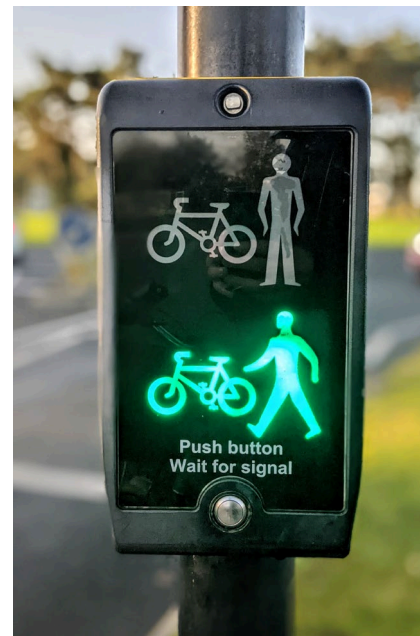


# DRAFT CYCLING AND WALKING STRATEGY

November 2021



# Consultation Information

The consultation will run for 10 weeks, ending Monday 10<sup>th</sup> January 2022 at 5pm. The best way to submit your comments is online via the East Suffolk Council website.

**[www.eastsuffolk.gov.uk/planning-policy-consultations](http://www.eastsuffolk.gov.uk/planning-policy-consultations)**

Alternatively, please send comments to: East Suffolk Council, Planning Policy & Delivery Team, Riverside, 4 Canning Road, Lowestoft, Suffolk NR33 0EQ or [planningpolicy@eastsuffolk.gov.uk](mailto:planningpolicy@eastsuffolk.gov.uk)

## How to use this document

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. If you wish 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, where you can then select a different chapter. 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.

## Next Steps

Following the consultation, consideration will be given to all comments submitted to this consultation and the Strategy will be amended to take account of comments accordingly. The Steering Group, which has been an important sounding board in the preparation of the draft Strategy will consider amendments to the Strategy, with the aim to adopt the Strategy in Spring 2022. This timeframe to adoption is subject to change, and must be considered within the context of the scale and complexity of the consultation comments submitted through this consultation.



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# 1 Introduction





# 1 Introduction

## Purpose of the Strategy

- 1.1 The East Suffolk Cycling and Walking Strategy identifies potential cycling and walking infrastructure opportunities across the district. The Strategy focusses on the identification of new infrastructure opportunities rather than the maintenance of existing infrastructure. It provides context and information to support detailed infrastructure proposals and inform decision making to support cycling, walking, and equestrian use.
- 1.2 Once adopted, the Strategy will replace the Waveney Cycle Strategy (2016)<sup>1</sup>.

## Preparation of the Strategy

- 1.3 In preparing the draft 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 draft 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. Over 800 comments were submitted, and these can be viewed on the initial consultation map<sup>2</sup>.
- **Assessment of comments** - Comments submitted as part of the initial consultation have been assessed against the methodology set out in chapter 3 and included within the Strategy as Community Recommendations.
- **Identification of Key Corridors and Site Allocation Recommendations** - Officers identified Key Corridors and Local Plan Site Allocation Recommendations using initial consultation comments, Strava Metro<sup>3</sup> data (made freely available), Propensity

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

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

<sup>3</sup> <https://metro.strava.com>



to Cycle Tool ('PCT')<sup>4</sup>, and Public Rights of Way ('PROW') Definitive Maps<sup>5</sup>.

- **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.

## Implementation of the Strategy

- 1.4 The implementation 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 Multi-Criteria Assessment Framework (MCAF) process, which is set out in chapter 3.
- 1.5 The infrastructure opportunities identified within this Strategy, at this consultation stage, should not be read as prescriptive proposals, or as the only way in which the infrastructure improvements can be delivered, but as high-level opportunities. The Strategy should also not be seen as an

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<sup>4</sup> <https://www.pct.bike/m/?r=suffolk>

exhaustive list of all of the cycling and walking infrastructure potential in the district.

- 1.6 The implementation of any measures in this draft 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. Further assessments of individual recommendations may also be required as part of the implementation, including (where necessary) Habitat Regulation Assessment.
- 1.7 In implementing the Strategy, it will be important to draw upon various funding and delivery opportunities. These may include:
- Delivery through planning permissions on Local Plan site allocations and windfall development.
  - Delivery linked to permitted Nationally Significant Infrastructure Projects (NSIPs).
  - SCC 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.
- 1.8 Whilst the primary purpose of the Strategy is to identify cycling and walking infrastructure opportunities, it also provides a useful function as an evidence base. For example, the Strategy could be used by a

<sup>5</sup> <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/view-definitive-maps-of-public-rights-of-way/>



Neighbourhood Planning group to identify cycling and walking 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.

- 1.9 Once adopted, monitoring of the Strategy's delivery will (as appropriate) form part of the Council's Authority Monitoring Report (AMR), which is published annually.



# 2 Policy Context





## 2 Policy Context

2.1 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 documents:

### National

2.2 **National Planning Policy Framework (NPPF)**, Department for Levelling Up, Housing and Communities (DLUHC) (July 2021)<sup>6</sup> - The NPPF sets out the Government's planning policies for England, including policies that support the delivery of cycling and walking infrastructure.

2.3 **Gear Change: A bold vision for Cycling and Walking**, Department for Transport (DfT), (July 2020)<sup>7</sup> - 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

2.4 **Local Transport Note 1/20: Cycle Infrastructure Design (LTN 1/20)**, DfT (July 2020)<sup>8</sup> - This guidance document (LTN 1/20) supports the delivery of high-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.

2.5 **Manual for Streets 1**, DfT (March 2007) & **Manual for Streets 2**, Chartered Institution of Highways and Transportation (CIHT) (September 2010)<sup>9</sup> - 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. These documents are currently being revised by CIHT.

2.6 **National Design Guide**, DLUHC (October 2019)<sup>10</sup> - 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.

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<sup>6</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1005759/NPPF\\_July\\_2021.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf)

<sup>7</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf)

<sup>8</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf)

<sup>9</sup> <https://www.ciht.org.uk/knowledge-resource-centre/resources/revising-manual-for-streets/>

<sup>10</sup> <https://www.gov.uk/government/publications/national-design-guide>



2.7 **National Model Design Code**, DLUHC (July 2021)<sup>11</sup> - 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.

### County

2.8 **Draft Suffolk Design: Streets Guide**, SCC (2020)<sup>12</sup> - This emerging guidance will assist with the design of new developments to best create sustainable transport compatible layouts which support and incentivise walking and cycling over less sustainable transport modes.

2.9 **Suffolk Local Cycling and Walking Infrastructure Plan (LCWIP)**, SCC (2021)<sup>13</sup> - The document sets out a series of measures to achieve a transformational change in the levels of cycling and walking across Suffolk.

2.10 **Suffolk Guidance for Parking**, SCC (2019)<sup>14</sup> - This guidance sets out the vehicle and cycle parking standards for Suffolk as well as design considerations for different parking arrangements.

2.11 **Suffolk Green Access Strategy 2020-2030**, SCC (2020)<sup>15</sup> - 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.

### Local

2.12 **East Suffolk Council Strategic Plan 2020-2024**, ESC (2020)<sup>16</sup> - Our Strategic Plan sets out the five key themes (growing our economy, enabling our communities, remaining financially sustainable, delivering digital transformation, and caring for our environment) that will help us achieve our 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.

2.13 **East Suffolk Council Local Plans**, - Waveney Local Plan<sup>17</sup> adopted March 2019 and Suffolk Coastal Local Plan<sup>18</sup> 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

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<sup>11</sup> <https://www.gov.uk/government/publications/national-model-design-code>

<sup>12</sup> <https://www.suffolk.gov.uk/assets/planning-waste-and-environment/planning-and-development-advice/Suffolk-Design-Streets-Guide-R-compressed.pdf>

<sup>13</sup> <https://www.suffolk.gov.uk/assets/coronavirus/Advice-on-travel/Local-Cycling-and-Walking-Infrastructure-Plan-for-Suffolk.pdf>

<sup>14</sup> <https://www.suffolk.gov.uk/assets/planning-waste-and-environment/planning-and-development-advice/Suffolk-Guidance-for-Parking-2019-Adopted-by-SCC.pdf>

<sup>15</sup> <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/green-access-strategy/>

<sup>16</sup> <https://www.paperturn-view.com/uk/east-suffolk/strategic-plan-2020-2024?pid=Nzg78875&v=1.1>

<sup>17</sup> <https://www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/local-plans/>

<sup>18</sup> <https://www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/local-plans/>

- Waveney Local Plan Policy WLP8.21: Sustainable Transport

- 2.14 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 relevant sections below.
- 2.15 The Suffolk Coastal Local Plan, as part of the Ipswich Strategic Planning Area (ISPA)<sup>19</sup>, sets out a further commitment to improvements to support 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 2019<sup>20</sup>. The Council is working with other authorities in the ISPA to develop an approach for funding and delivery of key improvements.
- 2.16 The East Suffolk Cycling and Walking Strategy will support the strategic priorities/objectives outlined in both Local Plans.

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<sup>19</sup> 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>

<sup>20</sup> <https://www.suffolk.gov.uk/assets/Roads-and-transport/public-transport-and-transport-planning/ISPA-Transport-Mitigation-v13F.pdf>

- The 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;
- Waveney Local Plan: Objective/Priority 1 - To improve health, wellbeing and education opportunities for the population
- Objective/Priority To reduce contributions to climate change and mitigate the effects and conserve natural resources

- 2.17 **Local Plan for the Broads**, Broads Authority (May 2019)<sup>21</sup> - Part of East Suffolk falls within the Broads Authority area. The Broads Authority Local Plan contains policies to address sustainable transport. 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.
- 2.18 **Development Briefs**, ESC (2020 onwards)<sup>22</sup> - 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

<sup>21</sup> [https://www.broads-authority.gov.uk/\\_\\_data/assets/pdf\\_file/0036/259596/Local-Plan-for-the-Broads.pdf](https://www.broads-authority.gov.uk/__data/assets/pdf_file/0036/259596/Local-Plan-for-the-Broads.pdf)

<sup>22</sup> <https://www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/supplementary-planning-documents/>



design consideration and the Strategy will therefore be a useful evidence base to support the preparation of the Development Briefs. The first Development Brief to be adopted, for Policy WLP2.14 (Land North of Union Lane, Oulton)<sup>23</sup>, highlights the key cycling and walking infrastructure opportunities both on and off site.

### Neighbourhood

- 2.19 In addition to the Local Plans there are a number of made and emerging Neighbourhood Plans<sup>24</sup> 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.

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<sup>23</sup> <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>

<sup>24</sup> <https://www.eastsuffolk.gov.uk/planning/neighbourhood-planning/neighbourhood-plans-in-the-area/>



# 3 Recommendations





## 3 Recommendations

- 3.1 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:
- 3.2 **Key Corridors** - Key routes between, and through, settlements where there are significant opportunities for modal shift to arise from improved cycling and walking infrastructure.
- 3.3 **Leisure route** - A potential Leisure Route has been identified, connecting a number of more rural settlements and projects.
- 3.4 **Local Plan Site Allocation Recommendations** - Recommendations for Local Plan site allocations, covering both on and off-site opportunities.
- 3.5 **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 recommendations types.

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<sup>25</sup><https://eastsoffolk.maps.arcgis.com/apps/webappviewer/index.html?id=810e5f8977e144509f13120a00a341d6>

### Key Corridors

- 3.6 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
  - Lowestoft to Hopton (and Great Yarmouth)
  - Lowestoft to Kessingland
  - Lowestoft to Bungay
- 3.7 These Key Corridors have been informed by an analysis of the responses to the initial map-based consultation, and the identification of patterns in those responses, between and through settlements.
- 3.8 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 consultation<sup>25</sup> (community recommendations),
  - the quality of existing cycling and walking infrastructure within each Key Corridor,

- trip data in the form of Strava Metro data<sup>26</sup>,
- estimations of cycling potential in the form of the Propensity to Cycle Tool (PCT)<sup>27</sup>,
- the Public Rights of Way network<sup>28</sup>,
- key destinations,
- Quiet Lanes,
- satellite imagery and ‘Streetview’ technology, and
- ESC and SCC officer feedback.

3.9 Site visits have also been undertaken in order to clarify observations from satellite imagery, ‘Streetview’ technology, and officer knowledge of the local area. However, it has not been possible to visit the site of every recommendation due to both the scale of recommendations proposed and restrictions associated with the Covid-19 pandemic.

3.10 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.

3.11 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 Officer assessments within the Strategy. However,

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<sup>26</sup> <https://metro.strava.com/>

<sup>27</sup> <https://www.pct.bike/>

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 Metro<sup>29</sup>, which may be of interest.

3.12 The Key Corridors typically occupy 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. This includes through developer contributions within those corridors. However, consideration has been given to cycling and walking opportunities within rural communities. A particular cluster of such opportunities has been identified in the Saxmundham-Yoxford-Leiston-Aldeburgh area and has led to the identification of a Leisure Route in this area.

3.13 Each Key Corridor, their associated recommendations, and the Leisure Route are set out in the tables below. The following Key Corridor tables are presented in such a way as 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 which should be used when making consultation comments.

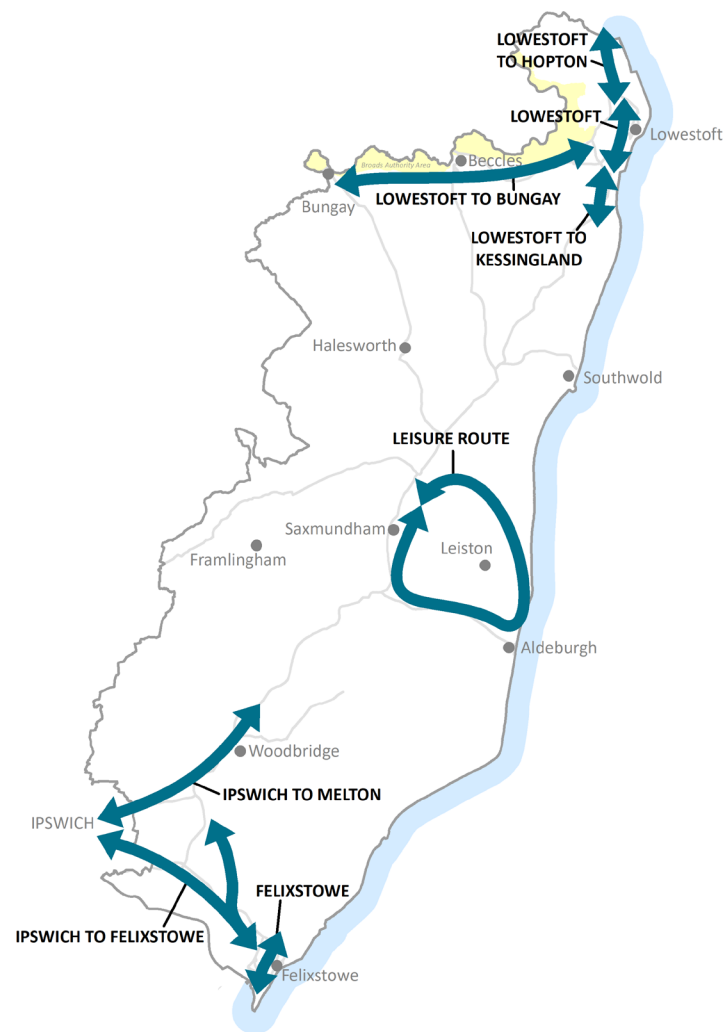
3.14 Beyond this consultation, our intention is to provide further information to support the implementation of recommendations. Such implementation

<sup>28</sup> <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/view-definitive-maps-of-public-rights-of-way/>

<sup>29</sup> <https://www.strava.com/heatmap#11.85/1.28283/52.06159/hot/all>



information will need to be arrived at within the context of the planned development throughout the district, other available funding opportunities, and the priority attributed to the recommendations.



## Ipswich to Melton Key Corridor



3.15 The Ipswich – 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, Martlesham, Woodbridge, Melton, Brightwell, Bucklesham and Foxhall.

3.17 Some of the key points raised through the consultation that helped to shape the Ipswich to Melton Key Corridor can be summarised as:

- New and enhanced cycling and walking infrastructure along Main Road, Kesgrave, connecting into Kesgrave High School.
- Introduce cycling and walking infrastructure through Rushmere Common providing a traffic free cycling and walking route between Ipswich and Kesgrave.
- Introduce a cycling and walking route along the south of Kesgrave, Long Strops Bridleway.
- Improvements to Felixstowe Road, Martlesham to enhance cycling and walking environment.
- Remove through traffic from Sandy Lane.
- Introduce cycling and walking infrastructure along Melton Road.
- Introduce cycling and walking infrastructure along Wilford Bridge Road.

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

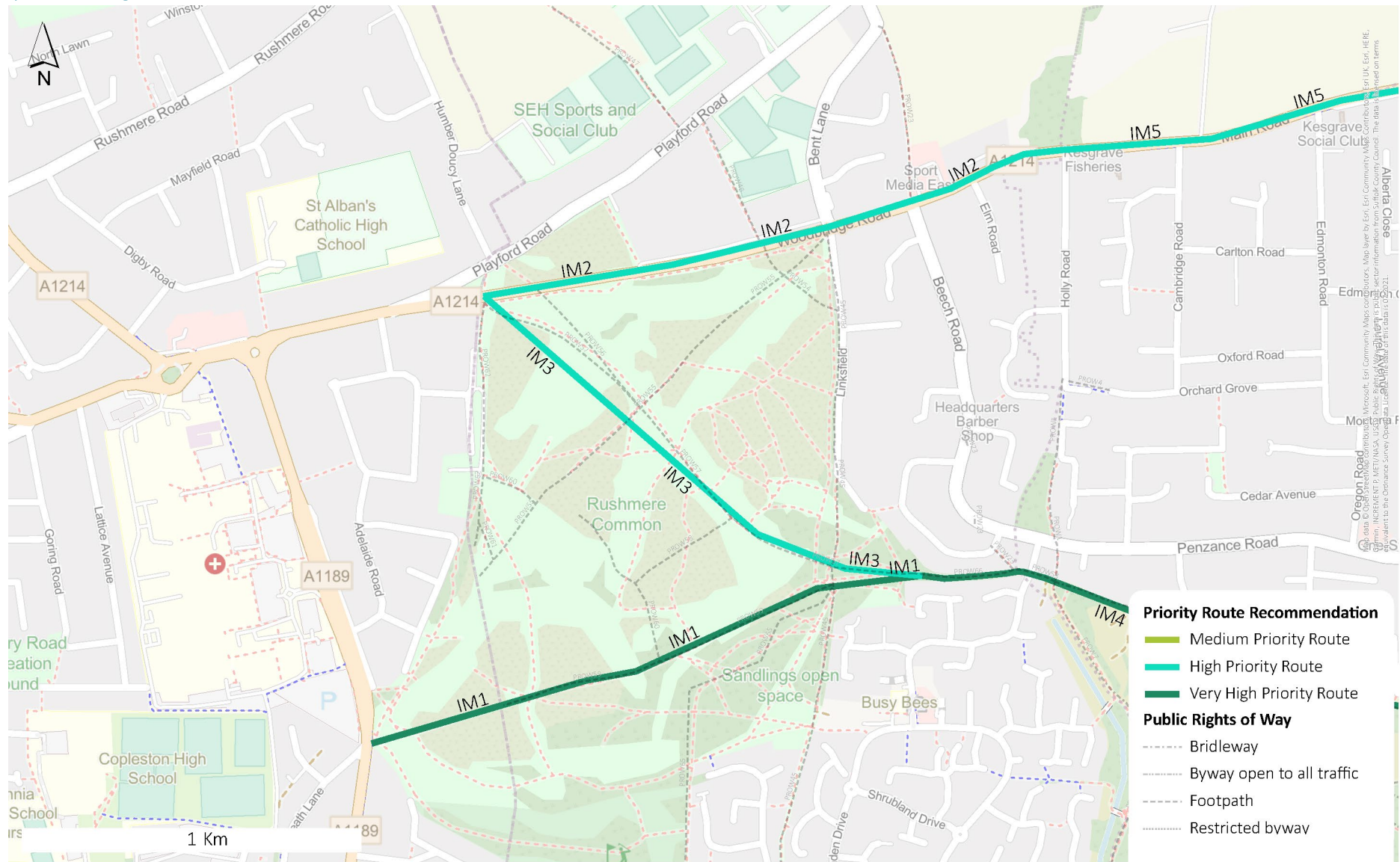
- The planned development in both Local and Neighbourhood Plans,



- Primary and secondary schools,
- Ipswich Hospital,
- Martlesham Retail Park,
- Brightwell Lakes,
- Adastral Park,
- Martlesham Park and Ride,
- Melton and Woodbridge Train Stations,
- Tourism destination such as Sutton Hoo, and
- Further services and facilities within the settlements throughout the Key Corridor.

3.19 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's 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 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 (PROW) 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.

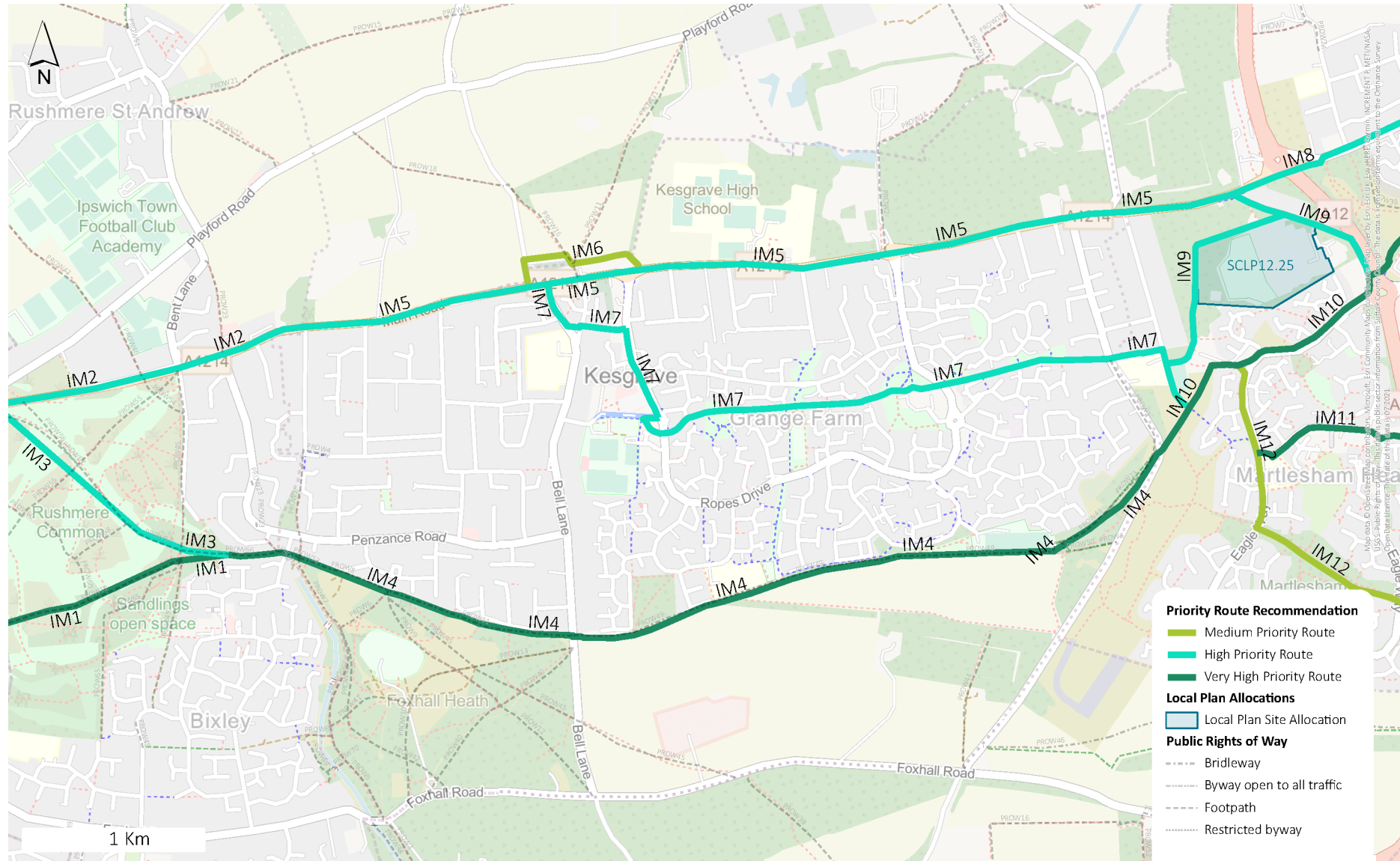
Ipswich – Kesgrave





Map Reference	Location	Description	Recommendation
IM1	PROW59/66	Existing Footpaths through Rushmere Heath provide safe and desirable off-road walking route to Ipswich Hospital and Ipswich beyond, making it our <b>very high priority</b> route.	Upgrade Footpaths 59 and 66 to bridleways, widen and resurface accordingly. ESC/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 of <b>high priority</b> .	Introduce segregated cycling and walking track along Woodbridge Road. This may require road space and junction reconfiguration between Bent Lane and Holly Road. If track introduced along northern side of Woodbridge Road, introduce cycling and walking crossing points at Footpath 57 and at Beech Road junction.
IM3	PROW57	Existing Footpath through Rushmere Heath provides a safe and desirable walking route between Main Road and PROW network to the south of Kesgrave. This route is <b>high priority</b> , but would be a higher priority if PROW59/66 can't be delivered.	Upgrade Footpath 57 to a bridleway, widen and resurface accordingly. Connect into cycling and walking infrastructure along Woodbridge Road.

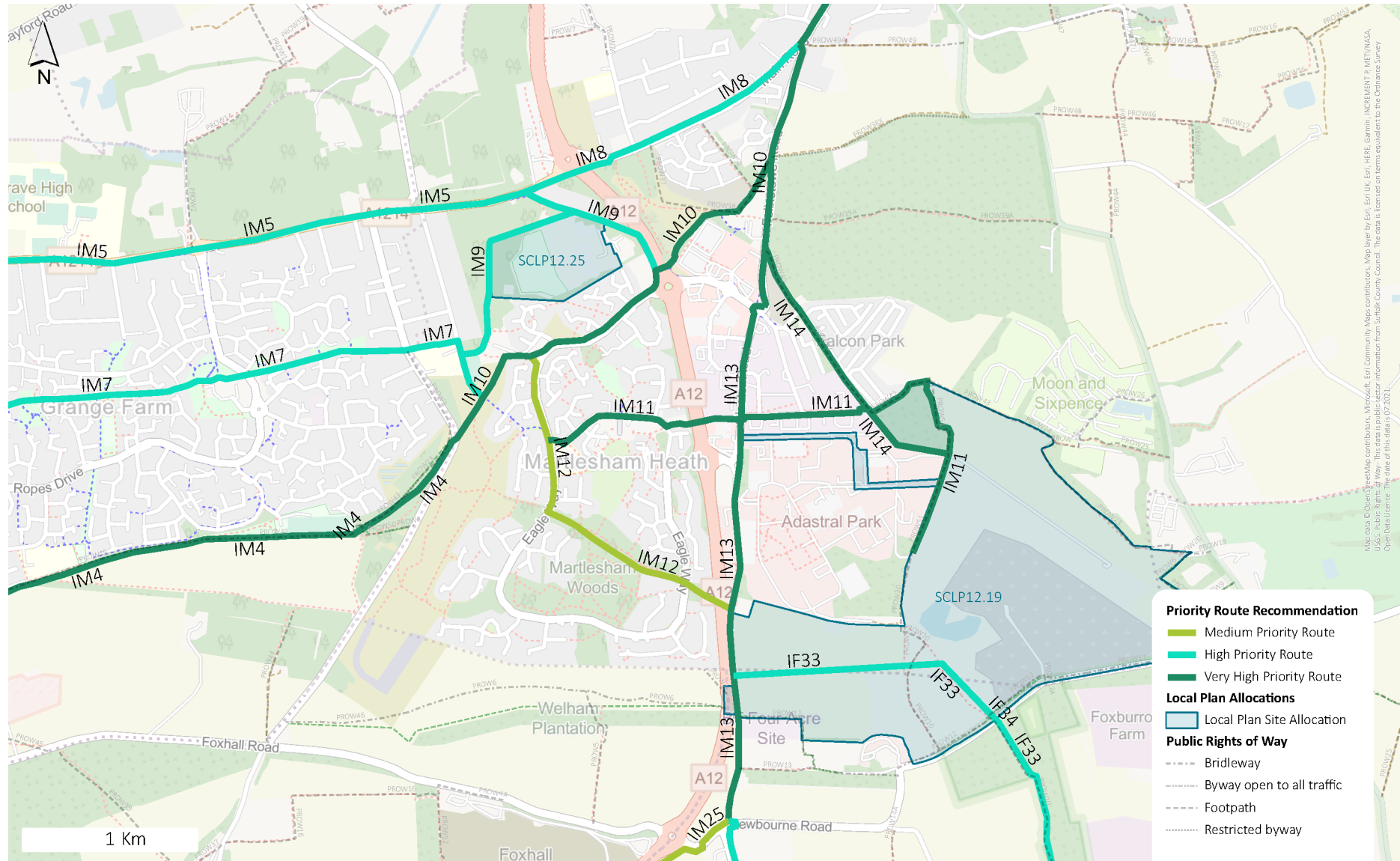
### Kesgrave – Martlesham Heath





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 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, making it a <b>very high priority</b> route.	Widen and resurface Bridleways 8, 11, and 49 to accommodate bidirectional 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 cycling and walking crossing point where Footpath 3 meets Dobbs Lane.
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 <b>high priority</b> .	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. If this track is introduced north of Main Road, a cycling and walking crossing point will be required before Dr Watsons Lane. Ensure cyclists and pedestrians have priority when crossing Main Road side streets.
IM6	Main Road (Dr Watsons Lane – Ropes Drive)	Between Bell Lane and Ropes Drive, Main Road is tightly bound by properties, which restrict the ability to introduce cycling and walking infrastructure. In order to create a desirable route along Main Road, whilst also ensuring high quality an alternative arrangement along this stretch of Main Road may be required. Due to the limited directness of this route it is of <b>medium priority</b> .	Introduce a cycling and walking track alongside Dr Watsons Lane, north of the cemetery and properties, and adjoining Main Road east of the Ropes Drive roundabout. Introduce crossing points on Dr Watsons Lane and Main Road.
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 <b>high priority</b> .	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.

### Martlesham Heath – Martlesham Village



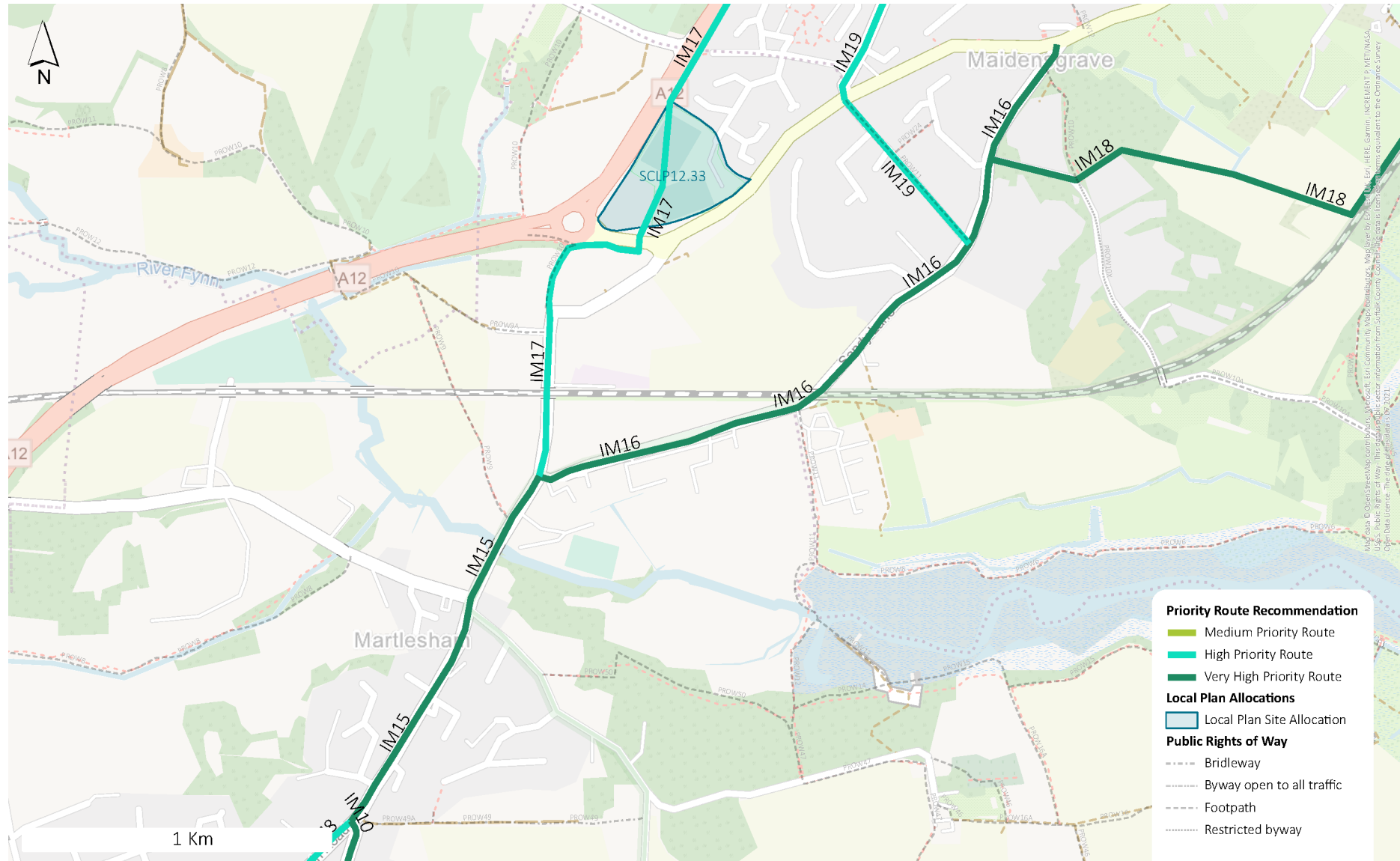


Map Reference	Location	Description	Recommendation
IM8	Main Road	Main Road is wide in places which makes crossing, particularly for elderly people, more difficult. The continuous and direct nature of Main Road makes it a <b>high priority</b> route.	Widen existing cycling and walking infrastructure immediately 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 crossing point where A12 underpass joins Main Road north 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 and removing turning lanes.
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 <b>very high priority</b> route.	Introduce a cycling and walking track and lighting to existing track north and west of Suffolk Police HQ. Introduce a cycling track along Portal Avenue, avoiding tree removal where possible. Resurface route between Portal Avenue and Eagle Way including a modal filter if necessary.
IM10	Eagle Way/Felixstowe Road	This route seeks to link Long Strops Bridleway to Felixstowe Road as directly as possible, whilst avoiding the narrow route through Broomfield. The route north of Martlesham Community Hall and west of Tesco is shown to be a well used route by Strava Metro data even though it is mostly an informal route. Due to the direct link between Long Strops bridleway and Felixstowe Road this route is <b>very high priority</b> .	Introduce a cycling and walking track from the recommended crossing point at Dobbs Lane through to Felixstowe Road, following the route on the above map. This will require widening of existing infrastructure along Eagle Way, and giving priority to cyclists and pedestrians when crossing Eagle Way side streets. 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. When introducing track to heathland north of the A12, route should follow existing desire line and avoid vegetation removal where possible. Introduce modal filter on Felixstowe Road to prohibit vehicle through traffic.
IM11	Valiant Road/Betts Avenue	Using the existing cycling and walking infrastructure, this route connects Martlesham Heath, Martlesham Retail Park, and Brightwell Lakes. Due to the significant connections made by this route it is <b>very high priority</b> .	Introduce segregated cycling and walking track along Eagle Way, Valiant Road, Eagle Way, over the existing A12 cycling and walking bridge, along Betts Avenue, and Footpaths 42 and 51 (upgrading to bridleways to allow cycling). 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.

Map Reference	Location	Description	Recommendation
IM12	Martlesham Woods/Brightwell Lakes	This route seeks to link Brightwell Lakes into Martlesham Heath and connect into cycling and walking routes beyond. This is a <b>medium priority</b> route.	Introduce segregated cycling and walking track along Eagle Way (west), through Martlesham Woods, and along Eagle Way (east). Introduce a crossing point on Eagle Way (west) into Martlesham Woods, and on Eagle Way (east) from Martlesham Woods. Introduce a cycling and walking bridge over the A12. Connect segregated cycling and walking track along Eagle Way (east) to the bridge, into Brightwell Lakes and Barrack Square. Ensure cycling and walking track through Martlesham Woods is appropriately lit, with natural surveillance where possible.
IM13	Barrack Square/Gloster Road	This route is designed to link Brightwell Lakes 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 <b>very high priority</b> .	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. Move existing cycling and walking infrastructure along A12 further east, with appropriate segregation from the A12. Link cycling and walking track to proposed A12 cycling and walking bridge. Replace zebra crossing on Anson Road with a parallel crossing.
IM14	Footpaths/Felixstowe Road	This route seeks to provide an off-road route from Brightwell Lakes to Felixstowe Road, which provides a strong link to onward travel via Felixstowe Road, making it a <b>very high priority</b> route.	Introduce cycling and walking track along southern border of Spratt's Plantation, 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.

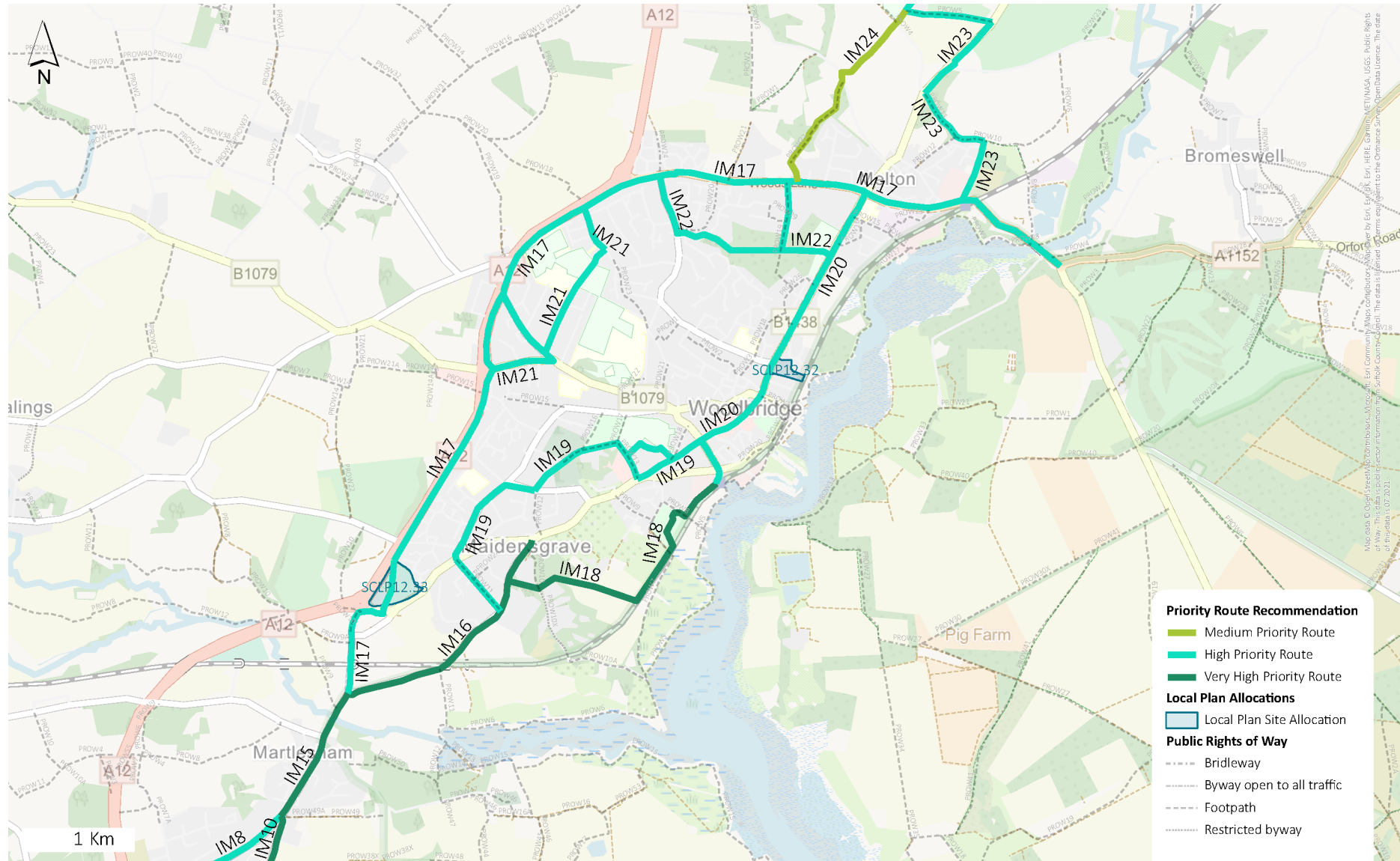


### Martlesham Village – Woodbridge



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 <b>very high priority</b> 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 <b>very high priority</b> route.	Introduce a modal filter on Sandy Lane to restrict vehicle through traffic while allowing cycling and walking access. The modal filter could be introduced under the railway bridge.

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

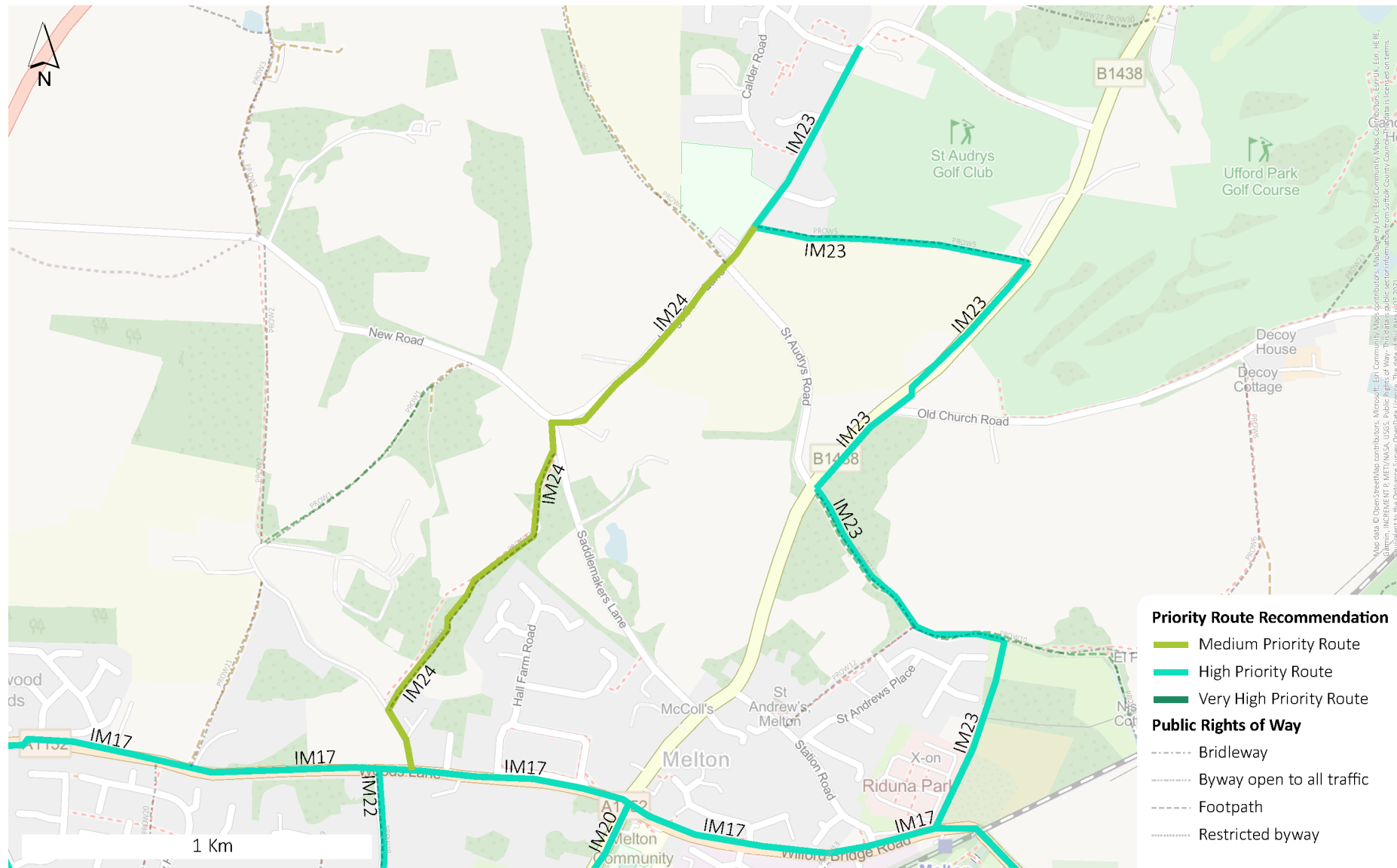




Map Reference	Location	Description	Recommendation
IM17	Outer Woodbridge route	This route seeks to provide a cohesive connection between north Martlesham, Woodbridge, Melton Train Station and the Wilford Bridge Road/Orford Road roundabout, whilst making the most of existing cycling and walking infrastructure alongside the A12, making it a <b>high priority</b> 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, along Woods Lane, Wilford Bridge Road, connecting into Melton Train Station. Upgrade Footpath 10 to a bridleway and widen and resurface accordingly. Where a segregated cycling and walking track exists, widen and resurface to LTN1/20 standards. Introduce crossing points on the B1079 at Bilney Road, Hasketon Road, Haugh Lane, Bredfield Road, Station Road and on Wilford Bridge Road into Melton Train Station. Introduce cycling and walking priority at the petrol station entrance and exit, 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.
IM18	Sandy Lane/Railway line	This intention behind this route is to provide a safe and desirable off-road connection for cyclists and walkers to Woodbridge Train Station from the south, whilst avoiding traffic heavy roads with limited scope for improvements such as the B1438, making it a <b>very high priority</b> route.	Introduce a segregated cycling and walking track from Broomheath to Woodbridge Train Station, broadly following the adjacent mapped route. Ensure the route is appropriately lit. Introduce cycling, walking and disabled access to Kingston Fields playground and associated facilities. Introduce secure cycle storage at Woodridge Train Station.
IM19	California/Quay Street	This route seeks to link through the centre of Woodbridge, into Woodbridge Train Station as well as the Thoroughfare, whilst avoiding traffic heavy roads with limited scope for improvements such as the B1438. Due to the connections through the centre of Woodbridge this is a <b>high priority</b> route.	Introduce cycling and walking crossing point on B1438 at junction with California. Where sufficient width, introduce cycling and walking track along Old Barrack Road. Where sufficient width, introduce segregated cycling and walking track along Warren Hill Road. No need for cycling infrastructure along Portland Crescent and Meadow Walk due to low traffic volume and speed, although footways could be introduced. Resurface parts of Meadow Walk. Upgrade Footpath 13 to a bridleway. Footpath 13 may be too narrow to widen to Bridleway status, in which case consideration should be given to alternative route potentially joining Cumberland Street at Woodbridge Prep School entrance point. Potential for planters and/or footway widening along Cumberland Street. 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.
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	Restrict access to the Throughfare to deliveries at specific times, emergency vehicles, and residents. Introduce more cycle storage throughout the Thoroughfare. Introduce advanced stop lines at junction immediately north of Thoroughfare, particularly for southbound cyclists looking to travel into Thoroughfare. Melton Hill does not appear wide enough to introduce cycling and walking infrastructure. However, north of the Old Maltings Approach

Map Reference	Location	Description	Recommendation
		Woodbridge Town Centre and the wider connections to Woodbridge Train Station the route is <b>high priority</b> .	the road widens, at which point a segregated cycling and walking track should be introduced along Melton Road to Melton Crossroads. On street parking may require removal. Introduce advanced stop lines at the Melton Crossroads.
IM21	Farlingaye High School	This route is intended to enhance cycling and walking access to and from Farlingaye High School, as well as Woodbridge School, and for this reason is a <b>high priority</b> route.	Introduce a one way system along Grundisburgh Road and Hasketon Road. This would only therefore require half the existing road space, the other half could be converted to segregated cycling and walking track. Widen and resurface the existing track between Catherine Road and Haugh Lane. Ensure the route is appropriately lit. Introduce segregated cycling and walking track along Haugh Lane, linking into existing cycling and walking infrastructure along the A12. Retain trees where possible.
IM22	Bredfield Road/Melton Road	This route is intended to make the most of the existing green space in Melton, which could potentially support an off-road cycling and walking route. Strava Metro data shows the green space is used informally for cycling and walking. In providing an internal route through Melton parish and connecting to green space the route is <b>high priority</b> .	Introduce a segregated cycling and walking track from the existing infrastructure on the A12, along Bredfield Road, Bury Hill, into the green space south of Bury Hill, through to the Melton Playing Fields and connect into the recommended segregated cycling and walking track on Melton Road. Introduce a cycling and walking crossing point on Bredfield Road where the cycling and walking track will divert onto Bury Hill. Retain trees where possible. Ensure the route is appropriately lit, particularly through the wooded area that lacks natural surveillance. Upgrade Footpath 19 to a Bridleway, and resurface and widen accordingly. Remove obstacles that would prohibit cycling. Ensure route is appropriately lit.

Melton – Melton Park





Map Reference	Location	Description	Recommendation
IM23	Melton Train Station/Melton Park	This route is intended to provide a safe off-road cycling and walking route from Melton Park to 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 off-road connection to Melton Train Station the route is <b>high priority</b> .	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 bridleway is appropriately lit. Continue the segregated cycling and walking track north along Yarmouth Road, along Footpath 5 to join Lodge Farm Lane. A modal filter exists on Lodge Farm Lane and therefore the road is likely subject to low traffic volumes and speeds. Upgrade Footpath 5 to a bridleway and widen and resurface accordingly. Introduce a cycling and walking crossing point on Yarmouth Road.
IM24	Melton/Melton Park	This route is intended to provide a safe cycling and walking route, that maximises off-road opportunities, from Melton Park to Melton and Woodbridge beyond. Due to the alternative route linking Melton Park and Melton Train Station this route is <b>medium priority</b> .	Introduce a cycling and walking crossing point on Woods Lane at Leeks Hill. Upgrade Footpath 22 to a bridleway and widen and resurface accordingly. There does not appear to be scope for improvements to the short stretch of Saddlemakers Lane and Lodge Farm Lane. However, Lodge Farm Lane appears to be of low traffic volumes and speeds and therefore may be a suitable cycling and walking route at present. A modal filter exists at the northern extent of Lodge Farm Lane which supports the low traffic nature of the road.



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, from which onwards cycling and walking 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 <b>medium priority</b> 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 Lake, and for this reason is identified as a <b>high priority</b> 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



3.20 The Ipswich to Felixstowe Key Corridor’s main route between the two settlements is made up of a combination of segregated cycle lanes, shared paths, modal filtered carriageway, and repurposed ex-dual carriageway. 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.

3.21 The Ipswich to Felixstowe Key Corridor also includes a secondary route between Trimley St Martin and Martlesham via Kirton and the Brightwell Lakes site.

3.22 From the responses to the initial consultation, it was possible to identify patterns, one of which being the clear need to facilitate safer, longer distance travel by bike and by foot between Ipswich, Felixstowe and Martlesham. Some of the key points raised through the consultation that helped to shape the Ipswich to Felixstowe Key Corridor can be summarised as:

- New crossing needed over the southern arm of the Ransomes Way/Felixstowe Road roundabout
- Connect Felixstowe Road (particularly crossing points) with Warren Heath via Murrills Road.
- Cycle/pedestrian infrastructure needed for travel along Felixstowe Road ('west') between Warren Heath and Nacton.
- Add segregated cycle infrastructure to Felixstowe Road 'east'
- Add a new connection between the villages west of the river Deben and Brightwell Lakes into the Warren Heath/south-east Ipswich area and Felixstowe Road 'west';
- Improve crossing between Levington Lane and Felixstowe Road 'east'.

- Introduce a modal filter on Morston Hall Road
- Improve the existing footpath between Morston Hall Road and the A14

3.23 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.

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

- The planned development in the Local Plan,
- Primary and secondary schools,
- The Port of Felixstowe and associated employment opportunities,
- Opportunities associated with reallocating roadspace along Felixstowe Road,
- Felixstowe and Trimley Train Stations,
- Felixstowe promenade and associated tourism opportunities, and
- Further services and facilities within the settlements throughout the Key Corridor.





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 <b>high priority</b> route.	<p>The existing shared path in this location is recommended to be widened all the way up to the northern arm of the Ransomes Way/Felixstowe Road roundabout and up to the crossing points on the extension.</p> <p>The existing shared path that runs between the northern arm and eastern side of the Ransomes Way/Felixstowe Road 'west' roundabout to the existing signalised crossing over the eastern side should also be widened and realigned slightly to make the transition over around and over the roundabout extension and between the north and south side of Felixstowe Road 'west' safer and more convenient.</p> <p>Regarding the roundabout extension's central platform, though there is a need for the carriageway to remain wide enough for HGVs to access the Sainsbury's/B&amp;M site, it may be possible for the crossing platforms to be increased in width to create a 'pinch point' crossing reducing the amount of carriageway for pedestrians/cyclists to cross.</p>
IF2	Ransomes Way (A1189)/Felixstowe Road 'west' (A1156) roundabout, the refuge crossing over the southern arm	The current refuge crossing point is located just as the lanes are widening out to join the roundabout, which also has the added impact of reducing the person crossing's ability to assess when it is safe to cross compared to crossing several metres south on Ransomes Way. This is considered a <b>very high priority</b> route.	<p>The existing platform crossing point over Ransomes Way is recommended 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.</p> <p>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' and the existing toucan crossing over the eastern arm of this roundabout.</p>
IF3	The section of Felixstowe Road (A1156) 'west' between the Ransomes Way (A1189)/Felixstowe Road 'west' roundabout and the Trinity Park roundabout	This section of Felixstowe Road 'west' currently has a 40mph speed limit and narrow mandatory (solid painted line) cycle lanes, which offer no segregation for cyclists from vehicular traffic. There are no pavements or formal footpaths between this stretch, only worn 'desire line'. This is considered a <b>very high priority</b> route.	New shared paths are recommended on both sides of Felixstowe Road 'west' to the Trinity Park roundabout, replacing the current mandatory cycle lanes, which also provides pedestrian access between these two roundabouts for the first time. If further assessment considers shared paths on both sides to be

Map Reference	Location	Description	Recommendation
			<p>undeliverable, then the southern side is recommended to be prioritised for delivery. This is because:</p> <ul style="list-style-type: none"> <li>(a) the south side best links into the recommendation for a segregated roundabout bypass around the south side of the Trinity Park roundabout for cyclists and pedestrians;</li> <li>(b) the southside more conveniently links into an access point for the Ransomes, Nacton Heath (SCLP12.21) employment allocation site;</li> <li>(c) is crossed less often by vehicles on the southside, and</li> <li>(d) ultimately the Felixstowe-bound cyclist/pedestrian needs to come over to the southside of Felixstowe Road ‘west’ anyway in order to transition southwards to Felixstowe Road ‘east’.</li> </ul> <p>However, with that said, the north-side only is also an acceptable option, as it provides for better movement around Warren Heath.</p>
IF4	Trinity Park roundabout	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 <b>high priority</b> route.	<p>A new pedestrian/cycle fully-segregated bypass around the south side of the Trinity Park roundabout is recommended. The reclaimed carriageway used must still allow for HGVs to safely cross over it.</p> <p>A bypass around the southside would allow cyclists and pedestrians to completely bypass the roundabout. This worked well with the recommendation to deliver shared paths on both sides of Felixstowe Road ‘west’ between the Ransomes Way roundabout and Trinity Road roundabout, though if only a north-side shared path is deemed to be viable, the bypass must be teamed with a crossing over the western arm of the Trinity Park roundabout so cyclists/pedestrians can get over to it.</p>
IF5	Murrills Road	Murrills Road is a useful connection from Bucklesham Road down to Warren Heath for access to the goods and services available in the industrial/retail areas of Ransomes Industrial Estate and Futura Park. It currently has no cycling infrastructure, and the pavement surfacing could be improved. This is considered a <b>medium priority</b> route.	Continuous shared path connection between the Sainsbury’s site and Bucklesham Road via Murrills Road Park.

Map Reference	Location	Description	Recommendation
IF6	Trinity Park western edge	Trinity Park is an important large events and activity space for Ipswich, which is currently difficult to access other than by car. Following the recommended improvements to Felixstowe Road 'west' and the Trinity Park roundabout, a direct connection along the western edge of Trinity Park may be useful for accessing Trinity Park more directly from Bucklesham Road. This is considered a <b>medium priority</b> route.	A new direct connection from Felixstowe Road 'west'/Murrills Road and Bucklesham Road via the western edge of Trinity Park; existing vegetation must be retained, with the route running adjacent to it.
IF7	Felixstowe Road 'west' / north side service road / SCLP12.21 Ransomes, Nacton Heath employment site	No segregated cycle lanes, despite being a 40mph road. This is considered a <b>very high priority</b> route.	Continuation of shared paths along both sides of Felixstowe Road 'west' is recommended up to the junction with Elmham Drive (incorporating the northside service road that occurs along this stretch), where a toucan crossing is then recommended for transfer over to the southside, where pedestrians/cyclists can use the (improved) existing southside service road to continue to/from Felixstowe. The toucan crossing also has the co-benefit of providing safe access from the northside scheme to the Ransomes, Nacton Heath (SCLP12.21) employment site, and to transfer cyclists to/from the south-side service road.  Again, if only one side can be delivered, a southside shared path is the strong preference as it will feed in directly to the south side service road recommended to be used from its commencement opposite Elmham Drive.
IF8	Felixstowe Road 'west'	A parking area exists in this location that would block new infrastructure being delivered on the southside of Felixstowe Road 'west'. The value of this parking space to the community is unknown as it is not apparent what purpose the parking space serves. There is also an existing bus stop here that will need to be relocated somewhat to facilitate safe transfer over this point. This is considered a <b>very high priority</b> route.	This parking area and bus stop is recommended to be reworked or removed to allow for the scheme to continue along the south-side with a safe transition here. The impact of removing (or re/placing elsewhere in the vicinity) the parking area would need to be assessed by SCC.
IF9	Felixstowe Road 'west' / south side service road	South side service road to be used. This is considered a <b>very high priority</b> route.	Add signage to alert vehicle drivers of their presence.
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,	Add a platform crossing on Felixstowe Road 'west' for access to Straight Road.



Map Reference	Location	Description	Recommendation
		Bucklesham. There is currently no crossing infrastructure for crossing Felixstowe Road 'west' to reach Straight Road. This is considered a <b>medium priority</b> route.	
IF11	Felixstowe Road 'west', section between where south side service road ends (opposite Straight Road) and the slipway for Felixstowe Road 'east' (also known locally as 'Old Felixstowe Road')	Inadequate existing cycling and walking infrastructure along this section despite large hatched areas of carriageway. This is considered a <b>very high priority</b> route.	<p>At the end of the (south-side) service road 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 southern-side of Felixstowe Road 'west'.</p> <p>It is intended that this track will be created through the 'absorption' of the excess hatched reservation area on Felixstowe Road 'west' at this point. Reducing the extent of this hatched area may also have the effect of reducing average vehicle speeds on Felixstowe Road. The track will then merge into and absorb the existing shared path bypass into Felixstowe Road 'east' (i.e. where Felixstowe Road 'west' splits from the A1156 (which then connects to the A14) to head south-east towards Felixstowe.</p> <p>Cycle/pedestrian priority crossing also needed over 'The Street'.</p> <p>Access to the existing 'slipway' for Felixstowe Road 'east' must also be incorporated into the design and currently too narrow.</p>
IF12	Felixstowe Road 'east'/SCLP12.20 Land at Felixstowe Road, Nacton employment site	Crossing over Felixstowe Road 'east' is needed at this point. This is considered a <b>very high priority</b> route.	<p>A crossing over Felixstowe Road 'east' is recommended at this point to allow safe passage over Felixstowe Road 'east' to (a) the start of the Felixstowe Road 'east' bi-directional cycling and walking track and access to the SCLP12.20 Land at Felixstowe Road, Nacton employment site.</p> <p>A new bi-directional cycling and walking track along the north side of Felixstowe Road 'east' commences (towards Felixstowe) at this point.</p>
IF13	Felixstowe Road 'east'	There is inadequate cycling and walking infrastructure along Felixstowe Road 'east' despite being the most obvious route for active travel between Ipswich and Felixstowe. This is considered a <b>very high priority</b> route.	New bi-directional cycling and walking track to head south-east on Felixstowe Road 'east', which is recommended to run along the northern-edge, and absorb the entire northern-side of the redundant dual carriageway that occurs in the middle section of Felixstowe Road 'east'.

Map Reference	Location	Description	Recommendation
IF14	Levington Lane	The rejoining 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 <b>medium priority</b> route.	Reconnect the two halves of Levington Lane and provide at least a continuous pavement up to Bucklesham to connect it to the villages (carriageway suitably low traffic for on-carriageway cycling in this location) and install a new cycling and walking bridge over the A14. Connect directly to the Ipswich to Felixstowe Key Corridor scheme on Felixstowe Road 'east'.
IF15	Felixstowe Road 'east'	This end section of Felixstowe Road 'east', where it meets the A14, is where cyclists/pedestrians are most vulnerable to poor visibility and high speeds. A suitable crossing over to Morston Hall Road for onward travel to Felixstowe/Ipswich is essential. This is considered a <b>very high priority</b> route.	New toucan crossing is recommended over Felixstowe Road 'east' where it curls around to the A14, providing safe passage over to Morston Hall Road.
IF16	Morston Hall Road	Although Morston Hall Road is not heavily used by vehicles, the reduced visibility around the bend, and the difficulty for vehicles using Morston Hall Road to safely overtake cyclists cycling on the carriageway. Modally filtering it so cyclists/pedestrians only share this space with local buses increases the safety significantly. This is considered a <b>very high priority</b> route.	This is the recommended location of one of the two bus gate modal filters suggested for installation on Morston Hall Road to filter the western section for the benefit of pedestrians and cyclists whilst still maintaining vehicular access for residents of properties to the south of Morston Hall Road and access to local buses.  Vehicle access is maintained to Ipswich (via accessing the A14 from the High Road), Felixstowe (via the High Road), and Kirton/west of the Deben (via the High Road and the Howlett Way roundabout).
IF17	Morston Hall Road	Although Morston Hall Road is not heavily used by vehicles, the reduced visibility around the bend, and the difficulty for vehicles using Morston Hall Road to safely overtake cyclists cycling on the carriageway. Modally filtering it so cyclists/pedestrians only share this space with local buses increases the safety significantly. This is considered a <b>very high priority</b> route.	This is the recommended location of the other of the two bus gate modal filters suggested for installation on Morston Hall Road.  Vehicle access is maintained to Ipswich (via accessing the A14 from the High Road), Felixstowe (via the High Road), and Kirton/west of the Deben (via the High Road and the Howlett Way roundabout).

Map Reference	Location	Description	Recommendation
IF18	Morston Hall Road	The existing footpath in this location is of poor surfacing quality, narrow and is too exposed to the traffic (safety risk), traffic noise and air pollution from the A14. This is considered a <b>very high priority</b> route.	Shift west-wards, widen, resurface, and bollard-segregate (as added protection from the A14) a shared path along the green buffer between Morston Hall Road and the A14 between where the existing path meets the junction with Morston Hall Lane and the junction with the High Road. The rest of the footpath (that heads northwards) can be removed, as the newly modal filtered section of Morston Hall Road succeeds it (providing this recommendation is implemented).
IF19	Morston Hall Road	Although Morston Hall Road is not heavily used by vehicles, the reduced visibility around the bend and wide bell mouth junction makes it dangerous for cyclists and pedestrians. This is considered a <b>very high priority</b> route.	Wide bell mouth junction is recommended to be redesigned to become more narrow, necessitating slow turns in and out and the reduce the total amount of carriageway to cross. Pedestrian/cyclist priority crossing is also recommended to also be incorporated.
IF20	High Road	This recommendation forms part of the connection between Felixstowe Road recommendations and A14 pedestrian bridge. This is considered a <b>very high priority</b> route.	Formal crossing over the High Road recommended if route around field edge is delivered.
IF21	High Road	Existing shared path is currently in poor condition. This is considered a <b>very high priority</b> route.	This section of existing shared path is retained and improved.
IF22	Field edge, north of Trimley St Martin	This recommendation forms part of the connection between Felixstowe Road recommendations and A14 pedestrian bridge. This is considered a <b>high priority</b> route.	A cycle/pedestrian track around the inside edge of this field to connect the Key Corridor directly to the existing cycling/walking bridge over the A14 to Kirton (for onward travel toward the villages to the west of the River Deben, Brightwell Lakes or Woodbridge), or for onward travel to Felixstowe via the 'back' of the Trimley villages. This connection provides an alternative to travelling via the western side of Felixstowe, towards the Port of Felixstowe. There is actually a significant green buffer and level change between them to create substantive segregation.
IF23	Land between Trimley Road and Old Kirton Road	Opportunities exist to establish a route between Felixstowe and Martlesham via the permitted Brightwell Lakes development site. The priority for this route is to provide cyclists and pedestrians with an alternative to the local rural road routes currently available. This is considered a <b>high priority</b> route.	Approaches to both ends of the bridge to be widened and their surfacing improved to make the bridge more accessible to cyclists and pedestrians.
IF24	Kirton Road	Opportunities exist to establish a route between Felixstowe and Martlesham via the permitted Brightwell Lakes development site.	Introduce a cycling and walking track along the western side of Trimley Road, segregated from the road by existing vegetation.



Map Reference	Location	Description	Recommendation
		The priority for this route is to provide cyclists and pedestrians with an alternative to the local rural road routes currently available. This is considered a <b>very high priority</b> route.	
IF25	Kirton Road	Opportunities exist to establish a route between Felixstowe and Martlesham via the permitted Brightwell Lakes development site. The priority for this route is to provide cyclists and pedestrians with an alternative to the local rural road routes currently available. This is considered a <b>very high priority</b> route.	Introduce a cycling and walking crossing point on Trimley Road, at the Roselea Nursery.
IF26	PROW10/PROW11	This recommendation seeks to enhance the connection between Kirton and Trimley St Martin. This is considered a <b>medium priority</b> route.	Upgrade Footpaths 10 & 11 (Ham Lane, Trimley St Martin) to bridleways, widen and resurface accordingly.
IF27	PROW9	This recommendation seeks to enhance the connection between Trimley Road and Kirton. This is considered a <b>medium priority</b> route.	Resurface Bridleway 9 (School Lane, Trimley St Martin) to accommodate cycling and walking.
IF28	Kirton Road	This recommendation seeks to enhance the connection between Trimley Road and Kirton. This is considered a <b>medium priority</b> route.	Introduce a cycling and walking crossing point on Trimley Road, at School Lane (Bridleway 9 (Trimley St Martin)).
IF29	Kirton Road	This recommendation seeks to enhance access to Trimley St Martin Primary School. This is considered a <b>medium priority</b> route.	Widen the existing Trimley Road footway to create a shared cycle/footway along section of Trimley Road adjacent to Trimley St Martin Primary School.
IF30	Trimley Road	This recommendation seeks to enhance the connection between Kirton and Trimley St Martin. long and relatively straight road most of which is 30mph that connects Kirton to Trimley St Martin. The road contains a pavement along at least one side along much of the route and provides connections to the Trimley St Martin Primary School. This roads leads to Kirton Road to the south. This is considered a <b>very high priority</b> route.	Introduce a cycling and walking crossing point on Innocence Lane.
IF31	Land between Church Lane and Meadowlands	This recommendation seeks to enhance cycling and walking within Kirton. This is a formal, metalled path between Meadowlands and Church Lane which currently contains restrictive barriers for cyclists. This is considered a <b>medium priority</b> route.	Remove barriers to cycling and walking at end of Meadowlands.
IF32	Trimley Road	This recommendation seeks to enhance the connection between the recommended cycling and walking track along Trimley Road and Kirton. This is considered a <b>medium priority</b> route.	Introduce a cycling and walking crossing point on Trimley Road to the green between Trimley Road and Falkenham Road.
IF33	Ipswich Road	Opportunities exist to establish a route between Felixstowe and Martlesham via the permitted Brightwell Lakes development site. The priority for this route is to provide cyclists and pedestrians with	Introduce a cycling and walking track between Brightwell Lakes and Kirton, along Footpath 10 (Brightwell), Bridleway 12 (Brightwell), Footpaths 3, 2, 17,15A (Newbourne), Watermill Road, Footpath 11 (Newbourne), Footpath 11 (Kirton), Bridleways 12 &

Map Reference	Location	Description	Recommendation
		an alternative to the local rural road routes currently available. This is considered a <b>high priority</b> route.	13 (Kirton), Footpaths 55 & 50 (Kirton), land west of Bucklesham Road and to the rear of Bucklesham Road properties, along the western edge of SCLP12.54, and Footpath 41 (Kirton). Upgrade Footpaths 10 (Brightwell), 3, 2, 17, 15A, 11 (Newbourne), Footpaths 11, 55, 50, 41 (Kirton) to bridleways, widen and resurface accordingly.
IF34	Ipswich Road	Opportunities exist to establish a route between Felixstowe and Martlesham via the permitted Brightwell Lakes development site. The priority for this route is to provide cyclists and pedestrians with an alternative to the local rural road routes currently available. This is considered a <b>high priority</b> route.	Introduce a cycling and walking crossing point on Ipswich Road, accessing Footpath 10.
IF35	Rectory Lane	Opportunities exist to establish a route between Felixstowe and Martlesham via the permitted Brightwell Lakes development site. The priority for this route is to provide cyclists and pedestrians with an alternative to the local rural road routes currently available. This is considered a <b>medium priority</b> route.	Modal filter the eastern end of Rectory Lane for cycling and walking access to Church Lane only.

## Felixstowe Internal Routes Key Corridor



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

3.26 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

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

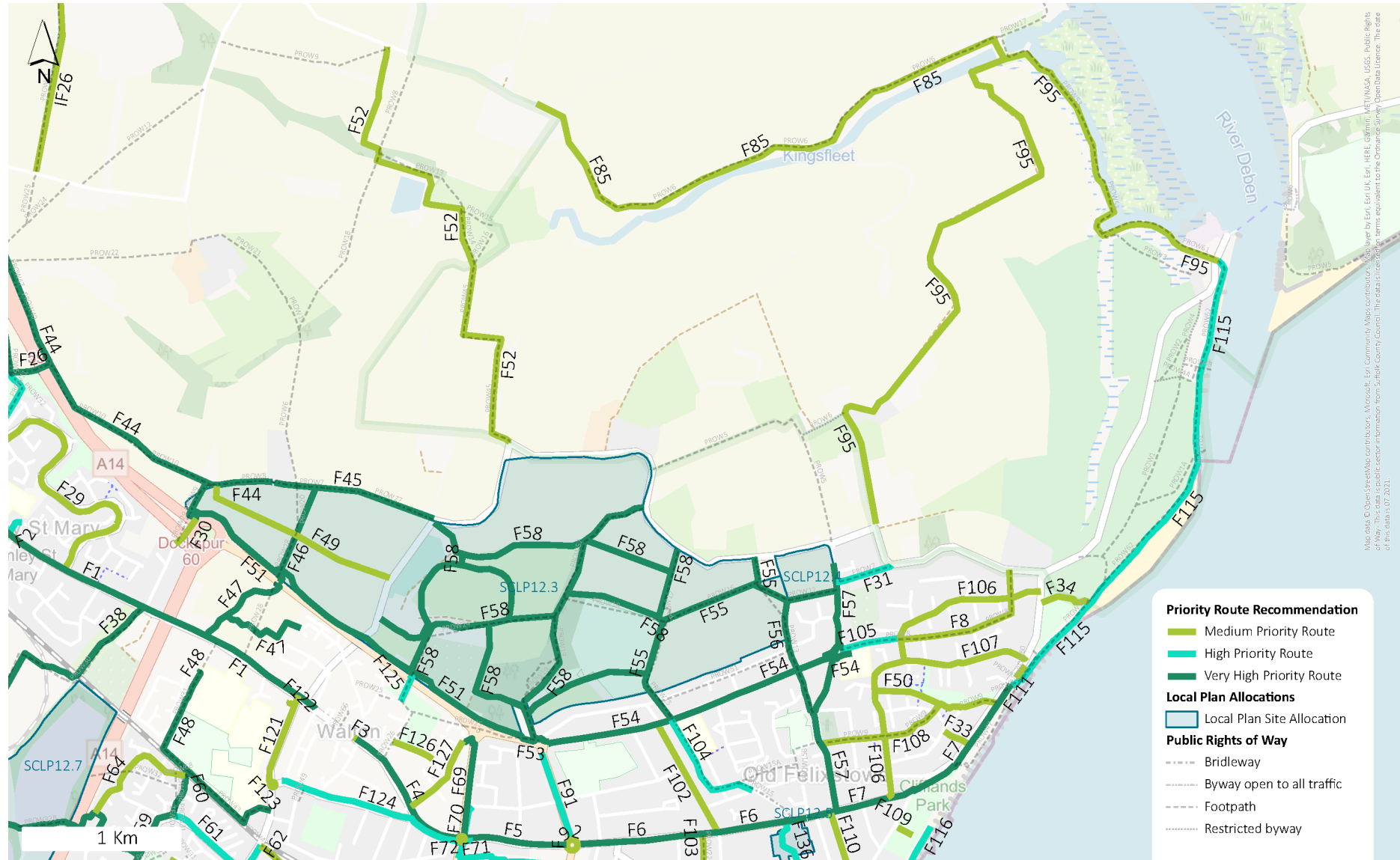
- The planned development in the Local Plan,
- Primary and secondary schools,
- The Port of Felixstowe and associated employment opportunities,
- Felixstowe and Trimley Train Stations,
- Felixstowe promenade and associated tourism opportunities, and

- Further services and facilities within the settlements throughout the Key Corridor.





### Felixstowe Internal Routes East





Map Reference	Location	Description	Recommendation
F1	High Street	‘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 due to; sections of narrow carriageway where segregated cycle lanes cannot be fitted without obstructing vehicular traffic, no scope to widen the highway due to immediate property boundaries, sections highly in demand for on-street parking, and nowhere off the High Road for this parking to be reasonably accommodated, and the substantial number of adjoining side roads and vehicle accesses to properties. This is considered a <b>very high priority</b> route.	‘Interrupted’ segregated cycle lanes are recommended to run continuously along the High Road between Church Lane and King Street. The interruptions may be necessary to accommodate necessary on street parking. Platform crossings along this length are to be reviewed and where deemed necessary replaced with signalised crossings. Turning boxes into side roads should be reviewed and their depth reduced where possible to create more carriageway space for the segregated lanes. An assessment of the overall level of need for on-street parking along the length of the High Road, including the need for immediate access in some locations (businesses and disabled bays) should be undertaken.
F2	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.  A shared path is recommended here in addition to the cycle lane scheme to provide access between Trimley St Mary Primary school and onward infrastructure to access Trimley St Martin and Trimley St Mary without cycling/walking on the High Road. This is considered a <b>high priority</b> route.	An additional stretch of shared path is recommended between the western junction of Faulkeners Way with the High Road and the alley for Black Barns, via Trimley St Mary Primary School. This connects to the shared paths recommended at Faulkeners Way, and the recommended cycle/pedestrian track up to and through the Land off Howlett Way site allocation (SCLP12.64).
F3	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 <b>medium priority</b> route.	Church Lane is recommended to be modally filtered at the High Street end to provide an alternative entry to the High Road from the NFGN to Gulpher Road, therefore bypassing the break in the High Street scheme that occurs between Gulpher Road and Church Lane.
F4	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 <b>very high priority</b> route.	A new shared path is recommended along north side of High Street from Church Lane up to the Garrison Lane/High Road crossroads (or roundabout, if the ‘Option 2’ redesign recommendation for Garrison Lane are taken forward). Junctions with side roads should be narrowed, made more perpendicular, and visibility in and out maximised to increase cyclist safety.



Map Reference	Location	Description	Recommendation
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. However, its physical and functional constraints make fitting a continuous means of segregation for cyclists challenging. This is considered a <b>very high priority</b> route.	A new shared path is recommended along the north side of the High Road West from the Garrison Lane/High Road crossroads (or roundabout) to the Hamilton Road/Beatrice Avenue roundabout for family cyclists to access Fairfield Infant School. This shared path should connect to Beatrice Avenue (recommended to become a Cycle Street and modally filtered into two halves where they meet Fairfield Avenue/Dellwood Avenue) and the bi-directional track up Garrison Lane 'north'. Junctions with side roads should be narrowed, made more perpendicular, and visibility in and out maximised to increase cyclist safety.
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. However, its physical and functional constraints make fitting a continuous means of segregation for cyclists challenging. This is considered a <b>very high priority</b> route.	'Interrupted' segregated cycle lanes on both sides of High Road East between the Hamilton Road/Beatrice Avenue roundabout and the junction with Looe Road. Platform crossings along this length should be replaced with signalised crossings and repositioned to optimise transfer between Rosemary Avenue and Quinton's Lane. Junctions with side roads should be narrowed, made more perpendicular, and visibility in and out maximised to increase cyclist safety.
F7	Cliff Road	Lack of segregation infrastructure along Cliff Road's length. This route is part of the wider ambition to connect central Felixstowe and Felixstowe Ferry. This is considered a <b>very high priority</b> route.	New shared path from Looe Road up to The Dip for transfer to Footpath 11, 47 and 62 (all recommended to be upgraded to cycle/pedestrian track status and quality) for onward travel to Felixstowe Ferry.
F8	PROW Footpath 8	Footpath 8 is unsuitable for cycling, and unable to be sufficiently widened to facilitate it. It could however be improved for more accessible pedestrian use. This is considered a <b>medium priority</b> route.	Retain eastern section of FP8 and improve for pedestrian use only. Improve as a footpath with appropriate surfacing, only. Not suitable for cycling.
F9	Trimley Marshes Nature Reserve circular route	The route suggested follows the advisory route that the Suffolk Wildlife Trust provides to visitors of the Trimley Marshes Nature Reserve. This is considered a <b>medium priority</b> route.	Create a continuous circular pedestrian-only leisure route with location-appropriate surfacing, in this area. Cycling between the Trimley Marshes Nature Reserve and Levington via the sea wall should be discouraged due to the impact on ground nesting birds, the Stour and Orwell Estuaries SPA/Ramsar designation areas, and the Suffolk Coast & Heaths AONB.

Map Reference	Location	Description	Recommendation
F10	Gosling's Farm track, Grimston Lane	Goslings Farm track could provide a connection to an upgraded PROW route to the Port. This route provides an alternative to the High Road via the western edge of the Trimleys. This is considered a <b>very high priority</b> route.	A new north to south cycle/pedestrian track is recommended from High Road, running essentially along the trajectory of Footpath 32, briefly Footpath 31 and Footpath 30 up to the bridleway bridge over the railway line, but ideally re-aligned to create a more direct and efficient route to the bridge. The route must run right up to the footing of the bridleway bridge.
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 <b>very high priority</b> route.	New recommended 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. 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.
F12	Connection between High Road and Trimley St Martin Play Area	This route provides an alternative to the High Road via the western edge of the Trimleys. This is considered a <b>medium priority</b> route.	Additional connection from the High Road, running along the eastern side of the Trimley sports facilities, and through the recent development at Goslings Way.
F13	Connection through Land adjacent to Reeve Lodge, High Road, Trimley St Martin (Policy SCLP12.65) to Gun Lane	Connection through the site down to Gun Lane for alternative access to The Port to use of the High Road. This is considered a <b>very high priority</b> route.	Introduce a cycle/pedestrian track through the SCLP12.65 site, to connect to the High Road and Gun Lane. This path allows the majority of Footpath 31 to remain a footpath for pedestrian use and access only to the High Road just south of the new roundabout.
F14	Land at Policy SCLP12.65: Land adjacent to Reeve Lodge, High Road, Trimley St Martin	Connection through the Land Adjacent to Reeve Lodge site to the Port route via Gun Lane and the bridleway bridge for access to the Port. Improving Gun Lane, and ensuring a well designed connection to/from Gun Lane into/from the Land Adjacent to Reeve Lodge site also facilitates travel from the High Road and Land at Howlett Way sites through this site. This is considered a <b>very high priority</b> route.	Improvements to Gun Lane are recommended to provide a wide enough and appropriately surfaced route for pedestrians, cyclist and equestrian use down to the bridleway bridge to the west of the site. There are options available that meet the needs of all bridleway user types, such as crushed materials rolled in a smooth finish at a width of three metres. However, if this is not possible, the combination of an adequately wide grass strip for horses (2.5 metres), and a parallel bound asphalt strip for cyclists and pedestrians (at least 2 metres), is a recommended acceptable

Map Reference	Location	Description	Recommendation
			alternative. The infrastructure scheme must run right up to the footing of the bridleway bridge.
F15	South-western most point of Grimston Lane	Signage needed to reduce potential active transport impact on protected sites. This is considered a <b>very high priority</b> route.	Due to concerns regarding the impact of intensifying cycling and walking to the west of the Land Adjacent to Reeve Lodge site on wildlife (particularly ground nesting bird species present in the Stour and Orwell Estuaries SPA/Ramsar designation areas), it is recommended that at this point in the Port route informative and effective destination signage (i.e. with distance and time, possible inclusion of a warning of potential impact on wildlife if travel is continued to the west) is installed to encourage cyclists and pedestrians to carry on (southwards) to the Port, rather than continue travel westwards.
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 <b>very high priority</b> route.	<p>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.</p> <p>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.</p>
F17	Howlett Way	Howlett Way currently lacks LTN 1/20 standard cycling or walking infrastructure, and following the build out of the Land at Howlett Way site will be in more demand as a means of accessing the High Road. This is considered a <b>very high priority</b> route.	A new cycle/pedestrian track is recommended long the southern side of Howlett Way, spanning the full length between (and connected to) the High Road/Howlett Way roundabout, the main access roundabout in the centre, and up to the crossing point over Howlett Way where existing Footpath 26 crosses the carriageway. This crossing is expected to be made suitable for safe cyclist and pedestrian use.

Map Reference	Location	Description	Recommendation
F18	PROW Footpath 31	PROW Footpath 31 is expected to be retained and should therefore be improved for pedestrians. This is considered a <b>medium priority</b> route.	The section of Footpath 31 that passes through the Land Adjacent to Reeve Lodge site is intended to be retained as a footpath (i.e. no Right of Way for cyclists or equestrians) but improved through sealed surfacing, provided with an attractive setting, and made wide enough to accommodate passing wheelchairs.
F19	Old Kirton Road	Old Kirton Road currently has no cycling infrastructure, though has been incorporated into the Ipswich to Felixstowe Key Corridor for access to Woodbridge via Kirton, Newbourne and Brightwell Lakes. It is therefore of strategic importance, and is expected to experience an uplift in cycling and walking flows. However, it is a relatively low traffic route, and has pavements, and is therefore otherwise of acceptable quality for on-carriageway cycling. This is considered a <b>high priority</b> route.	It is recommended that a shared path be installed along the western side of Old Kirton Road from the A14 cycle/pedestrian bridge up to the turning for Footpath 26. which is intended to be upgraded to a cycle/pedestrian track to Howlett Way.
F20	PROW Footpath 26 (north half)	This footpath (26) provides a direct connection to Howlett Way and therefore the emerging Land at Howlett Way site, which access to is of strategic importance. This is considered a <b>high priority</b> route.	The north side of Footpath 26 is to be upgraded to a cycle/pedestrian track up until it reaches the north side of Howlett Way at the (recommended to be improved) crossing point.
F21	Land at SCLP12.64 Land off Howlett Way, Trimley St Martin	Permeability through the Land at Howlett Way site is important for modal shift with the new community to be housed there. A connection down to Church Lane provides alternative access to the High Road to heading north to use the tack along Howlett Way/the roundabout with High Road, This is considered a <b>high priority</b> route.	Additional connection to Church Lane recommended for higher levels of permeability through the site.
F22	PROW Bridleway 5	Bridleway 5 is important for facilitating movement along the southern edge of the Land at Howlett Way site, between Church Lane and to Bridleway 10/Thurmans Lane for access to the North Felixstowe Garden Neighbourhood (NFGN). This is considered a <b>very high priority</b> route.	Church Lane and Bridleway 5's surfacing is to be improved to LTN 1/20 standards to facilitate safe access to High Road (west end) and Bridleway 10 (east end).
F23	Land at SCLP12.64 Land off Howlett Way, Trimley St Martin	Additional connection through the site over to Bridleways 5 and 10 and Thurmans Lane for access to the North Felixstowe Garden Neighbourhood (NFGN). This is considered a <b>high priority</b> route.	As an alternative to upgrading and surfacing (for cycling) the half of Footpath 26 that runs along the eastern boundary of the Land at Howlett Way site down to Bridleway 10 (which connects to Thurmans Lane, and therefore Candle Track for access to the



Map Reference	Location	Description	Recommendation
			NFGN), it is recommended that an additional segregated internal route through the site down to the south-eastern most corner, to meet Bridleway 10, is provided.
F24	PROW Footpath 26 (south half)	The southern half of Footpath 26 (northern half runs through Trimley St Martin) is a route through woodland to the east of the Land at Howlett Way site, which helps to act as a buffer between the site and the A14. This is considered a <b>high priority</b> route.	The southern half of Footpath 26 is recommended to remain a footpath due to value of retaining an attractive earth-surfacing route through the existing trees to the east of this site. It is not intended for this route to be surfaced.  However, this is conditional on a segregated cycling and walking route being provided through the SCLP12.64 site, connecting Howlett Way and Church Lane/Bridleway 5. 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	PROWs Bridleway 5/10	Bridleway 5 is currently mostly earth track, and Bridleway 10 needs re-surfacing. This is considered a <b>very high priority</b> route.	As above, Bridleways 5 and 10 are recommended to be suitably-surfaced and widened to function as a pedestrian/cycle track down to Thurmans Lane, for access to Candlet Track for the NFGN.
F26	Thurmans Lane	The underpass currently lacks safe surfacing and lighting. This is considered a <b>very high priority</b> route.	Thurmans Lane underpass is recommended to be resurfaced and fitted with lighting to improve its usability outside of daylight hours.
F27	PROW Footpath 11	Footpath 11 is currently an earth track through the green space south of Thurmans Lane. It offers a good opportunity to connect back to the High Road via Faulkeners Way. This is considered a <b>high priority</b> route.	A cycle/pedestrian track that crosses the green space between Thurmans Lane and The Josselyns is recommended.
F28	Faulkeners Way	Faulkeners Way has sufficient width to accommodate shared paths, and offers a good connectivity opportunity to the emerging Land at Howlett Way site and throughout Trimley St Mary. This is considered a <b>high priority</b> route.	From The Josselyns, a shared path is recommended to and along Faulkeners Way up to the junction with the High Road. This should connect directly into the short section of shared path recommended to then run along the High Road between Faulkeners Way's west-side junction with High Road to the alley for Black Barns, via the Trimley St Mary Primary School.  A zebra crossing over Faulkeners Way to connect this stretch of shared path to the Faulkeners Way shared path would be ideal.

Map Reference	Location	Description	Recommendation
F29	Faulkeners Way	Faulkeners Way has sufficient width to accommodate shared paths, and offers a good connectivity opportunity to the emerging Land at Howlett Way site and throughout Trimley St Mary. This is considered a <b>medium priority</b> route.	New shared paths along the length of Faulkeners Way, upgrading the current footpaths.
F30	PROW 9	A connection from the A14 crossing infrastructure (from Spriteshall Lane) to the western side of the NFGN; this is particularly relevant if multiple east to west infrastructure routes are secured from this point (similar to recommended routes in the Strategy). This is considered a <b>very high priority</b> route.	Connection from northern edge of the NFGN site down to the bi-directional cycle/pedestrian track to run east-west parallel to Candlet Road and improve connection to roundabout crossings over to Spriteshall Lane.
F31	Abbey Walk	A footpath with potential to be upgraded to a bridleway to allow east to west movement, which is a priority for improvement within the Old Felixstowe area. This is considered a <b>high priority</b> route.	Upgrade to bridleway and surface.
F32	Gosling's Farm track down to Grimston Lane	This route provides alternatives to the High Road for travel between the Trimleys and the Port of Felixstowe. This is considered a <b>very high priority</b> route.	New cycle and pedestrian track to the Port via Gosling's Farm track, Grimston Lane, the bridleway bridge at Gun Lane, and Cordy's Lane up until Nicholas Road is reached. It is recommended to be appropriately surfaced for its rural location though, is possible, still usable by road bike users.
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 <b>medium priority</b> route.	Likely to be suitable for cycling in current form, so just needs to be upgraded in status to allow cycling.
F34	Land adjacent to Cliff Road	This is a footpath that could be upgraded to a bridleway to increase permeability to Cliff Road. This is considered a <b>medium priority</b> route.	Shared path connection from Ferry Road.
F35	Bridleway bridge	Bridleway bridge over the railway line to PROWs towards the Port. This is considered a <b>very high priority</b> route.	Connect the recommended PROWs to the north and Gun Lane to the bridleway bridge for a route towards the Port that runs from the Trimleys (commencing at Gosling's Farm track) via the western edge of the settlement, terminating at Nicholas Road. This section recommends connecting up and utilising the existing (but recently built) bridleway bridge over the railway line.

Map Reference	Location	Description	Recommendation
F36	South-eastern most termination point of Grimston Lane over to Keeper's Lane	This is currently earth farm track. This is considered a <b>very high priority</b> route.	Using widening and suitably-surfaced track, this section connects from the south-eastern most termination point of Grimston Lane over to Keeper's Lane, then follows Keepers Lane southwards and across to Cordys Lane using Bridleway 22 and Footpath 1.
F37	PROW Bridleways 12 and 14	The surfacing along Bridleways 12 and 14 is currently in poor condition, and has surface water drainage issues that pose a safety hazard This is considered a <b>very high priority</b> route.	Suitably surface and improve the drainage (i.e through use of SuDS, as this area has surface water issues) of Bridleways 12 and 14 all the way down to Nicholas Road.
F38	PROW Footpath 30	Currently an earth footpath. This is considered a <b>very high priority</b> route.	Footpath 30 to be upgraded to bridleway status, widened and surfaced as a new cycle/pedestrian track between the High Road and the Port Route, connecting directly to (the improved) Bridleways 12 and 14 for Nicholas Road.
F39	Nicholas Road and Parker Avenue	Key routes into the western side of the Port with some existing infrastructure. This is considered a <b>very high priority</b> 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 shot stretch of footpath initially, and then extend the new shared path to Fagbury Road.
F40	Fagbury Road from Parker Avenue to Dock Gate 2 roundabout	Key routes into the western side of the Port with some existing infrastructure. This is considered a <b>very high priority</b> route.	Improve Fagbury Road's existing shared path and connect to Walton Avenue's recommended new bi-directional track on the south side.
F41	Dock Gate 2 roundabout	The Dock Gate 2 roundabout has limited existing infrastructure for movement around its southern edge that could be improved in terms of width, surfacing and signage and that could be extended for safe passage over to Ferry Road. This is considered a <b>very high priority</b> route.	Improve the quality of the existing shared paths that allow circulation around the Dock Gate 2 roundabout and extend them over to Ferry Road.
F42	Ferry Lane	Ferry Lane is a one-way vehicular route out of the Port into west Felixstowe. Ferry Lane is heavily used by cyclists as one of the key routes from the Port into west Felixstowe. 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	Create a continuous shared path between the railway bridge at Runnacles Way and the Dock Gate 2 roundabout via Grange Farm Avenue, Wesel Avenue and down the full length of Ferry Lane.

Map Reference	Location	Description	Recommendation
		signed before by the overpass) this poses a safety risk. This is considered a <b>very high priority</b> route.	Where Ferry Lane is quite restricted in width – at least at these pinch points, if not throughout the shared path’s length – bollards should be used to provide extra protection for cyclists and pedestrians. Ferry Lane is one-way for vehicles, and therefore it should be made clear with signage that cycling in both directions is allowed on the shared path.
F43	PROW Footpath 32B to Rendlesham Road and Hintlesham Drive	The existing pedestrian/cycle bridge in this location and the connection to Nicholas Road and Clicket Hill Road for the employment sites here is important existing infrastructure. Though 32B is a footpath, a shared path up to the bridge is provided, suggesting a change in status to bridleway may have occurred relatively recently, which would need to be checked with SCC; if not then a change should be relatively straightforward to secure. This is considered a <b>very high priority</b> route.	Existing Footpath (32B) and the existing track that connect 32B to Bridleways 14/12 should be upgraded and resurfaced to cycle/pedestrian track standard up to the existing pedestrian/cycle bridge to Felixstowe West.
F44	Kirton Road to Gulpher Road via new track and Candlet Track	The potential for a direct connection to the western side of the NFGN is identified east of the eastern edge of Kirton Road and the A14. This is considered a <b>very high priority</b> route.	New continuous bi-directional cycle/pedestrian track is recommended to run between Kirton Road and the NFGN’s western edge. This track is recommended to start on the east side of Kirton Road opposite Roselea Nursery (with a new crossing for safely crossing Kirton Road) and head south east parallel to Kirton Road (as if heading to the Howlett Way roundabout) down to and over Capel Hall Lane, and to then run continuously along Candlet Track up to Gulpher Road using existing footpaths 47, 40, 10 and 8. The route can be adjusted where necessary from the original PROWS to optimise directness, as required.
F45	PROW27	This section of Candlet Track is surfaced for vehicular access to the properties accessible along this stretch. Ideally this should be avoided in the recommended track’s design, however its incorporation would be acceptable providing no further intensification (increase in vehicle use) of this stretch is anticipated. This is considered a <b>very high priority</b> route.	At the point that Candlet Track meets Gulpher Road, vehicle access needs to be retained for properties and ‘Candlet’ and ‘Hill House’. Rather than share the carriageway with cars (the stretch of Gulpher Road may be incorporated into later designs for the development of the NFGN as a vehicle access route, in which case current use of it would intensify), it is recommended that the track continues via a new parallel cycle/pedestrian track all the way to the ‘crossroads’ with Hill House Cottages. The cyclist/pedestrian will either then be able to access a pedestrian/cycle way into the central section of the



Map Reference	Location	Description	Recommendation
			<p>NFGN, or, turn right down Gulpher Road (i.e. heading south towards Walton High Street) via the section of Gulpher Road recommended to be hard modal filtered using two bollard filters: (1) across the southern arm of this crossroads, and (2) after the turning for Treetops, before the underpass under Candlet Road.</p> <p>It is intended that vehicle access to Walton High Street for 'Candlet' and 'Hill House' be rerouted to head east on Gulpher Road to reach Ferry Road/Colneis Road/Candlet Road unless a more direct vehicle access point is permitted between those two points when development of the western side of the NFGN comes forward.</p>
F46	Land at SCLP12.3 North Felixstowe Garden Neighbourhood / Footpath 28	This recommendation roughly follows Footpath 28's trajectory between Candlet Track and Candlet Road. this route will serve NFGN community school children attending Felixstowe Academy (as well as other commutes and journey types). This is considered a <b>very high priority</b> route.	<p>North-south cycle/pedestrian track down towards the Land North of Walton High Street site, is recommended to roughly follow the existing routing of Footpaths 20 and 28 between Candlet Track and the east to west bi-directional pedestrian/cycle track recommended to run parallel to Candlet Road.</p> <p>However, it may be necessary to adjust this slightly to accommodate development proposals yet to come forward for the western side of the North Felixstowe Garden Neighbourhood (NFGN) site.</p> <p>A suitable crossing must be located over Candlet Road for access into the Land North of Walton High Street site as this route will serve NFGN community school children attending Felixstowe Academy (as well as other commutes and journey types).</p>
F47	Land North of Walton High Street	It is critical that a north-to-south cycle and pedestrian route is established within this site to give safe passage to school children from the NFGN to Hawkes Lane for Felixstowe Academy (and other journeys). A connection to Treetops for access to Gulpher Road further increases permeability and route options for school children, depending on where within the NFGN development they live. This is considered a <b>very high priority</b> route.	A cycle/pedestrian track is recommended to be provided through the Land North of Walton High Street site, and ideally a connection made to Gulpher Road via Treetops (a connection opportunity appears to exist where there is currently some parking space which could be re-provided nearby). A toucan (signalised, walking and cycling) crossing must be provided over High Street to allow safe and direct travel over to Hawkes Lane, which provides direct access to the Felixstowe Academy (secondary school).

Map Reference	Location	Description	Recommendation
F48	Hawkes Lane (PROW31), the bridge over the railway to Runnacles Way, and to PROW43 to Maidstone Road	The route between Hawkes Lane (PROW31) and to PROW43 for Maidstone Road is an important route for school access and increased permeability in Walton/west Felixstowe. A path currently exists in this location but it is not wide enough for cycling, is often overgrown and does not have after dark lighting. This is considered a <b>very high priority</b> route.	<p>It is recommended that the cycle/pedestrian track that ran through the Land North of Walton High Street site continue (via a formal crossing over the High Road) down to Hawkes Lane, following Footpath 31 to the end of 43 on Maidstone Road, therefore providing an alternative access to Maidstone Infant School.</p> <p>According to the Maidstone Infant School and Causton Junior Schools' joint website, these two schools may (consultation ongoing) merge in the future and be based at the (to be extended) Causton Junior School site. This would likely mean that the Maidstone Infant School site could be redeveloped; whether this redevelopment be for housing or commercial purposes, the Hawkes Lane route/scheme would add to the overall sustainability of the site.</p> <p>Hawkes Lane will ideally need to be lit in the evenings, though as minimally/well-designed as possible to minimise potential negative amenity and wildlife impact. Appropriate lighting is therefor recommended.</p> <p>Cycle rails should be added to the railway bridge for cyclist access to Hawkes Lane from Runnacles Way.</p>
F49	Land at SCLP12.3 North Felixstowe Garden Neighbourhood	The NFGN site needs high levels of east to west permeability to create safe transitions and place relationships throughout the site. This is considered a <b>medium priority</b> route.	An additional east to west cycle/pedestrian track is recommended to provide extra permeability for the NFGN cycle/pedestrian network.
F50	Land between Western Avenue and Cliff Road	This area, between Western Avenue and Cliff Road, includes a network of footpaths that could be upgraded to shared paths so that cyclists can use them as off-carriageway cut throughs to/from Cliff Road, therefore improving east to west permeability within Old Felixstowe. This is considered a <b>medium priority</b> route.	Improve to shared path status.
F51	Land at SCLP12.3 North Felixstowe Garden Neighbourhood	A Continuous bi-directional cycle track running parallel to the full northern edge of Candlet Road (A154) and Grove Road (A1021) is recommended in this location to act as an active travel spinal	New continuous bi-directional cycle track and parallel (separate) footpath to run adjacent (but segregated using a green, planted buffer) to Candlet Road – running from bridleway 9 to the Beatrice

Map Reference	Location	Description	Recommendation
		route between its commencement north of the A14/Candlelet Road roundabout and end at the Beatrice Avenue/Colneis Road/Grove Road/Links Avenue roundabout (i.e. at the Grove Medical Centre). This is considered a <b>very high priority</b> route.	Avenue/Links Avenue/Grove Road/Links Avenue roundabout. New continuous bi-directional cycle track and parallel (separate) footpath to intersect with north-south routes such as Gulpher Road – these must be signed and treated as infrastructure junctions to ensure safe cycling/walking, regardless of the absence of vehicles on these transport routes.
F52		A PROW route to connect the NFGN’s northern edge with Falkenham, therefore providing an off-carriageway connection that bypasses the Trimley villages (and avoids use of the High Road). This is considered a <b>medium priority</b> route.	Surface/re-surface farm tracks/PROWs to create a new cycle/pedestrian track between Back Lane (Falkenham/Kirton) and Gulpher Road’s most north-western point (i.e. to be shared with agricultural vehicles).  This route would allow cyclists from the villages to the west of the Deben, and cyclists coming in from Felixstowe Ferry, to almost completely bypass Felixstowe and the Trimleys (using Gulpher Road and Ferry Road to go 'around the outside'). It also, just as importantly, provides an alternative route from the West of the Deben villages (via Kirton and Falkenham) to the NFGN, and will likely be an important leisure cycling connection for future NFGN residents. The route mostly follows PROW footpaths 45, 14, 13 and 8 with slight re-routing suggested to avoid dissecting agricultural fields - suggesting to send the infrastructure scheme around the edge instead.
F53	Beatrice Avenue/Links Avenue/Grove Road/Links Avenue roundabout	The currently has no cycling infrastructure, and needs a connection for safe circulation around the roundabout from the recommended bi-directional track to run parallel to the Candlelet Road (north side). This is considered a <b>very high priority</b> route.	The Beatrice Avenue/Links Avenue/Grove Road/Links Avenue roundabout is recommended to be fitted with shared paths and new crossings over each arm. These will connect into the existing shared paths that run along the south side of Grove Road to Garrison Lane, and Garrison Lane’s existing signalised crossing over to Taunton Road.
F54	Colneis Road	Colneis Road has no cycling infrastructure despite being a direct connection to two primary schools – Kings Fleet Primary School and Colneis Junior School. This is also an important opportunity to increase east to west permeability within Old Felixstowe. This is considered a <b>very high priority</b> route.	New shared paths are recommended along the south side of Colneis Road, around the junction with Ferry Road and onto Elmcroft Lane, and to connect directly to the Kingsfleet Primary School. Must connect directly to the new shared paths recommended for installation around the Grove Road/Colneis Road roundabout. The shared path should also have bollards installed at

Map Reference	Location	Description	Recommendation
			reasonable increments along the outside edge to prevent pavement parking over them. Ideally, because of its location (between two primary schools), the bollards should be play-friendly - useable as 'stepping stones' or for leap frogging over.
F55	Hyem's Lane, Land at SCLP12.3 North Felixstowe Garden Neighbourhood	Hyem's Lane is an existing well-used PROW for leisure walking and cycling which is to be retained in the NFGN development. This is considered a <b>very high priority</b> route.	Hyem's Lane/Quinton's Lane are intended to be retained as bridleways but modally filtered after Park Farm (north end) and on Links Avenue (south end) using bollards. Any roads/streets that bisect the track must include appropriate crossing infrastructure. Surfacing to be improved to road bike tyre standards.
F56	PROW 12 and PROW 13	Footpaths 12 and 13 are currently in need of re-orienting and connecting (and surfacing) to create a connection between Hyem's Lane (for greater permeability within the NFGN) and down into Old Felixstowe. This is considered a <b>very high priority</b> route.	Merge and upgrade Footpaths 12 and 13 into a single continuous bridleway and connect it to Hyem's Lane, Colneis Road (for Colneis Junior School) and Ferry Road (for Kingsfleet Primary School) with an appropriately surfaced route for pedestrians and cyclists. Add a new a shared path along this section of Gosford Way so journeys can continue down to the Old Felixstowe Community centre, Ferry Road Park.
F57	Ferry Road and Church Road	Ferry Road and Church Road connect the eastern-most edge of the North Felixstowe Garden Neighbourhood and the Land North of Conway Close site (SCLP12.4) with the High Road. This route also connects directly to Kingsfleet Primary School, and the eastern end of Colneis Road, which has been recommended 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 <b>very high priority</b> route.	A new continuous shared path is recommended to run along the western edge of Ferry Road, from the entrance to the Land North of Conway Close site (SCLP12.4) down to and along Church Road until the High Road East is reached. At pinch points, particularly around St Peter & St Pauls' church, consider absorbing pavement from the eastern side of the road which is deemed of little value to retain for pedestrians (i.e. doesn't provide access to properties or side roads).
F58	Land at SCLP12.3 North Felixstowe Garden Neighbourhood	The North Felixstowe Garden Neighbourhood site encompasses 143ha, and is intended to be masterplanned as a comprehensive, mixed use development that is expected to deliver up to 2,000 dwellings incorporating dwellings for older and younger people, affordable housing and self-build plots. It is also expected to include a new leisure centre, a new primary school and a community hub. The site's central area has already received planning permission for up to 560 dwellings, which is in the process of coming forward in phases. Internal permeability routes	A number of indicative internal connections within the North Felixstowe Garden Neighbourhood site are recommended for delivery to ensure adequate active travel internal permeability. and to/from the to/from the southern-boundary roads are recommended, which are shown on the map routed partly in approximate accordance with the cycle/pedestrian routes planned in the permission granted under DC/20/1002/ARM, and then out towards Gulpher Road, Ferry Road, Grove Road, Links Avenue and



Map Reference	Location	Description	Recommendation
		and routes that connect the site with Felixstowe is critical to the integration of the new and existing communities, the function of the site and safe and direct onward travel to places of employment, education, leisure and utility trips. An indicative network of routes is included under this reference, which may be adapted in routing as necessary (though existing Public Rights of Way on the site should be preserved and enhanced, as per criterion (e) of the Suffolk Coastal Local Plan) in accordance with the masterplanning of the site as a whole. Routes within the site are considered a <b>very high priority</b> .	Upperfield Drive.  This internal network also includes connections through The Grove woodland. These connections would need to be appropriately designed to minimise space and surfacing impact on The Grove, but still facilitate cycling and walking along what could be an important north-south connection to Hamilton Road (Felixstowe's Primary Shopping Area) via Beatrice Avenue.
F59	Grange Farm and Wesel Avenue (between Ferry Lane and Runnacles Way)	<p>Grange Farm Avenue is a key commuter corridor from the west side of the Port, which has a one-way exit route into west Felixstowe via Ferry Lane. At the northern end is the opportunity to connect into Runnacles Way, which provides access to a railway bridge over to Hawkes Lane for Felixstowe Academy, off Walton High Street. This also provides for onward travel to the High Street (High Road) and then the North Felixstowe Garden Neighbourhood via the Land North of Walton High Street site (on foot, existing Footpath 28 can be used to cross the site and Candlet Road for access now).</p> <p>Grange Farm Avenue currently has some shared path provision along its east side, however it is 'patchy' and not up to LTN 1/20 cycle infrastructure design standards of quality and may be best for downgrade to footpath status and replacement on the western side.</p> <p>The western side is preferred to reduce the need to cross Grange Farm Avenue when travelling between Ferry Lane and Runnacles Way. This is considered a <b>very high priority</b> route.</p>	Create a continuous shared path between the Dock Gate 2 roundabout and the railway bridge at Runnacles Way via Grange Farm Avenue, Wesel Avenue and Ferry Lane. The scheme is recommended along western side.
F60	Railway bridge between Runnacles Way and Hawkes Lane	This improvement relates to the railway bridge that connects Runnacles Way and Hawkes Lane for access between Felixstowe Academy and west Felixstowe and for onward travel northwards to the North Felixstowe Garden Neighbourhood and onward travel southwards to the Port. This is considered a <b>very high priority</b> route.	Cycle rail to be fitted up the sides of both sets of steps to this railway bridge to assist cyclists' transfer over the railway line.

Map Reference	Location	Description	Recommendation
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 <b>high priority</b> route.	Improve existing paths to LTN 1/20 quality/width shared paths.
F62	Grange Road	Grange Road is an important commuter-cyclist route – connecting directly between the High Road and the Port (via the filtered connection to Dock Gate 1 roundabout at the south). It 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 (Primary Shopping Area). This is considered a <b>high priority</b> route.	New shared path along eastern side of Grange Road - to run between Cloncurry Gardens and the railway bridge, terminating where the upgraded and improved (current) FP42's northern termination point.
F63	Mill Road	Mill Road is an important east to west connection between the Primary Shopping Area on and around Hamilton Road and west Felixstowe. Mill Lane is wide and has advisory cycle lanes, meaning a higher segregation scheme here is more plausible. This is considered a <b>very high priority</b> route.	The installation of 'interrupted' segregated cycle lanes on both sides of Mill Road is recommended. Segregated cycle lanes in both directions to be installed along the full length of Mill Road, though with sections of 'interruption' for on-street parking where deemed necessary, as with the recommendations for the High Street, though to less of an extent. Mill Road should have painted/cut out parking bays; on-street parking outside of the bays or blocking the cycle lane (double yellow lines to be added to deter this) should incur a parking fine.
F64	Runnacles Way/The Downs/Rendlesham Road	These three – currently divided by a fence across the carriageway - roads represent an excellent connectivity opportunity between Hawkes Lane (from Felixstowe Academy, the High Road or the North Felixstowe Garden Neighbourhood) via the railway bridge and the pedestrian/cycling bridge over to The Port immediately to the west of Rendlesham Road. If this fencing across the carriageway/parking areas could be replaced with a hard modal filter so that pedestrians and cyclists can move between them, this could represent a significant 'quick win' opportunity for increasing permeability and connectivity in this area. This is considered a <b>medium priority</b> route.	Convert footpath to a shared path and open up walking and cycling access between The Downs and Rendlesham Road (currently divided) using a hard modal filter.
F65	Land bordering Grange Community Primary School	This is intended as a short leisure cycling route for children, to increase access to the skate park and basketball court, and to	Extension and improvements to existing Cavendish Park shared paths to be installed around the eastern edge; this is to create a

Map Reference	Location	Description	Recommendation
		provide a traffic free alternative to Grange Road for accessing Grange Community Primary School for properties to the north of the school. This is considered a <b>medium priority</b> route.	continuous route starting from the existing path's southern access point (opposite Kentford Road) over to Cricket Hill Road. It would be ideal if the existing paths to/from the skatepark were widened and appropriately surfaced (smooth and flat) for skateboarding, scootering and rollerskating to increase the park's leisure value. The eastern edge extension should be set back from the properties backing straight onto the park to reduce amenity impact, and mitigated with landscaping of biodiversity value. Loss of views of the park from these properties should be considered in the design of the landscaping/mitigation approach, where they may otherwise occur.
F66	Footpath 42 (path adjacent to railway line)	This footpath covers an existing route that runs parallel to the railway line and Felixstowe Cemetery. It is completely traffic free and green, making it an attractive option. Langley Avenue, which runs parallel to it on the other side of the cemetery, is an attractive route for cycling as it is modally filtered in the middle. However, there is still an element of sharing the carriageway with cars, which will be considered unacceptable for use by some cyclists. Because an alternative that is acceptable by most (Langley Avenue) is available, this is considered a <b>medium priority</b> route.	Footpath 42 is recommended to be upgraded into a cycle/pedestrian track providing sufficient width can be made available throughout. At the southern end, this improvement should be teamed with a new section of shared path over the Mill Lane railway bridge, which is currently dangerous for cyclists to use as vehicle drivers do not always consider cyclists to have a right to be given way to (bridge access is controlled with a priority give way system).
F67	Wadgate Road	Wadgate Road and Vicarage Road are low traffic routes between Mill Lane and Grange Road which has been included (and recommended to have a shared path along its eastern side) in the interests of increasing (segregated infrastructure) permeability within west Felixstowe. They are considered <b>medium priority</b> routes.	Create shared paths along eastern side of Wadgate Road and the south side of Vicarage Road. Add connection and cycle parking to/in front of local shops. The existing pavements provision is ample here, so a formal upgrade and some basic resurfacing/paint/signage may be all that's needed to achieve this recommendation.
F68	Coronation Drive	Coronation Drive provides an important connection between Grange Road and Garrison Lane, which provides for onward travel towards the east side of the Port via Garrison Lane for Langer Road/Carr Road, or for the west side of the Port via Grange Road for Peewit Hill and the Dock Gate 1 roundabout, after which the cyclists/pedestrian can head west on Walton Avenue. It also provides a connection to Ferry Lane, which has	Widen the existing footpaths on the south side of Coronation Drive and upgrade them to shared paths. Installing them on the south-side makes the transitions from Garrison Lane to Coronation Drive (from the east) and from Ferry Lane into Coronation Drive (from the west) easier.

Map Reference	Location	Description	Recommendation
		been recommended to be fitted with a shared path. This is considered a <b>high priority</b> route.	
F69	Garrison Lane 'north'	Garrison Lane is an important north to south arterial route through central Felixstowe, which is used relatively heavily by Strava Metro users, with usage almost on par with the High Road. It also scores highly on PCT. Garrison Lane feeds a number of side roads, including side roads for alternative access to Felixstowe train station and the Hamilton Road Primary Shopping Area. Garrison Lane's width varies throughout its length, with significant constriction towards the southern end. However, the section north of the High Road (Garrison Lane 'north') benefits from significant grass verges on both sides, which presents a prime opportunity for a segregated bi-directional cycling and walking track. This is considered a <b>very high priority</b> route.	A new fully-segregated bi-directional pedestrian/cycle track is recommended along the eastern side of Garrison Lane 'north'. This is intended to increase connectivity to the NFGN via Grove Road's existing shared paths/crossing over to the new cycle/pedestrian track recommended to run parallel to Candlet Road, or via a new track recommended through The Grove, over to the two primary schools (Colneis Junior School and Kingsfleet Primary School) accessible via Colneis Road's new shared path. The existing crossing and connection over to Taunton Road and Grove Road should also be improved (the existing shared paths are quite narrow given their anticipated increase in use following the delivery of the NFGN). There are strong existing desire lines on both sides of Garrison Lane 'north' but the eastern side appears slightly more achievable due to more available width in the existing grass verge, and less potential conflict as there are no adjoining vehicle accesses along the eastern side. There currently appears to be a type of SUDs scheme along its eastern length, the function of which would need to be incorporated into the design of the bi-directional track to ensure this function isn't lost. The western side has a short section of existing footpath which can be retained for pedestrian use only.
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 cycling barrier removed. This represents a 'quick win' for improving permeability between central Felixstowe and Old Felixstowe. This is considered a <b>high priority</b> route.	Improve cycling/walking connection to Fairfield Avenue by removing the barriers.
F71	Garrison Lane/High Road cross roads	The current large crossroads creates an intimidating and highly 'car-dominated' feel to what could otherwise be an area of high levels of cycling and walking activity – there are surrounding shops, nearby is the Felixstowe train station, Hamilton Road, and following the delivery of the NFGN site, Garrison Lane 'north' will likely be one of the main routes	As part of the improvements to both the High Road and Garrison Lane, the High Road and Garrison Lane crossroads is recommended for improvement.  At a minimum it is recommended (Option 1) that the existing crossings are upgraded to toucan crossings over each arm of the



Map Reference	Location	Description	Recommendation
		<p>used to the new leisure centre. This is considered a <b>medium priority</b> route.</p>	<p>crossroads to allow complete and safe circulation by pedestrians and cyclists, and, cycle filter lights should be added to all four sets of lights to give cyclists a 15+ second head start from vehicles.</p> <p>Recommend a review of the crossroads format and consideration of whether (Option 2) a replacement single-lane roundabout may both increase cyclist safety (due to a single lane roundabout necessitating cycling in the primary position and preventing overtaking) and traffic flow. It is also recommended in for Option 2 that toucan crossings are added over each arm of the cross roads to allow complete and safe transfer and circulation by pedestrians, and to give family cyclists a safe option for transfer with children on bikes that does not require direct use of the roundabout.</p> <p>If modelled and deemed possible, the design of this roundabout could be made intentionally similar but complimentary (i.e. different central plantings) to the Beatrice Avenue/Hamilton Road or Ipswich Road/Top Street single-lane roundabouts, this familiarity will increase the legibility of the new design for local road users. The large redundant pavement areas are recommended to be absorbed in this re-work.</p> <p>Notwithstanding this, the design must still be manoeuvrable by HGVs, which may need to use this route when the A14 is closed or experiencing severe delays; they are less agile and therefore need larger turning circles.</p>
F72	Land to the south of High Road West, between Garrison Lane and Railway Approach (for Felixstowe train station)	<p>This area of green vacant land is currently of unknown ownership, though represents an opportunity to add an additional entry point to the train station from Garrison Lane. 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 considered a <b>high priority</b> route.</p>	<p>The new bi-directional pedestrian/cycle track must run from the existing crossing at the northern end of Garrison Lane 'north' all the way down to the recommended new toucan crossing (recommended for each arm) over the eastern arm of the High Road/Garrison Lane improved crossroads (Option 1) or replacement roundabout (Option 2).</p>

Map Reference	Location	Description	Recommendation
			A shared path is then recommended to run from this crossing down until a turning into a new track recommended to be created as an alternative access to Felixstowe train station is reached.
F73	Garrison Lane	Two small footpaths exist in this location that appear to be shared paths but are not signed as such. Adding signage to clarify their appropriate use, or if necessary further widening to ensure they comply with LTN 1/20 cycle infrastructure design quality standards may represent a 'quick win'. They also provide a non-carriageway connection between Bridge Road and the commencement of the Garrison Lane 'south' shared path just to the south of the junction with St Andrew's Road. This is considered a <b>medium priority</b> route.	Two existing footpath sections exist in this location, and may be useful for upgrading to shared path status so cyclists can bypass the section of carriageway where the junction between Garrison Lane and St Andrews Road meet, as another recommendation is for the Garrison Lane right-turn box to be reduced or removed to make more space for the shared path recommended on the east side (starting from south of St Andrews Road and heading south), which may have the effect of more vehicle congestion on the carriageway (for turning into St Andrew's Road).
F74	Garrison Lane (mid-section)	Garrison Lane is an important north to south arterial route through central Felixstowe, which is used relatively heavily by Strava Metro users, with usage almost on par with the High Road. It also scores highly on PCT. Garrison Lane feeds a number of side roads, including side roads for alternative access to Felixstowe train station and the Hamilton Road Primary Shopping Area. Garrison Lane's width varies throughout its length, with significant constriction towards the southern end. This mid-section would provide a segregated connection between St Andrews Road/Walley Lane and Mill Lane, and would serve the development at the former Deben High School site. This is considered a <b>very high priority</b> route.	New shared path to be created along the eastern side of Garrison Lane between St Andrew's Road and Mill Road.
F75	Mill Lane/Garrison Lane crossroads	This crossroads is currently difficult to safely navigate by cyclists and pedestrians. This is considered a <b>very high priority</b> route.	Mill Road/Garrison Lane's staggered crossroads is recommended to be redesigned to reduce the overall amount of carriageway space the crossing consumes by truncating the stagger (through redesign to create a tighter transition and more perpendicular, sharper junctions) and the size of the turning boxes, and to provide more efficient circulation of cyclists and pedestrians around the crossroads using toucan crossings.

Map Reference	Location	Description	Recommendation
			The lights for each arm should be provided with a cycle filter light, and the algorithm programmed to provide cyclists with a 15+ second head start of the vehicles.
F76	Chaucer Road	Junction between Chaucer Road and Garrison Lane, which is 'no entry' at the Garrison Lane end. Chaucer Road leads up to Mill Lane which is recommended for segregated cycle lanes for onward travel to central (to the east) or west Felixstowe. This is considered a <b>very high priority</b> route.	Junction with Chaucer Road to be reworked to include a cycle filter 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 Road. Ideally a new toucan crossing over Garrison Lane should be placed here, too.
F77	Undercliff Road West	In order 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 <b>medium priority</b> route.	The connection between Coronation Drive and the Garrison Lane/Langer Road/Undercliff Road West roundabout must be maintained and improved in quality. A short stretch of shared path and priority crossing points should ideally be added over the northern and eastern arms of this roundabout.
F78	Langer Road	This section of Langer Road is highly car-dominated, and is too restricted to extend the east side cycle lane and west side shared path. It is therefore recommended that a shared path run on the east side until the junction with Holland Road is met, and then a crossing over Langer Road is provided. This is considered a <b>very high priority</b> route.	<p>New short stretches of shared path to safely negotiate (off-carriageway) around the Garrison Lane roundabout. The pavements here are already quite wide, but there is enough circulation carriageway that can be absorbed to widen them further.</p> <p>A raised plinth over Cavendish Road's junction with Langer Road (it's 'no entry' at the other end) will help to slow vehicle entry into Cavendish Road and keep the cyclists at the same 'height' as they transition over the stretches of shared path to Langer Road.</p> <p>A crossing over Langer Road before the junction with Holland Road is recommended to connect the shared path with the infrastructure schemes that commence to the south of this point – a shared path on the western side of Langer Road and a south-bound cycle lane on the east side.</p>
F79	Langer Road	A busy route running north-south which also runs parallel to the coast. It is a relatively wide road with significant central hatching with limited cycling infrastructure. The road serves commercial	On-road segregated cycle lane (south bound only) - the shared paths on the western side (see parallel infrastructure line) are to be used for return journeys. The segregated lane can absorb east-side pavement where necessary. The east side of the carriageway (and

Map Reference	Location	Description	Recommendation
		and residential properties as well as a school and holiday park to the south. This is considered a <b>very high priority</b> route.	therefore south/west bound journeys towards the Port) makes the most sense as people are more likely to need to cycle fast (which shared paths don't lend themselves to) on the way to work rather than on the way home.
F80	Langer Road	A busy route running north-south which also runs parallel to the coast. It is a relatively wide road with significant central hatching with limited cycling infrastructure. The road serves commercial and residential properties as well as a school and holiday park to the south. This is considered a <b>very high priority</b> route.	Continuous shared path along the western side of Langer Road and Carr Road – from the western side of Holland Road up to the turning for View Point Road.
F81	Holland Road/Langer Park	Langer Park is an attractive area of open space that is positioned between Langer Road and the railway line that offers opportunities to bypass the busy Langer Road. This is considered a <b>medium priority</b> route.	Cycling to be allowed in Langer Park.
F82	Langer Road Junction	Currently a four way crossing that serves Langer Road and Beach Station Road. This is considered a <b>very high priority</b> route.	All four arms of the cross roads' crossings should be upgraded to toucan crossings, and the carriageway 'pinched' for the crossing point as much as possible (to still accommodate different vehicles required turning areas) to reduce the distance of carriageway to be crossed by cyclists and pedestrians. The lights of the crossing should be upgraded to include cycle filter lights to provide on-carriageway cyclists with 15+ seconds head start on vehicular traffic. The current crossing does not pick up cyclists waiting at the lights, and therefore the system needs to be updated to either be able to detect them or to operate on a timed basis.
F83	Beach Station Road	Beach Station Road/Walton Road is a wide, relatively busy 'A' road that runs parallel to the Port employment areas and heads towards the coast to the east. It contains a pavement along its northern edge with large grass verges. On the Northern edge of Walton Road the pavement is upgraded to a shared pathway, but this ceases heading eastwards. This is considered a <b>very high priority</b> route.	A new section of shared path should be created from the existing pavement between the Beach Station Road crossroads and the railway crossing. This pavement is already quite wide, though the rotation around the corner shop from Langer Road should be factored into the redesign of the cross roads to ensure there is good circulation space and visibility of cyclists/pedestrians coming the other way.  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.
F84	Beach Station Road	Beach Station Road/Walton Road is a wide, relatively busy 'A' road that runs parallel to the Port employment areas and heads	New west-bound segregated on-road cycle lane. To be created from the Beach Station Road crossing by absorbing excess south-



Map Reference	Location	Description	Recommendation
		towards the coast to the east. It contains a pavement along its northern edge with large grass verges. On the Northern edge of Walton Road the pavement is upgraded to a shared pathway, but this ceases heading eastwards. This is considered a <b>very high priority</b> route.	side pavement, grass verges and potentially a small amount of business forecourt space (kept to absolute minimum necessary).
F85		An attractive footpath route on the northern edge of Felixstowe that is largely unsurfaced and supports agricultural vehicles. This is considered a <b>medium priority</b> route.	New pedestrian/cycle track from Back Lane and along Footpath 6. It is understood that agricultural vehicle access is needed in this area, and that use of the tracks by other vehicles should remain prohibited. It is therefore suggested that a new barrier is installed which simply provides a wider bypass space for cyclists and pedestrians to go around the barrier, and this bypass space be appropriately surfaced.
F86	Walton Avenue	A key route that bisects Felixstowe east-west through a vibrant commercial area in the port. It contains reasonable sized grass verges with a pavement along its northern edge. This is considered a <b>very high priority</b> 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	An attractive route under the cliffs that runs parallel to the coast it provides access to a number of leisure uses. Whilst it is a nominally wide road much of the road space is utilised for car parking. This is considered a <b>medium priority</b> route.	New cycle parking provision (Sheffield stands) immediately adjacent to The Pavilion and on The Promenade at this location.
F88	Sea Road	A wide road that runs parallel to the coast this road contains many of the primary leisure attractions within Felixstowe making it a key leisure connection. Nominally the road is wide, but there is significant levels of car parking on both sides. This is considered a <b>medium priority</b> route.	New cycle parking on The Promenade stretch south of Holland Road.
F89	Sea Road	This route is part of the wider ambition to connect Landguard point and Felixstowe Ferry. This is considered a <b>medium priority</b> route.	New cycle parking stands (Sheffield stands) on Sea Road/Micklegate Road to serve new commercial properties to come forward through SCLP12.6 Land at Sea Road, Felixstowe and crossing over Sea Road.
F90	Sea Road	A wide road that runs parallel to the coast this road contains many of the primary leisure attractions within Felixstowe making it a key leisure connection. Nominally the road is wide, but there is significant levels of car parking on both sides. This is considered a <b>medium priority</b> route.	New cycle parking (Sheffield Stands) by the Beach Station Road public toilets, in the car park.

Map Reference	Location	Description	Recommendation
F91	Beatrice Avenue	Beatrice Avenue is important for connecting the NFGN with Hamilton Road, the primary shopping area. 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 driveways are numerous and typically quite compact, making turning and passing over a segregated scheme to access properties more difficult – at best segregators are therefore more likely to become damaged. This is considered a <b>high priority</b> route.	Given the constraints to the creation of shared paths or segregated cycle lanes, it is recommended that Beatrice Avenue is: <ul style="list-style-type: none"> <li>• Hard modally filtered in the middle to prevent through traffic; see the two points at the intersection with Dellwood Avenue and Fairfield Avenue – east to west transfer between them is still possible, it is only travel through both halves of Beatrice Avenue that is prevented, and;</li> <li>• Redesigned as a 'Cycle Street', with limited on-street resident/visitor parking bay sections created, and the carriageway space redesigned to prioritise the cyclist cycling in primary position.</li> </ul>
F92	High Road East/High Road West roundabout	High Road West/East is a wide, relatively busy largely residential road with on-road cycle markings. The roundabout joins High Road West/East with Beatrice Road and Hamilton Road. This is considered a <b>medium priority</b> route.	Crossings over Beatrice Avenue/Hamilton Road roundabout arms are recommended to be upgraded to toucan crossings.
F93	High Road West	High Road West/East is a wide, relatively busy largely residential road with on-road cycle markings running centrally to Felixstowe. This is considered a <b>very high priority</b> route.	Add cyclist filter light to the sets of lights controlling entry/exit into/out of Railway Approach to give cyclists 15+ seconds head start over vehicular traffic to make the manoeuvre.
F94	St Andrew's Road/Railway Station	The railway station is positioned central to Felixstowe between High Road West and St Andrew's Road. It contains broad hard surfaced concourse and parking areas that could be better utilised for cycling and walking. This is considered a <b>high priority</b> route.	New cycle/pedestrian entrance and route into train station to be created via St Andrews Road to increase permeability in this area, and connect to Garrison Lane's new shared path section via a new cycle track. This would incur slight reworking of what appears to be the Co-op's unloading area to create access into the station. Also, a short track from St Andrews Road (through what is understood to be a long-term brownfield site, Site Of Former 85-93 St Andrews Road Felixstowe Suffolk) will need to be created to connect into the train station. This site may have some biodiversity value, which will need to be assessed. If possible, it would be ideal for this brownfield site to become a new 'wild' pocket park/community orchard to incentivise more local walking - this area of Felixstowe is lacking in variety of available

Map Reference	Location	Description	Recommendation
			green spaces, particularly of a typology with high pollinator value. The possibility of upgrading Felixstowe's current ground level car park to an underground or above ground multi-storey car park should also be reviewed as part of this process so a safer connection to the train station can be made from repurposed space.
F95		Marsh Lane is a relatively rural road heading northwards out of Felixstowe that connects to a number of footpaths and services agricultural fields. It currently contains limited walking or cycling infrastructure. This is considered a <b>medium priority</b> route.	Improvements to Marsh Lane/farm track for road bikes, and creation of a new cycle track to Felixstowe Ferry via upgrading and surfacing footpaths 53 and 61.
F96	St Andrew's Road	St Andrew's Road is a largely residential road that also services the train station. Whilst it is not a narrow road its extensive use by parked vehicles on either side narrows vehicular and cycling access. This is considered a <b>medium priority</b> route.	Create a 'Cycle Street' on St Andrews Road. Restructure the junctions of adjoining roads to be more 'pinched' and require slower and more careful entry and exit to/from St Andrews Road.
F97	Cobbold Road	A residential road with parking largely on one side that provides access to the seafront. This is considered a <b>medium priority</b> route.	Create a 'Cycle Street' on the section of Cobbold Road between Garrison Lane and Crescent Road. Create a 'Cycle Street' on St Andrews Road. Restructure the junctions of adjoining roads to be more 'pinched' and require slower and more careful entry and exit to/from Cobbold Road.
F98	Hamilton Road	A busy, central, north-south route through Felixstowe that links between the coast and train station and forms most of the town centre. This is considered a <b>medium priority</b> route.	Partially re-work the Crescent Road/Hamilton Road/Cobbold Road crossroads by modally filtering the eastern arm. This short section of Cobbold Road south of The Triangle pocket park is recommended to be at least modally filtered for cyclist/pedestrian access only, though ideally absorbed into a southward extension of The Triangle's park area. Enlarging the Triangle Park southwards will both remove both vehicle access and the disabled bays which will need to be re-accommodated using existing (currently non-disabled) parking bays nearby. The park should accommodate a short east-to-west cycle/pedestrian connection across the southern boundary of the park, and additional cycle parking provision to that which is already provided.
F99	Hamilton Road	A busy, central, north-south route through Felixstowe that links between the coast and train station and forms most of the town centre. This is considered a <b>medium priority</b> route.	Remove pedestrian rail barriers around The Triangle and replace with continuous line of planters as segregation. Plants chosen for the planters should be perennial and pollinator-friendly. This must

Map Reference	Location	Description	Recommendation
			be teamed with a 20mph (max) speed limit until at least the crossroads with Crescent Road is reached to the south.
F100	Crescent Road	A wide, curving road that leads out from the town centre to Mill Road. It contains significant central hatching to the east and no cycling infrastructure. This is considered a <b>very high priority</b> route.	Segregated cycle lanes are recommended for installation in both directions along the full length of both Mill Road and Crescent Road. Mill Lane only can have sections of scheme 'interruption' for marked bay on-street parking (similar to the recommendation for some of the High Road) where provision is deemed necessary. Crescent Road has a significant amount of excess mid-carriageway space which can be utilised for using more space-intensive but more effective (e.g. segregation islands rather than orca wands) means of segregation that may need to be used elsewhere due to space restrictions. Crescent Road car park should be considered for becoming underground/multi-storey so that on-street parking pressure in this area can be reduced and streets made safer and more attractive (less car-dominated) for cycling and walking.
F101	Hamilton Road	A busy, central, north-south route through Felixstowe that links between the coast and train station and forms most of the town centre. This is considered a <b>medium priority</b> route.	Upgrade from 'Restricted Zone' to no vehicle access unless an emergency or delivery vehicle. The use of a rising bollard which is lowered during certain times of the day for deliveries should also be considered.
F102	Rosemary Avenue	A straight and relatively wide residential street that heads northwards towards the North Felixstowe Garden Village allocation. This is considered a <b>medium priority</b> route.	New shared path along western side of Rosemary Avenue.
F103	PROW22	A narrow footpath running behind residential properties parallel to Picketts Road. This is considered a <b>medium priority</b> route.	Improve surfacing of footpath.
F104	PROW15	A relatively wide and winding track that allows access to the rear of residential properties and appears to be used by vehicles. It provides good access to Colneis Junior School and heads northwards to the North Felixstowe Garden Neighbourhood Allocation. This is considered a <b>high priority</b> route.	Alley to be improved for cycling and walking with appropriate surfacing - currently a grass track. New signalised crossing over High Road East for access to the Land at Brackenbury Sports Centre site allocation (SCLP12.5). North-south route through this site to be retained and improved from existing path – to be designed into redevelopment plans.
F105	PROW8	Elmcroft Lane is a narrow, but quiet residential cul-de-sac that leads to a metalled footpath to Westmoorland Road. This is considered a <b>high priority</b> route.	Change to bridleway and improve as a cycleway.

Map Reference	Location	Description	Recommendation
F106	Westmorland Road	A wide residential street with reasonable grass verges towards the eastern edge of the town and cliffs. This is considered a <b>medium priority</b> route.	Upgrade footpaths to shared paths along the western edge of this part of Western Avenue and along the western/northern length of Westmorland Road. Create a shared path connection to the sea wall (via Cliff Road).
F107	Western Avenue	A wide residential street with reasonable grass verges towards the northern edge of the town. This is considered a <b>medium priority</b> route.	Continue shared paths along the northern edge of Western Avenue to Cliff Road.
F108	PROW9	A metalled path that bisects a number of residential roads. This is considered a <b>medium priority</b> route.	FP9 to be upgraded to a bridleway. Current footpath may be suitable for cycling without improvements to surfacing/widening etc, so upgrade may just be limited to the administration of status change.
F109	Golf Road	Golf Road acts as one of the last streets before the seafront and therefore is a destination as well as a through route. This is considered a <b>medium priority</b> route.	Cycle parking (Sheffield stands) to be provided at Golf Road car park (includes public toilets).
F110	Priory Road	Priory Road connects High Road, through Martello Lane and to the seafront. This is considered a <b>medium priority</b> route.	Create Cycle Street on Priory Road. Put all on-street parking bays on one side of the western side of Priory Road and create a Cycle Street along its length.
F111	Cliff Road	Cliff Road acts as one of the last streets before the seafront and therefore is a destination as well as a through route. This is considered a <b>medium priority</b> route.	Provide cycle parking (Sheffield stands) at The Dip for use of the public toilets.
F112	Undercliff Road East	Undercliff Road East acts as a through route as well as a seafront destination. This is considered a <b>medium priority</b> route.	Provide cycle parking (Sheffield stands) at Cobbold's Point.
F113	PROW 24, 25, 26, 18, 16, 37	This route follows the bridleways to and from Cordy's Lane. This is considered a <b>medium priority</b> route.	Cycle/pedestrian track to create a smaller leisure 'loop' track via Christmas yards Wood. With the exception of the section now following Bridleway 12, it is expected that this loop track is surfaced using surfacing appropriate to the location, leisure use and mountain bike tyres. Ideally the creation of a leisure loop here should also be teamed with measures to increase natural drainage in this area, including appropriate-species tree planting, which will also increase the amenity and biodiversity value of the loop.



Map Reference	Location	Description	Recommendation
F114	Spriteshall Lane and Spriteshall Track	This recommendation seeks to enhance access between Spriteshall Lane and Spriteshall Track. This is considered a <b>medium priority</b> route.	The connection between Spriteshall Lane and the NFGN network (via Bridleways 29 and 9) should be improved to increase the accessibility of the connection to cyclists through (At least) the addition of cycle rails to the existing steps to allow cyclists to push/guide their bikes up/down the steps. Ideally the steps on both sides of the A14 would be replaced with gently curving ramps down to the crossing points.
F115	PROW11 and PROW62	This route seeks to provide better access between the built area of Felixstowe and Felixstowe Ferry. This is considered a <b>high priority</b> route.	The costal footpath and sea wall between Felixstowe Ferry and The Dip (Footpaths 62 and 65) should be upgraded to bridleway status and the surfacing improved for cycling and walking.
F116	Promenade	This route seeks to enhance access along the promenade. This is considered a <b>high priority</b> route.	It would be ideal if the scheme could be continued down to The Promenade to join up the two coastal path sections, therefore facilitating continuous cycling and walking between Landguard Point and Felixstowe Ferry. However, a new section of sea wall would be very expensive and would probably need to be engineered to have the dual purpose of providing additional flood defence/sea wall infrastructure – which could be an opportunity (to potentially access other means of funding, i.e. coastal defence funding, for implementation) or disadvantage (incur costs too significant to come forward without coastal defence funding). However, this would be of high leisure value to local and visiting cyclists.
F117	Manor Terrace and Promenade	This route seeks to connect Manor Terrace and the Promenade. This is considered a <b>high priority</b> route.	The short stretch of the Promenade that curves around to meet Manor Terrace is understood to be in poor condition and needs complete resurfacing.
F118	Manor Terrace	This route is part of the wider ambition to connect Landguard point and Felixstowe Ferry. This is considered a <b>medium priority</b> route.	Manor Terrace is recommended to have a lightly segregated bi-directional cycle lane added between the end of The Promenade and the Manor Terrace Car Park.
F119	Manor Terrace	This route is part of the wider ambition to connect Landguard point and Felixstowe Ferry. This is considered a <b>high priority</b> route.	The Manor Terrace cycle/pedestrian track that runs between the Manor Terrace Car Park and Landguard Point should be resurfaced.
F120	Viewpoint Road	This route seeks to connect Carr Road and Landguard Point. This is considered a <b>very high priority</b> route.	Bi-directional segregated cycle lane and new adjacent footpath along View Point Road up to Viewpoint Kiosk. According to Strava Metro, Viewpoint Road is well cycled and moderately walked. The

Map Reference	Location	Description	Recommendation
			current footpath is poor quality and inaccessible for those with reduced mobility.
F121	Maidstone Road	Maidstone Road is an important destination within Walton due to the two schools – Maidstone Infant School and Causton Junior School – located there. This is considered a <b>medium priority</b> route.	Significantly narrow Maidstone Road's junction with the High Street to slow entry/exit by vehicles, and give pedestrians and cyclists less carriageway distance to cross over. It is recommended that the southern end of Maidstone Road will be made 'No Entry', and therefore the junction with High Road will likely be subject to fewer vehicular exits onto High Road (less traffic will be travelling north on Maidstone Road, having been prevented from entering at the south end), which should reduce the need for a wide junction.
F122	Maidstone Road	Maidstone Road is an important destination within Walton due to the two schools – Maidstone Infant School and Causton Junior School – located there. This is considered a <b>medium priority</b> route.	The option for intensifying (to add underground/multi-storey parking space) the car park area of the former Walton Surgery site should be explored as a means of removing some of the on-street parking from Maidstone Road. If enough new spaces were able to be provided, this could allow enough of the vehicles that would normally be parked on the west side to be removed so that a shared path could be established from the High Road up to (at least) the Causton Junior School site. If this was substantial enough, all of the remaining on-street parking provision could be shifted over to the east side, and Maidstone Road converted to a Cycle Street.
F123	Maidstone Road roundabout	Maidstone Road is an important destination within Walton due to the two schools – Maidstone Infant School and Causton Junior School – located there. It also serves as a through route between the High Road and the west of Felixstowe. This is considered a <b>medium priority</b> route.	<p>Re-design the existing roundabout area as a shared space that includes green space and a roundabout function, and make the southern end of Maidstone Road 'No Entry'.</p> <p>The following considerations are recommended:</p> <ul style="list-style-type: none"> <li>(1) Re-design the roundabout area to be a flat shared space. Remove the existing arm platforms and roundabout island and shift the overall design eastwards. Move all of the approaches back and narrow them to create a larger central space; this will also help to slow entry/exit into/out of the shared space. Shape the space as a roundabout using plantings and minimal signage - therefore creating a wild 'island' roundabout in the middle of the shared space. This can simply be wildflower or a more 'landscaped' green space using different layers of</li> </ul>

Map Reference	Location	Description	Recommendation
			<p>perennials. This planted island is intended to be larger, as well as greener, than the current roundabout.</p> <ul style="list-style-type: none"> <li>(2) Make the southern end of Maidstone Road 'No Entry' for vehicles and reduce the junction width (using planters or raised kerbs) to the width of one car to reflect its exit-only function. This should be set back to the point where the current tarmac changes colour to allow access into Felixstowe Academy and for use of the drop off parking spaces.</li> <li>(3) A small amount of time-limited parking is to be made available for school drop off by car within the shared space scheme (there is currently a large amount of excess pavement on the east side that could be absorbed for this purpose) for families that have previously accessed Maidstone Road from the south by car can continue to do so.</li> </ul> <p>It is intended that these measures will reduce the two-way vehicular stress on Maidstone Road, provide a safer cycling and walking environment, and improve air quality for residents/visitors (fewer cars passing and fewer cars idling their engines outside of the school).</p>
F124	Seaton Road	Seaton Road connects the schools along Maidstone Road east to High Road West and towards Felixstowe Train Station. This is considered a <b>high priority</b> route.	A new shared path is recommended to be added to Seaton Road.
F125	PROW24	PROW24 crosses Candlet Road from the play area off Ataka Road to the North Felixstowe Garden Neighbourhood. This is considered a <b>high priority</b> route.	This line crosses over Candlet Road roughly at the point where the planning permission for development at the centre of the NFGN (DC/20/1002/ARM) has planned its main vehicular access. This line indicates the recommendation for the vehicular access over Candlet Road to incorporate a platform crossing over to what is currently Footpath 24. If this is delivered, the section of Footpath 24 to the south of Candlet Road and Bridleway 26 should be directly connected, fully upgraded to a bridleway throughout and suitably

Map Reference	Location	Description	Recommendation
			surfaced for cycling and walking. A signalised crossing over Candlet Road at this location would not be advisable due to the immediate proximity to the junction.
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 <b>medium priority</b> route.	Widen, resurface and allow cycling over the footpath to the south of Walton Recreation Park between Recreation Lane and Plymouth Road.
F127	Taunton Road and Exeter Road	Taunton Road and Exeter Road link residential area, the recreation area and High Road West. This is considered a <b>medium priority</b> route.	New shared path along the east side of Taunton Road and Exeter Road.
F128	PROW32	Footpath 32 links south off High Road towards the cycling and walking bridge over the railway line. This is considered a <b>medium priority</b> route.	The top section is medium priority because access is more likely to come forward via a new track to connect the route with Grimston Lane, rather than the High Road. This is because outline planning permission has been given to the Land South of High Road with Footpath 32 retained as a footpath, rather than upgraded to a bridleway/made suitable for cycling.
F129	High Road	This area of High Road provides an important link between two Local Plan allocations (SCLP12.64 and SCLP12.65). This is considered a <b>medium priority</b> route.	Pedestrian refuge crossing and connection to Howlett Way/High Road
F130	Howlett Way	Howlett Way is an important link from the A14 into Trimley St Martin and Trimley St Mary. This is considered a <b>medium priority</b> route.	Additional connection into the site (SCLP12.64).
F131	Howlett Way to Church Lane/Bridleway 5	This route through SCLP12.64 would provide a direct connection between Howlett Way and Church Lane/Bridleway 5. This is considered a <b>very high priority</b> route.	Segregated route through SCLP12.64 to connect Howlett Way to Church Lane for access on to High Road. The recommended 'interrupted' segregated cycle lanes are suggested to start/finish on the High Road just after the junction with Church Lane.
F132	Land between railway line bridge and PROW57	This route would act as a minor short cut in the PROW network. This is considered a <b>medium priority</b> route.	Potential 'short cut' from current PROWs - preferred as it is more direct, though less likely to be deliverable.
F133	Carr Road and Langer Road	Carr Road and Langar Road provide direct routes into the employment sites and Port area in the south of Felixstowe. This is considered a <b>very high priority</b> route.	New continuous shared path. Absorb central reservation hatched area where needed.

Map Reference	Location	Description	Recommendation
F134	Mill Lane	Mill Lane is a wide road linking the town centre and areas to the west. This is considered a <b>very high priority</b> route.	It is recommended that the north-side pavement is converted into a shared path - starting from where the current west-side cycle lanes ends, goes around the copse of trees, over the bridge and then terminates a safe distance from the bridge on the eastern side.
F135	Mill Lane	Mill Lane is a wide road linking the town centre and areas to the west. This is considered a <b>very high priority</b> route.	Segregated cycle lanes in both directions to be installed on Mill Road, though with sections of interruption for on-street parking where deemed necessary. Mill Road should have painted/cut out parking bays, and any on-street parking outside of them/blocking the cycle lane should incur a fine.
F136	SCLP12.5 Land at Brackenbury Sports Centre	The existing route through the site could be improved through the redevelopment of the site. This is considered a <b>high priority</b> route.	Cycle/pedestrian track to be created in redevelopment of this site.



## Lowestoft Key Corridor



3.28 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.

3.29 From the responses to the initial consultation it was possible to identify patterns, which, as expected, aligned closely with existing settlements. One of the clearest clusters can be found within Lowestoft. Some of the key points raised through the consultation that helped to shape the Lowestoft Key Corridor can be summarised as:

- 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.

3.30 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's worth noting however that PCT, which is based on Census 2011 commuting journeys, 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 crossing.

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

- The planned development in Local Plan,
- Primary and secondary schools,
- PowerPark, 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, and
- Leisure and visitor destinations including South Beach.

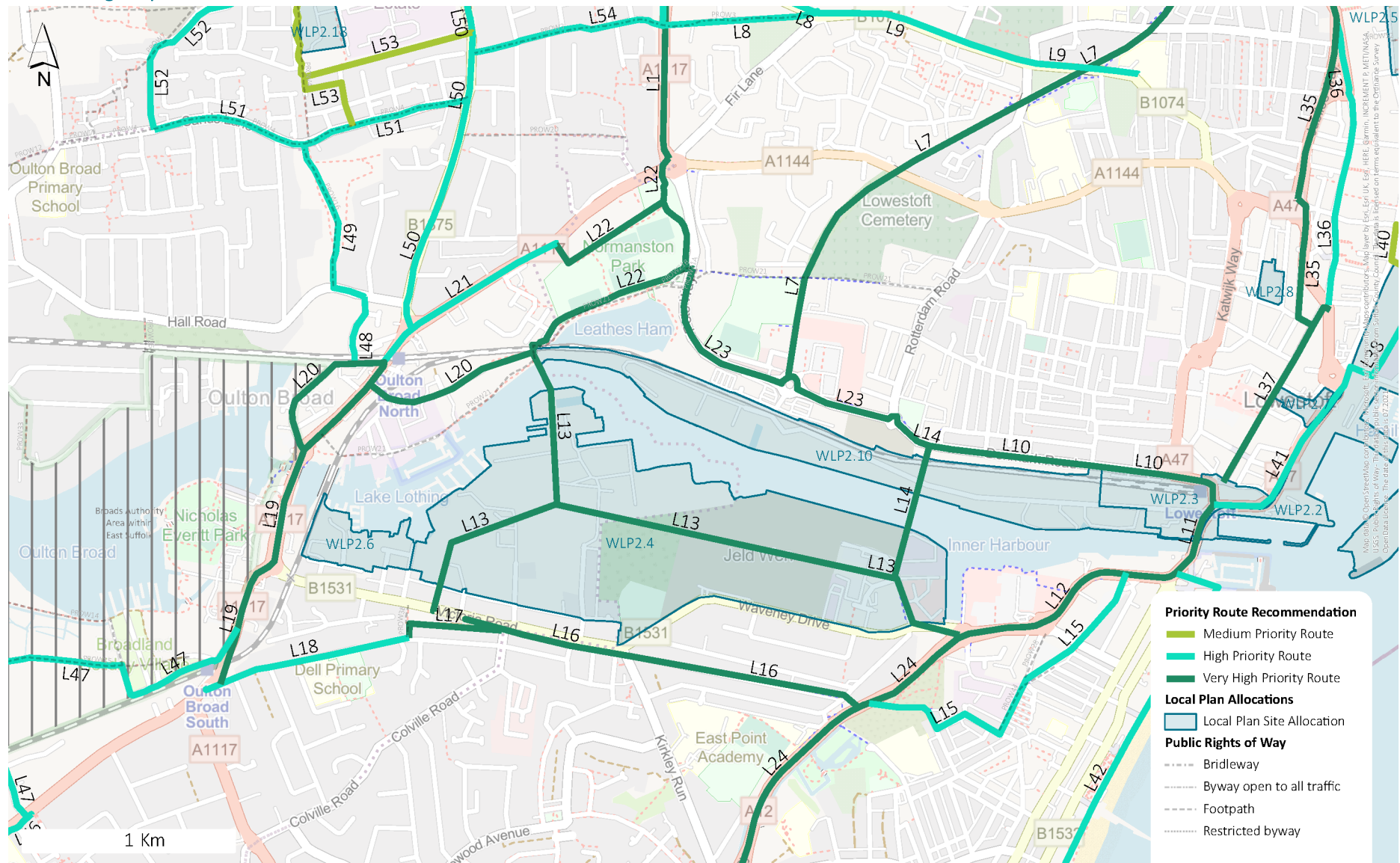


Map Reference	Location	Description	Recommendation
L1	Millennium Way / Peto Way	This section runs centrally to the town and is generally of good quality. It contains a wide shared path that runs adjacent to the public highway. The pathway is direct and well maintained. This is considered a <b>very high priority</b> route.	It lacks the segregation of pedestrian and cyclists (i.e. internal segregation) which could be added to reduce overall conflict between users.
L2	Corton Long Road	This road is a key connection for the Gunton Park and North of Lowestoft Garden Village site allocations. 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 <b>high priority</b> route.	Traffic calming measures could still be added to improve its cycling and walking potential by reducing traffic pressures. In addition, a cohesive 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 Neighbourhood 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	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 a National Cycle Route (NCR). 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 <b>very high priority</b> route.	The 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.
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 <b>high priority</b> 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 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 <b>very high priority</b> route.	A continuation of the cycle path along the A47 until it connects to the next formal cycling infrastructure, which commences near Gunton St Peter Avenue, would be the optimum improvement. The road at Foxburrow Hill is 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, however, should this prove an unviable option consideration should be given

Map Reference	Location	Description	Recommendation
			to a path through the community woodlands to the east. Only improvements to the existing paths should be considered as it is designated ancient woodland and any destruction or urbanisation should be avoided. 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 <b>very high priority</b> route.	Preferably a shared path will be provided on both sides of the road, but could be utilised on one side only. 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 <b>very high priority</b> 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	PCT 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 <b>high priority</b> route.	The first section of Oulton Road contains limited pavements that are both narrow and exist only on one-side. However there exists quiet cul-de-sac's that runs parallel to the main road. Falstolf Close and Chatsworth Close are connected by pavements that could be widened and upgraded to be used also 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. Whilst it is likely limited improvements are possible it is quiet with direct connections over the A1117.
L9	Oulton Road- Church Lane to St Margarets Academy	As stated above, 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 the further eastwards travelled and its considered unlikely to be viable extend the path past the school. This is considered a <b>high priority</b> route.	There is sufficient space to widen the existing pavement to create a new shared path following from the recommendation outlined above.



### Lake Lothing Loop



Map Reference	Location	Description	Recommendation
L10	Denmark Road	Both sides 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 once built. 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 <b>very high priority</b> 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 PCT 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 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 <b>very high priority</b> 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 Third River Crossing.
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 PCT 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. This is considered a very high priority route. (2) The second issue to note 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 the store along the waterfront. This area is an attractive destination but indirect and poorly signposted. This is considered a <b>very high priority</b> route.	There are two options of note for Pier Terrace/Belvedere Road. First of which 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. The second option suggested 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 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

Map Reference	Location	Description	Recommendation
			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.
L13	Kirkley Waterfront and Sustainable Urban Neighbourhood	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 <b>very high priority route</b> .	In accordance with the Local Plan allocation, 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.
L14	Third River Crossing	The third river crossing is potentially going to deliver high quality cycling infrastructure and it is important that this is optimised. This is considered a <b>very high priority route</b> .	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. Accordingly the cyclist would then need to use the roads around Salisbury Road and Bruce Street. These are quiet residential streets or alternatively the service roads to rear garages that could also be utilised. Eventually these re-connects to the cycle network and former railway at Kirkley Ham. This is considered a <b>high priority route</b> .	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.
L16	Tom Crisp Way to path behind Kimberley Road	To continue using the best quality infrastructure Tom Crisp Way should be utilised. Tom Crisp Way has a well maintained and good quality shared path albeit without internal pedestrian/cyclist segregation. 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 <b>very high priority route</b> .	Improved wayfinding signage should be considered.
L17	Victoria Road	Between Kirkley Run and Colville Road the cycle path continues and remains of a good quality though with no physical segregation bar the coloured surfacing. This path is separated from the road by a grass verge that declines in width westwards. This is considered a <b>very high priority route</b> .	A high-quality route could be made available through the Kirkley Sustainable Urban Neighbourhood allocation in accordance with the Local Plan and the SPD.

Map Reference	Location	Description	Recommendation
L18	Dell Road	<p>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.</p> <p>The alternative is to utilise Dell Road, whether via the access servicing 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. This is considered a <b>high priority route</b>.</p>	<p>Whilst the optimum route would be Victoria Road, it is narrow with houses on both sides making new infrastructure unlikely to 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.</p> <p>Formal infrastructure along Dell road should be the ambition, particularly from the footpath towards the 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 South train station without needing to cross a busy road.</p> <p>A further alternative would be a cohesive cycle route through the Western Lake Lothing allocation. 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.</p>
L19	Bridge Road/Saltwater Way	<p>The 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, 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 <b>very high priority route</b>.</p>	<p>A long-term solution would be to widen the footbridge to continue the shared path.</p> <p>Once over the footbridge there are shared paths along Bridge Road and Saltwater Way to the roundabout north of Lake Lothing. This infrastructure is of good quality and is well maintained. There is an area of vacant land to the east of Saltwater Way which previous had permission with 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 the railway station should be considered. This could be close to the junction at Marsh Road to provide better connections into Carlton Marshes (see later suggestion) and Nicholas Everitt Park. A full Toucan crossing is recommended.</p>

Map Reference	Location	Description	Recommendation
L20	Bridge Road/Commodore Road/Harbour Road	<p>The cycle infrastructure in this area is currently disjointed, which prevents the establishment of a cohesive east-west route around Lake Lothing. North of the Bridge Road roundabout the cycling infrastructure ceases, and there is limited cycling and walking infrastructure until Normanston Park/Normanston Drive.</p> <p>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; both options are discussed in more detail below. This is considered a <b>very high priority route</b>.</p>	<p>(a) – 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 Oulton Broad District Shopping Centre, and features several bus stops for key Lowestoft routes. Limited improvements are possible 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 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.</p> <p>(b) – 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 currently a footbridge that has permission (reference: DC/19/2796/RG3) for a new 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 allocated 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 no pedestrian infrastructure to the east and whilst it is likely to be quiet, it does service industrial uses so the narrow roads can experience heavy goods vehicles (HGVs).</p>
L21	Normanston Drive	Normanston Drive is relatively wide with a central hatched area. Utilising some Once the third river crossing has been constructed there is	A shared path either side should be aimed for, however lower quality options may need to be explored if sufficient width cannot be secured.



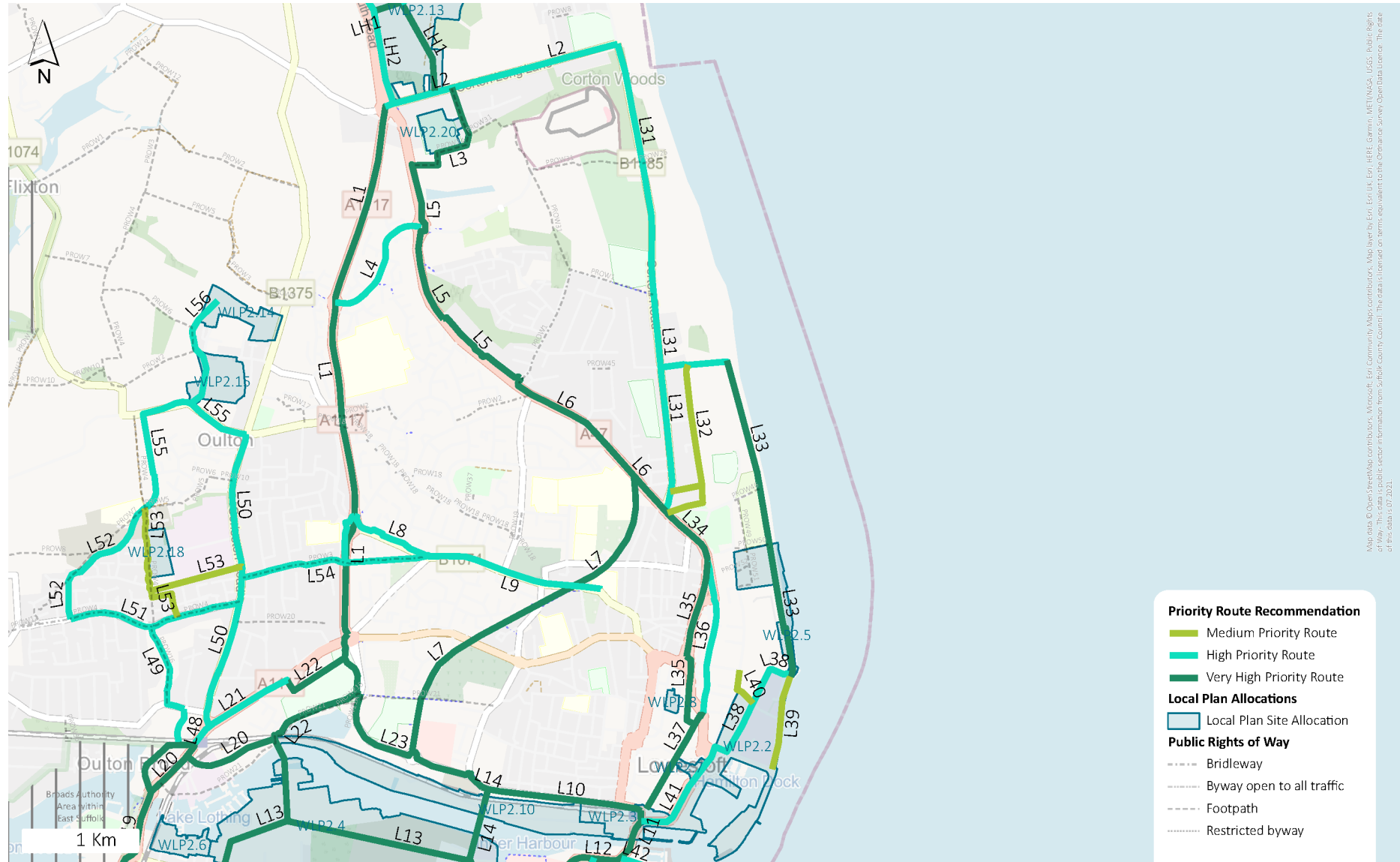
Map Reference	Location	Description	Recommendation
		potential for lower traffic numbers heading towards Oulton Bridge. Use of this surplus road space/ hatching area for a shared path should be considered. This is considered a <b>high priority route</b> .	More generally, if the road becomes quieter it 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 and off-road option with formal infrastructure in the form of a shared path along its southern edge. Furthermore, you can utilise 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. This connects to Peto Way's shared path south of the signalled crossing. This is considered a <b>very high priority route</b> .	The pathways through the park can 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 <b>very high priority route</b> .	Further improvements could be delivered through the creation of shared paths on both sides of the road. The path is of a good quality but surfacing could be improved with the general wear and tear removed.



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 <b>very high priority route</b> .	To bring the path up to full LTN1/20 compliance segregation between cyclists and pedestrians could be considered.
L25	Long 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 utilising 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. 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 <b>very high priority route</b> .	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	Tom Crisp Way (Continued)	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 <b>high priority route but</b> could be considered <b>very high priority route</b> 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 Road itself. The latter track provides the most direct route out towards Beccles. This is considered a <b>very high priority route</b> .	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. 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	St Peter's Road/Church Lane	Currently to travel from Lowestoft to Beccles requires either utilising 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 NCR is through Mutfordwood Lane using St Peters Road and Church Lane, neither of which have formal cycle infrastructure with the exception of the latter part of Church Lane. This is considered a <b>medium priority route</b> .	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. A section of Church Lane also requires the addition of a footpath, however there are relatively wide verges at this section.

Map Reference	Location	Description	Recommendation
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 <b>medium priority route</b> .	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	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. This is considered a <b>medium priority route</b> .	High quality 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 the 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

### Town Centre-Coastal Route





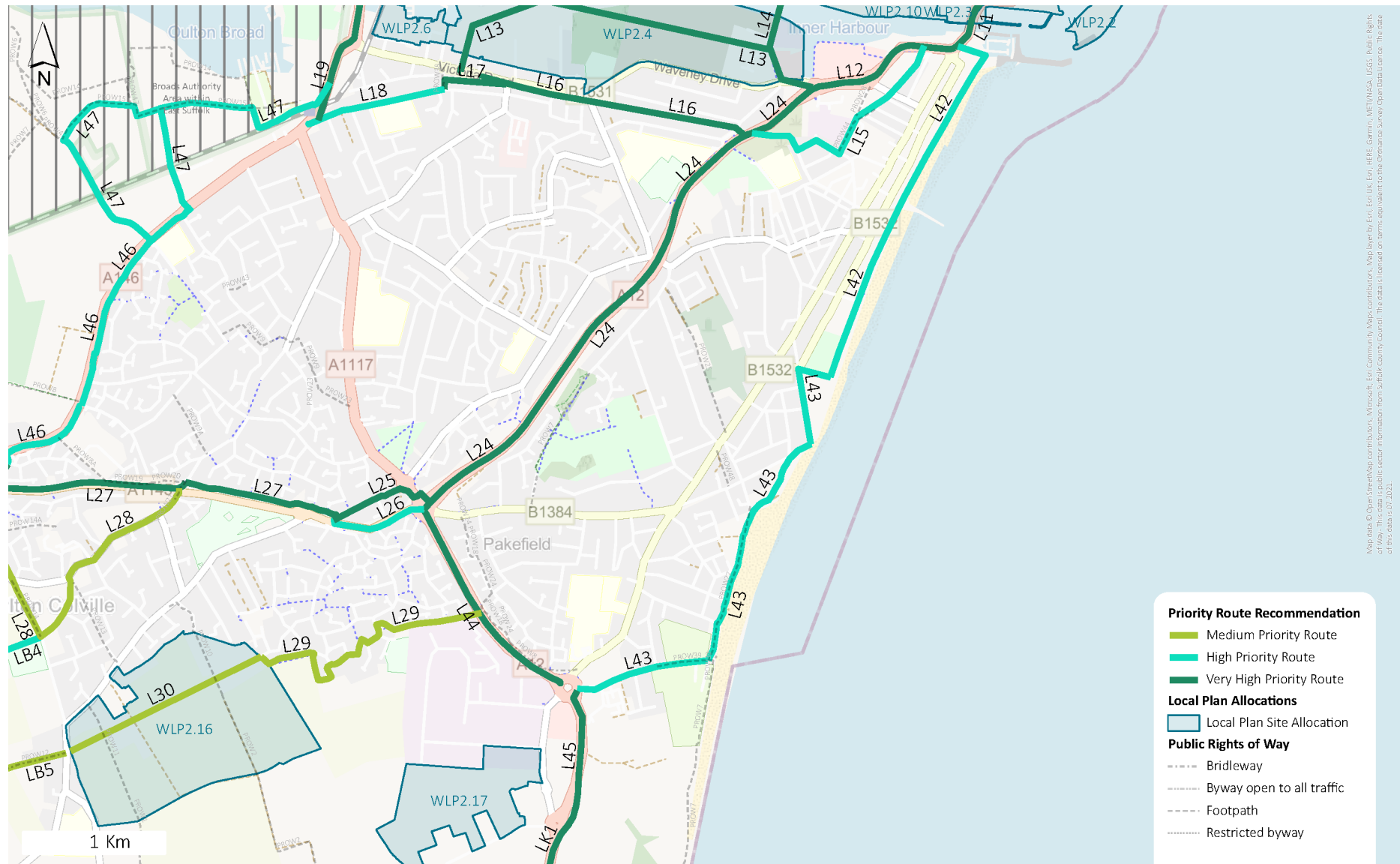
Map Reference	Location	Description	Recommendation
L31	Corton Road	This route acts as an alternative route north. It is a relatively wide, straight residential road with on-road cycle lanes starting from Dene Road with a small section of share, but unsegregated paths at Corton Playing field. The remainder of the route through to 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. PCT 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 <b>high priority route</b> .	A segregated shared path could be considered through to Corton Long Lane. 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 south side of Corton Road is relatively narrow around a busy junction 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. To the North 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. 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. This is considered a <b>medium priority route</b> .	<b>Recommendation</b> 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 coastal path 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 East Point 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. This is considered a <b>very high priority route</b> .	The coastal path 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 a high quality to ensure high utilisation, and the provision of cycle parking will further broaden its appeal.
L34	Yarmouth Road	This section starts south of the Corton Road/Yarmouth Road junction where the cycle infrastructure on Yarmouth Road ends. Existing cycle infrastructure south of Yarmouth Road uses the former railway line, which bypasses the town centre entirely, so a continuation of the route along Yarmouth Road to connect the cyclist/pedestrian with the town centre to the south-east is	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 small section outside the Lowestoft Lighthouse). Ideally the shared path would be located on the west side, as this would continue the existing

Map Reference	Location	Description	Recommendation
		required. Yarmouth Road is relatively wide with reasonable quality footpaths 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 PCT, is already well used by cyclists, however, activity on the route bifurcates 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 Lane. This is considered a <b>very high priority route</b> .	infrastructure. However, the pavement on the west side is notably narrower, so the eastern side may prove more viable. If a shared path to the western side is not deliverable, then suitable crossing points to provide safe passage from the western to eastern side will be required. 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 6). 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, could provide an alternative direct route to the town centre and Lowestoft train station. PCT 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 <b>very high priority route</b> .	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 offers the notable advantage of travelling via Lowestoft's Secondary Shopping Frontage towards Lowestoft's Primary Shopping Area. 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 <b>high priority route</b> .	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 for a more substantive cycle infrastructure scheme to be installed here.

Map Reference	Location	Description	Recommendation
			Along with suitable crossing points this could provide a better alternative traveling northwards from the High Street.
L37	London Road North	This road forms the Primary Shopping 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 adjacent busy roads. Opening London Road North to 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 <b>very high priority route</b> .	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 coastal path is through Wilde Street. This is one of only two viable routes into the PowerPark and then onto the coastal Path – 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 to the Coastal Path. 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 currently narrow and highly constrained. This is considered a <b>high priority route</b> .	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 improvements to Gas Works Road intend to create an attractive public area that supports active travel by creating good onward connections to the coastal path.
L39	Coastal Path (continuation)	Alternatively, cyclists/pedestrians could go through to the end of Hamilton Road onto the coastal path, but this is currently difficult to access with ramps and steps. Whilst using the coastal path is an attractive and useful north/south connection it is poorly connected at either end, particularly to the south. This is considered a <b>medium priority route</b> .	Access to the coastal path 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 coastal path for longer instead of travelling through the Powerpark.
L40	Wilde Street – Rant Score	Currently the marked cycle route to connect to the coastal path is Wilde Street. This is one of only two viable routes into the PowerPark and then onto the coastal Path – 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 coastal path. This is considered a <b>medium priority route</b> .	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 coastal path 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, which has value as it will allow easier access into the old historic High Street.

Map Reference	Location	Description	Recommendation
L41	Battery Green Road	Battery Green Road is a wide, busy trunk road, it contains three wide lanes with reasonable quality and 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 the town centre does not currently allow cycling. 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 highlighted elsewhere). This is considered a <b>high priority route</b> .	<p>Battery Green roundabout is a wide, busy roundabout where vehicles exit at speed. This roundabout needs to be used to access Wilde Street or Hamilton Road and the crossing points around the edges require improving. If possible, a Dutch style roundabout could be considered. To achieve this, the radial routes would need to be significantly improved.</p> <p>If the High Street 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 <b>medium priority</b>. 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 with Waveney Road needs to be improved considered alongside wider town centre improvements outlined in the Town Centre Masterplan and potential improvements to Battery Green Road this junction could be re-worked.</p> <p>Should traffic flows dramatically decrease due to the third river crossing more radical improvements to the roundabout could be considered.</p>

### South Coast Route





Map Reference	Location	Description	Recommendation
L42	South Beach	<p>Two routes have been identified which are The Parade/Promenade and Kirkley Cliff for heading directly south of Bascule Bridge, and each has pros and cons.</p> <p>The route along The Parade is accessed through Royal Terrace (south of Bascule Bridge), and is the only off-carriageway option of the three; The Parade is therefore the preferred option for delivery. PCT has not assessed this route as it is not along a highway, whilst Strava suggests this is the most popular of the three options. This is considered a <b>high priority route</b>. 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.</p> <p>The second option identified is to improve existing infrastructure on Kirkley Cliff route which covers 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.</p> <p>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.</p> <p>For reasons to be explained in the next section cyclists should be directed away from London Road South particularly south of Carlton Road.</p>	<p>New, attractive surfacing with different materials on the Parade 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.</p> <p>The ability to cycle on the Parade could be extended through to the lower promenade also. In addition to any improvements additional cycle parking should be provided.</p>
L43	The Cliffs	<p>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 that close to the cliffs it could be liable to coastal erosion so this will need to be carefully considered.</p> <p>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</p>	<p><b>Recommendation</b> The cliff-top path is recommended 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.</p>

Map Reference	Location	Description	Recommendation
		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 <b>high priority route</b> .	
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 <b>very high priority route</b> .	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 <b>very high priority route</b> .	Widen and improve the quality of the existing shared path to LTN1/20 standard.



Map Reference	Location	Description	Recommendation
L46	Beccles Road	<p>Beccles Road is a key arterial route, providing a north-south route that runs along the edge of the western extent. 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.</p> <p>A second cycle path exists on Harebell Lane; however, this finishes short of the 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.</p> <p>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 previously. This is considered a <b>high priority route</b>.</p>	<p>Much of Beccles Road is likely to be suitable for new shared path infrastructure. Beccles Road already contains sections of shared path and should be joined up using new sections of infrastructure.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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's 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 LTN1/20 standard.</p> <p>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.</p> <p>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 LTN1/20.</p>
L47	Behind Beccles Road	<p>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 <b>high priority route</b>.</p>	<p>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 would allow cyclists to avoid much of Beccles Road.</p> <p>Footpath 14 is adjacent the river and achieving the desire 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.</p> <p>There exists a permissive path adjacent to Burnt Hill Lane from Beccles Road to just south of the railway crossing that if upgraded would allow</p>

Map Reference	Location	Description	Recommendation
			cyclists to avoid more of the road. Burnt Hill Lane is also fully surface meaning it is the higher priority.
L48	Holly Close	It is important to note that the section between Beccles Road and Holly Road is covered under the recommendations relating to the 'Lothing loop', and this 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 <b>high priority route</b> .	Modal filters and traffic filters applied to Holly Road.
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.	Upgrade footpath 16 to allow for cycling through Bonds Meadow. Provide a small section a off-road cycle path alongside Hall road with appropriate crossing point to allow cohesive movement.
L50	Gorleston Road	Gorleston Road is a busy 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.	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 Limes Avenue. Sands Lane is relatively wide with significant grass verges. It contains on-road painted cycling infrastructure on both sides of the road.	Like Gorleston Road 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	Lime Avenue contains a large new residential site and 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 <b>high priority route</b> .	Extend the new infrastructure should be extended southwards creating a cohesive high-quality route.
L53	Mendip Road	Mendip Road represents an alternative option as a quiet residential road then connects onto the new infrastructure on the eastern side of Woods Meadow. A further option is to utilise a path to the south of Mobbs Way. This is considered a <b>medium priority route</b> .	Upgrade either 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	The initial Loke provides a quiet route that leads to the residential road of 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 <b>high priority route</b> .	Traffic calming measures should be applied along Woods Loke West. If viable a shared path should be considered.
L55	Woods Meadow Development/Hall Lane	The new development has created high quality shared infrastructure along the western edge of Oulton. This leads to Hall Lane, a relatively wide B-road which exits Oulton. It contains a reasonable pavement, but this is largely limited to one side of the road. The character of the road becomes	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.



Map Reference	Location	Description	Recommendation
		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 2 new allocations north of the road. This is considered a <b>high priority route</b> .	
L56	WLP2.14 and WLP2.15	Hall Road contains the entrance into application site 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 <b>high priority route</b> .	<p>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.</p> <p>A master planned approach will be required with a cycle lane bisecting WLP2.15 onto Union Lane and then through Union Lane to policy site WLP2.14. This approach is outlined in the allocation with both policies stating the need to provide cycle links onto Union Lane.</p> <p>Union Lane itself is likely relatively quiet and if the connections of the 2 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.</p> <p>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.</p> <p>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.</p>

## Lowestoft to Hopton Key Corridor



- 3.32 The Lowestoft – 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 parish of Corton and Lowestoft Town Council. This route requires close co-operation with Norfolk County Council to ensure a cohesive route through to Gorleston in the north.
- 3.33 From responses to the initial consultation it was possible to identify patterns, which as expected aligned closely with existing settlements. There is a modest pattern of comments northwards from the centre of Lowestoft towards Hopton. Providing a connection north to Hopton was a popular comment.
- 3.34 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's 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 the Coastal Road is well used and that the A47 is also used albeit less regularly according.
- 3.35 The key opportunities that have been identified in support of this Key Corridor include:
- The planned development in 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.



Map Reference	Location	Description	Recommendation
LH1	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 <b>very high priority</b> route.	A new high-quality cycle route should be constructed through the allocation forming an intrinsic part of the masterplan. A cycle path should aim to connect as close to the A47/B1385 junction as possible to ensure optimum connections through to the Millennium Way shared path. 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 coastal path 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 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 <b>high priority</b> .	Suggested Improvement. An extended shared path from the 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.
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 <b>high priority</b> .	Upgrade and enhance footpath 4 to allow cyclists.
LH4	North of Lowestoft Garden Village	It is important that the facilities (including the school, playing field and local shopping centre) are made available to the residents of Corton. This is considered a <b>high priority</b> .	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 high-quality route. This would compromise between the directness of the A47 and the attractiveness of the Coast Road route and provides a fully off-road route between Lowestoft to Hopton when utilised with improvements through the 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 encroachment north of Stirrups Lane with one property forming a potential barrier and a section of trees has been lost. This is considered a <b>very high priority</b> 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 along field edges could be considered. The exact route will need to be discussed with Suffolk County Council.

Map Reference	Location	Description	Recommendation
LH6	Stirrups Lane	Stirrups Lane is an impact east-west road that provides a connection to both the routes north and south. Depending on which of the various options 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 <b>high priority</b> .	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 to reduce its value in a cut-through to either Hopton or Corton.
LH7	Coast Road	The 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 Garden Village). Coast Road connects into Hopton directly. Better signage has recently been erected. This is considered a <b>very high priority</b> route.	The route contains a number of bends and in addition to the vegetation this can lower visibility. Bends in the road that impact visibility should be widened. A current application alongside Coast Road for an extension to a caravan park includes a shared path off-road. Whilst recognising this would only impact a small section of the overall route, if approved it could be a start to a fully off-road route. This is considered a high priority.
LH8	A47 (north)	Despite the Coast Road being marked as the NCR and offering a safer route than using the A47 PCT still shows a likely high usage of the trunk road. It is commuters that likely use this road over leisure users, and this could be due to its speed and directness compared to the coastal path. 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 <b>medium priority</b> .	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 LTN1/20 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



- 3.36 The Lowestoft – 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 Town Council.
- 3.37 From the responses to the initial consultation it was possible to identify patterns, which as expected aligned closely with existing settlements. There is a modest pattern of comments southwards from the centre of Lowestoft towards Kessingland.
- 3.38 Within this Key Corridor the Propensity to Cycle Tool (PCT) map shows the importance of the A12/London Road is capable of significant modal shift for commuters. It's 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.
- 3.39 The key opportunities that have been identified in support of this Key Corridor include:
- The planned development in both Local and Neighbourhood Plans,
  - Primary and secondary schools,
  - South Lowestoft Industrial Park and associated opportunities, and
  - Leisure and visitor destinations in both Lowestoft and Kessingland.



Map Reference	Location	Description	Recommendation
LK1	A12	Both Strava and 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 directions. This is considered a <b>very high priority</b> 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 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 high PCT potential for growth here could be justification for a higher quality and costly improvement in this location. Situated adjacent this route is allocation WLP2.17 which allocates a significant land to employment use. The provision of improvements here will help connect commuters in Kessingland.
LK2	London Road	PCT 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 <b>very high priority</b> route.	On London Road the path should be widened and upgraded to the boundary of allocation SA1 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 with the on-road cycle path could be considered whereby the on-road 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	The position of the Neighbourhood 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 resident. 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 street parking can create obstacles. This is considered a <b>very high priority</b> route.	A quality off-road cycle and walking path through the allocations (SA1, SA2 and SA3) should be sought in accordance with the neighbourhood plan 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.
LK4	Clare Road	An alternative to using Francis Road and to continue any high-quality infrastructure provided through the Kessingland allocation is to maintain 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	Extend a high-quality cycle/walking route from the allocations to the west along the south boundary of the playing field. 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.

Map Reference	Location	Description	Recommendation
		reduce the number of landowners impacted, however it is noted that to the south the line of the footpath is significantly encroached 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 <b>high priority</b>	Footpath 12 then heads southwards into Kessingland. There is ample space to the east of Clare’s 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 Road	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 <b>medium priority</b> .	<p>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.</p> <p>Parts of the path on the western side of the road are relatively wide, but other paths 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 reduced the land required from the field. Negotiation with private landowners to progress this improvement is required.</p>
<p>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.</p> <p><b>The High Street</b>                      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’s 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 to the south.</p> <p><b>Footpath 11</b>                      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.</p> <p><b>Wash Lane</b>                      This roads 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.</p>			

## Lowestoft to Bungay Key Corridor



- 3.40 The Lowestoft-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.
- 3.41 From the responses to the initial consultation, it was possible to identify patterns, which as expected aligned closely with existing settlements. One of the clearest patterns to emerge from the consultation was a linear pattern from Lowestoft to Bungay.
- 3.42 The Propensity to Cycle (PCT) map shows the importance of Beccles Road 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's 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.
- 3.43 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 were 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.



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

- The planned development in Local Plans,
- Primary and secondary schools,
- The cultural offer of two market towns.
- Beccles Town Centre, and
- Beccles Train Station.



Map Reference	Location	Description	Recommendation
LB1	Beccles Road	This is the main road between Lowestoft and Beccles and PCT 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 <b>very high priority</b> route.	Considered in isolation improvements to Beccles Road could be costly due to the roads 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 Oakes Farm allocation. Should the bypass not come to fruition then Oakes Farm offers an opportunity to start a cycle route alongside Beccles Road as a long term ambition. Should such 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 <b>very high priority</b> 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.
LB3	Mutford Wood	Currently this route has limited use according to PCT whilst Strava shows moderate use, it is notably less 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 allocation at Oakes Farm 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 the following section as both join New Road so both have a similar problem. This is considered a <b>very high priority</b> route.	Oakes Farm provides an opportunity to create a direct link onto Mutford Wood through the allocation without the need to utilise 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	Mutford Wood 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 Road and it should be noted this route has sporadic formal	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.

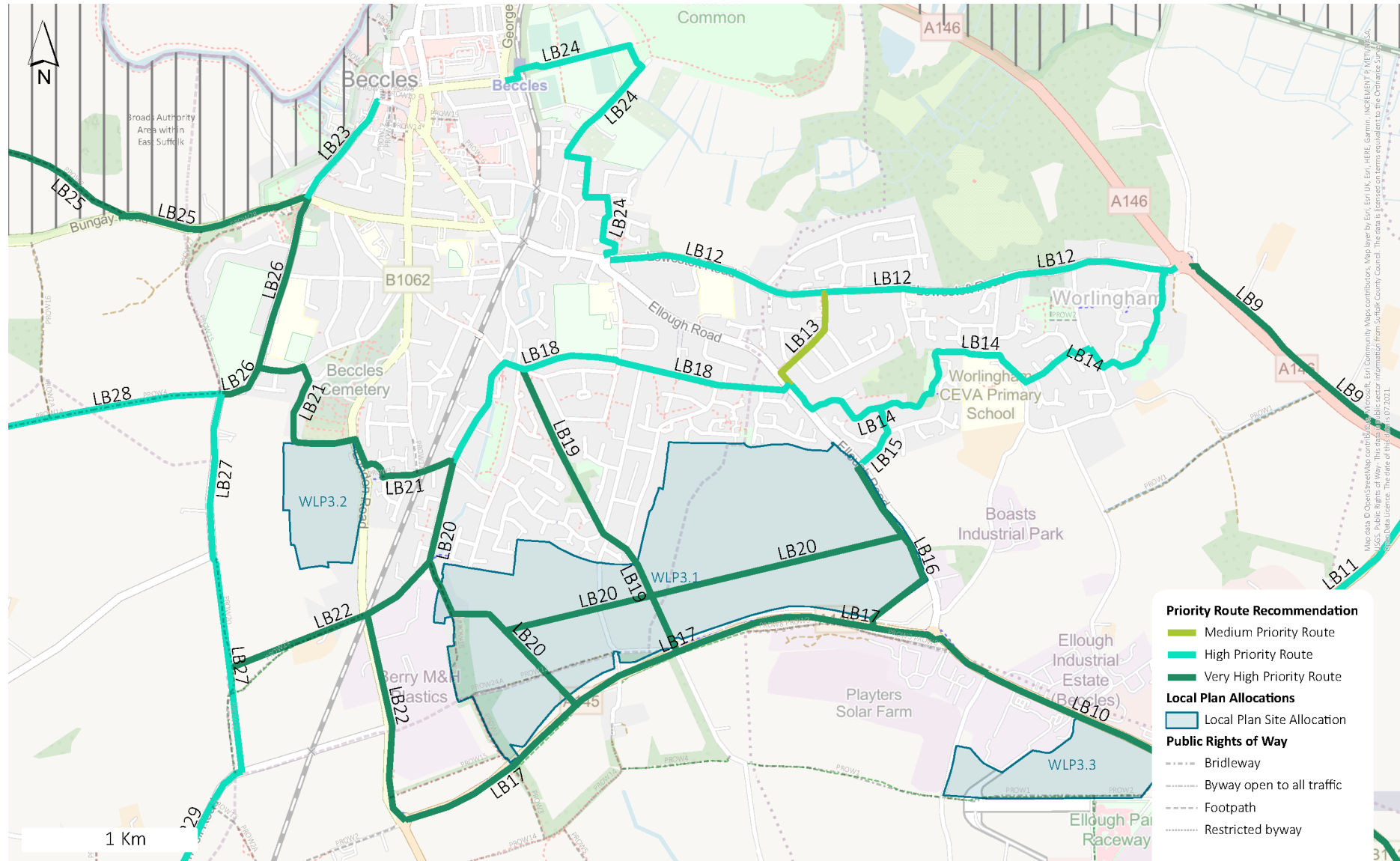
		<p>cycling infrastructure (This will be covered further in the Lowestoft document).</p> <p>Mutfordwood Lane is a narrow country road, both long and winding. However, it is likely to be quiet as it serves only a few properties, businesses, and farms. It is also likely that most traffic will use the main roads, but it may experience traffic from Mutford itself. PCT 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.</p> <p>It is inherently indirect which reduces its value but does provide an attractive route with leisure benefits. This is considered a <b>high priority</b> route.</p>	<p>The biggest weakness with this route is its eventual connection to North Cove by crossing Beccles Road via New Road which is noted under section (5).</p> <p>It should be further explored whether connections into the Oakes Farm allocation can be achieved via improvements to bridleway 17.</p>
LB5	Bridleway 12, 6, 4, 8 and 24	<p>An alternative route that could be considered is to utilise bridleways south of Mutford Wood Lane. Cycling is allowed on this route and it provides an attractive, traffic free alternative. This is considered a <b>medium priority route</b>.</p>	<p>The surface would need improving to ensure it is accessible to a wider range of users.</p>
LB6	New Road	<p>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 requiring cyclists to cross into North Cove or once again utilise 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 <b>very high priority</b>.</p>	<p>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.</p>
LB7	Church Road/Hulver Road	<p>PCT 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 should be noted it connects directly into a key employment area at the Beccles Airfield/ElloUGH industrial Estate which is allocated for more growth so it may have greater potential for commuter growth in the future. Strava in contrast shows the route is well used.</p> <p>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.</p> <p>This route has definite merits in offering an alternative and utilising potential growth south of Beccles. This is considered a <b>very high priority</b>.</p>	<p>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.</p> <p>A potential improvement could be the extension of the small section of pavement alongside Hulver Road in North 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 small shop and bus stop.</p>
LB8	North Cove	<p>The Street represents the main road through the village of North Cove. On-road cycling will be required but the road is limited to 30mph (and 20mph outside the school) and will be relatively quiet. It should be noted that this is an NCR. Eventually this joins a pathway at the western extent of the village. This is considered a <b>very high priority</b>.</p>	<p>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 and remove them from the village centre.</p>





Map Reference	Location	Description	Recommendation
LB9	Lowestoft Road	<p>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 Beccles Road and is off-road and attractive.</p> <p>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 dead-end. The road has no cycle infrastructure, but it is quiet, relatively wide and speed limited. 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.</p> <p>Cross the roundabout westwards to continue using Lowestoft Road through Beccles. This is considered a <b>very high priority</b> route.</p>	<p>Ensure the status of the path between The Street and Lowestoft Road allows for cycling and provide sufficient wayfinding.</p> <p>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.</p>
LB10	Benacre Road	<p>The new southern bypass offers good quality infrastructure but this ceases opposite Church Road meaning it doesn't connect through to the rest of the employment area nor as far as Hulver Road. The B1127 (Benacre Road) is a poor road in which to cycle upon and should not be encouraged without an extension of the good quality cycle path. This is considered a <b>very high priority</b> route.</p>	<p>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.</p>
LB11	Copland Way	<p>This road provides an opportunity to connect the two identified key corridors of 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 some employment uses so would experience HGV traffic. This is considered a <b>high priority</b> route.</p>	<p>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.</p>

### Beccles Route



Map Reference	Location	Description	Recommendation
LB12	Lowestoft Road	<p>This route has some key benefits in that it is the most direct route through the town and brings the traveller close to the centre of Beccles. According to both PCT and Strava this route through Beccles is the most used. Lowestoft Road is a wide, busy residential street through east Worlingham. It contains reasonable footpath provision on both sides of the road. There is no cycle infrastructure for the first (eastern) section of the road however it widens opposite Glenwood Close and then provides an on-road cycle route marked by white lines through to Ingate junction. Both Strava and PCT show this to be the most popular route through Worlingham/Beccles.</p> <p>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 Road which is also highly constrained with properties hard to the boundaries of the pavement meaning improvements are limited. Accordingly despite routes 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 <b>high priority</b> route.</p>	<p>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.</p>
LB13	Hillside Avenue	<p>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 <b>medium priority</b> route.</p>	<p>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. Subject to community engagement restrictions could be applied at the most appropriate location on the road.</p>
LB14	NCR (various) Part 1	<p>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.</p> <p>PCT shows sections of the route are reasonably well used (notably Darby Road and Colney Hill) but other sections are poorly used elsewhere, 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.</p>	<p>Sutton Road /Rectory Lane/All Saints Green - Improve wayfinding signage and crossing points.</p> <p>Extend the shared path along Garden Lane to the off-road cycle and walking route heading westwards.</p>

Map Reference	Location	Description	Recommendation
		<p>Pains Close – Accessed through a shared path off Lowestoft Road. The road is a quiet cul-de-sac.</p> <p>Peppy’s 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 Peppy’s 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 its unlikely to require significant improvement.</p> <p>Shared Path between Peppy’s Avenue to Janet Hadenham Close – An attractive route of good quality. Janet Hadenham Close is a quiet Cul-de-sac.</p> <p>Sutton 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.</p> <p>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.</p> <p>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 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 the cyclists to remain off-road for longer on one of the busier stretches of road.</p> <p>Garden Lane to Holly Close – An attractive off-road route of good quality that is unlikely to be a priority for improvement.</p> <p>Holly Close/Rowan Way – Holly Close is a narrow-shared surface with no distinction between cars and bikes. 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.</p> <p>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</p>	

Map Reference	Location	Description	Recommendation
		small, but decent section for both cyclists and walkers 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 <b>high priority</b> route.	<p>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.</p> <p>A crossing point from Cedar Drive over Ellough Road and into the 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.</p>
LB16	Adjacent Ellough Road	Ellough Road is an important connection to the Neighbourhood village allocation and employment area. Strava suggests it currently experiences high levels of use. This is considered a <b>very high priority</b> 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	Southern Beccles Bypass	The southern bypass represents a section of high-quality infrastructure and it is important to maximise the use of it via the Garden Neighbourhood. This is considered a <b>very high priority</b> 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’. This is considered a very high priority route.
LB18	NCR (various) Part 2	<p>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 and connect through to route 3.</p> <p>Between Coney Hill/Castle Hill and Rigbourne Hill – The route then connects onto a shared off-road path of reasonable quality.</p> <p>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.</p>	<p>Coney Hill - New quality shared path along the south side of Coney Road.</p> <p>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.</p> <p>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.</p>

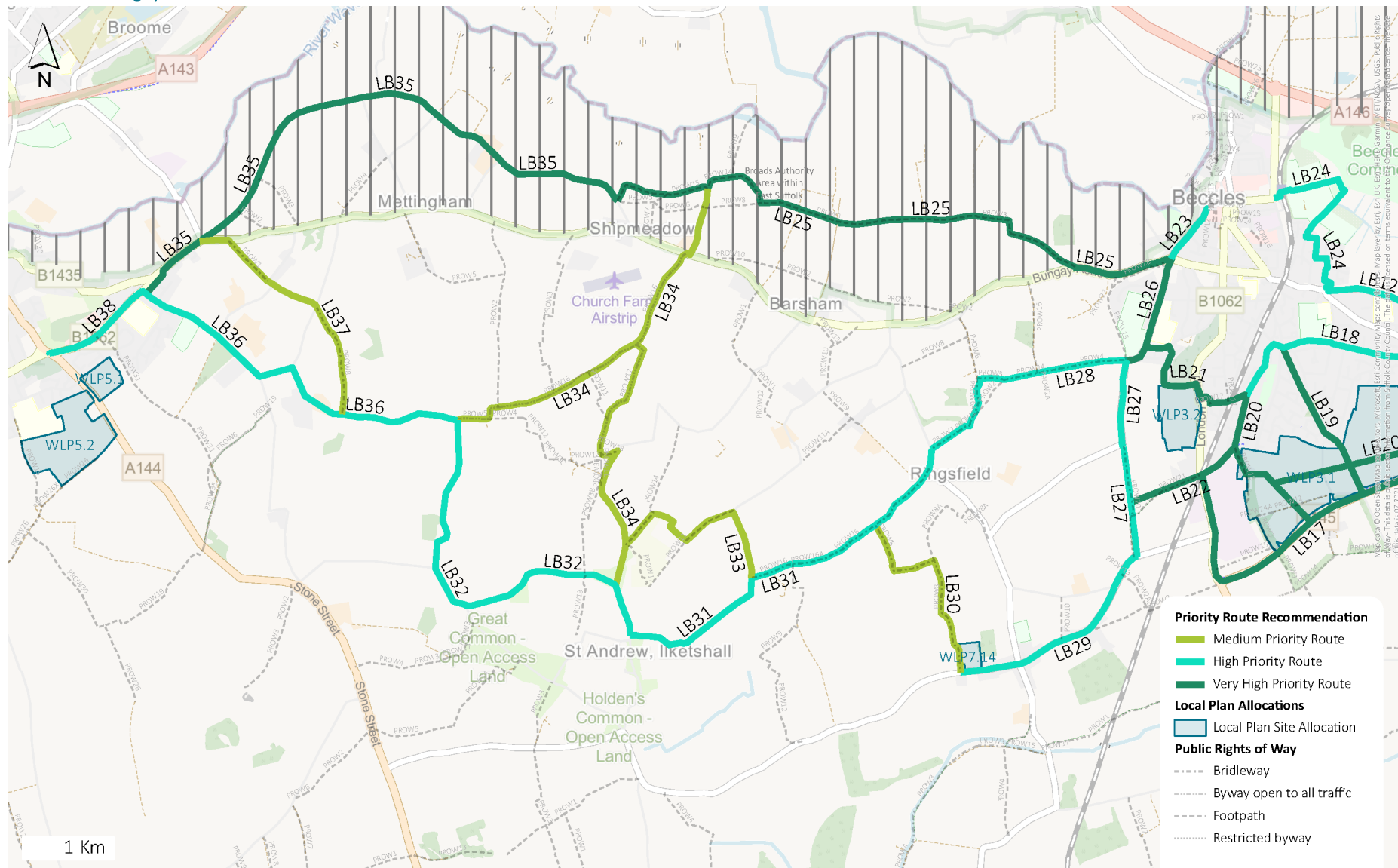


Map Reference	Location	Description	Recommendation
		<p>Darby Road – This road is a relatively long residential road that heads towards the south of Beccles. The road is relatively wide for much of its length with relatively wide pavements and towards the south, reasonable grass verges. Overall, it may 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, but this would add an additional complexity to an already complex route.</p> <p>This is considered a <b>high priority</b> route.</p>	
LB19	Rigbourne Hill	<p>The is an attractive green corridor running northwards from the Garden Neighbourhood which provides a pleasant and direct route towards the town centre. This is considered a <b>very high priority</b> route.</p>	<p>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.</p>
LB20	Garden Neighbourhood	<p>The Beccles and Worlingham Garden Neighbourhood is an allocated site 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.</p>	<p>High quality infrastructure should be provided through the site as part of the 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.</p>
LB21	NCR (various) Part 3	<p>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.</p> <p>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 Roads itself representing a section of good quality infrastructure. Via a crossing point with traffic island this then leads to a shared path on towards Meadow Gardens. The crossing point should be upgraded to encourage greater use. The adjacent allocation of WLP3.2 provides an opportunity to improve the crossing and provide a new and improved pathway through to Meadow Gardens.</p> <p>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.</p> <p>South Road/Ringsfield Road – South Road runs to the south side of a school. It contains no cycle infrastructure but is relatively wide with some grass</p>	<p>London Road to Meadow Gardens - Improve crossing point to create new path through allocation WLP3.2</p> <p>South Road/Ringsfield Road - Create cycle path to link the NCR with the key corridor suggestions westwards to Bungay.</p>

Map Reference	Location	Description	Recommendation
		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 where 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 <b>very high priority</b> route.	
LB22	Wash Lane	Wash Lane provides an opportunity to provide further connections into the Garden Village. 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 <b>very high priority</b> 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 village 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. Whilst it is recognised that these 2 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. Puddingmoor is narrower, but likely quieter and likewise attractive. This is considered a <b>high priority</b> 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.
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	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

Map Reference	Location	Description	Recommendation
		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 <b>high priority</b> route.	field (dismounting over the rail bridge will be required. Provide suitable connections onto Gaol Lane using recently installed crossing point.

### Beccles to Bungay Route



Map Reference	Location	Description	Recommendation
LB25	Beccles to Shipmeadow	<p>This route to Shipmeadow is formed of footpaths and as such is not assessed under PCT 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.</p> <p>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.</p> <p>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.</p> <p>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 metalled surface finishes where it meets the road Callender Houses. This is a quiet, rural road so a crossing point is unlikely to be a priority although improved visibility splays could be considered.</p> <p>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 represents 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.</p>	<p>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. 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.</p>



Map Reference	Location	Description	Recommendation
		Alternatively, footpaths 5, 6 and 8 could be used. These are more direct and avoids the boggy parts. However, these are largely set through fields (as opposed to around the edges) so surfacing may prove more difficult. This is considered a <b>very high priority</b> 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 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 <b>very high priority</b> 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.
LB27	Ringsfield Road	A relatively straight, quiet but fast flowing road which has limited potential for improvement but provides a first step towards Ringsfield. This route allows another village to be encompassed in the key corridor. 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 <b>high priority</b> 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.
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 Ilkeshall. It is also notable that 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 quality of the surface. Exiting from Beccles on Ringsfield Road, south of the playing field, takes you to the entrance to bridleway 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/bridleway 6a/7. This surface is partially metalled and although not smooth so still has potential for improvements, tarmac would offer a reasonable surface for most cyclists. 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 it is noted this may not meet LTN 1/20 standards. As a	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 surfaces. Bridleway 6a/7 is 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
		minimum visibility should be sufficient to allow safe entrance and exit onto the public highway. This is considered a <b>high priority</b> 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 school itself. The pavement ceases at the school and does not extend to the entrance to bridleway 8. This is considered a <b>high priority</b> 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.
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 <b>medium priority</b> 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	Bridleway 6-16	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 be beneficial in 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. 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 <b>high priority</b> route.	Improve the surfacing along the majority of the route. Banter's Lane is particularly winding with lessened visibility which could be improved. However, it may be that the alternative route could ultimately be deemed more appropriate.
LB32	Ilketshall	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, Tooks 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. 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	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
		<p>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 <b>high priority</b> route.</p>	
LB33	Hall Lane, footpath 11-17	<p>Banters Lane represents a poorer road for cyclists to utilise, accordingly an alternative could be sought. Using Hall Road to head northwards provides access to footpath 11 which then leads 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 <b>medium priority</b> route.</p>	<p>Upgrade both the legal status and surfacing of footpath 11. Assess the potential for new cycle routes from Hall Lane to Clarkes Lane. Consider similar upgrade to footpath 17 or whether the utility access could be utilised.</p>
LB34	Clarkes Lane, byway 16-17	<p>Whilst it is indirect this route has the benefits of using pre-existing off-road infrastructure and provides a connection between the north and south 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.</p> <p>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.</p> <p>Bridleway 16 and 17 is 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.</p> <p>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.</p> <p>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</p>	<p>Bridleways 16/17/3 and 5 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.</p>

Map Reference	Location	Description	Recommendation
		dwelling, agricultural fields and a water pump so is unlikely to be busy. This is considered a <b>medium priority</b> route.	
LB35	Low Road	<p>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. PCT suggests limited use with moderate potential for modal shift gain.</p> <p>The road surface is poorer to the east where there are significant potholes which would require repair to optimise the roads overall use.</p> <p>Visibility is reasonable overall although where curves in the road do limit visibility these should be improved.</p> <p>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 <b>very high priority</b> route.</p>	<p>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.</p> <p>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.</p> <p>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 Hill allowing cyclists to remain off of Beccles Road for longer. Because Bigod Road is notably elevated above Beccles Road so would require a ramp to access the shared path could be continued along Beccles Road as an alternative.</p>
LB36	Castle Road/Annis Hill	<p>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.</p> <p>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.</p> <p>Annis Hill represent a busier road with vehicular traffic than either Castle Road or New Road due to connections to Mettingham and Ilketshall 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 it should be noted its form may encourage greater speeds than the more winding rural roads.</p> <p>The road is wider than Castle Road, giving more potential space to cyclists. The grass verges are relatively wide to the east and gradually narrows before the entrance to Bungay itself. Once the cyclist/pedestrian enters the</p>	<p>A new cycle path alongside the 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.</p>

Map Reference	Location	Description	Recommendation
		town Annis Hill becomes more urban and widens considerably. This is considered a <b>high priority</b> route.	
LB37	Bridleway 1 and 8	<p>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.</p> <p>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.</p> <p>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.</p>	<p>Bridleway 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 the farm vehicles will cross it and a full hard surface would be subject to heavy vehicles.</p> <p>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 should have its surface upgraded.</p>

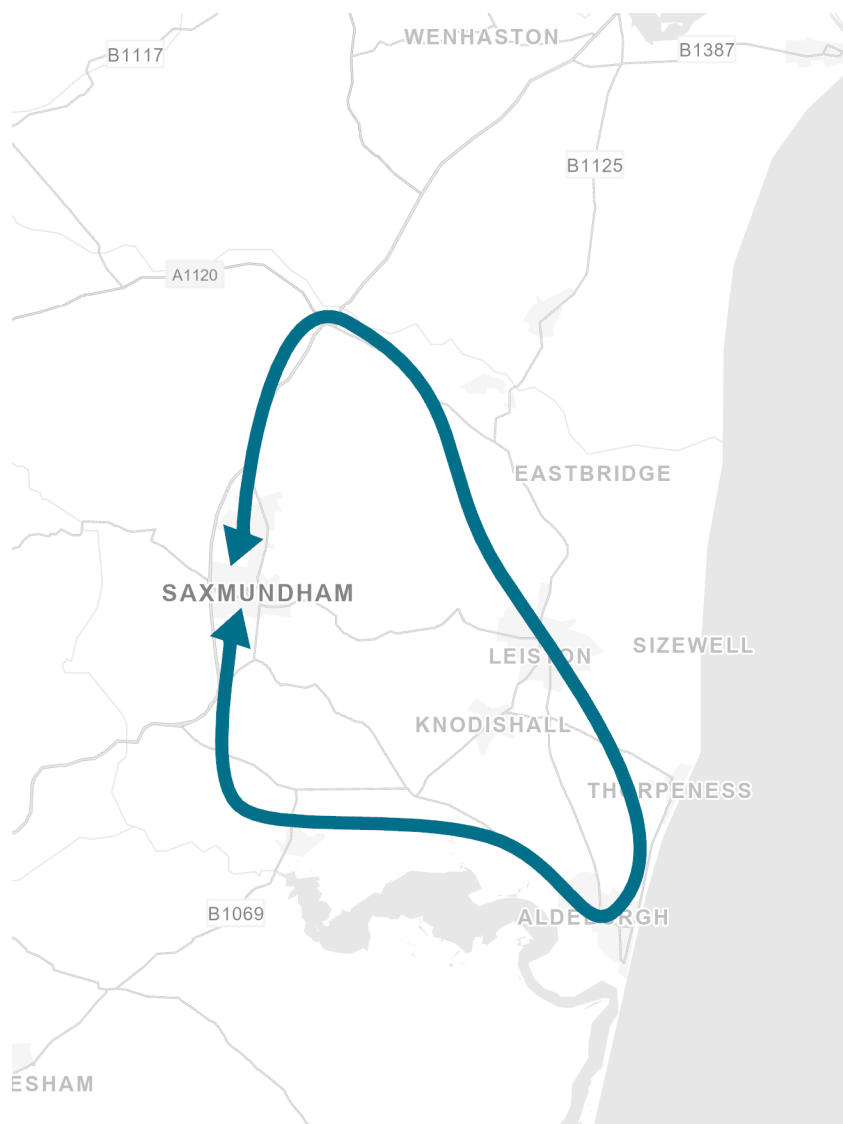




The key corridor currently finishes at the eastern extent of Bungay, however for many travellers this will not represent the end-point so it is important to consider how cyclists or walkers could then progress to the town centre. Potential options that could be explored have been outlined below:

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 <b>high priority</b> 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-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 close to vehicular traffic. Suitable crossing points should also be considered. Hillside Road West - Similar to Hillside Road West its wide grass verge and quieter service road does provide potential for either a comprehensive shared path or better use of the residential streets.
<p>Northwards to the Town Centre</p> <p>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.</p> <p>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.</p> <p>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.</p>			

## Leisure Route



- 3.45 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, and often represent a greater benefit to cost ratio when it comes to funding. 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. A particular cluster of such opportunities has been identified in the Saxmundham-Yoxford-Leiston-Aldeburgh area.
- 3.46 The nature of this area differs from the Key Corridors, with more of a focus on recreational cycling and walking. The key opportunities that have been identified include:
- Access to onward travel opportunities, particularly Saxmundham and Darsham train stations;
  - Local Plan site allocations and planned tourism accommodation developments;
  - Tourism destinations such as Snape Maltings;
  - Established leisure walking routes (e.g. the Sailors' Path route; between Aldeburgh and Snape, and the wider Sandlings Walk),
  - Popular coastal tourist destinations such as Aldeburgh and Thorpeness;
  - Opportunities for new routes such as the Aldeburgh-Leiston disused railway line;

- Leiston-cum-Sizewell Town Council's emerging cycling and walking plans<sup>30</sup>; and
- Delivery opportunities presented by other major infrastructure projects (e.g. Sizewell C).

3.47 A number of the opportunities identified above are emerging projects with a degree of uncertainty as to whether they will come forward. Therefore the Strategy does not, at this point, identify the same level of detailed recommendations as have been developed for the Key Corridors. However, as projects are established in this area, the approach to cycling and walking infrastructure delivery will be reviewed and considered in the context of the wider identified opportunities in order to maximise modal shift.

3.48 Through this consultation, and in light of the identified opportunities in the area, the Council is seeking to understand the level of support for the identified leisure route.

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<sup>30</sup> <https://www.leistontowncouncil.gov.uk/leistontransportstrategy/>

## Site Allocation Recommendations

- 3.49 The adopted Suffolk Coastal and Waveney Local Plans contain site allocation policies. These allocate land for development for a particular use.
- 3.50 To add value to these planning policies and aid the delivery of sustainable developments, this Strategy has sought to provide cycling and walking infrastructure recommendations for these sites, which should be understood as high level opportunities at this consultation stage. These recommendations address both on and off-site opportunities and should be of use when designing development proposals and when determining planning applications.

*Table of Site Allocation Recommendations*

Parish	Policy	Recommendations
Felixstowe	SCLP12.3 North Felixstowe Garden Neighbourhood	<ul style="list-style-type: none"> <li>1 - Introduce segregated cycling and walking infrastructure along High Road if space allows.</li> <li>2 - Introduce a cycling and walking track along Kirton Road, Candlet Track, Gulpher Road, Ferry Road (between Gulpher Road and Cliff Road), Cliff Road, and High Road East. The track should be segregated from vehicles where possible.</li> <li>3 - Introduce a cycling and walking track along Hyem's Lane, between Links Avenue and Gulpher Road.</li> <li>4 - Introduce a signalised crossing point on Candlet Road where Footpath 24 meets Candlet Road.</li> <li>5 - Introduce a segregated cycling and walking track along the southern site boundary from Bridleway 9 (Trimley St Mary) to Ferry Road, and along Colneis Road from the Grove Medical Centre &amp; Pharmacy roundabout through to Ferry Road.</li> <li>6 - Upgrade Footpath 12 to a bridleway, widen and resurface accordingly.</li> <li>7 - Resurface Thurmans Lane and Bridleway 10 to accommodate cyclists and pedestrians.</li> <li>8 - Introduce segregated cycling and walking infrastructure to Ferry Road, south of Footpath 12 to Kingsfleet Primary School.</li> </ul>
Felixstowe	SCLP12.4 Land north of Conway Close and Swallow Close	<ul style="list-style-type: none"> <li>1 - Upgrade Footpath 12 to a bridleway, widen and resurface accordingly.</li> <li>2 - A crossing point should be installed on Ferry road to enable onward travel into Footpath 7, which should be upgraded to a bridleway and widened if space permits.</li> <li>3 - Segregated cycle infrastructure should be introduced to Ferry Road, between SCLP12.4 and Kingsfleet Primary School.</li> </ul>

<sup>31</sup> <https://www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/local-plans/>

Parish	Policy	Recommendations
Felixstowe	SCLP12.5 Land at Brackenbury Sports Centre	<ul style="list-style-type: none"> <li>1 - Remove barriers to walking and cycling on the existing route through the site.</li> <li>2 - Remove the central hatching and turning lanes on High Road East and introduce a segregated cycling and walking track on both sides of High Road East.</li> <li>3 - Introduce appropriate and sensitive signage to clearly indicate the route through the site as a cycling and walking route.</li> <li>4 - 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.</li> <li>5 - Introduce a cycling and walking crossing point of High Road East at the site frontage.</li> </ul>
Felixstowe	SCLP12.6 Land at Sea Road	<ul style="list-style-type: none"> <li>1 - Introduce a cycling and walking crossing point on Sea Road, aligned with an existing access point onto the Promenade. The Promenade access should be widened to accommodate cycling and walking.</li> <li>2 - Introduce segregated cycling and walking infrastructure to Langar Road.</li> <li>3 - The Langar Road/Beach Station Road crossroads should be upgraded to better accommodate cycling.</li> </ul>
Felixstowe	SCLP12.7 Port of Felixstowe	<ul style="list-style-type: none"> <li>1 - Introduce cycling and walking infrastructure, segregated where possible, to Walton Avenue, Parker Avenue, Nicholas Road, and Bridleways 14 and 12 (Trimley St Mary).</li> <li>2 - The Langar Road/Beach Station Road crossroads should be upgraded to better accommodate cycling.</li> <li>3 - Introduce cycling and walking infrastructure between Bridleway 14 (Trimley St Mary) to Bridleway 32B (Felixstowe).</li> <li>4 - Introduce a segregated cycling and walking track along View Point Road, connecting into Manor Terrace.</li> <li>5 - Introduce cycling and walking infrastructure along Langar Road, linking into Walton Avenue.</li> </ul>
Felixstowe	SCLP12.8 Land at Bridge Road	<ul style="list-style-type: none"> <li>1 - Bridge Road should be resurfaced, widened where possible, and made one way for cars/vans etc, and both ways for cyclists and pedestrians.</li> </ul>
Felixstowe	SCLP12.9 Land at Carr Road/Langer Road	<ul style="list-style-type: none"> <li>1 - Introduce a cycling and walking track along Carr Road and Langar Road at the site frontage, segregated from the road where possible.</li> </ul>
Felixstowe	SCLP12.10 Land at Haven Exchange	<ul style="list-style-type: none"> <li>1 - A segregated cycling and walking track should be introduced along the A154, from Footpath 40 to Langar Road.</li> <li>2 - Upgrade Footpaths 40 and 41 to a bridleway, widen and resurface accordingly.</li> </ul>
Felixstowe	SCLP12.16 Felixstowe Leisure Centre	<ul style="list-style-type: none"> <li>1 - Ensure easy and legible access onto the promenade.</li> <li>2 - Introduce accessible and secure cycle parking and storage.</li> </ul>
Brightwell / Martlesham	SCLP12.19 Brightwell Lakes	<ul style="list-style-type: none"> <li>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 anticipated levels of cycling and walking demand from the Brightwell Lakes development.</li> <li>2 - Introduce a segregated cycling and walking track from the site north along Barrack Square and Gloster Road to Felixstowe Road.</li> <li>3 - Introduce a cycling and walking track from the recommended cycling and walking track along the western site boundary, east through the site to Footpath 10, which should be upgraded to a bridleway, widened and resurfaced accordingly.</li> <li>4 - Introduce a cycling and walking crossing point on Ipswich Road where Footpath 10 meets Ipswich Road.</li> <li>5 - Upgrade Footpaths 40 and 42 to bridleways, widen and resurface accordingly. Introduce a cycling and walking track along the southern side of Spratt's Plantation, connecting into the site's cycling and walking network.</li> </ul>
Nacton	SCLP12.20 Land at Felixstowe Road	<ul style="list-style-type: none"> <li>1 - Introduce a segregated cycling and walking track along the southern side of Felixstowe Road, from Ipswich to the southwest corner of the site.</li> <li>2 - Introduce a signalised cycling and walking crossing point on Felixstowe Road, at the southwest corner of the site.</li> <li>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.</li> <li>4 - Introduce cycling and walking connection points from the site onto the recommended Felixstowe Road cycling and walking track.</li> </ul>

Parish	Policy	Recommendations
Nacton Heath	SCLP12.21 Ransomes	<ol style="list-style-type: none"> <li>1 - Reallocate central hatching and central turning lanes along Felixstowe Road to a segregated cycling and walking track along the southern side of Felixstowe Road.</li> <li>2 - Introduce a signalised cycling and walking crossing point where Bridleway 51 meets Felixstowe Road.</li> <li>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.</li> <li>4 - Widen and resurface Bridleways 51, 32, and 31.</li> </ol>
Westerfield	SCLP12.23 Land off Lower Road and Westerfield Road	<ol style="list-style-type: none"> <li>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.</li> <li>2 - Footpath 18 should be upgraded to a bridleway, widened and resurfaced accordingly.</li> </ol>
Rushmere St Andrew	SCLP12.24 Land at Humber Doucy Lane	<ol style="list-style-type: none"> <li>1 - Introduce a cycling and walking track from the Tuddenham Road railway bridge to Humber Doucy Lane, through the open space and sports facilities between the two roads.</li> <li>2 - 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 cycle lane 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.</li> <li>3 - Introduce a cycling and walking crossing point on Woodbridge Road, where Footpath 57 meets Woodbridge Road.</li> <li>4 - Introduce a shared cycle/footway along Sidegate Lane.</li> <li>5 - Introduce a cycling and walking connection onto Tuddenham Lane and Bridleway 1.</li> <li>9 - Widen and resurface Bridleways 1, 15, and 2 to accommodate cyclists and pedestrians.</li> </ol>
Martlesham Heath	SCLP12.25 Suffolk Police HQ, Portal Avenue	<ol style="list-style-type: none"> <li>1 - A track runs just beyond the northern and western edges of SCLP12.25. If not formalised already the track should be improved to accommodate cyclists and pedestrians from Deben Avenue to Portal Avenue, as well as being appropriately lit. Alternatively, a segregated cycling and walking track should run through SCLP12.25.</li> <li>2 - It should be explored whether there is scope to introduce cycling and walking infrastructure along Portal Avenue without or with limited tree removal.</li> <li>3 - At the junction of Portal Avenue and the A1214 the existing footway that runs under the A12 should be widened to accommodate cyclists as well as pedestrians.</li> <li>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.</li> </ol>
Aldeburgh	SCLP12.27 Land Rear of Saxmundham Road	<ol style="list-style-type: none"> <li>1 - Introduce a cycling and walking track along the access road if space permits.</li> <li>2 - Footpaths 6 and 20 should be upgraded bridleway, and resurfaced.</li> </ol>
Saxmundham / Benhall	SCLP12.29 South Saxmundham Garden Neighbourhood	<ol style="list-style-type: none"> <li>1 - Introduce a cycling and walking track along the B1121, segregated from the road by the existing hedgerow.</li> <li>2 - Upgrade Footpath 19 to a bridleway, widen and resurface accordingly.</li> <li>3 - Introduce a signalised cycling and pedestrian crossing point on the B1121 to access School Lane.</li> <li>4 - Make School Lane one way for vehicles and extend the School Safety Zone along the entire length of School Lane to reduce the speed limit from the current 60mph to 20mph.</li> <li>5 - Introduce a cycling and walking connection from the site onto Kiln Lane.</li> <li>6 - Upgrade Footpaths 16 and 17 to bridleways, widen and resurface accordingly.</li> <li>7 - Upgrade the existing railway bridge to accommodate cyclists and pedestrians.</li> </ol>



Parish	Policy	Recommendations
		<p>8 - 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 Train Station.</p> <p>9 - Introduce pedestrian and cycle connections onto widened Footpaths 13 and 15.</p> <p>10 - Introduce a cycling and walking connection onto Lincoln Avenue.</p> <p>11 - Introduce cycling and walking connection between the employment and residential development on either side of the A12.</p> <p>12 - Introduce a segregated cycling and walking track from the railway bridge to the required on-site community hub.</p>
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.
Melton	SCLP12.32 Former Council Offices	<p>1 - Introduce a segregated cycling and walking track along Melton Road, from the Melton Road/Woods Lane crossroads west to Melton Hill.</p> <p>2 - There may not be sufficient space to introduce any cycling or further walking infrastructure along Melton Hill, north of the site frontage due to the narrow road. However, it should be explored whether the centre line could be removed, and cycle lanes introduced to create a cycle priority street.</p> <p>3 - A cycling and walking track should be introduced along the site frontage, segregated from Melton Hill by the retention of the trees.</p> <p>4 - Introduce a segregated cycling and walking track along Wilford Bridge Road, connecting the recommended cycling and walking infrastructure along Melton Road to Melton Train Station.</p> <p>5 - Remove railings along Quayside fronting Elmhurst Park entrance.</p> <p>6 - Introduce a zebra crossing on Quayside/Lime Kiln Quay Road to enable pedestrians to access the footway along the north of Quayside.</p> <p>7 - Replace the island on Melton Hill fronting the site with a zebra crossing.</p>
Woodbridge	SCLP12.33 Land at Woodbridge Town Football Club	<p>1 - Introduce a cycling and walking track along Old Barrack Road, if space allows.</p> <p>2 - Widen the B1438 footway if possible.</p> <p>3 - Introduce a segregated cycling and walking track alongside the A12, from the allocation to Grundisburgh Road.</p> <p>4 - Introduce a cycling and walking crossing point at the B1438. Link the B1438 footway to this crossing point.</p> <p>5 - Introduce a cycling and walking track from the recommended cycling and walking crossing on the B1438 south to the Top Street roundabout.</p>
Debach	SCLP12.35 Former airfield Debach	No recommendations due to the highly rural location and significant distance to any services and facilities.
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	<p>1 - Upgrade the A1152/B1069 roundabout to a Dutch style roundabout.</p> <p>2 - Introduce a segregated cycling and walking track to the Bentwaters Park access road, from the recommended Dutch style roundabout.</p> <p>3 - Introduce a segregated cycling and walking track along the A1152 and B1069 from the B1069/Ivy Lodge Road to Rendlesham Mews. This may require road realignment and some tree removal.</p>

Parish	Policy	Recommendations
Wickham Market	SCLP12.41 Riverside Industrial Estate, Border Cot Lane	<ul style="list-style-type: none"> <li>1 - Introduce a cycling and walking track along Border Cot Lane from the employment site west to Bridleway 7.</li> <li>2 - Introduce secure cycle storage on the employment site.</li> <li>3 - The Border Cot Lane/High Street junction could be reconfigured to slow traffic and widen the existing footway to enhance the pedestrian environment.</li> <li>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.</li> </ul>
Aldringham	SCLP12.42 Land to the East of Aldeburgh Road	<ul style="list-style-type: none"> <li>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.</li> </ul>
Benhall	SCLP12.43 Land South of Forge Close between Main Road and Ayden	<ul style="list-style-type: none"> <li>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.</li> <li>2 - Introduce a crossing point on the B1121 to enable safe access to the bus stop and the B1121 footway into Saxmundham.</li> <li>3 - Footpath 26 (between the B1121 and Mill Lane) should be upgraded to a bridleway, widened and resurfaced to accommodate pedestrians and cyclists.</li> </ul>
Bucklesham	SCLP12.44 Land to the South East of Levington Lane	<ul style="list-style-type: none"> <li>1 - Introduce a footpath from the site to the allotments.</li> </ul>
Campsea Ashe	SCLP12.45 Land to the South of Station Road	<ul style="list-style-type: none"> <li>1 - Widen the existing footway fronting the site by removing vegetation on the footway.</li> </ul>
Charsfield	SCLP12.46 Land behind 15 St Peters Close	<ul style="list-style-type: none"> <li>1 - Introduce a walking track through the allocation, connecting St Peters Close with the playing fields to the east.</li> </ul>
Darsham	SCLP12.47 Land to the South of Darsham Station	<ul style="list-style-type: none"> <li>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 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.</li> <li>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.</li> <li>3 - Immediately south of Darsham 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.</li> <li>4 - Cycle parking and storage should be introduced at Darsham Station.</li> <li>5 - Ensure cycling and walking infrastructure aligns with and does not prohibit future potential Sizewell C development.</li> </ul>
Darsham	SCLP12.48 Land North of The Street	<ul style="list-style-type: none"> <li>1 - Introduce a footway along The Street, between the site allocation and Footpath 9.</li> </ul>
Dennington	SCLP12.49 Land off Laxfield Road	<ul style="list-style-type: none"> <li>1 - Introduce a footway along the site frontage with Laxfield Road.</li> </ul>
Eyke	SCLP12.50 Land to the South of Eyke CoE Primary	<ul style="list-style-type: none"> <li>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.</li> </ul>

Parish	Policy	Recommendations
	School and East of The Street	<p>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 a cycle parking facilities.</p> <p>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.</p>
Grundisburgh	SCLP12.51 Land to the West of Chapel Road	<p>1 - Resurface Footpath 20.</p> <p>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.</p>
Kelsale cum Carlton	SCLP12.52 Land South of Ambleside, Main Road	<p>1 - Introduce a segregated cycling and walking track along the B1121 from the allocation into Saxmundham.</p>
Kettleburgh	SCLP12.53 Land North of the Street	<p>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.</p> <p>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.</p>
Kirton	SCLP12.54 Land to the rear of 31-37 Bucklesham Road	<p>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.</p> <p>2 - Footpath 41 should be upgraded to a bridleway, widened and resurfaced accordingly.</p>
Knodishall	SCLP12.55 Land at School Road	<p>1 - A cycling and walking track should be introduced along the site frontage, segregated from the road by the existing hedgerow.</p>
Levington	SCLP12.56 Land at Bridge Road	<p>1 - Introduce a segregated cycling and walking track along the site frontage, north to the railway bridge.</p> <p>2 - Introduce a pinch point on Bridge Road at the site frontage to narrow the carriageway and enable safer crossing of Bridge Road.</p>
Orford	SCLP12.57 Land North of Mill Close	<p>1 - Introduce a footway along the site frontage with Ipswich Road.</p> <p>2 - Upgrade Footpath 3 to a bridleway and resurface to accommodate pedestrians and cyclists, whilst retaining its rural character.</p> <p>3 - Introduce cycle parking within the village centre, sensitive to the Conservation Area.</p>
Otley	SCLP12.58 Land adjacent to Swiss Farm	<p>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.</p> <p>2 - Introduce cycle parking at services and facilities on Chapel Road.</p> <p>3 - Upgrade Footpath 58 to a bridleway, widen and resurface.</p> <p>4 - Introduce a cycling and walking crossing point on Chapel Road.</p>
Peasenhall	SCLP12.59 Land adjacent to Farthings, Sibton Road	<p>1 - Introduce a modal filter to Sibton Road.</p>
Pettistree	SCLP12.60 Land between High Street and Chapel Lane (adjoining Wickham Market)	<p>1 - Introduce a footway along the site frontage, connecting to the existing footway.</p> <p>2 - Introduce a cycling and walking connection from the site onto Chapel Lane.</p>
Rendlesham	SCLP12.61 Land West of Garden Square	<p>1 - Introduce cycling and walking connection point onto the roads to the north east of the site.</p> <p>2 - Introduce cycling and walking connection point onto Garden Square.</p>
Rendlesham	SCLP12.62 Land East of Redwald Road	<p>1 - Introduce a cycling and walking track along Redwald Road, with a crossing point into the site.</p>

Parish	Policy	Recommendations
		<p>3 - Introduce a cycling and walking track along the A1152 from the A1152/B1069 roundabout to Rendlesham Mews where possible. This may require road realignment.</p> <p>4 - Introduce a cycling and walking track along the southern site boundary.</p>
Shottisham	SCLP12.63 Land opposite The Sorrel Horse, The Street	1 - Introduce cycling and walking connection points from the site onto Restricted Byway 37.
Trimley St Martin	SCLP12.64 Land off Howlett Way	<p>1 - Introduce a segregated cycling and walking track alongside and segregated from Howlett Way, as well as through SCLP12.64, from the western corner of the site at the High Road/Howlett Way roundabout through to Church Lane (Bridleway 5).</p> <p>2 - A cycling and walking track should be introduced between SCLP12.64 and SCLP12.65, crossing the High Road arm of the Howlett Way/High Road roundabout.</p> <p>3 - Introduce cycling and walking crossing points over High Road, and over the SCLP12.65 access road, adjacent to the Howlett Way/High Road roundabout.</p> <p>4 - Church Lane, Bridleway 5 and Bridleway 10 should be resurfaced and widened. Appropriate lighting should be introduced to the Bridleway 10/A14 underpass.</p> <p>5 - 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 throughout 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.</p> <p>6 - Undertake a safety audit of the Footpath 26 crossing of Howlett Way and implement measures identified in audit.</p>
Trimley St Martin	SCLP12.65 Land adjacent to Reeve Lodge, High Road	<p>1 - Introduce a segregated cycling and walking track through SCLP12.65, from the Trimley St Martin play area to the High Road/Howlett Way roundabout, and from the Trimley St Martin play area to Gun Lane.</p> <p>2 - A cycling and walking track should be introduced between SCLP12.64 and SCLP12.65, crossing the High Road arm of the Howlett Way/High Road roundabout.</p> <p>3 - Introduce cycling and walking crossing points over High Road, and over the SCLP12.65 access road, adjacent to the Howlett Way/High Road roundabout.</p> <p>4 - Widen and resurface Gun Lane and byway 28 (up to the railway bridge).</p>
Tuddenham	SCLP12.66 Land off Keightley Way	<p>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.</p> <p>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.</p>
Westerfield	SCLP12.67 Land South of Lower Road	<p>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.</p> <p>2 - Introduce a cycling and walking track 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).</p>
Westleton	SCLP12.68 Land West of the B1125	<p>1 - The existing footway along the B1125 should be widened, provided there is sufficient space to do so.</p> <p>2 - Introduce a footway along the B1125 site frontage, segregated from the B1125 by the existing Hedgerow.</p> <p>3 - Introduce a chicane to the B1125, to slow traffic entering the village and provide a short crossing point for pedestrians.</p>
Westleton	SCLP12.69 Land at Cherry Lee, Darsham Road	1 - Resurface Bridleway 32 and widen where appropriate.

Parish	Policy	Recommendations
		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.
Lowestoft	WLP2.2 PowerPark	1 - Upgrade Battery Green Roundabout to a Dutch style roundabout. 2 - Remove the central cross hatching and central turning lane and introduce a segregated cycling and walking track along Battery Green Road. 3 - Introduce a shared cycle/footway along Hamilton Road. 4 - Introduce a shared cycle/footway along Wilde Street. 5 - Upgrade the Hamilton Road connection to the seafront to ensure easy access for cyclists and pedestrians. 6 - Widen the existing Whapload Road footway to create a shared cycle/footway. 7 - Introduce cycling and walking crossing points on Whapload Road.
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. 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 zebra and parallel 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 bidirectional cycling and walking track.
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 connects into the site and north of the river into Denmark Road and surrounding areas, with associated improvements. 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. 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. 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 side streets. 5 - Introduce a cycling and walking bridge from the site to the Brooke Peninsula and to Normanston Park.
Lowestoft	WLP2.5 East of England Park	1 - Resurface the seafront cycling and walking track and where possible introduce segregation between cyclists and pedestrians. 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 from the cycling and walking infrastructure along Saltwater Way to WLP2.4. 2 - Introduce a cycling and walking bridge over the railway line, west of the site.

Parish	Policy	Recommendations
		3 - Continue the Saltwater Way cycling and walking track over the currently unused vehicle access west of the WLP2.6, thereby giving priority to cyclists and pedestrians at this access point.
Lowestoft	WLP2.7 Former Battery Green Car Park	<ul style="list-style-type: none"> <li>1 - Upgrade Battery Green Roundabout to a Dutch style roundabout.</li> <li>2 - Remove the central cross hatching and central turning lane and introduce a segregated cycling and walking track along Battery Green Road.</li> <li>3 - Introduce a modal filter to the eastern end of Marina, subject to necessary delivery access.</li> <li>4 - Introduce more cycle parking to the High Street.</li> <li>5 - Introduce a traffic free east-west route through the site, connecting the High Street to Battery Green Road/Marina.</li> </ul>
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.
Lowestoft	WLP2.10 Inner Harbour Port Area	<ul style="list-style-type: none"> <li>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.</li> <li>2 - Upgrade Footpath 21 to a bridleway, widen and resurface accordingly.</li> <li>3 - Introduce a cycling and walking bridge over the railway line at Footpath 21.</li> <li>4 - Cycling and walking infrastructure delivered through the Gull Wing bridge should be connected into the cycling and walking infrastructure delivered on the allocation.</li> <li>5 - Introduce a cycling and walking track along the Belvedere Road site frontage to the allocation, and a cycling and walking crossing point into the cycling and walking route adjacent to the public car park south of Belvedere Road.</li> <li>6 - Introduce a cycling and walking track along the waterfront, connecting the cycling and walking route adjacent to Asda to the Bascule Bridge.</li> </ul>
Corton	WLP2.13 North of Lowestoft Garden Village	<ul style="list-style-type: none"> <li>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.</li> <li>2 - Introduce a cycling and walking crossing point on Corton Long Lane, just east of the A47 junction.</li> <li>3 - Introduce a segregated cycling and walking track through the site, along Footpath 4, and north to the Suffolk/Norfolk border along the disused railway line.</li> <li>4 - Upgrade Footpath 4 to a bridleway, widen and resurface accordingly.</li> <li>5 - Introduce a segregated cycling and walking track along the A47 between Corton Long Lane and Hopton, to the standard delivered along Millennium Way.</li> <li>6 - Introduce a cycling and walking track along Footpath 3 (Corton), across the A47 and Gorleston Road, Footpath 11 (Blundeston), to Market Lane.</li> <li>7 - Introduce signalised cycling and walking crossing points over the A47 at Footpath 3 (Corton), and over Gorleston Road to access Footpath 11 (Blundeston).</li> </ul>
Oulton	WLP2.14 Land North of Union Lane	<ul style="list-style-type: none"> <li>1 - Introduce a footway along Parkhill, from Union Lane and along the site frontage.</li> <li>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.</li> <li>3 - Introduce a cycling and walking track between WLP2.15 and WLP2.14, via Footpath 6, which should be upgraded to a bridleway, widened and resurfaced accordingly.</li> </ul>



Parish	Policy	Recommendations
		4 - Introduce a cycling and walking track from the north east 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	<p>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.</p> <p>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.</p> <p>3 - Introduce a cycling and walking crossing point on Hall Lane.</p> <p>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.</p> <p>5 - Introduce a cycling and walking track between WLP2.14 and WLP2.15, via Footpath 6, which should be upgraded to a bridleway, widened and resurfaced accordingly.</p>
Carlton Colville / Gisleham	WLP2.16 Land South of The Street	<p>1 - Introduce a cycling and walking crossing point on Rushmere Road, from the southwest corner of the site to Carlton Colville Primary School.</p> <p>2 - Introduce a segregated cycling and walking track along the northern site boundary.</p> <p>3 - Introduce cycling and walking crossing points along The Street.</p> <p>4 - Introduce a cycling and walking track along the western side of Hall Road, segregated by the existing vegetation. 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 the recommended Hall Road cycling and walking track through the Carlton Colville recreation ground and over Mufordwood Lane via a cycling and walking crossing point and along Footpath 14, which should be upgraded to a bridleway, widened and resurfaced.</p>
Gisleham	WLP2.17 Land at South Lowestoft Industrial Estate	<p>1 - Introduce a cycling and walking track between the south eastern corner of WLP2.16 (and the wider WLP2.16 cycling and walking network) and the south western corner of WLP2.17, and onto Church Road. The track should follow the established field boundaries between the two sites.</p> <p>2 - Widen the existing shared cycle/footway around the A12/Church Road roundabout and where possible narrow road arms to allow safer crossing.</p> <p>3 - Widen the existing shared cycle/footway along Tower Road, and ensure cyclists and pedestrians have priority over side streets.</p> <p>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.</p>
Oulton	WLP2.18 Land at Mobbs Way	<p>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.</p> <p>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.</p> <p>4 - Introduce cycling and walking connections from the site onto the Woods Meadow shared cycle/footway.</p>
Carlton Colville	WLP2.19 Oakes Farm, Beccles Road	<p>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.</p> <p>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.</p>

Parish	Policy	Recommendations
		3 - Upgrade Footpath 15 to a bridleway, widen and resurface accordingly.
Corton	WLP2.20 Gunton Park, off Old Lane	<ul style="list-style-type: none"> <li>1 - Upgrade Old Lane to a cycle street.</li> <li>2 - Widen the shared cycle/footway between Old Lane and Gunton Avenue, and introduce sensitive lighting.</li> <li>3 - Upgrade Footpath 31 to a bridleway, widen and resurface accordingly. Introduce appropriate lighting along the route.</li> </ul>
Beccles / Worlingham / Ellough / Weston	WLP3.1 Beccles & Worlingham Garden Neighbourhood	<ul style="list-style-type: none"> <li>1 - The southern relief road cycling and walking track should be connected into the cycling and walking routes within the allocation and beyond into Beccles and Worlingham.</li> <li>2 - The Benacre Road cycling and walking track should be continued east to the Benacre Road/Copland Way roundabout.</li> <li>3 - A traffic free cycling and walking track connecting Oak Lane and the southern relief road should be introduced.</li> <li>4 - A segregated cycling and walking track should be introduced along Ellough Road, as required by Policy WLP3.1, and connect into the existing cycling and walking infrastructure north of Rowan Way.</li> <li>5 - 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.</li> <li>6 - 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.</li> </ul>
Beccles	WLP3.2 Land West of London Road	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> </ul>
Ellough	WLP3.3 Land South of Benacre at Ellough Airfield	<ul style="list-style-type: none"> <li>1 - The Benacre Road cycling and walking track should be continued east to the Benacre Road/Copland Way roundabout.</li> <li>2 - Introduce a cycling and walking track along the western site boundary, segregated from Church Road by the existing vegetation.</li> <li>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.</li> <li>4 - The Copland Way/Benacre Road roundabout should be upgraded to a Dutch style roundabout, thereby connecting the recommended segregated cycling and walking tracks along Benacre Road and Copland Way.</li> <li>5 - Bridleways 1 and 2 that run along the eastern and southern site boundaries should be widened and resurfaced to accommodate cycling and walking.</li> </ul>
Halesworth / Holton	WLP4.1 Halesworth/Holton Healthy Neighbourhood	<ul style="list-style-type: none"> <li>1 - Upgrade Footpaths 7 (Halesworth), 16 (Halesworth), 7 (Holton), 8 (Holton) and 9 (Holton) to bridleways, widen and resurface to accommodate cycling and walking.</li> <li>2 - Widen the footway along Quay Street to a shared foot/cycleway. 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.</li> <li>3 - Introduce a cycling and walking connection from the care home development and Loam Pit Lane to Dairy Hill and the doctors surgery.</li> </ul>

Parish	Policy	Recommendations
		<p>4 - Widen the existing shared cycle/footway between Bungay Road and the site and extend the cycling and walking route to connect to Footpath 7 (Halesworth).</p> <p>5 - Continue the existing Harrisons Lane shared cycle/footway along the site frontage with Harrisons Lane, segregated from Harrisons Lane by the existing vegetation.</p> <p>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.</p> <p>7 - Introduce a cycling and walking crossing point on Holton Road where Footpath 21 meets Holton Road.</p> <p>8 - Upgrade Footpaths 21, 22, 11, 10, and 9 (Halesworth) to bridleways, widen and resurface accordingly.</p> <p>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.</p>
Halesworth	WLP4.2 Land Adjacent to Chediston Street	<p>1 - Introduce cycling and walking infrastructure along the site frontage of the B1123 (Chediston Street and Roman Way).</p> <p>2 - Introduce a cycling and walking crossing point on Roman Way.</p>
Halesworth	WLP4.3 Land North of Old Station Road	1 - Introduce a segregated bidirectional 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	<p>1 - Introduce cycling and walking track along the WLP4.5 frontage of Saxon's Way.</p> <p>2 - Replace the existing island crossing on Saxon's Way at Swan Lane with a zebra crossing.</p> <p>3 - Upgrade Footpath 3 to a bridleway where possible. If widths not sufficient, consider routing Footpath 3 through the White Swan pub car park.</p> <p>4 - Introduce cycle parking, close to recommended cycling routes, community centre, and/or White Swan pub.</p> <p>5 - Upgrade Footpath 9 to a bridleway, widen and resurface. Connect the bridleway with the cycling and walking track recommended in point 1.</p>
Halesworth / Spexhall	WLP4.6 Broadway Farm, West of Norwich Road	<p>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.</p> <p>2 - Introduce a cycling and walking crossing point on Norwich Road, just south of Zemke Way.</p> <p>3 - Introduce cycling and walking crossing points to all four arms of the A144/Sparrowhawk Road roundabout.</p>
Bungay	WLP5.1 Land East of St Johns Road	<p>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.</p> <p>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.</p> <p>3 - Between Joyce Road and Hillside Road East, upgrade Footpath 31 to a bridleway, and widen and resurface accordingly.</p> <p>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 Bungay Middle School.</p> <p>5 - Widen existing cycling and walking track along the west of St John's Road, whilst ensuring segregation from St John's Road.</p>

Parish	Policy	Recommendations
Bungay	WLP5.2 Land West of St Johns Road	<ul style="list-style-type: none"> <li>1 - Widen the Kings Road footway to create a shared cycle/footway, whilst retaining grass verges where possible.</li> <li>2 - Upgrade Footpath 15 to a bridleway, widen and resurface accordingly.</li> <li>3 - Introduce a cycling and walking crossing point where Manor Road meets Hillside Road West.</li> <li>4 - Reconfigure St John's Road/Kings Road junction to slow traffic speeds.</li> <li>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.</li> <li>6 - Introduce cycling and walking connections onto Ethel Mann Road and Thomas Bardwell Drive.</li> </ul>
Reydon	WLP6.1 Land West of Copperwheat Avenue	<ul style="list-style-type: none"> <li>1 - Upgrade Footpaths 1 (north of Footpath 2 connection) and 2 to bridleways, widen and resurface accordingly.</li> <li>2 - Introduce a cycling and walking connection from Footpath 2 to Kingfisher Crescent.</li> <li>3 - Introduce a segregated cycling and walking track along The Drive and Nightingale Avenue, between the A1095 and Wangford Road.</li> </ul>
Barnby	WLP7.2 Land Between The Street and A146	<ul style="list-style-type: none"> <li>1 - The existing footway along the north of The Street between the Primary School and Swan Lane should be widened.</li> <li>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.</li> </ul>
Blundeston	WLP7.3 Land South of Lound Road	<ul style="list-style-type: none"> <li>1 - Pedestrian access to Footpath 2, which runs along the southern site boundary, should be provided. Appropriate lighting should be introduced to Footpath 2 to ensure safety whilst respecting the rural location.</li> </ul>
Blundeston	WLP7.4 Land North of Pickwick Drive	<ul style="list-style-type: none"> <li>1 - Introduce a footway along Market Lane to connect the site to Footpath 9.</li> <li>2 - Introduce pedestrian connection to Footpaths 8 and 19, and provide a walking route through the site for onward travel.</li> </ul>
Somerleyton	WLP7.5 Land North of The Street	<ul style="list-style-type: none"> <li>1 - Introduce a cycling and walking connection through the site, from The Street to the allotments north of the site.</li> </ul>
Somerleyton	WLP7.6 Mill Farm Field	<ul style="list-style-type: none"> <li>1 - Introduce a cycling and walking track along the site frontage with Station Road, segregated from the road by the existing vegetation.</li> <li>2 - Connect the recommended cycling and walking track into Footpath 5.</li> <li>3 - Upgrade Footpaths 4 and 5 to bridleways, widen and resurface accordingly.</li> </ul>
Wangford	WLP7.7 Land North of Elms Lane	<ul style="list-style-type: none"> <li>1 - Introduce a footway along the site frontage with Elms Lane, segregated from the road by the existing hedgerow.</li> </ul>
Wrentham	WLP7.8 Land North of Chapel Road	<ul style="list-style-type: none"> <li>1 - Introduce a cycling and walking track along the western and southern site boundaries. The track along the southern site boundary should be segregated from Chapel Road by the existing hedgerow. The track should have priority over the vehicle access road. The track should link into Footpath 6 to the south, which should be upgraded to bridleway to enable cycle access.</li> <li>2 - Introduce a cycling and walking crossing point on Chapel Road.</li> <li>3 - Introduce a pinch point on Chapel Road, where Footpath 6 meets Chapel Road. The pinch point should be on the eastbound carriageway, thereby primarily slowing traffic entering the village from a national speed limit. The pinch point will also make crossing Chapel Road from WLP7.8 into Footpath 6 much safer and more comfortable.</li> <li>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.</li> </ul>
Brampton	WLP7.9 Land South of Southwold Road	<ul style="list-style-type: none"> <li>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.</li> <li>2 - Connect the two areas of residential development by a cycling and walking track, running between the car park and playing pitch, as per the WLP7.9 indicative masterplan.</li> </ul>

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

- 3.53 Over 800 comments were submitted to the initial map-based consultation. These comments identified cycling and walking relevant issues and opportunities across East Suffolk. After assessing these comments against a standard methodology, explained in more detail below, they form part of the Strategy as Community Recommendations.
- 3.54 The highest scoring Community Recommendations have been summarised within this section, below the Methodology. The full list of the Community Recommendations and their assessments can be viewed in the separate 'Community Comments Assessment' document.
- 3.55 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

- 3.56 A Multi-Criteria Assessment Framework (MCAF) has been used to assess the comments. The comments that score the highest are registered on the map as high priority. It is important to note however that even if a comment does not obtain the requisite score to be deemed high priority it does not mean it does not have value, particularly at a local level, so all comments (irrespective of scoring outcome) have been mapped. Comments not deemed to be high priority for the district level plan can still have a role in local strategic plans such as Neighbourhood Plans.
- 3.57 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.

- 3.58 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.
- 3.59 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.
- 3.60 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.

*12 December 2021*

*In the opening five weeks of the consultation on this draft Strategy, a number of community recommendations had been incorrectly attributed to Felixstowe Town Council. The reference numbers for these community recommendations have been amended to clarify that they are not recommendations made by Felixstowe Town Council. However, to ensure that the Strategy is comprehensive and captures as many recommendations as possible we have retained them for scoring.*



Table 1 MCAF category and scoring explanation

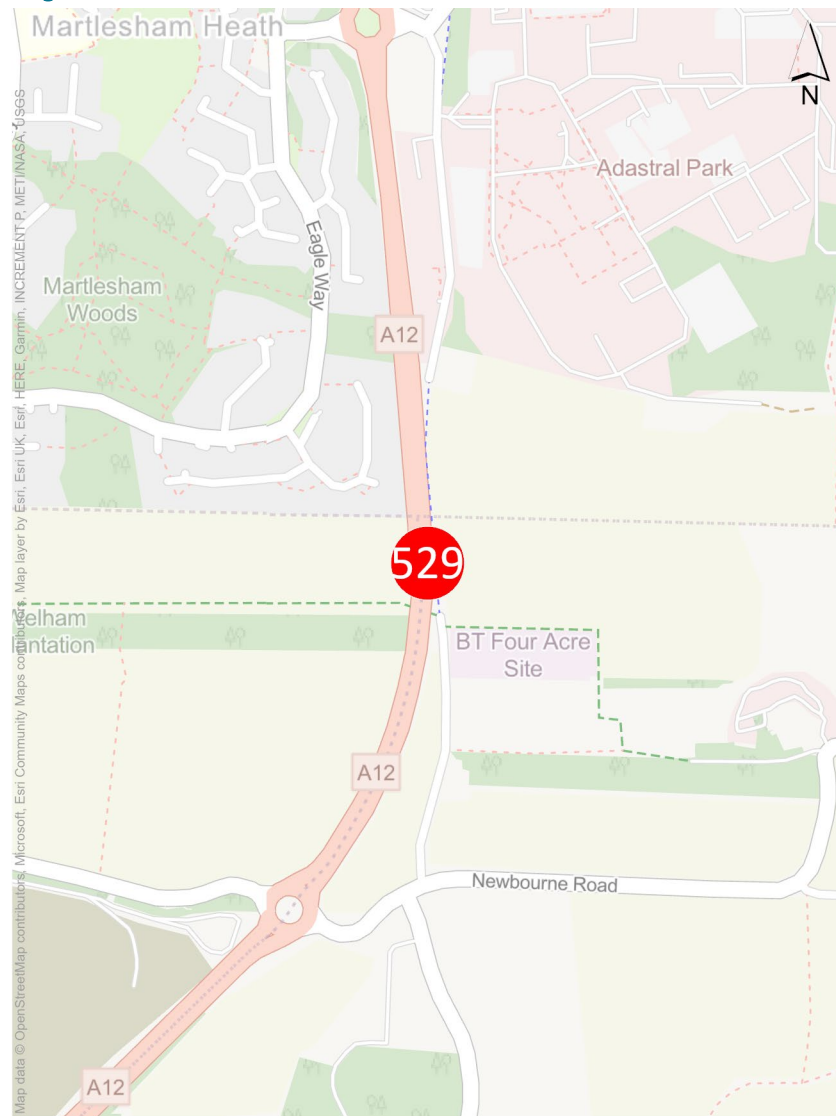
Name	Category Explanation	Scoring explanations
Connectivity and Growth	This criterion determines whether the improvement will result in a better-connected locality and encourage sustainable growth.	Higher scores will be given to new infrastructure that provides connectivity to isolated developments/settlements 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.	The Propensity to Cycle Tools (PCT) and Datashine 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

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

## Brightwell



### Reference

529

### Where is the matter/improvement located?

A12 crossing out of Brightwell Lakes.

### What is the matter/improvement?

I fully endorse comment 278 relating to connections for new development. The opportunity should be taken to view the whole area from Brightwell Lakes/Martlesham to the hospital/Ipswich as a single cycle friendly zone containing housing, employment, retail, educational facilities etc ideal for developing cycling priority routes

### Please suggest a possible solution / improvement

Safe crossing under A12, upgrades to existing bridleway from crossing into Kesgrave, linking with cycleways to hospital and Ipswich and national cycle network

### Scoring Comments

Connectivity and Growth: This option is made difficult by the Ipswich Heaths SSSI. This is specifically due to the use of bridleway 6 - in situ or re-routed to 'snap' to the southern boundary of Martlesham Heath, the latter of which would be the preferred option for ease of onward travel - as both options cross the SSSI. It is for this reason that the Strategy recommends transitions through Martlesham Heath to access Dobbs Lane and Longstrops Bridleway, instead. With that said, this connection would be extremely valuable for future commuters and leisure cyclists residing in the Brightwell Lakes development. From a C&G perspective, this scores a full score of 3.

Modal Shift: As above - Brightwell Lakes is set to house over 5,000 people - direct connections for cycling/walking to and from Martlesham,

Woodbridge, Ipswich and Felixstowe are critical for ensuring meaningful alternatives to private car access to employment, retail, services and leisure opportunities in these locations are accessible.

Optimisation: Entirely new infrastructure so cannot be scored under this category.

Safety: Total segregation, so full score.

Biodiversity: -2 given rather than -3 because the optio to route Bridleway 6 around the SSSI designated site is there, however, it would likely be close and may still have development impact depending on the level of modal shift success on this route. Higher numbers of pedestrians and cyclists around the SSSI are more likely to cause disturbance to protected flora and fauna of the site.

Leisure: Scored 2 as some leisure value - principally a commuter corridor, though.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	3	0	3	-2	2	9

## Bucklesham



## Reference

599b

## Where is the matter/improvement located?

GR 242407

## What is the matter/improvement?

Bucklesham/Levington bridleway #21 has been severed by the A14. As the only safe AT crossing for 6.5 Kms between Trimley pedestrian bridge and the A1156 road bridge at GR 223433, this seriously deters AT

## Please suggest a possible solution / improvement

- 1: As per reference 272, provide a safe way across the A12/A14 junction at Seven Hills.
- 2: Provide a pedestrian/cycle bridge at #21.
- 3; Negotiate with the owner of Walk Farm for ATs' to use the tunnel at GR 252396. This might need traffic type lights at each end so that farm vehicle drivers are forewarned

## Scoring Comments

Connectivity and Growth: In tandem with the infrastructure improvements recommended for the Ipswich to Felixstowe Key Corridor along Felixstowe Road (both of them), re-connecting both halves of Levington Lane and installing a new cycle/pedestrian bridge would be highly effective in opening up active travel to and from Bucklesham which is currently cut off for those that will not ride bikes on-carriageway, and therefore are unwilling to ride towards Ipswich via Bucklesham Road (Seven Hills roundabout is highly unsuitable so not an option or improvements included in the Strategy) or Felixstowe via Brightwell Road/Innocence Lane; this connection is most relevant for those wishing to access south-

east Ipswich's more industrial areas, and those travelling towards Felixstowe. A score of 2 is given.

Modal Shift: No modal shift data as non-existent route. Score of 1 is given as an estimate of the impact.

Optimisation: Full score given as a fully segregated scheme.

Safety: As above.

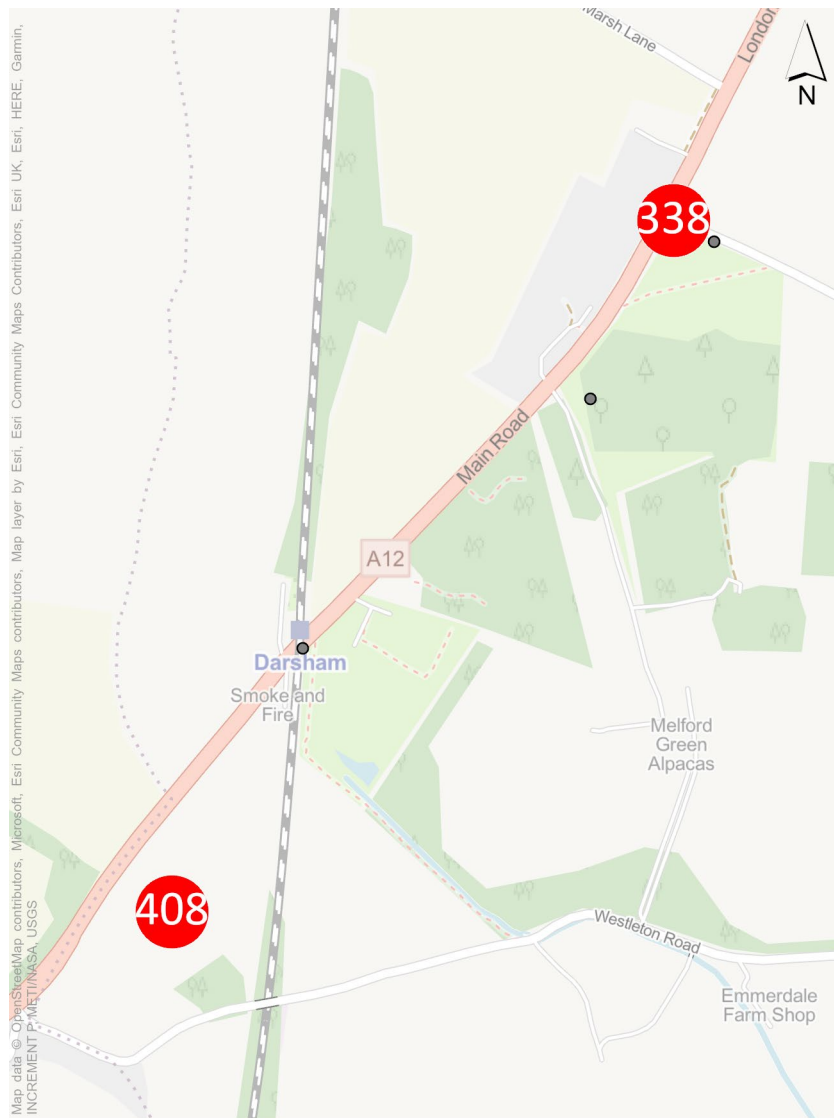
Biodiversity: No anticipated negative biodiversity affects.

Leisure: Some leisure value, score of 1 given.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
2	1	3	3	0	1	10



## Darsham



## Reference

338

### Where is the matter/improvement located?

Junction of A12 and The Street, Darsham

### What is the matter/improvement?

Twice we have used the train from/to Ipswich to/from Darsham Station to ride out to the coast. We used the cycle path beside the A12 to get to 'The Street'. It was extremely difficult to cross the A12, traffic in both directions was continuous and travelling fast (possibly faster than the 40mph speed limit) and we had to wait for a considerable time for a gap in both directions before being able to cross SAFELY. My suggestions for improvement are shown below. Not safe for adults let alone children

### Please suggest a possible solution / improvement

1. A signalised crossing for pedestrians and cyclists
2. Lower speed limit on the road at this point
3. Advance signs warning of cyclists and/or pedestrians crossing.
4. Painting SLOW PEDESTRIANS/CYCLISTS CROSSING on the road in each direction.
5. Install a speed camera at this location.
6. Install a central refuge to allow the road to be crossed in two stages.

### Scoring Comments

Connectivity and Growth - New crossing will not create a new route as such but instead make use of the existing infrastructure.

Modal Shift - PCT uplift of 25 meaning that this category scores zero.

Optimisation - The new crossing will improve the existing footways to allow pedestrians to access the Street from Darsham Station safely.

Safety - Providing a safe crossing on the A12 will be beneficial and score maximum points.

Biodiversity - No effect on biodiversity.

Leisure - scores maximum as it will link into the tourism and leisure key corridor.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
0	0	3	3	0	3	9

**Reference**

408

**Where is the matter/improvement located?**

Darsham Station

**What is the matter/improvement?**

Lack of connecting cycle/footpath to/from Darsham station towards Westleton, towards Yoxford

**Please suggest a possible solution / improvement**

With land allocated for development why not include a dedicated cycle/foot path connecting Darsham Station with Westleton Road through this development and Darsham Station to Yoxford by widening the A12 footpath to cycle/footpath specification

**Scoring Comments**

Connectivity and Growth - Connecting the train station with the allocation will provide a high quality new connection.

Modal Shift - PCT score below 30.

Optimisation - No existing infratsructure.

Safety - Redirecting pedestrians and cyclists away from the A12 and through the development will have pedestrian benefits.

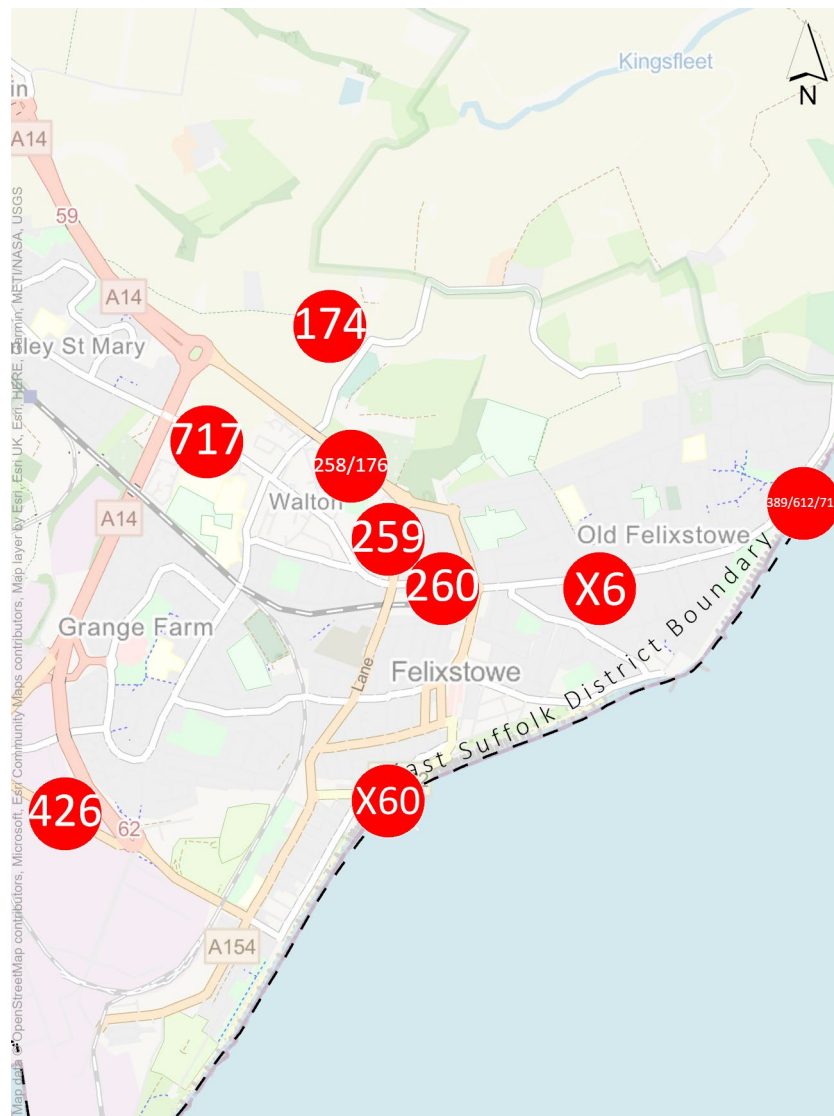
Biodiversity - No effect as this land is allocated for development.

Leisure - Pathway could be linked into the Tourism and Leisure route.

If this route is not achieved then widening the existing path could be considered as a fall-back approach.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	0	0	3	0	3	9

## Felixstowe



## Reference

174

### Where is the matter/improvement located?

The bridleway which passes Hill House Cottages and Candlet Farm between Gulpher Road and Thurmans Lane

### What is the matter/improvement?

This bridleway is a perfect route to take cyclists off the High Road and High Street through the Trimleys.

There has already been comment on the issues facing cyclists travelling along High Road and High Street where they have to move in and out of moving traffic because of parked cars in the dedicated cycle lane.

### Please suggest a possible solution / improvement

Improve the bridleway surface and provide adequate signage to divert cyclists onto this route.

This would greatly improve the safety and encourage more people to use their cycles when travelling to work and for pleasure.

### Scoring Comments

Improving Bridleway 10 to LTN 1/20 standards is critical to access to the North Felixstowe Garden Neighbourhood (NFGN) from the Trimley Villages or Kirton, and potentially the main route in for cyclists/pedestrians originating from Ipswich (west) or Woodbridge (north) way. It needs consistent smooth surfacing throughout to be accessible to road bikes and pedestrians with reduced mobility.

Connectivity and Growth: 1 - This route is already accessible to off-road cyclists and already well used, according to Strava Metro data, however

opening it up to all active user types in tandem with the NFGN development coming forward will provide some additional connectivity and growth benefits.

Modal Shift: 2 - No PCT data, but bridleway 10 is considered to be of relatively little commuting, but may be of school travel value by giving Trimley-based pupils of Felixstowe Academy a traffic-free route via the site know as Land North of Walton High Street.

Optimisation - 3

Safety - 3 ideally, post development bridleway 10 should have no vehicle use at all, and would therefore qualify as a cycle track.

Biodiversity - 0

Leisure - 3

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
1	2	3	3	0	3	12

### Reference

A new cycle connection between Gulpher Road and connecting to the Garrison Road and Colneis Road roundabout was suggested twice under comment 258 and 726. Comment 258 has been included below as an example and comment 726 can be viewed in the separate 'Community Comments Assessment' document.

### Where is the matter/improvement located?

A154 Candlet Road between Garrison Lane Roundabout and Gulpher Road overbridge

### What is the matter/improvement?

The improvement required is a segregated cycle lane - an essential component for a continuous safe route between Hamilton Road (Town Centre) and the new North Felixstowe Garden Village Development and planned new leisure centre

### Please suggest a possible solution / improvement

There is ample room on both sides of the A154 Candlet Road for a segregated cycle lane between the locations suggested, but preferable on the south west side. This would link in with the existing cycle/pedestrian crossing across Garrison Lane, to link with the existing Grove Road cycle path to the Grove Medical centre, access to the Town Council's Cowpasture Allotments and my proposed segregated cycle lane alongside Garrison Lane (east side) from this point to Fairfield Avenue.

### Scoring Comments

Connectivity and Growth: A cycle/pedestrian parallel to Candlet Road, irrespective of side (adequate crossings/joining points from either side would need to be included), will be critical for east to west movement across the North Felixstowe Garden Neighbourhood (NFGN) and accessing

the NFGN from the south (e.g. from Garrison Lane/Grove Road/Spriteshall Lane).

Modal Shift: As above - as the NFGN is an entirely new community and this scheme would predominantly serve their needs, the MS score is estimated based on the uplift in the level of cycling anticipated with it compared to without it.

Optimisation: New infrastructure so not scored under this category.

Safety: Intended to be fully segregated from vehicles, though with some inevitable crossing points of vehicle accesses. Score of 2 given.

Biodiversity: Negative biodiversity score due to loss of mature trees, however it is intended that over the long term these trees would be replaced on the NFGN site.

Leisure: High leisure value, particularly for older children and young people that might enjoy playing on the track as a safe space from vehicles.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	3	0	2	-1	3	10



**Reference**

259

**Where is the matter/improvement located?**

A154 Garrison Lane (from Fairfield Avenue northbound to Grove Road roundabout) - segregated cycle lane

**What is the matter/improvement?**

The suggested IMPROVEMENT is a segregated cycle route alongside the southbound side of the A154 Garrison Lane, between the Grove Road roundabout and the pedestrian entrance to Fairfield Avenue.

**Please suggest a possible solution / improvement**

A safe cycle route is desperately needed between Hamilton Road (Felixstowe Town Centre and Railway Station) to the new North Felixstowe Garden Village Development and proposed new leisure centre. Part of this could be a segregated cycle lane, which is possible on the east side of the A154 between Fairfield Avenue and the Grove Road roundabout, which would link in with the signalled crossing to Taunton Road, the crossing to Cowpasture Allotments and the cycle way along Grove Road to the medical centre, Eastward Ho sports facilities and Abbey Grove woodland

**Scoring Comments**

Connectivity and Growth: Connecting the NFGN to the Grove Road roundabouts with cycling and walking infrastructure, and (at least) a bi-directional track along Garrison Lane's east side to the High Road crossroads, is critical for sustainable onward travel and integration with existing Felixstowe. Full score of 3 given.

Modal Shift: Modal shift score of 3 was given due to the importance of these improvements to connecting future residents/visitors (particularly as

the NFGN will include a new leisure centre) of the NFGN with the town's employment/retail/services, and other residential areas.

Optimisation: A score of 3 is given as currently there is a poor quality informal footpath (not a PROW) in this location.

Safety: 0 as no anticipated significant green space loss.

Leisure: A score of 1 is given due to the connection facilitating movement between the Primary Shopping Area (Hamilton Road), the new leisure centre and the train station.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	3	3	3	0	1	13

**Reference**

260

**Where is the matter/improvement located?**

Between Glenfield Avenue and Fairfield Avenue

**What is the matter/improvement?**

Signposting a cycle route

**Please suggest a possible solution / improvement**

A safe cycle and walking route is desperately needed between Hamilton Road/Town Centre, the railway station and the new North Felixstowe Garden Village development and proposed new leisure centre. This is possible by using the route: Hamilton Road (Great Eastern Square) to the Railway Station, thence Station Approach, across High Road West into Glenfield Avenue, left into Fairfield Avenue. At the northern end of Fairfield Avenue, open up existing pedestrian access onto a segregated cycle route alongside the A154 Garrison Lane northbound to the Grove Road roundabout, linking in with the existing signalled pedestrian crossing to Taunton Road/Candlet Road (with proposed segregated cycle lane as far as Gulpher Road overbridge) - also linking in with the crossing to the Cowpasture Allotments and existing Grove Road segregated cycle lane to the medical centre, Eastward Ho and Abbey Grove.

**Scoring Comments**

Connectivity and Growth: Connecting the North Felixstowe Garden Neighbourhood (NFGN) to the Grove Road roundabouts with cycling and walking infrastructure, and (at least) a bi-directional track along Garrison Lane's east side to the High Road crossroads, is critical for sustainable onward travel and integration with existing Felixstowe. Full score of 3 given.

Modal Shift: Modal shift score of 3 was given due to the importance of these improvements to connecting future residents/visitors (particularly as the NFGN will include a new leisure centre) of the NFGN with the town's employment/retail/services, and other residential areas.

Optimisation: A score of 3 is given as currently there is a poor quality informal footpath (not a PROW) in this location.

Safety: 0 as no anticipated significant green space loss.

Leisure: A score of 1 is given due to the connection facilitating movement between the Primary Shopping Area (Hamilton Road), the new leisure centre and the train station.

The use of Eastern Square shopping centre to access the train station and onward travel is undesirable as it necessitates dismount, and (unconfirmed) probably means access is limited to operational hours.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	3	3	3	0	1	13

**Reference**

Providing a connection from the promenade to Felixstowe Ferry was a popular suggestion appearing under comments 389, 612 and 716. Comment 389 has been included below as an example and the remaining comments can be viewed in the separate ‘Community Comments Assessment’ document.

**Where is the matter/improvement located?**

walkway/promenade from Cobbolds Pt to Felixstowe Ferry (especially from the Dip toilets northwards) .

**What is the matter/improvement?**

This can be an ideal shared use route for cyclists to reach the Ferry off-road, avoiding fast-moving traffic and other hazards (!) on the road through the golf course. Cycle access easy at the Dip.

**Please suggest a possible solution / improvement**

As with the prom south of Cobbolds Point, more clear signage is needed to ensure safety and consideration of all users, especially cyclists being considerate of and giving way to walkers, but also walkers looking carefully when joining prom or changing direction while walking.

**Scoring Comments**

Connectivity and Growth: Connecting up the Promenade would be ideal, though expensive, and would likely incur the need to incorporate coastal defence infrastructure into the design. If fundable, a fully connected, uninterrupted, traffic-free and cycle-able sea-front route between Felixstowe Ferry and Martello Park would be an excellent leisure and tourism asset. Currently Felixstowe Ferry is not safely accessible by cyclists, as Footpath 62 obviously excludes cycling and Ferry Road is known for vehicle speeding and poor visibility. The necessary scheme to achieve this - which would need to upgrade and surface Footpath 62 at least/or

achieve the equivalent - would therefore have high connectivity value. However, Felixstowe Ferry has a small population, and the route would predominately be of leisure value, so score is adjusted to 2.

Modal Shift: As this would be principally a leisure route, and the population of Felixstowe Ferry is quite small, a modal shift score of 1 is given.

Optimisation: Score of 2 given for the improvements to the existing sections, which in places have poor surfacing, though are already segregated from vehicles. Score of 0 given for entirely new sections. 1 overall.

Safety: Score of 3 given as the route is full segregated from vehicles throughout its length.

Biodiversity: A cautious score of -1 is given for biodiversity, as the biodiversity impacts of creating a new section of sea wall where none currently exists are unknown.

Leisure: Full score for leisure.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
2	1	1	3	-1	3	9

**Reference**

426

**Where is the matter/improvement located?**

Walton Avenue (A154) between a point SE of Dooley Road NW towards Dock Gate 2 roundabout

**What is the matter/improvement?**

For no apparent reason, the ability to cycle on the footway stops just short of Dooley Road (in front of Wincanton depot), along the frontage of China Shipping House, as far as just before Dock Gate 2 roundabout. No significant change in the width of the footway

**Please suggest a possible solution / improvement**

Link up these two sections of cycleroute, to avoid having to cycle on the highway between these two points: Walton Avenue (A154) is heavily trafficked with HGVs and other Port related traffic (but very few pedestrians). This (and my other proposals) would lead to a continuous off-road cycleway all the way from the railway crossing at the NW end of Fagbury Road through to the former Beach Station and Beach Station road, around the busy environs of the Port.

**Scoring Comments**

Connectivity and Growth: Though this route currently has some cycling and walking infrastructure, the quality is generally poor and it is not continuous, meaning some cycling must either be on the carriageway or (illegally) on the footways. This route is likely to be used by any Port workers in central/east Felixstowe, and is therefore of high connectivity and growth (and modal shift) value.

Modal Shift: See above. Full score of 3 given.

Optimisation: See Connectivity and Growth - existing infrastructure optimised.

Safety: Full segregation apart from crossing over the Dock Gate 1 roundabout arms when heading east. Score of 2 given.

Biodiversity: Some greenspace (green verges) lost, however these appear highly managed in an urban environment.

Leisure: No anticipated leisure value.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	3	3	2	0	0	11

Modal Shift: As this would be principally a leisure route, and the population of Felixstowe Ferry is quite small, a modal shift score of 1 is given.

Optimisation: Score of 2 given for the improvements to the existing sections, which in places have poor surfacing, though are already segregated from vehicles. Score of 0 given for entirely new sections. 1 overall.

Safety: Score of 3 given as the route is full segregated from vehicles throughout its length.

Biodiversity: A cautious score of -1 is given for biodiversity, as the biodiversity impacts of creating a new section of sea wall where none currently exists are unknown.

Leisure: Full score for leisure.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
2	1	1	3	-1	3	9

## Reference

717

### Where is the matter/improvement located?

Hawkes Lane / footpath to Maidstone Rd & Runnacles Way via railway foot bridge

### What is the matter/improvement?

The short stretch of Hawkes Lane between High Street and the school entrance road, and its continuation as a footpath along the West and South of the school site to the new railway bridge and beyond is poorly maintained, partially overgrown and has negligible signage.

### Please suggest a possible solution / improvement

If also upgraded for cycling use, it could constitute a significant cross town route to the Orwell Green area, the port area and towards Trimley and Ipswich via the A14 footbridge. Additionally it would link with access across the forthcoming Walton North development to Candlet Road, and then to the North Felixstowe Garden Village and the countryside beyond as a major strategic cycle route, potentially from the Deben to the Orwell estuaries.

It should also be made accessible directly from the South Eastern corner of the new Walton Hall Drive, giving access from that estate to the south and west as above.

(See attached map - references C23B)

### Scoring Comments

Connectivity and Growth: A new continuous route from the core of the NFGN through the Land North of Walton High Road, down Hawkes Lane and around the school site to Maidstone Road and the footbridge over to

Felixstowe West and into the Port has been included in the Strategy. It will be of high value to future residents of the NFGN for access to Felixstowe Academy, and potentially also school children coming from Kirton via what is currently (to be improved) Candlet Track. Score of 3 is given.

Modal Shift: No PCT data, based on judgement. NFGN-based school children being able to walk or cycle to Felixstowe Academy safely via well-designed schemes will make a significant difference to vehicular movements into and around the school. Being able to cycle directly to the Port via the Hawkes Lane footbridge will also provide an opportunity for an uplift in commuting. The Land North of Walton High Road site will hopefully - via a new crossing over Candlet Road and Treetops/Gulpher Road - connect directly into a new bi-directional cycle track that will run parallel to Candlet Road up to The Grove, after which new cycle infrastructure down Garrison Lane (bi-directional track) or Beatrice Avenue (modal filtered on-road) will transfer them to Hamilton Road, the Primary Shopping Area for employment and retail goods and services access. In conjunction with these other routes, the north-south route between Maidstone Road and Candlet Road via Felixstowe Academy and the Land North of Walton High Road site have the potential to create significant modal shift to cycling and walking.

Optimisation: Score of 1 given as, though the section through the Land North of Walton High Street site is new, improvements to the existing Hawkes Lane route and railway bridge are included. The respondent is right to highlight how critical maintenance of this route will be to its success, particularly given the green edges around Hawkes Lane that could quickly become overgrown and inaccessible in the summer months.

Safety: 2 given as not all of the route is segregated from vehicles due to the need to cross the High Road.



Biodiversity: 0, no anticipated significant affects.

Leisure: Intended for commuting/school journeys.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	3	1	2	0	0	9

**Reference**

X6

**Where is the matter/improvement located?**

HIGH ROAD EAST

**What is the matter/improvement?**

CONVERT TO SHARED USE BOTH EAST BOUND FOOTWAYS TOWARDS THE EXISTING PED ISLAND. LENGTHEN THE ISLAND AND EXTEND DROP KERBS TO PROVIDE A CYCLE CROSSING BETWEEN ROSEMARY AVENUE & PICKETTS ROAD

**Please suggest a possible solution / improvement**

**Scoring Comments**

Connectivity and Growth: High Road East currently has advisory cycle lanes (painted lines) which offer no protection for cyclists, and are not considered LTN 1/20 compliant for meeting the needs of most people due to the speed and volume of traffic in this location. Creating a form of segregation is therefore appropriate, and there are pros and cons to being shared paths or cycle lanes. Shared paths can be argued to be more inclusive than cycle lanes, and more appropriate for connecting families with schools, however shared paths - due to the need to negotiate with pedestrians - are much slower than cycle lanes, and therefore are less suitable for the peak time commuter cyclist. As far as Connectivity and Growth is concerned, a high score of 2 is appropriate.

Modal Shift: This response proposes shared paths which, in this location, are likely to be less relevant than cycle lanes as the latter better meet the need of peak time commuter cyclists, however this section is en route (When travelling westwards) for the Fairfield Infants School, and therefore

shared paths would be appropriate. Both options therefore have modal shift value. The development of the Land at Brackenburg Sports Centre site (SCLP12.5) is likely to be higher density in nature than surrounding development, and is likely to come forward as predominantly flats, which may bring in more working age households - which further increases the relevance of segregated infrastructure in this location. Score of 3 is given.

Optimisation: Full optimisation score as shared paths, particularly if their elevation from the carriageway (i.e. as with normal pavements) is teamed with additional physical barriers (e.g. bollards, knee rails, etc) to prevent pavement parking/vehicle incursion, provide full segregation from cars.

Safety: As above.

Biodiversity: No foreseen effects.

Leisure: Moderate leisure uplift for onward access to the sea front.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
2	3	3	3	0	1	12

**Reference**

X60

**Where is the matter/improvement located?**

FELIXSTOWE LEISURE CENTRE

**What is the matter/improvement?**

CONSTRUCT NEW OFF ROAD FACILITY FROM UNDERCLIFFE ROAD TO SEA ROAD BEHIND SEA FLOOD WALL. SCDC ASPIRATIONAL ROUTE

**Please suggest a possible solution / improvement**

**Scoring Comments**

Connectivity and Growth: No connectivity and growth value due to the immediate alternative of using the Promenade for the same journey.

Modal Shift: PCT shows that a scheme along Sea Road would create a significant uplift in commuter cycling, however this is based on the Promenade having not been recognised as a route (as it is not a highway/on-carriageway route).

Optimisation: Full segregation from Sea Road by being behind the flood wall provides a high safety uplift whilst not impacting the function of the carriageway. However, from a whole-network point of view, this scheme is not considered to be the best solution for this movement corridor (i.e. parallel to the coast) versus the Promenade.

Safety: Full segregation from Sea Road by being behind the flood wall provides a high safety uplift whilst not impacting the function of the carriageway. However, from a whole-network point of view, this scheme is

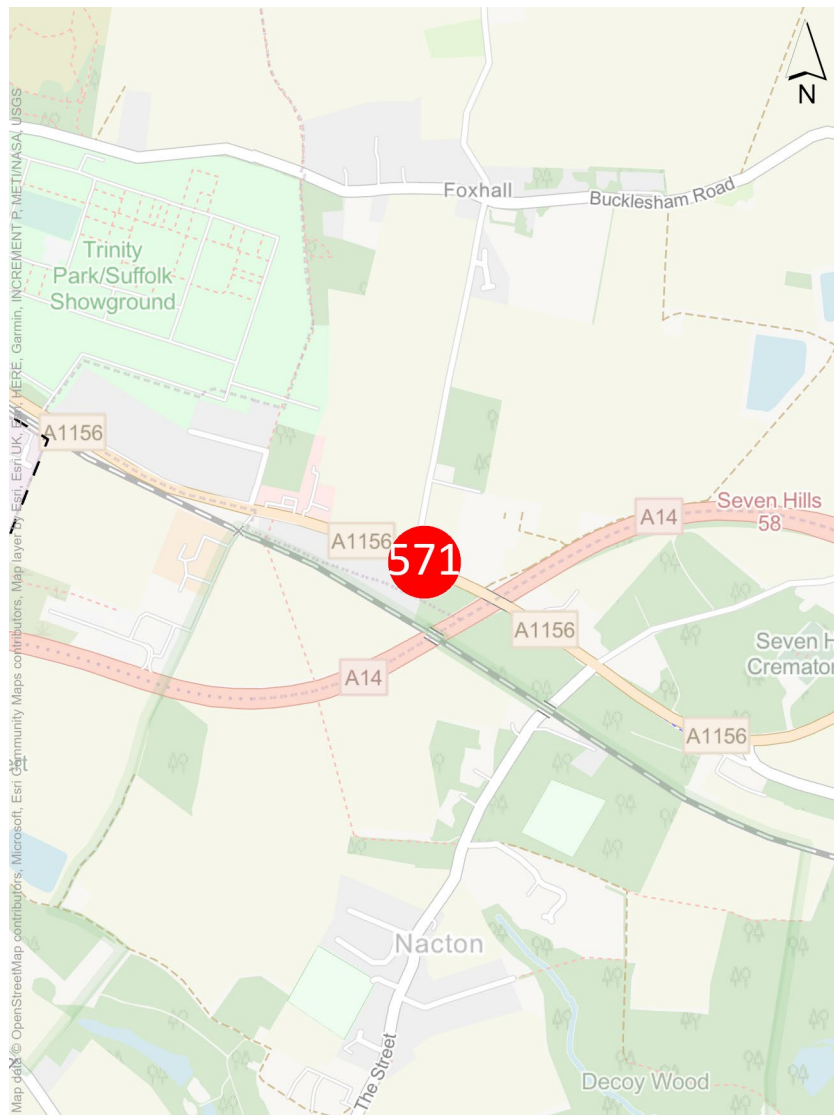
not considered to be the best solution for this movement corridor (i.e. parallel to the coast) versus the Promenade.

Biodiversity: A cautious -1 score is added for the likely necessary reduction in some of the Felixstowe sea front green space to achieve the infrastructure, if it were acceptable and possible.

Leisure: High leisure value.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
0	2	2	3	-1	3	9

## Foxhall



### Reference

571

### Where is the matter/improvement located?

Junction from Felixstowe Road (A1156) and Straight Road

### What is the matter/improvement?

Cyclists seeking westbound on the popular A1156 Felixstowe Road seeking to turn north up Straight Road have a limited opportunity to safely merge to the centre of the road with fast moving traffic behind them.

### Please suggest a possible solution / improvement

Provision of a cycleway along the A1156 and any additional safety features to enable cyclists to be able to turn right in to Straight Road (and potentially right from Straight Road on to the A1156).

### Scoring Comments

Connectivity and Growth: This comment supports the delivery of the main section of the Ipswich to Felixstowe Key Corridor - segregated infrastructure along Felixstowe Road 'west' (A1156).

Modal Shift: PCT shows modal shift potential here is high.

Optimisation: A shared path to allow a right turn onto Straight Road would require new infrastructure on the northern edge of the main road.

Safety: As above; segregated infrastructure throughout most of this length (besides the use of service roads where they occur) provides the high score of 2, but not a full score of 3.

Biodiversity: No anticipated effects.

Leisure: Considered likely to have high leisure value as the route connects Ipswich and Felixstowe.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	3	0	2	0	2	10

## Halesworth



### Reference

Improvements along Saxons Way was very popular with comments 282, 294, 314 and 812 having different permeations with connections suggested as far north as Sparrowhawk roundabout. Below is comment 294 as an example and the remaining comments can be viewed in the separate 'Community Comments Assessment' document.

### Where is the matter/improvement located?

A144 - East side of Saxons Way and London Road in Halesworth, from the Quay Street/Norwich Road roundabout south to the junction between London Road and Bramfield Road

### What is the matter/improvement?

Current NCR1 cycle route through the town Thoroughfare requires dangerous mixing of cyclists with pedestrians and is too complicated. Importantly it routes through the busy central car park which is hazardous for riders to mix with multiple/reversing parked vehicles. The proposal links safely with the separately proposed shifting of the A144 Norwich Road cycle path to the west of the road, via the use of the existing pelican crossings on Saxons Way and/or Norwich Road

### Please suggest a possible solution / improvement

Pavements along Saxons Way, from Quay Street roundabout to the Coop/London Road roundabout should become safe, shared cycle and pedestrian paths. There is adequate council-owned land to provide this on the east side of Saxons Way and east side of London Road.

Route should continue along the east side of London Road to the Bramfield Road junction (main route into Halesworth from the A12)

This route creates the key movement corridor through the town that enables connections to all major destinations – school, Thoroughfare,



Doctors Surgery, Sports Centre (in development), industrial estates, residential areas

Suggest rerouting of NCR1 away from the Thoroughfare/Bridge Street between the Quay Street and the entrance to the car park removes a confusing and badly signposted national route. The Saxons Way route would remove the confusing one way cycling in the Thoroughfare and the dismount instruction at the southern end of the Thoroughfare.

Agreed by the Halesworth NPSG Cycle advisory group.

**Scoring Comments**

Connectivity and Growth - Saxon's Way (A144) forms of part of the spine road that travels through the Heart of Halesworth and therefore implementing cycling infrastructure along the A144 will provide a key connection to the centre of Halesworth. Moreover, this improvement will link into existing cycling infrastructure further north along the A144.

Modal Shift - Score of 1 has been attributed to Modal Shift due to a modest potential shown in PCT.

Optimisation - This improvement will upgrade an existing footway into a shared pathway allowing use by cyclists in a key location.

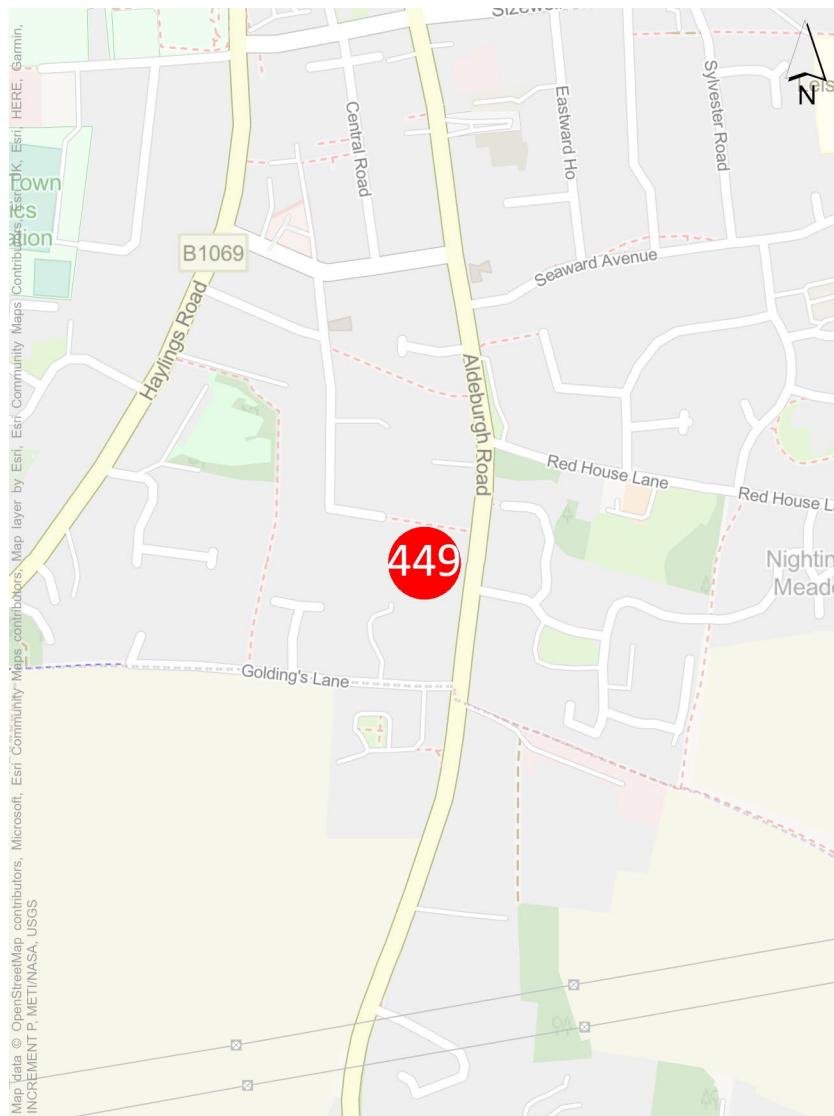
Small - small improvement for safety, the road is often busy however traffic should be moving at 30mph.

Biodiversity - no effect.

Leisure - The improvement connects into the centre of Halesworth providing users access to many leisure facilities and therefore is given a high score to reflect this.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	1	2	1	0	2	9

## Leiston Cum Sizewell



### Reference

449

### Where is the matter/improvement located?

GOLDINGS LANE - ALDEBURGH ROAD - THROUGH TOWN CENTRE TO WHITE HORSE (WATERLOO AVENUE/STATION ROAD JUNCTION)

### What is the matter/improvement?

B1069 Haylings Road via Goldings Lane (part on, part off road) to B1122 Aldeburgh Road the north on Aldeburgh Road, High Street and then west to Waterloo Avenue / Station Road junction. On road with short diversion onto service road.

Main route through the town from south to north. Route from Knodishall into Town or to Leisure Centre via 6b or Sizewell via route 4.

### Please suggest a possible solution / improvement

#### Scoring Comments

Connectivity and Growth - This suggestion will connect the South of Leiston into the Town Centre via a combination of off-road and on-road cycle infrastructure.

Modal Shift - The B1122 received a PCT score of 138 which suggests that improvement along this route would result in a degree of modal shift.

Optimisation - No effect.

Safety - Although parts of the route are on-road and most of the route is within 30mph speed limits, a score of one has been allocated to reflect the busy nature of the road.

Biodiversity - No effect.

Leisure - Leiston Town Centre contains a variety of leisure facilities that would be more accessible to residents and visitors as a result of this improvement.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	2	0	1	0	3	9

## Levington



### Reference

Improvements along the 'Old Felixstowe Road' were very popular although slightly different suggested improvements were made. Comment 199 and 735 made suggestions to improve this part of the network. Below is comment 199 and the remaining comments can be viewed in the separate 'Community Comments Assessment' document.

### Where is the matter/improvement located?

Old Felixstowe Road (formerly A45) between Felixstowe Road/Seven Hills and Levington slip road off A14

### What is the matter/improvement?

Ideal stretch of road to introduce segregated cycle lanes &/or reduce speed limits &/or prohibit through vehicular movement other than if required for public transport or "Operation Stack"

An alternative is needed to Cycle route 51 (via Stratton Hall, Levington Church and Nacton village, which although is a picturesque leisure ride, is considerably longer than the direct route, and is also quite hilly in several places

### Please suggest a possible solution / improvement

This was once the main A45 (now A14), the speed limit is still 60mph or 70mph in the dual carriageway near Bridge Road. This 2-mile length of road could be provided with a separated cycle lane in both directions &/or have the speed limit reduced to 20 or 30mph as it runs completely parallel with the A14 dual carriageway. I appreciate the road has historically been used for "Operation Stack", but Port of Felixstowe's Vehicle Booking System has largely removed the need for the road to be designated in this way 24/7/365.

### Scoring Comments

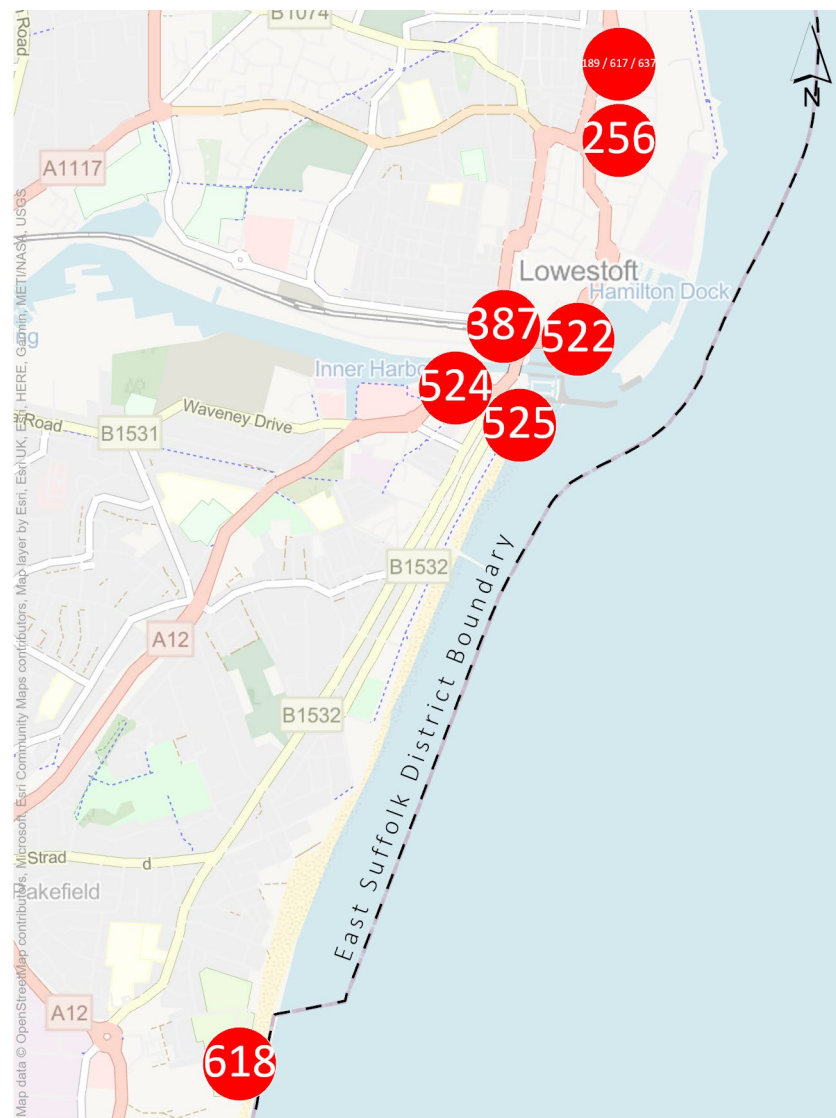
Connectivity and Growth: A cycle lane on the southside of Felixstowe Road 'south' between the junction with Felixstowe Road 'north' and the turning for Levington (Bridge Road) would be a useful addition, and may be deliverable given the two allocated sites in Levington. It may be useful for access to the SCLP12.20 Land at Felixstowe Road site too, depending on where the cycle/pedestrian or single access point to this site is planned for. However, it would not provide as high a degree of segregation as a cycle/pedestrian track, and therefore would likely have less appeal. This route is used by buses and HGVs as an alternative to the A14, particularly as there is an HGV rest stop/lay by south of the turning for Levington a track away from, but parallel to, the carriageway is therefore preferable. However a segregated cycle lane should provide sufficient safety gains to still score a 3 under safety.

Modal Shift: PCT shows a high uplift potential along Felixstowe Road 'south'.

Leisure: Commuting value aside, Levington is a popular leisure cycling destination due to its relative hilliness - a (bi-directional) segregated cycle lane here will add extra access (besides the Nacton Road route) to Levington/help to provide a safer circular route.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
1	3	3	3	0	2	12

## Lowestoft



### Reference

Improving the exit at the top of the High Street onto the A47 was a popular suggestion made by comment 189, 617 and 637. Comment 189 is included below as an example and the remaining comments can be viewed in the separate 'Community Comments Assessment' document.

### Where is the matter/improvement located?

Top of Lowestoft High Street at its junction with the A47 heading south and the junction with the north bound 2 lanes of the A47 there

### What is the matter/improvement?

If cycling north up Lowestoft High Street, when one comes to the A47 junction, there is no dedicated cycle route north. There is a cycle route south along the A47, but nothing the other way. Cyclists then have to traverse 2 lanes of the south bound A47 at a sharp bend by the petrol station, then cycle to the 2 lanes of the north bound A47 cross these and then get to head north. Crossing 4 lanes of a Highways England road, the main artery from Lowestoft to Yarmouth is a health and safety issue.

### Please suggest a possible solution / improvement

Provide a cycle route northwards from the High Street that does not involve crossing 4 lanes of A47 traffic.

### Scoring Comments

Connectivity and Growth - This improvement is located on a key corridor with direct connections into the old High Street.

Modal Shift - PCT suggests a high level of growth potential if quality infrastructure is provided.

Optimisation - This is new infrastructure so has no optimisation benefit.



Safety - The road is 30mph, but busy and with HGV traffic so a score of 2 is deemed reasonable if cyclists are taken wholly off the road.

Biodiversity - There are not significant biodiversity impacts.

Leisure - Connects through to the Old High Street which has leisure benefit. The improvement is comprehensive and connects to other routes giving it a good score.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	2	0	2	0	2	9

**Reference**

256

**Where is the matter/improvement located?**

From Triangle market to top of High st. From Yarmouth Road to Yarmouth

**What is the matter/improvement?**

There is no route that continues from the High St to the villages of Blundeston, Lound and Hopton. Lanes are faded and poorly maintained.

**Please suggest a possible solution / improvement**

Enforce parking rules in the High St, repair the cycle path between Sussex Rd and Harris Avenue. Create a shared path through to Blundeston Roundabout, there are few pedestrians except when the schools comes out .and this is made worse by parents parking on the cycle path to collect their children. Create a purpose built cycle track either side of the Yarmouth Rd through to Yarmouth, Introduce a signal that allows cyclists to leave a traffic light before cars.

**Scoring Comments**

Connectivity and Growth - This improvement is located on a key corridor and will connect to the Old High Street.

Modal Shift - PCT suggests a very high level of growth potential if quality infrastructure is provided.

Optimisation - This is new infrastructure so has no optimisation benefit.

Safety - The road is 30mph, but busy and with HGV traffic so a score of 2 is deemed reasonable if cyclists are taken wholly off the road.

Biodiversity - There are not significant biodiversity impacts.

Leisure - A comprehensive route that connects through to the Old High Street and town centre has leisure benefit. The improvement is comprehensive and connects to other routes giving it a good score.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	3	0	2	0	2	10

### Reference

Improvements to Bascule Bridge were popular suggests and appears in comments 387, 493 and 777. Below is comment 493 as an example and the remaining comments can be viewed in the separate 'Community Comments Assessment' document.

### Where is the matter/improvement located?

The Bascule bridge in Lowestoft

### What is the matter/improvement?

This is a pinch point for cyclists & pedestrians crossing from south Lowestoft to North Lowestoft and vice versa. It is not easy to cycle or even push your cycle across this bridge at busy times. On the north-east side there is rather a lot of "street furniture" to contend with.

### Please suggest a possible solution / improvement

There are currently 3 lanes for motorised traffic crossing this bridge. It would be better if there were only 2 lanes for traffic and a half-lane on either side for cyclists.

### Scoring Comments

Connectivity and Growth - A new cycle lane will provide additional connectivity into a key strategic location as the bridge does not allow cyclists requiring them to dismount so a new cycle lane provides a less disrupted path. However, it is not a significant hinderance so a full score is not considered reasonable.

Modal Shift - PCT shows high use of the bridge currently, but this could significantly rise with good quality infrastructure which is possible (this doesn't factor in the third river crossing). A cycle lane would represent high quality infrastructure so scores a full 3.

Optimisation – The cycle Lane represents an optimisation of the existing bridge by allowing improvements to the existing pedestrian pathway meaning it receives a score of 2.

Safety – Whilst cyclists are forced to dismount currently, they are adequately separated from vehicles so it is not considered a significant safety improvement.

Biodiversity – There are no significant Biodiversity impacts.

Leisure – This will improve connections between several important leisure locations i.e. train station, town centre and seafront. However, the bridge is not a significant hinderance so a full score should not be awarded.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
2	3	2	0	0	2	9

**Reference**

522

**Where is the matter/improvement located?**

Battery Green road in Lowestoft, as it approaches the bascule bridge crossing it is dual carriageway.

**What is the matter/improvement?**

There is no cycle lane along Battery Green road which is an approach road to the bascule bridge, the only crossing point between North & South Lowestoft.

**Please suggest a possible solution / improvement**

To help cycling could the nearside lane be restricted to buses, taxis and cyclists.

**Scoring Comments**

Connectivity and Growth - This road lies on a key corridor with connections to the powerpark and town centre.

Modal Shift - PCT suggests significant growth if infrastructure is created to a good standard.

Optimisation - This would not represent an optimisation.

Safety - The road is 30mph and relatively wide, however as a main trunk road, busy and with HGV use this improvement would offer safety benefit.

Biodiversity - There is no biodiversity impact unless accompanied by tree planting.

Leisure - This scores 1 due to the close proximity and access afforded to the coastal path and town centre. However as an environment it is

significant prohibitive even with cycle provision to not score higher for leisure.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	3	0	2	0	1	9

**Reference**

524

**Where is the matter/improvement located?**

The A12 approach to the bascule bridge in Lowestoft

**What is the matter/improvement?**

The bascule bridge is the only crossing point for cyclists between north and south Lowestoft. The cycle route from the bridge to Tom Crisp Way is not an easy route with many road crossings.

**Please suggest a possible solution / improvement**

Could the inside lane of the dual carriageway be restricted to buses, taxis and cyclists only. This would make the route from the bridge to Tom Crisp Way a much easier and safer route for cyclists.

**Scoring Comments**

Connectivity and Growth - A new cycle lane will provide additional connectivity into a key strategic location as the bridge does not allow cyclists requiring them to dismount so a new cycle lane provides a less disrupted path. However it is not a significant hinderance so a full score is not considered reasonable.

Modal Shift - PCT shows high use of the bridge currently with potential for significant rise with good quality infrastructure which is possible (this doesn't factor in the third river crossing). A cycle lane would represent high quality infrastructure so scores a full 3.

Optimisation – The cycle Lane represents an optimisation of the existing bridge by allowing improvements to the existing pedestrian pathway meaning it receives a score of 2.

Safety – Whilst cyclists are forced to dismount currently they are adequately separated from vehicles so it is not considered a significant safety improvement.

Biodiversity – There are no significant Biodiversity impacts

Leisure – This will improve connections between several important leisure locations i.e. train station, town centre and seafront. However the bridge is not a significant hinderance so a full score should not be awarded.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
2	3	2	0	0	2	9

**Reference**

525

**Where is the matter/improvement located?**

Lowestoft to Hopton

**What is the matter/improvement?**

The Suffolk Coastal Path starts/finishes at Royal Plain in Lowestoft. The Norfolk Coastal Path starts/finishes at Hopton.

**Please suggest a possible solution / improvement**

Could some serious consideration be given to connecting the Norfolk Coastal Path at Hopton to the Suffolk Coastal Path at Lowestoft.

**Scoring Comments**

Connectivity and Growth – Creating a route between Lowestoft and Hopton is part of the key corridor. Whilst remaining close to the coast may not provide the most direct route it would still have these benefits.

Modal Shift – Using PCT it shows that upgrading the A47 and coast Road will have significant modal shift. Some of these numbers could utilise the coastal path instead, however it wouldn't be expected that the full modal shift will occur as many will take the alternative routes so a score of 1 is deemed reasonable.

Optimisation – This does not optimise existing infrastructure

Safety – This will ensure that some cyclists either are taken off the A47, but it is more likely that it will be cyclists using the Coast Road which will utilise this path or entirely new leisure cyclists. Coast Road is national speed limit and it is considered reasonable to score 3.

Biodiversity – The pathway crosses what appears to be an unmanged grass area, that borders agrilcural land. The value of this land appears limited, however if it is part of a dune ecosystem its value may be greater.

Leisure – As a costal path thats off-road this has high potential leisure value as a destination in its own right.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	1	0	3	-1	3	9



**Reference**

618

**Where is the matter/improvement located?**

Pakefield

**What is the matter/improvement?**

From a leisure point of view, cycling Pakefield to Southwold would be excellent. Kessingland is a complete no-go, and beyond that, on the A12 would be nothing short of life threatening, yet there are many country footpaths that with a bit of care could be opened up to the cyclist.

**Please suggest a possible solution / improvement**

**Scoring Comments**

Connectivity and Growth - The suggested improvement connects 3 settlements together with a good range of services meaning a high score is reasonable, however it should be noted that the significant distances between the settlements means some cyclists will be dissuaded making a top score unviable so a score of 2 has been given.

Modal Shift - PCT suggests a small number of cyclists use the A12 between Kessingland to Southwold so has the potential for a reasonable level of growth, but PCT suggests a very large modal shift between Kessingland to Lowestoft giving a top score.

Optimisation - A new path so no optimisation.

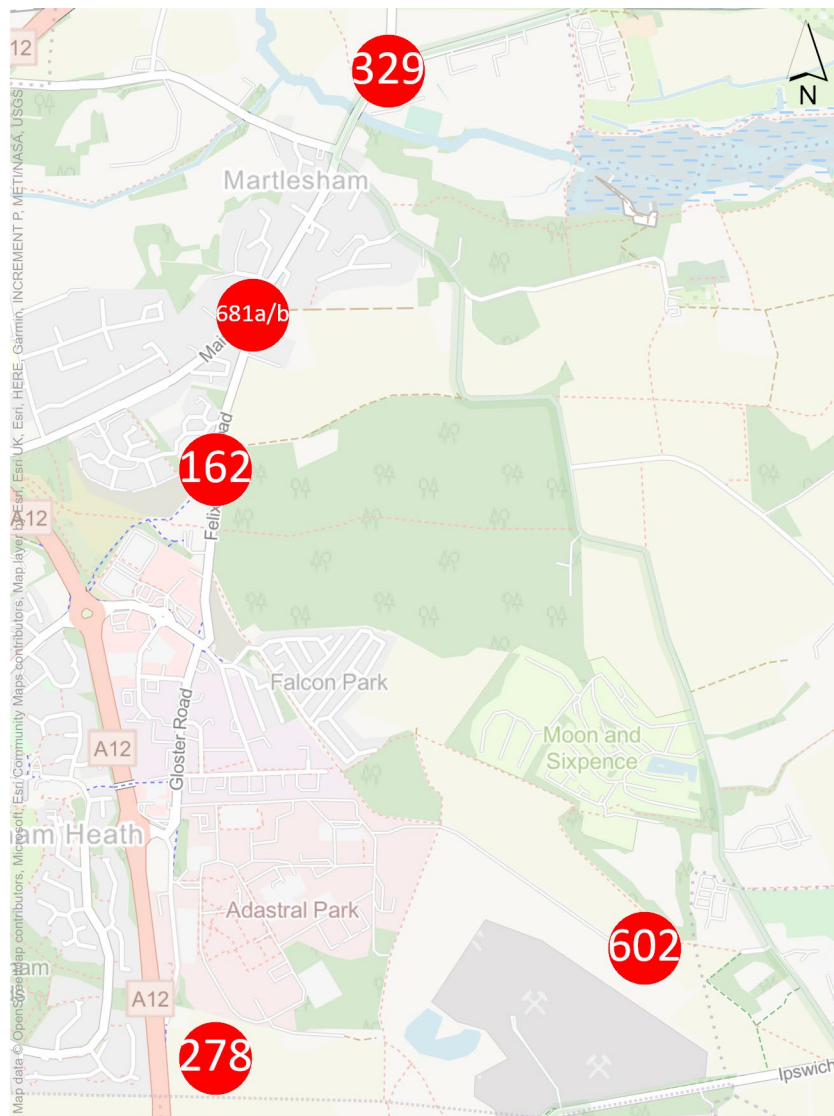
Safety - This proposal takes cyclists off the A12 which is a main road at national speed limit. There are limited alternatives currently between Benacre and Kessingland.

Biodiversity - The definitive map shows a number of PROW routes, but these don't form a connected network. Along the coast there are desire lines even if not a PROW route shown on the definitive map. The full extent of biodiversity impact is not known at this stage, but given the length of the route it is likely some foliage will need removing and a score of -2 is deemed reasonable.

Leisure - This route connects to important tourist locations and would form a highly attractive destination in its own right.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
2	3	0	3	-2	3	9

## Martlesham



### Reference

162

### Where is the matter/improvement located?

Felixstowe Road

### What is the matter/improvement?

It's not safe to cycle or walk along this road with the heavy traffic usage, blind bends and excess speeding. The overgrown plants, narrow path and cycle lanes, and lack of speed awareness are not helping the situation. There's also nowhere safe to cross from the footpath into the community centre.

### Please suggest a possible solution / improvement

Speed signs, possibly even reduce it to 20mph, maintain/cut back roadside plants, provide crossings at crown point and community centre. Also widen the footpath and cycle lanes, making it a one way road would assist this and create a more pleasurable journey.

### Scoring Comments

The comment in relation to speed falls outside the remit of the project and should be passed on to SCC. For the purpose of this assessment, making the road one way, adding crossing points, and widening the footpath and cycle lanes to create a segregated off-road cycle track will be assessed.

Connectivity and Growth –The road represents a modest barrier between those situated on either side, but as a 30mph road it is crossable. The crossing would connect the cycling and walking infrastructure on the east to the community hall and fish and chip shop on the west. A score of 1 is considered reasonable.

Modal Shift – The road is reasonably well used, PCT suggests a modest use contrary to its designation as a cycle priority path, but Strava suggests greater use. The improvement to a high standard whilst making the road one-way would create modest shift.

Optimisation – This improvement would mean change from an on-road to segregated cycle track which results in a score of 3.

Safety – Whilst the road is a cycle priority, it appears that many motorists do not treat the road as such. Whilst the road is 30mph, the improvement is considered beneficial.

B – No biodiversity impact.

L – Brightwell Lakes provides some leisure value, whilst the improvement would not have significant leisure gain, a modest score is reasonable.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
1	1	3	3	0	1	9

## Reference

278

### Where is the matter/improvement located?

Brightwell lakes development Martlesham

### What is the matter/improvement?

Very little to indicate how this development will connect to the local cycling/walking infrastructure, especially on the west (Ipswich) side of the A12...how will a cyclist ride to Ipswich? How will a cyclist ride north to the retail park and beyond to Woodbridge.

How will cyclist be protected when cycling along 'Ipswich Road' Brightwell

### Please suggest a possible solution / improvement

- 1.) provide an independent cycle / pedestrian bridge over the A12 connecting with Lancaster Drive.
- 2.) provide some form of safe route to NCN 1 connection at the Gloster Road / Betts Avenue junction and upgrade (widen) the current pedestrian bridge across the A12.
- 3.) Ensure that all roads within the development have combined cycle / footpaths such as seen at Stowmarket Mortimer Road, such that a young child does not have to cycle on a road to get to school or the local park / shops.

### Scoring Comments

Connectivity and Growth - The A12 is a significant barrier creating a wall between the residential areas to the west and the services and employment opportunities to the east. However, without teaming a second bridge that's located to the south with an onward route that cuts

through the Martlesham Heath woodland up to north west Eagle Way, the onward travel gain of using the southern bridge rather than the existing A12 foot/pedal bridge is lost; the cyclist/pedestrian journey time (and energy) cost to reach the Broomfields shared paths for onward access to Longstrops Bridleway (which is set to be the 'keystone' of the strategic route between Brightwell Lakes and Ipswich) is higher than simply using the existing A12 foot/pedal bridge. The difference is not huge, though. With high levels of modal shift, a second bridge - regardless of the advantage lost - would be worth installing just to manage the pedestrian/cyclist flows, which would largely be coming from the south post-delivery. As suggested by the respondent, replacing the existing bridge with a higher-capacity (wider) and more accessible (less steep) bridge may achieve similar benefits, though.

Modal Shift – Currently travellers must take a very indirect path, the modal shift figure on PCT for the alternative route suggests a reasonable modal shift would be obtained. The Brightwell Lakes development masterplan (at outline stage) indicates extensive use of shared paths is intended.

Optimisation – Providing completely new infrastructure does not represent an optimisation.

Safety – The A12 can be challenging to cross, though an existing bridge does exist and not at considerable distance given the need for onward travel via Broomfield, anyway, plus the new stretch of shared path now expected to come forward in the Martlesham Heath local centre area through a retirement living development (DC/20/1036/FUL) if it is permitted.

Biodiversity – There are no significant biodiversity impacts, unless the new bridge is also teamed with a new route through Martlesham Heath, which is primarily birch woodland.

Leisure – With leisure routes to the west and leisure uses within the employment park itself a reasonable score has been provided for the connections it provides.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
2	2	0	3	0	2	9

### Reference

Improvements to Sandy Lane was a popular suggestion appear in comment 329 and 531 amongst others. Below as an example is comment 329 and comment 531 can be viewed in the separate ‘Community Comments Assessment’ document.

### Where is the matter/improvement located?

Junction of Top Street Martlesham with Sandy Lane in conjunction with proposal further east.

### What is the matter/improvement?

This section of road is used as a rat run and alternative route for car drivers making it less pleasant and less safe for cyclists and walkers.

### Please suggest a possible solution / improvement

Close road to through traffic here as well as further east to provide cyclists with part of a safe and attractive route between Ipswich, Martlesham and Woodbridge.

### Scoring Comments

Connectivity and Growth – the proposal would create a new connection between Martlesham and Woodbridge, which are large and well-established settlements. As Sandy Lane resides within a key corridor, a score of 3 is considered reasonable.

Modal Shift – According to PCT, Sandy Lane is currently well used, and the improvement could score a 3 at the highest standard. However, the route is unlikely to be completely traffic free so the modal shift to the lower standard does not represent as a significant gain. A score of 1 is considered reasonable.

Optimisation – Whilst the proposal provides benefits, it does not optimise the existing route.

Safety – Sandy Lane is a narrow road with a national speed limit and is likely used as a rat run to bypass the main roads. As the road currently does not have either cycling or walking infrastructure, it is considered that a modal filter will provide safety benefits hence a score of 3.

Biodiversity – There are no biodiversity impacts.

Leisure – The proposal would connect to the PROW routes which reside along Martlesham creek and the River Deben - as these are particularly attractive routes that extend through the AONB designation, a score of 2 is considered reasonable.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	1	0	3	0	2	9



**Reference**

602

**Where is the matter/improvement located?**

GR 260 451

**What is the matter/improvement?**

At present, ATs aiming for the Martlesham Retail Park and to cross the A12 via the foot & cycle bridge or either of the tunnels in order to reach the Martlesham P&R, Kesgrave High School, Ipswich Hospital, Town, buses or rail station, and visitors coming the other way, tend to cycle along the tarmac strip as footpaths #23 & 43 are very rough.

**Please suggest a possible solution / improvement**

When Brightwell Lakes are developed, good cycleways to the A12 crossings, must be provided

**Scoring Comments**

The commenter proposes high quality cycleways to the existing A12 crossings. For the purpose of this assessment, improving the existing cycleway along the A12 towards Barrack Square, which should also have a segregated cycle track, will be assessed.

Connectivity and Growth – Creating new cycle infrastructure along Barrack Square will likely have significant connectivity benefit. Barrack Square resides within a key corridor and connects into the Martlesham retail park. The highest score under this category is considered reasonable.

Modal Shift – According to PCT, if infrastructure along the A12 is delivered to the highest standard, the proposal will result in a somewhat significant modal shift, therefore a score of 2 is warranted.

Optimisation – In terms of improving the existing infrastructure along the A12, upgrading a shared path to segregated cycle track usually warrants a score of 2, however the existing infrastructure is particularly narrow and is within close proximity to the A12, which is a dual carriageway with a national speed limit. A score of 3 is considered reasonable.

Safety – Although the cyclists are already separated from the road on the A12, providing infrastructure along Barrack Square will likely have some leisure benefit.

Biodiversity – The proposal will result in the loss of a grassed area, which is likely regularly cut and of limited benefit.

Leisure – Brightwell Lakes provides some Leisure value, whilst the improvement would not have a significant leisure gain, a modest score is reasonable.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	2	3	2	-1	1	10

**Reference**

681a

**Where is the matter/improvement located?**

Felixstowe Road, Main Road and Sandy Lane, Martlesham

**What is the matter/improvement?**

Felixstowe Road, Main Road, and to a lesser extent Sandy Lane, Martlesham, have become a rat run making them dangerous and unattractive routes for pedestrians and cyclists. Unless traffic is reduced on Main Road, it would benefit from safer crossing points for people of all abilities.

**Please suggest a possible solution / improvement**

An MPC paper on Felixstowe Road, “Felixstowe Road traffic calming”, is attached which was previously circulated to the principal authorities and the developer of Brightwell Lakes; the points raised remain pertinent. We have also been pushing for improvements to Sandy Lane via our County Councillors; an MPC paper, “Sandy Lane Speed Limit 2017 – briefing paper” is attached.

**Scoring Comments**

Assessment based on respondent's suggestions.

Connectivity and Growth: C&W improvements and modal filtering of Felixstowe Road are critical to the success of the Felixstowe to Woodbridge (via Brightwell Lakes) key corridor - with it being of particular use to future residents of Brightwell Lakes for getting into Woodbridge, and Woodbridge residents in accessing the retail offer of Beardmore Park. However, a lightly modally filtered solution is not likely to significantly uplift usage from its already high (but would be higher) levels. Modal filtering of Sandy Lane and imposing a speed limit also very important, and

its critical that they are done together in the interest of route continuity. Score of 2 given as need to address cycling route down Main Road and crossings not covered (see Officer's alternative below).

Modal Shift: See above

Optimisation: See above

Safety: 2

Biodiversity: 0

Leisure: 2

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
2	2	2	2	0	2	10

**Reference**

681b

**Where is the matter/improvement located?**

Felixstowe Road, Main Road and Sandy Lane, Martlesham

**What is the matter/improvement?**

**Please suggest a possible solution / improvement**

**Scoring Comments**

Connectivity and growth: 3 as improving the safety and usability of Sandy Lane, Felixstowe Road and Main Road are mission-critical to the establishment of adequate key corridor active infrastructure. Supporting the Portal Avenue MRN improvements indirectly supports the key corridors by providing more permeability and therefore usability of this area of the overall active movement network.

Modal Shift: Modal shift only represents a modest uplift on Felixstowe Road and Sandy Lane when in 'near market' mode, which reflects the use of a modal filter on Felixstowe Road that include bus use and local resident use, rather than full segregation. Likewise, Sandy Lane would be closed to through traffic but still used by commercial vehicles for access to commercial properties at the southern end, and may still be used as a cut through when accessed via California (its not reasonable to modally filter them both as residents at the B1438 end would have to drive all the way around to the The Street entry point to drive up and access their properties). However, Main Road has significant potential for total segregation in places and the creation of LTN1/20 compliant shared paths (though usage along this corridor is likely to exceed the guidelines on the

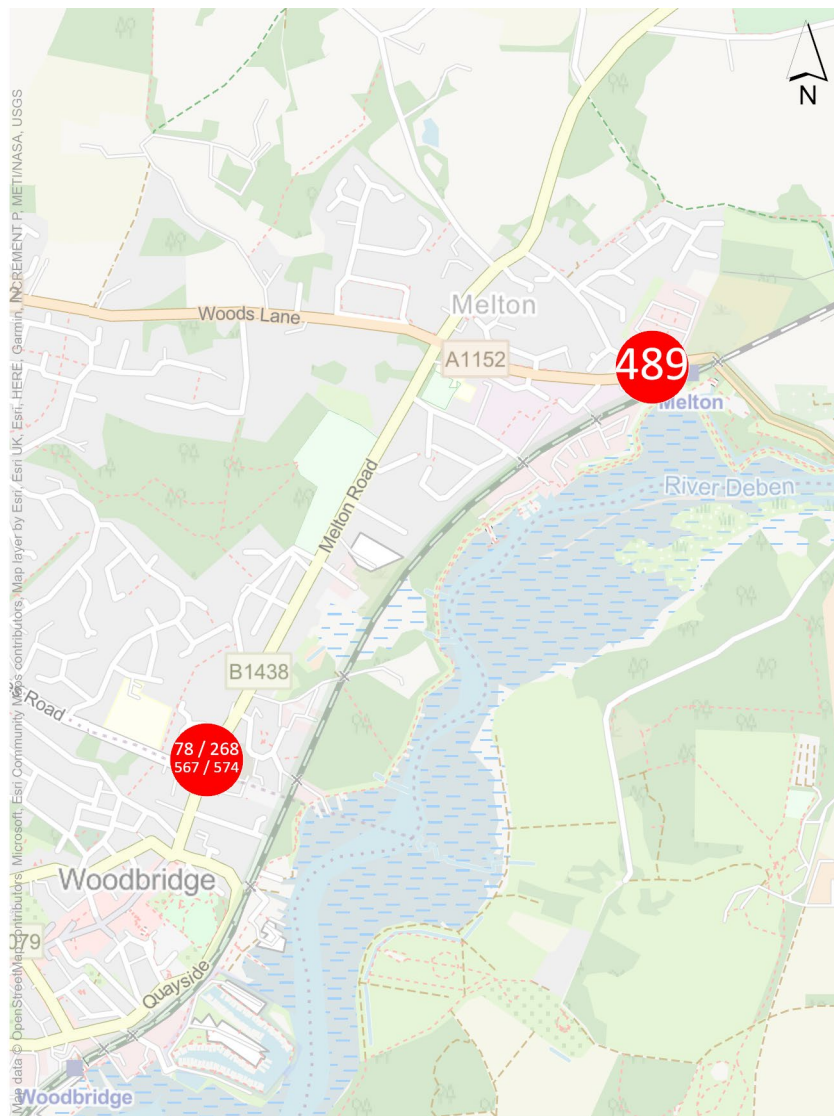
use of shared paths, which are only meant to be used for low cycling and/or low pedestrian flow routes). A high standard of improvement could have a potentially significant uplift. Averaged out a score of 2 was given.

Optimisation: Optimisation only 2 and not 3 as total segregation not used consistently throughout.

Safety: See above.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	2	2	2	0	2	11

## Melton



### Reference

489

### Where is the matter/improvement located?

Riduna Park / East Suffolk Council Offices / Melton Train Station

### What is the matter/improvement?

There is no sign of any dedicated cycling infrastructure connecting East Suffolk Councils Offices & Riduna Park or Melton Train Station to central Woodbridge and other residential areas within the town. Anyone wishing to cycle to & from must do via a busy A road.

### Please suggest a possible solution / improvement

Widen the footpaths along Wilford Bridge Road and a cycle lane into woodbridge

### Scoring Comments

Connectivity and Growth – The proposal will likely have significant connectivity and growth benefits as not only does Wilford Bridge Road form part of the Ipswich-Melton key corridor, but the proposal will connect to Melton train station, employment sites, and Melton Primary school. With consideration to the previous, a score of 3 is considered reasonable.

Modal Shift – It is likely that infrastructure along this road could be delivered to the highest standard; therefore, using PCT the proposal will potentially result in a significant modal shift hence a score of 3 under this scoring category.

Optimisation – The proposal is for new infrastructure and does not, therefore, optimise the existing.

Safety – Although Wilford Bridge Road has a 30mph speed limit, it is an ‘A’ type road, therefore volume and speed of traffic is likely high. The proposal does have reasonable benefit as it removes cyclists off a road that is sufficiently hazardous.

Biodiversity – The proposal will likely result in the loss of grassed areas that appear regularly cut and of limited benefit.

Leisure – The route in itself has limited leisure benefit, however the proposal would connect to a couple PROWs which access the river path or small green spaces. A score of 1 is considered reasonable.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	3	0	2	0	1	9

### Reference

Improvements along the B1438 was a very popular suggestion with comments 77, 268, 574 and 567 all suggesting improvements. Some suggestions were outside of this strategies remit, but a similar concern emerged. Below is comment 574 as an example and the remaining comments can be viewed in the separate ‘Community Comments Assessment’ document.

### Where is the matter/improvement located?

Melton Road between The Thoroughfare, Woodbridge, and Melton Traffic lights at junction of A1152

### What is the matter/improvement?

This is a popular route for cycles as it's the only way to get from Woodbridge to Melton and across to the Bawdsey peninsular. The road is dangerous for cyclists because there is no space for them. It is heavily used by vehicular traffic and parked cars on the route are a real problem, since car doors can open suddenly as cycles attempt to pass.

### Please suggest a possible solution / improvement

A purpose built cycle path kept clear of parked cars. 20mph speed limit for motor vehicles.

### Scoring Comments

Connectivity and Growth – The proposal would connect Woodbridge and Melton, which are both large and well-established settlements, consequently there is unlikely to be significant ‘everyday use’ due to both settlements having good levels of schools, shops, and employment opportunities. However, the B1438 resides along the Ipswich-Melton key corridor and connects to site allocation SCLP12.32. A score of 3 under this category is, therefore, considered reasonable.

Modal Shift – PCT suggests that the B1438 would experience significant modal growth should it be improved to the highest standard. It appears to be a strong commuter route between Woodbridge and Melton. As a bidirectional cycle track and footway could be provided, using PCT, there would be a potentially significant uplift, this warrants the highest score under this category.

Optimisation – This proposal is for new infrastructure and does not therefore, optimise the existing.

Safety – Removing cyclists of the B1438 has safety benefits. Despite the B1438 having a 30mph speed limit, it is a busy ‘b’ type road, thus volume and speed of traffic is likely high. Also, Melton Road (B1438) has numerous parked cars creating an obstacle. The proposal does, therefore, warrant a score of 2 under safety.

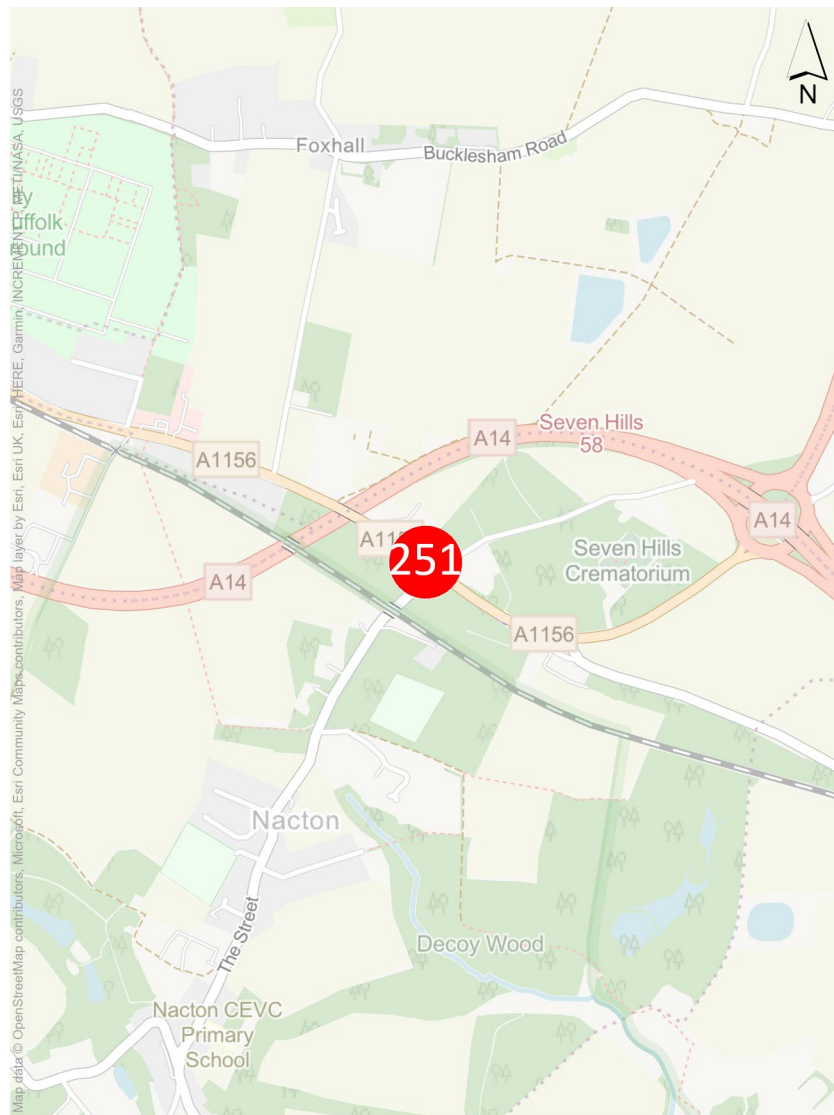
Biodiversity – The proposal will likely have a resultant loss of managed grass areas and the small hedgerow fronting Melton primary school, therefore a small negative score under this category is considered reasonable.

Leisure – The B1438 connects to a small handful of PROWs, which then extends through the AONB along the Deben Estuary; the proposal would connect to Melton Playing fields which is a locally used green space; and the B1438 forms part of the route to Woodbridge town centre which is a leisure attraction due to comparative shopping, drinking/eating establishments, and historical/cultural attractions. With consideration to the previous, a score of 2 is considered reasonable under this category.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	3	0	2	-1	2	9



## Nacton



### Reference

251

### Where is the matter/improvement located?

A1156 Nacton to Warren Heath Ipswich

### What is the matter/improvement?

Limited cycle path from Seven Hills / Nacton into Ipswich

### Please suggest a possible solution / improvement

Consider providing a full cycle/footpath all the way from Nacton (even Seven Hills Junction) towards Warren Heath (Past the Show Ground)

### Scoring Comments

The commenter proposes cycling infrastructure into Ipswich via Felixstowe Road, A1156. Felixstowe Road has some existing infrastructure along the route, which will need to be improved to a higher standard of infrastructure, and new infrastructure needs to be implemented along the sections which currently do not have cycling infrastructure.

Connectivity and Growth – The proposal will have significant connectivity benefits as it will help towards the completion of a key corridor and creates a connection into Ipswich, which is a major service centre.

Modal Shift – According to PCT, if infrastructure is delivered to the highest standard, there will be a resultant significant modal shift, therefore a score of 3 is warranted under this category.

Optimisation – As the proposal will also optimise existing infrastructure from on-road infrastructure to cycle tracks, a score of 3 under this category is considered reasonable.

Safety – Felixstowe Road, as a busy ‘A’ type Road with high-speed limits. Although Felixstowe Road does have cycling infrastructure along some sections of the road, it is poor quality, therefore the proposal will still likely be beneficial. A score of 3 is considered acceptable.

Biodiversity – The proposal will likely result in the removal of managed grass areas, which have limited biodiversity benefit, and the loss of other shrubbery. A score of -2 is deemed reasonable.

Leisure – The proposal will likely have more connectivity benefit than that of leisure, however the proposal will connect into Trinity Park Events centre, which likely has some leisure value, and connect into Ipswich, which is a key town centre and has significant leisure value. As the proposal will have more connectivity benefit and as the route is along Felixstowe Road, which is busy and unlikely considered an attractive leisure route, a score of 2 is considered reasonable.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	3	3	3	-2	2	12

## Oulton Broad



### Reference

Connections to Carlton Marshes was a popular suggestion with comment 191 and 615 making this suggestion. As an example comment 191 has been included below and the remaining comments can be viewed in the separate 'Community Comments Assessment' document.

### Where is the matter/improvement located?

Beccles Road to Suffolk Wildlife Trust's Carlton Marshes

### What is the matter/improvement?

There should be provision of cycle hire at Oulton Broad South railway station for visitors to the Carlton Marshes reserve who arrive by train, also a dedicated cycle route from the station to the nature reserve. This would assist ecotourism, visitor numbers to the reserve and assist locals cycling in the area as well.

### Please suggest a possible solution / improvement

Either a dedicated cycle route by the Angles Way route from the reserve to Oulton Broad or a dedicated cycle route along Beccles Road.

### Scoring Comments

Connectivity and Growth – A proposed route from Nicholas Everitt Park to Carlton Marshes and Burnt Hill Lane bypass Beccles Road which is both a key corridor and highly used as a route along the western edge of the town.

Modal Shift – Improving Beccles Road to a high standard would create a high modal shift, however the potential improvements along the northern section of Beccles Road is low meaning a bypass would attract at least some of the modal shift.

Optimisation – This would represent a new route for cyclists as opposed to an optimisation.

Safety – Beccles Road is 30mph and to the north is relatively straight, but it is normally busy. The third river crossing may alter some traffic patterns but a score of 2 is deemed reasonable.

Biodiversity – Paths appears a reasonable size currently so unlikely to need significant direct biodiversity removal, however there may be some removal in a sensitive area. Increased cyclists to important natural area would need to be considered.

Leisure – The route could provide a leisure destination adjacent the river and adjoining the Carlton Marshes with its new visitor centre. The attractiveness of the route means it is considered a full score.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	2	0	2	-1	3	9

**Reference**

671

**Where is the matter/improvement located?**

Bridge Road, Oulton Broad railway crossing

**What is the matter/improvement?**

Can you tell me if there will be provision in your new, Cycling and walking strategy to modify the existing footpath over the railway bridge on Bridge Rd, Oulton Broad? Cycling over that bridge on the road is very off putting to many cyclists including myself. This is actively discouraging cycling in Oulton Broad.

**Please suggest a possible solution / improvement**

Can the existing pedestrian footpath be modified/widened to accept cycles as well as pedestrians?

**Scoring Comments**

Connectivity and Growth - The bridge lies on a key corridor and represents a significant disruption in any cohesive route giving a high score.

Modal Shift - PCT suggests that the section across the bridge has a high potential for modal shift growth.

Optimisation - This would represent new cycling infrastructure.

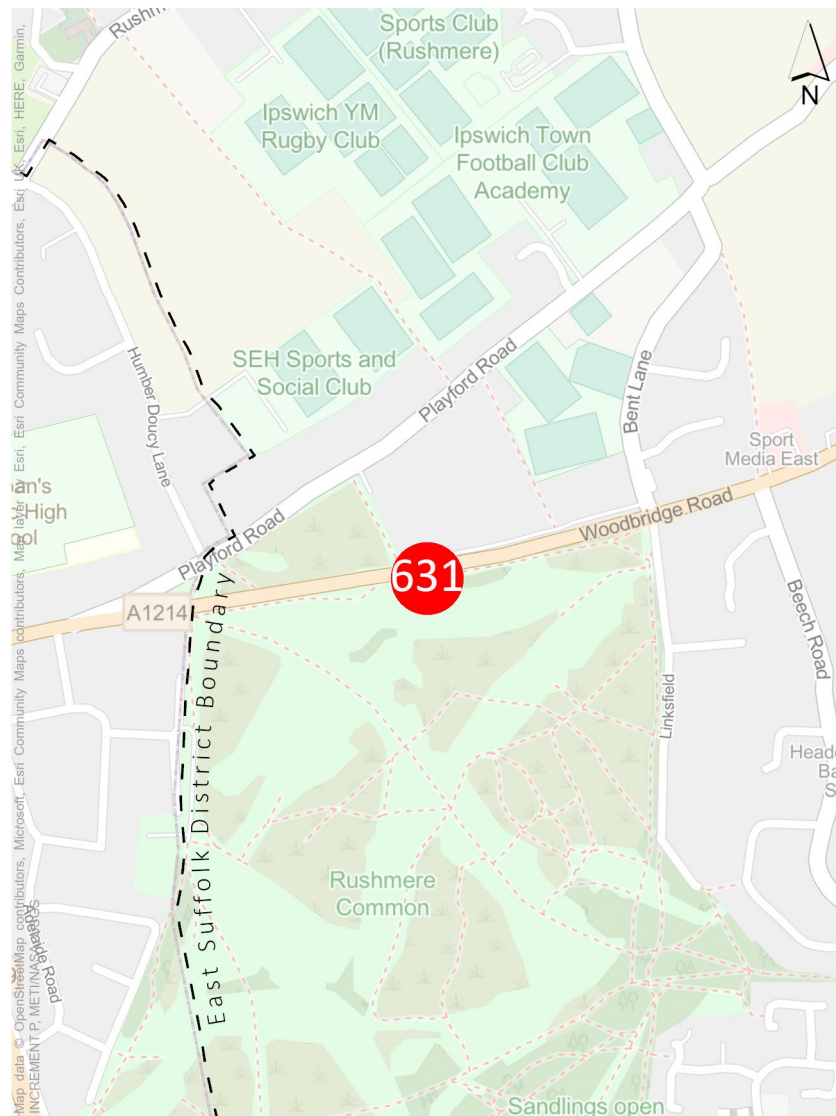
Safety - The section of the road is 30mph, but has scored higher due to its high level of traffic and narrow confines it has increased its score.

Biodiversity - There are no biodiversity benefit.

Leisure - This is a significant pinch point the restricts access through to Nicholas Everitt Park and Carlton Marshes.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	3	0	2	0	2	10

### Rushmere St Andrew



### Reference

631

### Where is the matter/improvement located?

A1214 across Rushmere Heath

### What is the matter/improvement?

Key section of route in the corridor between Ipswich - Kesgrave - Woodbridge. Cyclists have no alternative routes available which are safe and convenient e.g. the footpath across the Heath is a footpath - a sandy track across which there is no legal right to cycle and there is also a risk of being hit by golf balls. And the route via Rushmere village is a long detour. If we are to encourage more people to cycle then this key section of route needs some cycling provision. It's a missing link.

### Please suggest a possible solution / improvement

Widen the A1214 here to create dedicated cycle lanes on either side of the road, segregated from the pedestrian footway. Widen the footway on either side so it's suitable for mobility scooters, wheelchairs, buggies etc. Plant suitable trees along the edge of the footway and Heath - Birch, Oak etc? and a shrub layer - gorse? to create an attractive and sheltered route for pedestrians and an attractive feature in the landscape. I think the land either side of the A1214 here is Common Land - if so, then can the Council find an area of land, comparable in size and in quality in terms of wildlife/landscape quality and public amenity/access in East Suffolk to dedicate as Common Land to substitute/compensate for that taken? And as an enhancement, perhaps East Suffolk could discuss with the owners any appropriate support for wildlife e.g. a wildlife tunnel underneath the A1214 road if helpful for connectivity for amphibians /reptiles other creatures in lowland heath habitats or other support?



### Scoring Comments

Connectivity and Growth: The Strategy recommends a cycling/walking track along the northern edge of the A1214 between the junction with Playford Road and (at least) Doctor Watson's Lane. Cycle Lanes would be a less efficient use of space, less segregated from vehicles, less flexible and may cause more loss of high biodiversity value heath/scrubland on the Common and on the land north of the Common than a track. However, both options would have high C&G value, due to the lack of infrastructure along the northern edge of Rushmere Common. Full score of three is given.

Modal Shift: High potential for MS, so full score of three is given.

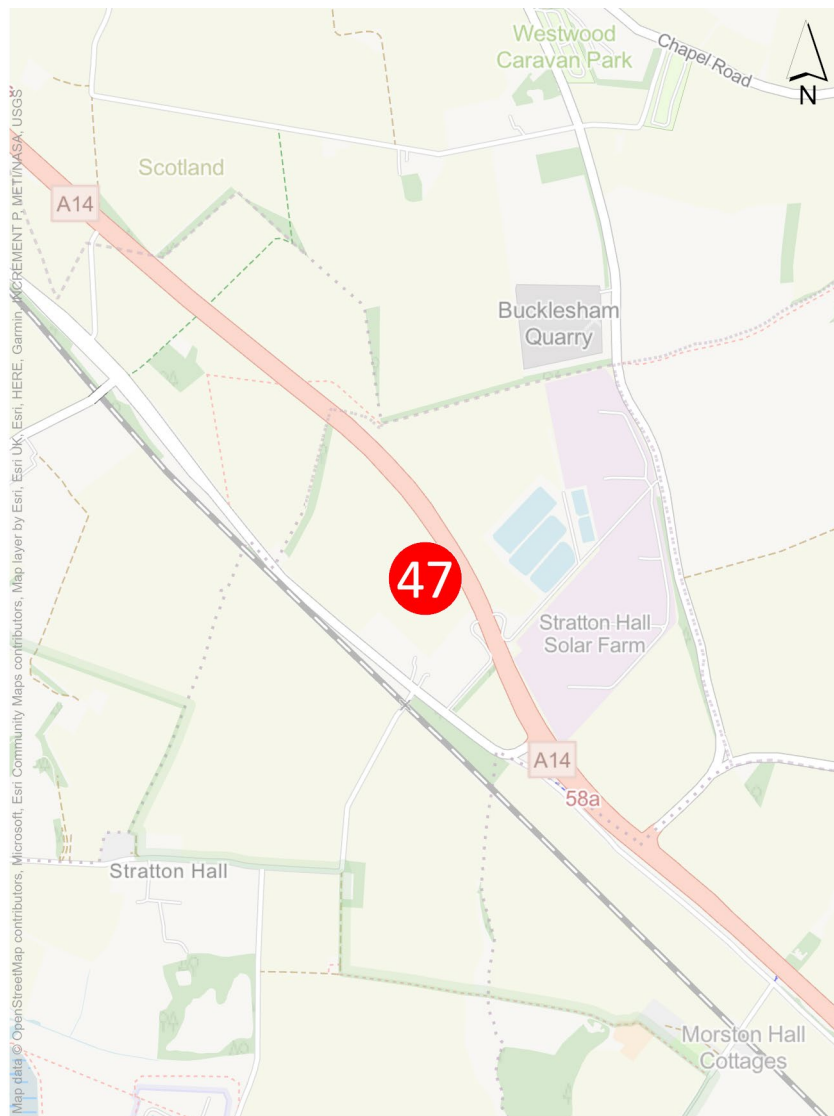
Optimisation: As there is currently no infrastructure for cycling at this point, but segregated cycle lanes are not as effective as pedestrian/cycle tracks, and do not provide pedestrian infrastructure, a score of two is given.

Safety: See O - score of 2 is given for this reason.

Biodiversity: Score of -2 given for biodiversity due to the loss of potentially difficult to replace (and mitigate the effects of) Heathland, which is limited in this area; unknown if Rushmere Common has a supportive relationship with the Ipswich Heaths SSSI, which principally protects the silver studded blue butterfly.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	3	2	2	-2	1	9

### Stratton Hall



#### Reference

47

#### Where is the matter/improvement located?

Between Nacton and Trimley

#### What is the matter/improvement?

Lack of safe walk routes between Nacton and Trimley

#### Please suggest a possible solution / improvement

use 1/2 of the Felixstowe road as a cycle track and walkway

#### Scoring Comments

Connection and Growth: This section forms a significant section of the Ipswich to Felixstowe Key Corridor. The use of Felixstowe Road 'east's redundant dual carriageway to create a cycle/pedestrian track will be of significant connectivity and growth value between Ipswich and Felixstowe, due to the current lack of LTN 1/20 quality infrastructure to facilitate safer cycling between them.

Modal Shift: PCT shows high levels of potential uplift following the delivery of this route (11 to 125). StravaMetro shows significant current use.

Optimisation: Though this creates a new scheme rather than improves an existing scheme, this scheme is unusual in it would put to use entirely redundant carriageway. It has therefore been provided with an optimisation score of three.

Safety: The proposal has a high potential to provide safety benefits.

Biodiversity: No anticipated biodiversity impact.

Leisure: Scheme has high leisure value

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	3	3	3	0	3	15

## Theberton



### Reference

434

### Where is the matter/improvement located?

Old railway line between Aldeburgh and Leiston

### What is the matter/improvement?

Absence of safe cycling route for tourists and residents between Aldeburgh and Leiston. Roads are too dangerous and existing cycle route along coast path isn't accessible for most. We don't have an easily cycled tourist route like other parts of the country.

### Please suggest a possible solution / improvement

The old railway line between Aldeburgh and Leiston provides an ideal route. Starting from the caravan park, heading along the old line, across the road at Thorpeness holt, continuing along the line route until Crown Farm, this would join the existing cycle path along Lovers Lane, a new extension proposed by EDF (DCO) and Leiston's Cycle Strategy route into Town. A tarmac track (Suffolk's version of the 'cinder trail' - route 1 of National cycle network) would give access to many more residents who cannot currently cycle easily or safely between the two towns for work/recreation. It would be a boost for tourism as more people would access the route as a flat and easily cycled surface. E Bikes could be promoted to reduce car journeys.

### Scoring Comments

Connectivity and Growth - Provides a new connection between Aldeburgh and Leiston and then on to potential tourist attractions such as Thorpeness. It is also part of the Tourism and Leisure key Corridor route.

Modal Shift - No PCT data available, however it is reasonable to assume this will be a well used route.

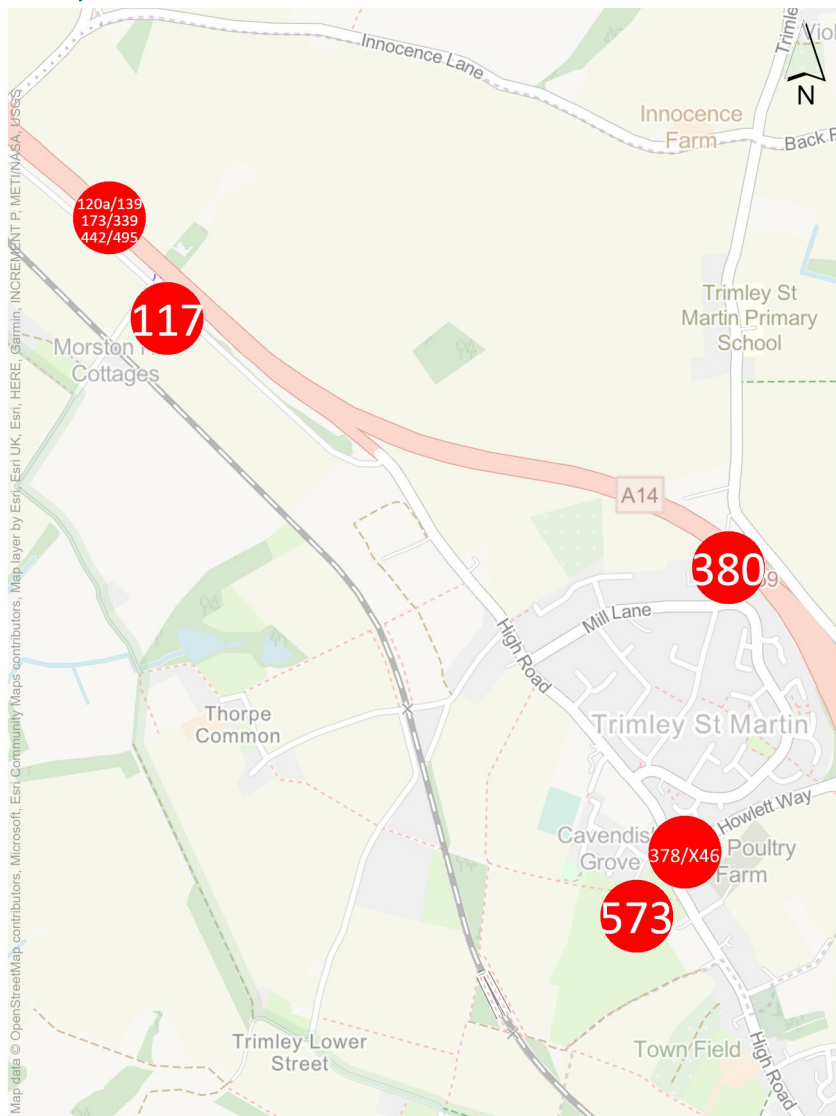
Optimisation - No existing infrastructure on the disused railway station.

Biodiversity - No access to streetview so site visit is needed for an accurate assessment, however it is likely to have little to no effect on biodiversity.

Leisure - This will be an attractive leisure route.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	2	2	0	0	3	10

### Trimley St Martin



#### Reference

117

#### Where is the matter/improvement located?

Morston Hall Road. Trimley

#### What is the matter/improvement?

This link road between the old A14, Felixstowe road and Trimley st. Martin. It is used by busses, local residents, cyclists and speeding motorists that would be better off using the actual A14. I suggest that it be used as a cycle and bus lane only with local residents access. It would give a safe route for the above to travel between Felixstowe and Ipswich. The cycle lane actually alongside the A14 is not fit for purpose. It's rough, bumpy and has heavy traffic thundering past making it unsafe.

#### Please suggest a possible solution / improvement

Local residents of Morston hall road , bus and cycle lane only

20 mile an hour speed limit

#### Scoring Comments

Connectivity and Growth: Morston Hall Road forms a section of the Ipswich to Felixstowe Key Corridor, and therefore in aggregation with the rest of the scheme, provides a (mostly - bar this section, which is instead to be filtered so cycles share with buses) segregated connection between Ipswich and Felixstowe, which earns a full Connectivity and Growth score.

Modal Shift: As above - as this is part of the Key Corridor, and PCT advises high potential uplift in cyclists, it is scored as 3.

Optimisation: The installation of a modal filter between the two points on Morston Hall Road that still give access to the properties off Morston Hall



Lane (Morston Hall Cottages etc.) is a workable option, and it has been assumed that it is these two points (at the junction with Felixstowe Road 'east' and the junction with Morston Hall Lane) that have been recommended by the respondent.

Safety: A modal filter via bus gate is not a totally vehicle free solution, as buses will still use the carriageway so a full score cannot be given. It is however an improvement from sharing with cars, and bus movements between these points are relatively low (its not like a busy inner-city bus route).

Biodiversity: No significant biodiversity benefit

Leisure: A full score of 3 is given, as in aggregate the Ipswich to Felixstowe Key Corridor improvements will allow for longer distance lesiure cycling trips between Ipswich and Felixstowe.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	3	2	2	0	3	13

### Reference

Improvement to Morston Hall Road was a very popular suggestion appear in comments 120a, 139, 173, 339, 442 and 495. Below is comment 139 as an example and the remaining comments can be viewed in the separate 'Community Comments Assessment' document.

### Where is the matter/improvement located?

Morston Hall Road between Levington and Trimley

### What is the matter/improvement?

This is mostly a single track road with passing places used by cyclists as a commuting and leisure route between Ipswich and Felixstowe. The width of the single lane sections does not leave a lot of room for vehicles to overtake or for oncoming vehicles to pass and a large proportion of drivers see no reason to slow down when passing, so it can often feel unsafe for cyclists.

### Please suggest a possible solution / improvement

There is a very wide verge along the whole length of Morston Hall Road which could be converted to a dedicated cycle path or shared use path.

### Scoring Comments

Connectivity and Growth: The existing shared path between Goslings Farm track and Morston Hall Lane is recommended for improvement in the Strategy, as an integral part to the continuous scheme between Ipswich and Felixstowe - two currently relatively disconnected settlements via bike or on foot; a full score of 3 is given to reflect its important role in the overall scheme delivery.

Modal Shift: PCT indicates that the highest level of quality scheme for full segregation from vehicles, a significant uplift for commuting and school

journeys would be expected on this route, earning this proposal a full score of 3.

Optimisation: A high quality cycle/pedestrian track here, particularly if it was able to be shifted more towards Morston Hall Road and away from the 14 (its currently immediately adjacent to the A14) would be replacing a poor quality track, and therefore has a full score of 3.

Safety: A track in this location would provide for full segregation, however, as Morston Hall Road is seldom used by vehicles other than buses and local traffic, the uplift from a high baseline level of safety means a score of 2 was deemed appropriate.

B: A score of -1 was given because of the loss of vegetation on the green buffer between Morston Hall Road and the A14 which may have had biodiversity value.

L: As well as being a commuter route, the Ipswich to Felixstowe Key Corridor will, and may predominantly be, a leisure cycling route. Providing track here will increase the leisure value of the cycle. However, it is still not a particularly attractive location to cycle in at this point, so a score of 1 was given.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	3	3	2	-1	1	11

### Reference

This suggestion was popular with comment 378 and X46 seeking improvements. Below is comment 378 as an example and comment X46 can be viewed in the separate 'Community Comments Assessment' document.

### Where is the matter/improvement located?

Howlett Way, Trimley St Martin, along its full length

### What is the matter/improvement?

This road carries traffic travelling to and from the A14 junction 59. The volume of traffic and the 40mph speed limit discourages cyclists. A new development of 340 houses is planned with vehicular access off Howlett Way with the result that Howlett Way will become very much more busy. Cyclists travelling from the new development to Trimley St Mary, Walton and Felixstowe, including pupils travelling to school, will have to negotiate a stretch of Howlett Way in order to reach the High Rd.

### Please suggest a possible solution / improvement

Install a separate, kerbed cycleway

### Scoring Comments

Connectivity and Growth: This route is highly valuable for permeability to and from the site and east to west connections between the Trimleys (and beyond) and the NFGN via/to/from the two allocations (SCLP12.64 and SCLP12.65), and over to the west for the route down to The Port. Score of 2 given.

Modal Shift: High modal shift anticipated associated with high quality infrastructure between the Land at Howlett Way site and the (relocated) Trimley St Martin Primary School by virtue of the high quality infrastructure to be continuously available between them. This route, the

'Dutch style' roundabout anticipated at Hogh Road and the shared paths through the Land Adjacent to Reeve Lodge site will together provide a safer transition over to the route down to The Port, which provides an opportunity for high levels of modal shift for new residents of both of these sites.

Optimisation: Score of 3 given as this is a significant improvement on the current earth desire line.

Safety: As above, plus priority crossings are expected over the arms of the two new roundabouts.

Biodiversity: No anticipated effects.

Leisure: Low anticipated leisure value, as Footpath 26 is anticipated to remain a footpath.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
2	3	3	3	0	1	12

**Reference**

380

**Where is the matter/improvement located?**

Old Kirton Road, Trimley St Martin, Footbridge over A14

**What is the matter/improvement?**

The existing pedestrian bridge across the A14 is not cycle-friendly

**Please suggest a possible solution / improvement**

Widen the bridge and create a cycleway which would join both sides of the A14

**Scoring Comments**

Connectivity and Growth: This bridge is of high importance for direct connectivity to Trimley St Martin (Howlett Way roundabout is not advised for pedestrians or cyclists, and no improvements that would facilitate its use by pedestrians/cyclists it have been included in the Strategy), though the alternative of a bi-directional track to the east of Kirton Road from opposite Roselea Nursery down the North Felixstowe Garden Neighbourhood has been included, and can be used as an alternative access via Thurmans Lane. This is obviously a substantial diversion if a cyclists/pedestrian is looking to access Trimley St Martin, and therefore the relevance of the existence/location of the bridge is high.

Modal Shift: No PCT data, but considered to have high overall modal shift value due to location between Kirton and Felixstowe, and location within Woodbridge to Felixstowe via Brightwell Lakes route.

Optimisation: Full score for optimisation if the bridge had to be replaced.

Safety: Full score for safety as a bridge segregated from vehicles is beneficial.

Biodiversity: Bridge replacement considered unlikely to have any biodiversity affect.

Leisure: A replacement bridge would have high leisure value for cycling between Felixstowe and the (west of the) Deben estuary villages, as the current bridge restricts cycling.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	3	3	0	0	3	12

**Reference**

573

**Where is the matter/improvement located?**

SCLP12.65 New Primary School

**What is the matter/improvement?**

A new safe cycleway (preferably segregated) will be required to get Kirton and Falkenham Children to and from the new Primary School at SCLP12.65 . Many children from Kirton go to the existing Trimley St Martin Primary school and as it is being moved provision needs to be made for a safe access cycle path from the new site to Kirton and Falkenham.

**Please suggest a possible solution / improvement**

The footpath over the A14 is the obvious route.

There is adequate land from Kirton Green on the western side of Trimley Road( in the same ownership as land that the school is being built on ) to accommodate a segregated path through to Roselea Nursery and thence to the footbridge. A new safe route would then be needed to access the school.

This could form the basis of an interconnected route which would benefit East Suffolk's Climate change and Greener Future Agenda

**Scoring Comments**

Connectivity and Growth: This route forms part of the Woodbridge to Felixstowe via Brightwell Lakes route, which is of high C&G value as the (rural) on-carriageway route cyclists/pedestrians would have to take now is quite unsuitable for cycling due to reduced visibility and speeding on rural roads, and unsuitable for pedestrians as there is a lack of pavement/surfaced footpaths, making it less accessible to walks. It takes a

different route to the roads as these were considered difficult to create parallel segregation on. The stretch from Kirton to the A14 bridge to Trimley St Martin does have a pavement but it is narrow and therefore not up to accessibility standards for minimum 1.5 wide pavements. This route will principally be for leisure overall, but this section will be useful for school runs between Kirton (and possibly surrounding villages) to Felixstowe Schools - as noted by the respondent the Trimley St Martin Primary School and also likley Felixstowe Academy, too.

Modal Shift: This section has a score of 2 as it is part of a larger (mostly off-road and therefore not assessible using the PCT) route between Felixstowe and Woodbridge via Brightwell Lakes, that is considered likely to create some modal shift.

Optimisation: A score of 0 is given under this category as a new cycling/walking track from Kirton to the A14 bridge to run parallel to (but separate from) Kirton Road is an entirely new stretch of cycling/walking infrastructure.

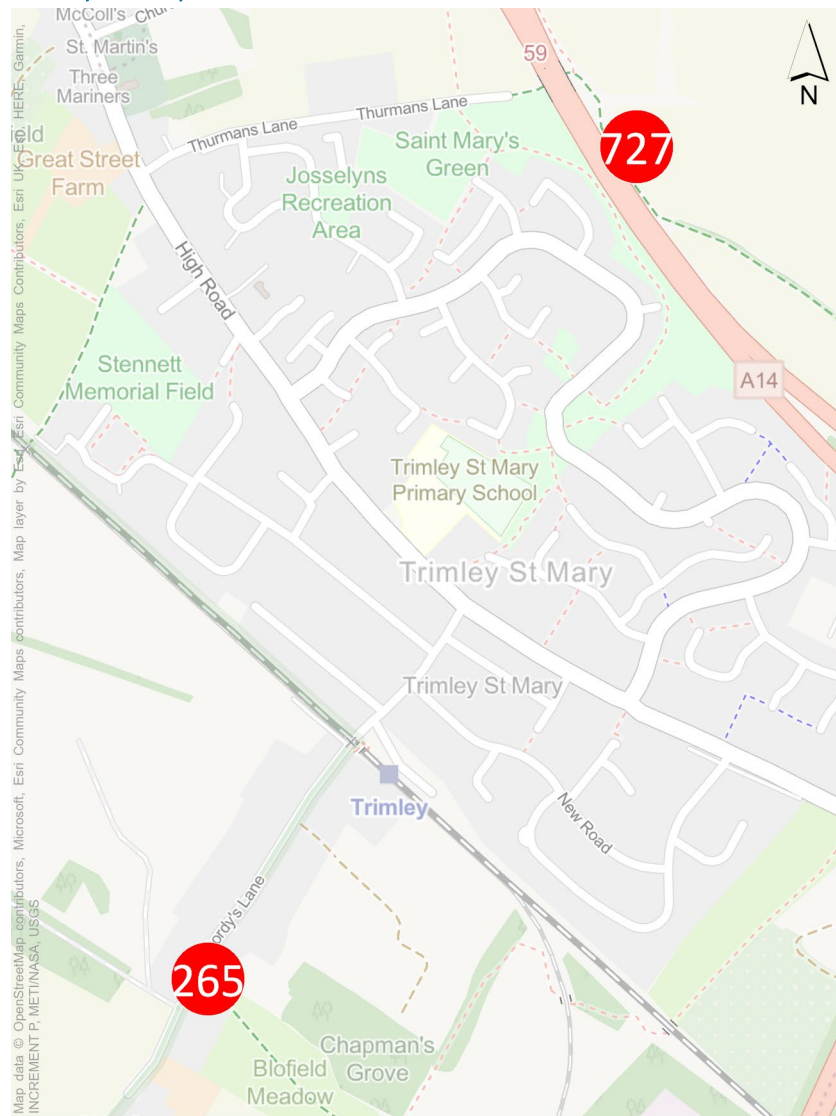
Safety: As above

Biodiversity: Some loss of farmland along Kirton Road, which is likely to be of low biodiversity value.

Leisure: As noted above, this route will principally be for leisure.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	2	0	3	-1	3	10

### Trimley St Mary



### Reference

265

### Where is the matter/improvement located?

Blofield Track (from Cordys Lane, Trimley St Mary to Nicholas Road, Port of Felixstowe Campus)

### What is the matter/improvement?

Upgrade to decent surface for the whole extent - this is a bridleway (BW12) much used by cyclists from Trimley to the Port which avoids busy main roads, but the surface is very poor.

### Please suggest a possible solution / improvement

The first "section", as far as the north-west entrance to the new Gun Club site (near the junction with FP30), is very rough, with large stones exposed. The second "section", from the north-west entrance to the Gun Club to the railway overbridge is basically a mud track, which is often flooded at, and near, the railway bridge - making it barely passable. The third "section" from the railway bridge to Pentalver's Yard on Nicholas Road is generally in better condition, although it does puddle in places. The entire extent needs surfacing with an all weather surface.

### Scoring Comments

Connectivity and Growth: Improvements to this section are included in the Strategy as part of the route between the Port and Trimley St Martin (running along the western edge of the Trimley villages and Felixstowe); this route is the main route that would be taken from the Trimley villages to the Port as a route via the High Road, even after retrofitting with intermittent cycle lanes, would still be relatively hostile in comparison. It therefore has very high C&G value; scored at 2.



Modal Shift: It is expected that a significant number of Port employees will live in the Trimley villages, which suggests high potential for modal shift with improvements to this relatively direct route (assuming Bridleway 12 is accessed via Cordy's Lane or the recommended PROW improvements to/from the bridleway bridge west of Gun Lane). The development of the two allocated sites (SCLP12.64 & SCLP12.65) will likely add further demand for the Port route and potential for modal shift from the car to cycling/walking to The Port.

Optimisation: Score of 2 given as baseline is already segregated.

Safety: Fully segregated so full score given.

Biodiversity: No adverse effects anticipated.

Leisure: No leisure value anticipated, purely intended for commuting.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
2	2	2	3	0	0	9

**Reference**

727

**Where is the matter/improvement located?**

The Candlet Track

**What is the matter/improvement?**

The Candlet Track needs to be upgraded to enable cyclists to leave North Felixstowe and reach Trimley St Martin and Kirton on a traffic free route.

**Please suggest a possible solution / improvement**

**Scoring Comments**

Connectivity and Growth: This route forms a key section of the connection between Trimley ST Martin, Kirton and the west of the Deben villages and the NFGN, which in turn facilitates onward travel to Felixstowe Ferry and the north-eastern section of Felixstowe's coastline. However as an existing bridleway it scores lower in this section.

Modal Shift: Full modal shift potential cannot be calculated through the PCT due to it being off-road, however it is anticipated it will be a highly valuable commuter connection post-infrastructure delivery between the NFGN and Trimley St Martin/Kirton (and beyond). A score of 2 (rather than 3) is given as employment opportunities and access to education (i.e. necessitating school runs) in Trimley St Martin and Kirton are limited.

Optimisation: Uplift from earth track to cycle/pedestrian track is scored at 2 because, though most of it is already segregated from traffic (and therefore a significant uplift in quality from the baseline would not be delivered as this is already high, particularly for mountain bikes and pedestrians as they are most able to access it), the eastern most section

still includes vehicular access to a small number of properties west of Gulpher Road/on Candlet Track, making segregated infrastructure here more valuable.

Safety: 1 as above, small uplift in what is already a fairly safe cycling route in terms of segregation from vehicles.

Biodiversity: A score of -1 is given for biodiversity due to the necessary loss/absorption of green space for providing an LTN 1/20 compliant scheme.

Leisure: Likely to be a highly valued leisure cycling route for local cycling, particularly cycling with children due to the high degree of segregation from vehicles intended for this route in the future.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
1	2	3	1	-1	3	9

## Waldringfield



### Reference

601

### Where is the matter/improvement located?

GR 265 450

### What is the matter/improvement?

When Brightwell Lakes are developed, ATs will want to enter the AONB to reach the R. Deben & Maybush Inn. The permissive footpath from GR 264452 to the Quiet Lane at 273454 is not a PROW

### Please suggest a possible solution / improvement

If Waldringfield Heath Golf Course new owners do NOT provide a footpath in due course, then ESC & WPC might negotiate with Howes Farm owner of that permissive path, for it to become a PROW.

### Scoring Comments

Connectivity and Growth – The proposal will likely have more leisure value than that of connectivity, however the route will connect help in connecting Waldringfield to Martlesham Heath Adastral Park. Waldringfield does have a school but will likely use Martlesham for food shops. A score of 2 is considered reasonable.

Modal Shift – Creating a direct new connection into a service centre from a somewhat isolated village will likely create a modal shift. A score of 1 is considered reasonable.

Optimisation – The proposal is for new infrastructure and does not, therefore, optimise the existing.

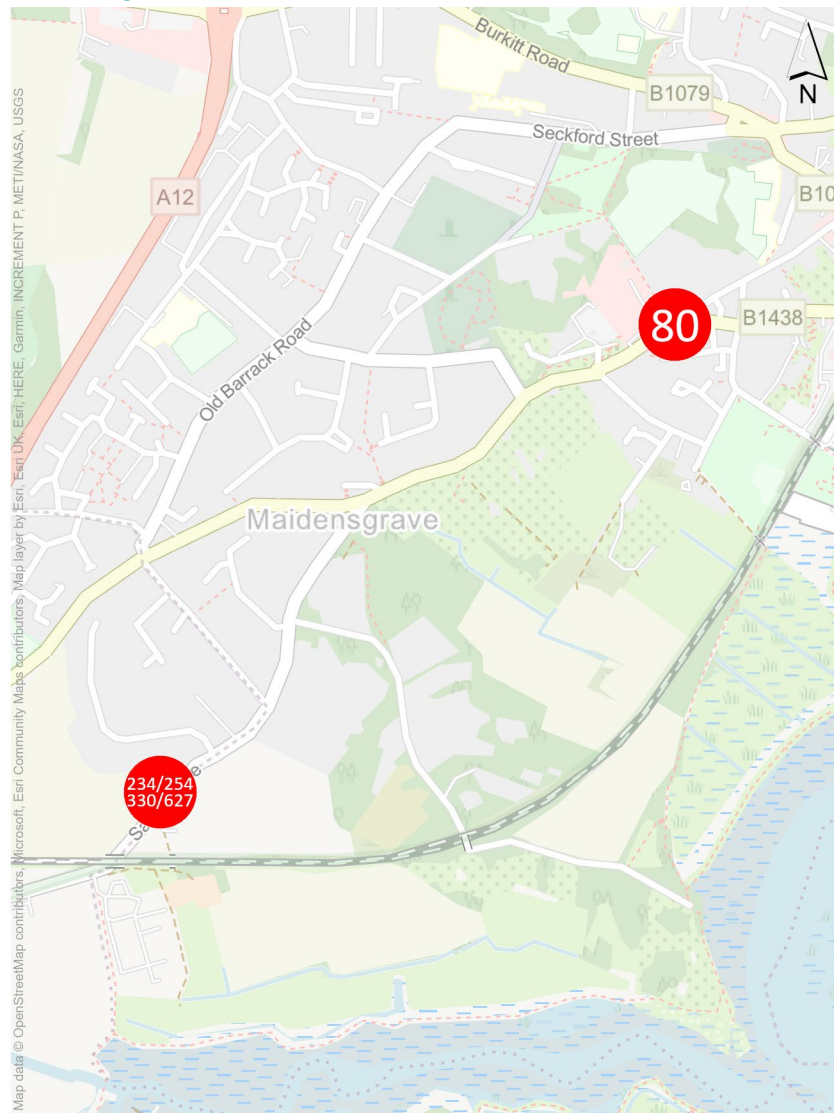
Safety – The proposal would provide an alternative to Ipswich Road, which has a NSL and no existing pedestrian infrastructure, therefore a score of 3 is considered reasonable.

Biodiversity – No biodiversity impact.

Leisure – The proposal will likely have high leisure value as it creates an east to west route helping connect the PROW network along the River Deben to the PROW network that extends through Martlesham Heath. The attractiveness of the route, which extends through the designated AONB, means it is considered a full score.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
2	1	0	3	0	3	9

## Woodbridge



### Reference

80

### Where is the matter/improvement located?

Melton to Martlesham road

### What is the matter/improvement?

Not a problem for me but many others say they won't cycle on the main road from Melton to Woodbridge as there is no designated space for them.

### Please suggest a possible solution / improvement

Provide a designated cycling space on main road from Melton, though Woodbridge, meeting up with the cycling section in Martlesham, which then goes to Ipswich.

### Scoring Comments

Connectivity and Growth – Woodbridge, Melton, and Martlesham are well-established settlement areas with their own schools, shops, and employment opportunities. However, the proposal would connect these three settlement areas via the B1438, which resides along the Woodbridge key corridor. Furthermore, the proposed infrastructure would connect to the existing cycle infrastructure in Martlesham which forms part of the cycle route to Ipswich, therefore the proposal scores significantly under 'connectivity and growth'.

Modal Shift – Using PCT the proposed infrastructure would provide a moderate modal shift uplift (mostly within Melton), therefore a score of 2 is considered reasonable.

Optimisation – the proposal is for new infrastructure and does not optimise the existing.

Safety – the B1438 between Melton and Martlesham has a 30mph speed limit, however it is a busy ‘B’ type road which contains a couple sharp corners along Lime Kiln Quay Road and numerous parked cars along Melton Hill and Melton Road. With consideration to the road conditions, infrastructure that removes cyclists off the road scores moderately.

Biodiversity – there are no significant biodiversity impacts.

Leisure – The proposed infrastructure will also likely provide moderate leisure benefit as it connects other settlement areas to Woodbridge which represents a strong leisure centre as it contains café/restaurant offers, heritage buildings, and local attractions.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	2	0	2	0	2	9



### Reference

Like in Melton improvements to Sandy Lane were very popular with comments 234, 254, 330 and 627 all suggesting improvements here. Below is comment 254 as an example and the remaining comments can be viewed in the separate ‘Community Comments Assessment’ document.

### Where is the matter/improvement located?

Sandy Lane, Woodbridge

### What is the matter/improvement?

Sunday 8th November I found Sandy Lane closed to vehicles and barriered off just north of the nursery entrance due to a burst water main...It was wonderful..there were a number of people walking and cycling along it in complete safety not a car in sight. I was following NCN 1 from Charsfield to Ipswich Waterfront on my bike.

### Please suggest a possible solution / improvement

This shows that by making it a dead end with some bollards at this location a well known rat run can be turned into a pleasant place for people to cycle and walk along in complete safety. Access to the businesses along it would not be affected.

### Scoring Comments

Connectivity and Growth – the proposal would create a new connection between Martlesham and Woodbridge, which are large and well-established settlements. As Sandy Lane resides within a key corridor, a score of 3 is considered reasonable.

Modal Shift – According to PCT, Sandy Lane is currently well used, and the improvement could score a 3 at the highest standard. However, the route is unlikely to be completely traffic free so the modal shift to the lower

standard does not represent as a significant gain. A score of 1 is considered reasonable.

Optimisation – Whilst the proposal provides benefits, it does not optimise the existing route.

Safety – Sandy Lane is a narrow road with a national speed limit and is likely used as a rat run to bypass the main roads. As the road currently does not have either cycling or walking infrastructure, it is considered that a modal filter will provide safety benefits hence a score of 3.

Biodiversity – There are no biodiversity impacts.

Leisure – the proposal would connect to the PROW routes which reside along Martlesham creek and the River Deben - as these are particularly attractive routes that extend through the AONB designation, a score of 2 is considered reasonable.

Connectivity and Growth	Modal Shift	Optimisation	Safety	Biodiversity	Leisure	Total
3	1	0	3	0	2	9

