

## Objectives and Supporting Evidence for Objective 6

*Promote a transport infrastructure which connects different parts of the town and enables people to move about easily, safely, and enjoyably whether on foot, bicycle, mobility vehicle or public transport.*

### Summary of Evidence Gathered.

Evidence Theme	Reference in Supporting Evidence
Initial thinking as to our objectives following first public consultations.	Table: Section 1
List of 13 detailed objectives following consultation with experts, special focus groups, LA officials etc	Section 2.1 – 2.13
<p>New and improved cycle routes</p> <ul style="list-style-type: none"> <li>a. Through north/south route, with route change for NCR1 2a</li> <li>b. Link residential and new developments to town centre 2b</li> <li>c. Cycling connectivity into the Millennium Green and to NCR1 2c</li> <li>d. Halesworth as cycling hub for surrounding villages 2e</li> </ul>	<ul style="list-style-type: none"> <li>• Expert cycling group pages Section 3a</li> <li>• SCC highways planner with maps of Saxons Way showing potential for new route Section 5</li> <li>• Sustrans Section 7</li> <li>• East Suffolk strategy Section 6</li> <li>• Discussion with MG trustees, with maps of new route Section 4</li> </ul>
Cycle Storage 2d	Notes of the storage subgroup section 3a
Safe routes to school 2j and g	SCC education and planners Section 8
<p>Key walking routes</p> <ul style="list-style-type: none"> <li>a. Circular walks from town to country 2h</li> <li>b. New walkways and footpaths around town 2i</li> </ul>	Expert walking group page Section 9a & 9b.
Needs of people with mobility difficulties 2k	<ul style="list-style-type: none"> <li>• Volunteer transport provider Section 10b</li> <li>• Reability (provider of mobility aids) Section 10b</li> </ul>
Public and Community Transport 2l	Section 12
Car Parking	Section 13
Electric car charging point installation.	Guidance for Parking (May 2019) by Suffolk County Council (SCC), provides guidance on low emission vehicle parking, electric vehicle charging requirements and minimum specifications. Evidence in section 14a.

	<p>Waveney Local Plan Policy WLP8.21 on Sustainable Transport. Policy WLP8.21 Evidence in section 14b.</p> <p>Information from Green Suffolk on plug in grants. Evidence in section 14c</p> <p>Electric car charging points being installed at community CO-OP stores in Suffolk. Evidence in section 14d.</p> <p>Electric car charging funding information from East Suffolk Council in Section 14e.</p>
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## 1. Initial ideas following the first round of consultations

Objectives we wish to achieve.	People/Organisations we need to consult
<ul style="list-style-type: none"> <li>● Improve, extend and identify new cycle paths in and around the town including through the MG</li> <li>● Ensure all footpaths are safe, especially for children, disabled and elderly people and where they don't exist see if this can be changed.</li> <li>● Is there anything we need to do to build on national planning policies around accessibility for people with disabilities?</li> <li>● Look again at the proposal of a bus hub and ensure bus stops are safe and sheltered</li> <li>● Improve safety for pedestrians in the Thoroughfare (will be looked at in the Town Centre section of the NP)</li> <li>● Electric vehicles</li> <li>● Encourage, through planning policies, that new housing developments are connected to the rest of the town through cycle and walkways (discourage cul-de-sacs)</li> <li>● Seating for elderly people along walkways</li> </ul>	<ul style="list-style-type: none"> <li>● Halesworth Cycle groups ((name redacted) will get involved)</li> <li>● Waveney Cycle strategy</li> <li>● Developers/planners</li> <li>● Highways engineers (footpaths)</li> <li>● Bus companies ??               <ul style="list-style-type: none"> <li>● Walking group – new footpaths</li> <li>● Waveney cycle strategy, Cycling group</li> </ul> </li> <li>● Sustrans</li> </ul>

## 2. Objectives following evidence gathering.

### a. Create a direct and safe 'key movement' cycle route from the Sparrowhawk Road roundabout in the north to the Bramfield Road/London Road intersection in the South, and continuing down Bramfield Road to connect to the industrial site and where NCR1 emerges to cross Bramfield Road.

- This would reduce the 'inconsistent and confused approach for cyclists and pedestrians' and thereby reduce conflict for all users' as they navigate the Town Centre. (Waveney Local Plan). Rerouting of NCR1 would be needed.
- The cycle route from the roundabout at Quay Street up the Norwich Road should be on the west side of the road. The partial and inadequate cycle route that goes up to Harrisons Lane on the east should be decommissioned as dangerous.
- The west side of the road would solve some of the issues for children cycling to school. At present they cannot cross safely from the present cycle route to the school.
- Poor parking on the Norwich Road, caused by overspill from the Police Station and by parents dropping children off at school, would need to be resolved
- The Wissett Road junction should be made safe for children crossing to school whether cycling, walking or scootering. Look at a Copenhagen style junctions giving priority to cyclists and pedestrians. (NB new Highway code issued 2021 partially addresses this) This would encourage safer cycling to the primary school by children and parents. See NB SCC transport planner said a Copenhagen style crossing might not be possible because of the closeness of houses to the junction. She would investigate a School Crossing Patrol.
- Waveney Local Plan includes the following proposal -

Extensions to footpaths along Norwich Road, Halesworth

Essential	Suffolk County Council	£37,100	None	£0	£37,100	Section 278, Section 106	£0
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- This route would become a re-routed NCR1 doing away with the confusing route down Harrisons Lane into Holton and then up to Sparrowhawk Road. At Sparrowhawk Roundabout the NCR1 route could go up the road in front of the Triple Plea pub and join the present NCR1 route at Butts Road in a more direct and straightforward way. (outside the NP area boundary)
- The pavements along Saxons Way, from Quay Street roundabout to the Coop/London Road roundabout should become a safe, shared cycle and pedestrian paths. See below SCC highways department maps of Saxon Way showing how it could be made possible. Various proposed developments along this section may provide resources and land to create the route.
- The route should then continue along the eastern side of London Road to the turning with Bramfield Road (the main route into Halesworth from the A12)
- The route should continue down Bramfield Road connecting to the Blyth industrial estate, to the Basely playground, Millennium Green and down to where NCR1 crosses on its way to Walpole. Making use of Durban Close needs to be considered.
- This route creates the key movement corridor through the town that enables connections to all the major places in town that people need to visit – school, Thoroughfare, Doctors Surgery, Sports Centre (in development), industrial estates, residential areas, Millennium Green, arts centre.
- The rerouting of NCR1 away from the Thoroughfare/Bridge Street between the Quay Street and the entrance to the car park removes a confusing and badly signposted national route from a semi pedestrianised shopping street and allows for the Thoroughfare to become safer and more pedestrianised route. The Saxons Way

route would remove the confusing one way cycling in the Thoroughfare and the dismount instruction at the southern end of the Thoroughfare. Sustrans supports a rerouting as they have rated this section of the NCR1 as red and amber. A short-term rerouting is being explored with them as creation of this longer term route would take some time and resources. See notes of the meeting with Sustrans in the evidence report.

**b. Link residential (including proposed new developments) areas to the main town destinations and the NCR1**

- Upgrade the footpath between Uplands Way and the Norwich Road alongside the school fence. This would connect the Chichester Road residential area, support cycling to school, help cyclists coming from the Wissett area to avoid the dangerous and steep Wissett Road.
- Loam Pit Lane – make it into a cycle route so connecting Harrisons Lane to Holton Road, serving the new housing on Harrisons Lane (planning permission given), connecting the new sports centre on the Campus site which plans to have a cycle route within it, into Loam Pit Lane. The Local Plan states:

Extension to cycle link along Loam Pit Lane, Halesworth	Essential	Suffolk County Council	£62,700	None	£0	£62,700	Section 278, Section 106	£0
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- Improve access into Briar Close and/or Bramblewood Way, the route to the Station, by creating a link onto Quay Street by the railway bridge/ into Loam Pit Lane. Safety on the pavement under the railway bridge and its connection to the end of Loam Pit Lane would need to be addressed.
- Hill Farm Road development – create a path from this new estate and the proposed playground west into Loam Pit Lane to connect to a proposed new path east to Holton Orchards Road so improving cycling access to and from the east of town and from Holton.
- The proposed new development at Chediston Street/Roman Way includes suggestion for a cycle route up Chediston Street into the town centre. This is considered dangerous and an alternative route should be planned. From the estate create a route into Barley Meadow, Dakings Drift or Allington connecting into Dukes Drive, cross Roman Way to connect to the existing cycle route in Holmere Drive and into Church Farm Lane.

**c. Improve cycling connectivity into the Town Park and the Millennium Green which has NCR1 running through it and out into the countryside beyond.**

- Make River Lane into a cycle route. This would connect the Angel Link roundabout on Saxons Way to the park. The bridge over the river is too narrow at present but could be given pedestrian right of way or cyclist dismount signs until the bridge can be widened. River Lane is a private road and is unregistered on the land registry, so investigations needed to start the process of redesignation.
- Look into making Blyth Mews off Quay Street into a cycle route with appropriate signage. The bridge over the Patrick Stead Lock at the end of Blyth Mews would need to have pedestrian priority until it can be improved.
- Look at how the Blyth Mews/Quay Street could be improved so easier access could be made into Station Road given access to the Station and the Cut. If the car showroom site opposite Blyth Mews was developed at any stage this could give an opportunity. (this route was a proposed short term measure to enable the rerouting of NCR1 but does not seem viable)

- Create a new cycle route through the Folly in the Millennium Green. This would connect Holton Road opposite the new housing development at Hill Farm Road into the Millennium Green and into the Town Centre or out on the NCR1. See in the evidence section for the details of the route mapped out by the Millennium Green trustees. Footpaths 21 and 22 off the Holton Road would need to be redesignated as cycle routes. The owners would need to be approached
- Land being considered for development off Saxons Way near to the Swans Lane path gives the potential for a new entrance to the southern section of the Millennium Green known as Lester's Piece.

**d. Increase and improve cycle parking, including e-bike parking and charging, at key destinations and in the Thoroughfare/Market Place to encourage cyclists to make short journeys into town, support the cafes and businesses and the encouragement of long-distance cyclist groups to use Halesworth as a stop off destination.**

- See proposals from the cycling group in the evidence section.
- e. Make Halesworth the cycling hub for the immediate area so that residents from nearby villages, can cycle into the facilities of the town, thereby reducing car traffic coming to Halesworth to shop. Along with NCR1 running through the town, 'spokes' to surrounding villages would make it a more attractive tourist destination.**
- Work with surrounding parishes to see how cycle/bridlepaths can be established.
- Ensure cycling maps show the connectivity to surrounding villages.

**f. Improve signage of cycle routes and parking.**

- An audit is required to establish present signage
- Identify any new signage required for existing routes
- Ensure signage is well provided for new routes
- Provide signage on NCR1 at key places e.g. within the Town Park to encourage cyclists to stop off in the town.

**g. Encourage ways of reducing traffic speeds to enhance safety for cyclists and pedestrians through speed limits, low traffic neighbourhoods, speed limiting barriers such as planters.**

20mph was seen by the group as the most appropriate way of improving safety for pedestrians and cyclists especially around the school. The policies of SCC concerning 20 mph limits appear outdated given the evidence about safety and the move to increase cycling and walking. There is a priority for a 20 mph limit from the Quay Street roundabout up the Norwich Road to at least where it passes over the railway to offer protection to school children. A 20 mph town centre was supported by some and needs exploring in the Town Centre Connectivity project.

**h. Make Halesworth a 'walking hub' with a network of walks within the town, circular walks radiating from the town and footpaths out into the countryside connecting to neighbouring villages, improving the health and wellbeing of residents, and supporting the town as a tourist destination.**

- Formalise newly devised six circular walks, 3 to the West and 3 to the East of the town, that use existing public rights of way through SCC/Discover Suffolk map creation. (working with the SCC PROW team to commission new maps but see below)

- Support the improvement to the routes and connectivity from the Town Centre to the Millennium Green. NB the NP Town Centre Connectivity study recommends new pedestrian crossings over Saxons Way.
- Designate land that would support the creation of a green corridor/walking route around the South/Western edge of the town. This supports Objective 1 (biodiversity) and 5 (protection of entrance views to the town if future development of farming land was permitted). It should run from Chediston St, behind the backs of Dukes Drive, crossing Walpole Road and continuing behind the backs of Kennedy Avenue and Close linking to the proposed nature reserve and footpath to the Basely sports ground.
- Explore the possibility of the above linking to a footpath along the Blyth valley west towards Walpole. (flood risk may make this unviable and land ownership not known)
- Rationalise the walking maps available so they can form a suite of information online and in leaflet form and that reference each other. The present maps include The Town Trail, The Hooker Trail, The Maltings Trail, The Halesworth Circular Walk, The Heart of Suffolk Circular based round Halesworth, The East Suffolk Railway Circular Walk starting at the Halesworth Station (walks from one station on the line to another), The Countryside Circular Walks (see above). Some are signposted. Some need updating. Some have a specific historical focus. NB Subsequent agreement to work with Green Access team at SCC to produce a leaflet of circular walks for the Discover Suffolk website and to digitise the other leaflets so they can be accessed on the same website. Money found to enable the 2 new maps to be developed it will be identified as a NP initiative.
- Erect well designed and coherent signage once the maps and routes are finalised. (not a planning matter but a potential use of CIL money)

**i. Where gaps exist ensure safe and connected pavements and footpaths from the main residential areas to the town centre and key destinations.**

- Hill Farm Road, Fairview Road,(being built) Chediston St/Roman Way WLP4.2, Harrison's Lane/Town Farm WLP4.1 (with outline planning) and land off Saxons Way (WLP4.5) are the new developments. Attention is being given to walking connections from Hill Farm Road (this better connects Halesworth and Holton and tries to ensure children can walk to the two primary schools) and to Fairview ( a rather disjointed pavement/cycle track around the corner of Fairview Road that doesn't really connect). Harrisons Lane housing and sports developments will connect with Loam Pit Lane and the east west routes.
- Connectivity from the new social care development and Sports Centre on the Campus site to the GP surgery is needed. This could be created down the side the football pitch to connect with Footpath 17 at Dairy Hill.
- Create a new pavement down the northeast side of Wissett Road from the entrance to the Children's Centre down to Old Station Road. This can improve the existing tarmac path at the top end, better connect it to the pavement in Wissett Close which goes down to Chichester Road and then use the wide verge down to Old Station Road. This would give safer walking for the Chichester Road estate and help connect with country footpaths around Wissett. The existing pavement from Norwich Road down to the Children's Centre entrance is very narrow in parts and should be looked at to see if some widening could be done. See the school section for connection across to the footpaths from Rectory Street.

**j. Make walking, cycling and scooting to Edgar Sewter primary school a safe and healthy option for children and parents.**

Based on consultation with years 5 and 6 children and with parents in the walking expert group the following are the suggestions as to how to achieve this policy. The planned extension to the school gives an opportunity to look to make changes. The proposed rerouting of the cycle track up the West side of Norwich Road could support these changes.

- Create a safe crossing (zebra, pelican, toucan, Copenhagen, School Crossing Patrol)) across the entrance to Wissett Road – this is a busy and narrow junction with Norwich Road especially at school start and finish times, with cars backing up down Wissett Road, and cars turning into Wissett Road from both north and south into the very narrow entrance.
- Create a safe crossing on Norwich Road as close as possible to the main school entrance – at present the nearest crossings are at the Quay Street roundabout and at Harrisons Lane (installed for the former middle school). This would support walking options from the east of the town and new developments at Harrisons Lane where walkways will enable children to commute onto Bungay Road and up the path just north of the school but on the ‘wrong side’.
- Create a safe crossing across Wissett Road to connect the footpath from Rectory Street to the Children’s Centre entrance to school – this makes for a safe and healthier route from the South of the town along the Thoroughfare and connects with the pre-school in School Lane.
- Make a 20mph zone along the Norwich Road in front of the main school entrance preferably from the Quay Street roundabout to The Avenue or beyond.

**k. Support elderly and less mobile residents with safe accessible footpaths, pavements, and crossings.**

- Further pedestrianisation of the Thoroughfare, (Objective 7 and 6)
- Dangerous crossings identified. The following need some form of safe crossing including dropped kerbs
  - Across Saxons Way from the Lansbury Road estate, which includes houses designed for elderly people, at the Swans Lane crossing enabling safer journeys to the Coop and into town
  - Across Roman Way where it joins London Road which is the main route out of town to the A143 and on towards the A14.
  - Wisset Road (see policy 10)
- An audit of where dropped kerbs are required is needed
- Styles, gates and seats – better designs required to make walking in the countryside easier for the less mobile and more seats around town to encourage more walking to shops etc. (advice needed on what a NP can do on this)
- Maintenance issues identified to improve access for disabled and elderly residents.
  - The uneven cobbles and gullies on the Thoroughfare require better maintenance.
  - For new developments in particular pavements need to sufficiently wide to allow mobility vehicles and enough parking so cars do not park on pavements. Good street lighting and drainage.

**l. Public and community Transport**

Poor bus services are one of the Challenges for the town. Thoughts on what is needed:

- Increase buses
- Reinstate the through bus to Norwich rather than having to make a connection at Bungay
- The Halesworth Community Transport (HACT) Hoppa bus 511 is a great service covering Halesworth and Holton. The 16 seater wheelchair accessible bus is run and



driven by volunteers. It has a timetable and route to pick up people on the outer edges of the town and takes them to places they need to get to – shops, GP etc. It can be hailed anywhere on the route. There are ‘buddies’ to help elderly people on and off and they will do small detours. There are set fares. This kind of service better serves the estates rather than having the commercial bus services making long detours and could link to the commercial bus timetables. With investment it could also serve the local villages so increasing footfall in the town. SCC was taking a strategic look at the community transport services before Covid. The present arrangements of BACT being the commissioner of services remains. This remains a potential for improving services but needs follow up.

- Revisit the proposals of creating a bus hub next to the town centre. This would allow for the bus stops on Saxons Way to be repositioned enabling safer movement and cycling
- The present buses that go from Southwold and up to Bungay make a convoluted loop around the southern part of the town and Dukes Drive before heading off north to Bungay. This makes bus trips to Bungay and then Norwich much longer than necessary. Could/should this be changed if community transport could pick up the needs. (see c above)
- Improve timetable information e.g. apps and electronic information at bus stops.
- Improve connectivity and signage to and from the railway station

#### **m. Electric cars**

Install appropriate electric car charging points in convenient locations in the centre of town that can be used by residents and visitors.

## Evidence Gathered

### 3. Expert Cycling Group – first meeting 12 August 2020

#### a. Cycle routes

Using the policy proposals for cycle route improvements in the Waveney Local Plan <https://www.eastsuffolk.gov.uk/.../waveney-local-plan> listed on pages 58 to 60, the group looked at the suggestions and gave their views on them as follows:

*H1 Norwich Road (A144 between Harrison's Lane and Sparrowhawk Road)* – all agreed that this was a dangerous bit of road as it narrows up towards the Triple Plea roundabout. However, the NCR1 through Holton was also unsatisfactory as Harrison's Lane dangerous and liable to flood. There will be a new piece of track around the northern corner of Fairview Road in the Orwell housing development although it does not connect with much. The owner of Spectra, the company who had to provide the cycle track along Sparrowhawk to his company land had thought a route out of the back of his site through to Fairview Road, running behind the houses on the east side of Norwich Road, might have worked. This needs to be looked at again as it would support a much more direct route into and out of town to the north. In developing this thinking further all agreed that a route on the other side (west) of Norwich Road would solve a number of problems – a continuous route from Quay St Roundabout to Sparrowhawk Road could be achieved making it more direct and safer for school children getting to school.

*H2 Harrison's Lane to Bungay Road – the shared use footpath up Norwich Road and round the corner of Harrison's Lane to the old Middle School/Campus site.* H2 proposes extending the shared path further into Holton (outside the NP boundary). The shared footpath could be improved all along Norwich Road with a Copenhagen redesign that would give priority to cyclists and pedestrians at junctions and could be coloured tarmac. (this was the suggestion of SCC traffic planner). The Campus developments will be required to provide a cycle track from Harrison's Lane connecting to Loam Pit Lane. This would give an alternative route into town.

*H3 Quay Street/Norwich Road – reference to the crossing.* This relates to the cycle route out of the Thoroughfare but if this was changed in favour of a route along Saxon's Way (H10) then the crossing is in the wrong place. A toucan crossing outside the school to link with the cycle route on Norwich Road could support children cycling.

*H4 Quay Street/Blythe Mews, making Blythe Mews into a cycle route and H6 improving the bridge over Patrick Stead Lock* – strongly supported by the group as a way of connecting into the Millennium Green and Town Park and then into Thoroughfare. How best to connect from Blythe Mews on Quay Street needs to be thought through. To the east it needs to connect to Loam Pit Lane see H3 and to the NorthWest to the route up Norwich Road. Could it cross up near the Kings car showrooms and up Station Road and then up the path between the Police Station and the railway? Additional signage could be added to the MG route of Sustrans 1 at the footbridge towards the play area and toilets, stating "Town Facilities, Shops and Cafes" to ensure non-local cyclists easily identify refreshment stops etc.

*H5 Briar Close to Holton Road – refers to upgrading the footpath under the railway bridge onto Loam Pit Lane.* This would make sense if Loam Pit Lane to be used more by cyclists. Connecting this to Blythe Mews as safely as possible needs to be looked at.

*H7 Thoroughfare parking.* – the group has come up with proposals to improve and extend cycle storage. Whilst needing to support local businesses with cycling trade the group majority were in favour of restricting cycling on the Thoroughfare. This would need NCR1 to be rerouted.

*H8 Town centre car park.* Improved signage very much supported but safer routes through the car park needed or avoid the car park altogether see H10.

*H9 River Lane* – making this into a cycle path to connect with the Millennium Green path and the suggested Blythe Mews path very much supported. The proposed crossing to link River Lane to Angel Link and London Road needs further consideration depending on the possibilities for a Saxon's Way route.

*H10 Thoroughfare and Saxon's Way (Quay Street to London Road roundabout).* Most of the expert group supported this. New government guidance may have made it more difficult to achieve but not impossible. See notes with SCC Traffic Planner.

*H11 London Road to Blythe Road Industrial Estate.* The group supported this as a logical extension to the Saxon Way route both improving routes to the housing off Bramfield Road and the main North South Route. Durban Close footpath to be considered as this would also provide a better route to the Basely playground just beyond. The route through the industrial estate would need to be carefully considered and needs to reference the proposed development of a walking route along the river to the south of Bramfield Road.

*H12 London Road.* This was not supported as more important to take the cycling away from the narrow roads in the town if possible. However there was interest in 20 mph to support cyclists and pedestrians more generally

*H13 Steeple End to Market Place.* This was not supported by the group. They felt shared use would be dangerous especially as people's doorway open directly onto the footpath.

*H14 – Chediston Street and routes to the west of town.* The group came down strongly against a contra flow cycle lane in Chediston Street. It was felt to be too narrow and consideration was needed for the people who live and need to park there. A route connecting the proposed development at the corner of Roman Way and Chediston was proposed that would take cyclists off the busy Roman Way and link it to the routes across Roman Way through to Church Farm Road and the town centre and supermarket

*H15 Walpole Road to School Lane* – creating routes in the west of the town. There was little enthusiasm for this route which upgrades a pleasant country footpath and goes across farm land and a private road. Not felt achievable.

*H16 Audit of shared use paths.* New government guidance makes shared use more difficult to achieve in narrow rural streets because of the requirement to have pedestrians and cyclists physically separated by a low barrier and for extra width paths. However, the group are very against lanes on roads as the roads are too narrow, so shared footpaths are a less dangerous alternative. Copenhagen style paths where cyclists and pedestrians have right of way over motorists could be helpful. Support an audit although anxious this may discourage shared use footpaths!

#### Additional routes

Chichester Road - the group thought connectivity could be improved for the Chichester Road estate, west of the Norwich Road, if the footpath leading from Uplands Way to the Norwich Road along the boundary of the school could be upgraded to a cycle path. It is probably too narrow at present so the school would need to be involved. It would also support cycling from Wissett and beyond as it would avoid the dangerous and hilly Wissett Road and the Norwich Road intersection and lead directly onto the re-routed NCN1 up the Norwich Road.

Hill Farm Road – the new development off Holton Road has to develop a footpath from Holton to the estate parallel with the main Road. (need to check out whether it is also a cycle track). This would give better access from Holton into town and would connect with the proposed new cycle track in Millennium Green. A further improvement would be if the new track continued westwards to link up with Loam Pit Lane which is become a cycle track.

## **b. Cycle Storage**

Notes from Halesworth cycle storage meeting, 18:00 on 26<sup>th</sup> August 2020

Present: (names redacted)

A walking meeting to review facilities from the library through the Thoroughfare as far as the Market Place

The town currently benefits from several town centre 'toast rack' storage locations, each providing lockable storage but none being covered. It was not felt necessary to provide covered storage since such a structure would be more difficult to site and easily become unsightly/require cleaning

Library – at the junction of Bridge Street and Rectory Street there is currently a four cycle toast rack installed for lockable storage. It was felt these should remain unchanged to support library, food fast-food outlets and shopping.

Bridge Street – the 'Hideout Café' (now Black Dog Café) was noted as currently being the most popular cyclist eatery and meeting point in town, where cyclists often leave their bikes against the surrounding tree planters, such that they can easily see their bikes. However it was felt that these existing tree planters could partly be repositioned to create less imposing features as the trees within them are now quite large. Cyclists would benefit from the addition of perhaps a 3-4 cycle toast rack positioned on the town river bridge, which is the widest section of the main street. If carefully positioned on the upstream side of the bridge, it was felt these wouldn't encroach on vehicular flows or the pedestrian access across the bridge and viewing the river.

Central (Thoroughfare) carpark – there is currently a 4-5 bike toast rack situated at the car park entrance adjacent to Durrants Estate Agents. One is bar slightly deformed and may benefit from replacement or straightening. Overall it was felt these could stay in place.

Thoroughfare – It was felt that the existing town council notice board is now largely disused. Very few notices were posted at the time of the walk down. It is proposed that this sign structure be removed, and instead replaced with a 6-7 bike toast rack store. In addition there is a hard paved area between Cross, Ram and Co Solicitors and what used to be the second hand bookshop (empty large building) – there is possible scope for toast rack storage here, but land ownership is unknown.

NB the Chair of the TC felt strongly and rightly that the notice board should not be moved until another central position for it had been found. Some group members also supported its move because it blocked the entrance view from the car park to the Thoroughfare but were not that keen on a cycle rack taking its place. Developments in the long-term car park site may offer some further solutions.

Market Place – there is currently a 3-4 bike toast rack store adjacent to the Market Place pump. The storage capacity could be significantly boosted in the Market Place, possibly by taking up a parking bay adjacent to the Wine Shop. This would provide enough space for a 10 (or more) bike toast rack.

E-bike facilities and charging points – generally there is a need to determine what the county strategy is on provision of charging infrastructure (not just for E-bikes but also for cars). We discussed the potential for businesses to deploy E-bike charging points around town. It is easy to source 'tower' systems with charging outlets for 2-4 e-bike slots, plus 1-2 e-car slots – and of course

these can be multiplied. The infrastructure to enable this does require more thought (i.e. council or local business provision) – in essence the payment/tariff would remain with the user. However with these two modes of transport rapidly becoming more popular, and in order to really put Halesworth on the map for local shoppers etc, three potential areas are identified:

- **Market Place**  
An option is to provide E-chargers along the wall of the 'Boarding House' café, where there are currently market stallholder electrical outlets already provided. An alternative could be along the wall of the Wine Shop/public toilets on the opposite side of the Market Place.
- **Central (main) Thoroughfare carpark**  
There is a substation in the central carpark, plus numerous businesses, that potentially could facilitate E-charging points. Ideally these could be along the river side wall (north) of the car park.
- **Angel Link carpark**  
Discussions highlight this car park as considerably underused, and there remains the potential for a bus terminus here, despite past failed attempts (which should be refreshed). In addition there is plenty of scope here for E-chargers to be positioned in numerous places, to attract town centre visitors to use this under-utilised space. An ideal position might be along the boundary to the Angel Hotel private carpark. Alternatively, although not viewed during the meeting, there could be scope for E-chargers in what I believe is called 'Angel Lane South' carpark behind the EACH charity shop.

#### Comparison with Southwold:

During a recent visit to Southwold it was noted that the town council have sponsored a covered bicycle park accessed from the Swan Hotel yard at the rear. This appears to be a simple storage area which has been refurbished and has a flat roof, with ample (lockable) space for perhaps 30-50 bicycles. This is an ideal central location and is signposted – being a popular public area, cyclists likely see this as a secure location in which to leave their cycles whilst shopping, visiting and/or working in the town.

#### **c. Discussion with (name redacted) Area Rights of Way Manager 30 April 2020**

The main focus was to understand how changes to footpaths to make them bridleways so allowing cycling, can be done.

The key is to speak with the landowner and seek their agreement for a creation agreement. SCC will undertake the work and documentation needed including a financial contribution to costs such as legal consultations the owners may wish to seek. Once a creation agreement is in place the Definitive Map can be updated and the footpath becomes a bridleway for evermore.

Without owner consent it is difficult. A creation order can be made but SCC reluctant to go down that route and it would need strong evidence to show the route is needed. Owners are likely to object and they are entitled to compensation. A creation order can be considered if the owner cannot be found.

District Councils can also make these agreements.

If routes are not PROW then landowners have to give permissive access. This leaves them with liability so leading to reluctance.

There is also a process of Cycle Track conversion orders but again reluctance to go down legal routes.

Cycle ways on roads do not come under PROW legislation and are governed by highways regulations.

The following actions came out of the meeting.

**(name redacted)**

Land Ownership - you kindly offered to check the land registry for a number of footpaths the NP were interested in where we were seeking upgrades to bridleway:

**From:** Joyce Moseley  
**Sent:** 08 May 2021 11:00  
**To:** (name redacted)  
**Subject:** summary of our call

Hello (name redacted)

A bit late but many thanks for the zoom conversation the other day - incredibly informative, if not always what I wanted to hear.

I thought it would be useful to summarize any actions we agreed.

Land Ownership - you kindly offered to check the land registry for a number of footpaths the NP were interested in where we were seeking upgrades to bridleway:

- River Lane that goes from the roundabout on Saxons Way/Angel Link into the Park. Footpath 9 and over a bridge owned by SCC **is unregistered**
- Blyth Mews that runs off Quay Street into the park to join up with Footpath 10 over a bridge owned by ESC

**SK269663-Hopkins Homes**

**SK397623 -Langleys Quay Management company**

Although we discussed the following my notes are not clear on ownership so I would be really grateful for these to be checked too.

- Footpath from Uplands that runs around the edge of Edgar Sewter school. Where does Footpath 2 begin and who owns what.

**SK6138- East Suffolk Council**

**Path by school – unregistered**

**SCC website shows Definitive Map for Halesworth -this is an extract**

- Footpath running from Norwich Road down to Station road in between the railway line and the police station.

**SK335288 – SCC -well there's a surprise! To me, anyway.**

**SK335356 -also SCC**

**Land Registry details and also the title plan attached for 335288 so you can see width owned by SCC**

My follow up will be:

- Footpath 21 off Holton Road into the Millennium Green - I have written to the MG trustees and will confirm what I learnt about creation agreements with the owner but am hoping the NG will take it from here. They seem to have good relationships with officers in SCC.

- Uplands/ Footpath 2 - I will write to (name redacted) following on from his queries with you and suggest that widening the path at certain points using school land could be the way forward.

I hope that covers the main issues. I will be writing up all I learnt about creation agreements for our NP records.

Many thanks again and I will take you at your word and come back if there is more I need to check out.

Kind regards

**Joyce**

Joyce Moseley

Follow up actions:

- Footpath 21 off Holton Road into the Millennium Green - I have written to the MG trustees and will confirm what I learnt about creation agreements with the owner but am hoping the NG will take it from here. They seem to have good relationships with officers in SCC.
- Uplands/ Footpath 2 - I will write to (names redacted) (SCC officers working on school expansion and traffic plan) following on from his queries with you and suggest that widening the path at certain points using school land could be the way forward.

## 4. Millennium Green Trustees

The MG trustees are keen to create a cycle track through The Folly which would connect the cycle track through MG out at Holton Road, opposite Hill Farm Road. The expert group supported this in principle as a way of improving access from the east of Halesworth and to the new development in Hill Farm Road. Their proposal is as follows:

*The Millennium Green Trustees have talked to Suffolk County Council before about the possibility of a cycle/buggy track through the Folly so we're very pleased that the Neighbourhood Plan is picking this idea up. Adventurous cyclists and buggy riders do already come through the Folly but it is not currently clear that the Green welcomes such use, also the way to NCR1 and the town is not obvious and there are some slopes and surfaces which might be off-putting. So our aspiration for this route would be to encourage people to realise that they can travel by bike or buggy, safely, from the eastern edge of Halesworth all the way into town or (using the all-weather Track) to other destinations.*

*The Trustees have met on site and considered several options. We attach a map of existing public rights of way, and one showing our proposed route, and make the following points:*

*a) the route - this separates wheeled traffic from the most established and loved walking routes. In particular, it avoids most of the route of the old Southwold-Halesworth railway. It also avoids for wheeled users a dangerous ascent/descent off the old S-R trackbed at the old S-R bridge .*

*b) existing PROWs - the route travels over existing Public Rights of Way (see map showing Footpaths 21 and 22). The PROW team at Suffolk County Council would need to be closely involved (we already have good and positive contacts with them over other issues). In particular their advice will be needed about improving visibility at the access at Holton Road;*

*c) FP21 passes over a private road which is not in our ownership (the track leading from Holton Road down to the engine shed) so the owner of that land would need to agree to the use by cycles and buggies, and to the improved visibility splay. Care will be needed with this approach as we know that cycles and buggies already use that access and it would be a shame if an alert to the owner resulted in a positive prohibition of such use*

*d) surface - the Folly has CWS (County Wildlife Site) status because it has precious and rare features, in particular areas of acid grassland which we would not wish to interfere with by adding any sort of hard surface. The land is compacted and firm, and we would undertake the cutting back of adjoining scrub and branches in one or two places where that would make passage safer and drier in winter;*

*e) signage - we keep this always to a minimum. Simple directional signs (perhaps a roundel with a bike and an arrow?) could be placed at points indicated on attached map.*

Public Rights of Way off Holton Road and into MG





Proposed new cycle route



I asked for info on the ownership of the footpath 21 and how the path went around the engine shed. Here are the answers:

- To ascertain the exact line of the PROWs you will need to get hold of the Definitive Map from Suffolk County Council.
- Our proposed route for the possible cycle track is for it to go down to the bottom of FP21, then turn alongside the site of the engine shed and run along the old railway trackbed until the end of the engine shed and then turn into the Folly.
- It's not entirely clear to us who owns or has an interest in the track over which FP21 runs, presumably that's something that can be clarified in the course of this process.

Correspondence with Owner of Footpath 21 indicating she will consider the request for cycling to be allowed.

From: (name redacted)  
Date: Fri, 4 Jun 2021 at 08:08  
Subject: Re: Footpath 21  
To: Joyce Moseley

Dear Mrs Moseley, Thank you for your email with detailed information regarding the roadway. I will discuss with the family and then get back to you as soon as possible.

Kind regards,  
(name redacted)

**From:** [Joyce Moseley](#)  
**Sent:** Wednesday, June 2, 2021 5:31 PM  
**To:** (name redacted)  
**Subject:** Footpath 21

Dear (name redacted)

It has taken me longer than hoped to be in a position to get back to you, following up on our conversation about the possibility of changing Footpath 21 into a Bridleway. Such a change would enable cyclists to use it legally.

Since we spoke I have had conversations and emails with the Manager of the Rights of Way and Access Team at Suffolk County Council, and (name redacted) Trustee of the Millennium Green Trust, trying to get an understanding as to what is involved in making such a change if you and your family felt able to agree. As we discussed creating this cycle route through the Millennium Green would enable much safer cycling, from Holton and the new houses up Hill Farm Road opposite the footpath, into the centre of Halesworth or out onto the national cycle route that goes through the Millennium Green. An exciting prospect!

The key to making the changes is, as we discussed, your willingness to do so. As the path is already a Public Right of Way, registered on the Definitive Map, then you would need to agree to a Creation Agreement. Suffolk County Council would undertake all the work and documentation needed to enable this to happen and they would also pay a financial contribution towards any costs such as legal consultation that you, as the owner, might wish to seek. Once a Creation Agreement is in place the Definitive Map is updated and the footpath becomes a bridleway.

The other thing needed is for it to be demonstrated that this change could bring about a desired improvement to the cycle network. (name redacted) has discussed this with the Trustee Board and confirmed that they would very much like to create the new cycle route through their land. They have devised a rough route but this would need further discussion with any other landowners involved, including yourself.

My role, from the perspective of the Neighbourhood Plan, is get agreements in place that will improve cycling. Once that is done we can include a policy for change in the Plan. It will be down to the trustees of the Millennium Green, the PROW leads at Suffolk County Council and yourself to make it happen, although you would not be required to do any of the practical work.

I know you will wish to discuss this with your family as to whether you will agree to a Creation Agreement. I so hope an agreement can be reached and trust I have given you sufficient information on which to make the decision. Please come back with any questions you might have. I will let the other parties know that I have written to you but of course await your reply before doing anything further.

I look forward to hearing from you.

Kind Regards  
Joyce

**(name redacted)**

Wed, 4 Aug, 17:40 (2  
days ago)

to me

Dear Joyce,

Thank you for your reply. We do not want to fully stop the process but as you will have gathered from my first email we feel we are not the right people to take this forward. We are very open to ideas on how we can transfer ownership of the roadway, by gift or sale.

Our bottom line is that we are not concerned about any financial gain from the transfer; however, at the same time, we would not want to incur any costs. Therefore, in answer to your question re potential price, we would only expect a nominal fee to cover any legal/admin costs.

Hope that makes sense and I will be in contact if we make any progress from our end.

Kind Regards

(name redacted)

## Footpath 21 and Benslys Drift

Inbox



**(name redacted)**

10:47 (5 hours ago)

to me

Joyce this sounds good, and the Trustees are positive about discussing this further with the (name redacted), including the path further to the east (which we call Bensly's Drift). Gifts and horses' mouths spring to mind!

Well done you for getting the (name redacted) on board so positively after that hesitant first response.

Let's talk next week when you're more free about next steps

NB. February 2022 – the MG trustees and the family who own Footpath 21 are in discussions about transfer – slow but hopeful.

## 5. SCC Traffic Planner

- a. Meeting with (name redacted), Transport Strategy, Growth, Highways and Infrastructure

On 7<sup>th</sup> Sept 20 (name redacted) and Joyce Moseley had a zoom meeting with (name redacted) a traffic planner at SCC responsible for transport strategy with a focus on getting people walking and cycling.

He is instrumental in Suffolk Spokes

<https://infolink.suffolk.gov.uk/kb5/suffolk/infolink/service.page?id=efXHcppwB18> which describes itself as *Suffolk Spokes is the gateway to all cycling matters in the beautiful county of Suffolk. Funded by Suffolk County Council there are a range of cycle maps available for free download and we provide links to cycling advice and safe cycling. The web page provides all the information a link to allow you to report any issues directly to the maintenance team at Suffolk Highways.*

H asked if we could help him update the Halesworth maps and (name redacted) has offered.

Suffolk Spokes have compiled a list of 150 cycling schemes, from previous strategies or from people promoting ones in their area. There are non from Halesworth. Whilst being on the list does not mean they will happen these schemes are more likely to be looked at in Suffolk's strategic reviews. We undertook to send him ideas the group agreed on that would impact on Halesworth.

There is a Transport budget (politically divvied up) and recently they have received £1.3M to improve cycling and walking. This money is going to urban areas and must be spent very quickly so Ipswich is a big winner. Government money and thinking does not encompass rural areas well but there will be more money coming.

### **Our agenda was:**

**Saxon's Way** – Shared cycle and walking paths now must be segregated from each other by a physical barrier i.e. small kerb and have to have a barrier from the roadway. This increases the minimum width requirements. The conclusion seemed to be that Saxon's Way was made more difficult but not impossible. The maps below show the areas of land owned by the Highways Authority. The latter would be the final say on achievability.

**Norwich Road** – He suggested the Copenhagen style crossings (priority to cyclists and pedestrians) and community pressure would help. Suffolk Highways have a community engagement team to support small scale improvements such as signs. (NB Suffolk Highways are a commercial arm of SCC, so you have to pay to speak to them!!). Sustrans are undergoing major changes because of lack of funding but they would need to be contacted about changes to NCR1.

**20mph** – not much thinking gone into it. Local councillors need to push for it. Low Traffic Neighbourhoods schemes might be worth a look instead of speed limits. Subsequently I asked the Neighbourhood Plan planning consultant about 20 mph and he wrote: *Speed limits are not planning matters so not something that the NP can have a policy on. It can be an action to lobby for more of them. The group should continue to focus on gathering the evidence to justify specific routes for walking and cycling. We can then build that into the plan which itself creates a stronger case for delivering improvements (including speed reductions) which can increase walking and cycling along these routes.* Given that this item will have to be dealt with in other ways and outside of the NP policy development, but we can reference as suggested.

**Halesworth Hub and Spoke** – how to get safer cycling from nearby villages into Halesworth. Difficult is the answer because of road sizes. The most productive is to look at Public Rights of Way and see if any designated footpaths could be regraded as Bridleways which then allows cycling (and horses)

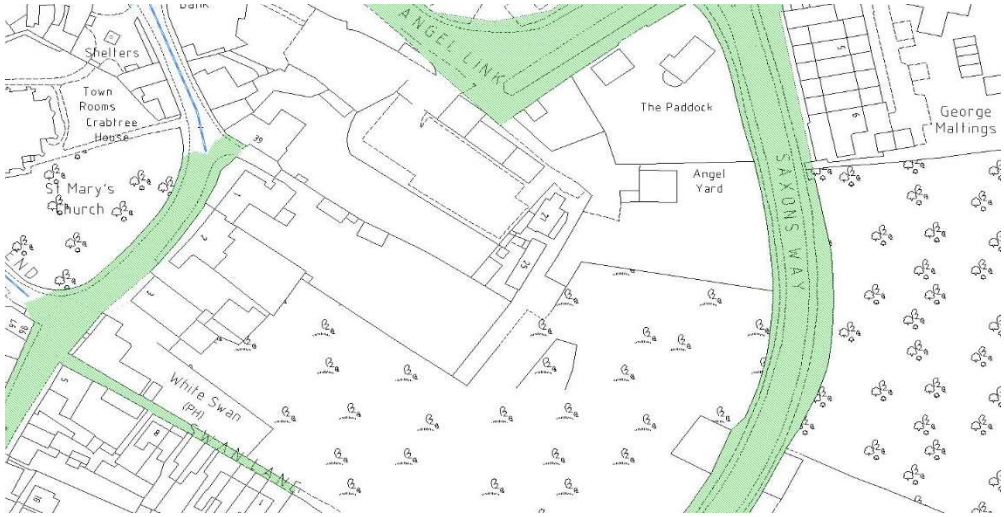
<https://osm.mathmos.net/prow/progress/suffolk/east-suffolk/halesworth/> Many of the paths that would need to be looked at are outside the NP boundary so sadly we can't deal with it other than maybe a reference for 'future consideration'.

b. (name redacted) undertook to send us various documents and contacts which are below. I will be contacting Sustrans:

- Agenda item 7 gives the output from the Cycling Policy Development Panel and the list of schemes
- [https://committeeminutes.suffolk.gov.uk/DocSetPage.aspx?MeetingTitle=\(16-06-2020\),%20The%20Cabinet](https://committeeminutes.suffolk.gov.uk/DocSetPage.aspx?MeetingTitle=(16-06-2020),%20The%20Cabinet)
- Sustrans E Mids & E Anglia manager contact email (contact address redacted)
- 20 mph speed limit criteria & assessment web page
- <https://www.suffolk.gov.uk/roads-and-transport/traffic-management-and-road-safety/speed-limits/>
- Community self help scheme web page
- <https://www.suffolk.gov.uk/roads-and-transport/community-self-help-scheme/>

c. The attached are extracts from our mapping system which provides an **indicative** views of the maintainable highway extents, further land ownership checks, environmental checks & statutory utility services checks are required at the next stage but they incur a cost when we get there. The areas marked in green are the recorded highway extents, unfortunately Norwich Road is not recorded on the mapping system. These maps are obviously copyrighted and not available for publication but may be of assistance with shaping your thoughts.





## 6. East Suffolk planners

**(name redacted)** – he is the senior policy planner and the NP main contact at ESDC and therefore his advice is crucial. He thought our Objective 3 read well and was good in the way it made cycling a key part of transport infrastructure. The NP should focus on setting out priorities for routes, a transport manifesto, with markers as to how solutions can be found. It does not have to have all the answers or the resources which can be fought for later with the backing of the NP. SCC have to say whether ideas are deliverable and feasible. Delivering is difficult as no one pot of money. The keyway is getting developers to provide cycle routes as part of their CIL/Section 106 contributions e.g. Orwell at Fairview Road and (pretty sure) Hopkins Homes to connect to Millennium Green. Funding can be drawn from CIL, SCC, ESDC, HTC but having the policies and priorities has to be the starting point. Having a Master Plan of the town to include key movement routes would be helpful. (the NP group are considering this)

**(name redacted) (planner) and (name redacted) (senior planner)** – they have just started work on reviewing the Waveney Cycle Strategy and updating it to a East Suffolk Walking and Cycling Strategy. They are looking to mid-2021 to produce it. There will be 2 stages of consultation and ideas from local groups are what they are after. Their strategy will not be a supplementary planning document so the Local Plan still holds for what we can do in the NP. They supported the idea of Low Traffic Neighbourhoods and said Sustrans had a step by step guide as to how to achieve them and they could help design them. (name redacted) at SCC deals with PROW and deals with legal agreements to changes to bridleways (useful for the proposed MG new route). East Suffolk looking at where CIL can be spent. ‘Shovel ready’ schemes will become more important to have as money comes through.

**July 21** – the ESC strategy still to be completed. Expected date for consultation is late Autumn. It is likely to have an impact on the NP depending on which, if any, of our proposed routes score highly for inclusion and therefore for resources when any become available.

NB The draft strategy produced in 2021 gave high scores to several Halesworth proposals and some are made more feasible by being linked to planned developments. Final strategy report expected summer 22.

## 7. Meeting with Sustrans to discuss the rerouting of NCR1

**Notes from a zoom meeting held on 16th February 2021.**

**Present:** (name redacted) (Sustrans Network Development Manager, East of England), (name redacted), Joyce Moseley.

**Purpose:** To discuss the possibility of rerouting NCR1 away from Halesworth Town Centre.

(name redacted) gave an overview of the work of Sustrans and her role. She is responsible for going county to county, mile by mile, assessing cycle routes with a view to improvements being made on both national and regional routes. The work of the Neighbourhood Plan Group will helpfully feed into this and there are Volunteer Maps available to input ideas for routes. This should feed into the East Suffolk Cycling Strategy that is being written at the moment.

A cycling group was brought together to look at how cycling could be improved in Halesworth with a view to making formal policy proposals in the Neighbourhood Plan. The draft proposals, which have been sent to (name redacted), includes changes to NCR1 in order to make it safer, more direct and support better connectivity in the town.

The present route comes into the town down a shared pavement on the east side of the A144, crosses a pelican crossing and then goes along part of the high street of the town, cuts through a car park before going under a low underpass, which can become flooded and muddy, emerging into the Town Park to join the off-road track through the Millennium Green. The high street (Bridge Street, Thoroughfare) is semi-pedestrianised with post covid aspirations to make it more so. Cyclists are asked to dismount coming north. The route through the car park is not marked out in any clear way. The view of the expert cycling group was that the Thoroughfare section was dangerous for both cyclists and pedestrians as there were no demarcations. In the car park section cyclists were at risk from cars and delivery vehicles. The results of a survey in the town in 2018 said 81% wanted the Thoroughfare fully pedestrianised and 98% thought cyclist should always dismount.

Sustrans' own assessment of this part of the route was that the high street section was Red and the car park section Amber. If a rerouting could be found Sustrans would support this.

A long-term solution, which will be the main recommendation of the Neighbourhood Plan, will be a new off road shared cycle/footpath route all along the A144 from the south to the north of the town. This would make connectivity to all major destinations in the town better, improve NCN1 going northwards out of the town and enable a number of good connections to the NCR1 cycle route in the Millennium Green out to the east.

However this will take some time to achieve so short term solutions are needed. There are three suggestions, none are perfect and two will need some small highway and footpath designation changes.

1. Saxons Way, A144, on road. - Coming from the north the present two-way off-road route on the A144, Norwich Road, continues to the Quay Street roundabout rather than crossing



Norwich Road on the pelican crossing. At Quay Street there is another pelican crossing over to the Saxons Way. Cyclists would then cycle on the road for 150 metres before turning left into the Town Park and onto the NCR1. Coming in the other direction cyclists would either have to cross Saxons Way (a tiger crossing is proposed at some point) and go up the road to Quay Street or go under the underpass and out through the car park entrance onto the road and cycle 150 metres to the roundabout.

2. New Cut/Blyth Mews route. - coming down Norwich Road/A144 turn left into New Cut, right into Station Road, cross over Quay Street into Blyth Mews and into the Town Park where it joins the NCR1. This would avoid Saxons Way and Quay Street which is unsuitable because of narrowness and parked cars. New Cut would need to be made two way for cyclists, Blyth Mews would need to be designated for cyclists and the bridge over the river in the town park would need signage giving pedestrian priority as it is too narrow for shared use. NB (name redacted) happens to live in New Cut and says that visibility for cyclists is poor when coming down New Cut and turning into Station Road.

3. Railway footpath/ Blyth Mews - further north on the A144 from New Cut is a path running down to Station Road between the railway line and the police station. This could potentially be a shared path. The issues with Blyth Mews remain.

(name redacted) agreed to video, measure and test these options and send the results to (name redacted). He will appraise the routes from both the perspective of an experienced, confident cyclist and one not so. He will also note any signage issues. A decision will then be made as to which is the best short term solution to the rerouting of NCR1 out of the Thoroughfare.

### Short Term alternatives

a. Railway path through to Blyth Mews and New Cut.

- Email to Sustrans with SCC assessment of the path down the side of the railway  
**re-routing of NCR1** 1 message **Joyce Moseley** 6 May 2021 at 15:49 To:

Dear (names redacted)

I hope you are both well.

I finally had a meeting with (name redacted), the Area Rights of Way Manager for the east of the county. One of the items on my agenda was our suggestion of how, in the short term, we could get the NCR1 out of the Thoroughfare and car park (dangerous for all and prohibits the move towards enhancing the pedestrianisation). The route we proposed includes two PROW - from the end of Blyth Mews, over the bridge at the Reach and on into the park and the footpath running besides the railway and police station.

Her response was not positive. On the footpath down the side of the railway she did not think it was wide enough to change it to a bridleway (they look for around 3 metres as standard although the rules are not as stringent as for cycle tracks on highway land) and the steep slope was in her view not conducive to cycling, walking, buggies, mobility vehicles mixing. There is also the question of landownership and the need to get the landowners permission for a creation agreement that allows the upgrade of status. She thinks it is SCC land or ESC and in which case they would not agree. She is going to check out the land ownership of Blyth Mews. It is a private road and probably under rules laid down by Hopkins Homes. The owners would need to give permissive access although this

leaves the landowners still liable for any accident which makes some reluctant. There are cycle track conversion orders but SCC very reluctant to push through legal changes.

And then there is the bridge and the path leading to it at the end of the Mews. (name redacted) thought it went narrow at that point. The bridge as we know is narrow.

So where does that leave us? The push to get the pedestrianisation of the Thoroughfare, building on the post covid arrangements, is building. My thought, but they are as you know as a non-cyclist, is that a very short cycle along Saxons Way from the roundabout to the entrance to the park needs to be looked at again. Your thoughts please.

Regards

Joyce

- Highway engineer's assessment of cycling down Quay Street

As part of the Town Centre Connectivity project the architects consulted a highway engineer to see if cycling could be made safe for cyclists between Station Road and Blyth Mews. The answer was no as it is too narrow. The only alternative left is for 20 mph.

- Consultation with Blyth Mews residents

The footpath part of Blyth Mews is private. Before approaching landowners, a meeting was held with residents on the 6 July 2021. They are unanimously against turning the footpath into a bridleway to allow cyclists (although cyclist do use it!). They believe it would be dangerous because of the many different users, cars coming out of garages, the tight corner and the narrow bridge. Without their consent the approach to the landowners would not succeed.

- New Cut

A resident who is a cyclist reported that the view for cyclists coming down New Cut and turning into Station Road is dangerous as visibility poor. There would also need to be change to the one way system to allow cyclists to cycle both ways.

The architects working on the connectivity project are proposing improvements to New Cut and space around The Cut Arts Centre to improve access for pedestrians. A formal cycling route both ways would conflict.

#### b. Using Saxons Way

Using the 150 metres from Quay St roundabout to the Park Entrance is deemed too dangerous by a member of the cycling group although Sustrans have not said one way or the other (and have been impossible to communicate with!)

#### c. Two partial solutions have emerged from the Connectivity project.

- proposals to improve crossing the car park for pedestrians and cyclists
- the possibility of a cycle/foot path being created along the river front from the bridge on Bridge street/Thoroughfare. This would reduce the amount of NCR1 on the pedestrianised street. Ideas for permanent closure of the street for certain times of the day are progressing and cyclists would have to be treated as vehicles.

**Conclusion is that finding a temporary/short term solution to rerouting the NCR1 out of the Thoroughfare is difficult and the focus should be on the Saxons Way part of the new route.**

## 8. Cycling to School

### a. 10 January 2021 Walkabout with a parent with children at the school to look at crossing points and danger areas

Safety issues were high on the children's agenda when they were consulted as to what improvements they would like to see. Crossing Wissett Road was top of their list. Covid had changed the entrances and exits to the school with the back entrance to the Children's Centre being used more. The extension to the school will increase traffic. Parking at the front of the school on Norwich Road also causes dangers as parents double park dropping off their children.

Key areas needing improvement

- Wissett Road/ Norwich Road needs a safe crossing at school times
- A safe crossing route further down Wissett Road to connect the footpath coming up from Rectory Street to the back entrance of the school. This footpath is used by parents who also use the nursery in School Lane and as a continuation of those walking from the South along the Thoroughfare.
- Children cannot scoot or cycle from the estates around Chichester Road. 2 improvement possibilities – a pavement down Wissett Road and a cycle route from Uplands to connect with the Footpath 2 running up the side of the school from Norwich Road.
- Better parking for parents to reduce double parking. Access to the car parks near to Quay St roundabout twice a day needed.
- 20 mph on Norwich Road.

### b. Correspondence with (name redacted) Principal Transport Planner, Transport Strategy Growth, Highways and Infrastructure Suffolk County Council concerning cycling to school.

Thank you for sending this over. Do you have any further details about the rerouting of the cycle track on Norwich Rd? It's not something I've heard of within our team. [See attached. Maps provided by \(name redacted\) in Highways](#)

Apologies if the responses below aren't exactly what you were hoping for. But I've addressed them without raising any expectation that doesn't meet with our current Local Transport Plan objectives.

- Wissett Road; a Copenhagen style crossing would be the most suitable, however, there are properties very close to the junction and there would be noise impact from vehicles going over a ramped crossing. The junction and footways either side are too narrow for a crossing with any type of lights required. [We are unlikely to give up on this easily as it was the main thing raised by children - they are frightened crossing that road because of the numbers of cars turning in from Norwich Road and coming up Wissett at school time \(many parents driving to school and coinciding with work times\). I thought Copenhagen crossings could include non ramped ones. However the children's safety should come before some noise inconvenience for nearby residents. If all else fails bring back a 'lollipop lady'!](#)
- A crossing directly outside the school; there is no space for a controlled crossing here, due to the proximity of the accesses to the petrol station/Chinny's and the bus lay-by. But that doesn't mean such an aspiration should not be in the NP, my opinion would be something further north of the Police Station where there is more suitable space and this would link to developments on the east of Norwich Road (however the rail bridge may be a structural issue to be mindful of). [I note your helpful suggestion thanks](#)
- A crossing from Rectory Lane to the Children's Centre, as with the first point – the road is quite narrow so finding space for a crossing point would be difficult. The number of children crossing also needs to be considered in terms of calculating pedestrian flows for any type of crossing. [The number of children crossing has increased because of the use of the back entrance to the school. It offers a](#)

much safer route through town and although narrow the pavement is wider here and some kind of crossing does not seem to be beyond the creative wit of someone! Maybe the school extension might have an impact and will certainly increase flow.

- For the last bullet point, unfortunately the *current speed limit policy* does not allow 20mph speed limits or zones on A-roads. I put in the 20's Plenty on Wissett Road many years ago, but we were unable to include Norwich Road. All schools that were eligible for a 20's Plenty scheme were completed during that programme. However, I think with the planned development coming forward, this should still be a priority within your plan. There may also be legislative changes in the next few years that would enable this to happen. Well done on getting some 20 signs up! Speed limits are not actually planning matters so we couldn't have a policy in the NP but rather reference it for others to take up and push for policy change. Suffolk really is behind the times! Main A roads in many parts of the country and in particular busy London are now 20 mph as are whole neighbourhoods. Some in both the cycling and walking groups wanted the whole of Halesworth to be 20, given the irrefutable data on accidents, but perhaps a step too far at this stage.

There are still lots of other things around education and behaviour change that are relevant to this. For example, promotion of the [walking & cycling maps](#) we produce, cycle confidence sessions for families, road safety activities in school, improved cycle storage in the town centre, wayfinding and so on. We have cycle storage in our sights and some circular walks maps are in production with the very able help of (name redacted) in the PROW team but this is really an offshoot as this and the other things you mention are not planning matters

Have these points been fed back to East Suffolk as part of their consultation on their cycling strategy? Yes I am in touch with (names redacted) who are doing the ES strategy and I have been in discussion with senior planner about connecting routes in some major developments in the north of the town. We will also be feeding back on the Street Design Codes that are out for consultation. Many good things there for new developments but of little use for existing towns/neighbourhoods with medieval street patterns etc. The perfect must not be allowed to reject the good enough!

If you are thinking about potential costs, please be aware that any of the above would need to be met from developers, CIL, Locality or Local Highway Budgets. An approximate cost for a new toucan crossing is currently estimated at around £100,000. Yes it is a depressing discovery that it is nigh on impossible to point to budgets and clear lines of responsibilities for improving cycling and walking. It seems to fall between different local authorities and different departments often with Highways being allowed to dominate. And the only money in town is that to be gleaned from private developers. It makes a mockery of any policies trying to improve things! Political rant over.

#### **c. Meeting with (names redacted), officers from SCC and ESC responsible for the planned extension to the Edgar Sewter Primary School. 25 January 2021**

To discuss the proposed expansion of Edgar Sewter Primary School in relation to the Neighbourhood Plan, and opportunities to increase cycling and walking as safer options to and from school. The NP proposals were discussed. We emphasised the views of children that the Wissett Road junction was dangerous. (name redacted) agreed to discuss this with the School Crossing Patrol as other solutions would not work. Although 20 mph on A roads is not SCC policy the group could see that this would improve safety. Other ideas would be considered in the consultations that would be held with parents.

#### **d. Correspondence with SCC on possibilities for the enhanced footpath**

From: Joyce Moseley Sent: 24 May 2021 16:28

To: (names redacted) Cc: Charlotte Slater

Subject: Fwd: Footpath around Edgar Sewter

Hello (names redacted) 08/07/2021

That is really positive news.....I think!

For writing up the NP I need to be able to say landowners are willing to make changes or will agree to a Creation Agreement to change a footpath to a bridleway/cycle track. What I know however is that I/ NP cannot take on all the practical work needed to see through the changes we think should happen to improve cycling and walking. Either SCC, ESC, HTC or a community group will need to step up. In this case I would have thought the school (Asset Academy) can play such a positive role in improving things for the community and I think you are saying that they are probably amenable to doing this.

As I understand it Footpath 2 that goes up from the Norwich Road to the corner is unregistered on the land registry. It so looks as though it was created at the time of the school I can't help think they are related. As you say a CIL bid would be needed but my assumption is that all the ducks of ownership, willingness to provide the land and other agreements need to lined up first along with the legal changes that the PROW team would need to do. Is this something the school and the school travel plan can facilitate?

Let's keep looking at it and not lose the impetus but I do need your collective expert/official advice!

Kind regards

Joyce Moseley

On Tue, 18 May 2021 at 15:52, (name redacted) wrote:

Dear Joyce

I had a look at the top corner of the playing field at Edgar Sewter yesterday, where there is the sharp junction of the footpath. Whilst a proper design and arboricultural report would be required via the appropriate channels, there is the potential to soften the corner.

However I anticipate at least a couple of tree would need to be felled (marked on photo below). If you did want to pursue this I anticipate a CIL funding bid would be required. I have not discussed this in detail with the school however I'm sure the Trust would be willing to provide support, via an adjustment to their boundary in this area.

Kind regards

(name redacted)

Schools Infrastructure Programme Officer Schools Infrastructure Team Education, Skills and Learning Directorate of Children and Young People Suffolk County Council

## 9. Expert Walking group

The group was made up of reps from U3A, Ramblers, Wellbeing Group, Millennium Green, parents. A consultation was held by the NPSG with year 5 and 6 children at which they highlighted safety issues in getting to school. A meeting was called on 30 Nov 2020 and sub groups then checked out various proposals and worked on the circular walks maps resulting in the proposed policies above.

### a. Walking Group meeting 30<sup>th</sup> November 2020 7.0 pm

**Members:** Charlotte Slater (Vice Chair of the NPSG), (six names redacted), Joyce Moseley (Chair of the NPSG)

Thank you for agreeing to join the NP Walking Expert Group. This will be the first of several different and iterative consultation processes on how we can use the NP to support the provision of

- high quality walking networks that support health and wellbeing and tourism
- easy pedestrian access in and connectivity to new developments,
- connections with public transport
- good and direct pedestrian routes to important town destinations.
- supporting facilities such as seating,
- whilst not planning matters we would want to reference any signage, crossing points, traffic management issues that could contribute to safer and more enjoyable walking.

We will be consulting further with other local groups, various Local Authority officers and eventually there will be a public referendum on the whole of the Neighbourhood Plan, so it is not all down to you! Some things, important to those on foot, such as the design of housing and new developments are dealt with under our Design objective.

Rather than a formal agenda I have written the areas where I need your input in the form of possible policies that could sit under the overarching sustainable transport objective:

**Promote a transport infrastructure which connects different parts of the town and enables people to move about easily, safely, and enjoyably whether on foot, bicycle, mobility vehicle or public transport.**

1. To improve health and support the town as a tourist destination make Halesworth a walking hub with paths out into the countryside and to neighbouring villages e.g.
  - The circular walks already sent
  - connection from the town centre to the Millennium Green
  - walking around town
  - access to the Blyth valley west towards Walpole
  - an edge of town green corridor from Chediston St behind the backs of Dukes Drive and Kennedy close to the Basely sports ground
  - signage and maps
2. Ensure safe and connected footpaths from the main residential areas to the town centre and key destinations.
  - Hill Farm Road, Fairview Road, Chediston St/Roman Way – new developments where some thought to walking has been agreed
  - Wissett Road/Chichester Road estate
  - Walking to Edgar Sewter school, to Cutlers Hill, Station

3. Support elderly and less mobile residents with safe accessible routes.
  - pedestrianisation of the Thoroughfare,
  - styles and gates,
  - connectivity to the park and MG)

We do not start from a blank page - Walking map from SCC, East Suffolk Hill Farm map, Fairview development information from Orwell HA, Green Infrastructure link, Cycling and walking strategy link

The Walkers are Welcome scheme is a community-led initiative operating in England, Scotland and Wales. The scheme promotes towns and communities as 'walker-friendly', based on a number of criteria, aiming to benefit local economies by attracting tourism.

Walkers are Welcome is a U.K. wide, community led network of accredited towns whose purpose is to develop and promote walking in areas with something different to offer

<https://walkersarewelcome.org.uk/>

(contact redacted) Green Access Team at SCC, Suffolk walking festival and helps with walking maps.

Discover Suffolk guides - <https://www.discoversuffolk.org.uk/wp-content/uploads/2020/05/Great-Livermere-walks.pdf>

<https://www.suffolknews.co.uk/sudbury/news/circular-walks-scheme-devised-to-help-village-residents-stay-active-during-coronavirus-lockdown-9130341/>

Mobility – styles, gates, seating

Connectivity between residential and town and key places e.g. Hill Farm Road and Fairview, Chichester Road and suggestion of path down Wisset Road. Look at main areas.

*Fairview from Orwell HA* - As part of our works we are putting in a footpath that fronts the Norwich Rd road and goes round to Fairview Rd.

See attached drawing highlighted.

The on-going management of this footpath has been part of an on-going debate. County Highways will own and manage a stretch immediately to the left of the new access road, but due to the presence of a protected tree and overhang/roots etc they won't adopt it all so OHA will manage a stretch up until the end of our development (plot 16). The remaining stretch will then be owned and maintained by the new private developer who will be building out the remaining 5 plots.

*Health/tourism – circular walks and around town.* (name redacted) suggestions for circular walks. Around behind Dukes Drive and Kennedy Close to Nature reserve and along River Blyth to Walpole Road. Later developments on these ideas resulted in:

- (name redacted) circular walks taken forward with (name redacted) and Joyce in partnership with SCC Discover Suffolk initiative. Publication of two leaflets (6 walks) expected Summer 21The proposed footpath around the South of town – the landowner appears to be (name and address redacted). (name redacted) from a neighbouring farm spoke to Joyce supposedly on behalf of the landowner giving the message that he would not consider anyone having access to his land. Follow up difficult because of Covid. July 21 it was suggested by another farming family that a letter to the landowner might be a good approach. The following letter was hand delivered on the 4 October 2021

10 September 2021

Dear (name redacted)

I am writing to you about the land on either side of Walpole Road and down by the River Blyth where it meets Bramfield Road. From what a neighbouring farmer told us we think this is your land. I so hope that information is right!

I and my colleague Keith Greenberg are part of a group of volunteers who have been working on creating a Neighbourhood Plan for Halesworth. I hope you have seen some of the leaflets that have been put through everyone's letterboxes over the past three years or seen the surveys we have conducted. I have enclosed the first leaflet that explains what a Neighbourhood Plan is about and the objectives our Plan is based on. In November we will be consulting residents on the final draft of the full Plan.

There are two connected ideas in the Plan which could involve your land. I stress that they are only proposals as nothing can happen without the landowner's agreement, but we think they would make our town an even better place to live. We would love to have the opportunity to talk to you, and anyone else you want to be involved, about them and to tell you more.

One idea is for a walk around the southwest of the town behind the houses in Dukes Drive , Kennedy Avenue and Kennedy Close. Many other parts of the town's outskirts can be accessed, by way of footpaths made possible by farmers and landowners as in the Millennium Green. However, the southwest of town has few footpaths that connect to other parts and what we want to do is find a way of creating a long countryside footpath around that part of town, as part of a circular walk. This would involve talking to other landowners, as well as yourself.

The second idea is for a nature reserve on the land next to the river behind Kennedy Close, Kennedy Avenue and Bedingfield Crescent. It is a very special habitat because it is a wetland (flood zone 3 category) and does not appear to have been cultivated for a very long time, if ever. Access to this land could be both through the public open space land behind Kennedy Close and through what is the Basley Sports Field on the Bramfield Road. The landowners of both those plots are keen to discuss if they can help with creating a nature reserve as this would be such an important addition to the biodiversity and beauty of the town.

The two ideas connect as the new footpath could also form an access into the reserve with the path then continuing over the Bramfield Road and into the Millennium Green. How much the public could walk through the reserve would depend on your use of the land and what significant flora and fauna were found there. To find out about the latter, we would need you to let us in to study it.

We know this is an enormous thing we are asking you to consider. But I hope you can see how important it could be for the town.

We would not expect any of the costs associated with this project to fall on you. As you will know, the Government is introducing new funding schemes that pay farmers to make use of parts of their land for the kind of scheme we want to create, and we would look to do as much of the work as possible to find out more about them.

We also know that farmers, understandably, have concerns about people having access to their land and we would want to work with you on how to limit and manage any issues.

We would really appreciate the opportunity to talk to you about these ideas, to explore ways in which your farming priorities can be brought together with our wish to provide an area that protects and enhances biodiversity and create a footpath for people to take leisurely walks around the town.

My phone numbers and email are at the top of this letter. I would love to hear from you.

With kind regards

Joyce Moseley  
Chair of the Neighbourhood Plan Groups

Keith Greenberg  
Member of the NP Group

- River Blyth westward – the area never dried out sufficiently to test whether this could be achieved. It poses similar land ownership as above. To be reconsidered once we know if the reserve is a possibility.



Hub and spoke – Bramfield and Wenhaston difficult. Route to Southwold exists and features on the Discover website but has been blocked by a fallen bridge and has become impassable for much of the year between Mells and Blythburgh. SCC access team responsible.

Waveney Green Infrastructure Strategy.

### **Natural and Semi-Natural Green Space** in the Halesworth area

#### Key findings

Residents in Halesworth have good access to natural and semi-natural green space. Much of this is part of the network of open spaces associated with the Millennium Green. Quality pedestrian and cycle routes enable people to access the area for recreational uses increasing its value to the community. Outside of the built up area access to natural and semi-natural sites is limited with Natural England's recommended ANGSt standards only partially met. Key findings for the Halesworth area include:

- The southern town boundary is not well integrated into the open countryside with hedgerows requiring reinforcement and with additional planting.
- Public access to semi-natural green space adjacent to the town centre is generally good.
- Public access to the Blyth Valley is limited but has the potential to significantly benefit the local community.
- The Strategic Gap between Halesworth and Holton is important for the character of both communities.

#### Recommendations

Access to alternative areas of similar character could be improved by considering the following:

- Explore opportunities to increase public access in the Blyth Valley westwards towards Walpole. See above
- Promote public rights of way, long distance footpaths and cycle routes around the town to improve access and raise the profile of semi-natural areas and biodiversity.
- The setting and character of the Blyth Valley should be protected.
- The Strategic Gap between Halesworth and Holton should be protected.

### **b Circular Walking Maps.**

- Out of the walking group a sub group met in February and March 2021 to develop two maps, each with 3 circular walks from the town centre out into the countryside, under the Discover Suffolk banner, an initiative of SCC. In collaboration with U3A, Halesworth Museum, Halesworth Tourism Group and the NPSG and financial support from Halesworth Town Council and a local councillor the maps will be ready for the summer season. (NB Finally completed and printed March 2022)

### **c Follow up for SW walk around town – cross references with the Nature Reserve in Environment section.**

## 10. Evidence relating to disability access

### a. From (name redacted) Reability.

05 February 2021 FAO Joyce Moseley

Dear Joyce

Further to your request for feedback regarding accessibility in Halesworth for people with mobility difficulties, please find my responses below and some photographs which I hope will help too. If you have any further queries, please do not hesitate to contact me. Kind regards (name redacted)

“ To promote a transport infrastructure which connects different parts of the town and enables people to move about easily, safely, and enjoyably whether on foot, bicycle, mobility vehicle or public transport.” We want to know, from your experience of working and supporting people with mobility difficulties how Halesworth stands up to scrutiny in terms of its pavements, footpaths and accessibility in general. More specifically it would be useful to know:

- Are there places in the main town centre – Thoroughfare, Market Place, Church, Town Park, Library – where people with disabilities find it difficult to move about safely and easily

Yes. 1. In the Thoroughfare, the main issue is the uneven block paving. In particular the lumpy cobbles which have raised surfaces. People using wheeled walking aids and shoppers find the lumps and bumps very difficult and we have had complaints in the shop about this including people tripping. The alternating cobbled surfaces with brick block paving was probably done for aesthetic reasons but are a trip hazard.

2. There are some pavement areas where the camber is quite marked and scooter users find this disconcerting as the scooter ‘leans’ to go with the camber.

- would people with disabilities support further pedestrianisation of the Thoroughfare and the ending of it being a national cycle route? No one complains about cyclists particularly. However, if more people are going to use mobility aids and scooters as the number of elderly in our population increases, it would make more sense for cyclists to use Saxon Way.

- Can people on mobility vehicles travel into town and other places of interest from the main residential areas.

This partly depends on the confidence of the mobility scooter / wheelchair user’s confidence. There are a lot of people in the Dukes Drive area who find the trip into town difficult. Reasons given are lack of dropped kerbs, so detours have to be taken and having dropped kerbs at points to cross the road.

- Is there enough seating around town to support elderly people to walk more easily? There is a certain amount of seating in the Thoroughfare, Bridge Street, the church precinct and near the Rifle Hall and all seats seem to be used regularly.
- Are pavements (if they exist!) designed to accommodate people with disabilities. Are there places you know where they should be improved or where crossing roads for elderly people is especially difficult because of the traffic?

See photos below. I think that the junction of Roman Way and London Road could be improved with dropped kerbs and priority given to pedestrians. That includes the many mums with buggies as well as elderly with scooters and walking aids.

- Could countryside footpaths be made more accessible - gates/styles Not assessed. Probably could be improved, but that also involves continual maintenance. I haven't checked the Millennium Walk recently. That could be done.

- What are the key access issues you would want to see in any new housing developments.

1. Dropped kerbs
2. 2. Sufficiently wide paths
3. 3. Sufficient parking so that pavements are NOT used
4. 4. Good street lighting
5. 5. Good drainage

- When providing supported transport, are there accessibility issues that your drivers face that could be improved.

Parking outside Reability's shop for loading and unloading. Also for disabled people to park outside the shop. The photos below show the terrible state of the road junction at the end of Bridge Street and opposite the Library. Given that many of the Library users are older people, the junction here should be better maintained and the drainage sorted so people do not have to walk through large puddles. Sufficiently wide paths 3. Sufficient parking so that pavements are NOT used 4. Good street lighting 5. Good drainage

- When providing supported transport, are there accessibility issues that your drivers face that could be improved. Parking outside Reability's shop for loading and unloading. Also for disabled people to park outside the shop. The photos below show the terrible state of the road junction at the end of Bridge Street and opposite the Library. Given that many of the Library users are older people, the junction here should be better maintained and the drainage sorted so people do not have to walk through large puddles. Outside Reability and laundrette puddles. Outside Reability and laundrette

**b. Emma Healey (NPSG member) 25 January 2021 at 20:04 Reply-To: Emma Healey To: Joyce Moseley , (name redacted) Response from Volunteer Centre.**

In my response I am focusing more on the needs of older people though this does touch on disability to a certain extent.

Junctions/Busy roads in your previous email, you identified the crossings from houses on A J Way etc to Coop and it would be interesting to know if improvements could be made on that stretch of road. Older people have also mentioned the junction of Wissett Road and Norwich Road as being of concern, echoing comments made by children at Edgar Sewter. I understand that to improve the turn into Wissett Road, there would have to be road widening which would involve the compulsory purchase of properties and so is not likely to happen.

Access to Cutlers Hill and the Pear Tree. One lady told me that she thought that pedestrian access to Cutlers Hill and the Pear Tree Centre was poor. She also worried what would happen if the Network Rail ever decided that they would stop people using the station crossing. Though there is a bus service that goes to the station, people seem to have little enthusiasm for it. I wonder if we do need to explore how easy it is for someone to walk to the surgery.

Paths, footpaths, pavements. People have complained about the upkeep of paths and footpaths, particularly in some of the housing areas like Pound Close, Swan Close etc. This is a particular issue when walking down to some of the houses that do not have vehicular access. Chediston Street seems to have narrow pavements which are usually parked up which makes pedestrian and disabled access a challenge. Generally, pavements are seen to be too often uneven and there are concerns about higher pavements in areas like the Market Square. The Thoroughfare The pedestrianisation

has been very much enjoyed by all. However, the gullies in the Thoroughfare have caused the odd fall with older residents. A challenge for the Thoroughfare is the distance between the disabled parking in the middle car park and the far ends of the Thoroughfare towards the library. The entrance to the Thoroughfare from Huggies/Horse and Garden is poorly maintained. There are 2 challenges on the Thoroughfare re cyclists. One is cyclists who cycle too fast up the Thoroughfare and those who ignore the one way and cycle the wrong way down. A blanket 'cyclists dismount' would make for a safer, more pleasant experience of the Thoroughfare and would enhance the 'cafe style' ambiance that the Thoroughfare could develop.

The Thoroughfare to the Market Place. It would be lovely if there were better connectivity between the two, the corner by the Angel and the Card shop remains a worry with cars speeding round the corner and older pedestrians and their dogs.

Access to the Town Parks. The access to the Parks is poor from the middle car park via the Tunnel - this could be improved, better quality path, better lighting etc. Too many people use the road which is dangerous. Leaving the Middle Car Park. With potential new shopping developments, there will need to be a solution to the 'it would be really good idea if you followed our recommendation and turned left not right on leaving the Car Park' if the middle car park is going to see increased usage as a result of any potential shopping developments.

Issues with the housing estates. The placing of garages on Pound Close, Swan Close, Lansbury etc are very unattractive. They can also close off communities and create shadowy areas which many older people would be uncomfortable walking through at night. top ends of Pound and Swan Close are particularly grim, echoed with poor street lighting and poor maintenance of pavements. Street light is often very poor, again in Swan and Pound Close but also in Bramblewood Way, Bigod Close etc. Again this will not encourage older people to leave their homes after dark. There has been a building habit of squeezing another property at the end of the row or behind a set of buildings - often requiring the resident to access the property by a dark, narrow path. The houses behind Dee's Den and the gallery are a good example of this. Also see houses on AJ Way that are beside Saxon Way, have little garden and are totally exposed to the road. There is an opportunity to improve street lighting, to plant trees to cheer up streets and roads.

Better signage between areas of the Town might also improve connectivity. Halesworth does sprawl and it would be good if new bus services including Community transport could help people connect with each other, using the old pathfinder model to help bridge the large distances from say Chediston Street to the top of Dukes Drive.

My big issues: street lighting, poor connectivity between communities, uneven, poorly maintained footpaths and some difficult road crossings particularly on Norwich Road and Saxon Way. Hope this is a start. Emma Healey Centre Manager Halesworth Volunteer Centre

## **11. Previous studies and Reports consulted in addition to those mentioned above.**

Development of Halesworth Cycling Infrastructure 2014, commissioned by the Town Council

Sustrans Report Name redacted March 2017

HTC Urban Improvement Work Group – Evaluation of the Thoroughfare based on questionnaire and consultation 2018.

## 12. Public and community Transport

Previous plans for a bus hub at the Angel Link were viewed. This would have allowed bus drivers a place for a comfort break and a better place for passengers than standing at stops on Saxons Way. These had been dropped as it is said that none of the bus companies were interested. It would allow for better siting of bus stops and improve traffic flow on Saxons Way.

ESC is keen to improve bus timetable information through electronic signs at bus stops.

The HACT Hoppa bus provides a very useful and flexible service for Holton and Halesworth residents. In other parts of the country community transport services are becoming more entrepreneurial and commercial and providing more regular services to parts of towns and villages no longer served by commercial bus companies. See HCTGroup <http://hctgroup.org/>

Many Facebook posts when the bus company stopped the through bus to Norwich. The need to change at Bungay with unreliable connections makes the journey even less satisfactory than before. HTC and ESC are campaigning to get this reinstated.

Without the reinstatement of LA grants for bus services and proper strategic management of services it is likely that the decline in commercial bus services will continue.

The Railway Station needs to be better signed and connected to the town centre. See Town Centre policies.

June 21. (name redacted) the Community Officer at ESC put me in touch with (name redacted) who was reviewing community transport initiatives for the ESC Community Partnership Board. A zoom meeting between (name redacted) and Joyce Moseley 22 June 21. Follow up email below

**Joyce Moseley**

**Transport follow up**

23 June 2021 at 09:26

To: Joyce Moseley

Hi Joyce,

Thank you for the call yesterday. It was good to meet you. See below a few of the things I agreed to send across

The new Gov plan for bus schemes. A team in Suffolk County Council are working on this

<https://www.gov.uk/government/publications/bus-back-better>

Connecting communities- Across Suffolk, but BACT (and HACT) and CATS in East Suffolk

<https://communities.suffolkonboard.com/my-area/> BACT -<http://www.bactcommunitytransport.org.uk/> CATS

-<https://infolink.suffolk.gov.uk/kb5/suffolk/infolink/service.page?id=h-H6HSgFLHU>

Katch- a EV demand responsive pilot scheme, running between Campsea Ashe and Framlingham. This is the type of scheme my project could look to back. <https://www.katchlift.com/>

I thought I'd been sent an HCT report on behavioural change in transport, but I can't seem to find it, so perhaps was from another origin.

Best regards,

**(name redacted)**

Project Analyst (Sustainability)

Sizewell C Regional External Affairs & Development

**Contact with SCC re Community transport review**

**From:** Joyce Moseley  
**Sent:** 14 July 2021 17:56  
**To:** (name redacted)  
**Subject:** Community transport review

Dear (name redacted)

I think we spoke some years back when I was looking at community transport possibilities in relation to the sports centre development in Halesworth. You may recall that I used to be the Chair of HCT Group board of Trustees. Pre Covid there was some discussion with them as to whether their Future Journeys programme held any use for Suffolk's review of it transport. I get the sense that was not taken forward.

I am writing now as Chair of Halesworth Neighbourhood Plan Steering Group (NPSG), although it is rather late in the day as we are in the process of putting together the first draft of the Plan. I am responsible for the Movement and Transport section and most of my consultations have focused on cycling and walking. Public and Community transport is not really a planning issue although very much an issue with residents.

One issue is whether we can support the economic viability of the town by finding a way of bringing more people into the town centre from nearby villages. I realise there have been previous attempts such as the Pathfinder initiative but that this did not survive, although I am unsure of the reasons. Whether there is a community transport solution which is flexible and cheap enough to meet an assumed demand is open to question.

The initiative of Katch out of Framlingham to the station is still to prove itself I gather and that has a much more definite purpose and framework to operate within but may be worth looking at. I also know that there was a community bus coming from Leiston to Halesworth once a week (?). And of course there is the Hoppa bus operating within the town.

I think all the Plan could realistically say is that the Town Council should work with SCC and all relevant local providers to look at possible ways of connecting the villages to the town maybe as a pilot.

I would love to hear your views on that. I intend to try and speak to (name redacted) as well.

I look forward to hearing from you with any thoughts.

Kind Regards  
Joyce  
Joyce Moseley

On Thu, 15 Jul 2021 at 14:53, (name redacted) wrote:  
Hello Joyce

Good to hear from you, and yes I do recall our dialogue on the issue of transport to the Sports Centre.

We did engage with HCT some years ago on Travel Training. More recently we scoped opportunities for HCT to operate our ACS transport combined with Connecting Communities under contract, unfortunately they decided our budget was not sufficient for them to pursue this.

I assume you have engaged with our Transport Strategy team on walking and cycling, if not please do contact (contact and name redacted) Behaviour Change Manager (Cc'd to this email).

With regards to transport for people in outlying villages to come into Halesworth, the Pathfinder service was extended and rebranded as

ConnectingCommunities <https://communities.suffolkonboard.com/> The service is flexible and operates Monday to Saturday from 07.00 to 19.00. I am not clear on what you refer to as cheap

enough to meet an assumed demand? The service is subsidised by the Council in order for fares to be in line with bus services.

I am leading on the Katch pilot and you are correct in that the service design would not meet a many-to-many DRT service. It is a trial of a high frequency three pick up / destinations points with low mileage trialling EV's. The community bus you refer to would be Connecting Communities Coastal making a dedicated weekly run in from bordering villages, offices / parking in Leiston. The Hoppa Bus is operated by HACT, a great team of volunteers serving other areas - most recently taking on the Southwold Town Shuttle bus.

With regards to your suggested Plan for SCC to work with the TC, you will be aware of the current supported and other services in the area. We have a timely opportunity to review services in Suffolk through the Bus Back Better Strategy, this is currently in development stages and provides an opportunity for the TC to engage. I have copied in my colleagues (names redacted) both leading on our strategy, I trust they will advise how the TC can engage on this.

Aside to the Bus Strategy, if you would like me to join you on a MS Teams meeting with BACT & HACT I would be pleased to do so.

Regards

(name redacted)

**Rural Transport Manager**

Passenger Transport Unit,  
Growth, Highways & Infrastructure  
Suffolk County Council,  
Constantine House,  
5 Constantine Road,  
Ipswich, IP1 2DH

**Joyce Moseley**

Thu, 15 Jul, 15:53 (4  
days ago)

to (names redacted)

Thanks for the speedy response (name redacted). And yes (names redacted) have both had their ears bent by me! You have clarified some things for me which is really helpful.

And thanks for the offer of a Teams meeting. At this stage, because bus services are not a planning matter but crucial for the town, I think I need to try and flag up, in the NP, the importance for the TC of engaging with the initiatives and reviews being undertaken by SCC. Defining need should be the starting point and a meeting with HACT and BACT would be the best starting point. We are lucky to have HACT and HVC - they have both done brilliantly in the last 18 months.

I hope there will be a contact from a Town Councillor in the near future to pick up on this agenda.

Kind regards

Joyce

### 13. Car Parking

Availability of parking is key for the businesses. Payments for parking have been a source of disagreements with ESC (formerly Waveney). The town centre car park used to be the only one with a free hour and when this was removed in 2016 the visitors to that car park dropped dramatically, roughly 5k per month down from 16k income from cars. Other car park usage indicated they did not come into town. See figures below. (compare red and green figures). These figures (supplied by WDC) supported the argument that the town needed the free parking and it was so convincing that businesses, other parishes and the council willingly paid an ever increasing sum to ESC, up to 21k in the final year.

	Free	1 Hr	2 Hrs	3 Hrs	4 Hrs	10 Hrs	RingGo	Total No of tickets sold	Total Revenue
Apr-16	18,842	0	0	1,385	2,004	90	365	778	20,070
May-16	18,791	0	0	1,377	1,985	15	409	875	20,894
Jun-16	18,487	0	0	1,360	1,968	75	452	901	20,591
Jul-16	15,555	0	0	1,113	1,602	95	354	758	17,373
Aug-16	15,892	0	0	1,048	1,511	55	309	656	17,442
Sep-16	15,849	0	0	938	1,356	30	269	578	17,212
Oct-16	18,922	0	0	1,187	1,717	20	395	848	20,690
Nov-16	16,990	2	0	1,123	1,621	50	369	787	18,671
Dec-16	17,079	0	0	1,202	1,738	85	395	847	18,881
Jan-17	16,962	1	0	1,311	1,898	05	375	802	18,849
Feb-17	15,685	0	0	1,607	2,313	05	596	1,278	18,073
Mar-17	0	0	5,815	4,404	90	1,517	2,197	20	8,428
Apr-17	0	0	5,360	4,093	30	1,350	1,966	55	7,360
May-17	0	0	5,131	3,920	95	1,275	1,868	95	7,138
Jun-17	471	0	5,739	4,386	00	1,305	1,915	70	7,664
Apr 17 - June 17	19,743								

In 2019 a new charging system was introduced whereby all the car parks gave a free half hour and an online payment system introduced which allowed for top up payments. This system was quickly followed by the Covid pandemic so the effects of it have been difficult to gauge

In 2019 ESC began the People & Places initiative – a town centre programme in the market towns to support businesses. They undertook extensive data analysis including parking before the new system was introduced. This seemed to indicate that availability was not an issue and that people stayed less time in the town compared to other towns.

<https://people-places.net/revitalising-halesworth-town-centre/>

New data is needed once the pandemic is over. Town centre developments will be difficult if residents think the ability to park will be made more difficult. The NSPG have become a part of the People & Places working group and a new parking analysis has been included in the action plan. This will be carried out when appropriate post pandemic.



## 14. Electric car charging point installation.

a) <https://www.suffolk.gov.uk/assets/planning-waste-and-environment/planning-and-development-advice/Suffolk-Guidance-for-Parking-2019-Adopted-by-SCC.pdf>

EV (electric vehicle) Charging Guidance on new buildings:

C3 Dwelling Houses Ducting and suitable consumer unit to allow the install of one wall charging unit per dwelling when required by householder @ 7.4kw

C3 Flats/Apartments Ducting and suitable consumer unit to allow the install of one wall charging unit per dwelling when required by householder where possible. Contact Highway Authority for advice on communal parking @ 7.4kw.

b) Waveney Local Plan, March 2019. Policy WLP8.21 also states that development will be supported where “It includes facilities for charging plug-in and other ultra-low emission vehicles.” The Waveney Local Plan is available here and Policy WLP8.21 is on page 236:

[www.eastsuffolk.gov.uk/assets/Planning/Waveney-Local-Plan/Adopted-Waveney-Local-Plan-including-Erratum.pdf](http://www.eastsuffolk.gov.uk/assets/Planning/Waveney-Local-Plan/Adopted-Waveney-Local-Plan-including-Erratum.pdf)

c) Green Suffolk.org: <https://www.greensuffolk.org/plug-in-suffolk/>

*How can Plug in Suffolk help with the costs of installing? With an increasing requirement for electric car charging infrastructure, many smaller communities would like chargers in their locality but do not have the initial outlay available to purchase and install the equipment.*

*This can sometimes be overcome by a ‘profit share’ model but these are only suitable for areas with high volumes of traffic and many communities do not like the idea of being tied into a long term contract with one specific network operator. The idea of Plug In Suffolk is that any visitor can use the charger and just pay using the built in contactless payment system. The locations will be where someone is likely to be parked there for an hour or two anyway.*

*A Plug In Suffolk Community Grant is to contribute to the initial purchase costs of an EV charge point.*

**d) Community projects for Electric car charging infrastructure can be aligned with Supermarket provision as seen through the link below with EV charging points being installed in community CO-OP store car parks**

<https://www.eastofengland.coop/news/east-of-england-co-op-becomes-driving-force-for-gr>

**e) East Suffolk Funding for electric car charging points email, 16th June 2021.**

*Subject: new Nature First community fund and invitation to log interest in community electric vehicle charging points*

*Dear Greenprint Forum member,*

*Just a couple of items to bring to your attention:*

***New fund for community projects that put Nature First***

*East Suffolk Council has today launched the Nature First Small Grants Scheme on behalf of the East Suffolk Greenprint Forum.*

*The aim of the scheme is to support the Council's environmental vision in building the right environment for East Suffolk by funding projects that contribute to the enhancement of local biodiversity and/or its understanding and appreciation by the local community.*

*Eligible projects could include work to restore existing habitats or create new ones, provision of nesting/roosting places for birds, pollinators and other animals, or activities to help local people of any age learn more about and enjoy their local biodiversity.*

*The scheme will run over four phases during 2021/22, offering grants of up to £1,000. The first application period is now open until 28 July 2021 and full details, including eligibility and how to apply, can be found [here](#).*

**Logging interest in community electric vehicle charging points**

*Suffolk County Council is gathering evidence on the desire for community EV charging infrastructure on street scenarios. If you have an EV or are thinking about getting one, but don't have access to off-road charging and you are interested in community on-street charging near your home, please **click [here](#)** to fill in this form. This will help to identify where more residential charging facilities may be required in the future. (Please note filling in this form does not commit Suffolk County Council to provide charge points. For more info on the SCC policy on electric vehicles visit [Electric vehicle charging | Suffolk County Council](#)).*

*As per usual, please share with others in your networks particularly those who may find this of interest*

*Regards,*

*(name redacted)*

*Environmental Sustainability Officer*

*East Suffolk Council*

The practicalities and specifications of electrical car charging points is a complex issue. The NP would hope that Halesworth Town Council would collaborate and work alongside colleagues from SCC and ESC to agree a strategy that is most appropriate and beneficial for the community.