- **A vision**, providing a strong, shared articulation of the story of King's Lynn and West Norfolk as a Borough to date and its ambition for the future.
- **A supporting strategy**, providing a clear plan and route forward for delivering the vision – with an outcomes framework that (ideally) can see through the next 10 years (or two political terms).
- An approach to developing and **prioritising projects for investment**, through which to deliver the strategy and vision.

Context

Although West Norfolk does not have a pre-existing economic vision and strategy, there are several previous and concurrent pieces of work that connect to this project:

- Borough Council of King's Lynn and West Norfolk Corporate Strategy 2023-2027 (2023, in-house)
- King's Lynn Town Investment Plan (2021, Metro Dynamics)
- Borough Council of King's Lynn and West Norfolk UK Shared Prosperity Fund (UKSPF) Investment Plan (2022, Metro Dynamics)
- Norfolk Devolution Deal (2022, DLUHC & NCC)
- Local Plan Review
- And more...

Context: UKSPF investment priorities

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A place to live, work, visit and invest



Leading as a Centre of Excellence for the Visitor Economy

- With a culture-led approach to leverage culture & heritage assets
- Positioning King's Lynn & West Norfolk as Cultural Destination
- Driving innovation & productivity in Tourism & Hospitality



Embedding approaches that are Active, Clean & Green

- With benefits for residents and local businesses
- Protecting/enhancing natural environment
- Domestic efficiency/sustainability
- Transport to get to and from work
- Business transformation and re-training



Strengthening local enterprise and innovation systems

- Sector wide, but with specific focus on sector/workforce/value chain strengths
- Food (agriculture, food processing & manufacturing, food service & retail)
- Manufacturing
- Health



Supporting people to access opportunities

- Creating better quality, higher skilled jobs across sectors
- Supporting people into employment and volunteering opportunities
- Improving skills that employers need



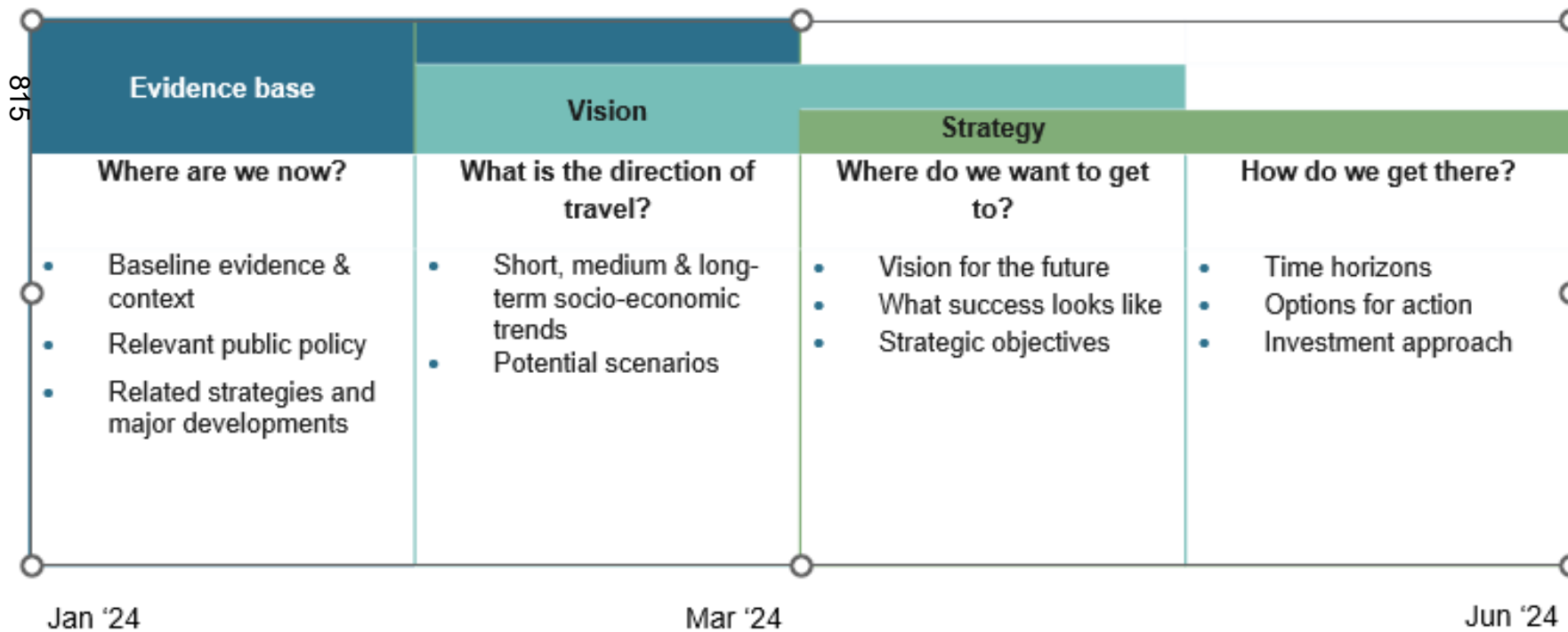
Alignment with Norfolk County Council Economic Strategy

- During the same period in which the King's Lynn and West Norfolk Economy Strategy is being produced, Norfolk County Council (NCC) is also producing its own Economic Strategy, aligned to the new Devolution Deal.
- The County strategy necessarily has a broader geographical scope and is concerned *mainly* with county-wide priorities and projects which span the County geography and - crucially – are contained within its borders.
- The West Norfolk strategy will look in depth at the communities within the Local Authority area and how their priorities connect at the county level, it is also not necessarily constrained by the County boundary – recognising that it shares borders with four Counties.
- Stakeholder engagement will be co-ordinated between the two projects, ensuring that West Norfolk perspectives can influence the Norfolk strategy.
- There will also be separate, specific engagement on just the West Norfolk strategy, which will allow for greater detail. This should avoid an overly 'Norfolk generic' set of priorities dominating the West Norfolk strategy – whilst recognising that many of the priorities will be the same across the county, the solutions may not be.

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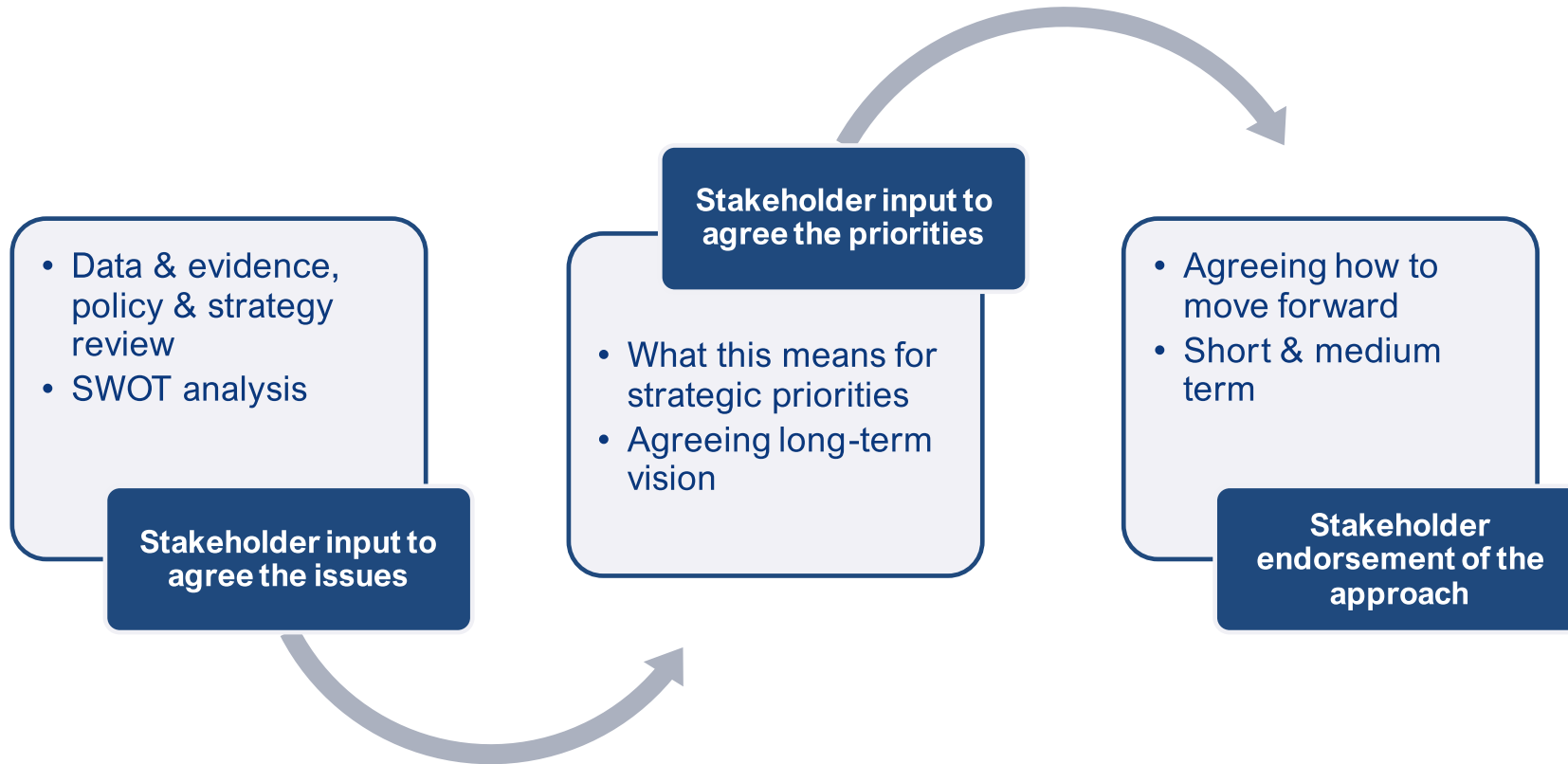
Project Approach

The project will follow a 'classic' strategy development process, moving through lines of enquiry in overlapping phases as set out below, along with broad timings for each phase. The ideal is to complete the core work on vision and strategic priorities ahead of the summer break in 2024. In practice, the investment and implementation phases of the project will then be ongoing.



Involving Stakeholders

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Timeline

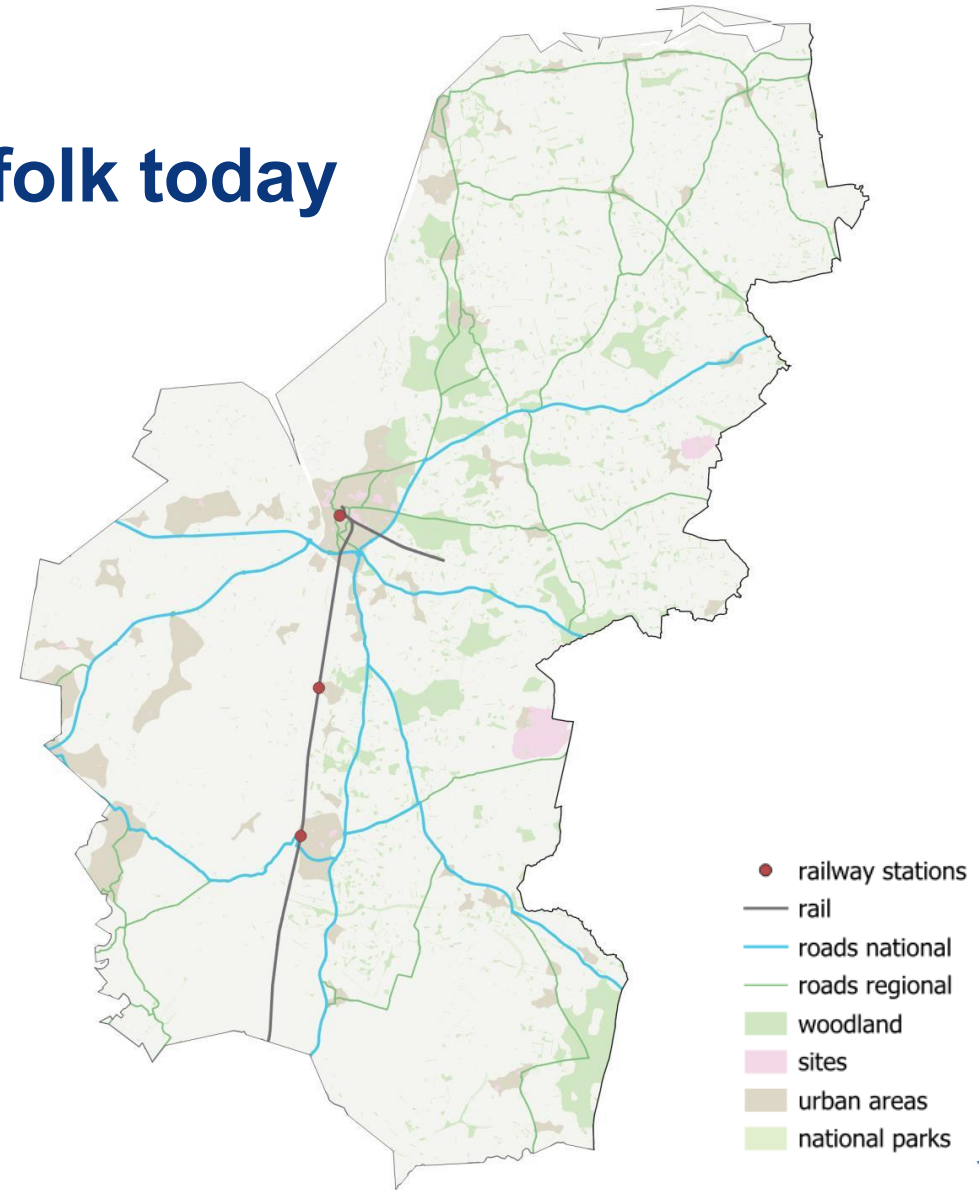
Month:	Dec '23	Jan '24	Feb '24	March '24	Apr '24	May '24	June '24	July '24
Strategy development stages:	Where are we now? What is the direction of travel?			Where do we want to get to?			How do we get there?	
Project Inception	Initial inception meeting Project timeline	Site-visit & full inception						
Evidence Base	NODA analytical work							
		Desk research & stakeholder engagement						
Vision			Cabinet & Officer engagement + wider stakeholder engagement on ambitions & priorities					
Strategy					Drafting & iteration of the vision, strategic & investment priorities + further testing engagement			
Investment Approach				Collation of current projects & pipeline list	Prioritisation approach design	Iteration of investment priorities Projects prioritised alongside strategic priorities		

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What the evidence tells us

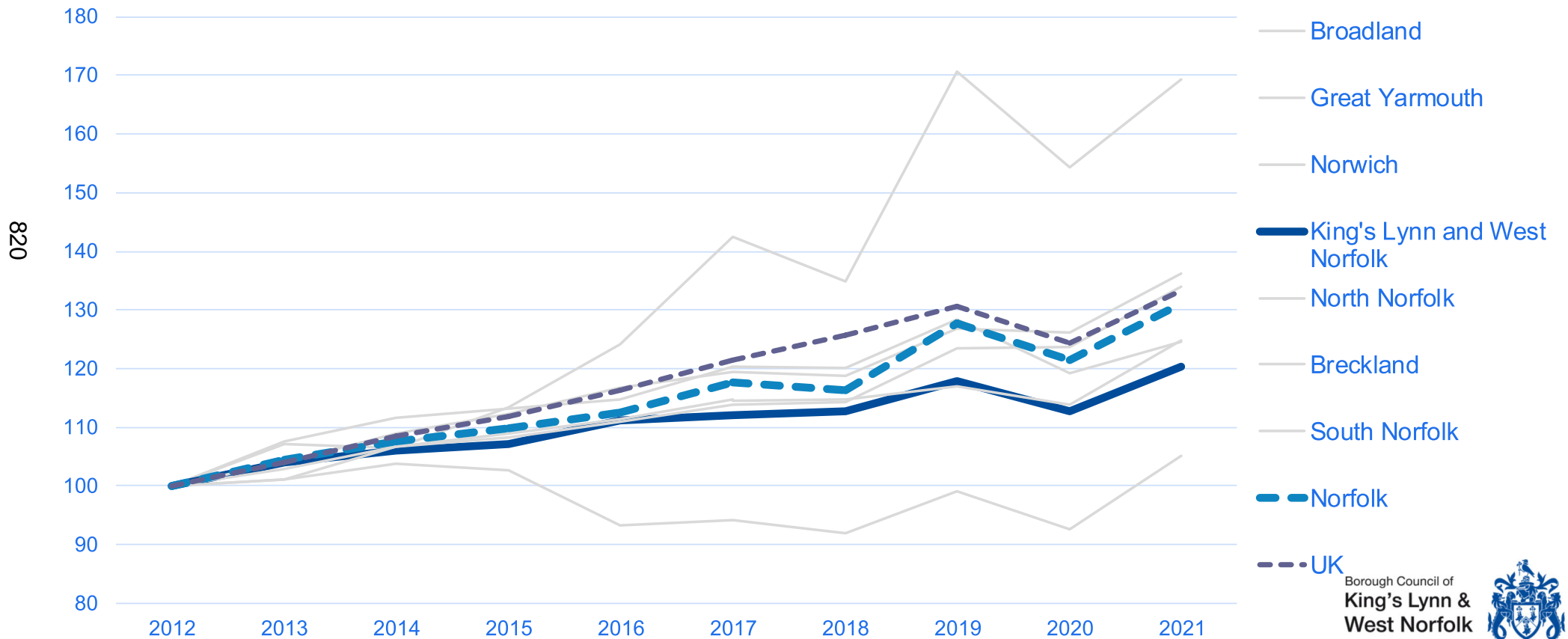
King's Lynn and West Norfolk today

- 154,300 residents
- 6,650 businesses
- 63,000 jobs
- £3.2bn economy
- Strong manufacturing base
- Visitor economy with a diverse offer across culture, heritage, nature
- Direct rail link to Cambridge and London
- Contains some of UK's best agricultural land
- Nar Ouse Enterprise Zone, COWA, Queen Elizabeth Hospital, National Construction College East, RAF Marham, Associated British Ports



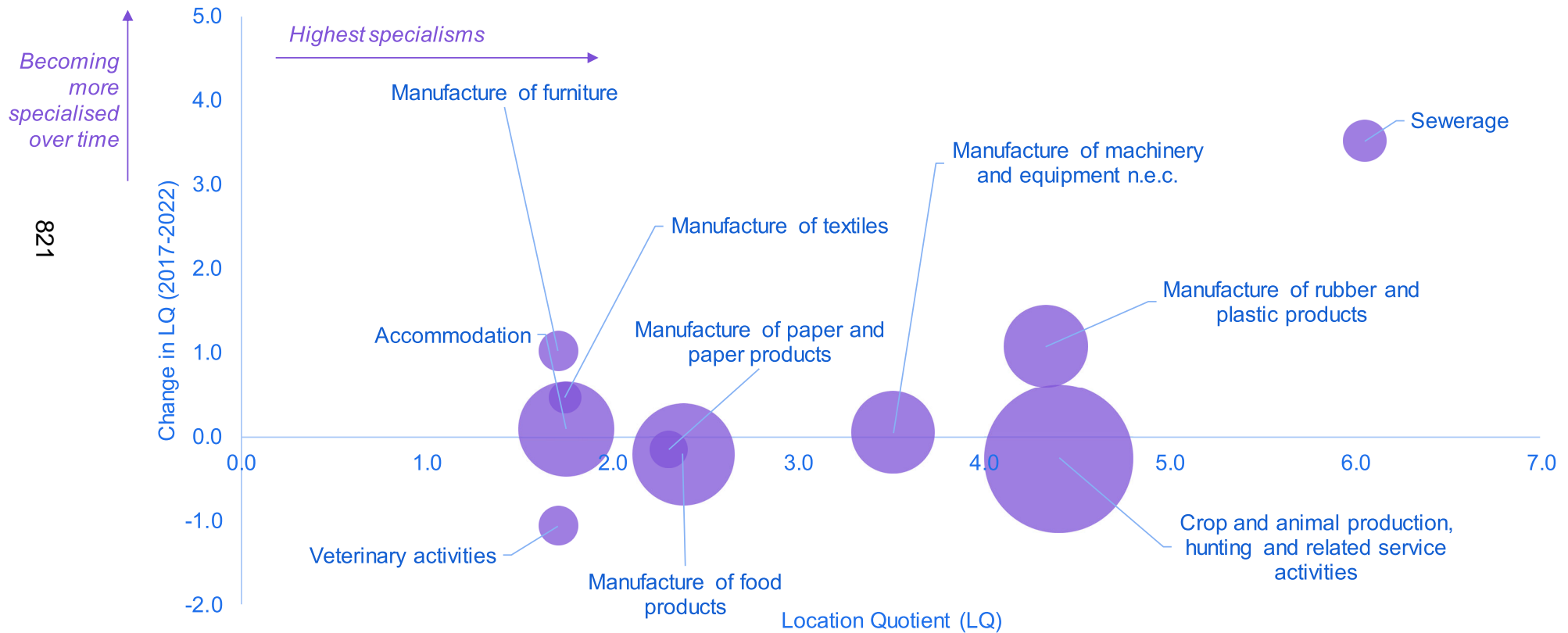
The economy has been growing more slowly than elsewhere

% Change in economic output by district, 2012-2021 (2012 = 100)



Specialisms in manufacturing, tourism, agricultural production

Top 10 most specialised sectors (min. 250 employees)











Size of bubble indicates amount of employment (2022)

A score of '1' on the x-axis means the district is as specialised in that sector as the UK average. Higher scores mean greater specialism.

Our businesses: King's Lynn and West Norfolk

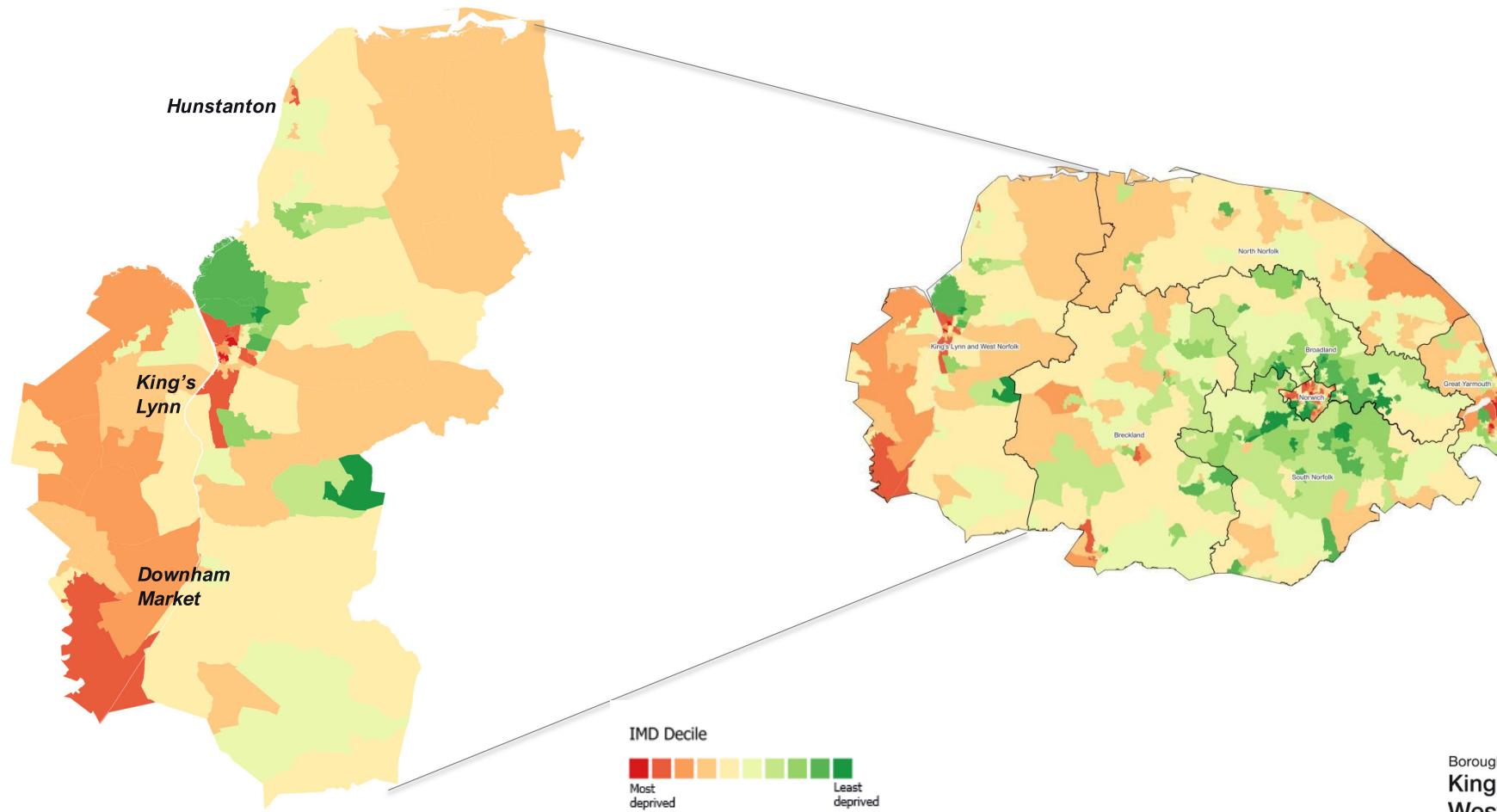
822						
	Growth in business base since 2013	Productivity	Business 3-year survival rates	High growth companies	Proportion of larger businesses	Sole proprietors
	2013 – 2023	GVA per hour	Based on 2019 births	% of total	50+ employees	% of all businesses
King's Lynn and West Norfolk	+15%	£32.5	63%	0.46%	1.68%	20%
Norfolk	+14%	£32.9	63%	0.42%	1.94%	19%
England	+23%	£37.7 (UK)	56%	0.39%	1.90%	14%

Living and working here: King's Lynn and West Norfolk

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	Wages	% of residents with NVQ4+ quals	% of residents with no quals	% change in employment since 2015	Economic inactivity rates	% of residents aged 65+	Housing affordability ratio	Residents living in 20% most deprived areas in England
	Average gross weekly pay	Proportion of total aged 16 - 64	Proportion of total aged 16 - 64	2015 – 2022	% not seeking or in employment	Proportion of total	Median house price to income	IMD, 2019
King's Lynn and West Norfolk	£589	30%	6.7%	+8.6%	19%	26%	8.9	15%
Norfolk	£588	33%	7%	+4.2%	20%	24%	8.6	15%
England	£645	43%	6.5%	+7.8%	21%	18%	8.3	20%

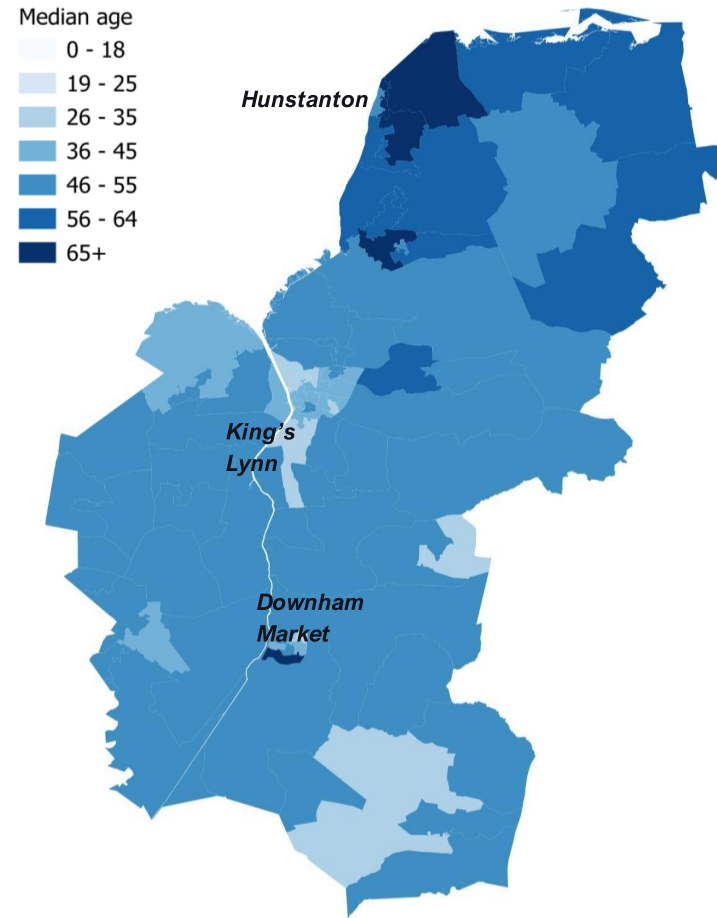
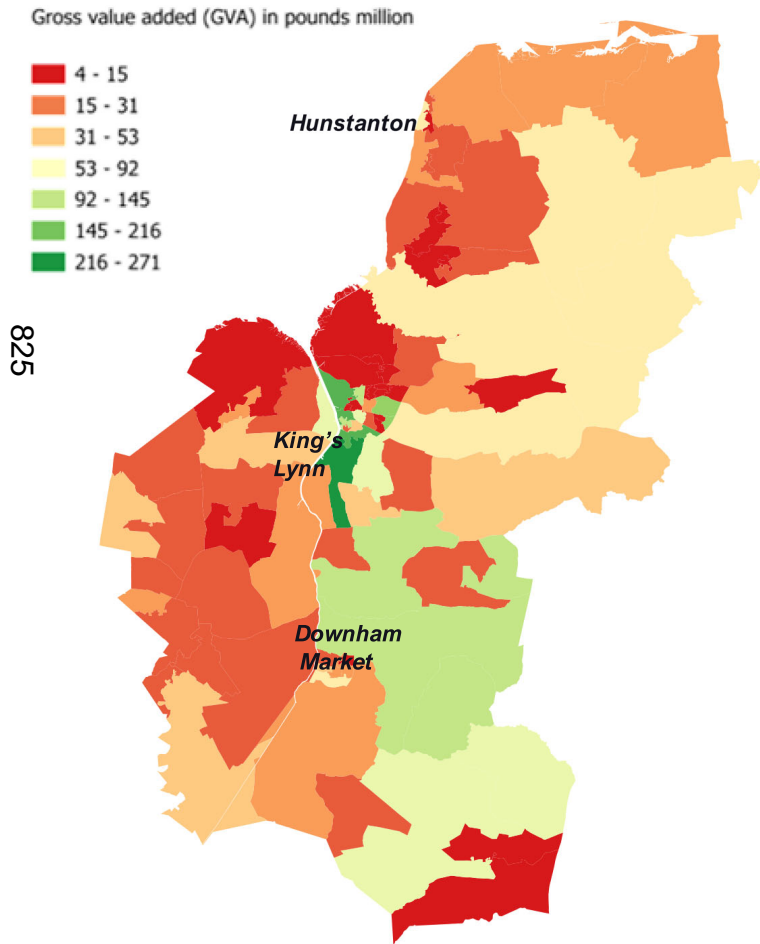
Deprivation disparities within the district and county

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Source: IMD, 2019

GVA and Median age distribution within the district



Source: NOMIS, ONS, 2021, LSOA data

Source: ONS, 2021, LSOA data

Developing a locally driven strategy means understanding the diversity of our district

- King's Lynn and West Norfolk encompass a diverse area, incorporating towns like Downham Market and Hunstanton, as well as numerous villages, coastal and rural areas.
- Data serves as a cornerstone for our strategy, but it's essential to complement it with local insights, acknowledging the disparities within our district.
- Population demographics, deprivation levels, employment and skill levels vary significantly between urban and rural or coastal areas.
- Awareness of these distinctions is vital for devising targeted actions that address the unique challenges and opportunities present in each locality.

Strengths and Weaknesses

Strengths

- Institutions and assets – COWA, Queen Elizabeth Hospital, National Construction College East, RAF Marham, Associated British Ports
- Strong manufacturing base
- Visitor economy with a diverse offer across culture, heritage, nature
- More high growth companies, good survival rates
- Direct rail link to Cambridge and London
- Contains some of UK's best agricultural land

Weaknesses / challenges

- Wages are low and falling behind national averages
- Low skills attainment entrench poor outcomes. Fewer adults educated to degree level
- High and growing proportion of residents aged 65+, declining proportion of working aged residents
- Undersupply of housing
- Large number of brownfield sites, but inability to access funding
- Some areas over an hour by car from nearest employment centre

Opportunities and Priorities

Opportunities

- Supporting business growth in the Nar Ouse Enterprise Zone
- Maximising impact of King's Lynn Town Board & Town Deal Funding on high streets and heritage assets
- Greater promotion of West Norfolk's diverse tourism offer
- Investing in quality of life and promoting KLWN's distinct offer, attracting more working age residents to live here

Priorities

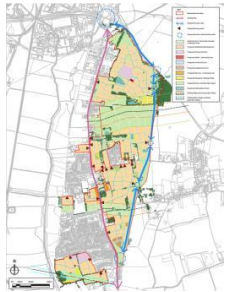
- Closing skills gaps in our sectors, particularly at degree-qualified levels
- Supporting more businesses to start, grow and mature in KLWN
- Supporting quality work in our high-employment sectors
- Avoiding the worst effects of the structural changes impacting rural economies
- Long-term investment in infrastructure and brownfield regeneration



What we're already doing

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Housing development



West Winch Growth Area



Southend Road development, Hunstanton

Enterprise and employment



Nar Ouse Business Park EZ



Multi User Community Hub



School of Nursing



REPF Business Grants

Culture and heritage



St. George's Guildhall



Hunstanton Heritage Gardens

Infrastructure and connectivity



STARS Southgates



Baker Lane Active Travel Hub



Nar Ouse Active Travel Hub



Hunstanton Travel Hub

STARS Gyrotory



Health infrastructure



Queen Elizabeth Hospital

Questions to consider

All feedback welcome, in particular...

- In your view, what are the main strengths and weaknesses of our economy?
- What is good about living and working here, and what can be difficult?
- What actions could be taken to make King's Lynn & West Norfolk a better place to live, work and do business?
- What can be done to ensure that growth and investment genuinely benefits local people and communities?
- What are the most important priorities for the economic strategy to address?

Next Steps

- We would like to continue to hear your thoughts. Look out for the slides and invitation feedback email we'll be sending out for your input.
- We will organize targeted group engagement sessions throughout March and April. These groups will cover various aspects of the strategy and aren't mutually exclusive; you may belong to multiple groups.
- Let us know if you're interested in participating in any of these sessions to contribute further; **please contact us via economic.development@west-norfolk.gov.uk**

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Residents

- Young people
- Working age people
- Families
- Older people
- Etc.



Businesses & Investors

- Businesses and Business rep groups
- Employers
- Investors
- Etc.



Asset Owners & Developers

- Assets owners
- Developers
- Landlords
- Etc.



Public Institutions & Policy

- Schools, colleges, public health
- Town, local, regional, government institutions
- Agencies
- Etc.



Visitors

- Individual visitors
- Destination management and tourism's rep groups
- Etc.

Countywide Local Cycling and Walking Infrastructure Plan

Update for:

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Borough Council of King's Lynn & West Norfolk

Regeneration and Development Panel

20th February 2024

Context

- Norfolk County Council (NCC) are creating 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**.
- ⁸³⁴ 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 the Norfolk County Council Infrastructure & Development Select Committee and Cabinet for **adoption in 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.

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



DfT Gear Change paper

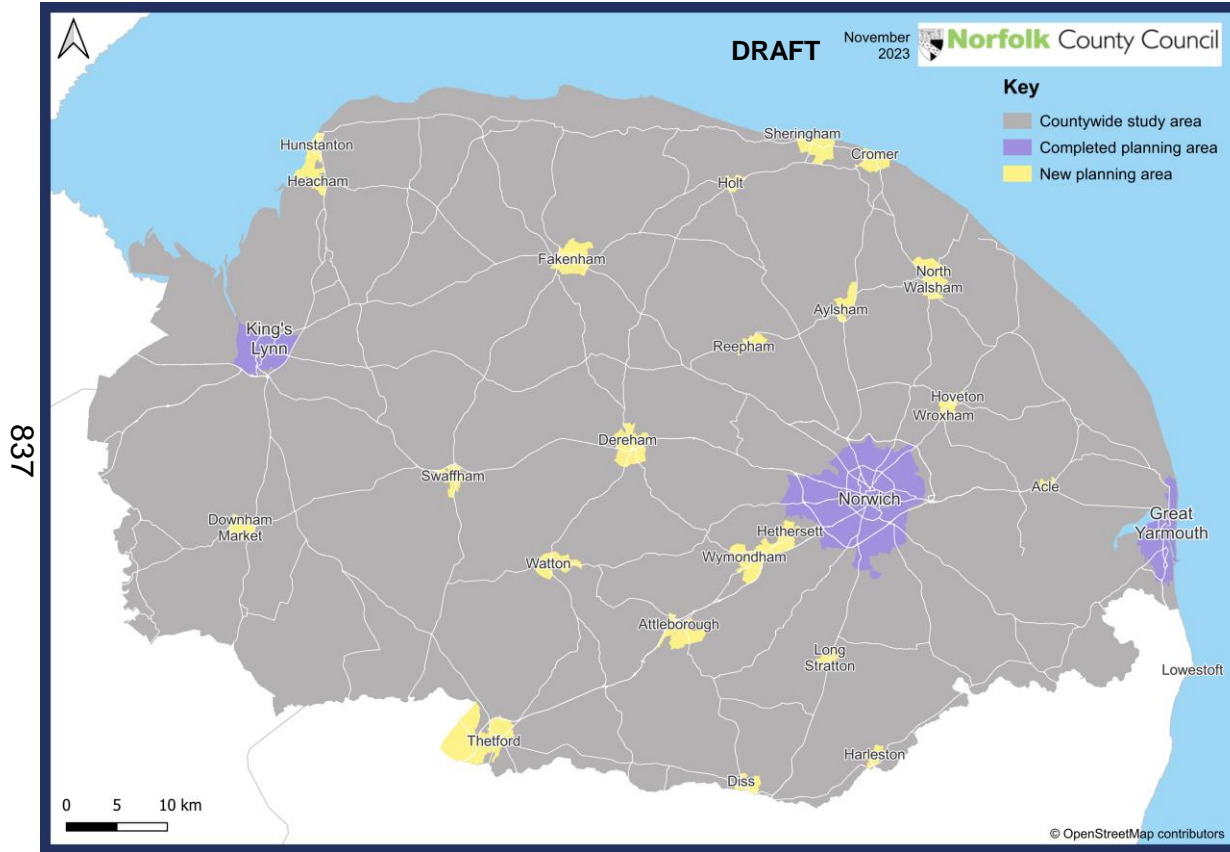


DfT Cycle Infrastructure Design Guidance (LTN 1/20)

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

038

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.

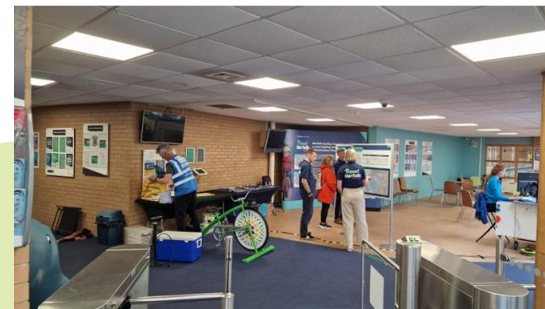
Wider connectivity routes: Prioritisation of network routes within the National Cycle Network, the Norfolk Trails Network as well as potential new wider connectivity routes.

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

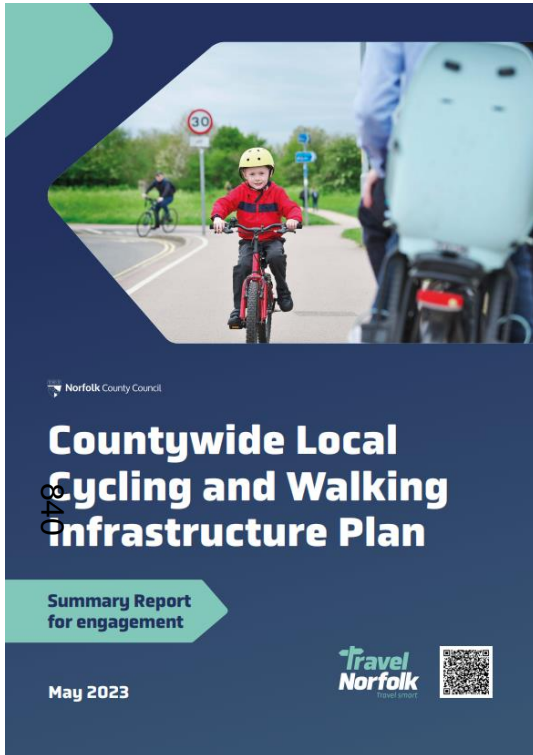
1,025
Online
survey
completions

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)

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

		AT084 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.

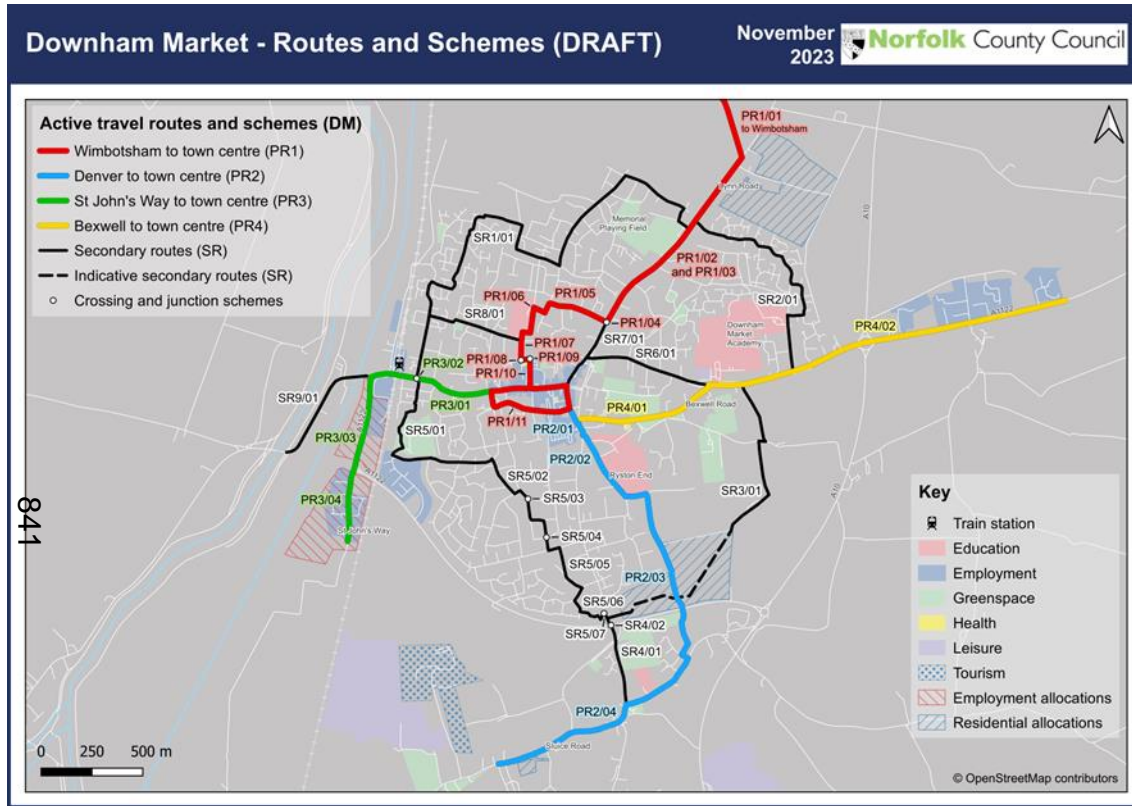
Further information for specific schemes along each of the primary and secondary routes can be found in Annex A.

Acle LCWIP - Routes and Schemes (DRAFT)

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 and wider connectivity routes.

Downham Market: Annex A - scheme map and list



Map 2: Draft Active 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.

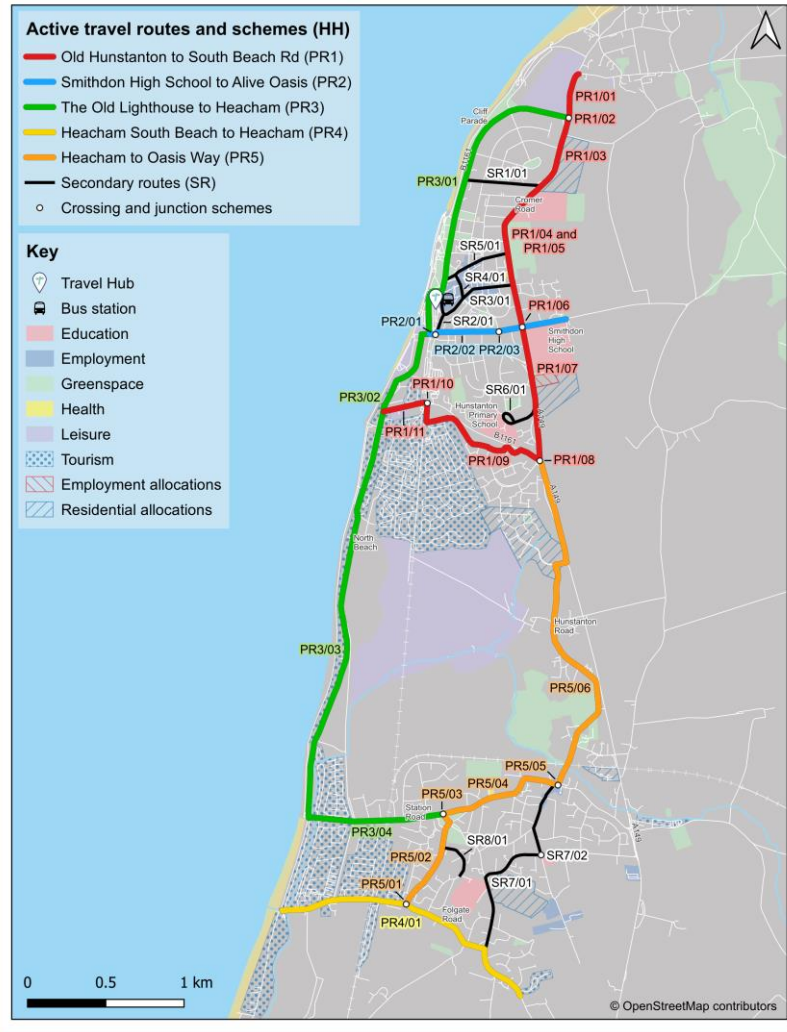


DOWNHAM MARKET										
Active Travel Infrastructure Scheme List and Network Map (DRAFT)										DRAFT
Reference	Route	Route Type	Road Name	Settlement	Source	Description	Type	Length (m)	Timescale (<3, <5, >5 years)	Next Steps
DM/PR1/01	DM Route 1 (Red)	Primary	Low Road (Church Rd to Lynn Rd)	Downham 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, Crivay Avenue and Cook Drive).	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 right-hand 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 Cook Close - this could be in form of a great 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 LTN1120 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	Snap Lane (NCN Route 11 section of Snake 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 Snake 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
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 (H&S) to Sluce 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 Sluce 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	Bennet Street to Mill Lane	Downham Market	Countywide Local Cycling and Walking Infrastructure Plan &	Feasibility study and schemes to enable cycling, walking and wheeling connectivity between Lynn Road (via Mill Lane) and Railway Road (via Bennet Street). Attention to creating links with existing green infrastructure provision.	Cycling, walking and wheeling	2570m	Medium <5 years	Scheme feasibility Year 1 Detailed design Year 2

Extract from Downham Market Scheme List (Draft)

Hunstanton & Heacham: Annex A - scheme map and list

Hunstanton and Heacham LCWIP - Routes and Schemes (DRAFT) Norfolk County Council November 2023



842

Map 3: Draft Hunstanton and Heacham scheme map

Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) (DRAFT)

HUNSTANTON AND HEACHAM

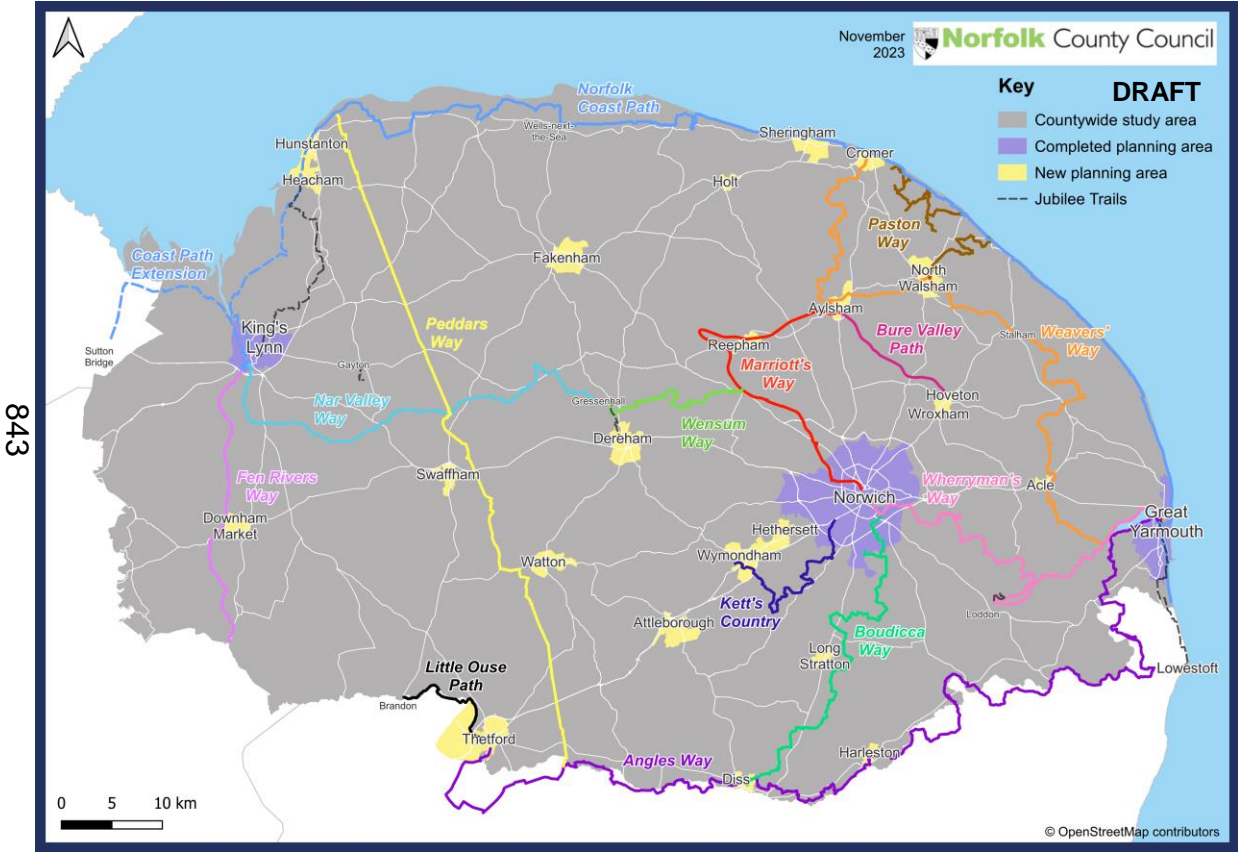
Active Travel Infrastructure Scheme List and Network Map (DRAFT)

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 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 Way 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 (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	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	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
HH PR2/02	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	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 Stalthe 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 Stalthe 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

Extract from Hunstanton & Heacham Scheme List (Draft)

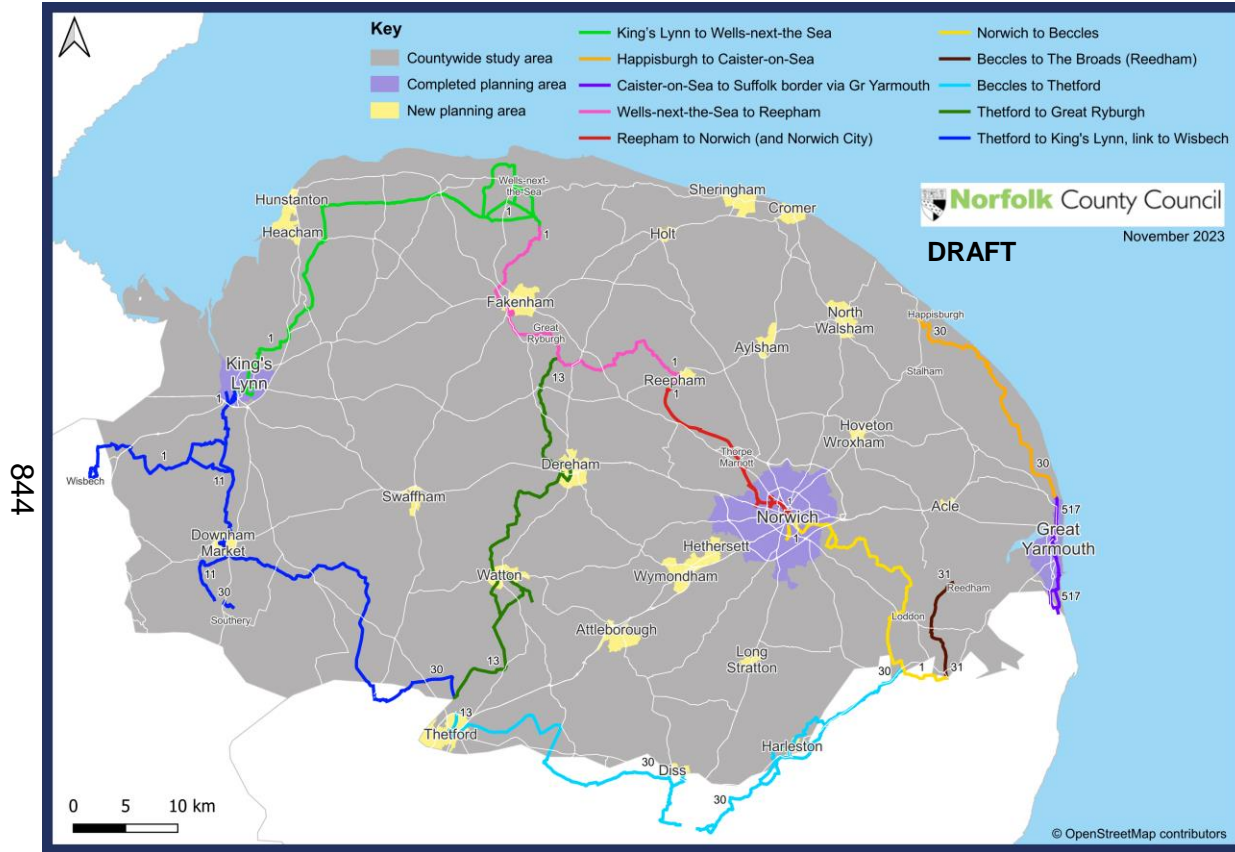
Trails Network Schemes



Map 4: Map of the Norfolk Trails Network

- 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.

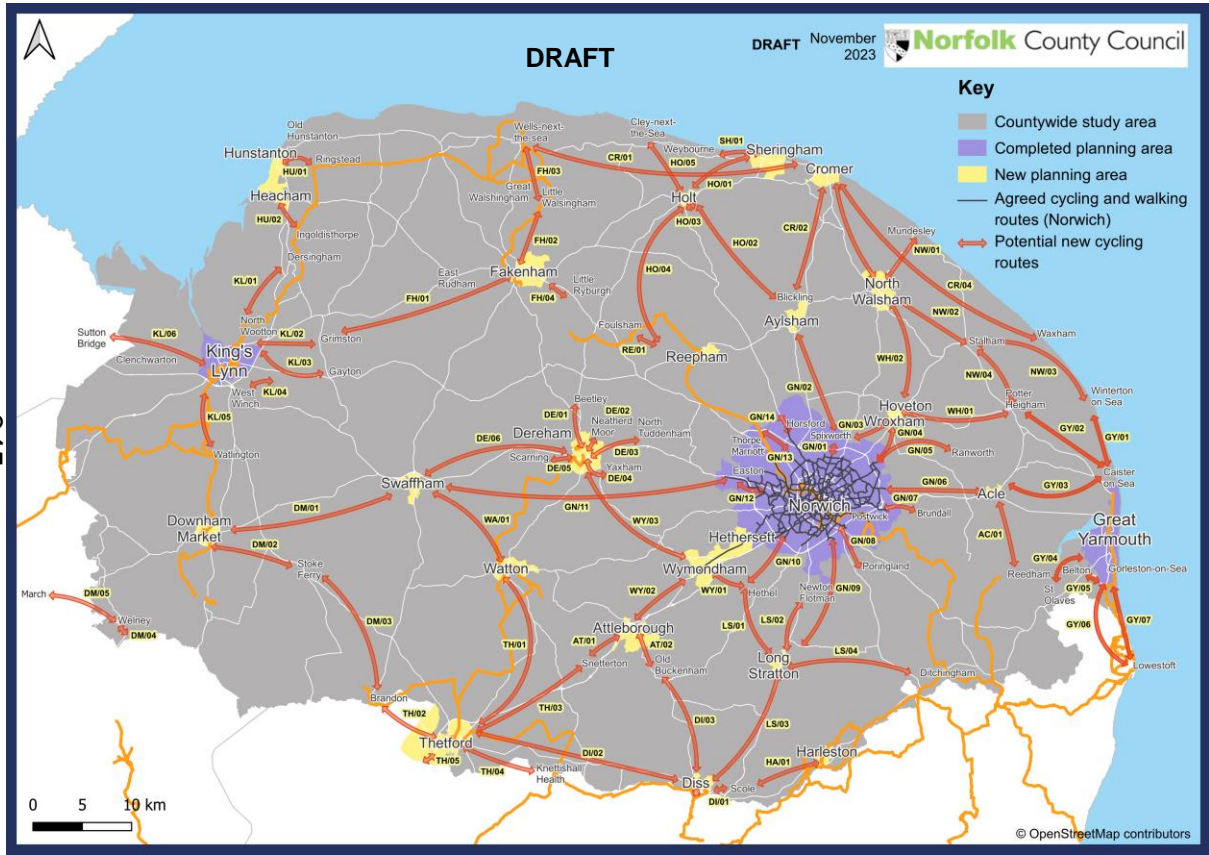
National Cycle Network in Norfolk



Map 5: 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.

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 6: Map of potential Wider Connectivity Routes in Norfolk.

Next steps

- Infrastructure and Development Select Committee: 13 March 2024
- Cabinet: 8 April 2024