

CYCLING AND WALKING STRATEGY

OCTOBER 2022



How to use this document

The best way to view the Strategy is to use the interactive version on the Council's website (<https://www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/supplementary-planning-documents/>). The best way to navigate through the document is by using the interactive contents. Clicking on a specific chapter in the contents, will automatically take you to that part of the document. To move to another part of the document, click the 'home' symbol in the top right corner of the page, which will take you back to the contents. There is also a guide on the right-hand side of each page, which will show you what chapter of the document you are currently in, and where that sits within the whole of the document. Throughout the document there are hyperlinks which you can click to access further information.

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1 Introduction



1 Introduction

Purpose of the Strategy

- 1.1 The purpose of the East Suffolk Cycling and Walking Strategy (the Strategy) is to create safe, coherent, direct, comfortable, and attractive cycling, walking and wheeling environments that lead to improvements in health and wellbeing, facilitate greater social interaction and play, encourage more environmentally sustainable lifestyles, reduce road congestion, and support economic growth. In order to create these environments, the Strategy identifies cycling and walking infrastructure recommendations across the East Suffolk district (including the Broads Authority Area), focussing on the identification of new and improved infrastructure rather than the maintenance of existing infrastructure. It also provides context and information to support detailed infrastructure proposals and inform plan and decision making to support cycling, walking, and equestrian use.
- 1.2 This Strategy replaces the Waveney Cycle Strategy (2016)¹ and serves as the Local Cycling and Walking Infrastructure Plan (LCWIP) for East Suffolk Council.

¹ <https://www.eastsuffolk.gov.uk/assets/Planning/Waveney-Local-Plan/Waveney-Cycle-Strategy.pdf>

Preparation of the Strategy

- 1.3 In preparing the Strategy, the following key stages have been undertaken:
 - **Review of the Waveney Cycle Strategy (2016), national guidance and best practice** - Prior to starting work on the Strategy, a review of the measures within the existing Waveney Cycle Strategy was undertaken. This was done in parallel with a review of existing and emerging guidance and best practice. The outcomes of this process highlighted the need for the new Strategy to focus on site specific opportunities, make the best use of digital presentation tools, and to avoid repeating general design principles that are already covered in other guidance.
 - **Initial map-based consultation (19 October 2020 to 7 December 2020)** - Consultees were invited to identify existing cycling and walking issues across East Suffolk and, where possible, suggest solutions to them. Respondents were encouraged to plot their response on an online map. 797 comments were submitted, and these can be viewed on the initial consultation map².
 - **Assessment of comments** - Comments submitted as part of the initial consultation have been assessed against the methodology set out in the 'Community Recommendations' section of the Strategy and included within the Strategy as Community

² <https://eastsuffolk.maps.arcgis.com/apps/webappviewer/index.html?id=810e5f8977e144509f13120a00a341d6>

Recommendations. The Community Recommendations can be found in Appendix 1.

- **Identification of Key Corridors and Site Allocation Recommendations** - Officers identified Key Corridors and Local Plan Site Allocation Recommendations using initial consultation comments, Strava Metro³ data (made freely available), Propensity to Cycle Tool (PCT)⁴⁵, and Public Rights of Way (PROW) Definitive Maps⁶.
- **Steering group** - In recognition of the fact that East Suffolk Council (ESC) is the Local Planning Authority and Suffolk County Council (SCC) is the Local Highways Authority, a steering group of ESC and SCC officers was established to inform and guide the development of the Strategy. In addition, the Broads Authority (BA) were part of the steering group where appropriate in recognition of the fact that the BA executive area covers part of East Suffolk.
- **Consultation on Draft Strategy (01 November 2021 to 10 January 2022)** – The Draft Strategy was published for comments to which over 1000 comments were received, and these can be viewed in the Consultation Statement.
- **Finalising the Strategy** – The comments submitted on the draft strategy were considered and assessed with the Local Planning

Authority's responses available to view within the Consultation Statement. Changes to the Strategy were made in response to the comments received and officer assessments informed by further site visits.

- **Adoption** - The Strategy was adopted by the Council on 4th October 2022.
- **Post Adoption** - The implementation of the recommendations will be subject to ongoing monitoring work, as detailed in the 'Implementation and Monitoring of the Strategy' section below.

³ <https://metro.strava.com>

⁴ <https://www.pct.bike/m/?r=suffolk>

⁵ <https://www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/east-suffolk-cycling-and-walking-strategy/>

⁶ <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/view-definitive-maps-of-public-rights-of-way/>

2 Implementation and Monitoring of the Strategy



2 Implementation and Monitoring of the Strategy

- 2.1 The implementation and monitoring of the recommendations within this Strategy is key to ensuring that communities have access to high quality cycling and walking infrastructure. Through the review of the Waveney Cycle Strategy (2016) it was recognised that, while many cycling and walking infrastructure improvements were identified, relatively few had been implemented. The measures in this Strategy have therefore been through a thorough assessment process.
- 2.2 The infrastructure recommendations identified within this Strategy should not be read as prescriptive proposals, or as the only way in which the infrastructure improvements can be delivered. The Strategy should also not be seen as an exhaustive list of all of the cycling and walking infrastructure potential in the district.
- 2.3 The implementation of any recommendations in this Strategy are likely to need to be informed by further evidence gathering and detailed discussions with SCC as the Local Highways Authority as part of a long-term strategy for the district. Where appropriate the Broads Authority will also be involved in the detailed discussions. Further assessments of individual recommendations may also be required as part of the implementation, including (where necessary) Habitats Regulation Assessment.

⁷ <https://www.eastsuffolk.gov.uk/assets/Planning/Planning-Policy-and-Local-Plans/East-Suffolk-Cycling-and-Walking-Strategy/Appendix-2-Infrastructure-Delivery-Framework.pdf>

- 2.4 In implementing the Strategy, it is important to draw upon various funding and delivery opportunities, including but not limited to:
- Delivery through planning permissions on Local Plan site allocations, Neighbourhood Plan site allocations and windfall development.
 - Delivery linked to permitted Nationally Significant Infrastructure Projects (NSIPs).
 - Suffolk County Council funding opportunities including the ongoing Active Travel Fund.
 - District and Neighbourhood Community Infrastructure Levy (CIL).
 - Future Central Government funding initiatives.
 - Other delivery options at the national and local level.
- 2.5 To provide clarity as to the anticipated delivery opportunities and financial contributions for each of the Strategy's recommendations an Infrastructure Delivery Framework (IDF) (Appendix 2)⁷ has been prepared and is based on infrastructure costs agreed with SCC. To ensure alignment across infrastructure planning the IDF has been designed to be consistent with the East Suffolk Infrastructure Funding Statement (IFS), information about which can be found on the Council's website.⁸ Ongoing monitoring may update the adopted IDF.
- 2.6 Whilst the primary purpose of the Strategy is to identify cycling and walking infrastructure recommendations, it also provides a useful function as an evidence base. For example, the Strategy could be used by a Neighbourhood Planning group to identify cycling and walking

⁸ <https://www.eastsuffolk.gov.uk/planning/developer-contributions/infrastructure-funding-statement/>

infrastructure improvements within a Neighbourhood Plan, thereby providing greater weight to such improvements in planning terms. It could also be used to inform a Development Brief for a Local Plan site allocation.

- 2.7 Monitoring will be important in understanding how effective the Strategy is in achieving its aims. Monitoring will (as appropriate) form part of the Council's Authority Monitoring Report (AMR)⁹, which is published annually.
- 2.8 To ensure efficient use of resources and a responsive approach to implementation, the Strategy's recommendations will be subject to prioritisation assessments on an on-going basis. This prioritisation work will be in addition to any prioritisation set out within the Strategy such as the 'very high' to 'medium' prioritisation of the key corridors and the Multi Criteria Assessment Framework (MCAF) for the community recommendations. There is therefore scope for the priority of recommendations set out in the Strategy to differ to the priority identified in this ongoing prioritisation work.
- 2.9 This work will be undertaken using the Prioritisation Methodology agreed with SCC and based on the methodology detailed in the Department for Transport's Local Cycling and Walking Infrastructure Plans Technical Guidance¹⁰. The Prioritisation Methodology will be regularly updated and made available to view on the Council's website¹¹.

⁹ <https://www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/open-data/>

¹⁰ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf

¹¹ <https://www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/east-suffolk-cycling-and-walking-strategy/>

- 2.10 As part of this work, it will be important to consider the extent to which recommendations would contribute towards modal shift¹² mitigation in the Ipswich Strategic Planning Area (see paragraph 3.22).

¹² *Modal shift is the conversion of transport trips from one form of transport to another. In the context of the Strategy modal shift conveys the conversion of transport trips from one form of transport to cycling and walking.*

3 Policy Context



3 Policy Context

- 3.1 There is an extensive policy context in relation to cycling and walking at the national, county, local and neighbourhood level. With the aim of adding value to this, the Strategy's focus is on site specific cycling and walking infrastructure opportunities, rather than repeating general guidance held in other documents. The Strategy should therefore be read in conjunction with the following key documents:

National

- 3.2 **National Planning Policy Framework (NPPF)**, Department for Levelling Up, Housing and Communities (DLUHC) (July 2021)¹³ - The NPPF sets out the Government's planning policies for England, including policies that support the delivery of cycling and walking infrastructure.
- 3.3 **Cycling and Walking Investment Strategies 1¹⁴ and 2¹⁵**, Department for Transport (DfT), (April 2017 & July 2022) - These Strategies outline the Government's ambition for cycling and walking, which is to make cycling, walking and wheeling the natural choices for shorter journeys, or as part of a longer journey.

¹³https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

¹⁴ <https://www.gov.uk/government/publications/cycling-and-walking-investment-strategy>

¹⁵ [https://www.gov.uk/government/publications/the-second-cycling-and-walking-investment-strategy#:~:text=The%20second%20cycling%20and%20walking%20investment%20strategy%20\(%20CWIS2%20\)%20outlines%20the,a%20longer%20journey%20by%202040.](https://www.gov.uk/government/publications/the-second-cycling-and-walking-investment-strategy#:~:text=The%20second%20cycling%20and%20walking%20investment%20strategy%20(%20CWIS2%20)%20outlines%20the,a%20longer%20journey%20by%202040.)

¹⁶

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf

- 3.4 **Local Cycling and Walking Infrastructure Plans Technical Guidance for Local Authorities**, DfT (April 2017)¹⁶ - This guidance sets out a recommended approach to planning networks of walking and cycling routes that connect people with places they need to get to, whether for work, education, shopping or other reasons.

- 3.5 **Gear Change: A bold vision for Cycling and Walking**, DfT (July 2020)¹⁷ - The Government's vision for achieving a 'step change in cycling and walking'. The document has four main aims as its vision for England: healthier, happier and greener communities; safer streets; convenient and accessible travel, and cycling and walking being put at the heart of transport decision making. The achievement of these aims is further explored in the document under the following four themes:

- better streets for cycling and people
- cycling and walking at the heart of decision-making
- empowering and encouraging local authorities
- enabling people to cycle and protecting them when they do

- 3.6 **Local Transport Note 1/20: Cycle Infrastructure Design (LTN 1/20)**, DfT (July 2020)¹⁸ - This guidance document (LTN 1/20) supports the delivery of high-

¹⁷https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf

¹⁸https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

quality cycle infrastructure and includes examples of current best practice standards and relevant legal requirements. It has been of particular importance in identifying the recommendations within the Strategy.

- 3.7 **The Highway Code**, DfT (March 2022)¹⁹ - The aim of the Highway Code is to promote safety on the road for all users, whilst also supporting a healthy, sustainable and efficient transport system.
- 3.8 **Inclusive Mobility**, DfT (December 2021)²⁰ - This document is a guide to best practice on access to pedestrian and transport infrastructure. Creating and maintaining an accessible public realm is crucial for ensuring that disabled people are not excluded from playing a full role in society.
- 3.9 **Future of Transport: Rural Strategy Call for Evidence Summary of Responses**, DfT (September 2021)²¹ - The document summarises the responses to the DfT consultation on understanding future rural transport issues, needs and opportunities. Cycling and walking is referenced as an important sustainable transport solution for rural areas, especially given the potential of electric micromobility options such as e-bikes and e-scooters. The need for cycling and walking infrastructure is also referenced as important in facilitating greater rural cycling and walking.
- 3.10 **Future of Mobility: Urban Strategy**, DfT (March 2019)²² - The Strategy sets out the approach Government will take to seize the opportunities from

¹⁹ <https://www.gov.uk/guidance/the-highway-code>

²⁰

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1044542/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf

²¹https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1017933/future-of-transport-rural-strategy-call-for-evidence-summary-of-responses.pdf

current and future changes in urban transport. The approach includes the principle that active travel will remain the best option for short urban journeys.

- 3.11 **Manual for Streets 1**, DfT (March 2007) & **Manual for Streets 2**, Chartered Institution of Highways and Transportation (CIHT) (September 2010)²³ - These two complementary guidance documents seek to provide guidance for the design of residential streets for England and Wales, with the aim to create sustainable and inclusive public spaces. A third version is currently being prepared.
- 3.12 **National Design Guide**, DLUHC (October 2019)²⁴ - The Guide illustrates how well-designed places can be achieved in practice. One of the identified 10 characteristics for achieving well-designed places is 'movement'. Movement refers to the ease with which people can move around and navigate places and is therefore of particular importance to this Strategy.
- 3.13 **National Model Design Code**, DLUHC (July 2021)²⁵ - The Code provides detailed guidance on the production of design codes, guides and policies to promote good design. As with the National Design Guide, the Code recognises the importance of cycling and walking in relation to well-designed street networks, active travel solutions and public transport.

²²

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/846593/future-of-mobility-strategy.pdf

²³ <https://www.ciht.org.uk/knowledge-resource-centre/resources/revising-manual-for-streets/>

²⁴ <https://www.gov.uk/government/publications/national-design-guide>

²⁵ <https://www.gov.uk/government/publications/national-model-design-code>

County

- 3.14 **Suffolk Local Transport Plan (Part 1 and Part 2)**, SCC (2011)²⁶ - The plan sets out SCC's long-term transport strategy for Suffolk and explains how SCC will implement it. Part 1 is a 20-year strategy that highlights SCC's long-term ambitions for the transport network. Part 2 is a four-year implementation plan indicating how SCC are proposing to address the issues identified within the longer-term transport strategy.
- 3.15 **Suffolk Design Streets Guide**, SCC (2022)²⁷ - This guidance sets out the ways in which designers should identify movement frameworks and detailed street designs based on the appropriate user hierarchy, and will assist with the creation of new places in delivering sustainable transport compatible layouts which support and incentivise walking and cycling over less sustainable transport modes.
- 3.16 **Suffolk Local Cycling and Walking Infrastructure Plan (LCWIP)**, SCC (2021)²⁸ - The document sets out a series of measures to achieve a transformational change in the levels of cycling and walking across Suffolk.
- 3.17 **Suffolk Guidance for Parking**, SCC (2019)²⁹ - This guidance sets out the vehicle and cycle parking standards for Suffolk as well as design considerations for different parking arrangements.

²⁶ <https://www.suffolk.gov.uk/roads-and-transport/transport-planning/transport-planning-strategy-and-plans/>

²⁷ <https://www.suffolk.gov.uk/assets/planning-waste-and-environment/planning-and-development-advice/Suffolk-Design-Streets-Guide-R-compressed.pdf>

²⁸ <https://www.suffolk.gov.uk/assets/coronavirus/Advice-on-travel/Local-Cycling-and-Walking-Infrastructure-Plan-for-Suffolk.pdf>

- 3.18 **Suffolk Green Access Strategy 2020-2030**, SCC (2020)³⁰ - The Green Access Strategy outlines SCC's future plans for public rights of way in Suffolk, including management of and improvements to the public rights of way network. In drafting the recommendations of the Strategy, ESC has paid particular attention to our public rights of way.
- 3.19 **Suffolk Transitional Joint Health and Wellbeing Strategy 2022-2023**, SCC (2021)³¹ - The Strategy sets out a number of key strategic priorities that will lead to an improvement in health and wellbeing outcomes and a reduction in health inequalities across Suffolk, including through the facilitation of more active lifestyles.
- 3.20 **Transport East Active Travel Strategy**, Transport East (October 2021)³² - The Strategy seeks to identify solutions that would deliver a step change in cycling and walking across the region, which would facilitate sustainable growth while decarbonising transport and levelling up the region's rural and coastal areas.

Local

- 3.21 **East Suffolk Council Strategic Plan 2020-2024**, ESC (2020)³³ - The Strategic Plan sets out the five key themes (growing our economy, enabling our communities, remaining financially sustainable, delivering digital

²⁹ <https://www.suffolk.gov.uk/assets/planning-waste-and-environment/planning-and-development-advice/Suffolk-Guidance-for-Parking-2019-Adopted-by-SCC.pdf>

³⁰ <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/green-access-strategy/>

³¹ https://www.healthysuffolk.org.uk/uploads/Transitional_JHWS.pdf

³² <https://storymaps.arcgis.com/stories/2a9dc81f27494cde86f636abde155a49>

³³ <https://www.paperturn-view.com/uk/east-suffolk/strategic-plan-2020-2024?pid=Nzg78875&v=1.1>

transformation, and caring for our environment) that will help the council achieve its aim of delivering the highest quality of life possible for everyone who lives in, works in, and visits East Suffolk. This Strategy seeks to deliver on this aim and build on all five Strategic Plan themes.

3.22 **East Suffolk Council Local Plans**, - Waveney Local Plan³⁴ adopted March 2019 and Suffolk Coastal Local Plan³⁵ adopted September 2020. Both Local Plans seek to encourage walking and cycling, and both include specific policies relating to sustainable transport.

- Suffolk Coastal Local Plan Policy SCLP7.1: Sustainable Transport
- Waveney Local Plan Policy WLP8.21: Sustainable Transport

3.23 The Local Plans also allocate land for development, in the form of site allocation policies. Where specific cycling and walking measures were identified through the local plan process these are detailed as policy criteria in the specific site allocation policies. In addition to these policy requirements, the Strategy has, where appropriate, identified a number of additional opportunities for cycling and walking associated with these site allocations, and these are detailed in the Key Corridor and Site Allocation Recommendation sections.

3.24 The Suffolk Coastal Local Plan, as part of the Ipswich Strategic Planning Area (ISPA)³⁶, sets out a further commitment to improvements to support

³⁴ <https://www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/local-plans/>

³⁵ <https://www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/local-plans/>

sustainable transport to address the impacts of planned growth on the road network in and around Ipswich. An ISPA Transport Mitigation Strategy was prepared by SCC in 2019³⁷. The Council is working with other authorities in the ISPA to develop an approach for funding and delivery of key improvements. This work is anticipated to include a mechanism for identifying the extent to which cycling and walking projects would contribute to addressing highways capacity issues in and around Ipswich, which could be taken forward through the post adoption prioritisation work explained in paragraphs 2.08-2.10.

3.25 The East Suffolk Cycling and Walking Strategy will support the strategic priorities/objectives outlined in both Local Plans.

Suffolk Coastal Local Plan

- Strategic Priority - To support healthy, safe, cohesive and active communities through improving health, wellbeing and education opportunities for all;
- Strategic Priority - Mitigate human impact on the environment and reduce contributions to climate change by conserving natural resources.

³⁶ *The ISPA Authorities are East Suffolk Council, Ipswich Borough Council, Babergh & Mid Suffolk District Councils, and Suffolk County Council. Further information on the ISPA can be found here: <https://www.ipswich.gov.uk/content/ipswich-strategic-planning-area>*

³⁷ <https://www.suffolk.gov.uk/assets/Roads-and-transport/public-transport-and-transport-planning/ISPA-Transport-Mitigation-v13F.pdf>

Waveney Local Plan

- Objective/Priority 1 - To improve health, wellbeing and education opportunities for the population;
- Objective/Priority 4 - To reduce contributions to climate change and mitigate the effects and conserve natural resources.

- 3.26 **Local Plan for the Broads**, Broads Authority (May 2019)³⁸ - Part of East Suffolk falls within the Broads Authority area. The Broads Authority Local Plan contains policies to address sustainable transport and safeguard cycling and walking routes. The Broads Authority has recently embarked on a review of the Local Plan for the Broads; the relevant improvements identified in this Strategy may be used to inform that review.
- 3.27 **The Broads Plan**, Broads Authority (2017)³⁹ - This key management plan for the Broads executive area sets out a long-term vision to enhance the special qualities of the area, covering the period 2017-2022. The vision recognises the important role that cycling and walking play in facilitating the enjoyment of the special qualities of the Broads.
- 3.28 **Integrated Access Strategy for the Broads**, Broads Authority (2019)⁴⁰ - The Strategy aims to deliver the access and transport elements of the Broads

³⁸ https://www.broads-authority.gov.uk/__data/assets/pdf_file/0036/259596/Local-Plan-for-the-Broads.pdf

³⁹ https://www.broads-authority.gov.uk/__data/assets/pdf_file/0023/240665/Broads-Plan-2017.pdf

⁴⁰ https://www.broads-authority.gov.uk/__data/assets/pdf_file/0020/260822/Appendix-Broads-Integrated-Access-Strategy-and-action-plan.pdf

Plan and in so doing seeks to encourage sustainable transport choices such as public walking and cycling.

- 3.29 **Development Briefs**, ESC (2020 onwards)⁴¹ - ESC is in the process of preparing Development Briefs for some of our Local Plan site allocations, the of aim of which is to highlight key design considerations and design solutions for specific development sites. Cycling and walking is an important design consideration and the Strategy will therefore be a useful evidence base to support the preparation of the Development Briefs. The first Development Brief was adopted for Policy WLP2.14 (Land North of Union Lane, Oulton)⁴², and highlights the key cycling and walking infrastructure opportunities both on and off site.
- 3.30 **Suffolk Coast and Heaths AONB Management Plan**, The Suffolk Coast and Heaths AONB Partnership (2018)⁴³ - The Management Plan outlines how relevant authorities will pay regard to the purposes of the AONB, provides a framework for the co-ordination of actions that might impact on the AONB, and identifies the need to monitor changes to the AONB.
- 3.31 **Suffolk Coast and Heaths AONB Walking and Cycling Guides**, Suffolk Coast and Heaths AONB Partnership⁴⁴ - The guides seek to provide opportunities for cycling and walking exploration of the AONB in a manner sensitive to its special qualities.

⁴¹ <https://www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/supplementary-planning-documents/>

⁴² <https://www.eastsuffolk.gov.uk/assets/Planning/Planning-Policy-and-Local-Plans/Supplementary-documents/Residential-development-Union-Lane-Oulton/Residential-Development-Brief-for-WLP2.14-Land-North-of-Union-Lane-Oulton.pdf>

⁴³ <https://www.suffolkcoastandheaths.org/managing/management-plan/>

⁴⁴ <https://www.suffolkcoastandheaths.org/exploring/visitor-guides/>

Neighbourhood

- 3.32 In addition to the Local Plans there are a number of made and emerging Neighbourhood Plans⁴⁵ across East Suffolk, some of which include sustainable transport policies and/or site allocations that will help provide

or improve existing cycling and walking infrastructure and have influenced the recommendations within the Strategy. Neighbourhood Plan groups are encouraged to use this Strategy to inform their approach to cycling and walking.

⁴⁵ <https://www.eastsuffolk.gov.uk/planning/neighbourhood-planning/neighbourhood-plans-in-the-area/>

4 Recommendations



4 Recommendations

- 4.1 Analysing available evidence and community representations, and utilising officer knowledge at both ESC and SCC, has led the Strategy to the following four types of recommendations:
- 4.2 **Key Corridors** - Key routes between, and through, settlements where there are significant opportunities for modal shift to arise from improved cycling and walking infrastructure.
- 4.3 **Leisure routes** - A number of routes have been identified, connecting some more rural settlements. The primary function of these routes is to facilitate leisure opportunities.
- 4.4 **Local Plan Site Allocation Recommendations** - Recommendations for Local Plan site allocations, covering both on and off-site opportunities.
- 4.5 **Community Recommendations** - Recommendations submitted to the Council as part of the initial consultation. These have been assessed against the methodology set out in chapter 3. These have also been useful in identifying opportunities for the above three recommendation types.
- 4.6 The recommendations will be subject to detailed design work and further engagement before implementation.

⁴⁶ <https://www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/east-suffolk-cycling-and-walking-strategy/>

Key Corridors

- 4.7 Key Corridors are routes between and through settlements, serving homes and destinations, where there are significant opportunities for modal shift, generated from improving cycling and walking infrastructure. They include:
 - Ipswich to Melton
 - Ipswich to Felixstowe
 - Martlesham to Felixstowe
 - Felixstowe Internal Routes
 - Lowestoft Internal Routes
 - Lowestoft to Hopton (to Great Yarmouth)
 - Lowestoft to Kessingland
 - Lowestoft to Bungay
- 4.8 These Key Corridors have been informed by analysis of the responses to the initial map-based and draft Strategy consultations⁴⁶, and the identification of patterns in those responses, between and through settlements.
- 4.9 After identifying the broad Key Corridor locations, officers considered the following before making infrastructure recommendations for each Key Corridor:
 - Local Plan and Neighbourhood Plan site allocations along and around the Key Corridor,
 - comments made to the initial map-based consultation⁴⁷ (community recommendations),

⁴⁷ <https://eastsuffolk.maps.arcgis.com/apps/webappviewer/index.html?id=810e5f8977e144509f13120a00a341d6>

- comments made to the draft Strategy consultation⁴⁸,
- the quality of existing cycling and walking infrastructure within each Key Corridor,
- trip data in the form of Strava Metro data⁴⁹,
- estimations of cycling potential in the form of Propensity to Cycle Tool⁵⁰,
- the Public Rights of Way network⁵¹,
- key destinations,
- designated and proposed Quiet Lanes⁵² (a project that seeks to designate suitable rural roads/lanes as Quiet Lanes and to make them safer),
- satellite imagery and ‘Streetview’ technology⁵³,
- Sustrans National Cycle Network⁵⁴
- the England Coast Path, and
- ESC and SCC officer feedback.

4.10 Site visits have also been undertaken in order to clarify observations from satellite imagery, ‘Streetview’ technology, and officer knowledge of the local area.

4.11 In order to highlight their importance, each recommendation has been ranked as either medium, high or very high priority. In determining the

priority of a particular recommendation, officers considered the importance of the recommendation within the context of the wider Key Corridor, whether the recommendation is an alternative to a more important recommendation, and the likely potential for delivery. This initial prioritisation was based on officer judgement to inform the finalisation of the Strategy. As part of the implementation of the recommendations a detailed Prioritisation Methodology has been developed by ESC and SCC, which is explained in more detail in the ‘Implementation and Monitoring of the Strategy’ section above.

4.12 Due to the terms of the Council’s licencing agreement with Strava Metro, we are unfortunately not able to display images of the Strava Metro data that were factored into the assessments within the Strategy. However, where Strava Metro data has aided the understanding of an area and the potential infrastructure opportunities, written summaries of the Strava Metro data are included. There is a publicly accessible version of Strava Metro⁵⁵, which may be of interest.

4.13 The Key Corridors typically connect the more urban areas of the district. Understandably these areas present greater opportunities to enable modal shift towards more sustainable transport modes and often represent a greater benefit to cost ratio when it comes to funding such infrastructure.

⁴⁸<https://www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/east-suffolk-cycling-and-walking-strategy/>

⁴⁹ <https://metro.strava.com/>

⁵⁰ <https://www.pct.bike/>

⁵¹ <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/view-definitive-maps-of-public-rights-of-way/>

⁵² <https://www.quietlanessuffolk.co.uk/>

⁵³

<https://www.google.com/maps/place/Suffolk/@52.3022587,1.4882965,10.35z/data=!4m5!3m4!1s0x47d81562eef1ae1:0xb8cf4391eed96afa!8m2!3d52.1872472!4d0.9707801?hl=en>

⁵⁴<https://www.sustrans.org.uk/national-cycle-network>

⁵⁵ <https://www.strava.com/heatmap#11.85/1.28283/52.06159/hot/all>

This includes through developer contributions within those corridors. However, consideration has been given to cycling and walking opportunities within rural communities through the identified leisure routes.

- 4.14 Each Key Corridor and their associated recommendations are set out in the tables below. The following Key Corridor tables are presented to highlight the specific cycling and walking infrastructure recommendations for each section of a key corridor, alongside a description of the route, the identified priority for delivery, and a reference code.



Ipswich to Melton Key Corridor



4.15 The key opportunities that have been identified in support of this Key Corridor include: The Ipswich to Melton Key Corridor seeks to provide a cohesive cycling and walking network, which maximises off-road routes and delivers improvements of the highest quality. The route encompasses the parishes of Rushmere St Andrew, Kesgrave, Foxhall, Martlesham, Brightwell, Bucklesham, Woodbridge and Melton. Some of the recommendations that form part of the Key Corridor are as follows: Enhanced cycling and walking infrastructure along Main Road, Kesgrave, connecting into Kesgrave High School. Cycling and walking infrastructure through Rushmere Common providing a traffic free cycling and walking route between Ipswich and Kesgrave.

- Cycling and walking route along the south of Kesgrave, Long Strops Bridleway.
- Improvements to Felixstowe Road, Martlesham to enhance cycling and walking environment.
- Removal of through traffic from Sandy Lane.
- Cycling and walking infrastructure along Melton Road.
- Cycling and walking infrastructure along Wilford Bridge Road.

4.16 The key opportunities that have been identified in support of this Key Corridor include:

- The planned development in both the Suffolk Coastal Local Plan and Neighbourhood Plans,
- Primary and secondary schools,
- Ipswich Hospital,
- Martlesham Retail Park,
- Brightwell Lakes allocation,
- Adastral Park,
- Martlesham Park and Ride,

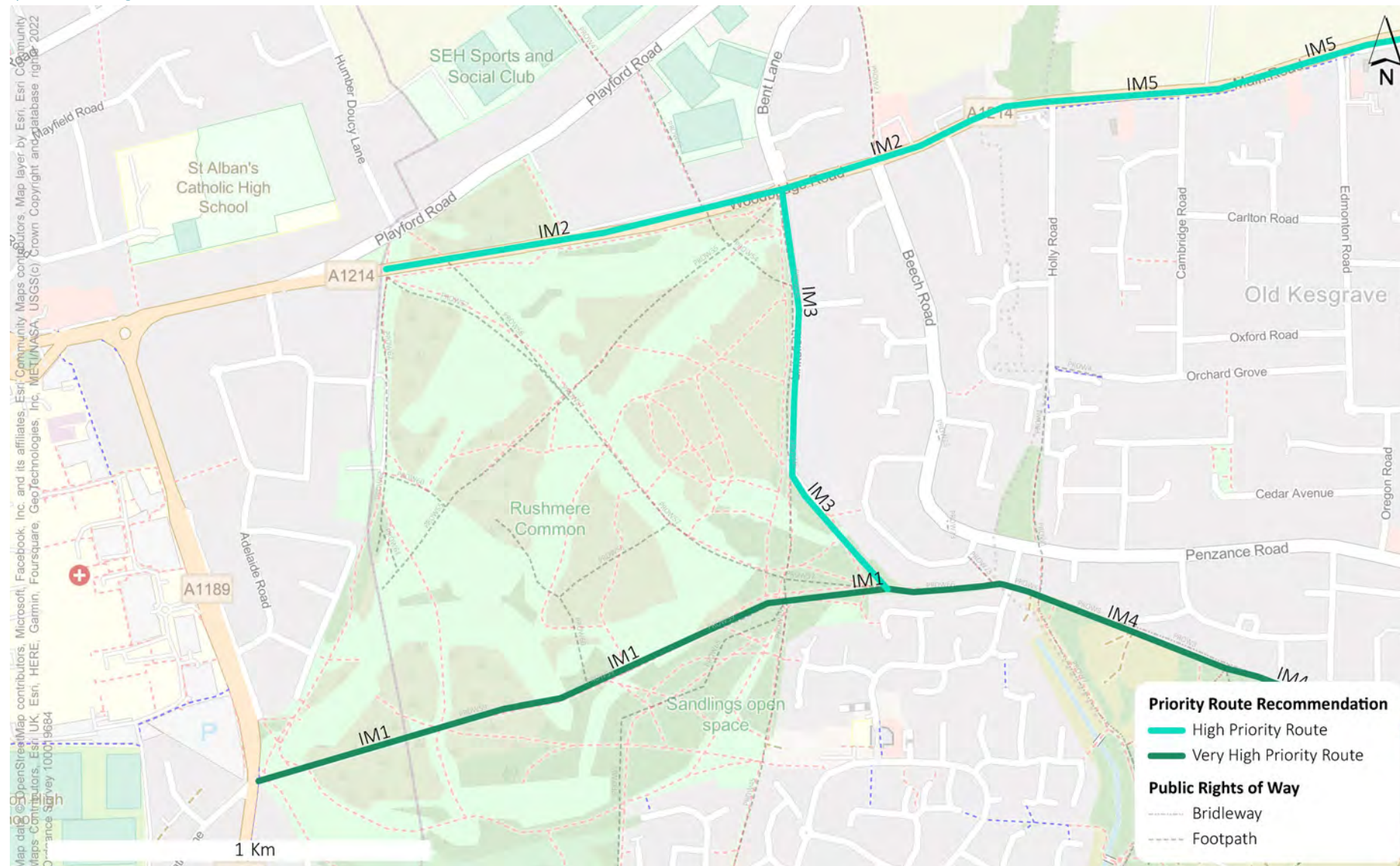
- Melton and Woodbridge Train Stations,
- Tourism destination such as Sutton Hoo,
- Woodbridge Mini-Holland feasibility study⁵⁶,
- SCC's A12 Major Road Network proposals⁵⁷, and
- Further services and facilities within the settlements throughout the Key Corridor.

4.17 Within this Key Corridor the Propensity to Cycle Tool (PCT) map shows the importance of Main Road, Kesgrave as the most popular route for cyclists and also capable of significant modal shift. It is worth noting however that PCT does not calculate modal shift potential on off-road routes such as Public Rights of Way (PROW), and therefore doesn't show the potential modal shift opportunities along routes such as the Long Strops bridleway. As Strava Metro compiles data for both on and off-road routes, it provides a clearer picture than PCT as to which routes are popular. From this data it is clear that Public Rights of Way provide a very important network of traffic free cycling and walking routes, albeit the quality of the PROW infrastructure could be improved in order to generate more significant modal shift. Making the most of and improving the quality of the off-road and traffic free PROW are important in increasing cycling and walking numbers to ensure users feel safe and comfortable.

⁵⁶ <https://www.suffolk.gov.uk/council-and-democracy/council-news/show/woodbridge-set-to-go-dutch-as-suffolk-gets-millions-from-government-to-boost-walking-and-cycling-2>

⁵⁷ <https://www.suffolk.gov.uk/council-and-democracy/consultations-petitions-and-elections/consultations/a12-improvements/#:~:text=The%20Scheme%20will%20enhance%20highway,cycling%20and%20public%20transport%20facilities>

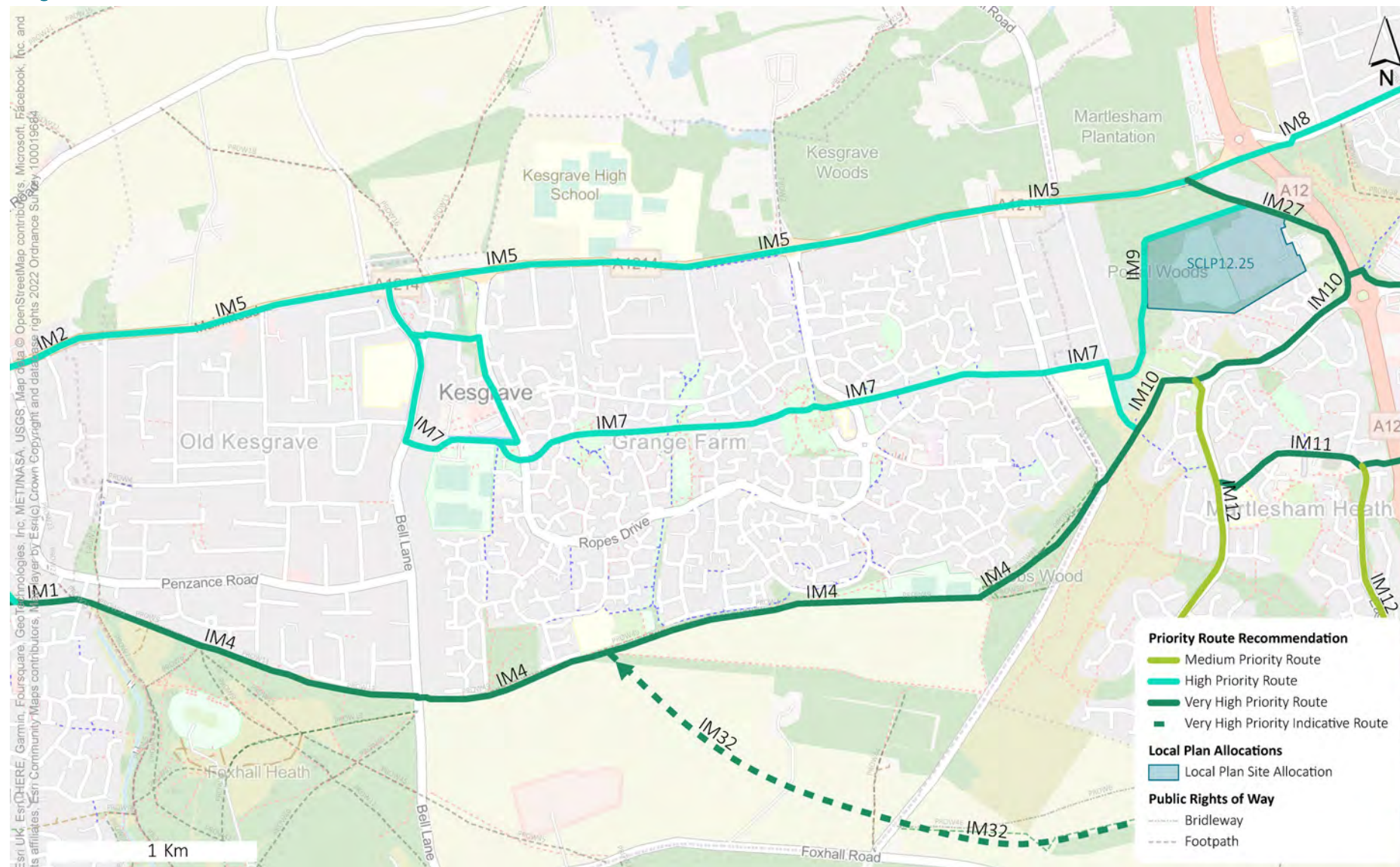
Ipswich – Kesgrave



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Map Reference	Location	Description	Recommendation
IM1	PROW59/66	Existing footpaths through Rushmere Heath provide a safe and desirable off-road walking route to Ipswich Hospital and Ipswich beyond, making it a very high priority route.	Upgrade Footpaths 59, a short section of 45 and 57, and 66 to bridleways, widen and resurface accordingly. ESC/Ipswich Borough Council (IBC) boundary crosses the Heath before reaching Heath Road. No PROW on IBC side of Rushmere Heath. Introduce Bridleway from Footpath 59 to Heath Road.
IM2	Woodbridge Road	Main east-west vehicle and cycling and walking route along Kesgrave, as evidenced by Strava Metro data, connecting to Kesgrave High School. For these reasons the route is a high priority route.	Introduce segregated cycling and walking infrastructure along Woodbridge Road. This may require road space and junction reconfiguration between Bent Lane and Holly Road. Introduce cycling and walking crossing points at Footpath 57 and at Beech Road junction.
IM3	PROW57	Footpath 45 and Linksfield provide a direct walking connection between Woodbridge Road and Long Strops Bridleway, and could provide a direct cycling route if upgraded. This recommendation is high priority , but would be a very high priority if IM1 can't be delivered.	Introduce a shared cycling and walking path. Surfacing and lighting should be appropriate to the natural setting whilst accommodating commuter cyclists.

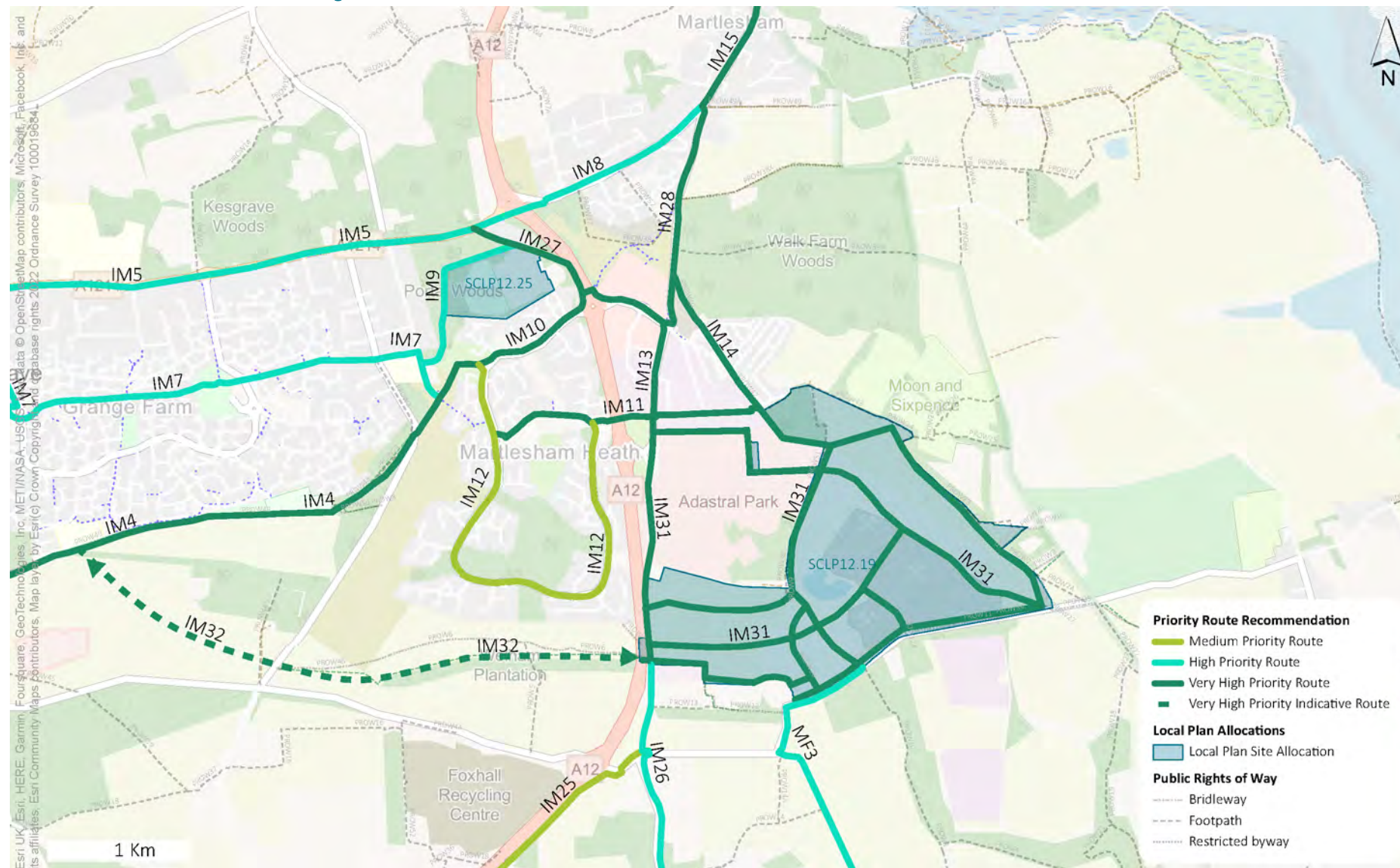
Kesgrave – Martlesham Heath



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Map Reference	Location	Description	Recommendation
IM4	Long Strops Bridleway	Long Strops Bridleway runs along the southern edge of Kesgrave, linking to Rushmere St Andrew in the west and Martlesham in the east. Long Strops is a dirt track and therefore not as desirable a route for cycling and wheelchair access as it could be, especially when wet. However, Strava Metro data shows the route to be well used. If the route were to be upgraded it could become a highly desirable off-road route all year round while retaining its status as a desirable recreational walking and cycling route, making it a very high priority route.	Widen and resurface Bridleways 8, 11, and 49 to accommodate bi-directional cycling and walking. Introduce cycling and walking crossing point on Bell Lane. Upgrade Footpaths 43, 23, and 3 to bridleways and widen and resurface accordingly. Introduce a signalised cycling and walking crossing point where Footpath 3 meets Dobbs Lane, and a village gateway on Dobbs Lane south of the proposed crossing point to slow northbound traffic.
IM5	Main Road	This stretch of road is the main vehicular route through Kesgrave and provides access to Kesgrave High School. Existing cycling and walking infrastructure provides some benefit for cyclists and walkers, however it could be improved. Although Main Road is particularly wide in places, with wide turning lanes and central cross hatching, the road narrows between Dr Watsons Lane and Ropes Drive, and introducing cycling and walking infrastructure along this stretch may be challenging. Due to the benefits associated with cycling and walking to school (e.g. Kesgrave High School) this route is high priority route.	Widen and resurface segregated cycling and walking track along Main Road. This may require road space and junction reconfiguration between Holly Road and Deben Avenue. Ensure cyclists and pedestrians have priority when crossing Main Road side streets. Ensure clear demarcation between cyclist and pedestrian space, provided appropriate infrastructure widths can be achieved.
IM7	Grange Farm cycleway	Through the middle of Grange Farm, Kesgrave runs a high quality segregated cycling and walking track, from Twelve Arce Approach in the west to Grange Lane in the east. However, it lacks a good connection to the cycling and walking infrastructure along Main Road which avoids the narrow section of Main Road between Dr Watsons Lane and Ropes Drive. Due to the high quality nature of the route and the need to connect it into the wider Key Corridor this route is high priority route.	Introduce cycling and walking track along Bell Lane, segregated from vehicles where space allows. Introduce cycling and walking crossing point on Bell Lane, aligned with Lankester Way desire line. Introduce cycling and walking track between Bell Lane crossing point and Lankester Way. Introduce crossing point on Bell Lane into Lankester Way. Remove bollards on Lankester Way and widen if possible. Along Ropes Drive, introduce cycle and walking priority across Ferguson Way, retail car park access, and Bus Lane. To enable greater mobility scooter access remove some of the bollards on Grange Lane, Dobbs Lane and Deben Avenue. Opportunities to move/remove the on street drop off area on Bell Lane outside Heath Primary School should be considered. This could facilitate improved cycling and walking infrastructure along Bell Lane.
IM27	Portal Avenue - Eagle Way	This route acts as a connection between Main Road and Eagle Way and the two A12 underpasses and for this reason is identified as very high priority route.	Introduce a cycling and walking track along Portal Avenue, avoiding tree removal where possible. Introduce sensitive lighting where necessary and resurface route between Portal Avenue and Eagle Way including a modal filter.

Martlesham Heath – Martlesham Village

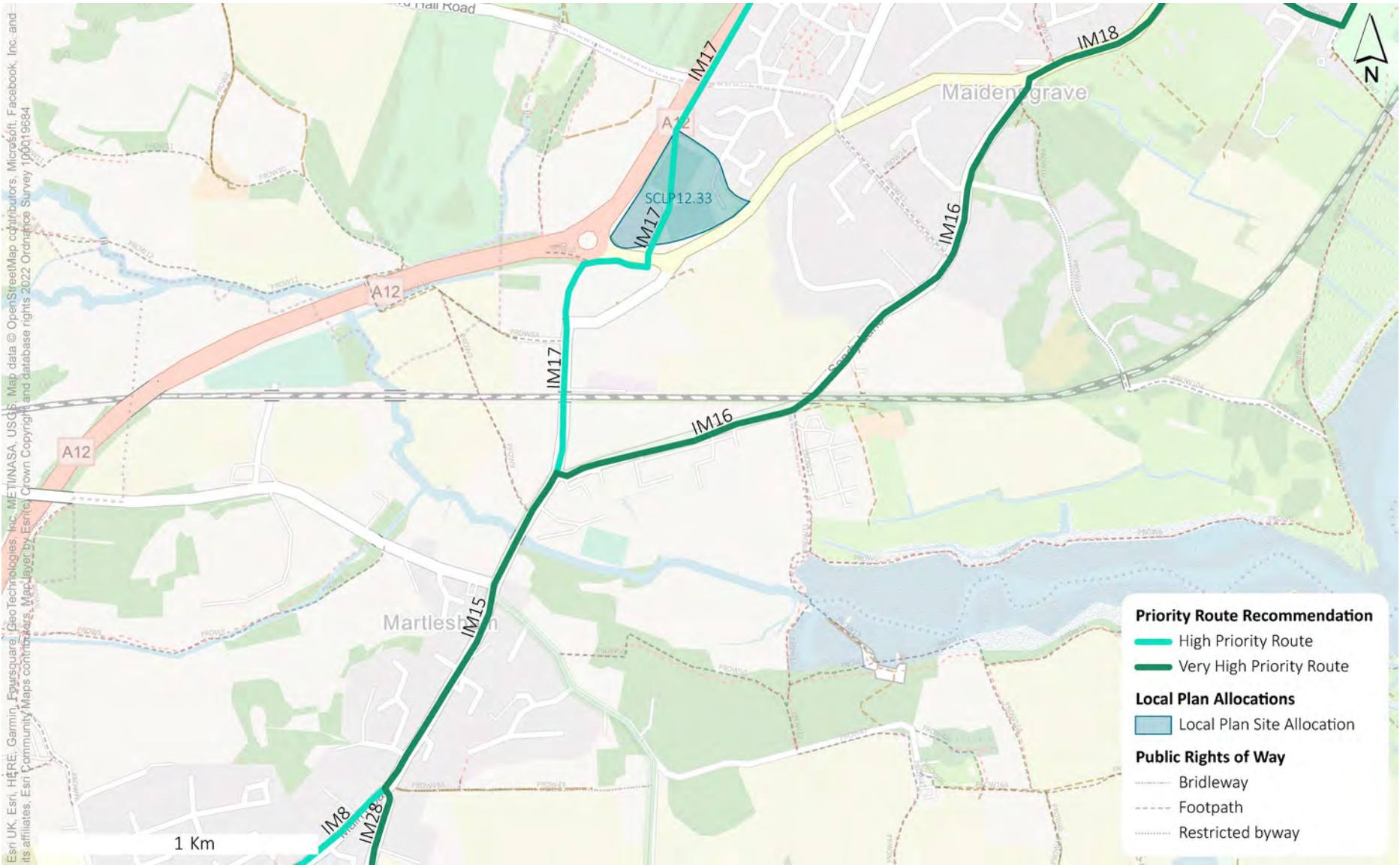


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Map Reference	Location	Description	Recommendation
IM8	Main Road	Main Road is wide in places which makes crossing, particularly for elderly people, more difficult. The continuous and direct nature of Main Road makes it a high priority route.	Widen existing cycling and walking infrastructure immediately east of the Portal Avenue junction. This may require road narrowing and/or signage removal. Ensure A12 underpass is suitable for cyclists and walkers. Introduce cycling and walking infrastructure between the A12 underpass and the existing cycling and walking infrastructure along the southern side of Main Road. Introduce crossing point where A12 underpass joins Main Road east of the roundabout. Introduce cycling and walking track along Main Road. Ensure cyclists and pedestrians have priority when crossing Main Road side streets. Consider narrowing Main Road, removing turning lanes, whilst ensuring safe cycling and walking crossing points.
IM9	Suffolk Police HQ	This route acts as a desirable off-road link between the cycling and walking network of Martlesham Heath/Kesgrave and Main Road, and is shown by Strava Metro to be well used, making it a high priority route.	Repair the existing cycling and walking track north and west of Suffolk Police HQ to accommodate cyclists, pedestrians and mobility scooters, whilst being sensitive to the natural and historic setting. Introduce sensitive lighting where necessary. Introduce cycling and walking connections between the route and the Suffolk Police HQ site allocation.
IM10	Dobbs Lane / Felixstowe Road	This route seeks to link Long Strops Bridleway to Felixstowe Road whilst avoiding the Martlesham Heath Site of Special Scientific Interest (SSSI), Martlesham Common County Wildlife Site (CWS), and the narrow route through Broomfield. Due to the direct link between Long Strops bridleway, Martlesham retail park and Felixstowe Road this route is very high priority route.	Introduce a cycling and walking track from the recommended crossing point at Dobbs Lane through to Felixstowe Road. This will require widening of existing infrastructure along Eagle Way, and giving priority to cyclists and pedestrians when crossing Eagle Way side streets and Anson Road roundabout arms. May also require moving the Eagle Way bus stop closer to the road, to provide space for track. Introduce Eagle Way crossing point into Manor Road. Ensure A12 underpass is suitable for cyclists and pedestrians.
IM11	Eagle Way / Betts Avenue	Using the existing cycling and walking infrastructure, this route connects Martlesham Heath, Martlesham Retail Park, and Brightwell Lakes. The planned Brightwell Lakes access point onto Gloster Road may provide an alternative east-west cycling and walking route to that of Betts Avenue. Due to the significant connections made by this route it is very high priority route.	Introduce segregated cycling and walking track along Eagle Way and Valiant Road over the existing A12 cycling and walking bridge, along Betts Avenue and into the planned Brightwell Lakes cycling and walking network. Where the cycling and walking track crosses vehicle access roads and side streets priority should be given to cyclists and pedestrians. The existing crossing point on Eagle Way (just north of Eagle Way/Valiant Road junction) may need to be moved further south to facilitate a cycling and walking track on the east of Eagle Way. Introduce crossing point on Valiant Road to link into existing cycling and walking infrastructure. Introducing the track on Eagle Way fronting the car park should avoid vegetation removal where possible. Introduce crossing point on Eagle Way, aligned with A12 cycling and walking bridge. Introduce crossing point on Gloster Road.
IM12	Martlesham Woods / Brightwell Lakes	This route seeks to provide cycling infrastructure along Eagle Way, linking into the existing A12 cycling and walking bridge and IM10. This is a medium priority route.	Introduce cycling infrastructure along Eagle Way, connecting into the A12 cycling and walking bridge, recommendation IM10, and recommendation IM11.

Map Reference	Location	Description	Recommendation
IM13	Barrack Square/Gloster Road	This route is designed to link the planned Brightwell Lakes cycling and walking infrastructure through Martlesham Retail Park to Felixstowe Road. Due to the connections to retail and employment as well as onward travel along Felixstowe Road this route is very high priority route.	Introduce segregated cycling and walking track along Barrack Square and Gloster Road. Where the cycling and walking track crosses vehicle access roads and side streets priority should be given to cyclists and pedestrians. Connect into the planned Brightwell Lakes cycling and walking infrastructure. Replace zebra crossing on Anson Road with a parallel crossing. Introduce parallel crossings along Gloster Road to reflect desire lines of pedestrians and cyclists throughout Martlesham retail park. Sufficient cycle parking should be introduced at all destinations within the retail park.
IM14	Footpaths/Felixstowe Road	This route seeks to provide an off-road route from the planned Brightwell Lakes cycling and walking infrastructure to Felixstowe Road, which provides a strong link to onward travel via Felixstowe Road, making it a very high priority route.	Introduce a cycling and walking track along Footpaths 42 and 40. Upgrade Footpaths 42 and 40 to bridleways and widen and resurface accordingly. Ensure cycling and walking track is appropriately lit, with natural surveillance where possible.
IM28	Felixstowe Road	Felixstowe Road is used heavily as a through route to access services and facilities at Martlesham Retail Park. However, the alternative vehicular route of Main Road and the lack of safe cycling and walking provision along Felixstowe Road has led this recommendation to be identified as a very high priority route.	Introduce modal filter on Felixstowe Road to prohibit vehicle through traffic.
IM31	Brightwell Lakes	These routes align with those planned as part of the consented Brightwell Lakes development and link into recommendations beyond the development. This route is very high priority route.	Cycling and walking infrastructure to be delivered as part of the consented Brightwell Lakes development.
IM32	Long Strops - Brightwell Lakes	This route seeks to provide a high quality traffic free cycling and walking route between Long Strops Bridleway and Brightwell Lakes, avoiding the Martlesham Heath SSSI, and for this reason is a very high priority route.	Introduce a segregated cycling and walking track between Long Strops Bridleway and Brightwell Lakes, avoiding harm to the Martlesham Heath SSSI, and along a realigned Bridleway 6 as secured by condition 69 to the Brightwell Lakes outline permission. Introduce a cycling and walking crossing point across the A12. Ensure the route is well lit. Part of the route is secured through condition 69 to the Brightwell Lakes outline permission (DC/17/1435/OUT) which states: "Prior to first occupation of the residential development, a scheme shall be submitted to and agreed in writing by the Local Planning Authority in consultation with the County Council, for the diversion and/or improvement of the existing Bridleway BR6 running to the west of the A12 towards Dobbs Lane. Such scheme shall make provision for (1) mitigation of the impact of users on the Martlesham Heath SSSI and (2) implementation of the approved scheme. Reason: To facilitate improvements to the alignment of the existing bridleway whilst ensuring that the new alignment has no material impact on the Martlesham Heath SSSI.

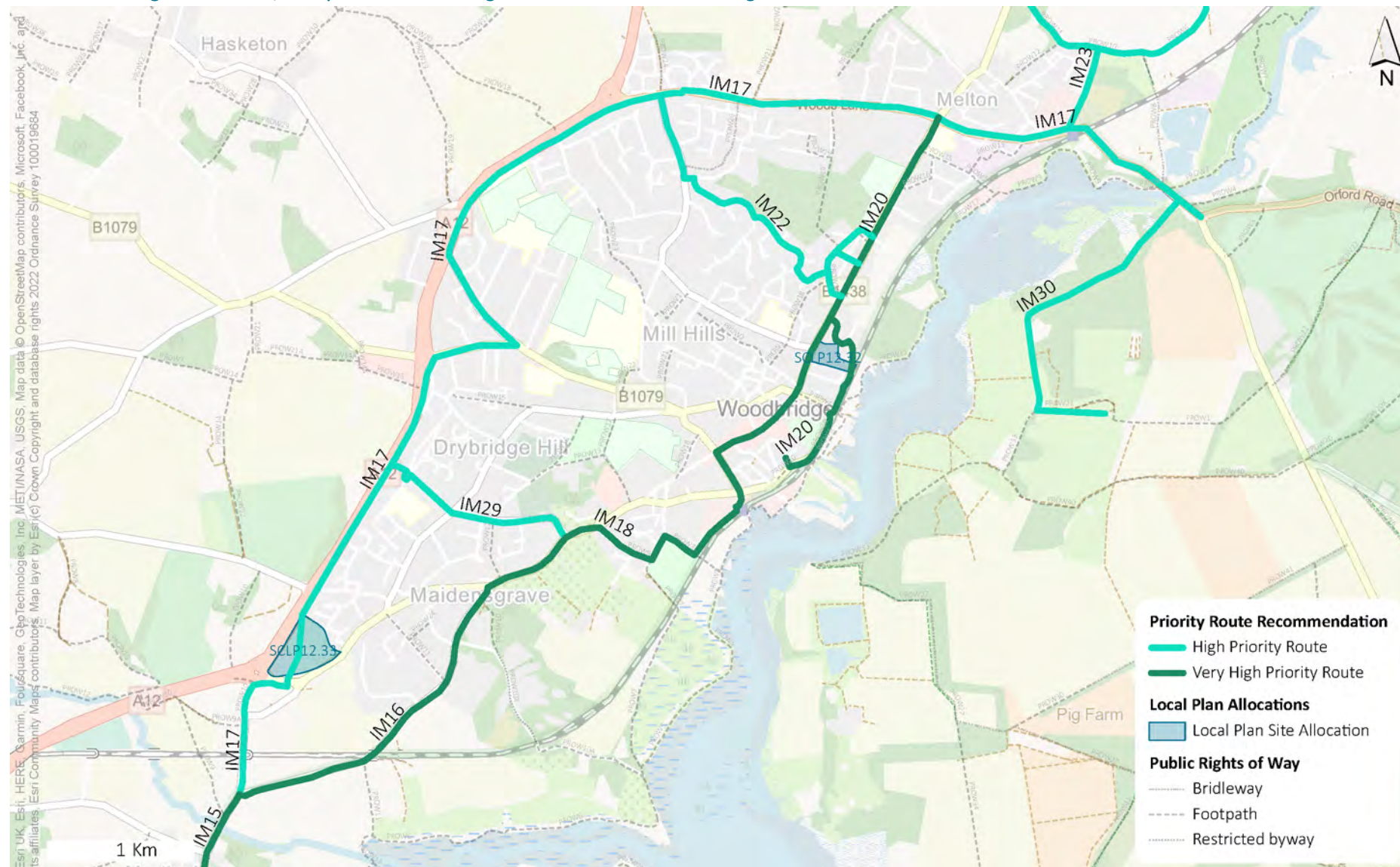
Martlesham Village – Woodbridge



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Map Reference	Location	Description	Recommendation
IM15	Main Road/Woodbridge Town Football Club site	This route is a continuation of the route along Main Road, however the cycling infrastructure in this stretch is poor or non-existent. There are also narrow stretches which may limit the ability to introduce high quality cycling and walking infrastructure. However, Main Road between Felixstowe Road and Sandy Lane is of very high priority due to its presence as part of the wider very high priority route along the key corridor.	Introduce crossing points along Main Road. Due to the narrowness of Main Road between Nunn Close and Bealings Road it is unclear what cycling and walking infrastructure could be introduced. Introduce segregated cycling and walking track at Bealings Road junction going north along The Street. This may require removal of central hatching turning lanes, and widening the River Fynn Bridge.
IM16	Sandy Lane	Sandy Lane provides access to a number of properties and businesses, however, is also used as a rat run and is not needed as a through route due to alternative vehicle route options along the B1438. With a relatively cost effective intervention this route could become a key cycling and walking connection between Martlesham and Woodbridge, making it a very high priority route.	Introduce a modal filter on Sandy Lane to restrict vehicle through traffic while allowing pedestrians, cyclists, emergency vehicles, and refuse vehicles.

Outer Woodbridge and Melton, Sandy Lane – Woodbridge Train Station and Woodbridge Train Station – Melton Crossroads

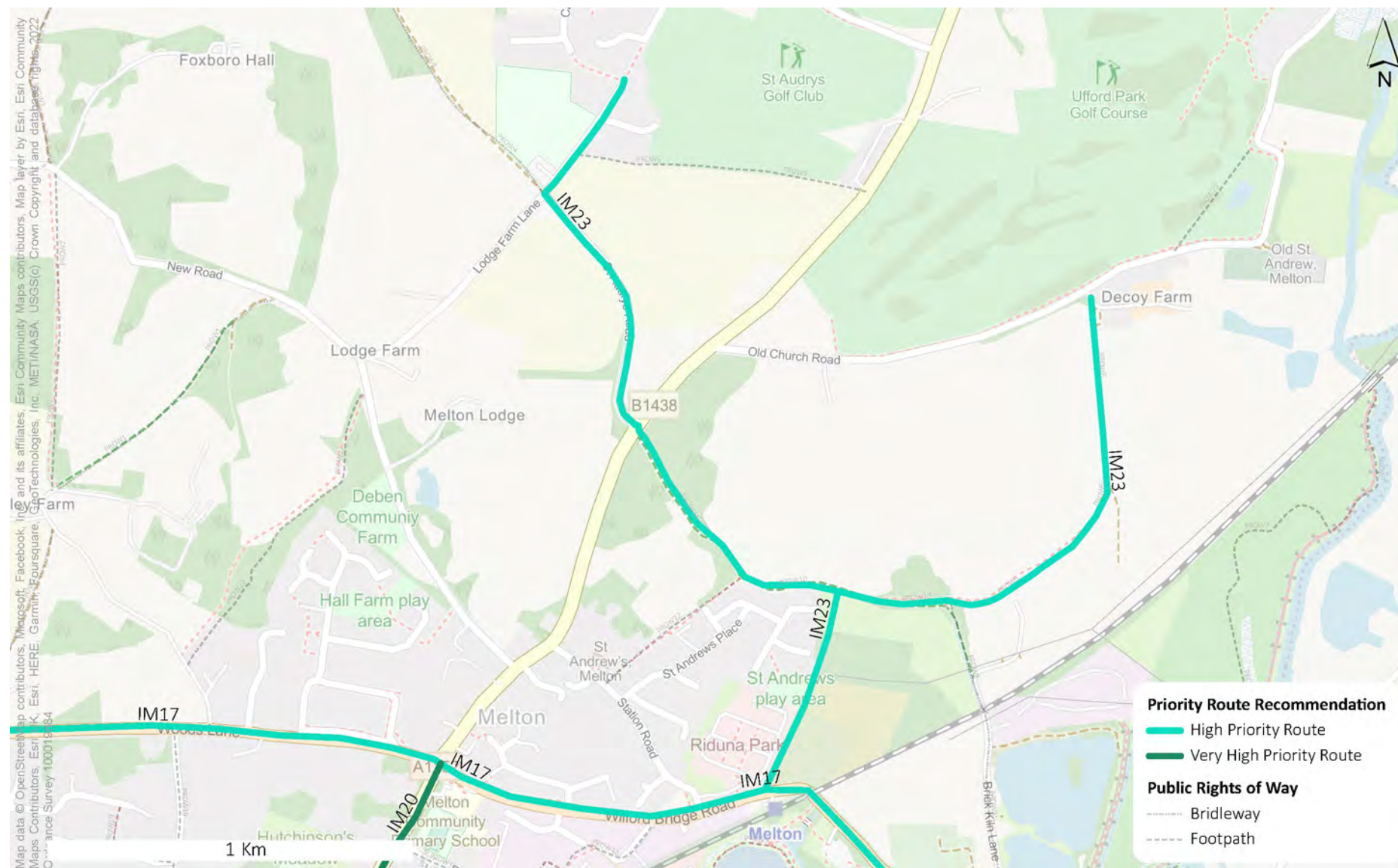


Map Reference	Location	Description	Recommendation
IM17	Outer Woodbridge route	This route seeks to provide a cohesive connection between Martlesham, Woodbridge, Melton Train Station and Common Lane, whilst making the most of existing cycling and walking infrastructure alongside the A12, making it a high priority route.	Introduce a segregated cycling and walking track from the Top Street/Sandy Lane junction, along Top Street, Footpath 10, through the Woodbridge Town Football Club site, along the eastern side of the A12 utilising the existing track to the rear of properties on Peterhouse Crescent where possible, along Woods Lane, Wilford Bridge Road, connecting into Melton Train Station, and along Orford Road to Common Lane which is a designated Quiet Lane. There is not sufficient space to introduce segregated cycling and walking infrastructure east of the A12 between the B1079 and Hasketon Road. A one way system should therefore be introduced along the B1079 and Hasketon Road, and the remaining roadspace reallocated to segregated cycling and walking infrastructure. Upgrade Footpath 10 to a bridleway and widen and resurface accordingly. Where a segregated cycling and walking track exists, widen and resurface to LTN 1/20 standards. Introduce crossing points at Haugh Lane, Bredfield Road, Station Road and on Wilford Bridge Road into Melton Train Station. Introduce cycling and walking priority at the Farlingaye High School A12 car park entrance and exit, Valley Farm Road, Nightingale Close, Hall Farm Road, and Church View Close. Replace fencing and curb at the western extent of Seckford Hall Road with bollards and connect to recommended segregated cycling and walking track along the A12. Whilst it is desirable that this route provides cycling and walking infrastructure along Woods Lane, it may not be possible due to insufficient space. IM22 seeks to provide an alternative route.
IM18	Ipswich Road - Woodbridge Train Station	This route provides a connection between Sandy Lane and Woodbridge Train Station and for this reason is identified as very high priority .	Where sufficient width, introduce segregated cycling and walking infrastructure along Ipswich Road. No need for cycling infrastructure along Cherry Tree Road, Kingston Farm Road, and Jetty Lane due to low traffic volume and speed. Introduce secure cycle storage at Woodridge Train Station.
IM20	Thoroughfare/Melton Road	This route follows the main vehicular route through Woodbridge from the north, and which, according to Strava Metro data, is also the main cycling and walking route into Woodbridge from the north. This is most likely due to the directness of the route and the unsuitability of other routes for cycling and walking. Due to the strong and direct route into Woodbridge Town Centre and Woodbridge Train Station the route is very high priority .	Introduce one way system or modal filter and widen footways on Quay Street to facilitate safe cycling and walking between the town centre and Woodbridge Train Station. Restrict vehicle access to the Thoroughfare to deliveries at specific times, emergency vehicles, and residents. Introduce more cycle storage at both ends of the Thoroughfare. Introduce advanced stop lines at Lime Kiln Quay Road/Thoroughfare junction, particularly for southbound cyclists. Melton Hill does not appear wide enough to introduce cycling and walking infrastructure. However, north of the Old Maltings Approach the road widens, at which point segregated cycling and walking infrastructure should be introduced along Melton Road to Melton Crossroads. On-street parking may require removal. Introduce advanced

Map Reference	Location	Description	Recommendation
			stop lines at the Melton Crossroads. An alternative less direct route should also be considered, from Old Maltings Approach through the former Council offices site, between the railway line and dwelling off Deben Road, along Deben Road and Quayside to the Hamblin Road car park. Introduce more cycle storage at Hamblin Road car park.
IM22	Bredfield Road/Melton Road	The route seeks to connect Woods Lane and Melton Road, and provide cycling and walking infrastructure to Woodbridge Primary School and Melton Playing Fields, whilst avoiding wooded areas. The route is identified as high priority .	Introduce segregated cycling and walking infrastructure, potentially stepped cycle tracks, from the existing infrastructure on the A12, as far along Bredfield Road as possible, Bury Hill, Saxon Way, and Melton Grange Road. Retain as much green verge as possible. Remove cycle barriers between Green Man Way and Turnpike Lane, and widen and resurface where possible. Upgrade Footpath 26 (Turnpike Lane) to a Bridleway, and resurface. Resurface the area of Hackney Road that remains poorly surfaced.
IM29	Peterhouse Crescent-Ipswich Road	This route provides a direct connection between the outer Woodbridge cycling and walking route and Ipswich Road, so for this reason is high priority .	Resurface the existing track between dwellings on Peterhouse Crescent with hard smooth surface and link to IM17. Where sufficient width, introduce segregated cycling and walking infrastructure along Warren Hill Road. No need for cycling infrastructure along the short section of Peterhouse Crescent and Clare Avenue due to low traffic volume and speed.
IM30	Sutton Hoo	This route seeks to provide a safe low traffic cycling and walking route between Wilford Bridge Road and Sutton Hoo. Due to the connection between Melton, Melton Train Station and a key trip attractor in Sutton Hoo this route is identified as high priority .	Natural England published plans ⁵⁸ in December 2020 to create a footpath along this route, which if approved by the Secretary of State for Environment, Food, and Rural Affairs will form part of the England Coast Path. The creation of this footpath will be highly beneficial in enabling safe walking between Melton and Sutton Hoo. However, opportunities should be taken to also allow cycling along this route through the creation of bridleways and the upgrading of Footpath 21 to a bridleway. Due to the highly sensitive natural and historic environment setting this route should not be lit and new surfacing should avoid an urbanising effect.

⁵⁸ <https://www.gov.uk/government/collections/england-coast-path-felixstowe-ferry-to-bawdsey>

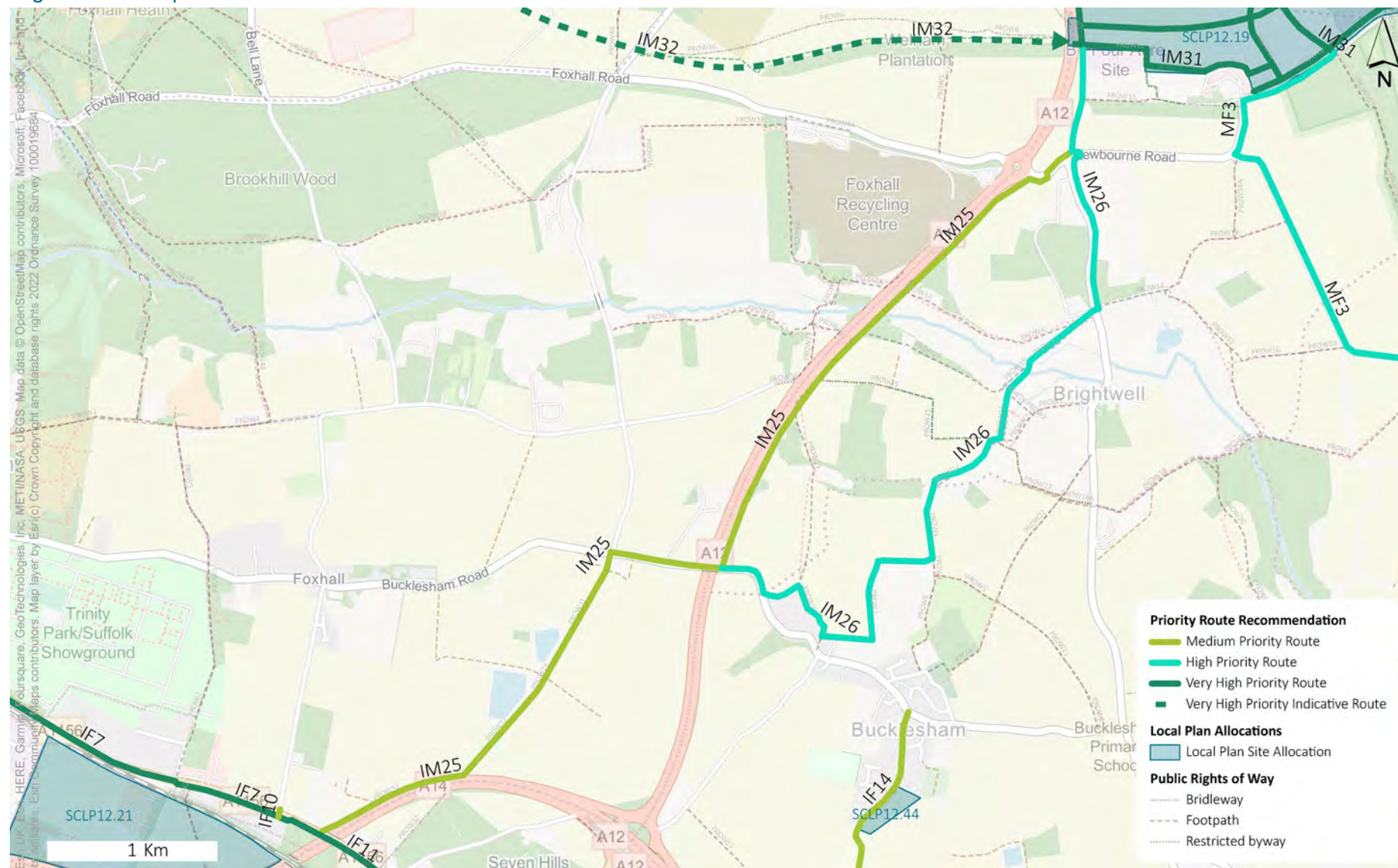
Melton – Melton Park



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Map Reference	Location	Description	Recommendation
IM23	Melton Train Station/Melton Park	This route is intended to provide a safe and desirable cycling and walking route between Melton Park and Melton Train Station, as well as Ufford and Melton Train Station. Strava Metro shows Bridleway 10 and 11 to be well used, but this could be optimised with improvements to the infrastructure. Due to the planned connection to Melton Train Station that avoids Yarmouth Road the route is high priority .	Introduce a cycling and walking track through the Melton Neighbourhood Plan allocation (policy Mel20) connecting Melton Train Station directly to Bridleway 10. Widen and resurface Bridleways 10 and 11. Ensure the bridleways are appropriately lit. A modal filter exists on Lodge Farm Lane and therefore St Audrys Road and Lodge Farm Lane are likely subject to low traffic volumes and speeds. Upgrade Footpath 6 to a bridleway and widen and resurface accordingly. Consider opportunities to facilitate safe cycling and walking crossing of Yarmouth Road, between Bridleway 11 and St Audrys Road.

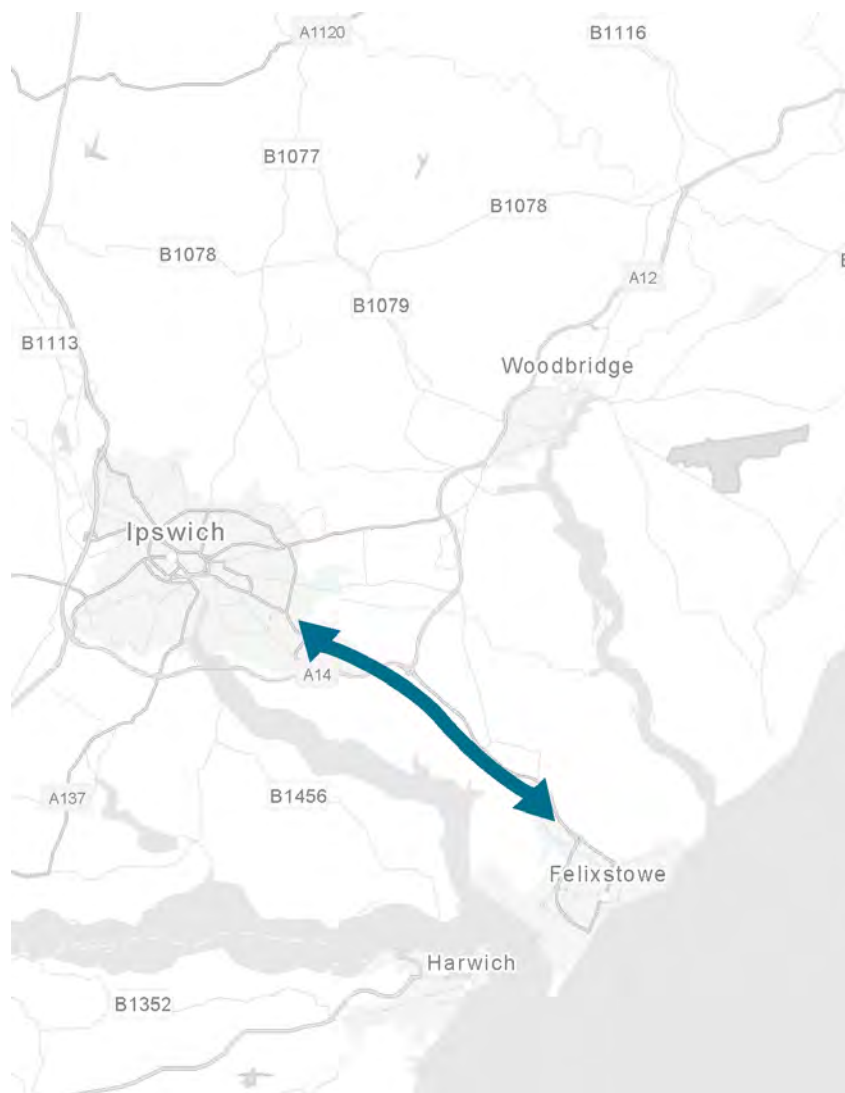
Brightwell Lakes – Ipswich



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Map Reference	Location	Description	Recommendation
IM25	A12/Bridleway 31/18/32/51	This route seeks to provide a cycling and walking connection between Brightwell Lakes/Martlesham Heath and Felixstowe Road, thereby supporting onward travel to Ipswich and Felixstowe along the Ipswich – Felixstowe Key Corridor. This could be achieved whilst maximising the use of and enhancements to off-road routes. This route is a medium priority route due to the challenges associated with a new route and crossings over the Mill River.	Introduce a segregated cycling and walking track from Brightwell Lakes, along a short stretch of Newbourne Road, east of the A12, Bucklesham Road, Bridleways 31, 18, 32, and 51. Widen and resurface Bridleways 31, 18, 32, and 51. Introduce a cycling and walking crossing point on Newbourne Road, Bucklesham Road, and Felixstowe Road. Introduce a crossing point over Mill River and other watercourses. Avoid tree removal where possible. Ensure route is well lit, particularly in areas lacking natural surveillance. Widen the Bucklesham Road bridge over the A12 in order to introduce a segregated cycling and walking route.
IM26	Brightwell/Bucklesham	This route follows existing public rights of way and connect into and through Bucklesham, from Brightwell Lakes, and for this reason is identified as a high priority route .	Introduce a segregated cycling and walking track along Brightwell Road. Upgrade Footpaths 3, 19, 20, 21, 24, 3, 2, & 1 to bridleways, and widen and resurface accordingly. Introduce a segregated cycling and walking track between Bucklesham Road bridge and Footpath 1. Introduce a cycling and walking crossing point over Mill River and other watercourses.

Ipswich to Felixstowe Key Corridor



4.18 The Ipswich to Felixstowe Key Corridor's route is made up of a combination of shared paths, modal filtered carriageway, and cycle tracks. It is intended to channel cyclists between Ipswich and Trimley St Martin, after which 'internal routes' will facilitate onward travel towards the centre of Felixstowe, the Port, the coastline, the North Felixstowe Garden Neighbourhood area, and Felixstowe Ferry. It is proposed to be provided through the following route:

- New crossing needed over the southern arm of the Ransomes Way/Felixstowe Road roundabout (Warren Heath)
- Connect Felixstowe Road ('west') with Warren Heath via Murrills Road at Trinity Park roundabout
- Continuous infrastructure provided along Felixstowe Road 'west' between Warren Heath and Nacton, and then along Felixstowe Road 'east' to Morston Hall Road
- Add a new connection between Brightwell and Levington, via Felixstowe Road 'east', improving the crossing between Levington Lane and Felixstowe Road 'east'
- Introduce either a modal filter or a cycle track on Morston Hall Road
- Connect to High Road and A14 pedestrian/cycle bridge

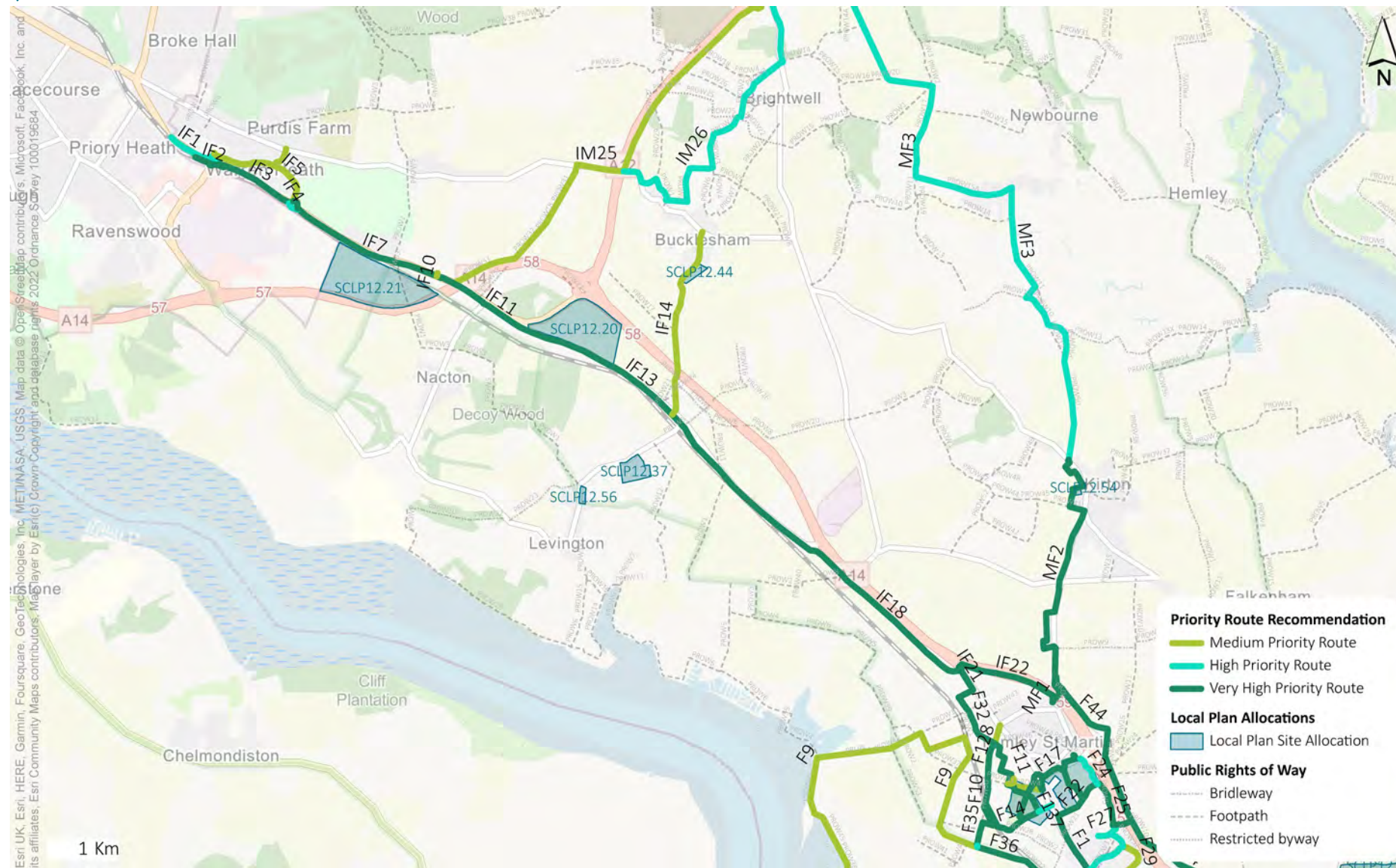
4.19 Within this Key Corridor, Strava data shows moderate to high level of cycling activity along the main route between September 2020 and August 2021 and moderate amount of walking and/or running activity. The most popular cycling route correlates with the Key Corridor's main route.

4.20 The key opportunities that have been identified in support of this Key Corridor include:

- Providing a commuter corridor between Ipswich, Nacton, Levington and Trimley St Martin for onward travel to Trimley St Mary and Felixstowe or up to the villages to the west of the river Deben or Brightwell Lakes.
- The planned development in the Suffolk Coastal Local Plan,
- Primary and secondary schools,
- The Port of Felixstowe and associated employment opportunities,

- Opportunities associated with reallocating roadsapce along Felixstowe Road,
- Felixstowe and Trimley railway stations,
- Felixstowe promenade and associated tourism opportunities, and
- Further services and facilities within the settlements throughout the Key Corridor.

Ipswich – Felixstowe



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Map Reference	Location	Description	Recommendation
IF1	Felixstowe Road 'west' (A1156) existing shared path, Warren Heath	There is an existing shared path that runs along the northern edge of Felixstowe Road 'west' via Warren Heath until it meets the Ransomes Way/Felixstowe Road 'west' roundabout extension (the pear-shaped extension) which serves to direct traffic into and out of the Sainsbury's/B&M site safely. This extension currently has platform crossings for pedestrians and cyclists. These platform crossings cross a wide stretch of carriageway and are not very deep for cyclists/pedestrians stood beside their bikes/pushchairs etc. This is considered a high priority route.	The existing shared path section that lies to the west of the Ransomes Way/Felixstowe Road roundabout, on the north side of the road, is to be widened all the way up to the northern arm of the roundabout. The crossing points over the roundabout's northern extension (for managing vehicular access into the Sainsbury's/B&M site car park) are recommended to be widened, deepened and for the carriageway to be narrowed by creating 'pinch point' crossings, so pedestrians and cyclists have less carriageway to cross. On the eastern side of the extension, there is an existing shared path that runs to an existing toucan crossing over Felixstowe Road 'west'; this section of shared path should also be widened and realigned slightly to make the transition safer and more convenient.
IF2	Ransomes Way (A1189)/Felixstowe Road 'west' (A1156) roundabout	The current refuge crossing point is located just as the lanes are widening out to join the roundabout. This has the added impact of reducing the person crossing the ability to assess when it is safe to cross compared to crossing several metres south on Ransomes Way. This is considered a very high priority route.	The existing platform crossing point over Ransomes Way is to be moved southwards to reduce the distance to be crossed by the pedestrian/cyclist. The crossing should also be upgraded to a toucan crossing. The existing shared path over the southern arm of the Ransomes Way/Felixstowe Road roundabout will need to be extended to connect to the new crossing's location. The shared path should also be widened and realigned to better connect into the new shared paths recommended for Felixstowe Road 'west' (IF3) and the existing toucan crossing over the eastern arm of the Ransomes Way/Felixstowe Road 'west' roundabout.
IF3	The section of Felixstowe Road (A1156) 'west' between Ransomes Way (A1189)/Felixstowe Road 'west' roundabout and the Trinity Park roundabout	This section of Felixstowe Road 'west' currently has an initial 40mph speed limit before increasing to national speed limit, yet has narrow mandatory (solid painted line) cycle lanes, which offer no segregation for cyclists from vehicular traffic, despite being the main vehicular route between two major settlements (Ipswich and Felixstowe). There are no pavements or formal footpaths along this stretch, only worn 'desire lines'. This is considered a very high priority route.	Introduce new shared paths on both sides of Felixstowe Road 'west' up to the Trinity Park roundabout, replacing the current mandatory cycle lanes; the advantage of shared paths over segregated cycle lanes here is that they would provide pedestrian access between these two roundabouts/the Trinity Park site (and onward towards Felixstowe if infrastructure is continued, as is intended) for the first time. If further assessment considers shared paths on both sides of Felixstowe Road 'west' to be undeliverable, then the southern side is to be prioritised for delivery if done in conjunction with delivery of IF4 (roundabout bypass) and at least the western arm crossing recommended under IF5 (for access to Murrills Road). . The

Map Reference	Location	Description	Recommendation
			south side is preferred as it best links into IF4, which allows cyclists and pedestrians to avoid crossing over the northern arms of the Trinity Park roundabout when travelling onward towards Felixstowe (via IF7). If only the north-side is assessed to be deliverable, this is an acceptable second fall-back option if delivered in conjunction with at least the crossing over the western arm through IF5 (for access to Murrills Road), and the improvements to the northern arms of the Trinity Park roundabout through IF36.
IF4	Trinity Park roundabout (southern side)	The Trinity Park roundabout currently has no pedestrian infrastructure for crossing it or moving between the access for Trinity Park and Felixstowe Road 'west' – likely because no pavements exist to the east or west for onward travel on foot. This is considered a high priority route.	Introduce a new fully-segregated pedestrian/cycle roundabout bypass that runs around the south side of the Trinity Park roundabout. The carriageway absorbed to create the roundabout bypass must still allow sufficient width for HGVs to safely move around the roundabout. As for other recommendations in this area, shared paths are preferred for both sides of Felixstowe Road 'west' along both of the sections that lead up to the roundabout, with a fall-back preference for delivery on the south side if shared paths on both sides cannot be delivered. However, if further assessment shows that only north-side shared paths can be delivered, then this bypass is not recommended, as the bypass would become too inconvenient to use - people would likely just cycle over the roundabout or exclusively walk around it via IF3.
IF5	Murrills Road	Murrills Road provides access to multiple residential streets, and is currently used moderately by cyclists. There is no cycling infrastructure along its length, and the pavement varies in quality. The pavement also stops entirely before the Trinity Park roundabout is reached, reflecting the current lack of pedestrian infrastructure on Felixstowe Road 'west', and the lack of infrastructure for pedestrian access to Trinity Park. Murrills Road is also a useful connection between Bucklesham Road and Warren Heath, providing access to the goods and services available in the industrial/retail areas of the Ransomes Industrial Estate and Futura Park. It currently has no cycling infrastructure, and the pavement surfacing could be improved. Murrills Park currently has cycle barriers at both the north and south access points. This is considered a medium priority route.	The provision of a continuous shared path on one side of Murrills Road is recommended, connecting to the large retail stores at the western end and the Trinity Park roundabout's western arm at the other end. The shared path should then connect directly to IF3 and over to IF4, via a new crossing. If a shared path can only be delivered on the north side of IF3 (second fallback option) then a crossing over the western arm of the roundabout would not be necessary; instead, improved crossing points over the two northern arms of the roundabout would be recommended, and a crossing over the eastern arm of the roundabout provided if shared paths are delivered on both sides, or just the south side, at IF7. The cycle barriers to Murrills Park are to be removed at both the north and south access points.

Map Reference	Location	Description	Recommendation
IF7	Felixstowe Road 'west' - Trinity Park to A14 bridge	No segregated cycle lanes, despite being an initially 40mph road, and then later national speed limit road, between two major settlements (Ipswich and Felixstowe). The A14 bridge represents a pinch point along this route, which limits the infrastructure options available to continuing the shared path only on the south side over the bridge. This is considered a very high priority route.	Continuation of shared paths along both sides of Felixstowe Road 'west' is recommended up until the junction with Straight Road is reached, in advance of the A14 bridge. At the point that Straight Road is reached, it is recommended that the north side shared path should terminate, and a (toucan) crossing be provided for transferring pedestrians and cyclists over to the south side, where a south side shared path is recommended to continue towards Felixstowe until the eastern side of the A14 bridge has been reached. This route should incorporate the sections of service road that occur in turn on both sides; the service roads are not recommended to be improved with further segregation from vehicles, but are recommended to at least be resurfaced, if not more holistically redesigned to be more attractive spaces. If following assessment a shared path is only considered deliverable on one side, then the south side is the preferred fallback option to ensure connectivity to IF4 and IF11. However, ideally a crossing point over to Straight Road should still be delivered, as this was identified through the consultation as being an important leisure cycling route. If shared paths are provided on both sides or just the northern side, and IF5 and IF3 are delivered, a crossing over the eastern arm of the roundabout should be delivered.
IF10	Straight Road	Straight Road provides a connection between Felixstowe Road 'west' and Bucklesham Road, which is an important connection for travel from villages to the west of the river Deben – most directly, Bucklesham. There is currently no crossing infrastructure for crossing Felixstowe Road 'west' to reach Straight Road. This is considered a medium priority route.	Add a platform crossing on Felixstowe Road 'west' for access to Straight Road.
IF11	Felixstowe Road 'west' A14 bridge to Felixstowe Road 'east'	There is currently inadequate existing cycling and walking infrastructure along this section despite large hatched areas of carriageway. This is considered a very high priority route.	A new bi-directional pedestrian/cycle track (i.e. fully separate from the carriageway using a buffer or substantial segregation means) is recommended to run along the southside of Felixstowe Road 'west' from the eastern end of the A14 bridge down to the pedestrian/cycle 'slipway' to Felixstowe Road 'east'. It is intended that this track will be created through the 'absorption' of the excess hatched reservation area on Felixstowe Road 'west' that occurs here. Reducing the extent of this hatched area may also have the effect of reducing average vehicle speeds on Felixstowe Road, which would be desirable

Map Reference	Location	Description	Recommendation
			given the crossing point recommended at Straight Road (IF10). A cycle/pedestrian priority crossing is recommended for safe transfer over 'The Street'.
IF13	Felixstowe Road 'east'	There is inadequate cycling and walking infrastructure along Felixstowe Road 'east' despite being the most direct and accessible route for active travel between Ipswich and Felixstowe (the route through Levington is considered to be 'hillier' and therefore more suitable for leisure/fitness cycling than commuting). This is considered a very high priority route.	Two potential options are recommended for consideration at the design and implementation stage: Option A: A new bi-directional fully-segregated cycling and walking track is recommended to run parallel to the western border of Felixstowe Road 'east'; this track is expected to be separate from but parallel to the carriageway for as much of the length as possible, but becoming a segregated cycle lane (on-carriageway) where width is constrained towards the south. The track should include a cycle/pedestrian priority crossing over Bridge Road and Stratton Hall Drift. The track should avoid any incursion into the vehicle parking area to the south of Bridge Road, and the small parking area that is provided for the wooded area known as 'Potter's Hole', if possible. Option B: A: A new bi-directional fully-segregated cycling and walking track is recommended to run parallel to the western border of Felixstowe Road 'east'; this track is expected to be separate from but parallel to the carriageway for as much of the length as possible, but becoming a segregated cycle lane (on-carriageway) where width is constrained towards the south. The track should include a cycle/pedestrian priority crossing over Bridge Road and Stratton Hall Drift. The track should avoid the small parking area that is provided for the wooded area known as 'Potter's Hole', if possible. Where the section of dualling occurs, it is recommended that the west side is considered for reallocation and incorporation into the track, therefore diverting all vehicular movements to and from Felixstowe to the east side of the dualled section only. It is understood that the east side is used for Operation Stack, and that the parking area to the south is used for HGV drivers to rest, so the impacts of removing the west side of the dualling from the vehicular network will need to be fully assessed and this need for HGV parking space be met elsewhere. Similarly,

Map Reference	Location	Description	Recommendation
			care will need to be taken in the redesign of the dualled section and any refuge/turning boxes etc to ensure pedestrian and cyclist safety, visibility and sightlines where vehicles must cross the track to access Bridge Road, and vice versa.
IF14	Levington Lane to Main Road, Bucklesham	The re-joining of Levington Lane using a new cyclist/pedestrian bridge over the A14 would provide a direct connection from Bucklesham (and other villages to the west of the river Deben who have had their access severed by the A14) to the Ipswich to Felixstowe Key Corridor route. Currently the only workable alternative to access south-east Ipswich/the Warren Heath employment/industrial/retail areas from these villages by bike is Bucklesham Road, as Foxhall Road is too unsuitable. Pedestrians have no access as neither of these existing alternatives to a new bridge/reconnection of Levington Lane have suitable footpaths throughout their length. This is considered a medium priority route.	It is recommended that the two halves of Levington Lane are reconnected through the installation of a new bridleway bridge over the A14. It is also recommended that a continuous pavement up to the centre of Bucklesham (at least) is provided. If a bridge is delivered, suitable crossing facilities will have to be provided over Felixstowe Road 'east' in order to access the recommended scheme on the western side (see IF13).
IF18	Morston Hall Road	The existing footpath in this location is of poor surfacing quality, is too narrow and is too exposed to the traffic, traffic noise and air pollution from the A14 to feel safe or enjoyable/healthy to cycle. This is considered a very high priority route.	The existing foot/cycle way immediate to the A14 is recommended to be completely removed and replaced with infrastructure to improve the safety and comfort of cyclists and pedestrians using Morston Hall Road. Two options are recommended to be taken forward for further consideration: Option A: A new bi-directional cycle and pedestrian track is recommended to be delivered separate to but parallel with the western edge of Morston Hall Road, absorbing the immediate farmland verge. This option is understood to be the preferred option locally. Option B: An Automatic Number Plate Recognition camera modal filter system is recommended to filter the section of Morston Hall Road between the western junction with Felixstowe Road 'east' and the junction with the access route to Morston Hall and Morston Hall Cottages. This system would need to be programmed using a 'white list' system to recognise and give access to local buses, emergency vehicles and the vehicles of residents of the Morston Hall area. This option has the added benefit of eliminating rat running along Morston Hall Road, where Option A does not. However, this option does not eliminate the possibility of pedestrians and cyclists mixing with permitted traffic, though this would still be significantly

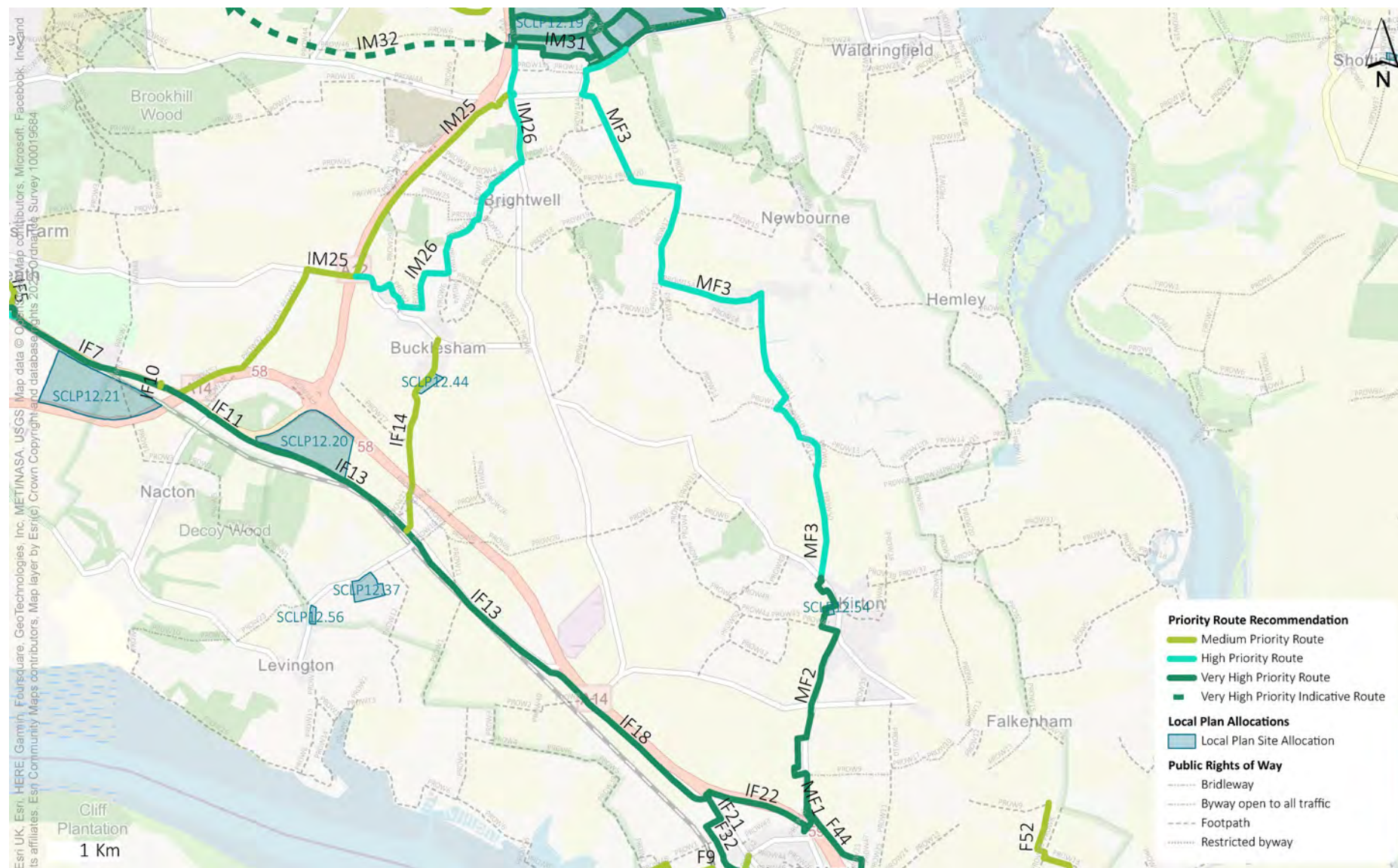
Map Reference	Location	Description	Recommendation
			reduced from current levels of traffic movements along Morston Hall Road.
IF20	High Road, Trimley St Martin	A crossing in this location is required to connect the Ipswich to Felixstowe Key Corridor to the Martlesham to Felixstowe Key Corridor. This is considered a very high priority route.	A formal crossing is recommended on High Road to connect IF18 and IF22.
IF21	High Road, Trimley St Martin	The existing shared path located here is currently in poor condition and needs widening and resurfacing. This is considered a very high priority route.	This section of existing shared path is retained and improved.
IF22	Field edge, north of Trimley St Martin	This recommendation is intended to provide a means for cyclists and pedestrians to bypass the parallel section of High Road/Mill Lane when travelling to/from the Land at Howlett Way allocated site (SCLP12.64) or the North Felixstowe Garden Neighbourhood if travelling to/from Ipswich. It also serves to directly connect the Ipswich to Felixstowe and Martlesham to Felixstowe Key Corridors. This is considered a very high priority route.	A cycle/pedestrian track is recommended for delivery around the inside edge of the northern boundary of this field.
IF36	Trinity Park roundabout (northern arms)	This recommendation covers the northern arms of the Trinity Park roundabout. There is currently no means for pedestrians to safely navigate around this roundabout, due to the lack of pedestrian or cycling infrastructure leading up to/from it. However, there will be a need for it if the surrounding recommendations in this area (IF4, IF5 and IF7) are delivered. This is considered a very high priority route.	Appropriate Crossing points over the northern arms of the Trinity Park roundabout are recommended.

Martlesham to Felixstowe Key Corridor



- 4.21 The Martlesham to Felixstowe route is made up of cycle tracks and improvements to the existing public right of way network as well as the bridge at Trimley St Martin. This route follows Kirton Road up through Kirton and into Newbourne via existing PROW routes, then terminates at Brightwell Lakes. It is made up of three recommendations, MF1, MF2 and MF3.

Martlesham – Felixstowe



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Map Reference	Location	Description	Recommendation
MF1	A14 pedestrian bridge, Trimley St Martin	The existing A14 pedestrian bridge is not suitable for cycling over due to its cycle barriers, steep gradient and relatively low parapet. The bridge's gradient and barriers also make it difficult for dismounted cyclists and pedestrians with push chairs or using wheelchairs to use it. The restrictive width of the bridge makes it unsuitable for two-way travel, which is a problem as the bridge is critical to the operation of the Martlesham to Felixstowe Key Corridor, which would commence here, and would expect moderate cyclist and pedestrian flows. Aside from the leisure and commuting value of an improved (for bi-directional cycling and walking) bridge at this location, if improved the bridge is likely to be well used by families from Kirton with primary school age children following the relocation of the Trimley St Martin Primary School to the Land Adjacent to Reeve Lodge site (Policy SCLP12.65). This is considered a very high priority route.	The bridge is recommended to be fully replaced with a design that is: wide enough for cyclists and pedestrians to safely pass each other, allowing for two way flows; has a gentler gradient to make it more accessible and able to be cycled over, and; has appropriate parapet heights for mounted cyclist use. If there is no potential for the bridge to be replaced, at a minimum the approaches to both ends of the bridge should be widened and extended with the gradient reduced, and the existing cycling barriers should be removed.
MF2	Kirton Road/Trimley Road/Bucklesham Road	The popular Kirton Road/Trimley Road/Bucklesham Road route currently has no cycling infrastructure and is too narrow to accommodate segregated cycle lanes. The pavements that run along it are also too narrow to be safe and inclusive of different pedestrian mobility needs. An off-carriageway cycling/walking solution is therefore needed. It is therefore suggested that the route through Kirton it sent around the rear of the properties to the west of the route and emerges back onto Bucklesham Road for transfer over to Footpath 50 (which is recommended to be upgraded and improved). The recommended route also passes over Innocence Lane, which is a well-used local road. As this section of the Key Corridor is particularly likely to be used by school children en route to Trimley St Martin Primary School (in its current or eventual new location in Trimley St Martin) or Felixstowe (for Felixstowe Academy), a formal crossing point is appropriate. This is considered a very high priority route.	An all-user track (cyclists, pedestrians and horse riders) is recommended along the western side of the Kirton Road/Trimley Road/Bucklesham Road route, segregated from the road by existing vegetation. This track would likely pass around the rear boundaries of the properties located on this west side. The potential for co-delivery of additional plantings should be considered and consulted on where the track passes around the rear of these properties to both screen it and provide biodiversity net gain. Continue the route around the rear of the properties to the west of Bucklesham Road, emerging back onto Bucklesham Road opposite Footpath 50 (which is recommended to be upgraded to a bridleway and improved). The introduction of a parallel crossing point over Innocence Lane and over Bucklesham Road for access to Footpath 50 that is suitable for children on bikes to use is also recommended.
MF3	Bucklesham to Brightwell Lakes via various PROWs and Ipswich Road	This recommendation spans the main section of the Martlesham to Felixstowe Key Corridor, connecting Brightwell Lakes to Kirton via Ipswich/Newbourne Road and PROW routes through Newbourne. The majority of this route will allow for total segregation from vehicles, with the exception of Watermill Road, Jackson Road and the crossing points over Ipswich/Newbourne Road. This recommendation has been rerouted following the consultation to avoid the Foxburrow plantation, leaving these leisure routes as earth paths, and avoiding any encouragement for cyclists to attempt to cycle within the Newbourne Springs Nature Reserve (a SSSI). This is considered a high priority route.	It is recommended that a cycling and walking track be installed from Footpath 50 (from Bucklesham Road/MF2), Footpath 55, Bridleway 13 (Kirton), Footpath 11, Watermill Road, along Jackson Road (Footpath 15A), Lower House Lane (Footpath 17), along the eastern edge of Ipswich Road/Newbourne Road, and then into the Brightwell Lakes site.

Felixstowe Internal Routes Key Corridor



4.22 The Felixstowe Internal Routes Key Corridor is the sum of infrastructure recommendations for routes within the Felixstowe and Trimley villages area.

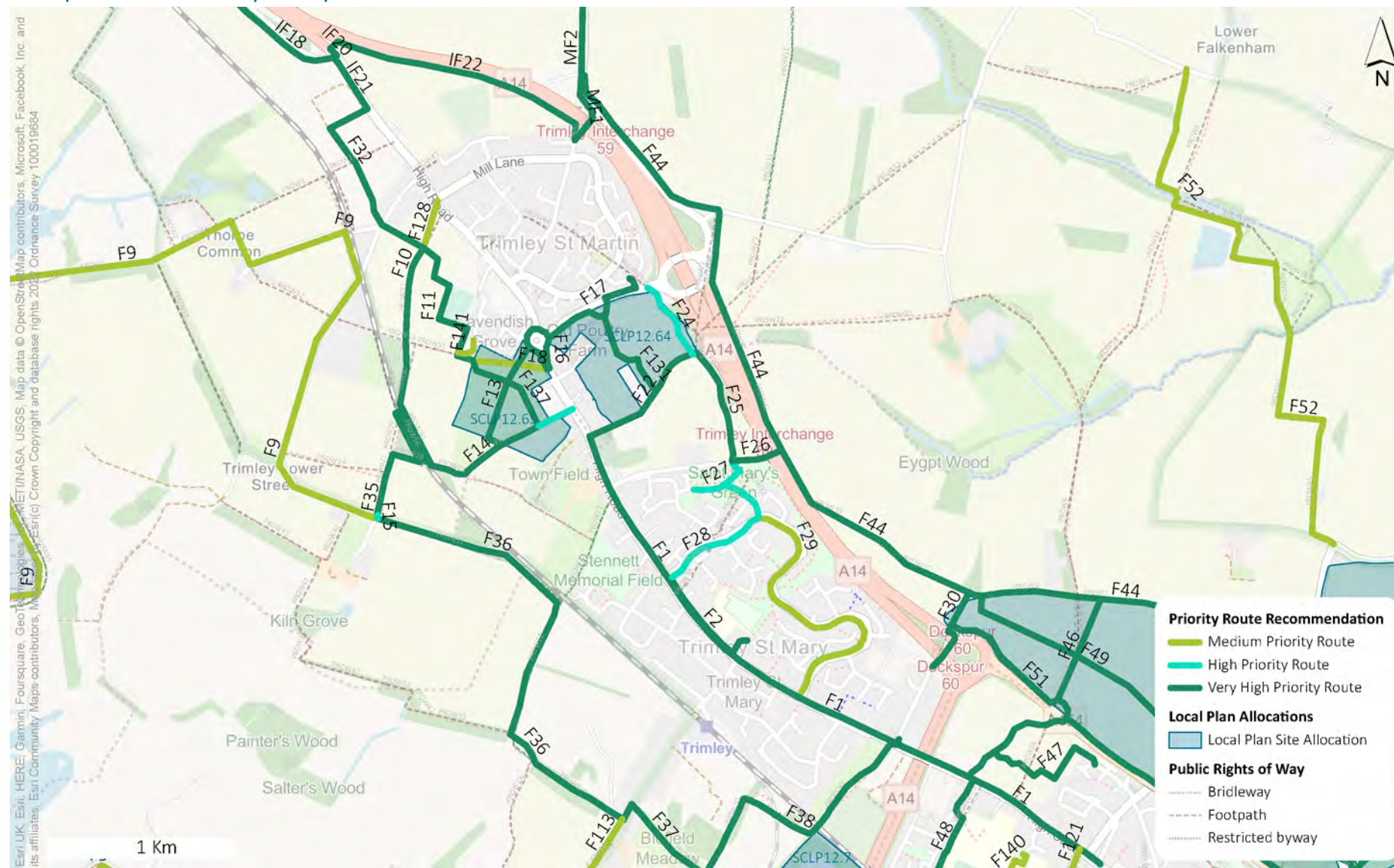
4.23 Within this Key Corridor Strava Metro data shows that the most highly used routes between September 2020 and August 2021 were (approximately ranked from highest to lowest activity):

- The whole of the High Road and Cliff Road (most activity)
- Howlett Way to Kirton Road
- Undercliff Road
- Garrison Lane/Langer Road/Walton Avenue
- View Point Road (for Landguard Nature Reserve and ferry service)
- Gulpher Road
- Golf Road
- Grange Road
- The Promenade
- Sea Road
- Ferry Road (for Felixstowe Ferry)
- Hamilton Road

4.24 The key opportunities that have been identified in support of this Key Corridor include:

- The planned development in the Suffolk Coastal Local Plan,
- Primary and secondary schools,
- The Port of Felixstowe and associated employment opportunities,
- Felixstowe and Trimley railway stations, and
- Felixstowe promenade and associated tourism opportunities.

Trimley St Martin and Trimley St Mary



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Map Reference	Location	Description	Recommendation
F10	Grimston Lane to bridleway bridge via Footpath 32	This section of the Trimleys to the Port route runs along the Trimleys' western edge, via new or existing PROWs, utilising Footpaths 30, 32 and 33 to connect Grimston Lane with the bridleway bridge (over the railway line) that lies to the west of Gun Lane. This route is intended to become a commuter route and should therefore be delivered at a quality suited to use by cyclists on commuter bikes. Most of the Trimleys to Port route is intended to be made up of all-user tracks that through their design and use of appropriate surfacing meet the needs of commuter cyclists, pedestrians and horse riders. This is considered a very high priority route.	This section is to be designed as an all-user track (horse riders, cyclists and pedestrians) suitable for bi-directional commuter travel and that provides adequate space and surfacing for horses.
F11	Land between PROW 32 and the Land Adjacent to Reeve Lodge site's western boundary/Footpath 31	This route provides an alternative to the High Road via the western edge of the Trimleys. This is considered a very high priority route.	A new cycle/pedestrian track that follows the current field boundaries, navigates around the outside edges of the Trimley sports facilities, and connects directly into the existing Trimley St Mary play area and the Land Adjacent to Reeve Lodge site's north-western corner is recommended. This is via a small subsection of Footpath 31, which will need to be upgraded to a bridleway and adequately surfaced for the transition down to the pedestrian/cycle track which is intended to run between the existing play area and the site's spinal north-south route.
F13	Land adjacent to Reeve Lodge, High Road, Trimley St Martin - Primary route	This section provides a connection from Footpath 31 through the site allocation up to the roundabout at the northern end and down to Gun Lane at the southern end. This connection is intended to ensure the existing and new communities in this area are able to join the Trimleys to Port route along the western edge of the Trimleys via this site. This is considered a very high priority route.	Introduce cycle/pedestrian infrastructure through the SCLP12.65 site, to connect pedestrians and cyclists with Footpath 31 to the west, the High Road roundabout to the north and Gun Lane to the south. The connecting section of route between the north to south access route and Footpath 31 to the west is provided so as to allow Footpath 4 to remain a footpath for pedestrian use only.
F14	Gun Lane to bridleway bridge	Gun Lane provides an important cycling and walking connection between the High Road and the Trimley to Port route, which at this point is travelling north to south via the bridleway bridge. Gun Lane is particularly important for residents and children attending the soon-to-be-relocated Trimley St Mary Primary School to be delivered on the SCLP12.65 Land Adjacent to Reeve Lodge site allocation. Gun Lane is largely an unsurfaced agricultural track with a short surfaced section to the eastern end for the existing properties there; some vehicle access is permitted as it is a byway not a bridleway. Equestrian use is an important consideration along this route. This is considered a very high priority route.	Gun Lane is recommended to be designed as an all-user track (equestrian, cycling and walking) suitable for bi-directional commuter travel and appropriate space and surfacing for horses. Surfacing treatments that meet the needs of all bridleway user types, such as crushed materials rolled in a smooth finish at a width of three metres, is recommended. The infrastructure scheme must run to the footing of the bridleway bridge to ensure safe access.
F15	South-western most point of Grimston Lane	Signage needed at this corner to alert cyclists, pedestrians and equestrians that are continuing west towards the river wall of the	Due to concerns regarding the potential adverse wildlife impact of intensifying cycling and walking to the west of the Land Adjacent to

Map Reference	Location	Description	Recommendation
		need to use the bridleway adjacent, and not the river wall, to travel along (and to keep dogs on leads). Wayfinding signage at this point could also be improved as per the intention for this route to be used as a commuter route to the Port. This is considered a high priority route.	Reeve Lodge site, it is recommended that informative signage is installed which advises users of the risks posed by use of protected, sensitive areas and therefore the need for them to stick to the bridleway rather than walking/riding on the river wall. This signage should also provide route information on the travel time and distance between the Port and the Trimleys by bike and on foot.
F16	The Howlett Way/High Road/Land Adjacent to Reeve Lodge access road roundabout	This roundabout needs improvements to allow safe off-carriageway circulation of pedestrians and cyclists with shared paths. Use of this roundabout will be intensified following the build out of the Land at Howlett Way and Land at Reeve Lodge sites. This is considered a very high priority route.	The Howlett Way/High Road/Land Adjacent to Reeve Lodge access road roundabout is recommended to be developed to a Dutch-style roundabout level of quality, which will provide for full circulation of pedestrians and cyclists around and across all five (post-development) arms of the roundabout. Pedestrians and cyclists would also be given priority to cross over each arm, communicated through design. There must be sufficient space for vehicles to safely clear the roundabout's circulation area before the crossings are reached, so that (most) vehicles can have completely cleared the roundabout when stopped to wait for a pedestrian or cyclist to cross over the arm they are exiting on to.
F17	Howlett Way	Howlett Way is currently part of a key cycling route from the villages to the west of the river Deben, Martlesham, Woodbridge and an alternative route from Ipswich to the Trimleys and Felixstowe via the Bucklesham Road/Trimley Road/Kirton Road route in. However, Howlett Way has no existing cycling infrastructure along its length, and the existing footpath along the north edge is not suitable for use by people with limited mobility. The need for improvements to Howlett Way's infrastructure offer is further increased by the planned development on the peninsula, in particular of the Land at Howlett Way (SCLP12.64) and the Land Adjacent to Reeve Lodge sites (SCLP12.65). F17 is a key route within a larger network of recommendations in this area for: improving connectivity between the Trimley villages, Kirton, the Land at Howlett Way site and the Land Adjacent to Reeve Lodge (which the Trimley St Martin Primary School is being relocated to) site, and; facilitating onward travel towards Ipswich (via the Ipswich to Felixstowe Key Corridor), Martlesham (via the Martlesham to Felixstowe Key Corridor), the Port (via the Trimleys to the Port route along the western perimeter), and the North Felixstowe Garden Neighbourhood and central Felixstowe (via Thurmans Lane). This is considered a very high priority route.	Create a new segregated bi-directional cycle/pedestrian track to run along the southern side of Howlett Way (parallel to but separate from the carriageway, using an appropriate buffer strip and bollards). The track should run continuously from the High Road/Howlett Way roundabout up to the site's access roundabout, where it should then transfer over the carriageway to the northern side of Howlett Way (via a suitable crossing over the access roundabout's eastern arm), where it should then connect directly to Ash Ground Close.

Map Reference	Location	Description	Recommendation
F18	Footpath 4	This recommendation covers the existing footpath (Footpath 4) which runs through the Land Adjacent to Reeve Lodge site allocation (SCLP12.65). This is considered a medium priority route.	Footpath 4 is expected to be retained and improved for pedestrian use with widening and appropriate surfacing to increase accessibility.
F22	Bridleway 5 (east to west section)	Bridleway 5 is important for facilitating movement along the southern edge of the Policy SCLP12.64 Land at Howlett Way site allocation, between Church Lane and for accessing Bridleway 10 (Thurmans Lane) for access to the North Felixstowe Garden Neighbourhood (SCLP12.3) to the south east. This is considered a very high priority route.	Bridleway 5 is recommended to be resurfaced with a firm, compacted, unsealed, slightly cambered, free draining aggregate surface treatment throughout its length at a width of 3m. It should be well connected to the SCLP12.65 Land at Howlett Way site allocation and Bridleway 10 (Thurmans Lane, for the North Felixstowe Garden Neighbourhood).
F24	PROW Footpath 26 (southern half)	This recommendation follows the southern half of Footpath 26, the northern half of which runs through Trimley St Martin, emerging onto and crossing Howlett Way. This route runs through the small woodland area that lies to the east of the Land at Howlett Way (SCLP12.64) site, which helps to act as a buffer between the site and the A14. This is considered a high priority route.	The southern half of Footpath 26 is to remain a footpath as there is significant value of retaining as much of the woodland and the attractive earth track surfacing along Footpath 26 as possible, and there are other options available for creating a north-south route through the site (see F131), connecting Howlett Way and Church Lane/Bridleway 5. However, this position is conditional on a segregated cycling and walking route being provided through the site. If this is not possible, then the southern part of Footpath 26 should be surfaced as a cycle/pedestrian track from the Howlett Way crossing all the way down to Bridleway 10.
F25	Bridleway 5 (north to south section)	This recommendation covers the north to south section of Bridleway 5, which is currently an earth track through agricultural fields to the south of site allocation SCLP12.64 Land off Howlett Way and down to Thurmans Lane Bridleway 10. This route provides onward access to Trimley St Mary via F27 (Footpath 11) or the SCLP12.3 North Felixstowe Garden Neighbourhood via F26 and F44 (Bridleway 10 and Candlet Track) This is considered a very high priority route.	This route is to be upgraded to a cycle/pedestrian track with a firm, compacted, unsealed, slightly cambered, free draining aggregate surface treatment throughout its length at a width of 3m. It should be well connected to the SCLP12.65 Land at Howlett Way site allocation and Bridleway 10 (Thurmans Lane, for the North Felixstowe Garden Neighbourhood).
F26	Thurmans Lane	Thurmans Lane and the underpass that connects Bridleway 10 (F25) and Candlet Track (F44) currently have poor surface quality and lacks lighting for pedestrian and cyclist use outside of daylight hours. This is considered a very high priority route.	The section of Thurmans Lane that connects Bridleway 10 (F25) and Candlet Track (F44) via the underpass is to be resurfaced, and the underpass fitted with lighting to improve its usability outside of daylight hours.
F27	Thurmans Lane green space	The land parcel just south of Thurmans Lane has a bridleway (Bridleway 32) that runs across it, and a footpath (Footpath 11) around its eastern boundary, which runs continuously to The Josselyns; this area was previously allocated for housing development in the Felixstowe Area Action Plan and has previously had outline permission for up to 50 homes. This land is accessible via Thurmans Lane/Bridleway 10/A14 underpass/Candlet Track and Bridleway 5/Church Lane/the Land at Howlett Way site's proposed public open	Segregated cycling and walking infrastructure is recommended to run through this area and down to Thomas Avenue, where a new shared path is recommended to run along one side to connect down to Faulkeners Way. A parallel crossing is recommended over Faulkeners Way to connect this route to the improvements recommended under F29 (new shared path along Faulkeners Way), which are intended to be delivered along the highway side that runs closest to Trimley St Mary Primary School. An appropriate and accessible cycling and

Map Reference	Location	Description	Recommendation
		space area. If developed for housing, this site would be in the catchment area of the Trimley St Mary Primary School, and would therefore have enhanced need for segregated cycling and walking infrastructure to support families cycling or walking children to school safely. To the west of the site, via Mariners Way, is the Woodland Avenue play area which could be made more accessible through improvements to routes across this land and a more accessible connection point created. Footpath 11 would be difficult to upgrade due to width restrictions and hedgerow that the community is keen to protect; finding an alternative means of connecting down to Faulkeners Way to the south is therefore necessary. Thomas Avenue is likely to be the most efficient connection point to Faulkeners Way. This is considered a high priority route.	walking connection to Mariners Way is also recommended for added permeability and to Woodland Avenue play area more accessible.
F28	Faulkeners Way	Faulkeners Way provides access to various secondary residential streets within Trimley St Mary, commencing and terminating on High Road. Faulkeners Way has sufficient width to accommodate shared paths throughout its length, and offers a good opportunity to provide improved cycling and walking connections between Trimley St Mary and Trimley St Martin via Saint Mary's Green, Thurmans Lane, Bridleways 10 and 5 (F25 and F22), and the Land at Howlett Way site allocation (SCLP12.64; F131 and F17). This recommendation specifically includes the section of Faulkeners Way that connects Saint Mary's Green (via Thomas Avenue) and the High Road, where another recommended improvement (F2) commences. This is considered a high priority route.	A new shared path is to run along one side of Thomas Avenue and down to High Road via Faulkeners Way. A parallel crossing from Thomas Avenue over to Faulkeners Way is also recommended.
F29	Faulkeners Way	Faulkeners Way provides access to various smaller secondary residential streets within Trimley St Mary, commencing and terminating on High Road. Faulkeners Way has sufficient width to accommodate shared paths throughout, and offers a good opportunity to provide improved cycling and walking connections from Trimley St Mary to Trimley St Martin via Saint Mary's Green, Thurmans Lane and the Land at Howlett Way site allocation (SCLP12.64). This recommendation covers the main section of Faulkeners Way. This is considered a medium priority route.	A new shared path is recommended to be installed along the full length of one side of Faulkeners Way, upgrading the current footpaths. The side which runs closest to Trimley St Mary Primary School throughout Faulkeners Way's length is likely to be the most deliverable, as there tends to be more verge space available on this side (side swapping should be avoided, though where this is necessary parallel crossings should be provided).
F32	Gosling's Farm track down to Grimston Lane	This section between High Road and Grimston Lane via Goslings Farm connects the Ipswich to Felixstowe Key Corridor with the route between the Trimleys (via the PROWs that run along the Trimleys' western edge) and the Port of Felixstowe. This route is intended to	This section between High Road and Grimston Lane via Goslings Farm track is recommended to be designed as an all-user track suitable for bi-directional travel. This route is recommended to be designed to a standard that supports commuter cycling; ideally a surface treatment

Map Reference	Location	Description	Recommendation
		become a commuter corridor, and should therefore be delivered at a quality suited to use by cyclists on commuter bikes. Most of the Trimleys to Port route is intended to be made up of all-user tracks that through their design and use of appropriate surfacing meet the needs of commuter cyclists, pedestrians and horse riders. This is considered a very high priority route.	solution for all users should be found, otherwise a grass strip should be provided and maintained for horse riders. The route this section forms part of is intended to operate as a suitable alternative to High Road for active travel between the Trimleys and the Port area. The route is recommended to be created through the creation of a new all-user track that commences at Gosling's Farm track, crosses Grimston Lane, runs via the Poppyfield development's southern boundary, heads south on Footpath 32 (to be upgraded and improved) towards Gun Lane, over the brideway bridge, heads east at Grimston Hall to Keeper's Lane, then heads south and east along Keeper's Lane, continues up Cordy's Lane and then runs along Blofield Track, terminating at Nicholas Road (as an entry point to The Port). Together with widening and surfacing, effective signage and cohesive design along this new route will be vital to ensuring users stay en route, as there are many different PROW route options in this area.
F35	Bridleway bridge	Bridleway bridge over the railway line to access the PROWs that continue towards the Port via Cordy's Lane (RB28, BW22, FP1, BW12, BW14). This is considered a very high priority route.	The existing brideway bridge must be well connected to the PROW routes to the north and south of it that form the Trimley to Port route. All-user track improvements to the existing PROWs to the west of the bridge that then head towards the Port are recommended. The connection between the bridge and Gun Lane should also be improved.
F36	Grimston Hall to Cordy's Lane via Keeper's Lane	This section of the Trimleys to Port route provides an important connection opportunity between the brideway bridge and Cordy's Lane. The route heads east from Grimston Hall and then south towards Keeper's Lodge before emerging onto Cordy's Lane via Bridleway 22 and Footpath 1. This part of the route is currently a combination of 2m/2.5m wide loose sand/earth surfaced brideway (prior to Keeper's Lane) and narrow unsurfaced earth track, for which there is available space for widening and surfacing throughout. Surfacing and widening Keeper's Lane may incur some natural habitat/biodiversity loss that would need to be appropriately mitigated. This is considered a very high priority route.	Widen and surface using a surface treatment that is safe and accessible for use by cyclists, pedestrians and horse riders, and that is appropriate for this location. Any habitat/biodiversity loss from surfacing Keeper's Lane must be adequately mitigated.
F38	PROW Footpath 30	Footpath 30 connects the High Road to Blofield Track. If upgraded to a bridleway, Footpath 30 has the potential to be an important cycling and walking connection between the Trimleys to Port route and the High Road for access to Spriteshall Lane and over the A14 crossing to	Footpath 30 is to be upgraded to bridleway status, widened and surfaced as a new all-user (cyclists, pedestrians and horse riders) track between the High Road and the Trimleys to Port Route, connecting directly to Bridleways 12 (Blofield Track) and 14 for Nicholas Road. A

Map Reference	Location	Description	Recommendation
		the North Felixstowe Garden Neighbourhood (SCLP12.3). This is considered a very high priority route.	parallel crossing over High Road to improve safe connectivity between Spriteshall Lane and this new track is recommended.
F128	PROW 32	This route follows Footpath 32 to connect High Road with recommendation F10 via the new development (Poppyfield Green) on this site. The opportunity for upgrading Footpath 32 to a bridleway and surfacing it as a track has passed, as post-development there is not sufficient space available for appropriate widening of the route. Similarly, the pavements along the access routes are unable to be widened to shared paths, though the non-through road nature of the site reduces the need for total segregation. Use of a carriageway and a connection across the green space (with a modal filter to prevent vehicle use) on site is therefore the only feasible remaining option. This is considered a medium priority route.	A new connection between High Road and recommendation F10 via Footpath 32 and the Poppyfield Green development, using a combination of on-carriageway cycling and a modally filtered connection across to F10.
F131	Howlett Way to Church Lane/Bridleway 5	This route through the Land at Howlett Way allocated site (SCLP12.64) would provide a direct connection between Howlett Way's recommended infrastructure (F17) and Church Lane/Bridleway 5, for onward travel towards the North Felixstowe Garden Neighbourhood via recommendations F22, F25 and F26. This is considered a very high priority route.	Create a segregated route through the Land at Howlett Way site allocation (SCLP12.64) to connect Howlett Way to Church Lane/Bridleway 5 for access to the North Felixstowe Garden Neighbourhood.
F137	SCLP12.65 Land adjacent to Reeve Lodge, High Road, Trimley St Martin - Connection to Gun Lane	This is a proposed connection through the Land Adjacent to Reeve Lodge allocated site (SCLP12.65) to Gun Lane, providing access for onward travel to the Trimleys to the Port route via the bridleway bridge, and access to the public open space that is set to be provided on the land to the south-east of Gun Lane. This is considered a very high priority route.	Appropriate cycling and walking infrastructure is to be provided through the site to connect the primary access route to Gun Lane.
F141	Trimley St Martin Play Area, off Goslings Way	The Trimley St Martin Play area currently prohibits cycling through it. This is considered a medium priority route.	It is recommended that cycling is allowed through the park.
F142	Gun Lane to High Road	Gun Lane is currently only partly surfaced with hard surfacing to provide vehicular access to the properties off Gun Lane; the rest of the lane maintained as an earth byway (some vehicular access allowed). A connection into the Land Adjacent to Reeve Lodge (SCLP12.65) using an appropriate surfacing treatment for cyclists, pedestrians and horse riders, is recommended. This is considered a high priority route.	Create a cycling and walking connection between the improvements to Gun Lane and the bridleway bridge over the railway line and High Road.

Map Reference	Location	Description	Recommendation
F1	F1 High Road (Section 1)	'High Road' (High Road/High Street/High Road West/High Road East) is an important commuting and leisure route for cyclists and pedestrians, providing a continuous route from the north-western edge of Trimley St Martin to Old Felixstowe. High Road's physical and functional constraints to being adequately widened to accommodate continuous physically segregated cycling infrastructure makes worthwhile improvements difficult to achieve. This is due to: (1) sections of narrow carriageway where fully-segregated cycle lanes cannot be fitted without obstructing vehicular traffic (particularly larger vehicles) due to immediate property boundaries preventing widening of the highway; (2) significant sections having high demand for on-street parking, and nowhere off the High Road for this parking to be reasonably re-accommodated, and; (3) the significant number of adjoining side roads and vehicle accesses/driveways to properties, meaning it's necessary to have very frequent breaks in the segregation, therefore opening it up to being parked over/vehicle incursion, etc. The pavements are generally adequate quality in terms of surfacing, but are not consistently wide enough to be inclusive, as per the requirement for a minimum width of 1.5m. This is considered a very high priority route.	An 'interrupted' segregated cycle lane scheme is recommended to run along both sides (uni-directional) of the High Road between Church Lane (Trimley) and King Street, with as much continuity as possible. The segregated cycle lanes scheme should include a physical means of preventing vehicles from parking over it, meaning a managed approach to accommodating the need for on-street parking on High Road is required. This scheme is therefore recommended to include organising and concentrating on-street parking provision into limited bay parking 'blocks' where it is needed along High Road, therefore freeing up protracted sections of High Road for segregated cycle lanes. The potential to accommodate all parking on one side of the highway is recommended to be explored. To support successful implementation, the need for on-street parking along High Road (and any adjoining roads that rely on on-street parking on High Road), will need to be fully assessed in terms of quantity and the value of different locations; this will need to take into account any disabled parking needs, where access will need to be more immediate to the residential/non-residential use it serves. Once the baseline need and appropriate organisation of the on-street parking provision along High Road has been determined, necessary gaps in the scheme will need to be determined, i.e. for access to drive ways, business/retail uses, adjoining roads, or any carriageway sections where there isn't enough width available for segregation. Following this, the remaining sections can be fitted with fully segregated cycle lanes (in both directions). The existing refuge and non-signalised crossings/islands provided along this stretch are recommended to be reviewed and, where possible and appropriate, replaced with signalised crossings. The need for the existing turning boxes into side roads should also be reviewed and either removed (if considered to not be needed) or their depth reduced where this would be effective in providing more carriageway space for the segregated cycle lane scheme.

Map Reference	Location	Description	Recommendation
			Lastly, if along the stretch where F1 and F2 run parallel to each other, it is considered undeliverable for both cycle lanes (F1) and a shared path (F2) to be provided, then the cycle lanes are recommended to stop, so a shared path can be created immediate to the school, as a shared path immediate to the school is higher priority. Once past the identified stretch (F2), the cycle lanes should resume.
F2	High Road via Trimley St Mary Primary School	High Road' (High Road/High Street/High Road West/High Road East) is an important commuting and leisure route for cyclists and pedestrians, providing a continuous route from the north-western edge of Trimley St Martin almost to Felixstowe seafront (where High Road East then becomes Cliff Road). The pavements are generally adequate quality, but are not consistently wide enough to be inclusive, where the minimum width should be 1.5m. However, its physical and functional constraints to being widened enough to accommodate continuous, adequate-quality segregated cycling infrastructure makes substantive improvements challenging. This short section between the western arm of Faulkeners Way and Black Barns via Trimley St Mary Primary School covers a relatively wide section of pavement which has the potential to be converted into a shared path for families to use to access the primary school's High Road entrance on foot or by bike. Reducing the number of cars stopping here on High Road to drop primary school children at the gates will likely have positive impact on traffic flows along High Road at peak times, as well as all of the general benefits of modal shift. This is considered a very high priority route.	A new shared path is to be installed between Faulkeners Way's western arm and the footpath that runs close to the eastern boundary of Trimley St Mary Primary School (for access to Black Barns). This is recommended to utilise and improve the existing short stretch of shared path that runs along the High Road and provides a roundabout bypass for the mini Faulkeners Way/High Road roundabout. If possible, the shared path is to be designed in a way that communicates and supports its principal role, which is to serve the Trimley St Mary Primary School and therefore families with small children so that they are further incentivised to walk, scooter or cycle their children to school (i.e. incorporate appropriate placemaking features, such as 'play on the way' features). Additional means of physical segregation should be used to prevent any parking over the shared path, such as bollards or planters. Refuge crossings/traffic islands etc. and street features should be removed or moved where they would otherwise reduce the width available for a shared path to be installed; refuge crossings in this area should be replaced by parallel crossings (for safe cyclist and pedestrian use). The crossing over Burwood Place should be made into a pedestrian/cyclist priority crossing, with the junction narrowed and visibility in and out maximised to increase cyclist and pedestrian safety. Improvements to the route are to include the existing footpath between High Road and Black Barns (roughly opposite Station Road for Trimley railway station) which would need to be upgraded, widened and resurfaced to make it suitable for cyclist use, too.

Map Reference	Location	Description	Recommendation
			Additional cycle parking at the school should be included if the school does not currently have sufficient cycle/scooter parking facilities.
F4	Walton High Street/High Road West	'High Road' (High Road/High Street/High Road West/High Road East) is an important commuting and leisure route for cyclists and pedestrians. However, its physical and functional constraints make fitting a continuous means of segregation for cyclists challenging. This is considered a very high priority route.	Improve cycling and walking infrastructure along the north side of Walton High Street from Recreation Lane to the Garrison Lane/High Road crossroads. Junctions with side roads should be narrowed, made more perpendicular, and visibility in and out maximised to increase cyclist and pedestrian safety. Priority crossings over side roads are recommended if shared paths are used.
F5	High Road West	'High Road' (High Road/High Street/High Road West/High Road East) is an important commuting and leisure route for cyclists and pedestrians, providing a continuous route from the north-western edge of Trimley St Martin almost to Felixstowe seafront (where High Road East then becomes Cliff Road). The pavements are generally adequate quality, but are not consistently wide enough to be inclusive, where the minimum width should be 1.5m. However, its physical and functional constraints to being widened enough to accommodate continuous, adequate-quality segregated cycling infrastructure makes substantive improvements challenging. This section continues the High Road schemes and connects Garrison Lane 'north' to Beatrice Avenue and Hamilton Road, Felixstowe's town centre. It is very wide to the western end of the section but narrows as it approaches the Beatrice Avenue/Hamilton Road roundabout. A shared path is likely to be achievable here providing all on-street parking can be moved to the south side of the road. This is considered a very high priority route.	Improve cycling and walking infrastructure along the north side of High Road West from the Garrison Lane/High Road crossroads to the Hamilton Road/Beatrice Avenue roundabout. This recommendation is intended to meet the needs of commuters and families accessing Fairfield Infant School on foot or by bike, and therefore may be best suited to a shared path rather than segregated cycle lanes. On-street parking along this stretch is entirely moved to the south side if possible. The scheme's design should appropriately reflect its intended use by families with primary school age children along the stretch most immediate to the school. The scheme should connect to Beatrice Avenue (see F91) at the eastern end and the bi-directional track that is recommended to run up Garrison Lane 'north' (F69) at the western end. If shared paths are used, additional means of physical segregation should be used to prevent any parking over the scheme, such as bollards. Refuge crossings/refuge islands etc. should be removed where they may otherwise reduce the width available for carriageway and infrastructure to co-exist, and should be replaced by formal parallel crossings. The provision of additional cycle/scooter parking facilities at Fairfield Infant School is recommended if supply is insufficient to meet increased demand.
F6	High Road East	'High Road' (High Road/High Street/High Road West/High Road East) is an important commuting and leisure route for cyclists and pedestrians, providing a continuous route from the north-western edge of Trimley St Martin almost to Felixstowe seafront (where High Road East then becomes Cliff Road). The pavements are generally adequate quality, but are not consistently wide enough to be inclusive, where the minimum width should be 1.5m. High Road	Create a shared path to run along High Road East between the Hamilton Road/Beatrice Avenue roundabout and the junction with Looe Road. On-street parking may need to be moved to the other side and any traffic islands removed, and any refuge crossings upgraded to parallel crossings. The value of existing turning boxes should also be evaluated and removed to create

Map Reference	Location	Description	Recommendation
		East is relatively wide and likely to be able to accommodate high-quality infrastructure, particularly if on-street parking can be moved to one side and traffic islands removed, and any refuge crossings upgraded to parallel crossings. The value of existing turning boxes should also be evaluated and removed to create space for cycling and walking infrastructure if not considered necessary. This is considered a very high priority route.	space for cycling and walking infrastructure if not considered necessary. The existing crossings should also be shifted to be in more relevant locations than they are currently for onward travel on foot or by bike. Ideally, junctions with side roads along this stretch should be narrowed, made more perpendicular, and visibility in and out maximised to increase pedestrian and cyclist safety.
F7	Cliff Road	Cliff Road provides an important connection to 'Old Felixstowe' eastern edge, Old Felixstowe's seafront area (for access to the sea wall, a public car park, and the Felixstowe Golf Club clubhouse), and provides for onward travel up to Felixstowe Ferry (also for the foot ferry over to Bawdsey), and down towards the main Promenade and seaside resort area via adjoining streets such as Golf Road and Maybush Lane. Cliff Road is initially quite wide but as it progresses north-east it narrows. There is an existing footpath on the east side that would likely be easy to upgrade, widen and resurface for shared use. This route is also key to a wider ambition of the Strategy to better connect Felixstowe with Felixstowe Ferry for pedestrians and cyclists, providing a safer alternative to use Ferry Road (see F115 which commences where F7 terminates at The Dip). This is considered a very high priority route.	Create a new continuous shared path from the junction with Looe Road up to The Dip for transfer to Footpaths 11, 47 and 62 (all recommended to be upgraded to all-user track status and quality) for onward travel towards Felixstowe Ferry.
F30	PROW 9	This section of route is intended to create an improved and more accessible connection between Spriteshall Lane (which currently has stepped access down to the southern side of the A14/Dockspur roundabout), the A14 lights-controlled crossings, the steps on the northern side of the A14, and the western edge of the North Felixstowe Garden Neighbourhood (SCLP12.3). This route will be particularly useful for connectivity to the proposed new leisure centre. If well designed, this connection between the North Felixstowe Garden Neighbourhood and Trimley St Mary may be able to support a useable horse riding route, despite the presence of the large roundabout. This would allow horse riders to access the various bridleways under F113 by using a combination of F30, F38 and F37 to reach F113. This is considered a very high priority route.	An all-user track is recommended to run north-to-south to connect Candlet Track (see F44) with the new all-user bi-directional track recommended under F51, and then continue south to connect to the north side of the roundabout. There are then two recommended options for improvements: Option A: A new all-user bridge (similar to the design of the Gun Lane bridge over the railway line) is recommended to span between F30 and Spriteshall Lane, therefore entirely avoiding the need to descend down to A14 level for the existing crossings over the Dockspur roundabout completely. Option B: The steps here (on the north-west side of the Dockspur roundabout, at F30's southern end) are recommended to be replaced with a carefully designed all-user ramp down to the A14 to use the existing crossings, which are both recommended to be improved to Pegasus crossing standards. The track should continue via the routing of the existing footpaths at the

Map Reference	Location	Description	Recommendation
			A14/Dockspur roundabout and up to Spriteshall Lane via another all-user ramp that replaces the steps on the south side.
F31	Abbey Walk	This recommendation covers Footpath 7, which has the potential to be upgraded to a bridleway for pedestrian and cyclist use as a shared path. This is a medium priority route.	This route is recommended to be upgraded to a bridleway to allow cyclist and pedestrian use as a shared path.
F33	Land between Cliff Road and Roman Way	This is a footpath that could be upgraded to a bridleway to increase permeability to Cliff Road. This is considered a medium priority route.	The existing path is recommended to be upgraded and improved for pedestrian and cyclists use.
F34	Land adjacent to Cliff Road	This route runs across the Cliff Road Green, following the east to west section of the current car park exit and the footpath to the steps down to the sea wall. Though most connections to the sea wall in this area are step free, this section includes steps, therefore reducing access for cyclists and pedestrians with reduced mobility. This is considered a medium priority route.	A cycling and pedestrian route between Cliff Road and the sea wall is recommended. This route should be made step-free through the installation of an accessible ramp down to and up from the sea wall, that is appropriately designed for use by cyclists and pedestrians with reduced mobility. The access route should be improved to provide a shared path for pedestrian and cyclist use, be continuous in design/dimensions, and any barriers along the route removed.
F44	Kirton Road to Gulpher Road via new track and Candlet Track	This continuous, strategic section of route connects the Martlesham to Felixstowe Key Corridor directly to the western edge of the SCLP12.3 North Felixstowe Garden Neighbourhood area via new infrastructure routes and the upgrading and improvement of existing bridleways from Kirton Road to Gulpher Road, via bridleways 47, 40, 10, 8, 7 and 27. This is considered a very high priority route.	A new continuous bi-directional all-user track (cyclists, pedestrians and horse riders) to run between Kirton Road and the North Felixstowe Garden Neighbourhood's western edge. The surfacing and dimensions designed must meet the needs of all users. This track is recommended to start on the east side of Kirton Road (opposite Roselea Nursery), with a new parallel crossing provided for safely crossing Kirton Road, and then to run south-east parallel to but separate from Kirton Road (as if heading to the Howlett Way roundabout) down to and over Capel Hall Lane, and then continuously along Candlet Track up to Gulpher Road using existing bridleways 47, 40, 10, 8, 7 and 27. The route may benefit from being adjusted from the original routing of the bridleways to optimise directness, where necessary.
F46	Land at SCLP12.3 North Felixstowe Garden Neighbourhood / Footpath 28	This recommendation follows the section of Footpath 28 that runs between Candlet Track and Candlet Road. It is intended to connect to the new residential development currently under construction on land north of Walton High Street located to the south via an appropriate crossing over Candlet Road. This route is primarily intended to connect the North Felixstowe Garden Neighbourhood's communities with Felixstowe Academy, as well as supporting other commutes and active travel journeys. This area of	Create a north-south cycle/pedestrian track between Candlet Track and Candlet Road, with an onward connection (using an appropriate, safe crossing) into the development currently under construction on land north of Walton High Street site. It is expected to follow the existing routing of Footpath 28. The intersection between this section of route and the east-to-west cycle/pedestrian track route that intersects it (F49) must be well

Map Reference	Location	Description	Recommendation
		the North Felixstowe Garden Neighbourhood is also likely to be where the proposed new leisure centre will be situated, which further supports the need for high quality active travel infrastructure in and out of the site, here. This is considered a very high priority route.	designed, with good visibility splays and a clear hierarchy of right of way to ensure the safety of all users. The exact routing of recommendations in this area will need to be developed alongside proposals for the development of the North Felixstowe Garden Neighbourhood's west side and the development on land north of Walton High Street. A suitable crossing must be located over Candlet Road for access into the site on land north of Walton High Street as this route will serve the North Felixstowe Garden Neighbourhood community's access to Felixstowe Academy (as well as other commutes and journeys by active travel).
F47	Land north of Walton High Street	This route runs through the new residential development currently under construction on land north of Walton High Street and is intended to connect the site with the North Felixstowe Garden Neighbourhood, the Felixstowe Academy, the proposed new leisure centre, and onward travel opportunities towards central and coastal Felixstowe. This is considered a very high priority route.	Create a north-to-south cycle and pedestrian route to connect the new community and the western side of the North Felixstowe Garden Neighbourhood with the Felixstowe Academy, the proposed new leisure centre and opportunities for onward travel towards central and coastal Felixstowe. In addition to this, a connection to Gulpher Road via the gap available between Treetops and Ash Tree Close is recommended for access to the central area of the North Felixstowe Garden Neighbourhood.
F49	Land at SCLP12.3 North Felixstowe Garden Neighbourhood	The North Felixstowe Garden Neighbourhood, as a strategic scale site, provides an excellent opportunity to achieve high quality strategic scale active travel infrastructure with the potential to transform active travel movement within the Trimley Villages and Felixstowe area. This will require excellent internal and external connectivity, to provide for journeys north to south and east to west. This section specifically connects journeys originating from the direction of Woodbridge/Martlesham/villages to the west of the river Deben and the western and central areas of the North Felixstowe Garden Neighbourhood; this route is likely to directly connect journeys to the proposed new leisure centre and provide connectivity for onward travel to a proposed primary school in the central area of the site. This is considered a very high priority route.	An east to west cycling and pedestrian track is recommended through the western North Felixstowe Garden Neighbourhood area from F44 or F30 to F58 via the cycling and walking connection to Gulpher Road. All internal routes are recommended to be highly permeable (easy to join) and intuitive to the most likely origins and destinations within and into/out of the North Felixstowe Garden Neighbourhood. The location is indicative on the map, and can be adjusted within reason (without reducing directness or functionality) as required by the infrastructure layout of development proposals that come forward.
F50	Land between Western Avenue and Cliff Road	This route between Western Avenue and Cliff Road provides a green, off-carriageway connection through this residential area to the improvements recommended along the sea front for northward travel to Felixstowe Ferry or southward travel towards the main sea front area. This route is already of decent quality, and is already moderately walked and cycled by Strava users, meaning it may only need to be upgraded for lawful use by cyclists; its	Route be widened and upgraded to bridleway status for use as a shared path, and made recognisable as such with appropriate signage.

Map Reference	Location	Description	Recommendation
		relevance as a useful connection for cyclists as well as pedestrians is likely to increase following improvements to the wider cycling and walking infrastructure network in the Old Felixstowe and the sea front areas. This is considered a medium priority route.	
F51	Land at SCLP12.3 North Felixstowe Garden Neighbourhood	The North Felixstowe Garden Neighbourhood (SCLP12.3), as a strategic scale site, provides the rare opportunity for strategic scale active travel infrastructure to be delivered that could have a transformative effect on active travel movement to, from and within Felixstowe and the Trimley villages. A series of strategic routes through the site, including a route running along the southern boundary, could provide for minimal or vehicle-free travel between Trimley St Martin (F44), Felixstowe Academy (F47, F51, F46), Felixstowe's retail centre (F51, F69 and F91), key primary schools (F51 and F54), its different communities (F58 and F55), and onward travel towards the coastline. F51 has already been partly delivered through the Land at Candlet Road site, between the main access point and the Grove Road/Beatrice Avenue roundabout. The remaining section of the route to the west is envisaged to be delivered as a shared path up until just before the Dockspur roundabout is reached, at which point it is recommended to break away into a track that runs north-westward up to F30 where it should then terminate. This is considered a very high priority route.	The remaining section of the route to the west is envisaged to be delivered as a shared path up until just before the Dockspur roundabout is reached, at which point it should convert into a fully segregated bi-directional cycling and walking track that runs north-westward up to F30 where it then terminates. This is considered a very high priority route. It will be expected that where the route intersects with other cycling/walking routes (e.g. F46, F49), the track will be appropriately designed for optimising legibility and safe visibility splays for approaching cyclists and pedestrians. The section of shared path that has already been delivered along F51's route is recommended to be fitted with a further means of physical segregation from vehicles such as bollards or a well designed barrier rail to enhance pedestrian safety and encourage greater usage of the route.
F52	Gulpher Road to Back Lane (Falkenham)	This suggested route essentially follows a series of existing PROW footpaths (45, 14, 13 and 8) between the North Felixstowe Garden Neighbourhood's northern edge and Falkenham, with the potential to make adjustments to the original PROW routing to both optimise its directness, and to avoid creating inconvenience for agricultural operations in this area. This route is intended to provide an off-carriageway option for bypassing the Trimley villages (and avoids use of High Road) when travelling between the North Felixstowe Garden Neighbourhood and Falkenham, Kirton or beyond. It is also intended to equally meet the needs of cyclists, pedestrians and horse riders, and as such the design and surface treatment should reflect all-user needs. The route crosses both Falkenham Brook and Kingsfleet via existing footbridges, which will need to be confirmed as adequate for all users. This is considered a medium priority route.	It is recommended that this existing PROW-based route (following adjustments to the routing) is appropriately surfaced to create an all user (cyclists, pedestrians and horse riders) track between Back Lane (for Falkenham/Kirton) and Gulpher Road's most north-western point (for the North Felixstowe Garden Neighbourhood). Though the routing should be designed to minimise necessary incursion onto it by agricultural vehicles (i.e. by being routed around field perimeters rather than heading through the middle of them), it will likely still need to be designed to be resilient to being crossed at least occasionally by agricultural vehicles.
F54	Colneis Road	Colneis Road currently has no cycling infrastructure despite providing access to two primary schools – Kingsfleet Primary School and Colneis Junior School – and being relatively wide. Improvements to Colneis Road will help to more generally improve east to west connectivity within Old Felixstowe, and into	Create a new shared path along one side of Colneis Road; the south side is likely to be most appropriate as more space is generally available and is where Colneis Junior School is located, however, weight should be given to whichever side minimises the loss of trees along this route.

Map Reference	Location	Description	Recommendation
		the North Felixstowe Garden Neighbourhood via successful connection to F51, F55 and F56. This is considered a very high priority route.	Create a new shared path is around the junction with Ferry Road and over to Elmcroft Lane via a new parallel crossing. At the western end the shared path must directly connect to the shared paths recommended for installation around the southern arm of the roundabout (Beatrice Avenue arm), and into the Beatrice Avenue scheme (see F91). Street furniture or other design elements that indicate Colneis Road's provision of access to two primary schools should be considered as part of a wider and more comprehensive redesign of Colneis Road to improve its safety and environmental quality (e.g. as a School Zone; 'play on the way' design elements).
F55	Hyem's Lane, Land at SCLP12.3 North Felixstowe Garden Neighbourhood	Hyem's Lane is a moderately well-used PROW for leisure walking and cycling which, together with the PROWs indicated under F58, is recommended to be retained in the North Felixstowe Garden Neighbourhood development in its current location, unless it is in the interests of the wider masterplan of the site for such a north to south connection to be somewhat re-routed. Its main strategic value arises from it being part of a potential strategic east to west movement corridor through the site from the western edge (F30) to the eastern edge (Ferry Road), and, the direct connection this route gives to Colneis Junior School, which will likely meet the primary education needs of some residents of the new communities (though a new primary school is expected to come forward for the North Felixstowe Garden Neighbourhood). Hyem's Lane also leads into Quinton's Lane, which is also recommended for improvement, providing an extra connection to High Road and the opportunity for onward travel to the coast/The Promenade via the Brackenbury Sports Centre site allocation (Policy SCLP12.5). This is considered a very high priority route.	Improvement the surfacing of Hyem's Lane to make it safe and accessible for cyclist and pedestrian use. Integration of this existing route as a segregated continuous north to south route through the site, connecting to Colneis Road to the south and Gulpher Road to the north, is also recommended. Appropriate measures to avoid vehicular use of Hyem's Lane (with the exception of access to Park Farm) are recommended.
F56	PROW 12 and PROW 13	Footpaths 12 and 13 are currently in need of re-orienting, merging together, upgrading and appropriately re-surfacing to create a connection between Hyem's Lane (F55, for access into the wider North Felixstowe Garden Neighbourhood area) and Colneis Road (for access to the primary schools). This is considered a high priority route.	Footpaths 12 and 13 to be upgraded and merged into a single continuous bridleway, and appropriately re-surfaced for cyclist and pedestrian use. The new merged bridleway should be well connected to Hyem's Lane (F55), Ferry Road (via the southern boundary of the Policy SCLP12.4 Land North of Conway Close and Swallow Close site allocation) and Colneis Road (for Colneis Junior School and Kingsfleet Primary School).

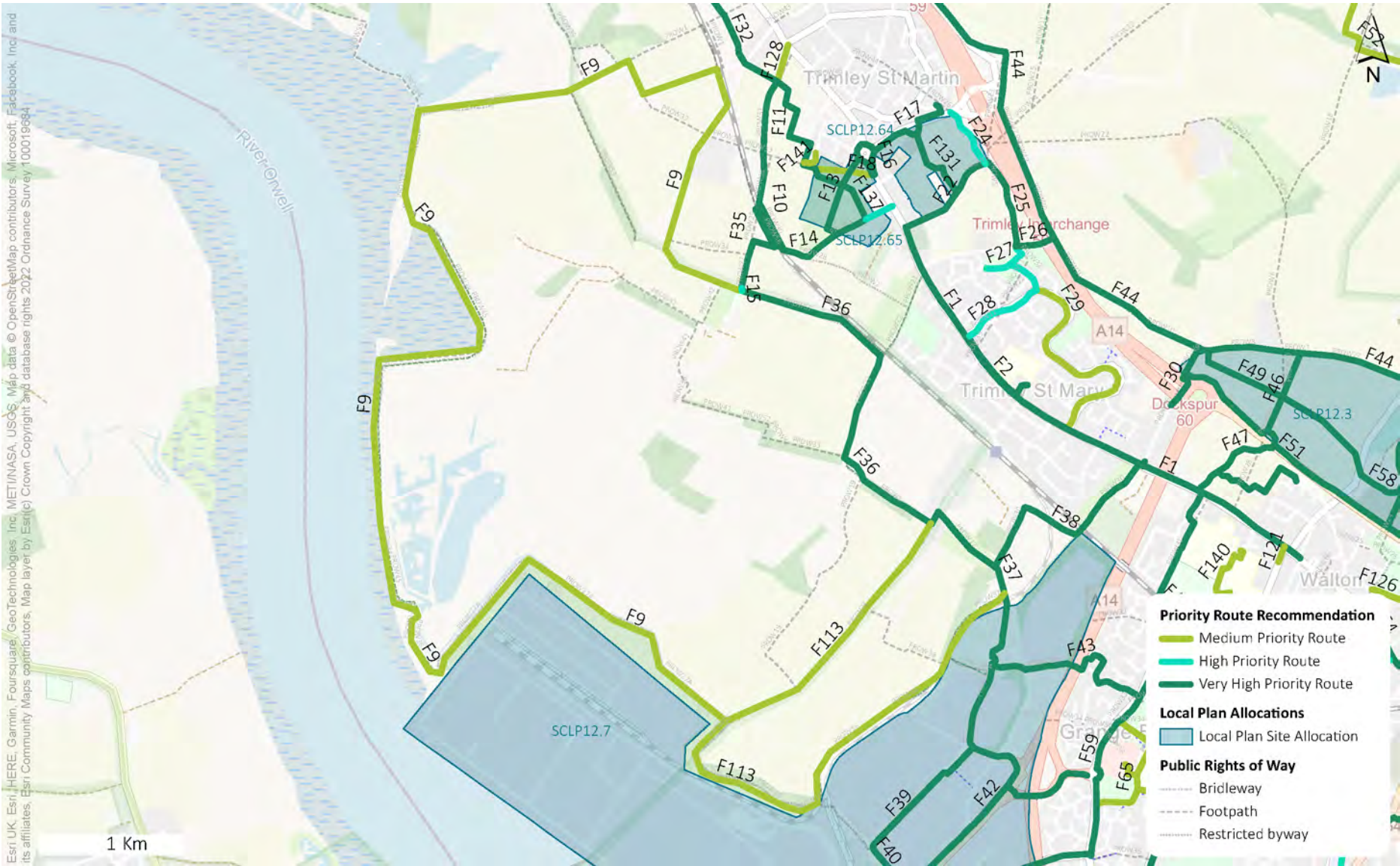
Map Reference	Location	Description	Recommendation
F57	Ferry Road and Church Road	Ferry Road and Church Road together connect the eastern-most edge of the North Felixstowe Garden Neighbourhood and the Policy SCLP12.4 Land North of Conway Close and Swallow Close site allocation with the High Road to the south. This route also connects directly to Kingsfleet Primary School, and the eastern end of Colneis Road, which has been recommended (see F54) to be fitted with a shared path to aid safe active travel to and from Colneis Junior School to the west. This is considered a very high priority route.	A new continuous shared path is recommended to run along the western edge of Ferry Road and Church Road, from the entrance to the Policy SCLP12.4 Land North of Conway Close and Swallow Close site allocation until High Road East is reached. At pinch points, particularly around St Peter & St Pauls' church, consider removal of the existing narrow pavement on the eastern side of the road which is likely to be of little value to retain for pedestrians (i.e. doesn't provide access to properties or side roads; the section immediate to the church entrance could be retained) and is too narrow to be accessible (<1.5m).
F58	Land at SCLP12.3 North Felixstowe Garden Neighbourhood	The North Felixstowe Garden Neighbourhood site (SCLP12.3) is 143 hectares in area, and is intended to be masterplanned as a comprehensive, mixed-use development delivering up to 2,000 dwellings. It is also expected to include a new leisure centre, 630 primary school places and early years settings, open space, and a community hub - all of which require a safe and efficient active movement network. The site's central area has already received planning permission for up to 560 dwellings, which will come forward in phases. Segregated internal and onward travel routes for pedestrian and cyclist use are critical to the integration of the new communities, and for safe and direct onward travel to places of employment, education, leisure and for retail/day-to-day trips in Felixstowe and the Trimley villages. Internal connections within the central area of the SCLP12.3 North Felixstowe Garden Neighbourhood are required for policy compliance with criterion (m), which states "A network of pedestrian, cycling and vehicular routes that provide connectivity and movement across the Garden Neighbourhood and with adjacent areas whilst protecting and enhancing local Quiet Lanes". An indicative network of routes is included under this recommendation reference which are based on the site layout of the central permitted section and the existing Public Rights of Way (PROW) on this site. The existing PROW routes on the site are expected to be preserved and enhanced, as per criterion (e) of the Suffolk Coastal Local Plan, though the exact routing may need to be changed through the wider masterplanning for the site as a whole. These are considered very high priority routes.	Internal connections within the central area of the North Felixstowe Garden Neighbourhood site allocation are required for policy compliance with criterion (m) of Policy SCLP12.3 North Felixstowe Garden Neighbourhood to ensure a high level of permeability, safety, accessibility and convenience for the future communities of the site. The recommended internal network includes north to south routes, east to west routes and connections through The Grove woodland. Connections through The Grove woodland must be appropriately designed to minimise impact on wildlife and amenity. Connections at the southern boundary of the site should be provided for onward travel into Felixstowe and the Trimleys via the development under construction on land north of Walton High Street site (for Felixstowe Academy), Ataka Road, Gulpher Road (for High Street/High Road), access to F51, Colneis Road and Grove Road (for Garrison Lane and Beatrice Avenue/Hamilton Road).

Map Reference	Location	Description	Recommendation
F69	Garrison Lane 'north' and the Garrison Lane / Candlet Road / Grove Road / Cowpasture Allotments access roundabout	Garrison Lane is an important north to south arterial route through central Felixstowe. Most of Garrison Lane's length is heavily used by Strava Metro users (cyclists and pedestrians), and scores highly on the Propensity to Cycle Tool. The exception to this is Garrison Lane 'north' – the section between High Road West and the Candlet Road/Grove Road roundabout – is currently used very little by cyclists or pedestrians due to the lack of infrastructure, speed of the road, and until recently (with development coming forward to the north), minimal demand for active travel along this stretch. Garrison Lane feeds into a number of side roads, including those for alternative access to Felixstowe railway station and Hamilton Road for the town centre. Garrison Lane's width varies throughout its length, becoming more constrained south of High Road (Garrison Lane 'south'). However, the section north of High Road, Garrison Lane 'north', benefits from significant grass verges, which presents a prime opportunity for a segregated bi-directional cycling and walking track. The Garrison Road/Candlet Road/Grove Road/Cowpasture Allotments access roundabout currently has no infrastructure for crossing it, despite its proximity to Cowpasture Allotments, a large allotment site that there is likely to be some demand to walk or cycle to. The roundabout has a significant amount of highway land surrounding it that's made up of grass verges and islands - with the western arm's island being particularly wide and sweeping, providing plenty of space for a parallel crossing over to the northside. The new roundabout infrastructure can connect directly to the bi-directional track recommended under reference F51. This is considered a very high priority route.	A bi-directional cycling and pedestrian track is recommended along the eastern side of Garrison Lane 'north'. A new parallel crossing over to Taunton Road is recommended, upgrading the existing pedestrian crossing. Consideration should be given to whether this crossing would benefit from being moved southwards (further from the roundabout) to improve visibility of the crossing. At the roundabout at the northern end of Garrison Lane 'north', the track is recommended to continue around the roundabout's western side and up to an appropriate point for a parallel crossing over Candlet Road. This crossing should then connect directly to the new shared path that has been delivered along the north side of Candlet Road (see F51). The Garrison Lane 'north' section of track should connect with the existing Grove Road scheme (to the east, along the south side) and the infrastructure improvements to Beatrice Avenue and the Beatrice Avenue/Grove Road/Colneis Road/Links Avenue roundabout (see F91 and F54).
F70	Garrison Lane 'north' connection into Fairfield Avenue	In combination with a new fully segregated bi-directional track along Garrison Lane 'north', it is recommended that the existing footpath connection into Fairfield Avenue is upgraded and the existing cycle barrier removed. This represents a 'quick win' for improving permeability between central Felixstowe and Old Felixstowe. This is considered a high priority route.	It is recommended that this footpath be upgraded and improved to make it suitable and accessible for cycling and walking, which should include the removal of the existing cycle barriers.
F71	Garrison Lane/High Road crossroads	The current large crossroads creates an intimidating and highly 'car-dominated' feel to what could otherwise be an area with higher levels of cycling and walking activity – there are surrounding shops, nearby is the Felixstowe railway station, and the town centre (Hamilton Road). Following the delivery of the North Felixstowe Garden Neighbourhood (SCLP12.3), Garrison Lane 'north' will likely be one of the main routes used to the proposed new leisure centre. The North Felixstowe Garden Neighbourhood is likely to be a significant contributor to improvements to this crossroads due to likely increases in vehicle movements resulting from the development. As	It is recommended that the crossroad junction is reworked to improve the pedestrian crossings over each arm and to install cycle-only filter lights that allow on-carriageway cyclists to get 5+ seconds head start over vehicles. Good connectivity between the north arm and east arm crossings to the bi-directional track along the east side of Garrison Lane 'north' (F69) will be critical to support its useability.

Map Reference	Location	Description	Recommendation
		part of the capacity increasing works, it is recommended that the minimum improvements should be to improve the safety and useability of pedestrian and cyclist crossings and to install cycle-only filter lights. This is considered a medium priority route.	
F91	Beatrice Avenue	Beatrice Avenue is important for connecting the SCLP12.3 North Felixstowe Garden Neighbourhood with the town centre (Hamilton Road). Beatrice Road is unable to be fitted with shared paths due to the presence of large mature street trees, and the incursion of their roots into what needs to be a smooth, flat surface. Beatrice Road is not wide enough for segregated on-carriageway cycle lanes, and necessary vehicular accesses to properties' driveways are numerous and relatively close together, making a substantively segregated scheme unworkable here. This is considered a high priority route.	Beatrice Avenue to be made into a Cycle Street, whereby the design brings cyclists into the primary position using narrow lanes, cycle priority signage, and a tactile surface in the central area, meaning vehicles must drive more slowly and it is more difficult to overtake. On-street parking is controlled using bays and additional landscaping is typically also added to the street. The key UK example of a Cycle Street is the Taff Embankment in Cardiff. The scheme must connect well to the existing infrastructure along the south side of Grove Road and the improvements to Colneis Road (F54), including an improved crossing over the Beatrice Avenue arm of the Grove Road/Colneis Road/Links Avenue/Beatrice Avenue roundabout.
F92	High Road / High Road East / Hamilton Road / Beatrice Avenue roundabout	The High Road/High Road East/Hamilton Road/Beatrice Avenue roundabout is an important connection point between Walton, Old Felixstowe, the North Felixstowe Garden Neighbourhood area and the Hamilton Road area for the town centre. However, the High Road/High Road East route is heavily used by vehicles as the main east to west route through Felixstowe. The current crossings over each arm of this roundabout are not adequate for pedestrians or dismounted cyclists to use to safely cross this road. . This is considered a medium priority route.	The existing refuge crossings over each of the roundabout's arms are to be upgraded to parallel crossings.
F93	Railway Approach/High Road West (for Felixstowe railway station)	The Railway Approach/High Road West lights-controlled junction is a very busy and congested section of the High Road route into Felixstowe due to the demand for access to Felixstowe railway station and the large car park to the rear of Great Eastern Square/the Coop, which is also used for accessing the wider Hamilton Road area for the town centre. It is further congested by the petrol station, garage and the police and fire service stations located between the Railway Approach junction and the roundabout for Beatrice Avenue (for access onto a main route out of Felixstowe via Candlet Road and the A14) and Hamilton Road. Improving access to Railway Approach for Felixstowe railway station is important for supporting greater modal shift to sustainable travel with journey 'tranches', i.e. to cycle to the railway station and then take a train. This is considered a very high priority route.	The traffic lights system at the Railway Approach/High Road West junction is to be upgraded with a cycle-only filter lights that provides cyclists with 5+ seconds of head start over vehicular traffic so that they have time to safely cross the junction without the risk of conflict with vehicles.

Map Reference	Location	Description	Recommendation
F102	Rosemary Avenue	A straight and relatively wide residential street that heads northwards towards the North Felixstowe Garden Village allocation (SCLP12.3). This is considered a high priority route.	New shared path along western side of Rosemary Avenue.
F105	Elmcroft Lane / Footpath 8 (West)	Elmcroft Lane provides access to Kingsfleet Primary School and a small number of homes; it is not a vehicular through route, though does currently provide pedestrian access to Westmorland Road and Windermere Road via the western-most section of PROW Footpath 8. It is not currently useable by cyclists due to barriers and prohibitive signage. There is capacity for this route to be widened (and the barriers removed) to make this route suitable for cyclists as well as pedestrians. This is considered a high priority route.	This route is to be upgraded to a bridleway to allow cyclist and pedestrian use.
F106	Westmorland Road	This section of Western Avenue and Westmorland Road connects the High Road with both entrances/exits for Kingsfleet Primary School (the main entrance being accessible via Elmcroft Lane) and Cliff Road (for access to the sea front and Felixstowe Ferry). This is considered a high priority route. This route benefits from a wide carriageway and in places ample grass verge space for an infrastructure scheme suitable for families cycling or walking with children on bikes/scooters to and from school. The pavements along this route are generally not of an accessible width and therefore shared paths are likely to be the most suitable and beneficial infrastructure option. This is considered a high priority route.	New shared path to be created along one side of this route. A further short stretch along Cliff Road to connect to the sea front via F34 is also recommended. An appropriate crossing should be provided over Keswick Close.
F111	Cliff Road (cycle parking)	The Dip (the café and public toilets in this area), off Cliff Road, is an important rest and refreshment stop for leisure cyclists and walkers though currently lacks cycle parking. This is considered a medium priority route.	Cycle parking to be installed at The Dip.
F115	The Dip to Felixstowe Ferry via PROW Footpath 62	This route seeks to provide a vital cycling and walking connection between Old Felixstowe and Felixstowe Ferry via the sea front, providing a safer alternative to Ferry Road, which has poor visibility. Footpath 62 varies in terms of width, surfacing type and quality, and surface water drainage capacity, which would ideally need to be improved and made consistent throughout; at the very least sections of gravel would need to be replaced with smooth bound surfacing. This route is part of the Strategy for Felixstowe's wider ambition to create a safe and convenient high quality cycling and walking route between Landguard Point and Felixstowe Ferry via the sea front that is as vehicle-free as possible (F119, F118, F117, the Promenade, F116 and F115). This is considered a high priority route.	The coastal footpath and sea wall between Felixstowe Ferry and The Dip (Footpaths 62 and 65) should be upgraded to bridleway status and the surfacing re-laid/replaced with smooth bound surfacing suitable for cycling. Where the route is currently exposed to unprotected steep sides, appropriate barriers are recommended to keep cyclists safe.
F126	Land between Recreation Lane and Plymouth Road	This route seeks to provide a traffic free connection between Plymouth Road and Recreation Lane. This is considered a medium priority route.	Widen, resurface and allow cycling over the footpath to the south of Walton Recreation Park between Recreation Lane and Plymouth Road.

Felixstowe Leisure Loops

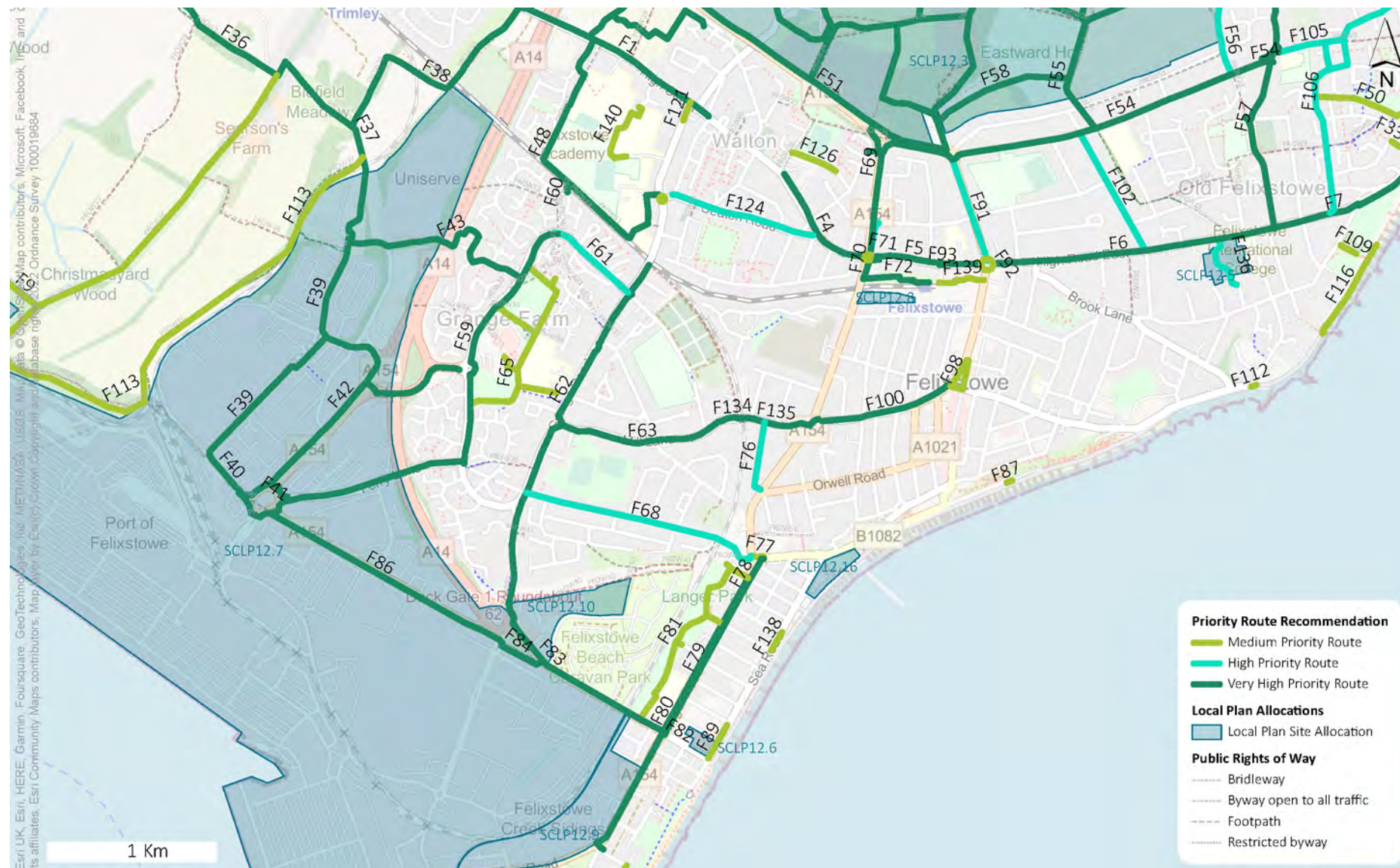


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Map Reference	Location	Description	Recommendation
F9	Trimley Marshes Nature Reserve circular route	This route is intended to function as a circular, almost entirely off-carriageway leisure route for safe extended cycling, walking and horse riding activities for fitness and recreation purposes, rather than for 'A to B' travel. The route this recommendation follows does not include any use of the Orwell river wall, which is only suitable for low levels of pedestrian use due to the protected habitat for ground nesting birds along the Orwell Estuary areas. This route instead follows the bridlevays that are set back from the river wall, therefore minimising the direct disturbance (mostly from dogs off leads) and 'skylining effect' (casting shadows that frighten birds that are feeding, nesting or resting on the river side) arising from activity on top of the river wall. Instead, this route includes improvements to the following existing bridlevays and highways: 27A, 36, 45, 49, 3, 48, Thorpe Lane, Grimston Lane and then down to bridlevay 57/Gun Lane, Bridlevays 22 and 1 to Cordy's Lane for bridlevay 24. It is expected that the improvements to these bridlevays would be delivered alongside effective means of preventing cycling and horse riding along the river wall, and encouraging pedestrians with dogs to keep their dogs on a lead. This is considered a medium priority route.	This route includes improvements to the following existing bridlevays and highways: 27A, 36, 45, 49, 3, 48, Thorpe Lane, Grimston Lane and then down to bridlevay 57/Gun Lane, Bridlevays 22 and 1 to Cordy's Lane for bridlevay 24. These improvements should include widening of the bridlevays and the use of location-sensitive and an all-user appropriate surfacing treatment; it is especially important that the infrastructure is high quality, as it must be effective in incentivising its use, therefore providing no reason to transfer up to the river wall when on horse back/cycling. If possible, the designed scheme should help to improve surface water drainage performance in key areas along this route. Signage and any other appropriate and effective means of deterrents from cycling or horse riding on the river wall, and the off-lead walking of dogs, should be considered. Improved way finding signage in this area is also required, including maps and local information/educational signage.
F113	Circular leisure route - bridlevays 24, 25, 26, 18, 16, 37	This route consists of a series of bridlevays that have the potential to be improved to create a small circular leisure loop suitable for use by cyclists, pedestrians and horse riders for fitness and recreation purposes. The site has some surface water drainage issues which ideally need to be addressed through any improvements works to increase year-round useability of the loop. The surfacing treatment used should be as permeable as possible, and be incorporated into the overall design to sustainably drain the field and provide a drier, less muddy route. The location is rural and is expected to be provided with a surface treatment that is sensitive to its location, whilst also able to accommodate the needs of cyclists using off-road bikes, pedestrians and horse riders equally. This route overlaps with the England Coast Path and Stour and Orwell Walk at bridlevays 25 and 26. It is unknown whether there is an intention to improve the safety and accessibility of the level crossing at bridlevay 17 (Fagbury Road) over the freight railway lines for the Port via the England Coast Path. It would realistically require a bridge over the freight railway lines to meaningfully improve pedestrian safety and accessibility across this level crossing. However, the cost of delivering such a bridge versus other priorities for the district's movement network means it is unlikely to be delivered in the medium-term. A precautionary	This all-user track is to be improved through widening and surfacing using location appropriate surfacing treatments that meets the needs of cyclists using off-road bikes, pedestrians and horse riders, and improves the overall surface water drainage performance of the route for year-round useability. Improvements to this route should neither prohibit nor encourage increased use of the level crossing through the Port over to Fagbury Road due to concerns about the safety and accessibility of the crossing without the provision of a new bridge to replace the level crossing, which is unlikely to be deliverable. Improvements to the F113 routes must include way finding signage to help direct all users to their intended exit points; signage is recommended to provide information on alternative means of accessing western Felixstowe on foot or by bike than use of the Fagbury Road crossing (e.g. see F43).

Map Reference	Location	Description	Recommendation
		approach has therefore been taken to instead provide improvements to an alternative route between the leisure loop and west Felixstowe, via F37. This is considered a medium priority route.	

Port and West Felixstowe and Central Felixstowe



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Map Reference	Location	Description	Recommendation
F37	PROW Bridleways 12 and 14	Bridleways 12 (Blofield Track) and 14 are key traffic-free connecting points into the Port, originating on Cordy's Lane and terminating on Nicholas Road. However, the surfacing on both bridleways is currently in poor condition with deep potholes, and has general surface water drainage issues. This is considered a very high priority route.	Improvements to the surfacing and general drainage capacity along Blofield Track is recommended to improve its useability as an all-user (cyclists, pedestrians and horse riders) track.
F39	Nicholas Road and Parker Avenue	The route via Nicholas Road and Parker Avenue to Fagbury Road is a key route into the western side of the Port. This is considered a very high priority route.	Improve Nicholas Road's existing short section of shared path up to the track (Bridleway 14/12), and extend it all the way down to the roundabout with Blofield Road (the dense hedging at this point will need to be removed). From the Blofield Road roundabout create a new shared path using the existing short stretch of footpath initially, and then extend the new shared path to Fagbury Road.
F40	Fagbury Road from junction with Parker Avenue to Dock Gate 2 roundabout	Fagbury Road is a key route through the western side of the Port with pavements on both sides, and an existing shared path on the north side that could be widened and improved for safer cycling and walking. To the north of Fagbury Road is an existing level crossing over multiple freight railway tracks, for which access over is carefully managed. Substantive improvements to the crossing's safety are not likely to be able to be achieved without the addition of a bridge, which would be very expensive and is unlikely to come forward in the medium term. It is therefore not appropriate to encourage increased use of the crossing by cyclists and pedestrians at this time. Improvements should therefore be limited to improving access to Parker Avenue only. This is considered a very high priority route.	Widen and improve Fagbury Road's existing shared path and connect to Walton Avenue's recommended new bi-directional track on the south side. Unless there is scope for a bridge over the railway tracks, no improvements are recommended to the existing level crossing over the freight tracks to the north.
F41	Dock Gate 2 roundabout	The Dock Gate 2 roundabout is a key connecting point between Walton Avenue (F86) to the east, Fagbury Road (F40) to the west and Ferry Lane (F42) to the north-east. However, the Dock Gate 2 roundabout has limited existing infrastructure for movement around its southern and eastern arm. The existing infrastructure has the potential to be improved in terms of width, surfacing and signage, and could be extended north-eastwards for safe passage over to Ferry Lane. This is considered a very high priority route.	It is recommended that the existing footpaths and shared paths around the Dock Gate 2 roundabout are widened, resurfaced and extended to create full circulation. Upgrade all crossings over the various roundabout arms to parallel crossings.
F42	Ferry Lane (Option 1) OR Trinity Avenue/Blofield Road (Option 2)	There are two main route options for directly connecting more cycling and walking journeys from western and central Felixstowe to the employment uses in the western area of the Port, and to onward travel options there via F39, F40, F41 and F86, etc. Option 1 consists of improvements to Ferry Lane, a one-way road which connects directly to F41 (Dock Gate 2 roundabout) and F59 (Wesel Avenue/Grange Farm Avenue); Option 2 consists of two shared paths,	Option 1: It is recommended that a continuous shared path along Ferry Lane is created if possible, or, if this isn't found to be able to be accommodated due to the narrow width available, that the eastern section (east of the Orwell House turning) is modally filtered so that only pedestrians and cyclists may use it (on a bi-directional basis), though this is contingent on being feasible for adjoining properties' access. If a shared path is able to be accommodated, as Ferry Lane is

Map Reference	Location	Description	Recommendation
		Shared Path A and Shared Path B, which connect into the Port via the connector road to the A14 and Trinity Avenue and then either Blofield Road to Parker Avenue (Shared Path A) or heads south on Trinity Avenue to Dock Gate 2 roundabout (Shared Path B). It is not intended that both options will be delivered, but instead one option or the other. The Ferry Lane option for improvements to connect to the western area of the Port are covered under Option 1 of the recommendations. Ferry Lane is a one-way vehicular route out of the Port into west Felixstowe. According to Strava Metro Ferry Lane is heavily used by both pedestrians and cyclists as one of the key routes to/from the Port into west Felixstowe, though it is unknown to what extent it is used for bi-directional travel by cyclists. In places it is quite restricted in width, and combined with Ferry Lane's use by large commercial vehicles (limited in size to 3.5T, as signed before by the overpass) this poses a safety risk. The Blofield Road (Shared Path A) and Trinity Avenue (Shared Path B) option for improvements to connect to the western area of the Port are covered under Option 2 of the recommendations. The connecting road from the Grange Farm Avenue/Morrisons supermarket roundabout to Trinity Avenue features an existing shared path, though its width varies and would need widening to become LTN 1/20 compliant. Upon reaching Trinity Avenue the existing route crosses over (via a pedestrian crossing) to the west side and downgrades to a footway with restrictive bollards. Although there is sufficient space on the eastern side of Trinity Avenue to create a shared path, there is the engineering challenge of levelling an adequate area of the mounds that exist at the more northern end. There is also no additional access to the employment use units to be gained from extending the route along the eastern side, though there is on the western side. It is therefore recommended that the west side be upgraded, widened and the surfacing improved. The existing bollards could be recycled for added physical segregation benefits in the new scheme if they are found to be in adequate condition for reuse. Similarly the northern arm of the route over to Blofield Road currently downgrades to footways after crossing over via the	one-way for vehicles, it should be made clear with signage that cycling in both directions is allowed on the shared path. At the western end the route must connect well to the new shared paths that have been recommended to fully circumnavigate the Dock Gate 2 roundabout (see F41). At the eastern end, this route must connect well to a suitable parallel crossing over Grange Farm Avenue/Wesel Avenue (see F59). Option 2: Two sections of shared path are recommended: Shared Path A and Shared Path B, with an initial common section based on the existing shared path in this location. Common to both sections is the route between the Grange Farm Avenue/Morrisons roundabout and Trinity Avenue's eastern boundary via an existing shared path along this A14/Trinity Avenue 'connector road'. Measures to claim carriageway, such as a priority 'give way' system, under the A14 overbridge should be considered to create more width for an LTN 1/20 compliant shared path. Shared Path A is recommended to continue over Trinity Avenue using the existing south-east to north-west crossings over Trinity Avenue to head up to Parker Avenue via Blofield Road, terminating where it reaches F39. Shared Path B is recommended to continue along the eastern boundary until the existing informal crossing point is reached over Trinity Avenue, which is recommended to be upgraded to a parallel crossing - signalised if possible. Shared Path B is then recommended to run along the western boundary of Trinity Avenue via the existing footway's routing. The existing bollards along this section are recommended to be recycled for added physical segregation benefits in the new scheme if they are found to be in adequate condition for reuse. Once almost at the Dock Gate 2 roundabout, Shared Path B is then recommended to connect to the improvements recommended to Dock Gate 2's circulation route (F41) and the improvements at Walton Avenue (F86).

Map Reference	Location	Description	Recommendation
		pedestrian crossings. Though there are width restrictions created by hedgerow and the fencing of boundaries present along this route, these are likely to be resolvable through being moved back 1-3 metres; negotiation with the Port Authority will be key to all improvements within the Port area. For the section of the route that passes under the A14 via an overbridge, a 'give way' with a priority hierarchy system may be useful for reducing carriageway space so that an LTN 1/20 width compliant shared path can be created. This is considered a very high priority route.	
F43	PROW Footpath 32B to Rendlesham Road and Hintlesham Drive	The existing footpath provides a pedestrian connection between Nicholas Road/Clicket Hill Road and west Felixstowe via Rendlesham Road/Hintlesham Drive and Grange Farm Avenue. The route includes a pedestrian bridge over the A14. The route is indicated as a footpath in the definitive map though signage on the ground provides mixed messaging - there is shared path status signage through the mid-section of the route, but the barriers have 'cyclists dismount' signage attached to them immediately before (i.e. either intending for the barriers to be negotiated on foot, or for the route to be continued on foot only, as per the PROW status). The eastern most section of the route has poor surfacing that needs to be replaced. This connection is of strategic value due to the connectivity it provides between residential areas to the west and the employment sites to the north and south. There are vehicle barriers along this route that may also be restrictive to wider/longer bikes, such as cargo bikes or adapted bikes, that may be better to be replaced with bollards. This is considered a very high priority route.	Upgrade the footpath sections of this route to bridleway status throughout, replace the barriers with bollards, consolidate the signage, and resurface the sections of the route with poor surfacing. This route should be well connected to Nicholas Road (F39), Clicket Hill Road and Bridleway 12/Blofield Track (F37) for safe and convenient onward travel.
F48	Walton Hall Drive / Footpath 31 / Railway bridge / Runnacles Way / Footpath 43 / Maidstone Road	This route follows Walton Hall Drive's existing shared path to the main entrance to Felixstowe Academy, then follows Footpath 31 to the bridge over the railway line (to Runnacles Way). It then continues eastward to Maidstone Road 'south' (Footpath 43) via the rear of the former Maidstone Infant School site. There is a currently inaccessible (due to the fencing around the Felixstowe Academy site) stretch of path left over from the former Orwell High School site that runs behind properties at Maidstone Road 'south' and up to the Felixstowe Academy/Felixstowe Community Hub roundabout. Improving and opening access up to the Orwell High School paths would provide access to Maidstone Road 'north' and Seaton Road. This route is of strategic value for encouraging children (particularly from	It is recommended that the section of Footpath 31 that runs between the main entrance to the Felixstowe Academy site to the railway bridge, and the section of Footpath 43 that runs between the railway bridge and the path up to the Felixstowe Academy roundabout is upgraded to bridleway status, widened and suitably re-surfaced for safe cycling and walking. Appropriate lighting should also be added. The fencing around Felixstowe Academy's boundary will need to be moved at some points along the route to provide adequate space for route widening, to reduce the acuteness of sharp corners where they occur, and to reduce the sense of enclosure created by narrow paths and tall fences. The potential connection point between the Footpath 43 section of the route to

Map Reference	Location	Description	Recommendation
		Felixstowe's western area, i.e. south of Runnacles Way) to walk and cycle to school, due to the route's potential to connect them with Felixstowe Academy and the Maidstone Infant & Causton Junior School. The existing footpath is currently too narrow for shared path standards, is not lit, has high and tightly enclosing fencing (along the Felixstowe Academy's site boundaries), and has tight corners that currently makes cycling the route difficult. The surfacing treatment is also relatively loose and the footpath is not well maintained. The current footpath also lacks formal connections into the Walton Gate development immediately to the west, despite opportunities for cycling and walking connections at various points. It appears that residents have created an informal 'gap in the fence' desire line connection onto the footpath in the south-eastern corner of the development. As well as increasing permeability and useability having more access points to and from the route may also make the route feel safer, as there will be opportunities to exit the route (which is otherwise constrained on both sides) if needed. The route runs close to Hawkes Lane, which is locally considered to be unsafe for school children to use. The railway bridge (see F60) is currently neither suitable for cycling over (unlike the bridleway bridge at Gun Lane, for example) nor does it provide a wheeling ramp for cyclists (that are physically able) to guide their bikes over the bridge whilst dismounted. This is considered a very high priority route.	the Maidstone Road/Seaton Road roundabout (via the Felixstowe Academy paths and internal roundabout) currently has restricted access, meaning access would need to be negotiated. The potential and existing informal connection points into the Walton Hall Drive development should be created (or formalised where created by desire lines) through improvements. Appropriate lighting (for wildlife and residential amenity) should be added to the route for its use outside of daylight hours. Access from Walton Hall Drive/Felixstowe Academy to Hawkes Lane is recommended to be closed.
F59	Runnacles Way, Grange Farm Avenue/Wesel Avenue to Ferry Lane and Grange Road	Grange Farm Avenue is an important section of cycling and walking infrastructure in the west of Felixstowe network as it directly provides access to the local centre (supermarket, pharmacy, health centre, skate park) and connects to routes for onward travel to Grange Community Primary School, Felixstowe Academy (via the railway bridge and Footpath 31, see F48), the Port (Ferry Lane, F42 or over to Nicholas Road via the A14 bridge, see F43), Haven Exchange and the sea front via Grange Road/Peewit Hill. Grange Farm Avenue has an existing shared path section that runs beside the green space on the eastern side. There is significant capacity along this route to extend the existing shared path to Ferry Lane and Grange Road (see F62). Though Grange Farm Road is a secondary road, it is a through road and it does link directly to the A14, and provides access to a supermarket, so is likely to experience significant vehicle flows. The quality of the infrastructure delivered should reflect this, which may	A continuous shared path along the eastern side of Grange Farm Avenue is recommended to be created by extending and improving (resurfacing and widening, where needed) the existing shared path along this route. It is also recommended to be delivered in conjunction with new parallel crossings over Grange Farm Avenue at logical points for onward travel - the key points being for transition to/from: Runnacles Way for Felixstowe Academy, Hintlesham Drive for the Port, Ferry Lane (west) for the Port and Peewit Hill for the Port/Haven Exchange/onward travel to the sea front. The existing shared path along this section should be improved to LTN 1/20 standards, as appropriate to the traffic levels of this route.

Map Reference	Location	Description	Recommendation
		mean it is appropriate to add additional means of segregation, such as through the use of regular bollards. This is considered a very high priority route.	
F60	Railway bridge between Runnacles Way and Hawkes Lane	The railway bridge is currently not suitable for directly cycling over (unlike the bridleway bridge at Gun Lane, for example), and neither does it provide wheeling ramps for cyclists (that are physically able to) to guide their bikes over it whilst dismounted. For most cyclists, this will dissuade them from using the railway bridge, despite the strategic value of this route. This is considered a very high priority route.	In the short term, a wheeling ramp is to be fitted to both flights of steps. In the longer term this bridge is recommended to be upgraded to a bridleway bridge, that allows cyclists to directly ride over the bridge, or at least more accessibly guide their bikes over it whilst dismounted. The barriers on the Runnacles Way side of the bridge are recommended to be removed.
F61	Grange Farm Avenue	This section of Grange Farm Avenue already has shared paths, though they are not up to LTN 1/20 cycle infrastructure design standards of quality. This is considered a high priority route.	Improve the existing shared paths to LTN 1/20 standards and create safe crossings and connections to Maidstone Road/Grange Road (F62) and the shared path along the main section of Grange Farm Avenue (F59).
F62	Maidstone Road/Grange Road	Maidstone Road and Grange Road provide an important commuter-cyclist route by connecting High Road to the Port and sea front. This section of the route also provides direct access to Grange Community Primary School. The route also connects with other major commuter cyclist routes to other relevant destinations such as Mill Lane to Garrison Lane for Felixstowe train station and Hamilton Road (for the town centre). Though the northern section of Maidstone Road (F121) is very constrained, the section south of the railway bridge is wider and has more scope for improvements; this is the case for Grange Road also. This is considered a very high priority route.	Create a new shared path along one side of Grange Road between Cloncurry Gardens and the Maidstone Road railway bridge.
F63	Mill Lane	Mill Lane is a key east to west connection between west Felixstowe's most important commuter routes (Grange Road/F62; F65, Grange Farm Avenue/F59 and Ferry Lane/F42 or F43 over the A14 footbridge) and the Hamilton Road area for the town centre. Mill Lane also provides connectivity to Grange Community Primary School (approx. 180 primary school places). The existing footpaths are too narrow in places to be inclusive for people with limited mobility. There are some sections of allocated on-street parking, as well as evidence of parking on the grass verges on both sides. This is considered a very high priority route.	A shared path is provided on one side of Mill Lane. The Wadgate Road/Stour Avenue roundabout is to be redesigned for cyclist and pedestrian priority crossings over each arm.
F65	Cavendish Park	This recommended route is intended to extend and improve the existing shared paths that are routed through Cavendish Park, the large open green space to the east of Grange Farm Avenue, and to the west of Grange Community Primary School. This green space	The existing shared paths running through Cavendish Park are to be widened to a consistent adequate width for bi-directional travel throughout. A section of wider, smooth and flat area is recommended to be added off from a section of shared path near

Map Reference	Location	Description	Recommendation
		features Felixstowe Skatepark, and connects via the Grange Farm local centre - made up of a supermarket, pub, service station, pharmacy, medical centre, and a basketball court. The recommended extensions and improvements intend to better utilise and place-make this park as a space for children and young people to exercise and socialise - building on the social infrastructure already provided for young people in Cavendish Park, and the enhanced connections to and from it arising from other improvements suggested in the Strategy (e.g. F48, F60 and F59 for connectivity from Felixstowe Academy). The extensions of the existing shared paths within the park are intended to allow for near full circulation around and through the park from different origins to different key local destinations, such as Grange Community Primary School and onward to the Port and central Felixstowe. Extensions to the existing shared paths provide a safe off-carriageway space for children to learn to ride a bike, and for children and young people to exercise, play, meet and socialise. This is considered a medium priority route.	the skatepark in order to provide an appropriate space for rollerblading, skateboarding (on flat), and scootering activities. New shared paths are recommended to extend from the existing east to west shared path that runs via the skate park to run along the inside eastern edge and up and around the perimeter of the park, following the desire lines, to connect into the park's adjoining streets, and connects back to Grange Farm Avenue at the north-western corner. Cycle parking should be added to key locations within Cavendish Park. The existing and new sections of shared paths are recommended to be appropriately lit to increase safety whilst managing amenity and environmental impacts. These recommendations are intended to increase cycling and walking permeability to and within the park, diversify the range of activities that can be accommodated within the park space, and as importantly, to provide a safe space for leisure cycling for its own sake, particularly for children (e.g. a space for children to learn how to ride bikes) without the threat of vehicles. Cycle parking for use of the Grange Farm local centre and Cavendish Park should also be provided along this route. The shared paths are to be lit. A hard surfaced section that is deliberately widened for rollerblading, skateboarding and associated activities is also recommended. These paths are to be appropriately lit to manage amenity/environmental impacts.
F68	Coronation Drive to Garrison Lane 'south'	Coronation Drive provides an important connection between Grange Road/Maidstone Road and the southern end of Garrison Lane, both of which are key arterial commuter routes between the Port/sea front (via Ferry Lane or the Dock Gate 1 roundabout for Walton Avenue) and central Felixstowe (various east-to-west connections to Hamilton Road are available), and the forthcoming North Felixstowe Garden Neighbourhood (via Gulpher Road or Candlet Road). The southern part of Garrison Lane is too restricted to retrofit with high quality cycling infrastructure (pavements are generally adequately wide, though some resurfacing may be appropriate), so opportunities to provide alternative routes for cyclists to use instead of Garrison Lane is appropriate. One such option is through the use of Coronation Drive as a bypass from Garrison Lane onto Grange Road - which essentially runs parallel with Garrison Lane - for journeys to the north	The existing footpath on one side of Coronation Drive is to be upgraded, widened and resurfaced as a shared path. The footpath connecting Coronation Drive to Garrison Lane 'south' is recommended to be widened (where possible), resurfaced and the multiple sets of barriers along its length removed.

Map Reference	Location	Description	Recommendation
		or west. Coronation Drive itself is relatively wide with wide pavements and verge areas. However, the footpath connecting Coronation Drive to Garrison Lane is relatively narrow and has multiple sets of cycle barriers which will need to be removed. This is considered a high priority route.	
F72	Land to the south of High Road West, between Garrison Lane and Railway Approach (for Felixstowe railway station)	This is a potentially important connection for journeys that have originated in the SCLP12.3 North Felixstowe Garden Neighbourhood, Walton or Fairfield area or have otherwise used the recommended infrastructure around and along Garrison Lane 'north' (F69, F51, etc.) to access Felixstowe railway station to the south, and the town centre (Hamilton Road) via Great Eastern Square. This route passes through railway land. This could potentially be teamed with a wider initiative to better utilise this land for the public good or biodiversity benefit, providing it can be made safe from the railway line/improved in this way. This is a very high priority route.	A new shared path is recommended to run from the High Road West crossing point over the crossroad's eastern arm, along Garrison Lane 'south', before then turning to head east through the railway land (parallel to the southern boundary of the permissioned site on the High Road West/Garrison Lane 'south' corner) and through to Railway Approach. Co-delivery of landscaping/biodiversity benefits is also recommended.
F75	Mill Lane/Garrison Lane crossroads	This crossroads is currently difficult to safely navigate by cyclists and pedestrians. This is considered a very high priority route.	Mill Lane/Garrison Lane's staggered crossroads section is recommended to be redesigned to truncate the overall length of the stagger, bringing forward the north/south stop lines, narrow the wide mouth Mill Lane junctions and provide parallel crossings over each arm, with shared paths leading to/from each one to allow for full off-carriageway circulation of the crossroads. This will have the effect of reducing the depth of the turning boxes and making the junctions perpendicular, and more tightly angled. This is intended to increase visibility of traffic movements and slow traffic that is turning into or out of one of the Mill Lane junctions; this is principally intended to support the safety of cyclists that are cycling on-carriageway mixed with traffic by increasing their sightlines, increasing vehicle drivers' visibility of them, and reducing traffic speed. The traffic lights for each arm could also be provided with cycle-only filter lights, and an algorithm to provide cyclists with a 5+ second head start ahead of vehicles. Provision should be made for pedestrians and other cyclists (i.e. those who are not wishing to cycle on-carriageway mixed with traffic) to fully circulate the crossroads using the new shared paths and parallel crossings.
F76	Chaucer Road	This improvement recommendation is focused on the junctions between Chaucer Road, Garrison Lane 'south' and Orwell Road. Chaucer Road is a relatively quiet residential street and a valuable connection between Orwell Road, Garrison Lane 'south' and Mill	Junction with Chaucer Road to be reworked to include a cycle-only filter light from Garrison Lane into Chaucer Road, and to permit cyclists to cycle north-bound on it (contraflow). It should be designed for a safe transition from both Garrison Lane and Orwell

Map Reference	Location	Description	Recommendation
		Lane. Chaucer Road can help to bring cyclists that have been heading north on Garrison Lane 'south' or that have come across from Orwell Road to head north off Garrison Lane 'south' sooner or avoid it altogether. Chaucer Road is currently 'no entry' at the southern end, though this is understood to apply to vehicles only. This is considered a high priority route.	Road. Ideally a new toucan crossing over Garrison Lane should be placed here.
F77	Undercliff Road West	To provide a safer east-to-west transition across the roundabout (to avoid on-carriageway circulation of it completely) between Undercliff Road West and the cut through to Coronation Drive a short stretch of shared path and priority crossings are recommended. This is considered a medium priority route.	A short stretch of shared path and priority crossing points should ideally be added over the northern and eastern arms of this roundabout, connecting to the footpath (to be upgraded and improved to a shared path) for Coronation Drive (F68) and to the commencement of the Langer Road scheme (F78).
F78	Langer Road	Langer Road is a key commuter corridor, continuing journeys from the main routes through Felixstowe, e.g. Garrison Lane, Orwell Road, Crescent Road, Grange Road, Undercliff Road West etc., towards the Port of Felixstowe, the main seaside resort area around Sea Road, and other strategic employment areas (e.g. Haven Exchange, Carr Road). It also helps to serve journeys to the current leisure centre, also on the sea front, off Sea Road and Undercliff Road West. Langer Road itself serves commercial, industrial and residential uses as well as key social infrastructure such as Langer Primary Academy, a church, a community centre, Langer Park and a holiday park to the south. The presence of a school along this route creates a strong incentive for a shared path to be created, as a more appropriate infrastructure typology for families cycling with small children; widened and resurfaced pedestrian infrastructure will also help to support social journeys for school children and their families travelling via the shared path on foot. Shared paths also have the added benefit over single-lane cycle lane of being bi-directional, though they typically necessitate slower cycling speeds (or even occasional dismounting) to negotiate pedestrians during busy times. Strava Metro data suggests that Langer Road is often selected for routes towards the Port from various points of origin within the Trimleys and Felixstowe regardless of whether it's the most direct route to take, and this is likely down to the straightness, width, continuity and lack of obstructions (Langer Road has yellow lines along most of its length, preventing on-street parking on it) meaning cyclists can maintain higher speeds and have fewer stops and starts;	It is recommended that a shared path extend from the western end of Undercliff Road West and along the eastern side of Langer Road to just south of the junction with Russell Road; raised plinth cycle/pedestrian priority crossings are recommended to be fitted over each side road junction along this route. The traffic island on Undercliff Road West's arm of the roundabout is likely to need to be removed to accommodate infrastructure improvements in this location. A signalised crossing should be provided over Langer Road at the shared path's termination point to allow cyclists and pedestrians to then transfer over to the west side of Langer Road.

Map Reference	Location	Description	Recommendation
		this is particularly relevant to commuter cyclists that want to keep their commute duration as short and convenient as possible. Langer Road is relatively wide throughout its length with some central hatching that could be absorbed as space for cycling and walking infrastructure improvements, however this available space is not sufficient to concurrently accommodate cycle lanes in both directions (more suited to commuter cyclists and leisure/fitness cycling) and a shared path (more suited for families, and slower paced leisure/day-to-day cycling). Langer Road is also used by buses, large vehicles and may occasionally be used by HGVs (where not using the A14) and therefore must accommodate sufficient space for them; options for the infrastructure scheme must make best use of the space to meet the different user needs for this important route. At the northern end, there is limited space available on the Garrison Lane 'south'/Langer Road roundabout's circulation area, and insufficient space on the south west side for a short roundabout bypass between the two or the (to be improved) footpath for Coronation Drive (F68). It is for this reason that it is recommended that there be a consolidation of the route into a single shared path around the eastern/south-eastern side of the roundabout until Langer Road widens at Russell Road. This is considered a very high priority route.	
F79	Langer Road (East side, Port bound)	Langer Road is a key commuter corridor, continuing journeys from the main routes through Felixstowe, e.g. Garrison Lane, Orwell Road, Crescent Road, Grange Road, Undercliff Road West etc., towards the Port of Felixstowe, the main seaside resort area around Sea Road, and other strategic employment areas (e.g. Haven Exchange, Carr Road). It also helps to serve journeys to the current leisure centre, also on the sea front, off Sea Road and Undercliff Road West. Langer Road itself serves commercial, industrial and residential uses as well as key social infrastructure such as Langer Primary Academy, a church, a community centre, Langer Park and a holiday park to the south. The presence of a school along this route creates a strong incentive for a shared path to be created, as a more appropriate infrastructure typology for families cycling with small children; widened and resurfaced pedestrian infrastructure will also help to support social journeys for school children and their families travelling via the shared path on foot. Shared paths also have the added benefit over single-lane cycle lane of being bi-directional,	Recommended Langer Road options, in descending order of preference: Option A: A shared path is created on the west side, from opposite Russell Road to opposite Manor Road, using improved crossings over the Beach Station Road crossroads (see F82). In addition to this, a single-direction (Port-bound) cycle lane is to be provided on the east side. Existing pavements on the east side may need to be reduced to minimum accessibility requirements (1.5m) to accommodate this, teamed with more frequent opportunities to safely cross Langer Road, particularly for Langer Park Academy. Option B: A shared path is created on the west side only, from opposite Russell Road to opposite Manor Road, using improved crossings over the Beach Station Road crossroads (see F82). More frequent opportunities to safely cross Langer Road, particularly for Langer Park Academy, are also provided. This is the first fallback

Map Reference	Location	Description	Recommendation
		though they typically necessitate slower cycling speeds (or even occasional dismounting) to negotiate pedestrians during busy times. Strava Metro data suggests that Langer Road is often selected for routes towards the Port from various points of origin within the Trimleys and Felixstowe regardless of whether it's the most direct route to take, and this is likely down to the straightness, width, continuity and lack of obstructions (Langer Road has yellow lines along most of its length, preventing on-street parking on it) meaning cyclists can maintain higher speeds and have fewer stops and starts; this is particularly relevant to commuter cyclists that want to keep their commute duration as short and convenient as possible. Langer Road is relatively wide throughout its length with some central hatching that could be absorbed as space for cycling and walking infrastructure improvements, however this available space is not sufficient to concurrently accommodate cycle lanes in both directions (more suited to commuter cyclists and leisure/fitness cycling) and a shared path (more suited for families, and slower paced leisure/day-to-day cycling). Langer Road is also used by buses, large vehicles and may occasionally be used by HGVs (where not using the A14) and therefore must accommodate sufficient space for them; options for the infrastructure scheme must make best use of the space to meet the different user needs for this important route. At the northern end, there is limited space available on the Garrison Lane 'south'/Langer Road roundabout's circulation area, and insufficient space on the south west side for a short roundabout bypass between the two or the (to be improved) footpath for Coronation Drive (F68). It is for this reason that it is recommended that there be a consolidation of the route into a single shared path around the eastern/south-eastern side of the roundabout until Langer Road widens at Russell Road, and as such the recommendation under reference F78 reflects this. This is considered a very high priority route.	option recommended if space is considered to be too constrained for Option A. Option C: Single direction cycle lanes to be provided on both sides of Langer Road from Russell Road to the Beach Station Road crossroads. A parallel crossing is provided for Langer Park Academy. This is the second fallback option if space is considered to be too constrained for Option A and both-way cycle lanes are considered to be more valuable to the community than a shared path, Option B.
F80	Langer Road (West side, centre bound)	Langer Road is a key commuter corridor, continuing journeys from the main routes through Felixstowe, e.g. Garrison Lane, Orwell Road, Crescent Road, Grange Road, Undercliff Road West etc., towards the Port of Felixstowe, the main seaside resort area around Sea Road, and other strategic employment areas (e.g. Haven Exchange, Carr	Recommended Langer Road options, in descending order of preference: Option A: A shared path is created on the west side, from opposite Russell Road to opposite Manor Road, using improved crossings over

Map Reference	Location	Description	Recommendation
		Road). It also helps to serve journeys to the current leisure centre, also on the sea front, off Sea Road and Undercliff Road West. Langer Road itself serves commercial, industrial and residential uses as well as key social infrastructure such as Langer Primary Academy, a church, a community centre, Langer Park and a holiday park to the south. The presence of a school along this route creates a strong incentive for a shared path to be created, as a more appropriate infrastructure typology for families cycling with small children; widened and resurfaced pedestrian infrastructure will also help to support social journeys for school children and their families travelling via the shared path on foot. Shared paths also have the added benefit over single-lane cycle lane of being bi-directional, though they typically necessitate slower cycling speeds (or even occasional dismounting) to negotiate pedestrians during busy times. Strava Metro data suggests that Langer Road is often selected for routes towards the Port from various points of origin within the Trimleys and Felixstowe regardless of whether it's the most direct route to take, and this is likely down to the straightness, width, continuity and lack of obstructions (Langer Road has yellow lines along most of its length, preventing on-street parking on it) meaning cyclists can maintain higher speeds and have fewer stops and starts; this is particularly relevant to commuter cyclists that want to keep their commute duration as short and convenient as possible. Langer Road is relatively wide throughout its length with some central hatching that could be absorbed as space for cycling and walking infrastructure improvements, however this available space is not sufficient to concurrently accommodate cycle lanes in both directions (more suited to commuter cyclists and leisure/fitness cycling) and a shared path (more suited for families, and slower paced leisure/day-to-day cycling). Langer Road is also used by buses, large vehicles and may occasionally be used by HGVs (where not using the A14) and therefore must accommodate sufficient space for them; options for the infrastructure scheme must make best use of the space to meet the different user needs for this important route. At the northern end, there is limited space available on the Garrison Lane 'south'/Langer Road roundabout's circulation area, and insufficient space on the south west side for a short roundabout bypass between	the Beach Station Road crossroads (see F82). In addition to this, a single-direction (Port-bound) cycle lane is recommended on the east side. Existing pavements on the east side may need to be reduced to minimum accessibility requirements (1.5m) to accommodate this, teamed with more frequent opportunities to safely cross Langer Road, particularly for Langer Park Academy. Option B: A shared path is created on the west side only, from opposite Russell Road to opposite Manor Road, using improved crossings over the Beach Station Road crossroads (see F82). More frequent opportunities to safely cross Langer Road, particularly for Langer Park Academy, are also provided. This is the first fallback option recommended if space is considered to be too constrained for Option A. Option C: Single direction cycle lanes to be provided on both sides of Langer Road from Russell Road to the Beach Station Road crossroads. A parallel crossing is provided for Langer Park Academy. This is the second fallback option if space is considered to be too constrained for Option A and both-way cycle lanes are considered to be more valuable to the community than a shared path, Option B. Carr Road should include a shared path along one side and a parallel crossing over to Manor Road.

Map Reference	Location	Description	Recommendation
		the two or the (to be improved) footpath for Coronation Drive (F68). It is for this reason that it is recommended that there be a consolidation of the route into a single shared path around the eastern/south-eastern side of the roundabout until Langer Road widens at Russell Road, and as such the recommendation under reference F78 reflects this. This is considered a very high priority route.	
F81	Langer Park	Langer Park is an area of green space that lies between Langer Road and the railway line, and offers public toilets a trim trail for adult outdoor gym use, and a play area. It has narrow footpaths running north-to-south through it, and has several entry and exit points, providing a high level of permeability from the eastern side. Langer Park also helps to provide a stretch of vehicle-free route to/from Langer Primary Academy and the supermarket to the north. Cycling is currently expressly prohibited within Langer Park and as such there currently is no cycle parking provision. There are some barriers to entry and exit, particularly across the access point opposite Buregate Road. There is no direct step-free access from the park to the supermarket to the north, meaning some cyclists/pedestrians with reduced mobility would have to travel along Holland Road and Langer Road to access the hardstanding area opposite the bus stop in order to access the supermarket or to access the shared path that leads to Coronation Drive. A route through Langer Park is intended to be used as a leisure walking and cycling route and a route for families with children; it is not intended to meet the needs of commuter cyclists, of whom are intended to be better catered for via recommendations F78, F79 and F80 directly on Langer Road. This is considered a medium priority route.	The footpaths within the park are to be upgraded and widened to allow cycling through Langer Park; this is intended to be used as a leisure cycling cut through rather than a (fast) commuter cycling route and the design scheme should be led by this. Entry/exit barriers are recommended to be removed where they block access. Cycle parking provision (and seating) is recommended to be added around the trim trail and play area to allow trim trail users and parents and children to securely park their bikes and spend more time in the park. Cycle parking is also to be provided next to the public toilets. A ramp is recommended to be installed for direct access from the northern end of Langer Park up to the supermarket site to provide step-free access to this important retail provision and to allow for use of the site to access the existing shared path over to Coronation Drive or Garrison Lane/Undercliff Road West (see F77).
F82	Langer Road Junction	This recommended improvement covers the Langer Road/Beach Station Road crossroads. This is an important vehicular route for connecting to the Port where the A14 has not been used, and a key cycling and walking route, particularly from central and eastern Felixstowe. This is considered a very high priority route.	The existing signalised pedestrian (pelican) crossings over the Langer Road/Beach Station Road crossroads are to be upgraded to signalised cyclist and pedestrian crossings (toucan). It is recommended that the transition between the F80 (Langer Road, west side) and F83 (Beach Station Road 'west', north side) shared paths is well designed to ensure that what could otherwise be a dangerous tight turn and blind corner for cyclists/pedestrians travelling quickly on either section is made as safe as possible; this may require reworking the western arm of the crossroads to provide more pedestrian and cyclist space, whilst still maintaining adequate

Map Reference	Location	Description	Recommendation
			carriageway space for larger vehicles to turn left out of Beach Station Road 'west' onto Langer Road 'north'. To support on-carriageway cyclists making right turns at the crossroads (which puts them in a vulnerable position), it is recommended that cycle-only filter lights are added to each arm of the crossroads to give cyclists a 5+ seconds head start over vehicular traffic. The feasibility and value of operation of the cycle-only filter lights at all times versus just at peak travel times should be assessed and options explored.
F83	Beach Station Road ('west')	Beach Station Road 'west' is a wide, relatively busy 'A' road (A154) that runs parallel to the Port and nearby employment and retail uses, running between the Beach Station Road/Langer Road crossroads to the east and the Port's Dock Gate 1 roundabout to the west. There is an existing shared path along its northern edge, but its width varies and the overall quality and legibility (particularly as there is no signage) is low; this path connects to routes around the Dock Gate 1 roundabout for access to the more western end of the Port operations, other employment uses, and over to Haven Exchange and western Felixstowe via the eastern arm and Peewit Hill/Grange Road. This is considered a very high priority route.	East of the railway line crossing, a new section of shared path is to be created from the existing pavement between the Beach Station Road crossroads (see F82)/end of Langer Road and the railway line crossing. The existing pavement is already quite wide, though relocation of the on-street car parking spaces that are provided here should be considered if more space is needed. West of the railway line crossing, the existing shared path that runs along the northern side of Walton Avenue 'south' should be widened, resurfaced and the junctions with adjoining businesses reworked to improve visibility of cyclists and pedestrians traversing vehicular accesses. Signage should be added to make clear that this is a shared path. A signalised pedestrian and cyclist crossing is recommended over Walton Avenue to facilitate a safe transition over to the existing cycle/pedestrian track that runs around the south side of the Dock Gate 1 roundabout. The existing island refuge crossing point over Haven Exchange is recommended to be replaced with an improved crossing moved further east. The upgrade and improvement of the connection into Glemsford Close should also include dropped kerbs.
F84	Beach Station Road ('west')/Walton Avenue	Beach Station Road 'west' is a wide, relatively busy 'A' road (A154) that runs parallel to the Port and via its associated employment and retail uses, running between the Beach Station Road/Langer Road crossroads to the east and the Port's Dock Gate 1 roundabout to the west. There is an existing cycle/pedestrian track that runs around over the southern and south-western arm of the Dock Gate 1 roundabout to connect with Walton Avenue. The existing shared path which is of acceptable quality but could be further improved.	A signalised crossing is to be provided over Walton Avenue where the existing south-side pedestrian/cycle track meets it, over to the north-side shared path. The existing south-side cycle/pedestrian track is to be improved with resurfacing.

Map Reference	Location	Description	Recommendation
		Similarly, there is an existing crossing over Beach Station Road that could be further improved to parallel crossing quality. This is considered a very high priority route.	
F86	Walton Avenue	Walton Avenue is a busy 'A' road (A154) that runs through the Port and via its associated commercial/industrial uses, running between the Dock Gate 1 and Dock Gate 2 roundabouts. There is an existing shared path around the southern arm of the Dock Gate 2 roundabout for transference over to an existing shared path on Fagbury Road, but no infrastructure for transfer over to Ferry Lane, which is potentially an important connection into western Felixstowe (see F42). This is considered a very high priority route.	New segregated bi-directional cycle lane on the south side of Walton Avenue, made from absorbing the grass verges (and moving the street lights). Dimensions will be tight, and the junctions over entrances into the path will need to remain as wide as they are now due to HGV use.
F87	Undercliff Road West (Spa Pavilion Theatre/Promenade) (cycle parking)	This recommendation covers the area immediately around the Spa Pavilion Theatre and this section of the Promenade, where there is currently no cycle parking, despite being a major entertainment venue in Felixstowe, and central to a key tourism and leisure area. Here there are landscaped gardens (Hamilton Gardens, Spa Gardens, Felixstowe Sea Front Gardens), the sea front Promenade walk, public toilets, beach huts, and various restaurants and bars. There is no known cycle parking available along this stretch of Undercliff Road West and the Promenade, with the nearest being the leisure centre. This is considered a medium priority route.	New cycle parking provision to be installed around the Spa Pavilion Theatre and on the Promenade at this location. Innovative designs that are secure, space efficient and that help to boost the place-identity (i.e. the Felixstowe brand) of this key tourist and leisure area are encouraged .
F89	Sea Road (cycle parking)	Sea Road is a key sea-side entertainment and tourism location, rich with bars, cafes, restaurants, arcades, side show attractions, independent shops and services, a market space (at Mannings) hotels, etc, as well as running parallel to the sea front and Promenade. There are also public toilets, sheltered areas, seating, beach huts (on the Promenade) the Felixstowe & Suffolk Bowling Club and various other social infrastructure of value at this location. The nearby site allocation SCLP12.6 Land at Sea Road has received permission for a mixed-use development consisting of housing above ground floor commercial uses. There is currently a significant lack of suitable cycle parking along Sea Road, which is particularly acute in the high activity area around the site. This is a medium priority route.	New cycle parking provision to be installed on Sea Road at this location. Removal/re-location of the wall section around the shelter opposite Mannings to accommodate cycle parking should be considered. Innovative designs that are secure, space efficient and that help to boost the place-identity (i.e. the Felixstowe brand) of this key tourist and leisure area are encouraged. The quantum should be relevant to the location and availability (now and anticipated in the future) of cycle parking in this area.
F98	The Triangle	The Triangle is a small pedestrianised park with seating and formal flower beds and trees in tree pits. It is located to the north of the main Hamilton Road town centre area. Immediately to the east is a small stretch of one-way street (also Hamilton Road) with disabled parking, a taxi rank, and a number of shops/commercial units. The	The recommended options for reworking the Triangle to create more pedestrianised/cycle-friendly space and more high quality open space are as follows:

Map Reference	Location	Description	Recommendation
		Triangle and these units are somewhat disconnected from the main town centre area as the pedestrian route space is bisected by Cobbold Road, which is a deterrent to the flow of pedestrian movement up and down the full length of Hamilton Road (as is also the case with Orwell Road and the section of Hamilton Road to the south of it). The current shared space design of the Cobbold Road/Hamilton Road crossroads is confusing as it mimics a zebra crossing but is not intended to be a formal crossing - it is intended to be a negotiation space where pedestrians have priority. This is considered a medium priority route.	Option A: Extend the Triangle southwards, absorbing the short section of Cobbold Road located between Crescent Road and Hamilton Road. This can be achieved by extending the pedestrianised and landscaped area southwards, creating a larger park space and better connecting the Triangle with the main Hamilton Road shopping area. This is intended to have the effect of increasing pedestrian safety, legibility, continuity, footfall to the retail units on the northern section, and overall quality of place. More cycle parking should be included in this extension. The crossroads between Crescent Road and Cobbold Road would need to be adapted accordingly. Vehicles heading east on Cobbold Road that would have previously continued straight over can be re-directed via Gainsborough Road/St Andrews Road; Constable Road can then be used to re-access Cobbold Road, if needed. Option B: Extend the Triangle eastwards to absorb the short section of Hamilton Road that runs between York Road and Cobbold Road. Relocate the disabled parking and taxi tank – possibly on Cobbold Road or at the Crescent Road car park. This would allow Cobbold Road to remain a through-route and still provide an increase in green open space provision and cycle parking, but would not provide the continuous pedestrianisation benefits of Option A.
F100	Crescent Road	Crescent Road is an arterial east-to-west road through Felixstowe town centre. Towards the centre it is quite wide with excess hatched mid-carriageway space, though it tapers as it heads west to Mill Lane. This is considered a very high priority route.	Segregated cycle lanes are recommended for installation in both directions along Crescent Road and Mill Lane (east). It may be appropriate for Mill Lane to include sections of scheme ‘interruption’ for marked bay on-street parking (similar to F1) where provision is deemed necessary. Crescent Road has excess pavement in some sections that can be utilised to create more space for the cycle lanes. The absorption of the central hatching and the right turn turning box for access to Highfield Road should be considered. The traffic flow impact of the right turning box removal to be fully assessed at design stage. Consideration should be given to redevelop Crescent Road car park as an underground/multi-storey car park so that on-street parking pressure in this area can be reduced and streets made safer and more attractive. The traffic lights at the crossroads should be fitted

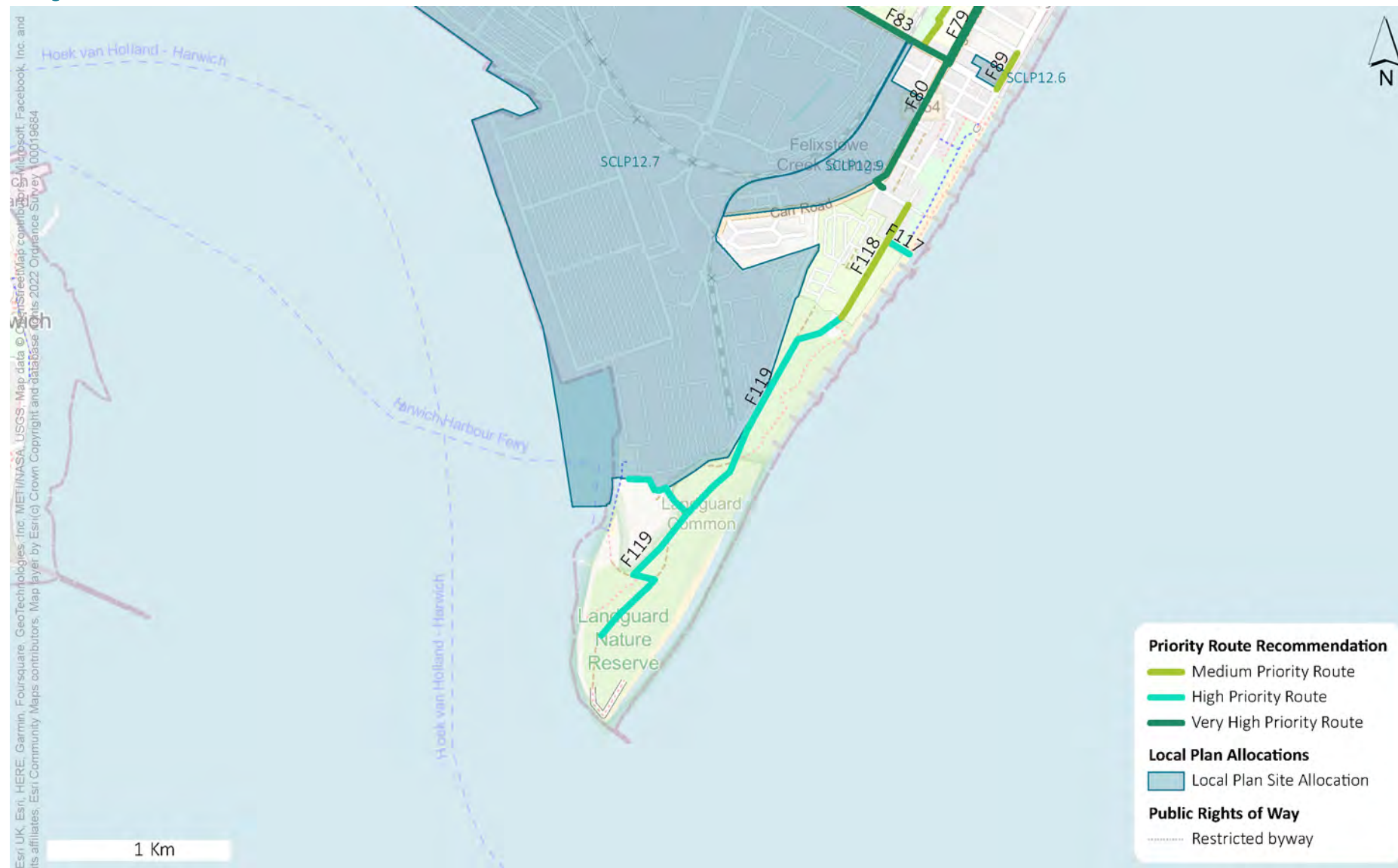
Map Reference	Location	Description	Recommendation
			with cycle-only filter lights to allow on-carriageway cyclists to have 5+ seconds head start over vehicles.
F109	Golf Road (cycle parking)	Golf Road is close to the sea front and has a public car park and toilet facilities, and a pedestrian connection down to the sea wall. It currently has no cycle parking facilities. This is considered a medium priority route.	Cycle parking stands and lockers to be installed in Golf Road car park.
F112	Undercliff Road East (cycle parking)	The area west of Cobbolds Point is a popular spot for sea swimming, and is also the inception/end point of the main Promenade stretch, which some leisure cyclists/walkers may be attracted to cycling/walking the full length of. It is therefore likely to be a useful location to provide some cycle parking. This is considered a medium priority route.	Cycle parking to be installed at the eastern end of the Promenade, close to Cobbolds Point.
F116	Gap in the sea wall (east of Martello Lane)	This route covers the current 'gap' in the Promenade, which has the effect of precluding the opportunity for people to cycle or walk continuously between Felixstowe Ferry and the Landguard Nature Reserve/Landguard Point via the sea front, which is an attractive prospect for many local people (as well as tourists) for leisure/fitness/recreation purposes. This route is part of the Strategy for Felixstowe's wider ambition to create a safe and convenient high quality cycling and walking route between Landguard Point and Felixstowe Ferry via the sea front that is as vehicle-free as possible (F119, F118, F117, the Promenade, F116 and F115). This is considered a medium priority route.	The gap in hardscape coastal defences and sea wall that occurs in this location is to be closed by installing a new connecting section. It is critical that this new section functions as both sea defence infrastructure as well as cycling and walking infrastructure.
F121	Maidstone Road	Maidstone Road (north and south sections) is an important destination within the Walton area due to it being the only means of accessing the Maidstone Infant & Causton Junior School. Maidstone Road is a narrow residential street with car parking on both sides, making it hazardous for pedestrians and cyclists, particularly during peak school drop off and pick up times. Maidstone Road also handles vehicular traffic from the Grange Farm area, though Grange Farm is also well served by the A14, Mill Lane and Seaton Road, the latter of which provides alternative access to Walton High Street. The recent Maidstone Infant & Causton Junior School merger will likely be putting even more vehicle pressure on the north section of Maidstone Road than before, which is the more constrained section	Maidstone Road's junction with the High Street is to be significantly narrowed to slow vehicle entry and exit into and out of Maidstone Road, and give pedestrians and cyclists less carriageway distance to cross over when walking along the High Street. Install a cyclist and pedestrian priority crossing across this junction.

Map Reference	Location	Description	Recommendation
		of the two. Without removing on-street parking on at least one side, cycling and walking infrastructure directly along Maidstone Road cannot be improved. The junction between High Road and Maidstone Road (north section) is very large, and may be encouraging fast entry into Maidstone Road, which creates a more dangerous cycling and walking environment. Restructuring this junction to be tighter (to slow entry) are likely to be the only direct improvement options for Maidstone Road's north section. This is considered a medium priority route.	
F123	Maidstone Road roundabout	Maidstone Road (north and south sections) is an important destination within the Walton area due to Maidstone Infant & Causton Junior School being located there. Seaton Road provides a connection to Maidstone Road from further east of the High Road (High Road West), and from various side roads between the High Street and Cornwall Road, respectively. Maidstone Road also handles vehicular traffic from Grange Road/the Grange Farm area, though Grange Farm is also well served by the A14 and Mill Lane. The roundabout between Maidstone Road and Seaton Road is a mini roundabout with excess space around it and no formal crossings over any of the arms. This is considered a medium priority route.	Roundabout to be redesigned to make it safer to cross each of the arms, and to make the space more attractive and safe for walking and cycling.
F124	Seaton Road	Seaton Road provides a connection between Walton High Street/High Road West, the various adjoining roads, and Maidstone Road - from which the Maidstone Infant & Causton Junior School are accessed. Seaton Road is a residential road with car parking currently on both sides. Seaton Road is relatively wide throughout its middle section but tapers and becomes narrower at either end. This is considered a high priority route.	If following assessment it is found feasible that on-street parking can be removed from the north side, create a shared path to run along the north side of Seaton Road.
F134	Mill Lane (Railway bridge)	This short section of Mill Lane significantly narrows as it passes over the railway bridge, where it becomes one way for traffic, with east-bound traffic given priority. As the railway bridge is quite long, it is likely that cyclists (cycling on-carriageway) are not well seen by traffic at the other end, and therefore may not be given priority to cycle over the bridge when it is their turn; this creates potential for accidents that could be avoided with adequate segregation. There is currently a footway on both sides of the carriageway over the bridge, which could be consolidated onto one side to create a shared path over the bridge section. This is considered a very high priority route.	The two sections of footway are consolidated onto one side (i.e. one stretch removed and that space reallocated to a widened remaining footway) and constructed to a shared path standard. This new shared path should be well connected to the cycling and walking infrastructure on Mill Lane to ensure safe onward travel to the east and west.

Map Reference	Location	Description	Recommendation
F135	Mill Lane (East)	Mill Lane is an important east to west connection between west Felixstowe's most important commuter routes (Grange Road/F62; F65, Grange Farm Avenue/F59 and Ferry Lane/F42 or F43 over the A14 footbridge) and the Hamilton Road area, Felixstowe's town centre. Mill Lane also provides connectivity to Grange Community Primary School. This section has advisory cycle lanes and adequately wide pavements, and most properties appear to have off-street parking provision, meaning a high-quality scheme is likely to be deliverable and cause little disruption through reduced on-street parking space provision. This is considered a very high priority route.	Shared path to be installed between the Mill Lane railway bridge and crossroads with Garrison Lane.
F136	SCLP12.5 Brackenbury Sports Centre	A route through the Brackenbury Sports Centre already exists, though there are barriers at the southern end. Improvements to this route are expected to come forward through the redevelopment of this site for housing. This is considered a high priority route.	The existing cycle/pedestrian track to be improved/re-located as appropriate in the redevelopment of this site to ensure a north-to-south cycling and walking connection is maintained between High Road East and High Row Field. The existing cycle barriers to be removed.
F138	The Promenade (Cycle parking)	The Promenade provides a vehicle-free sea front and seaside resort cycling and walking experience for residents and tourists. It also provides vehicle-free connectivity between Old Felixstowe (north), the Felixstowe Leisure Centre (east) and the Landguard Nature Reserve (south). Its width and surface quality varies considerably throughout its length, however at this point it is very wide and there is plenty of capacity for cycle parking. It is intended that the green space here is to be redeveloped to include bouldering walls, chess/draught tables, table tennis and a petanque area, therefore potentially increasing demand for cycle parking in this area. This is considered a medium priority.	New cycle parking provision to be installed on the Promenade at this location. Innovative designs that help to boost the place-identity (i.e. the Felixstowe brand) of this key tourist and leisure area are encouraged over more standard Sheffield stand designs. The quantum should be relevant to the location and availability (now and anticipated in the future) of cycle parking in this area.
F139	Great Eastern Square	Great Eastern Square provides a through route from Hamilton Road to Felixstowe railway station via a gate to the north of the site which is left open most of the time people are likely to travel, though it provides a relatively narrow space and could be made more clearly a cut through point for pedestrians and cyclists. Removal of the gate would both ensure there is around the clock access to the railway station and increase accessibility by providing a wider space. There is also currently a significant amount of bollarding around the frontage of the square and particularly the entrance to the development site just to the north, which is the only point of entry for cyclists and provides the only drop kerb access for cyclists. This is considered a medium priority.	The gate to the north of the Great Eastern Square shopping centre that provides access to Felixstowe railway station is to be removed; appropriate modal filtering to ensure vehicles do not use this opening is recommended providing the accessibility gains of removing the gate for cyclists and pedestrians is not lost in doing so. All, or the majority, of the bollards around the entrance to the development site are to be removed., Through signage and surfacing, the new permanent access availability communicated to cyclists and pedestrians on Hamilton Road to ensure they are aware of the option to cut through at this point (rather than needing to continue up to High Road West) to access the railway station.

Map Reference	Location	Description	Recommendation
			Increased cycle parking capacity is recommended more generally for Great Eastern Square and the railway station.
F140	Longcroft to Maidstone Road	Maidstone Road (north and south sections) is an important destination within the Walton area due to it being the only current means of accessing Maidstone Infant & Causton Junior School. Maidstone Road is a narrow residential street with car parking on both sides, making it hazardous for pedestrians and cyclists, particularly during peak school drop off and pick up times. Maidstone Road also handles vehicular traffic from the Grange Farm area, though Grange Farm is also well served by the A14, Mill Lane and Seaton Road, the latter of which provides alternative access to Walton High Street. The recent Maidstone Infant & Causton Junior School merger will likely be putting even more vehicle pressure on the north section of Maidstone Road than before, which is the more constrained section of the two. Without removing on-street parking on at least one side, cycling and walking infrastructure directly along Maidstone Road cannot be improved. Alternative access to the school site may be possible via Longcroft and the western boundary of the site (if there is sufficient space to do so and the school is supportive). However this would likely only meet the needs of families that travel to the school via High Street from the west (such as those that will be travelling from the residential development currently under construction on land north of Walton High Street or the Walton Gate development), which is likely to represent a small amount of the school's full catchment, though this would need to be confirmed at the delivery stage. The junction at the northern end of Maidstone Road is very large, and may be encouraging fast entry into Maidstone Road, which creates a more hostile cycling and walking environment. Restructuring this junction to be tighter (to slow entry) and other traffic calming measures are likely to be the only direct improvement options. This is considered a medium priority route.	If there is sufficient space to do so and the school is supportive, it is recommended that a new cycling and walking track is created that runs between the end of Longcroft to the school site via its western border and down to the car park/entrance area.

Landguard Nature Reserve



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Map Reference	Location	Description	Recommendation
F117	Manor Terrace and Promenade	This route seeks to connect Manor Terrace and the Promenade via the stretch of hardstanding which is currently of unknown land ownership but would ideally become an adopted highway. This route forms part of the wider ambition to connect Landguard point and Felixstowe Ferry. This route is part of the Strategy for Felixstowe's wider ambition to create a safe and convenient high quality cycling and walking route between Landguard Point and Felixstowe Ferry via the sea front that is as vehicle-free as possible (F119, F118, F117, the Promenade, F116 and F115). This is considered a high priority route.	This area of hardstanding is in poor condition and needs complete resurfacing and adoption as a highway.
F118	Manor Terrace	This route follows the adopted highway Manor Terrace through the Suffolk Sands Holiday Park site to better connect Carr Road/Langer Road to the Landguard Nature Reserve, Harwich ferry and Felixstowe Museum. This route is part of the Strategy for Felixstowe's wider ambition to create a safe and convenient high quality cycling and walking route between Landguard Point and Felixstowe Ferry via the sea front that is as vehicle-free as possible (F119, F118, F117, the Promenade, F116 and F115). This is considered a medium priority route.	Manor Terrace is to have a shared path created along one side to support journeys either to/from the Promenade or to/from Carr Road to/from the Landguard Nature Reserve, Harwich ferry or Felixstowe Museum.
F119	Landguard Nature Reserve / Landguard Point	This route commences at Manor Terrace car park and crosses through Landguard Nature Reserve, terminating close to the pillbox (where the current footpath terminates). As Landguard Point is likely to be the destination or rest point for many leisure cycling and walking journeys to/in Felixstowe, there is likely to be a need for a small amount of cycle parking here to allow cyclists to dismount, secure their bikes and explore Landguard Nature Reserve on foot; more seating is also likely to be beneficial. This route is part of the Strategy for Felixstowe's wider ambition to create a safe and convenient high quality cycling and walking route between Landguard Point and Felixstowe Ferry via the sea front that is as vehicle-free as possible (F119, F118, F117, the Promenade, F116 and F115). This is considered a high priority route.	The existing cycle/pedestrian track that runs between Manor Terrace car park and Landguard Point should be resurfaced and the surfacing extended to create a continuous route to the current termination point near the pillbox. A small amount of cycle parking is to be installed close to the termination point of the track to allow cyclists to safely secure their bikes and explore the nature reserve/Landguard Point on foot. Additional seating is also required to support Landguard Point as a leisure journey destination/rest point.

Lowestoft Internal Key Corridor



4.25 The Lowestoft Key Corridor seeks to provide a cohesive cycling and walking network, which maximises off-road routes and delivers improvements of the highest quality. The route encompasses the parishes of Oulton, Oulton Broad, Carlton Colville, Gisleham and Lowestoft. Parts of this Key Corridor fall within the Broads Authority area.

- Improvements around Bascule Bridge by providing a segregated cycle path. The bridge is a key pinch point, busy with traffic and requires dismounting.
- A coherent route along the east side of the town along the coast. Comments ranged from improvements to the promenade, a new cliff path in Pakefield and included improvement along the National Cycle Route.
- Improvements needed along the A47. This is a key arterial route that contains some disconnected sections of cycling infrastructure.
- Improvements to the High Street. A number of comments related to improving the High Street particularly the exit to the north of the High Street.
- Crossing Bridge Road and gaining access to Carlton Marshes and Nicholas Everitt Park was raised as a concern.
- Denmark Road is a strategically important road that connects to the train station and town centre with potentially valuable infrastructure being installed with the third river crossing to its west. Improvements to this road was requested.

4.26 Within this Key Corridor the Propensity to Cycle Tool (PCT) map shows the strong travel patterns along the east coast which convene upon Bascule Bridge. It is worth noting however that PCT does not calculate modal shift potential for off-road routes such as Public Rights of Way (PROW). As Strava

Metro compiles data for both on and off-road routes, and shows activity regardless of current PROW status, it provides evidence as to which routes are popular now, and may be more popular/have potential to create modal shift if provided with proper infrastructure for safety, comfort and legibility. There is correlation between the two data sets (PCT and Strava Metro) with high levels of cycling identified along Tom Crisp Way, the seafront, and the A47. There are also clear 'pinch points' at both existing bridges which will hopefully be partially relieved by the forthcoming third river (Gull Wing) crossing.

4.27 The key opportunities that have been identified in support of this Key Corridor include:

- The planned development in the Waveney Local Plan,
- Primary and secondary schools,
- PowerPark (including PowerPark Vision⁵⁹), the Port and the associated employment opportunities,
- Town Centre,
- Transport hubs such as Lowestoft, Oulton Broad North and Oulton Broad South Train Station,
- Normanston Park,
- Retail Parks,
- Leisure and visitor destinations including South Beach,
- Town Centre Masterplan⁶⁰,
- Lowestoft Heritage Action Zones⁶¹,

⁵⁹ <https://www.eastsuffolk.gov.uk/assets/Business/Regeneration-projects/PowerPark/Powerpark-vision.pdf>

⁶⁰ <https://www.eastsuffolk.gov.uk/business/regeneration-projects/ltcm/>

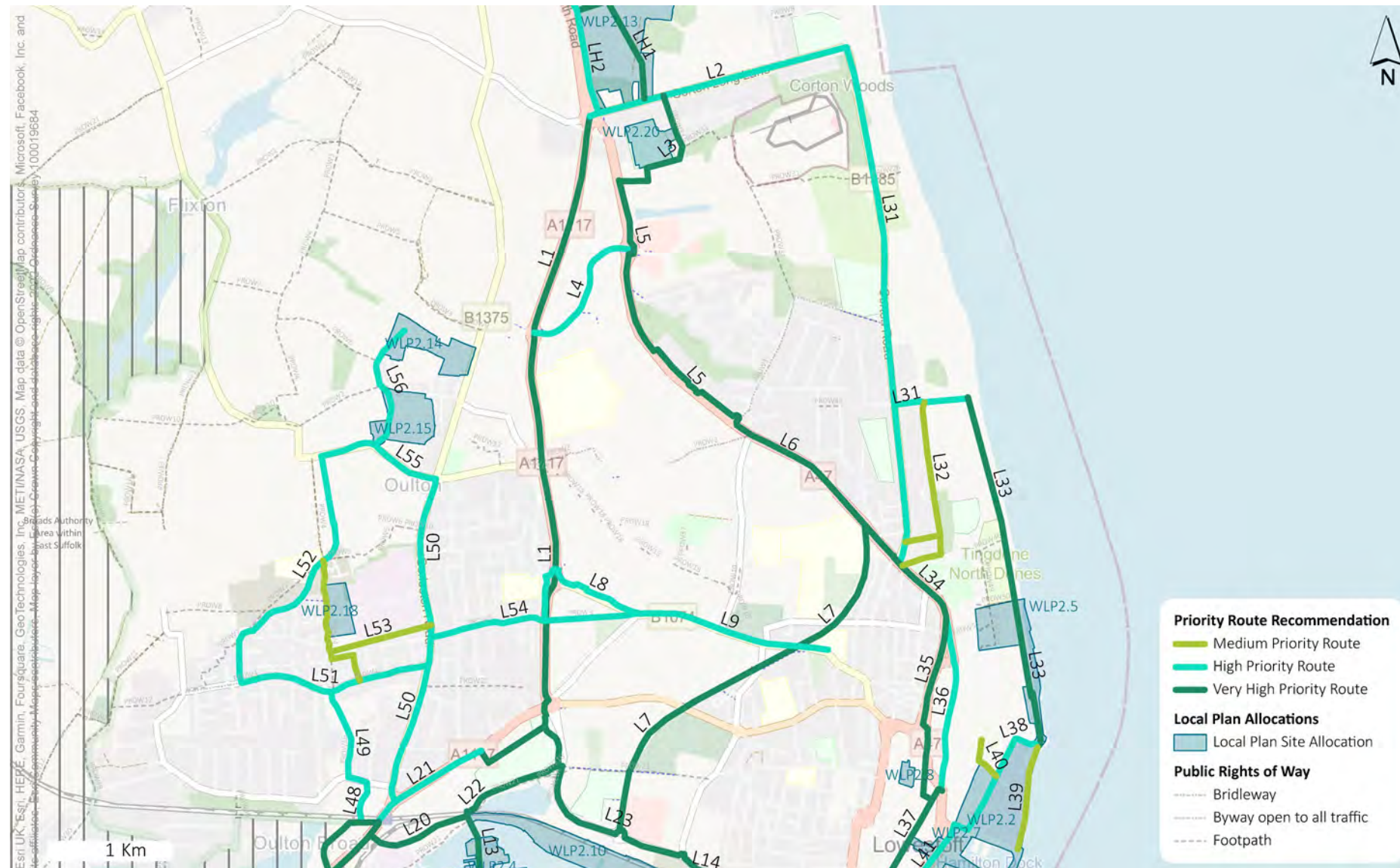
Sustainable Urban Neighbourhood and Kirkley Waterfront development brief⁶², and

The Gull Wing bridge over Lake Lothing (formerly the Third Crossing).

⁶¹ <https://thinklowestoft.co.uk/regeneration/celebrating-our-culture-and-heritage/>

⁶² <https://www.eastsuffolk.gov.uk/assets/Planning/Waveney-Local-Plan/Supplementary-Planning-Documents/SUN-and-Kirkley-Waterfront/Adopted-Development-Brief.pdf>

North Lowestoft Arterial Route



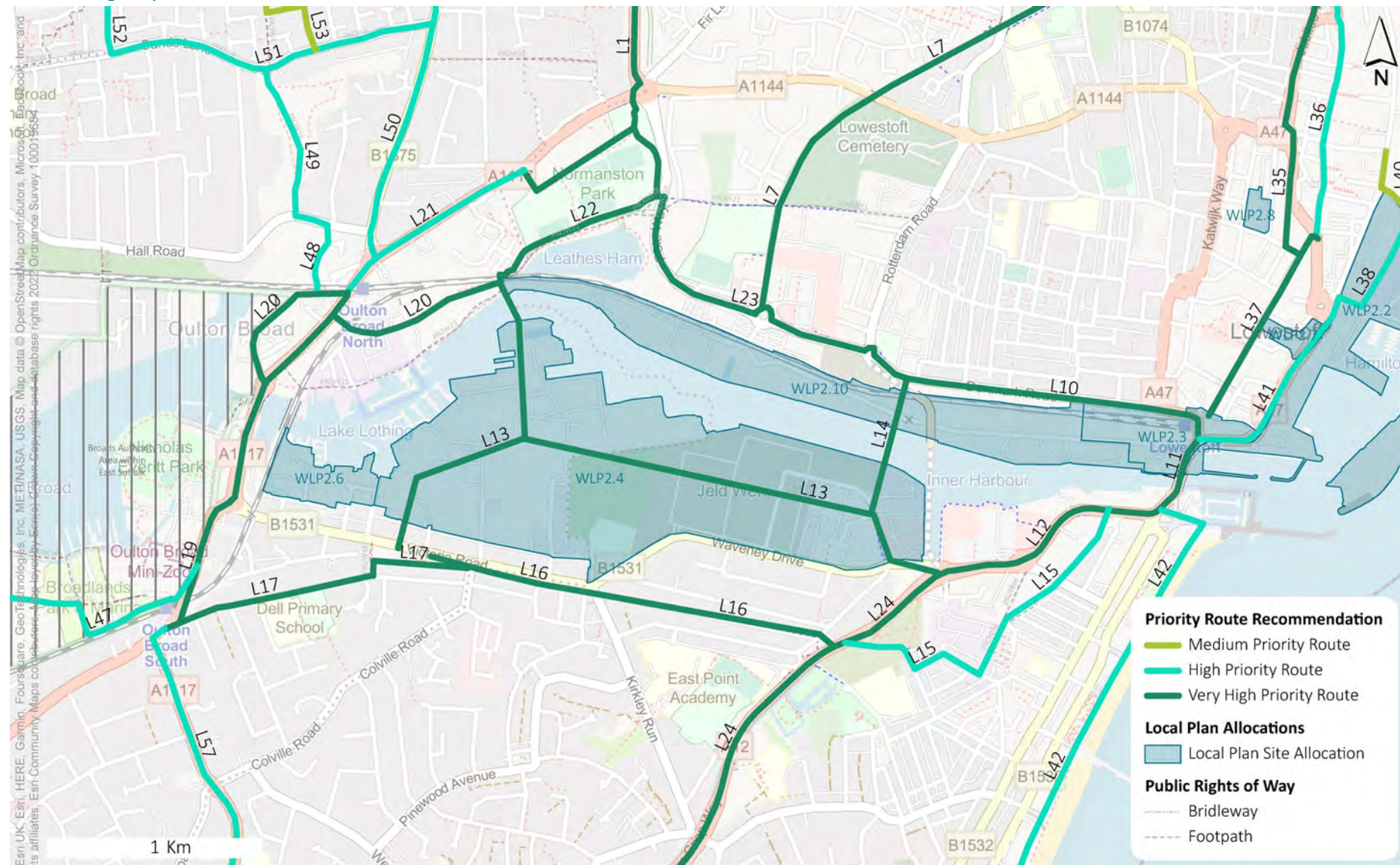
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Map Reference	Location	Description	Recommendation
L1	Millennium Way / Peto Way	This section runs centrally to the town and is generally of good quality. It contains a wide shared path that runs adjacent to the public highway. The pathway is direct and well maintained. This is considered a very high priority route.	It lacks the segregation of pedestrian and cyclists (i.e. internal segregation) which could be provided to reduce overall conflict between users. The junction with Grasmere Drive and Somerleyton Road is particularly wide and further junction improvements to prioritise cyclists and walkers could be considered.
L2	Corton Long Lane	This road is a key connection for the Gunton Park (rugby club site) and North of Lowestoft Garden Village site allocations (WLP.20 and WLP2.13). The road contains limited cycle infrastructure to the west and an on-road route to the east. The road itself is narrower to the west but widens eastwards allowing for these on-road options. There is a footpath along its length, however in places this footpath is narrow which can be an obstacle to some users. This is considered a high priority route.	Traffic calming measures could still be added to improve its cycling and walking potential by reducing traffic pressures. In addition, an improved footpath should be considered across the length of the road. Connections from the Garden Village over Corton Long Lane into Old Lane will also be a key consideration. Connections through Old Lane can be encouraged with a good crossing as close to the cycling access from the Garden Village as possible. With wide grass verges to most sides the broader Corton Long Lane/A47 roundabout could be redesigned to improve cycling around its perimeter.
L3	Old Lane/Gunton Park (Lowestoft and Yarmouth Rugby Club site)	The infrastructure on the A47 between Corton Long Lane roundabout south to Gunton Avenue is fragmented. Accordingly, cyclists are directed through Old Lane and Gunton Park then through Gunton Avenue which forms part of the National Cycle Network (NCN). The route through Gunton Park contains a good quality shared path. Whilst Old Lane and Gunton Avenue are quiet cul-de-sacs, they lack specific cycling infrastructure. This is considered a very high priority route.	The Gunton Park allocation (WLP2.20) should retain the existing cycle route and improve where possible with improved access onto the A47. A crossing point connecting the North of Lowestoft Garden Village to the opposite side of Corton Long Lane would aid connectivity of both allocations. The alternative is to complete the cycle infrastructure along the A47 connecting the Corton Long Lane roundabout through to Gunton Avenue. This will allow the current NCR route to be bypassed. There are verges on the western side of the road which could be utilised to expand the existing pavement creating a shared path and the central hatching could be removed. However, the existing cycle infrastructure is on the east side of the road meaning cyclists would have to cross over the road twice. To create the coherent infrastructure on the east side of the road, extensive redevelopment of the road will be required to move it westwards or the purchase of land adjacent so accordingly the preference is to retain the cycle route through Old Lane.
L4	Bentley Drive	This is part of a newer residential estate and connects the A47 and Millennium Way infrastructure together. The existing infrastructure is to a good standard, formed of a shared path with a drainage gully to create segregation. This is considered a high priority route.	At this stage no recommendations are being made here, but this will be assessed in accordance with most recent guidance upon any future review/update of the Strategy.
L5	A47 (to Gunton Church Lane)	The section south of Gunton Avenue up to the access into Gainsborough Drive contains a shared path of good quality. However, the cycle route then takes cyclists south-eastwards towards Gainsborough Drive. Whilst	A continuation of the cycle path along the A47 until it connects to the next formal cycling infrastructure, which commences near Gunton St Peter's Avenue, would be the optimum improvement. The road at Foxburrow Hill is

Map Reference	Location	Description	Recommendation
		Gainsborough Drive is relatively quiet, it lacks formal cycle infrastructure and is indirect, meaning commuters may choose to remain on the A47; cycling on the A47 means cycling on-carriageway on a busy arterial route. This is considered a very high priority route.	constrained by houses to one side and areas of good biodiversity to the other making improvements more difficult to deliver here. A continued shared path along the road should be considered first and foremost as an ancient woodland is present adjacent this recommendation and no work should be undertaken which damages this important biodiversity asset. Beyond Foxburrow Hill there are service roads running parallel to the main road. These quiet roads could provide good opportunities for cyclists to be provided with appropriate wayfinding signage and access improvements. The two service roads are disconnected by a short section. To ensure a cohesive route these should be connected either by utilising the verge or providing a new connection behind the tree line. This may require adoption of a permissive path. An improved crossing point across Gunton Church Lane should be considered which will remain clear of parked vehicles along with a small section of shared path to provide a connection onto Yarmouth Road.
L6	A47 Outside Ormiston Denes Academy	There are shared paths along the majority of this route, however the sections where cycling is and isn't allowed is currently unclear. This section contains relatively wide pavements on both sides of the road so a continuous and clearly signed route is a priority. Where the path crosses other roads (such as Gunton St Peter's Avenue) priority could be given to cyclists. This is considered a very high priority route.	Preferably a shared path to be provided on both sides of the road, but could be utilised on one side only should infrastructure on both sides be unviable. As a minimum, better advisory signage should be considered with some form of segregation between cyclists and pedestrians along the existing shared path sections. Coloured surfaces would not represent an optimum solution, but could also be effective. Cycle priority crossing can also be considered.
L7	Former Railway Line	This section is a high quality off-road, green and attractive route central to Lowestoft. This is considered a very high priority route.	Some connections from the surrounding residential streets onto the 'old railway' could be improved. For example, the barriers off Marham Road are disruptive and could be removed or re-designed to only prohibit vehicle access.
L8	Oulton Road	Propensity to Cycle Tool and Strava data on activity on this route suggest east-west connections across Lowestoft require improvement and Oulton Road offers a good opportunity to achieve this. This is considered a high priority route.	The first section of Oulton Road contains limited pavements that are both narrow and exist only on one-side. However quiet cul-de-sac's runs parallel to the main road. Fastolf Close and Chatsworth Close are connected by pavements that could be widened and upgraded to also be used by cyclists. Around the entrance of Elmore Gardens there is sufficient space for an off-road shared path. Alternatively, the quiet road of Woods Loke East can be used. It is unlikely significant improvements are possible, but it is a quiet road with direct connections over the A1117.
L9	Oulton Road- Church Lane to St Margaret's Academy	Oulton Road offers a good opportunity to increase east to west connectivity. To maximise the benefits and provide modal shift potential the recommended shared pathway on Oulton Road should extend at least as far eastwards as the school. The roads become more constrained	There is sufficient space to widen the existing pavement to create a new shared path to continue recommendation L8.

Map Reference	Location	Description	Recommendation
		further eastwards and it is considered unlikely to be viable extend the path past the school. This is considered a high priority route.	

Lake Lothing Loop



Map Reference	Location	Description	Recommendation
L10	Denmark Road	Parts of Denmark Road have good cycling infrastructure in the form of a shared path, albeit without internal segregation between cyclists and pedestrians. However, the quality dramatically reduces from opposite Hervey Street to the train station. Here the shared path crosses the road to become a narrow dedicated cycle path with at least one significant obstacle. This road is key to connecting the town centre/train station. Furthermore, it will directly interact with the third river crossing/Gull Wing Crossing once built (opening summer 2023). The crossing will provide a unique opportunity for improvements, but some of the potential for creating modal shift could be lost if the entire path eastwards to the town centre is not improved. This is considered a very high priority route.	Widen the dedicated cycle path and remove the obstacles, most notably the large concrete block likely to be for utility purposes. Ensure that the good infrastructure outside the train station and proposed with the third river crossing is optimised by a high-quality path on Denmark Road connecting the two. There are sufficient grass verges here to widen the path significantly.
L11	Station Square/Bascule Bridge	This road, which heads southwards from the town centre across the bridge, is a well-used cycle route with both Propensity to Cycle Tool and Strava showing very high levels of use. This is expected given that currently Lowestoft has just two bridges across the river and the close proximity of the town centre, railway station and seafront. However, this part of the route is poor in quality with a traffic dominated landscape and narrow shared facilities for pedestrians and cyclists. The bridge represents a significant pinch point. The Council-led Lowestoft Town Centre Masterplan-Station Quarter is looking at improvements to this area and the construction of the third river crossing may change the overall level of traffic. This is considered a very high priority route.	To address the poor-quality pinch point that the Bascule Bridge represents, one of its three lanes could be removed to create a specific cycle lane. This would then indirectly improve the pedestrian infrastructure by removing the potential for conflict between cyclists and pedestrians. The third river crossing makes this potential improvement much more viable and the level of improvements here will be subject to the level of traffic reduction potentially created by the new crossing. The suggested remodelling of the bridge is dependent upon sufficient reduction in traffic levels from the third river crossing and is not being recommended if these reduced traffic levels do not materialise. As with all recommendations, further community engagement and detailed design work must be undertaken if the recommendation is taken forward to delivery.
L12	Pier Terrace/Belvedere Road	The infrastructure along Belvedere Road is generally good quality. It is composed of a shared surface on both sides of the road and Propensity to Cycle Tool data suggests that both sides are well used. This section of the route does have two notable weaknesses to be addressed through the Strategy: (1) The first section of poor quality is on the immediate southern exit to Bascule Bridge. Cyclists are currently directed to a cul-de-sac behind Pier Terrace. This is poorly marked and lacks any designated cycle infrastructure. Alternatively, they can continue forward to Pier Terrace, however it appears to be an on-road option only. The pathway is relatively narrow, on a curve in the road with shops directly opening onto the pavement means it could not be upgraded to a shared path without significant improvements. (2) The second issue is outside the Asda superstore. The existing path on the north of Belvedere Road stops outside the Asda store, likely due to the width and the access into the store itself. Cyclists are instead directed around	One option is to improve the cul-de-sac behind Pier Terrace and provide better wayfinding signage. Any improvement could be linked to any future development of South Quay where a waterfront path all the way to the Asda superstore could be considered. Short term minor improvements behind Pier Terrace should also be considered. Another option is to continue the changing distribution of the road space to cyclists after the third river crossing is constructed. If Bascule Bridge is made into two lanes only then this reallocation of road space for cycling infrastructure could be continued southwards to Belvedere Road. This will allow the extension of any proposed cycle path along the bridge which can then join into the existing shared path on Belvedere Road. As a short-term

Map Reference	Location	Description	Recommendation
		the store along the waterfront. This area is an attractive destination but indirect and poorly signposted. This is considered a very high priority route.	option, better wayfinding signage should be provided to Belvedere Road to avoid confusion. Whilst the grass verge means the path could be widened to continue the shared surface, the busy access to the superstore would remain an issue and any traffic lights or walking/cycling priority would likely create traffic jams on the roundabout itself. Long term, any development of the South Quay could connect into this pathway creating a cohesive and attractive waterfront route. Neither option is mutually exclusive.
L13	Kirkley Waterfront and Sustainable Urban Neighbourhood (WLP2.4)	The site is in a key location south of Lake Lothing with the ability to provide a continuous east-west route. This is considered a very high priority route.	In accordance with the Local Plan allocation and detailed in the Sustainable Urban Neighbourhood and Kirkley Waterfront Development Brief, a cohesive and high-quality shared path through the site should be provided that creates an attractive, high-quality east west route between Oulton Broad and the town centre. Furthermore it should connect to the proposed cycle/pedestrian bridge which is a policy requirement of policy WLP2.4.
L14	Third River Crossing ('Gull Wing' crossing)	The third river crossing will deliver high quality cycling infrastructure and it is important that this is optimised. This is considered a very high priority route.	At this stage no recommendations are being made here, but this will be assessed in accordance with most recent guidance upon any future review/update of the Strategy.
L15	Kirkley Rise	The former railway line to the rear of St John's Road and Kirkley Rise is a good quality alternative to Belvedere Road. It is already largely available to cyclists and is an off-road and attractive route. Ideally the path would be extended further along the former railway line, but this has been partially developed over by the Business Park. Instead the cyclist currently need to use the roads around Salisbury Road and Bruce Street to reach Tom Crisp Way. Eventually these reconnect to the cycle network and former railway at Kirkley Ham. This is considered a high priority route.	Better wayfinding across most of this section which also directs cyclists on the optimum route once they reach Salisbury Road. If the business park is ever redeveloped the route along the old railway should be extended. Designs should utilise plans shown in the Lowestoft High Street and Seafront HAZ Masterplan.
L16	Tom Crisp Way to path behind Kimberley Road	There is a light controlled crossing point that exits opposite the entrance to the Kimberley Road cycle route. The route south of Kimberley Road represents reasonable quality cycle infrastructure with a narrow road that services garages and the rear of the properties and a well-maintained cycle track that is separated from vehicular traffic. This route is less attractive for pedestrians as it does not appear to have a separate footpath. However, the road is likely to be quiet and alternative dedicated footpaths exist on Kimberley Road. This is considered a very high priority route.	Improved wayfinding signage should be considered.
L17	Victoria Road/Dell Road	Between Kirkley Run and Colville Road the cycle path is of a good quality though contains no physical segregation between users bar the coloured surfacing. This	Whilst the optimum route would be Victoria Road, it is narrow with houses on both sides making new infrastructure unlikely to

Map Reference	Location	Description	Recommendation
		path is separated from the road by a grass verge that declines in width westwards. Following the crossing of the Colville Road arm of the mini roundabout, the quality of the east-west path deteriorates as the cyclist/pedestrian travels further westward on Victoria Road. This is because the shared path continues along Victoria Road, but then suddenly ceases opposite Nelson's Wharf and forces the cyclist onto the road in a challenging manner. Victoria Road is a busy road particularly during peak commuting times and is relatively narrow. The alternative is to utilise Dell Road, whether via the access servicing residential garages north of Dell Road or utilising Colville Road and then joining Dell Road. Dell Road is a better westward option. It is a quieter road and in sections has good pavement widths and grass verges. However, it lacks any formal cycling infrastructure and will be busier during the school travel times due to the location of Dell Primary School. Suffolk County Council undertook a consultation on improvements to Dell Road/Kirkley Run in 2022. This is considered a very high priority route.	be deliverable. As a key vehicle commuter route, use of any modal filter types are also unlikely to be feasible options. Instead, improvements should be aimed at Dell Road. First, the access road immediately north of Dell Road (running to the rear of the Dell Road houses) and the adjoining footpath between Victoria Road/Dell Road should be upgraded for cycling and improved to as high-quality infrastructure as possible. It is likely that this route has been utilised as a permissive route anyway, but formal designation, surfacing and wayfinding would mean that cyclists could remain off-road for longer. The service road joins a footpath which runs north to Victoria Road and south to Dell Road. Formal infrastructure along Dell Road should be the ambition, particularly from the footpath towards Oulton Broad South train station in the west. This can be achieved by utilising the wide grass verges. A less expensive and easier way to achieve this option would be modal filters to reduce traffic, making on-road cycling easier. Using the railway arch under Bridge Road would allow cyclists to directly enter Oulton Broad South train station without needing to cross a busy road (Bridge Road), however it is currently not accessible. A further alternative option should other options be unavailable would be a cohesive cycle route through the Western End of Lake Lothing allocation (WLP2.6). This would require a master-planned approach but would offer the most direct and potentially high-quality possibility. However, it would still require entrance onto Victoria Road.
L19	Bridge Road/Saltwater Way	Oulton Broad South train station is accessed via Bridge Road, which lies to the west of Dell Road. Currently, there is a footbridge at the end of Dell Road onto Bridge Road which represents a break in the cohesive network and requires cyclists to dismount. The narrow width of the bridge makes shared use unlikely to be viable. The alternative option is to cycle along Bridge Road though this represents a pinch point and a significant hazard over the bridge itself as it is both narrow, busy with the railway crossings creating further disruption, and lacks any verge or footpath either side to use in an emergency. Whilst not ideal, the safest option available currently is for cyclists to dismount at the end of Dell Road and use the footbridge to avoid conflict with pedestrians. This is considered a very high priority route.	A long-term solution would be to widen the footbridge to continue the shared path. Once over the footbridge there are shared paths along Bridge Road and Saltwater Way to the Bridge Road/Commodore Road roundabout. This infrastructure is of good quality and is well maintained. There is an area of vacant land to the east of Saltwater Way which previously had permission which included a wide access onto Saltwater Way – if this land comes forward for development in the future, cycle/walking priority across the access should be considered. A crossing point over Bridge Road to allow better access to Oulton Broad South train station should be considered. This could be close to the junction at Marsh Road to

Map Reference	Location	Description	Recommendation
			provide better connections into Carlton Marshes (see L47) and Nicholas Everitt Park. A full Toucan crossing is recommended.
L20	Bridge Road/Commodore Road/Harbour Road	The cycle infrastructure in this area is currently disjointed, which prevents the establishment of a cohesive route around Lake Lothing. North of the Bridge Road/Commodore Road roundabout the cycling infrastructure ceases, and there is limited cycling and walking infrastructure until Normanston Park/Normanston Drive. Two options present themselves; either (a) staying on the entirety of Bridge Road or Commodore Road before joining Normanston Drive and then through to Normanston Park, or, (b) to turn off at Harbour Road and crossing over the railway line to join into Normanston Park. This is considered a very high priority route.	Option A – To avoid a large proportion of the busy Bridge Road, cyclists could instead be directed to Harbour Road. At the eastern end of Harbour Road is a footbridge that obtained permission (reference: DC/19/2796/RG3) for a replacement pedestrian/cycle bridge with improvements to the landing areas. This route avoids the busier roads and connects straight onto existing infrastructure to the north. In addition, it connects well with the WLP2.4 Kirkley Waterfront and Sustainable Urban Neighbourhood site's proposed cycle/pedestrian bridge. However, Harbour Road is relatively narrow and narrows further as you travel eastwards. The road lacks a formal turning head at its end suitable for taller vehicles, which could cause cyclists disruption and potentially compromise their safety if larger vehicles need to turn around at this point. There is limited pedestrian infrastructure on Harbour Road and whilst it is likely to be quiet, it does service industrial uses so the narrow roads can experience heavy goods vehicles. Lighting is a further key consideration. Option B – Bridge Road is a busy pinch point with no current cycling infrastructure. It provides access to both of Oulton Broad's train stations (Oulton Broad North and Oulton Broad South), forms the main section of the Oulton Broad retail/leisure/tourism area, and features several bus stops for key Lowestoft routes. Improvements are limited given the restricted width of Bridge Road and the constraints to further widening of it. Some of the pavement could be designated for cycle use, but it would be unlikely to meet the current required standard (LTN 1/20) and would be inconsistent throughout its length. The constraints on the road also include a railway crossing where the road once again narrows. Bypassing Bridge Road by directing cyclists towards Commodore Road should be considered as an alternative. Making Commodore Road one-way and improving its wayfinding signage should be considered. Commodore Road can be directly accessed via existing cycling infrastructure along Freshwater Way; Commodore Road exits onto Bridge Road just prior to the railway crossing. It is unlikely that significant improvements could be made to this

Map Reference	Location	Description	Recommendation
			section due to the constraints of the railway line and the crossing infrastructure. Instead, consideration should be given to improving the rail underpass between Commodore Road and Holly Road before heading eastwards on Normanston Drive or northwards along Gorleston Road.
L21	Normanston Drive	Normanston Drive is relatively wide with a central hatched area. Once the third river crossing has been constructed there is potential for lower traffic numbers heading towards Mutford Lock Bridge. Use of this surplus road space/ hatching area for a shared path should be considered. This is considered a high priority route.	A shared path either side should be aimed for, however lower quality options may need to be explored if sufficient width cannot be secured. More generally, if the road becomes quieter it could be considered for a down grade in highways status from an A-road to a B-road.
L22	Normanston Park	The park provides an attractive off-road option with formal infrastructure in the form of a shared path along its southern edge. Furthermore, there are routes through the park north to south from Normanston Drive. Whilst the infrastructure is in good condition the shared paths can produce conflict with pedestrians particularly when dark as there is no lighting within the park. This route connects to the Peto Way shared path south of the signalled crossing. This is considered a very high priority route.	The pathways through the park to be widened and lit. The lighting should be of a good quality and could provide a form of segregation between pedestrians and cyclists.
L23	Peto Way	This section is generally of good quality with an existing shared path and elements of segregation, though there is scope for further improvement. This is considered a very high priority route.	Further improvements can be delivered through the creation of shared paths on both sides of the road. The existing path is of a good quality but the surfacing could be improved.

2 Implementation & Monitoring

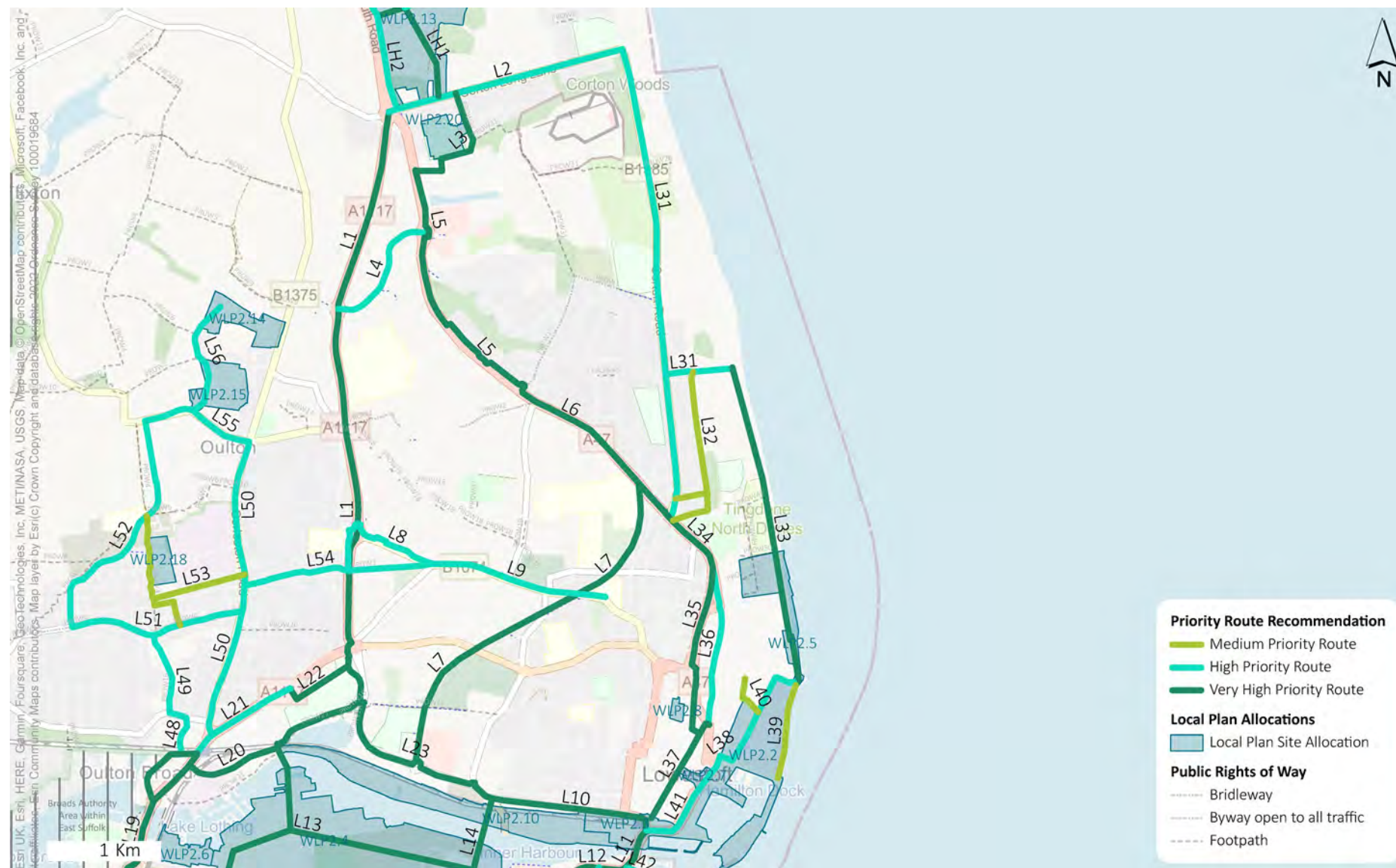


4 Recommendations

Map Reference	Location	Description	Recommendation
L24	Tom Crisp Way	This route acts as a spinal route through South Lowestoft. It is formed of well maintained, shared paths that, although lacking segregation, are of a relatively high quality. Consideration of signage (re)positioning should be given to avoid obstacles and facilitate future upgrades to add 'harder' segregation. This is considered a very high priority route.	To bring the path up to full LTN 1/20 compliance segregation between cyclists and pedestrians could be considered. Explore further crossing points to ensure optimum safety for students using the adjacent schools. An ancient/veteran tree is adjacent this route and no improvements should damage this important biodiversity asset.
L25	Long Road (west of Elm Tree Road)	This section represents a break in the continuous cycle path from Tom Crisp Way to Castleton Avenue. As the cycle path does not continue to Castleton Avenue it requires a short diversion north-west along Bloodmoor Road, crossing over Bloodmoor Road, and then along Long Road to continue southwards. The section of Long Road to the west of the Elm Tree Road/Bloodmoor Road roundabout contains reasonable pedestrian footpaths but requires on-road cycling. This part of Long Road is not a through-road, and although it has a relatively high number of properties, it is unlikely to be significantly busy with vehicular traffic. The road is wide with parking bays set into the side meaning there is limited scope for the on-road parking to pose a safety risk to cyclists (i.e. from opening doors, swinging out, etc). This is considered a very high priority route.	Remove the grass verge from the north-west side of the road to create a high-quality shared path. This would help create a cohesive route using a type of infrastructure similar to Tom Crisp Way and Castleton Avenue. If this proves unviable then traffic filters could be applied with removal of parking considered along one side.
L26	Castleton Avenue	Continuing the infrastructure along the A1145 would be the most comprehensive and direct approach and there appears to be sufficient grass verges for continuation of the shared path. This is considered a high priority route but could be considered very high priority route should the constraints be overcome.	Continue the shared path to connect to Castleton Avenue. In many ways the continuation of the high-quality infrastructure would be the preferable approach and if sufficient funding is available should be considered first. However, the constraints created by the adjacent land levels and SUDS would likely require a greater level of engineering.
L27	Castleton Avenue	This route is a key east-west connection through the south of the greater Lowestoft area. The infrastructure is already of a high standard, being formed of an internally segregated cycle/pedestrian track that is coherent and well maintained. It is elevated and landscaped along the section that runs between Long Road to Uplands Close, and therefore has a high degree of segregation from Castleton Avenue's vehicular traffic. From Uplands Close/Uplands Road South the track separates to allow the cyclist/pedestrian to either continue on via Hollow Lane (which heads northwards) or continue on westwards via a track that runs adjacent to Castleton Avenue itself. The latter track provides the most direct route out towards Beccles. This is considered a very high priority route.	The track is already of a good quality, however consideration should be given to the provision of a suitable crossing point into the Oakes Farm allocation (WLP2.19). Oakes Farm could be a key part of the key corridor towards Beccles and, as a sports and leisure use site allocation, cycling and walking to and from the site is of enhanced value and relevance.
L28	Chapel Road/Church Lane	Travel between Lowestoft and Beccles is via the busy Barnby Bends (Beccles Road, A146) route or the indirect Mutfordwood Lane approach. Whilst the Barnby Bends has no cycle or walking infrastructure the connections on to it from Castleton Avenue are good. The current National Cycle Network (route 517) is through Mutfordwood Lane using St Peters Road and Church Lane,	Much of St Peters Road and Church Lane contain wide grass verges that may be suitable for improved cycle infrastructure. However, there are pinch points around the church that may render a cohesive path unviable. Instead consideration could be given to an upgrade of PROW 14 to a bridleway (with appropriate improvements to the exits and to the path's width) with further

Map Reference	Location	Description	Recommendation
		neither of which have formal cycle infrastructure with the exception of the latter part of Church Lane. This is considered a medium priority route.	consideration on whether improvements to or alongside Hall Road are achievable.
L29	Dorley Dale, Gratton Dale and Thixendale	From Cranesbill Road to Dorley Drive over Bloodmoor Road is an overpass that leads to a series of shared paths that are connected by way of quiet residential streets, through to Gratton Dale and then Thixendale. This then leads to a shared path towards Ullswater. The shared paths are largely through attractive green spaces using un-segregated shared paths. The residential streets are shared spaces, but are likely to be relatively slow moving. This is considered a medium priority route.	Significant improvements are unlikely to be viable but wayfinding should be provided to ensure ease of passage. An improvement to the overpass could be explored to allow access onto Bloodmoor Road although it is recognised this will be relatively expensive.
L30	Land South of the Street (WLP12.16)	There is a large, strategic allocation (WLP2.16) south of The Street which this route will connect into. The allocation requires cycle connection to Ullswater and Gisleham Road. Please note that the line is indicative only and shows the need for east/west connections and its role in the wider key corridor. This is considered a medium priority route.	LTN 1/20 compliant cycling infrastructure through the site to connect the east and west. This will connect the future residents of the site and will allow improved access to Carlton Colville Primary School for existing residents. With suitable crossing point over Gisleham Road this could then connect through to Bridleway 12 opposite to continue the key corridor westwards towards Beccles.
L57	Cotmer Road/Elm Tree Road	Elm Tree Road contains a short stretch of off-road cycling infrastructure of reasonable quality from the junction with Tom Crisp Way to Rosedale Park. The cycle route then heads into Rosedale Park indirectly returning back to Elm Tree Road further along the road. However, the road (and associated pavement) are relatively wide meaning potential infrastructure improvements are possible. Whilst the road narrows at the approach to Cotmer Road roundabout it contains a wide grass verge with a pavement segregated from the road. This connects to off-road cycle infrastructure allowing passage around the roundabout. The remaining infrastructure along Cotmer Road is sporadic on-road infrastructure. This is considered a high priority route.	Create a new cycle path through Rosedale Park along its south-west boundary parallel to the road making the route more direct. Utilising road space widen the pavement to allow a shared path with cycle/pedestrian segregation around to Elm Tree Road West. The pavement heading northwards can be widened using the grass verge to continue the off-road infrastructure. As this exists on the opposite side of the road to Rosedale Park a suitable crossing point will be required. The on-road infrastructure on Cotmer Road should be utilised to create an off-road shared surface with appropriate segregation. It is recognised where the road narrows either side of the Conrad Road junction a lower quality infrastructure may have to be utilised, but it is important that cyclists do not have to enter/exit the road. The junction with Beccles Road to the far north will require improvements to allow cyclists to head safely right (connecting to recommendation L17) or left.

Town Centre-Coastal Route



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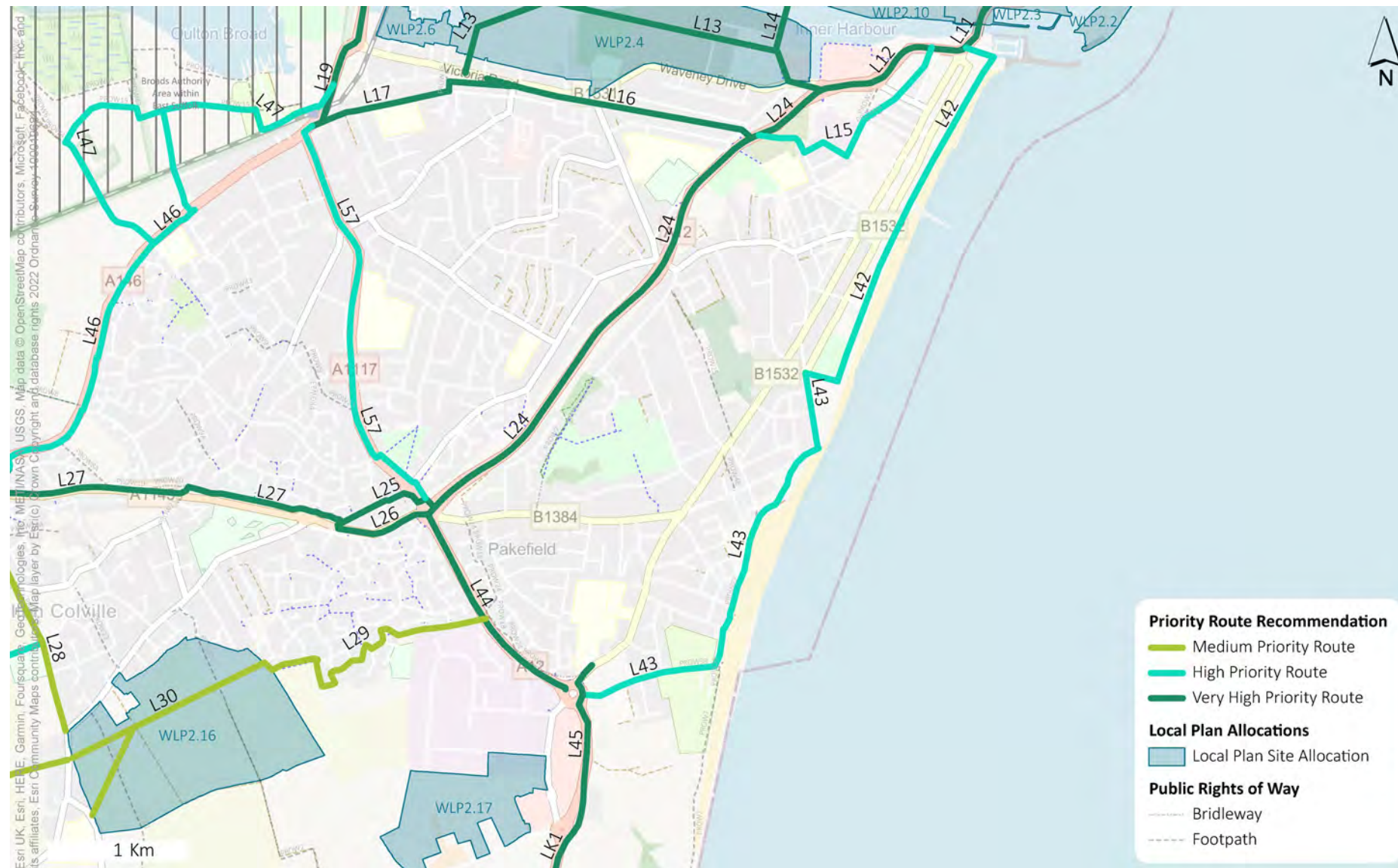
Map Reference	Location	Description	Recommendation
L31	Corton Road/Links Road	This route acts as an secondary route north to Millennium Way/A47. It is a relatively wide, straight residential road with on-road cycle lanes starting from Dene Road with a small section of shared, but unsegregated paths at Corton Playing field. Corton Long Lane is a sporadic mix of on-road markings as it changes character from residential to rural and the speed limit raises to 40mph. Propensity to Cycle Tool shows that this road could experience significant growth in modal shift. Strava Metro data suggests that this road has had high activity over the last year. This is considered a high priority route.	A segregated shared path could be considered on Corton Road. The road is wide and contains significant sections of on-road cycle lanes on both sides of the road. The pavement and cycle lanes could be utilised alongside the grass verges to create space for a good quality shared path. However, it is recognised that the road does narrow in places, notably at either end; whichever infrastructure scheme approach is taken should be as cohesive as possible with safe access to and from the shared surface. The southern end of Corton Road is relatively narrow around a busy junction (Yarmouth Road) where shared paths may not be possible. However, there may be an opportunity to bypass this section utilising North Parade and Lyndhurst Road as a loop with appropriate traffic and modal filters. At the northern end where the road narrows (and if a shared path is not viable) then consideration should be given to an attractive off-road path through Gunton Woods. Limited segregation like Orca wands could be used as a lower-level alternative which may increase cyclists' safety and reduce the potential for vehicles to park over the infrastructure scheme. Providing a suitable access with appropriate wayfinding to Hubbards Loke should be considered alongside any potential improvements to Hubbards Loke itself.
L32	Gunton Cliff	It is recognised that a cohesive route along the length of Corton Road could be hampered by the relatively narrow entrance from Yarmouth Road. A potential alternative is use of the relatively wide roads of North Parade and Gunton Cliffs instead which offers attractive views eastwards towards the sea. This is considered a medium priority route.	Recommendation Appropriate wayfinding. The road is wide and quiet so appears largely appropriate for cycling. However, to meet latest guidance a segregated cycle track should be considered.
L33	Coastal Path	The sea wall is an attractive route with good leisure benefits. It is a long, straight and off-road route that connects Gunton to the north of the PowerPark – with The Ness Park and Ness Point directly adjoining. It offers attractive views eastwards to the sea and is a visitor attraction as well as being part of the National Cycle Route (NCR). The surface is shared between cyclists and pedestrians with the seawall to the eastern side. The surface is in poor condition with significant cracks. It is recognised that Links Road has a significant gradient which will deter some cyclists. This is considered a very high priority route.	The sea wall requires re-surfacing and would benefit from internal segregation between cyclists and pedestrians. Many pedestrians will be using the path for the sea view and will likely stop or head to the sea wall. To reduce potential conflict between the two users, a marked cycle lane with surface texture and physical segregation could be provided on the western side. The surface would need to be of sufficient quality to ensure high use, and the provision of cycle parking will further broaden its appeal.
L34	Yarmouth Road	It is important to provide a cohesive route to the town centre and Yarmouth Road provides one of the best and most direct opportunities to do so from the north. Yarmouth Road is relatively wide with reasonable quality footpaths	Create a shared path to continue the cycling and walking infrastructure along Yarmouth Road from the junction with Corton Road to the town centre. The path on the east side of the road is relatively wide (except for a

Map Reference	Location	Description	Recommendation
		and a central hatched area. The road is a main arterial route and trunk road so handles high levels of vehicular traffic movement and will be a main route for HGV vehicles. Yarmouth Road, according to Propensity to Cycle Tool, is likely well used by cyclists, however, activity on the route divides with a significant number either heading south on Sussex Road or continuing along Yarmouth Road, despite the cycle infrastructure ceasing past the junction with Corton Road. This is considered a very high priority route.	small section outside the Lowestoft Lighthouse). Ideally the shared path would be located on the west side, as this would continue the existing infrastructure. However, the pavement on the west side is notably narrower, so the eastern side may prove more viable. Additional space could potentially be absorbed for the scheme from the central cross hatching, if needed. Alternatively, a more cost-effective approach could be to utilise a path through Belle Vue Park providing an off-road attractive route; care would need to be taken to avoid disruption to pedestrians. The junction with The Ravine is wide and has poor visibility. For this reason a formal crossing, without junction improvements, may prove unreliable for pedestrians and cyclists' safety.
L35	Jubilee Way	As Yarmouth Road (A47) heads south it eventually forks into Jubilee Way (to which this recommendation relates) and the High Street (see recommendation L36). Jubilee Way features disjointed stretches of poorly marked/sign-posted shared paths along its western edge. At the end of Jubilee Road, the shared path moves southwards on Katwijk Way. To continue directly to the town centre the cyclist/pedestrian would need to use Artillery Way; to bypass the pavement-free sections of the road pedestrians can use Arnold Street. Upgrading the existing path to shared path status and quality (width, surfacing, internal segregation), together with improvements to London Road North recommended within the strategy, could provide an alternative direct route to the town centre and Lowestoft train station. Propensity to Cycle Tool shows this route is well used and has good potential for creating modal shift. However, it isn't a cohesive route and is difficult to understand where cycle paths start and finish. Furthermore, the proximity to a main road makes it less attractive. This is considered a very high priority route.	Improved signage on Jubilee Way is key. Coloured surfacing to create internal segregation is also recommended to better denote where cyclists can cycle. Traffic calming measures and well designed on-street parking bays (if needed at all, otherwise remove the ability to park) are also recommended improvements.
L36	High Street	The High Street route provides clear access to the a number of retail and hospitality units. However, the road is narrow due to historic reasons, and whilst it is one-way and is used relatively little by vehicles, it lacks any kind of cycle infrastructure in the northern section. The central section does contain an on-road marked lane, and further south the High Street becomes a shared space with traffic restrictions. The narrow nature of the road means significant improvements will be more difficult. This is considered a high priority route.	Just prior to the northern-most entry point to the High Street (where Yarmouth Road forks into Jubilee Way and High Street), where the pavement narrows, an on-road cycle lane is marked out allowing cyclists to leave the A47. This path appears to allow reasonable access onto the High Street from the north, however it offers a poor exit from the High Street onto the A47 where cyclists will swing round directly entering a busy road or must cross a busy road without a formal crossing. The High Street is one-way but at this point (the stretch adjacent to the Shell garage) has two lanes; consideration should be given to whether it needs two lanes, particularly as one lane turns northwards back towards the original direction of travel. If one lane could be removed it would provide potential

Map Reference	Location	Description	Recommendation
			for a more substantive cycle infrastructure scheme to be installed here. Along with suitable crossing points this could provide a better alternative traveling northwards from the High Street.
L37	London Road North	This road is pedestrianised and is the main town centre area for Lowestoft, and cycling is restricted in places. This means that cyclists do not have direct and consistent access to the town centre and are forced to travel southwards via Battery Green Road or Katwijk Way – neither of which are attractive routes for cyclists being busy trunk roads. Opening London Road North to greater through-cycling could provide an economic benefit, but it is recognised it must be carefully considered to not create conflict with pedestrians; special consideration must be given to more vulnerable pedestrians in this area, such as those with limited vision. This is considered a very high priority route.	A comprehensive approach with local interested parties in the design of the town centre should be undertaken. Any cycle lane should be attractively marked and ensure that potential conflict is reduced. Associated infrastructure like cycle parking should also be provided where cycling is allowed.
L38	PowerPark	Currently the marked cycle route to connect to the Sea Wall is through Wilde Street. This is one of only two viable routes into the PowerPark and then onto the sea wall – the other being Hamilton Road. Wilde Street is wide, slightly winding and has reasonable pavement provision. It leads the pedestrian/cyclist through to Gas Works Road then onto the sea wall. Hamilton Road is similarly wide with reasonable pavement provision, however travelling via Hamilton Road means cyclists/pedestrians will likely use Newcombe Road to connect to Gas Works Road, and this road is narrow and highly constrained. This is considered a high priority route.	The PowerPark Design Vision provides an opportunity for a continuous, high-quality cycle path through the employment park. The current route from Battery Green Road/Whapload Road/Wilde Street/Gas Works Road has the most merit with the existing urban form. However, there is significant opportunity for this to be shifted to Newcombe Road as the Design Vision sets out improvements that would create a 'Green Link'. The Green Link will improve the overall quality of the public realm in this location by providing green-space wellbeing benefits to cyclists and pedestrians, and potentially wider benefits to wildlife. Furthermore, the proposed improvements to Gas Works Road is to create an attractive public area that supports active travel by creating good onward connections to the sea wall.
L39	Coastal Path (continuation)	Alternative route to recommendation L38 is to allow, cyclists/pedestrians to go through to the end of Hamilton Road onto the sea wall, but this is currently difficult to access with ramps and steps. Whilst the sea wall is an attractive and useful north/south connection it is poorly connected at either end, particularly to the south. This is considered a medium priority route.	Access to the sea wall from Hamilton Road is currently restricted for most cyclists as well as those with poor mobility or prams due to the steps. Subject to approval from the Environment Agency a ramp could be installed allowing cyclists to remain on the sea wall for longer instead of travelling through the PowerPark.
L40	Wilde Street – Rant Score	Currently the marked cycle route to connect to the sea wall is Wilde Street. This is one of only two viable routes into the PowerPark and then onto the sea wall – the other being Hamilton Road. Wilde Street is wide, slightly winding with reasonable pavement provision that leads through to Gas Works Road then onto to the sea wall. This is considered a medium priority route.	Wilde Street contains a wide pavement that could be considered for upgrading to a shared path that leads around to Gas Works Road. In its current form Gas Works Road will be difficult to improve, however, if the former Gasworks land is available then sufficient space for a comprehensive cycle route through from Wilde Street to the sea wall is possible. Whapload Road is wide enough and with sufficient pavement width to continue the shared path northwards to at least opposite Rant's Score,

Map Reference	Location	Description	Recommendation
			which has value as it will allow easier access into the old historic High Street.
L41	Battery Green Road	Battery Green Road is a wide, busy trunk road, it contains three wide lanes with reasonably width pavements. It is not an ideal cycle route due to heavy traffic levels, but there are currently limited options in connecting from the PowerPark into the town centre or round to the south via Bascule bridge – particularly as there are cycling restrictions around the town centre. At present the cyclist would follow Battery Green Road around Waveney Road and enter a busy junction before heading south on Bascule Bridge, which is a significant pinch point (please note improvements to the bridge are covered under recommendation L11). This is considered a high priority route.	Battery Green Road roundabout is a wide, busy roundabout where vehicles exit at speed. This roundabout needs to be used to access Whapload Road or Hamilton Road and the crossing points around the edges require improving. The radial routes would need to be significantly improved to allow free flowing of cyclists and pedestrians around the edges. A Dutch-style roundabout or another alternative could be considered. If London Road North is changed to permit through-cycling, this would likely reduce cycling activity on Battery Green Road and would therefore reduce its delivery priority status to medium priority. Battery Green Road is wide enough to support a shared path, but the level of road re-purposing will be dependent on the traffic numbers and the extent of the impact of the third river crossing (i.e. in relieving traffic pressure in this area). The junction where Waveney Road meets Station Square could be improved alongside wider town centre improvements outlined in the Town Centre Masterplan . Should traffic flows dramatically decrease due to the third river crossing more radical improvements to the roundabout could be considered.

South Coast Route

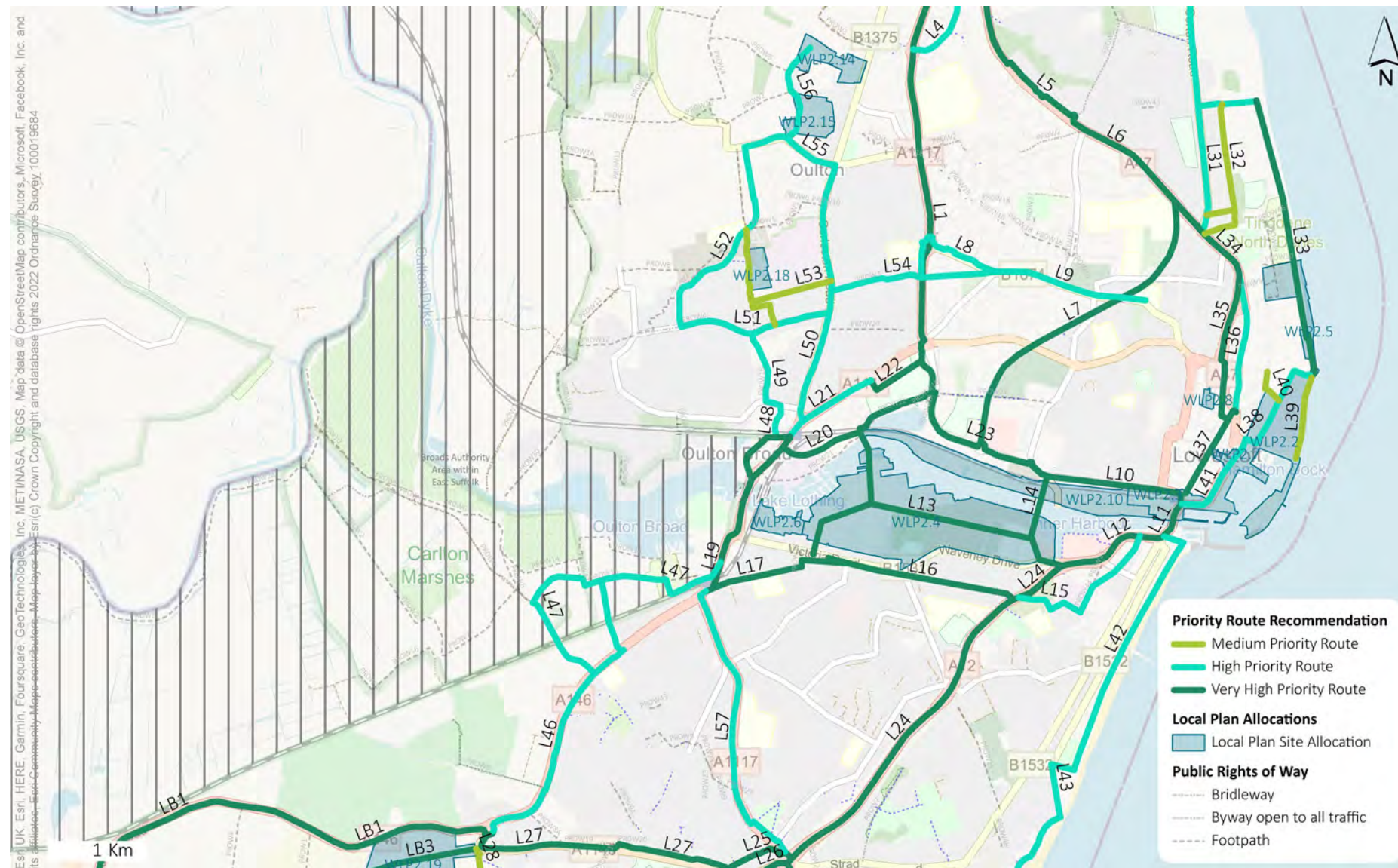


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Map Reference	Location	Description	Recommendation
L42	South Beach	The Strategy has identified The Parade/Promenade or Kirkley Cliff for heading directly south of Bascule Bridge. The route along The Parade is accessed through Royal Terrace (south of Bascule Bridge), and is the only off-carriageway option; The Parade is therefore the preferred option for delivery. Strava suggests this is a popular route to travel. This is considered a high priority route. The route along The Parade is attractive and a destination in its own right. However, the paths are poorly marked with inconsistent signage. The painted lines used to create cycle 'lanes' encourage cyclists to go quickly, but without additional measures to visually indicate their presence or create more segregation they are ineffective in alerting pedestrians of the lane. The other option identified is to improve existing infrastructure on Kirkley Cliff which covers Royal Terrace, Marine Parade, Wellington Esplanade, Kirkley Cliff and Kirkley Cliff Road. This is an attractive route overlooking The Parade with several grand sea-fronting buildings. The road is narrow with on-street parked cars either side but is one-way with traffic calming measures and a south-bound on-road marked advisory cycle lane. It is unlikely significant improvements could be provided here without the removal of car parking. However, the parking likely serves both the seafront, a number of hotels and residential properties so would likely be unpopular to remove. At the southern end of Kirkley Cliff the cyclist/pedestrian can either follow the road around onto Kensington Road or can continue south via Pakefield Road. This is considered a high priority route if an alternative to the Promenade is required. It should be noted that there are currently cycle markings providing access to a local high street along London Road South. However, this route is not supported under this strategy as, whilst London Road South up to Carlton Road contains some on-road cycle markings and is one-way, continuing southwards on London Road South beyond Carlton Road is currently inadequate and a risk to safety as cyclists would need to travel contra-flow to the traffic on a relatively narrow section of the road.	New, attractive surfacing with different materials on the Promenade will create that awareness alongside use of attractive signage. The cycle lane could be moved to the western edge to reduce cyclists/pedestrian conflict, however, there may be some visibility issues from people entering from the west. The ability to cycle on the Parade could be extended through to the lower promenade provided this does not adversely impact the tourism offer. In addition to any improvements additional cycle parking should be provided as well as improve wayfinding signage. To provide better connections to the seafront some of the streets that head westwards into the town should be made more cycle friendly with aesthetic landscaping that improves the visitor offer. These roads could include Claremont Road and could also include additional cycle parking. Designs should utilise plans shown in the Lowestoft High Street and Seafront HAZ Masterplan.
L43	The Cliffs	There is an existing footpath close to All Saints Green that continues south to Arbor Lane along the cliffside. This footpath is for pedestrians only but provides an attractive and direct opportunity to get to the south of Lowestoft almost entirely off-road. If the path could be widened and made into a shared cycling/pedestrian track this would offer significant benefits. It is recognised	The cliff-top path to be widened and internally segregated if possible, providing a cohesive route southward towards Arbor Lane. There is a small path that bisects Arbor Lane, and its current status is unclear so negotiation with third party maybe required.

Map Reference	Location	Description	Recommendation
		that close to the cliffs it could be liable to coastal erosion so this will need to be carefully considered. Kensington Road/Pakefield Road provide access to this path but would require some on-road cycling. A shared path should be considered firstly but traffic filters could be utilised otherwise. Arbor Lane can subsequently be used for travel eastwards to join onto the A12/B1532 roundabout. Arbor Lane is partly a narrow access road to the caravan parks and partly a residential street but is likely to be low enough traffic for most cyclists to consider acceptable for cycling on until the shared path for circulation around the roundabout is reached. This is considered a high priority route.	
L44	Bloodmoor Road	Bloodmoor Road has existing cycling infrastructure of reasonable quality. It consists of a shared path along one side, although lacks internal segregation between pedestrians and cyclists. The roundabout between Arbor Lane and Bloodmoor Road is large and heavily used as a connecting point between the A12 and the B1532, though has acceptable quality cycling and walking infrastructure around the edges. This is considered a very high priority route.	Whilst the roundabout is of a reasonable quality for cyclists, a full Dutch-style roundabout re-design should be considered. The shared paths around the roundabout should be extended to connect to Pakefield High School.
L45	London Road	This section has a key role in connecting to the Lowestoft–Kessingland Key Corridor. Both Tower Road and London Road can be improved to increase connectivity to the adjacent retail and employment areas and as through-routes to the south. Between the two roundabouts there is an existing shared path, but it is relatively narrow and does not have internal pedestrian/cyclist segregation. This is considered a very high priority route.	Widen and improve the quality of the existing shared path to LTN 1/20 standard. Ensure the improved infrastructure extends to the entrance to Pakefield High School.

Western Route



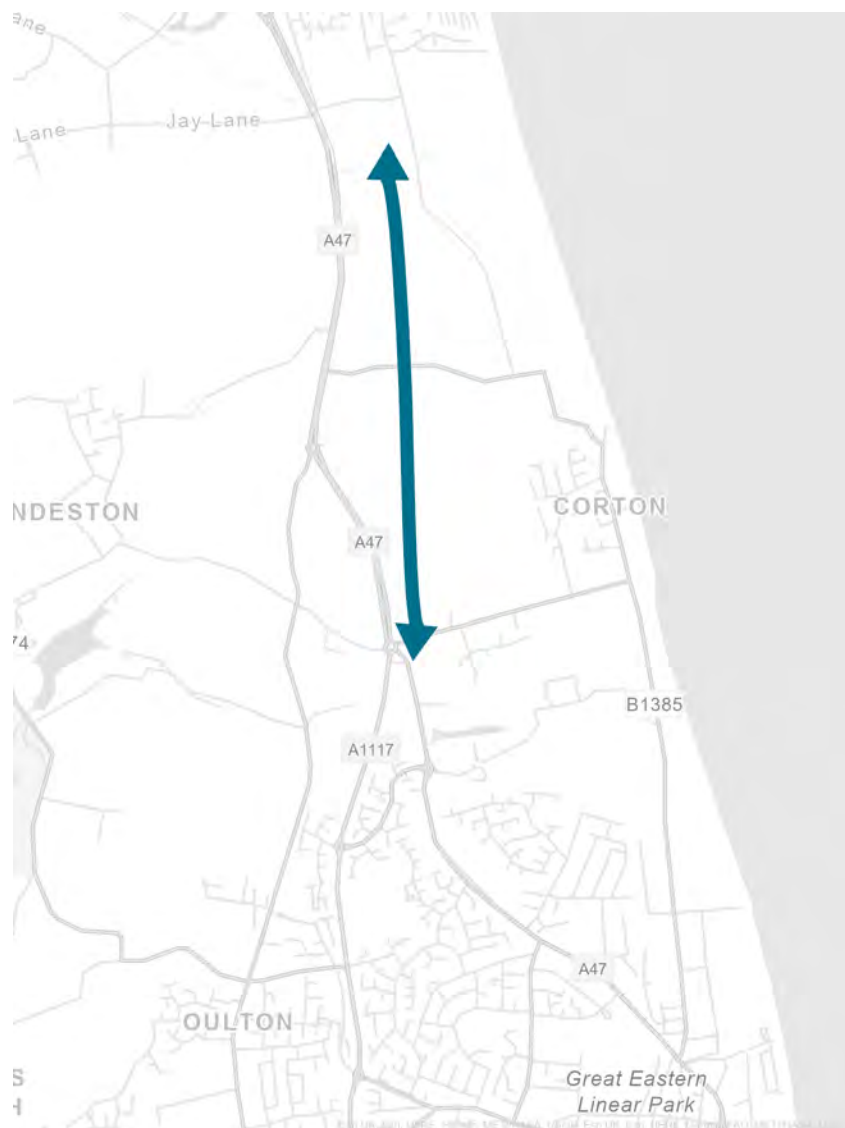
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Map Reference	Location	Description	Recommendation
L46	Beccles Road	Beccles Road is a key arterial route, providing a north-south connection that runs along the edge of the western extent of Carlton Colville. The route's existing cycling/walking infrastructure is of mixed quality. The development at Anchor Way has provided a shared cycle path for a small section northward. This path comes to a sudden stop at the end of Cabin Close where it merges onto a footpath. A second cycle path exists on Harebell Lane; however, this finishes short of Warren School. The wide grass verges alongside the Beccles Road (south) carriageway provide improvement opportunities up to Burnt Hill Lane for access to the Carlton Marshes Suffolk Wildlife Trust site. Accordingly, there is potential for a significant and cohesive shared pathway along much of Beccles Road. Eventually the properties begin to directly adjoin the highway further northwards, which limits the potential for improvements through to Lake Lothing. The remainder of Beccles Road through to Normanston Drive has been covered under recommendations L19 and L20. This is considered a high priority route.	Much of Beccles Road is likely to be suitable for new shared path infrastructure. Beccles Road already contains sections of shared path which should be joined up using new sections of infrastructure. At least, a connecting section between Cabin Close and Hollow Lane should be installed. Outline permission for this site was originally obtained in 1996 and has been developed in sections since then. If it is not possible to complete the path through the development site itself then the end point of the path should be reconsidered to allow safe and easy access back onto Beccles Road. From Hollow Lane there are opportunities due to the wide grass verges facing Beccles Road to extend the shared path yet further until the point where the dwellings directly front the road. There are three properties that directly adjoin the road which hinder the construction of a shared path as the pavement fronting these properties is relatively narrow and there is limited scope to absorb carriageway space. A small section of on-road cycling would not be ideal as it would mean the cyclist would need to enter and exit the highway in quick succession. Widening the path to create a small section of substandard shared path should be considered although it is recognised that it is unlikely the path could be widened to full LTN 1/20 standard. Regarding a connection to the Warren School site, the school has a reasonably wide path to its front with grass verge meaning the pathway could be extended yet further past Burnt Hill Lane. At this point the properties once more directly adjoin the road making it difficult to form new infrastructure. Upgrading the remaining pavements northwards to shared paths could be considered even if they are unable to provide the width required under LTN 1/20.
L47	Behind Beccles Road	The northern extent of Beccles Road is more constrained than the south meaning a quality cycle route may be difficult to achieve. An alternative route is to utilise the PROW routes around Nicholas Everitt Park. This route has the benefits of being attractive in outlook with connections to open space and the Carlton Marshes Suffolk Wildlife Trust site, whilst has the disadvantage of being less direct. This is considered a high priority route.	This alternative route can be achieved by using either Burnt Hill Lane or Ivy Lane to travel westwards. This leads to Footpaths 14 and 15 which if upgraded to cycleway status would allow cyclists to avoid much of Beccles Road. Footpath 14 is adjacent the river and achieving the desired width maybe difficult making Footpath 15 a better option. Whether by way of Marsh Road or the river path cyclists could then travel via Nicholas Everitt Park and then onto Freshwater Way. This would eventually connect to Commodore Road which continues the western route northwards. There exists a permissive path adjacent to Burnt Hill Lane from Beccles Road to just south of the railway crossing

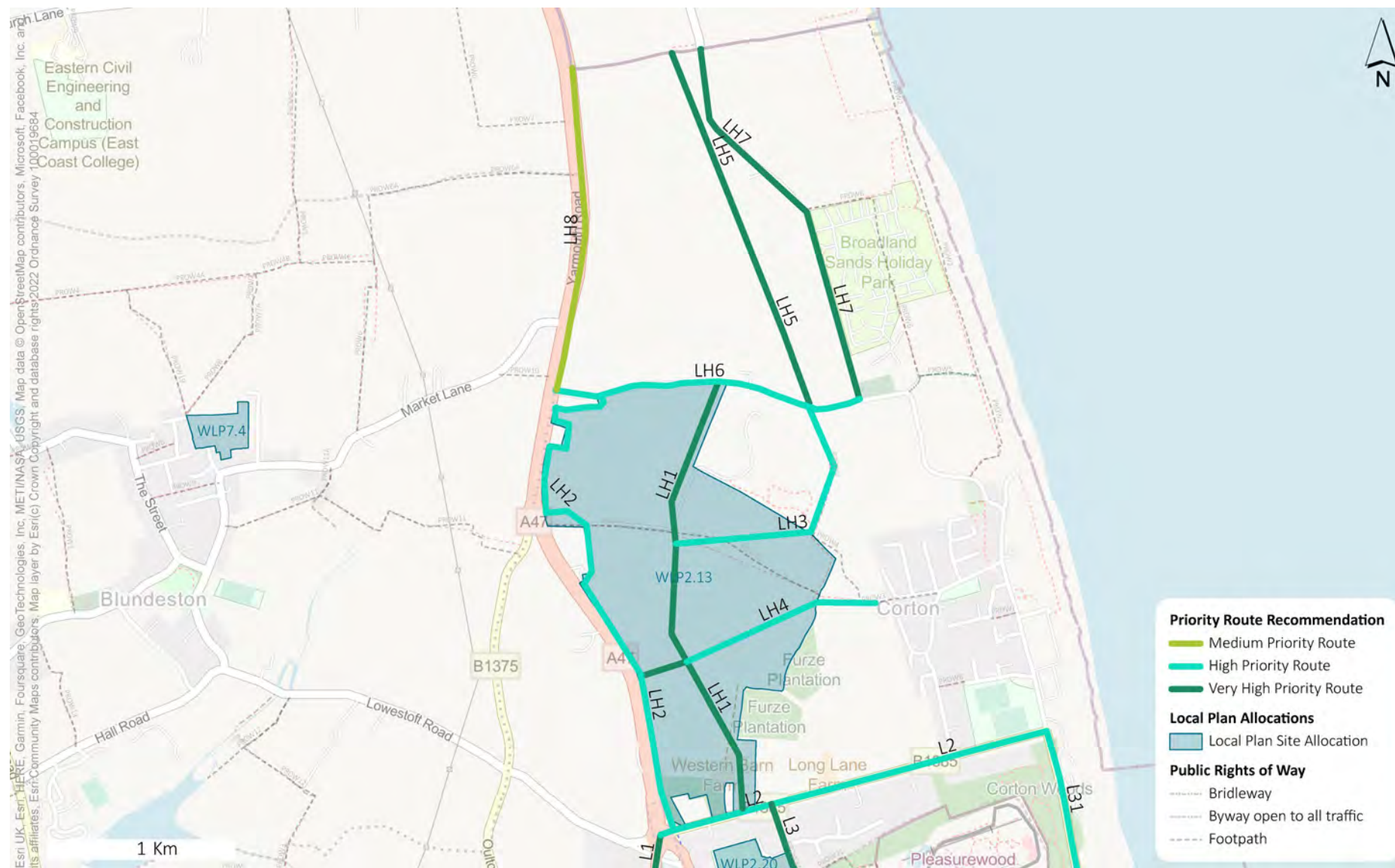
Map Reference	Location	Description	Recommendation
			that if upgraded would allow cyclists to avoid more of the road. Burnt Hill Lane is also fully surfaced meaning it is the higher priority.
L48	Holly Road	It is important to note that the section between Beccles Road and Holly Road is covered under recommendation L19 and L20. This recommendation continues after the recommendation to widen and improve the underpass between Commodore Road and Holly Road. Holly Road is a relatively quiet road with access to either Gorleston Road or Hall Road to continue onwards. This is considered a high priority route.	The road is likely quiet, but modal filters and traffic filters could be applied to Holly Road if required.
L49	Bonds Meadow	Bonds Meadow offers the opportunity for a relatively direct and attractive off-road route northwards avoiding the busy Gorleston Road. A small section of cycling on Hall Road would be required to join Holly Road to Bonds Meadow. This is considered a high priority route.	Upgrade Footpath 16 to allow for cycling through Bonds Meadow. Provide a small section of off-road cycle path alongside Hall Road with appropriate crossing point to allow cohesive movement. This recommendation is subject to appropriate biodiversity considerations.
L50	Gorleston Road	Gorleston Road is a busy 'B' road route northwards. In most places it is relatively wide with reasonable pavement and central hatching on the road. It contains an on-road painted cycle lane that extends to Hall Lane. This is considered a high priority route.	First it should be explored whether the central hatching and painted cycle lanes can be consolidated onto a cycle path segregated from the road. However should this not be viable then a cheaper option of applying Orca Wands should be considered.
L51	Sands Lane	This road provides direct access to the new and good quality infrastructure along Lime Avenue. Sands Lane is relatively wide with significant grass verges. It contains on-road painted cycling infrastructure on both sides of the road. This is considered a high priority route.	An off-road cycle route should be explored first with consideration given to Orca Wands or other forms of segregation if it is not viable.
L52	Lime Avenue	The extension of Lime Avenue to a large new residential site and country park (Woods Meadow) has provided significant new cycle infrastructure meaning this route offers a high-quality route northward. Whilst not as direct as Gorleston Road it provides a better journey overall. The older section of Lime Avenue to the south does not benefit from the new infrastructure. This is considered a high priority route.	Extend the new infrastructure southwards creating a cohesive high-quality route.
L53	Mendip Road	Mendip Road represents an alternative option to recommendation L52 as a quiet residential road which connects onto the new infrastructure on the eastern side of the Woods Meadow development. A further option is to utilise a path to the south of Mobbs Way. This is considered a medium priority route.	Either upgrade the footpaths alongside Mendip Road or provide wayfinding to signpost cycling on Mendip Road itself. Upgrade and formally adopt an off-road route to the south of Mobbs Way.
L54	Woods Loke West	This quiet road provides a direct connection through to Oulton Road. Combined this helps address some of the limits traveling east-west across Lowestoft. This is considered a high priority route.	Traffic calming measures should be applied along Woods Loke West. If viable a segregated cycle path should be considered.

Map Reference	Location	Description	Recommendation
L55	Woods Meadow Development/Hall Lane	The new Woods Meadow development has created high quality shared infrastructure along the western edge of Oulton. This leads to Hall Lane, a relatively wide B-road. It contains a reasonable pavement, but this is largely limited to one side of the road. The character of the road becomes increasingly rural westwards. The road provides a key connection between the new infrastructure along Woods Meadow back into the settlement. It also provides valuable connections to two new allocations north of the road (WLP2.14 and WLP2.15). This is considered a high priority route.	The good quality infrastructure should be extended northwards to continue through to Hall Lane. A further extension of the off-road path along Hall Lane to Gorleston Road should be considered.
L56	WLP2.14 Land North of Union Lane, Oulton and WLP2.15 Land Between Hall Lane and Union Lane, Oulton	Hall Road contains the entrance into site allocation WLP2.15 to the south of Union Lane. This presents a good opportunity to seek further improvements in creating a comprehensive route and connecting new residents into the sustainable network particularly as Oulton Street/Parkhill (which allocation WLP2.14 adjoins to) is fast moving and lacks infrastructure of its own. Cyclists should be directed onto the new infrastructure on Woods Meadow as opposed to Oulton Street/Parkhill. This is considered a high priority route.	Following the exit of the new cycling infrastructure onto Hall Lane, a continuation of the path along a short stretch of Hall Lane to the entrance to allocation WLP2.15 should be considered along with a suitable crossing point. A master planned approach will be required with a cycle lane bisecting WLP2.15 onto Union Lane and then through Union Lane to allocation WLP2.14. This approach is outlined in the allocation with both policies stating the need to provide cycle links onto Union Lane. Union Lane itself is likely relatively quiet and if the connections of the two allocations into Union Lane are at its far west the traffic is likely to be lower still. Consideration could also be given to connecting the two sites through a footpath to the west of Union Lane (Footpath 6). Whilst cyclists could then travel the length of Union Lane and exit onto Oulton Street it would still deposit the cyclist onto a busy road with limited improvement potential due to its narrow form. If a cycle lane could be provided to WLP2.15's primary access point on Hall Lane it could then connect through to the new infrastructure on Lime Avenue. A crossing point on Hall Lane would be beneficial to facilitate this. To help access eastwards back into Lowestoft once more a new crossing point on Park Hill should be provided to allow cyclists either onto Oulton Road North or The Pastures. A cycling and walking track should be introduced from the Union Lane connection to the north east corner of WLP2.14 and north along Parkhill to the footway connecting The Pastures to Footpath 9, which should be upgraded to a bridleway.

Lowestoft to Hopton Key Corridor



- 4.28 The Lowestoft to Hopton Key Corridor seeks to provide a cohesive cycling and walking network, which maximises off-road routes and delivers improvements of the highest quality. The route encompasses the parishes of Corton and Lowestoft. This route requires close co-operation with Norfolk County Council alongside Suffolk County Council to ensure a cohesive route through to Gorleston in the north.
- 4.29 Within this Key Corridor the Propensity to Cycle Tool (PCT) map shows the importance of the connection to Hopton which is capable of significant modal shift for commuters. It is worth noting however that PCT does not calculate modal shift potential on off-road routes such as Public Rights of Way (PROW) nor leisure trips. However, Strava Metro compiles data for both on and off-road routes and this supports the evidence from the PCT map. Strava data also highlights that Coast Road is well used and that the A47 is also used albeit less regularly.
- 4.30 The key opportunities that have been identified in support of this Key Corridor include:
- The planned development in the Waveney Local Plan,
 - Primary and secondary schools,
 - Potential connections beyond Hopton to Beacon Park with associated employment opportunities, and
 - Potential connections beyond Hopton to James Paget Hospital.

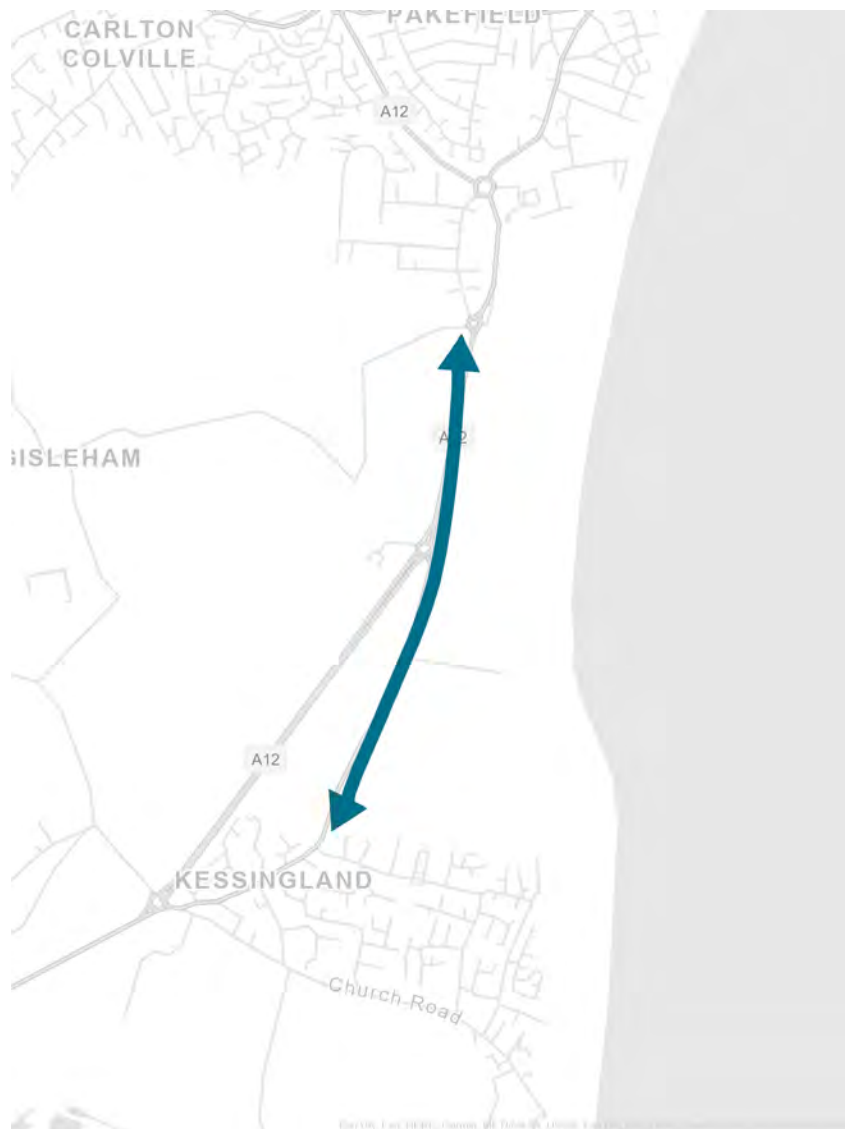


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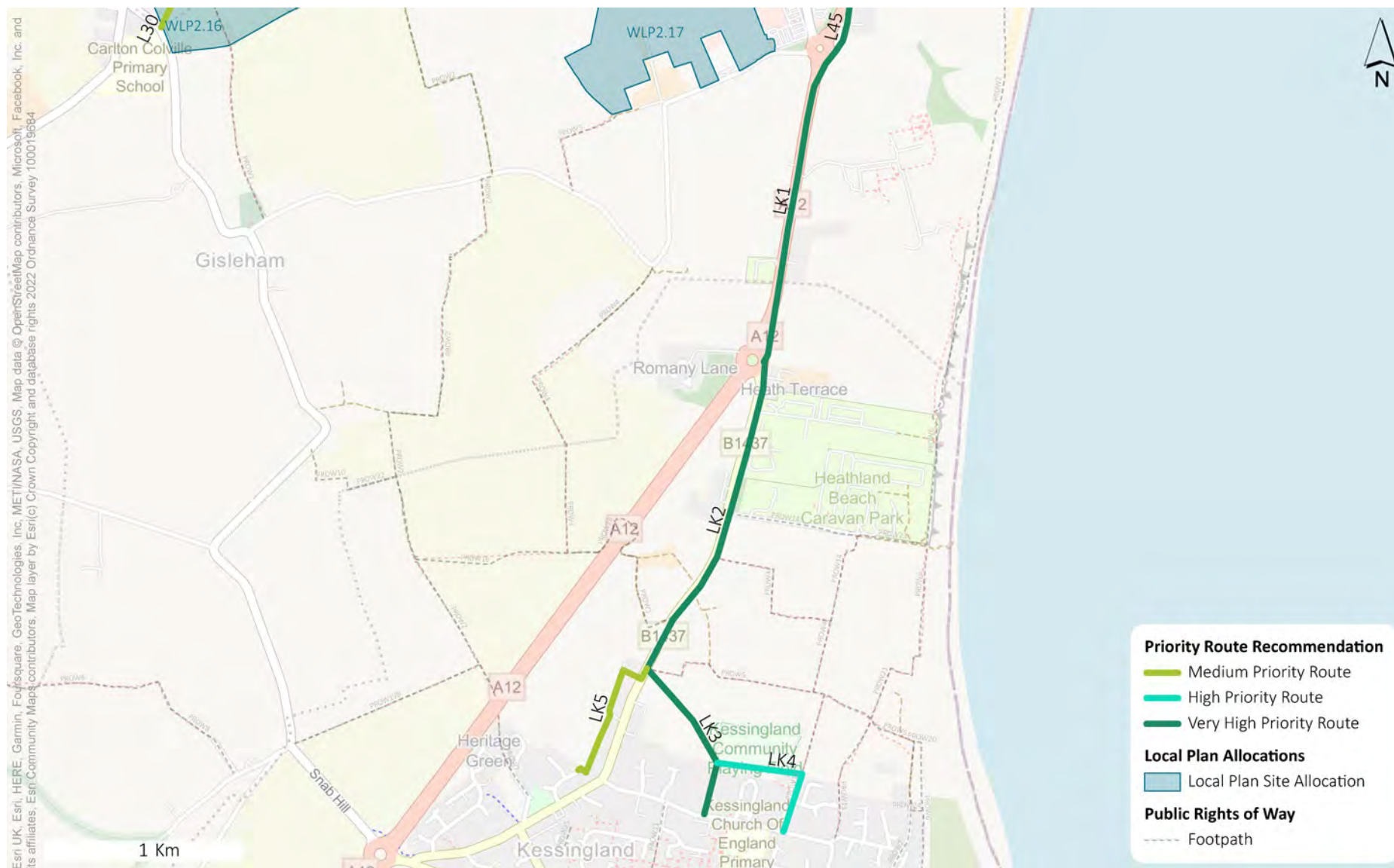
Map Reference	Location	Description	Recommendation
LH1	WLP2.13 North of Lowestoft Garden Village	The cycling and walking infrastructure in North Lowestoft adjoining the south west point of the North of Lowestoft Garden Village (allocation WLP2.13) is of a reasonable quality. Allocation WLP2.13 offers a unique opportunity to address a serious shortfall in the infrastructure provision between Lowestoft and Great Yarmouth by creating a new and high-quality cycle route through the allocation itself. This will allow walkers and cyclists heading north from Millennium Way to move continually northwards without the hazards of the A47 or the detour through Corton. It is recognised that the site only extends to Stirrups Lane meaning that for a full cohesive route further improvement to the north would need to be sought, but it does offer a good start. This is considered a very high priority route.	A new route should be constructed through the allocation forming an intrinsic part of the masterplan. A cycle path should provide connections as close to the A47/B1385 junction as possible to ensure optimum connections through to the Millennium Way shared path as well as ensuring easy access to the cycle route on Old Lane. To the north, its exit onto Stirrups Way needs to be considered as options both east and west are available to continue the path onto Hopton. Creating the exit further eastwards will lead to easier access to the Coast Road and potentially using a track to the east of the sewage treatment plant will minimise on-road cycling further. Exiting westwards on Stirrups Lane would benefit any future projects along the A47.
LH2	A47 (adjacent)	A shared path could be provided along either the grass verge adjoining the A47 or achieved through the WLP2.13 North of Lowestoft Garden Village allocation. Providing a shared path also provides an opportunity to extend the Millennium Way cycle/walking path northwards using the highest quality infrastructure. This is considered a high priority route.	An extended shared path from Millennium Way up to Stirrups Lane offers the most direct route. With the allocation immediately adjacent there is the potential to utilise this allocation to achieve such a path. In order to retain biodiversity assets, the pathway could be constructed on the other side of the existing hedgerows. However a route adjacent a busy A-road would be less attractive which would impact its value accordingly a route through the allocation away from the A47 would be preferable.
LH3	Sewage Treatment Works	The track around the sewage treatment works could provide an opportunity to connect any cycle route in the allocation closer to Coast Road. This is considered a high priority .	Upgrade and enhance Footpath 4 to allow cyclists.
LH4	WLP2.13 North of Lowestoft Garden Village	It is important that the facilities (including the school, playing field and local shopping centre) provided by the allocation are accessible to the residents of Corton. This is considered a high priority route.	Explore options to improve connections between the North of Lowestoft Garden Village and Corton. Consideration could be given to the upgrade and improvement of Footpath 3.
LH5	Off-road route (line indicative)	The most beneficial route is a fully off-road route. This would be a compromise between the directness of the A47 and the attractiveness of the Coast Road route. It provides a fully off-road route between Lowestoft to Hopton when utilised with improvements through the WLP2.13 North of Lowestoft Garden Neighbourhood. Its drawback is that brand-new bridleways would need to be created both physically and legally, but much of the land is under public ownership. The location of the old railway line is still present with a defined line of trees with sufficient width to create a good quality pathway so could be one possible route, but other pathways should also be considered. There has been some loss of the former railway line further north. This is considered a very high priority route.	A new pathway along the old railway line provides a good opportunity for an off-road route in an attractive location. It is relatively direct and appears to contain sufficient space for high quality infrastructure. Given its rural nature the trees would need to be retained and an appropriate surface selected. Should the removal of significant biodiversity assets be needed then a route along field edges could be considered. The exact route will need to be discussed with Suffolk County Council who are land owner of much of the land related to this recommendation.
LH6	Stirrups Lane	Depending on which of the various options (LH1, LH2 and LH3) both north and south are utilised will determine the extent to which a cyclist or walker will need to use Stirrups Lane. This is considered a high priority route.	Small sections of shared path could be constructed to join north-south cycle routes. Alternatively, as the road is likely quiet modal filters could be explored

Map Reference	Location	Description	Recommendation
			to reduce its value as a vehicular cut-through to either Hopton or Corton subject to appropriate traffic modelling.
LH7	Coast Road	Coast Road forms part of the NCR. It is an attractive route formed of rural roads with vistas to the sea. The road is of a reasonable width and relatively quiet with vehicular traffic, but its curves and vegetation mean visibility is poor in some parts. Compared to the A47 it is indirect and currently requires the use of Corton Long Lane to access the best cycling infrastructure on Millennium Way (but this could be resolved through the allocation WLP2.13 North of Lowestoft Garden Village. Coast Road connects into Hopton directly. Better signage has recently been erected. This is considered a very high priority route.	Small sections of shared path (with appropriate segregation) could be constructed to join north-south cycle routes. Alternatively, as the road is likely quiet modal filters could be explored to reduce its value as a vehicular cut-through to either Hopton or Corton subject to appropriate traffic modelling.
LH8	A47 (north of Stirrups Lane)	Cyclist numbers are unlikely to be significant, although some commuters are likely use this road due to its speed and directness compared to the Coast Road. To address this a new shared cycling/walking path alongside the A47 could be considered. This would have the merits of creating the most direct route and would connect into the good infrastructure in north Lowestoft and the existing infrastructure between Gorleston and Hopton essentially completing the missing segment. The shared path should be located to the east side of the road where it can adjoin the existing infrastructure and enter Hopton without requiring crossing the road. This is considered a medium priority route.	A shared pathway should be considered from Stirrups Lane through to either the shared pathway north of Hopton or to adjoin into Lowestoft Road to the south of Hopton. The shared pathway should be of the highest possible standard and should have a degree of separation from the road whether by way of a grass verge or vegetation. The A47 contains an existing grass verge alongside the road which could be subsumed into a cycle path. The width of the verge for sections of the road is unlikely to be wide enough for the full-sized shared path and appropriate separation although a path similar to that of north Hopton could be provided despite not being LTN 1/20 compliant. To provide a high-quality shared path it is likely that land to the side of the road would need to be used requiring close working with Suffolk County and private land owners.

Lowestoft to Kessingland Key Corridor



- 4.31 The Lowestoft to Kessingland Key Corridor seeks to provide a cohesive cycling and walking network, which maximises off-road routes and delivers improvements of the highest quality. The route encompasses the parishes of Gisleham, Kessingland and Lowestoft.
- 4.32 Within this Key Corridor the Propensity to Cycle Tool (PCT) map shows the importance of the A12/London Road for significant modal shift for commuters. It is worth noting however that PCT does not calculate modal shift potential on off-road routes such as Public Rights of Way (PROW) nor leisure trips. However, Strava Metro compiles data for both on and off-road routes and this supports the evidence from the PCT map, showing the popularity of the route. Furthermore, Strava data highlights that the route contains less permutations and choice of route than most other key corridors.
- 4.33 The key opportunities that have been identified in support of this Key Corridor include:
- The planned development in the Waveney Local and Neighbourhood Plans,
 - Primary and secondary schools,
 - South Lowestoft Industrial Estate and associated opportunities, and
 - Leisure and visitor destinations in both Lowestoft and Kessingland.



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Map Reference	Location	Description	Recommendation
LK1	A12 (between Tower Road and London Road)	Both Strava and Propensity to Cycle Tool (PCT) suggests this road is already highly used. PCT suggests that if this route is upgraded to the highest possible standard, it would yield significant modal shift. Commuters from Kessingland could achieve a safe and direct route into Lowestoft with direct access to the employment areas to the south. This section of the road contains off-road cycle infrastructure already. Along its eastern edge is a shared path with no segregation between any cyclists and walkers. Whilst the surface appears largely in good condition the path falls well short of the latest best practice. Its width would be prohibitive to shared use and as it is bi-directional it could present a conflict for those travelling opposite in directions. This is considered a very high priority route.	The width of the path needs to be greatly expanded, perhaps doubled at its narrowest points to make it a suitable shared path for bi-directional travel. In many places it would need to incorporate grass verges. The highway boundary suggests some of the path may have been lost to foliage growth so removal of some overhanging foliage would be an inexpensive way of widening the path. The improvements may be difficult to achieve due to the constrained nature of the road however, the high PCT potential for growth here could be justification for a higher quality and higher cost improvement in this location so its improvement should be explored. Situated adjacent this route is allocation WLP2.17 Land at South Lowestoft Industrial Estate which allocates a significant area of land (20 hectares) to employment use. The provision of improvements here will help connect commuters in Kessingland. Improve the crossing points around the edges of the A12/Tower Road/Church Road roundabout to improve accessibility.
LK2	London Road	Propensity to Cycle Tool data shows a high level of use alongside London Road with a significant potential for modal shift and Strava also shows high use. The shared path from the A12 continues around the eastern edge of the London Road roundabout southwards along London Road. London Road is the former A12 which means it is wider than currently needed which opens the possibility of repurposing some of the road surface. This is considered a very high priority route.	On London Road the path should be widened and upgraded to the boundary of Kessingland Neighbourhood Plan allocation SA1 Former Ashley Nurseries site to allow bi-directional travel. To achieve this there is some space in the adjacent verges, but this is unlikely to be wholly sufficient so a consolidated approach could be considered whereby the existing on-road cycle path could be removed in favour of more shared path space on the eastern side. The improvement would not only provide a benefit to the key corridor but also help connect the holiday parks on London Road to Kessingland creating potential economic benefit. An alternative improvement could be the use of Orca Wands to physically segregate the existing on-road route from the road.
LK3	Kessingland Neighbourhood Plan Allocations (SA1 Former Ashley Nurseries site, SA2 Land at Laurel Farm West and South and SA3 Land at Laurel Farm East)	The position of the Kessingland Neighbourhood Plan allocations (SA1, SA2 and SA3) provides the opportunity to create sustainable connections for residents of these allocations and a wider cohesive network to the benefit of Kessingland's existing residents. Creating a good quality off-road route will have the greatest modal shift potential. The cyclist can then enter Kessingland through Francis Road which is a straight residential street although on-street parking can create obstacles. This is considered a very high priority route.	An off-road cycle and walking path through the site allocations (SA1, SA2 and SA3) should be sought in accordance with the neighbourhood plan and achieved through the development itself. A master-planned approach would ensure a cohesive path. The path could connect to the playing field giving the new residents sustainable access. Consideration can be given to widening a path on Francis Road to allow shared use, but it is unclear how much of the grass verge is under highway ownership.

Map Reference	Location	Description	Recommendation
LK4	Clare Road	An alternative to using Francis Road and to continue any high-quality infrastructure provided through the Kessingland Neighbourhood Plan allocations (SA1, SA2 and SA3) is to continue the cycle path eastwards along the boundary edge of the playing field. This will eventually reach Footpath 12 within an adjacent field. Footpath 12 heads southwards along Clare Road and would require both legal and physical upgrading. Much of the footpath appears to be on highway land which will reduce the number of landowners impacted, however it is noted that to the south the line of the footpath is disrupted by residential properties. The footpath runs along the eastern extent of Clare Road and is segregated by an area of thick foliage. This is considered a high priority route.	This path will eventually reach Footpath 12. A small part of this route is within a field so access and improvements would require negotiation with private landowners to progress this improvement. Footpath 12 then heads southwards into Kessingland. There is ample space to the east of Clare Road to form new infrastructure. There is an option to either upgrade and widen the footpath itself or widen and upgrade the path along the eastern side of the road. This may provide an opportunity to consolidate the footpath and pavement together as the public footpath appears to be fractured.
LK5	London Road – High Street	Should the allocations in the Kessingland Neighbourhood Plan not be developed an alternative route is to continue along London Road onto the High Street. The potential to create new infrastructure on London Road itself becomes less likely to the south with the presence of residential properties on either side of the road. London Road leads to an on-road cycle route along the western side of the High Street. This is considered a medium priority route.	Improvements alongside the remainder of London Road will be difficult to achieve due to constraints. A low-cost step to improve its potential for cyclists would be to stop vehicular parking on the road which serves to narrow the road and reduce visibility. However, this may prove locally unpopular as London Road contains a number of terrace properties without driveways meaning they are reliant on on-road parking. Parts of the path on the western side of the road are relatively wide, but other parts are narrow meaning a cohesive shared path would be difficult to achieve. A potential alternative is a new bridleway. It could start by upgrading Footpath 3 to the north and continue along the field edge to eventually adjoin to Dowson Drive. This route could also utilise a compacted gravel path that services garages to the rear of London Road if this possible it reduces the land required from the field. Negotiation with private landowners to progress this improvement would be required.
The key corridor takes the cyclists/walker to the northern edges of the settlement, below are some routes for potential improvement to take them into or through Kessingland. High Street A wide, but relatively busy road that contains fragmented cycle infrastructure including an on-road path to the north and south and with a central section that appears suitable for a shared path. The on-road options could be upgraded with orca wands to avoid vehicles parking inside them. The junction between the High Street/Whites Lane could be upgraded using the grass verge to provide a shared cycle surface. Appropriate crossing points on both the High Street and Whites Lane will ensure good links to the Africa Alive park. Footpath 11 The definitive maps show a footpath bisecting Kessingland providing direct access through the settlement. The definitive map shows the footpath combines with the road network to the north on Lloyds Avenue and then through a series of residential pathways and a more traditional footpath to the south. A cohesive route could be created subject to surface and legal upgrades. Wash Lane This road heads north to south along the eastern side of the settlement. The road is relatively wide with good grass verges meaning a shared path could be explored here.			

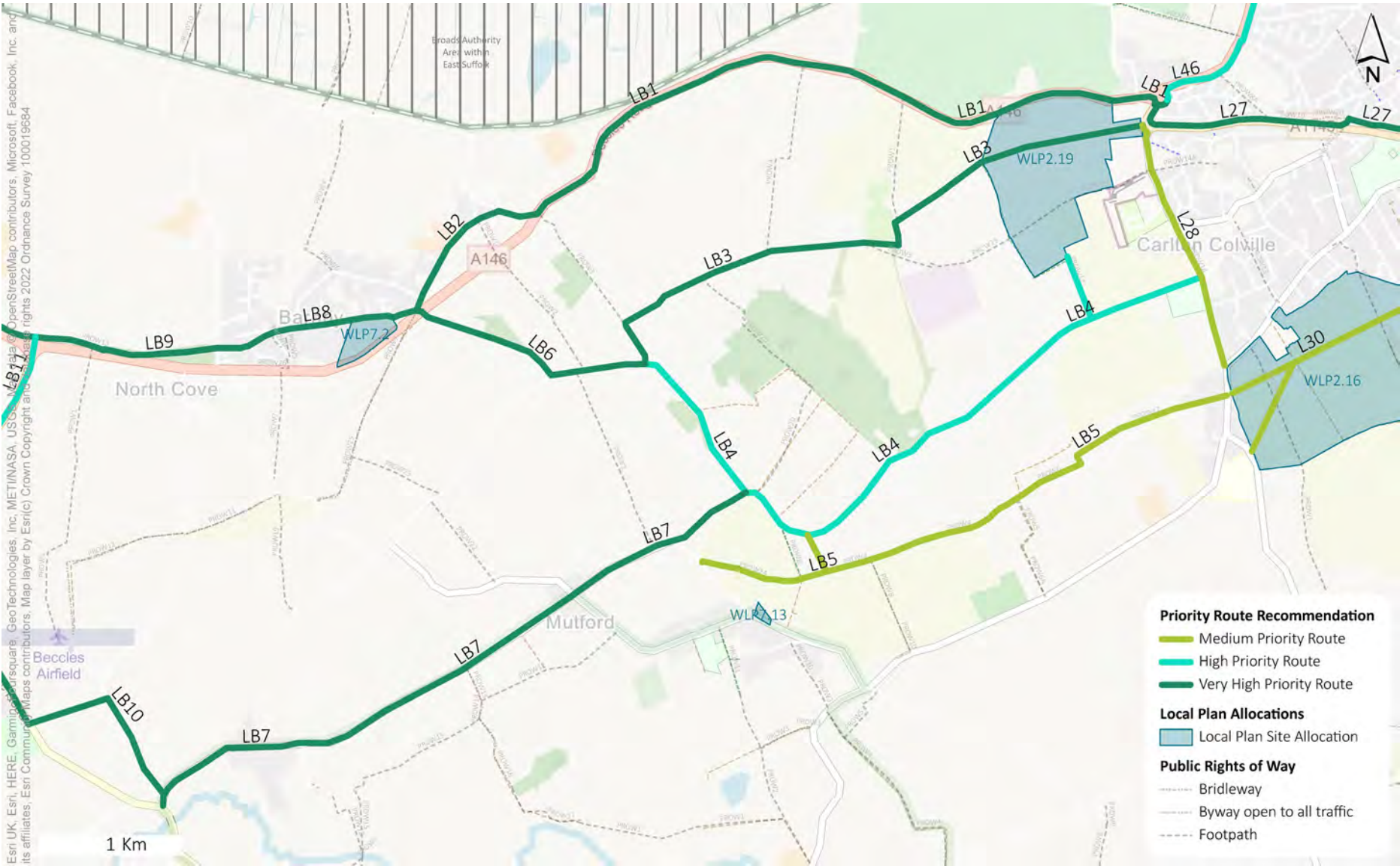
Lowestoft to Bungay Key Corridor



- 4.34 The Lowestoft to Bungay Key Corridor seeks to provide a cohesive cycling and walking network, which maximises off-road routes and delivers improvements of the highest quality. The route encompasses the parishes of Carlton Colville, Barnby, Mutford, North Cove, Ellough, Worlingham, Beccles, Weston, Barsham, Ringsfield, Shipmeadow, Ilketshall St Andrew, Mettingham, Ilketshall St John and Bungay. Parts of this Key Corridor fall within the Broads Authority area.
- 4.35 The Propensity to Cycle Tool (PCT) map shows the importance of Beccles Road (A146) for cyclists despite the hazards it presents. There exists a high potential for significant modal shift here. There is also strong potential through Beccles. It is worth noting however that PCT does not calculate modal shift potential on off-road routes such as Public Rights of Way (PROW). However, as Strava Metro compiles data for both on and off-road routes, it provides evidence as to which routes are popular. There is correlation between the two data sets with high levels of travel between these settlements, but with greater emphasis on quieter routes south of Beccles Road.
- 4.36 A cohesive route through the centre of Beccles was considered, however there are difficulties in achieving this without significant modal filters. Routes to the town centre are instead proposed through the Common and Puddingmoor/Ballygate. A more direct route into the town centre will remain the ambition, but safety and cycle awareness initiatives may provide an alternative approach.
- 4.37 The key opportunities that have been identified in support of this Key Corridor include:
- The planned development in the Waveney Local Plan,

- Primary and secondary schools,
- The cultural offer of two market towns.
- Beccles Town Centre, and
- Beccles Train Station.

Lowestoft to North Cove Route



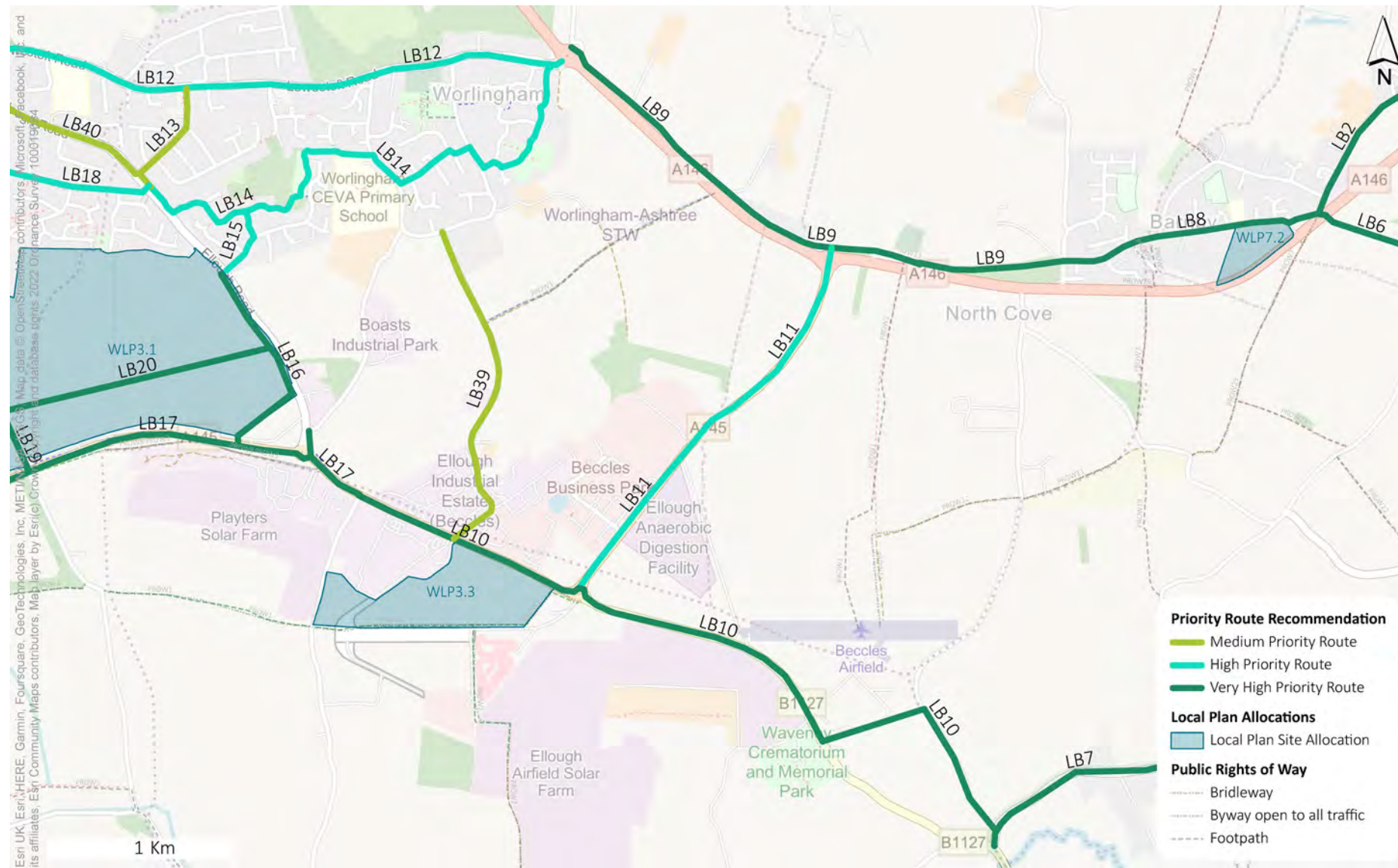
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Map Reference	Location	Description	Recommendation
LB1	Beccles Road (A146)	This is the main road between Lowestoft and Beccles and Propensity to Cycle Tool data suggests there is potentially use here. The road is 50mph, both winding, undulating and whilst relatively wide it experiences a high volume of traffic meaning it is a poor route to cycle on currently. Despite its deficiencies it remains the most direct route. This is considered a very high priority route.	Considered in isolation improvements to Beccles Road could be costly due to the road's length and any infrastructure being close to a busy road reduces its value. However, a unique opportunity could be presented should Suffolk County look to construct a bypass to the Barnby Bends. This could then allow for new cycle infrastructure either alongside the new stretch of road or in utilising the existing road once the bypass is complete. A close working relationship between Suffolk County Council (SCC) and East Suffolk Council (ESC) is paramount. Whilst the other options between Lowestoft and Beccles offer opportunities and benefits, Beccles Road/Barnby Bends remains the most direct route and would most likely be the most used for commuters so provide the greatest level of modal shift. Any potential bypass should aim to link sufficiently into the WLP2.19 Oakes Farm sport and leisure allocation. Should the bypass not come to fruition then the Oakes Farm allocation offers an opportunity to start a cycle route alongside Beccles Road as a long term ambition. Should this approach occur care must be taken not to direct cyclists onto Beccles Road until completion of the wider route.
LB2	Swan Lane	Should a bypass to the Barnby Bends be deemed viable the transition into Barnby/North Cove would optimally be at The Street. However, an alternative option requiring less new cycling/walking infrastructure is Swan Lane. This is a relatively narrow road, but relatively quiet. This is considered a very high priority route.	It is unlikely that significant infrastructure will be viable on Swan Lane given its narrow width and strong biodiversity assets either side. A footpath to connect to the public house could be explored, but it is unlikely the footpath could be built to a suitable width. Traffic calming measures and signage could be an alternative. Ideally any potential works to the Barnby Bends would extend beyond Swan Lane. It is important to consider safe access onto and off any new infrastructure to ensure cyclists aren't directed back onto the main road (Beccles Road, A146).

LB3	Mutford Wood	Currently this route has limited use according to Propensity to Cycle Tool data whilst Strava shows moderate use, it is notably less used than the other options. This is most likely because of the use of this route is currently dependent on using a small stretch of Beccles Road to the east. The sport and leisure allocation at Oakes Farm (WLP2.19) may offer an opportunity to address this issue. Mutford Wood contains no cycle infrastructure being a country lane and its unlikely to be cost efficient to create a new cycle path, however this road is likely to be quiet as it serves only a few isolated dwellings and farms. It should be noted that it reaches a potential hazard at the end of New Road where cyclists are required to cross Beccles Road; this issue will be considered under recommendation LB6 as both join New Road so both have a similar problem. This is considered a very high priority route.	The Oakes Farm allocation provides an opportunity to create a direct link onto Mutford Wood through the site without the need to use Beccles Road. This will then create a safe and direct means of reaching Mutford Wood. Mutford Wood could then be made a candidate for a quiet lane designation should it be better accessed. Given the limited number of houses and businesses, restrictions for through traffic could also be considered further improving the road.
LB4	Mutfordwood Lane	This route is a National Cycle Route (NCR) and is currently the most suitable for non-confident cyclists. The connection onto this route from Lowestoft is through Church Lane. Mutfordwood Lane is a narrow country road, both long and winding. However, it is likely to be quiet as it serves only a few properties, businesses, and farms. It is also likely that most traffic will use the main roads, however it can be used as a bypass to parts of the A12 and may experience traffic from Mutford itself. Propensity to Cycle Tool data shows some potential use, but not a significant level of cyclists, however Strava shows it is an important route perhaps suggesting it is a route used more for leisure cyclists than commuters. It is inherently indirect which reduces its value but does provide an attractive route with leisure benefits. This is considered a high priority route.	It is unlikely a new track alongside the long Mutford Wood/Mutfordwood Lane/New Road route will be viable despite representing a good solution. However, the road is relatively quiet and could be considered as a quiet lane. The biggest weakness with this route is its eventual connection to North Cove by crossing Beccles Road (A146) via New Road which is noted under LB6. It should be further explored whether connections into the WLP2.19 Oakes Farm sports and leisure allocation can be achieved via improvements to Bridleway 17. An ancient/veteran tree is adjacent this route and no improvements should damage this important biodiversity asset.
LB5	Bridleways 12, 6, 4, 8 and 24	An alternative route to LB4 that could be considered is to utilise bridleways south of Mutfordwood Lane. Cycling is allowed on this route and it provides an attractive, traffic free alternative. This is considered a medium priority route.	The surface would need improving to ensure it is accessible to a wider range of users.
LB6	New Road	New Road heads northwards towards North Cove and is a relatively narrow rural road, both attractive in outlook and relatively quiet with traffic. New Road then meets Beccles Road (A146) requiring cyclists to cross over into North Cove or continue along Beccles Road. This crossing point involves a busy A-road with a 50mph speed limit and utilising a traffic island. This represents a potential hazard that would reduce this routes desirability for non-confident cyclists and families. This is considered a very high priority route.	The biggest weakness with this route is its eventual connection to North Cove by crossing Beccles Road. As a functioning A-road, the extent of traffic calming measures that can be utilised may be limited. However lower speeds and traffic calming measures should be considered.

LB7	Church Road/Hulver Road	Propensity to Cycle Tool (PCT) data suggests limited cyclists use this route and also shows a lower growth potential. The PCT data suggest that this has limited commuting potential, but it does connect directly into a key employment area at the Beccles Airfield/Ellough industrial Estate which is allocated for more growth (WLP3.3) so it may have greater potential for commuter growth in the future. Strava in contrast shows the route is well used. Church Road is likely to be relatively quiet, but it does go through the village of Mutford so will likely experience higher levels of traffic than Mutford Wood/Mutfordwood Lane. This route has definite merits in offering an alternative and utilising potential growth south of Beccles. This is considered a very high priority route.	A new track alongside the long Church Road/Hulver Road route would represent the best solution, but the roads are constrained, and such a route would have a high expense due to its length. Instead, improved signage and wayfinding with traffic calming measures could be considered. A potential improvement could be the extension of the small section of pavement alongside Hulver Road in Mutford to encompass the remaining properties on Church Road using the existing grass verge. This will provide the benefit of connecting the properties together and connecting the houses on Church Road to the bus stop.
LB8	North Cove	The Street is the main road through the village of North Cove. On-road cycling is required but the road is limited to 30mph (and 20mph outside the school) and will be relatively quiet and an NCR. Eventually this joins a pathway at the western extent of the village. This is considered a very high priority route.	A shared path could be considered alongside The Street and would be the optimum solution so should be considered first. However The Street does narrow westwards and a cohesive shared path across its entire length may not be viable. An alternative solution are modal filters applied to The Street to reduce through traffic. A traffic model would be needed, but it would potentially displace traffic onto Beccles Road (A146) and remove them from the village centre.

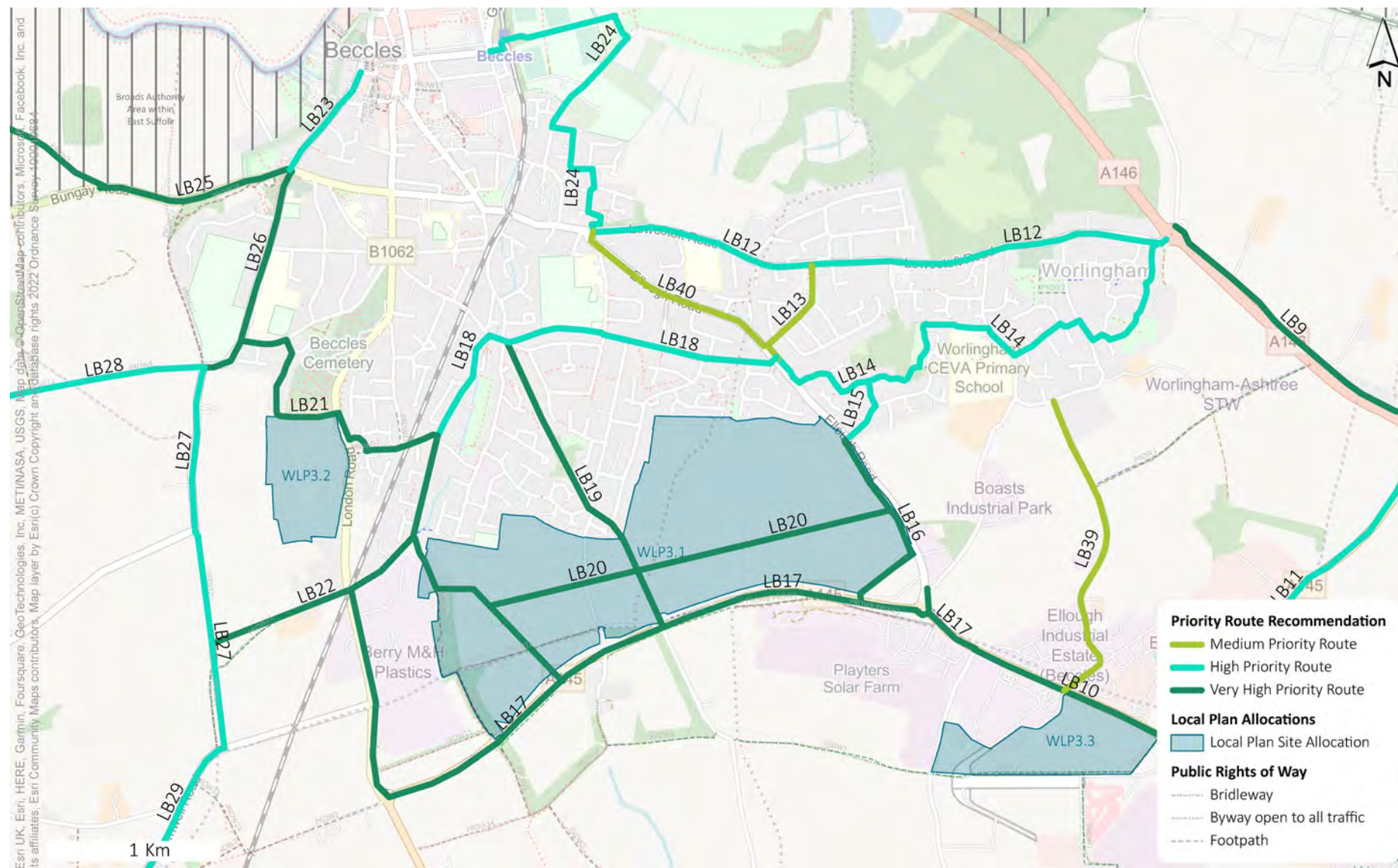
North Cove/Mutford to Beccles Route



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Map Reference	Location	Description	Recommendation
LB9	Lowestoft Road	At the end (western side) of The Street/Marsh Road is a path that runs parallel to Beccles Road to Lowestoft Road. The legal status of this path is unclear from the definitive map, however there are signs stating footpath and on the western extent signs suggesting cyclists can use it also. In addition, it is part of the NCN. This route does offer a chance to avoid the more hazardous A146 Beccles Road and is off-road and attractive. This pathway eventually joins Lowestoft Road. Lowestoft Road appears to have been a main road before the creation of Beccles Road, now it runs parallel to the Beccles Road and its eastern extent is a dead-end. The road has no cycle infrastructure, but it is quiet, relatively wide and 30mph. It contains a narrow pedestrian footpath. Given its width there is potential for a new cycle path here. As an alternative or addition to this approach modal filters could be applied. Modal filters would restrict the road as a through-road and potentially free more space for cycling. This is considered a very high priority route.	Ensure the status of the path between The Street and Lowestoft Road allows for cycling and provide sufficient wayfinding. Lowestoft Road represents a good cycling route due to its width and quiet nature. However it could be improved with a segregated cycle lane or modal filters to cut through traffic. Ensure that any improved cycling route extends around the roundabout to Marsh Lane.
LB10	Benacre Road	The recently constructed Beccles southern bypass offers good quality infrastructure but this ceases opposite Church Road meaning it does not connect through to the rest of the employment area nor as far as Hulver Road. The B1127 (Benacre Road) is a poor road to cycle on due to the traffic speeds and HGV use and should not be encouraged without an extension of the good quality cycle path. This is considered a very high priority route.	The cycle path should be extended through to Copland Way as a minimum and further if possible. This will provide good connections for the residents of Beccles and Worlingham to the employment area. However to ensure a cohesive key corridor an off-road path would be required with connections to Hulver Road. The line on the map is indicative but the poor junction between the B1127 and Hulver Road needs to be avoided in its current layout.
LB11	Copland Way	This road provides an opportunity to connect the two identified recommendations on Lowestoft Road to the north and Benacre Road to the south. The road is relatively wide with reasonable visibility. It contains large, albeit sloped, grass verges either side. The road services employment uses so experiences HGV traffic. This is considered a high priority route.	Consider an off-road cycle route along the length of the road with a suitable crossing point to join Lowestoft Road. Adjacent PROW routes provide some pedestrian north-south movement, but as a minimum a pedestrian footpath/shared path should be provided to the entrance to Anson Way.
LB39	Sandpit Lane	Sandpit Lane is a relatively quiet road, rural in character connecting employment uses to the south and a residential area to the north. The road is narrow and largely single lane with high vegetation to the north. It becomes marginally more open and wider towards the south. This is considered a medium priority route.	A modal filter can be applied to ensure it is not used as a cut-through into Worlingham. This will potentially reduce traffic and make it safer to walk or cycle. There does not appear to be residential properties on this road and the employment sites should avoid use through the residential streets to the north anyway. Furthermore access between Worlingham and the employment site would not be significantly impacted as College Lane provides an alternative. The usability of Sandpit Lane for cyclists/walkers declines to the south where heavier vehicles will be present so ensuring signposting and visibility will be key here.

Beccles Route



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Map Reference	Location	Description	Recommendation
LB12	Lowestoft Road	This route is the most direct route through Worlingham and Beccles and brings the traveller close to Beccles town centre. Lowestoft Road is a wide, busy residential road running through Worlingham and into Beccles. It contains reasonable footpath provision on both sides of the road. The road widens opposite Glenwood Close and then provides an on-road cycle route marked by white lines through to the Ingate/Ellough Road junction. Both Strava and Propensity to Cycle Tool data show this to be the most popular route through Worlingham/Beccles. As the route progresses westwards the constraints increase making it difficult to obtain the best quality infrastructure. The railway line bisects Beccles creating a pinch point at Ingate which is also highly constrained with properties hard to the boundaries of the pavement meaning improvements are limited. Accordingly despite the route's existing popularity the key corridor is diverted northwards to allow direct access to the town centre, but not a direct route through Beccles. Clearly this does not stop cyclists from continuing through, but as high-quality improvements are not likely to be viable this would appear a better use of future resources. This is considered a high priority route.	Provide a cohesive shared path along Lowestoft Road before utilising wayfinding to direct cyclist's northwards at Brick Kiln Avenue. Wayfinding will be required to direct cyclists through a number of quiet residential streets to the Common's cycle/pedestrian route. An ancient/veteran tree is adjacent this route and no improvements should damage this important biodiversity asset.
LB13	Hillside Avenue	The road provides a useful connection between Lowestoft Road and Ellough Road. It is relatively quiet although subject to some through traffic. It contains reasonably wide grass verges and provides connections to a small secondary cluster of shops. This is considered a medium priority route.	The grass verges mean a widened path for shared use remains a possibility. If this is not considered viable an alternative would be to use modal filters to restrict use of the road for through traffic. This could be applied at the most appropriate location on the road.
LB14	NCR (various) Part 1	This route through the built-up areas of south Beccles and Worlingham is less direct and more complex than the central route. Furthermore, it bypasses the town centre with its retail and cultural offer. However, it has a significant advantage in that it utilises existing infrastructure and avoids on-road cycling to a greater degree; potentially making it a safer route. This route is the current NCR so contains reasonable wayfinding signage despite the complexity. Propensity to Cycle Tool data shows sections of the route are reasonably well used (notably Darby Road and Coney Hill) but other sections are poorly used, particularly eastwards. Strava data shows some use, but not to a significant degree. Overall, despite better infrastructure and quieter roads, it is far less used than the central route through the town. This is considered a high priority route. Pains Close – Accessed through a shared path off Lowestoft Road. The road is a quiet cul-de-sac.	Suttons Road /Rectory Lane/All Saints Green - Improve wayfinding signage and crossing points along the route. Whilst functional cycle route signs are present they are sometimes difficult to see and obstructed so, subject to highway consent, more noticeable or even themed signs could be utilised. Extend the shared path along Garden Lane to the off-road cycle and walking route heading westwards.

Map Reference	Location	Description	Recommendation
		Pepys Avenue – A reasonably wide residential road, but unlikely to be a high priority for improvement. Prior to accessing the cul-de-sac a shared path could be created with the space available to connect Pains Close to Pepys Avenue cul-de-sac. However, this would create an incoherent route as cyclists would go from on-road cycling to shared path and off again. The roads width and relatively quieter nature means it is unlikely to require significant improvement. Shared Path between Pepys Avenue to Janet Hadenham Close – An attractive route of good quality. Janet Hadenham Close is a quiet cul-de-sac. Suttons Road /Rectory Lane/All Saints Green – Whilst these roads do not appear to be significantly busy, they are likely busier roads than much of this route so far and it involves several turns and crossings. The grass verges may provide some opportunity for an off-road path, but again it would not create a coherent route with a mix of route typologies. Whilst the route is signposted, improvements could be made in this regard to make it more visible as well as improvements to crossing points with toucan crossings. Wainford Close – There is a shared path from All Saints Green to Wainford Close. Wainford Close is likely to be relatively quiet and there is limited potential for a new path. Garden Lane – There is a small section of shared path from the end of Wainford Close onto Garden Lane to a formalised crossing point and then a short section through to the primary school. Clearly this was created for the safety of school children accessing the school; given the grassed area in front of the school it would appear possible to extend this shared path further through to the entrance of the off-road cycle route to the north. This would allow cyclists to remain off-road for longer on one of the busier stretches of road. Garden Lane to Holly Close – An attractive off-road route of good quality that is unlikely to be a priority for improvement. Holly Close/Rowan Way – Holly Close is a narrow-shared surface with no distinction between cars and cycles. It is a quiet cul-de-sac with limited potential for improvement. Rowan Way is wider and with reasonable pathways. A shared surface along the north edge to join into the shared path on Ellough Road should be considered. It is, however, unlikely to meet the best practice width.	

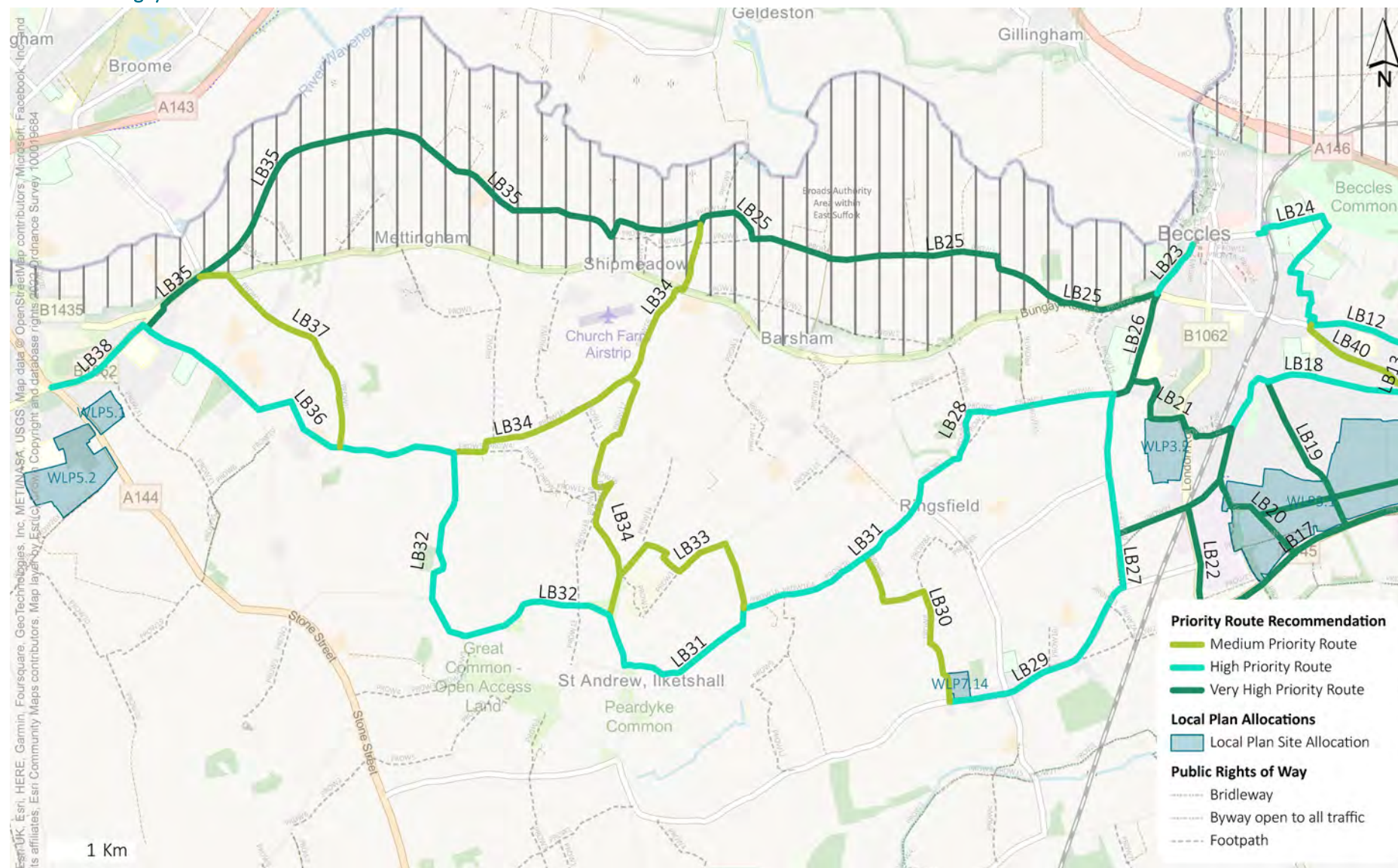
Map Reference	Location	Description	Recommendation
		Ellough Road – This section uses a mixture of shared path infrastructure and uses the quiet service road set parallel to Ellough Road. This represents a small, but decent section for both cyclists and pedestrians before crossing onto Coney Hill using a toucan crossing.	
LB15	Cedar Drive/Rowan Way	Cedar Drive/Rowan Way takes the traveller off the National Cycle Route and allows them to approach the Beccles and Worlingham Garden Neighbourhood avoiding the busier Ellough Road. This is considered a high priority route.	Cedar Drive is relatively wide at its western entrance off of Ellough Road and there is potential to widen the pavement to form a shared path, however the roads do narrow eastwards. There is a pinch point just east of Sycamore Close where the road narrows further and there are no grassed areas. A shared path here would limit road space, but this may provide a traffic calming measure by allowing only one car to pass. Create a crossing point from Cedar Drive over Ellough Road and into the WLP3.1 Beccles and Worlingham Garden Neighbourhood allocation. A lighted crossing could be considered as if the allocation is built this section of Ellough Road will feel more urbanised where a lighted crossing is more appropriate.
LB16	Adjacent Ellough Road	Ellough Road is an important connection to the WLP3.1 Beccles and Worlingham Neighbourhood allocation and employment area. Strava suggests it currently experiences high levels of use. This is considered a very high priority route.	Provide a link alongside Ellough Road through the allocation to connect into the southern bypass infrastructure. This will require a suitable crossing point potentially near Cedar Drive.
LB17	Beccles Southern Bypass	The southern bypass represents a section of high-quality infrastructure and it is important to maximise the use of it via the WLP3.3 Beccles and Worlingham Garden Neighbourhood allocation. This is considered a very high priority route.	The allocation states that ‘Pedestrian and cycle links should be provided to Bluebell Way, Cucumber Lane, Darby Road, Nicholson Drive, Oak Lane, Field View Gardens/Foxglove Close and Cedar Drive’ and ‘A cycle path should be provided along the boundary of the site with Ellough Road’. The high quality infrastructure alongside the southern bypass should be extended to College Lane utilising the wide grass verge to allow safe access onto College Lane. Ensuring safe connection onto and off the dedicated infrastructure will be key.
LB18	NCR (various) Part 2	Coney Hill – This is a long, relatively straight residential road that is likely to experience a higher level of traffic. The road does not contain any cycling infrastructure, however it has relatively wide pavements and wide grass verges meaning the road could be upgraded to a shared path which could directly enter the existing cycle infrastructure at either end. If the traveller heads south from Coney Hill they will eventually join the Beccles and Worlingham Garden Neighbourhood allocation (WLP3.1) and connect through to Route 3. Between Coney Hill/Castle Hill and Rigbourne Hill – The route then connects onto a shared off-road path of reasonable quality.	Coney Hill - New quality shared path along the south side of Coney Road. Rigbourne Road/St Georges Road - Create path along side of the roundabout to connect cycle path St Georges Road/Darby Road with good crossing points. Darby Road - Create shared path if possible, alternatively look at whether a route through Darby Park can be achieved. Ensure the access onto Darby Road is a sufficient width.

Map Reference	Location	Description	Recommendation
		Rigbourne Hill, St Georges Road to Darby Road – The shared path exits near to the roundabout which represents an obstacle for cyclists. However, along the southern side of the roundabout there are sections of open space. These areas of managed grass contain sufficient space to allow a continuation of the shared path with good crossing points from Rigbourne Hill to Darby Road. Ideally to avoid re-entering the road prematurely this would be extended onto Darby Road itself, but this may require private land requisition. Darby Road – This road is a relatively long residential road that heads towards the south of Beccles. The road is relatively wide for much of its length with relatively wide pavements and towards the south, reasonable grass verges. Overall, it may be suitable for a shared path, but it would represent a significant level of work and as there are limited grass verges to the north where the constraints may render this approach difficult. An alternative could be to upgrade the pathway through Darby Park play area, but this would add an additional complexity to an already complex route. This is considered a high priority route.	
LB19	Rigbourne Hill	The is an attractive green corridor running northwards from the WLP3.1 Beccles and Worlingham Garden Neighbourhood allocation which provides a pleasant and direct route towards the town centre. This is considered a very high priority route.	Improve the surface width to reduce conflict between cyclists and pedestrians and ensure the route is available to cyclists as its status is not clearly marked.
LB20	WLP3.3 Beccles and Worlingham Garden Neighbourhood	The Beccles and Worlingham Garden Neighbourhood is an allocated site (WLP3.1) and the policy requires good cycle links throughout the site. This allocation should provide high-quality infrastructure that must be maximised by suitable connections into the site. This is considered a very high priority route.	Suitable infrastructure should be provided in accordance with the allocation policy. The lines on the Cycling and Walking Strategy map are indicative only, however a Beccles and Worlingham Garden Neighbourhood Masterplan Report has been produced.
LB21	NCR (various) Part 3	Kemps Lane – This a narrow stretch of road without a footpath, however it represents one of the few crossings over the railway line so it is a necessity to use. It is likely relatively quiet, and cyclists are aided across the narrow ridge of the bridge by the provision of an on-road marked cycle route. It is unlikely significant improvements could be made here. The narrow width of the bridge may render Orca Wands too prohibitive although any larger vehicles should be directed to another crossing point over the railway line. Traffic restrictions could also be considered. Kemps Lane to London Road to Meadow Gardens – There is an off-road path between Kemps Lane to London Road which then adjoins the shared path along London Road itself representing a section of good quality infrastructure. Via a crossing point with traffic island this then leads to a	London Road to Meadow Gardens - Improve crossing point to create new path through allocation WLP3.2 South Road/Ringsfield Road - Create cycle path to link the NCR with the key corridor suggestions westwards to Bungay.

Map Reference	Location	Description	Recommendation
		shared path on towards Meadow Gardens. The crossing point should be upgraded to encourage greater use. The adjacent allocation, WLP3.2 Land West of London Road which is currently under construction, provides an opportunity to improve the crossing and provide a new and improved pathway through to Meadow Gardens. Meadow Gardens – Meadow Gardens is a quiet residential cul-de-sac. It is unlikely significant improvements could be undertaken here. The width of the road and lack of grass verges is not conducive to a shared path, however as a relatively quiet road it is likely to be an acceptable surface to cycle on. South Road/Ringsfield Road – South Road runs to the south side of the high school. It contains no cycle infrastructure but is relatively wide with some grass verges. Its width is likely needed due to the parking caused by the school. Ringsfield Road which exits Beccles to the southwest contains no cycle and walking infrastructure. It is likely that a shared pathway is possible on South Road, in addition a shared path is possible along Ringsfield Road as south of the playing field there are wide grass verges. These improvements have limited value on their own, but with wider improvements towards Bungay they become much more valuable. This is considered a very high priority route.	
LB22	Wash Lane	Wash Lane provides an opportunity to provide further connections into the WLP3.1 Beccles and Worlingham Garden Neighbourhood allocation. The road is relatively quiet and an attractive location in which to walk and cycle. The road services a few properties only and as you travel westwards vehicles can no longer pass. Wash Lane continues westwards and merges with Bridleway 21. Its surface is relatively good where it forms an access to a few properties, but it does degrade further westwards. This is considered a very high priority route.	The exit from Wash Lane to London Road should be widened where possible so cyclists can remain mounted (this will be restricted by the positioning of the Pill box), the width of Wash Lane should also be improved through foliage management. A cycle path should then be extended to the nearby employment premises. Consideration should be given to extending it further still to the southern bypass. However a similar route could be achieved through the garden neighbourhood allocation itself. Bridleway 21 could have its surface upgraded where required to allow continuous access for cyclists. It is important that any route between Lowestoft to Bungay also provides adequate connections into Beccles town centre. For infrequent cyclists or those making service trips completing the whole key corridor from Lowestoft to Bungay is unlikely. More likely are trips from either end or the surrounding villages to use the services present in Beccles. A route using the most central arterial routes were explored first, however these roads are busier with traffic and contain significant pinch points. It was considered that without significant restructuring of its main road's improvement would be difficult to achieve.

Map Reference	Location	Description	Recommendation
			Whilst it is recognised that these two options put forward do not represent the most direct nor even the most well used routes to the town centre itself, they are considered quieter, more attractive and with greater potential for improvement.
LB23	Ballygate or Puddingmoor	To access the town centre from the western side would likely be best utilised by either Ballygate Road or Puddingmoor. Ballygate is an attractive route and relatively wide to the south although it does narrow northwards, some of the roadside gullies may also dissuade cyclists. Puddingmoor is narrower, but likely quieter and likewise attractive. However Puddingmoor is at a lower level than the main town centre with narrow steps up to Ballygate unsuitable for cyclists. This is considered a high priority route.	Better wayfinding to help direct cyclists to the optimum route. Consideration should be given to traffic filters where one-way traffic could free up road space on Ballygate with consideration for vehicle weight restrictions on Northgate providing this does not adversely impact delivery vehicles.
LB24	Common Lane	Access to the town centre from Lowestoft Road could be achieved through an existing connection onto Brick Kiln Avenue then utilising a series of quiet residential streets to Common Lane. Common Lane is a long, narrow road with a rural character. The south of Common Lane contains a narrow pavement. The remainder of the road leads to the playing field, which provides a route back into town and with suitable connections onto Gaol Lane which provides access to the town centre. This is considered a high priority route.	Provide suitable wayfinding and potentially traffic controls through the residential streets to Common Lane. Widen the existing pavement on Common Lane and provide traffic controls and wayfinding to the playing field (dismounting over the rail bridge will be required. Provide suitable connections onto Gaol Lane using recently installed crossing point.
LB40	Ellough Road	Ellough Road a wide, residential street and one of the busier roads within the area. It contains a pavement to either side with wide grass verges between Hillside Avenue and Beccles Primary Academy. There are sporadic on-road cycle markings from Lowestoft Road to past the Castle Hill junction. Alongside the on-road section there appears to be a small section on shared pathway. This is considered a medium priority route.	A shared pathway with an element of cycle/pedestrian segregation should be sought from the junction of Lowestoft Road to the junction with Hillside Avenue with suitable toucan crossing points. Parts of this route have sufficient grass verges that likely allow required widths. The north side of the road is more constrained. Road space currently used for cycle lanes could be subsumed into any new infrastructure. It is unlikely a shared path could be achieved on both sides of the road.

Beccles to Bungay Route



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Map Reference	Location	Description	Recommendation
LB25	Beccles to Shipmeadow	This route to Shipmeadow is formed of footpaths and as such is not assessed under Propensity to Cycle Tool (PCT) data and there is limited use on Strava. Cyclists are not currently able to use this route hence its low numbers, however it does represent the most direct route between Beccles and Bungay which avoids the busy and ill-suited B1062. Strava shows the B1062 is well used despite its deficiencies whilst PCT shows modest use with high modal shift potential. However, this route currently involves using a busy, fast moving and undulating road with its length making high-quality improvements expensive. It is hoped that a route north of this will offer a viable alternative and take at least some of the cycle traffic currently using the B1062. The first section of this route is Bungay Road exiting from Beccles at its western extent. This road is busy where cars accelerate to high speeds. The road contains a pavement up to the entrance with Roos Hall, but this ceases further westwards and does not connect to Footpath 3. This currently limits the wider effectiveness of this route both for cyclists and pedestrians. Footpath 3 appears already suitable for cycling. It is partially metalled and wide enough to accommodate both pedestrians and cyclists. It appears to be used as an access for farming vehicles and its wider use for cyclists should be explored. As a farming track it is unlikely to be busy but passing bays should be considered as a potential improvement. This is a quiet, rural road so a crossing point is unlikely to be a priority although improved visibility splays could be considered. Unfortunately, the remainder of the footpaths are of a poorer surface quality. The first section is a grassed track which then becomes a barely defined path along the north edge of the field. The route is blocked to cyclists by stepped turnstiles. Whilst the route eventually opens up and widens, surfacing improvements would be required all the way through to Locks Lane. Locks Lane is another quiet rural road which forms the connection between Footpath 3 to Footpaths 9, 14 and 15. These footpaths form a very attractive route; however, they are again unsurfaced so require upgrading. Footpaths 9 and 14 appear relatively wide and are an un-made track used for farm vehicles. Footpath 15's width is considerably narrower due to the position of drainage ditches either side. In addition, the land becomes boggy so these considerations will impact the type of surface used.	A wide grass verge alongside the start of Bungay Road until the access to Footpath 3 provides opportunity for a shared path. This would have the additional benefit of connecting Footpath 27 which heads southwards. Upgrade Footpath 3 to bridleway status. Upgrade the remaining footpaths to bridleways or cycleways with improved surfacing and widening where possible to create an accessible surface. Whilst full asphalt surfacing would form the highest quality for the cyclists it is likely that a compacted surface would be more acceptable and more in keeping with the character of the area particularly as this section is within the Broads Authority area. Better wayfinding would also be required and the alteration to barriers to better allow cycling.

Map Reference	Location	Description	Recommendation
		Alternatively, Footpaths 5, 6 and 8 could be used. These are more direct and avoids the boggier parts. However, these are largely set through fields (as opposed to around the edges) so surfacing may prove more difficult. This is considered a very high priority route.	
LB26	Ringsfield Road (north)	This road contains two schools so would benefit from better cycle links. It has reasonable grass verges (particularly outside Sir John Leman High School) and a relatively wide pavement on its western side until Nelson Way. Connecting the schools to a cycle path would have significant benefit. This is considered a very high priority route.	Use the grass verges to create a shared path. It is likely that any path would have to be on the western side of the road which is opposite the schools. Accordingly suitable crossing points will be needed. The road narrows outside St Benet's Catholic Primary School so consideration could be given to bypassing this section utilising and improving existing pathways through the adjacent wooded area (The Dell).
LB27	Ringsfield Road (south)	A relatively straight, quiet but fast flowing road which has limited potential for improvement but provides a first step towards Ringsfield. Ringsfield Road leads to Bridleway 20. The northern part of the bridleway (Primrose Lane) is narrow, but quiet and metalled and a reasonable place to cycle. The southern part contains a poorer surface. This is considered a high priority route.	Wayfinding, warning signage and speed restrictions could be used to make the road a safer experience. The southern part of the bridleway could have its surface upgraded to provide better access for all cyclists. An ancient/veteran tree is adjacent this route and no improvements should damage this important biodiversity asset.
LB28	Bridleways between Ringsfield Road and Church Road	An alternative, less direct route from Beccles and Bungay which also avoids the B1062 is via public rights of way in Ringsfield and Ilketshall St Andrew. The existing NCR between Beccles and Bungay takes a similar approach, but heads further south potentially making it even less direct, and the NCR is largely on-road. This route offers a compromise between the NCR and the other potential routes. Strava shows this route to be relatively well used although not as well used as the less direct on-road options. This is perhaps a reflection of the poor quality of the surface. Exiting from Beccles on Ringsfield Road, south of the playing field, takes you to the entrance to Bridleways 4/14/5. This creates a direct route westward; however, the surface is largely compacted dirt so would need upgrading to be attractive to road cyclists. The surface improves where it meets Lodge Farm Lane/Bridleways 6a/7. This surface is partially metalled and although not smooth so still has potential for improvements. The connection through to the next bridleway (8) requires travel along a short stretch of public highway on Church Road. This short stretch of road is likely quiet; it is relatively straight although curves where it meets Bridleway 8. There is space sufficient for a small, shared path to connect them together, but this may not meet LTN 1/20 standards. As a minimum	Whilst the route uses existing bridleways large sections require an improved surface to open them out to a wider array of cyclists, otherwise the less direct NCR is preferable. Notably bridleways 4/14/5 and 8/16 should be upgraded with a firmer, all-weather surface. Bridleways 6a/7 are more accessible but would also benefit with improvements. Where the bridleways meet the highway on Church Road the visibility splays need to allow a safe access.

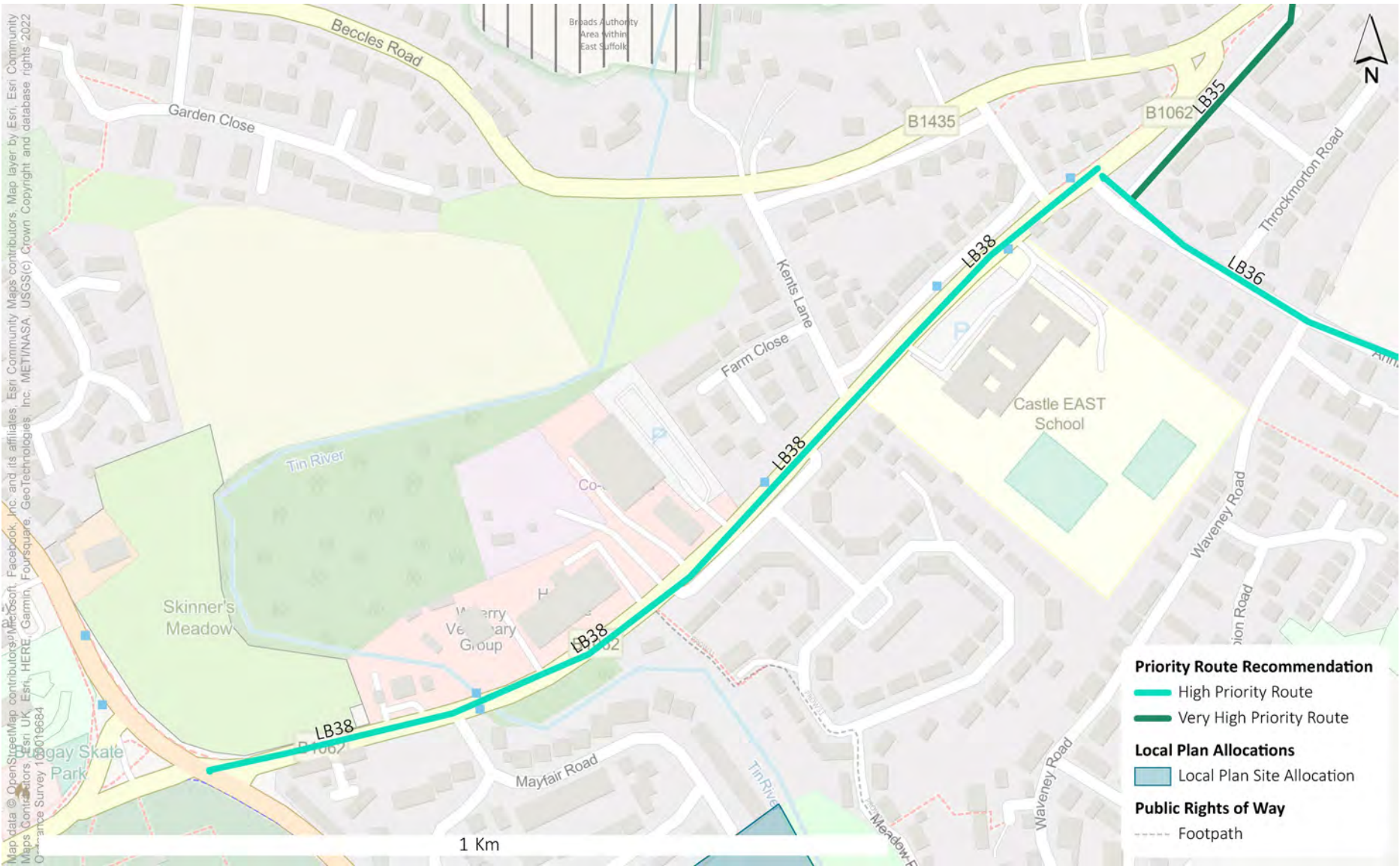
Map Reference	Location	Description	Recommendation
		visibility should be sufficient to allow safe entrance and exit onto the public highway. This is considered a high priority route.	
LB29	Ringsfield	School Road provides the main arterial route through Ringsfield. It contains a pavement for pedestrians and the road speeds reduce to 20mph outside the primary school. The pavement ceases at the school and does not extend to the entrance to Bridleway 8. This is considered a high priority route.	Whilst an off-road cycle route would be most beneficial it is unlikely that significant improvements will be viable for much of Church Road and Ringsfield Road. Along School Road the pavement stops short of the access to Bridleway 8. Extending the pavement and providing a formal crossing point will better connect Ringsfield to a potentially useful cycling and walking route. This can be achieved in conjunction with allocation WLP7.14 Land North of School Road. An ancient/veteran tree is adjacent this route and no improvements should damage this important biodiversity asset.
LB30	Bridleway 8	Bridleway 8 then connects back onto route 3. The bridleway offers an attractive route through the fields; however it is formed of an un-made surface. This means that whilst cyclists can use this path, it is unsuitable for most users. The pathway is tree lined, but its boundary with the fields becomes less distinguishable in the central section. This is considered a medium priority route.	Bridleway 8 should be resurfaced to better allow all cyclists as well as retaining its use for horses. A full hard surface may not be suitable particularly as there appears to be some farm vehicles crossing this path. However, some form of upgraded compacted surface is recommended.
LB31	Bridleways 6 to 16	Both Bridleway 8 and Bridleway 16 are of better quality at either end, however the majority of these bridleways to the centre are unmade meaning resurfacing would be beneficial. This need not be asphalt but instead a compacted surface would making the bridleway accessible to a wider range of cyclists and people with mobility issues and retain its core use for horses. These bridleways exit upon Banter's Lane which is a long, narrow rural road that leads into Ilketshall St Andrew. The road is relatively quiet and provides an attractive route. However, it is in places winding and the hedgerows either side do remove some visibility. This is considered a high priority route.	Improve the surfacing along the majority of the route. Banter's Lane is particularly winding with lessened visibility which could be improved. Opportunities to improve Banter's Lane should be explored. However, it may be that an alternative route could ultimately be deemed more appropriate.
LB32	Ilketshall St Andrew	This route brings the traveller through the village of Ilketshall St Andrew. This village is dispersed into clusters and the route skirts along the east/north boundary. Cyclists are required to use Chapel Road, Toaks Common Lane, Mill Lane and Manor Farm Road. In character these roads are rural and relatively attractive, but they do contain regular accesses through to residential properties. Chapel Road is a narrow road and closely bordered on either side by trees and hedgerows. It contains no significant bends, but visibility within its slight curves is reduced by its constrained nature. It lacks regular passing bays, and the verges and hedges mean it has little space to move off-road. Despite being within a village there is no pedestrian footpath.	It is unlikely that significant improvements will be viable given its rural nature and length. However, Strava shows this route is relatively well used so where the curves in the road provide limited visibility the turns could be widened to make safer for cyclists. Traffic calming measures could also be considered.

Map Reference	Location	Description	Recommendation
		Mill Lane is similar in character to Chapel Road in that it is rural in character, narrow and with residential properties accessing off it. Whilst Mill Lane is similarly constrained in places, the majority of the road is more open with wider grass verges and shrubs as opposed to thick hedgerows. This road also contains gentle curves but again visibility is varied. Manor Farm Lane likewise is narrow and of a rural character, but unlike Mill Lane and Chapel Road this road lacks residential accesses. This road leaves the village northwards and becomes increasingly agricultural with wider vistas and wider, but unkept, grass verges. Visibility is better, but the same constraints do exist in places. There are a set of sharper turns central to the road. This is considered a high priority route.	
LB33	Hall Lane, Footpaths 11 and 17	Banters Lane represents a poorer road for cyclists to utilise due to its winding nature, accordingly an alternative could be sought. Using Hall Road to head northwards provides access to Footpath 11 leading to Footpath 17 could be one option. Footpath 11 is unmade along field edges. However there are a number of other tracks (not adopted) within this area which could also be utilised. Another option is a metalled track that services a substation which has a more solid surface offering cycling benefit. This is considered a medium priority route.	Upgrade both the legal status and surfacing of Footpath 11. Assess the potential for new cycle routes from Hall Lane to Clarke's Lane. Consider similar upgrade to Footpath 17 or whether the substation access could be utilised.
LB34	Clarke's Lane, Byways 5, 16 and 17	Whilst it is indirect this route has the benefits of using existing off-road infrastructure and provides a connection between the north (LB25 and LB35) and south (LB31 and LB32) key corridors. Strava suggests limited cyclists are currently using this route hence why this is considered as an alternative only, but this may also be due to surface quality. Clarke's Lane is a narrow road, rural in character that is likely to be relatively quiet in terms of vehicular traffic. To the south it is straighter and less enclosed so offers good visibility. To the north up to where it meets Bridleway 16 it becomes enclosed by hedgerows and the road becomes more winding. Bridleways 16 and 17 are mostly unmade and largely formed of narrow compacted dirt tracks. Whilst this will likely be acceptable to pedestrians and many off-road cyclists it will not be accessible to all. To the north it is possible to connect into another section of the key corridor, however, to do so does involve crossing the B1062. The B1062 is the main road connecting Beccles and Bungay and it is busy with vehicular traffic travelling at speed. The crossing point onto Lock's Lane has reasonable visibility and is positioned on a gentle slope.	Bridleways 5, 16 and 17 (potentially bridleway 3 also) should be resurfaced to better allow all cyclists as well as retaining its use for horses. The bridleway would need extending to Clarke's Lane as it is currently connected by a short stretch of footpath. An improved crossing point to the highest standard between the bridleway and Lock's Lane should be the aim as it would not only help the key corridor but also provide a benefit to existing users. However, it is recognised that the top standard such as a lighted crossing would likely be unviable given the infrequency of use and the speed of the road. As there are wide verges either side a traffic island could be considered with appropriate signage. Furthermore, to ensure people cross at the correct location and use the B1062 as little as possible a small stretch of pathway allowing the bridleway and Lock's Lane to align should be provided.

Map Reference	Location	Description	Recommendation
		Lock's Lane itself is a narrow rural lane through heavily wooded areas and with limited verges. However, it is a vehicular cul-de-sac serving one dwelling, agricultural fields and a water pump so is unlikely to be busy. This is considered a medium priority route.	
LB35	Low Road	Low Road provides an alternative route to the more hazardous B1062. Low Road is a quiet, narrow country lane. Strava suggests strong use on the west side of Low Road due to the connections through Mill Pool Lane to Norfolk. Propensity to Cycle Tool data suggests limited use with moderate potential for modal shift gain. The road surface is poorer to the east where there are significant potholes which would require repair to optimise the road's overall use. Visibility is reasonable overall although where curves in the road limit visibility these should be improved. This route takes you to the eastern extent of Bungay. The junction where Low Road, Wainford Road and Beccles Road meet represents a hazard and is reasonably busy with traffic movement. A formalised crossing point should be considered. The south side of Beccles Road contains a narrow pathway of low quality, but reasonably wide grass verges so the path is suitable for expansion to a shared surface. Furthermore, a quieter residential street (Bigod Road) running parallel just south of Beccles Road would offer a potential safe haven from the busier road. This is considered a very high priority route.	Low Road - Low Road is notably quieter than the B1062 and could benefit less confident cyclists furthermore it is not significantly less direct. However, the road to the east requires maintenance and where possible visibility increased on some of the tighter turns. Low Road, Wainford Road and Beccles Road junction - Junction improvements needed. This could be the addition of a crossing point on Wainford Road allowing cyclists and pedestrians to traverse Wainford Road safely onto Low Road. A formalised crossing point should be considered, this would likely require a small, shared path from Low Road northwards along Wainford Road to provide a crossing point a safe distance from the junction. A second crossing point could then be provided further west along Beccles Road to the south side of the road. Beccles Road contains reasonable space to allow a shared path along its south side creating a safer entrance into the town. This could then connect onto Bigod Road allowing cyclists to remain off Beccles Road for longer. Bigod Road is notably elevated above Beccles Road so would require a ramp to access the shared path. If this is not viable the route could be continued along Beccles Road instead of using Bigod Road.
LB36	Castle Road/Annis Hill	There are multiple ways to enter Bungay itself, the most direct of which is through Annis Hill and Strava shows this route is well used. This route uses the public highway (as opposed to bridleways) so contains better surfacing and allows for greater speed, but also the greater potential of conflict with vehicular traffic. This route passes Mettingham Castle offering unique leisure benefits. Castle Road/New Road is narrow and rural in character. It is an attractive road to cycle and its visibility is reasonable in most places, but gentle curves and hedgerows limit visibility in others. Annis Hill is likely a busier road with vehicular traffic than either Castle Road or New Road but appears less busy than the B1062 to the north and St John's Road to the south. The road is largely straight with good visibility although its form may encourage greater speeds than the more winding rural roads. The road is wider than Castle Road, giving more potential space to cyclists. The grass verges are relatively wide to the east and gradually narrow	A new cycle path alongside Annis Hill would be the highest quality improvement and should be the ambition, however this may prove unviable given its rural nature and length. Strava shows this route is relatively well used so as a minimum where the curves in the road provide limited visibility the turns could be widened to make safer for cyclists. Traffic calming measures could also be considered. An ancient/veteran tree is adjacent this route and no improvements should damage this important biodiversity asset.

Map Reference	Location	Description	Recommendation
		before the entrance to Bungay itself. Once the cyclist/pedestrian enters the town, Annis Hill becomes more urban and widens considerably. This is considered a high priority route.	
LB37	Bridleways 1 and 8	This route offers the benefit of remaining off-road and provides good access to Mettingham Castle. Bridleway 8 connects Castle Road to Rectory Lane. It is a relatively narrow path that gently curves northwards. It bisects a field and is lined by a high level of foliage. The path is formed of compacted dirt. Whilst it is a designated bridleway its width and dense vegetation either side would appear prohibitive to horses and the surface would also be prohibitive to casual cyclists. Connecting Bridleway 1 and 8 appears to be a permissive path as it is not marked on the definitive map. This may be an error as it is signposted as a county walk and appears more suitable for a public right of way than the following Bridleway 1. It is relatively wide and formed of compacted gravel and in places grass. Bridleway 1 bisects a field but has no vegetation acting as a boundary so is less clearly marked, and it is likely that farm traffic will cross this path. Its width is not restricted by vegetation, but by desire lines through the grass. This is considered a medium priority route.	Bridleways 1 and 8 should be resurfaced to better allow all cyclists as well as retaining its use for horses. Both face separate constraints which may limit the extent of resurfacing. Bridleway 8 is narrow and lined with vegetation either side. Increasing the width will likely require some removal of vegetation which will have a character and biodiversity impact. Bridleway 1 by contrast is not constrained by vegetation, but it is open to the field which presents different challenges as it should be assumed that farm vehicles will cross it and a full hard surface would be subject to heavy vehicles. The central section appears to be used as a public right of way but its status should be made clear. Conversely it is of a reasonable width and partially surfaced compared to the bridleways. Like the bridleways once formally made a public right of way it should have its surface upgraded.

Bungay



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The key corridor currently finishes at the eastern extent of Bungay, however for many travellers this will not represent the end-point so it is important to consider how cyclists or walkers could then progress to the town centre. Potential options that could be explored have been outlined below:

Map Reference	Location	Description	Recommendation
LB38	Hillside Road East	This road forms one of the key arterial routes into the town with access to the school. Along the majority of the road there exists relatively wide grass verges, but also a number of residential service roads running parallel to the main road itself. This is considered a high priority route.	Options exist here to provide a comprehensive shared path, or a less expensive approach of utilising the quiet residential service roads to allow a safer route. Hillside Road East-Hillside Road West-St John's Hill junction – The junction is very wide and difficult to cross with 3-lanes entering/exiting the junction. Opposite is a triangular section of highway. Road space should be reallocated here with part of the triangle (the southern section) potentially closed to vehicular traffic. Suitable crossing points should also be considered. Hillside Road West - Similar to Hillside Road East its wide grass verge and quieter service road does provide potential for either a comprehensive shared path or better use of the residential streets.
Northwards to the Town Centre Along the western side – There are a number of quiet residential roads that can be connected through wayfinding to provide an inexpensive and attractive route. Castle Lane, Castle Orchard and the connections between Castle Lane and Boyscott Lane all appear suitable cycling locations. To access these roads either the path opposite from St John's Road to Upper Olland Street could be upgraded and utilised with suitable crossing point or the residential roads of Tower Mill Road and Laburnum Road could be used. St John's Road – A relatively wide road (particularly to the south), but also relatively busy being a central arterial route through the town. It is unlikely that significant alterations could facilitate this route, potentially the one-way streets around the centre could be extended to make Upper Olland Street and St John's Road one-way, but this would involve significant alterations to existing traffic flows. Beccles Road – A relatively wide road to the south that connects the eastern outskirts to the town centre. There is potential room for a shared path for the first section, but this becomes less viable further north. A path through the grass/pasture to the south of the road to join Garden Close could provide a route off the busier road. Garden Close is a quieter residential street that connects to a play area and can through this connect to Pilgrim's Way.			

Leisure Routes



4.38 The Key Corridors identified elsewhere in the Strategy are mostly focussed on the more urban parts of the district. Understandably these areas present greater opportunities to enable modal shift towards more sustainable transport modes, often represent a greater benefit to cost ratio, and will be more closely tied to delivery opportunities in the form of development sites. However, consideration has also been given to cycling and walking opportunities within rural communities and, in particular, the leisure and tourism benefits that such opportunities can facilitate.

4.39 The following Leisure Routes are expanded upon in the following pages:

- Lowestoft – Somerleyton
- Halesworth – Beccles
- Halesworth – Southwold
- Darsham Railway Station – Walberswick – Southwold
- Minsmere Area
- Darsham Railway Station – Leiston
- Kelsale – Darsham Railway Station
- Benhall – Saxmundham – Kelsale
- Leiston – Saxmundham
- Leiston – Aldeburgh
- Thorpeness – Aldeburgh
- Snape – Benhall
- Aldeburgh – Snape
- Framlingham – Wickham Market Railway Station/Wickham Market
- Woodbridge – Orford – Snape
- Woodbridge – Bawdsey – Orford
- Nacton Beach – Ipswich

4.40 These leisure routes proposed within the Strategy do not comprise every cycling and walking leisure opportunity throughout East Suffolk, but have been identified through community engagement at both the informal and formal consultation stages. In addition to the community's helpful feedback the following evidence sources have been used in the creation of the Leisure Routes:

- Public Rights of Way network,
- Sustrans National Cycle Network,
- Suffolk Coast Path and the emerging England Coast Path,
- Suffolk Cycle Route,
- Suffolk Coast and Heaths AONB Walking and Cycling Guides,
- Designated and proposed Quiet Lanes,
- Various Neighbourhood Plans and neighbourhood level transport strategies and plans,
- Key tourism and leisure destinations,
- Trip data in the form of Strava Metro data,
- The quality of existing cycling and walking routes, and
- ESC and SCC officer feedback.

4.41 It is important to recognise that the detailed design of the Leisure Routes will need to be sensitive to their natural and historic contexts, which is often the very reason the routes are popular. Particular attention will need to be paid to the need for and detailed design of surfacing and lighting solutions.

LR1 Lowestoft – Somerleyton

- 4.42 This route seeks to provide a cycling and walking route between Lowestoft and Somerleyton along traffic free or low traffic routes as far as possible, with potential to connect into Blundeston. Waddling Lane provides a good traffic free route between Somerleyton and Flixton Marsh Lane. However, challenges exist beyond Waddling Lane in creating a cycling and walking route east of Oulton and Lowestoft whilst avoiding adverse effects on the environmental quality of the area and avoiding cycling and walking along the B1074. In taking forward the recommendation consideration of and consistency with the Lound with Ashby, Herringfleet and Somerleyton Neighbourhood Plan, and emerging Oulton Neighbourhood Plan will need to be demonstrated. Consideration will need to be given to ensuring the route is sensitive to the Broads National Park, Flixton Decoy, Flixton Decoy Meadows, and Blundeston Prison Lake and Woods County Wildlife Sites.

LR1.1

Resurface Waddling Lane with a smooth hard surface that avoids harm to the qualities of the area.

LR1.2

Introducing a cycling and walking route between Flixton Marsh Lane and Oulton, connecting into the Woods Meadow development and/or the WLP2.14 and WLP2.15 Oulton site allocations, that avoids the B1074 while also avoiding harm to Flixton Decoy should be further explored.

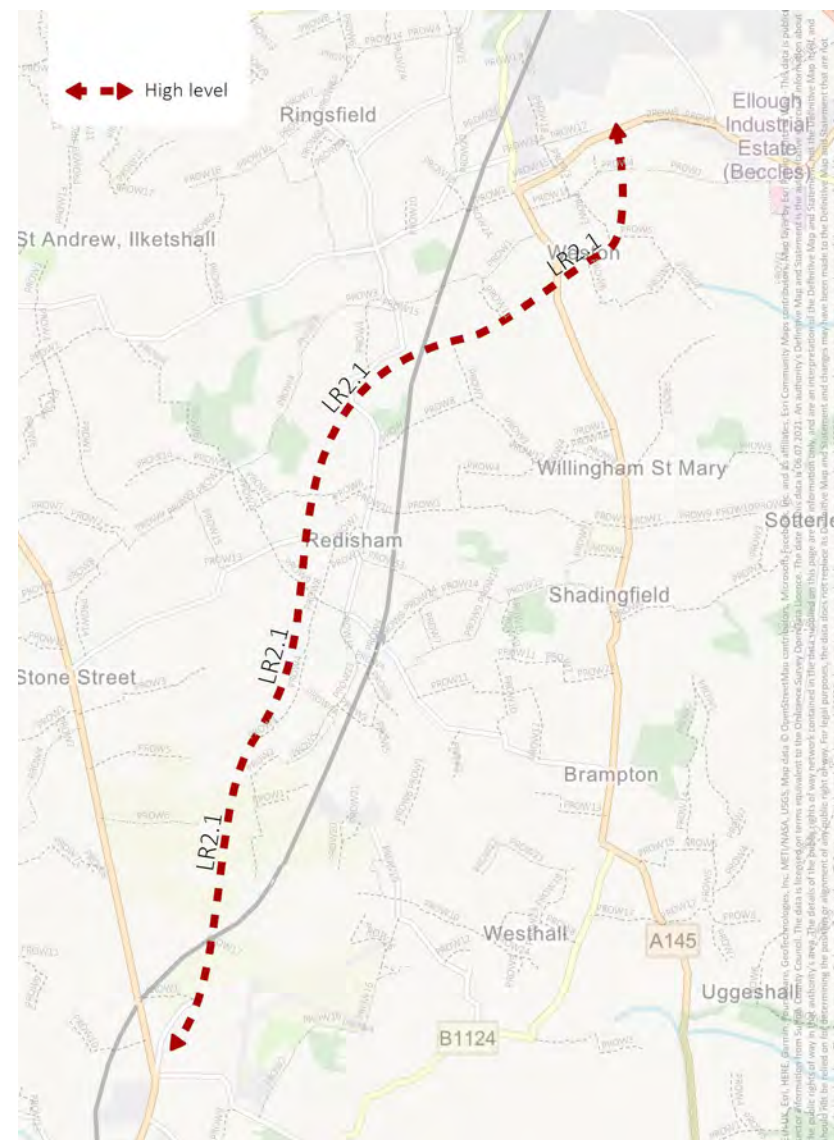


LR2 Halesworth – Beccles

- 4.43 This route seeks to provide a cycling and walking link between Halesworth and Beccles, and the wider Lowestoft to Bungay Key Corridor. In taking forward the recommendation consideration of and consistency with the Beccles Neighbourhood Plan, emerging Halesworth Neighbourhood Plan, emerging Shadingfield, Sotterley, Willingham and Ellough Neighbourhood Plan, and emerging Mettingham, Barsham, Shipmeadow, Ringsfield and Weston Neighbourhood Plan will need to be demonstrated. Consideration will also need to be given to ensuring the route is sensitive to the Halesworth Conservation Area, Fairview Farm Meadow County Wildlife Site (CWS), Moat Yards Scheduled Monument, Sparrow's Thicks CWS and Ancient Woodland, Weston Crossing Meadow CWS, Weston Crossing Railway Line CWS, Great Wood CWS and Ancient Woodland, Titsal Wood Site of Special Scientific Interest and Ancient Woodland, and Beccles Conservation Area.

LR2.1

Introduce a cycling and walking route between Halesworth and Beccles, making best use of existing Public Rights of Way and Quiet Lanes, including Butts Road and Wangford Road and the proposed Quiet Lanes of King's Lane, Church Lane and Cucumber Lane, throughout the area and connecting into Brampton Railway Station where possible.

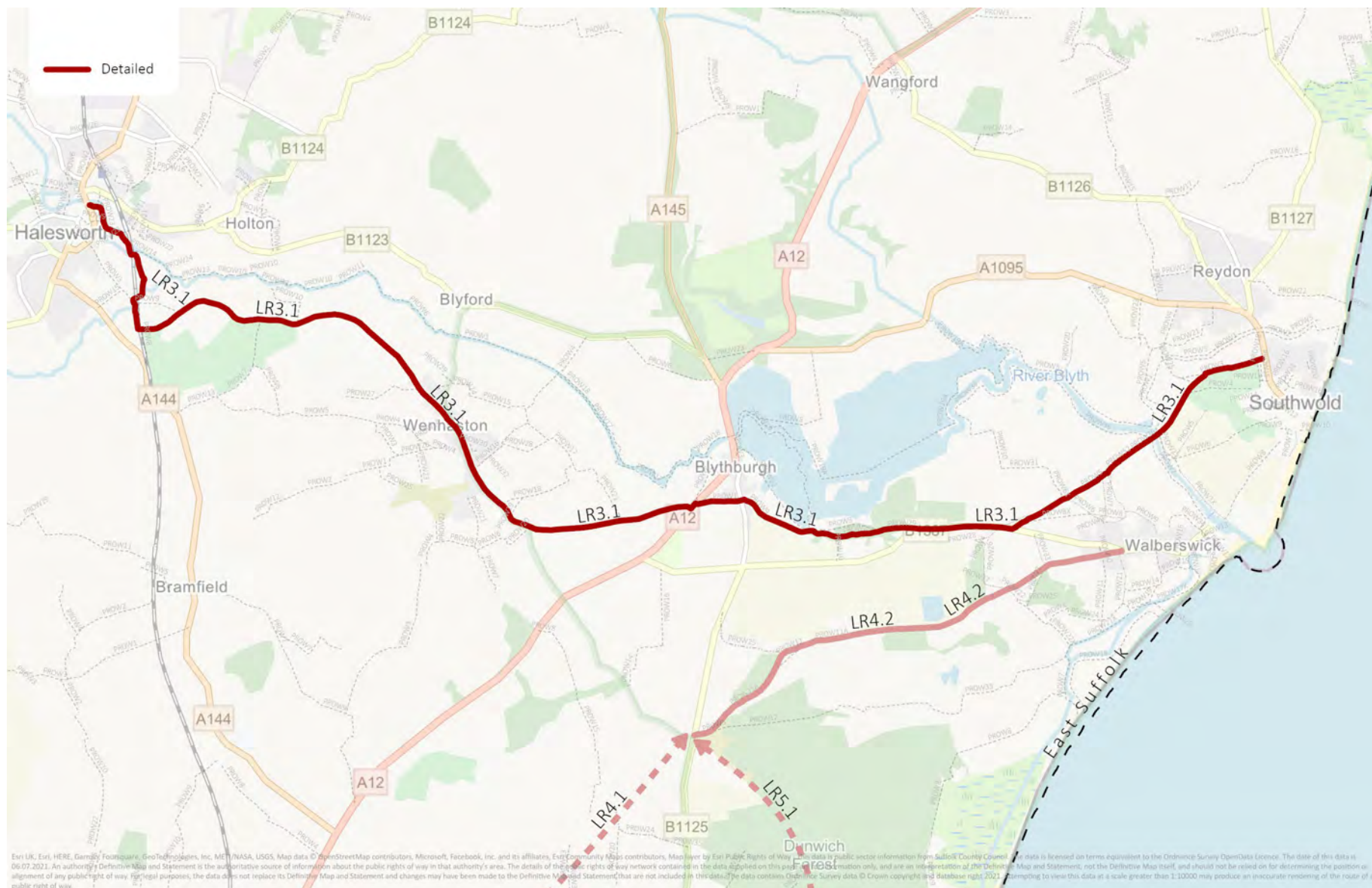


LR3 Halesworth – Southwold

- 4.44 This route seeks to connect Halesworth and Southwold via an attractive cycling and walking route. This route will have the opportunity to connect the parishes of Blythburgh, Wenhaston and Walberswick via a combination of on-road and off-road cycling and walking. In taking forward the recommendation consideration of and consistency with the emerging Halesworth Neighbourhood Plan, Wenhaston Neighbourhood Plan, and Southwold Neighbourhood Plan will need to be demonstrated. Consideration will need to be given to ensuring the route is sensitive to the Mill Heath County Wildlife Site (CWS), Bicker's Heath CWS, the Area of Outstanding Natural Beauty, Minmere-Walberswick Ramsar, SPA, SSSI, and SAC, Suffolk Coast National Nature Reserve, Outer Thames Estuary SPA, Big Common and Haw Woods CWS, and Walberswick Conservation Area.

LR3.1

Introduce a cycling and walking route between Halesworth and Southwold, via Wenhaston and Blythburgh. National Cycle Route 1 provides a high-quality cycling and walking route between Halesworth Millennium Green and Heath Road. Heath Road offers an attractive and low traffic volume route between Halesworth and Wenhaston. Further consideration should be given to cycling and walking infrastructure opportunities between Wenhaston and Blythburgh, paying particular attention to safely crossing the A12. Public Rights of Way, including Bridleways 1 (Blythburgh), 9 (Blythburgh), 28 (Walberswick), 29 (Walberswick), 5 (Walberswick), and 25 (Southwold), offer opportunities and connecting these in a comprehensive route should be further explored.



LR4 Darsham Railway Station – Walberswick – Southwold

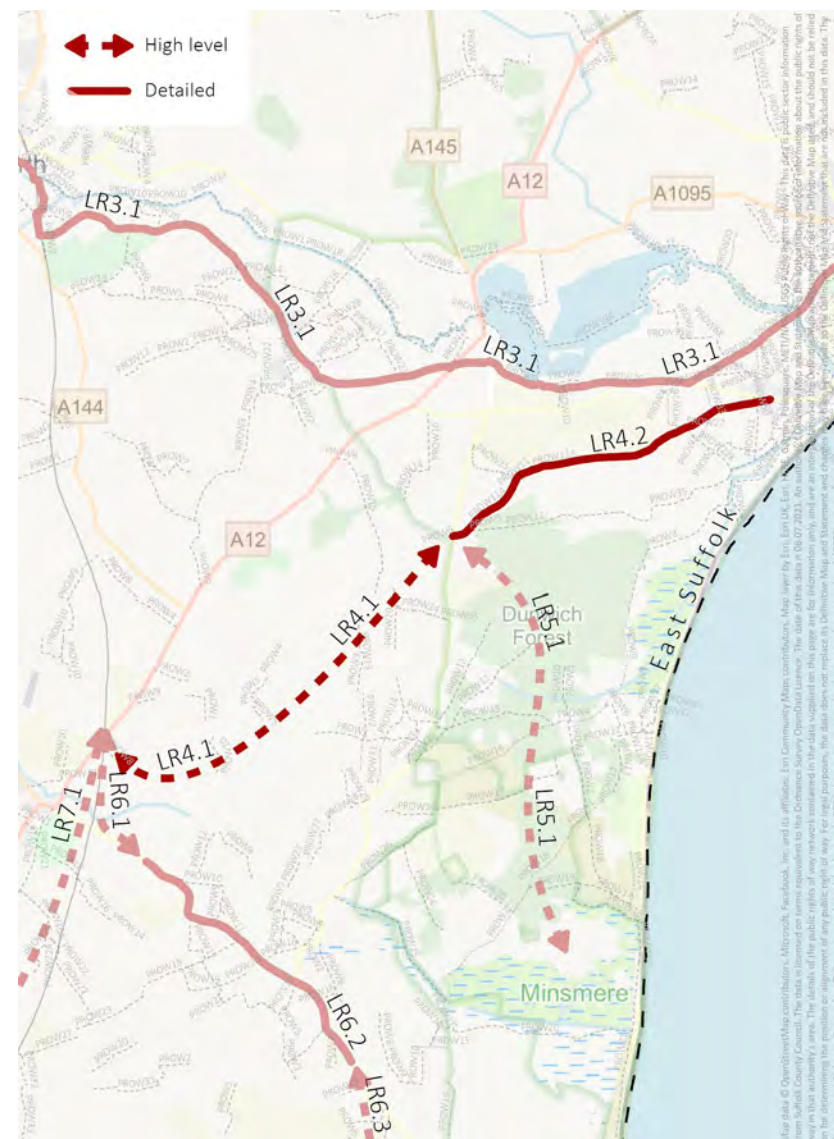
- 4.45 This route seeks to connect Darsham Railway Station with Southwold via Darsham and Walberswick through a mixture of on road and off road walking and cycling infrastructure. In taking forward the recommendation consideration of and consistency with the Southwold Neighbourhood Plan will need to be demonstrated. Consideration will need to be given to ensuring the route is sensitive to Darsham Conservation Area, the AONB, the Heritage Coast, Minsmere-Walberswick Heaths and Marshes Ramsar, SSSI, SPA, and Suffolk Coast National Nature Reserve.

LR4.1

Introduce a cycling and walking track between Darsham Railway Station and the B1125. Consideration will need to be given to the opportunities presented by Footpath 8 (Darsham) in providing a safe and desirable cycling and walking route away from the A12 whilst connecting to Darsham Railway Station.

LR4.2

Opportunities to resurface Byway Open to All Traffic (BOAT) 6 (Westleton) and 11A (Blythburgh) to accommodate walking and cycling should be explored, whilst avoiding harm to the special qualities of the area. Lodge Road and Palmer's Lane provide a very low traffic route into Walberswick and Southwold.

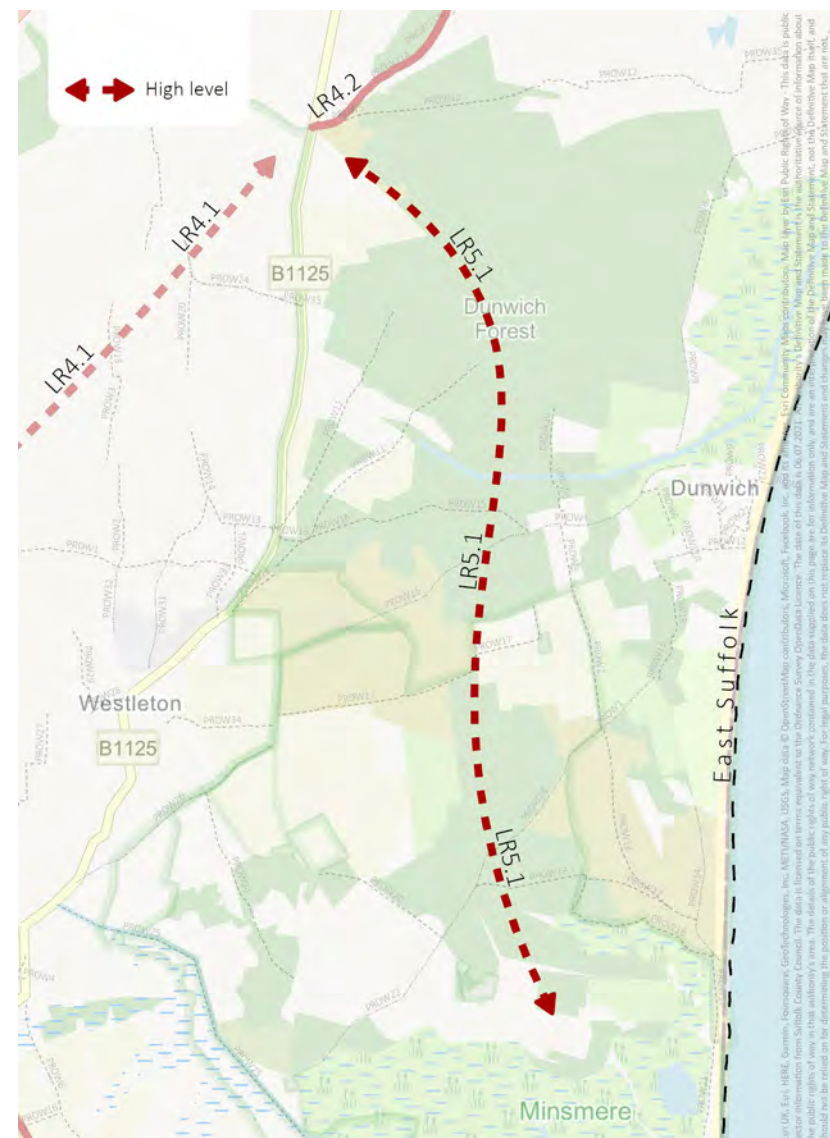


LR5 Minsmere Area

- 4.46 This route seeks to facilitate walking and cycling opportunities within the Minsmere area that will not have a harmful impact on the sensitive landscape. Consideration will also need to be given to ensuring the route is sensitive to the AONB, Minsmere-Walberswick Ramsar, SPA, SAC, and SSSI, Dunwich Conservation Area, Greyfriars Wood CWS and Ancient Woodland, Greyfriars Scheduled Monument, Dunwich Valley Woods and Grassland CWS, Dunwich Forest CWS, Westleton Heath National Nature Reserve, Potton Hall Fields CWS, and Suffolk Coast National Nature Reserve.

LR5.1

Due to the sensitive landscape throughout this area consideration should be given to making best use of existing Suffolk Coast and Heaths AONB walking and cycling guides, Public Rights of Way and low traffic roads, rather than the creation of new cycling and walking routes.



LR6 Darsham Railway Station – Leiston

- 4.47 This route seeks to provide a traffic free cycling and walking route between Darsham Railway Station and Leiston, making best use of the infrastructure to be delivered by Sizewell C. In taking forward the recommendation consideration of and consistency with the Leiston Neighbourhood Plan and Leiston Transport Strategy⁶³ will need to be demonstrated. Consideration will need to be given to ensuring the route is sensitive to Yoxford Conservation Area, Rookery Park Historic Parkland, Cockfield Hall Historic Parkland, Minsmere Valley Reckford Bridge to Beveriche Manor CWS, Leiston Abbey Scheduled Monument and Listed Buildings, Minsmere-Walberswick Heaths and Marshes SSSI, SPA, Ramsar, SAC, the AONB, and Heritage Coast.

LR6.1

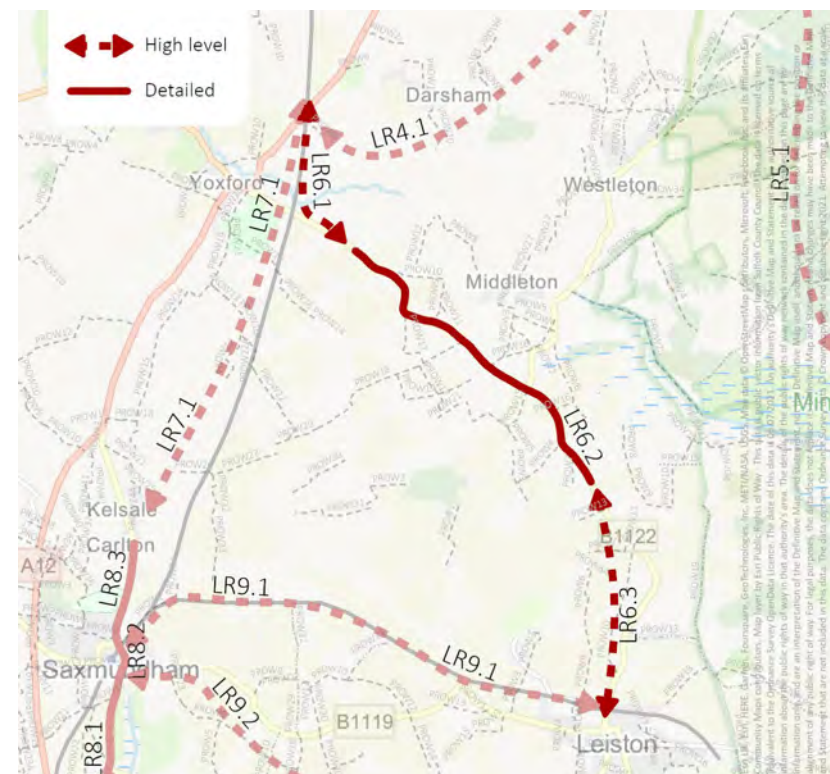
Opportunities to connect the recommended repurposed B1122 (LR6.2) to Darsham Railway Station to the north, as well as connecting to the villages of Middleton and Kelsale, should be further explored.

LR6.2

The B1122 should be repurposed to provide a comprehensive cycling and walking route between the proposed northern and southern B1122/Sizewell Link Road junctions. Opportunities to limit vehicular access along the repurposed B1122 should be considered, with potential for vehicular access to be permitted for residents, refuse collection, and emergency vehicles only, through the use of modal filters.

LR6.3

Opportunities to connect the recommended repurposed B1122 (LR6.2) and Leiston to the south, as well as to the villages of Theberton and Eastbridge, should be further explored.



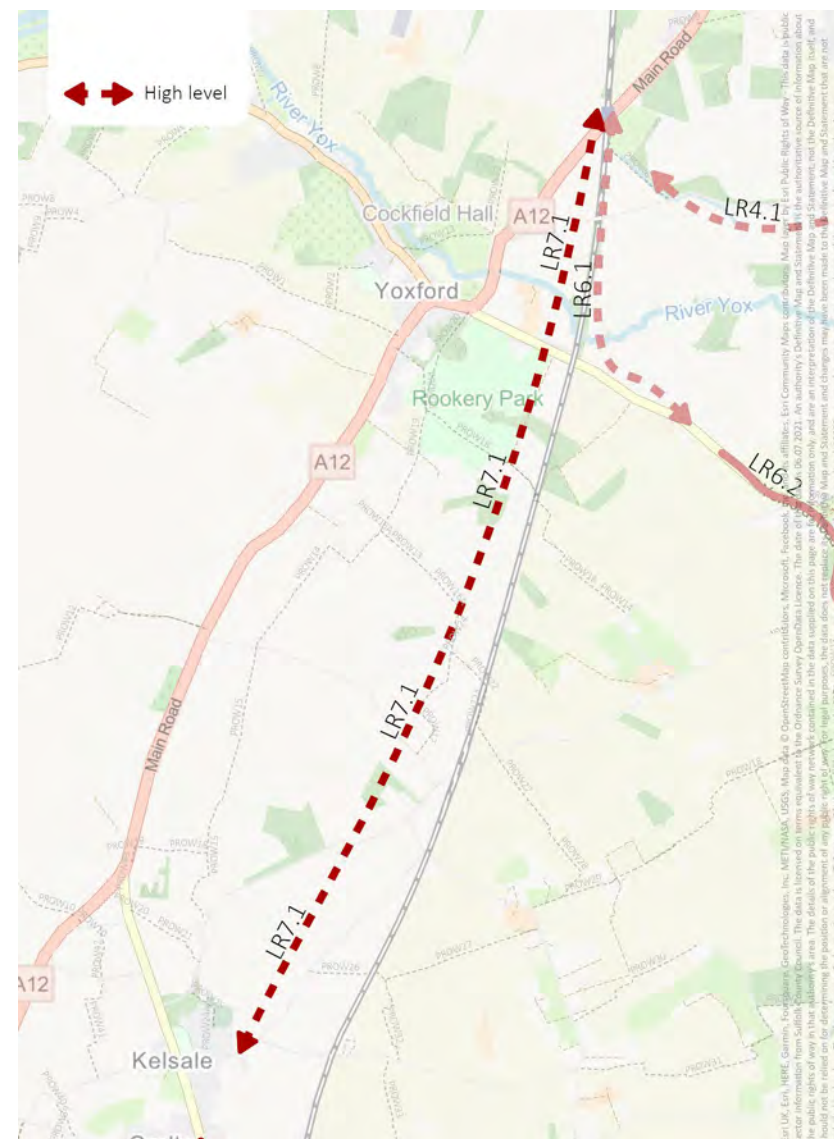
⁶³ <https://www.leistontowncouncil.gov.uk/leistontransportstrategy/>

LR7 Kelsale – Darsham Railway Station

- 4.48 This route seeks to provide a low traffic route between Kelsale and Darsham Railway Station and connect to other leisure routes. Consideration will need to be given to ensuring the route is sensitive to the Yoxford Conservation Area, the three Historic Parks that encompass Yoxford (Rookery Park, Grove Park, and Cockfield Hall Park), and Minsmere Valley County Wildlife Site.

LR7.1

Introduce a cycling and walking route between Kelsale and Darsham Railway Station. Quiet Lanes, including those of Butchers Road, North Green, and Town Farm Lane, and Public Rights of Way offer opportunities. Connecting these in the form of a comprehensive route should be further explored. Consideration should be given to upgrading Footpaths 15, 14 (Kelsale cum Carlton), 19, and 20 (Yoxford) to bridleways, and widening and resurfacing accordingly. Consideration should also be given to an alternative option; a cycling and walking track alongside the railway line between Saxmundham and Darsham Railway Stations.



LR8 Benhall – Saxmundham – Kelsale

- 4.49 The route seeks to provide a traffic free (as far as possible) cycling and walking route between Benhall, Saxmundham, and Kelsale. The community of Benhall, Saxmundham and Kelsale has planned such a route (The 3 Communities Link) and this is broadly followed in the following recommendations. In taking forward the recommendations consideration of and consistency with the emerging Saxmundham Neighbourhood Plan will need to be demonstrated. Consideration will need to be given to ensuring the route is sensitive to Saxmundham Conservation Area, the various listed buildings along the route, and Carlton Park Historic Parkland.

LR8.1

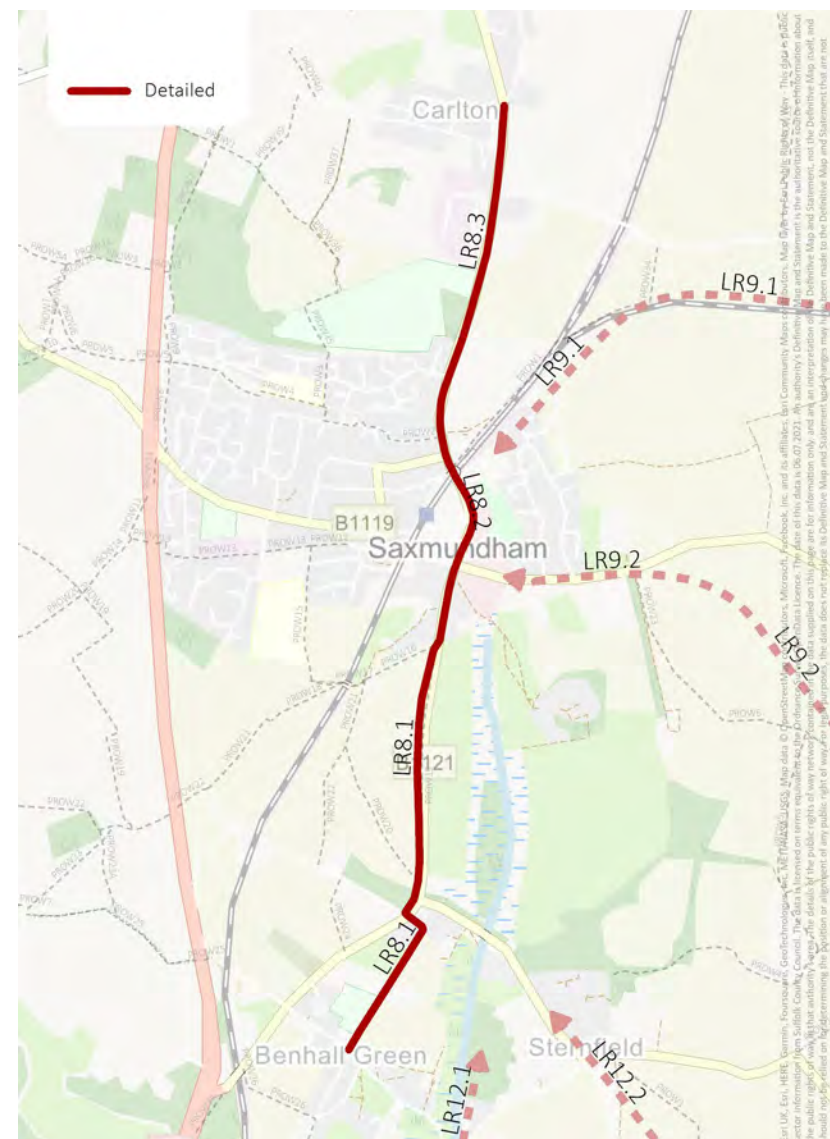
Introduce a cycling and walking track along the B1121, segregated from the road by the existing hedgerow, and upgrade Footpath 19 to a bridleway, widen and resurface accordingly. Introduce a cycling and pedestrian crossing point on the B1121 to access School Lane. Make School Lane one way for vehicles, while retaining two way movement for pedestrians, cyclists and equestrians, and extend the School Safety Zone along the entire length of School Lane to reduce the speed limit from the current 60mph to 20mph. Alternatively, introduce a modal filter to School Lane and a turning place on either side of the modal filter.

LR8.2

Consider reallocating road space along the High Street and North Entrance for cycling and walking.

LR8.3

Introduce a segregated cycling and walking track along the B1121 to Kelsale and introduce a connection onto Low Road.



LR9 Leiston – Saxmundham

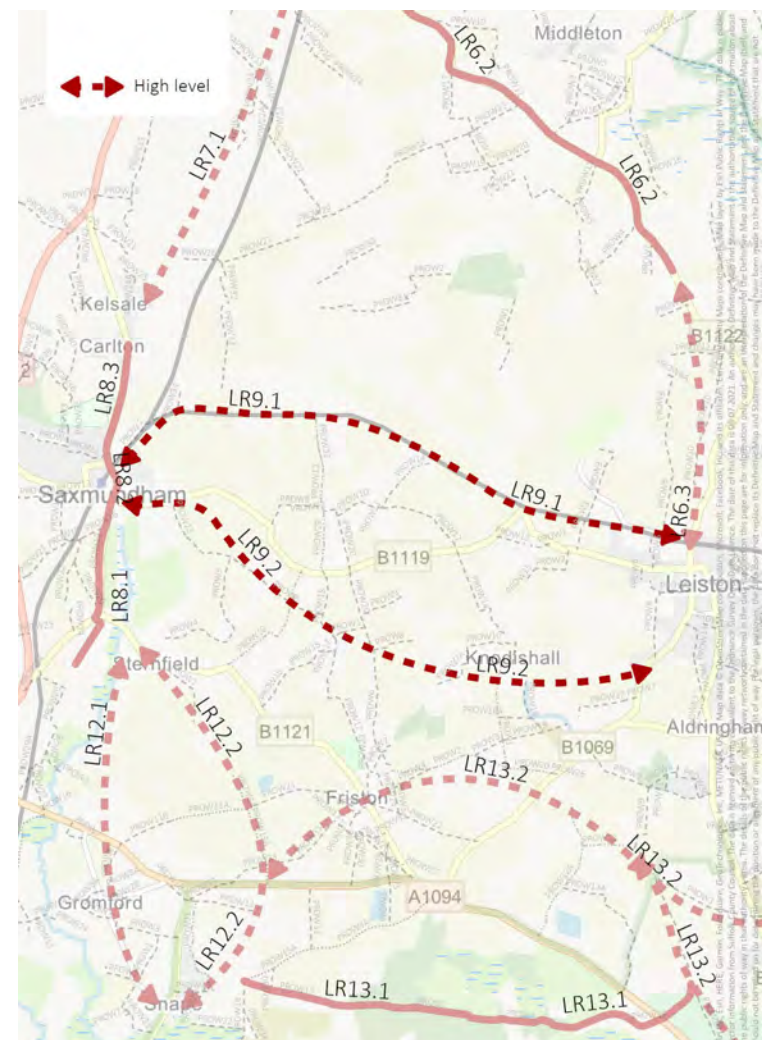
- 4.50 This route seeks to create a link between Saxmundham and Leiston for walking and cycling that avoids the B1119 as far as possible. The existing public rights of way network between Saxmundham and Leiston predominately run north to south and therefore offer little opportunity to create a suitable comprehensive route between the two towns. In taking forward the recommendation consideration of and consistency with the emerging Saxmundham Neighbourhood Plan, Leiston Neighbourhood Plan and Leiston Transport Strategy⁶⁴ will need to be demonstrated.

LR9.1

Introduce a cycling and walking route between Leiston and Saxmundham. Consideration should be given to introducing a cycling and walking track alongside the railway line as this could potentially provide a direct route into the heart of Saxmundham and Saxmundham High Street and be traffic free throughout.

LR9.2

A cycling and walking route arcing to the south could be introduced. Such a route between the two towns should make use of the existing smaller roads and public rights of way. Opportunities to make use of Footpaths 6 (Sternfield) and 23 (Saxmundham) should be further explored. Cycling and walking along the B1119 should be avoided where possible as this road is currently unsuitable for walking and cycling.



⁶⁴ <https://www.leistontowncouncil.gov.uk/leistontransportstrategy/>

LR10 Leiston – Aldeburgh

- 4.51 This route seeks to provide a predominantly traffic free cycling and walking connection between Aldeburgh and Leiston. In taking forward the recommendation consideration of and consistency with the emerging Aldringham Cum Thorpe Neighbourhood Plan, Leiston Neighbourhood Plan and Leiston Transport Strategy⁶⁵ will need to be demonstrated. Consideration will need to be given to ensuring the route is sensitive to the AONB, Aldringham to Aldeburgh Disused Railway Line CWS, Leiston-Aldeburgh SSSI, and Sandlings SPA.

LR10.1

Re-purpose the existing disused railway line to create a cycling and walking route between Aldeburgh and Leiston, whilst avoiding loss of and harm to existing vegetation where possible. This area benefits from a good public rights of way network that link to the former railway line, which present opportunities for further cycling and walking routes.



⁶⁵ <https://www.leistontowncouncil.gov.uk/leistontransportstrategy/>

LR11 Thorpeness – Aldeburgh

- 4.52 This route aims to create an attractive cycling and walking route between Aldeburgh and Thorpeness situated close to the beach. There is an existing path that runs from Aldeburgh to the edge of the Aldringham-cum-Thorpe parish boundary. Further north of this path it is unsuitable for cycling due to the uneven terrain. Cyclists instead use Thorpe Road which while of a low traffic nature can be busy in peak tourist season and has a national speed limit and is therefore not suitable for cycling. In taking forward the recommendation consideration of and consistency with the emerging Aldringham-Cum-Thorpe Neighbourhood Plan will need to be demonstrated. Consideration will need to be given to ensuring the route is sensitive to the AONB, The Haven Local Nature Reserve, Leiston-Aldeburgh SSSI, Suffolk Shingles Beaches CWS, Thorpeness Conservation Area, and the Outer Thames Estuary SPA. Consideration will also need to be given to ensuring the below potential infrastructure solutions are appropriate in respect of matters of coastal change.

LR11.1

In improving cycling and walking between Aldeburgh and Thorpeness a number of solutions are possible. Potential solutions include:

- Resurface and extend the existing shared path to Thorpeness to accommodate both cycling and walking.
- Reduce the speed limit on Thorpe Road to facilitate safe on road cycling.
- Introduce a modal filter on Thorpe Road to restrict vehicle through traffic but allow cycling and walking. Consideration will need to be given to the suitability of this alternative recommendation in light of the resultant vehicle diversion between Aldeburgh and Thorpeness.



LR12 Snape – Benhall

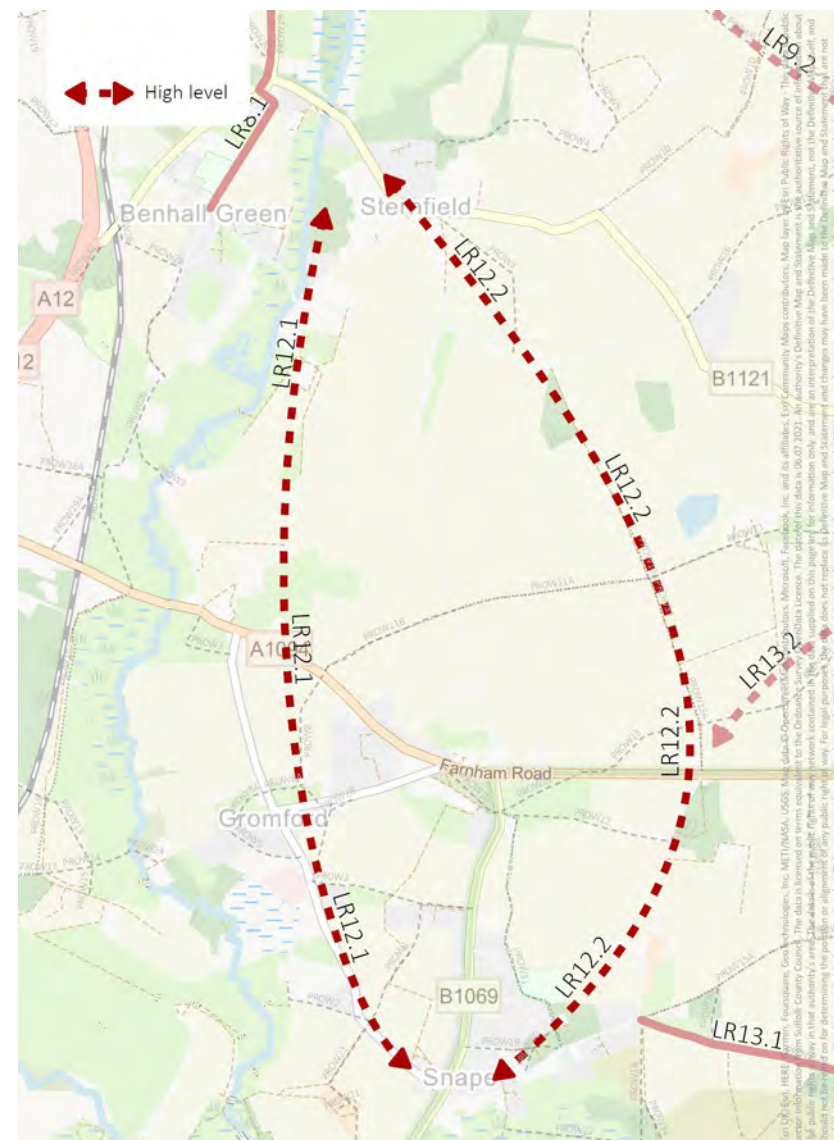
- 4.53 This route seeks to link Snape Maltings, the internationally renowned music and cultural venue, to the routes planned between Benhall and Kelsale, and Aldeburgh and Snape. Safely crossing the A1094 presents challenges to a safe cycling and walking route. Consideration will need to be given to ensuring the route is sensitive to the AONB, Heritage Coast, Manor Farm Meadows CWS, and Benhall Green Meadows CWS.

LR12.1

Introduce a cycling and walking route between Snape and Benhall. Quiet Lanes, including those of Hulver Lane, Wadd Lane, and Gromford Lane, and Public Rights of Way offer opportunities and connecting these in the form of a comprehensive route should be further explored.

LR12.2

Introduce a cycling and walking route between Snape and Benhall. A route arcing to the east of Benhall presents opportunities. Priory Lane Quiet Lane, Restricted Byway 13A and Redbarn Lane offer low traffic and traffic free opportunities and connecting these in the form of a comprehensive route should be further explored.



LR13 Aldeburgh – Snape

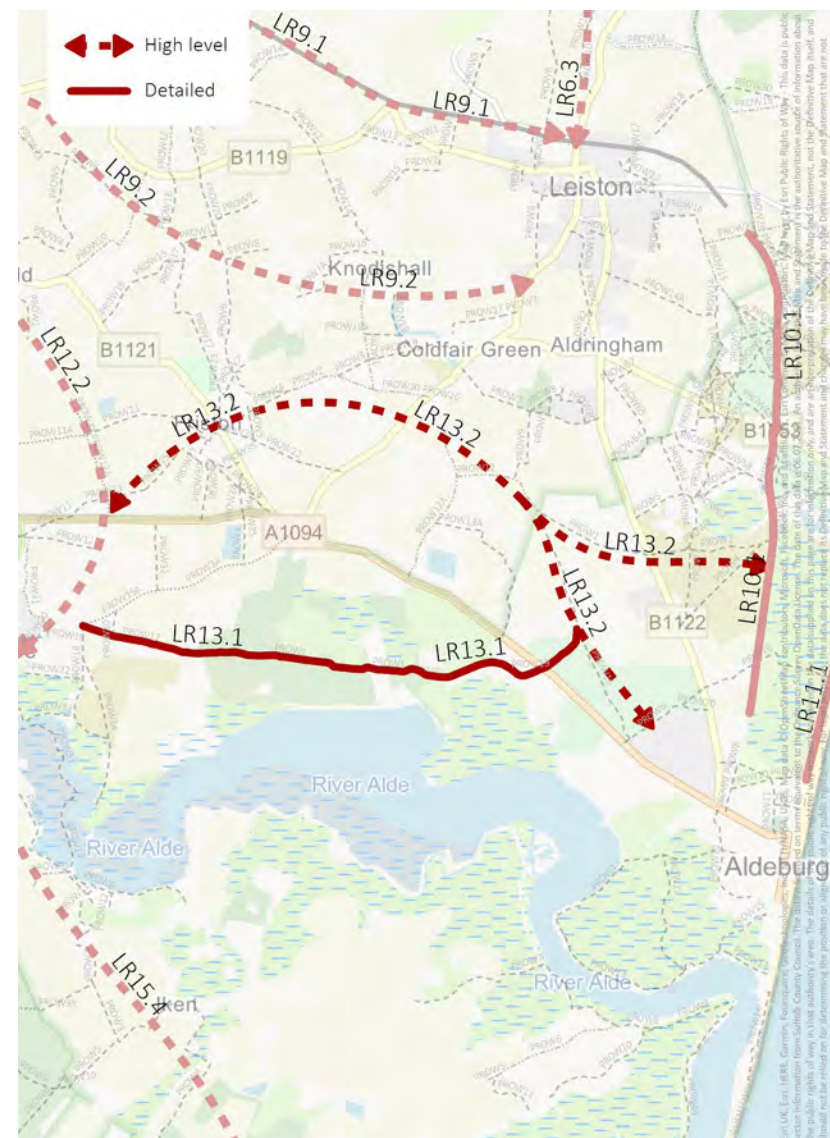
- 4.54 This route aims to create a cycling and walking connection between Aldeburgh and Snape, making best use of the Sailor's Path (Footpaths 19 [Aldeburgh], 1 [Friston], and 17 [Snape]) whilst acknowledging the walking only nature of the Path. One of the main barriers to this route, for cycling in particular, is crossing the A1094, which is highly unsuitable for cycling and walking. Consideration will need to be given to ensuring the route is sensitive to the AONB, Aldeburgh Golf Course CWS, Alde-Ore Estuary Ramsar, SPA, SSSI, and SAC, Snape Warren SSSI, Sandlings SPA, Snape Marshes CWS, and Snape Conservation Area.

LR13.1

Consideration should be given to the possibility of upgrading Sailor's Path (Footpaths 19 [Aldeburgh], 1 [Friston], and 17 [Snape]) to a bridleway status, making the necessary improvements in order to accommodate walking and cycling and crossing the A1094.

LR13.2

An alternative option to LR13.1 is to retain the Sailor's Path as a walking route, and a cycling route connecting Aldeburgh and Snape via Friston should be introduced. Public Rights of Way, including Bridleways 2, 20, 12A, 12 (Friston), and Footpaths 16, 1 and 2 (Aldeburgh), and Priors Road Quiet Lane offer opportunities and connecting these in the form of a comprehensive route should be further explored.

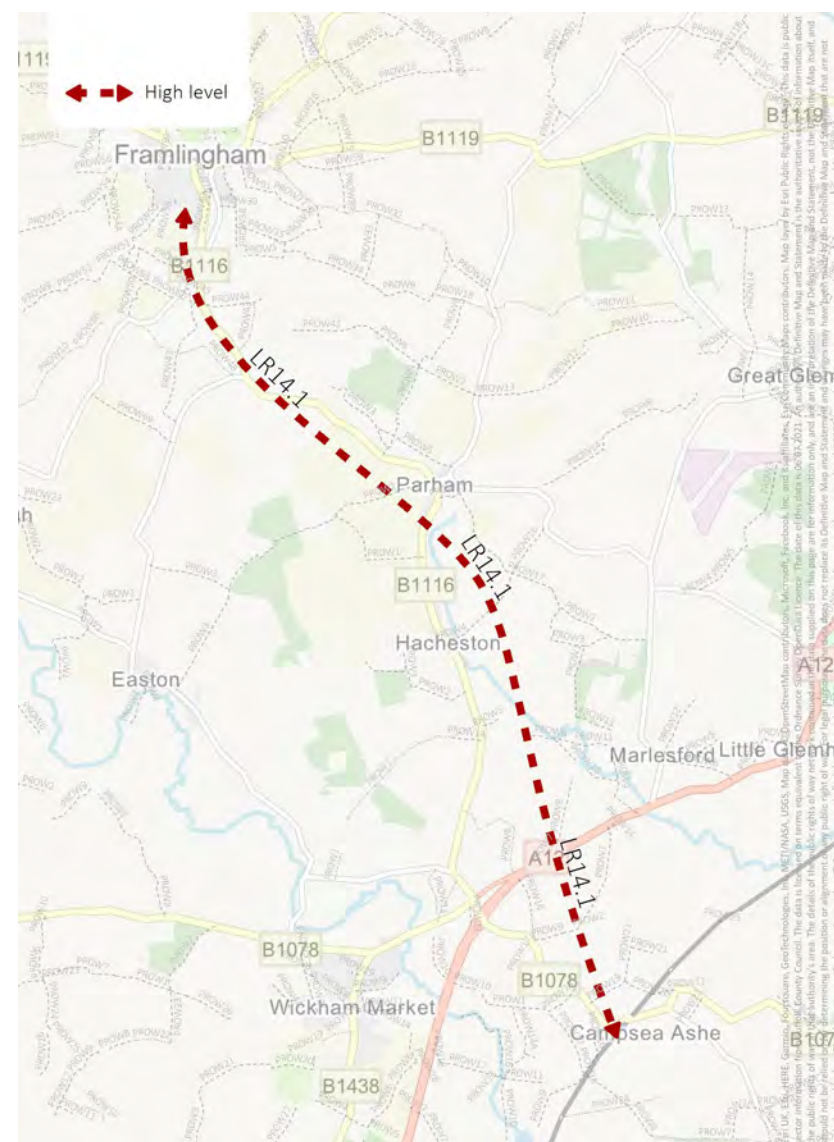


LR14 Framlingham – Wickham Market railway station/Wickham Market

- 4.55 The Framlingham Branch Line was a passenger and freight rail service between Wickham Market Railway Station and Framlingham Railway Station. The Line operated between 1859 and 1952 for passengers, and 1963 for freight, with stops at Marlesford, Hacheston and Parham. In taking forward the recommendation consideration of and consistency with the Framlingham Neighbourhood Plan, emerging Easton Neighbourhood Plan, and emerging Wickham Market Neighbourhood Plan will need to be demonstrated. Consideration will need to be given to ensuring the route is sensitive to Parham Woods Ancient Woodland and County Wildlife Site, Maids/Brockley Woods Ancient Woodland and County Wildlife Site, Glevering Hall Historic Park, Great Wood Ancient Woodland and County Wildlife Site, Catt's Wood Ancient Woodland and County Wildlife Site, Marlesford Hall Historic Park, Marlesford Conservation Area, and Wickham Market Conservation Area.

LR14.1

Introduce a cycling and walking track along the route of the dismantled Framlingham Branch Line. It will not be possible to follow the exact route of the Branch Line, particularly where physical barriers exist, to avoid unnecessary harm to environmental designations, to avoid flood risk areas, and/or to connect the route into Wickham Market and other leisure opportunities.



LR15 Woodbridge – Orford – Snape

- 4.56 This route seeks to link the settlements of Woodbridge, Orford, and Snape through off road and low traffic cycling and walking routes. The Ipswich to Melton Key Corridor seeks to provide segregated and low traffic cycling and walking routes between Ipswich and Melton, connecting to Sutton Hoo and Common Lane Quiet Lane in the east. The Ipswich to Melton Key Corridor therefore provides a comprehensive starting point for cycling and walking to Orford and Snape. In taking forward the recommendation consideration of and consistency with the Rendlesham Neighbourhood Plan will need to be demonstrated. Consideration will need to be given to ensuring the route is sensitive to all affected natural and historic environment designations, including: the Deben Estuary Ramsar, SPA, and SSSI, Bromeswell Green CWS, Bromeswell Conservation Area, the AONB, RAF Bentwaters CWS, Sandlings SPA, Sandlings Forest SSSI, Staverton Lake Marshes and Alder Carr CWS, Tunstall Forest CWS, Alde-Ore Estuary Ramsar, SPA, SSSI, and SAC, Sudbourne Historic Park, Sudbourne Park Pit SSSI, Orford Conservation Area, Watling and Oakyard Woods Ancient Woodland and CWS, Tunstall Forest CWS, Iken Wood Ancient Woodland and SSSI, Captain's Wood Ancient Woodland and CWS, Sudbourne Great Woods Ancient Woodland and CWS, and Snape Conservation Area.

LR15.1

Introduce a cycling and walking route that utilises designated and proposed Quiet Lanes and the PROW network between Melton and Orford. These could include Common Lane, Summer Lane, Ufford Road, Castle Hill, Low Road, White Womans Lane, and Cracks Lane Quiet Lanes. The route could also follow the continuous Bridleway along the south of Bentwaters Park (Bridleways 8, 6 [Rendlesham], 32, and 33 [Wantisden]) as well as, upgraded to a bridleway and resurfaced, the continuous footpath between Chillesford and Orford (Footpaths 22, 21, 16 [Chillesford], 18, and 3 [Orford]).

LR15.2

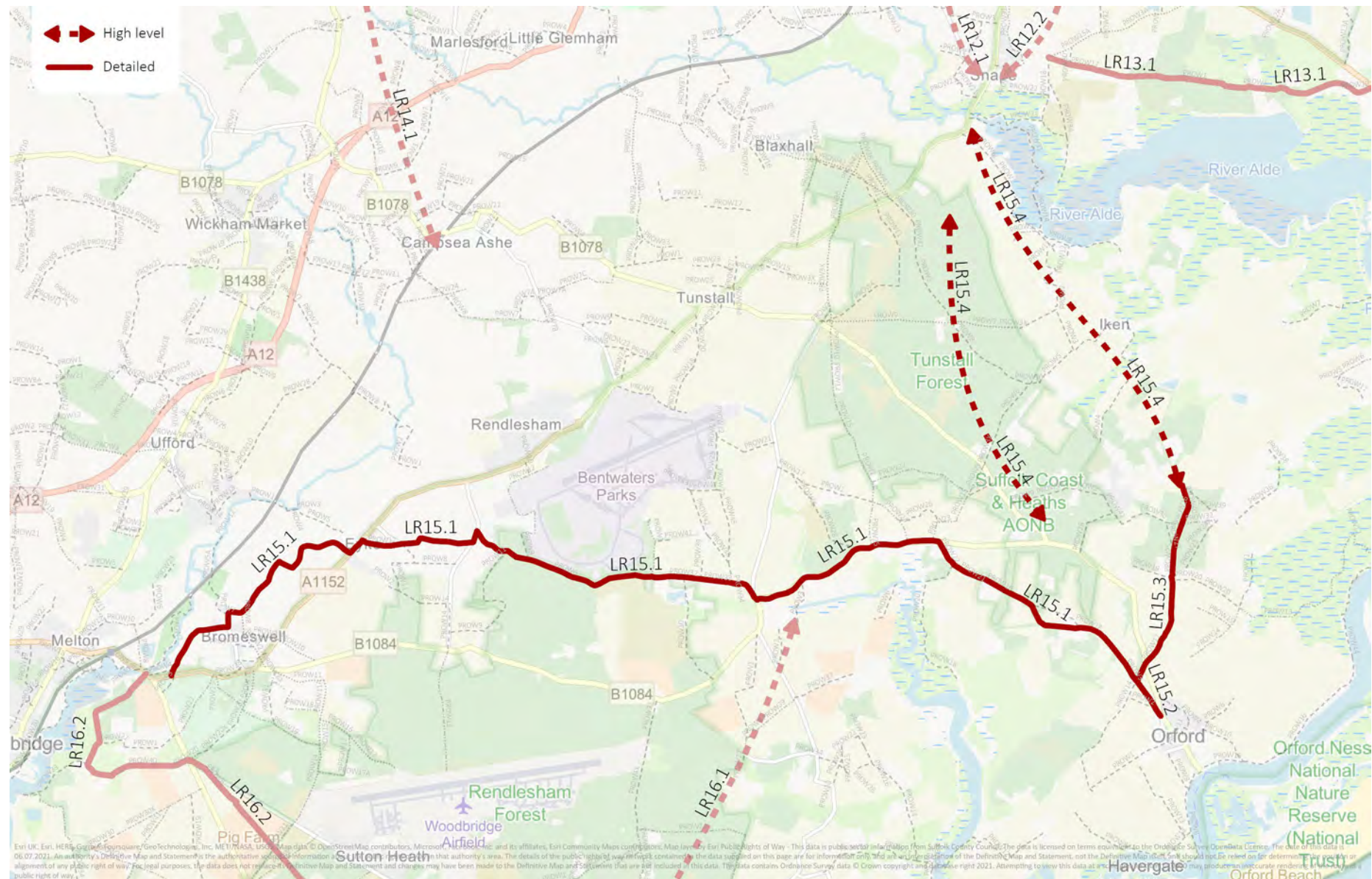
Upgrade Footpath 3 and 14 (Orford) to bridleways and resurface to accommodate cyclists.

LR15.3

Resurface Bridleways 17 (Orford), 16, 25, 26, 40 (Sudbourne) to accommodate cyclists.

LR15.4

Consideration should be given to the opportunities to enhance the cycling and walking routes within Tunstall Forest, and new routes through Sudbourne and Iken to connect into a wider Woodbridge-Orford-Snape route.



LR16 Woodbridge – Bawdsey – Orford

- 4.57 This route seeks to connect Woodbridge, Bawdsey and Orford for cycling and walking, utilising traffic free routes as far as possible. The Ipswich to Melton Key Corridor seeks to provide segregated and low traffic cycling and walking routes between Ipswich and Melton, connecting to Sutton Hoo and Common Lane Quiet Lane in the east. The Ipswich to Melton Key Corridor therefore provides a comprehensive starting point for cycling and walking to Bawdsey and Orford. Consideration will need to be given to ensuring the route is sensitive to the AONB, Deben Estuary Ramsar, SPA, and SSSI, Bromeswell Golf Course CWS, Rendlesham Forest CWS, SPA, and SSSI, Sandlings SPA, Sutton and Hollesley Heaths SSSI, Crag Pit SSSI, Henge and associated barrow cemetery south of Home Whin Farm Scheduled Monument, Shottisham Heath CWS, Shottisham Conservation Area, Bawdsey Manor Historic Park, Sandlings Forest SSSI, Oak Wood Ancient Woodland and CWS, Water Wood Ancient Woodland and CWS, Carmen's Wood Ancient Woodland and CWS, Alde-Ore Estuary Ramsar, SPA, SSSI, and SAC, Neutral Farm Pit SSSI, Chillesford Marsh CWS, Sudbourne Historic Park, Sudbourne Park Pit SSSI, and Orford Conservation Area.

LR16.1

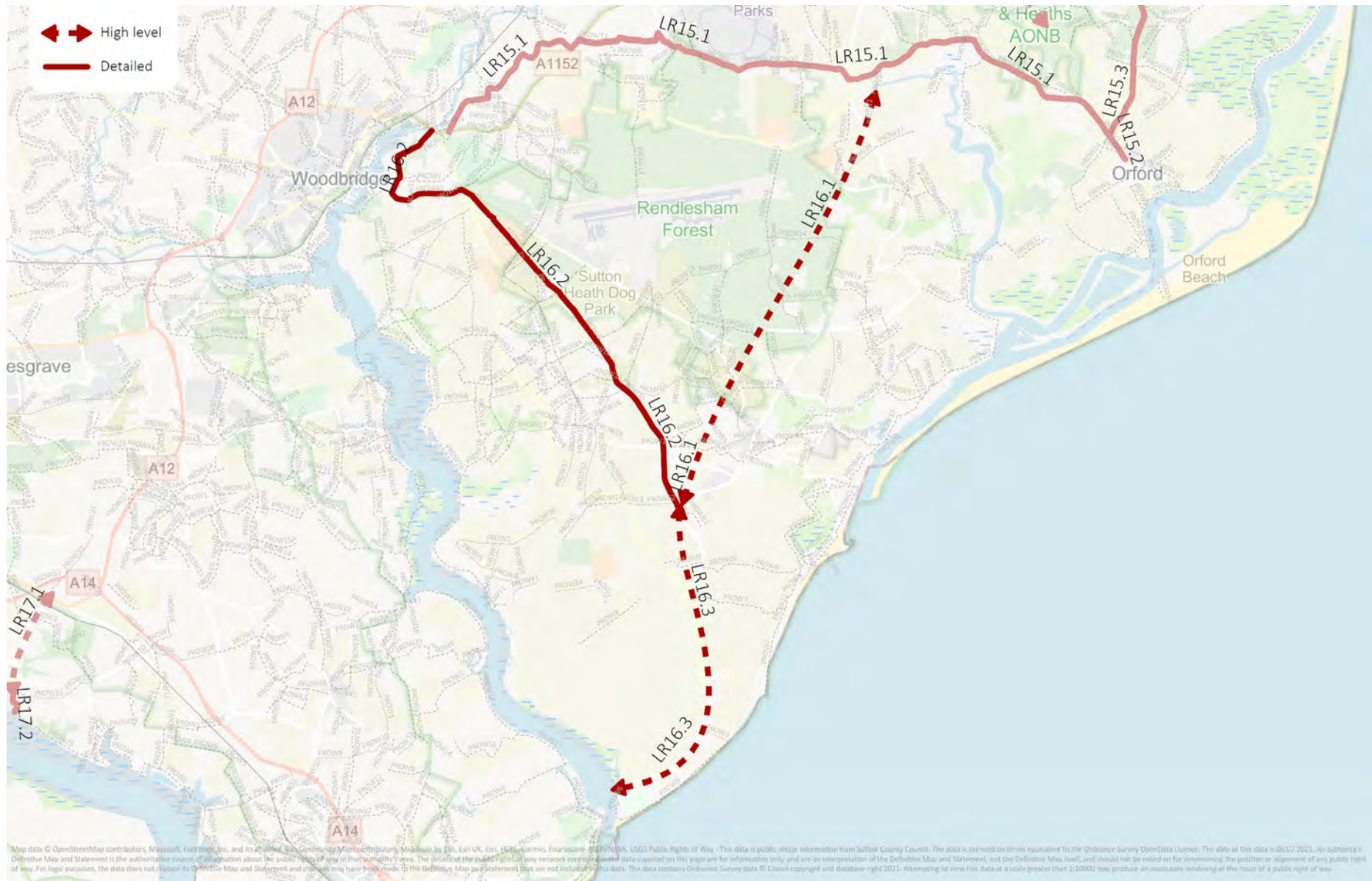
Connecting from the Ipswich to Melton Key Corridor recommendations around Sutton Hoo, consideration should be given to creating a traffic free cycling and walking route utilising the dense PROW network around Sutton, Shottisham, and Hollesley. The direct route along Bridleway 6 (Sutton) and Byway 1 (Sutton) offers a desirable traffic free route.

LR16.2

Opportunities to introduce traffic free cycling and walking routes between the Sutton, Shottisham, Hollesley dense PROW network and Bawdsey are severely limited due to flood risk and environmental constraints, and thus use of the B1083 and Ferry Road is the only realistic route for cyclists and pedestrians.

LR16.3

Introduce a low traffic and traffic free cycling and walking route between Chillesford and Orford. Consideration should be given to the route along Mill Lane Quiet Lane, and the continuous footpath between Chillesford and Orford (Footpaths 22, 21, 16 [Chillesford], 18, and 3 [Orford]).



LR17 Nacton Beach – Ipswich

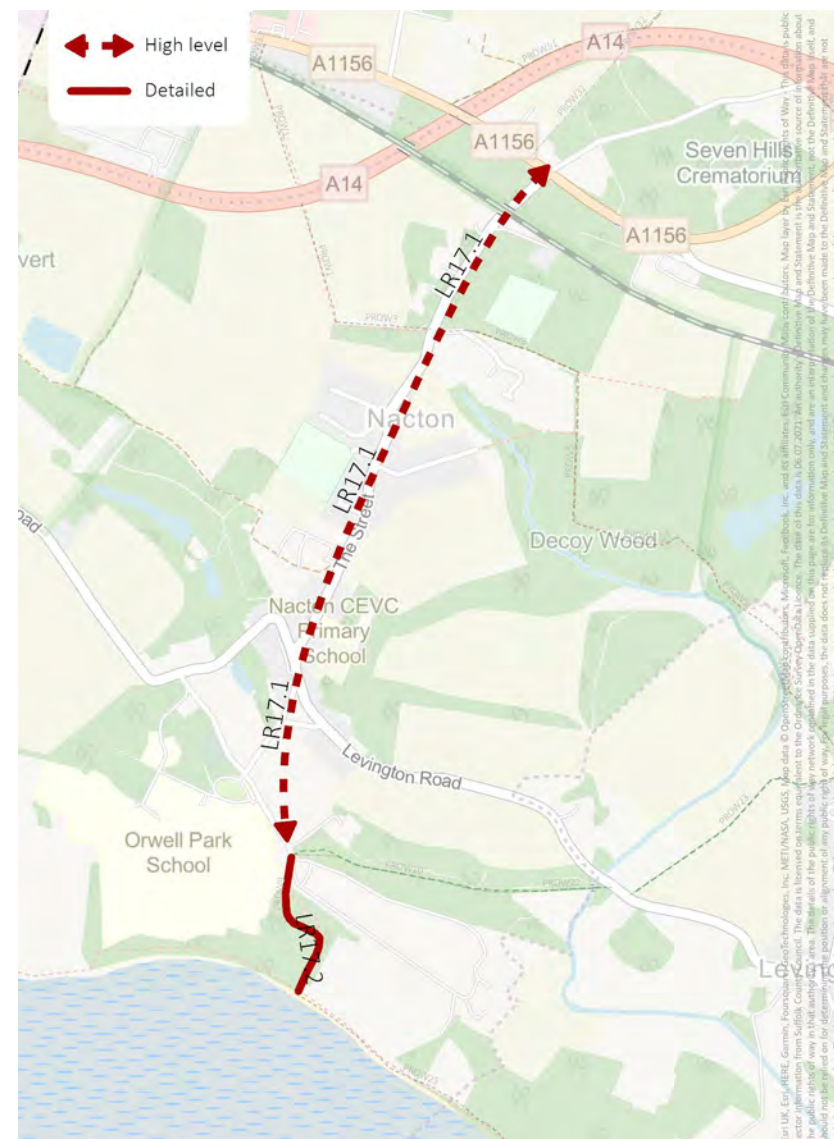
- 4.58 This route seeks to link the urban area of Ipswich to the scenic beauty and leisure opportunities of the river Orwell. Consideration will need to be given to ensuring the route is sensitive to the AONB, the Historic Parks of Orwell Park and Broke Hall Park, and the Stour and Orwell Estuaries Ramsar, SPA and SSSI.

LR17.1

Upgrade Footpath 9 to a bridleway to allow cycling. Footpath 9 has a hard smooth surface and so does not require resurfacing or widening to accommodate cyclists. The road network north to Felixstowe Road links into the proposed Ipswich to Felixstowe Key Corridor, at which point segregated cycling and walking infrastructure is recommended. The Ipswich to Felixstowe Key Corridor will provide a safe cycling and walking route into Ipswich and Felixstowe.

LR17.2

Introduce cycle parking at the end of Footpath 9.



Site Allocation Recommendations

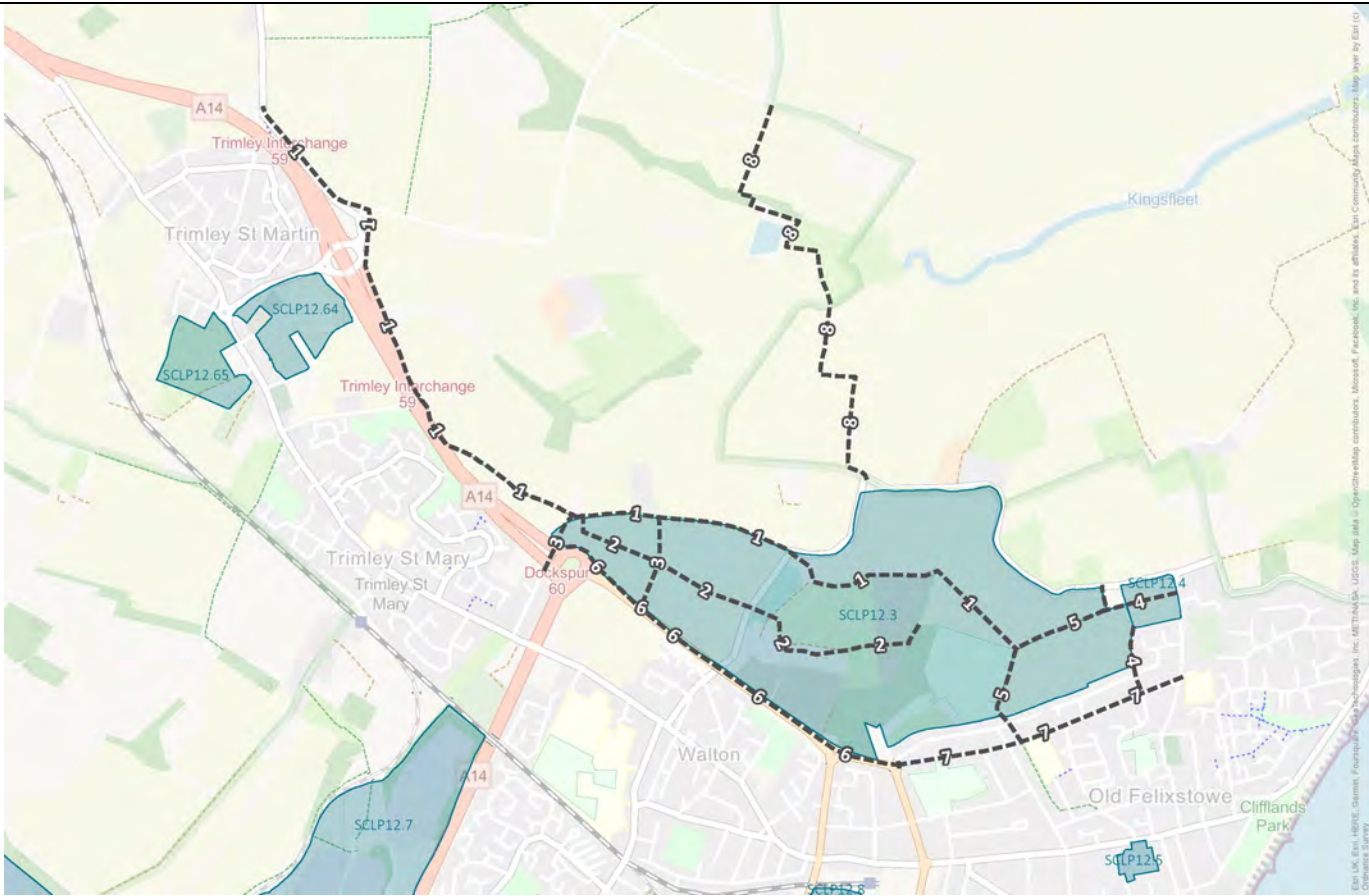
- 4.59 The adopted Suffolk Coastal and Waveney Local Plans contain site allocation policies. These allocate land for development for a particular use including residential, employment or mixed use.
- 4.60 The Strategy provides cycling and walking infrastructure recommendations that add value to the site allocation policies and policies WLP8.21 (Sustainable Transport) and SCLP7.1 (Sustainable Transport) which support development that integrates with and enhances the cycling and walking network. These recommendations address both on and off-site opportunities and must be considered when designing development proposals and when determining planning applications. The council expects

the provision of cycling and walking infrastructure through the delivery of site allocation to be in line with the Strategy.

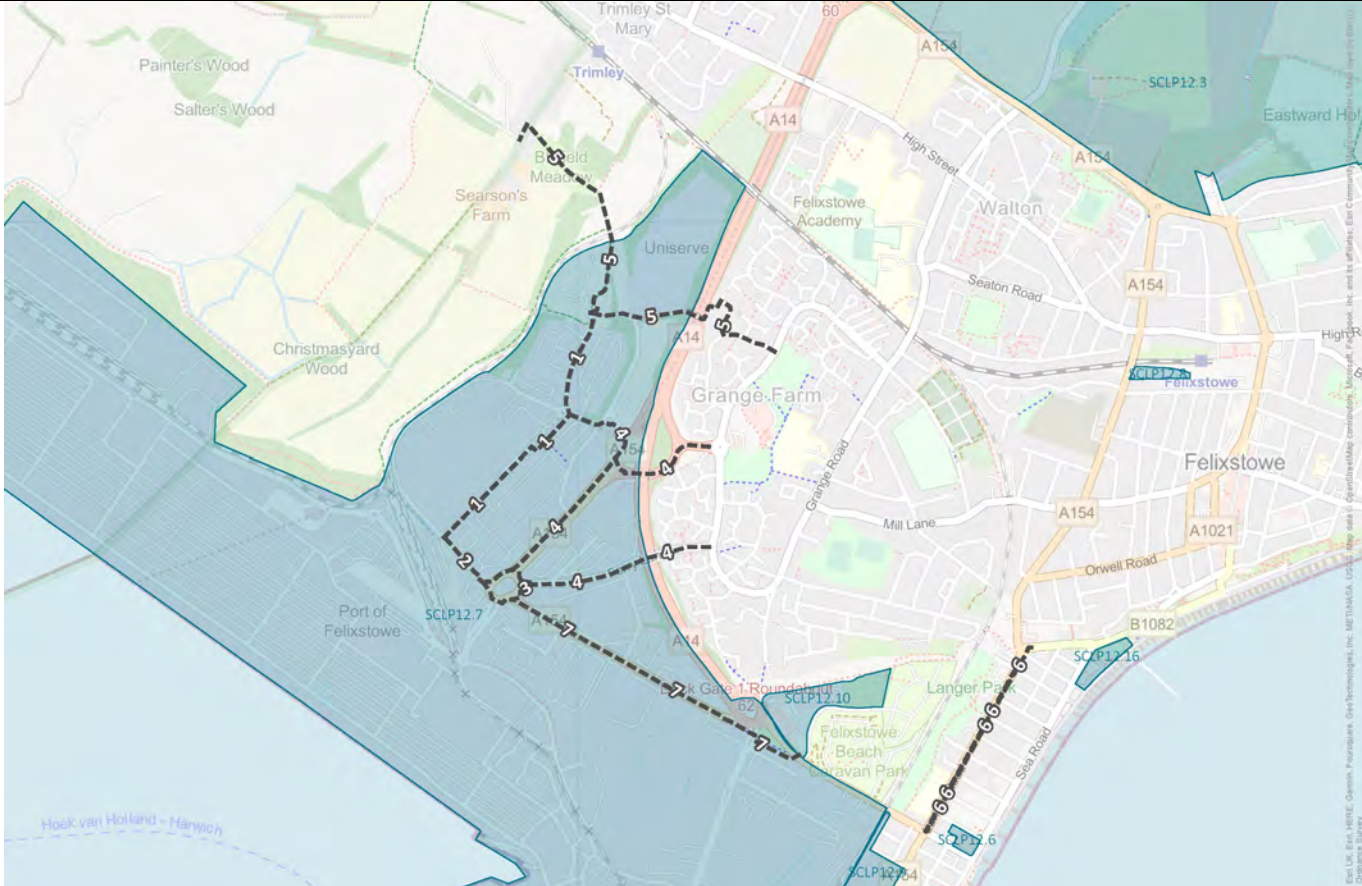
- 4.61 In some instances, site allocations have already received planning permission and/or commenced construction, and therefore the recommendations cannot be secured through a planning permission. However, the recommendations have been drafted with consented plans in mind and may be delivered via other funding and delivery opportunities available in the area, as set out in the 'Implementation and Monitoring of the Strategy' section.
- 4.62 The recommendations for the site allocations are set out in the table below. Further information in relation to the planning policies for each of the site allocations can be found in the Suffolk Coastal and Waveney Local Plans.⁶⁶

⁶⁶ <https://www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/local-plans/>

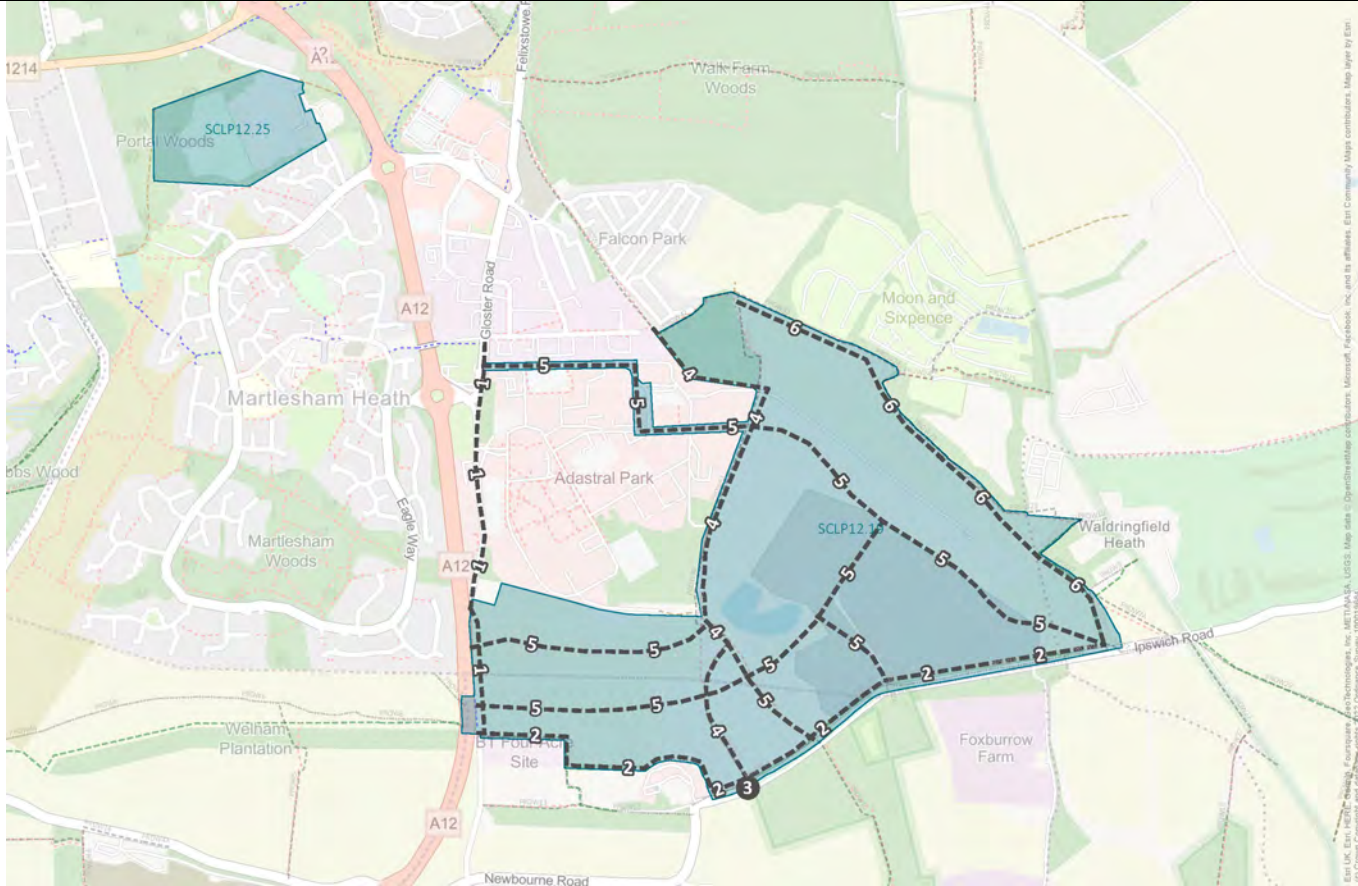
Table of Site Allocation Recommendations

Parish	Policy	Recommendations
Felixstowe	SCLP12.3 North Felixstowe Garden Neighbourhood	 1 – Provide a bi-directional cycling and walking track between Kirton Road (commencing opposite the Roselea Nursery) and the crossroads between Gulpher Road and Hyems Lane (see F44). 2 – Provide bi-directional cycling and walking tracks that run east to west, connecting Candlet Track to Hyems Lane. 3 – In the western quadrant, provide bi-directional cycling and walking tracks that run north to south, connecting Candlet Track to the recommended infrastructure along Candlet Road (see F51), connecting Candlet Track to Spriteshall Lane via a new bridge over the Dockspur roundabout to replace the existing level crossings (see F30), and connecting Candlet Track to the development on land north of Walton High Street

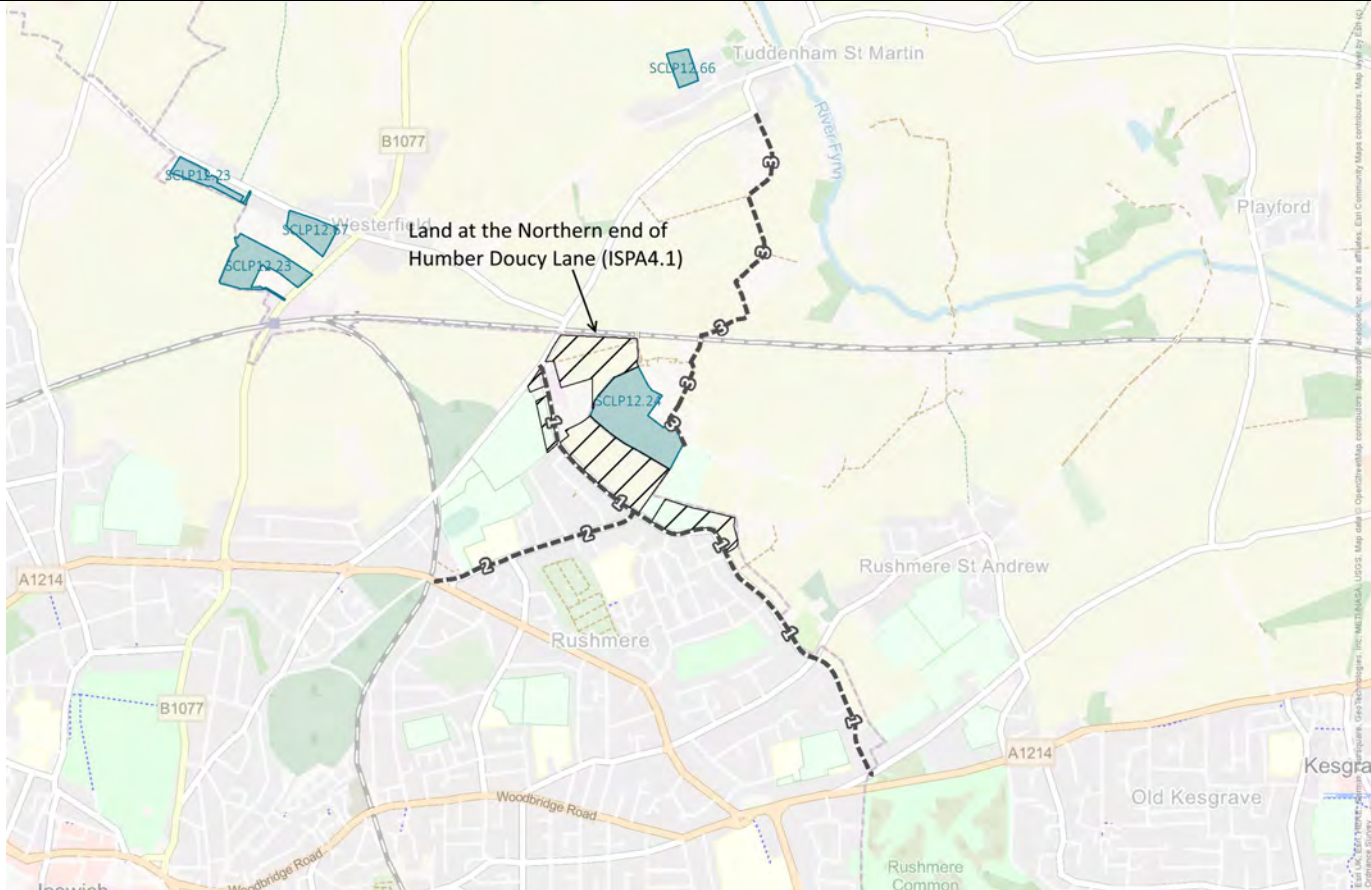
Parish	Policy	Recommendations
		site, via the new Candlet Road access roundabout (see F47 and F46). An appropriate parallel crossing must be provided over Candlet Road to ensure user's visibility and safety. 4 – In the eastern quadrant, provide cycling and walking infrastructure that runs between Hyems Lane, Colneis Road and Ferry Road through the merger and upgrade of Footpath 13 and a cycling and walking track through SCLP12.4 (see F56). 5 – In the eastern quadrant, provide a bi-directional cycling and walking track that runs north to south between Gulpher Road and Colneis Road via Hyems Lane and over Links Avenue (see F55). 6 – Introduce segregated cycling and walking infrastructure along the southern site boundary between the Dockspur roundabout crossings (for a connection up to Candlet Track and Spriteshall Lane) and the Grove Road/Beatrice Avenue/Colneis Road/Links Avenue roundabout (see F51 and F30). 7 – Provide cycling and walking infrastructure along Colneis Road for improved access to Colneis Junior School and Kingsfleet Primary School (see F54) 8 – Provide a leisure cycling and walking connection to Lower Falkenham for open countryside cycling and walking activities (see F52).
Felixstowe	SCLP12.4 Land north of Conway Close and Swallow Close	1 – Provide a cycling and walking connection into the North Felixstowe Garden Neighbourhood (see F56). 2 – Provide cycling infrastructure along Ferry Lane for improved access to Kingsfleet Primary School (see F57).
Felixstowe	SCLP12.5 Land at Brackenbury Sports Centre	1 – Remove barriers to walking and cycling on the existing route through the site. 2 – Introduce appropriate and sensitive signage to clearly indicate the route through the site as a cycling and walking route. 3 – Widen and resurface the existing route through the site, to accommodate cycling and walking. The route should also be connected to the cycling and walking infrastructure on High Road East. 4 – Introduce a cycling and walking crossing point of High Road East at the site frontage. 5 – Provide cycling and walking infrastructure along the more immediate sections of High Road and Cliff Road (see F6 and F7)
Felixstowe	SCLP12.6 Land at Sea Road	1 – An area of cycle parking should be provided opposite the site, in addition to on-site provision, to meet the needs of tourists, customers and visitors to the development and surrounding area. Removal of the section of wall immediately opposite the site to accommodate more cycle parking and improve access to the Promenade should be considered. 2 – A parallel crossing should be delivered over Sea Road, aligned with an existing access point onto the Promenade and with the pedestrian desire line from the site.

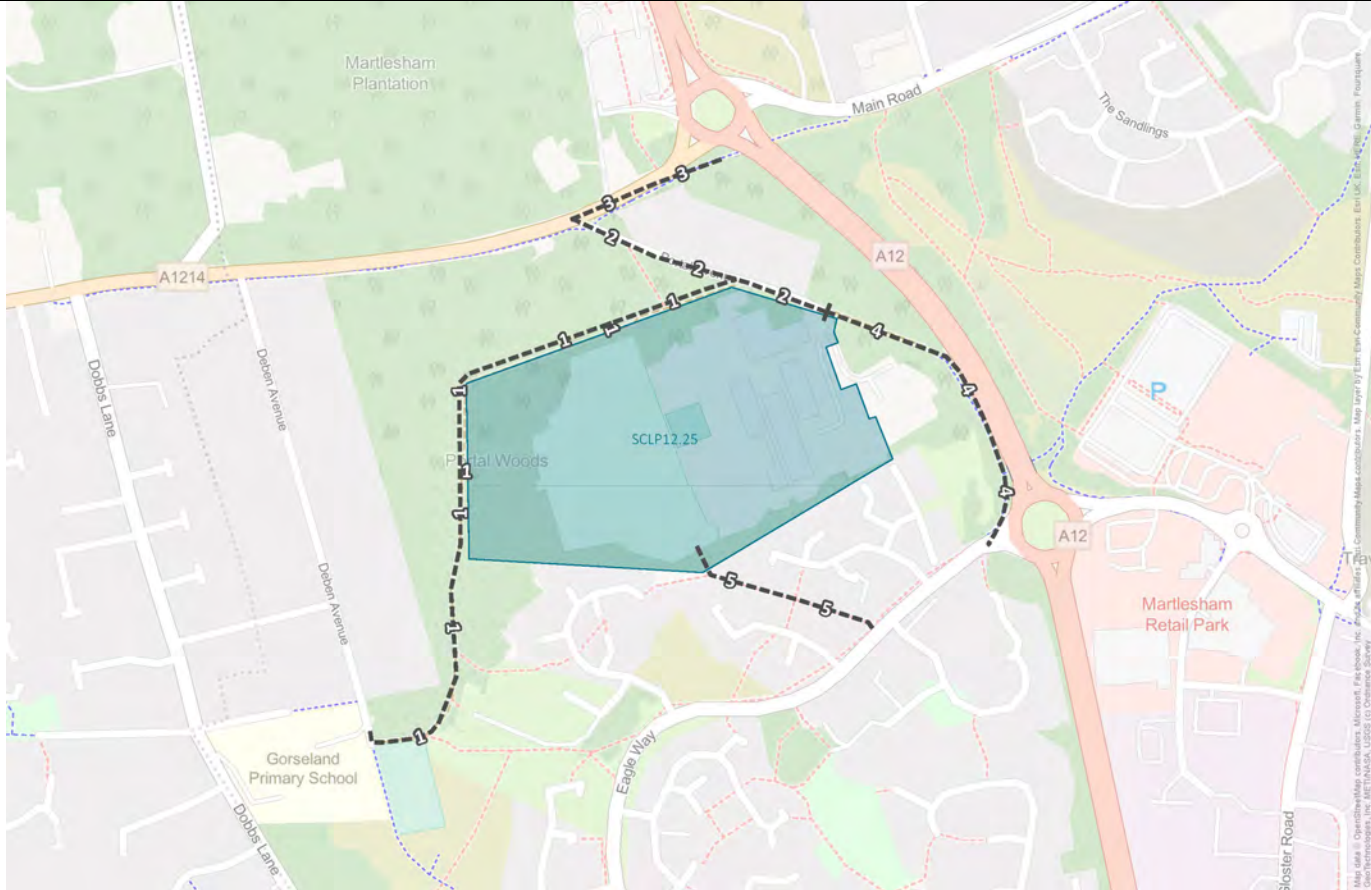
Parish	Policy	Recommendations
Felixstowe	SCLP12.7 Port of Felixstowe	 1 – Improve Nicholas Road's existing section of shared path up to the track (Bridleway 14/12). Extend the shared path down to the roundabout with Blofield Road/Parker Avenue, then create a new shared path (using the existing short stretch of footpath initially), and then extend the new shared path to Fagbury Road (see F39). 2 – Improve Fagbury Road's existing shared path and connect to Walton Avenue's new bi-directional track on the south side (see F86). Unless there is scope for a bridge over the railway tracks, no improvements are recommended to the existing level crossing to the north (see F40). 3 – Widen and resurface the existing footpaths and shared paths around the Dock Gate 2 roundabout. Extend a new section around the northern side to create full circulation of the roundabout. Upgrade all crossings over the various roundabout arms to parallel crossings (see F41). 4 – Provide a segregated cycling and walking connection to Grange Farm Avenue via Ferry Lane, or shared paths along Trinity Avenue and the A14

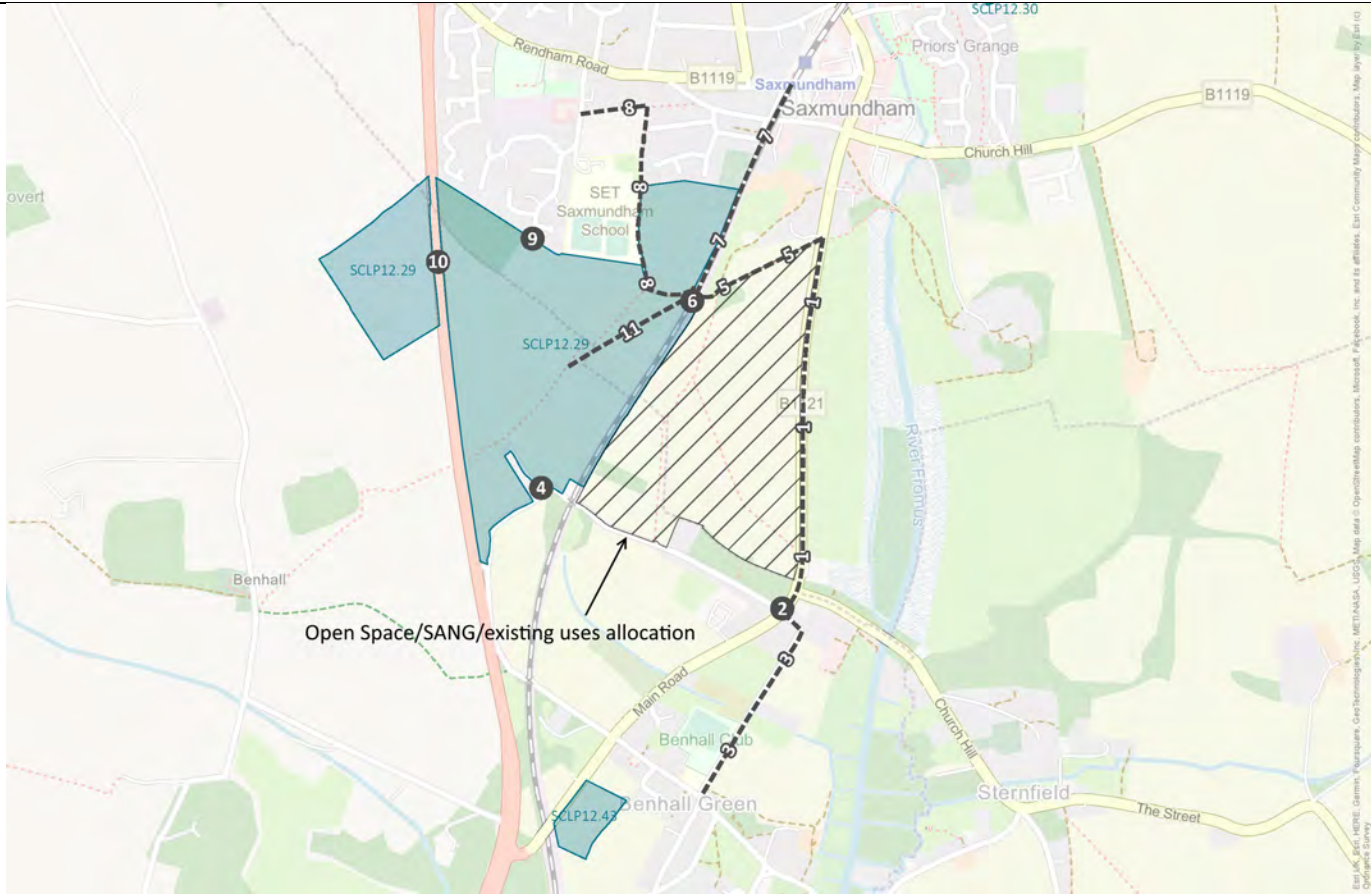
Parish	Policy	Recommendations
		connector road (A) and Parker Avenue via Blofield Road (B) (see F42). 5 – Create a cycling and walking connection between Cordy's Lane and Hintlesham Drive for access to Grange Farm via Bridleway 12/Blofield Track Bridleway 14 (see F37) and Footpath 32B (see F43). Upgrade the footpath sections of this route to bridleway status throughout, replace the existing barriers with bollards, consolidate the signage, and resurface the sections of the route with poor surfacing. This route should be well connected to Nicholas Road (F39), for safe and convenient onward travel. 6 – Provide cycling and walking infrastructure along Langer Road (see F78, F79 and F80). 7 – Provide cycling and walking infrastructure along Walton Avenue to Dock Gate 2 (see F84 and F86).
Felixstowe	SCLP12.8 Land at Bridge Road	1 - Bridge Road should be resurfaced, widened where possible, and made one way for cars/vans etc, and both ways for cyclists and pedestrians.
Felixstowe	SCLP12.9 Land at Carr Road/Langer Road	1 – Provide cycling and walking infrastructure along Carr Road. Provide a parallel crossing for cyclists and pedestrians to cross over Carr Road and access Manor Road (see F80).
Felixstowe	SCLP12.10 Land at Haven Exchange	1 – Provide cycling and walking infrastructure along Walton Avenue to Dock Gate 1 and Peewit Hill (see F83).
Felixstowe	SCLP12.16 Felixstowe Leisure Centre	1 – Ensure easy and legible access onto the Promenade. 2 – Introduce accessible and secure cycle parking and storage. 3 – Provide a shared path connection between Undercliff Road West and Coronation Drive, including a crossing over Garrison Lane (south) (see F77). 4 – Provide a shared path along one side of Coronation Drive to Grange Road; connect into the Grange Road shared paths (see F68 and F62).

Parish	Policy	Recommendations
Brightwell / Martlesham	SCLP12.19 Brightwell Lakes	 The following recommendations align with the cycling and walking infrastructure to be delivered as part of the consented Brightwell Lakes development. 1 - Move the existing cycling and walking track along the eastern side of the A12 further east, appropriately segregated from the A12. Widen this track to accommodate the desired number of cycling and walking trips from the Brightwell Lakes development. If vehicle trip and speed data suggest cycling and walking infrastructure is required introduce cycling and walking infrastructure along Barrack Square and Gloster Road to the Brightwell Lakes northern access point. 2 - Introduce a cycling and walking track from the recommended cycling and walking track along the western site boundary, east through the site along the southern site boundary.

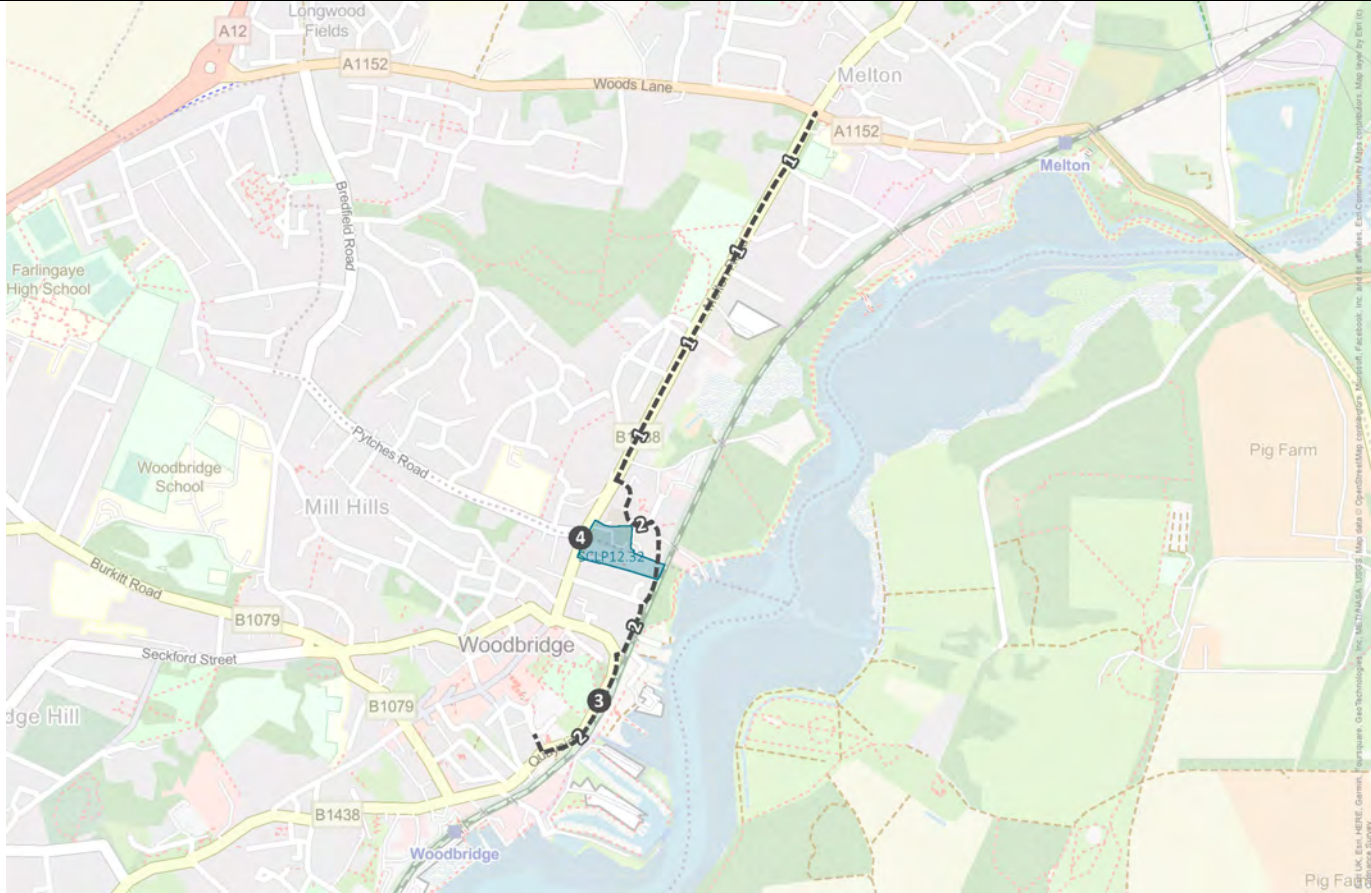
Parish	Policy	Recommendations
		3 - Introduce a cycling and walking crossing point on Ipswich Road where Footpath 10 meets Ipswich Road. 4 - Introduce a cycling and walking track through the site, along Footpaths 10, 30, 51, the southern and western sides of Spratt's Plantation to Betts Avenue. Upgrade Footpaths 10, 30, and 51 to bridleways up to the southern edge of Spratt's Plantation, widen and resurface accordingly. 5 - Introduce cycling and walking infrastructure through the site between the southern A12 and northern Gloster Road main access points (see IM31). 6 - Introduce cycling and walking infrastructure along the eastern edge of the site, connecting recommendations 2 and 4.
Nacton	SCLP12.20 Land at Felixstowe Road	1 - Introduce a segregated cycling and walking track along the southern side of Felixstowe Road, from Ipswich to the southwest corner of the site (see IF11). 2 - Introduce a signalised cycling and walking crossing point on Felixstowe Road, at the southwest corner of the site. 3 - Introduce a cycling and walking track along the northern side of Felixstowe Road, through the site and segregated from the road by existing vegetation, from the recommended signalised cycling and walking crossing point east along Felixstowe Road. 4 - Introduce cycling and walking connection points from the site onto the recommended Felixstowe Road cycling and walking track.
Nacton Heath	SCLP12.21 Ransomes	1 - Reallocate central hatching and central turning lanes along Felixstowe Road to create a segregated cycling and walking track along the southern side of Felixstowe Road (see IF7). 2 - Introduce a signalised cycling and walking crossing point where Bridleway 51 meets Felixstowe Road. 3 - Introduce a signalised cycling and walking crossing point where the Felixstowe Road service road switches from north to the south side of the road to enable continuous cycling and walking segregated from vehicles. 4 - Widen and resurface Bridleways 51, 32, and 31.
Westerfield	SCLP12.23 Land off Lower Road and Westerfield Road	1 - Introduce a cycling and walking track to connect from the southern site boundary of SCLP12.67, along Westerfield Road (segregated from the road by existing vegetation), west through the Country Park, along Footpath 18, and west through the Country Park. 2 - Footpath 18 should be upgraded to a bridleway, widened and resurfaced accordingly.

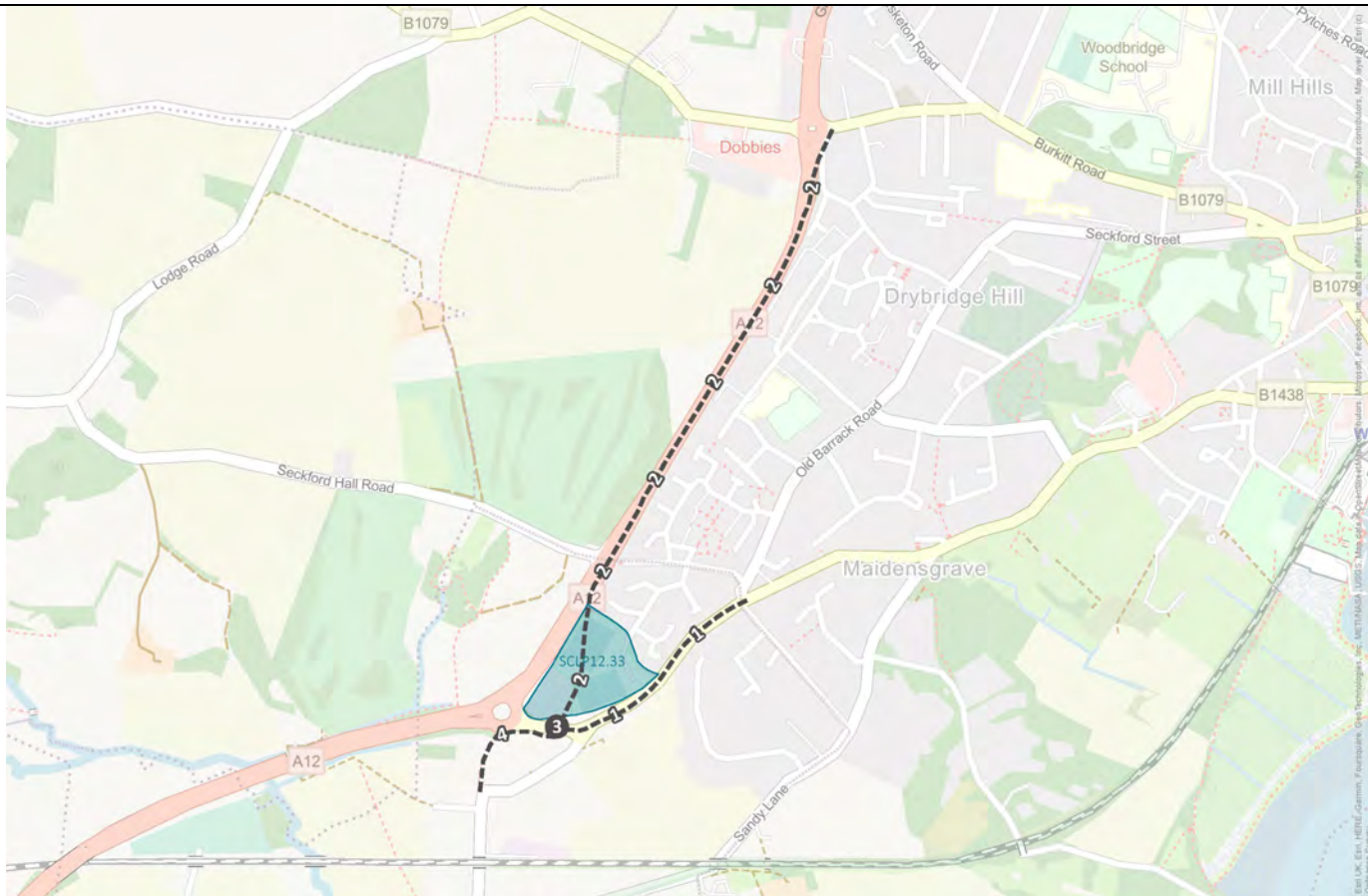
Parish	Policy	Recommendations
Rushmere St Andrew	SCLP12.24 Land at Humber Doucy Lane	 Land at the Northern end of Humber Doucy Lane (ISPA4.1) 1 - Introduce a segregated cycling and walking track along Humber Doucy Lane, segregated from the road by existing vegetation. This segregated track should run all the way along Humber Doucy Lane and across the area of land between Playford Road and Woodbridge Road, becoming an on road facility in the form of a Cycle Street between the Humber Doucy Sports Centre vehicle access and Playford Road. Introduce cycling and walking crossing points at appropriate intervals along Humber Doucy Lane. 2 - Introduce a shared cycle/footway along Sidegate Lane. 3 - Introduce a cycling and walking connection onto Tuddenham Lane and Bridleway 1. Widen and resurface Bridleways 1, 15, and 2 to accommodate cyclists and pedestrians.

Parish	Policy	Recommendations
Martlesham Heath	SCLP12.25 Suffolk Police HQ, Portal Avenue	 1 - A track runs just beyond the northern and western edges of SCLP12.25. The track surface should be improved to accommodate cyclists and pedestrians from Deben Avenue to Portal Avenue, as well as being sensitively lit, in a sympathetic way having regard to the aviation heritage of the route and existing surface. Connections should also be introduced between the track and the site. Alternatively, a segregated cycling and walking track should run through SCLP12.25. (see IM9) 2 - Introduce cycling and walking infrastructure along Portal Avenue without or with limited tree removal. (see IM27) 3 - At the junction of Portal Avenue and the A1214 the existing footway that runs towards the A12 underpass should be widened to accommodate cyclists as well as pedestrians. (See IM10)

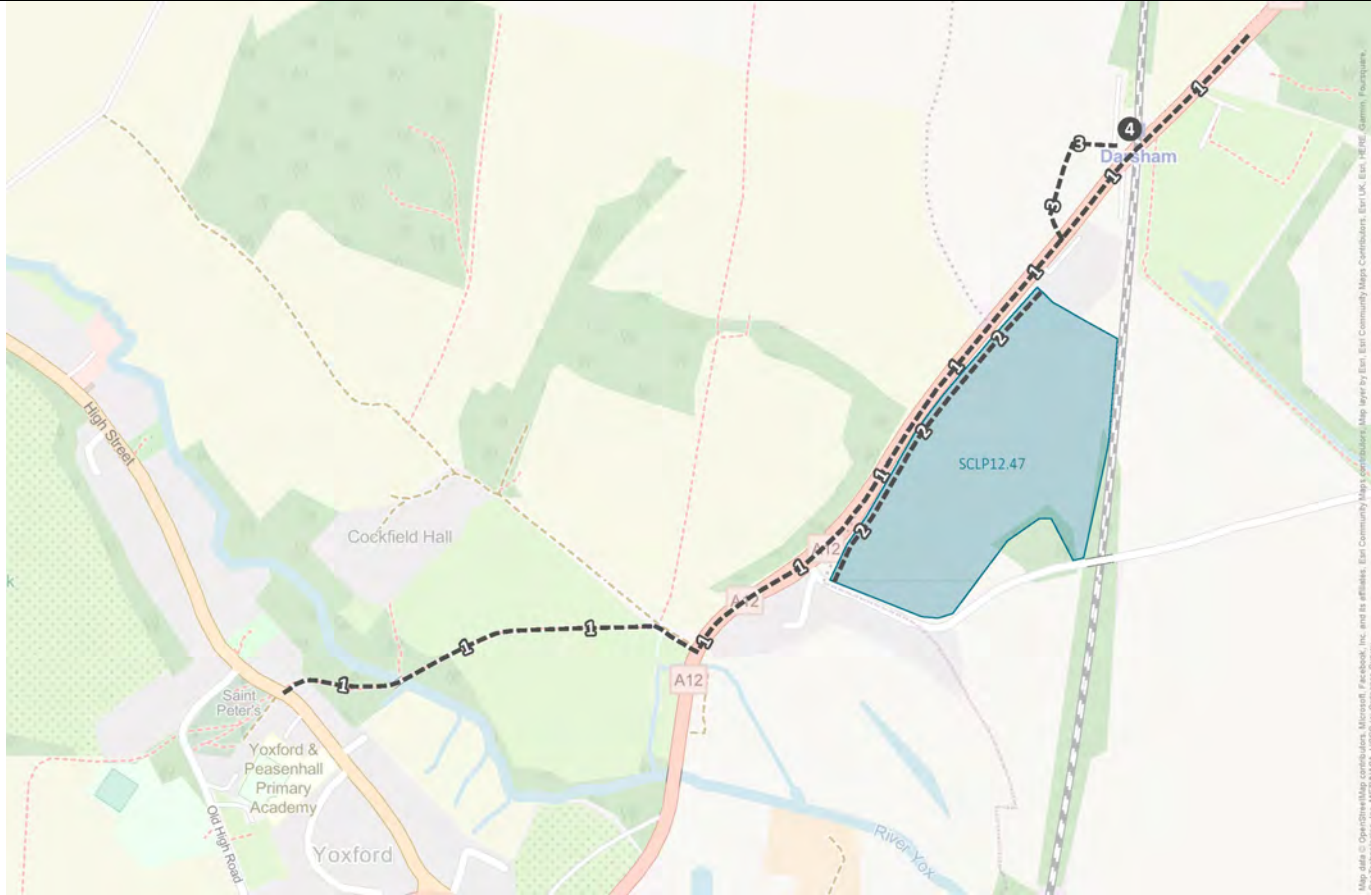
Parish	Policy	Recommendations
		4 - A car free cycle and pedestrian track should be introduced from Portal Avenue to Eagle Way (connecting into the existing cycling and walking infrastructure along Eagle Way), between the A12 and Police Investigation Centre. This track should connect into the A12 underpass at the A12/Anson Road junction. 5 - Introduce a footpath between the site and the existing footpath south of the site leading to the Eagle Way bus stop.
Aldeburgh	SCLP12.27 Land Rear of Saxmundham Road	1 - Introduce a cycling and walking track along the access road if space permits. 2 - Footpaths 6 and 20 should be upgraded to bridleway status and resurfaced.
Saxmundham / Benhall	SCLP12.29 South Saxmundham Garden Neighbourhood	 1 - Introduce a cycling and walking track along the B1121, segregated from the road by the existing hedgerow, and upgrade Footpath 19 to a bridleway, widen and resurface accordingly.

Parish	Policy	Recommendations
		2 - Introduce a signalised cycling and pedestrian crossing point on the B1121 to access School Lane. 3 - Make School Lane one way for vehicles, while retaining two way movement for pedestrians, cyclists and equestrians, and extend the School Safety Zone along the entire length of School Lane to reduce the speed limit from the current 60mph to 20mph. Alternatively, introduce a modal filter to School Lane and a turning place on either side of the modal filter. 4 - Maintain and improve cycling and walking connection from the site onto Kiln Lane. 5 - Upgrade Footpaths 16 and 17 to bridleways, widen and resurface accordingly. 6 - Upgrade the existing railway bridge to accommodate cyclists and pedestrians. 7 - Introduce a cycling and walking track from the existing railway bridge, north along the western side of the railway line, the eastern edge of the cemetery, Park End, Alma Place, Station Approach, and into Saxmundham Railway Station. 8 - Introduce a pedestrian and cycle connection onto Footpaths 15 and 13 to Seaman Avenue, which should be upgraded to a bridleway. 9 - Introduce a pedestrian and cycle connection onto Lincoln Avenue. 10 - Introduce cycling and walking connection between the employment and residential development on either side of the A12. 11 - Introduce a segregated cycling and walking track from the railway bridge to the required on-site community hub.
Saxmundham	SCLP12.30 Land North-East of Street Farm	1 - Explore the potential to connect the site to the agricultural track adjoining the southeast corner of the site.

Parish	Policy	Recommendations
Melton	SCLP12.32 Former Council Offices	 1 - Introduce a segregated cycling and walking track along Melton Road, between Melton Road/Woods Lane crossroads and Melton Hill. 2 - There is not sufficient space to introduce any cycling or further walking infrastructure on Melton Hill, between the site frontage and Old Maltings Approach due to the narrow road. Therefore, a cycling and walking track should be introduced along Old Maltings Approach through the former East Suffolk Council offices site, between the railway line and dwelling off Deben Road, along Deben Road and Quayside to the Hamblin Road car park. (See IM20) 3 - Remove railings along Quayside fronting Elmhurst Park entrance. 4 - Replace the island on Melton Hill fronting the site with a zebra crossing.

Parish	Policy	Recommendations
Woodbridge	SCLP12.33 Land at Woodbridge Town Football Club	 1 - Widen the B1438 footway if possible. 2 - Introduce a segregated cycling and walking track from the proposed B1438 cycling and walking bridge, through the allocation, alongside the A12, to Grundisburgh Road, using Bilney Road and the track to the rear of properties along Peterhouse Crescent. (see IM17) 3 - Introduce a cycling and walking bridge over the B1438. Link the B1438 footway to this bridge. 4 - Introduce a cycling and walking track from the recommended B1438 cycling and walking bridge south to the Top Street roundabout.
Debach	SCLP12.35 Former airfield Debach	No recommendations due to the highly rural location and significant distance to any services and facilities.

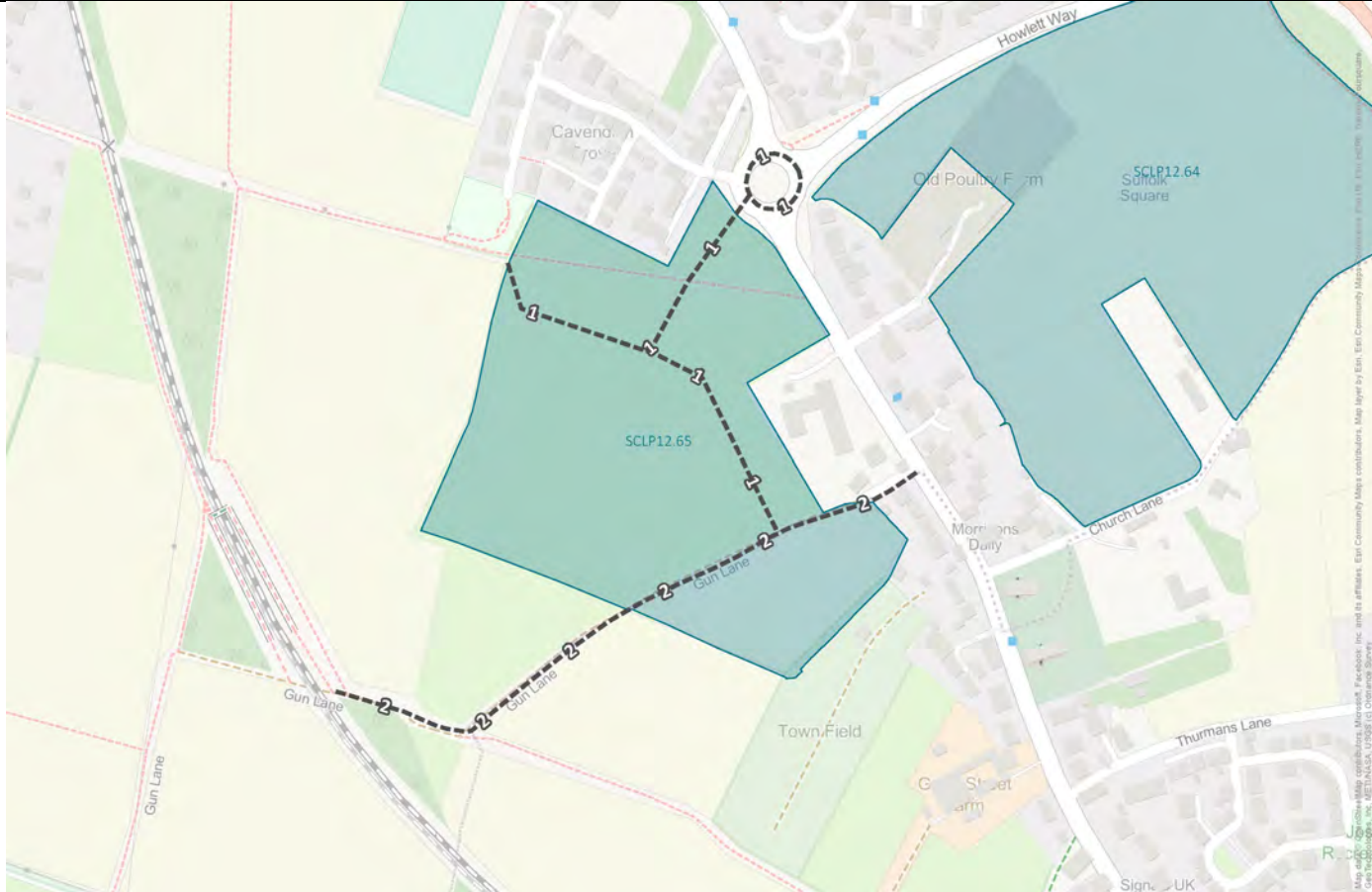
Parish	Policy	Recommendations
Kelsale cum Carlton	SCLP12.36 Carlton Park, Main Road	1 - Introduce a segregated cycling and walking track along the site frontage, north to Carlton Road, and south to Saxmundham Sports Club.
Levington	SCLP12.37 Levington Park	1 - Introduce a segregated cycling and walking track along the site frontage, south to the built edge of Levington, and north to the railway bridge.
Parham	SCLP12.38 Land at Silverlace Green (former airfield)	1 - Upgrade Footpaths 16 & 17 to bridleways, widen and resurface accordingly.
Parham	SCLP12.39 Former airfield	No recommendations due to the highly rural location and significant distance to any services and facilities.
Rendlesham	SCLP12.40 Bentwaters Park	1 - Upgrade the A1152/B1069 roundabout to a Dutch-style roundabout. 2 - Introduce a segregated cycling and walking track to the Bentwaters Park access road, from the recommended Dutch-style roundabout. 3 - Introduce a segregated cycling and walking track along the A1152 and B1069 from the B1069/Ivy Lodge Road to Ash Road via Rendlesham Mews. This may require road realignment and some tree removal.
Wickham Market	SCLP12.41 Riverside Industrial Estate, Border Cot Lane	1 - Introduce a cycling and walking track along Border Cot Lane from the employment site west to Bridleway 7. 2 - Introduce secure cycle storage on the employment site. 3 - The Border Cot Lane/High Street junction could be reconfigured to slow traffic and widen the existing footway to enhance the pedestrian environment. 4 - On Border Cot Lane, west of the Wickham Market built edge, a village gateway could be introduced to slow traffic entering the village. This should not undermine the ability to introduce a cycling and walking track along Border Cot Lane.
Aldringham	SCLP12.42 Land to the East of Aldeburgh Road	1 - Introduce a cycling and walking track and enhance the existing footway along the western side of Aldeburgh Road from SCLP12.42 and leading to Leiston.
Benhall	SCLP12.43 Land South of Forge Close between Main Road and Ayden	1 - Introduce a cycling and walking track along the B1121, on the SCLP12.43 side of the existing hedgerow in order to enhance walking and cycling connectivity and safety into Footpath 26 and along the B1121. 2 - Introduce a crossing point on the B1121 to enable safe access to the bus stop and the B1121 footway into Saxmundham. 3 - Footpath 26 (between the B1121 and Mill Lane) should be upgraded to a bridleway, widened and resurfaced to accommodate pedestrians and cyclists.
Bucklesham	SCLP12.44 Land to the South East of Levington Lane	1 - Introduce a footpath from the site to the allotments.
Campsea Ashe	SCLP12.45 Land to the South of Station Road	1 - Widen the existing footway fronting the site by removing vegetation on the footway.
Charsfield	SCLP12.46 Land behind 15 St Peters Close	1 - Introduce a walking track through the allocation, connecting St Peters Close with the playing fields to the east.

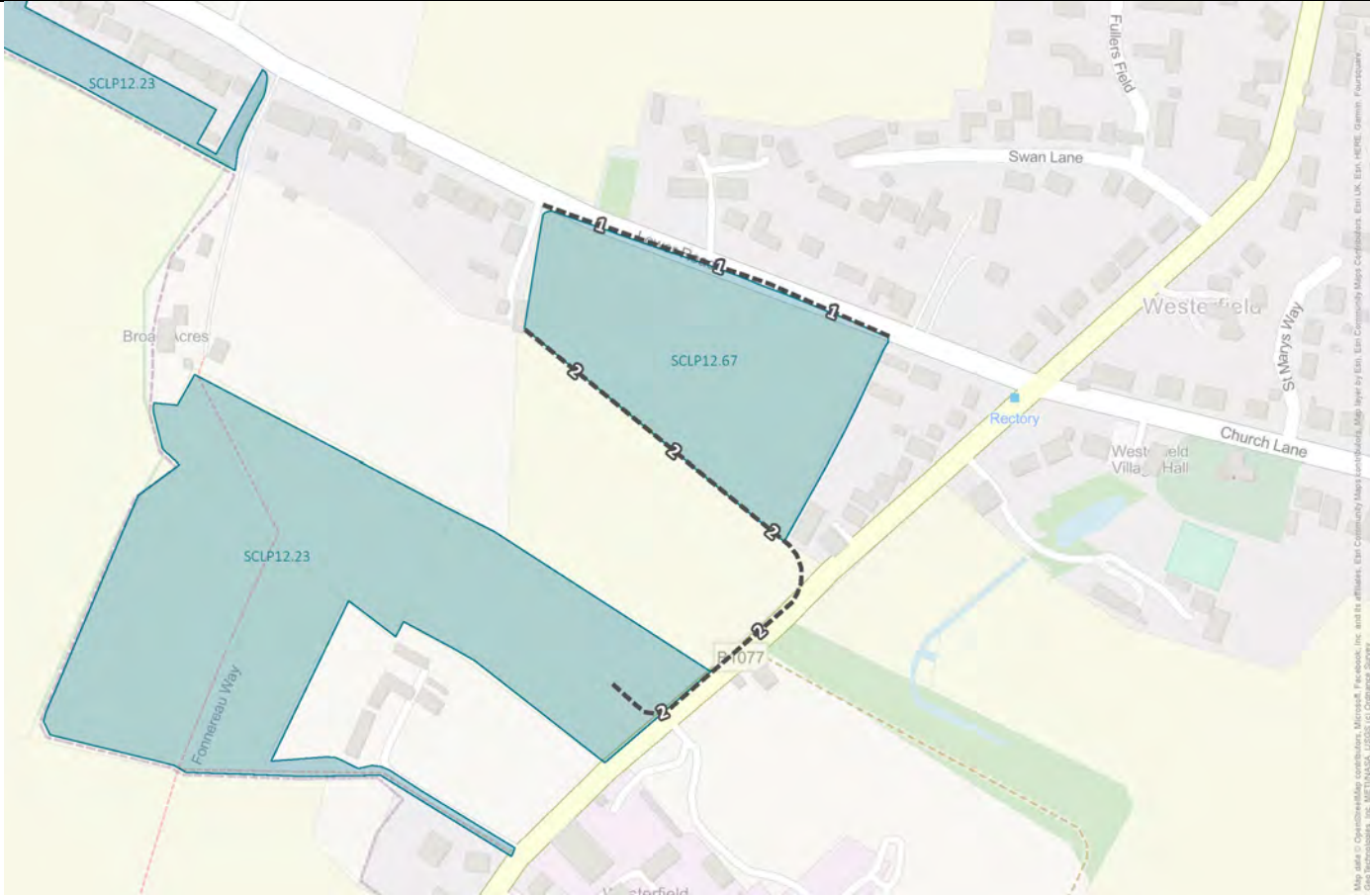
Parish	Policy	Recommendations
Darsham	SCLP12.47 Land to the South of Darsham Station	 1 - A crossing point on the A12 and a cycling and walking track along the western side of the A12 is required to ensure safe pedestrian and cycle access from the site into the existing footway network and to Darsham Railway Station and Darsham Service Station. To enable safe cycling and walking into Yoxford, Footpath 13 should be upgraded to a bridleway and connected to the cycle and pedestrian infrastructure recommended along the A12. Once upgraded to a bridleway, Footpath 13 should be widened and resurfaced to accommodate pedestrians and cyclists. This should be achieved in a manner sensitive to the historic significance of Cockfield Hall Historic Park, the Grade I Cockfield Hall, other nearby listed buildings, and the Yoxford Conservation Area. 2 - A cycle and pedestrian track should be introduced along the western edge of the site, segregated from the A12 by retaining the existing vegetation along the A12. This route should connect with the cycle and pedestrian crossing point on the A12.

Parish	Policy	Recommendations
		3 - Immediately south of Darsham Railway Station it is recognised that property boundaries are tightly bound to the A12. Opportunities to route cycle and pedestrian infrastructure behind these properties should be explored. 4 - Cycle parking and storage should be introduced at Darsham Railway Station. 5 - Ensure cycling and walking infrastructure aligns with and does not prohibit future Sizewell C development.
Darsham	SCLP12.48 Land North of The Street	1 - Introduce a footway along The Street, between the site allocation and Footpath 9.
Dennington	SCLP12.49 Land off Laxfield Road	1 - Introduce a footway along the site frontage with Laxfield Road.
Eyke	SCLP12.50 Land to the South of Eyke CoE Primary School and East of The Street	1 - The pedestrian infrastructure outside the site should be improved and connected into the wider network. This could involve widening the path on the west side of the road with an appropriate crossing or a new path within the site that connects into the existing network through the adjacent car park. 2 - As the Policy identifies that this site allocation provides an opportunity for a green open space to be used by the community, it may be necessary to also provide cycle parking facilities. 3 - If space permits, providing off-road cycling infrastructure between the site/school and village shop/Church/bus stop will provide a sustainable travel opportunity and start a wider route through to Rendlesham. 4 - Consideration should be given to providing a cycling and walking connection between the site and Church Lane.
Grundisburgh	SCLP12.51 Land to the West of Chapel Road	1 - Resurface Footpath 20. 2 - Consider implementing at either end signage marking the crossing point from Footpaths 20/21. Consider improving the connection to Post Mill Orchard to allow safe access into the village. 3 - Introduce a cycling and walking connection between the site and Chapel Road.
Kelsale cum Carlton	SCLP12.52 Land South of Ambleside, Main Road	1 - Introduce a segregated cycling and walking track along the B1121 from the allocation into Saxmundham.
Kettleburgh	SCLP12.53 Land North of the Street	1 - Any path created to the front of the allocation should be extended westwards to the existing infrastructure at the entrance to Lings Field thus creating a more continuous route that connects the residents of the allocation to the public house. 2 - Footpath 19 should be easily accessible to residents of the site and upgrading Footpath 19 to a bridleway to allow cycling should be explored.
Kirton	SCLP12.54 Land to the rear of 31-37 Bucklesham Road	1 - Introduce a cycling and walking track between Footpaths 50 and 41, to the rear of properties along Bucklesham Road, and along the western site boundary. (see MF2) 2 - Footpath 41 should be upgraded to a bridleway, widened and resurfaced accordingly.
Knodishall	SCLP12.55 Land at School Road	1 - A cycling and walking track should be introduced along the site frontage, segregated from the road by the existing hedgerow.
Levington	SCLP12.56 Land at Bridge Road	1 - Introduce a segregated cycling and walking track along the site frontage, north to the railway bridge. 2 - Introduce a pinch point on Bridge Road at the site frontage to narrow the carriageway and enable safer crossing of Bridge Road.
Orford	SCLP12.57 Land North of Mill Close	1 - Upgrade Footpath 3 to a bridleway and resurface to accommodate pedestrians and cyclists, whilst retaining its rural character. 2 - Introduce cycle parking within the village centre, sensitive to the Conservation Area.
Otley	SCLP12.58 Land adjacent to Swiss Farm	1 - Introduce a shared cycling and walking path along Chapel Road, between SCLP12.58 and the Village Shop. If space allows, introduce segregation between the shared cycling and walking path and Chapel Road. 2 - Introduce cycle parking at services and facilities on Chapel Road.

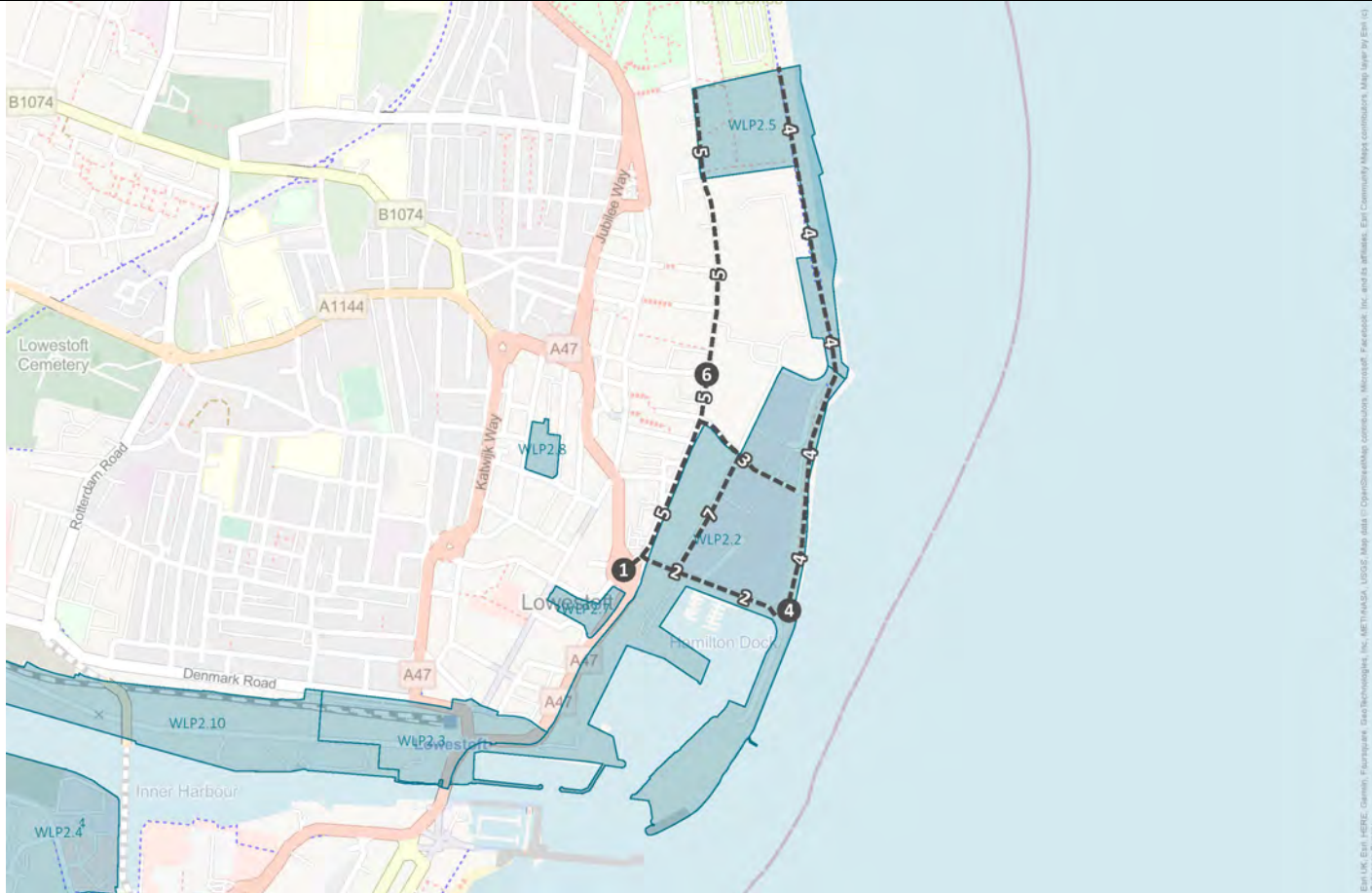
Parish	Policy	Recommendations
		3 - Upgrade Footpaths 56 and 58 to bridleways, widen and resurface. This will provide a cycling and walking connection between Bridleway 28, the site and Chapel Road as well as a circular cycle route onto Bridleway 72. 4 - Introduce a cycling and walking crossing point on Chapel Road.
Peasenhall	SCLP12.59 Land adjacent to Farthings, Sibton Road	1 - Introduce a modal filter to Sibton Road.
Pettistree	SCLP12.60 Land between High Street and Chapel Lane (adjoining Wickham Market)	1 - Introduce a footway along the site frontage, connecting to the existing footway. 2 - Introduce a cycling and walking connection from the site onto Chapel Lane.
Rendlesham	SCLP12.61 Land West of Garden Square	1 - Deliver PROW cycling and walking infrastructure as set out in the planning permission. 2 - Introduce cycling and walking connection point onto Garden Square.
Rendlesham	SCLP12.62 Land East of Redwald Road	1 - Introduce a cycling and walking track parallel to Redwald Road, with a crossing point into the site. 2 - Introduce a cycling and walking track along the A1152 from the A1152/B1069 roundabout to Ash Road via Rendlesham Mews. This may require road realignment. 3 - Deliver PROW cycling and walking infrastructure as set out in the planning permission.
Shottisham	SCLP12.63 Land opposite The Sorrel Horse, The Street	1 - Introduce cycling and walking connection points from the site onto Restricted Byway 37.

Parish	Policy	Recommendations
Trimley St Martin	SCLP12.64 Land off Howlett Way	 1 - Introduce a segregated cycling and walking track alongside and segregated from Howlett Way, and around the Howlett Way/High Road roundabout. (see F17) 2 - Introduce a segregated cycling and walking track between Howlett Way and Church Lane (Bridleway 5). (see F131) 3 - Church Lane, Bridleway 5 and Bridleway 10 should be resurfaced and widened. Appropriate lighting should be introduced to the Bridleway 10/A14 underpass. (see F22-F25) 4 - Retain Footpath 26 as a walking route. However, if the recommended cycling and walking track along Howlett Way, through the allocation, and along Bridleway 5 and Church Lane is not of a high enough standard and segregated from vehicles, a segregated cycling and walking track will be expected along the eastern site boundary. This track should link into the Howlett Way cycling and walking track and Bridleway 5. (see F24)

Parish	Policy	Recommendations
		5 - Undertake a safety audit of the Footpath 26 crossing of Howlett Way and implement measures identified in audit. 6 - Upgrade the section of Footpath 26 between Howlett Way and Ash Ground Close to a bridleway and widen to accommodate cyclists.
Trimley St Martin	SCLP12.65 Land adjacent to Reeve Lodge, High Road	 1 - Introduce a segregated cycling and walking track from the Trimley St Martin play area to and around the High Road/Howlett Way roundabout, and from the Trimley St Martin play area to Gun Lane. (see F13-F137) 2 - Widen and resurface Gun Lane (Restricted Byway 3) and Restricted Byway 28 (up to the railway bridge). (see F14)
Tuddenham	SCLP12.66 Land off Keightley Way	1 - Introduce a cycling and walking route from the site, through the playground and east along the field boundary to Bridleway 10, which should be resurfaced accordingly.

Parish	Policy	Recommendations
		2 - Introduce a cycling and walking track from the site west, along the northern built edge of the village, to Footpath 8, which should be upgraded to a bridleway, widened and resurfaced accordingly.
Westerfield	SCLP12.67 Land South of Lower Road	 1 - Introduce a footway along the site frontage with Lower Road, segregated from the road by the existing trees. The footway should connect into the existing footway along Lower Road from the eastern corner of the site. 2 - Introduce a cycling and walking track from the allocation, along the southern site border, connecting to Westerfield Road, and south alongside Westerfield Road (and segregated from the road by the existing vegetation) to and through the Ipswich Garden Suburb Country Park (SCLP12.23).

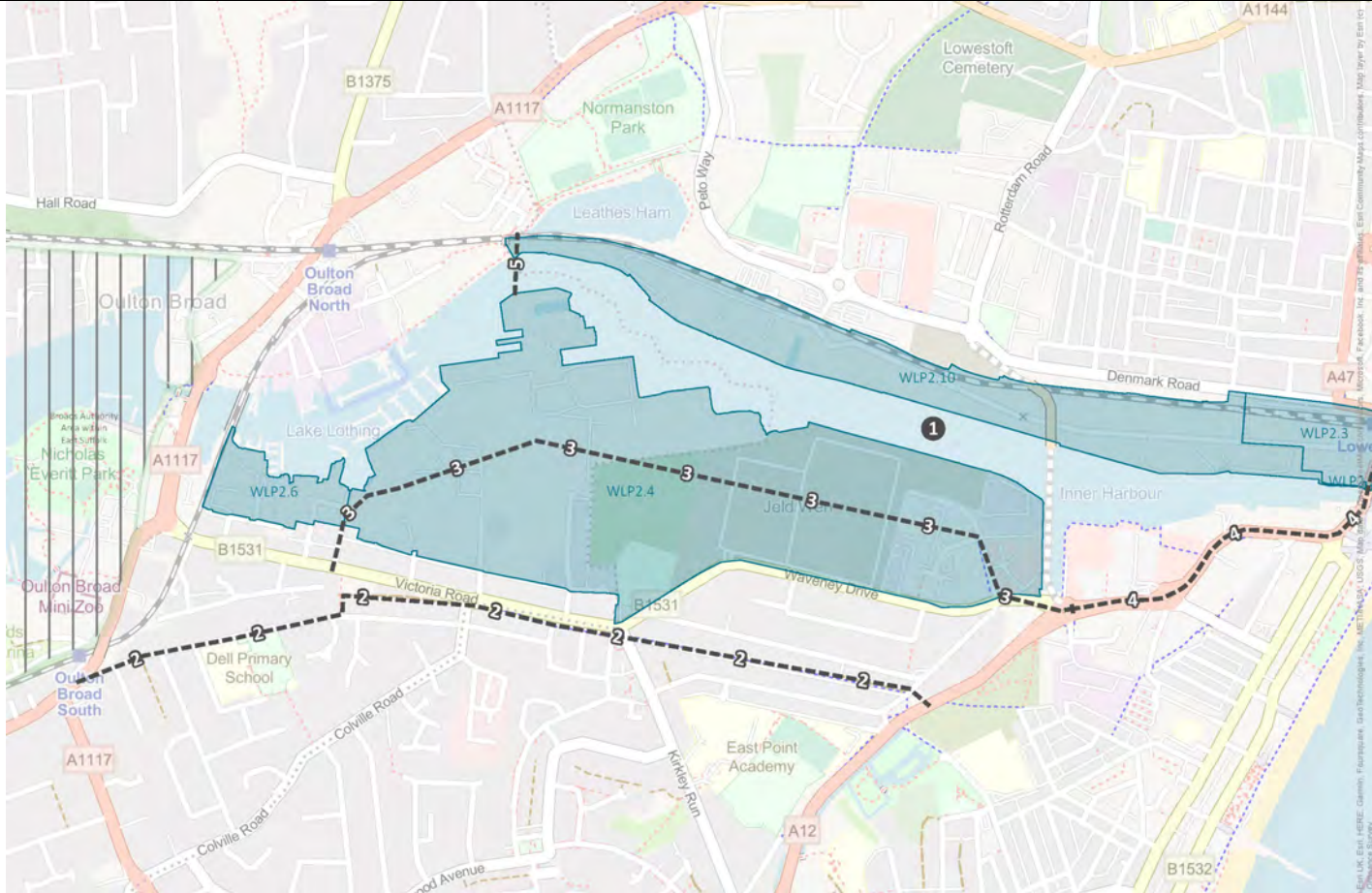
Parish	Policy	Recommendations
Westleton	SCLP12.68 Land West of the B1125	1 - The existing footway along the B1125 should be widened, provided there is sufficient space to do so. 2 - Introduce a footway along the B1125 site frontage, segregated from the B1125 by the existing Hedgerow. 3 - Introduce a chicane to the B1125, to slow traffic entering the village and provide a short crossing point for pedestrians.
Westleton	SCLP12.69 Land at Cherry Lee, Darsham Road	1 - Resurface Bridleway 32 and widen where appropriate. 2 - Due to the limited space along Darsham Road opportunities to provide a cycling and walking route from Bridleway 32, through the site, to Bridleway 31 should be explored, although this may not be possible due to potential land ownership issues.
Witnesham	SCLP12.70 Mow Hill	1 - Introduce a footway along the western edge of the site, east of the existing vegetation which is to be retained except where required for access. 2 - A stile is situated where Footpath 26 meets Mow Hill. This should be removed and/or replaced with a gate that provides greater accessibility to all users.
Witnesham (Bridge)	SCLP12.71 Land at Street Farm	1 - Ensure pedestrians can safely cross the B1077 from the site, thereby accessing the village facilities from the existing B1077 footway. 2 - Resurface Bridleway 30 to better accommodate pedestrians and cyclists.

Parish	Policy	Recommendations
Lowestoft	WLP2.2 PowerPark	 1 - Upgrade Battery Green Roundabout. 'The radial routes should be significantly improved to allow free flowing of cyclists and pedestrians around the edges. A Dutch-style roundabout or another alternative could be considered. 2 - Introduce a shared cycle/footway along Hamilton Road. 3 - Introduce a shared cycle/footway along Wilde Street. (see L40) 4 - Upgrade the Hamilton Road connection to the seafront to ensure easy access for cyclists and pedestrians between Hamilton Road and The Ness Park. (see L39)

Parish	Policy	Recommendations
		5 - Widen the existing Whapload Road footway to create a shared cycle/footway and connect into planned Scores improvements as set out in North Lowestoft Heritage Action Zone⁶⁷. 6 - Introduce cycling and walking crossing points on Whapload Road. 7 - Provide an improved cycling on Newcombe Road reflecting the design vision⁶⁸ for the PowerPark. (see L38)
Lowestoft	WLP2.3 Peto Square	1 – Increase the number of cycle parking spaces by introducing a cycle storage facility. 2 – Reallocate the third vehicle lane along Denmark Road, Station Square, Waveney Road, Bascule Bridge, Pier Terrace, and Belvedere Road to segregated cycling and walking infrastructure. (see L11) 3 - Denmark Road should be reconfigured to reflect its importance as an east-west connection for cycling and walking to the town centre. The central hatching and islands should be removed, and segregated cycling and walking infrastructure introduced alongside appropriate crossings. Where Denmark Road narrows with on-street parking, the shared cycle/footway should be expanded onto land south of Denmark Road to create a bi-directional cycling and walking track. (see L10)

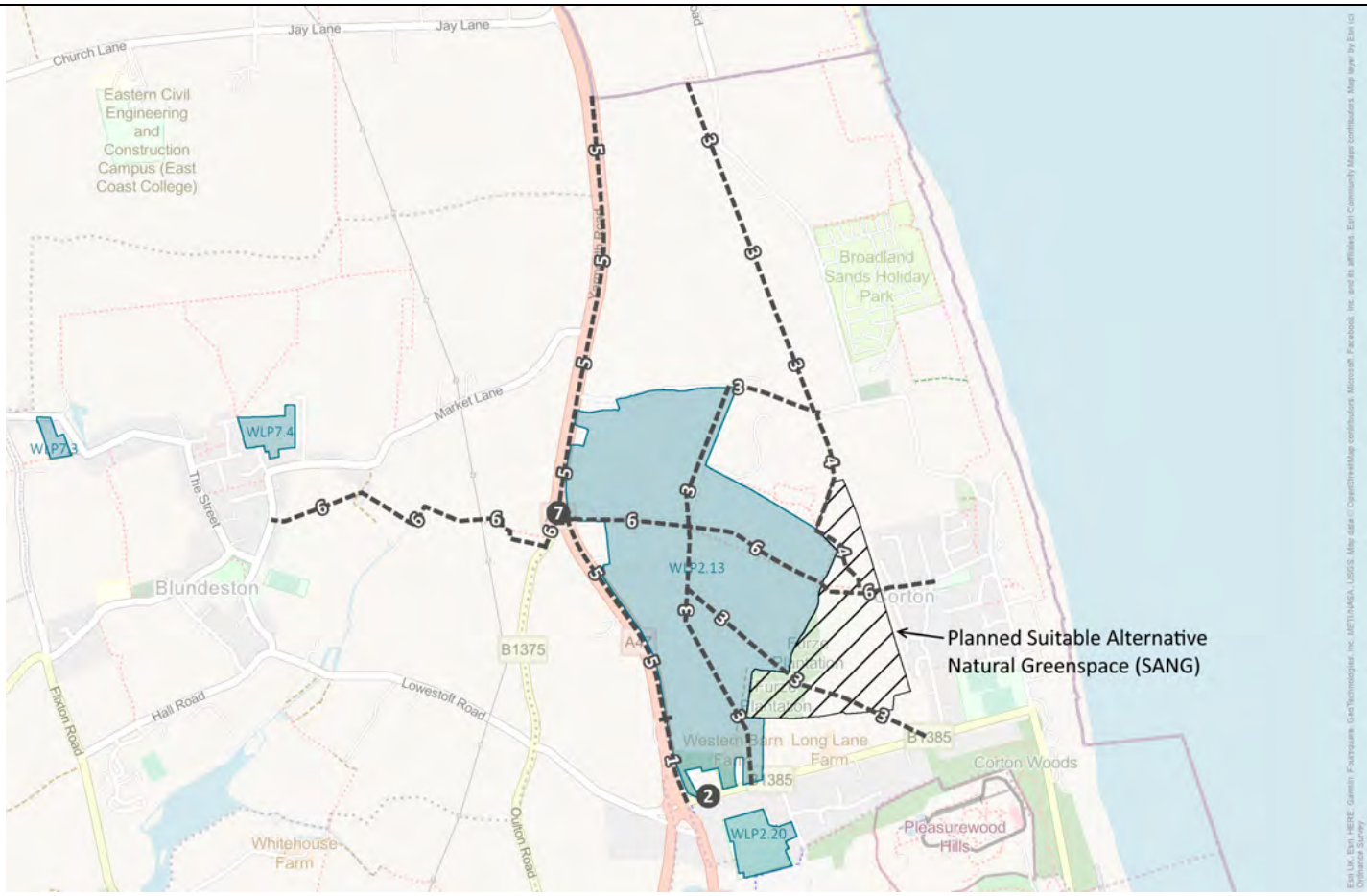
⁶⁷ <https://thinklowestoft.co.uk/regeneration/celebrating-our-culture-and-heritage/haz/>

⁶⁸ <https://www.eastsuffolk.gov.uk/business/regeneration-projects/powerpark/>

Parish	Policy	Recommendations
Lowestoft / Oulton Broad	WLP2.4 Kirkley Waterfront and Sustainable Urban Neighbourhood	 1 - Ensure the cycling and walking infrastructure delivered as part of the Gull Wing crossing connects into the site and north of the river into Denmark Road and surrounding areas, with associated improvements. (see L14) 2 - The existing cycling and walking route south of and parallel to Victoria Road and Kimberley Road should be enhanced and connected into the site. Cycling and walking crossing points should be introduced along Waveney Drive and Victoria Road. How this Connects into Oulton Broad South railway station and Nicholas Everitt Park is a key consideration. (see L16-L17) 3 - Introduce cohesive and segregated cycling and walking routes throughout the site, ensuring east-west links throughout and connections to the existing infrastructure south of and parallel to Victoria Road and Kimberley Road. (see L13)

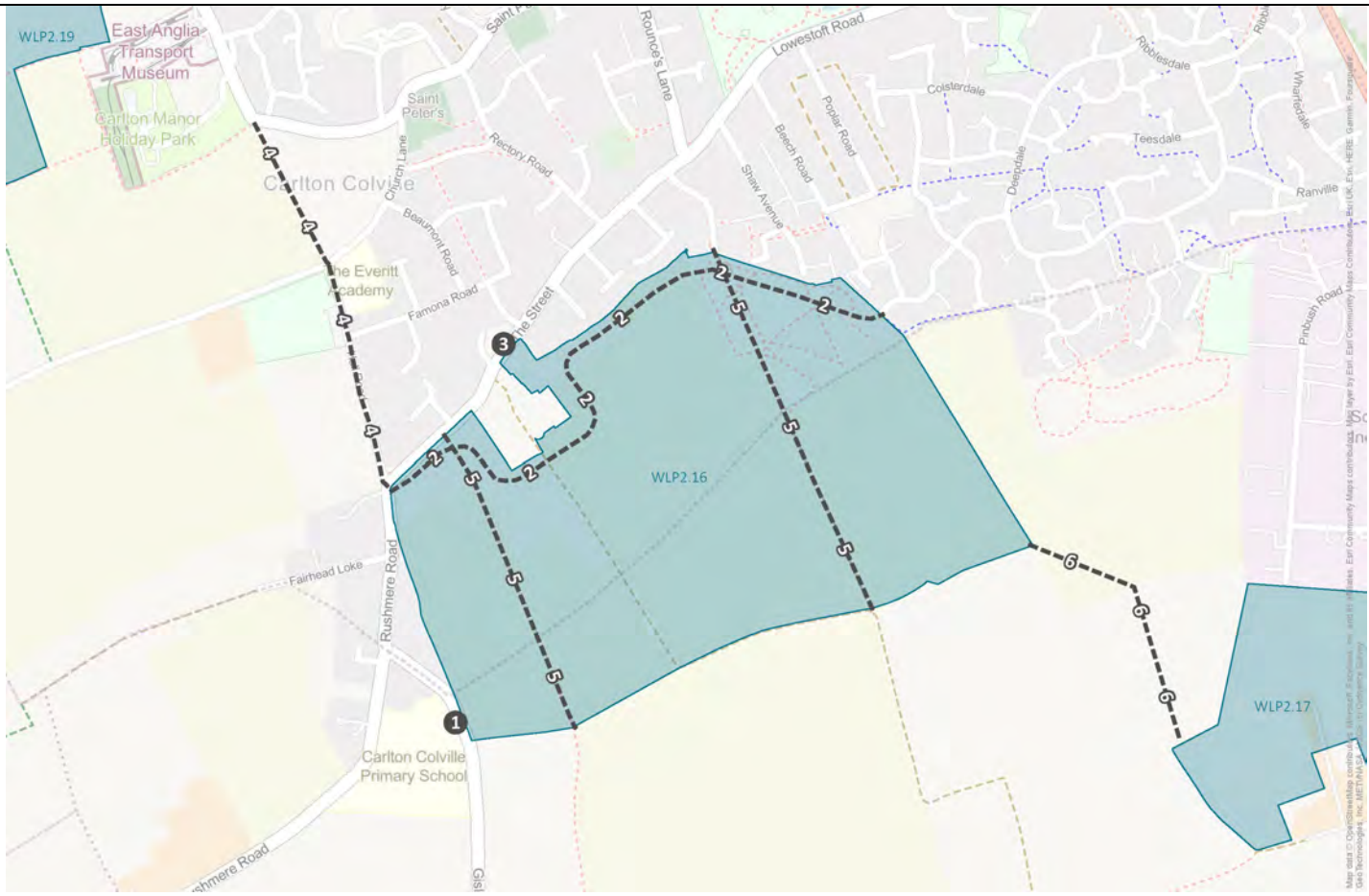
Parish	Policy	Recommendations
		4 - Introduce a cycling and walking track along the north of Belvedere Road and Horn Hill, between Dunelm and Asda, and introduce cycling and walking priority over junctions. This will improve the connections to the town centre/train station. (L12) 5 – Opportunity to introduce a cycling and walking bridge from the site at the Brooke Peninsula to Normanston Park. (see L13) 6 – Cycling and Walking improvements should be in accordance with the Sustainable Urban Neighbourhood and Kirkley Waterfront Development Brief.⁶⁹
Lowestoft	WLP2.5 East of England Park (The Ness)	1 - Resurface the seafront cycling and walking track and where possible introduce segregation between cyclists and pedestrians. (see L33) 2 - Introduce a cycling and walking track along Whapload Road, segregated by existing vegetation on the East of England Park. Ensure the cycling and walking track preserves the significance of the historic net drying racks. 3 - Introduce cycling parking at Ness Point.
Oulton Broad	WLP2.6 Western End of Lake Lothing	1 - Introduce a cycling and walking track west to east through the site connecting to the Kirkley Waterfront and Sustainable Urban Neighbourhood (WLP2.2) to the east and, with an appropriate crossing, connect through the land to the west to Saltwater Way.
Lowestoft	WLP2.7 Former Battery Green Car Park	1 - Upgrade Battery Green Roundabout. The radial routes should be significantly improved to allow free flowing of cyclists and pedestrians around the edges. A Dutch-style roundabout or another alternative could be considered. 2 - Remove the central cross hatching and central turning lane and introduce a segregated cycling and walking track along Battery Green Road. (see L41) 3 - Introduce a modal filter to the eastern end of Marina, subject to necessary delivery access and disabled parking. 4 - Introduce more cycle parking to the High Street. 5 - Introduce a traffic free east-west route through the site, connecting the High Street to Battery Green Road/Gordon Road.
Lowestoft	WLP2.8 Former Lowestoft Hospital	1 - The constraints on streets around the site make the introduction of cycling and walking infrastructure challenging. If the area between Katwijk Way, Regent Road, London Road North, Artillery Way, and St Peter's Street suffers from significant through traffic, it may be appropriate to introduce a Low Traffic Neighbourhood between these streets or other forms of modal filters.
Lowestoft	WLP2.10 Inner Harbour Port Area	1 - Introduce a segregated cycling and walking track along Commercial Road. This may require the removal of on-street parking, which could be accommodated by the introduction of a multi-storey car park for employees on the port site. 2 - Upgrade Footpath 21 to a bridleway, widen and resurface accordingly with appropriate access provided into the allocation from the west. 3 - Introduce a cycling and walking bridge over the railway line at Footpath 21. 4 - Cycling and walking infrastructure delivered through the Gull Wing crossing should be connected into the cycling and walking infrastructure delivered on the allocation.

⁶⁹ <https://www.eastsuffolk.gov.uk/assets/Planning/Waveney-Local-Plan/Supplementary-Planning-Documents/SUN-and-Kirkley-Waterfront/Adopted-Development-Brief.pdf>

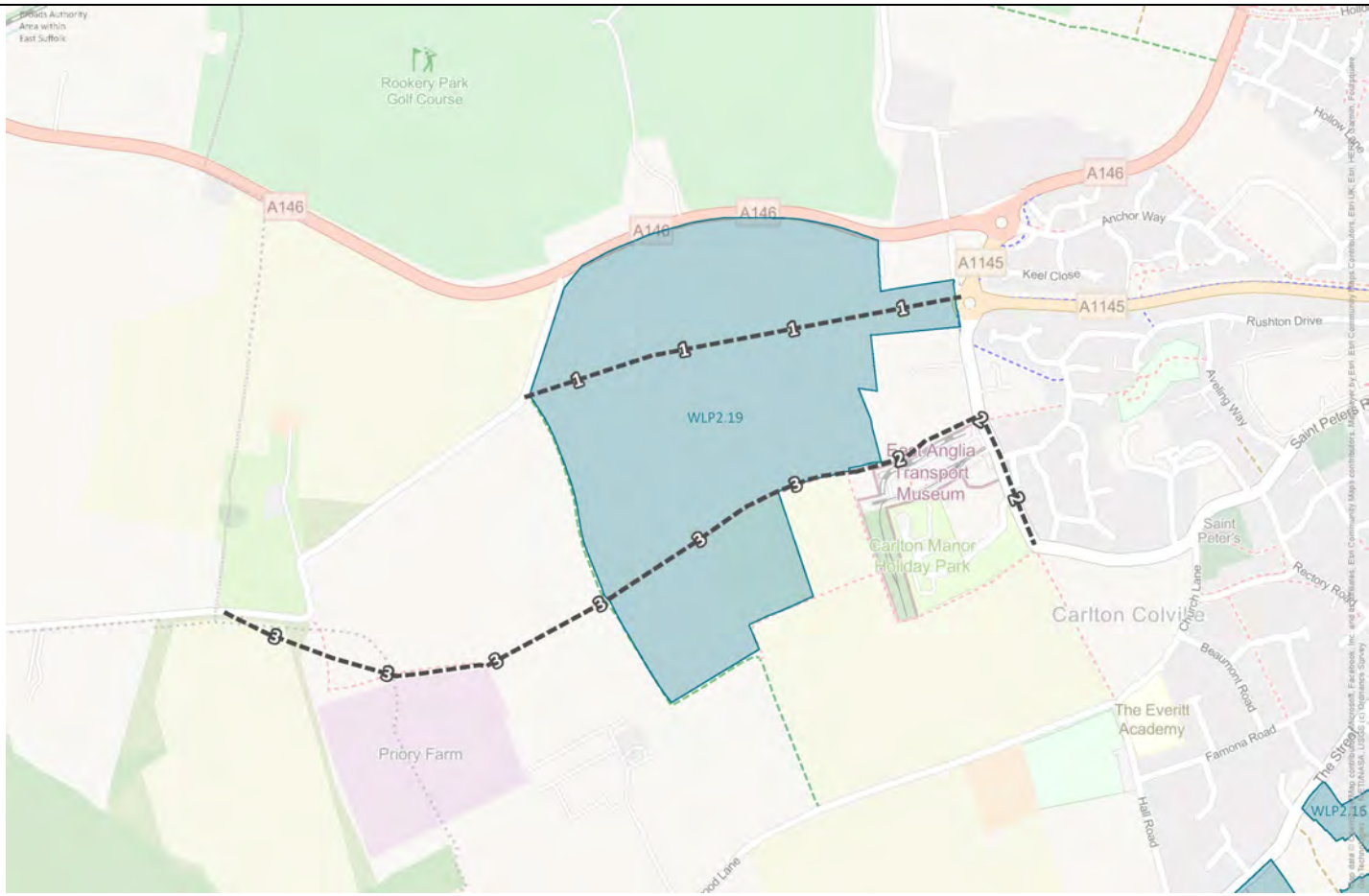
Parish	Policy	Recommendations
Corton	WLP2.13 North of Lowestoft Garden Village	 1 - Open the existing dead-end road off Corton Long Lane just east of the junction with the A47 to cyclists and pedestrians only. Extend this route into the site whilst retaining as many trees as possible. 2 - Introduce a cycling and walking crossing point on Corton Long Lane, just east of the A47 junction. 3 - Introduce a segregated cycling and walking track through the site and north to the Suffolk/Norfolk border along the disused railway line or as part of the Broadland Sands Holiday Park expansion. (see LH1 to various) 4 - Upgrade Footpath 4 to a bridleway, widen and resurface accordingly. (see LH3)

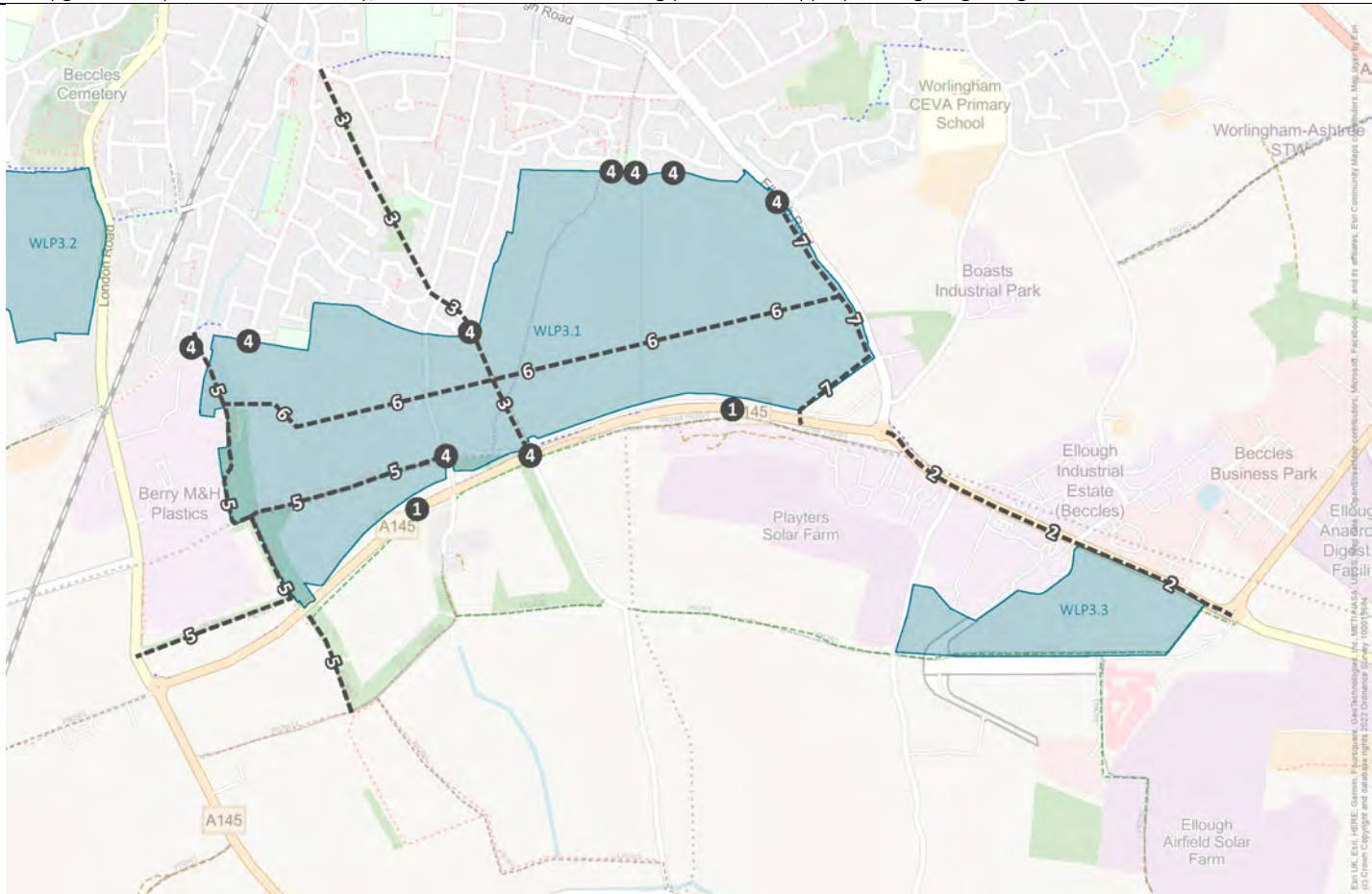
Parish	Policy	Recommendations
		5 - Introduce a segregated cycling and walking track along the A47 between Corton Long Lane and Hopton, to the standard delivered along Millennium Way. (see LH2 to LH8) 6 - Introduce a cycling and walking track along Footpath 3 (Corton), across the A47 and Gorleston Road, Footpath 11 (Blundeston), to Market Lane. 7 - Introduce signalised cycling and walking crossing points over the A47 at Footpath 3 (Corton), and over Gorleston Road to access Footpath 11 (Blundeston).
Oulton	WLP2.14 Land North of Union Lane	1 – Introduce cycling and walking infrastructure in accordance with the Residential Development Brief (2021)⁷⁰. 2 - Introduce a footway along Parkhill, from Union Lane and along the site frontage. 3 - Make Union Lane and Flixton View a Cycle Street. Any vehicle accesses from Union Lane and Flixton View onto the site should be for emergency vehicles only. 4 - Introduce a cycling and walking track between WLP2.15 (Land Between Hall Lane and Union Lane) and WLP2.14, via Footpath 6, which should be upgraded to a bridleway, widened and resurfaced accordingly. (see L56) 5 - Introduce a cycling and walking track from the northeast corner of the site along Parkhill to Footpath 9 (which should be upgraded to a bridleway alongside Footpath 3) and The Pastures cut through.
Oulton	WLP2.15 Land Between Hall Lane and Union Lane	1 - Introduce a cycling and walking track along Hall Lane from the likely site entrance to the roundabout with the B1375, segregated from the road by the existing vegetation north of Hall Lane. (see L55) 2 - Make Union Lane and Flixton View a Cycle Street. Any vehicle accesses from Union Lane and Flixton View onto the site should be for emergency vehicles only. 3 - Introduce a cycling and walking crossing point on Hall Lane. 4 - Introduce a segregated cycling and walking track along the southern side of Hall Lane from the recommended cycling and walking crossing point (at point 3 above) west to Footpath 4. (see L55) 5 - Introduce a cycling and walking track between WLP2.14 (Land North of Union Lane) and WLP2.15, via Footpath 6, which should be upgraded to a bridleway, widened and resurfaced accordingly. (see L56)

⁷⁰ <https://www.eastsuffolk.gov.uk/assets/Planning/Planning-Policy-and-Local-Plans/Supplementary-documents/Residential-development-Union-Lane-Oulton/Residential-Development-Brief-for-WLP2.14-Land-North-of-Union-Lane-Oulton.pdf>

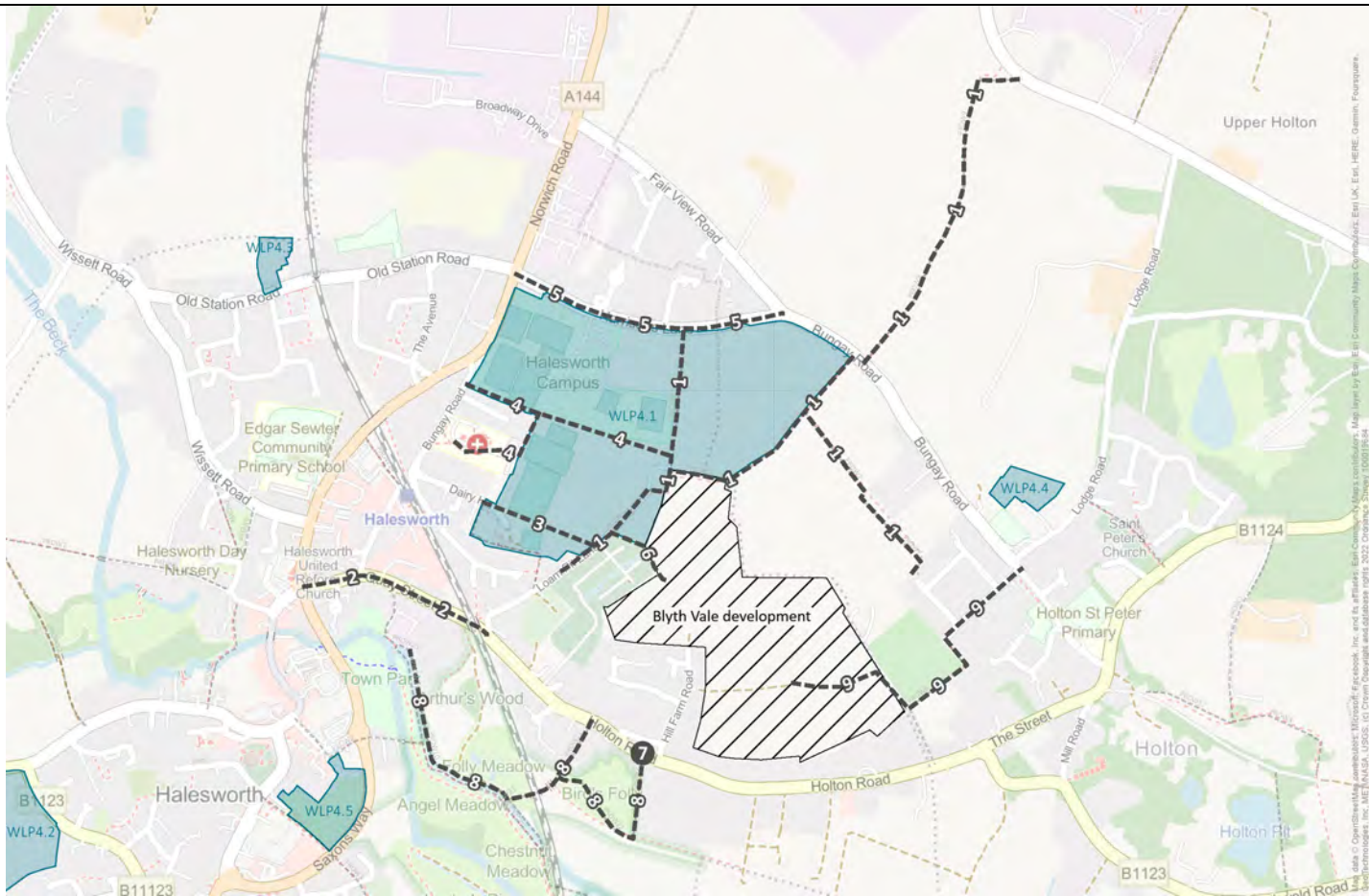
Parish	Policy	Recommendations
Carlton Colville / Gisleham	WLP2.16 Land South of The Street	 1 - Introduce a cycling and walking crossing point on Gisleham Road, from the southwest corner of the site to Carlton Colville Primary School. 2 - Introduce a segregated cycling and walking track along the northern site boundary. 3 - Introduce cycling and walking crossing points along The Street. 4 - Consider cycle improvement along Hall Lane. Connect the northwest corner of the site to the Hall Road cycling and walking track via two cycling and walking crossing points on The Street and Hall Road. Connect improvements to the Carlton Colville recreation ground and over Mutfordwood Lane via a cycling and walking crossing point and along Footpath 14, which should be upgraded to a bridleway, widened and resurfaced. (see L28) 5 - Improve existing PROW routes internal to the site to allow cycling.

Parish	Policy	Recommendations
		6 – Create cycling/walking connection between allocation WLP2.16 and WLP2.17 (Land at South Lowestoft Industrial Estate) ensuring access to employment opportunities.
Gisleham	WLP2.17 Land at South Lowestoft Industrial Estate	1 - Introduce a cycling and walking track between WLP2.16 (Land South of the Street, and the wider network) and WLP2.17 through to Church Road. 2 - Widen the existing shared cycle/footway around the A12/Church Road roundabout and where possible narrow road arms to allow safer crossing. 3 - Widen the existing shared cycle/footway along Tower Road, and ensure cyclists and pedestrians have priority over side streets. 4 - Introduce a segregated cycling and walking track along the northern site boundary, connecting into Tower Road in the east and along field boundaries west of the site to WLP2.16. A cycling and walking crossing point will be required over any vehicle access off Pinbush Road. This track should connect onto Church Road via a comprehensive cycling and walking route.
Oulton	WLP2.18 Land at Mobbs Way	1 - Introduce a cycling and walking track along the southern site boundary, between the Woods Meadow shared cycle/footway and Gorleston Road. Vegetation removal should be limited to that which is necessary to create the cycling and walking track. The track should be designed to make the most of natural surveillance. (see L53) 2 - Introduce a segregated cycling and walking track along the western side of Gorleston Road, between the recommended cycling and walking track south of Mobbs Way employment area and Dunston Drive. 3 - Introduce cycling and walking connections from the site onto the Woods Meadow shared cycle/footway.

Parish	Policy	Recommendations
Carlton Colville	WLP2.19 Oakes Farm, Beccles Road	 1 - Introduce a segregated cycling and walking track through the allocation, east to west, from the Chapel Road/A1145 roundabout to Mutford Wood. The Chapel Road/A1145 roundabout crossing points should be upgraded to allow continuous cycling and walking over the roundabout arms. (see LB3) 2 - Introduce a cycling and walking track from the south east corner of the site, south and east along the western built edge of Carlton Colville and connect into Footpath 14. Footpath 14 should be upgraded to a bridleway, widened and resurfaced accordingly. 3 - Upgrade Footpath 15 to a bridleway, widen and resurface accordingly.
Corton	WLP2.20 Gunton Park, off Old Lane	1 - Upgrade Old Lane to a Cycle Street. 2 - Widen the shared cycle/footway between Old Lane and Gunton Avenue and introduce sensitive lighting.

Parish	Policy	Recommendations
Beccles / Worlingham / Ellough / Weston	WLP3.1 Beccles and Worlingham Garden Neighbourhood	3 - Upgrade Footpath 31 to a bridleway, widen and resurface accordingly. Introduce appropriate lighting along the route.  1 - The southern relief road cycling and walking track should be connected into the cycling and walking routes within the allocation. 2 - The Benacre Road cycling and walking track should be continued east to the Benacre Road/Copland Way roundabout. (see LB17) 3 - A traffic free cycling and walking track connecting Oak Lane (or alternatively Cucumber Lane) and the southern relief road should be introduced leading to an attractive green corridor through to Rigbourne Hill which should be improved and widened where possible to encourage cycling. (see LB19)

Parish	Policy	Recommendations
		4 - As required by Policy WLP3.1, cycling and walking connections should be made between the allocation and Bluebell Way, Cucumber Lane, Darby Road, Nicholson Drive, Oak Lane, Field View Gardens/Foxglove Close and Cedar Drive. 5 - Footpath 18 should be upgraded to a bridleway, widened and resurfaced accordingly. Bridleways 12 and 15 should be widened and resurfaced and connect onto the southern relief road south of Marlborough Cottage. Footpath 3 should be upgraded to a bridleway, widened and resurfaced accordingly and connect the southern relief road to Bridleway 15. 6 - Ensure cycling and walking connections east-west through the site. (see LB20) 7 - Provide a link alongside Ellough Road through the allocation to connect into the southern bypass infrastructure. This will require a suitable crossing point potentially near Cedar Drive. (see LB16)
Beccles	WLP3.2 Land West of London Road	1 - Introduce a cycling and walking route alongside and segregated from London Road, between the cycling and walking route north of the site and the A145, where possible. 2 - Connect the site to the existing cycling and walking route along the northern site boundary and continue cycling and walking routes through the site. 3 - The London Road crossing point adjacent the northeast corner of the site should be upgraded to a parallel or signalised cycling and walking crossing.
Ellough	WLP3.3 Land South of Benacre at Ellough Airfield	1 - The Benacre Road cycling and walking track should be continued east to the Benacre Road/Copland Way roundabout. (see LB10) 2 - Introduce a cycling and walking track along the western site boundary, segregated from Church Road by the existing vegetation. 3 - Introduce a segregated cycling and walking track along Copland Way, connecting into Lowestoft Road with a suitable cycling and walking crossing point of the Copland Way/A146 roundabout. (see LB11) 4 - The Copland Way/Benacre Road roundabout should be upgraded to a cycle and pedestrian friendly roundabout, thereby connecting the recommended segregated cycling and walking tracks along Benacre Road and Copland Way. 5 - Bridleways 1 and 2 that run along the eastern and southern site boundaries should be widened and resurfaced to accommodate cycling and walking.

Parish	Policy	Recommendations
Halesworth / Holton	WLP4.1 Halesworth/Holton Healthy Neighbourhood	 1 - Upgrade Footpaths 7 (Halesworth), 16 (Halesworth), 7 (Holton), 8 (Holton) and 9 (Holton) to bridleways, widen and resurface to accommodate cycling and walking. 2 - Widen the footway along Quay Street to create a shared foot/cycleway with on-road parking retained where possible to ensure suitable parking provision for residential properties. Quay Street will need to be narrowed at the junction with Loam Pit Lane to accommodate the shared cycle/footway. The narrowing of the road will not only allow for the introduction of a shared cycle/footway, but also slow traffic on Quay Street and give priority to vehicles in the westbound direction over vehicles eastbound. This provides a connection between the Healthy Neighbourhood and the town centre by connecting to Loam Pit Lane.

Parish	Policy	Recommendations
		3 - Introduce a cycling and walking connection between Loam Pit Lane and Dairy Hill. 4 - Widen the existing footway between Bungay Road and the site (behind the tree line) to allow cycling with appropriate segregation and extend the route to connect to Footpath 7 (Halesworth). 5 - Continue the existing Harrisons Lane shared cycle/footway along the site frontage with Harrisons Lane, segregated from Harrisons Lane by the existing vegetation. 6 - Introduce a cycling and walking track from Loam Pit Lane, along the northern boundary of the cemetery, east along the existing field boundary and into the Hill Farm Road development. 7 - Introduce a cycling and walking crossing point on Holton Road where Footpath 21 meets Holton Road. 8 - Upgrade Footpaths 21, 22, 11, 10, and 9 (Halesworth) to bridleways, widen and resurface accordingly, improve the exit of Footpath 11 onto Holton Road. 9 - Introduce walking connections between the open space route of the Hill Farm Road development onto Footpath 6, to allow safe off-road access to Holton St Peter Primary School.
Halesworth	WLP4.2 Land Adjacent to Chediston Street	1 - Introduce cycling and walking infrastructure along the site frontage of the B1123 (Chediston Street and Roman Way). 2 - Introduce a cycling and walking crossing point on Roman Way. 3 - Ensure suitable internal connections that provide cycling and walking benefits to the residents with preference to connecting to Allington Road, subject to land ownership.
Halesworth	WLP4.3 Land North of Old Station Road	1 - Introduce a segregated bi-directional cycling and walking track through the site, from Old Station Road to the northern site boundary. This is to future proof cycling and walking infrastructure along the railway line heading north.
Holton	WLP4.4 Land West of Lodge Road	1 - It should be explored whether a pedestrian connection can be made between the eastern corner of the site and Footpath 5.
Halesworth	WLP4.5 Land at Dairy Farm, Saxons Way	1 - Introduce cycling and walking track along the WLP4.5 frontage of Saxon's Way with preference given to improvements to the east side of Saxons Way. 2 - Replace the existing island crossing on Saxons Way at Swan Lane with a zebra crossing with consideration for a toucan crossing should recommendation 2 and 3 both be carried out. 3 - Upgrade Footpath 3 to a bridleway where possible. 4 - Introduce cycle parking, close to recommended cycling routes, community centre, and/or White Swan pub. 5 - Upgrade Footpath 9 to a bridleway, widen and resurface. Connect the bridleway with the cycling and walking track recommended in point 1.
Halesworth / Spexhall	WLP4.6 Broadway Farm, West of Norwich Road	1 - Introduce a segregated cycling and walking track along Norwich Road, from the existing cycling and walking infrastructure at Zemke Way to and through the site. 2 - Introduce a cycling and walking crossing point on Norwich Road, just south of Zemke Way. 3 - Introduce cycling and walking crossing points to all four arms of the A144/Sparrowhawk Road roundabout.
Bungay	WLP5.1 Land East of St Johns Road	1 - Introduce Toucan crossing to St John's Road to enable cycling and walking connection from the site to existing cycling and walking infrastructure along the west of St John's Road as well as the bus stops. 2 - A cycling and walking track should run along St John's Road and the northern site boundary and be connected to Mayfair Road and Meadow Way. The cycling and walking track along St John's Road should be segregated from the road. 3 - Between Joyce Road and Hillside Road East, upgrade Footpath 31 to a bridleway, and widen and resurface accordingly. 4 - Introduce a segregated cycling and walking track to Hillside Road East, with appropriate crossing points to ensure safe cycling and walking to and from the former Bungay Middle School site. 5 - Widen existing cycling and walking track along the west of St John's Road, whilst ensuring segregation from St John's Road.

Parish	Policy	Recommendations
Bungay	WLP5.2 Land West of St Johns Road	1 - Widen the Kings Road footway to create a shared cycle/footway, whilst retaining grass verges where possible. 2 - Upgrade Footpath 15 to a bridleway, widen and resurface accordingly. 3 - Introduce a cycling and walking crossing point where Manor Road meets Hillside Road West. 4 - Reconfigure St John's Road/Kings Road junction to slow traffic speeds. 5 - Introduce a segregated cycling and walking track along St John's Road, along the site frontage, the swimming pool site frontage, and as far north into Bungay as feasible given the available road widths. 6 - Introduce cycling and walking connections onto Ethel Mann Road and Thomas Bardwell Drive.
Reydon	WLP6.1 Land West of Copperwheat Avenue	1 - Upgrade Footpaths 1 (north of Footpath 2 connection) and 2 to bridleways, widen and resurface accordingly. 2 - Introduce a cycling and walking connection from Footpath 2 to Kingfisher Crescent. 3 - Introduce a segregated cycling and walking track along The Drive and Nightingale Avenue, between the A1095 and Wangford Road.
Barnby	WLP7.2 Land Between The Street and A146	1 - The existing footway along the north of The Street between the Primary School and Swan Lane should be widened. 2 - A modal filter should be introduced on The Street, outside the Primary School, accompanied by planting and space for children to wait safely at school drop off and pick up times.
Blundeston	WLP7.3 Land South of Lound Road	1 - Pedestrian access to Footpath 2, which runs along the southern site boundary, should be provided alongside improvement to the existing footpath access. Appropriate lighting should be introduced to Footpath 2 to ensure safety whilst respecting the rural location.
Blundeston	WLP7.4 Land North of Pickwick Drive	1 - Introduce pedestrian connection to Footpaths 8 and 19 and provide a walking route through the site for onward travel.
Somerleyton	WLP7.5 Land North of The Street	1 - Introduce a cycling and walking connection through the site, from The Street to the allotments north of the site.
Somerleyton	WLP7.6 Mill Farm Field	1 - Introduce a cycling and walking track along the site frontage with Station Road, segregated from the road by the existing vegetation. 2 - Connect the recommended cycling and walking track into Footpath 5. 3 - Upgrade Footpath 4 to a bridleway, widen and resurface accordingly.
Wangford	WLP7.7 Land North of Elms Lane	1 - Introduce a footway along the site frontage with Elms Lane, segregated from the road by the existing hedgerow.
Wrentham	WLP7.8 Land North of Chapel Road	1 - Introduce a cycling and walking track along the western site boundary. The track should link into Footpath 6 to the south, which should be upgraded to a bridleway to enable cycle access. 2 - Introduce a cycling and walking crossing point on Chapel Road, preferably where the recommended cycling and walking track along the western site boundary meets Footpath 6 provided appropriate visibility splays can be achieved. 3 - Introduce a village gateway on Chapel Road, where Footpath 6 meets Chapel Road, provided appropriate visibility splays can be achieved. The village gateway should be on the eastbound carriageway, thereby primarily slowing traffic entering the village from a national speed limit. The village gateway will also make crossing Chapel Road from WLP7.8 into Footpath 6 much safer and more comfortable. 4 - Explore opportunities to introduce a cycling and walking track between the north west corner of the site and Footpath 4. Upgrade Footpath 4 to a bridleway to enable cycle access. As the site boundary does not reach Priory Road and as a stream appears to run west to east just north of the site, a pedestrian and cycle crossing point of the stream may be required.
Brampton	WLP7.9 Land South of Southwold Road	1 - Introduce a segregated cycling and walking track along the site frontage of the residential areas of the site, segregated from Southwold Road by the existing vegetation. 2 - Connect the allocation to Woodside opposite by a cycling and walking track, running between the car park and playing pitch, as per the WLP7.9 indicative masterplan.

Parish	Policy	Recommendations
Brampton	WLP7.10 Land at Toodley Farm	1 - Introduce a cycling and walking track from the site to Bridleway 23.
Ilketshall St Lawrence	WLP7.11 Land South of Hogg Lane	1 - As per Policy WLP7.11 the existing footway on Hogg Lane will require extending to the site. This will facilitate pedestrian access along Hogg Lane and to Footpath 14 which adjoins Hogg Lane.
Lound	WLP7.12 Land East of The Street	1 - Upgrade Footpath 11 to a bridleway, widen and resurface accordingly. 2 - Introduce a footpath through the hedgerow along the southern site boundary to connect to the footpath on the village green.
Mutford	WLP7.13 Land North of Chapel Road	1 - Introduce a footway along the site frontage, east of the retained hedgerow.
Ringsfield	WLP7.14 Land North of School Road	1 - Widen the existing School Road footway. 2 - Introduce walking and cycling connections from the site to Bridleway 8, which runs along the western site boundary.
Rumburgh	WLP7.15 Land East of Mill Road	1 - Introduce a footway along the site frontages with Mill Road and The Street, segregated from the roads by the existing hedgerow. 2 - Explore the possibility of introducing a footway along The Street to the Rumburgh Allotments.
Willingham	WLP7.16 Land East of Woodfield Close	1 - Introduce a footway along the site frontage with Sotterley Road, segregated from the road by the existing vegetation and connected into the footway along Sotterley Road to the west of the site and into the recreation ground to the north. 2 - Introduce a cycling and walking track from Sotterley Road, through the recreation ground, north to Footpath 2 along the rear property boundaries off London Road.
Westhall	WLP7.17 Land West of Lock's Road	1 - Introduce a cycling and walking track from Lock's Road, through the site, through the recreation ground, and onto the car park off Wangford Road.

Community Recommendations

- 4.63 797 comments were submitted to the initial map-based consultation (19 October 2020 to 7 December 2020). These comments identified cycling and walking relevant issues and opportunities across East Suffolk. After assessing these comments against a methodology created in collaboration with Suffolk County Council (SCC), explained in more detail below, they form part of the Strategy as Community Recommendations. Officers considered the comments received following the formal consultation and amended the scores where appropriate.
- 4.64 The list of the Community Recommendations and their assessments can be viewed in the separate 'Community Recommendations' document (Appendix 1)⁷¹.
- 4.65 Comments made on SCC specific matters (e.g. speeding, highways maintenance, and Quiet Lanes) have been shared with SCC for their consideration as the Highways Authority.

Methodology

- 4.66 A Multi-Criteria Assessment Framework (MCAF) has been used to assess the comments.
- 4.67 An MCAF assessment sets out a criteria in which to score each comment. The categories that have been used include: Connectivity and Growth, Modal Shift, Optimisation, Safety, Biodiversity and Leisure. The chosen

criteria largely reflect that used by SCC. Providing continuity between the district council and county council should provide some consistency in determining value.

- 4.68 East Suffolk was keen to shape the categories to be more specific to East Suffolk itself and provide a criterion more in keeping with local values. Accordingly, leisure was included to show the value that the visitor economy has to the district. Furthermore, providing more leisure-based infrastructure can provide significant benefits to local residents.
- 4.69 The scores range from -3 which represents a significant adverse impact through to 3 which represents a significant benefit. A score of 0 means it represents a neutral impact either because the improvement will have little impact to that particular criterion or the positive and negative impacts balance each other out. Given there are 6 categories a maximum score of 18 is possible, but none of the improvements identified achieved such a high score.
- 4.70 A summary of each category is listed below, along with a brief explanation of scoring considerations. It is important to remember that each improvement is subject to an individual set of circumstances and whilst efforts have been made to ensure as much consistency as possible each will be subject to planning judgement.

⁷¹ <https://www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/east-suffolk-cycling-and-walking-strategy/>

Table 1 MCAF category and scoring explanation

Name	Category Explanation	Scoring explanations
Connectivity and Growth	This criterion determines whether the improvement will result in a better-connected locality and encourage sustainable growth.	Higher scores will be given to new infrastructure that provides connectivity to isolated developments/settlements to key services. The better connected a settlement/development already is or the less valuable the settlement or services that the connection is to will the lower the score. Locations already well connected may not score in this category.
Modal Shift	This criterion rates the improvement in terms of encouraging users of motor vehicles to taking more trips by sustainable means.	Propensity to Cycle Tool and Datashine ⁷² websites are used to gauge potential modal shift. Significant growth in modal shift will result in a high score whilst limited growth will result in no score. The amount of people who benefit and the extent and quality of the infrastructure will have an impact. High-quality well-connected infrastructure will have a bigger impact than low quality or infrastructure poorly connected.
Optimisation	This criterion provides a rating of how it improves existing infrastructure.	Improvements that provide significant upgrades to existing infrastructure will score highly. Minor improvements will not score as highly and brand new infrastructure is unlikely to score.
Safety	This criterion considers whether the improvement will result in a safer network for cycling and walking. This criterion considers the uplift on the existing situation and does not determine whether the existing situation is safe or unsafe, but how much the suggestion makes it safer.	Improvements to routes which contain high speed traffic movements and take the cyclists off-road will score highly. Low speed roads will either score lower or be deemed neutral. The quality of the proposed infrastructure will be a factor.
Biodiversity	This criterion assesses whether the improvement can result in biodiversity gains or losses.	Proposals which result in significant new planting will score highly, whilst development which results in the loss of high value biodiversity assets will likely receive a significant minus score.
Leisure	This criterion assesses whether the improvement encourages leisure use. These routes are likely to be used less frequently by individuals and offer scenic routes and attractive locations.	Improvements that provide connections to key tourist attractions or are a high value attraction in itself will score highly. Improvements which provide more 'everyday' services connections or provide an unattractive route will score lower or be neutral.

Please note these are broad explanations and each recommendation will be subject to planning judgement in the scores given.

⁷² <https://datashine.org.uk/#table=QS502EW&col=QS502EW0010&ramp=YlOrRd&layers=BTTT&zoom=12&lon=-0.1500&lat=51.5200>

Table 2 MCAF scoring explanation

-3	-2	-1	0	1	2	3
Significant Adverse Impact	Adverse Impact	Slight Adverse Impact	No Discernible Impact or effects uncertain	Slight Positive Impact	Positive Impact	Significant Positive Impact

Glossary

A

Advisory cycle lane

A dashed white line marked on the carriageway denoting an area for cyclists for use. Motor vehicles should try not to enter this area unless unavoidable, but parking and loading is allowed unless specific restrictions forbid it.

Advanced stop line

A stop line specifically for cyclists placed ahead of the stop line for motor vehicles.

Area of Outstanding Natural Beautiful (AONB)

An area designated at a national level because of its outstanding landscape quality. Development within these areas is tightly controlled.

All-user track

A route designed to be suitable and safe for use by cyclists, pedestrians and horse riders. Their design takes into account the specific needs of horses in terms of width and surface treatments to ensure their and their rider's safety.

B

Bi-directional cycle track/path

A segregated cycle path/track where cyclists are allowed to travel in both directions.

Bridleway

A publicly available route first created for equestrian use but now extended to pedestrians and cyclists. Cyclists should give way to horse riders and pedestrians.

Bollard

A vertical post that is used to restrict and manage the movement of vehicles and people.

Buffer/Segregation

Often a strip that provides additional space to reinforce the need for motor vehicles to give safe space to cyclists.

Byway

A highway over which the public have a right of way (can be restricted) for vehicular and all other kinds of traffic, but which is used by the public mainly for the purposes for which footpaths and bridleways are used.

C

Cambridge kerb

An angled kerb designed to provide segregation between cyclists and motorists whilst enabling smooth transition for cyclists between cycle infrastructure and the carriageway.

Carriageway

Part of the street used for motor vehicles.

Coloured surfacing

A surface material different in colour to a standard surface often used to denote areas intended for cyclists.

Community Infrastructure Levy (CIL)

This is a standard fee that is applied to new development to pay for infrastructure that supports new development within the District.

Contraflow

A lane or facility that allows a user (often cyclists) to travel against the normal flow and direction of traffic.

County Wildlife Site (CWS)

Areas of important biodiversity that sit outside the nationally protected areas.

Cycle bypass

A separation that allows the cyclist to avoid restrictions placed on other road users.

Cycle-only filter lights

A filter light added to traffic light systems that provide cyclists with a number of seconds head start over motor vehicles to cross the junction safely.

Cycle street

A street open to all users where cyclists are prioritised and vehicles must give way.

Cyclops crossing

A series of signalised crossings for cyclists in orbit around a junction.

D

Desire line

A route taken by significant numbers marking the desired route by people that is not necessarily on formal infrastructure.

Dutch entrance kerb

A type of ramped kerb that allows cyclists and pedestrians to remain at a continuous flat level.

Dutch-style roundabout

A form of roundabout first seen in the Netherlands that gives greater priority to cyclists. The cyclists are separated from other road users with orbital cycle tracks.

E

E-bike

A bike that can be powered by electricity to assist with pedalling.

F

Footpath

A legally designated Public Right of Way for use on foot only.

G

Greenways

An off-road route which often utilises pleasant and ‘green’ foliage.

H

Habitats Regulation Assessment

The purpose of the Habitats Regulations Assessment (HRA) is to identify potential to cause a likely significant effect on Natura 2000 or European sites (Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites), (either in isolation or in combination with other plans and projects), and to identify appropriate avoidance and mitigation strategies where such effects were identified.

I

Infrastructure Development Framework (IDF)

The Infrastructure Delivery Framework sets out in detail all of the infrastructure required to support the growth outlined in the Local Plan, the timescale for delivery, likely cost and funding options (where known).

J

Junction table/Raised table

A raised area within the carriageway used to control vehicle speed, often at junctions.

L

Low traffic neighbourhood

An area closed off to through vehicular traffic, which facilitates safer cycling and walking.

M

Mandatory cycle lane

Part of the carriageway marked with a solid white line for use of cyclists during the relevant times of operation. Motor vehicles should not use the cycle lanes and should not park in these areas unless there are site specific exemptions.

Modal filter

This is usually a physical feature (often bollards or planters) that blocks motor vehicle access to a carriageway (typically a residential street) to reduce the number of vehicle movements or prevent access completely. Typically they restrict motor vehicles, but allow cyclists, pedestrians and emergency vehicles. They can be permanent fixtures, collapsible/removeable for emergency vehicles or temporary (for example, for use during School Streets operation times). Modal filters can also be camera technology based, such as Automatic Number Plate Recognition (ANPR) system filters where unauthorised vehicles or vehicles travelling along a route at a prohibited time of day are identified on camera and fines are subsequently issued.

Modal shift

To change from one transport mode to another. In the context of this Strategy it is the aim to create new infrastructure that encourages a shift from using motor vehicles to cycling or walking.

N

Nationally Significant Infrastructure Projects

Major infrastructure developments that bypass normal local planning requirements due to their strategic importance and are dealt with at Government level. They are major infrastructure projects such as new harbours, roads, power generating stations (including offshore wind farms) and electricity transmission lines, which require a type of consent known as 'development consent'. Development consent, where granted, is made in the form of a Development Consent Order (DCO). For such a project, the Planning Inspectorate examines the application and will make a recommendation to the relevant Secretary of State, who will make the decision on whether to grant or to refuse development consent.

National Cycle Network (NCN)

A national cycle network created by Sustrans denoting areas that are preferable for cyclists to use.

O

Orca Wands

Flexible and highly visible bollards to indicate presence of cycle lane.

P

Passenger car unit (PCU)

A method that distils all users into a specific unit to measure traffic flow.

Pegasus crossing

A form of crossing used by cyclists, pedestrians and horse riders. Pegasus crossings typically have two points of operation to meet the needs of pedestrians, cyclists and mounted horse riders. Similar to a puffin crossing Pegasus crossings have a same-side push operated pedestrian/horse rider control box which lights up showing a 'red man/horse and rider' or 'green man/horse rider' to indicate whether or not it is safe for users to cross. Pegasus crossing may or may not emit sound when it is safe to cross, and may or may not have a rotating cone provided at the base of the control box for pedestrians who are visually or hearing impaired.

Pelican crossing

A signal-controlled pedestrian crossing. The pelican crossing is characterised by a same-side push operated pedestrian control box and the appearance of a 'red man' or 'green man' on the opposite side of the crossing to indicate to the pedestrian when it is safe to cross. The control box will indicate in the interim that the pedestrian is required to wait using an illuminated 'WAIT' message or small red light. Pelican crossings will usually emit sound when it is safe to cross, and may or may not have a rotating cone provided at the base of the control box for those who are visually or hearing impaired. The 'green man' is followed by a flashing 'green man' for pedestrians and a flashing amber light for vehicles.

Pinch point

A location where the usable space is limited and where higher numbers of road users are travelling often through a narrow piece of infrastructure. Pinch points can be designed as traffic calming measures.

Play street

Temporary closures of a road to allow for play on the street.

Public Right of Way (PROW)

Public Rights of Way (PROW) allow the public the legally protected right to: walk (footpaths); walk, cycle or horse ride (bridleways), or; walk, cycle, horse ride or drive (byway) over land that is not otherwise publicly accessible, such as privately-owned land. PROW designations are usually no more than 2-3 metres wide, meaning users are required to keep to the mapped routes PROWs in Suffolk are identified in Suffolk County Council's 'Definite Map' series, and are signed on the ground using finger posts or signage on boundary treatments to the land being crossed (fence posts, gates, etc.).

Puffin crossing

A signal-controlled pedestrian crossing that indicates when it is safe for pedestrians to cross using a same-side push operated pedestrian control box which lights up showing a 'red man' or 'green man' to indicate whether or not it is safe for the pedestrian to cross. They differ from pelican crossings in that they are more inclusive for people who are visually impaired, and can be programmed to emit or not emit sound when it is safe to cross (making them more appropriate in residential areas). They may or may not have a rotating cone provided at the base of the control box for those who are visually impaired. . Detectors can also be present to allow the crossing period to be extended or cancelled as required.

Q

Quiet lane

A Quiet Lane is a nationally recognised designation of single-track road (i.e. no line markings), typically with less than 1000 vehicles using it per day. The designation does not prohibit vehicular traffic, but instead seeks to encourage considerate use.

R

Ramsar site

A term adopted following an international conference, held in 1971 in Ramsar in Iran, to identify wetland sites of international importance.

Refuge island

An area within the carriage way used either to provide safe places to stop for pedestrians crossing the road or allow for vehicles to turn right against the flow of traffic.

S

Scheduled Monument

A form of heritage protection, Scheduling is the selection of nationally important archaeological sites.

School street

A School Street is a road outside a school with a temporary restriction on motorised traffic at school drop-off and pick-up times. The restriction applies to school traffic and through traffic.

Section 106

A legal agreement between the Council and a developer to, for example, provide affordable housing and infrastructure needed to support a new development. These have been largely replaced by the Community Infrastructure Levy.

Segregated cycle lane

Cycle infrastructure within a carriageway that is physically separated from vehicles by way of kerbing, orca wands or similar design features that prevent the lane being accessed or parked over by vehicles.

Segregated pedestrian and cycle track

Cycling and walking infrastructure that is physically completely separated from carriageways, either through being routed through open/vehicle-free spaces or, where placed close to a carriageway, through the use of a significant means of physically dividing users, such as through a wide strip of grass or planted/tree-lined verge, railings or other means of creating significant physical segregation from vehicles. Unlike shared paths or cycle lanes, tracks running close to carriageways do not have immediate access to the carriageway.

Shared path

A wide foot and cycleway that runs adjacent to the carriageway and elevated from it (like a pavement). Shared paths are useable by both pedestrians and cyclists with or without internal segregation between the two. The safety of shared paths may be enhanced through the use of minor further physical means of segregation such as bollards or knee railing.

Shared surface/street

A type of street that allows multiple users to share and negotiate safe use of the space, reducing the dominance of motor vehicles.

Sheffield cycle stand

A form of tubular cycle stand used for cycle parking.

Site allocation

An area of land allocated for a specific type of development within the Local Plan or a Neighbourhood Plan.

Sites of Special Scientific Interest (SSSI)

A formal designation of land that usually contains particular flora or fauna of scientific interest.

Special Area of Conservation (SAC)

This is an area designated under the European Habitats Directive to give special protection to plants, animals and habitat

Special Protection Area (SPA)

This is an area identified as being of value for the feeding, breeding, migrating and wintering of threatened bird species. These sites are identified under the European Wild Birds Directive and receive enhanced protection.

Stepped track

A cycle track that is raised above the carriageway, but below the pedestrian footpath with no other form of segregation often incorporating a Cambridge Kerb (an angled kerb).

Strategic Environmental Assessment

A systematic process for evaluating the environmental implications of a proposed policy, plan or programme which provides a means for looking at cumulative effects to appropriately address them at the earliest stage of decision making alongside economic and social considerations.

Suitable Alternative Natural Greenspace (SANG)

Greenspace suitable as mitigation to offset development.

Surface treatment

The material used for surfacing a highway, for example use of hoggin or rubber crumb to surface a bridleway or footpath.

T

Tiger/Parallel crossing

A crossing that is shared between both pedestrians and cyclists it is similar in look to a 'zebra crossing' but wider.

Toucan crossing

A signal-controlled crossing very similar to the puffin crossing that can be used by both pedestrians and cyclists with a larger and shared crossing area, and a same-side push operated pedestrian/cyclist control box which lights up showing a 'red man/red cycle' or 'green man/green cycle' to indicate whether or not it is safe for the pedestrians and cyclists to cross. Toucan crossings may or may not emit sound to indicate when it is safe to cross, and may or may not feature a rotating cone at the base of the control box to indicate to visually impaired pedestrians when it is safe to cross.

Transport assessment

A comprehensive and systematic process that sets out various transport issues relating to a proposed development. It identifies what measures will be taken to deal with the anticipated transport impacts of the scheme in relation to all forms of travel.

Transport statement

A simplified Transport Assessment, used in some cases where transport issues arising out of development proposals may not require a full Transport Assessment i.e. smaller scale developments where the traffic impact is limited in both volume and area impact.

Travel plan

Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process.

V

Village gateway

A form of traffic calming involving a physical build out in the carriageway at approaches a settlement, thus forcing drivers entering the settlement to slow down, give way to oncoming traffic before crossing over to the other side of the carriageway to continue into the settlement. Often accompanied by settlement name signs and speed limit signs.

Z

Zebra crossing

A pedestrian crossing distinguished by white strips and orange beacons where users of the carriageway are required to give way to pedestrians to cross.

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