



Waveney Cycle Strategy

Improving the cycle network and encouraging people to become more active

Adopted July 2016 www.eastsuffolk.gov.uk

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Introduction

What is the purpose of the Waveney Cycle Strategy?

The Cycle Strategy sets out the Council’s vision for cycling in Waveney. It identifies existing issues and puts forward potential improvements to the cycle network with the aim of encouraging more people to cycle. The document also provides supporting information about issues such as design that should be taken into account when planning proposals are being prepared and determined.

Waveney District Council is the planning authority but is not the highways authority. A majority of cycle infrastructure is considered part of the highway network and is therefore the responsibility of Suffolk County Council. The District Council will engage with Suffolk County Council to help deliver cycle infrastructure where it is most appropriate when opportunities arise.

Why has the Cycle Strategy been prepared?

Riding a bike offers people an opportunity to enjoy a simple pleasure. It is an activity that appeals to people of all ages and abilities. Riding a bike it is an activity that can provide health benefits and reduce travel costs.

The Cycle Strategy provides an overview of existing cycle routes in the Waveney District and sets out a list of improvements that, if delivered, would enhance the cycle network. The intention is to provide additional context and information to support detailed proposals to encourage more people to cycle for commuting and recreation. The suggested improvements set out later in the document are to be considered as options and do not mean that alternatives should not be considered.

“Much of the development that has taken place has had mixed results in terms of cycle provision”

Cycle infrastructure consists of a variety of items and can be provided at different scales. This can include long distance cycle routes, traffic-free and on-road cycle lanes that connect destinations, road crossings, cycle parking and dropped kerbs. Together they form the cycle network.

Increasingly the value of providing cycle paths and cycle routes is being recognised. However, much of the development taking place in the past few decades has had mixed results in terms of cycle provision. Many cycle paths have been considered in isolation and fail to properly consider the wider built environment. Common examples of this include cycle paths extending a short distance but not connecting into the wider cycle network, traffic-free paths and short connections that were designed to link residential areas but are too narrow to accommodate cyclists thus disrupting cycle routes and creating conflict between cyclists and pedestrians. Signage and road markings can be confusing and

inconsistent. Overall, cycle provision in the District has often not been considered in a way to create a cohesive and easily legible cycle network that could evolve over time.

To raise the profile of cycling and foster the understanding that it can be a feasible, enjoyable and safe method of travel it is important that cycle networks are created so they are easy to follow and make use of logical travel routes. Cyclists have different levels of confidence and a mix of routes that can support slower leisurely rides alongside faster more direct routes. This should enable cyclists to choose routes reflecting their confidence. Investment in cycle infrastructure should consider how the improvements will contribute to the cycle network and how this will contribute towards the long-term modal shift towards greater cycle participation. Examples include traffic-free paths near schools for young children which connect into the cycle network and on-road cycle lanes on busier more direct roads for commuting or permitting cycling on shared-use paths designed for cyclists and pedestrians.

Recent developments, particularly in Lowestoft and Halesworth, have provided an increasing number of well connected traffic-free cycle paths. In turn, these are well used by local people to travel between residential, employment, retail and recreational areas. These routes are more strategic in their character and provide opportunities to extend and connect with existing cycle routes including regional and national routes. Furthermore, they provide opportunities to include features not originally intended for cycle use such as disused railways and seafront promenades. The provision of safe and easy to follow routes is likely to encourage more people to cycle in the long-term which helps to improve public health, benefits the environment and enhances the public realm.

In Waveney the cycle network consists of a limited number of high quality traffic-free cycle paths but is more widely characterised by a series of fragmented routes with rough surfaces and limited connections that are often difficult to follow. The gaps in the cycle network created by past development and the increased popularity of cycling as a mode of transport make it necessary to consider how the cycle network can be improved through both cycle routes and specific site improvements. This document is intended to proactively identify improvements that could be considered when opportunities arise.

Information set out in this document expands upon guidance set out in the Suffolk Cycle Strategy (2014). The maps and supporting text provide local context for cycle provision and discuss how potential improvements could encourage more people to consider cycling as both a utility and recreational form of transport and exercise.



How to use this document

The Cycle Strategy is intended to highlight existing issues and opportunities that should be considered when development proposals come forward or where funding becomes available. The document is set out in several sections:

- **Context:** The first section provides context for cycling in the District. This sets out the benefits of cycling and provides information to help justify why investment in the local cycle network is warranted.
- **Planning Policy:** Discussion is provided about existing national and local policies and strategies that require development proposals to consider modes of transport such as cycling. Policy information provides justification for development to contribute towards the existing cycle network to make local facilities easily accessible for the community and increase the sustainability of proposals in the long-term.
- **Designing in Cycling:** The information about design is intended to highlight key issues that should be considered when planning proposals are prepared and included in planning applications. Additionally, it provides detail about the issues that should be considered when improvements are made to the cycle network independent of planning proposals.
- **Local cycle improvements:** The District is discussed in the context of Lowestoft, the market towns and the rural areas. Maps identify the location of existing cycle infrastructure and the quality of cycle routes. Within each area key routes are identified that would connect destinations and create routes that are direct and legible to work alongside the more leisurely and indirect routes often provided. More specifically, improvements¹ are identified that will enhance small sections of the local cycle network. Cumulatively, these should improve the overall cycle network. The suggested improvements listed in this document are not intended to be an exhaustive list of projects as alternative schemes and proposals may be able to benefit the wider cycle network.
- **Monitoring:** Progress towards delivering the Cycle Strategy will be monitored and updated as required.

Overview of Waveney District

Waveney is a mixed rural and urban district with Lowestoft the largest town. Four historic market towns located around the periphery of the District contribute towards the rural character of the area. They provide many of the services and facilities for people living in the surrounding rural areas. Outside of the market towns there are only a few villages with any services and facilities, Kessingland being the largest. Beyond these villages the countryside is characterised by small hamlets and scattered communities connected by a network of A and B category roads and country lanes.

¹ Potential improvements are set out with the following sub-headings; 'suggested improvement' or 'consideration'. The former refers to changes that are relatively straight forward when considering the nature of the project or its potential benefits while the later refers to items that require further considerations such as the potential impact on other users or the involvement of a variety of stakeholders.

Figure 1 Map of Waveney District



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Physical landscape

The northern and southern fringes of the District are characterised by the Blyth and Waveney River Valleys respectively. Much of the rural landscape is relatively flat with small undulations. The weather is conducive to cycling year round (albeit conditions may be more suitable for seasoned riders during the winter months). The area has some nationally important landscapes that are publicly accessible. These include the Suffolk Coast and Heaths AONB in the south of the District and the Waveney Valley which encapsulates the Suffolk Broads in the north. Together, these attributes provide conditions that are very suitable for commuting, utility trips (non-recreational journeys) (utility trips) and recreation activities.

Transport

The A12 and the A146 represent the principal highway network in the District. The A12 is the main north-south link between Ipswich, Lowestoft and Great Yarmouth. The A146 provides east-west access between Lowestoft, Beccles and Bungay. Several A-category roads connect the markets towns. In some areas, a lack of quality cycle routes encourages people to cycle on the A roads, often with little highway shoulder. Away from the main vehicle routes, the road network consists primarily of quiet country lanes providing an attractive environment for cyclists.

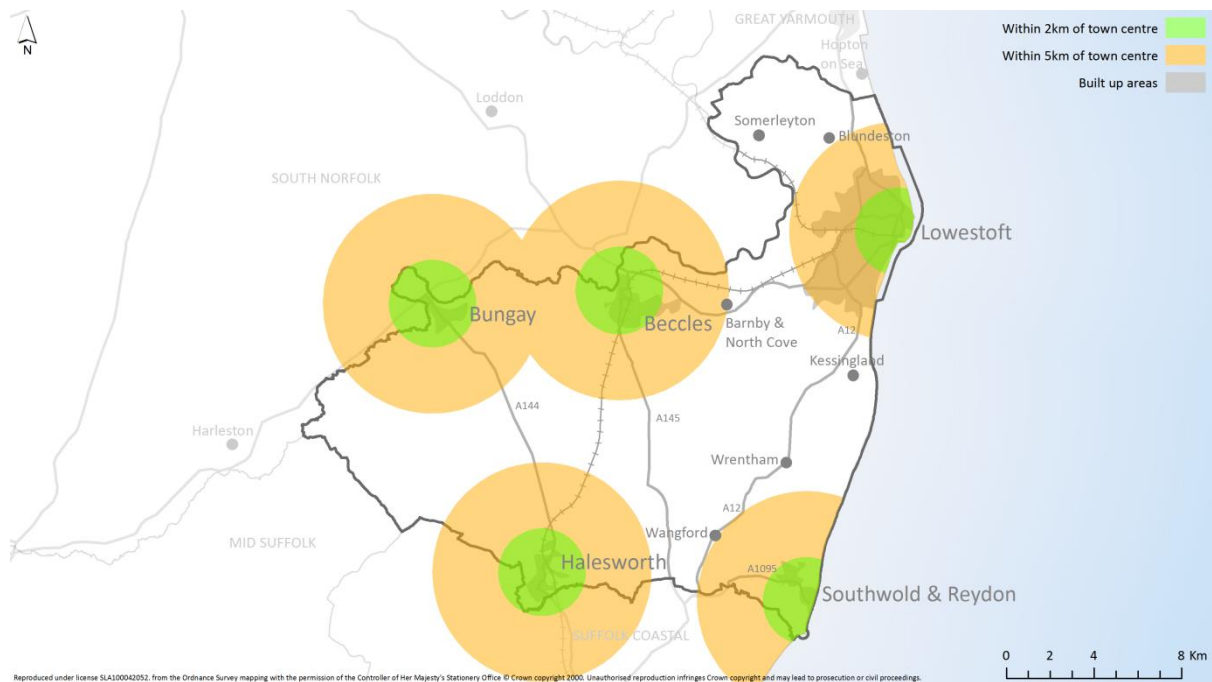
The East Suffolk railway line connects Lowestoft with other communities in Waveney including Beccles, Brampton and Halesworth and further on to Ipswich and London. The Wherry railway line connects Lowestoft with Norwich with stops in Somerleyton and other villages to the west. Railway stations provide focal points for commuters by providing park and ride facilities although the trains themselves have limited capacity to transport cycles in the carriages. These connections enable people to have better access to local services and facilities and increase access to recreation and tourist activities. Many of these stops are located near walking and cycling routes that provide opportunities for exercise and recreation. To encourage people to complete door-to-door journeys investment in Lowestoft railway station has delivered a facility to support the 'bike and go' scheme. This enables people to rent cycles on a daily basis to complete their onward travel from the station.

Travel patterns

When the census is undertaken, information about how people travel to work is collected. This 'travel to work' data (ONS, 2011) shows the car to be the dominant mode of transport to and from work in the District and accounts for 61% of journeys. In Waveney, the proportion of commuter journeys completed by bike is 6.1% which is one third higher than the county average of 3.9% and double the national average of 2.9%. It is also worth noting that 10.2% journeys in Waveney were made on foot (ONS, 2011).

Many of the trips to work in Waveney are relatively short and could be made by bike. The census (ONS, 2011) shows the most significant number of journeys to work were less than 2km (21%). The second largest proportion of commuters travelled 2km-5km (19%). Figure 2 shows travel distances from the key town centres and demonstrates that many of the residential areas are located within these catchments.

Figure 2 Distance to town centres



Across the District 22% of households do not have access to a car compared to the Suffolk average of 18% (ONS, 2011). Within this figure there are local disparities which highlight the potential benefits that improvements to the cycle network could have (especially in the most deprived areas). For example, the dense residential areas of Harbour and Kirkley have a high proportion of households without access to a car (48% and 35% respectively). By contrast, in rural settlements in the Saints and Wainford only 6% of households do not have access to a private vehicle.

Between 2001 and 2014, traffic count figures for Suffolk indicate that people cycling along busy roads has fallen to 39% ([Department for Transport, 2014](#)). It may be that cyclists are using alternative routes; however, census data also show that the number of cyclists commuting to work is falling. Smaller roads tend to be more indirect, reducing the convenience of cycling as a transport option. The falling number of cyclists could indicate that other reasons such as the perceived sense of safety and inconvenience are likely to outweigh the potential benefits of cycling.

Health and Deprivation

In Waveney, 41% of the population were categorised as being in 'very good health'. This is the lowest proportion in Suffolk (2011 Census). Waveney also has the highest percentage of people in Suffolk considered to be in 'very bad health' at 1.5%.

In 2006-2008 approximately 27% of the Waveney adult population were considered to be obese. This is the highest percentage in Suffolk with the County average being 24% (Public Health England). In 2013-14 the proportion of children in the District aged 10-11 that were categorised as obese was approximately 19%; however, while above the County average (17%) the situation is gradually improving. The proportion of young children aged 4-5 in the District classified as obese was approximately 10%. This is above the Suffolk average (8%) (National Child Measurement Programme).

In Waveney, 21% of the adult population participate in three 30 minute physical activity sessions per week (Sport England). This is the second lowest proportion in Suffolk.

Statistics provided by the National Obesity Organisation have shown there is almost a linear relationship between obesity prevalence in children and the Index of Multiple Deprivation. Of the 326 local authority areas Waveney is the 112th most deprived. The most deprived areas of the District are found in central Lowestoft with parts of Kessingland and Beccles experiencing significant levels of deprivation. The least deprived areas are generally located around the periphery of larger settlements.

Child obesity prevalence rises as household income falls. The average earnings in the District were £24,415 which is lower than the county, regional and national averages by 6%, 15% and 11% respectively (NOMIS, April 2014).

Aims and objectives

The Cycle Strategy has been prepared to help ensure cycle routes and facilities are in place to create a safe and attractive environment that will encourage people to cycle, recognise cycling as a viable transport option and afford the opportunity to enjoy their outdoor surroundings.

The vision for Lowestoft and the market towns is to provide quality cycle routes that are direct, safe and attractive, supported with appropriate ancillary facilities to encourage people to cycle and be more physically active.

The vision for the rural parts of the District is to ensure good cycle routes are provided and appropriate facilities are available where needed. Improving connectivity between settlements and encouraging cycling as both a leisure activity and a viable mode of transport for utility purposes has the potential to raise the profile of these areas. Greater opportunities for cycling can help improve a person’s health and benefit lower income households by offering access to further/higher education and employment as a low cost form of travel.

The Strategy brings together a variety of issues related to cycling that highlight the potential to improve the network and encourage cycling. This provides an opportunity for different organisations to work together to further the development of cycling.

Figure 3 objectives of the Cycle Strategy



Benefits of cycling

Cycling is known to improve fitness, reduce stress, promote relaxation, improve balance and coordination and burn calories. It is a low impact activity that is kind to your joints compared to high aerobic activities. Cycling is an activity that can appeal to people of all ages and abilities.

Table 1 Social, environmental and economic benefits of cycling

Social	Environmental	Economic
<ul style="list-style-type: none"> • Participants can cycle independently or as part of a group. • Accessible to all age groups with little capital cost. • Enabling social interaction between different people. • Small amounts of physical activity can improve health and well-being. • Raising the perception of an area it can contribute towards reducing social deprivation and improving health. • Improve mobility for those who do not have access to vehicles or public transport. 	<ul style="list-style-type: none"> • Creating no exhaust fumes cycling is good for the environment compared to motor vehicles resulting in a cleaner environment and not adding to the causes of climate change. • When away from busy roads cyclists have greater opportunities to appreciate the natural and cultural environment around them. • Bicycles require much less energy and resources to make than a vehicle. 	<ul style="list-style-type: none"> • People who participate in cycling have fewer sick days than non-cyclists. • As a low-cost form of transport it can reduce household outgoings. • Cycle tourism provides an opportunity to positively promote the area, raise its profile and support local businesses. • Raising the perception of an area can encourage economic investment. • Fewer vehicles on the road can improve traffic flows and reduce pressure on parking areas.

When the appropriate infrastructure is in place more people are likely to choose cycling as a travel option or recreational activity. Cycling should be catered for in a manner which makes it a convenient method of daily transportation and not just viewed as a physical activity for health or recreation.

Barriers to cycling

For many people, one of the main barriers to cycling is safety. Issues related to safety are the most significant factor deterring people from riding a bike.

The two defined measures of safety that affect participation are:

Danger (Actual safety)	Fear (Subjective safety or perceived safety)
Most people do not make a decision to cycle or not cycle based on this information.	Strongly affects a person's decision to cycle or not cycle.
Refers to how many kilometres a person can expect to travel on a bike before they are injured.	Refers to a person's level of comfort and perception of risk without consideration of safety history.

Perceived safety is of particular concern for people who lack confidence in their cycling skills. A safe cycling network benefits not only cyclists but also vehicle drivers and pedestrians by reducing conflict, potential accidents and enabling different modes of transport to move at their natural pace.

Cycle infrastructure

- Confusing layouts and configuration.
- Lack of clear way-finding measures and inconsistent type of cycle lanes/paths to follow along route.
- Road markings often do not provide any useful information and are not provided where needed.
- Poor maintenance of cycle paths, routes and way-finding measures.
- On-road cycle lanes are too narrow to foster a sense of safety.
- Poor condition of cycle lane surfaces (cycle paths and on-road lanes) creating an uncomfortable riding experience (cracking, drainage, lifting, kerbs, potholes).
- Lack of convenient and well located cycle parking and storage.
- Attitude towards provision and maintenance of cycle routes including obstacles along a route or path that would never be allowed to happen for motorists but are considered acceptable for cyclists to deal with.

Conflict between cyclists and vehicles

- Paths that are regularly interrupted by junctions, obstacles or have poor surfaces encourage cyclists to ride in the road despite a path being provided.
- Poor driving habits (travelling too fast and not allowing enough room when passing cyclists).
- Lack of driver awareness that cyclists may be on the road or highway rules.
- Poor cycle habits (not using lights or high visibility clothing, not obeying the Highway Code when on the road, blocking traffic over long periods of time on narrow roads).
- Speed of traffic.
- High volumes of traffic.



Conflict between pedestrians and cyclists

- Cyclists riding along footways where not permitted.
- Permitting cyclists to ride along shared-use paths that are not wide enough to allow safe passage between users.
- Lack of courtesy between cyclists and pedestrians in shared-use areas.
- Uncertainty of where pedestrians and cyclists should be on a shared-use path. This is an increasing concern as cyclists become more accustomed to riding alongside roads instead of on them therefore fostering a habit of riding on footways.



Development proposals and decision making

- Development proposals prepared in isolation to their surroundings.
- Lack of future proofing (developers often focus on their short-term interest. Consider cycle provision as a cost rather than an opportunity to improve the value of a proposal or raising the sustainability of development sites in the future).
- Quality cycle provision sacrificed for other priorities.
- Cycle provision is not given the same consideration as vehicles when roads are designed creating poor connections that are difficult to rectify at a later date.
- Difficulty in connecting gaps in the existing cycle network created by historical planning and transport decisions.
- Resistance to change the approach to delivering cycle infrastructure.

Other barriers

- Distance.
- Weather.
- Time.
- Parental concerns.
- Disabilities (and lack of facilities to support people with disabilities).
- Road sides and cycle lane verges are difficult to see on dark roads when riding towards car headlights.
- Parking in cycle lanes.
- Changing road use in established residential areas (e.g. on-street car parking).



Types of cycle routes in Waveney District

National cycle routes: Series of long distance cycle routes that connect to every major town and city in Britain. Consisting of traffic-free and quiet on-road cycle routes they collectively form the national cycle network.

Regional cycle routes: Cycle routes that are planned and maintained by a local authority or other regional body. Consisting of traffic-free and quiet on-road cycle routes they signpost smaller settlements and form part of the national cycle network.

Local cycle routes: Signed cycle routes planned by the local authority that link local destinations, usually within settlement boundaries. They consist of traffic-free and on-road cycle routes and often provide links with the longer regional routes.

Advisory cycle routes: Quiet routes that cyclists could use to connect to cycle routes and paths. These are not part of the official cycle network and often not signed.

Tourism and recreational cycle routes: Cycle routes promoted for local people and visitors to enjoy and experience the countryside and cultural heritage of the District. These circular routes link into the national and regional cycle network and connect with the public transport hubs to provide easy access. Routes include the [Marshes and Lanes Cycle Route](#), [Beccles South Loop Cycle Route](#), [The Brewery Tour Cycle Route](#), [The Saints Tour Cycle Route](#) and the [Halesworth Wheel](#).

Figure 4 National and regional cycle routes in Waveney District



Cycle route source: [Sustrans](#). For more detail, view the [Cycle Strategy interactive online map](#).

Policy Context

National Policy

National Planning Policy Framework and National Planning Practice Guidance

The National Planning Policy Framework (NPPF) came into effect in 2012 and places significant emphasis on achieving sustainable development. To help address criticism that recent development was often not reflective of local character, greater guidance has been provided about design and the need to consider proposals in the wider context of the setting in which they are found. Encouraging people to be more active and participate in activities such as cycling for both recreational and utility purposes can contribute towards all three dimensions of sustainable development and each of these roles is mutually dependent (Table 2).

Table 2 Contribution of cycling to sustainable development

Aspects of sustainable development	Contribution of cycling
Economic	Where good cycle provision is available this can increase access to employment and retail areas, reduce traffic congestion while improving the capacity for parking, increase the flow of goods and services and improve healthy lifestyles to reduce stress on the health service.
Social	Cycling provides opportunities for socialising from a young age, increases access to local services and facilities. Well designed and integrated pedestrian/cycle/vehicle routes can contribute towards a quality public realm and the sense of community. More generally it supports health, social and cultural well-being.
Environment	Cycling will reduce the number of vehicles on the road helping to minimise a rise in factors that contribute to climate change, reduce noise pollution, provide greater opportunities for people to experience their outdoor surroundings and foster a greater appreciation of the environment around them.

To promote sustainable transport, Local Plans should support patterns of development which facilitate the use of sustainable transport modes such as cycling, walking and public transport. More specifically, the NPPF states that developments should be located and designed where practical to prioritise pedestrian and cycle movements and create safe and secure layouts which minimise conflicts between traffic, cyclists and pedestrians. Planning policies and decisions should address the connections between people and places and their integration.

Considering cycle provision in the early stages when a scheme is being designed can benefit the development and the surrounding area. Cumulatively, where developments consider cycle provision and how they connect into the surrounding cycle network and wider area can enhance the cycle network overall. With a larger coordinated network of cycle routes more people will be encouraged to consider cycling as a travel option because it is convenient and enjoyable.

Design is integral to delivering sustainable development. It is essential that design considers and demonstrates an understanding of the surrounding area where it is proposed. Table 3 sets out what new proposals are expected to demonstrate as part of their plans.

Table 3 Cycling considerations in new development plans

Design consideration	Benefit to the scheme and cycle network
Enhance the local cycle network	As an overall scheme it will function well and add to the overall quality of an area, not just in the short-term but over the lifetime of the development, optimising the potential of the site to accommodate development and support local facilities and transport networks.
Enhance the sense of place	Establish a strong sense of place using streetscapes and buildings to create attractive and comfortable places to live, work and visit while creating environments that are safe, accessible easily legible and respond to local character.
Improve connectivity	Create and enhance connections between people and places and the integration of new development into the natural, built and historic environment.
Planning permission	Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. Permission should not be refused for buildings or infrastructure that promotes high levels of sustainability.

Waveney Local Plan

The Waveney [Local Plan](#) sets out an aspiration to enhance the local cycle network when opportunities arise to increase the number of people travelling by bike. These improvements could consist of extensions to the existing cycle network (e.g. routes and connections), point improvements (e.g. dropped kerbs) or route improvements (e.g. shared-use paths and cycle lanes).

Core Strategy

Strategic policies set out in the [Core Strategy](#) aim to deliver high quality and sustainable development. Policy CS02 ‘High Quality and Sustainable Design’ requires proposals to create places and spaces for people that are attractive, safe, healthy and accessible environments. This includes development that will encourage walking and cycling. Developers are expected to retain existing footpaths, cycle routes and bridleways or to make provision for their reinstatement and to ensure new routes will link into the existing network.

Policy CS15 ‘Sustainable Transport’ sets out a sequential approach requiring development proposals to provide for a choice of transport other than the private car in accordance with the following hierarchy: walking, cycling, public transport, taxis and car pooling. Development proposals expected to have significant transport implications will need to be accompanied by a transport assessment and travel plan demonstrating how car based travel to the site can be minimised.

Development Management Policies

The [Development Management Policies](#) Development Plan Document (DPD), particularly Policy DM02 ‘Design Principles’, provides greater detail about the need to consider cycling and how it can enhance a proposal to benefit both the scheme and the wider cycle network.

Site Specific Allocations

The [Site Specific Allocations](#) DPD identifies 28 strategic sites across the District and sets out policy requirements for their delivery. Of these, 20 allocations require provision for cycling to encourage more people to consider this as a transport option to access local services and facilities.

Lowestoft Lake Lothing & Outer Harbour Area Action Plan

The [Area Action Plan](#) (AAP) sets out a strategy for the regeneration of central Lowestoft. The area has existing issues related to traffic congestion and a proposed additional 1500 new dwellings would exacerbate this if not mitigated. Cycle provision has been identified as an important way to help mitigate the impact of any significant proposal brought forward. The area provides an opportunity to enhance connections between key destinations in the town through the creation of direct and attractive cycle and pedestrian routes. These are identified in policy TML2 ‘Pedestrian and Cycle Network’ of the AAP. Further requirements related to cycle provision are set out in the strategic site proposals listed in Table 4.

Table 4 Site allocations in the AAP with cycle requirements

Policy Reference	Lowestoft Lake Lothing and Outer Harbour Area Action Plan Policy
SSP1	PowerPark
SSP2	Peto Square
SSP3	Kirkley Waterfront and Sustainable Urban Neighbourhood (further information is set out in the supporting Development Brief)
SSP4	East of England Park
SSP5	Kirkley Rise
SSP7	Oswald’s Boatyard

A pedestrian/cycle bridge over Lake Lothing extending from the Brooke Peninsular to the southwestern fringe of Normanston Park is identified as a key part of the Kirkley Waterfront and Sustainable Urban Neighbourhood proposal. This bridge would significantly enhance connections between the north and south of the town, improve access to services and facilities and contribute towards a modal shift from the private vehicle to alternative forms of transport. The importance of a pedestrian/cycle crossing over Lake Lothing is highlighted in the [East Suffolk Business Plan 2015-2023](#).

Kessingland Neighbourhood Plan

The [draft Kessingland Neighbourhood Plan](#) recognises the benefits of connecting people to services and facilities. The Plan sets out several policies to deliver new housing development which require sites to be connected to local facilities by cycle and walking paths.

[Halesworth Town Plan](#)

One of the key principles in the [Halesworth Town Plan](#) is to increase the number of people walking and cycling. The Plan discusses current cycle issues in the town and the benefit improvements would provide. Key actions identified in the Plan include promoting recreational cycle routes, improving cycle and walking links to the town centre, cycle parking and re-examining the ban on two-way cycling in the Thoroughfare and the one way section of Chediston Street to improve convenience and connectivity of existing routes.

[Corton Parish Plan](#)

The Corton Parish Plan highlights a number of local issues, particularly the benefit of a new cycle path along the A12 between Corton and Hopton-on-Sea.

[Worlingham Parish Plan](#)

Through public consultation a number of cycle improvements in the village are identified in the [Worlingham Parish Plan](#). Recommendations include the need to improve safety for cyclists along Lowestoft Road, Ellough Road (to Ellough business park) and along the proposed bypass.

Suffolk Local Transport Plan and Cycle Strategy

Suffolk Local Transport Plan 2011-2031

The [Suffolk Local Transport Plan](#) has been prepared by Suffolk County Council, the local highway authority. The Authority is responsible for road adoption, road maintenance, parking, traffic management, public travel, rights of way and cycle infrastructure.

The Local Transport Plan sets out the County's transport strategy. The strategy aims to reduce the demand for car travel in urban and rural areas, create more efficient and better use of the transport network, deliver infrastructure improvements particularly for sustainable transport such as walking, cycling and public transport, and reduce the impact of transport on communities.

The transport plan clarifies the need to work with developers to produce travel plans to minimise car use and encourage alternative forms of transport. This includes connecting into existing cycle and pedestrian routes. Taking a holistic approach to enhancing the transport network through the creation of pedestrian and cycle-friendly environments will support movement within towns. The rights of way network will contribute positively towards improving health and raising the perception of Waveney as a great place to live, work and visit.

Implementing the concepts and schemes set out in the strategy will contribute towards the '[Creating the Greenest County](#)' initiative by reducing the amount of CO2 emissions generated by road transport. Transport issues in Waveney highlighted in the Local Transport Plan are set out in Table 5.

Table 5 Transport issues in Waveney set out in the Local Transport Strategy 2011-2031

Location	Issue
Beccles	Travel to work patterns highlight that a significant proportion of residents work in the town. This means that walking and cycling can be made attractive for local journeys. There are issues with HGVs in the town centre. The future Beccles Southern Relief Road will have cycleways that improve connections between the town and employment areas located at Ellough and Weston.
Bungay	Impact of HGVs on the historical town centre which is likely to discourage people on cycles using the routes into town for safety reasons.
Lowestoft	There is a high dependency on cars for shorter journeys which highlights the opportunity to promote and improve cycling and walking on many trips within the built up areas. Long standing aspirations in Lowestoft being promoted by Suffolk County Council to benefit cycling include improvements to Denmark Road and an additional pedestrian/cycle crossing between North and South Lowestoft (further discussion with stakeholders will be required).

Suffolk Cycle Strategy

The [Suffolk Cycle Strategy](#) (2014) was prepared by Suffolk County Council and sets out the overarching objectives to encourage cycling in the County and the District. It discusses the benefits of cycling and how the County will help facilitate greater participation in cycling as a recreational and utility activity. The aims of the Suffolk Cycle Strategy are set out in Table 6.

Table 6 Aims of the Suffolk Cycle Strategy

Aim	Objective
Be inclusive	Encourage cycling across all sectors of the community, supporting Suffolk's 'Most Active County' ambitions.
Increase participation	Promote a transfer to cycling (and walking) for short distance trips, supporting Suffolk's 'Creating the Greenest County' ambitions.
Raise awareness	Promote the benefits of cycling for health and for the subsequent savings in the health budget.
Increase enthusiasm	Foster enthusiasm for cycling in young people.
Improve the built up area	Create a safe and cycle friendly environment.
Future proof development	Plan and design for the future with cycling in mind.

The County Council published a [Walking Strategy](#) (2015) which highlights the health benefits of physical activity. To encourage a modal shift in the way people move between destinations, walking and cycling should not be considered in isolation. Visually attractive and direct routes are associated with a quality public realm. In many instances these routes, alongside walking and cycling paths, will help promote greater physical activity.

Suffolk County Council published the [Health and Well-Being Strategy](#) (2013). This outlines the need to improve access to leisure, culture and community facilities and encourage people to participate in activities such as walking and cycling. The Strategy recognises the importance exercise can have towards improving the health and well-being of individuals and the community. Further strategies with the potential to contribute towards cycle provision are set out in Appendix 2.

Local Cycle Maps

Suffolk County Council produced cycle maps for several settlements in Waveney including [Beccles](#), [Halesworth](#) and [Lowestoft](#). These maps identify national, regional, local and advisory cycle routes and types of cycle infrastructure available (e.g. traffic-free paths, on-road routes). The maps also show the location of ancillary infrastructure such as cycle parking and crossings.

It should be noted these maps do not provide any information about the quality of a cycle route or how easy these routes are to follow. In this sense they are a useful tool to help people navigate the built up area but have limited value in the context of informing planning applications or decisions. Additional maps in this document provide further information about cycle routes and infrastructure identified on the Suffolk cycle maps.

Designing in Cycling

General Principles: Creating a comprehensive cycle network

To properly integrate footways, cycleways and roads into the outdoor environment they need to be considered as safe and efficient public spaces that people of all ages and abilities can use.

Well conceived plans are more likely to deliver quality site layouts to create attractive, convenient and easy to follow routes. These in turn will provide better access to the wider road network for motor vehicles and good access to local services and facilities for cyclists and pedestrians.

To provide a well-functioning cycle network it is necessary to consider the role a cycle route or cycle connection is to have in the area. The road hierarchy set out in Table 7 is informal; however, provides context about how cycle provision can be delivered to improve the safety and quality of the cycle network.

Table 7 Road hierarchy and cycle provision

Type of route	Cycle provision
Primary road corridors	Often the most direct route between major destinations. Cycling along these routes is likely to be for commuting rather than leisurely movement between local destinations. They can be strategic cycle corridors that facilitate links to adjacent built-up areas. Cycle routes along these corridors should be separated from vehicle traffic to increase safety, be clearly signed and easy to follow and be as direct as possible to reduce the time taken to complete the journey.
Busy residential roads	Commonly used by people travelling to destinations within the built-up area or along busy rural roads. On-road cycle routes may be most appropriate to increase the sense of safety and raise driver awareness that cyclists are likely to be using the road. On-road cycle lanes and markings should be clearly visible and follow a continuous route between destinations making them easy to follow.
Quiet residential streets	Within built-up areas it may be appropriate for cyclists to ride on the road with no specific provision. Where these form part of a cycle route they should be clearly signed. In areas near schools and community facilities likely to be used by children, provision should consist of quality off-road paths to separate children from traffic and encourage them to cycle and develop confidence from a young age.
Non-vehicular paths	Paths are important to the way people interpret and use public space. Where possible, paths should be wide enough to be shared by cyclists and pedestrians. They should be buffered by landscaping to create a sense of openness and enhance the public realm. Where possible the potential to enhance a pedestrian link between two roads and upgrade its standing to shared-use should be explored.

In 2014 Sustrans published a design manual entitled '[Handbook for cycle-friendly design](#)'. This demonstrates how cycle provision can be designed and included as an integral part of the transport network to encourage safe cycling. The document uses a variety of measurements, illustrations and diagrams to create useful material to inform design and plan making.

'[Making Space for Cycling: A guide for new developments and street renewals](#)' (2014) published by Cyclenation provides an overview of cycle design and the Department for Transport's '[Manual for Streets 2](#)' (2010) sets out key considerations related to the design of new developments and how to create spaces for people (including provision for cycling) in the built-up area.

Key design considerations

When considered early in the design process, cycle and pedestrian access and provision can significantly improve the quality of a scheme and help integrate it into its surroundings. The type of cycle provision appropriate for a proposed development will vary depending on the characteristics of the scheme. Where deemed appropriate or where there is an opportunity to enhance the existing cycle network, cycle provision should be made on site regardless of the level of provision outside of the site. If no cycle provision exists beyond the site this should not be used as a reason to deliver any lesser cycle provision. High quality provision as part of a new development may act to support enhancements beyond the site at a later date which could further integrate the development into its surroundings.

Key design criteria that should be considered to deliver quality cycle infrastructure are set out below. The list below is not exhaustive and should work alongside traffic regulations.

Bus stops

Cycle routes should be directed behind bus stops, ensuring good visibility, to reduce conflict with buses and bus passengers. This can use the bus stop bypass (also known as the floating bus stop principle) where the cycleway goes behind the passenger area and between an island and the footway (the passenger area is located on the island). A crossing point for pedestrians across the cycleway to the passenger area should also be clearly marked. Where there is not enough space for an island, clearly visible on-road cycle markings should be provided to raise awareness that a cyclist may be present and may move into the traffic lane.

Confidence of the cyclist

The confidence level of a cyclist is likely to affect their sense of perceived safety and correspondingly the type of route they feel comfortable using. The function the route is intended to have in the area should be considered. Direct routes are more likely to encourage cycling for commuting and utility trips, particularly for confident cyclists; however, quieter and less direct routes may be more appropriate for younger or less confident riders.

Cycle lanes - contraflows

Where cycle contraflow lanes represent the best route, they should be clearly legible, ideally with some clearly visible marked separation or physical separation where the location is considered appropriate (e.g. where traffic is slow moving). When considering the potential for a new direct route between destinations there is a need to weigh up the benefits against the risk of conflict with other road users.



Cycle lanes and paths – width

Routes should be sufficiently wide to accommodate two passing cycles. Recommended minimum widths (extracted from [Sustrans Design Manual: Handbook for cycle-friendly design](#), 2014) include:

- For one-way cycle lanes:
 - 1.5m where the speed limit is 30mph;
 - 2.0m where the speed limit is 30mph and cycle flow is high;
 - 2.0m (or 1.5m + 0.5m) on busy roads or speed limit is 40mph;
 - 2.0-2.5m for hybrid cycle tracks and light segregation, dependent on level of use.
- For unsegregated shared-use paths:
 - 3.0m on main cycle routes in urban and semi-urban areas;
 - 2.5m on lesser secondary cycle routes and access links;
 - 2.5m on major routes and access paths in rural areas;
 - 2.0m on lesser routes and links in rural areas.
- For segregated shared-use paths:
 - 4.5m (2.5m for cyclists, 2.0m for pedestrians);
 - 3.5m as an absolute minimum over short distances (2.0m for cyclists, 1.5m for pedestrians).



If a cycle lane of sufficient width cannot be achieved, other options should be considered. This can include directing cyclists along quieter roads if possible with clear, easy to follow markings. At busier locations, such as around schools or at main junctions, wider lanes/paths should be provided to accommodate the volume of cycle traffic.

Cycle lanes that are narrower than 1.5m do not significantly improve the sense of safety for less confident cyclists and do not allow for natural deviations and avoidance of obstacles. It also encourages motorists to pass too close to an exposed rider. Cycle lanes narrower than 1.5m should only be used where there are constraints that cannot be mitigated. Cycle lanes that are too narrow will have limited value towards encouraging a modal shift in the long-term.

On-road cycle lanes that are too wide can confuse drivers who may mistake these as vehicles lanes. Clear and regular road surface markings indicating a cycle lane could reduce this risk. Similarly there can be a lack of understanding about how drivers are meant to drive where advisory cycle lanes are drawn on a narrow road.

On-road cycle lane markings could be supported by ‘rumble strips’ which alert drivers when they encroach across road markings. These should be considered in the context of their surroundings as they can create noise which may affect nearby residents.

Cycle routes and paths – fragmentation

Routes which involve taking cyclists on and off the pavement intermittently should be avoided unless used as part of a co-ordinated measure for enabling cyclists to pass junctions without giving way. Signage indicating ‘end of route’ or ‘cyclists prohibited’ should be avoided where possible, particularly where the signage does not accurately reflect the cycle network (e.g. ‘end of path’ is not the same as ‘end of route’). Instead cyclists should be directed to where they should cycle to continue their journey.

Cycle routes and paths – disruptions and obstacles

Signage and other obstacles should be avoided where possible to minimise the narrowing of the path, increase safety and reduce conflict between cyclists and pedestrians.

Cycle routes and paths - links with existing cycle routes

New cycle routes should contribute towards the enhancement of existing routes and provide connections where possible with the aim of creating a comprehensive and well-connected cycle network. Easy to follow and interpret connections should be provided from main cycle routes through new developments to distributor roads and residential areas.



Cycle routes and paths – parking obstructions

Parked vehicles reduce the width of the road, slow the flow of traffic, force cyclists into oncoming traffic and reduce visibility. Where possible, if on-road parking is required it should be designed to be incorporated into the development as designated parking bays. On-road cycle lanes should be provided between vehicle parking bays and the carriageway. Other measures to facilitate cycling along roads where car parking is provided are set out in the Sustrans ‘[Handbook for cycle-friendly design](#)’ (2014).



Cycle routes and paths - road markings

Many existing roads are too narrow to accommodate formal cycle lanes and advisory lanes on the road surface. Regular cycle road markings could help raise driver awareness and raise the confidence of riders. Distance between road markings should reflect the importance of the cycle route and how

busy it is with road traffic. Such markings would require on-going maintenance to ensure they remain visible.

Cyclists often find road markings easier to see than signage as they have to place greater visual emphasis on the road immediately in front of them rather than looking further ahead as drivers do. Difficulty seeing signage is commonly caused through inappropriate locations (height relative to eye level of a cyclist, positioned on wrong side of the road to the rider), signs are too small and their orientation can make them difficult to read. Informative road markings can reduce the need for signs and the sense of street clutter.

Cycle routes and paths – quality

Cycle routes should be easy to follow and as direct as possible. This can be achieved through the use of distinctive surfacing, good way-finding measures and landscaping. Quality on-road cycle routes can be provided where there is adequate lane width for cyclists to feel safe (roads should be designed to accommodate cyclists from the outset). Signage should only be used to clarify where the route goes rather than acting as the sole indication of the route direction.



Cycle paths - separation between cyclists and pedestrians

Where off-road cycle routes are provided it may be appropriate for there to be separation between cyclists and pedestrians using surface markings. Where there is no delineation provided the path should be wide enough for cyclists and pedestrians to pass comfortably with no deviation required.

Cycle paths (and on-road cycle lanes) - surfaces

Surfaces are important for route legibility and for the comfort of the cyclist. They should be smooth and robust with consideration given to maintenance requirements. Coloured asphalt is useful for delineation and its durability; however, coloured surfaces are generally more costly to maintain. Variations in surfacing can provide visual clarity as to where particular users should be on the path (pedestrians, cyclists, vehicles) when in close proximity to each other. When roads are resurfaced opportunities should be taken to resurface the on-road lanes or adjacent cycle paths at the same time.

Cycle routes – connecting destinations

Providing good access to destinations such as schools, community meeting places, employment areas, shopping areas and places for recreation are important to encourage people to use these facilities. Key destinations can provide the template for strategic cycle routes and connections within the wider cycle network. These routes should be logical, easy to follow and be as direct as possible. They should be supported with quality and highly visible on-road cycle lanes, traffic-free cycle paths, clear road markings and signage (each as appropriate).

For destinations such as schools, where children are learning the skills to be a confident cyclist and cope with the pressure of road traffic, routes should be particularly safe, easy to follow and connect into the wider cycle network.

Cycle routes - strategic (direct) cycle routes

Direct cycle routes are more likely to encourage people to cycle between destinations. These can form primary cycle routes that enable secondary routes to branch off into nearby areas. Strategic routes between destinations can make use of busier roads with both on-road and traffic-free cycle lanes.

Strategic routes make an important contribution towards a long-term modal shift towards active transport. These routes often reflect those taken by motorists also wishing to arrive at their chosen destination as quickly and conveniently as possible. These should be used alongside the network of quiet, indirect routes.



Cul-de-sacs

Where cul-de-sacs form part of a layout, provision should be made for cycling through the end of the cul-de-sac where this represents the most direct route. This will enhance connectivity with the surrounding area.

Cycle streets and traffic-calmed streets

For quieter routes, consideration should be given to the use of 'cycle streets'. These are streets designed to create the perception of priority for the cyclist (e.g. use of cycle symbols in the carriageway along with surfacing which is different to other carriageways). Measures should be taken to reduce the speed of traffic that does not inhibit cycling (e.g. cycle bypass of speed pillows).

Desire lines

Routes should follow desire lines to provide easy-to-follow and convenient links to nearby destinations. These provide routes which are as direct as possible. The design and layout of cycle routes and access points should reflect the location of key destinations and routes beyond the site. It is important to consider how people will actually use the site once the development has been completed and to accommodate this as part of the design process.

Dropped kerbs

Dropped kerbs should be provided for safe and convenient connections within the cycle network. The distance between the road surface and the base of the dropped kerb should be as small as possible for safety while ensuring drainage is retained to avoid pooling of water.

Gradients

Cycle routes should be devised to make use of the shallowest gradients possible. This should be weighed up against the benefits of providing routes which are as direct as possible. Gradients should not be more than 1:20.

Green corridors

Provision for cycling should be integrated with enhancing wildlife networks wherever possible by utilising and enhancing green corridors and habitats along cycle routes. Further information about green infrastructure in the District is set out in the Waveney [Green Infrastructure Strategy](#) (2015).



Junctions - crossings

Toucan crossings should be provided along cycle routes rather than crossings requiring cyclists to dismount. At roundabouts a constant cycle lane can be provided for left turns by segregating cyclists from traffic. Where an off-road cycle route crosses a junction with a side road, surfacing ('elephant footprints') could be used to represent a continuation of the cycle path to make motorists aware that cyclists may be crossing (though the surface should not suggest the cyclist has right of way).

Junctions - bike boxes

Where bike boxes are installed to enable cycles to access a junction these should be adjoined to a cycle lane to provide access along the side of the road when traffic is stationary.

Lighting

Consideration should be given to strategic and well-used cycle routes being lit along their length provided this can be achieved without harming nature conservation or heritage interests. Surface mounted or low level lights/reflectors may be appropriate to define a route in low light and increase safety. Potential measures can include street lighting, ground mounted solar lights, reflective cats eyes and technologies such as starpath luminescence. Lighting should be designed to minimise their impact on the surrounding area.

Parking areas

Parking areas should be designed as areas to access the building by all users rather than just parking areas for cars. Routes should not stop upon entry to a car park and there should be clear cycle access to the point of cycle parking. Signage is important to direct cyclists to the cycle parking area.

Quiet parallel roads

Quieter roads parallel to main roads should form part of an identified cycle route and can be used in place of, or in addition to, provision on main roads. Provision should be made for joining and leaving the quieter road with easy to follow way-finding measures and physical connections. These quiet routes should be well signed and remain relatively direct so not to be conceived as a disruption to the route or as an inconvenience to the cyclist.

Signage

Signage can be provided using pole or post mounted signs, stickers on existing posts and ground based cycle symbols. Signage should be clear, frequent and easy to follow to make the route legible. Where signage is necessary, it should respect the surrounding environment and try to minimise the sense of street clutter. Signage and road marking should be provided where they are useful and informative. Cyclists can often miss cycle signs as they are given much less priority than vehicle

signage. Ground markings are often more visible to cyclists than signage provided at eye-level or above.

Cycle storage and parking

Information in the 'cycle storage and parking' section has been sourced from Suffolk County Council's [Suffolk Guidance for Parking \(2015\)](#). Specific cycle parking and storage requirements to be provided as part of new development proposals are set out in Appendix 1.

Cycle storage and/or parking (as appropriate) should be incorporated into the design of all schemes having considered how the development will be used by occupants and visitors. Providing quality cycle parking facilities in the right location that are easily accessible is an important factor when people consider riding a bike to a destination.

Cycle storage should be provided for residential and non-residential developments:

- Residential: 'Secure cycle storage is that which can only be physically accessed by those authorised to use it, such as through a key or token being provided to residents and their visitors only. It should also have good natural surveillance, and the cycle storage area and access to it should be lit. A cycle stand(s) with no other facilities is not classed as secure. For new dwellings, the requirement for secure cycle storage could be met through provision of a shed in the private grounds of the dwelling;
- Non-residential: Secure cycle parking is that which can only be physically accessed by those authorised to use it, such as through a key or token being provided to employees only. It should also have good natural surveillance, and the cycle parking area and access to it should be lit. A cycle stand(s) with no other facilities is not classed as secure.

In residential developments where no provision is specified, garages or car ports should be large enough to accommodate cycles. The dimensions and location of doors should allow for bikes to be easily and conveniently taken in and out without moving any cars or bins that may also be stored in the area.



Cycle parking for flats should ideally be provided within the building, either in a ground floor communal area close to the main entrance, under stairs or in underground or semi-basement areas alongside other storage for households, whilst maintaining clear fire escape routes.

Where outdoor cycle parking is provided, resident, employee and visitor facilities should be secure, located in convenient areas to access the building and be well overlooked to raise the sense of security. Fundamental design principles that should be inherent in the provision of cycle parking are set out in Table 8. In addition to the provision of secure parking for visitors, as part of any agreement on Travel Plans, developers of non-residential proposals will be required to demonstrate that the Travel Plan has considered the additional needs of employees such as lockers and changing/shower facilities.

Table 8 Design considerations for cycle parking and storage

Design feature	Design consideration
Avoid conflict	In public areas stands should be detectable by blind and partially sighted people. A ground tapping rail at either end of a run of stands should be provided.
Convenience	Cycle stands should be located where they are convenient to use and easy to see without obstructing pedestrian desire lines.
Covered cycle parking	Protected or covered cycle parking areas will encourage greater cycling. The longer cycles are to be parked in a location the higher the level of weather protection that is likely to be required.
Directions and signage	Way-finding measures should be provided to ensure cycle parking areas can be easily located.
Overlooking	Locate the parking area where it is well overlooked to increase the sense of security.
Surface slope	Cycle stands should be located where the bicycle will be stable and not roll.
Type of cycle stands	Sheffield stands or similar should be used rather than less secure front wheel holders which also have greater potential to damage cycles. One Sheffield stand equates to two cycle spaces. Ideally these should be secured into the ground by concrete to improve design quality and accommodate cycles of different sizes.

Conservation Areas

Conservation Areas are designated in Lowestoft, the market towns of Beccles, Bungay, Halesworth, Southwold and the villages of Holton, Homersfield, Somerleyton, Wangford and Wissett. Any works in these areas should respect the historic environment, including the character and appearance of these conservation areas and the setting of heritage assets and not result in harm, either directly or indirectly. Works should be carefully detailed and materials should be appropriate to these conservation areas. Works can provide an opportunity for enhancement through the reduction of visual clutter. In these areas new signage associated with the changes should be kept to an absolute minimum, both in terms of numbers and size of signs.

Other cycling activities

The attraction of cycling is not limited to cycling on the road. While a cycle network consisting of quality, convenient routes will encourage people to consider cycling between destinations, other types of cycling can appeal to individuals. Off-road cycling as a recreational activity can be useful to encourage young people to cycle from an early age and develop skills and confidence that will benefit them in later years.

Several cycle groups in the Waveney area have highlighted the desire/need for a variety of cycle facilities in the area. These include:

- Off-road cycle track made of tarmac to teach, train and promote cycling within the community. There is no such facility currently available in the local area;
- Outdoor velodrome that would encourage people to participate in cycling for both recreation and competition. The nearest velodromes are located in Welwyn, Hertfordshire and Stratford, London (both over 200km from Lowestoft);
- BMX trail utilising a site that has been set up with landscape features and tree planting to provide a facility for youth activities. Such a facility is not available locally.



Tourism

Tourism in Waveney is an important part of the local economy. Cycling has potential to contribute towards this offer. The area offers excellent opportunities for recreational cycling that can be enjoyable for all ages.

Table 9 Tourism SWOT analysis

Strengths	Weaknesses
<ul style="list-style-type: none"> • High number of sunshine hours and relatively low levels of rainfall. • Cycle friendly terrain and variety of landscapes including the coast, river valleys and the open countryside. • Wide ranging network of quiet country lanes. • Part of the North Sea Cycle route and National Cycle Route 1. • Regular cycling events to promote the area and encourage people to cycle. • Train connections to London and other areas in the East of England. • Ferry terminal at Harwich offers direct access from Europe. 	<ul style="list-style-type: none"> • Cycle routes are not supported with good way-finding measures often making them difficult to follow. • Fragmented network of cycle routes and limited infrastructure negatively affect the way the local area is perceived which can discourage people from cycling. • The marketing of cycling as a tourist activity is not well integrated into the local tourism offer. • Business awareness can be low. • Limited access of the public transport network. • High proportion of car dependent visitors.
Opportunities	Threats
<ul style="list-style-type: none"> • Popularity of cycling is rising. • Improving cycle routes to benefit local people in addition to tourism. • Creating a brand can make cycle improvements and promotion more identifiable to the public. • Providing better cycle routes can encourage local people to cycle more while attracting cyclists from further afield enhancing the area as a destination for cycle tourism. • Potential to be a successful destination for cyclists and establish a reputation for cycling. • Support local business and encourage new business investment as tourists spread out to areas of the District that may be visited less often. • Increasing the network of off-road cycle routes (e.g. upgrading long-distance footways to shared-use retaining metal surfaces). • Expanding the wider regional network of cycle routes. 	<ul style="list-style-type: none"> • Not enough investment to deliver cycle improvements to enhance the tourism offer. • Potential for schemes to affect the natural environment. • Conflicts of interest between different user groups. • Increasing competition in the cycle market.

Mechanisms to deliver the Cycle Strategy

One of the key aims of this Cycle Strategy is to improve the existing cycle network into a network that is well connected and easy to follow to encourage people to ride a bicycle. Some potential mechanisms to help facilitate these improvements are set out below.

- Take advantage of funding when opportunities arise.
- Facilitate the delivery of new cycle infrastructure through new development (e.g. transport, housing, employment) that can usefully contribute towards the wider cycle network.
 - Funds raised through new development in the form of the Community Infrastructure Levy (CIL).
 - Delivery through Section 106 agreements.
- Proactively identify improvements that could be considered by parties independent of the Council that may be able to help invest in the cycle network.
- Providing an evidence base to support local communities who may wish to improve cycle provision in their area through funding networks not available to local authorities.
- Use of planning mechanisms such as Compulsory Purchase Orders (CPO) when necessary to deliver important cycle infrastructure projects.
- Work with stakeholders such as the New Anglia Local Enterprise Partnership (LEP) to raise the profile and highlight the benefits of cycling to the local economy.

Promoting cycling

The Council can promote cycling through a mix of activities that range from training schemes, marketing, events and delivering new development. Below are potential ways this can be done.

- Supporting cycle training schemes such as 'Bikeability' which provides training for people to gain practical skills to improve confidence and understanding of how to cycle safely. Training can be provided for people of all ages.
- Working with stakeholders including transport providers, developers, schools, businesses, cycle clubs and groups, disability groups.
- Working collaboratively with forums to discuss and share ideas (e.g. Active Waveney Sports Partnership, Suffolk County Sports Partnership).
- Encourage cycle hire schemes and provision of public cycle facilities.
- Support and facilitate local and national events to encourage local people to participate in and raise awareness (e.g. Women on Wheels Charity Cycle Ride, Women's Cycle Tour).
- Support health and physical activity campaigns to raise awareness about how even short journeys can benefit a person's health and be an enjoyable and social activity (e.g. Beat the Street Campaign, Lowestoft Ogogo Project).
- Consider the benefit of building a publically recognisable brand to highlight improvements being made in the cycle network, identify local facilities such as cycle parking and cycle routes and support marketing campaigns to promote tourism, local events and campaigns such as health.
- Adopt best practice such as Manual for Streets (2010).
- Encourage developers to design quality schemes that consider cycle provision within their plans and understand how these integrate into the existing cycle network and those potentially delivered in the future.
- Seek to provide and encourage higher quality cycle routes that are easy to follow.



Working in partnership

To sustain a long-term modal shift, cooperation and collaboration between different levels of Government and independent organisations would increase the likelihood of delivering the infrastructure required to significantly improve future participation in cycling.

Cost is a critical issue to delivering any type of infrastructure and cycling is no exception. Many improvements can be relatively low cost but provide significant benefit for cyclists. However, cost can be prohibitive for larger improvements (e.g. traffic-free cycle lanes, crossings/bridges).

Many of the regional cycle routes connect towns and villages in Waveney with settlements in neighbouring authority areas. If cycle routes are to appeal to a greater number of potential users, improvements related to quality and safety should not be considered in isolation. Settlements connected by cycle routes in neighbouring local authority administrative areas are set out in Table 10.

Table 10 Working in partnership with external organisations

Organisation	Shared interest in cycle provision
Broads Authority	Broads Authority Site Specific Policy XNS7 'Haddiscoe-Beccles former trackway' seeks to protect the route and enhance it for walking, cycling and horse-riding. The project would need to be designed in cooperation with the Broads Authority and South Norfolk DC as well as Waveney DC.
Great Yarmouth Borough Council	National Cycle Route 517 connects Lowestoft and Corton to Hopton-on-Sea, Gorleston and Great Yarmouth. The route consists of country lanes and traffic-free cycle lanes next to the A12. Signed cycle routes branch off the main route to smaller villages along its length.
South Norfolk District Council	National Cycle Route 1 and Regional Cycle Route 30 link Beccles to Bungay and onward to Harleston. Sections of the routes utilise narrow roads with high speed traffic creating safety risks. Bungay is located close to Ditchingham and provides many of the services for the village. Ditchingham provides the main playing pitches for sport in the area. An enhanced foot and cycle network would improve access to services and facilities for people living in these settlements. Similar issues exist on Gillingham Dam (National Cycle Route 1) which connects Beccles to Gillingham and northward towards Norwich.
Suffolk Coastal District Council	National Cycle Route 1 connects Halesworth to areas lying to the south including Peasenhall and Framlingham. Regional route 42 provides an incomplete cycle route between Halesworth and Southwold encouraging people to use an unmarked and poorly surfaced path or to travel along the narrow A1095 which has high volumes of traffic travelling at speed.
Suffolk and Norfolk County Highways	As the Highways Authority for the respective counties, potential improvements to the cycle network will require collaborative working between local cycle groups, the District Councils and the County Councils.
Developers	Working with developers to bring forward sites and proposals that are well connected to cycle and pedestrian routes will enhance the development as well as the cycling and walking network.
Local cycle groups	Working with local cycle groups to ensure that improvements address issues as intended and keep abreast of local issues, needs and opportunities that arise.
External organisations	Organisations that contribute towards the cycle network and facilities are set out in Appendix 3.

Cycling in Waveney

Cycle infrastructure varies across the District in both quality and quantity. The most comprehensive cycle provision is available in Lowestoft, the largest town in the District. Provision is more limited in the market towns. In the rural areas, provision is less formal and is primarily focused on cycle routes along country lanes.

The main cycle routes in the District follow the national cycle network between settlements. The larger villages in the District are connected to surrounding areas by country lanes and rely on road signage rather than signed cycle routes. Many of the quiet cycle routes are indirect thus avoiding busy roads.

The following section provides an overview of cycle provision in Lowestoft, the market towns and in the rural areas. A series of maps set out the existing cycle infrastructure, local issues and improvements that could be made to improve the cycle network. Specific maps for the rural villages are not provided as there are few cycle facilities available in these areas.



Cycling in Beccles & Worlingham

Within the Beccles & Worlingham area there are few traffic-free sections of any length with most provision consisting of signed routes with no supporting cycle infrastructure (figure 5 and 6²).

There is a single cycle route connecting destinations within the town from east to west. Much of this consists of signed on-road sections with periodic shared-use paths near schools and through public green spaces. North-south cycle routes through the built up area of the town are limited with the only route running along the western fringe of the town. Only Rigbourne Hill Lane has any traffic-free route of length but this is of poor quality.

Outside of the built up area both of the cycle routes heading west towards Bungay (B1062 and Gillingham Dam) require cyclists to share roads with high volumes of traffic travelling up to 60mph creating an unsafe environment for cyclists. Many of the improvements required in the Beccles & Worlingham area are relatively small-scale; however, cumulatively they could significantly enhance the local cycle network.

Direct cycle routes in the Beccles & Worlingham area

The town centre is located in the northern part of the settlement but many community facilities and employment areas are located in more peripheral areas. Several routes require improvements to make travelling between destinations and different parts of the town more convenient and appealing. Improvements that could be considered (but not be limited to) include:

- Clearer signage to improve way-finding;
- More frequent (and informative) road surface markings to improve way-finding, raise driver awareness that cyclists may be on the road and increase cycle confidence that riders feel drivers are more aware of their presence;
- Widening of shared-use paths to comfortably accommodate pedestrians and cyclists;
- Visually linking routes to make them easy to follow;
- Consistent types of route infrastructure (e.g. traffic-free paths, on-road cycle paths) so cyclists can easily interpret and follow them in a continuous manner.

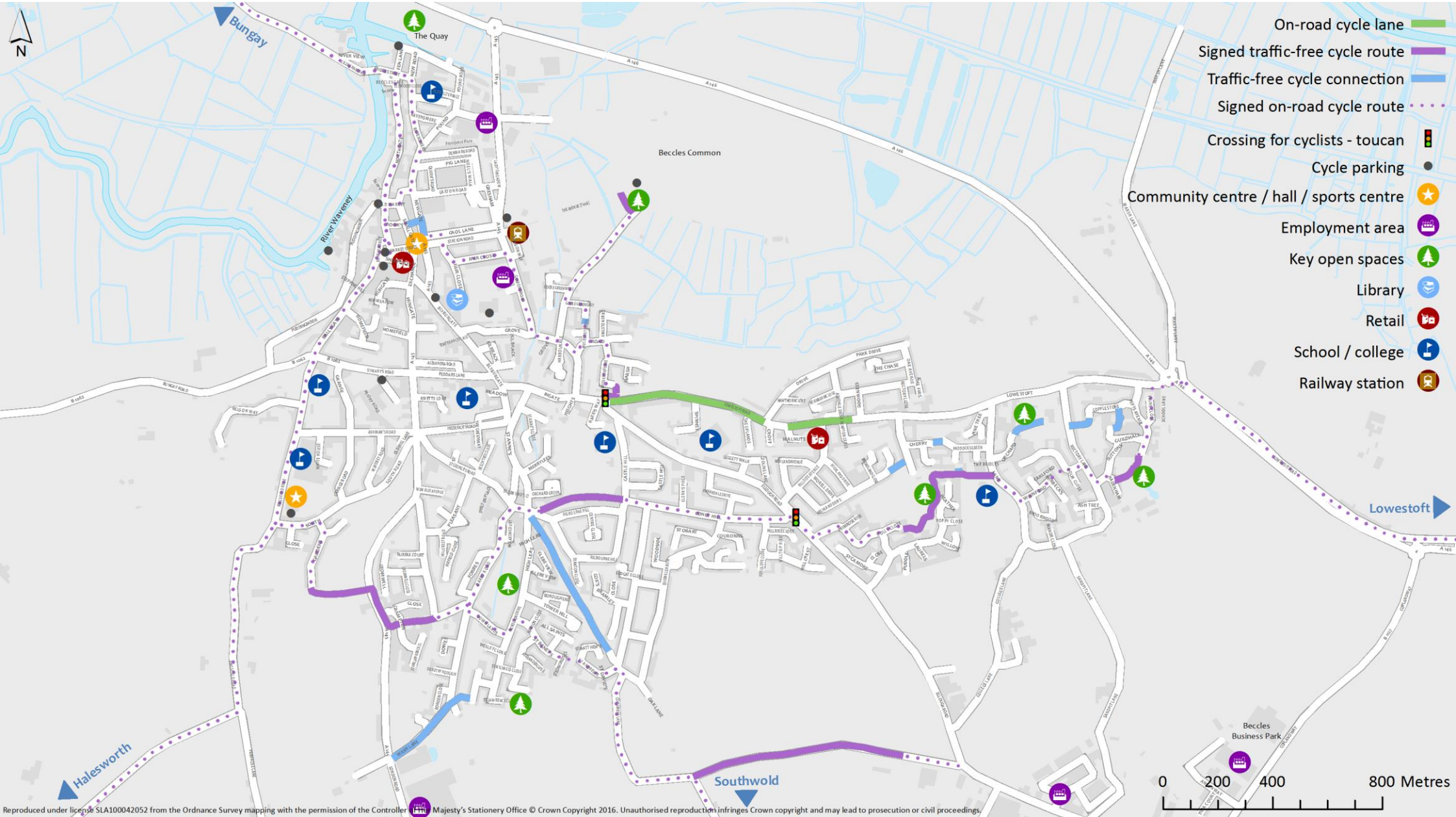
Direct cycle routes³ regularly used by cyclists requiring improvements include:

² The quality assessment is intended to provide an overview of existing provision. It has considered the quality of what is provided (e.g. conflict, function, markings, obstacles, surface condition, width) but does not reflect its contribution towards the wider cycle network.

³ The direct routes are intended to identify routes that are likely to be considered desirable for cyclists to travel conveniently between destinations. These may not be the most appropriate roads for all types of cyclists but provide a reference for considering roads and paths for routes to follow. These should be considered in conjunction with quieter and more indirect routes to enhance the cycle network.

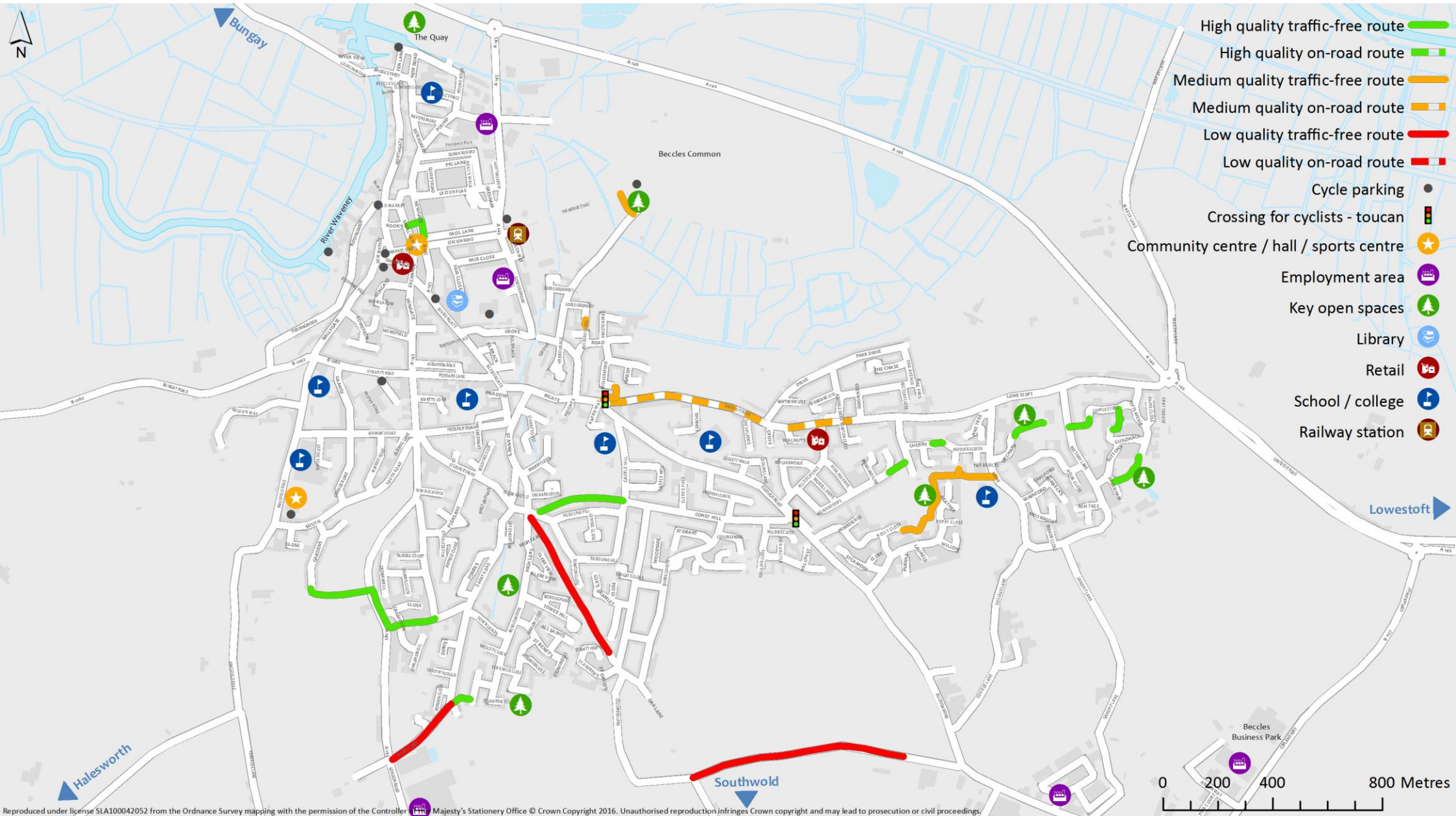
- A. Town centre to the A146/Lowestoft roundabout (Worlingham) via Lowestoft Road and Blyburgate to improve access to the primary retail area;
- B. Town centre to Cucumber Lane area to improve connections between the retail shopping area and residential areas;
- C. Town centre to Ellough Business Park via Ellough Road, Benacre Road (and onto the proposed Beccles Southern Relief Road);
- D. Town centre to the railway station;
- E. Swine's Green/High Leas roundabout to Ringsfield Road to improve connections between residential areas to Sir John Leman High School (should consider the routes children use rather than imposing routes which may be of lesser value);
- F. Cycle route alongside the proposed Beccles Southern Relief Road to connect employment areas and cycle routes to the residential areas of the town.
- G. Connections to nearby rural settlements:
 - a. Barnby/North Cove via Lowestoft Road;
 - b. Bungay via B1062;
 - c. Gillingham (and Bungay) via Gillingham Dam;
 - d. Ringsfield via Ringsfield Road.

Figure 5 Existing cycle infrastructure provision in the Beccles & Worlingham area



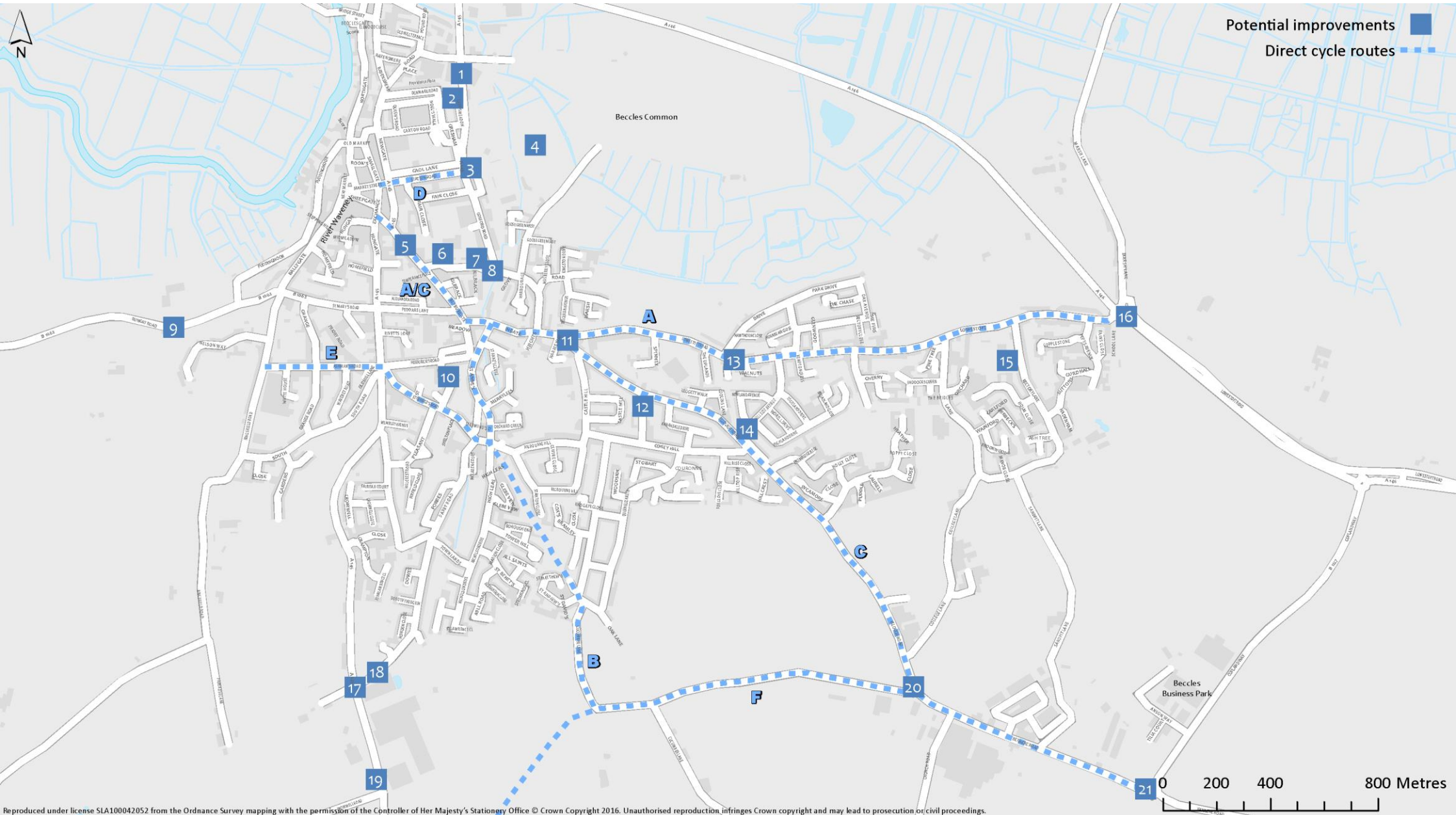
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Figure 6 Quality of cycle provision in the Beccles & Worlingham area



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Figure 7 Potential improvements to the cycle network in the Beccles & Worlingham area



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Issues and suggested improvements in the Beccles & Worlingham area

Be1 George Westwood Way (from Lady's Meadow to Common Lane North)

Issue: The existing route to Common Lane North is indirect and cyclists use the footway.

Suggested improvement: Widen the footway to support a shared-use path along George Westwood Way from the end of Lady's Meadow to Common Lane North. This could improve connections to retail and employment areas. Consider with Be2.



Be2 Denmark Road to George Westwood Way (via Lady's Meadow)

Issue: The route between Denmark Road and George Westwood Way is disrupted by lack of dropped kerbs at the end of Lady's Meadow.

Suggested improvement: The installation of dropped kerbs and surfacing of the connection could improve connectivity between residential, retail and employment areas. Consider with Be1.



Be3 George Westwood Way (from Gaol Lane to The Avenue)

Issue: An important crossing point between railway station and the town centre for pedestrians and cyclists. Crossing the road is difficult.

Suggested improvement: A toucan crossing over George Westwood Way to connect the residential (and retail) area with the railway station and community facilities located near the Common could improve safety and convenience of travel.



Be4 The Avenue

Issue: The unpaved surface is often flooded and is often unsuitable for cyclists.

Suggested improvement: Consider improving the surface (potentially raising the path and using permeable materials to allow drainage) to make it usable for buggies, wheelchairs and cyclists in all weather conditions. This could improve access to community facilities located at Beccles Common such as equipped play spaces and playing fields.



Be5 Blyburgate car park (1)

Issue: Cyclists often connect with Blyburgate through the car park to access the shopping area. However, this can catch drivers unaware entering the car park.

Suggested improvement: If the Blyburgate car park is redeveloped in the future consideration should be given to including access for cyclists from Blyburgate. In its current form a contraflow cycle access to the site is unlikely to be feasible. Consider with Be6.



Be6 Blyburgate car park (2)

Issue: The cycle route between Fair Close and Grove Road is indirect which encourages cyclists to use the footway alongside the Blyburgate car park creating conflict with pedestrians.

Suggested improvement: If the Blyburgate car park area is redeveloped in the future consideration should be given to creating a shared-use path between Fair Close and Grove Road (traversing the existing car park area). Any proposal will need to ensure the path is wide enough to support both pedestrians and cyclists safely. Consider with Be5.



Be7 Kilbrack (private road)

Issue: Cycle routes to the town centre in this area are indirect and congested with traffic.

Consideration: Improve connectivity between residential and retail areas by exploring the potential to negotiate cycle and pedestrian access along private track from Grove Road to the corner of Roys car park. This is a private road and should only be considered if there is no liability for residents who live there. Possible access is not meant to infer that a cycle lane should be formalised on the private road. Consider with Be8.



Be8 Grove Road

Issue: Cycle routes to the town centre in this area are indirect. Existing route requires cyclists to use Ingate which is narrow and congested with traffic.

Suggested improvement: Consider a contraflow cycle lane in Grove Road between Kilbrack and the track leading to the Roys car park. The 'give way' line would need to be brought forward to improve visibility to the right and the connection designed to deflect cyclists into either Kilbrack or the track opposite. Any contraflow lane should be easily identifiable by vehicle drivers as it would not extend the entire length of Grove Road and the road gradually rolls to the right (from the perspective of the driver). Consider with Be7.

**Be9** Bungay Road (B1062) (from Puddingmoor to Roos Hall Cottages)

Issue: The stretch of road is used by vehicles slowing down from a high speed section of road and accelerating away from Beccles creating conflict with cyclists using the road.

Suggested improvement: A shared-use path between Puddingmoor to Roos Hall Cottages could improve safety for cyclists and vehicles (~500m). This would require the existing path to be widened to comfortably accommodate cyclists and pedestrians.

**Be10** The Greenway

Issue: The connection between The Greenway and Beech Tree Close is a narrow footway but is a direct route within the residential area.

Suggested improvement: If the adjacent property is redeveloped in the future consideration could be given to widening the path, replacing the barriers with a bollard and upgrading to shared-use.

**Be11** Ellough Road

Issue: Ellough Road is a heavily used vehicle route (including HGVs) and well used by cyclists traveling via Lowestoft Road between Beccles/Worlingham and areas to the south where community facilities and employment areas are located. The junction is difficult to access for cyclists wishing to turn right.

Suggested improvement: Consider improvements to the shared-use path from the cycle crossing (across Lowestoft Road) to Castle Hill, along southwest side of Ellough Road connecting the crossing for less confidence cyclists to use. This would need to be supported with way-finding measures directing cyclists where to go so not to create another fragmented route.

Road markings could be provided on Lowestoft Road to raise awareness that cyclists may be moving into the traffic lane to turn right. This could include markings where the traffic lane splits into two or road markings could clarify access to the bike box and that cyclists should move across it when the traffic is stopped in order to turn right. For this approach widening the bike box could assist.

**Be12** Clerk's Piece

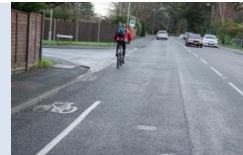
Issue: The footway is used as a route to school by pedestrians and cyclists; however, there is no clear path for cyclists who use the route as a desire line creating conflict.

Suggested improvement: The installation of dropped kerbs at either end of Clerk's Piece and a clearly delineated cycle corridor could reduce conflict between pedestrians and cyclists and improve connectivity between Coney Hill and Ellough Road. A well used route by children attending school the path should be wide enough to safely accommodate both pedestrians and cyclists and be easy to for users to interpret.

**Be13** Lowestoft Road (Hillside Road junction to Woodland Avenue junction)

Issue: East bound the existing on-road cycle lanes stop opposite Hillside Road reducing the sense of safety. Parked vehicles often block the cycle lane forcing cyclists into traffic. This is the most direct route between Beccles and Worlingham.

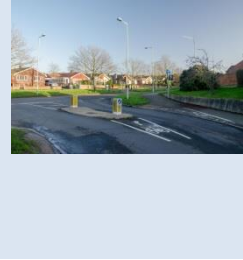
Suggested improvement: Consideration could be given to extending the cycle lanes to Woodland Avenue. East of Woodland Avenue, the road narrows reducing space for on-road cycle lanes. The use of on-road cycle markings could raise driver awareness that cyclists are on the road and create a greater sense of safety for cyclists. This would improve the legibility of a route between Beccles and Worlingham and the link to regional cycle route 517 towards Lowestoft.



Be14 Ellough Road (service road)

Issue: This section of the signed cycle route is indirect and difficult for cyclists to cross the road. The cycle route involves two difficult right turns on and off Hillside Avenue.

Suggested improvement: Providing a shared-use path along a short section of Hillside Avenue between the Ellough Road cul-de-sac and Highland Drive (~60m) could make the junction easier to cross. This would enable cyclists to use the toucan crossing and proceed along the cycle route from the Ellough Road cul-de-sac to Highland Drive, Sheridan Walk, Woodland Avenue and Cherry Hill Close without having to make two difficult right turns on and off Hillside Road.

**Be15** Former Worlingham Primary School

Issue: The existing cycle route is disrupted and indirect.

Suggested improvement: As part of a new development a shared-use path linking to the path traversing All Saints Green would connect the path from Orchard Rise to Copplestone Close.

**Be16** Worlingham roundabout

Issue: Cyclists have poor visibility and a shortage of time to ensure they are able to cross the road safely. Vehicles approach the roundabout quickly leaving a cyclist limited time to react.

Suggested improvement: Consideration could be given to improving the crossings over the A146 roundabout. This includes the eastern arm of the Worlingham roundabout to improve route 517 for those using the path and widening the western side for riders accessing the junction from Lowestoft Road rather than the shared-use path.

**Be17** A145 near Wash Lane

Issue: The cycle route between the employment area (M&H Plastics) located at Wash Lane/A145 and the residential area to the north is narrow and creates conflict with pedestrians.

Suggested improvement: A shared-use path set within the grass verge would improve the connectivity for cyclists and pedestrians. This would require a ramp east of the pillbox leading to the entrance to M&H Plastics and improvements to the path located on the western side of the pillbox. The path should be widened to accommodate pedestrians and cyclists. Consider with Be18 and Be19.

**Be18** Wash Lane

Issue: Path is functional but not wide enough to accommodate pedestrians and cyclists comfortably.

Suggested improvement: The path could be widened and resurfaced to provide a quality route for cyclists and pedestrians. Consider with Be17 and Be19.

**Be19** Wash Lane to London Road and Beccles Southern Relief Road

Issue: Proposal for the Beccles Southern Relief Road will create a gap in the cycle network heading westward. Existing cyclists accessing southern Beccles in the vicinity for M&H Plastics need to use the narrow A145 (London Road) which is heavily used by traffic.

Suggested improvement: Consideration could be given to providing a cycle path between Wash Lane and where the Beccles Southern Relief Road meets the A145 (London Road). Consider with Be17 and Be18.

**Be20** Beccles Southern Relief Road (between the A145 and Ellough Business Park)

Issue: The cycle route between the employment area located at Wash Lane/A145 and the Ellough Business Park is indirect and inconvenient.

Suggested improvement: An extension of the proposed shared-use path to be delivered alongside the Beccles Southern Relief Road could connect the area with the Ellough Business Park and improve links with the residential area via Cucumber Lane.



Be21 Benacre Road to Anson Way

Issue: To access the Ellough Business Park from Worlingham cyclists are required to use a road heavily used by HGVs.

Suggested improvement: Consideration could be given to extending the proposed shared-use path (to be delivered as part of the Beccles Southern Relief Road) from Church Road to Anson Way along Benacre Road (~1000m).

**Be22** Audit of shared-use paths

Issue: Footways have been upgraded to shared-use for pedestrians and cyclists. However, these footways are often not widened to accommodate shared-use safely and have increased the conflict between users. Often they do not connect into any surrounding routes encouraging cyclists to continue on footways where cycling is not permitted.

Consideration: Undertake an audit of shared-use paths to identify where these are appropriate and properly designed to support pedestrians and cyclists and identify shared-use paths that are not appropriate. Considerations should include: conflict; how they connect into the adjacent footway, cycle and road network; if the shared-use path will connect destinations; or will it encourage cyclists to ride along the footway further on. This can assist with identifying issues in the cycle network and the need for these to be properly addressed.



Cycling in Bungay

Cycle provision in Bungay is limited (figure 8). Cycle routes connecting the town centre, residential areas and community facilities consist of indirect routes that are fragmented and difficult to navigate. The built-up area follows a north-south axis with existing cycle routes following corridors that have poor surfaces and are not well overlooked.

The shortage of continuous quality and convenient cycle routes is likely to encourage people to cycle along busy roads such as St John's Hill and Hillside Road to access local services and facilities. With no alternatives available this creates conflict between people and vehicles, including HGVs. There is little provision for cycling in the town centre which reinforces the perception that cyclists are not well catered for in the town. Current provision for cyclists is unlikely to be of a quality⁴ that would encourage the less confident rider to cycle through the built-up area (figure 9).

In the southern part of Bungay, community facilities such as schools are likely to be accessed by cycling along busy vehicular routes. Greater provision of clear and easy to follow cycle routes is required linking residential areas to community facilities and the town centre.

Direct cycle routes in the Bungay area

Several routes require improvements to make travelling between destinations and different parts of the town more convenient and appealing. Improvements that could be considered (but not be limited to) include:

- Clearer signage to improve way-finding;
- More frequent (and informative) road surface markings to improve way-finding, raise driver awareness that cyclists may be on the road and increase cycle confidence that riders feel drivers are more aware of their presence;
- Widening of shared-use paths to comfortably accommodate pedestrians and cyclists;
- Visually linking routes to make them easy to follow;
- Consistent types of route infrastructure (e.g. traffic-free paths, on-road cycle paths) so cyclists can easily interpret and follow them in a continuous manner.

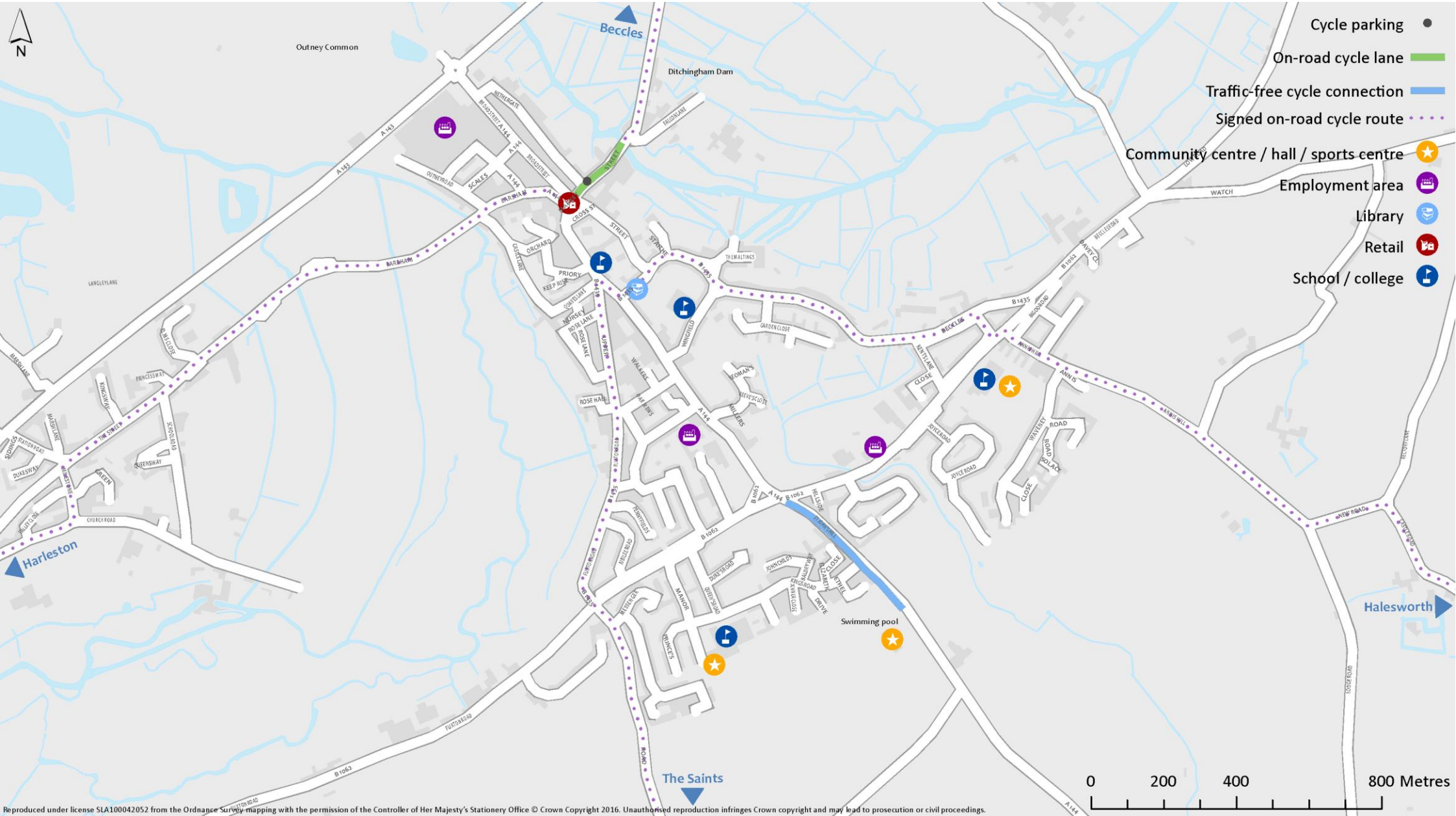
Direct cycle routes⁵ (figure 10) regularly used by cyclists requiring improvements include:

⁴ The quality assessment is intended to provide an overview of existing provision. It has considered the quality of what is provided (e.g. conflict, function, markings, obstacles, surface condition, width) but does not reflect its contribution towards the wider cycle network.

⁵ The direct routes are intended to identify routes that are likely to be considered desirable for cyclists to travel conveniently between destinations. These may not be the most appropriate roads for all types of cyclists but provide a reference for considering roads and paths for routes to follow. These should be considered in conjunction with quieter and more indirect routes to enhance the cycle network.

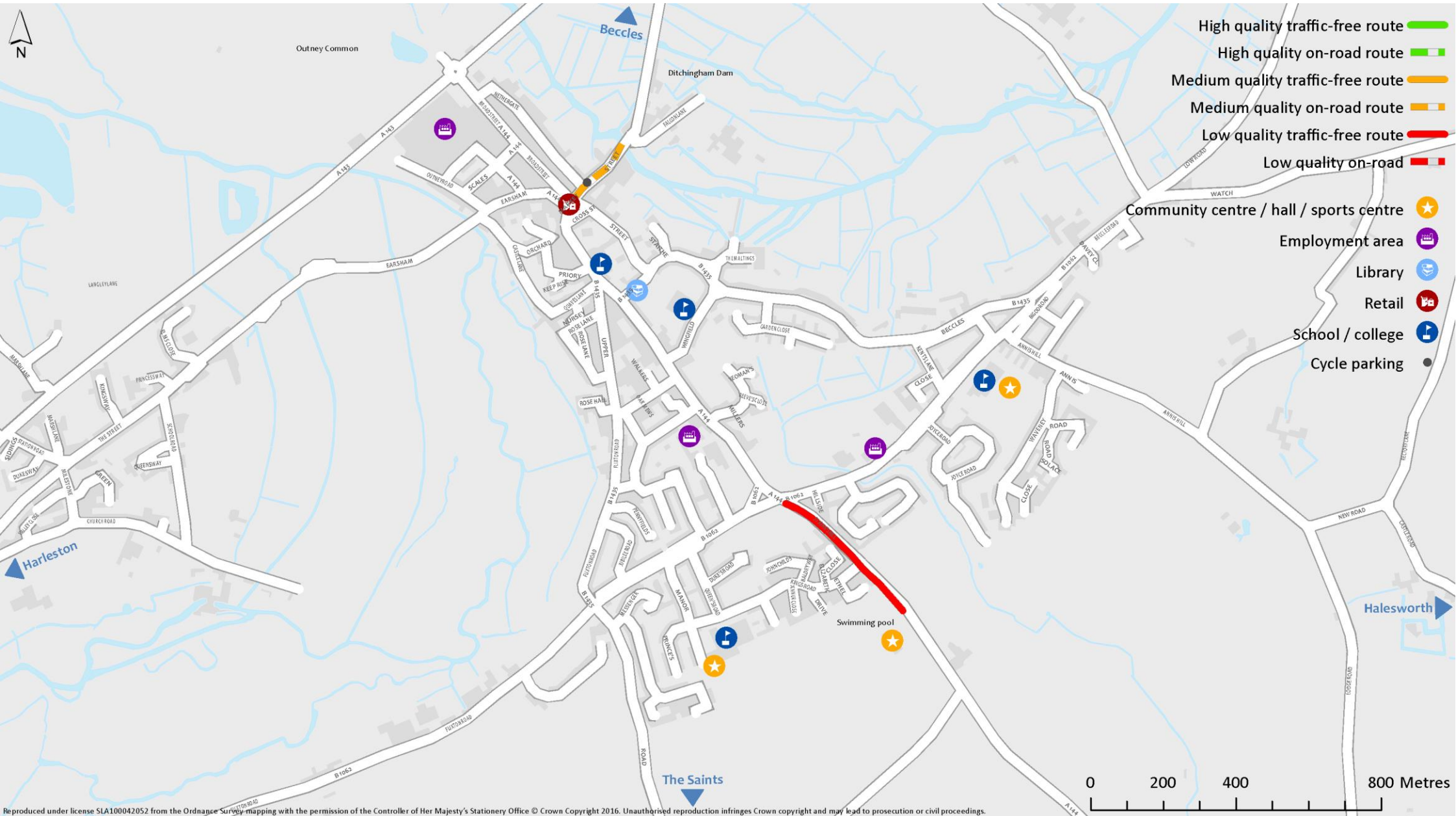
- A. Town centre to Hillside Road West and Bungay High School/swimming pool via Flixton Road or St Johns Road to connect the primary retail area, high school, swimming pool and residential area;
- B. Town centre to Annis Hill to connect the primary retail area, Sixth Form College and residential area;
- C. St Margaret's Road to Annis Hill via Hillside Road West and Hillside Road East to connect residential areas, community facilities and link with other strategic routes in a central area;
- D. St Margaret's Road to Annis Hill through new development south of the existing Prince's Road residential area, across St John's Road, to Meadow Road/Waveney Drive to Annis Hill connecting the High School, Sixth Form College, open space, swimming pool and link to strategic routes heading towards the town centre.
- E. Connections to nearby rural settlements:
 - a. Ditchingham (and Beccles) via Ditchingham Dam;
 - b. Earsham via Earsham Dam;
 - c. Beccles via the B1062.

Figure 8 Existing cycle infrastructure provision in the Bungay area



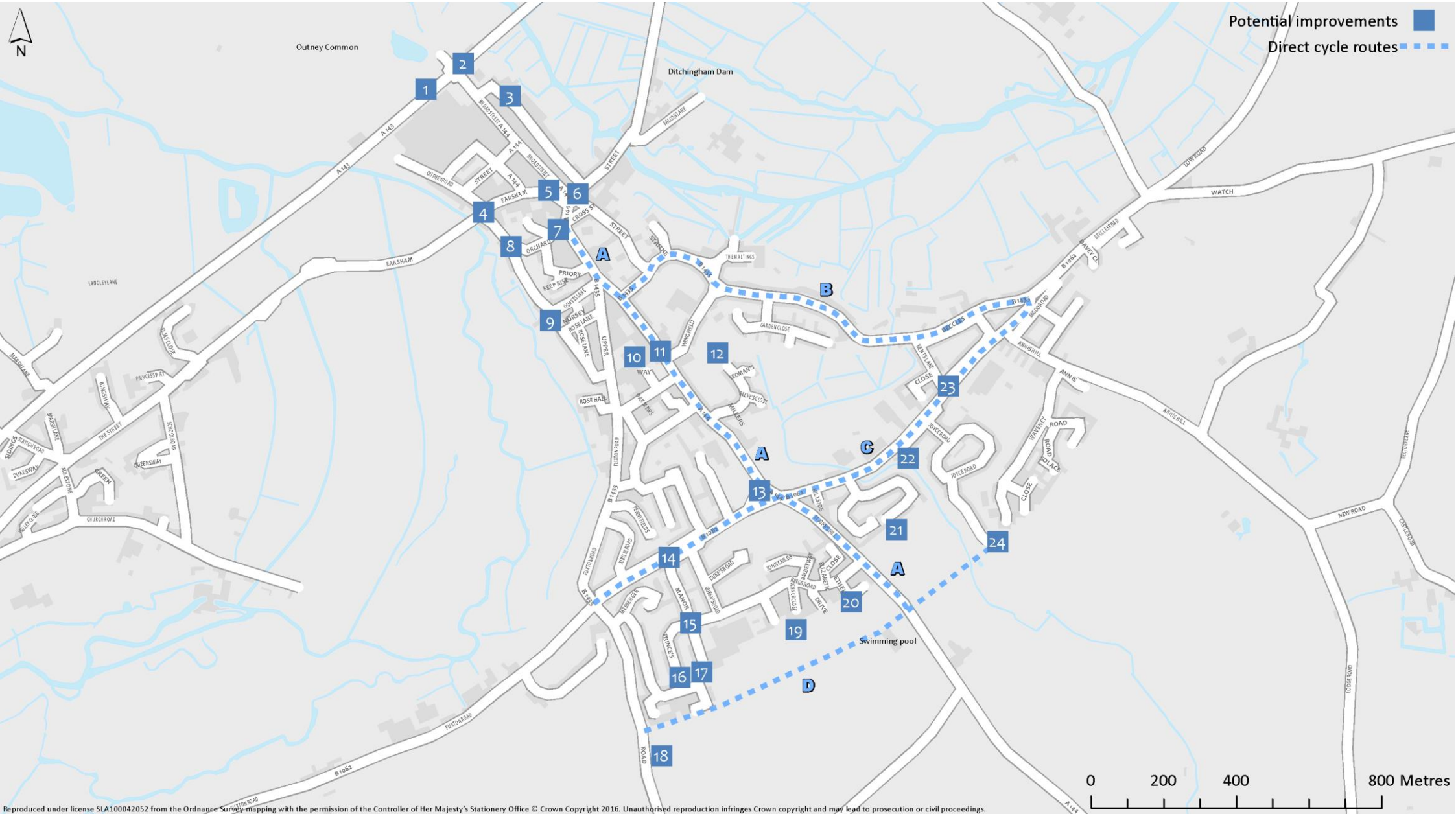
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Figure 9 Quality of cycle provision in the Bungay area



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Figure 10 Potential improvements to the cycle network in the Bungay area



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Issues and suggested improvements in the Bungay area

Bu1 Bungay Golf Club

Issue: This is a private road which is not always accessible and does not permit cycling. Without access cyclists are forced to cross the busy and fast-moving A143.

Consideration: Negotiate with the landowner to permit cycle access along the private road to the golf club (located on Outney Common) and footbridge into Outney Road for safety and convenience. Consider with Bu2 and Bu3.



Bu2 Clay's roundabout

Issue: Recreation facilities located north of the roundabout and town centre are difficult to access for pedestrians and cyclists. Vehicles approach the roundabout at high speed and cyclists must use the narrow footpath to cross.

Suggested improvement: Consider improving the crossing over the eastern arm of the A143 to accommodate both cyclists and pedestrians. Consider with Bu1 and Bu3.



Bu3 Nethergate Street

Issue: This is a route used by cyclists to travel between the town centre and Outney Common. The footpath is narrow and the road is congested with parked vehicles with the surface also in need of improvement.

Suggested improvement: Improving the road surface and better way-finding measures (such as road surface markings) could make the cycle route easier to follow and raise awareness that cyclists may be using the road. Consider with Bu1 and Bu2.



Bu4 Earsham Street (Castle Lane to Outney Road)

Issue: The link between Castle Lane and Outney Road uses a short section of Earsham Street; however, the visibility in this area is poor and vehicle speeds can be significant (particularly as vehicles leave town).

Consideration: Potential improvements to the junction to increase safety for cyclists and pedestrians.



Bu5 Bungay town centre

Issue: Cycle routes near the town centre are difficult to follow. Regional route 30 extends east-west and goes through the north part of the town centre and regional route 40 heads southwards from the southern part of the town centre but these are not physically or visually connected.

Suggested improvement: A cycle connection and way-finding measures between the town centre and the cycle routes to make the area more legible.



Bu6 Bridge Street

Issue: The contraflow lane provides a good road cycle connection towards Ditchingham; however, parked vehicles often force cyclists into the road and on-coming traffic. There are no alternative routes available that offer direct and convenient access between the two settlements.

Consideration: Traffic measures that could ensure the contraflow lane is kept free from disruptions could improve safety for cyclists and vehicles.



Bu7 Bungay town centre

Issue: There are two areas for cycle parking available in the town centre. One is located in an alleyway where overlooking is obscured and the other is located away from the main shopping area. The lack of cycle parking reinforces the limited cycle provision in the town.

Suggested improvement: Consider providing additional cycle parking in the town centre. Any potential locations should be well overlooked to increase the sense of security.



Bu8 Castle Lane

Issue: The traffic regulation order (TRO) is not widely understood.

Consideration: Amending the TRO in Castle Lane from a restriction that currently prohibits "all vehicles except for loading" to a restriction that prohibits "motor vehicles" (allowing cyclists).



Bu9 Boyscott Lane

Issue: The existing barriers disrupt the cycle route and create conflict between cyclists and pedestrians.

Suggested improvement: Remove the barriers between Boyscott Lane and Quaves Lane and removing the barriers between Rose Lane and Quaves Lane. These could be replaced with a central bollard at each end. This could improve the flow and convenience of the cycle routes while retaining the traffic-free character of the lane.

**Bu10** The Folly

Issue: The path provides a useful connection between Upper Olland Street and Lower Olland Street but is narrow and brings users into conflict with one another.

Suggested improvement: If the adjacent site is redeveloped the path could be widened to be a shared-use path to accommodate cyclists and pedestrians comfortably. Consider with Bu11.

**Bu11** Lower Olland Street

Issue: The path is difficult to see in advance of making a turn and visibility entering or exiting The Folly is poor. This creates potential conflict between users.

Suggested improvement: Signage that would indicate cyclists and pedestrians may be using the junction could reduce conflict. Visibility could be improved as part of any proposals to redevelop the adjacent site. Consider with Bu10.

**Bu12** Pilgrims Way

Issue: The connectivity between the town centre and residential areas to the southeast is indirect and the route along Staithe Road and Beccles Road can create conflict between cyclists and vehicles. The narrow connection between Garden Close and Pilgrims Way can create conflict between users.

Suggested improvement: If the site located between Wingfield Street and Pilgrims Way is redeveloped a shared-use path to connect Garden Close, Pilgrims Way and Wingfield Street could improve connectivity between residential areas, the town centre and increase access to nearby schools and play areas.

**Bu13** Hillside Road West (St John's Road to Tower Mill Road)

Issue: The connection over Hillside Road West does not have a safe and convenient crossing point for cyclists or pedestrians. The route is used to access schools and the swimming located on the south side of Hillside Road West.

Suggested improvement: Consideration could be given to a shared-use path with a crossing over Hillside Road West onto (and over) the "island" near the western side of the junction with St John's Road. Consider with Bu14.

**Bu14** Hillside Road West

Issue: Limited visibility and fast-moving traffic increase the risk to pedestrians and cyclists crossing the road.

Suggested improvement: Consider providing a toucan crossing for pedestrians and cyclists at the brow of the hill. This could increase safety for people accessing the school, swimming pool and proposed community centre. Consider with Bu13.

**Bu15** Manor Road

Issue: Cycle links from the residential areas in the south of Bungay are poorly connected to the town centre and local facilities. This encouraging people to ride along roads that are narrow and often busy with vehicular traffic.

Consideration: Installation of bollards in the centre of the road either side of the "elbow" in the road which could create two short residential cul-de-sac roads. If such a proposal were considered this may require a turning area at the blocked-off ends of the road.

**Bu16** Mountbatten Road

Issue: Cyclists have to jump on and off kerbs along route creating an unnecessary safety risk and disruption of a desired cycle route.

Suggested improvement: Consider installing dropped kerbs and paving the connection between Mountbatten Road and Princes Road.



Bu17 Manor Road to Mountbatten Road

Issue: Cycle routes in the area are indirect and inconvenient.

Suggested improvement: The existing open space is poorly overlooked discouraging people to use it except to access the high school. A shared-use path could be considered. This could increase natural surveillance of the site and improve connectivity between Manor Road and Mountbatten Road.

**Bu18** St Margaret's Road (field between St Margaret's Road and Mountbatten Road)

Issue: The cycle route between St Margaret's Road and Mountbatten Road is indirect despite only being separated by a short distance. Cyclists are required to cycle up a hill which is unappealing.

Suggested improvement: Consider providing a shared-use path along field edge between the two roads. This could improve connectivity for both cyclists and pedestrians and significantly increase the convenience of travel in the area, particularly for people travelling to the High School and the Sports Centre. Consider with Bu19, Bu20 and Bu21.

**Bu19** St John's Hill

Issue: Connections between the existing residential area near King's Road to St John's Hill, the wider cycle network and the swimming pool are indirect and inconvenient.

Suggested improvement: A cycle and pedestrian link from the St John's Road to a new school entrance on the northeast of the playing area. This could improve connectivity with the wider King's Road residential area through Thomas Bardwell Drive and Ethel Mann Drive. Consider with Bu18, Bu20 and Bu21.

**Bu20** King's Road to the Swimming Pool

Issue: Connections between the King's Road residential area and the swimming pool are indirect and inconvenient. A traffic-free route could keep children away from busy roads while creating a route that is direct and convenient.

Suggested improvement: Provide cycle and pedestrian links as part of the proposals for the development south of the King's Road housing area. Cycle routes should connect King's Road with the swimming pool via Thomas Bardwell Drive and Ethel Mann Drive. Consider with Bu18, Bu19 and Bu21.

**Bu21** St John's Road

Issue: The cycle route between the Kings Road area and Annis Hill / Bungay High School area is indirect, involves riding up a gradient and uses busy vehicle routes. An informal yet well used path across the agricultural field opposite the swimming pool has been created to make the route more convenient.

Suggested improvement: A shared-use path along the northern field boundary from St. Johns Hill (opposite the swimming pool and King's Road housing estate) to Meadow Road could improve the cycle and pedestrian network and make accessing local facilities more convenient. Any proposed route would require a crossing over the Tin River (a narrow stream). Consider with Bu18, Bu19, Bu20 and Bu24.

**Bu22** Joyce Road

Issue: The surface of the public right of way (PRoW) is in poor condition and is poorly maintained discouraging people from using it.

Suggested improvement: Improvements to the path could be facilitated through new development proposals on the adjacent site. The path should be wide enough to comfortably accommodate pedestrians and cyclists.

**Bu23** Hillside Road East and Beccles Road (B1062)

(St John's Road to the former Watch House PH)

Issue: This is a route used by children attending Bungay Sixth Form College and people travelling from the residential area to the town centre. The road is busy with no shoulder and creates conflict between cyclists and vehicles.

Suggested improvement: Consider the provision of a shared-use path with a road crossing over Beccles Road at a point with good visibility towards the eastern end of this path to improve safety. This crossing could potentially link into Bigod Road. There is potential for the path to provide connections with Annis Hill and Kent's Lane.



Bu24 Meadow Road

Issue: The connectivity for cyclists between Meadow Road and Waveney Road is indirect and inconvenient.

Suggested improvement: Improving the surface of the track between Meadow Road and Waveney Road could enhance connections to the equipped play area and any potential link to the swimming pool and Bungay High School in the future.

**Bu25** Audit of shared-use paths

Issue: Footways have been upgraded to shared-use for pedestrians and cyclists. However, these footways are often not widened to accommodate shared-use safely and have increased the conflict between users. Often they do not connect into any surrounding routes encouraging cyclists to continue on footways where cycling is not permitted.

Consideration: Undertake an audit of shared-use paths to identify where these are appropriate and properly designed to support pedestrians and cyclists and identify shared-use paths that are not appropriate. Considerations should include: conflict; how they connect into the adjacent footway, cycle and road network; if the shared-use path will connect destinations; or will it encourage cyclists to ride along the footway further on. This can assist with identifying issues in the cycle network and the need for these to be properly addressed.



Cycling in Halesworth

Halesworth has a number of cycle routes connecting the town centre to residential areas and the countryside (figure 11). Provision is best in the south with a high quality traffic-free cycle route through Millennium Green (figure 12⁶).

This network of green spaces connects the town centre with nearby residential and employment areas. Existing cycle provision in the north of the town has potential to bring cyclists into conflict with vehicles. All of the major cycle routes in the settlement connect to the Thoroughfare in the town centre which is pedestrianised. The development pattern has created a network of roads that are not well suited to cycles or convenient cycle routes. Improved connectivity and better linkages in the north of the town would be beneficial.

Direct cycle routes in the Halesworth area

Several routes require improvements to make travelling between destinations and different parts of the town more convenient and appealing. Improvements that could be considered (but not be limited to) include:

- Clearer signage to improve way-finding;
- More frequent (and informative) road surface markings to improve way-finding, raise driver awareness that cyclists may be on the road and increase cycle confidence that riders feel drivers are more aware of their presence;
- Widening of shared-use paths to comfortably accommodate pedestrians and cyclists.
- Amending the route of National Cycle Route 1;
- Visually linking routes to make them easy to follow;
- Consistent types of route infrastructure (e.g. traffic-free paths, on-road cycle paths) so cyclists can easily interpret and follow them in a continuous manner.

Direct cycle routes⁷ (figure 13) regularly used by cyclists requiring improvements include:

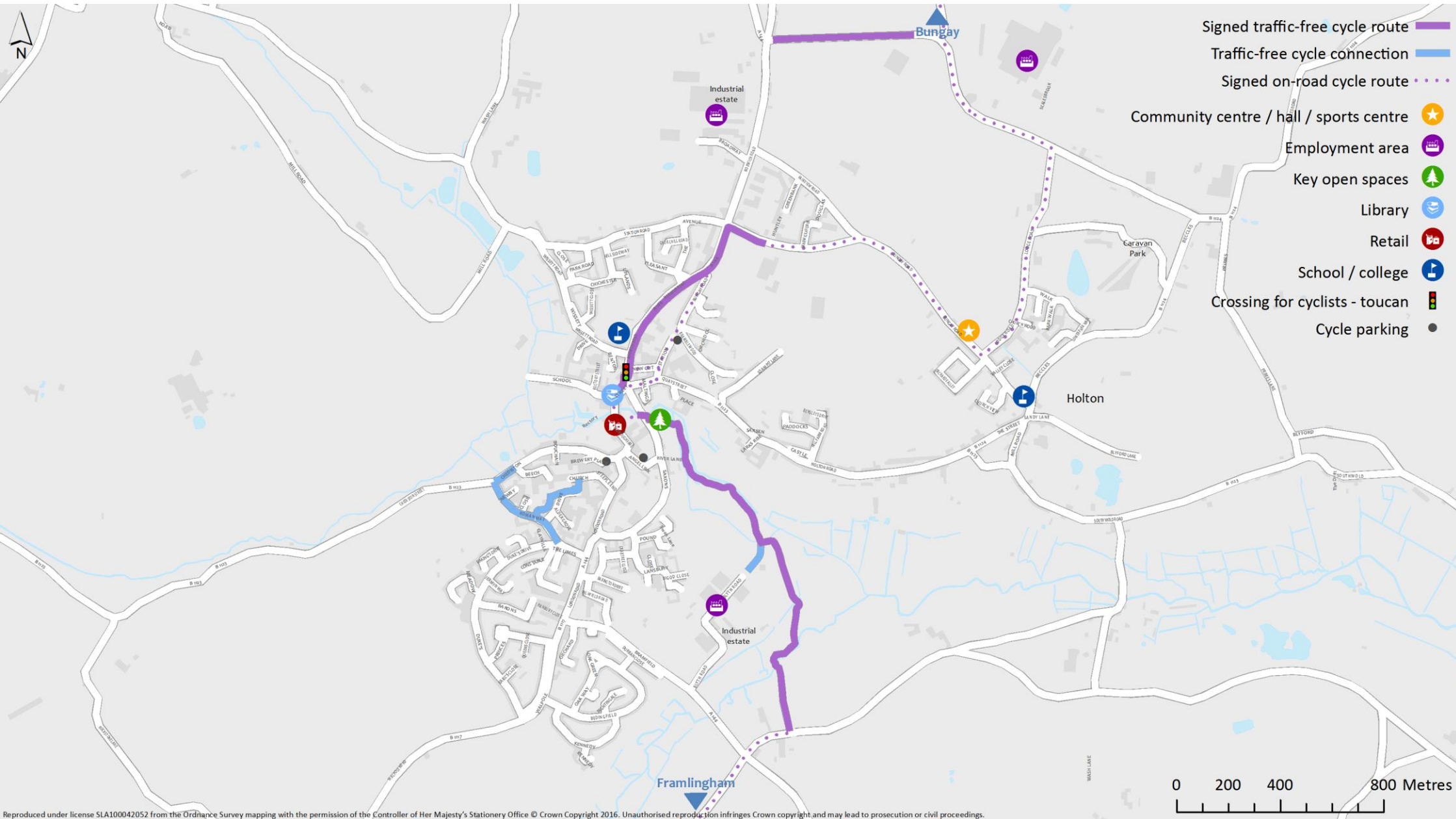
- A. A north-south route from Sparrowhawk Road to Bramfield Road via Saxon's Way to link residential areas, employment areas, railway station, provide access to the town centre without going through the pedestrianised area and connecting to the recreation areas of Town Park and Millennium Green;

⁶ The quality assessment is intended to provide an overview of existing provision. It has considered the quality of what is provided (e.g. conflict, function, markings, obstacles, surface condition, width) but does not reflect its contribution towards the wider cycle network.

⁷ The direct routes are intended to identify routes that are likely to be considered desirable for cyclists to travel conveniently between destinations. These may not be the most appropriate roads for all types of cyclists but provide a reference for considering roads and paths for routes to follow. These should be considered in conjunction with quieter and more indirect routes to enhance the cycle network.

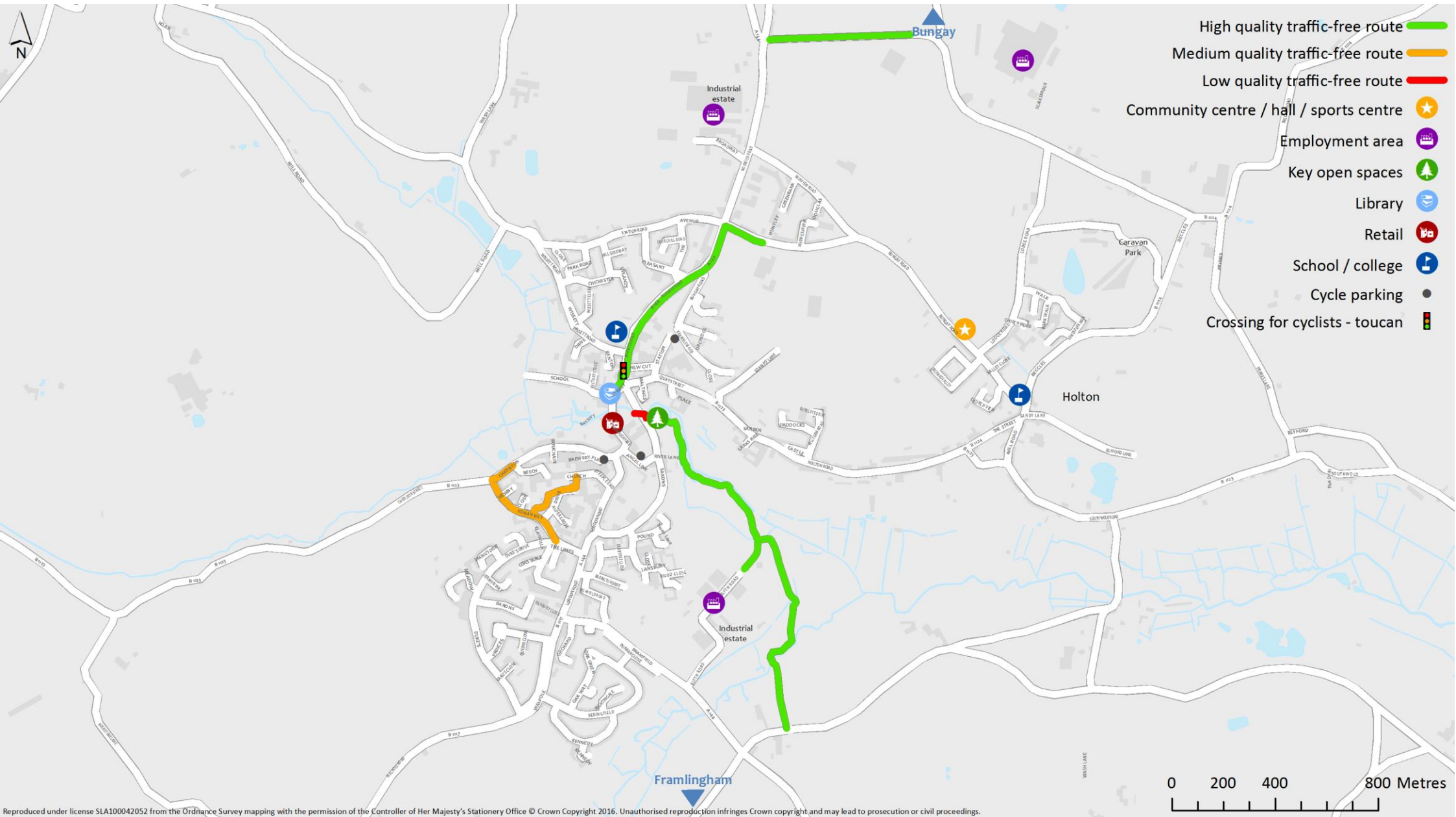
- B. Millennium Green cycle route (NCN1) to improve connections between residential areas, employment areas, the town centre and railway station;
- C. Town centre to the residential areas of Duke's Drive and Bedingfield Crescent via London Road to connect the primary retail area to the residential area;
- D. The junction of Chediston Street/Roman Way to Saxon's Way via Angel Link to connect residential areas to the west with the primary retail area and traffic-free cycle route in Millennium Green or along Norwich Road. It will be important to consider that Chediston Street would require a contraflow lane while the existing cycle path along Roman Way is narrow and continually disrupted creating a route that is unsuitable for people travelling much faster than walking pace;
- E. Halesworth town centre to Holton via Quay Street and Holton Road (B1123).
- F. Connections to nearby rural settlements:
 - a. Wissett via Halesworth Road.

Figure 11 Existing cycle infrastructure provision in the Halesworth area



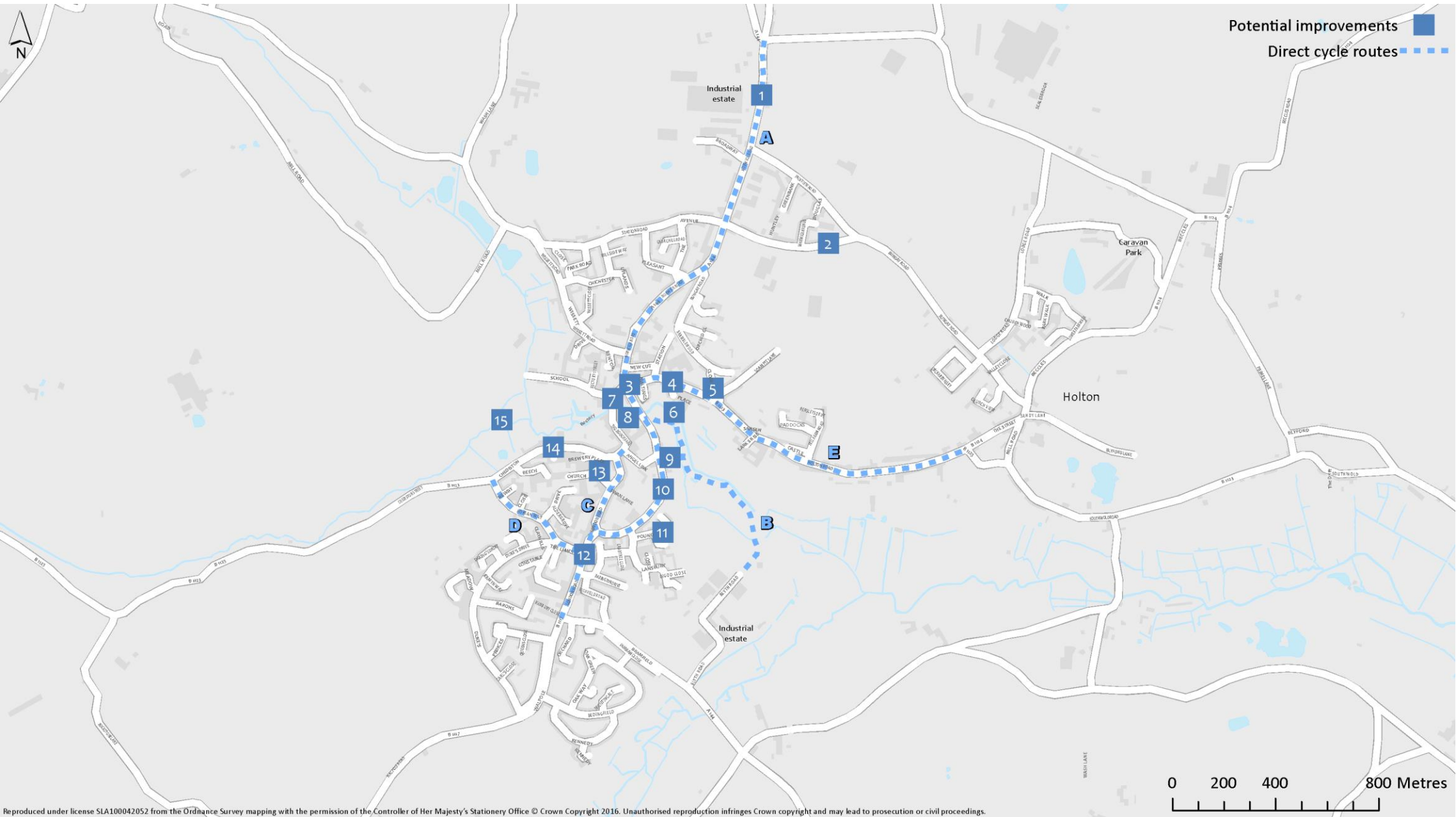
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Figure 12 Quality of cycle provision in the Halesworth area



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Figure 13 Potential improvements to the cycle network in the Halesworth area



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Issues and suggested improvements in the Halesworth area

H1 Norwich Road (A144 between Harrison's Lane and Sparrowhawk Road)

Issue: NCN1 leaves the shared-use path on Norwich Road A144 turning left at Harrison's Lane and continues northwards via Holton. A spur to NCN1 exists at the A144/ Sparrowhawk Road roundabout. There is no provision for cyclists on the Norwich Road A144 between Harrison's Lane and the Sparrowhawk Road roundabout and this road is busy and heavily used by HGV traffic.

Suggested improvement: Consideration could be given to extending the cycle route from Harrison's Lane north along the A144 to Sparrowhawk Road. Signage and on-road markings as way-findings measures and to raise driver awareness that cyclists may be on the road should be considered.



H2 Harrison's Lane to Bungay Road

Issue: The shared-use path only goes as far as the former Halesworth Middle School (proposed Halesworth Campus and sports facilities). The route to Holton is unclear and creates conflict with vehicles.

Suggested improvement: The shared-use path should be extended. This should include the widening of the footway to accommodate pedestrians and cyclists comfortably. This could be particularly beneficial for less confident riders. Other considerations could include on-road cycle lanes or markings to create an easy to follow route between Halesworth and Holton and improve the sense of safety while raising driver awareness that cyclists may be on the road.



H3 Quay Street / Norwich Road

Issue: The crossing connects to the cycle path but does not provide for cyclists.

Suggested improvement: Consider upgrading the crossing to a toucan crossing. Consider with H10.



H4 Quay Street / Blyth Mews

Issue: The shared-use path in Millennium Green and Town Park is the main cycle route in the town but does not connect to Quay Street meaning cyclists are required to negotiate a busy intersection.

Suggested improvement: Consider providing signage at the end of Blyth Mews to provide a connection to Town Park and Millennium Green. Consider with H6 and H10.



H5 Briar Close to Holton Road

Issue: The existing cycle route from this area to the town centre is indirect.

Suggested improvement: Consider upgrading the footway under the railway bridge onto Loam Pit Lane to shared-use. This would require extending the several metres of paving at either end of the existing path. Pedestrians should retain right of way.



H6 Town Park

Issue: The bridge over Patrick Stead Lock near Blyth Mews is narrow and slippery for cyclists.

Suggested improvement: The crossing could be improved to reduce the potential for accidents or conflict with pedestrians. Widening the bridge would have the most benefit; however, consideration could be given to simply informing cyclists they should give way to pedestrians. Consider with H4, H9 and H10.



H7 Thoroughfare

Issue: There is not enough cycle parking available in the town centre and existing parking stands are too scattered reducing the sense of security.

Suggested improvement: Consider providing additional cycle stands in small groups in busier/ better overlooked locations. Planters with provision for cycle locking would increase cycle parking availability and enhance the environment.



H8 Halesworth town centre car park

Issue: Cyclists entering the town centre from Millennium Green often use the underpass and town centre car park to access the cycle path in Millennium Green (National Cycle Route 1). This avoids crossing over a busy road with no formal crossing point nearby. The signage is hard to see and often covered by overgrown trees.

Suggested improvement: Improving way-finding measures between the cycle parking area and the underpass could improve the connection between National Cycle Route 1 and the town centre. Road markings on the pavement could clarify the route to the underpass and reduce street clutter.



H9 River Lane

Issue: The footway is restricted to pedestrians and by not allowing cyclists to use the connections it creates an indirect cycle route to the town centre from residential areas to the south and west. The bridge is narrow and not suitable for cyclists.

Consideration: From Angel Link provide a crossing over Saxon's Way to River Lane. Widening the bridge could allow for pedestrians and cyclists to access the shared-use paths in Millennium Green. If the cycle route is diverted from the Norwich Road/Quay Street junction to Blyth Mews to access the cycle path in Millennium Green from the north this could remove the need to permit cycling through the Thoroughfare. Consider with H4, H6 and H10.



H10 Thoroughfare and Saxon's Way (Quay Street to London Road roundabout)

Issue: All of the major cycle routes converge on the town centre at the Thoroughfare but only one-way cycling is permitted. This creates a disruption to the local cycle network and makes the town centre and other cycle routes difficult to access. This creates an inconsistent and confused approach for cyclists and pedestrians as they consider where they are meant to be when travelling through the town centre area.

Suggested improvement: Consider providing a shared-use path (wide enough to safely accommodate cyclists and pedestrians) along Saxon's Way from Quay Street to the London Road roundabout. Road signage which in its current location acts as obstacles should ideally be repositioned.

If delivered there would be no need for any cycling to be permitted in the pedestrianised Thoroughfare in either direction thereby reducing conflict for all users. If delivered National Cycle Route 1 could be relocated along Saxon's Way to Town Park to remove the need for cyclists to ride through the pedestrianised area when unnecessary.

Way-finding measures such as on-road markings (from Town Park to Angel Link and onto Chediston Street) would help direct cyclists away from the Thoroughfare (where this is not their intended destination). Consider with H3, H9 and H11.



H11 London Road to Blyth Road Industrial Estate

Issue: The cycle network between the town centre and the residential area south of the town is disrupted and inconvenient. Cyclists currently ride along the footways despite barriers and lack of width because it is direct, convenient and provides a greater sense of safety than riding along the road than offered by alternative routes.

Suggested improvement: Consider improvements such as widening the footway between London Road and Blyth Road along the A144 to accommodate both pedestrians and cyclists comfortably and provide access to the Millennium Green cycle paths via Blyth Road industrial Estate. Consider with H9.



H12 London Road

Issue: There is little cycle provision in the west of the town. Way-finding measures and access to the town centre is poor.

Suggested improvement: Road markings and signage from Duke's Drive/Roman Way junction to Chediston Street and Angel Link via London Road to assist with route finding and raising driver awareness that cyclists may be on the road. Road markings could usefully be extended to the Duke's Drive/Roman Way junction to help connect the route to other isolated infrastructure. Consider with H14.



H13 Steeple End to the Market Place

Issue: The footway is restricted to pedestrians and by not allowing cyclists to use the connections it creates an indirect cycle route to the town centre from residential areas to the south and west.

Suggested improvement: Consider upgrading the footway to shared-use to improve connectivity with the town centre. Cyclists should be required to give way to pedestrians through this connection without being requested to dismount.



H14 Chediston Street

Issue: Connectivity between the town centre and the western parts of Halesworth for cyclists is poor. Chediston Street is relatively narrow and supports one-way traffic. The shared-use paths along Roman Way (connects to Chediston Street) are examples of provision that is satisfactory for less confident and slow cyclists but have little value for cyclists using the route for more functional purposes such as access employment areas or the town centre. This type of shared-use path often creates as much conflict with pedestrians as it tries to resolve with traffic which is reinforced when they do not connect into the wider cycle network.

Consideration: Installation of a contraflow cycle lane if it was considered safe given the limited width of the road. Otherwise, an alternative route from the west to the town centre should be devised.

Traffic management measures such as speed reduction could help improve the sense of safety on the road for all users. Consider with H12.



H15 Walpole Road to School Lane

Issue: There is little cycle provision in the west of the town. Way-finding measures and access to the town centre is poor.

Consideration: The Waveney Green Infrastructure Strategy (2015) identifies the aspiration to deliver a walking path around the west side of the town (School Lane/Chediston Street to Walpole Road and continuing eastward). Consideration could be given to upgrading this aspiration to include a wider and properly constructed metal path that could support both pedestrians and cyclists. It should be noted that School Lane is a private road and any upgrade of access should not place any liability on residents.



H16 Audit of shared-use paths

Issue: Footways have been upgraded to shared-use for pedestrians and cyclists. However, these footways are often not widened to accommodate shared-use safely and have increased the conflict between users. Often they do not connect into any surrounding routes encouraging cyclists to continue on footways where cycling is not permitted.

Consideration: Undertake an audit of shared-use paths to identify where these are appropriate and properly designed to support pedestrians and cyclists and identify shared-use paths that are not appropriate. Considerations should include: conflict; how they connect into the adjacent footway, cycle and road network; if the shared-use path will connect destinations; or will it encourage cyclists to ride along the footway further on. This can assist with identifying issues in the cycle network and the need for these to be properly addressed.



Cycling in Lowestoft

Lowestoft has the most significant provision of cycle facilities in the District reflecting its function as the key service centre in Waveney (figures 14a and 14b).

The town is split by Lake Lothing which hampers access to local services and facilities. The geographical features of Lowestoft contribute towards the identities of different neighbourhoods within the town. Cyclists can cross Lake Lothing at its eastern end (Bascule Bridge) which is narrow and supports high volumes of traffic in the town centre area or at Oulton Broad in the west where the crossing has a traffic-free cycle path on the south side but requires cyclists to use narrow busy roads on the north side to access services and facilities. These are the only two crossings and are separated by approximately 3km.

In North Lowestoft the quality north-south routes follow the former railway line (Great Eastern Linear Park) and along the Millennium Way/Peto Way traffic corridor. Connecting residential areas and community facilities closer to the town centre, the latter has become an important strategic traffic-free cycle route. This route links to cycle connections that extend east and west; however, many of these are of much lower quality⁸ (figures 15a and 15b). Some east-west routes are constrained by existing road layouts and therefore rely primarily on road signage while others have cycle paths that are fragmented and difficult to follow. Improvements are needed to fill these gaps.

In South Lowestoft the traffic-free cycle route along Tom Crisp Way and Castleton Avenue provides a strategic cycle corridor through much of the built up area south of Lake Lothing. Similar to cycle routes in North Lowestoft, the route provides opportunities for east-west connections to link into a wider cycle network and serve the wider residential area. However, many east-west connections are constrained by existing road layouts. These cycle routes are often fragmented and are reliant on road signage that can be difficult to follow.

Issues in the town include congestion created by peak time traffic, raising of the Bascule Bridge, train crossings and car parking available in the town centre. Together these can deter people from visiting the town centre and reduce accessibility to community facilities and services. With a large population and many people undertaking journeys of less than two kilometres (Census, 2011) there are opportunities to encourage more people to consider cycling as a feasible transport option. This includes improved on-road and off-road cycle lanes, more consistent road markings to increase the perception of safety and raise driver awareness, better way-finding measures to increase legibility and small-scale improvements to improve connections within the cycle network.

⁸ The quality assessment is intended to provide an overview of existing provision. It has considered the quality of what is provided (e.g. conflict, function, markings, obstacles, surface condition, width) but does not reflect its contribution towards the wider cycle network.

The proposed third crossing over Lake Lothing in central Lowestoft offers significant opportunities to improve connections between north and south parts of the town. This would benefit all road users and have wider implications for the cycle network and the way people view cycling in the town.

Direct cycle routes in the Lowestoft, Carlton Colville & Oulton Area

There are a significant number of routes and connections contributing towards the wider cycle network that require improvements to make travelling between destinations and different parts of the town more convenient and appealing (figures 16a and 16b). Improvements that could be considered (but not be limited to) include:

- clearer signage to improve way-finding;
- more frequent (and informative) road surface markings to improve way-finding, raise driver awareness that cyclists may be on the road and increase cycle confidence that riders feel drivers are more aware of their presence;
- widening of shared-use paths to comfortably accommodate pedestrians and cyclists;
- visually linking routes to make them easy to follow;
- consistent types of route infrastructure (e.g. traffic-free paths, on-road cycle paths) so cyclists can easily interpret and follow them in a continuous manner.

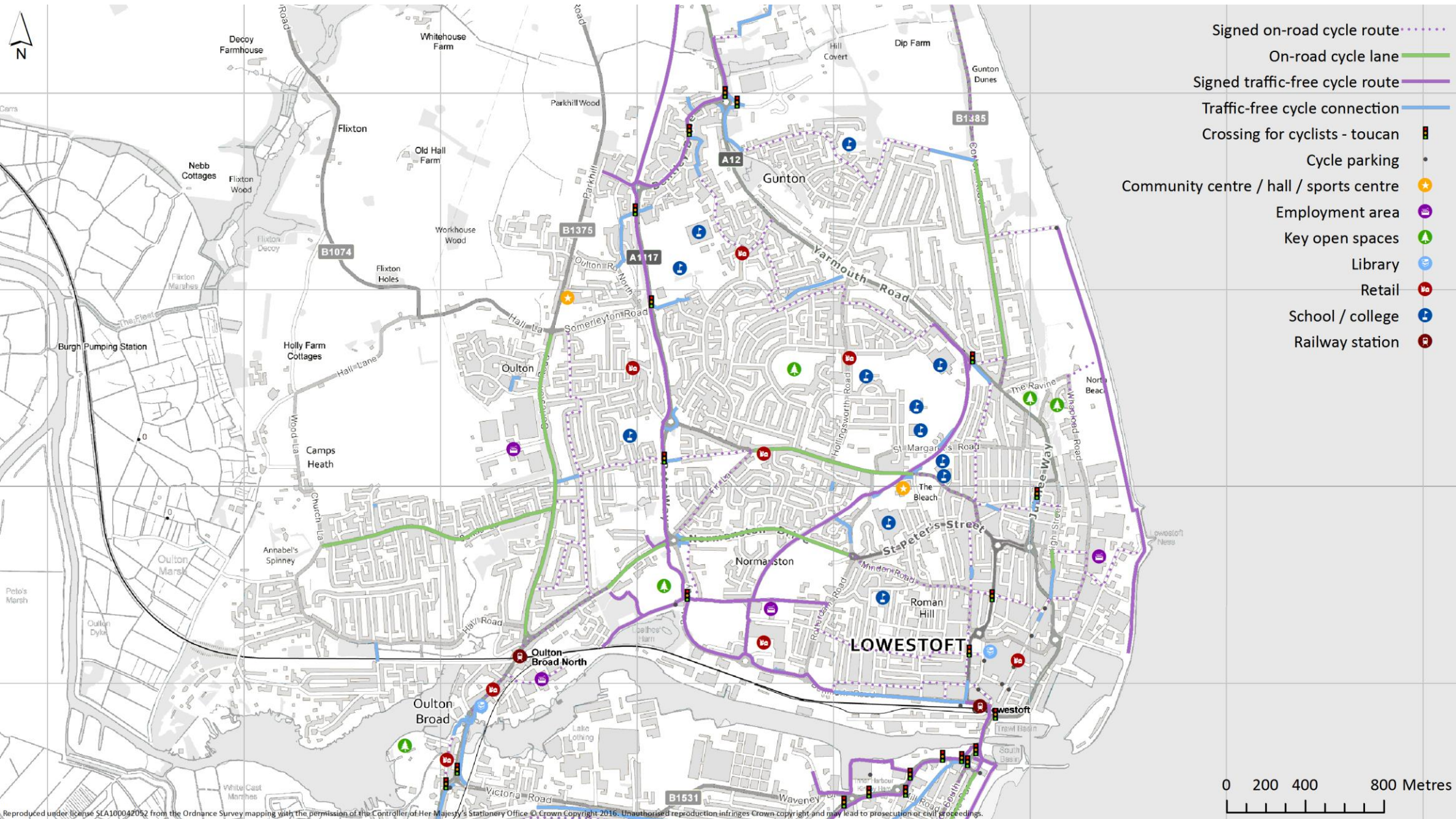
Direct cycle routes⁹ regularly used by cyclists requiring improvements include:

- A. Gunton to the High Street via Yarmouth Road to connect residential areas with the primary retail area and employment areas;
- B. Yarmouth Road to the Bascule Bridge via the A12 (Battery Green Road/Waveney Road) avoiding the pedestrianised town centre area to connect residential, employment and recreation areas;
- C. Yarmouth Road to the Bascule Bridge via Katwijk Way avoiding the pedestrianised town centre area to connect residential, employment and recreation areas;
- D. Gunton to North Quay Retail Park via the former railway line to connect residential areas to central Lowestoft, schools and the cycle routes branching out in this area;
- E. Millennium Way/Peto Way corridor connecting residential areas, employment areas and community facilities;
- F. Millennium Way/Normanston Drive roundabout to Cotmer Road via Bridge Road, Saltwater Way, Normanston Drive to connect parts of the town located north and south of Lake Lothing including residential and employment areas, retail areas and community facilities including open spaces, sports facilities and schools;

⁹ The direct routes are intended to identify routes that are likely to be considered desirable for cyclists to travel conveniently between destinations. These may not be the most appropriate roads for all types of cyclists but provide a reference for considering roads and paths for routes to follow. These should be considered in conjunction with quieter and more indirect routes to enhance the cycle network.

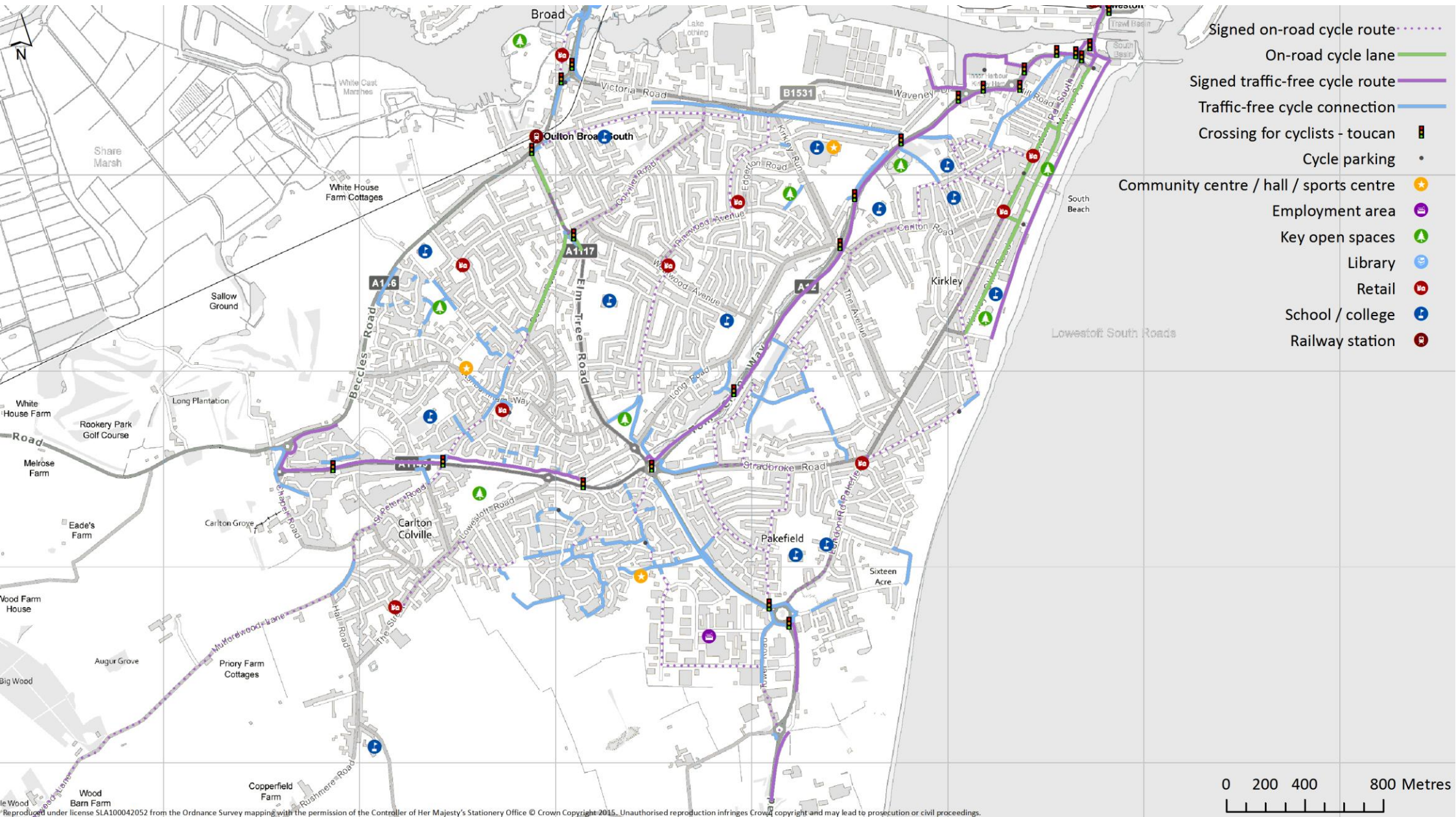
- G. Church Lane in Oulton to Peto Way via Sands Lane and Woods Loke to connect residential areas with retail areas and community facilities such as schools;
- H. Lowestoft railway station and town centre to Peto Way/Normanston Road roundabout via Denmark Road to connect primary retail areas, employment and residential areas, community facilities and link into other routes in the wider cycle network;
- I. Lowestoft Railway Station and town centre to Oulton Broad via the Bascule Bridge, Belvedere Road and Waveney Drive/Victoria Road (unless an alternative route can be delivered through the proposed Sustainable Urban Neighbourhood). This would connect primary retail areas, employment and residential areas, community facilities and link into other routes in the wider cycle network;
- J. Lowestoft Railway Station and town centre to Chapel Road roundabout (Tom Crisp Way/Castleton Avenue) providing a strategic route connecting with other cycle routes to create a wider network connecting a variety of areas and facilities;
- K. Waveney Drive/Victoria Road area (Sustainable Urban Neighbourhood) to Peto Way the potential third crossing or cycle/pedestrian bridge over Lake Lothing would connect residential and employment areas and improve access to community services and facilities either side of Lake Lothing;
- L. Beccles Road to the A12 via Cotmer Road, Elm Tree Road and Bloodmoor Road to connect the retail and recreation area of Oulton Broad, residential areas of South Lowestoft and the employment area located at South Lowestoft Industrial Estate. The route also acts to connect recreation and school facilities in the area whilst linking to the route towards Kessingland;
- M. Beccles Road from A146/Anchor Way roundabout to Bridge Road Oulton Broad to residential areas to retail area and facilities located in North Lowestoft.
- N. Lowestoft town centre to Pakefield via Kirkley Cliff Road and London Road (southbound) and London Road South (northbound);
- O. Gisleham Road to Castleton Avenue roundabout via Hall Road and Chapel Road to connect residential areas and schools with strategic cycle routes;
- P. South Lowestoft Industrial Estate and Dale End to The Street south of the existing built up area to provide connections between residential areas, employment areas and community facilities.
- Q. Connections to nearby rural settlements:
 - a. Blundeston via Lowestoft Road, Blundeston Road and Yarmouth Road;
 - b. Corton via Corton Road;
 - c. Kessingland via London Road (B1437) and A12;
 - d. Somerleyton via Blundeston Road (B1074).

Figure 14a Existing cycle infrastructure provision in the North Lowestoft and Oulton Area



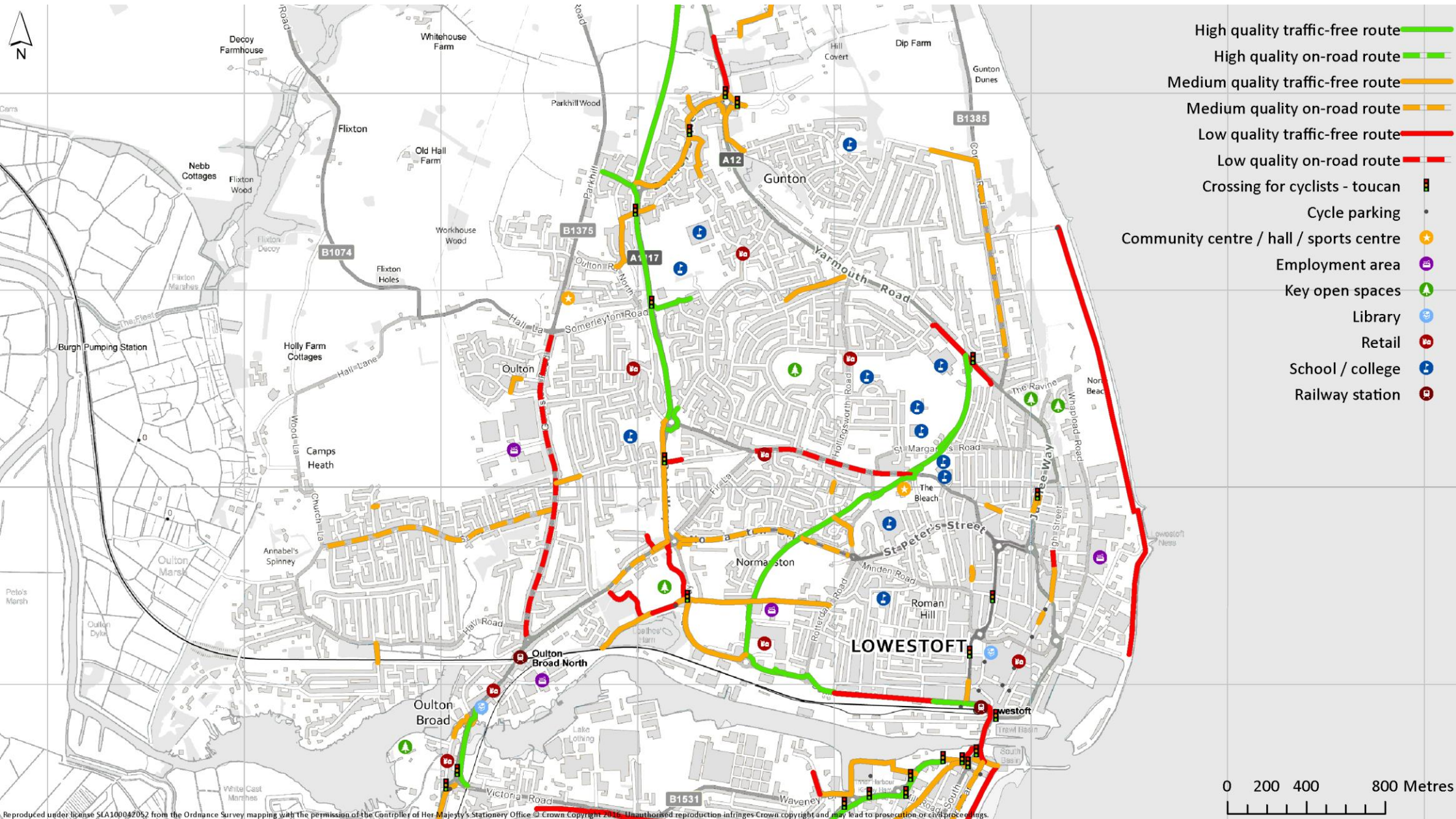
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Figure 14b Existing cycle infrastructure provision in the South Lowestoft and Carlton Colville Area



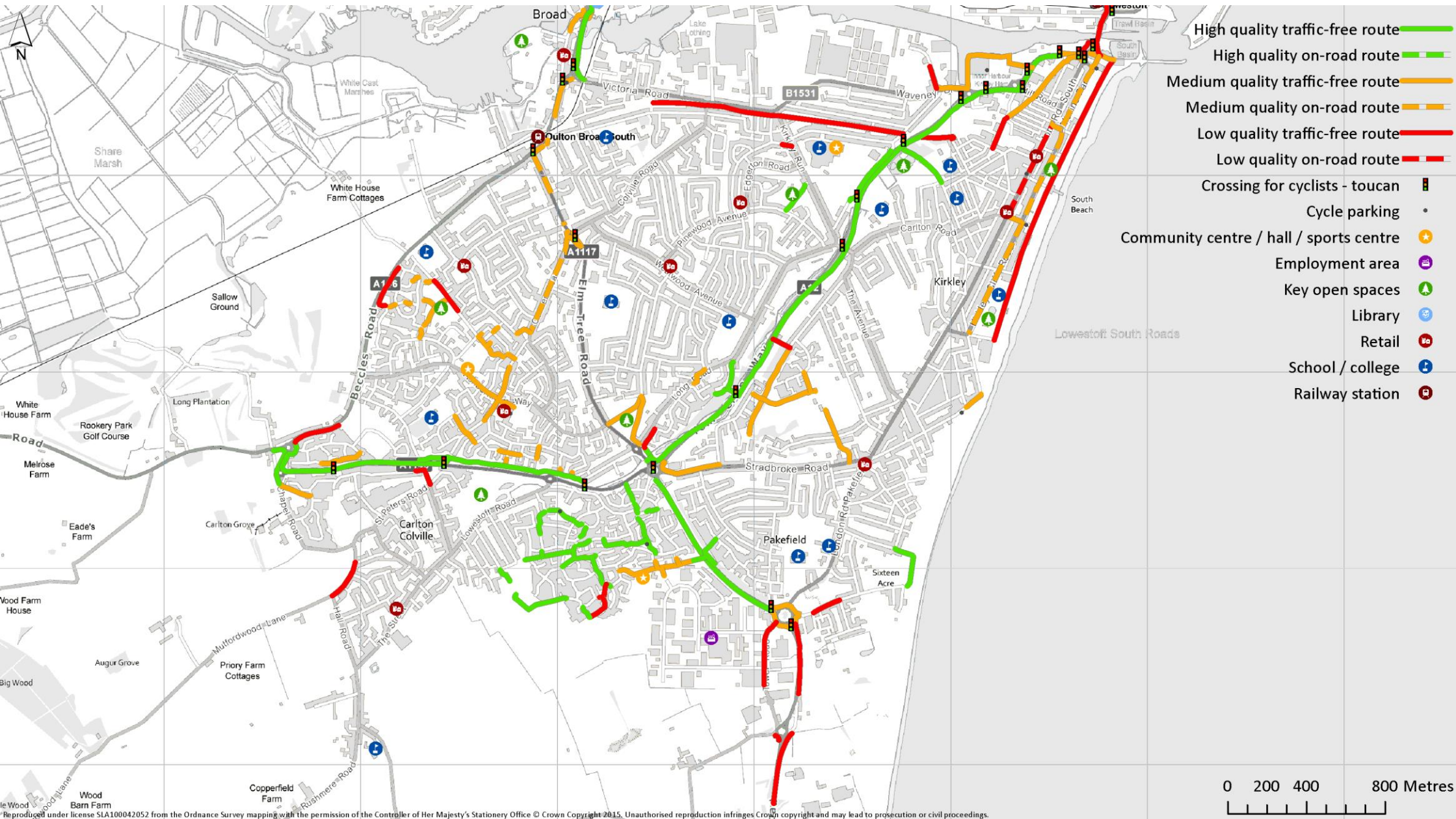
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Figure 15a Quality of infrastructure provision in the North Lowestoft and Oulton Area



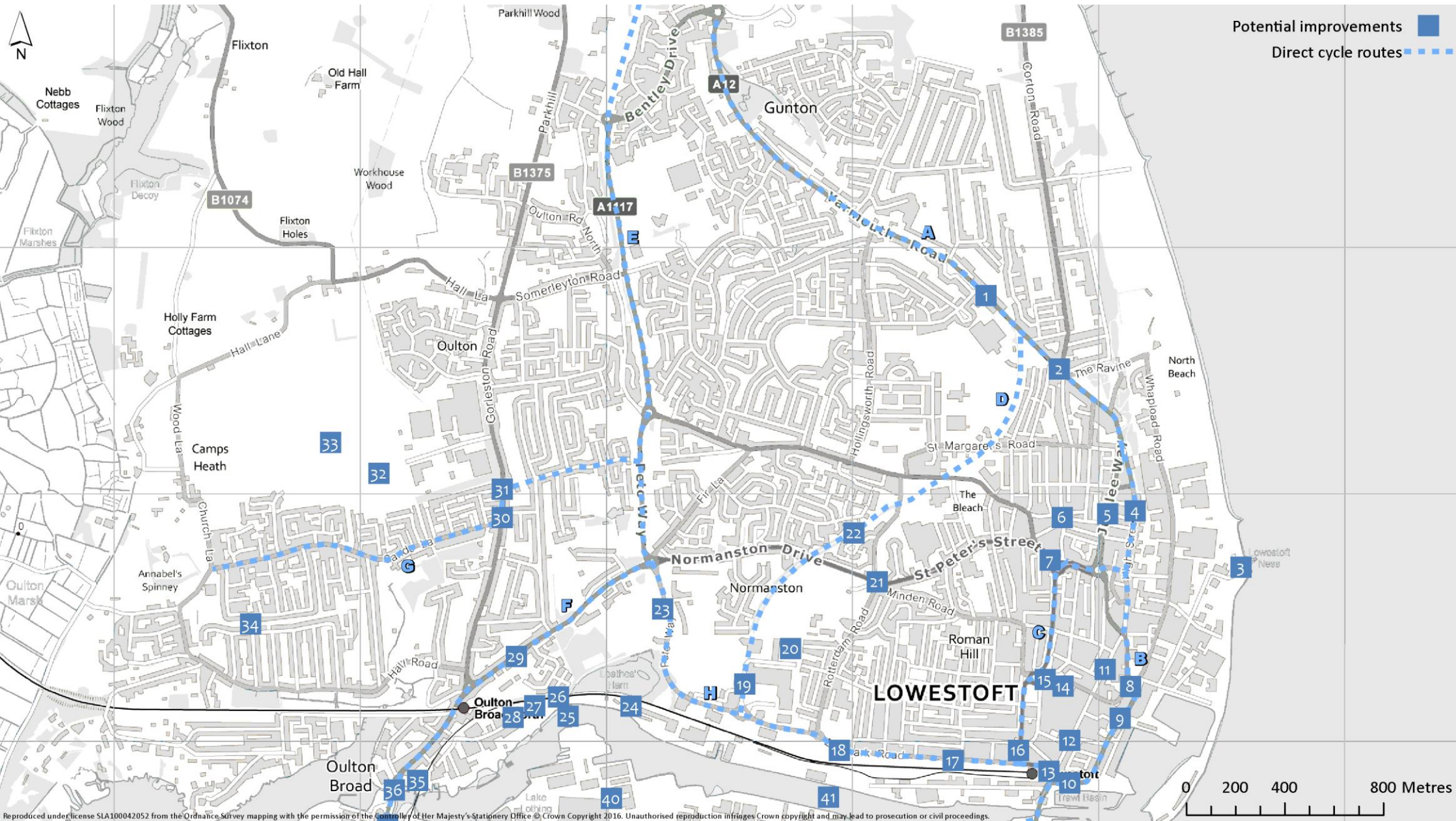
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Figure 15b Quality of infrastructure provision in the South Lowestoft and Carlton Colville Area



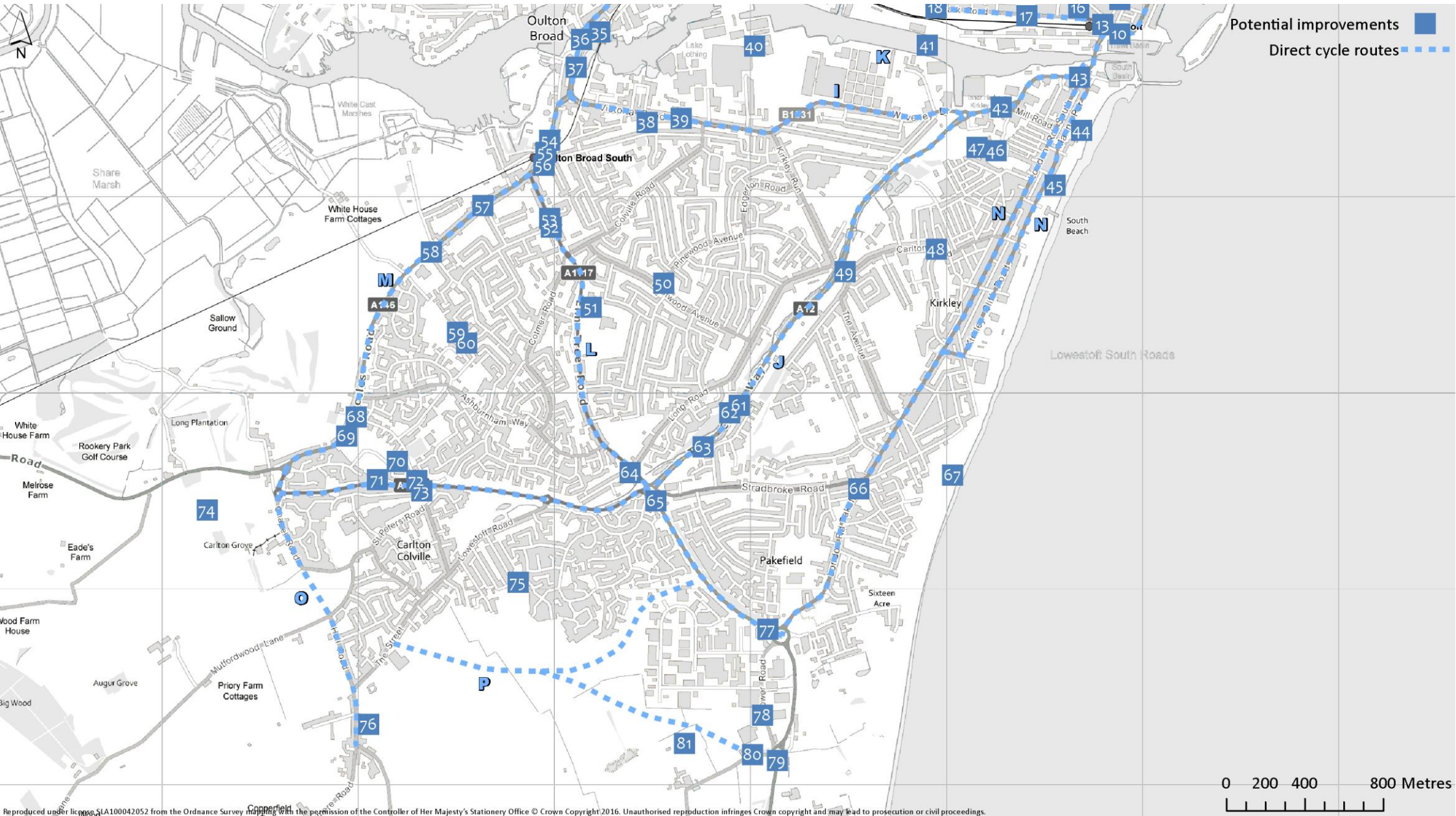
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Figure 16a Potential improvements to the cycle network in the North Lowestoft and Oulton Area



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Figure 16b Potential improvements to the cycle network in the South Lowestoft and Carlton Colville Area



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Issues and suggested improvements in the Lowestoft, Carlton Colville & Oulton area

L1 Yarmouth Road (A12) (between Station Road and Gunton Church Lane)

Issue: The narrow road encourages cyclists to ride on the footpath for safety reasons creating conflict between vehicles, cyclists and pedestrians.

Consideration: Widening and upgrading the footway to shared-use along with surface improvements could improve safety and access to community facilities in the area. Such an improvement should be considered in the wider context of creating a direct route from the Lowestoft High Street to Blundeston.



L2 Yarmouth Road / The Ravine (A12)

Issue: The junction is difficult to use and moving from the side of the road into the middle of the road is unsafe but necessary to cross the junction (many cyclists prefer to stay on their bikes rather than get off at the pedestrian crossing). Cyclists often wait in the road to turn right creating traffic queues. The alternative option of waiting on side of road is not supported by pedestrian or cycle crossing.

Consideration: Improvements to the junction could improve safety for cyclists using the signed cycle route down Corton Road.



L3 North Denes to South Beach promenade

Issue: The coastal route along the Lowestoft waterfront is in poor condition in a number of areas north of Lake Lothing and the route is fragmented.

Suggested improvement: Improve the surface of the North Denes promenade, replace the steps at the south end with a ramp and provide better way-finding measures as part of the coastal path route. Consider with L10.



L4 High Street

Issue: The cycle route and contraflow lane is fragmented along the High Street.

Suggested improvement: Consider extending the markings along the High Street to improve visual connection between the A12/Yarmouth Road to the Triangle.



L5 Mariners Street

Issue: Existing fence panels serves little purpose while restricting access to/from Mariners Street.

Suggested improvement: The redundant fencing and barrier could be removed and the area landscaped when new development comes forward on the site of the former Mariners Street building. Links should be provided to existing toucan crossing a short distance to the north.



L6 Queens Road

Issue: The cycle route around the play area creates an indirect route for cyclists travelling to/from the town centre area.

Suggested improvement: Widening the path from Dove Street to Church Road, opposite Queen's Road, beside the play area, and flush kerbs to create a quality cycle link could be considered to make the cycle route more direct. Could be considered in conjunction with any future improvements to the equipped play area.



L7 Thurston Road / Clapham Road North (St Peter's Street roundabout)

Issue: The route is disconnected and the path leading to the crossing is narrow creating conflict with cyclists and pedestrians travelling between the residential area and the town centre.

Consideration: The footpath could be widened to provide a shared-use path that connects into the shared-use path along Katwijk Way. The pelican crossing could be converted to a toucan crossing.



L8 Battery Green roundabout

Issue: The roundabout is busy with vehicular traffic and can be unsafe for cyclists travelling across the junctions.

Consideration: Junction improvements or a path to bypass linking Battery Green Road and Hamilton Road could improve safety for cyclists and drivers. Consider with L9 and L10.



L9 Battery Green Road

Issue: This is a busy road used by cyclists to avoid the town centre where cycling is not allowed; however, there is no provision for cyclists along the route.

Suggested improvement: The footpath could be widened between the Gordon Road roundabout and Grove Road and upgraded for shared-use. Consider with L8 and L10.

**L10** Battery Green Road / Waveney Road (A12)

Issue: Traffic queues can be significant but there is little space for cyclists to pass stationary vehicles. This encourages cyclists to use the footway or cycle in the middle of the road when there is not enough space between the kerb and vehicles.

Suggested improvement: The provision of on-road cycle lanes on Battery Green Road and Waveney Road southbound to ease cyclists past traffic queuing for the bascule bridge or widen the footway to accommodate shared-use for cyclists and pedestrians. Consider with L3 and L9.

**L11** London Road North (between Gordon Road and Artillery Way)

Issue: Access through the town centre is restricted for cyclists creating an indirect route for those cycling beyond the shopping area in either direction.

Suggested improvement: Work with Lowestoft BiD to improve the town centre area and provide better visual and physical connections to cycle routes to divert riders around areas not deemed appropriate for shared-use or times periods during the day when this may apply.

An improved cycle route is required from the High Street to the railway station via Battery Green Road or Katwijk Way. Consider with L8, L9, L10, L12, L14 and L15.

**L12** London Road North (between Gordon Road and Station Square)

Issue: Access through the town centre is restricted for cyclists creating an indirect route to those cycling beyond the shopping area in either direction. Busy shopping area with cyclists creating conflict with pedestrians. Cycle routes around the shopping area are poor which encourages cyclists to go through pedestrianised area.

Suggested improvement: Work with Lowestoft BiD to improve the town centre area and provide better visual and physical connections to cycle routes to divert riders around pedestrian area that are not appropriate. An improved cycle route is required from the High Street to the railway station via Battery Green Road or Katwijk Way. Additionally, a proper cycle route is required along Gordon Road (Battery Green Road to Clapham Road South) to direct riders away from the pedestrianised area unless they intend to dismount their bicycle at times when the area is busy with shoppers. Consider with L8, L9, L11 and L14.

**L13** Station Square

Issue: Crossing between the town centre and the railway station requires cyclists to dismount.

Suggested improvement: A toucan crossing to provide a better connection to the railway station. This should be considered alongside other improvements needed between Belvedere Road and Denmark Road. The most significant benefit would take place if cycling was permitted through the shopping area outside of core shopping hours otherwise it could suggest the cycle route through Station Square extends up London Road North. Lowestoft Bid should be involved in discussions should the suggestion be considered further. Consider with L10, L12, L17 and L43.

**L14** Gordon Road / Clapham Road South to Battery Green

Issue: The route is used by cyclists to access the town centre from residential areas to the west. The road from the roundabout is also used by buses to access the bus station. There is no defined road or cycle space available.

Suggested improvement: Provide on road cycle markings and easy to follow way-finding measures to link to the town centre and encourage cyclists to go around the pedestrianised shopping area when busy. Consider with L8, L9, L10, L11, L12 and L15.

**L15** Clapham Road / Katwijk Way

Issue: The cycle network is difficult to follow and fragmented.

Suggested improvement: Provide a shared-use path from Gordon Road to Alexandra Road (along the west side of the Clapham House redevelopment). This could be linked with way-finding measures through the car park to link into the shared-use path along Katwijk Way. Consider with L14.



L16 Toning Street

Issue: The cycle route is difficult to follow and uncomfortable to ride.

Suggested improvement: Consider providing a drop kerb between the Katwijk Way crossing and the end of Toning Street to improve access to the road crossing.

**L17** Denmark Road (Station Square end)

Issue: The link from Lowestoft Station heading west along Denmark Road is poor. The path is narrow, blocked by obstacles, disrupted by disused road exits and the surface is rough. Cyclists are often forced into traffic on Denmark Road which itself struggles to cope with traffic and parked vehicles. The path is uncomfortable and is likely to reinforce the sense that cycling is not a safe activity, particularly at night when the path is not well lit.

Suggested improvement: Consider linking the cycle track at the eastern end of Denmark Road (south side) with the station car park including a flush kerb. Widening the path to make the route more functional and safer could be considered. Potential route that could be significantly improved if considered alongside proposals such as the third vehicle crossing over Lake Lothing and the Peto Way/Denmark Road corridor. Consider with L18 and L43.

**L18** Denmark Road (Rotterdam Road end)

Issue: The cycle path is incomplete. Another path is provided on the opposite side but there is no dropped kerb to join the path and cyclists merge with traffic approaching from behind (often without slowing) or stopping to cross. The route is unrelated to the signed route which the traffic-free path opposite is meant to support. The route is fragmented, indirect and inconvenient which reduces its value.

Suggested improvement: Extend the cycle path at the western end of Denmark Road (south side) westwards to the Rotterdam Road roundabout where the cyclist can then connect to the path on the opposite side. Potentially delivered as part of a detailed planning proposal on the land adjacent (south of Denmark Road). Consider with L17.

**L19** North Quay

Issue: In the northwest corner of the carpark there are steps down to Barnard's Way. A desire line created by pushchairs and bikes is present but has been blocked by fencing. Cyclists and other users are forced to exit the car park through the vehicle access despite a shared-use path behind the retail park. The exit route takes customers away from this pedestrian and cycle route and through the car park which poorly reflects desire lines to continue onward journeys.

Consideration: Encourage the landowner to provide a ramp to connect to the shared-use path to improve access to the residential area to the north of the complex.

**L20** Norfolk Street

Issue: The link from the residential area to the retail park is indirect. To access the alternative traffic-free route the cyclist is required to climb a steep incline or descend into a busy road.

Suggested improvement: Extend the cycle path from the end of Norfolk Street to join the footpath 21 route behind the North Quay industrial units to make the route to the retail area more direct and accessible. Any shared-use paths should be widened to comfortably support pedestrians and cyclists.

**L21** Normanston Drive / Minden Road roundabout

Issue: The cycle link stops at the roundabout and is not properly reconnected reducing legibility and convenience.

Suggested improvement: The cycle route could be extended through the roundabout to link with cycle lanes on Normanston Drive and the Marham Road cycle path.

**L22** Marham Road

Issue: The cycle route is disrupted by barriers on the shared-use path.

Suggested improvement: The barriers could be removed with the gap between the barriers widened (minimum separation 1.5m) or the barriers replaced with a single bollard.



L23 Normanston Park

Issue: The cycle path has been used to connect the traffic-free paths from Peto Way to Princes Walk; however, the path has not been widened to accommodate this shared-use creating conflict between pedestrians and cyclists. This is particularly important as it is one of Lowestoft's most important open spaces which supports a variety of activities and different types of users. The paths are well used by cyclists to avoid the busy and the perceived unsafe stretch of road from Peto Way/Normanston Road roundabout to Bridge Road or connect into the residential area around Higher Drive. This route will become particularly important if a third crossing is delivered.

Suggested improvement: The shared-use paths should be widened to comfortably accommodate pedestrians and cyclists.

The path along the northern part of the park should be resurfaced, widened and upgraded to shared-use as the current permitted use of paths is confusing and alternative routes are poor.

Improvements to the paths could consider the use of solar ground lights or technology such as starpath luminescence which could improve way-finding and enhance the public perception of the area by creating an interesting sense of place not available elsewhere in the District.

**L24** Commercial Road (former Shell Base)

Issue: The cycle route between Oulton Broad and Lowestoft is indirect and routes have limited space for multiple users.

Suggested improvement: If the path alongside the former Shell base is opened for public use it could provide a shared-use path connecting to Commercial Road reducing the number of users travelling along Denmark Road and Normanston Drive.

**L25** Brooke Peninsula to Normanston Park

Issue: Connections between North and South Lowestoft are limited and access to residential areas, employment areas and community facilities on opposite sides of Lake Lothing can be difficult. The lack of a crossing creates routes that are indirect and inconvenient for pedestrians and cycles which encourages more people to drive in an area that is already congested with traffic.

Suggested improvement: A pedestrian/cycle bridge across Lake Lothing (between Brooke Peninsula and the area near the western end of Normanston Park) would significantly improve connectivity and encourage people to cycle and walk in central Lowestoft.

A crossing could be considered in two distinct phases, a) the crossing over the railway line and b) the crossing over Lake Lothing from Brook Peninsula. These could be delivered as a single project or as two independent projects. Consider with L27, L28, L40 and L41.

**L26** Constable Close / Normanston Park

Issue: The cycle route is disrupted by barriers on the shared-use path.

Suggested improvement: The barriers could be removed, the gap between the barriers widened (minimum separation 1.5m) to enable cycles to pass without the rider having to stop or the barriers replaced with a single bollard. This also applies to the barriers at the railway bridge end and the Normanston Park end.

**L27** Constable Close / railway bridge

Issue: The existing pedestrian bridge over the railway line is steep but the crossing is important to connect areas on both sides of the railway line. In its current form it has limited value as many people are likely to find the bridge difficult to cross. The alternative route to Oulton Broad is indirect and joins a busy road.

Suggested improvement: A crossing over the railway line to connect Constable Close to the informal path leading to Harbour Road could improve the connection between Normanston Park, Oulton Broad North railway station and the Bridge Road earlier. Consider with L25 and L28.

**L28** Harbour Road to the railway bridge at the end of Constable Close

Issue: The existing route is only suitable for people on foot and the cycle route between Normanston Park to Oulton Broad and the railway station is indirect.

Suggested improvement: A shared-use path along existing informal path to connect pedestrians and cyclists from Oulton Broad railway stations and shops to community facilities in Normanston Park and other parts of Lowestoft. Consider with L25 and L27.



L29 Normanston Drive

Issue: The cycle lanes are fragmented and parked vehicles often force cyclists into busy traffic.

Suggested improvement: The advisory cycle lanes could be extended from the south side of Higher Drive to the level crossing. Alternatively, traffic management measures could be considered to make the road safer. Road markings could be used to raise driver awareness that cyclists may be using the road and increase the sense of safety for a cyclist. Improvements should be considered as part of a wider route that extends from the Peto Way/Normanston Drive roundabout to Cotmer Road. Consider with L54.

**L30** Sands Lane / Gorleston Road junction

Issue: The junction provides a point where cyclists and pedestrians can access local facilities and travel between residential areas and the town centre. It is a busy road and creates conflict between cyclists and vehicles.

Suggested improvement: Improvements to the junction at Sands Lane / Gorleston Road / Gresham Road junction could improve safety.

**L31** Gorleston Road / Blackberry Way

Issue: Cycle routes and locations to cross busy roads are required to connect the Woods Meadow development in Oulton to Lowestoft. Otherwise new network residents will be encouraged to travel by private car to access local services and facilities, pattern difficult to change once established.

Suggested improvement: A shared-use path from Gorleston Road to the Woods Meadow development along southern boundary of Mobbs Way Industrial Estate could connect residents with existing residential areas and facilities. To create a direct and convenient route a road crossing over Gorleston Road from Woods Loke connecting to the on-road cycle lane (and potentially connect through to Blackberry Way) could enhance the route. Consider with L32 and L33.

**L32** Hall Lane to Sands Lane (Long Fields Path)

Issue: Cycle routes and locations to cross busy roads are required to connect the Woods Meadow development in Oulton to Lowestoft. Otherwise new network residents will be encouraged to travel by private car to access local services and facilities, pattern difficult to change once established.

Suggested improvement: The footpath running from Hall Lane (B1074) south to Sands Lane should be protected as a PRoW and upgraded to a shared-use path to support pedestrians and cyclists when development comes forward. Additionally, the path could be accompanied with a bridleway alongside. Consider with L31 and L33.

**L33** Lime Avenue to Dunston Drive (Woods Meadow development)

Issue: Cycle routes and locations to cross busy roads are required to connect the Woods Meadow development in Oulton to Lowestoft. Otherwise new network residents will be encouraged to travel by private car to access local services and facilities, pattern difficult to change once established.

Suggested improvement: Cycle routes should be provided to link Lime Avenue and Dunston Drive. These could be traffic-free (single side) if acting as an important route for the proposed primary school or on-road cycle lanes (both sides). These should be well integrated into the wider cycle network and be wide enough to create a sense of safety for cyclists. Consider with L31 and L32.

**L34** Kevington Drive to Clarkson Road

Issue: The path provides a good connection within the residential area (three different roads including two cul-de-sacs). It is narrow and barriers disrupt the route.

Suggested improvement: The connection could be widened and upgraded to enable shared-use. The barriers should be widened (minimum separation of 1.5m) or replaced with a bollard. Dropped kerbs could be provided at the entrances to improve safety and access.

**L35** Oswald's Boatyard

Issue: New residential development at Oswald's Boatyard provides an opportunity to expand the cycle network and connect residents with local facilities and shopping areas.

Suggested improvement: The development could connect to a cycle route extending along Bridge Road. Consideration could be given to widening and resurfacing the PRoW to enable shared-use. (Note: the short section of path under the railway line requires surfacing but is too narrow to support shared-use without significant structural building works.) Consider with L28 and L29.



L36 Freshwater Way

Issue: Flooding of the Freshwater Way underpass often renders the path under Saltwater Way unusable forcing cyclists to cross a junction.

Consideration: An engineering solution to mitigate the flooding to improve cycle safety could improve the connection.

**L37** Saltwater Way

Issue: Entry to the vacant land on the east side of Saltwater Way prioritises vehicles despite having little use. This disrupts the cycle route.

Suggested improvement: The cycle path could be continued (prioritised) over the access to the site rather than ending either side of it. Use of 'elephant footprints' would help to visually continue the route.

**L38** Victoria Road / Waveney Drive

Issue: Victoria Road is busy and narrow with little room for cyclists creating an unsafe environment for non-vehicle users. The signed route along Dell Road is indirect and inconvenient for many cyclists who consider Victoria Road a better option to use despite creating conflict with vehicles.

Suggested improvement: Provide on-road cycle markings to improve the sense of safety and raise awareness that cyclists use the road without creating a formal cycle lane. Consider with L39.

**L39** Victoria Road

Issue: The cycle path abruptly ends forcing cyclists into traffic on a narrow road where drivers can have little warning.

Suggested improvement: Consider improving the link onto the road. Supplement with road markings or signage to raise driver awareness that cyclists may be joining the road ahead and creating confidence that cyclists have a right to cycle on the road. Consider with L38.

**L40** Sustainable Urban Neighbourhood

Issue: There are no easy to follow, safe cycle routes between South Beach and Oulton Broad.

Consideration: When the Sustainable Urban Neighbourhood comes forward proposals should create a cycle route that is attractive, direct and connects into the existing network (or where a future part of the network could be installed). Quality shared-use paths along the waterfront should be used where possible and routes supported with good way-finding measures should connect with key destinations. This should follow guidance set out in the Sustainable Urban Neighbourhood and Kirkley Waterfront Development Brief (2013). Consider with L25 and L41.

**L41** Third crossing over Lake Lothing

Issue: Connections between people and facilities north and south of Lake Lothing are poor for cyclists who only have a choice of routes that are indirect, inconvenient and slow. This is likely to discourage people from considering cycling as a feasible mode of transport.

Consideration: Integrate cycling into any scheme design from the outset. This should include connections to the existing cycle network and consider how this could be integrated into any future scheme such as the proposed Peto Way/Denmark Road corridor. Benefits of the scheme should consider how the wider transport network could be enhanced to improve connections between local destinations and the community to encourage more people to cycle. Consider with L18, L25, L38 and L40.

**L42** Belvedere Road

Issue: The traffic-free cycle route along the north side of Belvedere Road is significantly more used than the route along the south side but has regular obstructions and its route is indirect and disrupted in the vicinity of the Asda roundabout. The shared-use path leaves the road and becomes unclear when it enters the Asda car park from Belvedere Road. Cyclists often traverse the car park to access the toucan crossing over Belvedere Road east of the Tom Crisp Way roundabout.

Suggested improvement: Provide easy to follow surface markings from Belvedere Road along the waterfront to the Tom Crisp Way roundabout.

Alternatively, a more legible route for cyclists to follow would be for the shared-use path to continue through to both roundabouts until Tom Crisp Way. The roundabout to enter Asda requires improvement to cross over as it can be difficult for both pedestrians and cyclists due to the high traffic volume. The path to the toucan crossing from the roundabout should be widened to accommodate shared-use safely.



L43 Denmark Road (Katwijk Way and past the railway station) to Belvedere Road

Issue: The cycle route from the railway station to Belvedere Road is poor. There are several points where there is direct conflict between cyclists, pedestrians and vehicles. This includes sections that take riders in front of shop doors, blind corners, obstacles, narrow paths, uneven surfaces and poor signage. Combined these create a route that is difficult to follow and creates conflict between users. The only alternative cycle is for users to ride along with traffic across the bascule bridge.

Suggested improvement: The cycle route in this area between the railway station and Belvedere Road should be reconsidered in its entirety including how cyclists (and pedestrians) use the route in terms of desire lines and routes. Considerations should include improved signing around the toucan crossings south of the bascule bridge, path alignment and width around Commercial Road and the shops on the north side of the bridge. Repositioning of signage would help with reducing the conflict with obstacles currently positioned in the middle of the path. Consider with L13 and L17.



L44 South Beach Promenade (1)

Issue: Limited cycle parking is available for people using the recreational area.

Suggested improvement: Consider providing Sheffield stands at several locations along the seafront. These should be located and provided in groups that would not constitute street cutter, have natural surveillance and not adversely affect the visual amenity of the area.



L45 South Beach Promenade (2)

Issue: The promenade permits walking and cycling but the signage and markings of these uses is unclear. Between the South Pier and Claremont Pier cycle lanes are marked out but do not create much visual awareness for pedestrians to avoid the lanes. Such cycle lanes can encourage riders to travel faster potentially increasing the risk of conflict.

Along the waterfront cycle markings are unclear and adversely affect the visual amenity of the promenade, particularly between Claremont Pier and CEFAS. New signage and markings have been provided along the promenade without removing older signage which is redundant.

Suggested improvement: Between South Pier and Claremont Pier consider alternative ways to raise pedestrian awareness that cyclists use the promenade. This may include different coloured surfaces for cycle and pedestrians areas so they are easy to interpret. The use of cycle markings and signage should be considered in a manner where they compliment each other without creating a sense of excessive street clutter which has an adverse effect on the visual amenity of the area.

South of Claremont Pier consider if it is necessary to have cycle lanes as the area supports significantly less pedestrians than areas closer to the town centre. Reconsider the use of existing signage and markings so they reflect a coordinated approach to inform people about how the area is used.



L46 Kirkley Rise

Issue: Steel barriers are positioned in the middle and parallel to the path direction. They are difficult to see, no longer serve a purpose and are a safety hazard.

Suggested improvement: The redundant barriers on cycle path should be removed.



L47 Kirkley Ham

Issue: The cycle route is fragmented by existing development.

Suggested improvement: If the site blocking the cycle route is redeveloped the connection between the two broken ends of the cycle path could be reconnected as part of any new proposals.



L48 Kirkley Park Road / Carlton Road junction

Issue: The high volume of traffic and speed creates safety issues for cyclists.

Consideration: Junction improvements and speed reduction measures on Kirkley Park Road could increase safety.



L49 Blackheath Road

Issue: This is a signed cycle route; however, a lack of visible cycle connections brings cyclists into conflict with vehicles as they merge or cross into the road.

Consideration: Upgrading the footway leading to the cycle path on Tom Crisp Way to shared-use to link with the signed route 3 in Carlton Road / Blackheath Road (south side in particular). This should consider if this would create conflict with pedestrians or encourage cyclists to ride along the footway further on.



L50 Pinewood Avenue (Westwood Avenue shops)

Issue: Access to the retail area would be more convenient if a formalised path was provided along the desire line from Pinewood Avenue to Westwood Avenue shops.

Suggested improvement: A paved cycle link to Westwood Avenue shops could be considered.

**L51** Elm Tree Road

Issue: The existing cycle and pedestrian route is indirect and inconvenient within residential area.

Suggested improvement: If the opportunity arises a cycle path across the edge of the Elm Tree Primary School site from Elm Tree Road to Windward Way could increase connectivity for pedestrians and cyclists.

**L52** Conrad Road / Cotmer Road junction

Issue: It is difficult for cyclists to cross the Conrad Road / Cotmer Road intersection. This route is used by people commuting and accessing community and recreational facilities in the Oulton Broad area. Advisory cycle lanes are provided on Cotmer Road but these are difficult to access.

Consideration: Junction improvements could be considered to accommodate cyclists.

**L53** Beccles Road / Cotmer Road junction

Issue: The advanced stop line at the northern end does not provide safe access to the cycle path outside the Flying Dutchman pub. The cycle sign on the right side of the road indicates cycles should use the footpath to access the cycle path opposite the Dutchman; however, this is too narrow for cyclists and pedestrians, particularly with a blind corner.

Consideration: Improvements to the junction could be considered to improve the connection. Road markings could be provided from where Beccles Road splits into two lanes to show that cyclists may move into the right lane to turn rather than following the road into Oulton Broad. Consider with L54 and L57.

**L54** Bridge Road (crossing over the railway line near Oulton Broad South railway line along Bridge Road to Oulton Broad North railway station)

Issue: A well used route that is narrow and creates conflict with vehicles when cyclists use the road and conflict when cyclists use the footway (for safety reasons). Alternative routes connecting people and facilities north and south of Lake Lothing are poor or indirect. Currently many cyclists avoid traffic by cycling along the footway in front shop entrances and driveways with poor visibility creating conflict between all users. The crossing over the railway line near Oulton Broad South railway station is narrow forcing cyclists into the flow of traffic or the footway requires cyclists to dismount disrupting the route.

Consideration: Any schemes to improve the transport network should consider how the route functions and connects with the wider cycle network, particularly between Peto Way and Cotmer Road and the proposed Sustainable Urban Neighbourhood. Any improvements to the bridge over the railway line would be useful to improve the route and reduce conflict between all users. Road markings and signage could be considered to raise awareness that cyclists are likely to be using Bridge Road and improve the sense that cyclists themselves have a right to be use the road without fear of danger. Such marking and signage should be extended north along Normanston Drive to connect with the on-road cycle lanes (without creating a formal cycle lane as there is not enough road space). Consider with L53, L54 and L57.

**L55** Dell Road / Bridge Road

Issue: This is a difficult crossing point for cyclists and pedestrians. Safe crossing is often dependant on the vehicle driver slowing/stopping to give way voluntarily.

Suggested improvement: Consider a shared-use link from Dell Road to Oulton Broad South station via redundant railway arch.

**L56** Dell Road

Issue: The route to Bridge Road is connected by two dropped kerbs (adjacent sunken drains) that create a significant gap between the road surface and to kerb (x2).

Suggested improvement: The kerbs could be made flush with the road to lessen the gap and improve safety whilst ensuring that drainage is not hampered.



L57 Beccles Road (Anchor Way roundabout to Bridge Road)

Issue: A direct route from the south of Lowestoft to Oulton Broad the route is reasonably well used but poorly marked out and connected to residential areas and facilities to the east.

Suggested improvement: Provide road markings to raise driver awareness that cyclists may be on the road. Provide connections with cycle routes heading east to connect with residential areas and Tom Crisp Way/Castleton Avenue. Consider with L53, L54, L57, L68 and L69.

**L58** Beccles Road (Clarke's Lane to Burnt Hill Way)

Issue: The cycle path along Beccles Road randomly stops creating disruption, making it difficult to follow and creates conflict between pedestrians, cyclists and vehicles.

Consideration: If there is potential to widen the footway along its entire length between Clarke's Lane and Burnt Hill Way this would extend the traffic-free shared-use route along Beccles Road. Consider with L57.

**L59** Fulmar Way / Clarke's Lane

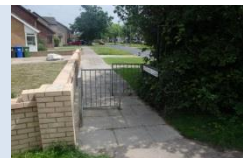
Issue: Direct access to a large green space and quiet lane that connects important cycle routes is hampered for cyclists and people that are less mobile.

Suggested improvement: Dropped kerbs and a short stretch of paved path to connect Fulmar Way and Clarke's Lane could enhance the connectivity within the cycle network and provide better access to open space and recreation facilities.

**L60** Kittiwake Close / Clarke's Lane

Issue: The barriers disrupt the connection between Kittiwake Close and the quiet route along Clarke's Lane commonly used by cyclists.

Suggested improvement: Consider removing, replacing the barriers with a bollard or widening the gap between the barriers (minimum separation 1.5m) to enable cycles to pass without the rider having to stop and force their way through. A paved cycle connection could connect to the road surface.

**L61** Tom Crisp Way (also applicable to signalled crossings more generally)

Issue: Lights take a long time to change to allow cyclists to cross. Many cyclists just cross without waiting for the signage out of frustration. Drivers are then required to stop at the crossing when no one is there. This issue commonly applies to crossings not located at junctions.

Consideration: Improve the timings of crossings and how they operate to support all users.

**L62** Long Road to Laxfield Road

Issue: This is a connection between the strategic traffic-free route along Tom Crisp Way and other traffic-free routes in the Pakefield Park area. The connection is difficult to follow and is disrupted by high kerbs, barriers and narrow paths.

Consideration: The cycle route in the vicinity of Tom Crisp Way between Laxfield Way and Long Road could be improved with dropped kerbs and better maintenance of vegetation to link with the toucan crossing over Tom Crisp Way and Turnberry Close.

Cyclists regularly use the connection between Tom Crisp Way and Laxfield Road and the barriers could be widened or replaced with a bollard to reduce disruption and inconvenience (care should be taken to ensure conflict between cyclists and pedestrians is minimised). Ground markings should indicate cyclists should give way to pedestrians.

The connections between Tom Crisp Way and Pakefield Park could be improved to create a quality route. This includes path widening, better way-finding measures and consider the resurfacing the path within Pakefield Park.

**L63** Tom Crisp Way (Bloodmoor Road roundabout to the Lowestoft Road roundabout)

Issue: This is part of the strategic transport corridor and a traffic-free cycle route going through South Lowestoft. The traffic-free path stops forcing the cyclist into two road crossings and stopping traffic. This creates a fragmented route that is difficult to follow in places. The design of the route which has led to the fragmentation encourages people to cycle down the road which has high volumes of traffic travelling at speed and this can catch drivers unaware.

Suggested improvement: If opportunities arise consideration could be given to extending the cycle path to connect the cycle path from the Bloodmoor Road roundabout.



L64 Long Road

Issue: The Regional Cycle Route deviates from Tom Crisp Way along Long Road. There is no signage or information directing the cyclist to follow Regional Cycle Route 517 from Tom Crisp Way to the south end of Long Road where the route continues. Existing signage is easily misinterpreted to suggest the cyclist should follow the path up Elm Tree Road.

Suggested improvement: Way-finding measures including signage and road markings could be implemented between the two points along Tom Crisp Way where the routes deviates along Long Road to make the route easier to follow.

**L65** Bloodmoor Road roundabout

Issue: Drivers can be caught unaware they may be required to stop ahead of the intersection to allow pedestrians and cyclists to cross.

Consideration: Improve signage to raise driver awareness.

**L66** London Road South

Issue: Cyclists are forced to walk their bicycle across the road which acts as a disruption to the route.

Consideration: Consider improving way-finding measures approaching the intersection and if the crossing at Stradbroke Road and London Road South could be upgraded to a toucan crossing with shared-use approaches. To warrant upgrading any improvements should consider how this could affect exiting frontages and connect into the wider cycle network.

**L67** Pakefield cliffs

Issue: The cycle path from Arbor Lane to Cliftonville Road could be continued along the footpath to Pakefield Street by the Jolly Sailors PH. The path is currently for pedestrians only; however, it is used by cyclists and represents a gap in the cycle network.

Suggested improvement: Consider permitting cycling along the path which could be widened and upgraded for shared-use. This section should be part of a wider route that extends from the Morrison's roundabout on the A12 to the South Beach promenade and northwards.

**L68** Beccles Road ((near) Cabin Close to Hollow Lane)

Issue: The cycle path has not been completed and stops without warning.

Suggested improvement: The path should be completed on the south side of Beccles Road to connect with Hollow Lane. Consider with L57.

**L69** Beccles Road / Hollow Lane

Issue: Hollow Lane provides a good cycle route to nearby residential areas, green space and the Thomas Crisp cycle corridor. However, it is not connected to Beccles Road forcing cyclists to either join the busy road or ride over the grass.

Suggested improvement: Dropped kerbs and a short stretch of paved path across the green space between two roads to connect the cycle and pedestrian network could increase its value to local users. Consider with L57.

**L70** Capstan Way / Holystone Way / Killick Crescent

Issue: The new housing development being built at Capstan Way / Holystone Way / Killick Crescent has poor cycle connections to the existing network and local facilities. If good cycle routes are not in place and travel patterns involving the car become established they can be difficult to reverse.

Suggested improvement: Cycles lanes, signage and road markings could provide more legible and convenient access to Grove Primary School and wider parts of the existing cycle network.

Opportunities exist to encourage cycling before the development is complete and transport patterns and on street parking habits are established.

**L71** Castleton Avenue / Hollow Lane

Issue: There is no direct access to the cycle path along Castleton Avenue to Anchor Way and Capstan Way / Killick Crescent despite only being a few metres away.

Suggested improvement: Links from the cycle path along Castleton Avenue to the residential development at Killick Crescent and Anchor Way could make the routes easier to follow and improve access to the cycle network for local residents. Clearer way-finding measures required. Consider with L72.



L72 Castleton Avenue / Hollow Lane

Issue: Signage informs the cyclist the route ends but there is no information about where the cyclist is to go despite Hollow Lane being an important cycle connection to other routes.

Suggested improvement: Way-finding measures could be implemented at the southern end of Hollow Lane to direct cyclists to nearby cycle routes and connections. Surface marking identifying a cycle route along Hollow Lane towards Beccles Road would create a legible cycle route which currently is missing. Consider with L69 and L71.

**L73** Rushton Drive

Issue: Cycle routes in the area are difficult to follow.

Suggested improvement: Existing connections could be supported with way-finding measures. Barriers could be replaced with a single bollard at the western entry point.

**L74** Beccles Road / Oakes Farm

Issue: The existing National Cycle Route between Beccles Road and Mutfordwood Lane is indirect.

Suggested improvement: A cycle path should be provided as part of any development at Oakes Farm to connect Castleton Avenue to Mutfordwood.

**L75** Swallowfields

Issue: The cycle path has not been completed. The route remains well used despite being unsealed and overgrown.

Suggested improvement: The short connection could be completed by extending the cycle path from Swallowfields to Poplar Road which in turn will extend the connections through this part of Carlton Colville.

**L76** Hall Road / Rushmere Road / Gisleham Road

Issue: Connections to Carlton Colville Primary School could be improved for safety. Particularly with the narrow roads and significant number of children being dropped off at school by car.

Suggested improvement: Improved cycle links and shared-use paths from surrounding residential areas to Carlton Colville Primary School could be considered if opportunities arise. Consider traffic-free cycle routes along Hall Road and east of the properties along Rushmere Road and Gisleham Road to connect to the primary school.

**L77** Bloodmoor Road (south end)

Issue: The barriers disrupt the route between Saffron Square and Bloodmoor Road. This has resulted in the creation of a desire line around the barriers in the scrub.

Suggested improvement: Consider removing the barriers or replacing with a central bollard to improve the flow of cycle traffic. The desire line from the existing barriers to the roundabout could be surfaced to make the paths more accessible and convenient.

**L78** Tower Road

Issue: This is identified as a shared-use path for cyclists and pedestrians; however, it is narrow and interrupted by intersections (both active and disused). The route in its current form is unlikely to encourage people to cycle to the nearby retail and employment areas.

Suggested improvement: The path could be widened, resurfaced and made more legible to link with the nearby cycle network. A means of crossing the east side of London Road to access signed 'route 8' could enhance the connectivity within the cycle network. The route should be considered as part of the wider cycle network in the vicinity to be properly addressed.

**L79** Tower Road / A12 roundabout

Issue: The south side of the roundabout (near Morrisons supermarket) is has limited visibility and is difficult to cross.

Suggested improvement: Consider the installation of a toucan crossing across the A12.

**L80** Morrisons supermarket (South Lowestoft Industrial Estate)

Issue: The access along the southern boundary of the site is used by cyclists heading to/from Gisleham to avoid a busy intersection but is informal and can be difficult to use.

Consideration: Encourage the landowner to provide a short paved path around outside of post to enable access around the barrier.



L81 Pinbush Road

Issue: Cycle access to employment areas at South Lowestoft Industrial Estate is indirect and inconvenient

Consideration: If Pinbush Road is extended in the future to accommodate new development provision of a cycle link alongside the road to the back road leading to Gisleham could improve connectivity and convenience.



L82 Audit of shared-use paths

Issue: Footways have been upgraded to shared-use for pedestrians and cyclists. However, these footways are often not widened to accommodate shared-use safely and have increased the conflict between users. Often they do not connect into any surrounding routes encouraging cyclists to continue on footways where cycling is not permitted.

Consideration: Undertake an audit of shared-use paths to identify where these are appropriate and properly designed to support pedestrians and cyclists and identify shared-use paths that are not appropriate. Considerations should include: conflict; how they connect into the adjacent footway, cycle and road network; if the shared-use path will connect destinations; or will it encourage cyclists to ride along the footway further on. This can assist with identifying issues in the cycle network and the need for these to be properly addressed.



Cycling in Southwold & Reydon

Southwold & Reydon are located in an attractive coastal area of rural character. A quality network of cycle routes and connections could contribute towards raising its tourism offer alongside existing tourist facilities and activities increasing the economic benefit to local businesses and the wider area.

Cycle provision in Southwold is limited (figures 17 and 18) and routes leading in/out of the village generally lack signage and separation from traffic¹⁰. Reydon supports the most significant proportion of residents in the area but has limited cycle connectivity to Southwold because of its geographical constraints. Cycle routes to other market towns in the area are indirect and follow routes based on narrow roads with traffic often travelling at high speed. Improvements to cycle routes and cycle lanes would likely benefit local residents and visitors by improving connections with community facilities and services and providing greater access to the open countryside.

Direct cycle routes in the Southwold & Reydon area

Improvements that could be considered (but not be limited to) include:

- Clearer signage to improve way-finding;
- More frequent (and informative) road surface markings to improve way-finding, raise driver awareness that cyclists may be on the road and increase cycle confidence that riders feel drivers are more aware of their presence;
- Consistent types of route infrastructure (e.g. traffic-free paths, on-road cycle paths) so cyclists can easily interpret and follow them in a continuous manner.

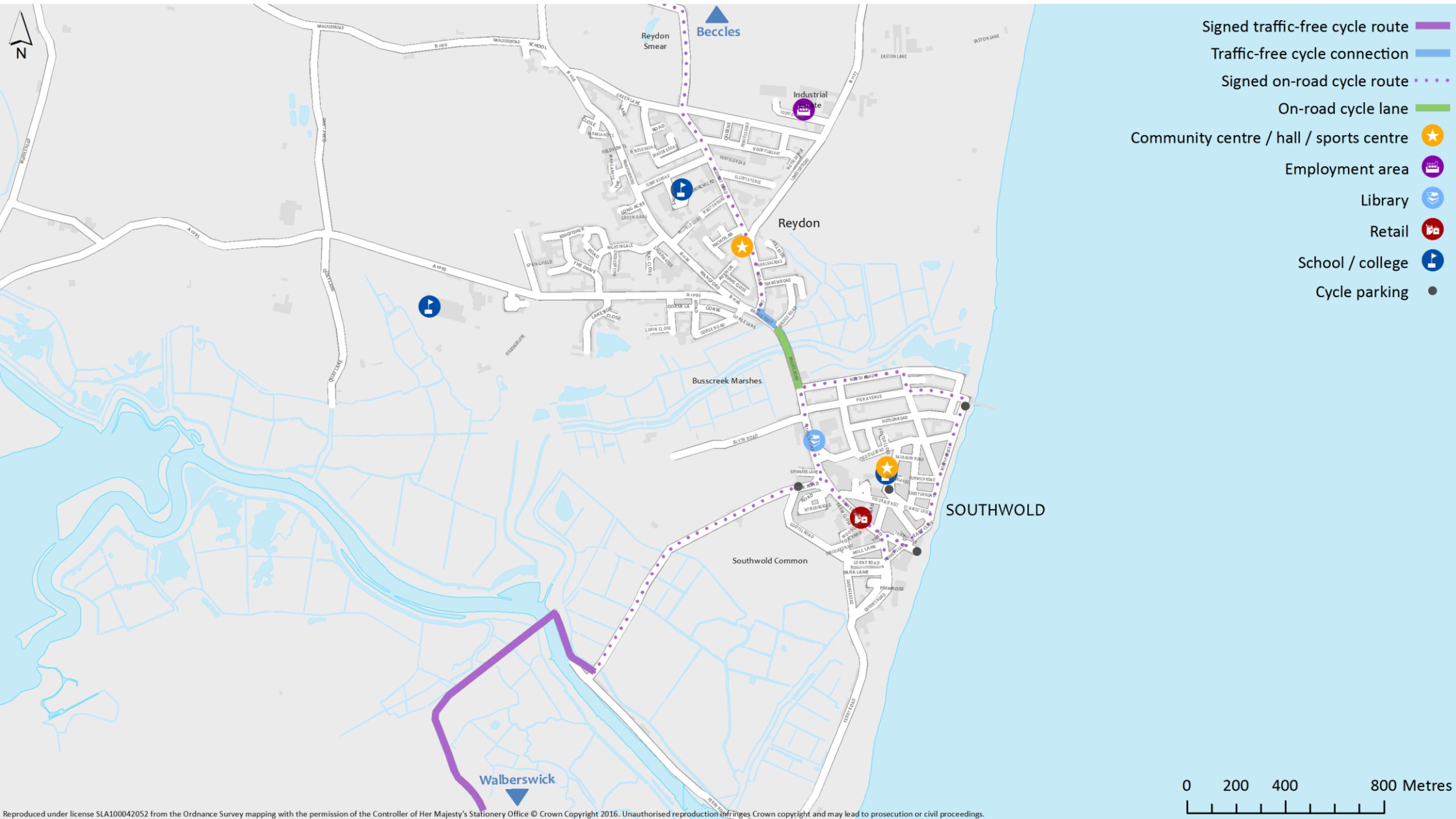
Direct cycle routes¹¹ (figure 19) regularly used by cyclists requiring improvements include:

- A. Wangford Road (Reydon) to Reydon Business Park via Green Lane and Cox's Lane;
- B. Southwold to St Felix School via Halesworth Road (A1095);
- C. Reydon to Southwold town centre via Wangford Road, Might's Road (A1095) and High Street;
- D. Wangford Road to Southwold Seafront via North Road.
- E. Connections to nearby rural settlements:
 - a. Wangford via Wangford Road (B1126);
 - b. Wrentham via Southwold Road (B1127).

¹⁰ The quality assessment is intended to provide an overview of existing provision. It has considered the quality of what is provided (e.g. conflict, function, markings, obstacles, surface condition, width) but does not reflect its contribution towards the wider cycle network.

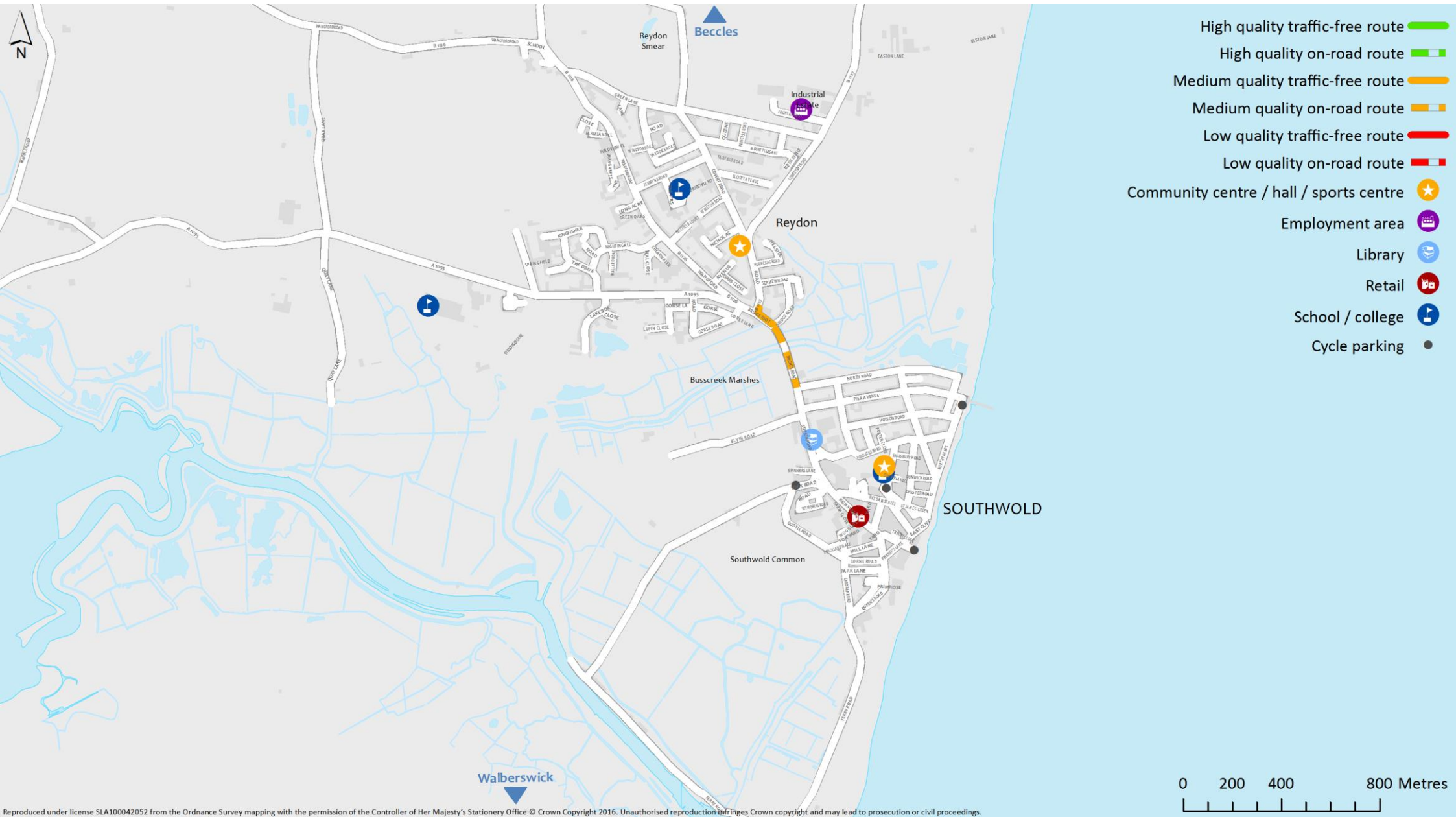
¹¹ The direct routes are intended to identify routes that are likely to be considered desirable for cyclists to travel conveniently between destinations. These may not be the most appropriate roads for all types of cyclists but provide a reference for considering roads and paths for routes to follow. These should be considered in conjunction with quieter and more indirect routes to enhance the cycle network.

Figure 17 Existing cycle infrastructure provision in the Southwold & Reydon area



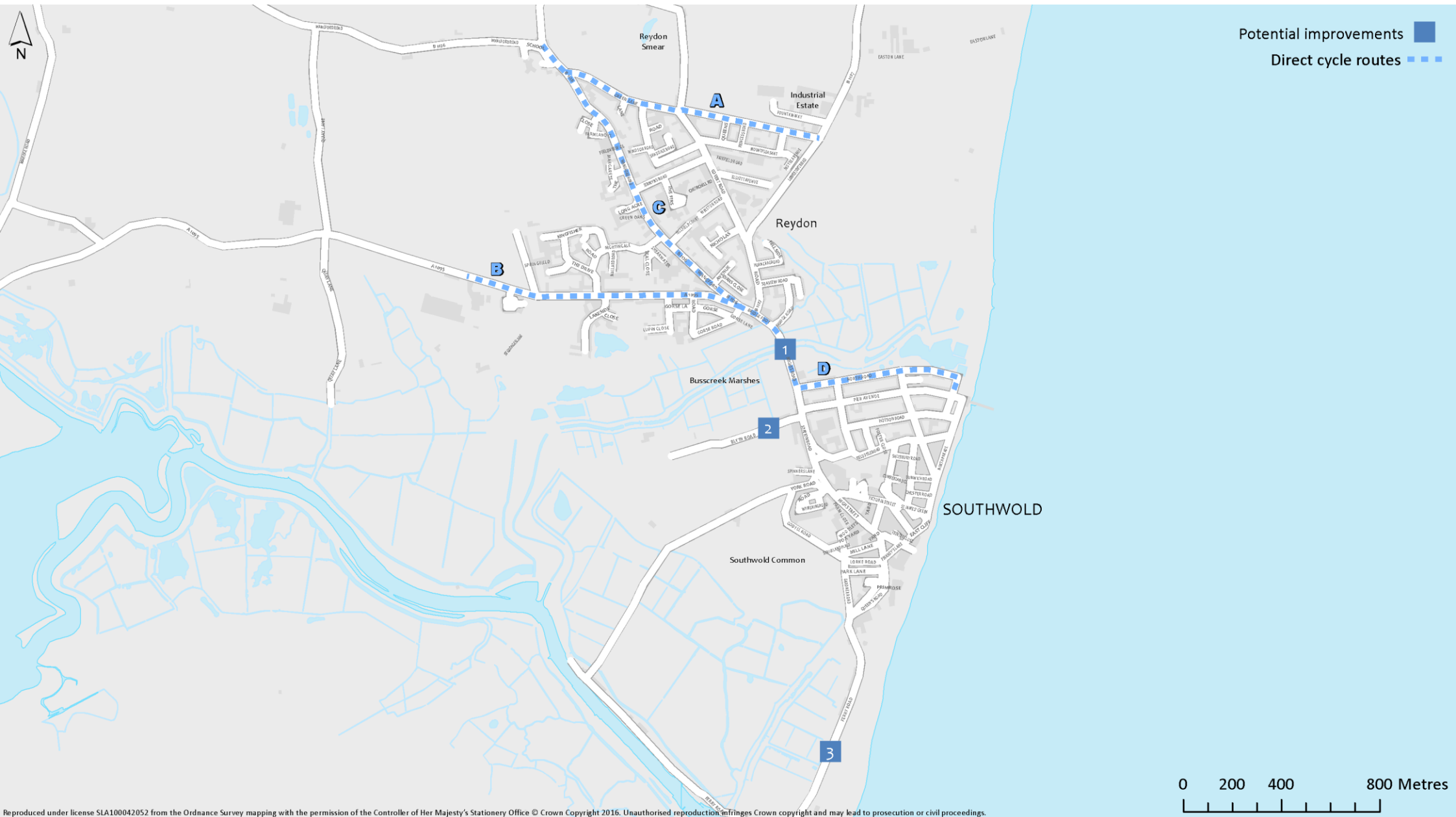
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Figure 18 Quality of cycle provision in the Southwold & Reydon area



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Figure 19 Potential improvements to the cycle network in the Southwold & Reydon area



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Issues and suggested improvements in the Southwold & Reydon area

S1 Lowestoft Road to Pier Avenue

Issue: The existing on-road cycle lanes stop short of any destination or route creating a fragmented cycle network that is difficult to navigate. Signage approaching North Road (north side) is unclear and poorly located for cyclists.

Suggested improvement: Consideration could be given to extending the on-road cycle lanes to Pier Avenue with signage to direct the cyclist to the town centre, Southwold Common and harbour areas. Way-finding measures should be relocated to where they can be seen by cyclists and be consistent in the information they convey.



S2 Old Railway Line (Blyth Road to the Bailey Bridge)

Issue: The unsealed road is narrow and in need of maintenance. This creates a very low quality route and makes for an uncomfortable ride but is attractive and well used by cyclists and pedestrians.

Consideration: Consider working with stakeholders to deliver surface improvements and enhancing the path to a standard that could be used by pedestrians and cyclists. This is a private road and should only be considered if there is no liability attributed to the owners if cycling is permitted.



S3 Ferry Road

Issue: The road is used by cyclists and vehicle traffic to access the harbour area but is narrow with no shoulder. This creates conflict and reduces safety. Ferry Road provides access to the Blyth River and leisure facilities. The route extends along the riverside connecting to the cycle route to Walberswick.

Suggested improvement: Signage or road markings to improve way-finding could be used to indicate cyclists may be on the road and improve connectivity between the town centre and the harbour.



S4 Audit of shared-use paths

Issue: Footways have been upgraded to shared-use for pedestrians and cyclists. However, these footways are often not widened to accommodate shared-use safely and have increased the conflict between users. Often they do not connect into any surrounding routes encouraging cyclists to continue on footways where cycling is not permitted.

Consideration: Undertake an audit of shared-use paths to identify where these are appropriate and properly designed to support pedestrians and cyclists and identify shared-use paths that are not appropriate. Considerations should include: conflict; how they connect into the adjacent footway, cycle and road network; if the shared-use path will connect destinations; or will it encourage cyclists to ride along the footway further on. This can assist with identifying issues in the cycle network and the need for these to be properly addressed.



Cycling in the rural areas

Most rural settlements have little, if any, cycle provision. Where it is provided it usually entails a limited number of cycle parking stands located at a play space or at a public house.

Settlements in the rural areas of Waveney are characterised by large and small villages and scattered communities. With few facilities and services available these settlements they are often reliant on nearby market towns.

Quality cycle routes and connections between villages and the markets towns are few. This, alongside the distance between settlements, limits the potential for cycling to be considered a feasible transport option. Where there is a cycle network in the area it often relies on road signage and does not contribute towards improving the perception of safety.

The rural areas are characterised by quiet country lanes which enable access to a peaceful and tranquil environment. National and regional cycle routes traverse the area; however, signage of these routes can be inconsistent and difficult to follow encouraging people to use busier roads. Some rural communities are poorly connected to the larger market towns which provide the facilities and services required to sustain these areas. The cycle network could benefit from improved connectivity, signage and road markings to improve the perception of safety and raise driver awareness that cyclists may be using these roads.

The cycle network extends beyond the boundaries of Waveney District Council's administrative area. Cycle routes are important to support the network of communities and improve the way they function in terms of their economic, environmental and social aspects of development and ongoing sustainability. A quality and comprehensive cycle network provides a greater number of opportunities for people to consider cycling for recreation and utility trips. This will also contribute towards encouraging less frequent cyclists to consider the potential benefits of cycling. Several potential improvements to cycle routes located outside of the Waveney administrative area that would enhance the cycle connections to towns within Waveney District are set out in Appendix 4. The Council will engage with neighbouring authorities to help facilitate the delivery of these improvements when opportunities arise.

Direct cycle routes in the Rural area

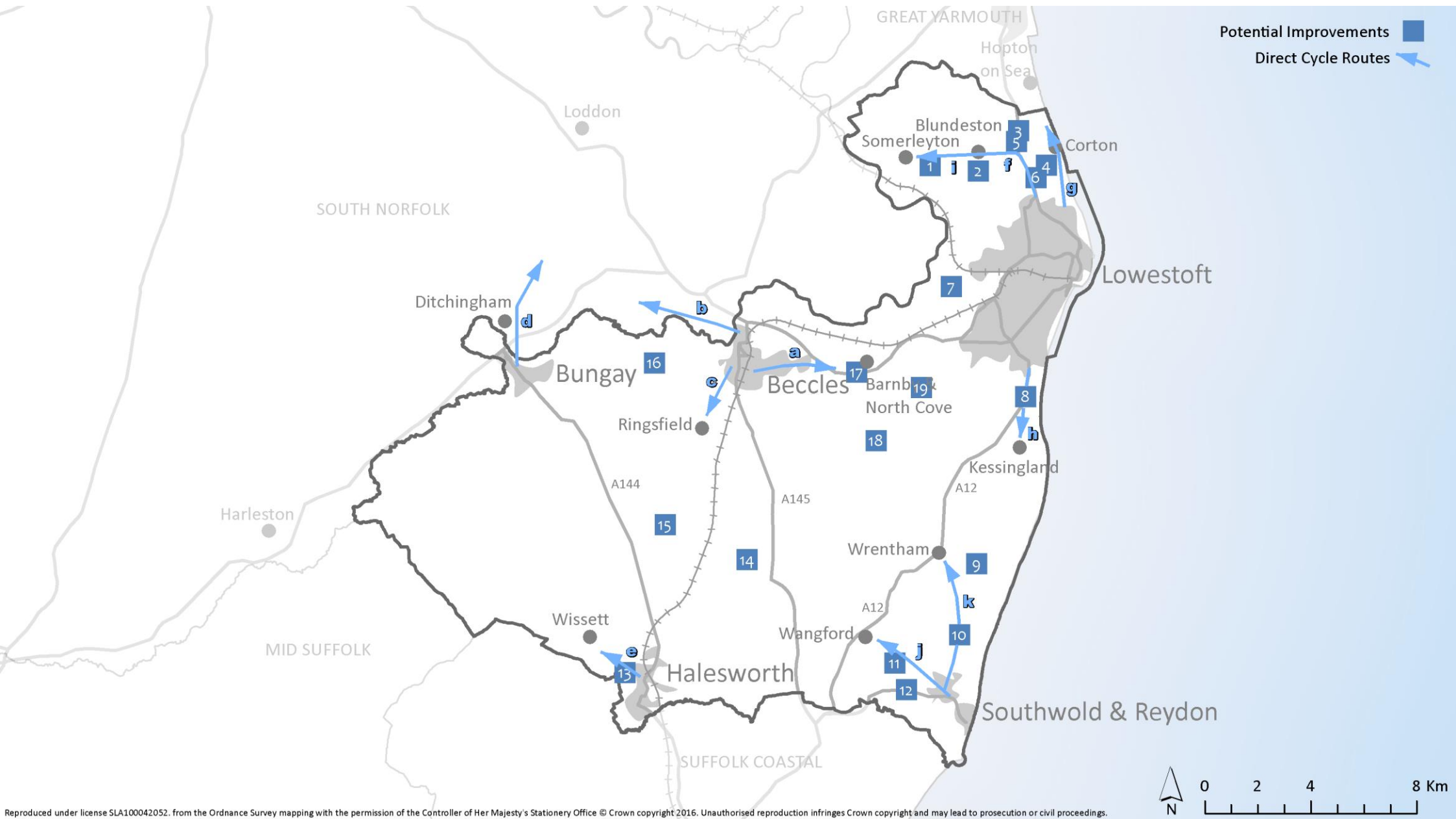
Improvements that could be considered (but not be limited to) include:

- Clearer signage to improve way-finding;
- More frequent (and informative) road surface markings to improve way-finding, raise driver awareness that cyclists may be on the road and increase cycle confidence that riders feel drivers are more aware of their presence;
- Widening of shared-use paths to comfortably accommodate pedestrians and cyclists;
- Visually linking routes to make them easy to follow;
- Consistent types of route infrastructure (e.g. traffic-free paths, on-road cycle paths) so cyclists can easily interpret and follow them in a continuous manner.

Direct cycle routes to improve connections between rural settlements and nearby service towns include (figure 20):

- Beccles
 - a. Barnby/North Cove via Lowestoft Road;
 - b. Gillingham via Gillingham Dam;
 - c. Ringsfield via Ringsfield Road.
- Bungay
 - d. Ditchingham via Ditchingham Dam.
- Halesworth
 - e. Wissett via Halesworth Road.
- Lowestoft
 - f. Blundeston via Lowestoft Road, Blundeston Road and Yarmouth Road;
 - g. Corton via Corton Road;
 - h. Kessingland via London Road (B1437) and A12;
 - i. Somerleyton via Blundeston Road (B1074).
- Southwold & Reydon
 - j. Wangford via Wangford Road (B1126);
 - k. Wrentham via Southwold Road (B1127).

Figure 20 Potential improvements to the cycle network in the Rural areas



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Issues and suggested improvements in the Rural areas

R1 B1074 (between Somerleyton and Oulton)

Issue: There are no direct cycle routes between Lowestoft and Somerleyton. Cyclists use the B1074 for commuting and organised cycle club rides. The road which has poor visibility and traffic travels at high speed with no shoulder available for cyclists to keep left.

Suggested improvement: Consider providing signage and road markings to increase the sense of safety and raise driver awareness that cyclists may be using the road.

Measures to delineate the road side at night would be useful to help riders who can have difficulty seeing the road verge when traffic is approaching with headlights.



R2 Church Road to Hall Road (Blundeston)

Issue: The footpath links the primary school to residential areas and provides a convenient and direct connection to help keep people away from busy roads. The existing path is not suitable for cycles all year around and its width does not support safe shared-use. Residential development at the former Blundeston prison site is likely to increase the number of children travelling to the primary school along this path.

Suggested improvement: Consideration could be given to widening and upgrading the footpath between former Blundeston prison site and the school to shared-use. Crossings at either end could be upgraded for safety.



R3 Corton Roundabout to Hopton-on-Sea (along the A12)

Issue: The existing signed cycle along quiet lanes is attractive but indirect, narrow and well used by traffic (including buses). Traffic-free cycle paths exist in both from Corton (heading south to Oulton) and Hopton-on-Sea (heading north to Gorleston) but there is no connection between the two villages.

Suggested improvement: A traffic-free cycle path alongside the A12 would connect the existing traffic-free paths that extend northward from Hopton-on-Sea and southward from Corton. This would create a continuous route between Lowestoft and Gorleston. Consider with R5.



R4 Corton to Potters Leisure Resort (towards Hopton-on-Sea)

Issue: The existing signed cycle route is along attractive quiet lanes but is indirect, narrow and well used by traffic (including buses).

Suggested improvement: Consider providing a shared-use path between Corton Long Lane (opposite Old Lane) to Potters Leisure Resort to create an attractive, easy to follow route that would improve the cycle access between Lowestoft and Gorleston. Consider with R3.



R5 Corton Village to Blundeston Village

Issue: Blundeston does not have any safe cycle or pedestrian connections to Corton or North Lowestoft where local facilities and services are provided. Access to the village is along a narrow road that carries significant volumes of traffic travelling at speed.

Suggested improvements: (1) An off-road traffic-free cycle path from Blundeston connecting to the A12 and Millennium Way cycle routes and further onto Corton Long Lane.

(2) A PRoW exists from Market Lane to the A12. Creating a path suitable for cycles along the PRoW to the A12 would enable people to cross over to Stirrups Lane and connect into the national cycle network which connects to Lowestoft and Gorleston. An island currently exists in the A12 to assist with the crossing. This would be an improvement; however, linking into Stirrups Lane while safe (once over the A12) is create an indirect route to Corton and Lowestoft.

(3) Least preferable but an improvement, on-road cycle markings between the Corton/A12 roundabout to Blundeston would help increase the sense of safety, particularly between along Lowestoft Road (between Gorleston Road and Hall Lane) and raise driver awareness that cyclists may be using the road.

Measures to delineate the road side at night would be useful to help riders who can have difficulty seeing the road verge when traffic is approaching with headlights.



R6 Corton Long Lane

Issue: Traffic-free path has been completed to the roundabout at Corton Long Lane /A12 junction; however, a gap between the A12 junction and Old Lane remains. Signage at the junction is confused with a mix of painted arrows, routes indicators and numbers and 'end of route' signs.

Suggested improvement: The existing advisory cycle lanes along Corton Long Lane should be extended to the A12 to complete the connection. Signage should be amended.

**R7** Oulton Broad to Waveney River Centre

Issue: There are no direct cycle routes connecting settlements on either side of the Waveney River west of South Lowestoft so connectivity by foot or cycle is poor.

Consideration: Upgrade the footway to a bridleway and connect with the Burgh St Peter ferry to the Waveney River Centre. This would open up several promoted cycle routes in the Beccles, Bungay and Toft Monks area and improve connections with railway stations in the villages of Beccles, Haddiscoe, Oulton Broad, Reedham and Somerleyton.

**R8** Pakefield to Kessingland (along the A12)

Issue: This is a narrow footpath with cycling permitted. It is the only direct route between South Lowestoft and Kessingland and is an important connection for pedestrians and cyclists. The path is not wide enough for cyclists and pedestrians to pass each other, the surface is poor, vegetation along the route is often overgrown and the adjacent traffic is heavy and fast moving. The number of people wanting to use this route is likely to increase if there is development in the area. Cycling continues to be encouraged for people travelling to school (Pakefield High School and Pakefield Primary School located on London Road, Pakefield), the employment area located on the South Lowestoft Industrial Estate and the proposed leisure development at Oakes Farm.

The shared-use path is directly adjacent significant traffic volumes and northbound cyclists ride straight into headlights in the dark. Measures to reflect the road side and edges of the shared-use path would be useful as riders can have difficulty seeing the road verge when traffic is approaching with headlights.

Suggested improvement: Widening the footway to properly accommodate cyclists and pedestrians could provide a useful and safe connection between South Lowestoft and Kessingland. Improvements likely to be required include resurfacing, improved treatment of crossings with priority to the cycle route and clearer markings south of the Kessingland roundabout to make the route easier to follow. Improved maintenance of the hedgerows could widen the path for cyclists and pedestrians.

Measures to improve visual awareness of where the shared-use path is at night when cycling alongside busy road (e.g. ground based solar power lights, starpath luminescence). Consider with R9.

**R9** Kessingland to Southwold (parallel to the coast)

Issue: There are no cycle routes parallel to the coast. The national and regional route between the two settlements is via Beccles (16km inland). The only direct route is along the A12 which is unsafe for cyclists.

Suggested improvement: The area is promoted for tourism and includes quiet country lanes which are cycle friendly. A cycle route, albeit winding, could encourage people to access areas and enjoy the tranquillity of the AONB.

If a coastal path is developed, consideration could be given to shared-use for pedestrians and cycles along parts that would help connect settlements in the vicinity and connect in to the wider road and cycle network. Consider with R8 and R20.

**R10** Lowestoft Road (B1127) (Reydon to Wrentham and South Cove)

Issue: This is the only cycle route between Reydon, South Cove and Wrentham. The road is narrow with no shoulder. The route has limited visibility and traffic travels at high speed. The sense of safety along the route is poor and there is conflict between cyclists and vehicles.

Suggested improvement: On-road cycle markings between Reydon and South Cove could improve safety and raise driver awareness that cyclists may be using the road. Any improvements could connect Cox's Lane (Reydon) with Green Lane Byway (Broom Walk).

Traffic management measures to reduce speed could be considered to reduce risk to cyclists. Consider with R12.



R11 Wangford Road (B1126) (Reydon to Wangford)

Issue: The road is narrow with no shoulder. The route has limited visibility and traffic travels at high speed. The sense of safety along the route is poor and there is conflict between cyclists and vehicles.

Suggested improvement: Measures to reflect the road side would be useful as riders can have difficulty seeing the road verge when traffic is approaching with headlights. Traffic management measures to reduce speed could be considered to reduce conflict. Consider with R10.

**R12** Halesworth Road (A1095) (A12 to Southwold)

Issue: There is no direct, safe cycle route between Halesworth and Southwold

Suggested improvement: Consider road safety markings to raise awareness that cyclists may be using the road.

**R13** Mill Road to School Lane (Wissett)

Issue: Cyclists travelling between Wissett and Halesworth are required to use Halesworth Road/Wissett Road which is relatively narrow and supports fast moving traffic.

Suggested improvement: Consider formalising a cycle route between Wissett and Halesworth from Mill Lane to School Lane. It should be noted that School Lane is a private road and any upgrade of access does not place any liability on residents.

**R14** Halesworth Wheel cycle route

Issue: The existing route is difficult to follow without a map and inhibits the potential value of the cycle network for tourism and local use.

Suggested improvement: Providing signage would make the recreation route easier to find and follow. Consider with R15.

**R15** Rural tourist cycle routes

Issue: Tourist cycle routes are difficult to follow without a map reducing the leisure value of the routes. This reduces their promotional value to small rural communities nearby.

Suggested improvement: Consider providing easy to follow signage along the tourist cycling routes to make them easier to follow and improve connections with the wider cycle network and nearby communities. Consider with R14.

**R16** B1062 (Beccles to Bungay)

Issue: This is a busy road that supports high volumes of traffic travelling at speed. The road has a narrow shoulder and provides little safety for cyclists who use the route because of its directness between the two market towns.

Consideration: Consider traffic management measures to reduce the conflict between cyclists and vehicles. Signage or road markings to raise driver awareness that cyclists may be on the road and raise rider confidence that drivers should be aware of them (particularly as the choice of cycle route between Beccles and Bungay is limited).

**R17** Marsh Lane (North Cove)

Issue: The current priority is for vehicles turning right into The Street. Vehicles carrying straight on along Marsh View travel fast as there is no deflection at the junction. Cyclists approaching from the east are required to cross two traffic lanes to access the path opposite heading towards Beccles. The lack of visibility increases the risk of a collision between a vehicle and cyclist.

Suggested improvement: Consider measures to improve the layout of the junction at eastern end of the cycle path adjacent North Cove Hall that would increase visibility.

**R18** Beccles to Kessingland (via Hulver)

Issue: The route used by cyclists consists of narrow country roads with limited visibility and fast moving traffic.

Suggested improvement: Provide road surface markings to raise driver awareness that cyclists may be on the road and improve the sense of safety that cyclists are allowed to be there.

Measures to reflect the road side would be useful as riders can have difficulty seeing the road verge when traffic is approaching with headlights.



R19 Barnby to Carlton Colville

Issue: Regional cycle route 517 consists of narrow country roads with limited visibility and relatively fast moving traffic.

Suggested improvement: Provide road surface markings to raise driver awareness that cyclists may be on the road and improve the sense of safety that cyclists are allowed to be there.

Measures to reflect the road side would be useful as riders can have difficulty seeing the road verge when traffic is approaching with headlights.



R20 Upgrading footways to bridleways

Issue: Many rural areas are not well connected by cycle routes.

Suggested improvement: Upgrading some footways to bridleways could improve cycle connections between rural settlements and create recreational/utility off-road cycle routes connecting rural communities. This could also promote cycle tourism with a wider variety of routes available and improving access to the countryside. Where these form off-road routes these could be supported by maps to improve way-finding.



Appendix 1: Minimum cycle parking provision in new developments

Use Class		Type of Use	Minimum Cycle provision
A1	Shops	Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors, internet cafes.	1 Sheffield stand per 200 m2.
A2	Financial and professional services	Financial services such as banks and building societies, professional services including estate and employment agencies, betting offices.	1 Sheffield stand per 300 m2.
A3	Restaurants and cafes	Restaurant, snack bars, cafes.	1 Sheffield stand per 100 m2.
		Transport cafes.	1 Sheffield stand per 200 m2.
A4	Drinking establishments	Public houses, wine bars, other dinking establishments (but not nightclubs).	1 Sheffield stand per 50 m2.
A5	Hot food takeaways	For the sale of hot food for consumption off the premises.	1 Sheffield stand per 50 m2.
B1	Business	Offices, research and development of products and processes, light Industry appropriate in a residential area.	1 Sheffield stand per 200 m2.
B2	General industrial	Industrial process other than that falling within Class B1.	1 Sheffield stand per 300 m2.
B8	Storage and distribution	Including open air storage.	1 Sheffield stand per 400 m2.
C1	Hotels	Hotels, guest houses, boarding houses.	1 Sheffield stand per 5 staff + 1 bicycle space per 20 bedrooms.
C2	Residential institutions	Residential care home.	1 Sheffield stand per 5 staff.
		Hospital, treatment Centres.	1 Sheffield stand per 4 staff + 1 bicycle space per 10 beds.
		Residential education establishments.	1 Sheffield stand per 5 staff + 1 bicycle space per 3 students.
C2A	Secure residential institution	Secure residential accommodation including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation, military barracks.	1 Sheffield stand per 5 full time equivalent staff + customer parking on individual merit.
C3	Dwelling houses	Residential dwellings and flats.	2 secure covered bicycle spaces per dwelling (satisfied if garage or secure area is provided within curtilage of dwelling to minimum dimensions).
		Retirement developments.	1 Sheffield stand per 8 units (for visitors).

		Visitors	0.25 bicycle spaces per dwelling (unallocated) where dwellings do not have a garage or secure bicycle space within the curtilage.
D1	Non-residential institutions	Medical centres.	1 Sheffield stand per 4 staff + 1 Sheffield stand for every two consulting rooms.
		Crèche, child care.	1 Sheffield stand per 4 staff plus 1 Sheffield stand per 10 child places.
		Day care centre, special schools.	1 Sheffield stand per 4 staff.
		Pre-schools, nursery, children's centre.	1 Sheffield stand per 5 staff.
		Education.	1 Sheffield stand per 5 staff + 1 Sheffield stand per 3 pupils.
		Art Galleries, museums, public/exhibition hall.	1 Sheffield stand per 4 staff + visitor parking on individual merit.
		Places of worship.	1 Sheffield stand per 100m2 of public floor area.
		Libraries.	1 Sheffield stand per 40m2 of public floor area.
D2	Assembly and leisure	Cinemas, outdoor sports pitches, swimming pools, gyms, sports halls.	10 Sheffield stands + 1 bicycle space per 10 vehicle space.
		Golf clubs.	10 Sheffield stands.
		Other sports facilities.	Individual merit.
	Sui generis	Bus Stations.	5 Sheffield stands per bus bay.
		Bus stops, caravan parks.	4 Sheffield stands per stop + 1 Sheffield stand per 5 pitches.
		Public car park (including park & ride sites).	1 Sheffield stand per 10 parking spaces.
		Cash & carry, retail warehouse clubs, motor vehicle service centres, nightclubs, taxi hire.	1 Sheffield stand per 4 staff.
		Conference facilities.	1 Sheffield stand per 4 staff + 1 Sheffield stand per 20 seats.
		Garden centres, petrol filling station, motor vehicle showrooms, recycling centre, civic amenity site, vehicle hire.	1 Sheffield stand per 4 staff plus customer parking on individual merit.
		Hostel, marina.	Individual merit.
		Rail stations.	20 Sheffield stands per peak period service (minor stations), 40 Sheffield stands per peak period service (key stations).
		Stadia.	10 Sheffield stands + 10% of vehicle parking provision.
		Theatres.	1 Sheffield stand per 20 seats.

Source: [Suffolk Guidance for Parking, 2015](#)

Appendix 2: External strategies related to cycle provision

Organisation	Summary of strategy
Abellio Greater Anglia Cycle Strategy (Rail service provider)	The Greater Anglia Cycle Strategy (2015) sets out the approach to cycle provision on local rail services. At railway stations, sustainable transport will be encouraged by providing additional quality cycle parking where required, offering cycle hire facilities and services to repair cycles. The rail service will continue to accommodate a limited number of cycles on board trains where possible in the short-term. In the medium to long-term the objective is to reduce the carriage of cycles on trains by stimulating behavioural change.
Creating Growth, Cutting Carbon (Government White Paper)	<p>The Creating Growth, Cutting Carbon (2011) published by the Department for Transport aims to encourage sustainable local travel and contribute positively to economic growth. This is achievable by making public transport, cycling and walking more attractive and effective travel options. By placing greater emphasis on alternative forms of transport other than the private vehicle there is greater opportunity to increase the number of people walking and cycling.</p> <p>When preparing plans and schemes it is necessary to consider the 'end to end' journey (i.e. the journey from home to the railway/bus station and then from the station to work or other destination). This includes cycle routes and cycle infrastructure between stations and key destinations and how people are likely to use these.</p> <p>The importance of the public realm is highlighted in the paper. Improvements such as the greening of transport corridors can encourage people to walk and cycle more often. Where opportunities present themselves to improve the public realm the wider benefits should be considered to increase the value of a development to the community.</p>
Cycling and Walking Investment Strategy	The Cycling and Walking Investment Strategy (2015) being prepared by the Department for Transport aims to double the number of people participating in cycling in the next few years. As a key part of this, the Strategy outlines the need to financially invest in cycle infrastructure across the country to improve safety for cyclists and other road users.
Door to Door Strategy	The Door to Door Strategy (2013) published by the Department for Transport sets an approach to improve the transport network to make journeys easier and more sustainable. More particularly, creating an environment where journeys completed by walking, cycling, and public transport are more convenient from the time a person leaves their place of origin to their destination.
Healthy Suffolk	The Health and Well-Being Board has prepared several studies to inform approaches to improve the health of people living in Suffolk. This includes ' State of Suffolk Report ' (2013) and ' A Joint Health and Well-Being Strategy for Suffolk ' (2013).
Healthy Lives, Healthy People (Public Health White Paper)	The Healthy Lives, Healthy People (2010) published by the Department of Public Health outlines health issues facing England and approaches that could be considered to help remedy the situation. Less than four people out of ten undertake the weekly recommended amount of physical activity. Many people view physical exercise in the context of a particular activity; however, encouraging people to consider walking and cycling (active travel) as a mode of transport can help many to become more active without the need to enrol in a sports club or a gym (or other). Active travel and physical activity need to become the norm in communities to arrest the increasing rate of obesity. Consistent with the 'Government White Paper: Creating Growth, Cutting Carbon' improving the quality of the outdoor environment is important to encourage people to participate in physical activity.

Highways England Cycling Strategy	The Cycling Strategy (2016) published by Highways England sets out how their planned roads improvements plan will provide integrated schemes which improve cycling facilities. The Strategy provides an overview of the benefits that investment in cycle infrastructure can bring and how guiding principles can deliver their vision of creating a ‘connected, comfortable, attractive and high quality cycling network, suitable and safe for use by people of ages and abilities’. Lowestoft is located on the A12, a trunk road, which could qualify the area for enable funding as the Strategy is delivered.
Integrated Access Strategy for the Broads	The Integrated Access Strategy for the Broads (2013) aims to create improved access between land and water, settlements and local facilities and encourage sustainable travel choices such as public transport, cycling and walking.
Norfolk Cycling and Walking Action Plan	The Norfolk Cycling and Walking Action Plan (2016) aims to encourage people to participate in more active travel. It sets out a strategy to improve walking and cycling routes and identifies projects that will contribute towards these aspirations.
Road Safe Strategy 2012-2022	The Road Safety Strategy 2012 to 2022 sets out how the Suffolk Roadsafe Partnership will work to reduce the number of deaths and serious injuries on Suffolk’s roads, encourage behaviour change and provide a safe road network for all users including drivers, cyclists and pedestrians.

Appendix 3: Organisations contributing towards the enhancement of the local cycle network

Organisation	Interest in cycle provision
British Cycling	Promote cycle facilities for sport, recreation and utility use.
Cycle Touring Club (CTC)	UK Charity promoting cycling as a travel option for recreation and utility use. Many areas have local cycle groups affiliated with CTC that promote cycling and cycle improvements to enhance the local cycle network.
Cycle Suffolk	Promote cycling for sport and recreation in the County. Provide information about cycle events, cycle routes and other related cycle issues in the local area.
Highways England	Responsible for maintaining the major strategic roads in the transport network. In Waveney this applies to the A12.
Local Cycle Clubs	Godric Cycle Club (Bungay) Velo Club Baracchi (Lowestoft)
Local Cycle Groups	Beccles and Bungay Cycle Strategy Halesworth Cycle Group Lowestoft Cycle Group
Sport England	Promote cycling for sport, recreation and utility use. Provides guidance about how facilities can be designed, delivered and operated.
Suffolk County Council (Local Highways Authority)	Provides and maintains road, cycle and pedestrian infrastructure across the County.
Sustrans	UK Charity promoting travel by foot, cycle and public transport and to encourage people to consider these as regular and convenient travel options. The objective is to enable people to choose healthier, cleaner and cheaper journeys with better places and spaces to move through and live.

Appendix 4: Cycle improvements located outside of Waveney District Council's administrative area that would enhance the cycle network

Location	Local Authority	Issue	Suggested improvement	Significance for cycling
Cycle route between Lowestoft and Gorleston	Great Yarmouth Borough Council	Existing cycle route is slow and indirect. Traffic-free cycle paths between Hopton and Corton and not connected.	Consider completing the traffic-free cycle path between Hopton and Corton along the A12.	Provide a direct cycle route to connect the two largest populations and employment areas in the area.
Halesworth to Walberswick	Suffolk Coastal District Council	No direct or convenient cycle route between Halesworth and Southwold.	The former railway line between Halesworth, Wenhaston and Walberswick could provide an opportunity for a leisure cycling and walking route should aspirations to reinstate the disused railway line to its former use not be realised.	
Formal Cycle Route Between Halesworth and Southwold	Suffolk Coastal District Council	There is no formal cycle route between Halesworth and Southwold. Regional Cycle Route 31 only goes northwest to Beccles.	Consider formalising a cycle route between Halesworth and Southwold. This could be along Lodge Road and then with improvements to the surface and signage a connection along the byway to the Dunwich Road and route 42. This could create an attractive and tranquil route to support leisure and utility cycle trips in an area well regarded for its tourism and recreation qualities. Alternatively, a signed route could be provided along the B1137 connecting into route 42 near Blackheath; however, this stretch of road is heavily used by traffic.	Improve cycle routes between settlements in the District.
Walpole Road (B1117), South of Halesworth	Suffolk Coastal District Council	The cycle route is difficult to follow in places.	Consider posting of off-road route numbers which could increase legibility on the cycle route to Halesworth.	Part of National Cycle Route 1 between Halesworth and Walpole.
A12 Opposite Red House Farm, West of	Suffolk Coastal District	The crossing point has limited visibility for cyclists to judge their time to cross the A12.	Consider using the highway verge north and south of the junction to provide cycle crossings in both directions to increase safety for people	There is no alternative crossing of the A12.

Southwold	Council		wishing to cross the A12.	
Lodge Road to Dunwich Road (East of 5-Ways Crossing, B1125 West of Southwold)	Suffolk Coastal District Council	This forms part of a quiet and attractive route between Southwold (Walberswick) and Halesworth but is unsigned. In places this byway is difficult to follow and poorly surfaced. Without a formal cycle route cyclists heading west are more likely to cycle along the busy A1095 which is unsafe for cyclists.	Consideration to extend the local cycle network to include signage from Walberswick to Wenhaston and onto Halesworth could enhance the cycle network and connectivity between Southwold and Halesworth. Surface improvements along sections of byway between Westwood Lodge and B1125 crossing at '5 Ways' could make the route more attractive for cyclists.	Create a safer cycle route between Southwold and Halesworth.
Blythburgh to A1095 Junction along the A12	Suffolk Coastal District Council	The geography of the area means there is no alternative route between Blythburgh to Halesworth or Southwold that is direct or convenient. Cyclists use the A12 to access the A1095 to Southwold and B1123 to Halesworth which creates conflict between cyclists and vehicles.	Consideration of an on-road cycle lane and signage to inform drivers that cyclists may be on the road could increase safety.	Create a safer cycle route between Blythburgh and Southwold/Halesworth.
Gillingham Dam from Beccles to Gillingham	South Norfolk District Council	Part of the national and regional cycle network (routes 1/30/31) between Gillingham and Beccles. The road is narrow and used by heavily by vehicles travelling at high speed. There is significant conflict between cyclists and vehicles (and pedestrians when cyclists use the narrow footpath).	Consideration of a shared-use path capable of accommodating cyclists and pedestrians comfortably along Gillingham Dam could improve significantly improve safety and access to facilities in Beccles town centre. Consider provision of more frequent road surface markings to raise driver awareness that cyclists may be on the road and improve the sense of safety that cyclists are allowed to be there. Measures to reflect the road side would be useful as riders can have difficulty seeing the road verge when traffic is approaching with headlights (e.g. ground based solar power lights).	Part of National Cycle Route 1 and Route 30 between Bungay and Earsham. There is no alternative route available that is direct or safe.
Earsham Dam from Bungay to Earsham	South Norfolk District Council	This is part of the regional cycle network and is the only direct cycle route between Earsham and Bungay (avoiding the A143). The road supports fast moving traffic and with no	Consider provision of more frequent road surface markings to raise driver awareness that cyclists may be on the road and improve the sense of safety that cyclists are allowed to be	There is no alternative route available between Beccles and Gillingham except National Cycle Route 1.

		shoulder creates conflict between cyclists and vehicles.	there. Measures to reflect the road side would be useful as riders can have difficulty seeing the road verge when traffic is approaching with headlights (e.g. ground based solar power lights).	
Station Road (Ellingham) to Pirnhow Street (Ditchingham)	South Norfolk District Council	The shared-use path is part of Regional Cycle Route 1 which connects Beccles and Bungay. The section between Station Road (Ellingham) and Pirnhow Street (Ditchingham) is a traffic-free shared-use path. The path is narrow (approximately 1m wide) and the width is reduced when ground conditions are wet. This is a good route; however, the width of the path creates conflict between cyclists and pedestrians. The only alternative routes are along the A143 or the busy B1062 which are dangerous for cyclists.	Consider widening the path to enhance the route for cyclists and pedestrians. This could improve the route for recreational use and improve connectivity between Bungay, Ditchingham, Broome, Gillingham and Beccles.	This is part of National Cycle Route 1.

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