

Countywide Local Cycling & Walking Infrastructure Plan

Borough Council of
**King's Lynn &
West Norfolk**



King's Lynn & West Norfolk:

Regeneration and Development Panel Overview



January 2023

Background

- Norfolk County Council (NCC) has secured a revenue grant from the Department of Transport to support the development of a **Local Cycling and Walking Infrastructure Plan (LCWIP)** for Norfolk.
- The purpose of the Countywide LCWIP is to help **identify and prioritise short, medium and long term active travel infrastructure schemes** which will enable increased levels of cycling, walking and wheeling in the county.
- LCWIP's support the Government's ambition for 50% of all journeys in towns and cities to be walked or cycled by 2030.
- Increased cycling and walking can provide many benefits such as improving air quality, reducing congestion, addressing inequalities, improving physical and mental health, and mitigating climate change.
- The Norfolk LCWIP builds on plans already created for King's Lynn, Greater Norwich and Great Yarmouth.
- NCC and The Borough Council of King's Lynn & West Norfolk have been working together to identify potential active travel network improvement schemes which will enable connectivity within and between towns in the district.
- The infrastructure plan will include scheme proposals which enhance levels of cycling and walking in agreed towns, especially in areas with high pedestrian footfall as well as potential schemes to increase connectivity in rural areas to connect people with key services.

LCWIP scheme proposals will enable increased levels of walking, wheeling and cycling.

Key outputs of the Countywide LCWIP

The Countywide LCWIP will provide the following key outputs:

- A **network plan** for walking 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 report and the Cycle Infrastructure Design Guidance, as well as local policies and plans.

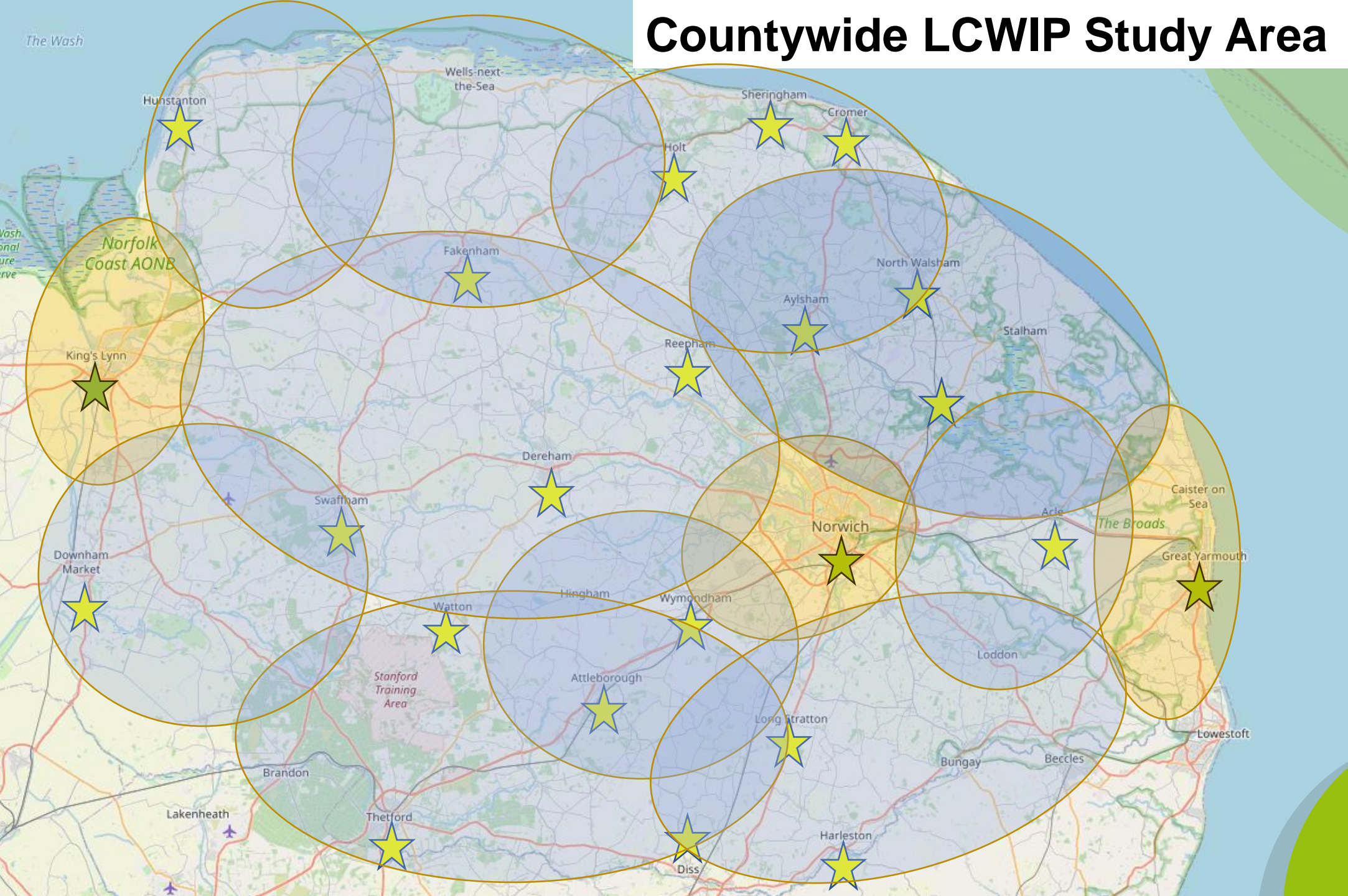


LCWIPs align with national policy and infrastructure design guidance

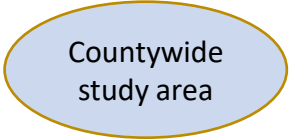
Stages of an LCWIP

Stage	Title	Details	How this was completed for King's Lynn and West Norfolk.
1	Determining Scope	Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.	Established through meetings with NCC and BCKL&WN to identify a focus study areas and a wider connectivity study.
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 information gathered from a wide range of sources including Census Data, Strava data, existing traffic count data and existing strategic documents.
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.	Network planning including a review of key attractors, site audits and NCC and BCKL&WN review meetings.
4	Network Planning for Walking	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.	Network planning including a review of key attractors, site audits and NCC and BCKL&WN review meetings.
5	Prioritising Improvements	Prioritise improvements to develop a phased programme for future investment.	In progress – 6 weeks of public and stakeholder engagement to commence in March 2023.
6	Integration and Application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.	In progress

Countywide LCWIP Study Area



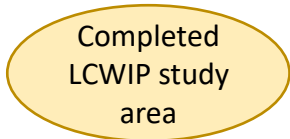
Urban area network analysis



Countywide study area

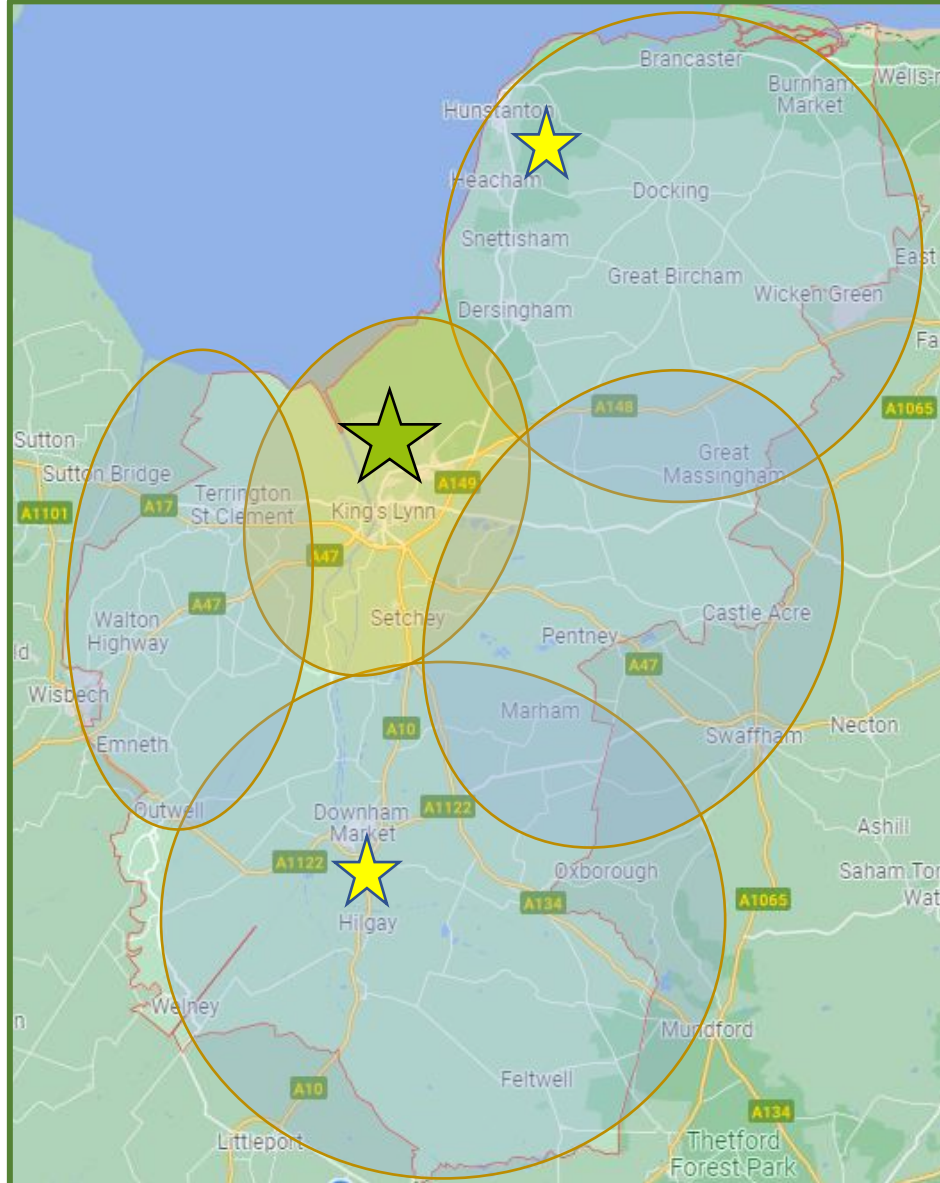


Completed LCWIP locations



Completed LCWIP study area

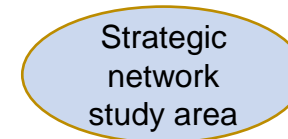
King's Lynn & West Norfolk Study Area



- In agreement with the Borough Council of King's Lynn & West Norfolk Active Travel network proposals have been developed for **Hunstanton & Heacham** and **Downham Market**.
- Providing a strategic network which covers the whole of the county is also a key outcome for the LCWIP. The objective is to provide people in urban areas with access to green spaces as well as enabling rural communities to access to key services. .



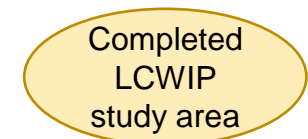
Urban area
network
analysis



Strategic
network
study area



Completed
LCWIP
locations



Completed
LCWIP
study area

Norfolk LCWIP policy context and alignment

Planning Policy	Transport Policy	Environment & Air Quality Policy	Public Health Policy
King's Lynn and West Norfolk Core Strategy (adopted 2011)	DfT Gear Change policy paper and LTN 1/20	HM Government 25 Year Environment Plan	Joint Health and Wellbeing Strategy (2018-2022)
King's Lynn and West Norfolk Local Plan Review (Pre-Submission Draft, July 2021)	Norfolk Local Transport Plan 4	Norfolk County Council Environment Policy (2019)	Public Health England: Working Together to Promote Active Travel (2016).
West Norfolk Tourism Development Plan 2022-2026 (Pre Submission Draft 2022)	Bus Services Improvement Plan	The Climate Change Act Revision (2019)	Covid 19 recovery plan
Town plans and neighbourhood plans	Norfolk Cycling & Walking Strategy (2017)	Clean Air Strategy (2019)	
Norfolk Access Improvement Plan (2019 – 2029)	Transport decarbonisation plan (2021).	The Paris Agreement (2015)	
Norfolk Strategic Infrastructure Delivery Plan (2020)	King's Lynn Local Cycling and Walking Infrastructure Plan		

A review of policy and planning content has helped identify potential active travel networks for Hunstanton & Heacham and Downham Market

Hunstanton & Heacham

Indicative network proposals:

Route 1: Old Hunstanton to Beach Road

Linking Old Hunstanton and residential areas with schools on Cromer Rd and Downs Road and green spaces and coastal access via Oasis Way

Route 2: High School to Alive Oasis

Providing seafront connectivity between schools and residential areas along Downs Road & Park Road

Route 3: The Old Light House to Heacham

Supporting wider connectivity and linking Old Hunstanton and Heacham with central tourism attractions and employment areas in Hunstanton.

Route 4: Heacham South Beach to Heacham

A network extension providing connectivity with new and existing residential locations and tourism along the coast at Heacham.

Route 5: Heacham to Oasis Way

Connecting an existing shared use cycle path on Redgate Hill with residential areas and schools in central Heacham.

Hunstanton and Heacham
Indicative Cycling & Walking Network
December 22

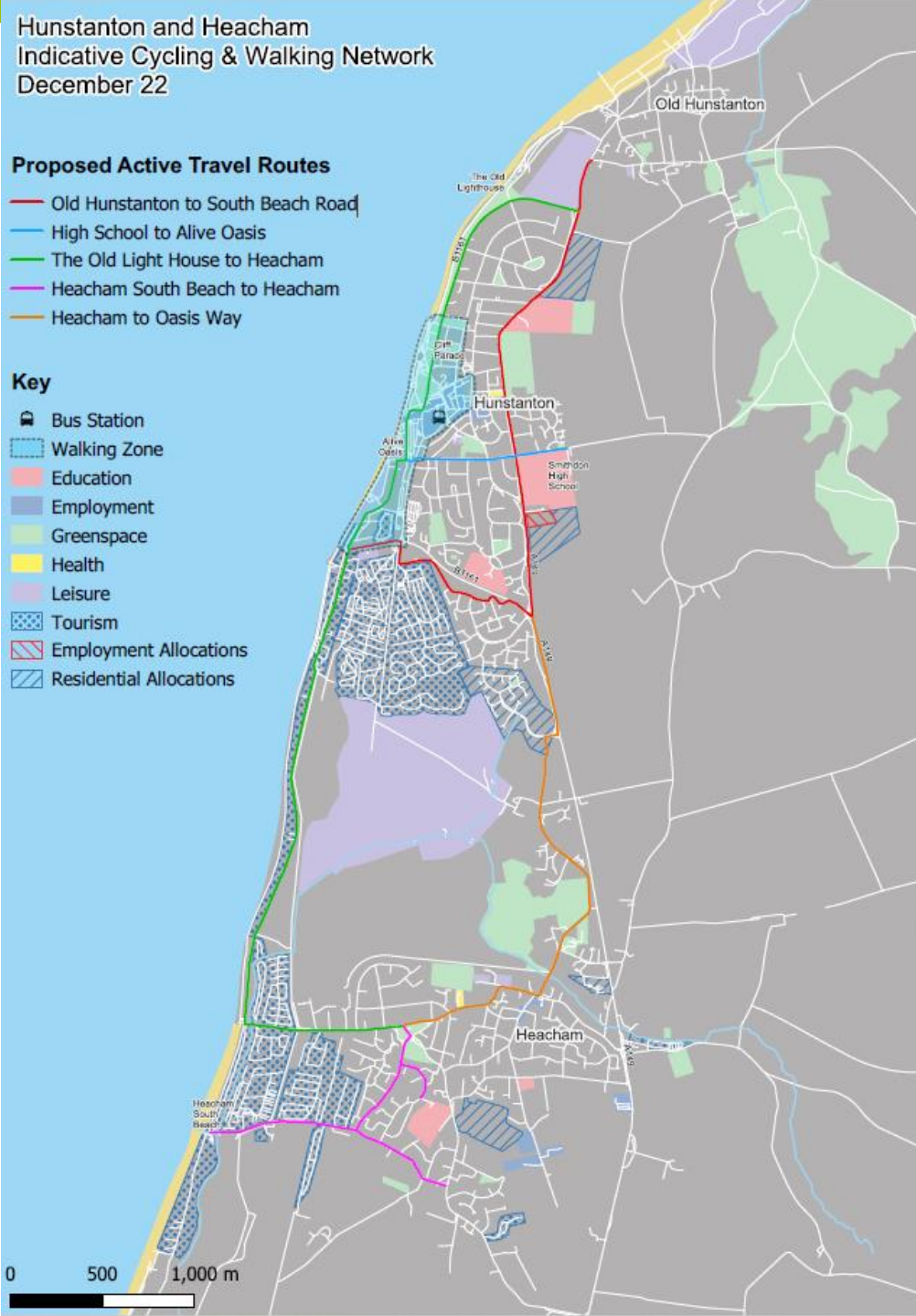
Proposed Active Travel Routes

- Old Hunstanton to South Beach Road
- High School to Alive Oasis
- The Old Light House to Heacham
- Heacham South Beach to Heacham
- Heacham to Oasis Way

Key

- Bus Station
- Walking Zone
- Education
- Employment
- Greenspace
- Health
- Leisure
- Tourism
- Employment Allocations
- Residential Allocations

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Hunstanton Walking Zone

Zone Description

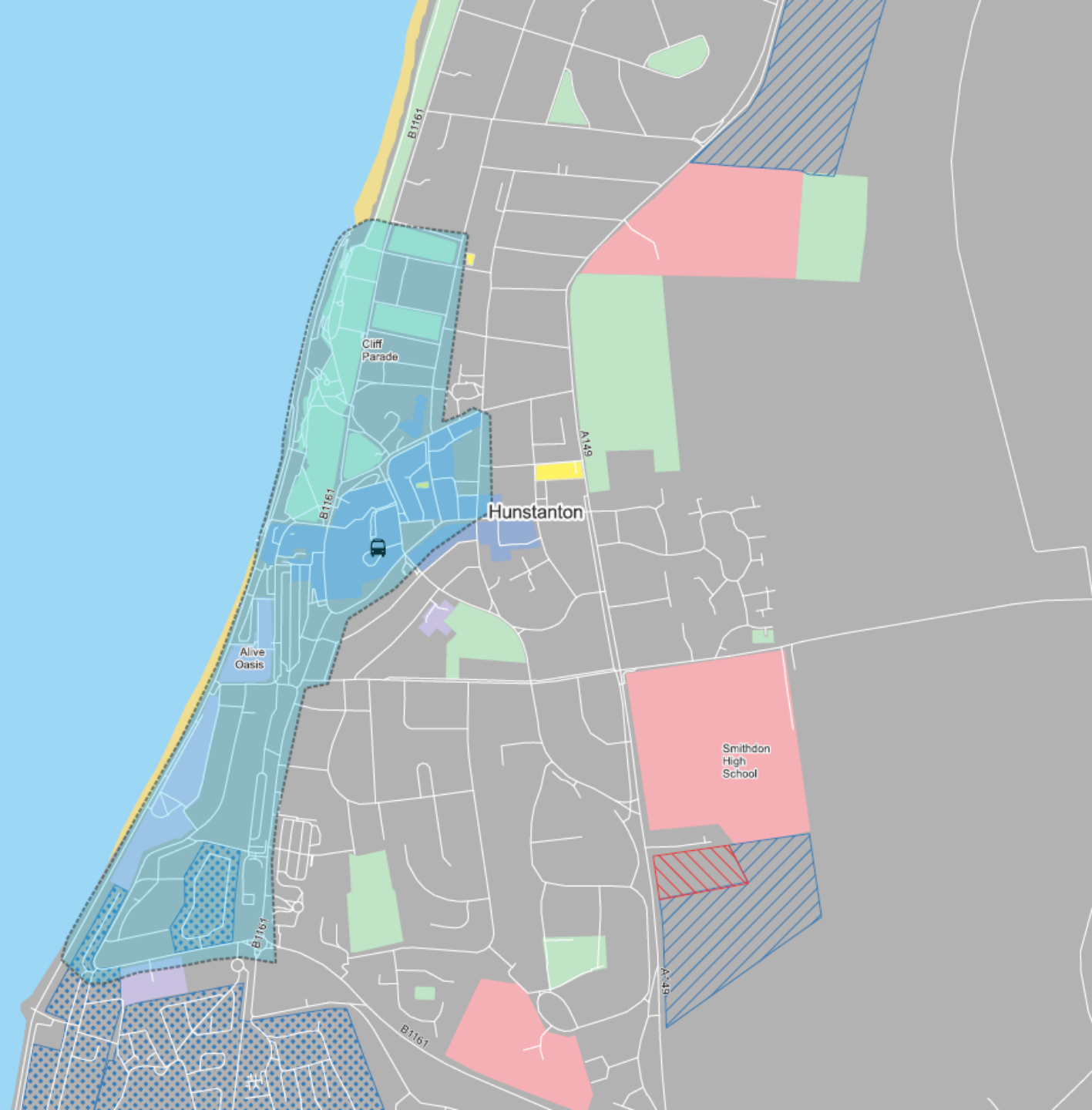
The Hunstanton Walking Zone extent covers areas which see high levels of footfall, especially in peak season.

Schemes within a walking zone give priority for pedestrians. However please note that walking zones do not exclude access by motor vehicles.

Hunstanton Walking Zone

Key

- Walking Zone
- Education
- Employment
- Greenspace
- Health
- Leisure
- Tourism
- Employment Allocations
- Residential Allocations



Existing Strategic Routes

Old Hunstanton and Hunstanton are currently connected for walkers via the existing **Coast Path** which follows the Norfolk coastline between Hunstanton and Lowestoft.

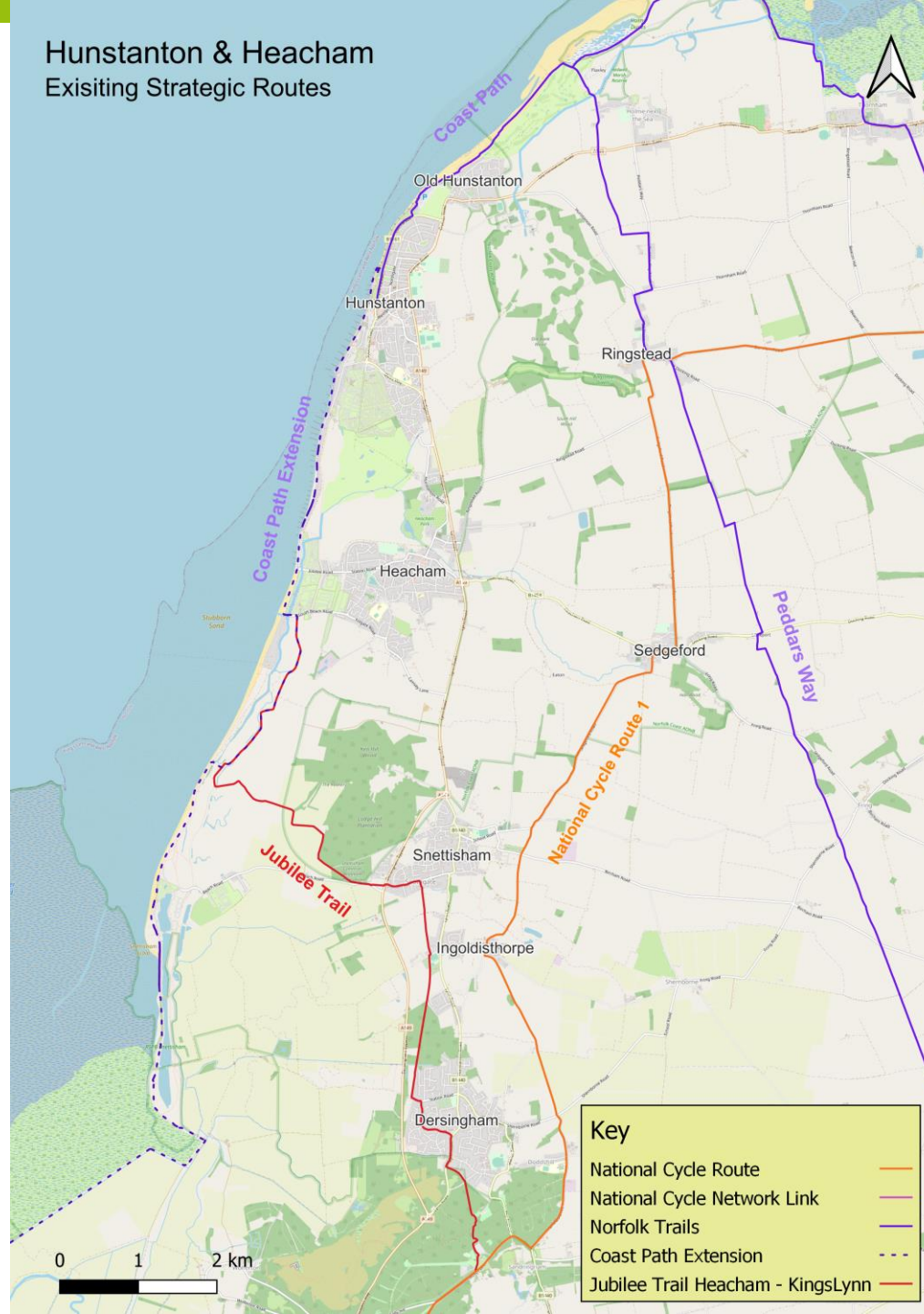
A new **Coast Path Extension** between Hunstanton and Sutton Bridge will provide additional connectivity taking in Heacham and King's Lynn.

Peddars Way also provides walking connectivity between Holme-Next-The Sea and Castle Acre via Ringstead.

National Cycle Route 1 provides connectivity between King's Lynn and Ringstead and destinations along the coast including Burham Market.

Jubilee Trail (The Elizabeth Way) is a dedicated trail linking Heacham and King's Lynn).

There are no current cycling or walking routes which directly connect Hunstanton and Heacham with the existing wider trails or cycling networks.



Additional connectivity

The Countywide LCWIP will include feasibility studies and schemes to enable wider active travel connectivity with Hunstanton and Heacham which will provide residents and visitors with access to green spaces.

Feasibility studies and potential schemes include:

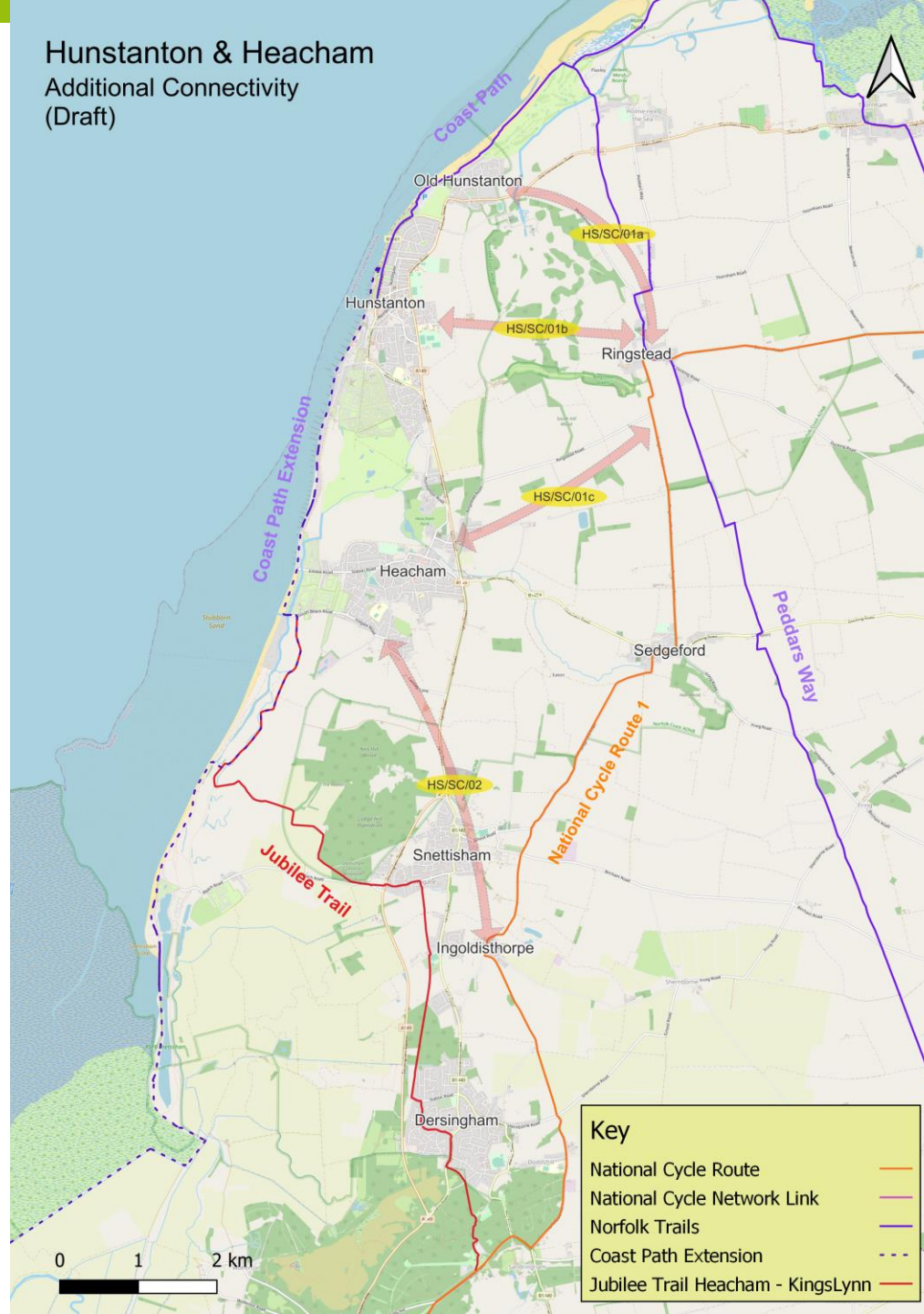
1a. Old Hunstanton to Ringstead: Feasibility study to link Old Hunstanton to Ringstead and the National Cycle Network and Norfolk Trails.

1b. Hunstanton to Ringstead: Feasibility study to link from Downs Road to Ringstead and the National Cycle Network and Norfolk Trails.

1c. Heacham to the National Cycle Network: Feasibility study to link Heacham to the National Cycle Network and Norfolk Trails via quiet lanes.

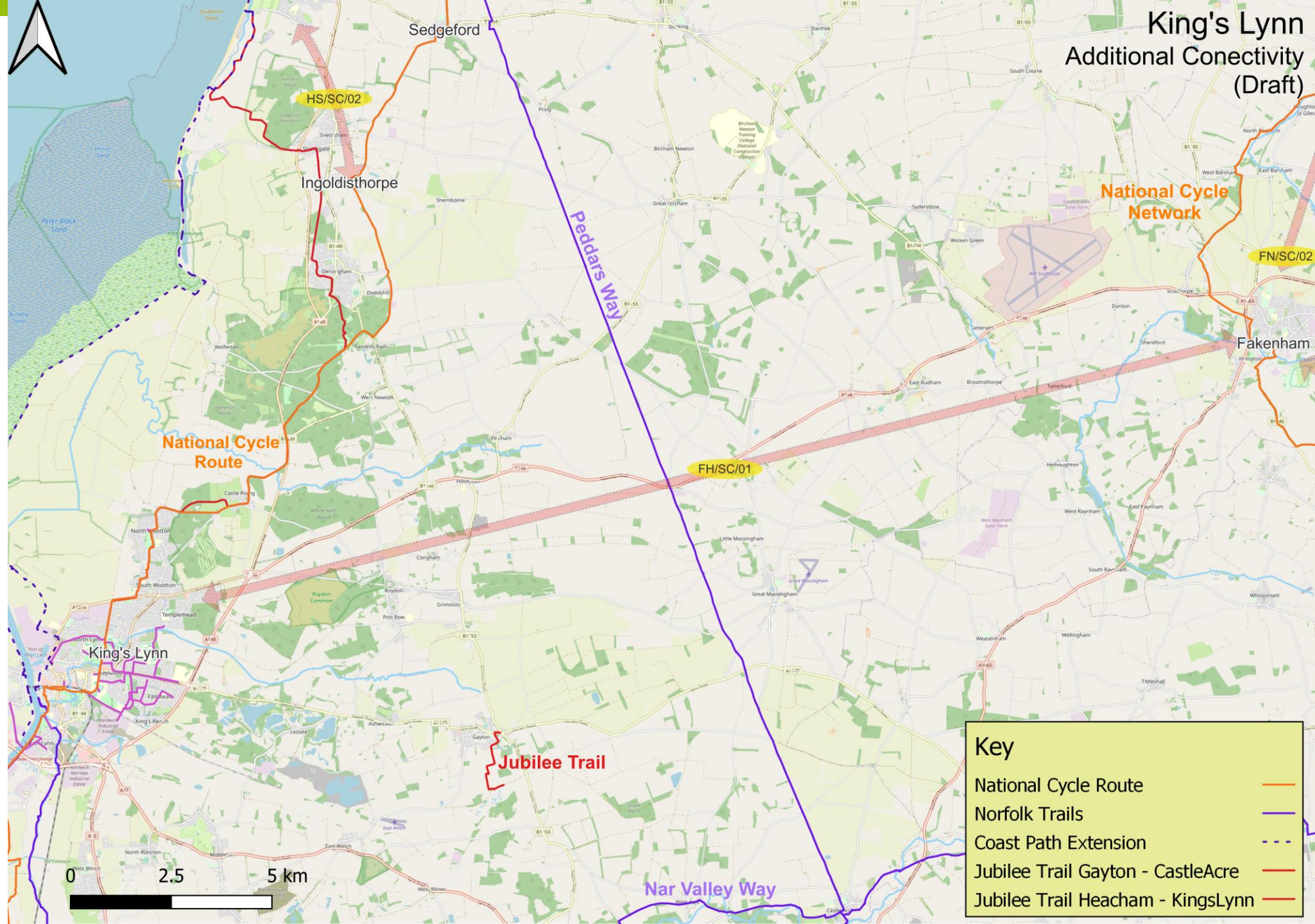
2. Heacham to King's Lynn connectivity via Lamsey Lane, Snettisham and Ingoldisthorpe.

The Countywide LCWIP will also include schemes to improve the current Trails and National Cycling Networks.



Additional connectivity

The Countywide LCWIP will also include a potential feasibility study for a cycling route which would link King's Lynn with Fakenham connecting with rural communities along its route.



Downham Market

Indicative network proposals.

Route 1: Town Centre to Wimbotsham

Linking National Cycle Network 11 at Wimbotsham with new and existing residential allocations, places of education with central employment areas.

Route 2: Town Centre to Denver

Proving connectivity between easterly employment areas, places of education and central employment areas.

Route 3: Town Centre to Train Station and St Johns Way

Connecting green spaces and tourism west of Denver via NCN 11 with residential allocations and central employment areas.

Route 4: Town Centre to Bexwell

Providing connectivity between central employment area, passenger transport and employment allocations in the west.

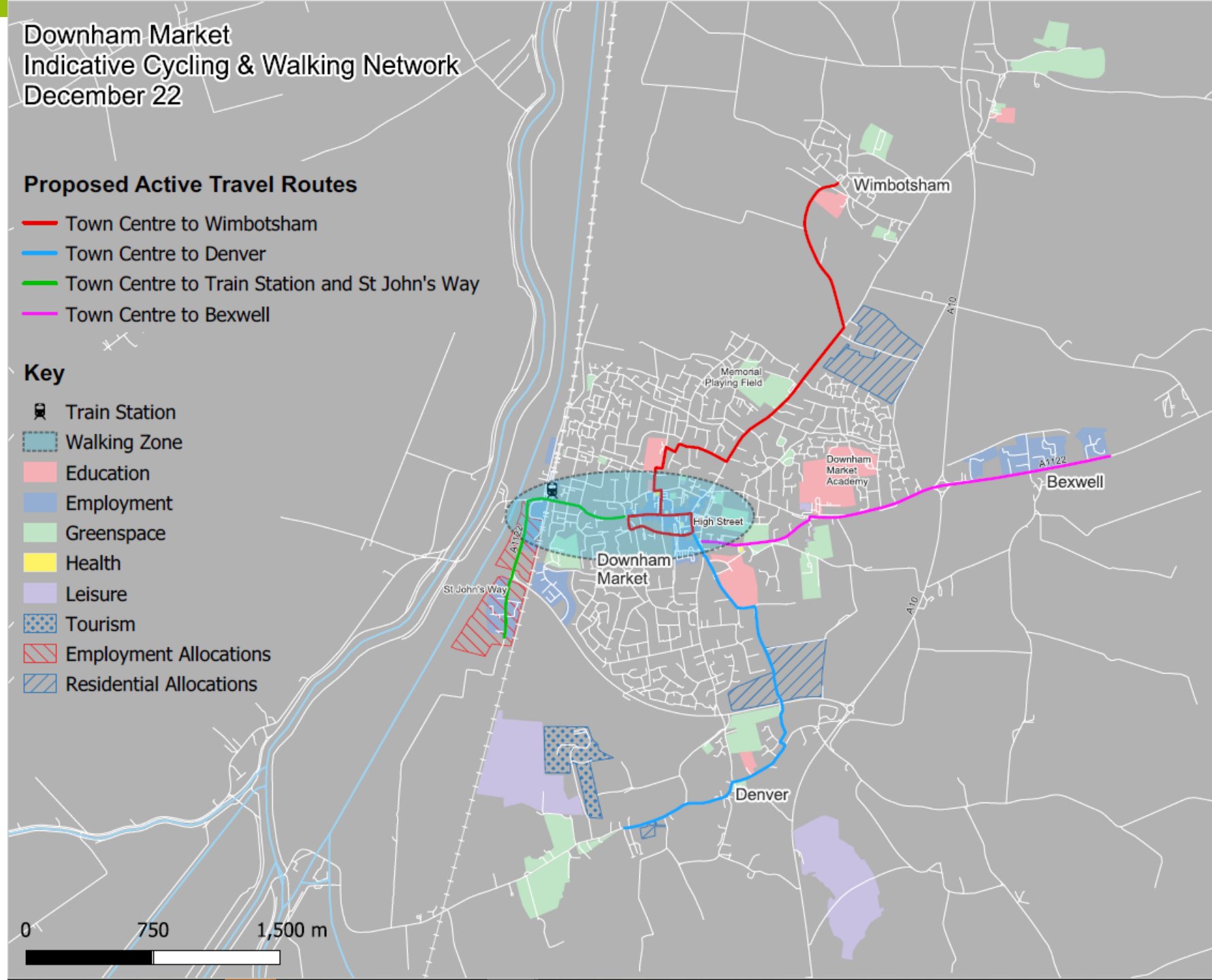
Downham Market Indicative Cycling & Walking Network December 22

Proposed Active Travel Routes

- Town Centre to Wimbotsham
- Town Centre to Denver
- Town Centre to Train Station and St John's Way
- Town Centre to Bexwell

Key

-  Train Station
-  Walking Zone
-  Education
-  Employment
-  Greenspace
-  Health
-  Leisure
-  Tourism
-  Employment Allocations
-  Residential Allocations

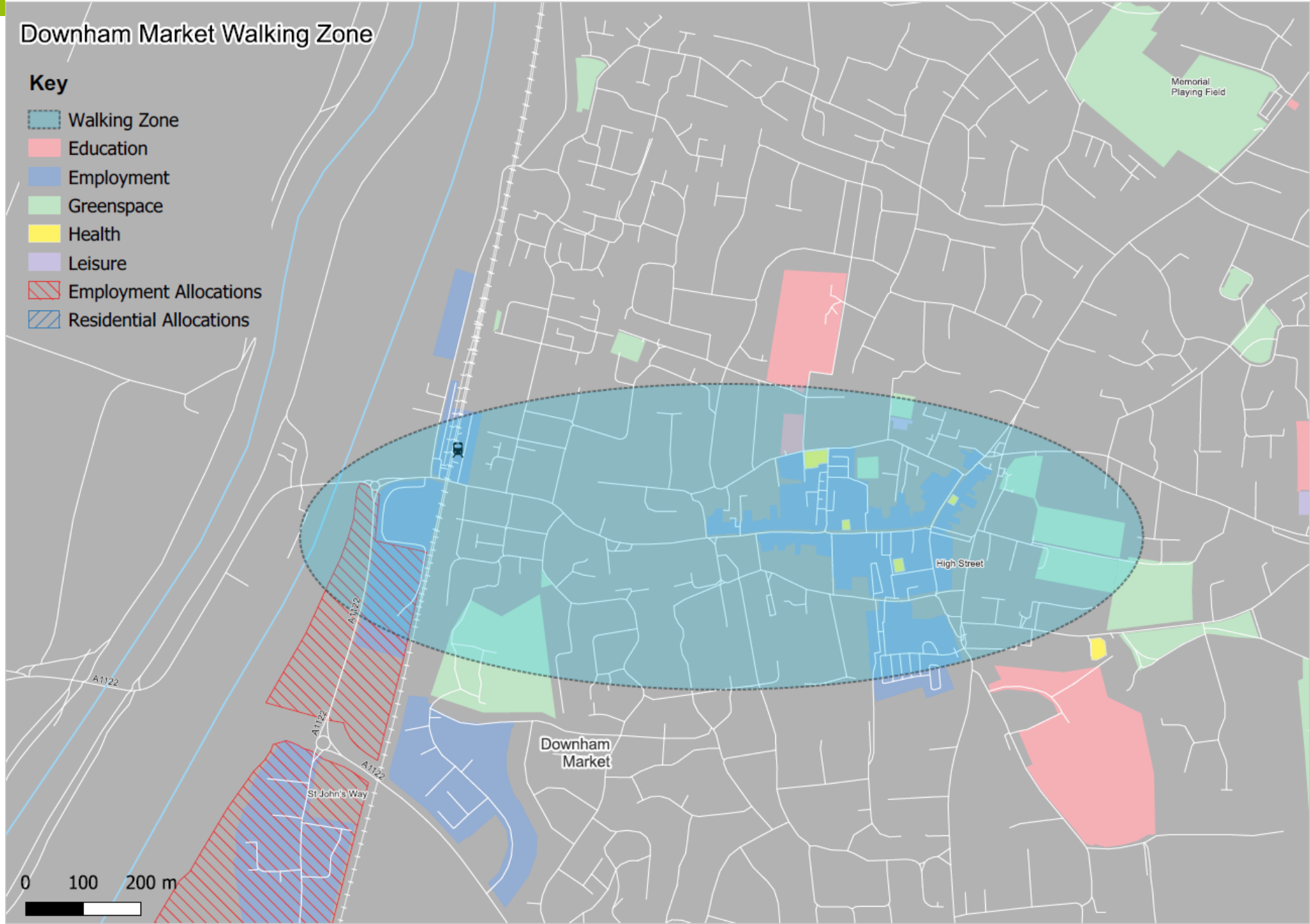


Walking Zone

Zone Description

The Downham Market Walking Zone extent covers areas which see high levels of footfall, especially in the central employment areas and provides connectivity with public transport.

Schemes within a walking zone give priority for pedestrians. Please note that walking zones do not exclude access by motor vehicles.

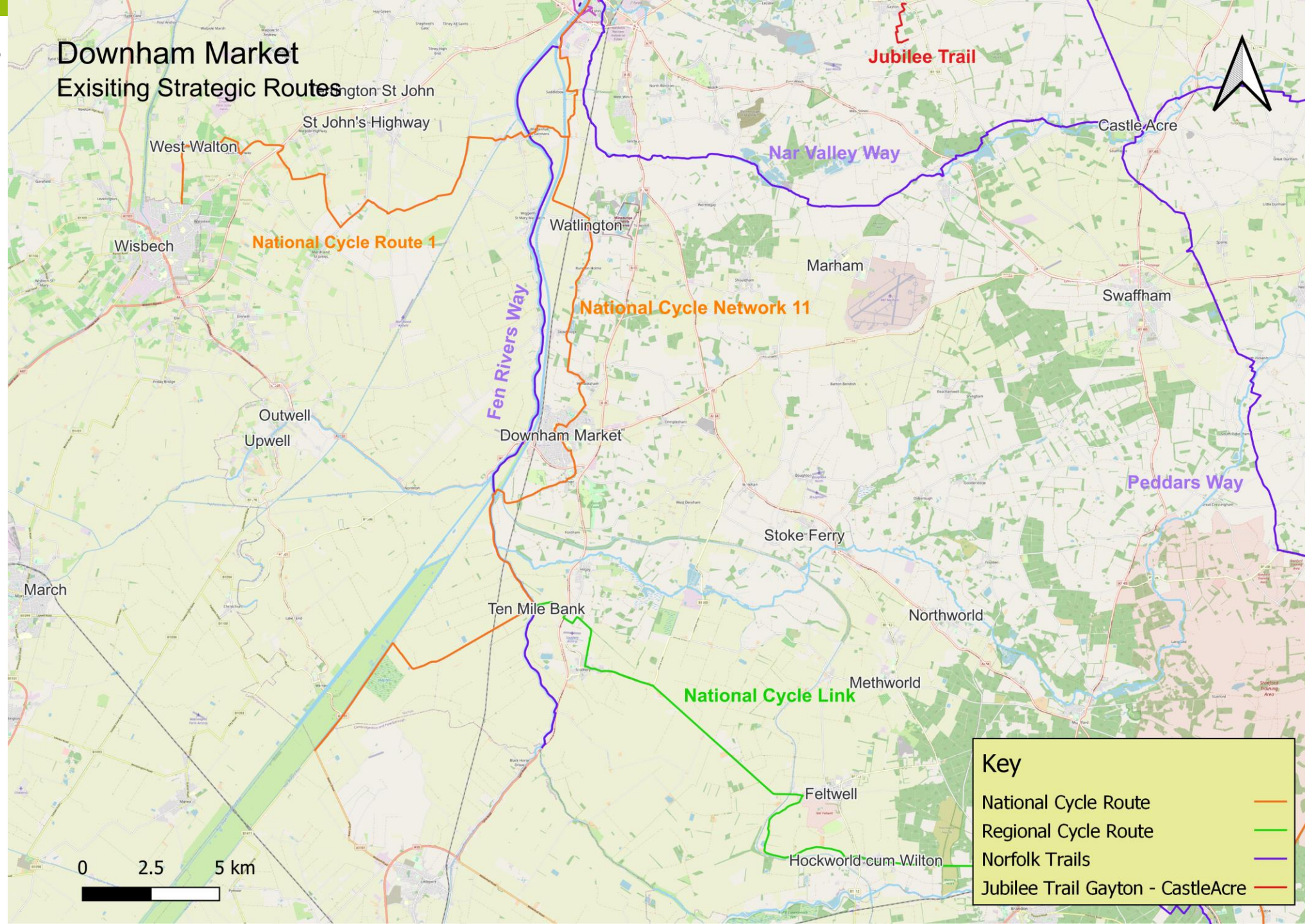


Existing Strategic Routes

The **Fen Rivers Way** provides connectivity between King's Lynn and Downham Market for walkers.

Downham Market is also connected by the **National Cycle Route 11**. There are opportunities to improve this route by realigning the route with new residential allocations between Downham Market and King's Lynn and to address areas which are subject to flooding at Ten Mile Bank.

There are no current cycling or walking routes which directly link Downham Market with March in the west.



Additional connectivity

Feasibility studies and schemes to enable wider active travel connectivity with Downham Market.

1. Bexwell to Swaffham:

Feasibility study to enable connectivity with Swaffham.

2. Downham Market to Stoke

Ferry: Feasibility study to realign NCN 30 route along disused railway line.

3. Stoke Ferry to Brandon:

Schemes along NCN 30 to remove barriers and improve surface conditions.

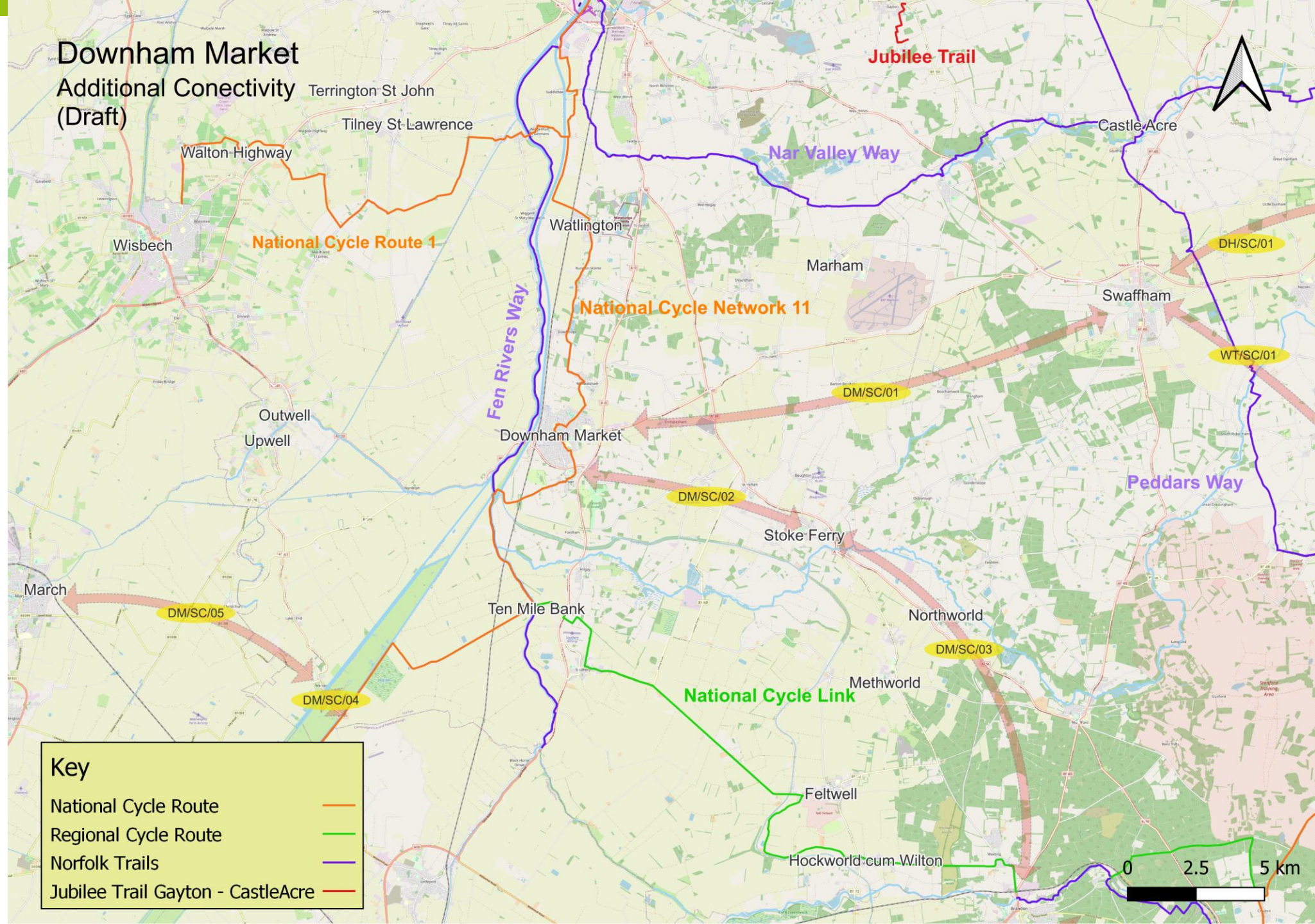
4. Welney Wash:

Scheme to resolve flooding barriers.

5. Welney Wash to March;

Feasibility study to provide wider connectivity with March.

The LCWIP also includes schemes to improve the current Trails and Cycling Networks, including feasibility studies to realign NCN 1 and NCN 11 with new housing developments.



Next steps

- A 6 week period of **public engagement is planned for Q1 2023** to help refine and priorities proposals.
- The public engagement will include proposals for 20 towns across Norfolk, including Hunstanton & Heacham and Downham Market, as well as strategic schemes which connect rural communities with key services.
- Members of the public and stakeholders will be able to view and feedback on the Countywide LCWIP via an online survey and at a limited number of public events which will be held across Norfolk, including Hunstanton.
- Once the Norfolk LCWIP is agreed, NCC will seek opportunities to deliver priority schemes over the short, medium and long term and will be put them forward for funding opportunities as and when they arise. Any successful schemes will also include a period of consultation.

A 6 week period of public engagement for the Norfolk LCWIP is planned for Q1 2023