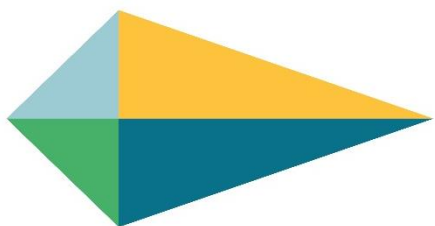


# Consultation Statement

## East Suffolk Cycling and Walking Strategy

October 2022



**EASTSUFFOLK**  
COUNCIL

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# 1 Introduction

The purpose of the East Suffolk Cycling and Walking Strategy (the Strategy) is to create safe, coherent, direct, comfortable, and attractive cycling, walking and wheeling environments that lead to improvements in health and wellbeing, facilitate greater social interaction and play, encourage more environmentally sustainable lifestyles, reduce road congestion, and support economic growth. In order to create these environments, the Strategy identifies cycling and walking infrastructure recommendations across East Suffolk (including the Broads Authority Area), focussing on the identification of new and improved infrastructure rather than the maintenance of existing infrastructure.

Once adopted, the Strategy will replace the Waveney Cycle Strategy (2016) and serve as the Local Cycling and Walking Infrastructure Plan (LCWIP) for East Suffolk.

While the Strategy is not a Supplementary Planning Document and is therefore not bound by the Town and Country Planning (Local Planning) (England) Regulations 2012 in the same way that a Supplementary Planning Document would be, East Suffolk Council has sought to follow a similar procedure to that set out in these regulations throughout the preparation of the Strategy. The reason for this is to facilitate effective community engagement and ensure the Strategy's recommendations are robust.

The Council's approach to engagement in the preparation of a Cycling and Walking Strategy is not set out in the Statement of Community Involvement<sup>1</sup>, however the approach to engagement in the preparation of a Supplementary Planning Document is. This approach has broadly been followed, as far as reasonably practicable, throughout the preparation of the Strategy. At the start of preparation of the SPD the Statements of Community Involvement adopted in September 2014 were in place (covering the former Waveney and Suffolk Coastal districts). The Council adopted a new Statement of Community Involvement in April 2021 which applied to the consultation on the draft Strategy and to the adoption of the Strategy. While preparing the Strategy East Suffolk Council has consulted with relevant organisations and members of the public. Details of this consultation process are set out below.

An initial stage of consultation was held for 7 weeks between 19<sup>th</sup> October and 7<sup>th</sup> December 2020. A formal consultation on the draft Strategy was held for 10 weeks between 1<sup>st</sup> November 2021 and 10<sup>th</sup> January 2022.

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<sup>1</sup> How to get Involved in Local Planning – Statement of Community Involvement (April 2021)

## 2. Who was consulted?

Consultation was split into two stages: an initial stage that informed the preparation of the draft Strategy; and a formal stage of consultation that sought views on the draft Strategy.

An initial stage of consultation was held for 7 weeks between 19<sup>th</sup> October and 7<sup>th</sup> December 2020. A formal consultation on the draft Strategy was held for 10 weeks between 1<sup>st</sup> November 2021 and 10<sup>th</sup> January 2022. At the initial consultation stage, all of those registered on the Council's planning policy mailing list were directly consulted. Steps were taken to advertise the consultation to others, as set out below.

The same approach was taken at the formal consultation stage, although those that had registered an interest in being kept up to date with the Strategy at the initial consultation stage were also consulted.

Both consultations were also made available to the public on the Council's website.

## 3. How were they consulted?

There were two stages to the consultation process, which are set out below.

### **Initial consultation**

The initial consultation ran from 19<sup>th</sup> October to 7<sup>th</sup> December 2020 and the interactive map was made available on the East Suffolk Council website via the pages below:

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

The consultation was advertised on the Council's website, as well as on social media (see Appendix 3). All of those registered on the Council's planning policy mailing list were directly consulted, and posters were sent to Town and Parish Councils to place in their notice boards if they so wished.

Hard copies of the comments form were also made available free of charge by post by contacting the Planning Policy and Delivery team as the usual locations for viewing documents were closed to the public, due to the Covid-19 pandemic.

The consultation sought views on existing cycling and walking infrastructure issues and opportunities to improve and for new infrastructure across East Suffolk, and asked the following questions:

1. Where is the matter / improvement located? Please provide as much detail as possible e.g. Junction between The Street and London Road, Lowestoft.
2. What is the matter / improvement? Please provide brief details.
3. Please suggest a possible solution / improvement. This is not required, but will help us investigate the matter/improvement.

In total 897 comments were submitted to the initial consultation. All comments submitted to the initial consultation have been incorporated into the Strategy as Community Recommendations, except for one comment that used inappropriate language.

Full copies of the responses have been published on the Council's website at

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

### **Formal consultation**

The draft Strategy consultation ran from 1<sup>st</sup> November 2021 to 10<sup>th</sup> January 2022 and the consultation documents were made available on the East Suffolk Council website via the pages below:

<https://eastsuffolk.inconsult.uk/cyclingandwalkingstrategy2021/consultationHome>

The consultation was advertised on the Council's website, as well as on social media. 4,069 emails and 583 letters were sent out at the start of the consultation to the consultees on the planning policy mailing list which includes town and parish councils, individuals, and organisations including those who were previously contacted or responded to the informal stage of the consultation. The list of consultation bodies can be found at Appendix 2.

The consultation was advertised through the use of posters (provided to Town and Parish Councils), a press release and social media posts. The poster, press release and example social media posts that accompanied the consultation can be found in Appendix 4.

The draft Strategy was highly interactive, however a pdf version could be downloaded and printed if needed.

Due to the ongoing impacts of the Covid-19 pandemic, for those unable to view the documents online, an offer of assistance along with contact details for the Planning Policy and Delivery Team was included on letters, emails and the poster.

In total 434 individuals and organisations responded to the consultation. Between them they made 1,207 comments.

In addition to these comments, Suffolk County Council submitted comments after the close of the consultation, on 22<sup>nd</sup> June 2022. These comments have not been incorporated into this Consultation Statement at Appendix 5 due to their lateness. However, Suffolk County Council have played an important role in contributing to the preparation of the Strategy through their position on the officer steering group.

Full copies of the responses have been published in Appendix 5 below.

## Appendix 1: Initial Consultation Responses

The table below lists the consultation responses to the initial consultation. All consultation responses, except one that used inappropriate language, have been incorporated into the Strategy as community recommendations.

Respondent name	Comment ID	Where is the matter / improvement located?	What is the matter / improvement?	Please suggest a possible solution / improvement
A Rouse	503	B1084 between Bawdsey and Alderton	We need a continuous footpath from Bawdsey through to Alderton for walkers to feel safe. Currently there are 4 isolated sections of path that don't join up. Its already a 30mph road, and we dont expect nor do we want street lights, but we do need somewhere safe to step back clear from 2 way passing traffic on narrow roads.	A new 120m section of footpath (with elevated or rumble strip kerbing edging) should be created on the west side of the road to join up between the exit from the new Orwell Housing Development, and Pitcairn Cottage where the next section begins. If the road needs to be widened to accomodate it, then extend it into the verge/bank /hedge on the east side so that pedestrians dont have to keep crossing from one side to the other.
Aaron Taffera	644	At Oulton Broad South rail station adjacent to Bridge Road near Dell Road	A foot path / cycle path under the Bridge Road overpass connecting Oulton Broad South station to Dell Road.	The construction of a short foot path/ cycle path to go through an existing archway in the road bridge to connect Oulton Broad South rail station to Dell Road.  The new route would open up the rail station to neighbourhoods north of Bridge Road for both cyclists and pedestrians who have no dedicated route to the station that is not step-free and segregated from road traffic entering/exiting via the station forecourt. The footpath would also create step-free and safe access to the Bridge Road foot-crossing via an existing archway in the bridge; presently two sets of steps must be navigated to make this journey. The scheme also negates the need for pedestrians and cyclists to use the busy junction at the station entrance.
Adam Schwarz	662	Woods Lane	Despite the 30mph zone, vehicles seldom adhere to it making this necessary pedestrian and cycling route very unpleasant and dangerous. In addition, for those wanting to turn into Woods Lane from side streets, the	Additional signage to ensure all drivers are aware of 30mph zone, and installation of a speed camera to ensure vehicle compliance. Potential taffic calming measures, including siganage and a pedestrian crossing point. Alternatively, and better still, reducing the speed

Respondent name	Comment ID	Where is the matter / improvement located?	What is the matter / improvement?	Please suggest a possible solution / improvement
			speed combined with the volume of traffic make this dangerous. There T-intersection with Leeks Hill is a public right of way frequented by walkers a school children and requiring them to cross.	to a 20mph zone would vastly improve this stretch of road for other users while only adding 60 seconds to vehicle journeys and reducing local noise and pollution.
Alan Collett	62	Thorpe Rd Aldeburgh, the full length of this road between Aldeburgh and Thorpeness.	<p>Many cyclists use this road as it is difficult to cycle all the way to Thorpeness along the beach/foreshore, both because of the terrain and the number of people using the footpath. This road has a 60mph speed limit and because it is straight many people drive fast. It is therefore a dangerous road for cyclists and families to use.</p> <p>It should also be noted that this road runs along side a nature reserve and the risk to wildlife is significant. Deer are also a danger to drivers.</p>	Get the speed limit reduced to 30mph so that it becomes safer and links the 30mph limits in Aldeburgh and Thorpeness together.
Alan Comber	516	Woodbridge Road across Rushmere Common	The whole of Woodbridge Road and Main Road Kesgrave is too narrow to accommodate both cars and cyclists safely. To improve the situation widening the footpath across Rushmere Common so it can take cyclists and pedestrians would significantly help to encourage people to cycle (and walk) in to Ipswich.	Widening the footpath across Rushmere Common so it can take cyclists and pedestrians. Alternatively/additionally find another route across the common. There is a bridle way across the common which can be linked to longstrops in Kesgrave which if upgraded (surfaced) would provide a route and not encroach on any common land.
Alan Comber	517	Full Length of Main Road Kesgrave	The main road is too narrow to take both cycles and cars safely, The cycle path along the length of the road is also extremely uneven and crosses to many road to make it a practical through cycle route. This makes it unsuitable as a safe/fast through route into Ipswich.	The cycle path needs improving (levelling and better signage) and an alternative through route needs providing through Ksgrave - this could be along long strops bridle way. The only other way would be to provide a cycle route along the northern side of the main road - but assume this is not practical due to all the land that would need to be purchased. Pilboroughs Walk is too busy and has too many junctions to make it a viable through route either.



Respondent name	Comment ID	Where is the matter / improvement located?	What is the matter / improvement?	Please suggest a possible solution / improvement
Alan Comber	518	Longstrops, Dobbs Wood and Foxhall Heath Bridleway - (Sandlings Walk)	This brideway can be used as a cycle way through Kesgrave but is currently grass / soil so isn't fast. It is also not lit. It is also narrow across Foxhall Heath. If the route was upgraded it could help relieve through cycling along the main road which isn't safe.	If a suitable surfaced cycleway was laid along the length, with possibly lighting, it would provide a fast, safe, traffic free route for cycling though Kesgrave. It would however need to be joined up at the Rushmere and Martlesham ends to amke it a continuous fast route into Ipswich.
Alan Comber	521	tarmaced private drive to lux farm	If a footpath or access could be provided up this drive it would help connect Kesgrave to playford, grundisburgh and beyond via footpaths. There is a footpath from main road, all Saints Church passing heath cottages to Playford Road. It needs extending to Lux Farm. At the moment to get to Playford and beyond you have to take footpaths either via Rushmere St Andrew or via Little Bealings. This is a significant diversion out of your way by a couple of miles.	Provide a public right of way or negotiate public access up the drive to Luz farm so you can join footpath leading on the playford etc. It would encourage more peopel to walk to Playford and beyond.
Alan Swerdlow and Jeremy Greenwood (originally submitted by email)	519	Pathway from Martlesham Creek to Kyson Point and on to Woodbridge	Having made much use of the pathway from Martlesham Creek to Kyson point and on to Woodbridge over the last lockdown months we have often been forced to step aside into less than safe areas to let cyclists pass. They should not be on these narrow paths at all - signs are inadequate.  There have been talks about making this route more accessible for cycling which would cause considerable work and disruption and cost a very large sum. We are against such a proposal.	
Aldringham-cum-Thorpe Parish Council	654	B1353 running from Aldringham to Thorpeness	This road is heavily used by families to cycle to and from Thorpeness. The speed of traffic combined with the ever reducing width of the road makes this activity very dangerous.	A new cycle path/footpath linking these two villages would reduce the ever increasing risk to cyclists and pedestrians.

Respondent name	Comment ID	Where is the matter / improvement located?	What is the matter / improvement?	Please suggest a possible solution / improvement
Alexandra Stone	101	Cycle route between Bungay and Beccles	Not currently a safe direct cycle route to Beccles from Bungay. The main road is very fast and cars often overtake on hills and blind corners, the smaller roads are equally fast with blind corners and generally poor road condition.	Cycle path along the B1062 road
Alice Taylor	48	The end of Hamilton Road and the steps that connect it to the North Parade (Lat: 52.47643 Lon: 1.76064)	The steep steps from the end of Hamilton Road to the North Parade create a severe hazard and obstacle for cyclists and disabled who otherwise could have an uninterrupted route from the north end of Lowestoft down to Pakefield in the south. Replacing the steps with a ramp will allow tourists to travel from one end of the town to the other on a scenic route and one that follows the route of the coastal pathway.	a ramp
Alice Taylor	49	Old High Street in the north and Kirkley in the south, business district	Lack of places to secure bikes whilst in shops, making people tie up bikes to lamp posts, benches and drain pipes. Even where there are some bike racks (in front of HSBC for instance) there are too few of them and often there is no place to properly secure a bike.	Where the paths are very narrow, narrow horse hitch style posts can be put next to buildings all (not the wider Sheffield bike racks).
Alison Coote	791	East Suffolk	See below.	<p>I would like to ask that when compiling your cycling and walking strategy, you also take into account the wishes and needs of horse riders, for the following reasons:</p> <ul style="list-style-type: none"> <li>• Horse riding is also a healthy form of outdoor exercise</li> <li>• Horse riders share rights of way (bridlepaths and byways) with cyclists, and their needs may be different. For example putting down a hard surface to make a right of way better for cyclists would be detrimental if not dangerous for horse riders</li> <li>• Horse riding contributes significantly to the local economy, such as riding schools, livery yards, farriers, vets, feed merchants, tack shops etc</li> </ul>

Respondent name	Comment ID	Where is the matter / improvement located?	What is the matter / improvement?	Please suggest a possible solution / improvement
				<ul style="list-style-type: none"> <li>Horses have to be kept all year round, we don't just put them in a shed for the winter and get them out again when the weather improves!</li> </ul> <p>Local horse riding organisations, and the British Horse Society, should be consulted for their views on any proposed changes to bridlepaths and byways.</p>
Alison Vickers	528	There is no safe way for pedestrians to cross between Howlett Way and Kirton Road.	When crossing from Trimley St Martin on Howlett Way, the verge on the right hand side is totally overgrown with brambles, forcing the user onto the road which is very unsafe. Having crossed the slip road of the A14 from Felixstowe, crossing the sliproad to Felixstowe is difficult because of poor visibility of vehicles coming round the roundabout and onto this sliproad fast.	A pedestrian crossing controlled by traffic lights would be the only safe way. The brambles would also need to be cut back too regularly.
Alison Vickers	635	Between the footbridge over the A14 in Trimley Saint Martin and Capel Hall Lane.	There is no safe way for pedestrians of reaching Capel Hall Lane from the footbridge. There is a footpath marked on the ordnance survey map 197 which is part of the Stour and Orwell walk. There is no safe way to reach this footpath from the footbridge.	Create a safe route from the footbridge to the footpath. Only a short section is required. This could be done by having steps put in between the bridge approach and the path. Alternatively, cutting back the brambles along Kirton Road so it is safe to walk on the verge.
ALLAN DOUGLASS	69	road from hollesley village (rectory road) , moors farm corner to shingle street.	The road to Shingle Street from Moors farm, which is a minor road, has 5 very dangerous blind corners, yet it is sign posted at national speed limit. This road has become very busy with walkers and cyclists (including many children), horse riders and dog walkers, tourists including campervans, 'boy racers' and large heavy vehicles. It also includes a national cycle way and is used as a Duke of Edinburgh Award walk.	Reduce speed limit to 30 or less and please look at the corners before their is fatalities

Respondent name	Comment ID	Where is the matter / improvement located?	What is the matter / improvement?	Please suggest a possible solution / improvement
			Further information on request as I have lived on this road for 35 years.	
Amy Rayner	421	Many of the pavements in Saxmundham (particularly the high street and the roads off the cross roads at the traffic lights on town.	The pavements in Saxmundham are in many places very narrow and not fit for purpose. In many places they are too narrow for mobility scooters and pushchairs or even for two pedestrians to pass safely. This is especially true on the high street.	Making a section of the high street pedestrians/deliveries and disabled access only.
Amy Rayner	422	The B1121 between Kelsale, Saxmundham and Benhall	Lack of safe cycling route along this road which links two primary schools, two villages and the town centre and is used by motorists and lorries to access town/A12. It also has a very narrow pavement between Benhall and Saxmundham which forces pedestrians very close to the fast moving traffic.	Implementation of the Three Communities Link proposal. Providing an inclusive and safe cyclist and pedestrian route for vulnerable road users including those with children, pushchairs and mobility scooters.  The plan already exists, just requires funding.
Andrew Burtenshaw	27	On the Reckford Road between Westleton and Middleton	It would be extremely useful and much safer for pedestrians if there was a footpath from the Southern end of Black Slough to the junction of Reckford Road and Back Road (Middleton. This is a popular walk and would link up with several other footpaths in the area.	
Andrew Duncan	336	The junction between the Market Place and Bridges Street and the contraflow cycle lane.	The junction going uphill is rather dangerous because cyclists must give way to unpredictable traffic. The turn from the market place makes larger cars/vans/lorries swing into the cycle lane round a blind corner. The 20 mph speed limit in Bridge Street is frequently ignored. Cars and vans park in the cycle lane, pushing cyclists into the path of oncoming traffic. Bridge Street is a rat run for traffic going to Norwich.	"No Entry (except cycles)" at the Market Place/Bridge Street junction, preferably with a planter partially blocking the access for vehicles. "Access to Bridge Street via Nethergate Street" , enabling deliveries and residents access while quietening the road. Widening the pavements, initially with paint and identified loading bays to enable street life to take place safely.

Respondent name	Comment ID	Where is the matter / improvement located?	What is the matter / improvement?	Please suggest a possible solution / improvement
			The noise levels and vibration are unacceptable.	
Andrew Duncan	350	The A144 between the Bungay Bowling Club and through St Mary's Street, Bungay	<p>Lower Olland Street, Bungay is two way with on street parking. As a result it is often congested and dangerous. It is unpleasant for all users (including motorists) but especially for pedestrians and cyclists.</p> <p>There is a notice telling motorists to "consider pedestrians" and "courtesy crossings" with a 20 mph speed limit. So cycling is often subjected to intimidatory driving, the speed limit is not enforced and nobody knows where it is safe to cross the road.</p>	<p>Make Lower Olland Street one way northbound with Beccles Road one way southbound both with a contraflow cycle lane. Dual use pavements even widened ones, turn cyclists into a hazard.</p> <p>Enforce a 20mph speed limit by camera if need be.</p> <p>Clearly mark and identify pedestrian crossings.</p> <p>The roads in the centre of Bungay were built as multi use roads for pedestrians and horse drawn traffic. To make them more pleasant (and IMPROVE the sacred cow of traffic flow) you need the courage to reallocate some road space. The alternative is doing nothing or demolishing half the town to improve traffic flow.</p>
Andrew Eastaugh	114	The B1127 between Wrentham and Reydon	It is extremely unfriendly for walkers and cyclists. In spite of it being a minor road with double bends and poor visibility cars come at speed making it very unsafe.	There should be speed restriction and a cycle lane
Andrew Jolliffe	130	Street between Duck Corner and Woodbridge Walk, Hollesley	<p>main road between two parts of the village, but no cycle or footpath. Both parts of the village are within a cycling distance but the 60mph speed limit and no pathways make it too dangerous.</p> <p>Has been spoken about for at least twenty years but no positive outcome.</p>	Some cycle or footpath to allow people to safely walk from one part of the village to another.
Andrew Jolliffe	131	Main Road, Martlesham - south end of road	There are no zebra crossings along the entire road. however there are a high number of elderly and disabled residents on the north side of the road. this restricts their ability to walk to the local shops such as Tesco.	a zebra crossing to be installed creating a link between both sides of the busy road.

Respondent name	Comment ID	Where is the matter / improvement located?	What is the matter / improvement?	Please suggest a possible solution / improvement
			There are a small number of traffic islands, however six weeks ago a man with limited vision was knocked down by a car in this area. he believes this was partly due to a lack of safe spaces for him to cross and excess speeding.	
Andrew White	606	Between Somerleyton and Blundeston	I live in North Oulton Broad, and would love to go on country bike rides with my young children, but cannot risk them biking on the country roads. This said, although the villages of Blundeston, Somerleyton etc are very close, it is near impossible for us to bike there.	To expect a change in road infrastructure is impractical, therefore I can only suggest that a review of public footpaths in this area (as well as other similar areas) are made in view of bolstering these to provide the potential to cycle along them. This may require some compulsory purchase to widen footpaths, and a form of deterrent for motorcycles, but I believe it would be an excellent means of safely connecting the local villages and allowing families a better means of exploring these areas (which in itself can help with increasing trade/footfall in local businesses)
Andy Bebington	30	Southwold; south End of main road, in Market Place	Lack of cycle parking, leading to passive-aggressive signs "not to park here" on various buildings	Provision of Sheffield racks (other designs of that sort are acceptable, designs holding only a wheel are not, whether bolted to the ground or to a wall)
Andy Bird	129	Footpath between Longstrops and Dobbs lane	Increase and improve cycle network	Turn footpath into bridleway and if need be turn bridleway into footpath - suitability is the opposite of designation.
Andy Smith	658	Clickett Hill Road at junction thereof with entrance to new Unilever development and existing footpath / Cycle Route 51 to east & north	This point should be seen as the Core Hub for a range of improved (short term) or new (long-term) routes around North Felixstowe and Trimley, and to Ipswich and to Martlesham / Woodbridge. It has good but not always well maintained access to Western Felixstowe, although of uncertain public access status. The access towards Trimley is generally useable, but of varying quality, as well as status.	Options which should be explored: a) A new safe crossing of the now busy Clickett Hill Road as HGV access to the current Unilever development b) A new route adjacent to the western perimeter of the Unilever development to link with Footpath 30 railway crossing to the north and then onwards to the Deben valley, including linking with the forthcoming Felixstowe Garden Village development. b) Provision of a new Pedestrian / Cyclist route adjacent to Clickett Hill Road to the south to improve safety of access to the port employment area

Respondent name	Comment ID	Where is the matter / improvement located?	What is the matter / improvement?	Please suggest a possible solution / improvement
				c) A consistent standard of surface and access rights on the existing Route 51 to Trimley High Road d) A major new strategic initiative to provide a much more cycle friendly route to Ipswich than the current Route 51. Specifically the lanes through Levington and Nacton are not seen as cycle friendly due to the combination of their twisting nature and traffic levels / speeds. However the challenges of this are recognised to be significant.
Andy Smith, Councillor, Felixstowe Town Council	438	Area bounded by Candlet Rd, Gulpher Rd and approximately the track to Candlet Farm	This area is the subject of major proposals for development of housing and a sports centre in the East Suffolk Local Plan containing significant walking & cycling proposals. Those interested in this area may wish to look at that for information. The relevant policy is at pages 215-221.	All Walking and cycling matters in this area and those to the East planned for development in the East Suffolk Local Plan should be considered in the future context of the entire area.
Andy Smith, Councillor, Felixstowe Town Council.	440	Area bounded by Links Avenue, Upperfield Drive, Ferry Rd, Gulpher Rd to The Grove	This area is the subject of major proposals for development of housing in the East Suffolk Local Plan containing significant walking & cycling proposals. Those interested in this area may wish to look at that for information. The relevant policy is at pages 215-221.	All walking and cycling matters in this area and those to the East planned for development in the East Suffolk Local Plan should be considered in the future context of the entire area
Andy Smith, Town Councillor, Felixstowe	437	Area bounded by Candlet Rd, Gulpher Rd, The Grove	This area is the subject of a major planning application for 560 houses, ref DC/20/1002/ARM, containing significant walking & cycling proposals Although the formal comment period for that is closed, those interested in this area may wish to look at that for information, and possibly also add a comment there.	All Walking and cycling matters in this area and those to West and East planned for development in the East Suffolk Local Plan should be considered in the context of the entire area.
Angie Buggs Levington and Stratton Hall Parish Council	369	Levington and Stratton Hall	Public footpaths are enjoyed by many walkers but are increasingly being plagued by cyclists who endanger the use by walkers and erode narrow coastal paths, delicate in many places	Although the misuse of footpaths contravenes the tort law of trespass, it is highly unlikely to be enforced by any landowner. Any strategy needs to make clear that cycling on public footpaths is unacceptable and unlawful.

Respondent name	Comment ID	Where is the matter / improvement located?	What is the matter / improvement?	Please suggest a possible solution / improvement
			<p>as previous breaches will testify.</p> <p>Once the strategy is adopted, the bridleways and cycle paths must be properly maintained to encourage their use. The poor state of the A14 cycle way is an example of poor maintenance.</p>	<p>Parishes like ours who welcome considerate walkers to the footpaths are becoming increasingly inundated by rubbish dumped. Although litter picks clear up their rubbish, it needs to be clear that rubbish dumping is an increasing nuisance and that measures should be introduced to eliminate it. The provision of cycle paths seems to be less than public footpaths and this needs to change to avoid clashes between those on foot and those on cycles.</p>
Angus Montgomery	589	Wilford Bridge Road, between Melton Station and the roundabout	Wilford Bridge Road - in particular between Melton station and the roundabout, is becoming increasingly busy, with large amounts of lorry traffic. It is the only access route to the peninsula for cyclists and is extremely narrow and congested.	Cycle lane to be added
Ann Bradburn	406	Yarmouth Road footpath adjacent to Ufford Park Hotel.	Due to the encroachment of soil and grass and other plants over the concrete footpath, the footpath is now extremely narrow. This has resulted in pedestrians having to walk very close to the road side. The footpath is only wide enough for pedestrians to walk in single file thereby making it impossible to safely hold a young child's hand or to push a toddler's buggy. It is extremely uncomfortable and dangerous to walk this part of the footpath as being so close to the road is dangerous.	The soil/grass/plants need to be dug or scraped back so that the full width of the concrete footpath is available.
Anna Pickering	162	Felixstowe Road	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.	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.



Respondent name	Comment ID	Where is the matter / improvement located?	What is the matter / improvement?	Please suggest a possible solution / improvement
Anna Pickering	163	The A12 underpass by PHQ	Underpasses are the only way to cross the A12 from Martlesham village, they're both dark, dirty and uninviting. When it's raining/snowing/icy it's difficult and unsafe to use them as they're so slippery, you could slide down but getting back up the other side can be akin to climbing a mountain. Those of us with disabilities want to get out and walk/cycle rather than travel short distances in cars but this is a massive obstacle.	Widen the underpasses to build steps as an alternative to the foot and cycle paths, lay an anti slip surface, hand rails, better lighting, discourage undesirables from hanging around
Anna Spencer	342	Roundabout too narrow for cars and bikes	Rushmere Road/Colchester Road Roundabout is too narrow at peak time to allow safe cycling. The junction needs improvement	
Anna Spencer	343	Cycle lane along Woodbridge road east	The cycle path/lane on the pavement along woodbridge road is a joke: it is old, raid surface is terrible, too narrow and occupied by pedestrians, blocked by driveways making it very dangerous and cars d not stop	
Anna Spencer	344	Terrible bike path	The shared bike path pedestrian lane past Suffolk Constabulary has very poor surface with holes and rotten leaves	new surface regular clearing
Annabel Walker	354	Riverside Beccles	The path becomes very muddy in autumn and winter. It would be excellent if path could be maintained ie adding grit or building a broadwalk. This would encourage many more people to use the path.	Add grit or build broadwalk
Anne Cox	588	Sandy Lane, Woodbridge, Ipswich Rd junction to railway bridge	Sandy Lane is a dangerous place to walk because there is no escape from speeding traffic! The stretch from Broomheath Rd to the Railway Bridge (part of Circular River Walk) is especially dangerous. The narrowness and blind bends make it unsafe.	Sandy Lane needs a footpath! And a 20mph speed limit.

Respondent name	Comment ID	Where is the matter / improvement located?	What is the matter / improvement?	Please suggest a possible solution / improvement
Anne Neill	616	The Promenade	May I please ask you to consider allowing cycling on the lower promenade during off peak times. For example, not during the peak holiday season or any Bank Holiday weekends. Additionally, when cycling in the designated cycle path on the top of the promenade, pedestrians who wander aimlessly across the path also give cyclists a great amount of abuse.	
Anne Neill	617	Sparrows Nest	cycling North up the High Street, but heading to The Sparrows Nest park, involves crossing lanes of traffic, around the central island where the garage is. As I want to get to Gunton Cliff and down Links Hill to cycle back to town along the Cycle path along North Beach, I find this section really dangerous.	
Anne Neill	618	Pakefield	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.	
Anne Smith	480	The thoroughfare, Halesworth. Between Halesworth Library and the Thoroughfare/London Road junction	Cycling to be allowed in both directions, thus allowing both local and visiting cyclists to travel through The Thoroughfare and use its facilities	
Anne Tooze	366	Footpath entrance adjacent to the railway crossing at Darsham station	The public footpath exit on to the A12 is dangerous. It opens directly onto the A12 with poor steps, no visibility or waiting place for crossing. The pavement is the other side of the road with no direct means to access it other than either go back up the road or over the banked verge. The exit has been marked as	Work needs to be done to the steps, waiting area, visibility for crossing the road and allowing access onto the pavement the other side of the road. or investigate a pavement in front of Darsham Nurseries leading back towards the garage and shop where visibility may be better.

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			closed for some time but needs to be re-opened to allow access to the station and the shop at the garage.	
Anne Tooze	367	between the A144/A12 junction and the Hinton lane/A12 junction (in front of the 2 Magpies bakery)	The formal footpath ends opposite the A144 junction with no where to walk safely next. It is dangerous to walk or cycle to the bakery beside the A12. Create a new stretch of path from the end of the existing path to the Hinton turn off to access the bakery and High Lodge. This would also create a safer link out to Dunwich, Walberswick (and then Southwold via the Bailey Bridge) along the Hinton Road. This could link in with the cycle routes from Willow Marsh Lane.	Create a new stretch of foot and cyclepath from the end of the existing path to the Hinton turn off to access the bakery. There is a wide verge between the end of the existing path in front of the bakery to the Hinton lane turn off. It is only a very short distance and would make the existing footpath very useful.
Anne Tooze	368	Between Garden House Middleton and Middleton Moor	There used to be a permissive path from opposite Garden House towards Middleton Moor this is now closed. To get to Middleton Moor from the footpath that comes out next to Fordley Road you have to walk on the B1122 which although is supposed to be 30 mile per hour limit the visibility is not good and the lorries do not give way. The addition of a short piece of footpath would allow the footpaths and lanes towards Kelsale or Yoxford to link up with the paths and lanes out from Middleton.	Create a short piece of off road footpath beside the B1122 between Fordley Road and the Middleton Moor footpath
Anne Westover	374	A section of permissive footpath on our circular walks route, south side of B1078 The Gallows Route developed with SCC (Discover Suffolk)	A section of permissive footpath on our circular walks route, blue The Gallows Route developed with SCC (Discover Suffolk) has been closed by the landowner forcing people to walk along the dangerous B1078.	Liaise with landowner and SCC Highways to arrange re-opening please. Raised several times this year with SCC and a Cllr.
Anthony Ellam	661	There are pinch points on the Hill at Wickham Market, at the Post	Cyclists to feel safe these areas to encourage them to cycle in and around the village	The introduction of 20mph speed limits and 'shared space' for cyclists, pedestrians and vehicles.

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		Office and at The Teapot Tea Rooms. The hill coming up from Bordercot Lane on to The Hill		
Antony Barrett	87	Ipswich to villages (this issue also applies to every town in Suffolk)	There are no safe cycle routes between Ipswich and and villages within a 15 miles radius. Where they exist few drivers keep to the 30mph limits and there are far to many stretches with just the National Speed Limit. On relatively narrow roads this leaves cyclists and pedestrians very close to vehicles doing up to 70mph. Safety concerns are a major reason that more people do not cycle or walk.	Create dedicated cycle and pedestrian routes to link villages with Ipswich. Where possible these routes should exclude vehicles except for access or have enforced speed limits. The routes should also have the sort of cycling safety features that Holland has introduced
Antony Barrett	88	Woodbridge to villages (this issue also applies to every town in Suffolk)	There are no safe cycle routes between Woodbridge and and villages within a 15 miles radius. Where they exist few drivers keep to the 30mph limits and there are far to many stretches with just the National Speed Limit. On relatively narrow roads this leaves cyclists and pedestrians very close to vehicles doing up to 70mph. Safety concerns are a major reason that more people do not cycle or walk.	Create dedicated cycle and pedestrian routes to link villages with Ipswich. Where possible these routes should exclude vehicles except for access or have enforced speed limits. The routes should also have the sort of cycling safety features that Holland has introduced
Antony Barrett	143	Helmingham Rd from the centre of Otley to the White House pub and the houses at the edge of the village.	The road is fast and straight despite the 30mph limit. There is no foot or cycle path. This splits the village and makes it dangerous for cyclists and pedestrians to move to and from the village.	A shared cycle footpath would encourage both cycling and walking and reduce car use. This would be especially effective if it included traffic calming measures
Arthur Stansfield	577	A1214 cycle route through Kesgrave plus other locations	Like many of the cycle routes alongside roads in Suffolk cyclists need to give way at junctions. This requires looking over the right shoulder to look for cars turning left. This is dangerous and is also a major inconvenience having to slow down or stop at junctions. If cycling on the road	I lived in Munich for 2 years and cycled there. Cycle routes had a right of way over side roads that they crossed. It worked well all vehicles gave way as needed.

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			the cyclist like vehicles has a right of way across the junction. Also pedestrians have a right of way at junctions according to the highway code.	
Arthur Stansfield	578	Public footpath from Mill Lane Wickham Market to Mill Lane Campsea Ashe	The path between the bridges gets very muddy and when the river is in flood mode the bridge closest to Wickham Market can become unreachable due to high water levels. This route could also provide a good cycle route from the centre of Wickham Market to the railway station	Improve the entrance to the bridge. Provide a decent surface along the public footpath.
Arthur Stansfield	579	The path along the river defence	The path is too narrow, people walk either side of the path leaving an often muddy stretch on each side of the path.	Widen the surfaced path. This would improve the experience of walkers. If the path was wider it would become possible for the path to be shared with cyclists
Arthur Stansfield	580	General comment about public footpaths	Officially public footpaths are not for use by cyclists. A lot could probably be opened up to cyclists and would provide safe off-road routes.	Open suitable public footpaths to cyclists
Arthur Stansfield	581	Speed of cars on country lanes endangers cyclists and pedestrians	cars travel too fast on country lanes and endanger cyclists and pedestrians	For many country lanes (especially single track lanes) a realistic speed limit would be 30mph. The speed limit on country lanes should be reduced to 30mph. It would probably have a minimal effect on journey times along the country lanes for cars. It would also improve villages if the speed limit within the settlement boundary is 20mph. This would also reduce CO2 emissions etc.
Ash Tadjrishi	570	Trimley St. Mary to Kirton via Howlett Way (and return)	There is a known history of accidents involving motor vehicles and cyclists on this route, sadly including the recent death of a cyclist as a result of a collision with a motor vehicle entering the roundabout via the A14 eastbound off-slip junction.  The roads connecting the Trimleys to Kirton via	Provision of a clearly marked cycleway along the roads connecting the Trimleys to Kirton via Howlett Way, including the roundabouts, to give better protection to cyclists and improving drivers' awareness of other road users.

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			Howlett Way, including this roundabout, could conceivably accommodate a safe and clearly marked cycleway offering better protection to cyclists and improving drivers' awareness of other road users.	
Ash Tadjrishi	571	Junction from Felixstowe Road (A1156) and Straight Road	Cyclists seek 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.	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).
Austen Gilbert	240	Along A1071 between hadleigh road and A1214	No cycle route provided along this way for cyclists coming from south of Ipswich and needing to get to Hadleigh Road.	With new estate being built a route through could be planned there is an existing foot path across fields that could be upgraded or an extra lane on either side of the existing A1071
Austen Gilbert	241	Underpass under the A14	Lack of cycling access through to Sproughton meaning cyclists either have to go to central Ipswich or the very busy Sproughton High Street if attempting to get to the Sproughton Road/Morrisons areas of Ipswich	The current underpass be redesignated as having cycling access, and the steps on the Hadleigh Road side replaced with a ramp which will help cyclists, pedestrians with pushchairs/trolleys and those with walking difficulties
Barry Ford	351	main road between Rendlesham and Tunstall	It is too dangerous for children even with adult supervision to cycle to Rendlesham school from Tunstall and Blaxhall. Road is very busy and has narrow 2 lanes with limited visibility due to the bends.	Off road cycle path would be best solution this could also be extended to Tunstall Forest where the Viking cycle trail is located allowing the public to cycle there instead of having to take their bikes on vehicles.
Beccles Town Council	663	N/A	Beccles Town Council, noting that as Suffolk County Council also have a cycling and walking strategy, the ESC cycling and walking strategy should not duplicate this and that the two strategies should link together, particularly as Suffolk County Council are responsible for the highways and transportation infrastructure. The linking of both strategies is also important to ensure that all comments received by the	

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			separate strategies, are duly considered when the overall strategy is reviewed.	
Beccles Town Council	664	London Road, from Wash Lane to the new bypass	With respect to the proposed routes, it was considered that urgent consideration be given to new cycles path from Wash Lane to the new bypass.	
Beccles Town Council	665	Ellough Road to Cedar Drive	With respect to the proposed routes, it was considered that urgent consideration be given to new cycles paths from the new bypass along Ellough Road to Cedar Drive.	
Ben Crossman	28	Cycle path between BT and towards Brightwell	Path is narrow, overgrown and dual carriageway is next to it and unprotected. Rationalisation of path required perhaps in conjunction with Brightwell lakes Development.  Linkage of current national and local paths required in this area more generally.	
Bernard John Guymer	277	East side of A47 Yarmouth Road, Lowestoft between Gunton Church lane & Weston Road	Running parallel with the A47 are two slip roads that are closed for vehicular traffic as shown. Between the two slips was access for pedestrians & cycles, frequently used by children from Benjamin Britten High & Gunton Primary together with many pedestrians. Although this access is most likely privately owned access has been available for 40 years that I'm aware of. Access was blocked last March by a tree stump and barriers.	Application has been made to Highways to have the route classified as a footpath
Bill Camplin	175	Between Halesworth and the sea at Southwold	To deliver a cycle route which is safe for children and adults and would enable them to get from the town of Halesworth and nearby villages to the seaside at Southwold (10 miles). It would avoid busy main roads. It would make use of existing bridleways and would link into the national cycle route 1 at Halesworth	Suggested route: start Halesworth Town Park, take National Route 1 along Millennium Green to rail level crossing on Walpole to Mells road. Follow road to Wenhaston and the then to A12 at Blythburgh 644900 274900. Take Bridleway Blythburgh 1and 9 eastwards. Take Bridleway Walberswick 28 and 29 eastwards and join Blythburgh to Walberswick road. Leave road on

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			Millennium Green. It would benefit from signage and a few improvements in path surface to make the route easy to use. Great for fitness, great for all ages, great for building tourism.	Bridleway Walberswick 5 to the river bridge. Cross river and take Bridleway Southwold 25 to Harbour Inn. Then road to Southwold.  Main improvement surface of Bridleway Blythburgh 1 and security of short section adjacent to A12. Survey needed for all bridleway surfaces.  Route shown in image file attached.
Bob	64	Footpath leading to steps to the beach at the end of Martello Lane, Felixstowe. Known as Jacobs Ladder I believe	The footpath is overgrown. You need to weave your way along avoiding weeds, plants, dead foliage etc along with overhanging branches from neighbouring houses	
Brian Ferrand Williams	168	Chimer Lane/Hall Lane/Honeypot Lane junction near Charsfield	This whole area not just this confluence of c - roads is an exceptionally rich completely rural area which offers outstanding cycling. The nature of the roads is that of restricted width and with many blind bends. Unfortunately motorists seem to think it is a racetrack and often are moving at unsafe speeds for cyclists. At least once in last month I have been almost brushed by a passing car at speed, unsafe for him/her and me	The diversity of nature is outstanding in this area. Just today cycling that route I encountered a young stag with approximately 8 points on his antlers, several buzzards, hunting; various other birds and rabbits. An upper speed limit of 40mph on such roads whilst not making them safe would reduce some of the risk. Could we have a countryside limit please in Suffolk or lobby for such nationally on roads of a diminished width?
Brian Ferrand Williams	371	Bus stop opposite Penzance Road in Bell Lane Kesgrave	there is a sign here stating pedestrians and cyclists allowed. Cyclists assume they are able to cycle from here to Foxhall Road on the pavement as they have been allowed so to do from the Woodbridge Road end of Bell Lane. Pedestrians are of a different opinion, and there is contention	If cyclists are allowed to cycle all the way to Foxhall Road from the last sign at the junction of PenzanceRd/Bell Ln then more signs are needed. If they are not then a sign saying cycling ceases/stops/not permitted is needed to stop confusion and a likely future accident
Bryan Frost (Cllr for Trimley St Mary PC but	495	Cycle path adjacent to Trimley to Levington link road	This path is in a very poor state with many uneven bumps and potholes, and is also dangerously close to a fast section of the A14.	Ideally, the path should be re-sited to run alongside the link road, far safer. In short term, it should be resurfaced and a sturdy barrier placde to shield it from the A14



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writing personally)			As a result, many cyclists choose the link road, slowing vehicular traffic and causing drivers to be impatient.	
Carole Wilson	158	Rendlesham has no safe walking or cycling connectivity to anywhere else...	Rendlesham is accessible only from the A1152 - all entry/exits are along that road which has no foot/cycle path. There is no signage to indicate cyclists/walkers may be present. The speed limit of 40 stops before Rendlesham Mews - and is frequently exceeded by drivers who presume it's a safe-for-them straight stretch, they can see the upcoming increase of speed permission sign. Vehicles passing the Mews at 60 mph+ makes it unsafe for cyclists to turn into the Mews and lanes beyond.	Create a path along the A1152 to extend from the roundabout to the Mews. Extend the speed limit to 40 all the way to Eyke. This would remove the dangerous 60 stretch that includes turnings to the Mews and to the lanes that lead to Friday Street/the forest on one side and to Rendlesham St Gregory's Church/Campsey Ash/Wickham Market on the other. Put up signage on the A1152 that indicates to drivers that they are passing through a residential area where cyclists and walkers may be present.
Caroline Ley	378	Howlett Way, Trimley St Martin, along its full length	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.	Install a separate, kerbed cycleway
Caroline Ley	379	The village of Trimley St Martin and its links to neighbouring villages	As a result of local plan allocations the number of dwellings in Trimley St Martin will increase by 630 which is over 50%. This is likely to result in traffic congestion and increased danger for those walking and cycling, but it also provides the opportunity to make significant improvements to encourage cycling.	The first step should be to conduct a full and detailed review of cycling within and around the village looking at the possibility of creating new off-road cycle routes as well as improving the provision for sections where on road routes are unavoidable.

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Caroline Ley	380	Old Kirton Road, Trimley St Martin, Footbridge over A14	The existing pedestrian bridge across the A14 is not cycle-friendly	Widen the bridge and create a cycleway which would join both sides of the A14
Caroline Ley	381	Gulpher Road, Felixstowe	Provide an improved surface and access to create an accessible cycleway which would link Gulpher Road and the bridleway to provide an effective High Rd bypass for cyclists	
Caroline Ley	636	Between Kirton village and the site adjacent to Reeve Lodge, High Rd, Trimley St Martin	Trinley St Martin Primary School is currently located in Kirton Rd, in easy walking distance of Kirton village. In 2023, or thereabouts, it will be relocating to a site on the opposite side of the A14 adjacent to Reeve Lodge, High Rd, Trimley St Martin which is much further away.	A safe, segregated cycle track is needed to enable Kirton children to cycle to the new location.
Caroline Topping	488	This used to be a road. It is now a very important green corridor. Whole length of Rigbourne Hill Lane	The surface needs updating. The hedges need cutting back. The bank needs taking back. Important cycling/walking link from the new garden community.	This will be a main route from new Garden Community into town. We need to encourage walking and cycling and this is an existing safe route that needs upgrading, rather than a new route putting in.
Carolyn Gibbins	463	The roundabout top of Woods Lane / A12	1. impossible to see oncoming traffic coming from south on A12 when crossing A12 on the path from the north 2. Impossible to see oncoming traffic when crossing Woods Lane from North to South on the path	In both instances, the path could be closer to the roundabout
Carolyn Gibbins	464	river path woodbridge to Melton	little room for both pedestrian and cyclist although most cyclists dismount for pedestrians	where the path splits into 2 levels, make one for cyclists and one for pedestrians. Visiting cyclists to woodbridge cannot believe cyclists are not allowed along the whole of the river path
Carri Adams	92	Anson Road in Martlesham at the small Tesco roundabout between Tesco and Pets at Home	This is the perfect place for a crossing. A lot of us that like to walk to the shops from Martlesham IP12 there is not a safe place to cross to get to the other side where all the other shops are. We have to put our lives at risk twice trying to cross this busy road and wait for	A traffic light crossing with a button to physically stop the traffic when someone needs to cross. This would keep the traffic flowing and only be used as and when the public needed it. I have witnessed a few people now nearly get hit by cars not stopping for the people using the zebra crossing further up and so due to the high

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			a car to stop. Trying to park is sometimes a nightmare so walking is so much easier and this could be made a lot easier and safer for us all to do so and encourage more to do so by putting in a crossing at this roundabout.	volume of traffic this is the only safe way to cross. We always have to wait for ages to cross or for one kind person to stop for us and wave us across when safe to do so. It's a matter of time before someone gets hits trying to cross this area between Tesco's and Pets at Home.
Charmaine Biggle	530	The junction with The Street/Wiford Bridge and Melton Hill Road	<p>The crossing from The Street to the primary school is very narrow and there is considerable congestion during school hours. The traffic is also very heavy at these times,</p> <p>The Street should have light vehicles only using the road between Woodbridge and Ufford except for access to and from business in the area. As a walker I have nearly been struck several times by large vehicles passing along the road close to the pavement</p>	<p>Re landscape grass verges on the junctions with the lights and the crossings to Melton Primary School.</p> <p>Erect sign asking motorists to switch of engines when idling by lights.</p> <p>Prohibit large vehicles from using the road between Woodbridge, Melton and Ufford unless for delivery only to local business.</p>
Charmaine Biggle	532	Improve public footpath signs for walking between Melton and Woodbridge from Melton Fields	Lack of clear signs and way marks inviting people to walk away from road along footpath from Melton Fields to Woodbridge	Provide waymarks and show distance between Melton Fields and Woodbridge as part of exercise and well being campaign
Chris Adelson	110	A1094 This is the only link between Woodbridge/Snape to Knodishall/Leiston.	The traffic is fast and frequent. The undulating road means people take risks when overtaking. Riding a bike feels unsafe and you have to cross both lanes of traffic.	Half a mile of cycleway beside the carriage way.
Chris Adelson	112a	Kessingland to Southwold	To make this journey by bike you have to go inland through Henstead to avoid the A12. A long way out of your way.	Provide a cycle route between Kessingland beach to Benacre village or a cycle route beside the A12 between Kessingland Wildlife Park roundabout to the Benacre turn on the A12.
Chris Nice	145	Felixstowe Road, Martlesham - the entire length	Although the road is supposed to be a cyclists priority route it often feels less safe than a regular road with a single lane marker. I regularly cycle up and down the road to work and have witnessed many near misses,	Either make the road one way and provide much improved cycle lanes and footpaths or install traffic calming, either speed humps or island/priority sections to reduce the speed of traffic and increase its cycle friendliness.

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			particularly as the road has become much busier in the last 15yrs with the development of the industrial estate. Not only cyclists but pedestrians are also at risk when using the road/footpaths.	
Chris Taylor	146	Gibraltar Road / Ipswich Road & Thomsons Lane	FYI - These three lanes have been proposed by Otley as potential 'Green Lanes' under SCC's latest initiative. They make an ideal cycle / walking /horse riding route between Otley, Ashbocking & Swilland avoiding the B1078 / B1077 & B1079 Road triangle.	Extend the 40mph Speed limit on the B1078 from Ashbocking towards Otley encompass the "Swilland" cross roads"....
Chris Taylor	147	Thomson's Lane, Otley.	FYI - Proposed by Otley as a potential Green Lane under the current SCC Initiative	Please support this proposal...
Chris Taylor	148	Ipswich Road, Otley	FYI - Proposed by Otley as a potential Green Lane under the current SCC Initiative	Please support this proposal...
Chris Taylor	149	Suffolk New Rural (Otley) Campus	There is no dedicated footpath from the College to Otley Village. Students are often see wandering across the fields.	As a minimum reinstate the permissive path that used to exist between the college and Otley Bottom. This has been fenced off by the Land owner / user.  Consider a further permissive path option connecting the college with the path that runs along the 'gull' and on to the church / village
Chris Taylor	150	B1078, Otley College to Swilland	No footpath / wide verge making it unsafe to walk along	Consider making the 'permissive footpath' that runs along the northern edge of the large field permanent
Chris Taylor	151	Footpath across the A12 from Seckford (Bealings) to Woodbridge	Crossing the A12 on foot / bike is perilous here.	Consider upgrading to full traffic lighted crossing, underpass or bridge. It could be part of a longer useful & safe cycle/walking route to the Bealings, Grundisburgh and beyond...
Chris Taylor	152	A12 end of Seckford Hall Road (Woodbridge side of A12)	Wooden fence at end of Seckford Hall Road where path starts (out to A12) Difficult to negotiate for anyone on a bicycle, pushing a pram or a using mobility scooter	Redesign 'barrier' to allow easier access. This could be part of a bigger scheme to create a cycle / walking route from Woodbridge (south) to the out lying villages.

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Chris Taylor	153	Seckford Hall Road (West of A12 Woodbridge)	Consider incorporating this lane into a designated cycle route from woodbridge to the Bealings and out lying villages.	Some sort of protected status such as Green Lane, no HGV' route, reduced speed limit, currently national speed limit status
Chris Taylor	154	A12 Footpath north of Melton Roundabout, no	The A12 is a busy (& dangerous) road for cyclists...there is no dedicated cycle route out to Bredfield and the outlying north western villages (particularly from the point of view of cyclists travelling from those villages into Woodbridge and having to negotiate the A12 dual carriageway)	Consider upgrading (widening) the existing footpath that runs along the west side of the A12 to a combined foot/cycle path.
Chris Taylor	155	Footpath / cycleway from Farlingaye Coach park to Woods lane	In places the path is not wide enough for cyclists and pedestrians to pass safely.	Consider widening the path to minimum national standards for combined cycle/footpath, in places there appears to be significant grass verge to allow this to be done. Ensure rigorous pruning of path side vegetation.
Chris Taylor	156	Footpath west of A12 bypass, between Seckford Hall Lane & Dobbies (Wyevale) Roundabout	Path can be overgrown at times and is not wide enough to cycle along. Cyclist will come from Grundisburgh via B1079 to Wyevale roundabout and then want to travel south towards 'Melton End' of Woodbridge. This would be a more direct route connecting with the Footpath Crossing just south of Seckford Hall lane	Widen path to cycle / footpath standard
Chris Taylor	157	Chapel Road, Otley	Land allocated for significant housing development within the village. Increases in the number of houses within the village will inevitably increase the amount of motorised traffic within the village, which in turn will make the roads feel less safe for cyclists, parents of children and other road users (Mobility Scooters, Horse riders etc). This will have a detrimental effect on the plan to increase cycling and walking...	1. Install a 'Full sized' roundabout on Chapel Road at the point of this development (where the Primary School, Village Hall and Doctors Surgery are currently located). This would help significantly to reduce 'speeding' traffic along Chapel Road. 2. Reduce the Village 30mph speed limits to 20mph...

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Chris Taylor	159	Ufford Junction with A12 at Woodbridge	Cycling from Ufford to Bredfield and vice versa involves negotiating a big and fast road junction. the old section of road can be used but is not ideal, it is only a basic path on the side of the A12 southbound and on the other side of the A12 at the Ufford Road junction	Create a dedicated cycle/footpath path along the old section of roadway and then extend it down the A12 verge to a proper crossing point opposite the house just north of Ufford Road (meeting the footpath on the west side of the A12 at that junction)
Chris Taylor	160	B1438 Woodbridge to Wickham Market	This is a direct route between the two towns, avoiding the A12 Dual Carriageway. Local traffic uses this road in preference to the A12. With increased housing being seen in Wickham traffic levels will rise hence increasing the vulnerability of cyclists using this route, Including any young persons wishing to cycle to/from school in Woodbridge.	Create a dedicated cycle lane the whole route, improve cycling related signage and reduce speed limits. Make Melton traffic lights a cycle friendly road junction and extend the cycle route up Woods lane to the Melton A12 roundabout (connect with existing cycle route/path). Continue the cycle route into Woodbridge via Melton hill as per other suggestions. Maybe connect it with a riverside foot/cycle path at Wilford Bridge
Chris Taylor	161	Grundisburgh to Woodbridge	Cycling the B1079 between Grundisburgh and Woodbridge is perilous and not suitable for children, inexperienced cyclists and those using mobility scooters.	Consider creating a cycle friendly route using the back lanes, either via Burgh and Hasketon and the existing A12 crossing, or via Great Bealings and Seckford with a new one at Seckford Hall Road. Ensure 30mph speed limits, restriction of HGV's Cars and suitable signage. Connect with existing Woodbridge Cycle/foot paths on East side of A12
Chris Taylor	172	Aldeburgh...et al	Like many of our towns Aldeburgh high street is often full of cars...especially during holiday seasons..making life difficult for pedestrians, cyclists and mobility scooter users.	Promote the idea of regular car free days across the district...where cars are banned from the centre of towns such as Aldeburgh, Woodbridge, Southwold, Framlingham, Halesworth, Beccles, Bungay etc...Maybe one Sunday per month..in support of World Car free day..it works in London why not in Suffolk
Chris Taylor	180	Footpath B1078, Swilland	Footpath comes out on side of B1078 without any protection for walkers, there is no option but to walk on the carriageway of this busy (fast) B road.	Provide some sort of roadside path to the next footpath or at least the swilland crossroads. This path is part of a local network of paths which are regularly used by dog walkers etc. Could form part of a footpath connection between Swilland and Suffolk rural College

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Chris Taylor	181	Bridleways & Footpaths missing from mapping software	The mapping system does not appear to show 'bridleways' and 'footpaths'. Suffolk has many bridleways which make good offroad routes for walkers and cyclists both for leisure and for local use as connections to local services. The marker is tagging the end of bridleway that connects Gosbeck with Pettaugh as an example, this route is often overgrown and rutted by tractors.	Ensure that all bridleways (RUPP's, BOATs' et al) are maintained to a minimum standard of width and firm surface to enable cyclists and less abled walkers to use them safely.
Chris Taylor	182	Footpath East of Otley Bottom	Footpath that runs from driveway of Chalet Bungalow at Otleybottom up hill (NE direction) and across to unamed road from Church Road is often completely overgrown, muddy and lacking any form of maintenance including repair of broken styles and signage.	Maintain footpath to a higher standard....this path represents a viable walking route from Suffolk Rural College to Otley Village.
Chris Taylor	183	Permissive footpath Suffolk Rural to Otley Bottom	At some point in recent history the permissive footpath along the northside of the field has been withdrawn. This was a useful path connecting the end of public footpath at the College with the start of the one at Otley Bottom giving a safe walking route to Otley Village.	In this case reinstaing this path would give a viable walking route to Otley Village. Overall consider promoting the idea of 'Permissive Footpaths' again with our farming community
Chris Taylor	184	B1079, Grundisburgh to Otley	This particular section of the B1079 is a narrow, windy and undulating road and poses a real safety challenge to anyone wishing to walk, mobility Scoot, cycle or ride a horse along it. Its common to see organised 'charity' rides using it as part of their route planning to/from Woodbridge, which further puts cyclists at risk as well as making overtaking difficult for following vehicles.	<ol style="list-style-type: none"> <li>1. Create one continuous 30mph speed limit along its length, Otley to Woodbridge.</li> <li>2. Develope an alternative 'cycle' route via the parallel smaller lanes.</li> <li>3. Encourage organised rides not to use this part of the B1079.</li> </ol>
Chris Taylor	185	Ipswich Road Otley	Initial Section of Footpath (Bridleway ?) known as Gipsy Lane is overgrown	Upgrade this path to bridleway status to provide a route from Otley towards Helmingham

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Chris Taylor	202	Connection to local footpath Network at Suffolk Rural College	Suffolk Rural (Otley) College does not have footpath access to Otley Village	A short section of 'permissive footpath' from the B1078, past the 'Motte' and down to the 'Gull' would connect up with the public footpath into Otley Village. This is an example where many people who live in Rural Suffolk but outside villages do not have direct and safe access to the local public footpath network. The 'B Road network' is becoming busier with increased levels of mixed traffic (ie. cars, lorries, farm vehicles) travelling at up to the national speed limit (60mph). There is a genuine feeling among local residents that walking and cycling on these roads 'is simply too dangerous' especially for children and less abled persons. This encourages more use of cars for local journeys eg the school run and popping to the local shop and hence the roads become busier.
Chris Taylor	203	Rendlesham to Woodbridge A1152 Road	Provision of a dedicated cycle lane/path. With the intended major housing development at Rendlesham, it will only serve to increase the amount of motorised traffic travelling to and from Woodbridge via Wilford Bridge. This will actively discourage people from cycling.	There is a huge opportunity for a dedicated cycle/footpath lane to be established along this road to encourage people to cycle to/from Woodbridge rather than use their cars. (Similar maybe to the one already in existence between Leiston and Sizewell) There is plenty of room and it could easily connect with other cycle / walking infrastructure at Woodbridge. As well as use for local journeys such as cycling to school it would also be useful for leisure / tourist cycling connecting Woodbridge with the Rendlesham forest area and the coast
Chris Taylor	204	The Thoroughfare, Woodbridge	This is a narrow ancient street where cars pedestrians and cyclists are not segregated, Despite the no access to vehicles at certain times restriction cars and delivery vehicles are still ignoring this, creating a conflict particularly between pedestrians, mobility scooters and vehicles.	Install 'pop up' barriers/bollards at the Melton End (& retain existing one way system) as per the centre of Cambridge to remove all non essential motorised traffic from this street completely. This would make the whole Thoroughfare a more pleasant place to 'be in' both for local residents, shoppers, and visitors to woodbridge. Deliveries to shops could be made overnight, emergency services could have transponders...it works in Cambridge



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				why not Woodbridge or indeed other East Suffolk towns which have a 'thoroughfare' style main street.
Chris Taylor	205	Hasketon Road/Ransome Road, Woodbridge	Recognising that Farlingaye does not have very good access there is often a conflict between cars & cars and cars & bicycles in this part of Woodbridge, particularly during the morning rush hour / School drop off hour. School hours generally coincide with the morning rush hour creating increased numbers of cars and cycles (young cyclist) in this area of woodbridge including the B1079.	<ol style="list-style-type: none"> <li>1) Consider some form of dedicated 'cycle' route to/from this area. Allowing children to cycle to school (Woodbridge &amp; Farlingaye) on a car free route.</li> <li>2) Look at the 'on street parking' around this area, maybe some(or less) more yellow lines.</li> <li>3) Consider making Hasketon Road and the B1079 roads oneway utilising the A12 roundabouts and a roundabout at the Hasketon/B1079 junction.</li> <li>4) Relocate Farlingaye to a site with more cycle / pedestrian friendly access....</li> </ol>
Chris Taylor	206	Waterhead Lane 'Bridleway' Melton	This is a useful 'off road' cycle route for avoiding the Melton traffic lights area, however in places it is not very cycle/wheeled user friendly, the surface is uneven, rutted and overgrown with trees and bushes	Consider upgrading it to a hard surface bridleway making it suitable for mobility scooter users, people with prams and inexperienced / young cyclists.
Chris Taylor	207	Cycle route Snape to Aldeburgh avoiding A1094	Cycling along the A1094 can be perilous at times and not encouraging for inexperienced/young cyclists	Consider upgrading the Suffolk Coastal Route path from Snape to Aldeburgh to a 'gravel' cycle/footpath path from Snape, through marshes to the western fringe of Aldeburgh, continue 'cycle/footpath' into town centre.
Chris Taylor	214	Woodbridge Riverside path, Elmhurst park to Wilford Bridge Section	There is no dedicated cycle route from Woodbridge Town centre to the Wilford Bridge (linking to beyond eg. Rendlesham, Rock Barracks etc.) Cyclists have to travel along the busy Melton Road to the Melton Traffic lights and then turn right on to the even busier A1152 towards the Wilford bridge, there is no segregated cycling provision making the route unsuitable for young or inexperienced cyclists.	Consider upgrading the Riverside path to a combined cycle/footpath, especially the bit from Elmhurst park to the Wilford bridge, this would miss out the roads completely. There is a primary school at the Melton traffic Lights which could benefit from a dedicated cycle route nearby
Chris Taylor	215	Junction of New Road (Saddlemakers Lane) with the A12 North of Melton Roundabout	Crossing the A12 by Bike at this junction to access the road to Bredfield & Boulge is perilous, especially at weekends when the A12 is busy with 'Holiday' traffic. This junction is on	Some sort of formal cycle crossing maybe just south of the junction to allow cyclists to cross the A12 to the footpath on the west side of the A12. Upgrade this footpath to a combined cycle/footpath to remove the

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			a convenient quiet route for cyclists from Melton ( & Woodbridge) to Bredfield, Debach, Charsfield & beyond)	need for cyclist to use the 'slip lane' off the A12 to access the road to Bredfield.
Chris Taylor	216	Bridleway 'crosses' A12	There is a bridleway at this point that 'crosses' the A12, there is no provision for Walkers, Cyclists, Horse Riders to cross the A12 safely and continue along its route toward/from Bredfield. There is no path on the east side of the A12 to allow users to travel either north or south. The only option is to cross the A12 to the path on the other side of the road.	Some sort of improved road markings/crossing point/signage and widening of paths
Chris Taylor	217	'Bridleway end of Playford Lane to Playford & Little Bealings	The surface of this bridleway is poor, rutted and uneven in places making it difficult to cycle on or use a mobility scooter	Consider upgrading the surface for the full length of its course. This would provide a very viable and usable cycle path directly to Ipswich from the Playford / Bealings area.
Chris Taylor	218	Westerfield Business Centre / Station	Possible site for an Ipswich northern 'Park & Cycle' car park. There is nowhere to park when using Westerfield Station.	Given the emerging development north of Ipswich this would make a good spot for a park,ride and cycle carpark similar to those seen around the fringes of Cambridge. This would enable those of us travelling into Ipswich from the North (aka East Suffolk District) to park up and then either use the train to go northward towards lowestoft or cycle(or walk) or bus the short distance into the middle of Ipswich.
Chris Taylor	224	Footpath Brock Lane Woodridge to Great Bealings	Path is unsurfaced and difficult to walk / cycle on, espeically for the less mobile and buggies	This path could be upgraded to a surfaced cycle/footpath connecting Bealings and Grundisburgh with Woodbridge without having to negotiate crossing the A12 dual Carraigeway. There is already an existing Pedestrian tunnel under the A12 Martlesham bypass for this footpath. The route could easily connect with cycle/footpaths to Woodbridge and Martlesham Heath Industrial area / supermarkets.
Chris Taylor	225	Bridleway connecting 'Green Lane; with 'Tuddenham Lane'	This bridleway is cyclable by someone with a mountain bike, however the surface is not good	Upgrade the surface to allow the bridleway to be used by young and inexperienced cyclists, it provides a route from Tuddenham to NE Ipswich avoiding the ever

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			enough for use by 'normal cyclists' being rutted, muddy and stoney in places	increasing traffic on the C road into Ipswich. It could be particularly useful for children accessing Northgate High School and Rushmere Primary Schools by bike
Chris Taylor	226	A12 / B1119 Junction Saxmundham	Crossing the A12 by bicycle or on foot at this junction is difficult /dangerous for any cyclist or pedestrian regardless of age and experience, there is no segregated provision. The B1119 Rendham to Sax road has effectively been cut in half by the A12.	Provide a dedicated pedestrian/cyclist crossing point with separate foot/cycle path linking the Rendham side of the A12 with the Saxmundham side. Enabling anyone from the Rendham direction to safely cycle/walk to Saxmundham.
Chris Taylor	227	A12 Saxmundham, Carlton Lane junction	There is a cycle path across the A12 at this junction however it is not very wide and not very well laid out, it is just a path really and not suitable for cycles / mobility scooters. It is not that visible to traffic on the A12. Again crossing the A12 is perilous for experienced adult riders let alone young people wishing to cycle into Sax from the villages.	Upgrade the path, make it wider and more pronounced, improve the A12 road markings and signage to show that there is a 'cycle crossing' at this junction.
Chris Taylor	229	Wickham Market, new housing developments	Example of where significant housing development has been, and will be allowed without adequate local cycling infrastructure ie a cycle path to enable young people and their parents to cycle to the local primary school safely or indeed the village centre. Parents will always take the easy option when it comes to the daily school run and without safe infrastructure it will be to drive to school or pop down the local shops.	Create a safe cycle route either alongside the B1438 or along Chapel Lane, with a 20mph limit in the middle of Wickham, make the local streets limited to 20mph to encourage more of a sense of a nice neighbourhood where children can roam the streets free and safely.
Chris Taylor	230	Junction of 'The Street' Darsham, with A12	When cycling from Darsham village up to this A12 junction its not obvious that there is a short cycle path on the righthand pavement. This is effectively on the wrongside of the road and as a cyclist you have to cross the opposite carriageway of the 'Street' at its junction with the A12 to get to it. Which is putting yourself at	Extend the 'cyclepath' around the corner of the verge into 'The Street', make it a decent width and not just footpath sized. Do a similar thing to the one at the Willow Marsh Lane Junction opposite. Some A12 roadside bollards and improved signage to show a 'cycle crossing' would make it 'more obvious' to A12 drivers.

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			conflict with vehicles turning off the A12 into 'The Street'. Its a similiar situation at the Willow Marsh Lane Junction opposite.	
Chris Taylor	231	A1214 Kesgrave, Junction with Dr. Watsons Lane to Playford.	Having negotiated the Bell Lane traffic Lights cyclists then have to make an unprotected right turn across traffic on this busy A road into Dr. Watsons lane when travelling to Playford and beyond.	Consider creating a short piece of cyclepath using the existing footpath' from Bell Lane at the Traffic lights, along the side of the A1214 to opposite Dr. Watsons Lane.
Chris Taylor	232	B1078 & Swilland Crossroads	Turning right off the B1078 for cyclists is perilous, particularly during the rushhour periods when the B1078 is busy with streams of vehicles travelling at the speed limit which at this point is 60mph. Its noticable that there is a tendancy amongst some motorists to overtake at speed along this stretch into the face of oncoming traffic which if you are a cyclist or walker is actually terrifying....Traffic does not 'naturally give way' to anyone attempting to walk along the road.	As a minimum the Ashbocking 40mph limit should be extended to the College 40mph to create one continuous 40mph limit
Chris Taylor	233	Chapel Road, Otley	The School, Village hall and Doctors surgeries are all co-located at this point on Chapel Road. These are magnets for cars particularly at drop off times, this creates an area of local congestion and conflict with pedestrains particularly those with children trying to cross the road or indeed cycle to the school. Through traffic travelling at speed compounds the safety risk as the village hall carpark (which is used as the school drop off area) exit/entrance is on a blind bend.	Given the potential of further significant housing development in this area it would make sense to create a roundabout at this point giving safer access to the Hall carpark and Doctors surgery and also serve to calm the through traffic on Chapel road, a carpark within the development would also ease the congestion and provide some public off street parking within the village.
Chris Taylor	234	Sandy Lane, Woodbridge	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	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

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			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.	along in complete safety. Access to the businesses along it would not be affected.
Chris Taylor	235	NCN 1 Junction of Old Barrack Road with the B1438	When approaching this junction from Old Barrack Road cyclists have to use the road junction itself to cross into California. This can be problematical if the B1438 is busy and not suitable for the young and inexperienced rider.	There is a central refuge for the footpath adjacent to the pub. This footpath could be widened into a combined cycle/footpath separate from the actual junction itself, so that there is an obvious route across the road for cyclists/pedestrians into 'California'. Particularly as this junction forms part of NCN 1 and the cycle route to Martlesham
Chris Taylor	236	Cycle path Kesgrave Grange Lane to Bell Lane	An amazing Cycle/footpath that runs from Grange lane to Bell Lane completely traffic free, flat and well surfaced with plenty of space for both Walkers and Cyclists. An exemplar of how combined walking and cycling provision should be in modern housing developments	...Continue the off road segregated cycle path idea towards Ipswich across Rushmere heath. The current Ipswich route follows roads and requires some mixing with cars and buses and a very hilly bit near Brendan Drive.
Chris Taylor	237	Bixley Drive / Gwendoline Road, Ipswich	No obvious signage to show that Gwendoline Drive & Chatsworth Drive is actually a cycle route to Ipswich & NCN 1	Some better cycle signage is all that is required.
Chris Taylor	246	Main Road Martlesham	No cycle lane toward Woodbridge. There appears to be a cycle lane on the uphill side of this road towards Martlesham but not on the downhill, Martlesham to Woodbridge Side	Provide a segregated lane to allow safe cycling in both directions.
Chris Taylor	247	Future Rendlesham / Bentwaters Development	Lack of Public Right of Way's connecting 'Rendlesham' to 'Rendlesham Forest', Wantisden, Butley and the coast.	<ol style="list-style-type: none"> <li>1. Consider running a new cycle/footpath across Bentwaters Airfield to connect Rendlesham Housing estates with Wantisden Corner road. Provides an off road walking route and removes the need for cyclists to use the local 'B roads'.</li> <li>2. Consider upgrading the 'path' that runs across the eastern end of the runway towards Friday Street.</li> </ol>
Chris Taylor	248	Road Bridge Kirton Road to Old Kirton Road	This bridge and its approaches are not cycle friendly or indeed for anyone using a mobility	Upgrade paths on both sides & bridge to a more cycle friendly standard

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			scooter or pushing a pram. It is on a useful back route from Kirton to Felixstowe.	
Chris Taylor	249	Levington Lane & crossing the A14 at this point	There is a public right of way that crosses the A14 (Levington Lane) at this point via a gap in the central reservation. It is possible to get across without being killed but you have to be quick.... The A14 verges are often overgrown....	Tidy verges so that there is better visibility of the crossing.
Chris Taylor	250	Levington, Felixstowe Road.	Crossing the A14 & travel between the villages on either side.	There is a private farm road and 'Tunnel' under the A14 at this point which could be upgraded to a PROW / bridleway between Felixstowe road and Brightwell Road to allow cyclists and pedestrians to cross the A14 safely and travel between the villages on either side of the A14
Chris Taylor	251	A1156 Nacton to Warren Heath Ipswich	Limited cycle path from Seven Hills / Nacton into Ipswich	Consider providing a full cycle/footpath all the way from Nacton (even Seven Hills Junction) towards Warren Heath (Past the Show Ground)
Chris Taylor	252	Bucklesham to Ipswich, walking / cycling	Negotiating the Seven Hills Road Junction by bike or on foot	<ol style="list-style-type: none"> <li>1. Make Bucklesham Road a cycle friendly route into Ipswich</li> <li>2. Consider upgrading the Bridleway (just West of the Seven Hills A14 junction) that connects Bucklesham Road with Felixstowe Road to hard surfaced allowing direct access to Felixstowe Road, Warren Heath and Ransomes Europark avoiding the Seven hills A14 Junction.</li> </ol>
Chris Taylor	272	Seven Hills Road A14 Junction	There are no footpaths or designated cycle lanes at this junction and on the A1156 into Ipswich...This precludes cycling and walking from (& to) Bucklesham, Kirton, Waldringfield and beyond into SE Ipswich and the Ransomes Euro park area ....Access to the newly built crematorium is only possible by car....As an experienced cyclist it is possible to negotiate this junction on the carriageway but it is not safe due to the speed of the traffic.	Provide some sort of path/cycle path as per the Nacton and Claydon Junctions of the A14 connecting with the existing Ipswich to Felixstowe cycle route
Chris Taylor	273	Woodbridge Maidensgrave area	No dedicated cycle route from the thoroughfare to this part of Woodbridge for	NCN 1 runs along Old Barrack Road from the Thoroughfare...consider making this a local cycle route

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			local cyclists. The B1438 is not a cycle friendly road, especially when turning right into Warren Hill Road.	with 20mph limit, proper segregation and signage to encourage local cyclists, rather than just those following the NCN, to use it as a safe route to and from the centre of Woodbridge (encompassing Kyson Primary School).
Chris Taylor	274	Woodbridge Station	Lack of secure undercover cycle storage....useful for anyone commuting to work or making longer journeys the facility to leave your bike for extended periods of time in a safe undercover facility like the one at Ipswich Station. Rather than just locking it to a 'Sheffield Stand' out in the open, not covered by CCTV and hoping for the best.	Provide a storage facility similar to that at Ipswich Platform 1
Chris Taylor	278	Brightwell lakes development Martlesham	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	<ol style="list-style-type: none"> <li>1.) provide an independent cycle / pedestrian bridge over the A12 connecting with Lancaster Drive.</li> <li>2.) provide some form of safe route to NCN 1 connection at the Gloucester Road / Betts Avenue junction and upgrade (widen) the current pedestrian bridge across the A12.</li> <li>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.</li> </ol>
Chris Taylor	279	Land allocated for Housing 'Humber Doucy Lane & Rushmere'	Land allocated for housing will increase the number of vehicles on the local roads particularly 'Tuddenham Road' & 'Humber Doucy Lane', this already a cut through road, but also popular with cyclists travelling out of Ipswich towards Tuddenham and the villages beyond. There is limited pavement and no cycle lane/protection along its route.	Humber Doucy lane could be widened to incorporate a dedicated footpath / cycle track connecting the development with Ipswich's cycle infrastructure. There is an opportunity to upgrade the bridleway at the end of Tuddenham lane to provide a safe cycling and walking route to Tuddenham avoiding 'Tuddenham Main Road' which is a commuter route into Ipswich for cars.
Chris Taylor	326	New Housing development, Woods Lane Woodbridge	Example of where significant new housing has been allowed without provision for safe cycling to the local shops, centre of Woodbridge and the local primary school. The housing is disconnected from Woodbridge by the A12 &	<ol style="list-style-type: none"> <li>1). Upgrade the footpath along Bredfield Road into Woodbridge to cycle/footpath standard.</li> <li>2.) Create a cycle route down Woods lane to the Melton Traffic lights to connect with Melton Road</li> </ol>

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			busy Woods lane, necessitating car ownership to access local services.	
Chris Taylor	347	Bridleway A12 to Dobbs lane	Surface not suitable for cyclists or mobility scooter users. Possible route for a cycle/footpath from new Brightwell development.	This bridleway could be upgraded to give a cycle/footpath route from the new 'Brightwell' development south of BT towards the centre of Ipswich. Connecting with the one that runs south of Cedarwood Primary School and mentioned by others as being upgradable to allow cycling, mobility scooters and buggies.
Chris Taylor	348	Ribbans Park Development, Ipswich	Exemplar & Award winning example of a new housing development with a Modeshift STARS "Residential Travel Plan" <a href="https://www.modeshiftstars.org/first-residential-development-achieves-national-stars-accreditation/">https://www.modeshiftstars.org/first-residential-development-achieves-national-stars-accreditation/</a>	This requirement should be included with all new housing developments within Suffolk.
Chris Taylor	349	A12 Loer Hacheston / Wickham Mark Roundabout	Given the likely hood of this being a SXC park and ride facility with increased road traffic, there will be increased risk for local cyclists using the roads, roundabout and crossing the A12	Provide suitable segregated cycle/footpaths to allow cyclists/pedestrians to transit from the B1116 to the B1078 and vice versa.
Chris Taylor	372	B1078 junction with Charity Lane, Otley	B1078 Traffic turning right into Charity Lane often cuts across the junction ignoring the road markings which if you're a cyclist or car waiting to turn right out of it is quite disconcerting. The road markings have been rubbed away. This is typical of many junctions along this road where the mouth of a minor road is narrow. Vehicle drivers naturally cut the corner, rather than making the full 90 degree manoeuvre.	Improved markings on the B1078 & at the junction itself on Charity Lane.
Chris Taylor	408	Darsham Station	Lack of connecting cycle/footpath to/from Darsham station towards Westleton, towards Yoxford	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



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Chris Taylor	410	Kesgrave School	Doesn't appear to be a safe route for children and other cyclists to get to Dr. Watsons Lane (to Playford) and Hall Road (to Bealings) from the Northern (School) side of the road or indeed the existing cycle path on the South side. Hence limiting the opportunity for children and parents from the villages to cycle to the school in safety.	<ol style="list-style-type: none"> <li>1). Provide a proper crossing and short section of cycle/footpath on the northside of the road where the central refuge is on the A1214 at Hall Road.</li> <li>2). Extend the existing cycle path beyond the Bell Lane traffic lights past the Doctor Watsons lane junction and provide a separate crossing integrated with the existing traffic lights.</li> <li>3) This would also help all cyclists wishing to travel from the Kesgrave development north into the villages and beyond.</li> </ol>
Chris Taylor	419	Cycle path A1214 Kesgrave Road	A typical example of a 'stop start' cycle path where motor vehicles are given priority at each minor road junction and property driveway entrance, hence impeding the steady progress of cyclists and pedestrians	<p>Consider giving cyclists &amp; pedestrians the right of way at minor junctions by removing the 'giveaway' from the cyclepath and moving the road 'giveaway' lines back from the junction to before where the cycle path crosses it. Also where a cyclepath crosses the front of a property entrance put the giveaway lines across the entrance to ensure that anyone leaving the property gives way to the cyclist, rather than relying on the cyclist having to dodge vehicles sticking their nose out onto the cycle path. This is common practice in countries where cyclists are given priority over vehicles, rather than in the uk where vehicles are given priority over cyclists (and pedestrians, mobility scooter users etc).</p>
Chris Taylor	457	Proposed Bentwaters park development area.	<p>Pedestrians walking / cycling across the A1152 from Rendlesham to Bentwaters.</p> <p>Its important that these two developments are 'connected' and not divided in two by the A1152. Crossing an A road on foot is always 'risky' and not safe for children walking to school or trying to access the local facilities within Rendlesham</p>	<ol style="list-style-type: none"> <li>1) Upgrade the paths at the roundabout to cycle paths or even create a 'dutch style' roundabout such as the one in Cambridge where vehicles are required to give way to Cyclists / Pedestrians.</li> <li>2) Provide a second Pedestrian/cycle crossing point at the end of the existing lane near to the Rendlesham Day Nursery.</li> </ol>
Chris Taylor	458	Brendan Drive	NCN 1 & the cycle route into Ipswich is via an estate road at this point and sections are cluttered with parked cars, and a couple of	It would make sense to upgrade the footpath that runs across Rushmere Common to Heath Road to a Cycle/footpath there by giving cyclists a section of the

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			short hilly sections where less abled and older riders have to get off and push.	route that is traffic free and relatively flat. It would also connect in the other direction with the bridle way that runs east towards Bell lane and beyond... giving a continuous traffic free cycle route from the Hospital to almost the Brightwell Development Area.
Chris Taylor	459	A12 north of Wickham Market	As already commented regarding walking, there is not a safe way of cycling from the Wickham Market roundabout to Marlesford and beyond.	By providing a short section of Cycle/footpath this will allow cyclists direct access to Bell lane which in turn leads towards villages around Parham Airfield, which is a designated industrial development area. This would allow somebody to cycle to work from Wickham to Parham without using the B1116 which is a busy route to/from Framlingham. Children from the villages could also safely cycle to school or access shops in Wickham.
Chris Taylor	489	Riduna Park / East Suffolk Council Offices / Melton Train Station	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.	Widen the footpaths along Wilford Bridge Road and a cycle lane into woodbridge
Chris Taylor	491	Proposed 80 house development in Grundisburgh	A proposed large housing development accessed only via two minor roads with no direct access to the 'B' road network. Increased motorised traffic during construction and when inhabited will increase the risk factor for cyclists, pedestrians and other vulnerable road users trying to negotiate Park, Chapel, Lower & Ipswich Roads all of which have limited if any pavements. This will actively discourage walking and cycling in the area, particularly with regard to those less abled...	Motorised traffic on these local roads need to be forcefully restricted to allow more vulnerable road users to safely walk, cycle, scoot or trot along them to/from local amenities The developer should be instructed to provide suitable cycle/footpaths along the roadside boundaries of the development and off site connecting with the School and local amenities. There is considerable local opposition to this development as per the comments on the current planning application.
Chris Taylor	504	A1152 & Wilford Bridge	Lack of a cycle path, Melton traffic lights to Bromeswell Quiet lanes...	Having cycled along the footpaths on this route, there does seem to be enough room on the verge to widen the existing footpaths to create a cycle/footpath pretty much

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				all the way along, past the station and across the bridge and round to the Bromeswell 'Quiet lane'
Chris Taylor	505	Riduna Park. Woodbridge	Example of new industrial development with... No obvious cycle parking facilities for... 1) Members of the Public Visiting East Suffolk Council Offices 2) Employees cycling to work at each unit 2) Cyclists wishing to use units providing food and drink such as Honey & Harveys.	1) Encourage developers to give up one car parking space per unit as a dedicated cycle parking space with stands or provide secure storage as per the Councils own staff facility. 2) Encourage developers to give up unit space to a dedicated indoor bike storage space including showers and lockers. This could be a shared facility for all on the park 3) A few sheffield stands outside the front door of the Council Offices would be useful and look good to passers by. Include a dropped kerb at the roadside end of the main entrance path so that disabled users / buggies can easily access it from the Melton direction.
Chris Taylor	506	Melton	Well done to Melton Parish Council for converting this short length of footpath into a cycle/footpath. It might win the prize for the shortest cyclepath in East Suffolk but it is an example of where a small 'parish council' have been able to upgrade the designation of a footpath to a cyclepath.	East Suffolk DC to proactively support and encourage Parish Councils to upgrade footpaths to foot/cycle paths.
Chris Taylor	507	Sutton Heath	Walking & Cycling along 'Heath Road'..As already noted this is a fast and straight road which makes it unsafe to walk or cycle along	Create a path parallel to the road but on the 'heath' side of the fence line where possible. The path could be a simple woodland style path suitable for walkers or those using mountain bikes. The verges are wide in places as well although it might mean some crossing of the road in places, but thats safer than walking down the road as I saw someone doing the other day.
Chris Taylor	633	Woods Lane, Junction with A12	With increasing traffic on Woods Lane trying to cross the road at this point is difficult / dangerous at times especially for the less abled. The footpath crosses the road at this point via	Provide a proper pedestrian and cycle crossing at this point, continue the cycle path up the A12 to where it then crosses it.

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			gaps in the verge, it is not highlighted as a crossing point to drivers. The footpath is also designated for cycles on the Ipswich side of the road, but not the north bound side.	
Chris Taylor	634	A12 Approach to Melton Junction	Crossing the A12 using the path at this point is difficult / dangerous and involves crossing three lanes of fast moving traffic. The lack of an adequate crossing point here and on the A1152 entry effectively cuts the paths in half and deters walkers & cyclists from using the A12 north bound path towards Bredfield (this path could be a ready made cycle route towards Bredfield and Debach. It would allow children to cycle from the villages to school at Farlingaye & in Woodbridge.	Provide a suitable crossing on the A12 at this point & A1152 Entry Connect the A12 north going path with the A12 south side cycle route to Farlingaye. Upgrade paths to Cycle / footpaths.
Christian Newsome	418	Ness Point	No cycle storage or racks whatsoever at Ness Point for people to lock up there bike! Britains most Easterly Point	More bike racks
Christian Pawsey	607	General	The issue is that most if not all the few existing cycle paths are marked poorly. There is no right of way marked for pedestrians or cyclists on the existing paths (ie A12 path or Martlesham to Ipswich). Most byways and other footpaths positively discriminate AGAINST cyclists, with for example, much protest about mostly harmless cycling on the river wall and bars to prevent cycles passing at most town footpath entrances and exits.	Campaigns to promote a cycle 'economy' around new cycle routes, recognising that every cyclist reduces congestion for road users, reduces pollution, increases the mental and physical health of the cyclists themselves, which in turn saves more money for NHS and authorities.  Promotion of positive recognition of cyclists who deliberately commute to better their health and lower local pollution, (combatting climate emergency) vs the negative/destructive effect of driving short distances to school and work. School promotion of cycling within a certain distance instead of driving, especially where onward commute to work is not a consideration.  Enforce existing traffic legislation designed to promote

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				the safety of cyclists. (ie speed limits, distances for passing cyclists, parking on cycle paths).
Christian Pawsey	608	General	Nearly all cycle paths stop abruptly at some point with direction onto a busy road with poor direction and often no further option but to stay on the road. Even the poorly marked cycle paths on main roads are usually blocked at some point by parked cars. Hurried commuters often have little time for slower cyclists who are often viewed as a non-road-fee-paying nuisance. Walkers are well catered for in most areas but can view the bike as an unwelcome nuisance also.	Support this campaign by creating and investing in a considered and continuous infrastructure of cycle paths and facilities, such as marking paths with cycle and pedestrian areas, widening existing paths, traffic reduction schemes citing the reason for promoting cycling. (such as the welcome sign for the Thoroughfare which says 'except cycles'). These paths should connect outlying villages as well as provide cross-town routes, cycling off road wherever possible. (ie routes from Bromeswell to Woodbridge using part of the river wall, which is wide enough to accommodate cycles and pedestrians. Rendlesham to Woodbridge, Bredfield to Woodbridge, Hasketon to Woodbridge, and so on).
Christian Pawsey	609	General	Encourage a cycle lock or loop fixed to walls outside certain shops, where appropriate. Invest in wider recreational cycle route creation to enhance the area for local cyclists, pedestrians and (staycation) tourism. (ie river wall route from Wilford Bridge to Felixstowe Ferry).	Further interconnection between towns and villages of the area, including tackling awkward areas where there is seemingly less space for cycle paths, such as from the outskirts of Woodbridge towards Martlesham where routes into Ipswich are found.
Claire Cook	8	Footpath between Elmdale Drive and Wannock Close	Metal railings obstructing the footpath, slowing down cyclists and making it difficult for people with mobility issues to get through.	Remove railings. These are not required as they are approximately 10 metres from either Elmdale Drive and Wannock Close so do not help with safety. Also, there are many other similar footpaths in the area without these.
Claire McBurney	420	Station Road Melton	This is part of the main pedestrian route through the village. In places, the pavement is less than 1m wide. The road is used on a daily basis by HGVs and agricultural vehicles. This is not safe and is very polluting.	Work with other authorities e.g. Suffolk County Council to introduce weight/width restrictions. Work with satnav providers to direct heavy vehicles to more suitable routes.

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Claire McBurney	622	The Street, Melton	This is a historic route. The road is narrow and so are the pavements. Many of the buildings are hard against the pavement. At peak times, the vehicles are nose to tail. Pedestrians, including families on their way to school, have to run the gauntlet between the vehicles and the buildings, wreathed in exhaust fumes.	Measure the air pollution in real time to better understand the scale of the problem. Make The Street a no idling zone.
Clare Astbury	29	Main road kesgrave	Cycle track not fit for purpose, especially around Windrush Road where potholes on road are dangerous. Very uneven and old cycle track surface, many cyclists forced to use Road.	Resurface section from police station to Kesgrave fisheries.
Cllr J Jeans on behalf of Southwold Town Council	508	Pier AVenue and Station Road Junction -- this roundabout has heavy traffic in all directions and there is no dedicated crossing area which is safe for pedestrians	A safe crossing point. This will become even more important as the west side of Station Road and Might's Road are developed with new housing, community facilities, and employment space.	
Cllr James Mallinder	20	Wilford Bridge round about up to entrance of Sutton Hoo	The footpath is getting smaller as the hillside is slowly creeping over on to the path Not only that but excessive amount of weeds growing on the curb  The main issue - the footpath needs widening and allowing cyclists - many want to cycle to woodbridge from the peninsula but dont due to this bottle neck on the hill and the roundabout is dreadful and is desperate for an up grade	cut back into the side of the 'hill' to widen the footpath split the footpath with markings to allow cyclists and people and then make clear signage from the railway station to sutton hoo of a cycle path  Engage with National trust to see if they can help - we need a better sustainable travel option to a world heritage site
Colin Hedgley	135	C324 (The road between the B1079 and Butts Road Playford).	The part of the C324 between Boot Street and Tuddenham is part of the National Cycle route system Stowmarket to Woodbridge. During the week this road is a Rat-Run between	"Cyclists in Road" signs on bends as part of the road is single lane.

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			<p>Woodbridge and Ipswich and is very busy and at times highly dangerous for cyclists. Weekends see a great number of cyclists on this route, although still dangerous it is a lot more cycle friendly. Some signs along the route stating "Cyclists in Road" especially on bends would be very helpful.</p>	
<p>Councillor Margaret Morris on behalf of Suffolk Coastal Disability Forum</p>	<p>641</p>	<p>Cycle paths and footpaths throughout East Suffolk</p>	<p>Concerns about the surface and width of footpaths and cycle paths.</p>	<p>Cycle paths and foot paths should be at least 2 metres wide to allow for two wheelchairs to pass. The surface should be tarmac so that all people can walk / use wheelchairs easily. They should be reasonably level, with no hills or steps, or gates. They should be regularly maintained.</p>
<p>Cycling UK</p>	<p>777</p>	<p>Bascule Bridge, Lowestoft</p>	<p>The Bascule bridge is the biggest obstacle to more cycling due to being perceived as dangerous. It is ironically unfortunate because it is what links south and central Lowestoft, thus the town's main facilities. I am unconvinced the cycle/pedestrian bridge would be the best way to resolve it. I refer you to the enclosed copy of Cycling UK's (CUK) Hierarchy of Measures for Cycling Facilities. CUK's stance is that the priority should be to make the road environment comfortable for cycling.</p>	<p>The road over the Bascule bridge could be made so if there is the political will for radical interventions. Parts of the carriageway could be exclusively for cyclists by 'blocking off' with 'armadillos'/planters/bollards. It might require some realignments and widenings, however, it would be extremely disappointing if it was argued something to encourage active and sustainable travel cannot be afforded because of the amount spent on a facility for motor vehicles, which are unsustainable. Cyclists are currently allowed to share the footway over the Bascule bridge and then along Station Square. I think the Hierarchy of Measures in effect explains why CUK does not regard that as satisfactory. Indeed, at the point where the footway turns sharp left outside Lowestoft station toward Denmark Road, it surely goes completely against the point about sufficient sightlines.</p>
<p>Cycling UK</p>	<p>778</p>	<p>Pier Terrace, Lowestoft</p>	<p>Concerning Pier Terrace, it is more problematic. However, there is an off-road facility and, I think, as access is traffic lights controlled, many cyclists find the short on-road distance</p>	<p>In conclusion, the most pertinent point is that a facility actually on the Bascule bridge and improvements to Station Square would enable cyclists to use the absolute direct route linking the main parts of Lowestoft, albeit</p>

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			tolerable. That said, I do not think it should be a reason not to have brain storming discussions on possible improvements for cycling along Pier Terrace, particularly as the off-road facility is clumsy.	with possible very minimal deviation due to realignments, It could make cycling quicker and less stressful than driving for short journeys
Cycling UK	779	Lowestoft	The third crossing will mean even less excuse for not having more 20 mph speed limits. There is plentiful evidence they create more cycling. I particularly argue Yarmouth Road would be a good candidate. Come the third crossing, I guess its classification could change. There is arguably a precedent in that in south Lowestoft stretches of Marine Parade/Wellington Esplanade/Kirkley Cliff Road, which are the A12 are 20 mph.	I realise that the A47 is the responsibility of Highways England. Frankly, the cycling provision is a shambles. For a lot of the way it is shared with pedestrians on PARTICULARLY narrow footways, passing bus stops, driveways and crossing roads without priority, i.e. it goes completely against CUK's guidance. There are points where the shared path stops so cyclists have to continuously temporarily rejoin the carriageway. That can increase danger as drivers do not expect it. Ironically, the one reasonable stretch of the cycle path, which is segregated from the footway and runs between Sussex Rd and Hollingsworth Rd, passing Ormiston Academy, gets parking on it at school run times. In my opinion, as the Northern Spine Road is part of a route to bypass Lowestoft centre to reduce congestion, there is no reason why Yarmouth Rd should not already be 20mph to the roundabout with the Northern Spine Road/Corton Long Lane/Blundeston Road. It could encourage compliance with using the bypass route.
Cycling UK	780	East Suffolk	CUK's position is that priority should be to consider whether the road environment can be made comfortable for cycling and that sharing with pedestrians should be the last resort. The latest guidance from the Department for Transport is in agreement stating improved facilities for pedestrians and cyclists should be separated and road-narrowing to enable correct width cycle lanes should be considered which is in effect saying making roads	Considering the nature of many of Lowestoft's busier roads, I understand why on-road facilities would be difficult. I hope there will be proper consultation (CUK would probably accept off-road facilities are more appropriate anyway). Many cyclists will say they want more cycle paths and they don't mind sharing with pedestrians as anything is better than being on road. It is impossible for there to be off-road facilities everywhere. The more cyclists on the roads the safer on-road cycling is, especially if there are 20mph limits. Routes need to be



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			comfortable for cycling should be the first consideration.	as direct as possible, perhaps even giving cycling time-saving, advantages over driving. Many off-road routes involve time-consuming waits at toucan crossings etc. There are pedestrians who dislike sharing with cyclists, so even considerate riders on shared facilities experience hostility. Having to slow for pedestrians, and possibly dismount and walk, works against cycling being quicker than driving for short journeys.
Cycling UK	781	Saltwater Way, Oulton Broad	Lowestoft's off-road facilities are a 'mixed bag.' A number of the more recent cycle-paths are quite good but some of the older ones are extremely bad and poorly thought through and, in some cases, not necessary. The legal position is that pedestrians can walk on cycle-paths but cyclists cannot ride on footways. However, it is reasonable to expect both to respect each others space.	Considering all the complaints about cyclists on footways, I feel peeved when I see far more pedestrians walking on cycle-paths alongside footways than vice-versa. That said, on a number of them, the pedestrian part is so narrow one could not reasonably expect them to not drift onto the cycle path. That is particularly the case for the cycle path/footway alongside Saltwater Way, Oulton Broad, continuing as the underpass. Indeed, at points, particularly close to the junction with Victoria Road, there is greenery that protrudes onto the footway section. The facility also changes from segregated to shared use and back to segregated, which is confusing. There is also the point the underpass is prone to flooding.
Cycling UK	782	Oulton Broad	There are good and bad things about the short stretch of cycle path running from the traffic lights just south of the Bridge Road/Saltwater Way/Victoria Road roundabout, past the fish and chip shop and former Spar store into Oulton Broad centre. The good point is that it gives cyclists a geographical advantage to/from the centre and links, via the toucan crossing, with the shared facility to/from the railway bridge.	Ironically, ideally it should be shorter, avoiding passing the fish and chip shop and former Spar. I cannot exaggerate how many more pedestrians walk on the cycle path instead of the footway, despite, in this case, being reasonably wide. Also, cars regularly park on it and when the Spar was open, it included lorries. The nature of the road means there would be no harm in cyclists having to ride it a little further, especially as a 20 mph speed limit would be easily enforceable.
Cycling UK	783	Lowestoft	Concerning cycle lanes, i.e. white lines on roads, many of them in Lowestoft are not the	For cycle feeder lanes to advanced stop line arrangements, a minimum width of 1.2m may be

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			stipulated minimum width of 1.5 metres. Local Transport Note (LTN) 2/08, paragraph 7.4.2 states: "Cycle lanes should be 2 metres wide on busy roads, or where traffic is travelling over 40 mph. A minimum width of 1.5 metres may be generally acceptable on roads with a 30 mph limit.	acceptable. Cycle lanes less than 1.2 metres wide cannot easily accommodate tricycles or child carrying cycle trailers wholly within the lane." A pertinent point is that the Highway Code advises cyclists to ride 0.5 metres away from the kerb. Cycle lanes less than 1.5 metres can, ironically, increase cycling danger by misleading drivers into thinking those are safe distances to overtake cyclists. LTN 2/08 was withdrawn on 20 July because it has been superseded by LTN 1/20. However, paragraph 6.4.2 indicates 1.5 metres is now only acceptable for one-way roads.
Cycling UK	784	Bascule Bridge	The railway bridge is a close second to the bascule bridge in being the location in Lowestoft that most discourages cycling. As you know, there are "no cycling" signs on the footbridge but the vast majority of cyclists ride. I am uncomfortable about it.	It is inconsistent that on both sides of the bridge there is a shared cycle route and that cyclists have, strictly speaking, to dismount and walk, even though it is only a short distance. By that, I mean I accept the footbridge is narrow so a separate cycle bridge should be a priority.
Cycling UK	785	Nicholas Everitt Park	Considering the size of the Nicholas Everitt Park car park, I would think there is room for some quality covered cycle parking or, if not, in the park itself.	
Cycling UK	786	Horn Hill and Belvedere Road to/from Pier Terrace	I would like discussion on the cycle paths along Horn Hill and Belvedere Road to/from Pier Terrace. They were originally segregated but are now shared. The different coloured surfacing indicates they are segregated and although the signs indicate they are shared, it is confusing. I am not clear why they were changed. Possibly it relates to the fact they pass bus stops, which are supposed to be bypassed.	I am aware there was a cyclist/pedestrian collision at the Horn Hill bus stop in the easterly direction and I note cyclists now have to rejoin the carriageway for the short distance to the roundabout. I realise many cyclists cut through the Asda car park but that is not a good situation.
Cycling UK	787	Ormiston Academy	I hope there will be discussion to resolve the issue of parents parking on the cycle path outside Ormiston Academy.	

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Cycling UK	788	East Suffolk	20 mph speed limits just outside schools do not encourage more cycling of the school run.	Where there are not off-road facilities on popular school routes, often along residential roads, there need to be 20 mph limits. They have been proved to work.
Daniel Wareing	312	Traffic light controlled cross roads of Langer Road and Beach Station Road, Felixstowe.	The traffic lights are activated by sensors in the road. However, they are not activated by cyclists. If a cyclist approaches the junction during quiet times, they face the choice of either waiting for a car to come along and activate the sensor, or jumping red lights. It is incredibly frustrating watching the lights on the intersecting road change through multiple cycles of green orange and red whilst the lights controlling your own progress remain fixed on red.	The sensors need either to be adjusted to ensure that a lone cyclist will be detected and will activate the traffic lights, or the whole system needs to be changed to a simple timer with the requirement for a vehicle to activate a sensor being dispensed with completely.
Daniel Wareing	313	Cross roads controlled by traffic lights, at High Road West and Garrison Lane, Felixstowe	The traffic lights are activated by sensors in the road. However, they are not activated by cyclists. If a lone cyclist approaches the junction during quiet times, they face the choice of either waiting for a car to come along and activate the sensor, or jumping red lights. It is incredibly frustrating watching the lights on the intersecting road change through multiple cycles of green orange and red whilst the lights controlling your own progress remain fixed on red.	The sensors need either to be adjusted to guarantee that a lone cyclist will be detected and will activate the traffic lights, or the whole system needs to be changed to a timer with the requirement for a vehicle to activate a sensor being dispensed with completely.
Daniel Wareing	315	The bridleway which passes Hill House Cottages and Candle Farm between Gulpher Road and Thurmans Lane	Someone else has suggested diverting cyclists from the High Road to this bridleway. This would be a significant and grossly unreasonably lengthy diversion for cyclists needing to transit between eastern Felixstowe and Trimley. That said, the improvement of the bridleway is a good idea to benefit cyclists who already use it, but it should not be on condition that cyclists who would otherwise use the High Road being	

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			expected to divert, as the likely net result would be a reduction in cycling.	
Daniel Wareing	316	Level crossing from Fagbury Road	On occasions the gates governing access across the level crossing are electronically locked for no apparent reason. It is not seem possible to predict when this may occur. This results in a significant detour to the nearest available level crossing which is a considerable distance away. The risk is that frustration will lead to persons crossing the railway when unsafe to do so.	If there is a need for the gates to be temporarily locked for safety reasons, there needs to be a way for a pedestrian or cyclist to find out how long the delay will be and/or to contact someone in control of the locking mechanism to request access.
Daniel Wareing	317	Crossroads of Mill Lane and Garrison Lane, Felixstowe.	The placements of the pedestrian crossings force pedestrians to make a significant detour from the natural line particularly if trying to cross Garrison Lane on either side and either direction.	Locate an additional crossing point to allow pedestrians to cross directly from the NW corner to the SE corner to enable a more direct approach for pedestrians travelling along Mill Lane to cross Garrison Lane in both directions.
Daniel Wareing	370	Pedestrian-only junction of Upperfield Drive and Links Avenue, Felixstowe.	This is currently only for the permitted use of pedestrians, however Links Avenue and Upperfield Drive could form a quiet and suitable alternative route for cyclists travelling between Ferry Road and Beatrice Avenue avoiding Colneis Road.	If the junction of Upperfield Drive and Links Avenue could be upgraded to a full cycle link as well as pedestrian link, whilst maintaining the barrier to through-traffic by motor vehicles, this could create an additional option for cyclists travelling in this part of town.
Daniel Wareing	373	Junction of Chaucer Road and Garrison Lane	Cyclists travelling northward along Garrison Lane wishing to then head towards Western Felixstowe are compelled to continue along the busy Garrison Lane all the way to the crossroads with Mill Lane to turn left onto Mill Lane. There is a junction however with Chaucer Road which is exit only to all traffic including cyclists.	Alter the junction between Chaucer Road and Garrison Lane to permit cyclists bound for Western Felixstowe to turn left from Garrison Lane onto Chaucer Road so that they can avoid the busy part of Garrison Lane approaching the crossroads. Chaucer Road is much quieter and suitable for cycling as well as slightly shortening the distance travelled. The junction would require physical work to safely permit cyclists, but not motorists, to enter from Garrison Lane. It should also permit cyclist travelling south along Chaucer Road to turn right onto Garrison Lane or straight over onto Orwell Road.

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Daniel Wareing	547	Mill Lane railway bridge	The carriageway here is restricted to a single lane where traffic heading east has priority over traffic heading west. However many westbound motorists do not give way to eastbound cyclists when the cyclist has priority and this has the potential for head-on collisions, I personally find this junction scary to approach on a cycle with the right of way as you never know if the oncoming motorist will or will not respect your right of way.	Signage facing west-bound traffic reminding them of the need to give way to oncoming cyclists.
Daniel Wareing	548	Grange Farm Avenue, close to junction with Brackley Close	There is a traffic-calming measure here which requires east bound traffic to give way to westbound traffic. However some motorists often do not respect oncoming cyclists when the cyclist has right of way and this has clear potential to cause a head-on collision. (There is a sign that reads "think bike" however it faces traffic that DOES have right of way so I am not sure what its purpose is). There is a similar issue with Mill Lane at the point where the bridge crosses the railway line.	Either - reverse the sign that reads "think bike" so that it faces traffic that is required to give way; Or, preferably, remove the aforementioned sign and replace with a sign that more specifically reminds traffic that they need to give way to cyclists when the cyclist has right of way.
Daniel Wareing	549	South Hill, Felixstowe	Due to parking of cars on both sides the width of carriageway available on South Hill is limited and it is not possible for a car to pass a cyclist safely, and many motorists especially those descending refuse to slow down or wait for cyclists and pass dangerously, there is the risk that a speeding motorist coming down the hill will have a head on collision with a cyclist climbing the hill.	Make South Hill one way for motor vehicles, I suggest this should be uphill only (and retain two-way passage for cyclists) reflecting the solution arrived at for Bent Hill several years ago as a response to a serious accident. Convalescent Hill is the only one of the three roads ascending the cliff in this area between Sea Road and the Spa Pavilion that is suitable for through motorised traffic.
David Adelson	111	Sutton Hoo to Hollesley Village (Melton Road/Heath Road)	Road is unsafe for cyclists due to large volume of fast traffic. As the road is straight it gives the impression that you can drive fast. It is undulating and very narrow. Alternative routes	A separate lane for cyclists. Maybe through the forest or making use of bridleways across Sutton Common (with surface for normal bikes).

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			to Hollesley or Hollesley Common are a long way round.	
David Adelson	113	Snape to Aldeburgh	The A1094 is too busy and there is no other way of cycling to Aldeburgh.	Use of the coastal path for cyclists as well as walkers. Surfacing in some places, fencing of livestock and extending from Hazlewood Common into Aldeburgh.
David Adelson	407	Footpath from Martlesham to Waldringfield along River Deben	For many years it has simply been accepted that part of the path was washed away by natural erosion, so the only way to walk to Waldringfield from Martlesham is along the road. This is shown by signposts at the access points to this section of footpath.	Re-instating this footpath (by mending the breach at TM279461 or providing a diversion following the high-water mark) would provide a continuous off-road footpath route along the entire west bank of the Deben estuary, with several suitable entry/exit points.
David Adelson	409	Waldringfield	No WC accessible to the public walking or cycling in the area. It would get more people out walking and/or cycling if they could feel sure that they would be able to find WCs en route. Waldringfield is a classic example of a place in a prime location for walkers, but no toilets. This applies to most villages these days so Waldringfield is just one example.	Public WCs should be brought back in villages. Funding could perhaps be eased by charging, and since there is little call to carry coins these days, perhaps this could be arranged via a mobile phone app similar to car-parking. Pubs and cafes (in Waldringfield the Maybush is perfectly located) should be encouraged, or even compelled, to allow passers-by to use their toilets for a small charge (which they might even refund if the user then decides to buy something) - rather than walkers "go" in the bushes.
David Beavan	102	b1127	I agree that the B1127 is dangerous for cyclists and pedestrians. It would also be great to have a cycle route from Reydon to Kessingland, rather than crossing the A12	Make the Coastal path suitable for mountain bikes?
David Beavan	103	southwold and reydon main roads	Congestion in the tourist season makes it difficult for cyclists.	More cycle lanes.
David Carne	334	Westerfield Business Park/Westerfield Station	With reference to the comment of having a cycle park for using the railway, the last time I wanted to use it to take my cycle to Woodbridge I found that the majority of Lowestoft trains do not stop at Westerfield. Could there be liaison with the railway	Request to make Westerfield Station at least a request Halt Station for all users.

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			companies to make Westerfield Station at least a request Halt for cyclists to use all trains.	
David Carne	337	Westerfield Railway Station	Liaise with rail operating company to have all trains stop at lease on a request Halt basis for use by cyclists. As far as I am aware very few Lowestoft trains stop at Westerfield whereas they used to.	Provide parking facility for cyclists and request all passenger trains at least be available to pedestrians or cyclists.
David Findley	397	Footpath between Ufford and Wickham Market alongside B1438	This footpath is very narrow and in poor condition. The path surface has fractured and it is overgrown with weeds. In places the path is non-existent or is heavily rutted. Pedestrians and particularly those with children are in danger from passing traffic and from trip and slip hazards. The path is quite well used but could see much greater footfall if improvements were made.	Widen and resurface this footpath and make sure that the missing sections are filled in. Cut back overhanging bushes to avoid pedestrians having to step into the road
David Findley	465	Footpath on the A12 slip road between High Street and the A12	This footpath is overgrown and the tarmac surface is cracked. the path and verges have not been cut so it means that pedestrians and cyclist have to use the busy road. The path links Ufford with a footpath across to Bredfield and to the site of the Sogenhoe Chapel.	Cut the overgrown grass verges and recondition the overgrown and worn pathway. Make the path wider to allow cyclists to use it.
David Findley	466	Hawkeswade Bridge on road from Ufford to Eyke	This bridge is on a narrow lane with a blind corner, making visibility poor for both vehicles and pedestrians. The footpath and area nearby is used by walkers and cyclists so is often hazardous. Although there is 30 mph sign just before the bridge, there is no road narrows sign and traffic often speeds or has to back up. The road is used by traffic cutting through to the A12 as well as by lorries and tractors from nearby farms.	Improve signage at this dangerous point and also near Melton hamlet where this snother blind corner for pedestrians.  Consider adopting a 20 mph limit on this difficult section.
David Foster	66	Broomfield to Eagle way,	The path is too narrow to safely support both cyclists and walkers due to a very tight bent. .	Cyclists should be re routed via Broomfield to Eagle Way

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			There have been collisions in the past at this point.	
David Foster	67	Grange Farm Cycle way	Very poorly maintained and by end of summer is badly overgrown. Additionally people enter the combined Cycle / walkway from hidden junctions.	Need a better maintenance and clearance so its possible to see people entering the cycle track.
David Foster	169	Bridge crossing A12 from Eagle way landing next to Martlesham Leisure	The Cycle / shared pedestrian path is totally unacceptable and has been from the day it was conceived, the landing from the bridge at Martlesham leisure is far too narrow as is the whole path . Cyclists come off the bridge at high speed with little regard to pedestrians .	The Path should be widened or the cyclists diverted onto the road leading to Gloster Road leaving the path for pedestrians. The landing area at the bottom of the bridge must be widened.
David Foster	179	Riverside path from Broomfield to Woodbrige	This is a single track path suitable only for walkers, and I believe cyclists are not permitted. However over the past year more and more cyclists are using it and it is plainly not suitable for mixed use.	Widen the path to permit a cycle lane to be built or prevent cyclists from using it with physical barriers.
David George	198	There is currently no safe or semi-direct safe route for cyclists or walkers between Halesworth and Walberswick/Southwold	There exists currently an 'unsurfaced' footpath running in most parts alongside the River Blyth from Halesworth to Walberswick and then on to Southwold via the river 'Bailey Bridge'. This tends to become overgrown in spring and summer months. It follows a similar path to the ex-Southwold railway track bed (disused and removed early 1900's).	It is suggested that this route be the basis for an improved combined cycle and walkway between these two market towns. This would provide such benefits as alleviating considerable traffic and parking from Southwold and Walberswick, and sharing the abundant tourist and leisure opportunities available at these and along the whole route as it passes through beautiful Suffolk countryside and wildlife. An additional significant benefit is that Halesworth already lies on the Sustrans NCN route 1, plus the benefit of the national rail network, and so passing cycle and rail traffic can detour easily towards the coast. This would require safe provision of a crossing of the A12 at Blythburgh.
David George	293	A144 roundabout joining Quay Street and Saxons Way (Hooker House), up to the Triple Plea	The current main south-north cycle and pedestrian route up Norwich Road to businesses to the north of the town, and importantly to the Edgar Sewter Primary	From the Norwich Road/Quay Street roundabout (A144), move the existing cycle route from the east side of the A144 across to the west. Create a 'Copenhagen' or similar vastly improved crossing at Wissett Road



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		<p>Roundabout where Sparrowhawk Road joins the A144 Norwich Road</p>	<p>School, is dangerous, too complex (multiple road crossings with varying priorities) and does not serve the primary school for sustainable transport</p>	<p>junction, widen what would become the shared pedestrian/cycle path on the west side, remove all existing parking where necessary on the west side (especially near Wissett Road junction, and up A144 past the police station), and replace with single yellow lines with waiting limits of 1 hour (to support school visits and drop-offs). This route must link from the Quay Street Hooker House roundabout up as far as the Sparrowhawk Road roundabout near the Triple Please Road and pub. Suggest NCR1 route is also amended to utilise this new safer less complex route, once established, and once connected to other proposals entered onto the interactive map. Agreed with the Halesworth NPSG Cycle Advisory Team</p>
<p>David George</p>	<p>294</p>	<p>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</p>	<p>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</p>	<p>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</p>

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				southern end of the Thoroughfare. Agreed by the Halesworth NPSG Cycle advisory group.
David George	295	A144 Halesworth, Bramfield Road from junction with London/Walpole Road to Blyth Road Industrial Estate, and possibly to existign NCR1 at Mells/Walpole crossroads on A144	No safe cycle path exists at present, meaning cyclists heading along here must use the main busy road up a steep hill if travelling south-north	Create a route along the south-west side of Bramfield Road (A144), making use of Durban Close if required. This would connect to the proposed north/south route on London Road and to Blyth Road and the entrance to the industrial estate and on into the Millennium Green (hence back towards NCR1. Ideally, this should extend slightly further south-east along the A144 just a little way so that it links with NCR1 where it crosses at the Mells/Walpole crossroads (Wenhaston Grange Road - this creates a far safer route into town for neighbouring Walpole cyclists/families, etc). Blyth Road-London Road section agreed by NPSG Cycling Advisory group, with an additional beneficial extension to Mells/Walpole crossroad to the south
David George	296	Halesworth, existing access route between Chichester Road/Uplands Way housing estate	Current pedestrian-only access between Norwich Road and Uplands Way is narrow and doesn't promote safe cycling of households and children between the Chichester Road estate and town or Primary School. The only current legal cycle route is along busy Wissett Road which is dangerous, has a steep hill for young riders, and has an extremely dangerous junction with Norwich Road (lacking a pushchair/wheelchair width footway). Some young children cycle this route to school but is far from ideal.	Requires possible inclusion of land from Edgar Sewter Primary School to enable wider cycle path. Upgrade the existing footpath between Uplands Way and the Norwich Road alongside the school fence to create a shared pedestrian and cycle path, with signage. Agreed with NPSG Cycle Advisory group.
David George	297	Halesworth - Loam Pit Lane, cemetery area, Harrisons Lane and Hill Farm development	No cycle route linking current and proposed housing development in Harrisons Lane and Hill Farm/Blyth Vale. This will inadvertently encourage riders to use Holton Road and/or Bungay Road and cross the railway line, and/or Norwich Road which is a longer route for young	Loam Pit Lane – include/provide a cycle route so connecting Harrisons Lane to Holton Road, serving the new housing on Harrisons Lane (planning permission given), connecting the new sports centre on the Campus site, with a planned cycle route within it, into Loam Pit Lane. This may partially utilise/link into the development

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			riders. When Campus project is delivered for more social and leisure facilities, it's vital that such a safe route exists, and minimises car use.	intentions by Hopkins Homes Ltd at Blyth Vale (off Hill Farm Road), by linking across the west end of the cemetery and Loam Pit Lane, onto open space areas created by the Hopkins development, and linking towards Holton.
David George	298	Halesworth - link Briar Close with Quay Street/Holton Road	From Quay Street /Holton Road is currently difficult to ride from the road up to the railway station. There is a pedestrian footpath linking from just beside the railway bridge to the end of Briar Close.	Improve access into Briar Close and the route to the Station by improving the pavement under the railway bridge and its connection to the end of Loam Pit Lane. Convert the existing footpath to a shared cycle/pedestrian path. Consideration will have to be given to negotiating the dangerous traffic flow under the Quay Street/Holton Road railway bridge. Part of the NPSG Cycle Advisory group review.
David George	299	Halesworth - new link required between Hill Farm Road development and Loam Pit Lane	Currently it is not clear there is any safe cycle/pedestrian link proposed between the new Hill Farm development (Hopkins Homes Ltd), Loam Pit Lane, and the east side of town towards Holton. Without this the natural route will be a less safe one down Hill Farm Road and onto Holton Road, which is busy for younger and other riders, some of which could be to and from the primary schools in Holton and/or Halesworth.	Hill Farm Road development – create a path from this new estate and the proposed playground west into Loam Pit Lane (possibly linking across the north side of the cemetery) to connect to the proposed new path east to Holton Orchards Road so improving cycling access to and from the east of town and from Holton.
David George	300	Halesworth - new route between Allington Road and Roman Way to support proposed housing development	The current route into town heading west-east (Chediston, Metfield and Harleston) currently takes a cyclist off Chediston Road and up the steep (HGV route) and often busy Roman Way hill which is a steep climb. The proposed new development at Chediston Street/Roman Way includes suggestion for a cycle route up Chediston Street into the town centre. This is considered a dangerous and narrow street with parking both sides, and an alternative route	From the estate create a route into either Barley Meadow, Dakings Drift and/or Allington Road connecting into Dukes Drive, cross Roman Way to connect to the existing cycle route in Holmere Drive and into Church Farm Lane. This creates a relatively safe cycling route into the Market Place and town centre via the quiet northern end of London Road around the St Mary's Church yard.

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			should be planned starting from Allington Road.	
David George	301	Halesworth - from Saxons Way through River Lane to the town park and Millenoum Green	Improve cycling connectivity from the town centre to the Millenium Green and east. River Lane (past George Maltings) is currently only a pedestrian footpath (ownership unknown), but this would be a good short cut from the ANgel Link end of town into the park and Millenium Green and east sides of the town, using the existing Millenium Green cycle path. The existing river bridge in the lane is too narrow to accomodate cyclists.	Make River Lane into a cycle route. This would connect the Angel Link roundabout on Saxons Way to the park. The bridge over the river is too narrow at present but could be given pedestrian right of way or cyclist dismount signs until the bridge can be widened. River Lane is a private road and is unregistered on the land registry, so investigations needed to start the process of redesignation.
David George	302	Halesworth - Blyth Mews link between Quay Street and the town park	Cycling from the east of town (e.g. from Holton Road and Holton village) currently can only use the main Holton Road and Quay Street which links onto Norwich Road (A144) at Hooker House roundabout. This is a dangerous section of road with multiple constricted parking areas (mainly residents), ending in a very busy Hooker House roundabout and confusing pedestrian crossings	<p>Make Blyth Mews off Quay Street into a cycle route with appropriate signage. The bridge over the Patrick Stead Lock at the end of Blyth Mews would benefit from improving. Note - with the addition of 'cyclists give way to pedestrians' signs, the bridge is wide enough in its current form if funding isn't available for widening, until the bridge can be replaced and widened with possible signage giving pedestrians right of way.</p> <p>Review how the Blyth Mews/Quay Street cycle and pedestrian routing could be improved so safer/easier access could be made into Station Road, given giving access to the railway sStation and the 'The Cut'. If the car showroom (currently MR King Ltd) site opposite Blyth Mews was developed this could give an opportunity. Agreed by NPSG Cycle Advisory group</p>
David George	303	Halesworth - Millenium Green and Folly, joining Holton Road to the town park and centre	Currently the natural cycling route from Holton Road and Holton (east side of town) is via Holton Road and Quay Street, which are dangerous and regularly used by HGVs and emergency service vehicles. This should be	Create a new cycle route through the Folly in and the Millennium Green. This would connect Holton Road opposite the new housing development at Hill Farm Road into the Millennium Green and into the town centre or out on the NCR1. The details of the route have been mapped out by the Millennium Green trustees,

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			relieved such that cyclists can divert away from Holton Road onto a new parallel route	<p>who are responsible for much of the land through which the proposed route passes. Footpaths off the Holton Road (towards 'Rails End') would need to be redesignated as cycle routes. The owners would need to be approached.</p> <p>This would then link with the proposed River Lane and Blyth Mews routes into and then through to the town park and Millennium Green, also giving an alternative to the Saxon Way route for less confident cyclists and conversely, a route out to the east of town.</p> <p>Agreed with the NPSG Cycling Advisory group.</p>
David George	304	Halesworth - provide new 20mp speed limit through town to calm traffic and promote safer cycling and low speed vehicle use	Unlike many Suffolk and National towns and villages, Halesworth has no reduced speed limits to 20mph even outside the Edgar Sewter Primary School. This is creating direct danger to cyclists and pedestrians alike, particularly being combined with very poor parking practices in London Road, Norwich Road, Holton Road and Quay Street.	<p>Halesworth requires traffic calming/slowing measures, and the popular and effective way like other nearby market towns would be to provide 20mph speed limiting as follows:</p> <ol style="list-style-type: none"> <li>1. The main A144 north-south route from Bramfield Road/London Road junction (Kerridges garage) all the way along London Road, Saxons Way, and Norwich Road as far north as "The Avenue".</li> <li>2. Eastwards from the Norwich Road Hooker House roundabout along Quay Street and Holton Road, as far as "Castle House" at the top of Holton Road hill.</li> <li>3. Westwards from the Angel Link roundabout and London Road (Coop roundabout) to the junction of Roman Way and Chediston Road.</li> <li>4. Roman Way from its junction at Chediston Road, to the junction at London Road near the Rifle Hall.</li> </ol>
David George	306	Halesworth - Remove parking and apply waiting limits to Norwich Road between its junctions with "Wissett Road" and "The Avenue"	Current unrestricted parking is posing an immediate safety hazard to other road users - cyclists and people/children crossing Norwich Road. It is believed the current prolonged parking may be businesses and Police Station employees. Current parking risks doors being opened into other road users' paths, and	Provide double yellow lines between Wissett Road junction and opposite Hammonds Ford Garage, and from there northwards to the junction with "The Avenue" provide single yellow line restricted parking for 1 hour to enable school drop-off and school visit parking.

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			pedestrian/children crossing between parked cars onto the main through-route including HGVs, is very dangerous. This is a site of previous cyclists being knocked off cycles by cars.	
David George	309	Holton - Triple Plea road from Sparrowhawk Road/Norwich Road A144 roundabout, towards Butts Road (NCR1)	The NCR1 route from Halesworth heading north through Holton, currently is quite complex in places, and if other suggested improvements to north-south routes through Halesworth take place, NCR1 would need slight re-routing from Sparrowhawk Road (Triple Please roundabout) to link up to Butts Road where NCR1 then heads north via the railway Mill Post Crossing towards Westhall and Bungay.	Suggest a crossing from Sparrowhawk Road near the Triple Plea pub to safely cross/cycle onto Triple Plea Road, then signing Triple Plea Road as NCR1 cycle route to the junction with existing NCR1 at Butts Road heading north. This would link the proposed Halesworth area cycle way improvements back onto NCR1 heading north towards Bungay, and vice versa improve cyclist access south to the business and industrial areas at the north end of the town.
David George	310	Heart of Suffolk - Cycle loop passing through Halesworth, Framlingham, Debenham, Eye, Hoxne and Bungay requires improved signage and route granting	This beautiful previously published loop ("The Heart of Suffolk") passes through unspoilt countryside on minor roads and passing churches and other historic points of interest, linking several old market towns. The brown waymarked signs has fallen into real disrepute over the last 5 years or so, and should be granted a formal county route number plus get better signage. The loop can boost local tourism and cafe/craft visits along its whole length.	Review the whole loop and grant a formal route 'number' for the county. Replace existing deteriorated and erroneous direction signs, and republish the loop on an appropriate map and/or website to include GPS files which can be downloaded by other cyclists. Promote links to nearest rail and bus services enroute, to ease the way for shorter distance or less able cyclists. The originator of this request has cycle navigation files which could be used as a basis for publicising online via relevant cycling internet sites.
David George	311	Halesworth - suggested new waymarked county cycle loop (Halesworth, Beccles and Bungay)	This suggested loop follows all back/minor roads and links three prominent market towns, plus would join the route from Beccles to Southwold at Stoven/Sotterley. It would enable joining the loop by train links at either Halesworth, Brampton or Beccles	The originator has navigation files that could be used to illustrate and publicise this route which is a family-safe and beautifully scenic route that can be done in parts or as a while (total 35-40 miles). Heads north from Halesworth through Holton, Brampton, Stoven, Sotterley, Ellough, Beccles, Ringsfield, Ilketshall St Andrews, Mettingham, Bungay, St Peters, St Margarets, Rumburgh and back to Halesworth. Granting of a formal

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				route number and signage would be required - navigation files are available for this very safe route that also piggy-backs a part of NCR1.
David George	361	Link to bypass Wissett Road by joining Norwich Road and Wissett Road	Currently, Wissett Road is a very hazardous route for all road users, but particularly for cyclists and pedestrians, plus the Edgar Sewter Primary School. It is too narrow even for an acceptable pedestrian path at the end near the Norwich Road junction, yet is a route often used by HGVs and farm traffic. Wissett Road in its current form is a dangerous hazard to all.	Norwich Road and Wissett Road should be linked by a new road AND combined cycle/pedestrian route from Broadway Drive (i.e. off Norwich Road) down across the railway line to Wissett Road on the Wissett/north-west side of Halesworth. This would require funding for a railway crossing, but if the field between Norwich Road, Old Station Road and the railway line is (as believed) to be developed for residential or elderly care, then such a crossing should be made an essential part of the development permission process. As a trade-off, perhaps the Old Station Road Mill Post Crossing could be removed to make this proposal more palatable to Network Rail.
David Hayhow	178	B1079 between Grundisburgh and Otley	Twisty narrow road with considerable lorry traffic is not safe for cyclists or walkers.	Newly developed cycling routes should avoid this road.
David Hugh Thomas	392	New Street, Woodbridge	Introduce a 20mph speed limit throughout the centre of Woodbridge. Divert through traffic away from New Street. Introduce a chicane half way down New Street to slow the traffic.	
David McGinity	795	Butley	What is not shown are the number of footpaths in existence. Surely if you want to get people to get out walking and use the footpaths you need to identify them! In the EADT last week it commented that 1904 miles of footpaths had been lost in SUFFOLK alone. They could not have just disappeared! There has been an erosion of the rights of walkers by farmers ploughing up the ways. Establish where these paths are and get them re-established.	As chairman of Butley PC I have raised the issue of farmers ploughing up paths and never even received any answer from Suffolk CC. So lets have some joined up thinking and action. Otherwise this is all a waste of time and money.

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David Neil Steptoe	254	Sandy Lane, Woodbridge	This is a National Cycle Route and could be improved by closing the road to through traffic by bollarding off underneath the railway bridge.	Bollarding off the carriageway can be achieved as there are adjacent turning areas. We achieved this on another site in the West Midlands. I have submitted a report to you covering Woodbridge and Melton on walking and cycling and am happy to give suggestions free of charge.
David Richard Green	90	From Felixstowe Road junction with Mill Lane (track to the RSPCA) to just before Crown Point	Cars passing cyclists on 2 blind bends and having to cut back in across the path of the cyclist as a car comes the other way round the bend. I have personally had several 'near misses'. The area is a serious accident waiting to happen.	Increasingly busy as a 'rat run', the cars need to be slowed down. Suggest 2 speed humps: one by the Mill Lane/RSPCA junction and one further down near Crown Point to slow cars in both directions where the blind bends are.
David W Foster	68	Path alongside the A12	By mid summer the path becomes overgrown reducing it to single file.	If you cannot cut during bird nesting you should really cut back hard at the beginning of the summer or clear the vegetation altogether
Dermot Louth	238	The junction of Warren Hill Road with Ipswich Road.	When cycling up the hill from the Cherry Tree Road mini roundabout it is extremely difficult and dangerous to move across in order to turn right into Warren Hill Road. When waiting at the junction in the middle of the road for a gap in the traffic in order to turn right is very hazardous.	Road markings need to mark out a right turn lane and a illuminated bollard would provide some protection/safety when waiting to turn.
Dermot Louth	239	The traffic lights at the junction of The Thoroughfare and Melton Road.	When cycling into Woodbridge you may need to turn right at these traffic lights to either go straight over into the Thoroughfare or right into St. Johns Street. There is nothing marked on the road to show where cyclists should wait and nothing to protect you from oncoming traffic. The filter system of the lights often mean that you are waiting in the middle whilst traffic squeezes by on your inside and is also passing you on the other side.	A space for cyclists to wait, a bollard to protect and make traffic keep their distance. A mini roundabout may help.
Dr Paul Cope (originally)	739	Halesworth	I have been looking at the plans for the Cycling and Walking Strategy for Halesworth and I think these are all good ideas.	The plans for the Norwich Road (306) are pressing as that is a dangerous route and currently the existing cycle path is quite dangerous in itself with a lot of roads and



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submitted by email)				entryways cutting across. Connecting the town to the Sparrowhawk Roundabout safely would be a huge improvement. I think that connecting the Millenium Green paths to the Holton Road (303) and making the Blyth Mews path (302) into a cycle path are particularly good ideas. Connecting the town to Southwold with a safe cycle route would be great. Halesworth is popular with cyclists and there are often groups in the town, particularly at the cafes (well, pre-covid anyway). Helping cyclists get into the town would be good for business and further opening (480) up the Thoroughfare to cycle access would help both tourists and utility cycling. I would say that car speeds have increased in the town recently and the town needs 20mph zones and traffic calming to make it safer to walk and cycle around (304).
drew whitmore	72	Old felixstowe road, Martlesham	This road is supposed to be cycle friendly but the opposite is true as large quantities of traffic use it as a cut through to the industrial estate and are allowed in the cycle lanes. Very dangerous for cyclists and hence underused.	strict enforcement, separate cycle lanes with kerb.
Drew Whitmore	73	Sandy lane, Martlesham	This lane is the connection between the cycle lanes of Martlesham/Kesgrave and Woodbridge. It is used as a short cut for traffic to and from Woodbridge and is national speed limit which creates dangerous conditions for all cyclists particularly those who don't know the road well and children.	20 or 30 MPH limit. Access only for motorised vehicles?
Drew Whitmore	74	Ipswich Road, Woodbridge	Very dangerous for cyclists on the route into Woodbridge	Dedicated cycle lane, possibly two way alongside/incorporating the wide footpath, as far as the Cherry tree road junction. Provide some quality bike parking in Woodbridge.
Drew Whitmore	75	County wide	The issue for cyclists is a lack of dedicated infrastructure along with having to cycle on	We have a vast network of ancient lanes and byways, many of which are not heavily used by motorised vehicles but do not necessarily join up to go anywhere

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			fast, dangerous small roads alongside drivers who assume entitlement.	<p>safely. Some of these lanes could be connected with new sections built to join settlements as needed.</p> <p>Possible rules along these routes:</p> <ol style="list-style-type: none"> <li>1. No through traffic</li> <li>2. A new speed limit of 25mph for all other traffic requiring access.</li> <li>3. A change in insurance liability similar to the Dutch article 185 of road law along these routes, thus deterring traffic further and encouraging family use.</li> </ol> <p>As most of the roads already exist, it could be a cost effective solution with major impact.</p> <p>Such routes, if well planned, may well serve to encourage family cycling holidays, such as are seen in other countries, and if a few campsites or cheap lodgings were encouraged along the way, would likely boost tourism substantially.</p>
Dudley Watson	552	JUNCTION between Warren Hill Road and Ipswich Road.	This is a very dangerous junction for cyclists turning right into Warren Hill Road. Motorists coming down the hill are going faster, also they often fail to see cyclists waiting in the centre of Ipswich Road to turn right; the driver side A pillar of their vehicle obscures the waiting cyclist. Also, vehicles bearing right round the bend tend to move to the centre of the road. This is so dangerous I will no longer make this turn by bike.	There needs to be a safe space for cyclists in the middle of the road. This requires an illuminated island at the junction and line markings on the road indicating cyclist space. NOT just white lines, these could cause more problems by giving the appearance of safe space. There have already been accidents involving cyclists at this junction.
Dudley Watson	554	Cumberland St off the B1438	Pavements are way too narrow here. Since resurfacing, cars go far too fast, often on the school run. Pedestrians have to walk on the	This lovely medieval street should be shared use; space for vehicles should be reduced to one way with passing places and pedestrian space should be made wider by

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			road to maintain social distancing and are constantly at risk from vehicles.	use of bollards and planters; an inexpensive solution. Ideally, resurface at one level.
Dudley Watson	555	The Avenue, north east side of Kingston Field	There is no pedestrian pavement on The Avenue, it is poorly lit. Vehicles now use the new car park adjacent to this road and it is consequently much busier than before. On dark nights pedestrians are all but invisible.	Safe access for pedestrians is required. Pavement?
Dudley Watson	557	Kingston Field	Kingston Field is entirely surrounded by kerbed areas; there is, surprisingly, no disabled access to this field.	Put in flat driveway type access in at least two places. Not too expensive and VERY disabled friendly.
Dudley Watson	560	The Turban Centre, Woodbridge.	There is nowhere to securely leave a bike in the Turban Centre.	Very simple. I appreciate that large cycle hoops will decrease pedestrian access; perhaps some rings in the wall of the Boots store to allow short term parking for, say, three bikes to lie alongside the wall there.
Dudley Watson	562	Quay St, Church St, New St..	All these streets have inadequate space for pedestrians. Pavements are too narrow, vehicles go too fast.	Widen the pavements; if need be with temporary bollards, helping to maintain social distancing. Slow down the cars with obstructions. Better still, shut the cars out.
Dudley Watson	563	Melton Rd, Woodbridge to Melton	Cycle use of this road is dangerous. Cars move too fast and the road has no cycle lanes.	20 mph speed limit would be helpful here. Purpose built cycle path ideally, until then marked cycle lanes on the road.
Dudley Watson	564	The road from Melton cross roads to Sutton Hoo has very poor cycle access.	This is a very busy route. Cyclists are an endangered species.	In the interest of increasing cycle access to Sutton Hoo there should be marked cycle lanes with signs, from the traffic lights at Melton crossroad all the way to Sutton Hoo.
Dudley Watson	566	A12, south of the B1079 roundabout	There is only one pedestrian crossing of the A12 on the entire Woodbridge bypass, opposite Russell Close, this is insufficient. Residents would walk / cycle to the retail and associated areas if they could cross the road safely.	Pedestrians have to cross the A12 at the one crossing opposite Russell Close. There needs to be another crossing south of the B1079 roundabout, this will allow pedestrian and cycle access to the retail area and beyond without making an unnecessary detour. This will decrease car use and increase local shopping.
Duncan Adams	219	The Road surface between The Falcon	The road surface heading south as you leave the cycle lane and head passed the Falcon public house is unsuitable for road bikes. It has	The road needs resurfacing.

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		Public House and Mariners Street.	been patched hundreds of times over a period of many years and is now unfit for cycling without a mountain bike.	
Duncan Adams	220	At the junction of Sussex road and Yarmouth road.	After some light rain the road here floods because of an ongoing problem with drainage. unfortunately there is a serious pothole next to a sunken drain cover which can end up submerged. If a cyclist was to ride through the flood and hit the pothole the accident would be serious.	This has been reported to Highways on a number of times with little effect. The flooding has been continuous for many years. You wouldn't think it would be too hard to drain an area like Yarmouth road which is on the top of a hill! (The Ravine). it needs a new drain and the pothole filling before someone gets hurt.
Duncan Adams	221	Cycle Lane on Corton Road	There is a designated Cycle lane running the length of the Corton Rd, that no one can use because there are always cars parked in it. It feels dangerous as a cyclist to have to constantly overtake these parked vehicles without a designated Cycle Lane.	Move the cycle lane to the outside of the parked vehicles as they do in Holland, and similar to the High Street outside the Lighthouse.
Edward Creswick	400	Ufford	There are many footpaths in and around Ufford that are widely used by residents. While many are across fields and through woodland, walkers are obliged to use the lanes in Ufford to access them. There are very few pavements in the village, obliging walkers to compete with vehicle traffic on single track lanes.	Installing pavements is impractical in most instances due to cost and planning issues. However, there is a simple, cost effect improvement available. The vehicle speed limit within the village is 30 mph. Decreasing this to 20 mph on single lane roadways would dramatically increase safety for both walkers and cyclists, with little effect on traffic flow. Ufford lane road traffic is largely local, with little through traffic.
Edward Gilder	283	The link from Normanton Park to Harbour Road via the rail footbridge	Not only is the footbridge difficult to negotiate with a bicycle or a pushchair once you are on the south side you are dumped in to a sort of no man's land. there is an urgent need for this connection to Harbour road to be sorted out across the waste land rather than down to the foreshore, which of itself is unsatisfactory.	Get a decent, direct and surfaced path across the wasteland at the end of Harbour Road up to the railway bridge. Both East Suffolk and Suffolk CC have adequate powers to secure a route here. it must be possible to engineer a better solution to crossing the railway bridge that exists at present. Improving this route has been a long term aim of the council for years and yet nothing happens. Why not?
Elizabeth Shakespeare	21	Ceder drive towards new roundabout	No cycling or walking path connecting the Ellough Road with the new Beccles bypass	Install a cycle/walking path.

Respondent name	Comment ID	Where is the matter / improvement located?	What is the matter / improvement?	Please suggest a possible solution / improvement
Emily Springford	133	Between the end of the Walks and the entrance to Sutton Hoo	There is no footpath, which makes it unpleasant and dangerous when walking between Melton station and the peninsula.	Build a foot and cycle way to Melton station. Ideally this would not follow the road down the hill which is steep, bendy and a danger to cyclists; it would be great if a foot/cycle way could be created from Sutton Hoo to the river side and Wilford Bridge: this would make a lovely access route to Sutton Hoo and the peninsula from Melton train station, encouraging sustainable travel and tourism, and reducing congestion in Melton/Woodbridge.
Emily Springford	208	Sutton Heath	The tracks across the heath (especially north/south) are very sandy. This means that they are not practical for cycling. This is a shame as they offer direct routes between the villages and schools on the peninsula and would provide a suitable alternative to road use for cyclists.	Firm up the main paths across the heath with gravel or other hard infill, to facilitate cycling and make the roads safer. It wouldn't be necessary to tarmac them so that the beautiful landscape can be preserved.
Emily Springford	209	The road to Shingle Street	The road is very congested and during the summer a huge number of cars park on the verges, ruining the unique beauty of the beach and marshes. It is difficult and dangerous for walkers and cyclists to navigate the traffic.	The road should be used by vehicles only for access to the homes at Shingle Street. Visitors should be required to park at the Shepherd & Dog pub or the Suffolk Punch Trust and walk or cycle to the beach. Bikes and trailers could be offered for hire to raise funds for the community, and the Trust, village shop and pub would also benefit from increased footfall in the village.
Emma Hollis	120	A14 cycle path Felixstowe to Levington	The cycle path is in a terrible state of disrepair, overgrown and strewn with debris. It is not maintained and the surface is dangerously uneven. It's also frighteningly close to A14 traffic. Because of these issues it's considered by most cyclists to be unusable, and certainly not safe for families with children.	The cycle path was installed prior to the single track link road which now runs beside it. It would be great if the cycle path could be relocated to nearer the quieter link road and away from the A14. Or maybe an alternative route could be considered following the river Orwell to give traffic free access right into Ipswich?
Esther Mower	105	On the shared use cycle path along Lovers Lane towards Sizewell.	The cycle path is great but in a few places there are bollards on the pavement which encroach on the space and make it impossible for a cyclist to pass a pedestrian or other cycle on	The bollards just need removing! I am not sure why they are there. Also, perhaps a guide line on the path for pedestrians/cyclists half of the path?

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			the path. This shared use path is well used by walkers and cyclists but we repeatedly have to join the road here as it is not possible to pass others. It is particularly awkward as this is really well used by families and children.	
Felicity Borwick	478	Moss Lane Westerfield	This road is single track and used by a large range of vehicles as a short cut. It is unsuitable as a rat run and should be closed to through traffic thus protecting cyclist and pedestrians.	
Felixstowe Country Park Group	683	North of Felixstowe	See attached.	See attached.
Felixstowe Town Council	689	Felixstowe	See attached.	
Felixstowe Town Council	690	Fagbury Rd level crossing (Walking)	Both the route to the crossing and the crossing itself have minimal signage, approach is "hostile" – appears to be private haulage yard. Safety issues of the actual railway crossing need investigation and explanatory signage.  Are there not Security issues regarding access to the Port railway system?  It is also likely to be a critical link on the National Coast Path, underlining the need for safety and signage for non-local users.	
Felixstowe Town Council	X1	ELMCROFT LANE /WESTMORLAND ROAD TO CLIFF ROAD	FOOTPATH 8 REPLACE STAGGERED BARRIERS WITH BOLLARD AND SIGN ROUTE.	
Felixstowe Town Council	X10	FAIRFIELD AVE TO GARRISON LANE/HIGH ROAD WEST JUNCTION	CONVERT FOOTWAY TO CYCLE TRACK REMOVE HOOPED BARRIERS REPLACE WITH BOLLARDS	

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Felixstowe Town Council	X11	WALTON AVE EAST	ET06181 EXTEND OFF ROAD CYCLE TRACK FROM CHURCH OF LATTER-DAY SAINTS TO LANGER ROAD	
Felixstowe Town Council	X12	LANGER ROAD	SAFE ROUTE TO SCHOOL CONVERT WESTERN FOOTWAY BETWEEN WALTON AVE TO HOLLAND ROAD	
Felixstowe Town Council	X15	BEACH STATION ROAD	SIGN AS CYCLE ROUTE TO LANDGUARD & BEACH	
Felixstowe Town Council	X16	GARRISON LANE	ADD ADVISORY CYCLE LANES BETWEEN ITS JUNCTION OF UNDERCLIFFE ROAD WEST AND HIGH ROAD WEST.	
Felixstowe Town Council	X17	CLIFF ROAD WEST	SIGN AS CYCLE ROUTE TO PIER	
Felixstowe Town Council	X18	PRINCES ROAD/ SOUTH HILL	SIGN AS CYCLE ROUTE TO PIER	
Felixstowe Town Council	X19	CRESCENT ROAD	BETWEEN GARRISON LANE & COBBOLD ROAD EXISTING SIGNED AS NCR51 ADD ADVISORY CYCLE LANES	
Felixstowe Town Council	X2	LOCAL ROUTE 1 COLNEIS ROAD	ADD ADVISORY CYCLE LANES BETWEEN JUNCTION OF CHURCH ROAD AND BEATRICE AVE	
Felixstowe Town Council	X20	PRIORY ROAD	BETWEEN HIGH ROAD WEST & GOLF ROAD SIGN AS CYCLE ROUTE	
Felixstowe Town Council	X21	CARR ROAD	BETWEEN BEACH STATION ROAD & DOCK GATES SIGN AS LOCAL CYCLE ROUTE	
Felixstowe Town Council	X22	ORFORD ROAD	BETWEEN CARR ROAD & SEA ROAD REMOVE NCN SIGN REPLACE WITH LOCAL ROUTE SIGNING	
Felixstowe Town Council	X23	MANOR ROAD & MANOR TERRACE	REMOVE NCN SIGNAGE BETWEEN CARR ROAD WORK ITEM 13	
Felixstowe Town Council	X24	MANOR ROAD CAR PARK	ADD CYCLE LOGS (1057) TO HIGHLIGHT ROUTE THROUGH CAR PARK	
Felixstowe Town Council	X25	COBBOLD ROAD	SIGN AS LOCAL CYCLE ROUTE & ADD CYCLE LOGO 1057	

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Felixstowe Town Council	X26	HIGH ROAD WEST (HOWLETT WAY RNDBT)	EXISTING FACILITY, AT START REQUIRES CYCLISTS DIRECTION ARROW FROM HIGH RD TO FACILITY REQUIRES DROP KERB AND MARKING TO REJOIN HIGH RD ON WESTERN SIDE OF RNDBT	
Felixstowe Town Council	X27	HIGH ROAD WEST (HOWLETT WAY RNDBT)	EXISTING FACILITY CYCLE TRACK REQUIRES BOLLARDS AND LINE GIVE WAY LINE MARKING.	
Felixstowe Town Council	X28	HIGH ROAD WEST	EXTEND ADVISORY CYCLE LANE THROUGH TRAFFIC ISLAND TOWARDS RNDBT TO START OF OFF ROAD CYCLE TRACK.	
Felixstowe Town Council	X29	WALTON AVE EXTENSION WEST	ET06180	
Felixstowe Town Council	X3	CHURCH ROAD	SIGN ROUTE	
Felixstowe Town Council	X31	GRANGE FARM AVENUE	WIDEN FOOTWAY TO EXTEND CYCLE FACILITY BETWEEN WESTLETON WAY TO THE RNDBT JUNCTION WITH WESSEL AVENUE	
Felixstowe Town Council	X32	GRANGE FARM AVENUE & WESEL AVENUE	WIDEN FOOTWAY TO EXTEND CYCLE FACILITY ACROSS EASTERN ARM OF RNDBT TO MEET LOCAL ROUTE 6 CYCLE TRACK .	
Felixstowe Town Council	X33	FERRY LANE	FROM END OF OFF ROAD CYCLE FACILITIES ADD ADVISORY CYCLE LANES TO HODGKINSON ROAD/DOOLEY INN PH	
Felixstowe Town Council	X34	GRANGE FARM AVENUE	BETWEEN LANGLEY AVE & SUDBOURNE RD ADD CYCLE LOGOS AND ADVISORY CYCLE LANES THROUGH ISLAND PINCH POINTS	
Felixstowe Town Council	X35	GRANGE FARM AVENUE (GFA)	AT CROSS ROADS FORMED BY BRACKLEY & POND CLOSE. TERMINATE CYCLE PATH AT POND CL ADD SPUR TO CROSS GFA WHERE BUILD OUT NARROWS ROAD. CONSTRUCT CYCLE BYPASS TOWARDS BRACKLEY CLOSE AND ADD CYCLE LANE ACROSS ITS MOUTH.	
Felixstowe Town Council	X36	GRANGE FARM AVENUE	EXISTING CYCLE FACILITY ADD GIVE WAYS & SIGNS - DO WHAT TO THEM?	



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Felixstowe Town Council	X37	LOCAL ROUTE 5 (MORRISONS LAND)	CONSTRUCT NEW OFF ROAD FACILITY ACROSS CAVENDISH PARK NORTH TO MEET CYCLE FACILITY ON CAVENDISH PARK SOUTH.	
Felixstowe Town Council	X38	CAVENDISH PARK NORTH	CONSTRUCT NEW OFF ROAD FACILITY ACROSS CAVENDISH PARK NORTH TO MEET CYCLE FACILITY ON CAVENDISH PARK SOUTH.	
Felixstowe Town Council	X39	WESTMORLAND ROAD	SIGN AS LOCAL CYCLE ROUTE	
Felixstowe Town Council	X4	ROSEMARY AVENUE	REVISED ROUTING OF LOCAL ROUTE 1, SIGN & ADD ADVISORY CYCLE LANES	
Felixstowe Town Council	X40	GRANGE FARM AVENUE	BETWEEN HINTLESHAM DRIVE & POND CLOSE WIDEN EASTERN FOOTWAY & CONVERT TO SHARED USE WITH PRIORITY CROSSING OF REYNOLDS CLOSE. REMOVE TRAFFIC ISLAND & REPLACE WITH RAISED CROSSING FROM NEW CROSSING WIDEN FOOTWAY TOWARDS BRACKLEY CLOSE. (SEE 35)	
Felixstowe Town Council	X41	NATIONAL CYCLE ROUTE 41	SUFFOLK COASTAL CYCLE ROUTE	
Felixstowe Town Council	X42	NORTH SEA CYCLE ROUTE	FORMERLY NCN 1 NOW NCN41 & 51	
Felixstowe Town Council	X43	MILL LANE	ADD ADVISORY CYCLE LANES BETWEEN GARRISON LANE AND GRANGE ROAD. AT BRIDGE REDUCE VISUAL RUNNING LANE BY WHITE LINE & HATCHING.	
Felixstowe Town Council	X44	TRIMLEY ROAD KIRTON	ADD CYCLE LOGOS (1057) 100M NORTH OF SCHOOL TO ROSELEA NURSERY	
Felixstowe Town Council	X45	KIRTON ROAD ROAD TRIMLEY	WIDEN FOOTWAY LEADING TO FOOT BRIDGE OVER A14, & CONVERT TO SHARED USE.	
Felixstowe Town Council	X46	HOWLETT WAY TRIMLEY ST MARTIN	WIDEN FOOTWAY & CONVERT TO SHARED USE.	
Felixstowe Town Council	X47	HIGH ROAD TRIMLEY ST MARTIN	ADD CYCLE LANE BETWEEN MILL LANE & HOWLETT WAY	

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Felixstowe Town Council	X48	HIGH ROAD TRIMLEY ST MARTIN	ADD CYCLE LOGOS 1057 FROM EGRESS OF CYCLE PATH TO MILL LANE	
Felixstowe Town Council	X49	HIGH ROAD TRIMLEYS & HIGH ST WALTON	REPLACE THE MISSING SECTION OF ADVISORY CYCLES & ADD NEW TO PROVIDE CONTINUOUS LANES BETWEEN GARRISON LANE AND HOWLETT WAY.	
Felixstowe Town Council	X5	TAUNTON & EXETER ROADS	SIGN ROUTE	
Felixstowe Town Council	X50	FAULKENERS WAY (EAST) HIGH ROAD JUNCTION	CONSTRUCT CYCLE TRACK PRIORITY CROSSING	
Felixstowe Town Council	X51	NATIONAL CYCLE ROUTE 51	HARWICH TO CAMBRIDGE	
Felixstowe Town Council	X52	MAIDSTONE ROAD & GRANGE ROAD	ADD CYCLE LOGO 1057 BETWEEN RAISED TABLE BETWEEN HIGH ST WALTON AND WESSEL AVE /PEWITT HILL	
Felixstowe Town Council	X53	GRANGE ROAD	ADD CYCLE LANES AT SCHOOL ENTRANCE BETWEEN VICARAGE RD & MILL LANE	
Felixstowe Town Council	X54	SEA ROAD	ADD CYCLE LOGOS BETWEEN UNDERCLIFF ROAD & ORFORD ROAD	
Felixstowe Town Council	X55	HAMILTON ROAD	CONTRA FLOW CYCLING BETWEEN COBBOLD ROAD & ORWELL ROAD	
Felixstowe Town Council	X56	HIGH ROAD EAST	EXTEND ADVISORY CYCLE LANE FROM PRIORY Road TO CLIFF ROAD	
Felixstowe Town Council	X57(1)	MAIDSTONE ROAD - SEATON ROAD RNDBT	OPTION 1 REDUCE ROAD ENTRY WIDTH OF THE 3 ARMS BY LINING AND HATCHING ADD CYCLE LOGOS.	
Felixstowe Town Council	X57(2)	MAIDSTONE ROAD - SEATON ROAD RNDBT	OPTION 2 REDESIGN AS SHARED SPACE.	
Felixstowe Town Council	X58	SEATON ROAD	ADD CYCLE LOGO 1057 BETWEEN HIGH RD WALTON AND MAIDSTONE ROAD	
Felixstowe Town Council	X59	BACK LANE	ADD CONTRA FLOW CYCLE LANE BETWEEN SEATON ROAD AND HIGH ST WALTON	

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Felixstowe Town Council	X6	HIGH ROAD EAST	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	
Felixstowe Town Council	X60	FELIXSTOWE LEISURE CENTRE	CONSTRUCT NEW OFF ROAD FACILITY FROM UNDERCLIFFE ROAD TO SEA ROAD BEHIND SEA FLOOD WALL. SCDC ASPIRATIONAL ROUTE	
Felixstowe Town Council	X61	CRESCENT ROAD /HAMILTON ROAD JUNCTION	AT TRFFIC LIGHT INSTALL ADVANCED STOP LINES (ASL)	
Felixstowe Town Council	X7	PICKETTS ROAD	SIGN ROUTE	
Felixstowe Town Council	X8	A1021 HAMILTON ROAD ROUNDABOUT	CONVERT TO SHARED USE THE FOOTWAYS AND FOUR PEDESTRIAN ISLAND CROSSING AT THE ROUNDABOUT ARMS	
Felixstowe Town Council	X9	BETWEEN GARRISON LANE & MAYBUSH LANE	SIGN AS LOCAL ROUTE 7 ST ANDREWS ROAD & FOXGROVE LANE AS CYCLE ROUTE	
Felixstowe Town Council	691	Foxgrove Lane / High Rd (Walking)	Poorly signposted, heavily overgrown, poor surface	
Felixstowe Town Council	693	Brook Lane / Park Avenue (Walking)	Signposting, maintenance	
Felixstowe Town Council	696	Church Rd / St. Georges Rd / Western Ave / Roman Way / Clifff Rd (Walking)	Signposting, maintenance (not bad) Ils this cable of upgrading to Cycle Route?	
Felixstowe Town Council	697	Martello Lane / beach (Walking)	Signposting, maintenance	
Felixstowe Town Council	699	Quintons Lane Ferndown Rd / Colneis Rd (Walking)	Poorly signposted, heavily overgrown, poor surface capable of upgrade to cycling?	
Felixstowe Town Council	700	Ferndown Rd / Gosford Way (Walking)	Poorly signposted, heavily overgrown, poor surface capable of upgrade to cycling?	

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Felixstowe Town Council	701	York Rd / rear St. Felix Church (Walking)	Signposting, maintenance	
Felixstowe Town Council	702	Ranelagh Rd Car Park to Spa Pavilion & Garden via steps on Hamilton Gardens (Walking)	Signposting	
Felixstowe Town Council	703	Garrison Lane roundabout to Coronation Drive via Railway bridge (Walking)	Signposting, maintenance	
Felixstowe Town Council	704	Beach Station Rd through Langer Park (Walking)	Signposting, significant enhancement	
Felixstowe Town Council	705	Peewit Hill (Walking)	Poorly signposted, heavily overgrown, poor surface capable of upgrade? Ownership issues?	
Felixstowe Town Council	706	Footpath 41 Haven Exchange to Coronation Drive	Signposting, maintenance Was closed due to slippage. What is current status?	
Felixstowe Town Council	707	Footpath xx Philip Avenue to Coronation Drive	Was closed due to slippage. What is current status?	
Felixstowe Town Council	708	Elmcroft Lane / Colneis Rd / Westmorland Rd x2, Ferry Rd	“No Cycling” sign at Westmorland Rd? No Cycling sign near Whinyard Way. Overgrown, part poor surface. This could surely be a Cycle Route?	See attached map - references W6B
Felixstowe Town Council	709	Elmcroft Lane Western Ave (Walking)	Poorly signposted, heavily overgrown, poor surface Is this cable of upgrading to Cycle Route?	
Felixstowe Town Council	710	High Row Field / High Road (Walking)	Status? Created as part of High Row Field development. Signposting, maintenance. NB reference effects of potential redevelopment of Brackenbury Sports Centre site.	

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Felixstowe Town Council	711	College Green / Maybush Lane (Walking)	Status? Created as part of College development. Signposting, maintenance. Ownership & rights complex. Reference correspondence about Planning Application DC/20/4188/FUL	
Felixstowe Town Council	712	Quintons Lane Sunray Ave / Links Ave (Cycling)	Signposting, maintenance	
Felixstowe Town Council	713	Left turn Chaucer Rd (Cycling)	A short cycle track, c. 3m length across the Chaucer Rd island would allow cyclists to turn left when travelling North West, to access Mill Lane rail bridge, avoiding heavy traffic on Garrison Lane, and traffic lights at Mill Lane junction.	
Felixstowe Town Council	714		Open connection beneath Leisure Centre walkway to promenade between Pier Bight Car Park existing route and the Events Area (Cycling)	Although not obvious, careful informal survey appears to indicate this is feasible. Would need negotiation with Leisure Centre operator. Previously identified by SCC 2015. Also a good principle to establish ahead of potential future development of Leisure Centre site.
Felixstowe Town Council	715	Exit Martello Park to Manor Terrace - See also map Cycle Route 51B & Insets	Track ends at boundary of Martello Park development. Cycle Route 51 continues onto Manor Terrace to Landguard via the Car Park. The large area of unmade ground is without known ownership.	This needs to be researched again (ESC did some work c . 1999 as part of South Sea Front project) and ESC should seek to claim it, as was done recently nearby on corner of Manor Road & Terrace. Could then serve as Cycling and Walking Route, and also possibly additional residents parking for Manor Terrace properties, frequently requested.  But it is also a critical access route for both ESC and EA for plant access to 2 vehicular flood gates for flood defence maintenance. Protection is believed to be formalised for EA by flood defence regulations. Layout must recognise that. NB the land cannot be built on, for that reason.

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Felixstowe Town Council	716	New recreational Cycle Route The Dip to Felixstowe Ferry	<p>Enable cycling on:</p> <p>A) ESC Coast defence “promenade”.</p> <p>B) Environment Agency sea wall adjacent golf course</p> <p>Would require permissions ESC, EA And Golf Club? (own the land on which sea wall is built?)</p> <p>Some improved surfacing required at northern end.</p>	See attached map - references C21A
Felixstowe Town Council	717	Hawkes Lane / footpath to Maidstone Rd & Runnacles Way via railway foot bridge	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.	<p>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.</p> <p>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.</p> <p>(See attached map - references C23B)</p>
Fiona Baker	460	The entire Riverside of Woodbridge and Melton from Kyson Point to Wilford Bridge	Tourism is vital to Woodbridge's economy and the river is a major tourist attraction. I know that cycle tour companies have expressed amazement that it is not possible to cycle through Woodbridge along the river bank. It is scandalous that we do not make the most of our beautiful river and actively discourage	<p>From Kyson Point to The Avenue there is a rough narrow grass track below and to the left of the raised river path that could be made into a cycle path.</p> <p>From just beyond Deben Road to Wilford Bridge in many places there are already two clear paths and it should be possible to convert and extend one of these into a cycle path.</p>

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			cyclists . There is no safe provision anywhere in the town for them.	<p>In the few places where this would not be possible could there not be signs saying 'cycling permitted but priority must always be given to pedestrians'. In my experience if you are a polite careful cyclist, pedestrians have no objection to cyclists along the part of the river.</p> <p>Between The Avenue and Deben Road there should be signs diverting cyclists along the road. A 20 mph limit should be established on the Avenue, Cherry Tree Road, Kingston Farm Road, Kingston Road and Station Road, so that where there is not a dedicated route along the river cyclists can be diverted to a cycle friendly route.</p>
Fiona Baker	461	the junction of the Thoroughfare and Lime Kiln Quay Road, Woodbridge (traffic lights)	dangerous junction for cyclists	provision of a cyclists' box marked out in front of the car traffic - particularly necessary if travelling from Melton Hill and going right or straight on at the lights and if travelling up Lime Kiln Quay Road going right.
Fiona Baker	462	Riverside path leading from railway bridge on Sandy Lane to the river at Kyson Point.	Currently there is no provision for cyclists to cycle close to the river in the Woodbridge area. We are missing an opportunity to promote glorious cycling in our region.	Please could it be permitted for cyclists to use the river path with priority for pedestrians or permitted at certain times of day or weekdays only? We really need to have more shared usage tracks to encourage good manners and cooperation between cyclists and walkers rather than pitting them against each other always. Why can't we make East Suffolk lead the way in this country, - we are the gateway to the parts of Europe where cycling is king and we have so much to offer. At least make Sandy Lane a quiet Suffolk lane with priority for cyclists and pedestrians as when the tide is in the footpath at the bottom of the creek is impassable.
Fran Crowe	718	East Suffolk	See attached.	See attached.
Fran Crowe	719	Orford to Aldeburgh via Snape	I would like to see off-road cycle paths from Orford to Aldeburgh via Snape (sections of this exist already, for instance the Sailor's Path);	

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Fran Crowe	720	Between Orford and Woodbridge	I would like to see off-road cycle paths from Orford to Woodbridge (and Sutton Hoo).	This would link many local facilities and heritage attractions and also join up with local train stations for those wanting to come to the area with their bicycles by rail.
Fran Crowe	721	Between Snape and Saxmundham	I would like to see off-road cycle paths from Snape to Saxmundham.	This would link many local facilities and heritage attractions and also join up with local train stations for those wanting to come to the area with their bicycles by rail.
Gareth Prosser	582	Cars parked near the shop	Highly dangerous to cycle past the shop area (in particular in the east direction) due to slowing / stopping cars that are parking for the shop, also cars pulling out after using the shop. Frequent near misses due to poor awareness of cycling traffic. Cycle lane is constantly parked on. The road is also very narrow at this point.	20 mph zone? mandatory cycle lane? Dedicated parking bay surrounded by double yellow lines? parking enforcement?
Gareth Prosser	587	The track beyond Cordy's lane that goes as far as the nature reserve.	The surface has improved recently but is still not suitable for running/cycling due to the inconsistent surface and large stones. This is a huge missed opportunity for recreation for this part of Trimley St Mary.	Durable resurface suitable for light foot traffic.
Garry BOOTH	314	Saxon's Way and Thoroughfare	The Saxon's Way A144 thru road is a very busy road for cyclists and has no cycle path. Cycling is only allowed one way thru the Thoroughfare, which is busy with peds. A cycle path is badly needed on Saxon's Way to connect with Bungay Rd A144 where there is a cycle path. (This one needs extending to the quiet lane at the Triple PLea Roundabout at Sparrowhawk Lane.) It is worth remembering that the Edgar Sewter School is on the A144.	
Gavin Reeve	116	High Road East, Felixstowe	Very poor road surface in cycle lane	Road needs resurfacing, not just another top dressing, which makes matters worse for cyclists
Gavin Sharpin	364	Road over Wilford Bridge	Road is narrow and busy and cars sometimes drive very close to cyclists.	Would be very useful to have a cycle path off-road to allow safer access to the coast / Bromeswell.



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Geoff Farrell	346	Between Aldeburgh and Thorpeness	As in a previous comment, the road is unsuitable for riding a bike comfortably, safely and pleasantly. The path is really a footpath not a cycle path. Shared use paths are against LTN 1/20 so the best thing to do is build a new cycle only path. This will be welcomed by people who walk and cycle there.	So that the new cycle path has greater currency, there is a need to link with cycle routes at either end. If there aren't any, then either build them or designate a new route using existing infrastructure.
Geoff Farrell	619	Between Potsford Brook and the footpath that goes to the Gallows on the B1078 west of Wickham Market.	There is already an improved suggestion but if the landowner declines to allow walking along the field edge on the north side of the 1078, then consider opening up a part of the woodland on the south side as a right of way or permissive path.	
Geoff Farrell	620	Just north of Letheringham (the Street) on the way to the Hoo/Easton road.	There is a huge run off of wet mud from the field there and this creates an uneven, rippled and potentially hazardous surface for people on bikes.	Persuade the owner of the land/field to clear the mud on a regularly and frequently.
Geoff Farrell	621	From the bridge follow the line of the old railway up to Halesworth.	Although good footpaths and bridleways, the line of the old railway is not immediately apparent.	Join up the various footpaths and bridleways to create a cycle route between the River Blyth and Halesworth to follow the route of the railway.
George Redpath	22	B1532 (Marine Parade) in Lowestoft	This route is part of the Suffolk County Council Lowestoft Cycle route and designated a On-Road signed cycle route and approx 2km in length. Unfortunately due to lack of upgrading or maintenance around 80% of the white lines separating vehicles from cyclists have faded into the tarmac and now indistinguishable for motorists and cyclists. The only short parts of the cycle route which have been painted are those where the highways agency have completed recent road repairs see attached photo's.	Paint the white lines please along the length of Marine Parade which will link Pakefield in the South to Lowestoft town centre in the North.

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George Redpath	23	From Arbor Lane to Pakefield Rd along the current cliff top footpath	Link Pakefield (Arbor Lane) to Pakefield Road along the scenic cliff top and waterfront, with some will and a little modification to existing pedestrian infrastructure along a 1km section we could have a continuous 3km cycling route linking up to the traffic free sea-front and onto Lowestoft town centre, that is a winner for all.	Currently as you can see in the attached photographs this 1km section is narrow along parts of the route and even passing pedestrians have to step off the footpath which is also a popular route for cyclists especially school children cycling to local schools, yes I know cyclists are supposed to dismount and walk this 1km section but lets move on and grasp the nettle and make it a harmonious link for both pedestrians and cyclists from Pakefield and into Lowestoft, a win-win for all especially school children.
Gerald Wilson	31	Roundabout A47 and Corton Long Lane - to Suffolk Border before Hopton!	Cycle path ends with no path from this roundabout to the Suffolk Border above Hopton. Where on the Norfolk side there is from Gt Yarmouth a cycle path from Gorleston to Hopton and this is where it ends.	A12 upgrade to A47 never improved the cycle ways infrastructure.
Gerald Wilson	32	Lowestoft Town centre	No cycle path through precinct like there is marked out on sea front.	Designate a marked out path through Town Centre for cycles.
Gill Armstrong	391	Church Road and the Coast Road from Corton to Hopton	This is a dangerous stretch of road for cyclists and walkers as it is narrow and has several blind corners	A dedicated cycle/footpath would improve it immensely. Some years ago Sustrans proposed using the old railway lines but it never happened, this would be a good solution, if that is not possible then creating a separated route along the road would help
Gordon Fudge	78	Alderton Road just out side Hollesley	As soon as motorists leave the 30 mph zone they accelerate hard to the full 60 mph. Pedestrians have no protection. There are no pavements, the agricultural vehicles are destroying the verges and there are no footpaths through the fields that could be used as alternatives. The road is so narrow and the vehicles so fast (even the tractors drive at 60mph here and they're HUGE) that we don't dare let our 14 year old out on the road on her bike.	This is your job, not mine. Widen the road? Reduce the speed limit? Ban agricultural vehicles of a certain size or power from public roads? Build pavements?

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Graeme Borley	653	Beccles Road, Carlton Colville between Ivy Lane and the roundabout linking A1145	The footpaths linking Oulton Broad (eastern Beccles Road) with the western end of Beccles Road are not safe. The Northern footpath has become excessively narrowed by the lack of maintenance to the hedgerows between Burnt Lane and Ivy Lane resulting in impossible for a parent to walk side by side with a young child. The southern footway does not link the whole way and is hidden from the road by trees providing for an unsafe environment.	Removal of overgrown vegetation and excessive amounts of soil on the verge for the length of footpath adjacent to the field used as paddocks. Cut back the trees immediately west of Burnt Hill Way to provide a clear view of the footway to passing traffic and making a safer environment. (note Martineau Lane, Norwich incident and action taken). Extend the footpath and create cycleway link past Chaulkers Crescent all the way to the roundabout with the A1145 and Anchor Way estate. Prevent unauthorised off-road / verge parking along this route.
Graham Johnson	37	Road from A12 Blythburgh to Southwold. and most Suffolk B roads.	Country roads not suitable for cyclists. Long hold ups behind cyclists who cannot be safely overtaken on narrow winding roads with or without opposing traffic. Put simply the increase in leisure cycling is a menace to other traffic on our local roads, causing traffic jams , prolonged journey times and inefficient use of fuel when stuck in low gears behind cyclists ,and should not be encouraged. People living in the country need to get about by car. We do not need people 'playing' on our roads,	Separate cycle ways BUT not along existing footpaths. The Sustrans cycle path along Halesworth Millenium Meadow is a classic example of pedestrians and cyclists not mixing. . Cyclists all too often approach walkers(often with dogs) from behind at great speed and give no warning as they hurtle past nearly injuring pedestrians and their pets. It became so bad at one stage that we stopped walking there.
Graham Newman	199	Old Felixstowe Road (formerly A45) between Felixstowe Road/Seven Hills and Levington slip road off A14	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	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

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			ride, is considerably longer than the direct route, and is also quite hilly in several places	largely removed the need for the road to be designated in this way 24/7/365.
Graham Newman	258	A154 Candlet Road between Garrison Lane Roundabout and Gulpher Road overbridge	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	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.
Graham Newman	259	A154 Garrison Lane (from Fairfield Avenue northbound to Grove Road roundabout) - segregated cycle lane	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.	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
Graham Newman	260	Between Glenfield Avenue and Fairfield Avenue	Signposting a cycle route	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

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				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.
Graham Newman	265	Blofield Track (from Cordys Lane, Trimley St Mary to Nicholas Road, Port of Felixstowe Campus	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.	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.
Graham Newman	266	Upgrade Bridleway 12 (Trimley St Mary) - from Cordys Lane, Trimley St Mary to Nicholas Road on the Port of Felixstowe campus -to all weather surface	Very poor surface on this bridleway, much used by cyclists and walkers avoiding the busy Trimley High Road/High Street/High Road West/Garrison Lane/Langer Road/Walton Avenue route from the Trimley villages to the Port of Felixstowe	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.
Graham Newman	267	Capel Hall Lane/Brook Lane/Back Lane/Lower Road	Create a network of Quiet Lanes between Trimley St Martin (Capel Hall Lane) and Falkenham Church via Brook Lane/Back Lane/Lower Road/Falkenham Sink	As above - requires only designation and signage.
Graham Newman	270	Trimley St Mary Bridleway 14: Clickett	The area immediately to the west of Clickett Hill Road becomes very damp and muddy over	As above

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		Hill Road to Nicholas Road	the autumn-winter-spring period and needs to be surfaced - as part of Suffolk Cycle Route 5	
Graham Newman	425	Entrance to Peewit Caravan site to former Beach Station (past Felixstowe Beach Holiday Park)	Unclear as to whether cycling is allowed on the "footway"	Cycling is allowed on the footway between McDonalds/Dock Gate 1, in front of Lidl's supermarket, the JW Kingdom Hall, up as far as Peewit Caravan site approach road. It is then unclear whether cycling is allowed alongside Beach Holiday Park, although there is no difference in the width of the footway. Solution: clarification/additional signage needed
Graham Newman	426	Walton Avenue (A154) between a point SE of Dooley Road NW towards Dock Gate 2 roundabout	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	Link up these two sections of cyclistoute, 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.
Graham Newman	797	Wilford Peninsula	I have completed the map based consultation with several suggestions on the Felixstowe peninsular, but I also wonder about a possibility on a rather grander scale... It all rather depends on how ambitious you want this cycling and walking strategy to be!!	<p>What are the barriers to creating a ground-breaking "Cycle Country" on the Wilford Peninsular? Starting at Wilford Bridge, bounded by the River Deben to the south/south-east; the coast line from Bawdsey to Aldeburgh; the A1094 to Snape Crossroads; and the B1069/A1152 back to Wilford Bridge.</p> <p>I appreciate this is a massive area, but it would create an equally massive leisure and tourist attraction in what is arguably some of the best Suffolk countryside. Other than agriculture and the Bentwaters Airfield business park (accessed via the A1152), there is precious little industry requiring fast-moving access within this area. It could perhaps comprise of a 30mph designation for classified roads within the area (eg on the B1063, B1078</p>

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				& B1084) and quiet lane status with a 20mph recommendation elsewhere.
Great Bealings Parish Council	670	East Suffolk	<p>We are of the opinion that in a period of scarce resources we consider that the three priorities for walking should be as follows:</p> <ol style="list-style-type: none"> <li>1. Improve existing PROWs by maintaining gates, stiles, finger posts and signage and clarify who can and cannot access PROWs.</li> <li>2. Ensure land owners co-operate with this maintenance and engage with SCC highways on how to improve condition of PROWs on their land.</li> <li>3. Ensure Town and Parish councils appoint PROW officer and make sure public are aware who to contact.</li> </ol>	<p>We note that there are already a number of cycling routes supported by ESC and SCC and these should also be given greater publicity. Greater use of cycling is a much more complex issue that requires a high level strategic approach across all relevant councils. As a small parish we can support and publicise these routes as required.</p>
Great Glemham Parish Council (John Cross)	792	East Suffolk	<p>Good Issues</p> <ul style="list-style-type: none"> <li>- Cheap</li> <li>- Good lights &amp; clothing</li> <li>- Short journeys don't take longer than car</li> <li>- Healthy</li> <li>- Fun in good weather</li> <li>- Reduced oil consumption</li> <li>- Panniers &amp; back packs assist shopping</li> </ul> <p>Bad Issues</p> <ul style="list-style-type: none"> <li>- Punctures</li> <li>- Hills and inclines (e-bikes help!)</li> <li>- Bad weather</li> <li>- Aggressive driving</li> <li>- Most local roads have 60mph limit</li> <li>- Hard verges and kerbs reduce vehicle options when being over-taken or vehicle approaching from opposite direction (cars rarely wait for cyclists, agricultural vehicles NEVER do)</li> </ul>	<p>I suggest that we start by looking at short journeys of 5 miles or fewer. This could include travelling to work or school and daily and intra weekly shopping trips for most people in East Suffolk. To provide encouragement, the following notes may help:</p> <ul style="list-style-type: none"> <li>- Direct cyclists to cycle-friendly routes?</li> <li>- Can we provide shopping discounts for people who arrive by cycle or walk?</li> <li>- Encourage more frequent shopping trips for lighter, smaller loads</li> <li>- Shop close to home – you're saving on fuel to compensate for any higher prices</li> <li>- Have we got enough cycle racks?</li> <li>- Are they fit for purpose and in a suitable place?</li> </ul> <p>Cycle routes don't require lots of infrastructure, but the following help greatly:</p>

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				<ul style="list-style-type: none"> <li>- Appropriate signage at each end of the route</li> <li>- Preferably NOT along 60 mph roads</li> <li>- Quiet lanes are perfect</li> <li>- Soft level verges (assuming single carriageway roads)</li> <li>- Well-maintained road surfaces</li> <li>- No hedge cutting using flails!!!</li> </ul>
Guy Foscett	399	between The Avenue and Loudham lane Ufford. the hedge on the west side need cutting back. there are branches and brambles that stick out which cars coming down loudham lane push you into.ut	the hedge on the west side need cutting back. there are branches and brambles that stick out which cars coming down loudham lane push you into.	cutting hedge
Halesworth (NP policies)	802	Loam Pit Lane	Link residential areas to the main town destinations and the NCR1	Loam Pit Lane - make it into a cycle route so connecting Harrisons Lane to Holton Road, serving the new housing on Harrisons Lane (planning permission given), connecting the new sports centre on the Campus site, with a planned cycle route within it, into Loam Pit Lane. This may partially utilise/link into the development intentions by Hopkins Homes Ltd at Blyth Vale (off Hill Farm Road), by linking across the west end of the cemetery and Loam Pit Lane, onto open space areas created by the Hopkins development, and linking towards Holton.
Halesworth (NP policies)	803	Briar close	Link residential areas to the main town destinations and the NCR1 - Improve access into Briar Close and the route to the Station by improving the pavement under the railway bridge and its connection to the end of Loam Pit Lane.	
Halesworth (NP policies)	804	Hill Farm Road Development	Link residential areas to the main town destinations and NCR1	Hill Farm Road development – create a path from this new estate and the proposed playground west into Loam



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				Pit Lane to connect to the proposed new path east to Holton Orchards Road so improving cycling access to and from the east of town and from Holton.
Halesworth (NP policies)	805	new development at Chediston Street/Roman Way	Link residential areas to the main town destinations and the NCR1	The proposed new development at Chediston Street/Roman Way includes suggestion for a cycle route up Chediston Street into the town centre. This is considered dangerous and an alternative route should be planned. From the estate a route should be created into Allington Road. This makes best use of the contours of the land and connects into Dukes Drive near to the bus stop. It would then cross Roman Way to connect to the existing cycle route in Holmere Drive and into Church Farm Lane. This creates a relatively safe cycling route into the Market Place and town centre via the quiet northern end of London Road around the St Mary's Church yard.
Halesworth (NP policies)	806	Bramfield Road (A144)	Link residential areas to the main town destinations and the NCR1.	Create a route down Bramfield Road (A144), to the Mells/Walpole Grange Road crossroads, making use of Durban Close if required. This would connect directly to the NCR1 route going south towards Walpole and into the Blyth Road industrial estate and on into the Millennium Green.
Halesworth (NP Policies)	808	River Lane	Improve cycling connectivity into the Town Park and the Millennium Green which has NCR1 running through it and out into the countryside beyond.	Make River Lane into a cycle route. This would connect the Angel Link roundabout on Saxons Way to the park. The bridge over the river is too narrow at present but could be given pedestrian right of way or cyclist dismount signs until the bridge can be widened. River Lane is a private road and is unregistered on the land registry, so investigations needed to start the process of redesignation.
Halesworth (NP Policies)	809	Blyth Mews / Quay Street	Improve cycling connectivity into the Town Park and the Millennium Green which has NCR1 running through it and out into the countryside beyond.	Make Blyth Mews off Quay Street into a cycle route with appropriate signage. The bridge over the Patrick Stead Lock at the end of Blyth Mews would benefit from improving with 'cyclists give way to pedestrians' signs, if

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				<p>funding is not available for widening).</p> <p>Look at how the Blyth Mews/Quay Street cycle and pedestrian routing could be improved so safer/easier access could be made into Station Road, giving access to the railway station and 'The Cut'. If the car showroom site opposite Blyth Mews was developed this could give an opportunity.</p>
Halesworth (NP Policies)	810	The Folly / Millennium Green	<p>Improve cycling connectivity into the Town Park and the Millennium Green which has NCR1 running through it and out into the countryside beyond.</p>	<p>Create a new cycle route through the Folly which is a part of and the Millennium Green. This would connect Holton Road opposite the new housing development at Hill Farm Road into the Millennium Green and into the town centre or out on the NCR1. Footpaths off the Holton Road (towards 'Rails End') would need to be redesignated as cycle routes. The owners would need to be approached.</p> <p>Routes into and then through to the town park and Millennium Green also give an alternative to the Saxon Way route for less confident cyclists and a route out to the east of town.</p>
Halesworth (NP Policies)	811	Roundabout at Quay Street up the Norwich Road to Sparrowhawk Road	<p>Create a direct and safe 'key movement' cycle route from the Sparrowhawk Road roundabout in the north to the Bramfield Road/London Road intersection in the South.</p> <p>This would reduce the 'inconsistent and confused approach for cyclists and pedestrians' and thereby reduce conflict for all users' as they navigate the Town Centre (Waveney Local Plan). Rerouting of NCR1 would be needed.</p>	<p>Cycle route from the roundabout at Quay Street up the Norwich Road should be on the west side of the road. The partial and inadequate cycle route that goes up to Harrisons Lane on the east should be decommissioned as dangerous.</p> <p>The west side of the road would solve some of the issues for children cycling to school. At present they cannot cross safely from the present cycle route to the school. Poor parking on the west side of Norwich Road (from Edgar Sewter Primary School to 'The Avenue'), caused by overspill from the Police Station, businesses in town, and by parents dropping children off at school, would need to be resolved.</p>

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				<p>This route would become a re-routed NCR1 doing away with the confusing route down Harrisons Lane into Holton and then up to Sparrowhawk Road. At Sparrowhawk Roundabout the NCR1 route could go up the road in front of the Triple Plea pub and join the present NCR1 route at Butts Road in a more direct and straightforward route towards the railway Mill Post Crossing.</p>
Halesworth (NP Policies)	812	Saxons Way	<p>Create a direct and safe 'key movement' cycle route from the Sparrowhawk Road roundabout in the north to the Bramfield Road/London Road intersection in the South.</p>	<p>The pavements along Saxons Way, from Quay Street roundabout to the Coop/London Road roundabout should become safe, shared cycle and pedestrian paths. ( the east side of Saxons Way may be the best option as it links with the proposed east side route on London Road and would not impinge on the entrance to the new development on the west side or the entrance to the car park).</p> <p>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.</p> <p>The route should then continue along the eastern side of London Road to the turning with Bramfield Road (the main route into Halesworth from the A12)</p>
Halesworth (NP Policies)	813	Thoroughfare / Bridge Street	<p>Reroute the NCR1 away from the Thoroughfare / Bridge Street.</p> <p>The rerouting of NCR1 away from the Thoroughfare/Bridge Street between the Quay Street and the entrance to the car park removes a confusing and badly signposted national route from a semi pedestrianised shopping street and allows for the</p>	

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			Thoroughfare to become safer and more pedestrianised route.	
Halesworth (NP Policies)	814	Market Place	Increase and improve cycle parking, including e-bike parking and charging, at key destinations and in the Thoroughfare/Market Place to encourage cyclists to make short journey's into town, support the cafes and businesses and the encouragement of long-distance cyclist groups to use Halesworth as a stop off destination.	An option is to provide E-chargers along the wall of the 'Boarding House' café, where there are currently market stallholder electrical outlets already provided. An alternative could be along the wall of the Wine Shop/public toilets on the opposite side of the Market Place.
Halesworth (NP policies)	815	Central (main) Thoroughfare carpark	Increase and improve cycle parking, including e-bike parking and charging, at key destinations and in the Thoroughfare/Market Place to encourage cyclists to make short journey's into town, support the cafes and businesses and the encouragement of long-distance cyclist groups to use Halesworth as a stop off destination.	There is a substation in the central carpark, plus numerous businesses, that potentially could facilitate E-charging points. Ideally these could be along the river side wall (north) of the car park.
Halesworth (NP policies)	816	Angel Link carpark	Increase and improve cycle parking, including e-bike parking and charging, at key destinations and in the Thoroughfare/Market Place to encourage cyclists to make short journey's into town, support the cafes and businesses and the encouragement of long-distance cyclist groups to use Halesworth as a stop off destination.	Discussions highlight this car park as considerably underused, and there remains the potential for a bus terminus here, despite past failed attempts (which should be refreshed). In addition there is plenty of scope here for E-chargers to be positioned in numerous places, to attract town centre visitors to use this under-utilised space. An ideal position might be along the boundary to the Angel Hotel private carpark. Alternatively, there could be scope for E-chargers in what I believe is called 'Angel Lane South' carpark behind the EACH charity shop.
Halesworth (NP Policies)	817	Bridge Street	Increase and improve cycle parking, including e-bike parking and charging, at key destinations and in the Thoroughfare/Market Place to encourage cyclists to make short journey's into town, support the cafes and businesses and the encouragement of long-distance cyclist groups to use Halesworth as a stop off destination.	Cyclists would benefit from the addition of perhaps a 3-4 cycle toast rack positioned on the town river bridge, which is the widest section of the main street. If carefully positioned on the upstream side of the bridge, it was felt these wouldn't encroach on vehicular flows or the pedestrian access across the bridge and viewing the river.

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Halesworth (NP Policies)	818	Market Place	Increase and improve cycle parking, including e-bike parking and charging, at key destinations and in the Thoroughfare/Market Place to encourage cyclists to make short journey's into town, support the cafes and businesses and the encouragement of long-distance cyclist groups to use Halesworth as a stop off destination.	There is currently a 3-4 bike toast rack store adjacent to the Market Place pump. The storage capacity could be significantly boosted in the Market Place, possibly by taking up a parking bay adjacent to the Wine Shop. This would provide enough space for a 10 (or more) bike toast rack.
Halesworth (NP Policies)	807	Wissett Road junction	Create a direct and safe 'key movement' cycle route from the Sparrowhawk Road roundabout in the north to the Bramfield Road/London Road intersection in the South	The Wissett Road junction should be made into a Copenhagen style junction giving priority to cyclists and pedestrians. This would encourage safer cycling to the primary school by children and parents.
Halesworth Neighbourhood Plan Group	738	West and north of Halesworth	Make Halesworth a 'walking hub' with a network of walks within the town, circular walks around the town and footpaths out into the countryside connecting to neighbouring villages, improving the health and wellbeing of residents, and supporting the town as a tourist destination.	Formalise newly devised circular walks to the West and North East of the town, that use existing public rights of way through SCC map creation. (working with the SCC PROW team to commission new maps).
Halesworth Neighbourhood Plan Group	740	Town Centre to Millennium Green	Make Halesworth a 'walking hub' with a network of walks within the town, circular walks around the town and footpaths out into the countryside connecting to neighbouring villages, improving the health and wellbeing of residents, and supporting the town as a tourist destination.	Support the improvement to the routes and connectivity from the Town Centre to the Millennium Green (see Objective 7) so encouraging more use.
Halesworth Neighbourhood Plan Group	741	Green corridor / walking route	Make Halesworth a 'walking hub' with a network of walks within the town, circular walks around the town and footpaths out into the countryside connecting to neighbouring villages, improving the health and wellbeing of residents, and supporting the town as a tourist destination.	Designate land that would support the creation of a green corridor/walking route around the South/Western edge of the town. This supports Objective 1 (biodiversity) and 5 (protection of entrance views to the town if future development of farming land was permitted). It could run from Chediston St, behind the backs of Dukes Drive, crossing Walpole Road and continuing behind the backs of Kennedy Avenue and Close linking to the proposed nature reserve and footpath to the Basely sports ground.

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Halesworth Neighbourhood Plan Group	742	Blyth Valley towards Walpole	Make Halesworth a 'walking hub' with a network of walks within the town, circular walks around the town and footpaths out into the countryside connecting to neighbouring villages, improving the health and wellbeing of residents, and supporting the town as a tourist destination.	Explore the possibility of the above linking to a footpath along the Blyth valley west towards Walpole. (flood risk may make this unviable and land ownership not known).
Halesworth Neighbourhood Plan Group	743	Halesworth	Make Halesworth a 'walking hub' with a network of walks within the town, circular walks around the town and footpaths out into the countryside connecting to neighbouring villages, improving the health and wellbeing of residents, and supporting the town as a tourist destination.	Rationalise the walking maps available so they can form a suite of information online and in leaflet form and that reference each other. Some are signposted. Some need updating. Some have a specific historical focus. NB Subsequent agreement to work with Green Access team at SCC to produce a leaflet of circular walks for the Discover Suffolk website and to digitise the other leaflets so they can be accessed on the same website. Erect well designed and coherent signage once the maps and routes are finalised. (not a planning matter but a potential use of CIL money).
Halesworth Neighbourhood Plan Group	745	Harrisons Lane to Loam Pit Lane	Hill Farm Road, Fairview Road,(being built) Chediston St/Roman Way, Harrison's Lane/Town Farm (with outline planning) are the new developments. Attention has been given to walking connections from Hill Farm Road (this better connects Halesworth and Holton and tries to ensure children can walk to the two primary schools) and to Fairview (a rather disjointed pavement/cycle track around the corner of Fairview Road that doesn't really connect).	Where gaps exist ensure safe and connected pavements from the main residential areas to the town centre and key destinations. Harrisons Lane housing and sports developments need to connect with Loam Pit Lane and the east west routes. There is concern about the poor considerations given to walking and cycling in the Chediston St development plans.
Halesworth Neighbourhood Plan Group	746	Allington Road to Dukes Drive	Where gaps exist ensure safe and connected pavements from the main residential areas to the town centre and key destinations.	Routes need to make use of the lie of the land and connect with Allington Road onto Dukes Drive to connect with the bus stop. The proposed cycle route up Chediston Street is strongly opposed by the Cycling Group as the road is too narrow).

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Halesworth Neighbourhood Plan Group	747	Wissett Road down to Old Station Road	Where gaps exist ensure safe and connected pavements from the main residential areas to the town centre and key destinations.	Create a new pavement down the northeast side of Wissett Road from the entrance to the Children’s Centre down to Old Station Road. This can improve the existing tarmac path at the top end, better connect it to the pavement in Wissett Close which goes down to Chichester Road and then use the wide verge down to Old Station Road. This would give safer walking for the Chichester Road estate and help connect with country footpaths around Wissett.
Halesworth Neighbourhood Plan Group	748	Pavement down Norwich Road	The existing pavement from Norwich Road down to the Children’s Centre entrance is very narrow in parts and should be looked at to see if some widening could be done.	Where gaps exist ensure safe and connected pavements from the main residential areas to the town centre and key destinations.
Halesworth Neighbourhood Plan Group	749	Entrance to Wissett Road	Make walking, cycling and scootering to Edgar Sewter primary school a safe and healthy option for children and parents. Based on consultation with years 5 and 6 children and with parents in the walking expert group the following are the suggestions as to how to achieve this policy. The planned extension to the school gives an opportunity to make changes. The proposed rerouting of the cycle track up the West side of Norwich Road could support these changes.	Create a safe crossing (zebra, pelican, toucan, Copenhagen) across the entrance to Wissett Road – this is a busy and narrow junction with Norwich Road especially at school start and finish times, with cars backing up down Wissett Road, and cars turning into Wissett Road from both north and south into the very narrow entrance.
Halesworth Neighbourhood Plan Group	750	Norwich Road School Entrance	Make walking, cycling and scootering to Edgar Sewter primary school a safe and healthy option for children and parents. Based on consultation with years 5 and 6 children and with parents in the walking expert group the following are the suggestions as to how to achieve this policy. The planned extension to the school gives an opportunity to make changes. The proposed rerouting of the cycle	Create a safe crossing on Norwich Road in front of the main entrance to the school – at present the nearest crossings are at the Quay Street roundabout and at Harrisons Lane (installed for the former middle school). This would support walking options from the east of the town and new developments at Harrisons Lane where walkways will enable children to commute onto Bungay Road and up the path just north of the school but on the ‘wrong side’.

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			track up the West side of Norwich Road could support these changes.	
Halesworth Neighbourhood Plan Group	751	Wissett Road	Make walking, cycling and scootering to Edgar Sewter primary school a safe and healthy option for children and parents. Based on consultation with years 5 and 6 children and with parents in the walking expert group the following are the suggestions as to how to achieve this policy. The planned extension to the school gives an opportunity to make changes. The proposed rerouting of the cycle track up the West side of Norwich Road could support these changes.	Create a safe crossing across Wissett Road to connect the footpath from Rectory Street to the Children’s Centre entrance to school – this makes for a safe and healthier route from the South of the town along the Thoroughfare and connects with the pre-school in School Lane.
Halesworth Neighbourhood Plan Group	752	Norwich Road	Make walking, cycling and scootering to Edgar Sewter primary school a safe and healthy option for children and parents. Based on consultation with years 5 and 6 children and with parents in the walking expert group the following are the suggestions as to how to achieve this policy. The planned extension to the school gives an opportunity to make changes. The proposed rerouting of the cycle track up the West side of Norwich Road could support these changes.	Make a 20mph zone along the Norwich Road in front of the main school entrance preferably from the Quay Street roundabout to The Avenue or beyond.
Halesworth Neighbourhood Plan Group	753	Thoroughfare	Support elderly and less mobile residents with safe accessible footpaths, pavements, and crossings.	Pedestrianisation of the Thoroughfare, (Objective 7 and 6).
Halesworth Neighbourhood Plan Group	754	Saxons Way from Lansbury Road estate	Support elderly and less mobile residents with safe accessible footpaths, pavements, and crossings.	Dangerous crossings identified across Saxons Way from the Lansbury Road estate, which has several homes for elderly people. Make the crossing from Swans Lane, presently a central island, into a zebra or pelican.
Halesworth Neighbourhood Plan Group	755	Roman Way / London Road	Support elderly and less mobile residents with safe accessible footpaths, pavements, and crossings.	Dangerous crossings identified across Roman Way where it joins London Road which is the main route out of town to the A143 and on towards the A14. A crossing is



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				needed to help walking from the estates down Walpole Road.
Halesworth Neighbourhood Plan Group	756	Halesworth	Support elderly and less mobile residents with safe accessible footpaths, pavements, and crossings.	Styles, gates and seats – better designs required to make walking in the countryside easier for the less mobile and more seats around town to encourage more walking to shops etc. (advice needed on what a NP can do on this)
Halesworth Town Council (NP policies)	801	footpath between Uplands Way and Norwich Road	Link residential areas to the main town destinations and NCR1 - Upgrade the footpath between Uplands Way and the Norwich Road alongside the school fence to create a shared pedestrian and cycle path, with signage. This would connect the Chichester Road residential area, support cycling to school, help cyclists coming from the Wissett area to avoid the dangerous and steep Wissett Road.	
Harry Grainger	666	Lowestoft	The improvement that I feel needs making is that whilst it is reasonably possible to cycle within Lowestoft it is virtually impossible to cycle away from Lowestoft to any significant or interesting destination.	If cycling is to really be taken seriously we need to take the European approach and simply stop prioritising cars over pedestrians and cyclists. Cycle routes need to be delineated from beginning to end and where there are issues of space cycling and walking should be given clear priority.
Harry Grainger	667	Between Haddiscoe and Reedham via Somerleyton	The marshes between Haddiscoe and Reedham via Somerleyton involves cycling along 'car fast' narrow lanes which have no provision whatsoever for cyclists, and any attempt to avoid fast roads involves miles of detours with in real terms no real gain in safety.	If cycling is to really be taken seriously we need to take the European approach and simply stop prioritising cars over pedestrians and cyclists. Cycle routes need to be delineated from beginning to end and where there are issues of space cycling and walking should be given clear priority.
Harry Grainger	668	Lowestoft to Southwold	Lowestoft to Southwold involves large detours to avoid the A12 from Kessingland but eventually arriving at a very dangerous crossing of the A12 at Wrentham followed by several miles of very dangerous travel along the B road to Reydon and Southwold. again there is no provision whatsoever for cyclists.	If cycling is to really be taken seriously we need to take the European approach and simply stop prioritising cars over pedestrians and cyclists. Cycle routes need to be delineated from beginning to end and where there are issues of space cycling and walking should be given clear priority.

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Harry Grainger	669	Lowestoft to Ellough	Cycling to the Ellough farmers market from Lowestoft. The majority of this route is currently satisfactory despite no obvious provision for cyclists once out of Lowestoft, but at the end cyclists are deposited onto a very fast busy B road with no provision for cyclists.	If cycling is to really be taken seriously we need to take the European approach and simply stop prioritising cars over pedestrians and cyclists. Cycle routes need to be delineated from beginning to end and where there are issues of space cycling and walking should be given clear priority.
Haydn Morris	39	B1121 main road linking Benhall, Saxmundham, Kelsale	Lack of safe pedestrian/cycling route between Benhall, Saxmundham, Kelsale, Lack of cycling infrastructure (signs, secure parking.cycle lanes)  East Suffolk Council, Suffolk County Council Highways Dept, Planning Dept do not seem to communicate with each other - a perfect example of this is the new train station in Saxmundham has no provision for secure bicycle parking.	The 3 Communities Link project report was completed in 2017 - it detailed a safe route between Benhall, Saxmundham, Kelsale for pedestrians and cyclists. It also linked to the local schools and Saxmundham railway station. The report is currently sitting with Suffolk County Council and has been included in their list of 100 cycling projects to be delivered in the next 5 years (see EADT article.)  The report has been ratified and costed by SCC/Highways and is still awaiting funding. It is an "oven-ready" solution to the transport infrastructure issues in and around Saxmundham  I am the author of the report file:///media/fuse/drivefs-234088169dc1f109c9a130868367d4ad/root/THE%203%20COMMUNITIES%20LINK%20Impact%20Audit%20&%20Report.pdf  Our FB page: <a href="https://www.facebook.com/SaxTCCFocusGroup">https://www.facebook.com/SaxTCCFocusGroup</a>
Helen Hudson	383	Denmark Road cycle path from station to Rotterdam Road	This must be the worst and most dangerous cycle path in the country. It is extremely uneven and shakes bones and bikes unbearably. There is also a concrete	Re-lay the path and drop the kerbs where required. Not sure what the obstruction is so unsure if it can be moved. Maybe designate the path on the opposite side as a

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			obstruction along with at least one place where the kerb has not been dropped.	shared footpath/cycle path as it is plenty wide enough along most of its length.
Historic England	794	East Suffolk	As a result of the number of consultations we are currently receiving, we regret that we are unable to comment specifically at this time.	
Iain Johnston	624	Wilford Bridge - Access to the peninsula/ Suffolk Coast AONB	The Suffolk Coast AONB is becoming more and more popular for cycling, both on trail and the road. There is minimal signage and road marking to highlight or protect the cyclists on this network of roads and trails.	Additional signage on the main routes onto the peninsula, Wilford Bridge being one, to warn motorists that they are entering a high cycle area. Motion activated signage akin to the speed warning signs that are prevalent on entry to low speed limit areas. Central Bedfordshire Council have used Swarco Ltd signs of this nature. There are also many "high risk" sections of road that comments have already been placed on. eg uphill stretches, entry into wooded sections, blind summits and corners. Again, road markings or signage to highlight additional awareness for bikes would be of real benefit. Finally, as has been noted in other comments, the villages on the Suffolk AONB lack a safe / marked cycle route on the main roads such as B1083, B1084, Heath Road for commuting cyclists. These users may be distinctly different from recreational users and travel at slower speed and so require better protection.
Iain Johnston	625	At Red Lodge, where the road becomes bordered by the wood	As noted in other comments, this is a very fast section of road, popular with cyclists. I have been witness to near misses with cars on a number of occasions. The change in light as a result of coming into or leaving the trees, leaves cyclist or other road users extra vulnerable.	Signage or road markings to highlight this would be of benefit.
Iain Johnston	626	The corners and ascent into the forest at Spratt's Street	High risk point for cyclists: fast driven corners meeting slow moving cycles and change in light conditions as a result of the trees.	Signage or road markings to highlight this would be of benefit.

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Ian Day	41	A1214 Rushmere / Kesgrave	Great historic cycle lane adjacent to this road that would be greatly improved by changed priorities on minor road junctions to prioritise cycles. The route reduces in width to an ordinary (shared) pavement at Rushmere Heath creating a significant gap in infrastructure.	Changed priorities on side roads and new, protected cycle lane at Rushmere Heath.
Ian Day	42	B1438 Melton Road Woodbridge	This road is a significant link between Woodbridge town centre and Melton. The road is very wide but has no cycle infrastructure or any reasonable alternative routes.	Provide good quality cycle infrastructure and Cycle advanced stop lines at traffic lights either end. May need to consider on street parking and the narrowing road at the Woodbridge end.
Ian Day	45	Wilford Bridge Road, Melton	Popular route for recreational cycling without any cycle infrastructure. This road provides access to the railway station at Melton and is the only direct route between the populated areas of Ipswich / Woodbridge and the coast and forests that are so important for recreation. Very hostile road for cyclists with blind bends and double white line no overtaking restrictions. May be possible to open up the riverside path as alternative from Woodbridge?	Good quality cycle infrastructure replacing existing pavement between roundabout and the level crossing.
Ian Day	54	Retail areas, Martlesham Heath	All of the retail developments on Martlesham Heath have been created with large car parks and have each been created independently with no joined up approach to movement from one development to another. For example moving from B&M to Tesco is only a short distance but a lack of pavements and crossing points means that walking is a very hostile experience. People drive very short distances from car park to car park.	A new pedestrian / cycle crossing between Tesco and Pets at Home. New crossings between Poundland and Next. New crossings between M&S and B&M. The B&M development has no pavement access at all.

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			MH has good foot cycle access until you actually get to the shops!	
Ian Hopgood	170	Cumberland Street	Drivers consistently ignore the time restrictions and use this route as a rat-run.	Turning the road into fully 1-way from North-East to South-West would reduce it's desirability as a rat-run - but continue to allow 2-way bicycle traffic
Ian Hopgood	171	The Thoroughfare	Cars using the road as a rat-run	Reversing the one-way direction would remove the routes desirability as a rat-run.
Ian Hopgood	213	River Wall path between Wilford Bridge and Woodbridge	This is currently a footpath, but could be changed to allow bikes.	Keeping the current surface would help to limit bike speed. Having a green cycle route between Melton& Woodbridge would provide relief from the poor road conditions.
Ian Humphreys	605	Colneis Road from Ferry Road to Beatrice Avenue	Parked cars on both sides, especially near Kingsfleet and Colneis schools, also high speed of traffic at any time. Children, from the expanding Laureate Fields development, will be in danger when cycling to the Academy.	Mandatory cycle lanes would improve safety for all cyclists.
Ian Poole	85	A1214 between Playford Road and Bent Lane	No cycle lane but one exists to the east and to the west	Widen footways to create dedicated cycle path
Ian Shaw	799	East Suffolk	<ol style="list-style-type: none"> <li>1. despite recent resurfacing work there are many pot holes on back lanes</li> <li>2. again on many lanes there is a build up of sand, gravel or tree debris</li> <li>3. in autumn when farmers cut hedges the tractor powered methods strew the road with sharp fragments which create a very significant risk of punctures not only to bikes but also cars</li> <li>4. signposts, so valuable to anyone not relying on sat-nav, are increasingly corroded through and lying in the verge</li> </ol>	<ol style="list-style-type: none"> <li>1. Cyclists are aware of road condition and promoting the existing SCC online reporting tool amongst them would reduce the need for staff to carry out road surveys.</li> <li>2. Reduce verge cutting, which is prejudicial to wildlife, spend it on sweeping roads free of sand and flints which are a particular problem with the local geology.</li> <li>3. Anyone strewing a road with tacks would soon be subject to enforcement action so it seems strange that there are no moves to deal with the hacking of hedges with no regard to the state the road is left in.</li> <li>4. Signposts are in a poor state. If there is insufficient money to replace, an imaginative solution needs to be found. Perhaps a plastic insert to reconnect the tubular uprights on an interim basis?</li> <li>5. A new, imaginative look at our roads needs to be</li> </ol>

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				promoted rather than just doing, or not doing, what always has been. While much of the direct responsibility for remedial work lies with higher tiers, is E.S.C. supportive of the objectives?
Isla McMillan	585	Junction of Lime Kiln Quay Road, St John's Street and Thoroughfare	I use this junction several times a week as I'm cycling home from work. I have to go straight over onto the main bit of the Thoroughfare, so I have to wait on the right-hand side of my lane, which is absolutely terrifying. There is no space for cyclists and the traffic turning from Lime Kiln Quay passes so close to me – it's particularly scary if it's a bus!	
Isla McMillan	586	Theatre Street and Burkitt Road	I either cycle or walk my son to playgroup at St Mary's Primary School before I head off to work. Walking or cycling are both a bit hairy as the traffic often zooms by on this stretch – there's no indication of what the speed limit is so people take that as licence to go as fast as they please – often speeds in excess of 30mph. This is a busy stretch filled with children on the way to Farlingaye and St Mary's – please put up a 20mph sign!	Please put up a 20mph sign!
J Jacobs	136	New cycle lane barriers	The barriers are an improvement of sorts except that they seem to give drivers the impression at they can drive as close to them as they like! If you have a bike with 2 full panniers, it is difficult to join and exit through the barriers.	Make the cycle lanes wider and improve entrance and exit areas especially near roundabouts.  General comment for ALL cycle lanes - STOP any vehicles parking in them!
jackie catterwell	79	River path Kyson to Wilford Bridge	Thank you for the no cycling signs on the Kyson part of this path. Some clear ones are needed on the Wilford Bridge section.	If you are going to allow cycling here then you need to keep cycle and pedestrian paths separate as very dangerous otherwise, as I have often found!
jackie catterwell	80	Melton to Martlesham road	Not a problem for me but many others say they won't cycle on the main road from Melton to	Provide a designated cycling space on main road from Melton, though Woodbridge, meeting up with the

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			Woodbridge as there is no designated space for them.	cycling section in Martlesham, which then goes to Ipswich.
Jacqueline Tricker	268	The pedestrian crossing island near Pytches Road does not give priority to cyclists who feel vulnerable as motorists try to narrowly overtake even if cyclists take up a central position to prevent this. Nicknamed "Cycle crushers"	Problem is cars overtaking cyclists too narrowly through the gap between the island. Either spend lots of money, like the Dutch, on engineering a proper cycle way or put a sign up giving cyclists priority over motorists. I have been the victim of a road rage incident here. The Police blamed me for hogging the road. I was preserving my life.	Highway code change imminent to support cyclists who take up central position? Sign to prioritise Cyclists. Better (eg more expensive) planning/cycle way engineering as in NLS.
Jake Daws	63	Main road Kesgrave from Martlesham to Ipswich hospital	You talk about cycling strategies to improve access- I have reported this many times over the years about the poor state of the cycle path and poor condition potholed surface on Kesgrave to Ipswich main road cycle path. It's simple- improve cycling numbers by providing Dutch style standard surfaces to cycle on. No more cycle repairs due to rubbish poorly maintained cycle paths like this one!!!!	I've mentioned this as above
James Hall	167	X-roads on B1078 with Gibraltar Rd. Otley and High Rd. Swilland.	V. dangerous junction because of speed of traffic and overtaking on B1078 .	Extend the speed limit of 40 mph at the Ashbocking x-roads so that it continues all the way to the 40 mph limit near Otley College.
James Richards for Ramblers Association, Alde Valley Group	97	Westleton. Between Reckford Bridge (TM436677) and the start of Black Slough (TM438679)	Walkers wishing to link between Footpath Westleton 25 (Reckford Bridge) and Bridleway Westleton 26 (Black Slough) have to walk along a dangerous stretch of the B1125 where there is no space for pedestrians around a tight bend.	A public footpath of 0.12 mile between Reckford Bridge (TM436677) and the start of Black Slough (TM438679) must be created inside the hedges of the farm land to provide a safe alternative to walking along the busy carriageway of the B1125 between Public Footpath Westleton 25 and Bridleway Westleton 26 and enable valuable circular walks around Middleton, Eastbridge, Minsmere and Westleton to be walked safely. The danger here will be worsened even more if the B1125 is to carry construction traffic for Sizewell C.

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James Richards for the Ramblers Association, Alde Valley Group	468	River Wall - eastern side of Butley River. The path along the river wall between the points TM 393 505 and TM 396 485	This section of river wall is blocked off to the public by fencing. Its omission from the Definitive map could simply be an anomaly as the route recorded on the Definitive Map as Chillesford Footpath 18 stops abruptly at the Chillesford/Gedgrave parish boundary which is absurd.	This route must be added to the Definitive map by way of a Creation Order or Agreement. The proper recording of this route would enable a fine circular walk linking Chillesford and the Butley Ferry.
James Richards, for Ramblers Association, Alde Valley Group	475	Ramsholt to Bawdsey – The stretch of river wall from Ramsholt to Bawdsey on the Deben	There is no public access along this stretch river wall	This should be made available to the public to connect with existing routes and become part of the England Coast Path. This section of river wall is not currently open to the public but could be made a public footpath with a minimum of alteration and expenditure with no inconvenience to the landowners. A Creation Order or Agreement is required. It will have a good deal of support from local residents as well as visitors.
James Richards, for Ramblers Association, Alde Valley Group	483	9 points on Saxmundham bypass: TM380656 Kelsale FP 10; TM373646 Kelsale FP 38; TM376644 Kelsale FP 1; TM375639 Kelsale FP 3; TM375636 Sax FP 5; TM375632 Sax FP 11; TM376630 Sax FP 13; TM377621 Benhall FP 22; TM378616, Benhall BR 25	Paths severed by A12 bypass with no thought for walkers. Crossings lethal- single carriageway with 60 speed limit. No warnings to motorists- no central refuges- in two instances (TM 376 644 and TM 375 636) one must climb over Armco-type barriers on each side. TM 375 632 crossing is oblique requiring a considerable walk alongside the carriageway to cross it at a right angle. Traffic increased many fold by new housing on western edge of the town. Sizewell C traffic would exacerbate more.	These crossings must be made safer and easier through speed limits, warning signs to motorists, provision of gaps in the Armco barriers and the installation of central refuges and waiting areas.
James Richards, for Ramblers Association, Alde Valley Group	486	Bridleways Sudbourne 12 and 13 near the site of the old Marsh House. On Sudbourne Marshes linking Sudbourne village with the river wall.	Near where Bridleways 12 and 13 meet they cross dykes one of which is difficult and dangerous to cross even in the driest of weather. A bridge is required. Attempts were made in the 1990s to downgrade the path to a footpath so that a new footbridge would solve	A bridleway bridge needs to be constructed to enable these paths to be linked.



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			the problem at a much lower cost. This was objected to and never took place.	
James Richards, for Ramblers Association, Alde Valley Group	487	Drive from Thorington Road at TM 4175 7421 to Walnut Tree Farm and beyond to meet Bramfield Footpath 7 at TM 4146 7329.	Bramfield Footpath 7 is recorded as coming to a dead end just short of Walnut Tree Farm. It should continue north to the Thorington Road along the existing farm road.	The missing link needs rectifying by means of a Creation Order or Agreement.
James Richards, for the Ramblers Association, Alde Valley Group	469	Clayhill Road, Kelsale – between the points TM 3924 6410 and TM 3965 6416 (between Saxmundham Footpaths 34 and 33).	Safe connectivity is required for walkers along this road between the points TM 3924 6410 and TM 3965 6416 so that they can walk safely between Saxmundham Footpaths 34 and 33.	Creation of a new footpath between these points.
James Richards, for the Ramblers Association, Alde Valley Group	470	Route from Eastbridge Road to Leiston Footpath 20. –between TM454652, through Black Walks and Lower Abbey to TM458661	Much of this route is believed to be in the ownership of EDF . There are notices denying public access along it but it is believed to have been a freely available route for walkers in the past.	This route should be added to the Definitive Map by way of a Creation Agreement or Order as a safe alternative to the Eastbridge Road and between Footpath 20 and Bridleway 19 at the Round House.
James Richards, for the Ramblers Association, Alde Valley Group	471	River Wall – Butley River, The Gull, River Ore. Butley Ferry to Tide Guage (TM393481 to TM415484).	This is another section where there is no apparent reason for the route not to be recorded on the Definitive Map. It is freely used (possibly on a permissive basis) but is another instance where a Creation Order or Agreement should be funded.	Path should be added to the Definitive Map by way of a Creation Order or Agreement.
James Richards, for the Ramblers Association, Alde Valley Group	472	Alde River wall east of Iken Church (TM412567 - TM443556)	This is another section of river wall that should be opened to the public as a public footpath to link Iken Church with Public Footpath Iken 7. We are recommending to Natural England that it becomes part of the England Coast Path.	A Creation Order or Agreement is needed.
James Richards, for the	473	The British Energy permissive path	This path forms part of the important recreational route known as The Sandlings	It should be made into a permanent public right of way by means of a Creation Order or Agreement. The other

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Ramblers Association, Alde Valley GRoup		between the small car park off Lovers Lan 6452.	Walk. Currently it is permissive only and as such can be withdrawn at any time.	adjoining permissive paths on British Energy's estate through Sizewell Belts should also be made permanent public rights of way.
James Richards, for the Ramblers Association, Alde Valley Group	474	The old railway track bed between TM 4601 5745 and TM 4622 5945.	This forms part of much walked circular routes taking in Aldeburgh, Thorpeness, the Aldringham Fen and Aldringham Walks. It also presents for walkers and cyclists a safe alternative to the B1122 which is a fast and extremely dangerous road and the only other direct link between Aldeburgh and Leiston Much of the track bed appears to be in private ownership but is open, presumably as a permissive path. Permissive paths are unsatisfactory because the permission can be withdrawn at any time.	Creation Agreements or Orders should be funded to secure the route as a permanent public right of way. An ideal solution would be for a bridleway to be created over the track bed as this would provide a multi-user facility for walkers, horseriders and cyclists.
James Richards, for the Ramblers Association, Alde Valley Group	476	Verge of the A1094 near Aldeburgh Golf Course forming part of "the Sailors' Path",	Until recently there was no safe link at the Aldeburgh end between the small car park at TM443581 and the footway at TM448577. Walkers were expected to walk in the carriageway of a fast and dangerous road after it leaves the 30mph limit. Verges are narrow, sloping and uneven with drainage channels - totally inadequate. SCC has secured a licensed path but this is understood to be a ten-year agreement only.	A permanent right of way is required over this licensed path. The verges on the southern side of the road fronting the gardens between the Golf Club and the small car park also need dedicating.
James Richards, for the Ramblers Association, Alde Valley Group	484	Northern end of Footpath Sibton 1 near Wood Farm(TM 3644 7031)	The recorded footpath comes to a dead end and should continue further north or west.	1903 Ordnance Survey Map shows the path continuing west from TM 3644 7031 along the southern edge of Northgrange Farm to the Halesworth Road at TM 3597 7030. This path should be reinstated by way of a Creation Order or Agreement in order to restore the through-route.
James Richards, for the	485	Sizewell Cliffs- Cliff-top path Thorpeness to	Strengthening work needs urgently to be carried out just to the south of the junction	This part of the problem is eased by the fact that people have for many years been able to walk freely over the

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Ramblers Association, Alde Valley Group		Sizewell (Aldringham FP 31) - serious incidents of erosion along this path which have caused the Suffolk Coast Path recreational route to be re-routed. The path affords outstanding beautiful views	with footpath 32 (TM475616) where the path edge is falling away. Footpath 31 seems now to have been lost between points TM474599 (Old Homes Road) and approximately TM476604. The footpath below the cliffs (footpath 33) is also impassable at high tide in the vicinity of TM475601 where gabions have been installed.	grassland between Thorpeness Common and the cliffs and along the existing tracks to reach Byway 20 or North End Avenue, Thorpeness. However, this area is not recorded as Access Land nor are there any public rights of way over it recorded on the Definitive Map. Creation of permanent rights of way over these tracks should be funded to enable signage to be installed and them to become part of the Suffolk Coast Path recreational route.
James Winterbotham	439	Wangford Road and Halesworth Road	1. There is no East West pedestrian access between Reydon and the A12 north of the estuary. Walking on either road is extremely dangerous as the roads are relatively narrow and traffic will only increase as more houses are built in Reydon (200 at Copperwheat with no possibility of improving the road infrastructure); double decker buses at speed; blind corners. 2. From the Hen Reed Beds to the A12 old footpaths have disappeared under the estuary. A solution needs to be found to reach Blythburgh.	1. Established hedges mean that road verges cannot be widened to create footpaths. The only solution is to incentivise the landowners to create footpaths inside the field hedges (c 1m wide?). This may be doable at national level as EU subsidies are replaced by a new UK system; but local initiatives need to be developed. 2. This requires negotiation with local landowners. To be born in mind when SCC has any dealings with landowners.
James Winterbotham	441	No access to Easten Bavents beach	Suffolk Coastal path takes a huge inland diversion between Southwold and Covehithe. The latter is now spilling over with people trying to access the beach.	Safe steps over the breakwaters at the north end of Southwold Parade would meet a need, avoid people taking risks on the rocks and allow escape if stranded by rising tides.
James Wright	124	The non car section of Raglan street, outside Jacobs Court, Lowestoft	This area is a designated cycle way but the bollards preventing cars from using the area for parking have not been replaced and cars park on here sometimes completely blocking the way for cyclists to negotiate through.	Replace the bollards so cars cannot be parked on the paved section. Maybe make signage more obvious.
James Wright	125	Dip Farm football pitches off Corton Road, Lowestoft	There is no where secure to lock a bicycle by the changing rooms car park area. With the popularity of the facility growing with the use	Install a generous number cycle racks

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			by Waveney FC this has seen the car park heavily congested on busy match days and cars also create a hazard by parking along Corton Road often blocking the pavement. Putting a decent numbers of cycle racks here may encourage match goers to cycle instead of drive.	
James Wright	126	Corton Road, Lowestoft	The painted on cycle lanes along the length of Corton Road have been allowed to fade (like a lot of other cycles lanes on other roads in Lowestoft) and have not been repainted. The presence of these lanes and provide reassurance to cyclists using the road.	Repaint and maintain the cycle lanes.
James Wright	127	High Street between Camden Street and Mariners Street, Lowestoft	Cycles are permitted to ride south along this part and there is no contraflow cycle lane painted onto the road. If one was here it would give confidence to people cycling in that direction and also remind motorists this is permitted. The southern end of high street between Dukes head street and the Triangle market area, also needs resurfacing as its becoming very uncomfortable and bumpy when cycling over.	Paint a contraflow cycle lane and resurface the High street where it needs doing.
James Wright	128	Gunton church lane near Yarmouth Road, Lowestoft	Accessing the cycle path can be difficult at busy times such as the school run as queues of traffic build up past Glebe close and sit too close to the kerb to be able to get past.	Make the pavement between Glebe Close and Yarmouth road shared use or paint a cycle land on Gunton church lane to try and encourage motorists to leave a gap for cyclists.
James Wright	242	Cycle path and Footpath from Salehurst Road to Bucklesham Road	Cyclists have worn away much of the surface making it very hazardous for walking and almost impossible with a mobility scooter	From Salehurst Road the first section is either concrete or tarmac. After that it is basically compressed soil. This route is very popular and would benefit from a complete overhaul to establish a good quality walking route which can also be used safely by those with mobility issues.
Jamie MacDonald	50	The issue concerns the full length of a bridleway	This long public bridleway (aka 'Scalesbrook Lane') leading from Holton to Westhall could be	The central section of the route was diverted, following WW2, along the perimeter of the former airfield, and so

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		<p>which passes through the parishes of Holton (BR2), Sotherton(BR4), and Westhall (BR16). The point pinned on the map is the (new) section that would need the most work to make it suitable for cycles.</p>	<p>improved to make it more suitable for cyclists – remembering public bridleways carry cycle rights as well as equestrian rights over them. If Network Rail (as it appears they will, eventually) ever close the Millpost Crossing further to the west (which many cyclists use), then this would be the only direct route from Halesworth/Holton to Westhall, and beyond, that avoids use of the A144 'Bungay Straight'.</p>	<p>is fairly even. As is the first section adjacent to the turkey factory. However, there is a short section at its north end, through a copse, that has recently been (re)added to the Definitive Map; which because of its being newly clear as a through-route would not be suitable for cyclists, even though it is passable by those on foot and probably by those on horseback as well. Therefore, if this section could be made up in some way that would make it more usable by cyclists, then I'm sure it would be used more readily by them. Especially, (and more especially with any future closure of the Millpost Crossing), as this could end up being the ONLY safe route for cyclists to use between Halesworth/Holton and Westhall making the latter parish feel even more isolated than it already is. It then being the only option that avoids two busy and dangerous roads, the A144 and the B1244.</p>
<p>Jane Cochrane (originally submitted via email)</p>	<p>544</p>	<p>Melton Road / Melton Hill</p>	<p>Cycling into Woodbridge via Melton or the A12 is too unsafe or unpleasant. When cycling along past the Coach &amp; Horses at Melton you have to pass numerous parked cars and twice now I have nearly been knocked off my bike by stationary motorists opening their doors. Also, as the incline steepens (near the old council offices) there are numerous cars parked on both sides of the road so, as a cyclist, you become something of an impediment to traffic because you tend to slow down as the hill steepens.</p>	<p>It is too far for me to walk (in terms of time) from Ufford to Woodbridge but I would frequently cycle IF there was a safer/pleasant route.</p> <p>The ideal solution, from my perspective, would be to create a cycle path along the riverbank but from the comments about this on Nextdoor.com it's easy to see that this is controversial topic! I do believe however that if the path was widened walkers and cyclists could amicably share the space. It would need the council to make clear that the route is legally open to walkers and cyclists.</p> <p><a href="https://nextdoor.co.uk/news_feed/?post=17592194269906&amp;comment=17592205235927">https://nextdoor.co.uk/news_feed/?post=17592194269906&amp;comment=17592205235927</a></p> <p>I would really welcome a cycle path all the way along the</p>

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				riverside to Martlesham Creek - creating a sustainable transport option to the Martlesham retail sites.
Jane Millar	52	Old Felixstowe, walk to Felixstowe Ferry	The pathway by the sea down to Felixstowe Ferry is hard core or gravel, which makes walking difficult and renders it almost impossible for wheelchair users or buggies to complete the walk to the ferry and the cafes at Felixstowe Ferry.	To replace the rough walking surface with a smooth surface to encourage walkers to reach Felixstowe Ferry.
Janet Perry	395	Melton and Woodbridge	Aside from cycling in the parks and A12 (cycle path) there are no family friendly or safe routes. No exclusive cycling options. I feel the narrow streets and way people drive is unsafe for children of primary age to cycle. Exclusive areas would improve children's and parents confidence and encourage families to get on bikes.	Research locations for family safe cycling routes and designate land where you could create this. Partner with land owners.
Jasmine Barrick	435	Felixstowe road, especially between mill lane and main road	The road is not safe to cyclists or pedestrians, regardless of the time of day. I walk this road frequently for work and groceries and cars whizz past at dangerous speeds. The section between mill lane and main road is very overgrown which forces pedestrians closer to traffic, it is also poorly lit compared to further up the road and littered with debris which makes it difficult to see where the path ends and the road begins.	Deterring speeding, clearing the greenery and widening the foot path would be a good start however making the road one way would be the best option to make the road safe for cyclists as well. I avoid Felixstowe road altogether when cycling as the road is even less safe than the foot path.
JENNIFER MARY KING	33	Sailors' Path, Snape	Too many cyclists who are so quiet that you don't hear them approaching. They don't appear to have a bell, so they shout at you to get out of the way. Is this a designated cycle track, or simply for pedestrians. Cyclists have already taken the roads and pavements, now they want the FOOTPATHS.	Please clarify which paths are purely for pedestrians by marking on signs.

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Jenny Eckersley	98	Ipswich Road Woodbridge	Pedestrians have to cross the road 3 or 4 times walking in or out of Woodbridge (. from the duke of York) The road is very busy and it's dangerous	Make new footpath so that there is a footpath on both sides of the road. Provide a safe crossing place at the Framfield house surgery
Jenny King	776	East Suffolk	More and more cyclists are riding on footpaths and some are very arrogant and dangerous with it. Can we PLEASE have signs saying that these are FOOT PATHS and therefore cycling is forbidden.	
Jenny Morcom Assistant Town Clerk, Saxmundham Tonw Council	192	B1121 between Benhal Saxmundham and Kelsale	Three villages cycle path	the three villages cycle path should be put in place ASAP
Jenny Morcom, Assistant Town Clerk, Saxmundham Town Council	193	A12 to the west of Saxmundham	safe crossing for cyclists and walkers	The local plan proposes a new housing development of 800 homes on the easdtern side of the A12 just south of Saxmundham. it also proposes development of an employment area just north of the A 12. There must be a safe crossing for cyclists and walkers between the new housing development and the employment area. preferably in the form of either a footbridge or underpass.
Jeremy Smith	411	There needs to be a safe cycle route between Benhall and Saxmundham, and preferably on to Kelsal	The B1121 between Benhall and Saxmundham is dangerous and absolutely unwelcoming for cyclists. A safe and properly constructed cycle path is needed	There is a public footpath on the inside of the hedge for much of the way. This should be made into a good quality cycle path as well as footpath. The 3C cycle route from Benhall to Sax to Kelsale was developed as concept several years ago and the Sax-Benhall part should be implemented as it forms part of site allocated for South Saxmundham Garden Neighbourhood and fits the policy for the site perfectly (including promoting cycling). Photo shows road looking south from South Entrance Saxmundham, with footpath parallel behind the hedge.
Jeremy Smith	412	A12 Saxmundham bypass.	It is extremely unsafe at present for cyclists and pedestrians to cross the A12 bypass e.g. to	We need underpasses, effective pedestrian crossings, or even step-free bridges at all relevant crossings. The

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			roads, bridle paths or footpaths on the west side. Safe crossings are essential. This is all the more so given the Local Plan designation of the South Saxmundham Garden Neighbourhood which will, amongst other matters, mean that local residents will need to cross the A12 to access rural areas, as the existing much-used rural paths to the east of the bypass will become semi-urbanised.	attached photo showing a footpath crossing was taken in full lockdown when, almost uniquely, there was zero traffic - usually going 60 mph. Impossible for people who cannot move fast to cross without extreme danger. These crossings become even more essential if Garden Neighbourhood proceeds.
Jessica Jeans	510	Wrentham Road entering Reydon	Footpath ends before the Reydon Business Centre, meaning there is no safe way to walk between the Business Centre and Reydon and Southwold. There is no safe place to wait for the bus going into Southwold from the Reydon Business Centre.	Create a continuous length of pavement of pavement safely linking pedestrians to both the business centre and the bus stop on the east side of the road. Create a bus waiting area on the verge by the bus stop on the east side of the road.
Jessica Kirby	222	Lowestoft road coming into Blundeston Village	The walking/cycling links into and out of the village are awful, especially for kids who frequently use this road to access the skate park in the summer and vice versa with those venturing out. A pathway along the entire road would vastly improve access out of the village for those of all ages. There is a large development of houses about to be built near that road, meaning this worse is even more essential.	Investigate the safety of pedestrians in Blundeston entering and existing the village, especially children. Think about how it could improve social isolation. Also factor in this matter when giving permission to large housing developments.
Jill Painter	109	Felixstowe Road, Martlesham leading to Main Road/TheStreet/Top Street Martlesham	Felixstowe Road is shown as a priority cycle route. It is not. It is a heavily used rat run which has made it nigh on impossible for cyclists to safety use it and the other roads listed above. The cycle lanes are dangerous and hardly used due to consistently heavy traffic and HGVs ignoring the weight limits. The speed limit of 30 is ignored (Police Speed Detection surveys	Either close Felixstowe Road to through traffic (buses don't need to use it..and Highways will put every objection possible to this as they see F Rd as a relief road for their failed traffic schemes for the retail park and A12, and have treated residents complaints and concerns with utter contempt) or make it one way. Then it will become a usable cycle and walking route instead of in name only. Put the traffic back onto the A12 instead of



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			prove this). Highways are aware and ignore complaints every time re concerns about ratrunning.	making cycling a dangerous and not very enjoyable pastime, and that may encourage the long suffering residents to get on their bikes. Because at the moment, nothing will encourage me to use the roads where I live other than by car.
Jo Mullett	436	Felixstowe Road, Martlesham between Crown Point and junction with Anson Road	I've noticed a large increase in the volume of vehicles using Felixstowe Road in recent years. I regularly walk along this route but feel increasingly unsafe doing so. Traffic passes very close, if there are puddles at the road edge there is nowhere to move out of the way, as the path is narrow /overgrown in places. The street lighting is inadequate to see the path edge, I worry about slipping off the kerb into the road. I feel safer walking down Mill Lane and around the field edge in the dark.	Make the road one way for motor vehicles, with improved cycling lane. Widen the footpath, and introduce traffic calming measures. Additional street lighting.
Joanna Abbott	390	Main Road Kesgrave	the cycling path which runs along Main Road is an asset to Kesgrave. The High School, which is located along the Main Road has one of the highest amount of pupils who cycle to school in the County. This cycle path is in great need of repair. the markings, signage and surfacing all need updating, re instating and re tarmacking. If ESC wish to encourage cycling and walking in East Suffolk then these issues need to be addressed ASAP.	As above.
Joanne Peters	655	Cycling and Walking Improvements	Walking: 1) On the Snape Road to the north of the village (from the most northerly 30 mph sign in Sudbourne to the jumps at Tunstall Forest gate 23) which is particularly dangerous and regularly used by pedestrians. There is a combination of a narrow twisty road, shadow from over hanging trees and at times a low	1) A short foot path (approx. 300m) along this stretch could be introduced it would safely connect the pavement in Sudbourne, access to the footpath to Iken Boot (Sudbourne no 4) and access to the Tunstall Forest at gate 23. This would make a significant difference in both improving safety and would facilitate better use of footpath no4. 2) A short footpath (approx. 100m) along this stretch

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			angle of light where a number of close incidents have been witnessed where pedestrians have been in danger of being hit.	would connect the pavement to the two footpaths which being on a bend, un-sights motorists to the frequent local walkers and dog walkers. This would also create additional safe round walk options in the village. 3) The crossing of the B1084 needs to have improved visibility / or a different location as it is situated on both a bend and at a road junction. In addition, the footpath needs to be signposted at the Rustic cottage end of the path and for a new access and a clear route from the road crossing to the foot path network in the forest is required.
Joanne Peters	656	Sudbourne	2) On the Snape Road immediately south of the village from the most southerly house to footpaths number 30 to the east and 42 to the west. 3) The safety of walkers crossing from the Rustic Drive footpath (linked to footpath 18) at Rustic Cottage to / from Tunstall Forest.	2) A short footpath (approx. 100m) along this stretch would connect the pavement to the two footpaths which being on a bend, un-sights motorists to the frequent local walkers and dog walkers. This would also create additional safe round walk options in the village. 3) The crossing of the B1084 needs to have improved visibility / or a different location as it is situated on both a bend and at a road junction. In addition, the footpath needs to be signposted at the Rustic cottage end of the path and for a new access and a clear route from the road crossing to the foot path network in the forest is required.
Joanne Peters	657	Sudbourne	Cycling: 1. Time trial and organised events: The B1084 (Melton to Orford) is a popular route for time trial and organised events but has many narrow sections which can put cyclists and other traffic in conflict. In particular large agricultural vehicles with restricted speed, manoeuvrability and driver visibility can be hazardous for cyclists. This is a particular problem in mid / late summer with long	1. Time trial and organised events: Organiser of these events should pre-warn affected Parish Councils of their intention to hold these organised events and routes in advance: to enable landowners / farmers in particular to ensure their vehicle movements are planned to ensure that there is minimal or reduced mixing of cycles and large agricultural vehicles. The onus has to be on the event organisers to ensure this is done in a timely manner. Information and advice for cyclists should be located at strategic locations such as Honey and Harveys in Melton

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			daylight hours when they are on the same road at the same time.	a frequent meeting point for cycling groups. Event organisers should include their contact details on all roadside signage and once cycle events have been completed, they are responsible for its removal of all to reduce the amount of roadside litter created.
Joanne Peters	659	Sudbourne	2. Condition of Suffolk Coastal Cycle Route 41 (Orford to Iken / Snape via Ferry Road through Sudbourne): This promoted rural route is quiet, picturesque and in many ways ideal for cyclists. However, the route suffers from multiple large areas of sand that have run-off from fields in particular near gate / road ways. This sand surface is especially dangerous for cyclists with smooth road tyres who have no grip on such surfaces.	2. Condition of National Cycle Route 41 (Orford to Iken via Ferry Road in Sudbourne): There are potentially three solutions that may be used individually or in combination. 1. Information should be added to publicity of the route that this is a hazard for cyclists to be aware of. 2. Information on the actual route should highlight the hazard in advance for cyclists 3. The land owners / Suffolk County Council should ensure the roads are clear of this washed off material.
Joanne Peters	660	Sudbourne	3. Snape road and B1084 Snape to Orford. This road in particular is often very busy with frequent blind spots and drivers who drive too fast for the prevailing road conditions and don't anticipate individual and multiple cyclists. There are few safe passing places for cars and other vehicles on this road. An alternative for cyclist route should be investigated and implemented as a matter of urgency.	3. Snape road and B1084 Snape to Orford. In order to remove the hazards from the route from Orford to Snape an alternative route with a suitable surface should be built and clearly marked through Tunstall Forest. This would provide a safe cycling environment that would be enjoyed by a wide range of cyclists and reduce the hazard on the road. There are a variety of potential routes that can be explored in more detail which would enhance the riders experience and improve safety.  4. Information signs to bikers could be Tangham campsite , Snape Maltings , car park at Iken and Sandgalls
John Richmond	51	the entire A1094 from Friday street to Aldeburgh but especially the stretch between Frisyon and Alfeburgh.	fast road with cars doing 60mph, having to brake heavily when coming upon bikes. road is often busy both ways and insulates meaning it becomes difficult to pass the cyclists safely.with the increase in hgvs traffic expected for the	I have no solution but as a motorist I'm petrified of slow moving cyclists going up.hill and meeting them before I've been able to brake sufficiently.

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			wind farm installation something needs to be done to protect the cyclists	
John Benjamin Harvey Box	165	Chapel Road, Otley, and its continuation towards Crettingham	The fields around Otley have a good network of footpaths. Many are easily accessible for walkers with children and dogs, but those that lead off to the left and right of Chapel Road beyond the derestriction sign at the edge of Otley can only be reached by walking along the road itself or on a high, narrow verge. With cars passing at speed outside the 30 mph limit, this is not safe.	Continuation of the pavement from Otley village at least to the turn-off to Villa Farm; even better, continue the footpath to Shrubbery Farm.
john clark	24	Forge Cottage, Walpole, IP19 9AZ	Walking from one village to another is extremely dangerous especially where there are bends and hills with high banks and no escape for pedestrians. Some drivers exceed the 30 mph speed limit and others drive into the winter sun unable to see the road at all, Other rural roads that are NSL are narrow and should be 20 or 30 mph. Walking and cycling should be encouraged. We have no 'bus service to our nearest shops which are over 2 miles away, as are schools, pubs and active churches.	Walking and cycling, especially between towns and villages should be made safer. Narrow roads should be 20 or 30 mph. Attention should be given to improving the visibility of cyclists and pedestrians especially on hills and bends and where there are high banks. New footpaths at such points through adjacent fields would reduce the risks. Banks could be cut back at key points.
John Cross	194	Framlingham - New Road to B1120 Brabling Green	Road is crying out to be a Quiet Lane. Heavily used by both cyclists and walkers pretty much the whole length. Also, the 60 mph speed limit should be reduced and appropriate signage installed at each end plus repeaters at appropriate intervals.	
John Dickerson	493	The Bascule bridge in Lowestoft	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	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.

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			rather a lot of "street furniture" to contend with.	
John Dickerson	522	Battery Green road in Lowestoft, as it approaches the bascule bridge crossing it is dual carriageway.	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.	To help cycling could the nearside lane be restricted to buses, taxis and cyclists.
John Dickerson	524	The A12 approach to the bascule bridge in Lowestoft	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.	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.
John Dickerson	525	Lowestoft to Hopton	The Suffolk Coastal Path starts/finishes at Royal Plain in Lowestoft. The Norfolk Coastal Path starts/finishes at Hopton.	Could some serious consideration be given to connecting the Norfolk Coastal Path at Hopton to the Suffolk Coastal Path at Lowestoft.
John Dickerson	526	East coast of Suffolk	The longest single signed cycle route in the world, approx. 6,000Km, is signed along the north Lowestoft sea wall and around the Gunton St Peter's estate. Each year many people travel from all around the world to cycle this route. Currently, the route goes from Norwich to Beccles and stays inland to Harwich missing out on the Suffolk coast.	In conjunction with Sustrans could some serious consideration be given to routing the North Sea Cycle Route from Beccles to Lowestoft and follow the Suffolk coast down to Harwich.
John Dickerson	527	Junction of the A47 Yarmouth Rd and Gunton St Peters Ave or anywhere cycle paths cross side roads.	Cyclists are required to stop at each side road.	This may be too radical for 2021 Lowestoft but it would be good to start thinking as the Dutch do - priority to cyclists. Instead of cycle paths stopping each time they cross a side road make the traffic stop and make the cycle path the priority. This would encourage cyclist to use cycle paths. As you probably know Cambridge are trialling a "Dutch" style roundabout giving priority to cyclists. One day we will catch up with the Dutch and cycling in the UK will be safe. Priorities will be cyclists, pedestrians, motorised traffic.

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John English	223	WWestleton Road, Dunwich between access tracks to Mount Pleasant and Raceground Housee.	Walking on a busy road makes this circular walk dangerous.	Create a short footpath along the edge of the National Trust field to link the two existing footpaths.
john Laughlin	261	Deben riverside path from Wilford Bridge to Martlesham	There is no cycling permitted along this route along the Deben. It would be the obvious choice for cycling due to the flat nature of the terrain and the hilly nature of Woodbridge. This would encourage children and parents to cycle to the Melton primary school.It would possibly help alleviate the pollution at the junctions in Woodbridge and Melton. Cycling to the stations from areas of Melton and Woodbridge would be much easier and would relieve pressure on traffic and station parking.	A shared track with pedestrians would be an improvement. In the short term allowing cycling as it is but with signs informing cyclists that pedestrians have the right of way. If this is done it would help ES to monitor the situation to asses the pros and cons.
John Milne	25	High Road , Trimley.	Cars parked on cycle lane, necessitating cyclists moving out and in from main road repeatedly. Cycle lane disjointed with many short sections.	Ban parking in cycle lane. Have one continuous cycle lane. Similar problem exists in many other areas in Felixstowe with disjointed cycle lanes.
John Pilgrim	307	The entire stretch of 'The Walks' plus Sutton Road to Wilford Bridge roundabout.	Very busy, fast, unsafe traffic, yet this is one of two main access routes to/from the peninsula for cyclists.	With a large proportion of the land to the north of The Walks being publicly-owned (Forestry Commission), there is surely an opportunity to establish a safe all-season paved cycle (and walking) way through the forest between the peninsula villages (notably Boyton/Hollesley) and Melton. This would encourage commuting to Melton/Woodbridge/the stations by bicycle, and would also increase recreational cycling by families daunted by the busy main road.
John Pilgrim	308	Alderton Road/Hollesley Road between the two villages (60mph section).	This is, not unreasonably, a 60mph stretch of road, so has fast cars upon it. It is, however, too narrow in all places to allow vehicles to pass at speed, let alone for cyclists to be/feel safe.	There appears to be significant potential on farmland on the east side to both expand the road and to add a cycle/footpath adjacent to the road.
John Rayner	243	This whole redundant railway line should be surfaced and rebuilt as a	Could be a dedicated cycleway with funding from the windfarms perhaps? You know - like a	

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		cycleway between Leiston and Aldeburgh	proper dedicated route like they have in other parts of the country.	
Jonathan Hawes	490	On the cycle path running adjacent to Tom Crisp Way, South West of the main traffic light junction with Carlton Road and Long Road.	Steel post erected on the cycle path. This is a part of a sign (which consists of two posts) notifying road users of the distance to various destinations. One post is in the cycle lane, the other is in the grass verge. This post poses a heightened risk of a collision with it, especially in the dark where it can become near enough impossible to see it with the glare from oncoming vehicles when travelling North East on the cycle path.	To remove the post and if possible the sign. If it is still needed, have a smaller sign which would only need the use of one post.
Jonathan Hawes	492	On the cycle path running adjacent to Tom Crispway.	The use of multiple posts in the middle of the path to notify users of what the path is for.	These posts seem to offer little or no purpose. But what they do offer is an increased risk of a collision due to a cyclist crashing into a post which has no need to be there in the first place. In contrast, you wouldn't have a post in a road for no particular reason. One improvement would be to remove all the posts that have little or no reason for being there. I recognise the purpose of some of these to cause an obstruction to vehicles potentially using the paths, but ones like these are a danger.
jonathan valentine	375	the thoroughfare woodbridge.	walking/shopping on this street at times when motorised vehicles have unrestricted access can be a very unpleasant experience, it becomes a noisy, dangerous and polluted area, and pavement parking further limits the safe public space, forcing vulnerable pedestrians/shoppers onto the space remaining to compete with powerful industrial machines. this is in complete contrast to the safer, relaxed, more sociable atmosphere that prevails when motorised vehicle movement is restricted.	consider making this street safe for shoppers/ walkers / cyclists / vulnerable people like children, elderly and disabled at all times, not just for a few hours each day. if you need to know how its done look at other towns and cities, much bigger and more complex than Woodbridge, that confronted and resolved this conflict years ago. this has to be considered low hanging fruit for any council developing a cycling and walking strategy.

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Joy Clutten	40	path linking Old Lane and Gunton Avenue Corton	is very narrow for shared use by cycle and pedestrian traffic has become rather overgrown making things worse, its difficult to get out of the way of cyclists and problem to social distance.	Keeping undergrowth cut back, while appreciate not possible to widen for whole distance some widening would make it safer for all
Joy Porter	38	B1083 from Wilford roundabout up towards Sutton Hoo	Tarmac footpath is often overgrown + narrowed due to bank subsiding. Road busy with traffic. Insufficient room to pass each other on path or for the less fit cyclist to walk a bike up in order to prevent cars trying to overtake on this steep, blind hill. This is a popular area for walkers + cyclists accessing Deben, Rendlesham forest, National Trust and coast.	Either 1. Provide a cross country path linking the roundabout with the extensive bridleway network in this area (so it can be used by cyclists too) or 2.Widen path and reinforce bank to provide safer access up hill. I dislike cycling to shops in town as it feels too dangerous.
Judi Hallett	61	Bromeswell, cycling up Wilford Hollows	The hill is steep and many cyclists have to travel slowly. A separate cycle path would be a great idea	cut in to the bank
Judith Hedges	722	Proposed Felixstowe Garden Village Areas	There should be a shared walkway and cycleway connecting all the proposed Felixstowe Garden Village Areas and linking into the town. Kesgrave is an excellent example of what can be achieved. These routes should be wide, well lit, welcoming.	
Judith Hedges	723	The Grove and Abbey Grove	Access to The Grove and Abbey Grove needs to have kissing gates to prevent cycling. Mountain bikes would soon ruin the pathways for walking.	
Judith Hedges	724	Beatrice Ave, Beatrice/Colneis roundabout and The High Rd/Beatrice Ave/Hamilton Rd roundabout	A safe cycle way along Beatrice Ave is essential. The cycle way must not push cyclists into riding on the camber of the road as is often the case. There also needs to be a safe cycle route around the Beatrice/Colneis roundabout and The High Rd/Beatrice Ave/Hamilton Rd roundabout.	



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Judith Hedges	725	Hamilton Rd junctions with St Andrews Rd, Cobbold Rd, Orwell Rd and then across Hamilton Gardens and into Bent Hill	A safe crossing with priority for cyclists should be available at Hamilton Rd junctions with St Andrews Rd, Cobbold Rd, Orwell Rd and then across Hamilton Gardens and into Bent Hill. This will be a safe route from Garden Village to the prom. Cyclists can then cycle along the prom to pier and Landguard area.	
Judith Hedges	726	Beatrice Ave/Colnies roundabout to Taunton Rd	A high standard cycle path on the verge from Beatrice Ave/Colnies roundabout to Taunton Rd and into Ataka and then Gulper would work very well.	
Judith Hedges	727	The Candlet Track	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.	
Judith Hedges	728	Cycle ways in Felixstowe	Many of the so called cycle ways in Fx are too narrow given the road camber and gutter to make for safe and comfortable cycling. Too many allow cars to park in them. Cars expect cyclists to be in the lanes when they are unsuitable.	Maybe the pavement on one side of the road should be a cycle way. Again Kesgrave is very good in this respect. These lanes need to be kept clear of grit and debris that cars push into them. Better signage needed for cyclists and cars. Thought needs to be given at junctions.
Judith Hedges	729	Garrison Lane traffic lights	It is dangerous for a cyclist at Garrison Lane traffic lights if a vehicle behind at the lights turns left in front of the cyclists.	There needs to be a period during the light change that is for cyclists only. I realise this would make the lights even slower but if we want more cyclists on the road it is needed.
Judith Hedges	731	Links Avenue and Upperfield Drive	Links Avenue and Upperfield Drive should become cycle ways.	Cars could be confined to Colneis Rd unless for access. This would aid pupils reaching Colneis and Kingsfleet Schools
Judith Hedges	732	Quiet lanes	Quiet lanes should have enforceable restrictions placed on them. Motorists do not seem to take any notice in Gulpher Rd.	It needs a mandatory scheme. Many more warning cyclists signs would help, the flashing speedo signs are good. Maybe the tarmac could be a different colour. Could the roads be access only for vehicles to stop the joy riders.

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Judith Hedges	733	Newbourne, Hemley and Waldringfield	The lanes out towards and through Newbourne, Hemley and Waldringfield need to be 'quiet lanes'. Maybe they could be for access only by cars.	
Judith Hedges	734	Woodbridge, Campsea Ashe, Snape, Iken and Bawdsey	The area between Woodbridge, Campsea Ashe, Snape, Iken and Bawdsey could become a 'Cycling paradise area' for visitors and residents with the correct restrictions on the roads, ie 'quiet lanes'.	
Judith Hedges	735	'Old' Felixstowe Rd between the Levington turn off / junction with the current Felixstowe Road	Cars travel at great speed along the 'old' Felixstowe Rd between the Levington turn off and the junction with the current Felixstowe Road.	There needs to be a dedicated cycle lane which continues through the layby area onto the dedicated cycle path on the 'current' Felixstowe Rd.
Judith Hedges	736	Cycle way along A14 from Goslings	The cycle way along A14 from Goslings onwards is poorly maintained.	
Judith Hedges	737	Cycle way approaching Warren Heath Sainsburys roundabout	Also the cycle way approaching Warren Heath Sainsburys roundabout from Felixstowe is poorly maintained (often seriously overgrown) and this encourages cyclists to stay on the road which is not sensible with the road layout at the roundabout.	
Judith Hedges	730	The prom and onto the Landguard Reserve	Cycling on the prom and onto the Landguard Reserve cycle way and onto the viewing area needs to be well signed and the surface maintained.	
Judith Margaret Humphreys	365	Ferry Road from Golf Club to Gulpher Road	Cars travelling too fast, particularly at the sharp bends, dangerous for both cyclists and walkers. Road is too narrow for increased volume of traffic.	Speed limit 20mph, warning signs, possibly cycle & foot priority in the area.
Julian Cusack	362	Yoxford to Saxmundham	Cycleway alongside A12 from Yoxford to the B1121 turnoff to Saxmundham is poorly maintained or non-existent. This could provide a direct route to access important local services	

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			in Saxmundham such as the medical centre, shops and pharmacy for cyclists from Parishes to the north	
Julian wiseman	424	Legitimise cycling between Snape and aldeburgh.	To be able to cycle safely from Snape to Aldeburgh (and the other way of course) would be a major improvement and add to the economy by all the holidaymakers and second homers being able to cycle with children to Snape or vice versa and the route is almost there, along the river wall, down the sailors path and along the verge to Aldeburgh. Just a small spend to improve the river wall and the verge and you are there.. it would also be a fantastic addition for local folk to cycle it.	Maybe just a bit of edging along the river and verge to contain some road planings and a few signs to be respectful of pedestrians.
Juliet Redding	164	Between Woods Lane lights, Melton to Bromeswell Roundabout to Sutton Hoo	Road is extremely busy, narrow and has blind bends. It is the only way into Woodbridge (and beyond) for cyclists coming from villages on Bawdsey peninsula and yet there is no cycling infrastructure. The stretch between Melton level crossing and the junction on the Hollesley and Alderton roads near Sutton Hoo are particularly dangerous for cyclists with cars overtaking on blind bends and not giving space to cyclists.	Cycle lanes on all roads into Woodbridge from surrounding villages.
Juliet Redding	166	Road between Sutton Hoo and Rock Barracks	No pavement or cycle lane - vehicles travel extremely fast on this road (60mph) and yet there is no cycle lane or pedestrian route from the barracks into Woodbridge. Many people walk this route (especially from the Travellers Site) and it is very dangerous - especially in the dark. There should be a safe cycle route from all the villages into Woodbridge to enable people to commute by bicycle instead of	Cycle lane from villages into Woodbridge plus pavement/pedestrian footpath between Barracks and Melton.

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			driving, especially as the bus services are so infrequent and do not connect with trains.	
K Cooper	393	A12 at Grove Farm Ufford where cycle routes from Ufford need to continue to the WEST side of the A12 to access cycle path South to Woodbridge or villages West of A12.	cycling with my children from Ufford, west along the old A12 cyclepath in Ufford towards Bredfield or to access the cyclepath south along the A12 to Woodbridge, involves a dangerous crossing of the A12 at Grove Farm Ufford. We have to dash across a busy dual carriageway which is terrifying. There desperately needs to be a way for cyclists and pedestrians to cross the A12 at this point - or there is no safe cycle path access out of the village of Ufford towards the South or West.	A pedestrian crossing of the A12 at Grove Farm Ufford where the dual carriageway starts.
K Cooper	394	The footpath in Ufford, going North towards Pettistree and Wickham Market.	The footpath from Ufford towards Wickham Market is overgrown and too narrow for pushchairs and children's bikes, with numerous potholes and stinging nettles.	Clear, widen and resurface the footpath from Ufford towards Pettistree. It is too narrow, overgrown with stinging nettles in the summer and full of potholes. It is too narrow for a pushchair, and children's bikes - their legs also get stung and scratched. The path has been resurfaced from Pettistree to Wickham market, but the Ufford stretch has not been. There is no shop or services in Ufford, so pedestrian and cycle access Wickham Market is essential.
Keith Derham	501	A12 between Ufford Road junction to Bredfield and Woods Lane roundabout	There is only a pedestrian path alongside the main road, not authorised for cyclists.	1. Authorise making this a shared user (pedestrians & cyclists) and thus legitimise current practise. 2. Widen the path
Keith Derham	502	Woodbridge Road, Bredfield, between pump at junction with Scott's Lane, and A12	This stretch of road is busy and highly frequented by HGV traffic. It is made hazardous by the presence of several blind bends. There is no safe and separate path for cyclists & pedestrians.	With landowner permission create a shared user path of about 900m to the A12. Surface a strip of the track eastwards from Pump Corner past Blue Barn Farm (picture 1) and extend it (picture 2) alongside and past Horse Close Wood (aka Jubilee Wood) to meet the path running alongside the A12

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Keith Wink	86	Cycle path... no cycle paths shown on the map so difficult to locate!	No dropped kerb on cycle path at this location	Install dropped kerb
kelvin roffe	58	many places	<p>on narrow FOOTPATHS cycles and buggy(go carts) creep up on walkers or ride at speed towards and fail to give warning before speeding up from behind. cyclists along the sea front seem to prefer to ride on the footpath rather than the designated cycle path never dismount at the pier - ride like hooligans on the bascular bridge regardless of pedestrians</p> <p>social distancing is more important now than ever</p>	<p>keep bikes and walkers separate in well defined areas</p> <p>in the last 10 years I have walked 77million steps mainly in the Lowestoft oulton broad area footpaths need to be safe for us walkers</p>
Ken Allen	325	Widen and improve the current footpath to make it a shared pedestrian and cycleway.	Cyclists are currently sharing a dual carriageway with fast moving traffic.	If the path was widened to make a shared footpath/cycleway, it would to separate cycles from traffic using the dual carriageway. This would be especially effective where slow moving cyclists are riding up the hill from Ipswich to Copdock.
Kevin Archer	363	Main A1214 from Martlesham to Ipswich (Kesgrave Town section	<p>Being frank the entire cycle path from Martlesham to Ipswich is a disgrace. The surface is worn due to car traffic crossing it to access the many houses along its length. The path is dangerous and cyclists are at more risk of collision with cars from the many side roads because the Stop lines are painted on A1214 not on the cycle lane and Give Way signs on the cycle path are worn away. It is therefore safer to cycle on the main road as the least dangerous option defeating the need for a path.</p>	Maintain the cycle with a good surface, clearly mark give way signs. Improve visibility because you cant see cyclists when approaching the A1214 from the numerous side roads Mark "Give way" before the Cycle path on all sideroad junctions rather than on the main road which is some 10 to 15m further away ; cars are still slowing down and not stopped so a 10 to 15 mph side on collision is very likely.
Kim smith	122	Cycle pathway alongside A14	It's over grown and VERY uneven	A significant tidy up, re tarmac pathway

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Laurence Forgiel	396	Footpath along B1438	The footpath for almost the whole way from Melton up to the top of Yarmouth Road is too narrow. In places this appears to just be overgrown where the vegetation has been allowed to reclaim the footpath - especially at the upper end around Ufford Park entrance. This leaves pedestrians walking perilously close to the road.	Cut back the vegetation and hedges, widen the path properly. Then keep the path cleared regularly to avoid this in future.
Leo Borwick	138	Lower Road, Westerfield	Lower Road and Church Lane are used as a rat run by large numbers of motorists seeking a short cut to main routes West of Ipswich. This is made worse when there are closures of the Orwell Bridge.  There is no footpath along much of this route, forcing pedestrians to mix with often speeding traffic. As a resident of the village, I know that a number of other residents are afraid to walk there, particularly the more elderly. This results in both unnecessary car journeys and social isolation.	My suggestion would be to make both Lower Road and Church Lane one-way for motor traffic, as there are viable alternative routes into and out of the village. Proper footways could then be installed and a contraflow cycle lane, preferably with grade separation, or, at minimum, flexible wands or similar.
Leo Borwick	140	Playford Road/Martlesham Road/Bealings Road	This is used as a rat run by drivers seeking to avoid congestion on the A1214 and the NSL applies over large parts of it, resulting in speeding vehicles and a hostile environment for cycling and walking. It is an obvious quiet route for cycling between Ipswich and Woodbridge.	Close the road to through motor traffic and provide a signalised cycle crossing at the western end to enable Ipswich-bound cyclists to continue on their way.
Leo Borwick	141	Rushmere Heath	Currently cycling along the footpath is not permitted here. There is a clear opportunity for a traffic-free route lining Kesgrave/Grange Farm with The Hospital and onward cycling route to the centre of Ipswich.	Install a surfaced cycle track alongside the footpath.
Leo Borwick	142	A1152 Rendlesham	I note that there are planned developments for both housing and employment at Rendlesham	Build grade-separated cycle paths along the main routes into and through both the village and the employment

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			and Bentwaters and yet there is little or no provision for cycling. There is plenty of space and a golden opportunity to make this area a "mini-holland" by providing Dutch-style cycling infrastructure.	area. Convert the roundabout to a Dutch-style configuration, with proper provision for cyclists and pedestrians. Provide secure cycle parking at all the main facilities in the village (care centre, school, shopping area) and employment area.
Lesley white	36	Kessingland to lowestoft	One path to use Only on one side of the road. This is a shared pedestrian and cycle path which is used by people going north and south - it's not enough room. There needs to be a substantial cycle path so that people wishing to cycle to Lowestoft can do so safely.	
Lewis Treloar	121	Bridleway at Carlton Marshes (Suffolk Wildlife Trust) ends in the middle of a field	The bridleway ends in the middle of the field. This could be extended at the bottom of the flood wall to the river.	By extending the bridleway at the base of the flood wall there will be no risk of injury to walkers and still allows cyclists to be able to ride from Oulton across the Waveney and on towards Norwich..
Linda Dowe	333	Southwold	At the present time the only cycle lane 'in' Southwold is the approach road from the Lowestoft Road junction to the North Road junction. This is completely useless as it is not a solid white line hence parking seems to be acceptable anywhere along it thus completely stopping cyclists from using it and further increasing the hazard of an accident as they swing out round parked cars. Southwold has a problem with speeding which is never picked up by the local town council.	I suggest the cycle lane be removed as it serves no purpose and a strictly enforced 20mph speed limit be put in place from St Felix School and also implemented in Reydon to make sure the whole, very popular cycling and walking area, is safer for cyclists and pedestrians alike.
Lindsay Daws	59	Main Rd Martlesham near junction of Holfen Close	Main rd Martlesham is extremely busy with traffic and has become impossible to cross safely since Martlesham Retail Park has expanded. Crossing safely so that I can enjoy the countryside walks by the river Deben is almost impossible and creates much anxiety	Please, please may we have a pedestrian crossing along Main Rd Martlesham so that all the local residents, leisure walkers, disabled users,school children, dog walkers can cross safely. We have such beautiful countryside here but we cannot get to enjoy it safely.

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			when taking your life into your hands with speeding traffic.	
Lisa Simmonds	357	All over Suffolk	Your footpath signs are rubbish, they keep falling over and have to be reported and a worker brought out to stand them up again. Change to metal? Sit them inside some kind of flange plate with soil on top. Label with the footpath number. Could even have suggestions where they lead to! Look at Kent system.	As above
Lisa Simmonds	358	All over Suffolk	Stiles	Get rid of them and have metal kissing gates that the less able and dogs can use.
Lisa Simmonds	359	Footpath that runs beside the River Blyth from Halesworth to Blythburgh	Someone has suggested turning this into a combined footpath and cycle way. I think that would completely destroy a beautiful piece of countryside. I do not want to walk always having think is there a cyclist hurtling towards me? The hard surface is completely out of keeping with the location. It will ruin it.	Cycle ways should be provided alongside roads, with a hedge inbetween. It is I fact possible to cycle on quiet road between the two places, just not directly.
Lisa Simmonds	360	Round Halesworth	A Councillor has suggested a list of cycle route round the town. I support all of the councillors ideas and am not going to write all out again on this cumbersome system.	Do, what the Councillor suggests.
Little Bealings Parish Council	550	Playford Road and Martlesham Road, Little Bealings	The Parish Council is aware that both these roads are used regularly by cyclists, including cycling clubs at weekends, and by walkers passing between footpaths. The route is a rat run to Ipswich for vehicles seeking to avoid the A1214 and there has long been concern over the volume and speed of traffic	Traffic calming, such as width restriction or a barrier across part of the road. There was hatching in Martlesham Road, but this faded and SCC did not replace it. There was also a surface change introduced in Playford Road at one time, but this has also gone due to resurfacing.
Liz Gifford	533	Gloster Road	The cycle lanes on this stretch are too narrow, a lot of cars drive exactly next to them and so leave far less space than the recommended 1.5m. It's especially worrying cycling next to big	Widen the cycle lanes



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			articulated lorries going to/from the shops/industrial estate.	
Liz Gifford	535	Right turn onto Sandy Lane	It is a hairy right-hand turn coming down the hill to turn right onto sandy lane.	Speed limit or separate waiting space would help
Liz Gifford	536	Ipswich Road	There isn't any provision for cyclists here and the traffic moves very impatiently. There's a lot of unsafe overtaking, especially when there are two cyclists going in different directions and motorists on each side trying to overtake.	Cycles lanes and wider pavements would be great on this stretch. If it felt safe walking or cycling between woodbridge and martlesham I'm sure many more people would do it.
Liz Gifford	583	Burkitt Road	It feels unsafe walking on the pavement here between st mary's primary and market hill with little ones. The pavement is narrow in places and the traffic moves very quickly and very close to the kerb. Sometimes cars pull on to the kerb because the road is narrow for 2 cars to pass each other. Apparently there is a 20 mph limit outside the school but it doesn't seem to be marked properly.	Traffic calming measures, clearer marking of / enforcement of 20mph limit
Liz Gifford	534	Felixstowe Road	The road markings are completely bonkers. Cars sometimes drive in the middle very near to oncoming traffic as if they think it's one-way. Also, traffic moves too fast, often far quicker than 30mph which I guess is the limit. At rush hour, cars sit in the cycle lane in a long line queuing at the t-junction. The pavements are too narrow too. I cycle daily between martlesham and woodbridge and this is one of the bits which I think could be made much safer for cyclists and pedestrians.	Impose a speed limit, sort out road markings, possibly chicanes (things that stop motorists using it as a rat run and really make it a cyclist priority route as intended).
Liz Muniandy	34	Along the B1127, towards Potters Bridge.	The Suffolk Coastal Path comes onto this busy road and you have to walk along it in order to get to the next footpath past Potters Bridge. You actually have to walk along the road as	I feel it should be possible to make this much safer for everyone to use by having a path alongside the road and not in the road, to join up the different footpaths.

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			there is no footpath at the side or anywhere else to walk. it is very scary as it is often very busy with cars and lorries, it is not a straight road either. it is impossible to do with children or dogs without putting them in danger.	
Louise Potter	271	Willford Bridget to Martlesham creek. Waldringfield along the river front to Woodbridge	We walk these areas and are passed by cycles on these footpath routes, it is a bone of contention for walkers and cyclist. In Scotland I believe that footpaths can be used by cyclist as well as walkers, why can we not just adopt this policy, The paths can be used by both as long as cyclist pass with caution and slow down. I like to cycle also but in Woodbridge we are restricted to the roads as the only safe cycle route is by the bypass, and you have to cycle the roads to get there.	solution make the footpaths for cycles as well, with the emphasis that the walker has the right of way with the cyclist either dismounting or passing with care.
Lowestoft Town Council	793	Lowestoft	The Town Council is aware that more people in Lowestoft than the national average use the bicycle as a form of transport. Connectivity of routes through and around town should be reviewed and the East Suffolk Council should scrutinise and strongly lobby the County Council on lack of funding being allotted to Lowestoft as opposed to other Suffolk towns.	It is hoped the public will submit their individual comments to East Suffolk Council in response to this consultation, however, again, it is noted that a digital consultation is not inclusive to the whole community.
Lucy Macgreor	89	westerfield lane and high street tuddenham st martin	this lane is used as a rat run throughout the day and quite often speeding motorists, HGVs petrol tankers brewery lorries. This is a single track lane and during lockdown it was very pleasant to cycle, walk down this lane as then you didnt have to dive for cover when an annoyed motorist would want you to jump out their way asap. Which is quite dangerous at times....little lane has pull ins and these are	make this lane a QUIET LANE and NO access to HGV's only for local traffic ..... its even worse when orwell bridge is shut as its like the M25 !!!! with alot of near misses

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			being made bigger by the heavy traffic that tries and push forward, so ruining the verges	
Lucy Williams	327	Playford Road - west of its junction with Butts Road.	Playford Road used by motorists wanting to avoid speed limit on A1214 making it unpleasant and less safe to cycle as many of them drive far to fast.	This route was really popular during the lockdown when there was much less traffic and cyclists felt safe. Closing the road here and at junction further east would provide an excellent cycle route to Woodbridge and yet allow motorists to travel between Playford and/or Bealings and the A1214.
Lucy Williams	328	Playford Road - east of junction with The Street and Hall Road.	Playford Road and Martlesham Road has become much busier with through traffic between Ipswich and Woodbridge making it less unpleasant and much less safe to cycle on. The road was very popular during the lockdown when there was little or no traffic, as those new to cycling and those wanting to encourage their children to cycle found out.	Close the road to the east of the junction along with closure further to the west so that cyclists have a safe and attractive route between Ipswich and Woodbridge, whilst allowing car drivers to reach Bealings from the A1214 if necessary.
Lucy Williams	329	Junction of Top Street Martlesham with Sandy Lane in conjunction with proposal further east.	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.	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.
Lucy Williams	330	Sandy Lane, south of junction with Broomheath.	Sandy Lane is used as a rat run or alternative route for car drivers which makes cycling and walking a less safe and less attractive option.	Close road here to through traffic to provide part of a safe cycle route between Woodbridge, Martlesham and Ipswich.
Lucy Williams	331	Morston Hall Road	Cyclists and motorists and sometimes bus drivers come into conflict on this stretch of road which can be intimidating and off-putting.	Use physical measures to deter motorists from using the road e.g. traffic calming. Provide segregated cycle/pedestrian track to one side.
Lucy Williams	332	Felixstowe Road	The road is used by motorists as a rat run making it very unattractive to cyclists. The road layout does not appear to give cyclists priority but causes confusion to cyclists and motorists.	Close road to north of the community centre to through traffic and provide cyclists and pedestrians with a safe and attractive route.
Lucy Williams	431	From Elmham Drive, eastwards to Straight Road, north side of A1156.	Cyclists wanting to travel from this part of Ipswich towards Martlesham via Straight Road are meant to cross the A1156 here and then re-cross to access Straight Road or continue along	Either improve and add crossings of A1156 to make it safer or provide quality path/cycle lane between Elmham Drive and Straight Road. This could be continued to the cemetery.

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			narrow, poorly maintained footway and a short section on the main carriageway.	
Lucy Williams	432	East/west footpath across Rushmere Common.	For many cycling between Kesgrave and Ipswich is not seen as safe due to the section of route between Linksfield and where the ring road starts to the west.	Provide a section of shared use path east/west across the common.
Marilyn Mackley	93	The road between Otley and Crettingham	There are safe and pleasant routes for pleasure cycling around Monewden and Framsdon. The only way to access these routes from Otley is via Chapel Rd towards Crettingham. This road is narrow and has no speed limit. Vehicles drive very fast on this road. This road is a major reasons that families and children cannot cycle in safety around Otley	Add cycle lanes, reduce the speed limit, add warning signs
Marilyn Mackley	94	Junction Gibraltar Rd and B1078	This is on route from Otley to Swilland and towards Ipswich. The B1078 is fast and straight with only NSL. Crossing on foot or bike from Otley is very dangerous. I do it by myself but would not risk it with a group especially if it included inexperienced cyclists or children	Better signage, speed limit, central reservation
Mark Gilbert	210	Where the cycle route crosses the A12 just west of Farnham (Tinker Brook)	The 30mph limit stops just short of this crossing. If it was extended a 100 metres or so toward Glemham it would be safer to cross the A12 by bicycle.	
Mark Gilbert	211	Bannoaks Lane Cransford	This is on a marked cycle route. When the road was resurfaced pot holes were not filled prior to coverage with chippings. This makes the the pot holes more dangerous as it is much more difficult to see them.  This applies in many other areas of the region and is potentially very dangerous both to cycles and cyclists.	All pot holes should be repaired prior to any surface dressing being applied. Contractors work needs to be thoroughly checked by council officials.

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Mark Gilbert	212	Thompson Lane Ashbocking/Otley	Road surface is falling apart making it difficult to cycle	Resurface and reduce crowning/camber to make cycling safer
Mark Parker	186	Footpaths in and around Waldringfield, and elsewhere throughout East Suffolk	With the rising popularity of cycling we seem to have lost respect for the differences between footpaths and bridleways. Cyclists seem to no longer acknowledge that footpaths are not for cycling along, making it potentially dangerous for walkers and causing damage to footpaths. In the same way that cyclists wish to see improvements to the road infrastructure to feel safe from vehicles we need to acknowledge that there are similar issues on footpaths...which are NOT rights of way for cyclists.	A campaign of education about the differences between footpaths and bridleways coupled with improved signage and potentially sanctions for non compliance
Mark Sims	228	Section of Ellough Road south of Cedar Drive.	No footpath/cycle path.	Provide a footpath/cycle path.
Martin Walker	119	School traffic	At school start time there is a lot of contention when parents park on the double yellow lines across the cycleway or crisscrossing the cycle way to drop off kids.	Why can't they use the drop off circle that was designed for this within the school freeing up the high road . And the school should reopen the Maidstone entrance for cyclist
Martin Walker	118	No entry in to th ASL from 2 directions	The Garrison lane traffic lights has no entry lane into the box either from the south bound direction or the west bound	Your the engineers work it out. Last time I commented on the west bound and you removed the north bound. The whole system needs a rethink. Painted advisory cycle lanes are continually parked on rendering them useless, they are often not wide enough especially when they contain drains
Martlesham Parish Council	681	Felixstowe Road, Main Road and Sandy Lane, Martlesham	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.	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.

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Martlesham Parish Council	682	Martlesham Retail Park	The Martlesham Retail Park needs measures to allow safer circulation for pedestrians & cyclists. As with most retail parks, the emphasis is on the car, but many shoppers move between the different shopping areas on foot. In particular crossing Anson Road for pedestrians between Tesco & Pets At Home is difficult. There is a lack of dropped kerbs on Beardmore Park making it difficult for wheelchair users to move between the areas.	
Martlesham Parish Council	684	Brightwell Lakes (BL) to the retail and business areas	Safe links from the Brightwell Lakes (BL) to the retail and business areas must not be overlooked.	Attached is a map, "Martlesham pedestrian improvement opportunities", drawn up by ESC officer, Ben Woolnough, as a result of a site visit between members of the Parish Council, SCC, SCDC (now ESC), the BL developer & a resident with a guide dog.
Martlesham Parish Council	685	Manor Road crossing point of Eagle Way, near the Tesco roundabout	The Manor Road crossing point of Eagle Way, near the Tesco roundabout, is dangerous with traffic leaving the A12 at speed making it difficult for pedestrians and cyclists to cross.	
Martlesham Parish Council	686	A12 underpasses at the Tesco and Park & Ride roundabouts	The two A12 underpasses at the Tesco and Park & Ride roundabouts are poorly lit, in particular the one between the Police HQ and old Martlesham. They are main cycle/pedestrian routes, but they are unattractive, appear to be infrequently cleaned and the vegetation can encroach. The slopes on the approaches, as well as on the footbridge between Martlesham Heath, make these dangerous routes for pedestrians and cyclists alike in icy weather.	
Martlesham Parish Council	687	Safe crossing of the A12 for Brightwell Lakes	We have lobbied for a safe crossing of the A12 for Brightwell Lakes and suggested an upgrade of the existing bridle path to form safe links into Kesgrave/Rushmere/Ipswich and to the local national cycle networks.	

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Martlesham Parish Council	688	Martlesham	<p>The feedback by local parishioners shown on the ESC interactive map reinforces many of the issues raised by MPC over several years, in particular about the need to make improvements to encourage sustainable and safer travel between Martlesham and Woodbridge. This is all the more important given the climate emergency which SCC, ESC and MPC have declared.</p> <p>We refer you to the Martlesham NP which has a section on 'Getting Around' – see Cycling, walking and disabled access, p43, policies MAR13 &amp; 14.</p>	
Matthew English	26	Road between Ceder Drive and Relief Road	<p>Lack of safe walking path between the end of Ceder drive and the roundabout at the end of the relief road. Pedestrians are forced to walk down the neighbouring field to walk safely. This is a major route between a large number of housing (Ceder Drive and Ellough Road and surroundings) and the industrial areas at Ellough. Alternative routes are a significant distance on foot. Waiting for potential works for new housing is not practical as it is likely 10's of years until this happens.</p>	<p>Surfaced path from Ceder drive to roundabout to provide safe walking route along side road. Would complement planned extension of cycleway from relief road to next roundabout</p>
Maurice Parish (CTC right to ride officer)	132	Howlett way to roundabout -over roundabout into kirton road and vice versa	<p>This is the only route out of Felixstowe and the Trimley to the villages of Kirton Newbourne etc. Howlett road is a busy route and the roundabout is dangerous due to its size which allows traffic to negotiate at speed.</p>	<p>There is ample room to accommodate segregated cycle lane on the roundabout and on the wide verges leading to the roundabout along both sides of Howlett road.</p>
Meg Amsden	84	Junction between Bulcamp Drift and the A1095 to Southwold	<p>A fast, dangerous road for cycling and walking! No footpath from A12 to Wolsey Bridge, so no link up possible between footpaths from Southwold and to Halesworth. No appreciable</p>	<p>1: Extend the 40mph speed limit to Southwold. 2: Create a foot/cyclepath on the south side of the road on Henham Estate land between Wolsey Bridge and the A12. Put pressure on them?</p>

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			verge and a very dangerous bend about 1/4 mile east of Bulcamp Drift - many accidents, several fatal. Living on the Bulcamp peninsular is like being on an island - we have to go everywhere by car. The bus stop at the end of the Drift has lost its designation and it's hard to persuade drivers to stop, though they should.	3: Reinststate the bus-stop at the end of Bulcamp Drift, cutting the bushes back on the north side of the road to make it visible - there's a farm track/opening into the woods.
Melanie Poole	642	River wall footpath from near Wilford Bridge to Martlesham	The path is narrow, in some parts hard to comply with social distancing. With steep slopes either side, often walked by children and elderly, sometimes even crowded, dogs on and off leads (either of which being potentially tricky for cyclists) - it is not safe for dual use at present. Not all pedestrians expect the presence of cyclists, cyclists need pedestrians to step aside, and to keep their dogs out of their way etc.	<p>If the route is to be improved for cyclists, ideally the track should be separate from the pedestrian path.</p> <p>Meanwhile and as soon as possible:</p> <ul style="list-style-type: none"> <li>- make a decision about path etiquette,</li> <li>- Clarify with notices to users, sited at the path (as soon as possible and regardless of any future decision on improvement): whether or not cyclists are permitted to cycle on this route as it is.</li> </ul> <p>If they are already permitted, please make it clear that cyclists must dismount when passing pedestrians. In the interests of clarity and safety, this cannot be left to individual judgment.</p>
Michael Crowther	137	Felixstowe, Undercliffe Rd at the Leisure Centre car park	Section of road (part of national cycle route 51) extremely dangerous for cyclists due to uncontrolled parking along the road on the Leisure Centre car park side.	Double yellow lines along this section of road on the car park side. Could provide some 30 minute free parking spaces in the nearby leisure centre and Convalescent Hill car parks to mitigate any impact on the businesses facing the leisure centre car park.
Michael Irwin	529	A12 crossing out of Brightwell Lakes.	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	Safe crossing under A12, upgrades to existing bridleway from crossing into Kesgrave, linking with cycleways to hospital and Ipswich and national cycle network



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Michael Irwin	531	Martlesham retail and business park, Old Felixstowe Road, Main Road Martlesham, Sandy Lane into Woodbridge	Volume of motorised traffic make this route unsafe for cyclists and pedestrians	<p>1 Traffic management scheme within the retail/industrial area channeling traffic onto A12</p> <p>2 Restoration of Old Felixstowe Road to a safe cycle priority route by limiting motorised through traffic to buses and emergency vehicles</p> <p>3 Traffic calming chicanes in The Street, Martlesham</p> <p>4 No through motorised traffic on Sandy Lane achieved by a physical barrier at the railway bridge</p>
Michael Law	623	Levington around the A14	There is no safe place for pedestrians / cyclists to cross the A14 in the vicinity of Levington, Bucklesham, Kirton et.c, except the underpass at Walk Farm opposite Stratton Hall Drift.	This lack of a crossing could be solved by making the track between the two minor roads either side of the A14 (including the underpass at Walk Farm) a public right of way.
Michael Pett	115	Trinket high road	Cycle lane markings are virtually invisible and need re painting.	Re mark cycle lanes
Michael Urey	269	The length of the Woodbridge Thoroughfare.	Frequency and speed of traffic is unacceptable and totally unreasonable.	<p>Vehicles &amp; cycles need to be banned and the Thoroughfare made pedestrian only.</p> <p>Residents would need to be given access at certain hours.</p> <p>The car park could increase disabled parking to assist but at present the speed and frequency of traffic is unacceptable and totally unreasonable.</p> <p>There are plenty of examples of where this has been successfully implemented.</p>
Michelle Golding	104	Heavy traffic down Northgate	In order to access the proposed cycle path along the disused railway line from the opposite bank (as identified in this strategy and on the interactive map) all walkers and cyclists would need to use Gillingham Dam and Northgate, where their safety is an issue due to lack of pavements and the narrowness of the roads	Link with the highways strategy. Consider linking bus and rail services and redirect the heavy traffic away from this area to make it safer and more accesible for Walkers and Cyclists
Mike Morley	139	Morston Hall Road between Levington and Trimley	This is mostly a single track road with passing places used by cyclists as a commuting and leisure route between Ipswich and Felixstowe.	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.

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			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.	
Mike Nicolson	173	Beside the Westbound A14 from where the High Road joins it to where it meets Felixstowe Road.	The cycle/walking path alongside the A14 is not only very unpleasant but dangerous with no barriers between cyclists and pedestrians and very fast moving large container trucks and cars. I have personally experienced angry car drivers, who believe that the road belongs to them, when cycling along this “passing places” road. There is adequate land alongside this road on the south side.	As described above.  The safer and more pleasant route (and that which most cyclists take) is along the Morton Hall Road where a separate path could be constructed alongside this road.  If the path was moved to this location a lay-by could be constructed beside the A14 to allow for parked container trucks, etc.
Mike Nicolson	174	The bridleway which passes Hill House Cottages and Candlet Farm between Gulpher Road and Thurmans Lane	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.	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.
Mr C M Petty	433	Warren Heath where Ransomes Way joins Felixstowe Road close to the railway line	Over the last few years changes have been made on both Felixstowe Road and Ransomes Road to increase speed of traffic. This has made crossing Ransomes Road a difficult and dangerous manoeuvre. Each side of the road is shared use paths. To safely negotiate this crossing cyclists have to take the road. Pedestrians have no choice but to take a	Provision of a Puffin crossing as has been provided on the two approaches on Felixstowe Road.

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			chance as the alternative crossings are very long detours.	
Mr Peter W Watson	134	Frostenden Hall	Cyclists using footpaths putting walkers, employees and contractors in danger.  It is illegal for a cyclist to cycle along a public footpath without the land owner's permission. Very few cyclists are aware of this.	Educate cyclists . Identification numbers on cycles will help deter persistent offenders. Inform navigation apps that some of their information could be incorrect
Mrs Della HUghes	177	B1078 junction with Manor Road at Clopton IP13 6QN	Traffic coming up the hill in Easterly direction is often speeding and also often overtakes on the brow of the hill where the driver can have no view of road ahead. At the top of the hill is a road junction, a blind corner, a village hall, a childrens' play area and a bus stop. Cycling and walking along this stretch of road is made suicidal by speeding traffic, and HGVs. It is necessary to cross this road to access local footpaths, the childrens play area and the village hall.	A speed limit through the village of 30mph would be a good idea to start with. At the very least, double white lines (no overtaking) up the hill to prevent blind overtaking would be a step forward.
Mrs J M Pryce	195	End of combined cycle-way/footpath from North Cove church to The Street	Cyclists exit the cycle way at speed without stopping to give way at the end sometimes going over the bonnets of cars travelling from the A146 towards Pinewood Gardens and Marsh Lane.	Just repainting the Give Way lines and triangle so that it shows up more to see if that helps resolve the problem.
Mrs J M Pryce	196	At the end of The Lowestoft old road which runs from North Cove Church to Marsh Lane Worlingham, the crossing of the A146 is from a sloping blind path onto the exit of the roundabout	The cycle crossing across the A146 slopes down and is blind just as cars come off the roundabout. from the other side of the A146 it is difficult. and vegetation can make it blind. It needs to be made safer for children cycling to the schools in Worlingham and Beccles. it is difficult for walkers to cross as well.	Light controlled crossing.

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Mrs Karen Langdon	398	The level of traffic on the small lane to Shingle Street	It is dangerous to walk down this lane to Shingle Street in the summer months because of the number of visitor cars to the area. It is a popular route for walkers, local families, ramblers groups, D of E groups to visit Shingle Street. The large volume of cars using the lane makes it very dangerous for non-vehicle users because it is narrow, with unmarked 90 degree bends and there is nowhere to escape if a car is travelling too fast or misjudges the space available to safely pass	Register the lane under the Quiet Lane Scheme. Mark out on the road surface a lane for walkers/cyclists to reduce the speed of the cars by highlighting the lack of space for the cars to pass other users Ban cars parking from the bridge down to Shingle Street, except resident vehicles during the summer months.
Mrs Margaret Goffin	321	From Church Rd, Ellough left to Moor Business park.	It's impossible to walk safely from Church Rd Ellough to the Moor Business park. Theoretically you would need to cross over to Walkway/cycle way towards roundabout but cannot cross over Benacre Rd again opposite entrance to Moors Business park as there is a ditch to traverse. There is enough space on the side of the road as the business park to provide a walkway/cycle way.	
N. Winship	590	Ufford Road junction with A12 single carriage way has a bridle way Xing	Dangerous to cross A12 as cars very fast to & after dual carriage way	A Toucan Crossing. Also resurface & remove foliage from cycle way
Natural England	796	East Suffolk	Natural England has no comments to make at this time. However, we will be happy to comment on future forward planning consultations which come forward.	
Neil Winship	591	Saddlemakes Lane /A12 junction a GR 278514	Dangerous to cross A12 from cycle way to Saddle Makers lane	A Toucan Crossing. Also resurface & remove foliage from cycle way
Neil Winship	592	GR 267504 Immediately north of roundabout A12/ 52	Dangerous to cross A12 to reach cycle way beside the A12	A Toucan Crossing. Also resurface & remove foliage from cycle way
Neil Winship	594	GR 282 504 along B1083 to 294 496	Risky cycling all along B1083 to & from Bawdsey Ferry	Provide a separate cycle way that could encourage AT & visitors

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Neil Winship	604	GR 247 459 GR 248 454 & GR 193 453	Mainline buses at Tesco, Mrtlesham Heath & BT at southern end Gloster Road, are bus 'nodes' offering frequent services to & from Ipswich, Felixstowe & Woodbridge. They could complement cycling and walking to and from nearby rural settlements. But there are no hoops to which to secure bikes, and no urinals. Similarly there are no public toilets near the P&R bus stop at the roundabout north of the Hospital for ATs enroute to and from Ipswich, but I didn't flag it on your map.	Provide hoops to which to secure bikes, and toilets mainly for older ATs. Men only need urinals and now women likewise with advent of 'SheWees'! This may seem trivial to younger and middle aged persons but lack of them can be a serious deterrent to elderly Active Travelers.
Neil Winship	593	GR 282 504 to GR 294 496	Risky shared pedestrian & cycle way from Melton lights over rails, Wilford Bridge and up hill to access Bawdsey Peninsula.	Widen shared way that is beside busy highway and provide some safe crossing at Riduna and the A1152/B1083 roundabout.
Neil Winship	596	GR 254481	Dangerous to cross A12 to /from cycle way, especially just to west of roundabout and the B1458 into Woodbridge	A Toucan Crossing. Also resurface & remove foliage from cycle way
Neil Winship	601	GR 265 450	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	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.
Neil Winship	597	GR 248 447	Brightwell's bway12 cross A12 to 6 unusable for years by all except at night. When safe, day-time crossing for ATs is provided, then Brightwell bridleway 6 needs connect to safe cycle & walkway to Ipswich Hospital, town, buses, coaches & rail NB: two way requirement Quiet Lanes Suffolk point to need to encourage the 200,000 living Ipswich & suburbs, to benefit by AT on PROWs in countryside, without needing to come by car.	Brightwell Lakes coming Pegasus Crossing of A12: although a bridge like that at GR 246453 (I find fully acceptable unlike 169) would be better, as doubt any horse & rider will use and many ATs will be reluctant to stop busy & fast traffic. But If the smart lights & vehicles in platoons system are adopted in lieu of widening the 4 roundabouts, then the Pegasus crossing will probably be best
Neil Winship	598	GR 239432 and 238431	Foxhall' footpaths #18, #26 and #27 have been severed by the A12 although #18's finger posts	It could have an inexpensive walkway through, but H&S will probably veto. But #27/#25 seems very suitable for a

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			<p>are still in place. #26 has a car-sized culvert through which a stream flows.</p> <p>Also the A12 (T) has severed the #27/#25 crossing, which has an AT suitable road to the west and #25a lane to houses beside a track to the east.</p>	<p>Toucan crossing which would provide an attractive and relatively direct route for ATs in both directions. Indeed this and the Bucklesham/Levington bridleway #21 crossing of the A14 could provide a good AT route</p>
Neil Winship	599	GR 242407	<p>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</p>	<ol style="list-style-type: none"> <li>1: As per reference 272, provide a safe way across the A12/A14 junction at Seven Hills.</li> <li>2: Provide a pedestrian/cycle bridge at #21.</li> <li>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</li> </ol>
Neil Winship	600	GR 242 464 to GR 198 453	<p>The A1214 Woodbridge Road's cycle way is reasonable except:</p> <ol style="list-style-type: none"> <li>1. For most of its length, vehicles joining from side roads tend to halt on the cyclists' way crossing that side road before the junction.</li> <li>2. Where it passes alongside the Rushmere Golf Course, it co-uses the narrow pavement and the kerbstone prevents cyclists getting on/off to avoid walkers.</li> </ol>	<ol style="list-style-type: none"> <li>1. Side roads surfaces should be painted with 'zebra crossing patches' and maybe a warning sign</li> <li>2. Widen the foot &amp; cycle way</li> </ol>
Neil Winship	602	GR 260 451	<p>At present, ATs aiming for the Martlesham Retail Park and to cross the A12 via the foot &amp; cycle bridge or either of the tunnels in order to reach the Martlesham P&amp;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 &amp; 43 are very rough.</p>	<p>When Brightwell Lakes are developed, good cycleways to the A12 crossings, must be provided</p>
Neil Winship	603	GR 256 429	<p>Newbourne #1/Brightwell #19 was un-signed and ploughed last time I tried to walk from Waldringfield to Bucklesham</p>	<p>Reinstate signs and ensure link to A12 (T) crossings at GR238431 and the tunnel at GR 241 433</p>

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Neil Winship	595	GR 260 492 just South of A12/Grundidburg roundabout	Dangerous to cross A12 to /from cycle way on west side of A12	A Toucan Crossing. Also resurface & remove foliage from cycle way
Nicholas Mayne	76	Footpath marking around Stoven Wood , Brampton, also North Green and also footpath from Stoven to North Green	Several years ago I walked these paths with an 'official footpath lady' I think from Ipswich. She undertook to get new wayposts installed and direction markers replaced. This never happened.	Replace defective waymarks, put official direction posts at North Green and mark the path from Stoven to North Green. The marker on the map is indicative only as there are several issues.
Nicola Halton	324	A safe cycle crossing to the path on west side of A12 at Aldburgh/Friday St junction would enable cyclists to access roads on this side from the Snape Rd.	The path needs to be kept clear of vegetation and allocated as a shared use path. It is currently overgrown and not fit for purpose. Cyclists frequently cross here to cycle either north or south to access the roads to Ben hall and other villages west of the A12.	As above
Nigel Cottee	574	Southwold to Felixstowe via Woodbridge	Following a good deal of British success at the elite level and a general desire to improve mental and physical health, cycling has become an increasingly popular activity, whether it be commuting or for leisure. However, poorly lit roads and busy traffic prevent it becoming more commonplace with people still opting for four wheels rather than two.	There is enough open space to build a cycle path from Lowestoft to Felixstowe via Woodbridge. This could be done quickly and at modest expense.
Pam Watson	553	Junction of Ipswich Road with Warren Hill Road	When cycling up the hill along the Ipswich Road it is very dangerous turning right into Warren Hill Road. The oncoming traffic is fast, often breaking the 30mph speed limit, because the road is wide and the traffic is going downhill. Visibility for both traffic and cyclist is poor because it is on a blind bend. The cyclist is forced to wait in the middle of the road, between lines of traffic.	A safe space for cyclists in the centre of the road. Painted white lines as these are not visible enough to traffic, and could even make the problem worse by creating an illusion of safety for cyclists. Cyclists need to feel safe. An island is the only solution.

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Pam Watson	556	Cumberland Street off B1438	Cumberland St is a beautiful medieval street which should be a pleasure to walk along. Instead it is an intimidating place because the pavements are very narrow. Cars go very close by at 30mph (and sometimes more) as there is nothing to slow them down, since the road is very smooth and the double yellow lines keep the road generally free of parked cars. People frequently need to walk in the road, if they need to pass each other, or walk two abreast for example.	Shared space for vehicles and pedestrians. Traffic could be slowed easily by putting planters alongside the pavement at intervals, narrowing the access for traffic and making it slow down. Drivers should be made aware that they need to share this space with other road users.
Pam Watson	558	The Avenue off Kingsdon Farm Road, Woodbridge	There is no pavement along here despite traffic increasing as a result of the new car park at the bottom of this Street. People walking along it have to dodge parked cars as well as traffic and have no space to stand or walk and feel safe.	Create a pavement
Pam Watson	559	Kingston Field, Woodbridge	No disabled access on to this important and intensively used council owned leisure space.	There should be two points of access, I suggest one at the bottom of Cherry Tree Road and another near the car park entrance on The Avenue.
Pam Watson	561	Turban Centre, Woodbridge	Nowhere to leave cycles in the Turban Centre. Nearest cycle stores are too far away (next to Nero's in Thoroughfare or outside car park WCs)	Hoops in the wall of Boots, as standard cycle stores would take up too much pedestrian space.
Pam Watson	565	The whole of Quay Street, Church Street and New Street, Woodbridge	Here we have beautiful medieval town centre streets which are impossible to walk along feeling safe because the pavements are so narrow. Priority is given to the traffic using these streets, with pedestrians having to get out of the way. This traffic goes close by at 30mph (or more if it's breaking the current speed limit). As well as being dangerous it is polluting and noisy, especially HGVs. People must be allowed to feel safe, and be able to social distance from other pedestrians.	The traffic must be slowed down, and much more emphasis must be placed on traffic giving way to pedestrians. Pavements could be widened and the roads narrowed until the traffic can be shut out completely. Even Quay street could be treated in this way. The other two roads are one way so could easily be narrowed. Chicanes along New Street (one on South side of B1079, one near Mariners Pub) would slow traffic coming down the hill here. Another solution is to take away all distinctions between pavements and road, levelling the whole space in order to make the dominant hierarchy of



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				road usage by cars less clear, forcing traffic to slow down for pedestrians,
Pam Watson	567	Melton Road between The Thoroughfare, Woodbridge, and Melton Traffic lights at junction of A1152	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.	A purpose built cycle path kept clear of parked cars. 20mph speed limit for motor vehicles.
Pam Watson	568	B1083 between A1152 and Sutton Hoo entrance	Very hard to cycle up the hill to this beautiful site of national importance owned by the National Trust. Better access needed for cyclists.	Cycle lane, white paint with signs.
Pam Watson	569	A12 to South side of B1079	There is currently only one pedestrian/cycle crossing across A12 from Woodbridge. A12 is an extremely busy road and impossible for cyclists and pedestrians to otherwise cross. They need to be able to get from Woodbridge, with its sizeable population, to the other side, to access the Garden centre and other shops in the development. Only car users can currently access. The only crossing at present is too far away to be of practical use.	A pedestrian and cycle crossing
Patricia Garrod	382	There need to be a safe cycle track from Carlton Colville to Beccles on the A146	Several people cycle the A146 and it is very dangerous especially by the Barnby Bends. The back rounds are hazardous in the dark morning and evening so there is no safe route. If there was a cycle track I'm sure more people would cycle rather than use cars.	Decent cycle track to link towns and villages
Patricia Williams	353	Various access roads into Woodbridge from North and Melton	Melton road into Woodbridge Chapel Street Castle Street Bredfield Rd	Car parking provision further out of Woodbridge.

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			<p>Seckford Street Theatre Street</p> <p>These roads have become one big car park making cycling access into Woodbridge dangerous. These roads could be made no parking making it safer for cyclists. Car parks should be provided further away which would mean people would get more exercise walking and there would be a lot less pollution in and around Woodbridge</p> <p>Sandy Lane should be made safer for walkers and cyclists</p>	
Patricia Williams	584	Woods Lane	Children use this route for cycling from Melton to Farlingaye school. It is very busy with huge lorries coming to and from Rendlesham Bentwaters. Needs shared cycle/footway or cycle Lane to make safer for cyclists.	
Paul Beardsley	53	The old river crossing ,north gate, Beccles	May not be East Suffolk, but there is a disused railway line goes from the old railway river crossing in Beccles,to Gillingham,geldeston,ellingham,bungay. I tried to cycle a small section recently, impossible, very overgrown... But as in Derbyshire, a reclaimed railway line are brilliant for traffic free walking and cycling	Talk to the land owner / set up a charity work party
Paul Charles Richardson	106	Between Suffolk town centre of Beccles and Suffolk town centre of Bungay (in partnership with Norfolk).	Having no direct route between the Suffolk towns and having the old railway route unused.	Between Suffolk town of Beccles and Suffolk town of Bungay (in partnership with Norfolk). Reconnect the town's by making use of the old railway route as a new cycle path. This would be away from roads, existing infrastructure (bridges, embankments and cuttings), minimal / no gradients, countryside views, direct route between town centres and for the majority of their route

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				likely to be unused and already furnished with trees, hedges and the odd bit of history along the way.
Paul Charles Richardson	107	Between Low Road and Puddingmore / Ballygate	Busy road between Beccles and Bungay with no cycleway and only a broken bit of pavement could see a combined cycle/foot path added (as long as it doesn't destroy hedgerows / trees)	Low Road is an ideal and pleasant route into Bungay that avoids the hills and much of the main road from Beccles. However, to get to Low Road from Beccles there is no cycle path and only a patchy / unsuitable pedestrian path.
Paul Jordan	43	Junction of Linkfield and Woodbridge Road to Ipswich border.	An adequate cycle route runs along the south side of the A1214 Woodbridge Road until Linkfield junction but cyclists riding to Ipswich must then join the busy caridgeway or illegally use the footway. This is a serious gap in the route network.	Widen footway onto common to allow space for shared use path with dividing line. Ideally allow bothway cycle use so that east bound riders from Glenavon Road do not have to cross Woodbridge road at Glenavon Road and again at Beach Road
Paul Jordan	44	Re-route NCN1 to avoid retail park in Martlesham	The area around Gloster Road has become much busier since NCN1 was planned as has Felixstowe Road.	It would now be safer, shorter and more pleasant to route NCN1 straight on at the point shown on the map, along Main Road under the junction of A12/A1214 to rejoin the existing route at the junction of A1214 and Deben Avenue.
Paul Jordan	46	Recreation Ground Martlesham	Fynn Valley Walk out of alignment. Walking East on the Fynn Valley walk at present means walking South from the junction of Post Office Lane and The Street, along School Lane before turning onto a footpath to Martlesham Creek.	If a permissive path could be negotiated with the land owner the route would be much improved by a link from the recreation ground at the point shown on the map to join the existing footpath round Martlesham Creek
Paul Reeve	335	Cycle paths in Ipswich	There is a lack of clarity in Ipswich as to where cycle paths begin and end and which footpaths are shared space.	Paint all cycle tracks to increase visibility for pedestrians and cyclists
Pete Whelan	355	The whole of the river path from Martlesham to Melton is unsuitable for dual use (pedestrians and cyclists). Cyclists are currently prohibited, but very few take notice of the fact and push past	The path is only just wide enough for pedestrians to pass in a lot of places. To widen it to the necessary regulation width for dual use would likely not be possible and would also spoil the area. Enforcement is necessary before someone is seriously injured.	enforcement action against cyclists using the path

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Pete Whelan	356	Cycle lanes anywhere in the east suffolk region	Can you make sure that any cycle lanes (road or pavement) that are installed are to the regulation width and not too narrow to use (some parts on Felixstowe Road Martlesham are about 60cm). If any of the plastic wands/bollards are used then the 2m width of the cycle lane should be used. I have a tricycle and cannot use the lanes in Ipswich which have wands installed without either hitting the kerb or wands as they are too narrow,	keep to the planning guidelines and standard for all cycle lane provision. That way motor vehicles can give some clearance to cyclists, even if driving right onto the white line or wand
Peter Crofts (originally submitted by email)	514	Road between Woodbridge Thoroughfare and Melton cross roads	<p>The all day parking on both sides has reduced the width of this road by about half. Mostly shoppers or commuters are seeking to travel but the all day parkers are an obstruction and a danger to any under aware pedestrian.</p> <p>The other day I had an appointment in Common Lane, Melton and the traffic was gridlocked, from Woodbridge to Melton. I thought there must have been an accident but no. On the bike I was able to nimble past them it was a ridiculous situation.</p>	Is it time for bikes only for trips under 10 miles? Some days a week. It is moving that way.
Peter Crofts (originally submitted by email)	513	Sandy Lane, Martlesham as far as Ipswich Road, Woodbridge	<p>Many motorists tend to drive too fast and show their reluctance to slow down for less powerful craft such as a bicycle. The railway bridge often results in a last second lurch for many.</p> <p>For a cyclist to exit the bottom of the hill from Broomheath on the way to Woodbridge, it has become quite difficult to exit onto Ipswich Road going to Woodbridge.</p>	Possible solution might be to widen the pavement thus curbing the motorists and allow cyclist to share with the few pedestrians. I would be interested to hear your views.
Peter Crofts (originally	515	Felixstowe Road	As you will know, it is marked as a "cyclist priority route" at both ends. But in practice it is not. The painted lines provide no latitude for a	I offer the following solution which has virtually no cost. Introduce vehicle free sundays, so that family cycles can

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submitted by email)			wobble. During the lockdown there was a reappearance of young families on bikes unthreatened by cars, but now the 4 x 4 are out in force again with their largely single occupants hell bent on going shopping. Their speeds are often estimated at 40/50mph. Coming out of Mill Lane one has about 2 seconds to exit.	explore and travel this short distance without the threat of extra danger.
Peter Dutton	280	A separate cycle/pathway along the south side of Halesworth Road from Wissett to Halesworth.	A separate cycle/walkway alongside the Halesworth Road from Wissett to Halesworth would make walking and cycling a lot safer for non-vehicle users along this narrow twisty country road which has a high bank and big hedges along its northern side. Many potential users do not use this route due to its obvious dangers for walkers and cyclists.	
Peter Dutton	281	Lack of connectivity	There is no easy way for cyclist and pedestrians to walk/cycle into Halesworth except along the busy B1123, Holton Road. The new 160 unit housing estate will add pressure to the need for a surfaced track to link this part of Halesworth through the Millennium Green to the town centre thus avoiding the B1123. Such a route will encourage people to cycle/walk along this attractive cross country route.	
Peter Dutton	282	Remove the confusion facing cyclists using Route 1 through the Thoroughfare in Halesworth	The Thoroughfare in Halesworth is part of Route 1 but it's a one-way mainly pedestrianised shopping street.	Move Route 1 to the east side footpath of Saxons Way to enable two way cycling. This footpath is little used by pedestrians. This foot[path is a little less than 2 metres wide and so will require to be widened.
Peter Dutton	284	Halesworth Road from Wissett to Halesworth is very dangerous for cyclist and pedestrians	This Halesworth Road is narrow, twisting and bounded by a high bank on the north side. There is space on the south side of this road for a dedicated cycle/pathway which would	

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			encourage more people to cycle or walk the short distance into Halesworth. Currently it is too dangerous, except for the brave and the foolhardy to risk it. The number of bends means that drivers are often suddenly confronted with a walker or cyclist in a road that is only just wide enough for two cars	
Peter Dutton	285	A footpath along the northern verge of Wissett Road Halesworth	From the rear entrance to Edgar Sewter school and Old Station Road there is not a continuous footpath. Pedestrians have to keep crossing the road and for part of this stretch they have to walk in the road. A continuous footpath alongside the road would greatly increase safety and improve the connectivity of this part of Halesworth with the town centre.	
Peter Dutton	286	Lack of connectivity	A short cycle/pathway linking Bramblewood Way with Loam Pit Lane.  This short connecting link would enable cyclists/pedestrians to avoid having to go along Holton Road if they were going to the station, surgery, Edgar Sewter school or the north of the town.	
Peter Dutton	287	No continuous footpath along the east side of the A144 from Fair View Road up to the Sparrowhawk Road roundabout	There are short lengths of path which need to be linked up for convenience and safety reasons. There is space along the verge and a path should have been installed at the time of the new housing developments were being built.	
Peter Dutton	289	Upgrade the footpath from opposite the Beech Close junction on Chediston Street	Improving this unmade path would make a pleasant country walk around the west side of Halesworth. If it can be widened to accommodate cycles it would add an	

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		through the fields to the end of School Lane.	interesting connection for cyclist around the town without having to go through it.	
Peter Jackson	482	Footpath/cycleway, bridge and roundabout	There is in informal footpath around the edge of this field which allows pupils from the High School to access East Bungay without going along the busy main road. Turn this into a legal right of way with footpath and cycle way and a bridge over the Tin River. Also to enable safe crossing of the main road put a round about or at least a median island at the junction of Kings Road and St Johns road	
Peter Lux	65	New Road	A general issue that reports of road problems which affect cyclists are not taken seriously by the highways department. At this location there is a big dip in the road where the telegraph line crosses the road. It is a downhill stretch and if you do not know about it then it could lead to a cyclist being dismounted or coming off the road (this has happened).	The highways department to take cycling issues seriously and fix accordingly.
Peter Lux	610	Barnby Bends	Large dip on westbound although road surface not broken. Possibility of dismounting cyclist since it is downhill and cyclists could be travelling at reasonable speed. Almost dismounted cyclist in front of me yesterday - I am aware of dip so can avoid	
Peter Marett	496	Marlesford Lane dips beneath railway line at Bucks Head bridge.	Road often floods after rain in winter and from irrigation run-off in summer. Existing drain usually blocked. Water depth often sufficient to prevent access by walkers and cyclists - sometimes deep enough to cause abandonment of motor vehicles.	New drainage works.
Peter Marett	497	Lane leaving B1078 adjacent to where	Register as a quiet cycling route to Campsea Ashe, avoiding the B1078 which can be busy with motor traffic and which, in places, is	

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		southbound A12 slip road joins B1078	narrow with high banks. This also gives access at Well Cottage to a lane which crosses the railway line via the Blackstock level crossing to give a quite cycling route via Station Road to Blaxhall and on to Snape.	
Peter Marett	498	Blackstock Crossing	Register as quiet walking and cycling route between Wickham Market and Blaxhall and on to Snape.	
Peter Marett	499	Ashe Road between Campsea Ashe and Eyke / Rendlesham	Register as a quiet walking and cycling route between Campsea Ashe station and Eyke or Rendlesham. Give priority to walkers and cyclists.	
Peter Marett	500	Ivy Lodge Road between Campsea Ashe and Rendlesham / Bentwaters	Register as a quiet cycling route.	Frequently used as a short cut by lorries accessing Bentwaters from the A12. Road not suitable for HGVs and potentially dangerous for walkers and cyclists Prohibit HGVs from using this route (with exception of agricultural vehicles).
Peter Webb	200	North of Melton Old Church	Road frequently flooded. This is especially dangerous for cyclists because there are often potholes that cannot be seen under the water. Also there is a thick layer of mud along the centre of the road. This is an important route for those wishing to cycle between Ufford and Melton/Woodbridge.	Flooding and mud has been reported numerous times but SCC Highways have failed to provide any drainage.
Peter Webb	201	Junction of A12 and New Road between Melton and Bredfield	At busy times it is very difficult and hazardous for cyclists to cross the A12 when travelling between Melton and Bredfield. The A12 carriageway is very wide at this junction	Provide central reservation for cyclists and pedestrians. This could also make the junction safer for motorists.
Phil Ridgway	276	"Private" road from East side of Melton Bridge through to Sutton Hoo .	Define the "Private" road from East side of Melton Bridge through to Sutton Hoo to be a Bridleway or similar. I believe there is already an outstanding request to confirm that this should be a Public Footpath. This will allow an	Define the "Private" road from East side of Melton Bridge through to Sutton Hoo to be a Bridleway or similar. I believe there is already an outstanding request to confirm that this should be a Public Footpath. This will allow an easy access to Sutton Hoo from Woodbridge and the Melton Railway Station



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			easy access to Sutton Hoo from Woodbridge and the Melton Railway Station	
Philip Raiswell, Planning Manager, Sport England	494	This is a general comment, Sport England, as a non-statutory consultee, supports the development of this strategy, which will improve opportunities for physical activity, in line with Sport England's Active Design principles.	n/a	n/a
Rachel Knight	197	Barnby bends	The road is far too narrow and winding and it needs a cycle path/lane that follows the same route but takes cycles off the main road as it is dangerous and causes huge tailbacks. The only cycle route takes cyclists so far off this route that they just don't use it! I would not dare cycle to work because it is just dangerous and any other route is far too far round (via Mutford)	Totally bypass the Barnby bends and include a cycle path - this has been needed for decades! At least widen the road to include a proper cycle path on each side of the road
Rachel Smith-Lyte	479	Wilford Bridge Road leading onto Sutton Road onwards	In an ideal world separate coned cycle lanes would be in operation but due to roads being too narrow and in order for cyclists to feel reasonably safe, speed limits must be reduced for motorised traffic from 60 mph to 40 mph maximum on rural roads between 30 mph towns and villages to help avoid potentially fatal accidents involving cyclists and horse riders too. Ultimately we want more people on bicycles for commuting as well as leisure but safety is paramount if this is to happen.	As above. Will obviously also benefit pedestrians/those trying to cross increasingly busy roads.

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Rachel Summers	253	Easton to Kettleburgh Road, big dip in road about 0.75m from verge going up the hill into Kettleburgh, catches cyclists and motorbiked out.	Raise grate and level road	
Richard Atkins	318	Bike paths via Murrills Road park	The barriers at Murrills Road & Bucklesham Road are tight to get a cargo bike through. Cars are often parked at the Meadow Crescent entrance/exit.	Increase gap of barriers at Murrills Road & Bucklesham Road. Add 2m of double yellow line at Meadow Crescent.
Richard Atkins	319	Edge of A1156 adjacent to path through from Murrills Road	Lack of footpath to the pedestrian lights to cross the A1156, worn grass track (sometimes muddy), in danger of being overgrown by gorse bushes.	10m length of path to connect the North-South path from Murrills Road to the piece at the pedestrian controlled traffic lights.
Richard Atkins	320	High Road Trimley nr Faulkeners Way	Cars parked in cycle lane and even on cycle path approaching mini roundabout.	Solid white lines and no parking in bike lanes with enforcement.
Richard Atkins	322	High Road East, Felixstowe, & out through Trimleys	Cars regularly parked in cycle lanes	Change from dotted to continuous white line and enforce no parking in bike lanes.
Richard Dolan	292	All Schools.	If we want to increase safe cycle usage it should start with young people so that it becomes absolutely normal to cycle, and especially to school.	I suggest that all schools have a cycling policy produced by stake holders eg teachers, parents, students, police, local council, etc. The policy would include among other things: Suggested safe routes to school from all the main centres of population that feed into the school. And perhaps roads that should be avoided as unsafe for cyclists to use. The council should consider providing suitable signage for cyclists and other users along the routes. Safe dry cycle storage within the school. Safe storage of helmets, hi-vis clothing. Cycling competency certification schemes.

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Richard Dolan	288	From Melton Station to the roundabout near Wilford Bridge and onwards up the hill towards Sutton Hoo.	This is a very busy piece of road. Many motorists seem impatient and overtake inappropriately. I have had several close calls along this road. I now find it too dangerous to cycle which means I can no longer cycle to Shingle Street except by a roundabout route or I go early Sunday morning. Ideally there should be a cycle lane separated from traffic but this is not a cheap solution.	Cycle lane.
Richard Hugh Morling	537	Tonning Street/Bevan Street East Junction	When following the 517 (30) cycle route along Tonning Street there is no drop kerb at the traffic lights to go across to Bevan Street	Make a drop kerb near the traffic lights
Richard Hugh Morling	538	Denmark Road, South side cycle track	Concrete bunker makes it difficult when passing, not to go into the road	Remove bunker
Richard Hugh Morling	539	Denmark Road, south side. near junction with Rotterdam Road	When reaching the end of the cycle track you have to go on to the road. You cannot cross to the cycle track on the other side as there is no drop kerb at this point on the north side.	This may all change with the construction of the new bridge. All the cycle tracks at this point should be reconsidered
Richard Hugh Morling	540	From the roundabout at the junction of Corton Lone Lane and A47	In addition to the lack of cycle lanes to the north of this junction on the A47 to Hopton. There are very few direct cycle lanes along the A47 to the centre of Lowestoft. There are good lanes along the new Millennium Way and also around the back roads into Lowestoft, but not a direct route down the A47	Please see if you can introduce lanes south, along the existing A47
Richard Hugh Morling	541	Gorleston Road, west side between Mobbs Way and Dunston Drive. Oulton	A build up of vegetation and leaves over the past 2 years has reduced the width of the footpath. This means that if a mobility scooter is coming on this path any other scooter, buggy or pedestrian has to walk into the road to get past.	Remove all debris from the tarmac footpath. The footpath extends to just behind the lamp posts and this will double the width of the footpath. My wife has rung up a number of times about this.
Richard John Dolan	467	Footpath alongside Woods Lane heading	Observed Farlingaye School students going home to Melton village. Some were walking, others cycling. There were also other	1. Find an alternative safe route for school children who live in Melton village and beyond. This might involve new permissive paths, resurfacing, etc. Basically Woods Lane

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		down towards Melton traffic lights.	pedestrians. Those on bikes had chosen to ride on the pavement as the road is busy and often has large vehicles and is not wide. It is therefore safer on the pavement. However the pavement is not wide enough to accommodate everyone safely. The problem is aggravated by the steepness of the hill. I am a regular cyclist and don't use Woods Lane.	is unsafe for cyclists. 2. Have a proper dedicated cycle lane. This would probably involve widening the road or the pavement.
Richard Millner	652	It is a pointless exercise suggesting improvements to local infrastructure unless there is a coherent plan for cycling in Lowestoft.	<ul style="list-style-type: none"> <li>- Lowestoft with its relatively flat terrain and low car ownership should be leading the way.</li> <li>- Instead there is a mish-mash of side streets and a few reasonable cycle routes. Few join up and almost all end in dangerous exit points at roundabouts and junctions.</li> <li>- Few routes are safe for children</li> <li>- No attempt to encourage cycle tourism, such as routes from the station to Oulton Broad or Carlton Marshes, or even signage to the beach!</li> </ul>	<p>First, come up with a proper co-ordinated strategy for cycling in Lowestoft not just minor cosmetic improvements (I would be happy to contribute).</p> <p>Secondly prioritise safe direct routes into town that you would be happy to let your children use.</p> <p>Thirdly, encourage cycle tourism by making Lowestoft a hub for routes to the Broads, and along the river Waveney.</p> <p>Fourthly get Sustrans and Lottery funds to make safe cycle tracks not dotted lines on the main road.</p> <p>Finally where there are shared routes with pedestrians, look at ways of separating the activities (eg different coloured surfaces) to increase pedestrian safety and acceptance of dual use routes.</p>
Ricky Andrews	671	Bridge Road, Oulton Broad railway crossing	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.	Can the existing pedestrian footpath be modified/widened to accept cycles as well as pedestrians?

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Robert Brockbank	384	Junction of the top (i.e. west end) of Market Hill and west-bound Seckford Street	Firstly, visibility from the top of Market Hill into west-bound Seckford Street is non-existent. One has to pull out across the junction to see if there is anything coming, and if there is, then there is little space for the oncoming vehicle. Secondly, vehicles coming up the south side of Market Hill and turning across the top of Market Hill cut the corner, right into the path of any cyclist waiting to turn right into Seckford Street.	Make the Market Hill a one-way street all the way round, clockwise. This will clear the problem completely.
Robert Brockbank	385	Junction of the top (west end) of Market Hill and the east side	Cyclists going north along the top of Market Hill and wanting to turn east down the side of the Shire Hall have no visibility of oncoming traffic coming down Theatre Street, and so have to pull out to look, into the path of any oncoming vehicle. As vehicle exiting from the top of Angel Lane tend to cause vehicles travelling down Theatre Street to pull out, this means these vehicles are already on the wrong side of the road when they meet the Market Hill junction, thus compounding the problem.	Make the Market Hill a one-way street all the way round, clockwise. This will allow cyclists to get into the right hand lane at the top of Market Hill and have greater visibility up Theatre Street. This will clear the problem completely.
Robert Holder	60	Gorleston Road (as an example)	The cycle lanes throughout Lowestoft all need repainting.	Paint plus workers
Robert Willers	401	Mill Lane Campsea Ashe	Narrow road, high hedges, no footpaths, heavy traffic from agriculture	Mark as unsuitable for cyclists/walkers
Robin Biddle	545	Kirton Road, parallel to A14, Trimley St Martin. Unlit country road.	Trees growing to road edge, leaving no walking space, also forces cyclists out further out into traffic The verges have been mown, but under the trees	Cut back trees as far as ensibly possible
Robin Leonard Sanders	376	Footpath 10 coming from Old Martlesham to the roundabout to the Duke of York pub at	There is a poorly maintained and overgrown footpath that goes right from Footpath 10 and crosses the B1438 close to the roundabout to	With a more easterly crossing of the B1438 and upgrading this route would provide a safe footpath to Woodbridge from Old Martlesham and could be widened for cycle use as well.

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		Ipswich Road/Barrack Road junction.	continue along to the north side of the B1438 to the Duke of York.	
Robin Leonard Sanders	377	Just east of the Seckford Hall roundabout ((A12/B1438)	Footpath 10 from Martlesham crosses the A12 here on a derestricted section of dual carriageway with no marking or warning for drivers of the crossing - extremely dangerous as unsighted for southbound drivers on the A12 until they accelerate west out of the roundabout. On the north side it also connects with a poorly maintained footway up to the B1079/A12 roundabout.	Install a pedestrian control traffic light crossing as per the current footpath crossing the A14 just west of the Dock spur roundabout outside Felixstowe. Upgrade the path up to the B1079/A12 roundabout to pedestrian and cycleway.
robyn Marshall	405	The cycle access at Bloodmoor Road bridge	No cycling access from under the footbridge onto the cycle path. To use a cycle you need to either carry up steps to access or ride cycle over bridge to other side of the road which does not have a cycle path.	Place cycle path from Dale End area of estate on the cycle path of A12 which will take children to Pakefield High School Main entrance. Or place cycle path alongside A12 on School side of the road. Children walk to school because the only other cycle rout is from Bloodmoor roundabout which when coming from the Dales housing estate doubles the journey
Rodney Gibson	290	The service road/cycle lane that runs the southern length of Main Road A1214 along the settlement boundary of Kesgrave.	The cycle path was created from a service road with pedestrian access to shared cycle use. Due to neglect it is unfit for purpose and is dangerous and therefore unused. The surface is poor and the many side roads are hazardous. Cars frequently drive straight out over the cycle path exiting shops/garages. Give Way signs have worn away or are non-existent. Cars park on it (esp near shops and school) again making the case for cyclists to choose the main road.	This is a golden opportunity to do something to put cycling and walking at the centre of transport policy for the future while not actually preventing other road users having access. The land is there to be properly utilised and turned into a modern cycling freeway on a major through route into Ipswich. It needs real imagination and investment.
Rodney Gibson	291	Long Stropps Bridleway, Kesgrave	This is a 2.2km bridleway and walking route with rough surface cycle tracks. This could provide an opportunity for a major cycling through route path to Ipswich.	This is an opportunity to provide a cycling route along the length of Kesgrave which if coordinated with neighbouring villages could be part of a through route from Martlesham to Ipswich.

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Roger Waterfall	305	A12 from Marlesford Road to B1116 (NW side of A12)	To walk to Wickham Market from Marlesford requires several crossings of the A12. The path is often narrow and obstructed. A safe pedestrian and cycle way is required between Marlesford and Wickham Market. I'm sure many of the Council will have driven through Marlesford on the A12. Has anyone tried to walk from Bell Lane to the Framlingham Road (B1116)?	A combined cycle/pedestrian track is required from Marlesford Road to the B1116 roundabout. This should be away from the highway, on the NW side of the hedge.
Ros Jones	81	junction of felixstowe road with main road martlesham	whole of Felixstowe Road dangerous for cyclists due to excessive traffic and buses. road is narrow with narrow cycle lanes. Cyclists have to cycle down middle of the road alongside traffic queues as cars fill the cycle lanes. blind bends and heavy traffic mean many near misses. some collisions have happened with cars cutting in front of cyclists pushing them into the hedge. Turing right at the junction is dangerous for cyclists as cars sometimes pass the cyclist on the RH side during the turn.	Make this one way for cars and buses and make half the width of the road into 2 way cycle lanes. This would mean solving the congestion from the retail park onto the A12 to force traffic to use the bypass instead of running through here to Woodbridge and the A12. But you would need to allow 50cc mopeds through as they are restricted to 28 mph which is dangerous on a dual carriageway.
Ros Jones	82	alongside felixstowe roaad	when walking alongside this road on the footpath in or after rain pedestrians get soaked by cars spraying water from puddles. There is no where to get away from this and it can be significant. I carried shopping home along here one day and my shopping bag was drenched inside with puddle water and I had to throw away fresh bread and some fresh produce because of this.	make the road one way for cars and the other half of the road for cyclists and mopeds. The car lane could be furtherest away from the footpath.
Ros Jones	83	main road martlesham	lack of safe crossing places for elderly and vulnerable persons. The road down hill from Crown Point is heavily used (88000+ cars per week) and uphill has a high % of speeding traffic. No pedestrian crossing anywhere along	pedestrian crossing over Main Road near Black Tiles (upgrade the existing refuge ?) and another across junction with Felixstowe Road at Crown Point.

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			this road. There would also need to be pedestrian crossing across the junction of Felixstowe Rd by the fish shop to connect up a safe route to rural martlesham homes. blind man and his guide dog hit by car as he tried to cross main road downhill on 14 september 2020.	
Rose Westall	70	End of pier avenue (town end) Southwold	When walking to southwold from Reydon where I live with my young family it is very difficult and dangerous to the cross the road at pier avenue. Southwold is very busy with traffic making it very difficult to cross over, with or without a buggy and a toddler on a bike.	A pedestrian crossing or similar,.further up pier avenue for safety.
Rose Westall	71	Jermyns road, entire length	Jermyns road is a road with Reydon primary school just off it, it is very dangerous with fast traffic. My son rides his bike to school but I am fearful of the traffic and would appreciate some traffic calming measures, as in most areas with a school on/near the road	Traffic calming, 20 mph limit
S WJ Hodgkiss	262	Road between Martlesham and Woodbridge	Currently there is no continuous footpath between Martlesham village and the outskirts of Woodbridge Town. This leads to many unnecessary vehicle journeys as use of a car is the only safe way to move between the two centres, a distance that many would be happy to walk if a safe pedestrian route existed.	Provision of a footpath along those sections of the road that currently do not have a footpath.
S WJ Hodgkiss	263	The entirety of the Martlesham retail development.	There is no pedestrian walkways between the myriad of large shops on the new retail development at Martlesham. Whilst the lack of footpaths was acceptable when this was a mainly commercial area, the explosion of retail outlets and consequential increase in footfall has meant both pedestrians, cyclists and	Provision of a complete footpath network linking all the parking and shopping areas such that by parking anywhere within the retail park area you can walk to any of the retail stores without having to walk along a roadway, with safe crossing places provided where any paths ways cross the road network.



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			motorists are now at considerable risk as they move about this area.	
S WJ Hodgkiss	264	General consideration of the motorist as a part of the cycling and walking strategy	The growing positive bias in council policies and strategies towards walking and cycling seems at times to be bordering on a demonisation of all motorists. Any new initiatives should take into account Suffolks rural environment and the need for many people - including the aged or disabled - to make journeys that are not viable on foot or by cycle. These people and their needs do not seem to be given due consideration in some of the rushed often ill-conceived initiatives that are proposed.	<p>Ensure full and due consideration is given to all classes of road users when creating any schemes that seek to offer improvements to the built environment. Fulfilling the demands of any particular pressure group will undoubtedly lead to a less than optimum solution for the general populous who after all are the majority...</p> <p>In respects to all proposals there should be full consultation with all user groups prior to any initiative being taken forward, its especially important to reach out proactively to those who do not have the technical knowledge or access to the mainly internet focused mechanisms that currently form the backbone of the consultation process.</p>
Sally Adams	575	Between Corton Long Lane, Lowestoft, NR32 5, GBR going northwards to Hopton roundabout lack of cycle path/footpath	Cyclists/pedestrians/currently use the busy A47 or the bendy coast road B1385 which has no footpath. As a motorist I see the dangers of cyclists using this fast dual carriageway, even if they are entitled to, but people make bad choices. I have even seen a person in a mobility scooter using this road. Death wish. As a cyclist and pedestrian I use the coast road every time, but it is bendy, there is no footpath and it is a bus route.	It would be a great amenity and so much safer to have a cycle/footpath between Corton Long Lane, Lowestoft, NR32 5, GBR going northwards to link with the existing one at Hopton. It might help mobility scooter users too. Near the roundabout there would ideally have to be some kind of crossing point to link users into the existing track past St Margaret's Church, Hopton (grid ref: TG 5241 0004) on the old Lowestoft Road.
Sally Adams	576	The clifftop cycle path/footpath at Pakefield going from The Jolly Sailors. Pakefield Street, NR33 OJS, to Arbor Lane	It's rather narrow for the amount of users it gets, especially at weekends and peak holiday times. The path is used by pedestrians, dog walkers, people in mobility scooters and cyclists and there has to be a lot of give and take between them. It can be snail pace for cyclists.	Widening of the route and having a dedicated cycle path would make life a lot easier for all concerned and allow cyclist to make progress.

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Sally butcher	117	Morston Hall Road. Trimley	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.	Local residents of Morston hall road , bus and cycle lane only 20 mile an hour speed limit
sally louth	255	Wilford Bridge Melton	This is a dangerous road to cross for pedestrians using the footpaths either side of the river and also bad for cyclists too.	Slowing traffic down so pedestrians get a chance to cross the road ,or narrow the road to slow traffic down and widen the pavements which could then accommodate a bike lane.
sally louth	257	Grundisburgh road B1079 and Grove Road roundabout , close to garden centre	It is very difficult to cross the roundabout on foot or by bike to get from Woodbridge town to the garden centre and/or beyond. The pedestrian lights further up the A12 are not a direct route for pedestrians .Traffic does not always stop at these lights as it tends to speed up after the roundabout.	A better crossing for bikes and pedestrians , closer to the roundabout. Or reduced speed restrictions on this stretch of road between the roundabout and existing traffic lights
Sam McDonald	99	New road junction.	A very ill thought out cycle path. If coming towards the a146 down new road you have to cross over the road to get onto the cycle path. You have to look out for drivers turning right onto new road, and left onto new road. Visibility is poor to see if a driver is turning left off a146.	Extend cycle path up new road so you can get on it before the junction or a new path and crossing on the left of the road.
Sam McDonald	100	Roundabout A145	Poorly thought out cycle path for cyclist. Safest way to get onto the cycle path is heading south along the B1062. If heading north onto the roadabout from the a145, you have two choices head straight onto the B1062 then stop	If heading heading west along the cycle path to join traffic you have to cross over a busy road with limited visabilty from the left.  Dropped kirb to join cycle path on the a145. A middle

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			in the middle of the road to cross onto the cycle path. Or turn right onto the a145 heading east then get stuck on the road or hop up the kirb at the safest opportunity.	island on the b1062 to wait and cross in to rejoin to head north.
Samantha Coe	414	Access to Wickham Market Train Station in Campsea Ashe from Tunstall	Dangerous road for cyclists and walkers, pot holes are uneven surface on edge of road on Ashe Road, very sharp blind corners and road is regularly used by lorries. This means poor access for both cyclist and walkers to the train station. Public transport in this area is poor so access to the train station is vital for allowing people greener methods of transport.	The best solution would be cycle lanes and footpaths that allow direct access between Tunstall and Campsea Ashe or alternatively follow the road. Alternative solution would be improving Ashe Lane and adding protected cycle lanes.
Samantha Coe	415	Cycle access between Tunstall and Woodbridge	There is poor cycle access between Tunstall and Woodbridge the next proper sized town. The main road is busy, poorly lit and fast moving and not particularly safe for cyclists or walkers for that matter. Many people in villages have to rely on cars when proper cycle access may encourage people to be greener. There is also a lack of access to local schools in neighbouring villages and the high school in Woodbridge.	Dedicated cycle paths linking Woodbridge and Tunstall would be valuable as it would allow village residents access to the facilities of the town centre while reducing traffic in Woodbridge. It would also allows those in Woodbridge dedicated cycle lanes linking them to Tunstall forest. This would give more people in Woodbridge the chance to enjoy the countryside and forest. It could also provide safe access for children to go to school by cycling rather than car or bus.
Samantha Coe	416	Snape Road, Tunstall Footpaths	There is a big gap between the footpaths on Snape Road meaning walkers have to walk on a blind bend to get to the next footpath. There is currently a footpath to the forest between Walk Farm Road and Snape Road. The next footpath on Snape road is much further down the road and you have to walk round a blind bend. This is one of the quickest access points to the forest from the village for walkers.	The current right of way could be made into a t shape rather than an l shape allowing for 2 points of access in the field. Alternatively a path could be installed on Snape road.
Samantha Morley	123	Purdis Heath SSSI - Purdis Farm Lane at the junction with Purdis Avenue	New fences with stiles have been erected in the past few weeks along with a large gate across the wide path. It looks like the plan is to be able to close the gate to prevent any	Stiles should not be being installed on any footpath without also providing a gate big enough for a large wheelchair or mobility scooter. This applies to all areas.

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			vehicle/bike access but it's not clear whether there will be access for wheelchairs or buggies. We regularly use this path with a wheelchair buggy.	
Sandra Tricker	338	Junction of A12 and The Street, Darsham	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	<ol style="list-style-type: none"> <li>1. A signalised crossing for pedestrians and cyclists</li> <li>2. Lower speed limit on the road at this point</li> <li>3. Advance signs warning of cyclists and/or pedestrians crossing.</li> <li>4. Painting SLOW PEDESTRIANS/CYCLISTS CROSSING on the road in each direction.</li> <li>5. Install a speed camera at this location.</li> <li>6. Install a central refuge to allow the road to be crossed in two stages.</li> </ol>
Sandra Tricker	339	Cycle path alongside A14 dual carriageway near Morston Hall Road	Using this cycle path is unpleasant and very scary being so close to fast moving traffic on the A14 with NO crash barrier. I prefer to use Morston Hall Road but this is not wide enough for cars to pass cyclists.	Provide a cycle path adjacent to Morston Hall Road away from A14.
Sandra Tricker	340	End of Thurmans Lane, Trimley & Bridleway to Gulpher Road	The bridleway provides a safe link from Thurmans Lane to Gulpher Lane towards north Felixstowe and the ferry. The condition of the path is poor and rutted in places and becomes muddy.	Improve surface of the Bridleway
Sandra Tricker	341	NCN 51 link between Manor Road and the southern end of Promenade, Felixstowe.	The gravel surface of the link between Manor road and the promenade (part of NCN 51) is unsuitable for cycling. The surface is uneven and the gravel is deeper in places and difficult to ride through and could be dangerous for inexperienced cyclists, especially children. After rain there are a number of deepish puddles. This would certainly not be acceptable as a promoted cycle route in the Netherlands and	<p>Provide a suitable surface on one side of the path, clearly marked for cycles and on which car parking is banned.</p> <p>The promenade and path across Landguard Common provide one of the few offroad routes available for parents to introduce their children to cycling and this poorly surfaced link needs improvement.</p>

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			nor should it be in the UK! Parked cars can also obstruct the track.	
Sandra Tricker	345	Ferry Road to Felixstowe Ferry	This route is popular with cyclists and is part of the NCN with the ferry link across the River Deben. The C class road is quite narrow, twisting and tightly hemmed by the golf course on each side. It is quite scary being overtaken by close passing and relatively fast moving motorised traffic (cars have grown in size over the years).	A 20mph speed limit would be more appropriate for this road which forms a dead end for motor traffic. The road could be marked with cycle lanes each side and a central lane for motor vehicles with drivers having similar to Felixstowe Road between Anson Road and Main Road at Martlesham.
Sara Barratt	413	Cycle path/pavement along Tom Crisp Way into Lowestoft	Separate pedestrian and cycle ways. Dog walkers, people with children and prams/pushchairs etc have very different requirements from cyclists. This is particularly bad over the Bascule bridge which is marked as combined cycle path/pavement but not really suitable	Clearly mark the pedestrian and cycle parts separately. Consider adding dedicated cycle lane on the road where pavement can't be widened
Sara Barrett	789	See attached.	See attached.	See attached.
Sarah Barrett	108	A 12 cycle path from Kelsale to Hinton is not maintained and is largely therefore unsafe to use.	Both the surface and surrounding hedgerows etc are not maintained and the cycle path in many places isn't usable, so you have to cycle on the A12, which is often quite unpleasant on a bike among fast, heavy traffic	Maintain the cycle paths
Sarah Morrison	640	Enable footbridge to take cyclists so they do not use A14 Roundabout	The A14 Roundabout is perilous for cyclists - enable the footbridge to take cyclist and pedestrians safely	Widen foot bridge and encourage cyclists to use bridge rather than attempting the A14 Roundabout from Kirton to Trimley St Martin, cars need to slow down. This is where a number of accidents have taken place with cyclists.
Seamus Bennett	389	walkway/promenade from Cobbolds Pt to Felixstowe Ferry (especially from the Dip toilets northwards) .	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.	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.

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Seamus Bennett	442	Cycle path alongside A14 between Goslings Farm & Levington turn-off	cycle path surface quality is VERY poor throughout this stretch - very bumpy, strewn with debris, high risk of punctures. This increases temptation to ride along the parallel bus route (Morston Hall Road) which is fast and smooth, but not intended for cyclists and probably slightly dangerous and may cause delays for buses etc.	properly resurface (not just patch up) this fairly short stretch of cycle path, with a slight camber to keep surface clear of debris and standing water. Also trim back adjacent hedges. At same time consider widening the cycle path to allow two cycles to pass in opposite directions - there appears to be sufficient space for this, along most of the stretch at least.
Seamus Bennett	443	Mill Lane into town centre - lack of safe cycle route	there is no safe cycle route into town centre from the Coronation Park / Wesel Ave / Grange Road area - one of the most deprived areas of the town. Such areas have been shown to have far lower than average access to a private car. e.g. in poorest areas of Lowestoft up to 48% of households have no access to private car (2011 Census.)	create / build a high quality cycle route connecting Grange Farm / Coronation park area to town centre, potentially via Mill Lane. Due to the high prevalence of on-road parking on Mill Lane, it may be necessary to utilise the existing pavement(s) to allow shared or dual use between cyclists and pedestrians.
Seamus Bennett	651	from the Dip northwards to Felixstowe Ferry along sea wall/ promenade	to be consistent with Prom south of Cobbolds Point, allow cycling access as shared use with pedestrians along prom/sea wall north off Dip. This will mean children / families won't have to use fast section of Ferry Rd through golf course if they wish to get to Fx Ferry - a popular spot for families. Also, Fx Ferry as a dead end, has a traffic and parking congestion problem, which improved cycle access to the hamlet would help mitigate.	Give permission for considerate cycling, while maintaining pedestrian priority. Narrow stretch near Cliff car park may need widening or signs for cyclists to dismount for this short stretch.
Selena Levermore	434	Old railway line between Aldeburgh and Leiston	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.	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

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				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.
Selena Levermore	551	Old rail line running between Aldeburgh and Crown Farm, Lovers Lane, Leiston, Sizewell	Restore old rail line route from Aldeburgh to Leiston (Crown Farm junction) a hard surfaced cycle route for tourists. This could then be extended through to Southwold	Suffolk's own cinder track for cyclists. Smooth hard surface available to all and not just hardcore 'off roaders'
Seth Bannister	611	Langer road safety issues for cyclists and pedestrians alike	Langer rd is a straight length of road with a primary school & playgroup located on it. Due to the lack of any speed restrictions, traffic calming or cycle lanes, children cycling to school & workers cycling to & from work at the port are at risk on this road. Drivers consistently speed leaving cyclists at risk and forced to use the paths. The school's Lollipop lady is in constant fear of speeding motorists. Residents are blighted by speeding cars & children travelling to school will be hurt.	The road should be a 20's plenty as a minimum!!! The safety of the children is most at risk. Most schools have this measure but Langer Academy on Langer road does not. Speed cameras should be installed or police monitoring increased. One side of the road has a wider pedestrian path than the other. It should become a mixed cycle/pedestrian path to aid children in their travel to school, this could then be connected to Langer Park's path via Marina Gardens to encourage walkers and cyclists to stay away from the dangerous roads and use the facilities on Langer Park which is looking to be improved by the council.
Seth Bannister	612	Felixstowe Promenade	Lack of continuation of cycling and walkway connecting Felixstowe to Old Felixstowe	The promenade should be continued for the full length of the coast line between Felixstowe and Old Felixstowe encouraging runners, walkers and cyclists.
Simon Daws	57	The whole of Sandy Lane from Old Martlesham to Woodbridge	There is currently no safe pedestrian access from Old Martlesham to Woodbridge. Would strongly recommend installing a footpath full length of Sandy Lane from Top Street Martlesham to Ipswich Rd Woodbridge.	
Sorrel Sweeney	144	Footpath	Students walking through Otley Bottom to Post Office are a road hazard and often cannot be easily seen. Would also encourage locals that work at the college to walk to work.	To encourage locals to walk to work and to provide safety for students who always walk to the post office, provide a footpath. This will get them off the road, and

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				reduce road hazards where traffic is fast through Otley bottom.
Southwold Town Council	673	Southwold Town Council	STC would like to support references that have been submitted already, namely: Refs: 333, 34 and 102 combined, and all references to the Coastal Path from north of the pier through Eastern Bavenes.	
Southwold Town Council	674	B1127 Lowestoft Road	The B1127, Lowestoft Road is particularly dangerous for walkers and cyclists and safety measures to improve the lot of each would be welcome.	
Southwold Town Council	675	Rear of St Felix School	A new cycle route from the rear of St. Felix School to Southwold is worthy of examination although there is no preferred route, per se.	
Southwold Town Council	676	East Suffolk	In seeking to improve the cycling and walking experience in East Suffolk the safety of each is paramount - from separating them from motorised transport to ensuring that mountain and trial bikes do not despoil the environment by increasing erosion.	The most essential aspect for me, from a cyclists' viewpoint, has a to be ensuring that no parking is allowed in any cycle lane; it's crazy and euphemistic! Any mitigation, by way of educating and persuading car users to reduce their dependence upon the motor car, would be welcome, even to the extent of escalating car parking charges, perhaps?
STC Cllr J Jeans	509	Reydon-Southwold cyclingpedestrian links	<ol style="list-style-type: none"> <li>1. The existing cycle lane Rt 31 goes over the bridge and stops before the most dangerous junction which is crossing into the Wrentham Rd.</li> <li>2. No safe cycle crossing point onto the Wangford Rd.</li> <li>3. No cycle route linking the proposed Copperfield Road development and the development proposed on land owned by the NHS around the surgery to Southwold.</li> <li>4. Cycle lane on the East and West sides of</li> </ol>	<p>Improve cycle crossing points to Wangford Road and Wrentham Road by extending marked cycle land and showing the cross point with signage giving cyclists &amp; pedestrians right of way.</p> <p>Create an unbroken foot path cum cycle path linking the new developments to Southwold via Keen Lane, the footpath from St Felix School to the Bund footpath on Botany Marsh through to the Blyth footpath leading to Station Rd and the Bailey Bridge. This would create a car-free linkage between the three parish/towns of the Southwold Ward. It would also benefit the proposed development on the St Felix playing fields. We would like to discuss this in more detail with you as this</p>



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			Mights Road has broken lines, creating risk to cyclists overtaking parked cars.	infrastructure improvement could have the greatest impact for cyclists and pedestrians. Distinguish cycle routes from car routes with unbroken lines to prevent parking. SCC should keep cycle lanes clear of debris and localised flooding from blocked drains.
STC Cllr J Jeans	511	Cycle Rt 31 between Beccles and Southwold in the area between Clay Common and A12	Road is in a poor condition and difficult to cycle on -- dropped drainage, etc. There is insufficient signage on the A12 that this is a cycle route crossing the A12.	Sign on north side of the A12 indicating designated cycle path crossing point. Modest repairs to the stretch of road identified above.
Stephen Denton	91	The Old Felixstowe Road is part of the national cycle network and is also a commuter route for cyclists between Woodbridge and the employment area at Martlesham	It is marked with cycle lanes on each side but they're far too narrow, especially at the north end where they're overgrown and there's a blind bend Some motorist assume that the lane markings means that it's safe to pass close to the lane marking, not so! It's 30 mph but there are no signs to remind users of this and although there are street lights - they're dim at night and scarcely visible during daytime. Spacing between some is too long to be legal indication of the 30mph limit.	1) clear out the over growth 2) remove the cycle lane markings and - they are more dangerous than having none 3) make the speed limit 20mph with proper signage to indicate this is a cycle route 4) improve to the lighting 5) ideally put chicanes in place to discourage motorist from using the route.  See also my separate comment re the Sandy Lane speed limit which is part of the same Cycle network Route
Stephen Denton	96	Sandy Lane between The Street and its junction with California north of the railway bridge	This is a derestricted section connecting two 30mph areas. It's part of the National Cycle Network serving commuters and businesses on Sandy Lane south of the railway. The Parish council has been asking for several years to have this made 30mph on safety grounds. Nothing has happened. To encourage sustainable transport this key part of the only viable cycle route between Woodbridge and Martlesham need be improved, as does the Old Felixstowe Road.	Make the section of Sandy Lane between The Street and California a 30mph area.  The attached satellite view gives a good impression of the number of business along that road.

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Stephen Mayhew	402	The whole of Byng Hall Road but particularly where it passes the houses up to the underpass of the A12	Concerns around visibility here particularly around the Public Rights of Way path that has its entrance/exit on the inside of the bend outside "Wayside", and the visibility along Byng Hall Road for both vehicles travelling in opposing directions and the pedestrians/cyclists/equestrian users. 2 speed roundels (outside Wayside & Woodcott) that have been consumed by the vegetation. The encroachment of the verge onto the carriageway on the eastern side of Byng Hall Road.	To complete the work highlighted from the site visit and then either introduce 20 mph speed limits or designate as a Quiet Lane
Stephen Mayhew	403	Spring Lane from the High Street to Lower Ufford	Single track road often used by pedestrians, cyclists and equestrians that is very tight with some blind bends. Danger of accidents with some of the aforementioned parties with vehicles. Often overgrown and often not able to drive down in a car without the vegetation coming in to contact with the vehicle	Vegetation control (cutting) and Categorise as a Quiet Lane
Stephen Mayhew	404	Lower road Ufford - the entire length.	Single track road often used by pedestrians, cyclists and equestrians that is often flooded and muddy.	Look at improving the drainage and because of the frequent use by pedestrians, cyclists and equestrians designate as a Quiet Lane.
Stephen Read	427	Felixstowe Road, Martlesham.	Ref 145 already reported	Totally agree with comments. Priority for Cyclists route is now dangerous due to volume of traffic. Needs to be one way with cycle lanes each side. Part of National Cycle Route 1 so should be a high priority.
Steve Barnes	35	Trimley St Martin	6 pathways leading to open countryside have been closed across the railway line. This hardly promotes improved walking and cycling access.	Reinstate those crossings where there is still only one track to cross so not making the pathways any less safe than before.
Steve Falvey	423	Exampler - Snape Maltings but applies to towns, villages and popular visitor locations.	Provide or assist businesses in providing sufficient good quality and secure cycle parking. These need to be in high footfall areas with	As above.

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			<p>CCTV and good lighting to discourage theft. Cycle lockers at station and other transport hubs would be ideal.</p> <p>Unless cyclist feel confident that there are good cycle parking facilities that are safe they just won't visit these places.</p>	
Steve Read	615	Carlton Marshes	<p>creating a safe cross-country cycle route between Oulton Broad and Norwich making use of the re-established ferry crossing of the River Waveney at Burgh St Peter and the ferry crossing of the River Yare at Reedham. This continues to be a high priority objective of the BLAF.</p>	<p>Within Suffolk the route could commence at Nicholas Everitt Park in Oulton Broad and following either Footpaths 15 or 14 westwards to the newly established Suffolk Wildlife Trust Centre at Carlton Marshes. At Carlton Marshes these FPs link into Bridleway No 4 which goes northwestwards towards the River Waveney. Some 500 metres from the River Waveney the route to the ferry follows FP No 10 which sits on top of the Floodbank.</p> <p>The use of Footpaths for cycling may require upgrading the status of the highways to Bridleways although it is understood that there are other options available to allow cyclist to use Footpaths.</p>
Steve Rogers (Originally submitted by email)	546	the Denes to Kessingland	<p>Great to see this subject being considered, particularly at a time when cycling &amp; walking are likely to play more important roles in all our lives.</p> <p>Being a keen cyclist, I've always been impressed with the amount of cycling paths and lanes but, understandably, a number of these were put in place probably decades ago and the town has changed around them.</p>	<p>The Third Crossing will obviously impact traffic volumes and flows, and hopefully be one factor in providing opportunities for improving cycling and walking paths, particularly where these can be provided alongside, rather than necessarily sharing, the same road as vehicles.</p> <p>In that respect, there could be an opportunity to join up, or create, a coastal cycle &amp; walking path, running from the Denes to Kessingland? That would potentially allow people to travel safely from one end of town to the other, mostly away from traffic. And something to support the promotion of the Sunrise Coast, too.</p>

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STEVEN BROWN	47	Between Nacton and Trimley	Lack of safe walk routes between Nacton and Trimley	use 1/2 of the Felixstowe road as a cycle track and walkway
STEVEN BROWN	543	Gaymer's Lane	A safer way to cycle to Trimley was via a path on to Gaymer's lane (then the new Bridle way ) from St Stennetts Close, (come up the Avenue) but someone has now blocked this.	removal of barrier
Stuart Pryce	542	Ellough Road between Cedar Drive, Worlingham and Ellough Industrial Estate	There is no direct walking/cycle route between Beccles/Worlingham and the major employment area of the Ellough Industrial Estate. The road is a 60MPH limit with bends and the brow of a hill which obscure vision. It's a significant diversion to avoid this section of road. Pedestrians currently use the verge and adjacent fields which is obviously exceptionally dangerous, especially in the dark. Cyclists suffer close passes as motorists frequently overtake only to encounter oncoming cars.	A shared use cycle and pedestrian path from Cedar Drive to the Industrial estate. Ideally this would continue through the estate, connecting residential areas with individual places of work in this major centre of employment. This path would also link up with the eastern end of the cycle/pedestrian path adjacent to the relief road, creating a traffic free circular recreation route for families/exercise etc.
Stuart Whayman	429	Walking path required along side Orford Road besides Woodbridge Rugby Club to provide safe walking from path between path emerging opposite from Eyke Road to track to Potter's Woodyard.	The Orford Road is a busy road with fast traffic and at times lorries. There is a path which links the Eyke and Orford Road's which emerges opposite the Club but to reach the path opposite one has to walk up the busy road side. This is far from safe.	Clear a passable footpath in the grass verge alongside the Rugby Club
Stuart Whayman	430	Orford Road opposite Bromeswell School Lane	There is no defined path from the bridle way over Woodbridge Golf Club to the Bus Stop. This is part of the Sandlings Way and yet is not a well defined path and is very dangerous given the speed of traffic on this busy road	A very short well defined path to connect the Sandlings way on the Bridleway over Woodbridge Golf Club to the bus stop opposite School Lane
Sue Barnard	187	Lowestoft High Street, south of A47 near petrol	The High Street has some interesting shops such as a zero waste shop, a bakers, Post Office, but the number of cycle racks there is	

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		garage and north of A47 near Artillery Way	extremely limited. It is a main route into Lowestoft from the wards of Gunton and St Margaret's and really should be better served with bike racks.	
Sue Barnard	188	Hopton to North Lowestoft lack of a cycle route either along the A47, the coast road from Corton to Hopton or on bits of the old railway line.	There is no dedicated cycle route from north Lowestoft to Gorleston or Yarmouth. There is a dedicated cycle path alongside the A47 in Norfolk, from Gorleston to Hopton, after that there is nothing. Cyclists either have to go along the busy A47 or the coast road, which has high hedges, sharp bends and adds distance to the journey. This road is used by tourists staying at facilities in Corton and Hopton, who are not used to tight bends and cyclists. It is a real health and safety issue.	The options are either a continuation of the cycle path alongside the A47 from Hopton to the Corton Long Lane roundabout and possibly a spur off to Oulton Broad or a dedicated cycle route alongside the coast road.
Sue Barnard	189	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	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.	Provide a cycle route northwards from the High Street that does not involve crossing 4 lanes of A47 traffic.
Sue Barnard	190	Lack of sufficient cycle racks in the pedestrianised London Road North	There are insufficient cycle racks in the main retail area of town. There should be significantly more to encourage people to cycle into town.	
Sue Barnard	191	Beccles Road to Suffolk Wildlife Trust's Carlton Marshes	There should be provision of cycle hire at Oulton Broad South railway station for visitors to the Carlton Marshes reserve who arrive by	Either a dedicated cycle route by the Angles Way route from the reserve to Oulton Broad or a dedicated cycle route along Beccles Road.

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			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.	
Sue Barnard	244	Slip roads gap beside A47,	Purposefully blocked footpath and cycle path that has been in use for a minimum of 40 years. The access between the slip road from Gunton Church Lane going north west has been blocked by Heras fencing, soil and twigs, even though there are 2 concrete bollards denoting where there is access. The blocking of this path, means that cyclists and pedestrians, including school children now have to go on to a very narrow path beside the A47. This does not fit with the active travel policy.	Unblocking of the gap to allow access and so maintain active travel away from the narrow A47 and narrow paths to the side of this road that are often overgrown with vegetation that narrows them further.
Sue Barnard	245	At the end of the sea wall, at the end of Hamilton Road by the Onward.	Only steep step access, which is very steep, at the end of the sea wall, which is supposed to be part of the national coastal path. Bicycles using the sea wall to gain access to and from the town have to cycle through an industrial estate to Ness Point to get to the sea wall. It is near impossible to get a bike up these steps by yourself.	A ramp would be ideal for cyclists and pedestrians, including those who have mobility difficulties.
Sue Ford	352	Part of the Sandling walk, from Blaxhall to Snape on the busy Snape road (B1069)	Part of the Sandling walk that goes from Blaxhall to Snape is signposted down the busy Snape road with no footpath option. Very unsafe to walk or cycle to Snape Maltings down this stretch	There is a wide overgrown banking on one side of the road which could maybe be removed to make a footpath/cycle lane. If possible, a path from Blaxhall Common through the woods joining up with this would also be advantageous instead of walking the road into Blaxhall too.
Sue Hall	627	Sandy Lane	This is a key desire line for cyclists between Ipswich - Kesgrave - Woodbridge. There really isn't any other choice for on-road cycling. The A12 is even more dangerous for cycling and so is the "hairpin bend" route going through old	Please can Sandy Lane be closed off to motor vehicles part way along this route as motorists have an alternative through route they could use instead of using Sandy Lane. Please can it also be made a 20mph zone which would make it safer for pedestrians/walkers (e.g.

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			Martlesham. But Sandy Lane is unsafe and unattractive to use due to motorists - including van drivers - trying to squeeze past at speed. A particular area of concern is under the railway bridge where the road is narrow and turns sharply and cyclists get squeezed.	it's a leisure route for those walking along the riverside area, walking a circuit). A reduced speed limit would also help those of us who struggle to get back up the hill at the Woodbridge end and of Sandy Lane and sometimes walk with our bikes!
Sue Hall	628	The A1214 between Ipswich and the A12 junction and the cycle footways alongside the A1214 that's used for Kesgrave High School access	1) The A1214 between Ipswich and the A12 junction is a key route for everyday transport cycling but is congested/polluted and on-road improvements are needed. 2) The design of the cycle/footways by Kesgrave Fisheries and Kesgrave High School are not fit for purpose and also need repair/resurfacing 3) Damage to the cycle/footways is exacerbated by vehicles driving and parking on them and vehicles also cause obstructions 4) The side road cycle priority crossings have also deteriorated.	1) Make the whole of the A1214 between Ipswich and the A12 junction a 20mph zone with priority for cyclists. It runs past a school and residential housing and lower speeds would make it safer /more attractive for cyclists/pedestrians 2) Widen the road across Rushmere Heath to create dedicated cycle lanes on either side, separated from the footway. And plant Oak/Birch etc trees along the Heath edge 3) Turn the sections of shared cycle footway by Kesgrave Fisheries, Kesgrave High School etc into wide attractive pedestrian-only routes - they are too narrow /dangerous for shared use by cycles/pedestrians/mobility scooters/wheelchairs/buggies 4) Where space allows e.g. by KHS the new pedestrian-only route could be designed and built as a wide and pleasant tree-lined boulevard to accommodate the very high level of foot traffic at school times including buggies, dogs etc. Trees would also help soak up some of the traffic pollution and help improve health, the environment and visual amenity.
Sue Hall	629	A1214 Kesgrave especially its junction with Bell Lane and the section up to All Saints Church and Ropes Drive West roundabout and in the other direction going to Heath Road roundabout	1) The cycle/footway is too narrow on south side of A1214 and at Bell Lane junction and is heavily used for walking and cycling to/from Kesgrave High School 2) There is no pedestrian crossing of the A1214 and this is needed to enable people to cross the road from All Saints Church to access the Cemetery, Carpet Cuts and the bus stop 3) High level of air pollution by The Bell caused by traffic congestion and	Redesign A1214 corridor as safe and attractive for people to walk, cycle and use a bus. Helps address the climate emergency and public health crisis (reduces NHS burden if people can choose active travel). Make the A1214 a priority route for cyclists, buses and disabled users who need to use thier cars. It's a key bus route and First Bus have previously asked for improvements to A1214. In return, ask them - with support from local councils/central government funding - to offer free bus

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			queuing here which creates health risks for everyone- especially car drivers and occupants	use for a month (+ ongoing offers) to persuade people out of cars e.g. The Park and Ride bus service is excellent but few people have tried it. More bus use = less single occupancy car use +less congestion and pollution. Turn A1214 into a 20mph road to encourage cycling, offer free cycle training and bike repairs locally. Redesign the cycle/footway on the south side of A1214 as a pedestrian-only route with pedestrian crossing of A1214 and ped/cycle/bus friendly redesign of the Bell Lane/a1214 junction.
Sue Hall	630	A1214 junction with Bent Lane and Linksfield	1) Pedestrians find it difficult to cross the A1214 here - there are lots of people including dog walkers going to and from Rushmere Heath. There are also people trying to cross here to access the bus stops. 2) Cyclists find it difficult to turn right into Bent Lane (if travelling from the Woodbridge direction). Turning right into Bent Lane involves sitting in the middle of the road waiting for a gap in the oncoming traffic. Feels very unsafe.	Some redesign of the junction to slow traffic down and enable people to cross the road/enable cyclists to turn right into Bent Lane. Perhaps a toucan crossing? It's not enough to put in a right turn lane and traffic islands as experience at the A1214 / Cambridge Road junction and A1214 / Edmonton Road junction indicates that motorists rarely give way and you can wait in the middle of the road a very long time for a gap in the traffic. It feels unsafe. Some priority for cyclists and pedestrians would be welcome. They seem to always be at the bottom of the pile.
Sue Hall	631	A1214 across Rushmere Heath	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.	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



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				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?
Sue Hall	632	Playford Road between junction with Bent Lane and Hall Road and along Martlesham Road	High traffic speeds. Feels very dangerous to cycle along Playford Road. Also drivers often play chicken - overtaking me on my bike when there is oncoming traffic and they cut in front of me. There have been far too many near misses... It must be terrifying for the oncoming cars too.	I am very impressed with the recently installed speed cushions further down Playford Road between Humber Doucy Lane and Bent Lane. A big thank you to whoever initiated/funded/implemented these. There is just enough space between the cushion and side of the road for cyclists to pass and the cushions are successful in slowing traffic speeds. Also, the new mini-roundabout by Bent Lane /The Street /Playford Rd seems to have helped slow traffic speeds too. Can speed cushions be installed all the way along Playford Road and Martlesham Rd please? It is a key cycling route, but too terrifying for many people to use. And lower speed limits would hopefully benefit pedestrians too?
Sue Kershaw	613	Lowestoft Promenade	I read there are several items on the agenda for safety, need and encouragement for even more cycle lanes to be improved, eg new lines to be re painted along the promenade. Surely this is such an easy task, low cost and needs no consolidation, as the cycle lane is already in use?	So, I ask this is to be given priority, after all there is no money issue, as I also researched the funding that central Government had given to you, I believe the sum of three million, this was to spend to fast track for cycle corridors, in the wake of the Covid 19.
Sue Kershaw	614	Pakefield High School (opposite)	My last request, for the spending of the money given to Lowestoft, for the high demand and in identifying the NEED for a new cycle lane opposite Pakefield High School, NR337AQ.  I travel on London Road frequently, either on my bike, walking or by my car. Last Thursday afternoon, when the student	I can see from your plans that Arbour Lane, MAY be improved?  Look at taking this new cycle lane from Mc Donald's roundabout to Pakefield road and connects to the existing track along the promenade.  There are over three hundred students at this school, the

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			were finishing school, I witnessed a child stumble into the road, he was very lucky not to be injured.	new safety improvements need to happen promptly.  The safety of everyone in that area should not purely be down to luck.
Suffolk County Council	680	East Suffolk	See attached.	See attached.
Suffolk County Council	798	East Suffolk	The County Council supports the underlying sustainable aims and objectives of the emerging Strategy and would suggest that engagement is made with neighbouring authorities in Norfolk (i.e. Great Yarmouth Borough Council and Norfolk County Council) to ensure that the maximum benefits can be made through cross-boundary working in respect of cycling and walking routes to Norfolk Settlements.	
Susan Harvey	572	Kirton Village Green to Reeve Lodge Trimley St Martin	Trimley St Martin Primary School is being moved from its present position on Kirton Rd Trimley to a piece of land by Reeve Lodge SCLP 12.65. This school is attended by children from Kirton many of whom do not have cars. There needs to be a safe segregated cycle path from Kirton to the new site.	The land opposite Kirton Village Green is owned by Trinity College as is the land where the new school is to be built. If land could be acquired from Kirton Green crossing Croft Lane and beyond it would be possible to put in a new segregated cycle path virtually up to the existing footbridge over the A14. There is a wide footpath past Roselea Nursery which could easily be increased in width. The path would then link into Old Kirton Road. There would have to be some kind of crossing to get children to the new school over Many adults cycle over the footbridge as a means to get to Felixstowe. This could be a very valuable route to decrease road traffic and meet East Suffolk's climate change Greener agenda. It also connects to other major cycle routes in the area.
Susan Harvey	573	SCLP12.65 New Primary School	A new safe cycleway (preferably segregated) will be required to get Kirton and Falkenham Children to and from the new Primary School at	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

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			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.	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
Susan Steward	637	going from High Street north on A47 (towards Corton)	I have no idea what I am supposed to do at the top of the High Street on a bicycle. There is a cycle lane coming south but I do not want to use it going into on-coming traffic. There is confusion about what pavement cycling as sometimes marked and then disappears. I don't want to cycle on the A47 as it is too fast but there is no alternative but more importantly NO SIGNAGE at all. The DENES HIGH SCHOOL is on the A47 and currently no cycle path from south to allow pupils to cycle safely.	Proper cycle ways that are NOT on the road and NOT on the pavement. Cyclists need to be protected from traffic on A roads. A cycle way along the whole of the A47
Susan Steward	638	Kessingland + A12 going south	There is no cycle route at all. There is no way for cycles to travel safely along the A12. How do we even get to Benacre from Lowestoft? Why no cycle way along the A12?	Cycle way along the A12. At present no way of getting to Lowestoft until Kessingland is reached (and then it's not very good)
Susan Steward	639	Whole of Lowestoft	Cycle routes are good in the town of Lowestoft (compared to other UK cities/towns but NOT when compared with most of Europe). However there is NO WAY of getting OUT of LOWESTOFT to other places: Yarmouth unsafe, Southwold unsafe/non-existent; Beccles not great; Hadiscoe very unsafe and non-existent. How do people work in other places and commute by bike (or even public transport)?	You need to work with Highways and Norfolk. There is just no investment to go from place to another. Why not work with Sustrans? (who have pulled out of Suffolk because not enough funding). More strategic thinking about cycling as a mode of transport NOT just a Sunday jolly.

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Susan Stone	323	Easton, Suffolk	<p>The roads out of Easton to surrounding villages do not have pavements and the increasing through traffic in Easton, particularly at rush hour and during school run means it is increasingly unsafe to walk/cycle.</p> <p>Neither Wickham Market or Framlingham is far from Easton and would be easily walkable if it weren't for the danger of the roads. While it is not possible to provide pavements, I suggest that permissive paths on the edge of farmland could be instigated which link public rights of way.</p>	<p>Pursue a series of permissive paths on the edge of farmland that link the village with Wickham Market and Framlingham and public rights of way so providing a safe walking network in and around the village separated from roads. Such paths would not need to be wide - possibly only 1-2m wide and once created could be maintained by footfall.</p> <p>This idea is not applicable just to Easton it could be rolled out across many rural villages to encourage walking.</p>
Sylvia Atkinson	520	The Street, Kettleburgh	<p>It is a fairly well used road by all manner of vehicles. It is also a well used cycle route but alas not ideal for walkers as there is no path and no street lighting.</p> <p>I was saddened three weeks ago, whilst I was walking down the road in the early evening when I lost my footing and fell to the ground, sprained my ankle very badly and hurt my left knee and arm.</p> <p>I noted exactly where this happened and have attached photographs of the damaged road there and further unacceptable and unsafe areas.</p>	<p>Please try to address this road safety situation as a matter of urgency as I believe it is only a matter of time before a more serious incident could occur to cyclist and walkers alike.</p> <p>I know the government is encouraging more activity in these areas so safety has got to be the priority.</p>
Sylvia Robbins	428	Ellough road from college lane to the Industrial park	<p>No public footpath/ cycle path to link College lane to the Industrial Park. Many pedestrians use the grass verge to walk to work and this is clearly hazardous. There is a partial cycle path linking college lane to the A146roundabout but this needs to extend to the industrial park and also back towards Beccles as far as Cedar Drive</p>	<p>Convert the grass verge to a foot/ cycle path</p>

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Tamsin Anderson (originally submitted by email)	523	Ufford	Ufford residents are currently rather trapped in the village by busy roads and unable to safely leave the village for trips to school or the shops.  I'm part Danish and long to be able to use my bike instead of the car for school, shopping, etc, as my family do in Denmark. However with small children there's no way I'd venture onto the roads to Woodbirdge or Wickham Market. I hate how much I have to use the car.	I would love a cycle friendly route between Wickham Market and Woodbridge. It would enable so many children to get to school safely.
Terry & Elizabeth Smith	275	Pavement through Bredfield	Much of the "pavement" is now too broken or overgrown for safe walking, particularly for anyone with a buggy, a wheeled walker. or a wheelchair People are forced to walk in the road.	The "pavement" needs to be resurfaced and parts of it need to be remade.
The British Horse Society	790	See attached.	See attached.	See attached.
Tim Butler	77	Melton Rd Woodbridge.	Road surface is very bumpy/rutted for the length from Pythches Rd junction to near Dock Lane junction, causing cyclists to ride erratically.  This is a main through route for cyclists to the Suffolk Coastal region from Ipswich and surrounding areas.	Resurfacing
Todd Strehlow	417	Castle Street btw Double Street and Fore Street	Castle Street is one-way eastbound which reduces access to the town centre and church from estates on the east side of the town	Suggested contraflow cycle lane. There wouldn't be any loss of parking as the only parking currently is the widest section - there are two exit / queuing lanes and you only need one. West of Double Street may well be too narrow but not a problem as cycles can turn down Double Street which is 2-way
Todd Strehlow	477	B1078 / B1116 junction Lower Hacheston	Very limited pedestrian and no cycling facilities at the B1078 / B1116 junction. Bus stops for	Pedestrian island on SW arm of junction Secure cycle parking at bus stop (next to the shelter) Lay-by where cars can safely pull over and wait, if

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			the main no. 64 bus and also 963 school bus to Thomas Mills HS	collecting / dropping people Markings and dropped kerbs to facilitate segregated path between the bus stop and Station Road (the lane just next to the southbound slip road)
Todd Strehlow	643	Rendlesham / Ivy Lodge Road	Distance and highway conditions from Rendlesham to Wickham Market station. Currently cycling between the two involves navigating the roundabout at the N end of the village and a 60mph stretch of the B1069, then the full length of Ivy Lodge Road.	Providing pedestrian and cycle access on the estate road within Rendlesham Park / old estate, which would remove the most dangerous part of the journey and also reduce the distance by 25%. Most of the route exists, though may need a new access point from Ivy Lodge Road.
Todd Strehlow	650	lack of cycling facilities Framlingham - Parham - Hacheston - Wickham Market station	The B1116 is a very busy road, and parts have a national (60mph) speed limit. Some has 30/40mph but from Brick Lane to The Street in Parham there is no alternative. There is a back-lane route from Hacheston to Campsea via Marlesford but there is no safe crossing of the A12. A significant number of cyclists do use the A1116 but only fit and fast ones.	Re-create the Framingham branch railway line for walking and cycling. For much of the way from Framingham to Marlesford there are public footpaths paralleling the old railway alignment, or very near by. These could be diverted, through negotiation, and joined up to follow the track bed, and be reclassified as bridleway or cycle track. In the longer term the track bed could be acquired and the surface upgraded. As an extension - though more complex - path could be extended along the old freight railway line to Snape Maltings. There are very few truly traffic-free cycling facilities in this part of Suffolk (that are not muddy). This could develop into a fantastic and very well-used facility for leisure and other purposes.
Todd Strehlow	677	River Waveney, Beccles	Lack of cycle / walking access from Beccles towards Burgh St Peter, Aldby peninsula	acquire and restore the former railway bridge over the Waveney, that used to carry trains towards Haddiscoe. Work jointly with South Norfolk Council to create a walk/cycle way, and also protect the corridor for possible future rail service
Todd Strehlow	678	B1078 between Campsea Ashe and Five Ways / Lower Hacheston	very dangerous conditions for pedestrians and cyclists trying to access the key bus stops at Five Ways from Campsea Ashe	Pavement / footway-cycleway; some can be done as pavement adjacent to kerb (e.g., in front of houses and Lower Hacheston) some as segregated track parallel to the road, behind hedgerows

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Tony bibby	481	The high street and the A143 junction	We live between bungay and spexhall, we have no pathways at all, it would be fantastic to have a walkway or cycle path put in between bungay where we do our shopping and spexhall where our local public house is situated that we use for social events, I cycle but feel very unsafe riding on the main road as it is very dangerous, my partner has a mobility scooter that she could never use between these two points on the map, so we have to always use the car but would much rather use our cycle and scooter	Pathway or cycle lane from bungay to spexhall along the A143
Tony Cooper (originally submitted by email)	444	B1122 Abbey Road / Lovers Lane junction to Valley Road. All offroad.	Safe route, avoiding Abbey Road, bringing workers into Town. Legacy route for residents and tourists accessing Aldhurst and route onto Suffolk Coast Path. 3. Links to route 2 and on to all other proposed routes.	
Tony Cooper (originally submitted by email)	445	LOVERS LANE - VALLEY ROAD - ALLOTMENTS - EXITING AT SIZEWELL ROAD/KING GEORGES AVENUE.	Lovers Lane via EDF route. Close part of Valley Road to sewage works. Then on road via Valley Road to allotments. Then across allotments on FW and across private land to King George Avenue. Route 2b from allotments to High Street  Closure of Valley Road will facilitate safe route from camp site for construction workers. Legacy route for residents and tourists accessing Aldhurst and route onto Suffolk Coast Path to Aldeburgh via new tourist cycle route along the old railway line.	
Tony Cooper (originally submitted by email)	446	LOVERS LANE - SIZEWELL ROAD - KING GEORGES AVE - EXITING AT GRIMSEY ROAD	Sizewell Gap / Lovers Lane Junction Via King Georges Avenue to Sizewell Road / Grimsey Road junction. Off road cycleway on south side of King George Avenue as far as eastern	

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			entrance to Sports Field/Recreation ground. Then private tracks / footways behind houses. Links back to King George Avenue with off road cycleway on Sylvester Road.	
Tony Cooper (originally submitted by email)	447	CROWN FARM JUNCTION - NEW TOURIST ROUTE - GRIMSEY LANE EXITING AT LEISURE CENTRE	Sizewell Gap via track south to join Grimsey Lane. West via Grimsey Lane to the Leisure Centre. Off road (tracks) but on road from Leisure Centre along Red House Lane to Poppy Way. More direct cycle access for workers to the Leisure Centre. Legacy route for residents and tourists accessing new tourist route to Aldeburgh and route to Sizewell.	
Tony Cooper (originally submitted by email)	448	GRIMSEY ROAD (Sylvester Road?)- THROUGH TOWN CENTRE - CROSS STREET - VICTORY ROAD - WATERLOO AVENUE	King George Avenue / Sylvester Road junction via Sizewell Road, Cross Street and Victory Road (all on street) then via public footway to Waterloo Avenue (off road)  Main route through town linking east with west, avoiding busy/unsafe routes; Haylings Road, Park Hill and White Horse junction.	
Tony Cooper (originally submitted by email)	449	GOLDINGS LANE - ALDEBURGH ROAD - THROUGH TOWN CENTRE TO WHITE HORSE (WATERLOO AVENUE/STATION ROAD JUNCTION)	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.	
Tony Cooper (originally submitted by email)	450	ALDEBURGH ROAD - HOPKINS ESTATE - LEISURE CENTRE AND ALDE VALLEY ACADEMY	B1122 Aldeburgh Road via track to Daisy Drive, then on road via Foxglove End and Prevett Way to Red House Lane.	



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			<p>Safer route avoiding traffic in Red House Lane. Links to route 8</p>	
Tony Cooper (originally submitted by email)	451	ALDEBURGH ROAD - SEAWARD AVENUE - SYLVESTER ROAD	<p>Off road cycleway from Aldeburgh Road along Seaward Avenue to Sylvester Road. Then on road (contra flow) on Sylvester Road north to join route 3 south of Sizewell Road. Extension 7b on Seaward Avenue to Alde Valley Academy and route 8.</p> <p>Safe route to travel to Alde Valley Academy (Secondary School) and Avocet Academy (Primary School) avoiding Town centre.</p> <p>Important link for route from south to north of town for workers and residents/tourists.</p>	
Tony Cooper (originally submitted by email)	452	LEISURE CENTRE- ALDE VALLEY ACADEMY - AVOCET ACADEMY	<p>Route 3 south of King Georges Avenue across recreation ground and then via public footways to Red House Lane/ Linking to route 4</p> <p>Safe link between all three sites and access to all routes.</p>	
Tony Cooper (originally submitted by email)	453	WATERLOO AVENUE (CHURCH ROAD) - PATH BEHIND MASTERLORD ESTATE - BUCKTON PLACE	<p>Waterloo Avenue north on public footpath and then west across recreation ground to Harling Way.</p> <p>Safe route from west boundary into Town avoiding Waterloo Avenue and White Horse junction.</p>	
Tony Cooper (originally submitted by email)	454	WESTWARD HO (PEDESTRIAN RAILWAY CROSSING) - BUCKLESWOOD ROAD - ABBEY LANE	<p>Route 9 where it turns west to recreation ground along public footpath to Buckleswood Road then on road west along Buckleswood Road to Harrow Lane</p> <p>Links route 9 to route 1 from west of Town. Avoids single track, rat run route of Abbey Lane.</p>	

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Tony Cooper (originally submitted by email)	455	PATH AROUND VICTORY ROAD RECREATION GROUND TO BE UPGRADED	PATH AROUND VICTORY ROAD RECREATION GROUND TO BE UPGRADED	
Tony Cooper (originally submitted by email)	456	Abbey Lane	From B1122 Abbey Hill to Aldhust Farm  Off road cycleway to avoid narrow section of Abbey Lane	
Tony Neill	386	Cycle path outside Claremont Pier	Cyclists are asked to dismount for the short section passing the pier. I can see this may have been done for the safety of pedestrians, but think a warning to go slow and also for pedestrians to be aware of cyclist would be better.	
Tony Neill	387	Bridge	Cyclists and pedestrians share the path on both sides of the bridge. It's not very clear to pedestrians as they often give me abuse!	Better signs or separate lanes for bikes & pedestrians
Tony Neill	388	Peto Way heading towards Wickes	No cycle path on left of road so have to ride on the road. The cycle path on the other side is difficult to get to as you have to cross 2 lanes.	Cycle lane, or make it easier to get to lane on other side
Tracy Rogers	176	access to woodbridge from Melton for cyclists.	The towpath between Melton and Woodbridge is pedestrians only. The road between Melton and Woodbridge is getting increasingly busy with many more parked cars, hazards for cyclists. A cycle path next to the pedestrian footpath along the river, or one wide enough for both would make access to Woodbridge practical for cyclists, decreasing parking needs and increase shoppers. A proper cycle path on the road between Melton primary and the thoroughfare would be an improvement, if not ideal.	described above
Tricia Higgins	95	In and around Martlesham/Martlesha	Few, if any, footpaths are accessible for wheelchair users, which means that I cannot	Make more footpaths accessible for wheelchair users (and parents with prams/buggies) especially in local

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		m Heath and Woodbridge	accompany my friends and family when they go for walks. Shared footpaths with cyclists are a problem because often I can't hear cyclists coming from behind me, and they ride too close.	beauty spots Separate pedestrians from cyclists, or provide a barrier so that cyclists can't ride so close.
Trimley St Mary Parish Council	672	Extend the temporary 'mandatory' cycle lane through Walton and then through Trimley St Mary / Trimley St Martin	There are a couple of areas on this road that are pinch points and of particular danger to cyclists, not least outside the school entrance on the High road and near McColls shop. If there are no plans to re-paint or enhance the cycle lane provision in this area, are there any other plans to address road safety issues in these areas?	The Parish council are also keen to find out if there would be any funding available to introduce a mini roundabout at the High road / Station road junction. This would reduce speeding in the immediate area as well as improve the road junction.
Walberswick Parish Council	800	Walberswick	The Council strongly supports developing a cycling and walking strategy. We support putting in additional cycling and walking routes and increasing the level of maintenance that ESC and SCC spend on maintaining routes. Walberswick Parish Council has already objected to Sizewell C including that its construction period will make it impossible to cycle on the roads in and around the area as huge increases in traffic, HGVs and rat running will make roads busy and dangerous for cyclists and walkers.	Should Sizewell C go ahead, ESC should address this particular issue in the Cycling and Walking Strategy along with the ongoing work in the rest of the District.
Waldringfield Parish council	645	Footpath from Martlesham to Waldringfield along River Deben	The breach prevents walking between Woodbridge and Waldringfield without going on roads	Waldringfield Parish Council agrees that the footpath should be re-instated but disagrees that this should be done by mending the breach. We support the new inland footpath proposed by Natural England, and shown below:
Waldringfield Parish council	647	River Wall north of Waldringfield (Footpath 11)	There is a serious problem on the river wall footpath north of Waldringfield (FP11), where cycling damages the structure of the river wall	Barriers would be effective but are problematic because they make access for mobility vehicles difficult. Better signage might help.

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			and could eventually result in a breach. No cycling signs are regularly ignored by cyclists.	
Waldringfield Parish Council	648	Waldringfield (Ref 409)	Waldringfield Parish council agrees with this, except that we do not support compelling pubs such as the Maybush to provide toilets – encouragement is far better. The absence of public toilets leaves walkers with little choice if they are ‘caught out’, resulting in health hazards as well as being offensive and off-putting.	A public toilet in the Maybush car park. There should also be far more litter bins at the start and end of public footpaths.
Waldringfield Parish council	649	Bridleway from Waldringfield to the Waldringfield Heath crossroads (FPs 24 & 29)	When the Brightwell Lakes development is completed there will be far more people using this route to/from Waldringfield. When the new school is operational, pupils are likely to cycle from Waldringfield to it every day. The bridleway seems to end at the crossroads, where there is no choice but to use the road. In fact FP35 is a bridleway, but isn’t signposted as such, and is very narrow, and where it crosses the Ipswich Rd (turning into FPs 27, 8 & 34) is dangerous and also poorly signposted.	Widen FP35, improve the signposting, and provide proper road crossing facilities for cyclists so that the route FPs 24-29-35-27-34/8 can be cycled with minimal interaction with road traffic. (There is currently no signpost at the crossroads end of FP29)
Waldringfield Parish Council	646	Footpaths in and around Waldringfield, and elsewhere throughout East Suffolk (Ref186)	Waldringfield Parish Council agrees with this. WPC has put up No Cycling signs on several footpath following complaints by residents, and most of these have been destroyed, presumably by cyclists.	
Waldringfield Parish Council (originally from email)	698	Bridleway from Waldringfield to the Waldringfield Heath crossroads (FPs 24 & 29)	When the Brightwell Lakes development is completed there will be more people using this route to/from Waldringfield. When the new school is operational, pupils are likely to cycle from Waldringfield to the new school. The bridleway seems to end at the crossroads, where there is no choice but to use the road. In	Widen FP35, improve the signposting, and provide proper road crossing facilities for cyclists so that the route FPs 24-29-35-27-34/8 can be cycled with minimal interaction with road traffic. (There is currently no signpost at the crossroads end of FP29)

Respondent name	Comment ID	Where is the matter / improvement located?	What is the matter / improvement?	Please suggest a possible solution / improvement
			fact FP35 is a bridleway, but isn't signposted as such, and is very narrow, and where it crosses the Ipswich Rd (turning into FPs 27, 8 & 34) is dangerous and also poorly signposted.	
Waldringfield Parish Council (originally submitted by email)	692	footpath from Martlesham to Waldringfield along River Deben	<p>For context we have included the comments taken from the map, WPC's responses are labelled as 'our response'.</p> <p>For many years it has simply been accepted that part of the path was washed away by natural erosion, so the only way to walk to Waldringfield from Martlesham is along the road. This is shown by signposts at the access points to this section of footpath.</p>	Re-instating this footpath (by mending the breach at TM279461 or providing a diversion following the high-water mark) would provide a continuous off-road footpath route along the entire west bank of the Deben estuary, with several suitable entry/exit points. We agree that the footpath should be re-instated but disagree that this should be done by mending the breach. We support the new inland footpath proposed by Natural England, and see attached.
Waldringfield Parish Council (originally submitted by email)	694	Footpaths in and around Waldringfield, and elsewhere throughout East Suffolk	<p>With the rising popularity of cycling we seem to have lost respect for the differences between footpaths and bridleways. Cyclists seem to no longer acknowledge that footpaths are not for cycling along, making it potentially dangerous for walkers and causing damage to footpaths. In the same way that cyclists wish to see improvements to the road infrastructure to feel safe from vehicles we need to acknowledge that there are similar issues on footpaths...which are NOT rights of way for cyclists.</p>	<p>For context we have included the comments taken from the map, WPC's responses are labelled as 'our response'.</p> <p>A campaign of education about the differences between footpaths and bridleways coupled with improved signage and potentially sanctions for non compliance</p> <p>Our response: We agree with this. WPC has put up No Cycling signs on several footpath following complaints by residents, and most of these have been destroyed, presumably by cyclists.</p> <p>We also have a more serious problem on the river wall footpath north of Waldringfield (FP11), where cycling damages the structure of the river wall and could eventually result in a breach.</p>
Waldringfield Parish Council (originally	695	Waldringfield	For context we have included the comments taken from the map, WPC's responses are labelled as 'our response'.	For context we have included the comments taken from the map, WPC's responses are labelled as 'our response'. Our response: We agree with this, except that we do not

Respondent name	Comment ID	Where is the matter / improvement located?	What is the matter / improvement?	Please suggest a possible solution / improvement
submitted by email)			No WC accessible to the public walking or cycling in the area. It would get more people out walking and/or cycling if they could feel sure that they would be able to find WCs en route. Waldringfield is a classic example of a place in a prime location for walkers, but no toilets. This applies to most villages these days so Waldringfield is just one example.	support compelling pubs such as the Maybush to provide toilets – encouragement is far better. The absence of public toilets leaves walkers with little choice if they are ‘caught out’, resulting in health hazards as well as being offensive and off-putting. There should also be far more litter bins at the start and end of public footpaths.
Wendy Brooks	256	From Triangle market to top of High st. From Yarmouth Road to Yarmouth	There is no route that continues from the High St to the villages of Blundeston, Lound and Hopton. Lanes are faded and poorly maintained.	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.
Westerfield Parish Council	765	Church Lane and Lower Road	An East/West route, Church lane (unclassified) and Lower Road (C Class), is used by many vehicles as an alternative to busy roads across the North of Ipswich. This route in many places is only 5 metres wide and has no footpaths and no walkable verges while the peak hour flow of traffic has been measured at over 500 vehicles per hour.	
Westerfield Parish Council (originally submitted by email)	766	Westerfield footpaths	The Parish Council have sought to apply for definitive status for a number of footpaths that were known to be used by residents but in all cases access to these routes for a circular walk includes use walking along dangerous local roads.	
Westerfield Parish Council	767	Westerfield	The only recognition of cycling in the village is that a section of the East/West route from	

<b>Respondent name</b>	<b>Comment ID</b>	<b>Where is the matter / improvement located?</b>	<b>What is the matter / improvement?</b>	<b>Please suggest a possible solution / improvement</b>
(originally submitted by email)			Lower Road and Church Lane and then Moss Lane to Tuddenham is part of a Long-Distance Cycle Route.	
Westerfield Parish Council (originally submitted by email)	768	Section of track leaving the B1077 going west between Mill Farm and High Acre	Section of track leaving the B1077 going west between Mill Farm and High Acre, not on the definitive map but currently used as a footpath to be adopted as a public right of way to link with Footpath 18 (Fonnereau Way) as part of the Ipswich Garden Suburb and hence enable access to the proposed footbridge over the Railway line and the footpath towards Ipswich.	
Westerfield Parish Council (originally submitted by email)	769	Section of track leaving the B1077 going east and then passing under the two railway bridges	Section of track leaving the B1077 going east and then passing under the two railway bridges to be adopted as a public right of way to join with the network of routes passing Red House Farm within the Ipswich Garden suburb and giving access to Tuddenham Road. This would enable residents of Westerfield to gain access to Northgate High School and Northgate Sports Centre without having to use heavily trafficked roads.	
Westerfield Parish Council (originally submitted by email)	770	Lower Road, Westerfield	This road is unsuitable for cyclists and pedestrians due to the amount and the speed of traffic. This narrow road does not have footways or walkable verges and where the minimum width is 5 metres a drainage ditch is immediately adjacent only protected by reflective marker posts.	Although Speed indicators are present it is obvious that physical measures are needed to improve reduce traffic speeds and enable cyclists and pedestrians to use this road in safety. Consideration should be given to traffic management measures such as restricting vehicles to single lane working alongside pedestrian/cycling facilities and/or any other provision to decrease the number and speed of vehicles.
Westerfield Parish Council (originally submitted by email)	771	Church Lane, Westerfield	This road is unsuitable for cyclists and pedestrians due to the amount and the speed of traffic. This narrow road does not have footways or walkable verges and limited visibility is an additional hazard.	Although Speed indicators are present it is obvious that physical measures are needed to improve reduce traffic speeds and enable cyclists and pedestrians to use this road in safety. Consideration should be given to traffic management measures such as restricting vehicles to

Respondent name	Comment ID	Where is the matter / improvement located?	What is the matter / improvement?	Please suggest a possible solution / improvement
				single lane working alongside pedestrian/cycling facilities and/or any other provision to decrease the number and speed of vehicles.
Westerfield Parish Council (originally submitted by email)	772	Moss Lane	This road is single vehicle width and used by a large range of vehicles as a short cut. It is unsuitable as a rat run and should be closed to through traffic thus protecting cyclist and pedestrians. The SCC ROW Improvement Plan referred to possible classification as a Green Lane (Similar Comment to that already registered No478)	
Westerfield Parish Council (originally submitted by email)	773	B1077 near Westerfield Railway Station	Parked vehicles near the level crossing are a hazard to cyclists and pedestrians.	A solution is to work with Greater Anglia (re current usage) and Ipswich Borough Council as part of the Ipswich Garden suburb to provide facilities for off road parking.
Westerfield Parish Council (originally submitted by email)	774	Westerfield Railway Station and Greater Anglia	In order to make better use of rail services and reduce dependence of local residents on car travel there's a need for East Suffolk Line services to stop at Westerfield. In the past it has been possible to use this service to or from Woodbridge as part of a cycle ride or a ramble, in fact it's listed as an East Suffolk Line walk. Stopping trains on the East Suffolk line would therefore help to encourage walking and cycling while also eliminating car journeys and contributing to "Green" policies.	
Westerfield Parish Council (originally submitted by email)	775	Sandy Lane and Route of Bridleway (Westerfield ROW No 1) from Lower Road, Westerfield to Henley	It is suggested that this route could be upgraded to be suitable for all classes of cyclist. This would enable social/recreational links between the two villages to be enjoyed while not having to mix with fast moving traffic on roads with no footpaths or verges.	



Respondent name	Comment ID	Where is the matter / improvement located?	What is the matter / improvement?	Please suggest a possible solution / improvement
Westerfield Parish Council (originally submitted by email)	764	Main Road B1077	The Main Road B1077 connects Ipswich with Debenham and villages to the North of the County and for most of its length in there is frontage development and a 30mph Speed limit. A suitable width footway exists between the Railway Level Crossing and The Swan PH but northwards this footway is of inadequate width.	
Will Windell	512	Southwold High Street	Due to the large number of pedestrians using the narrow pavements, and the large number of cars going through the High Street, pedestrians are forced to walk in the roads, creating a safety hazard. Covid has accentuated an existing problem.	A large sign/banner. Go slow, make way for pedestrians in the road. Or some such language. Widen pavements Or other traffic calming measures
Yoxford Parish Council	679	N/A	See attached.	See attached.
Yvonne Smart	757	Convoy riding on highway	Although riding in large groups is no doubt a pleasant experience, riding in convey without occasionally pulling in to allow build up of traffic to pass does put riders at risk of car drivers taking chances to pass. I have on more than one occasion been stuck behind such a convey from Martlesham through to Woodbridge with little opportunity to pass. One has to be patient but as said, some car drivers may try and overtake inappropriately risking themselves and cyclist to injury.	
Yvonne Smart	758	Bent Hill, Felixstowe	Cyclist riding at speed down the middle of Bent Hill thus risking themselves, walkers and car drivers to injury. An accident waiting to happen (but should it wait?) Incidentally the same goes for skateboarders.	
Yvonne Smart	759	Hamilton Road shared space	Cycling one way, same as traffic, would help with safety of walkers especially the deaf and	

<b>Respondent name</b>	<b>Comment ID</b>	<b>Where is the matter / improvement located?</b>	<b>What is the matter / improvement?</b>	<b>Please suggest a possible solution / improvement</b>
			poor sighted. Cyclists/skateboarders play in this area.	
Yvonne Smart	760	Cycle lanes along highway	A white line separating cyclist from vehicles is not a safe option. Cars parked in cycle lanes requires cyclists to move around cars in the hope no one opens a car door as rider passes. I appreciate the solution is not an easy one but one has to be found if we are to encourage more cyclists to use network of roads. I personally have ceased cycling into Felixstowe from Trimley.	
Yvonne Smart	761	See attached documents - Stratton Hall	See attached documents	
Yvonne Smart	762	See attached documents	See attached documents	
Yvonne Smart	763	Cycling - general comments	See attached document. Points 2 to 5 are plotted on the map in the relevant area which relates to the matter.	

## Appendix 2: Initial and Draft Consultation Bodies

The following organisations and groups were consulted during the preparation of the Strategy

- Elected members
- Developers / landowners / agents
- Suffolk County Council
- Broads Authority
- Historic England
- Natural England
- Environment Agency
- Members of the public

### **Specific consultation bodies**

The Coal Authority

- Environment Agency
- English Heritage
- Marine Management Organisation
- Natural England
- Network Rail
- Highways Agency
- Suffolk County Council
- Parish and Town Councils within and adjoining East Suffolk
- Suffolk Constabulary
- Adjoining local planning authorities – Ipswich Borough Council, Mid Suffolk District Council, Babergh District Council, Great Yarmouth Borough Council, Broads Authority, South Norfolk District Council
- Anglian Water
- Essex and Suffolk Water
- Homes England
- Electronic communication companies who own or control apparatus in the Suffolk Coastal District
- Relevant gas and electricity companies
- NHS England
- Ipswich and East Suffolk Clinical Commissioning Group
- Great Yarmouth and Waveney Clinical Commissioning Group

### **General consultation bodies**

- Voluntary bodies some or all of whose activities benefit any part of the District
- Bodies which represent the interests of different racial, ethnic or national groups in the District
- Bodies which represent the interests of different religious groups in the District
- Bodies which represent the interests of disabled persons in the District
- Bodies which represent the interests of persons carrying on business in the District
- Bodies which represent the interests of environmental groups in the District

### **Other individuals and organisations**

Includes local businesses, individuals, local organisations and groups, planning agents, developers, landowners, residents and others on the Local Plan mailing list.

## Appendix 3: Initial Consultation Promotion Material

Twitter – 19<sup>th</sup> October 2020

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@EastSuffolk

We want to make it safer & easier for people to cycle & walk to school, work or just for fun.

Have your say on what could be improved for cyclists & pedestrians in East Suffolk - we'd also like your ideas on how to encourage more people to cycle & walk:  
[eastsuffolk.gov.uk/news/comments-...](https://eastsuffolk.gov.uk/news/comments-...)



 You

2:34 PM · Oct 19, 2020 · Twitter Web App

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Twitter – 16<sup>th</sup> November 2020

← **Tweet**

 **East Suffolk Council Planning**  
@eastsuffolkplan

The consultation for the East Suffolk Cycling and Walking Strategy is currently underway. Only 3 weeks remain to submit comments before the consultation ends on Monday 7th December 2020.  
[eastsuffolk.maps.arcgis.com/apps/webappvie...](https://eastsuffolk.maps.arcgis.com/apps/webappvie...)



**HOW CAN WE IMPROVE CYCLING & WALKING?**

Consultation period  
19 October to 07 December 2020

**What are we doing?**

East Suffolk Council is at the early stages of preparing a Cycling and Walking Strategy to help make cycling and walking in East Suffolk, whether for work, school or leisure, more convenient and more desirable.

With your input, we can improve the cycling and walking experience in East Suffolk.

**How can you get involved?**

- HIGHLIGHT ISSUES**  
Help identify cycling and walking infrastructure matters in East Suffolk which you think could be improved
- SUGGEST SOLUTIONS**  
Let us know solutions that could help encourage more people to cycle and walk
- INTERACTIVE MAP**  
An online map shows opportunities and potential solutions raised by other users

Find out more and give your views:  
[www.eastsuffolk.gov.uk/planningpolicy](http://www.eastsuffolk.gov.uk/planningpolicy)

Alternatively, please send ideas to:  
East Suffolk Council, Planning Policy & Delivery Team, Riverside, 4 Canning Road, Lowestoft, Suffolk NR33 0EQ

📧 [planningpolicy@eastsuffolk.gov.uk](mailto:planningpolicy@eastsuffolk.gov.uk)  
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Consultation Poster



Consultation period  
19 October to 07 December 2020

# HOW CAN WE IMPROVE CYCLING & WALKING?

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planningpolicy](http://www.eastsuffolk.gov.uk/planningpolicy)

Alternatively, please send ideas to:  
East Suffolk Council, Planning Policy &  
Delivery Team, Riverside, 4 Canning Road,  
Lowestoft, Suffolk NR33 0EQ

## How can you get involved?



### HIGHLIGHT ISSUES

Help identify cycling and walking infrastructure matters in East Suffolk which you think could be improved



### SUGGEST SOLUTIONS

Let us know solutions that could help encourage more people to cycle and walk



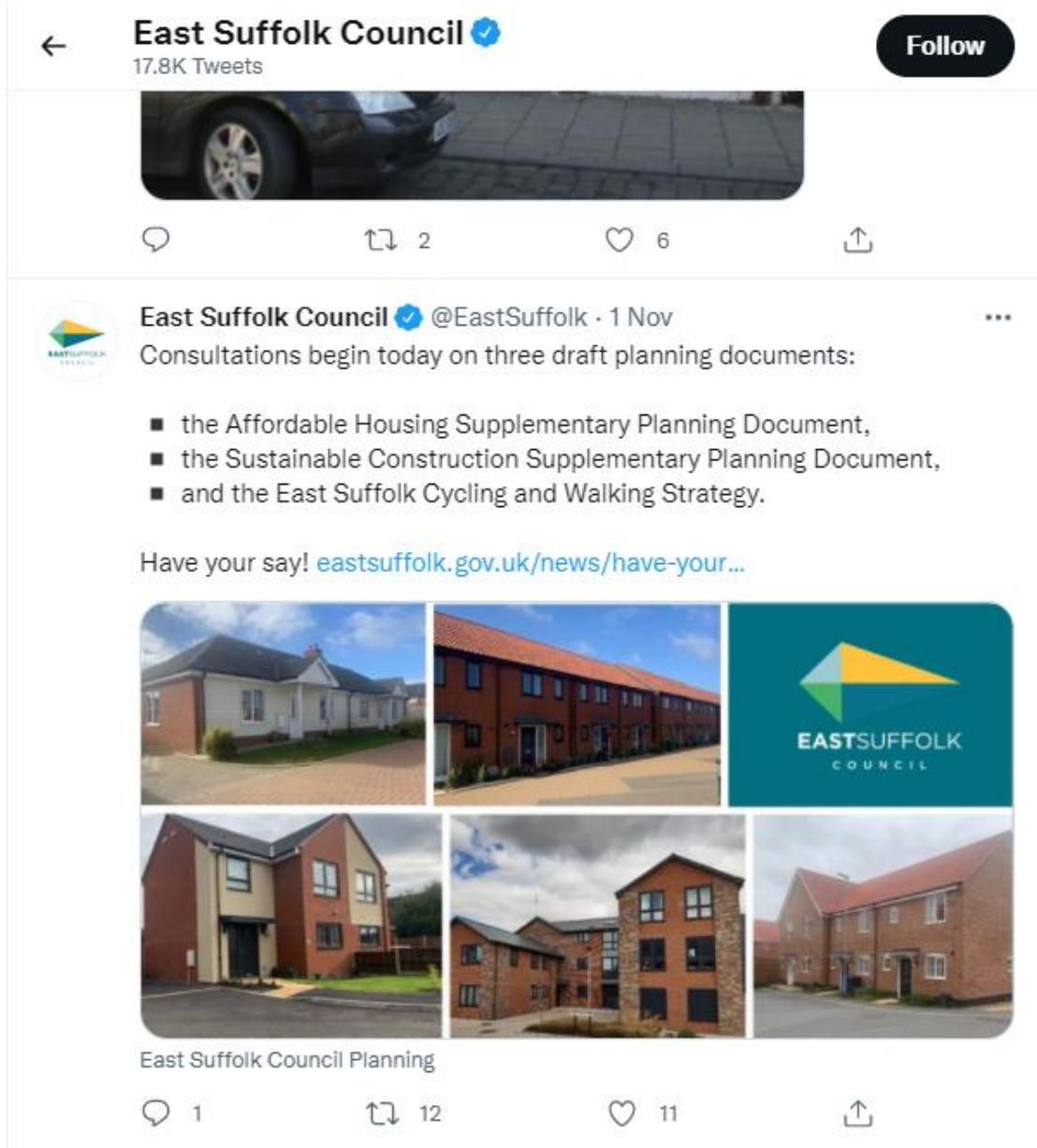
### INTERACTIVE MAP


An online map shows opportunities and potential solutions raised by other users


[planningpolicy@eastsuffolk.gov.uk](mailto:planningpolicy@eastsuffolk.gov.uk)  
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## Appendix 4: Draft Consultation Promotion Material




Twitter – 1<sup>st</sup> November 2021



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Consultations begin today on three draft planning documents:

- the Affordable Housing Supplementary Planning Document,
- the Sustainable Construction Supplementary Planning Document,
- and the East Suffolk Cycling and Walking Strategy.

Have your say! [eastsuffolk.gov.uk/news/have-your...](https://eastsuffolk.gov.uk/news/have-your...)



East Suffolk Council Planning

 1  12  11 



Twitter – 22<sup>nd</sup> November 2021



East Suffolk Council  @EastSuffolk · Nov 22



There's still time to have your say on the draft East Suffolk Cycling and Walking Strategy!

The consultation is open for responses until 5pm on 10 January 2022:  
[eastsuffolk.gov.uk/planning/plann...](https://eastsuffolk.gov.uk/planning/plann...)



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Facebook – 24<sup>th</sup> November 2021



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2 mins · 🌐

Have your say! 🗨️

Consultations on three draft planning documents are still open. You can comment on:

- the Affordable Housing Supplementary Planning Document,
- the Sustainable Construction Supplementary Planning Document,
- and the East Suffolk Cycling and Walking Strategy.

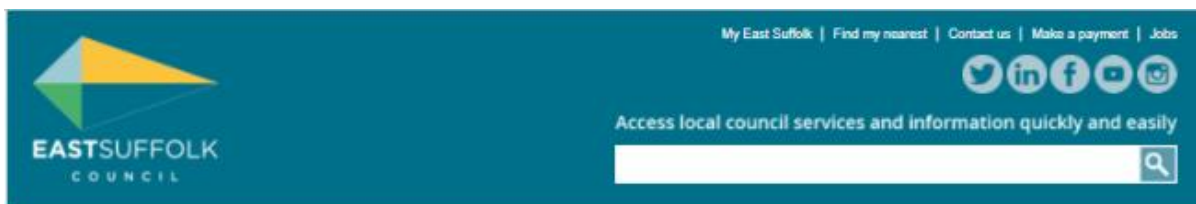
View the documents and comment at  
<https://www.eastsuffolk.gov.uk/.../planning-policy-consultat.../>



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## Press Release – 1<sup>st</sup> November 2021



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Home > News > Have your say on draft planning documents

### Have your say on draft planning documents

Posted by on 1 November 2021 | Comments

Tags: [planning](#), [cycling](#), [environment](#)

East Suffolk residents are invited to have their say on three new planning documents covering affordable housing, sustainable construction and cycling and walking.

Consultations on three draft documents have launched today (Monday 1 November):

- the draft Affordable Housing Supplementary Planning Document
- the draft Sustainable Construction Supplementary Planning Document
- and the draft East Suffolk Cycling and Walking Strategy.

The Affordable Housing Supplementary Planning Document (SPD) will provide guidance on the implementation of East Suffolk Council's affordable housing planning policies. The draft SPD covers a range of matters including types of affordable housing, identifying an appropriate mix of affordable housing, the design of affordable housing, legal agreements, carrying out local housing need assessments and making planning applications.

**This consultation is now closed.**

The Sustainable Construction Supplementary Planning Document (SPD) will provide guidance on the Council's planning policies on sustainable construction, including guidance on a range of topics relating to the construction of environmentally sustainable buildings. Examples include increasing water efficiency in buildings, increasing energy efficiency and reducing carbon emissions from buildings, use of responsibly sourced and renewable materials, reducing construction waste, orienting buildings for solar gain, and using green infrastructure to increase biodiversity.

**This consultation is now closed.**

The draft East Suffolk Cycling and Walking Strategy provides a district-wide shortlist of cycling and walking infrastructure opportunities. The strategy aims to encourage greater use of sustainable forms of transport, reduce contributions to climate change, support the growth of the tourism industry, and to improve the health and wellbeing of residents by ensuring more trips to work, school, leisure, day-to-day errands, or public transport hubs, such as train stations or park and ride sites, are accessible by bike or on foot. Once adopted, this strategy will replace the Waveney Cycle Strategy (2016) and will cover the whole of the district.

Cllr David Ritchie, Cabinet Member for Planning and Coastal Management said: "We want to increase the opportunities for people to walk and cycle safely around the district, reducing reliance on vehicles, improving the environment, and benefiting people's health. Our Cycling and Walking Strategy sets out ways we can do this, and we would welcome any feedback on this and on the Supplementary Planning Documents which will enable us to make decisions on future developments."

**This consultation is now closed.**





Consultation Poster



# Have your say

## Draft Sustainable Construction Supplementary Planning Document

## Draft Affordable Housing Supplementary Planning Document

Consultation period  
1<sup>st</sup> November to 5pm 13<sup>th</sup> December 2021

## Draft Cycling and Walking Strategy

Consultation period  
1<sup>st</sup> November 2021 to 5pm 10<sup>th</sup> January 2022

### What are we doing?

East Suffolk Council is in the process of preparing a new Sustainable Construction Supplementary Planning Document and a new Affordable Housing Supplementary Planning Document which will provide guidance to support the Council's planning policies on these matters.

We are also preparing a Cycling and Walking Strategy, which identifies potential cycling and walking infrastructure opportunities across the district.

### How can you get involved?

 **GIVE YOUR VIEWS**

Visit the website below to view and comment on the draft documents. Hard copies of the three documents are also available to view in libraries and the Council's Customer Service Centres. Please contact us if you need any assistance in viewing the documents.

Find out more and give your views:  
[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

 [planningpolicy@eastsuffolk.gov.uk](mailto:planningpolicy@eastsuffolk.gov.uk)  
 01394 444557 / 01502 523029

## Appendix 5: Formal Consultation Responses

The two tables below list the consultation responses to the consultation on the draft Strategy. Please note that in the ‘Document Ref’ column of the first table any page and paragraph numbers relate to the draft Strategy (November 2021). Please note that in the second table, ‘Community Recommendation Ref’ column relates to the draft Strategy (November 2021).

### Appendix 5 Formal Consultation Responses - Draft Strategy

Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
Paragraph 1.1 - 1.2		2	Yes	Just because.	Support noted.
Paragraph 1.1 - 1.2	Andy Smith	785		<p>I believe this approach to any such long term global strategy for Felixstowe and its hinterland is fundamentally flawed..</p> <p>While I accept that the purpose of this document is not to address issues of lack of maintenance to existing footpaths and bridleways, they should remain the start point for a cost effective and fully segregated approach to C&amp;W, certainly within existing developed and urbanised areas. The open countryside should have a different approach, suitable to either large</p> <p>A. proposed allocations for future development, or B. to improvement or new provision in open countryside.</p> <p>New infrastructure should surely be designed to link</p>	<p>Whilst the maintenance of existing cycling and walking infrastructure falls outside the scope of the Strategy, the importance of maintenance is not underestimated and a thorough understanding of the existing cycling and walking network has been of fundamental importance to the identification of recommendations for new and improved infrastructure. Urban and rural cycling and walking can differ in nature and so different infrastructure provision may be necessary depending on the particular context. Nevertheless, throughout the preparation of the Strategy recommendations in urban and rural areas seek to identify high quality cycling and walking infrastructure to meet the needs of all users. Throughout the preparation of the Strategy recommendations have been identified that seek to introduce infrastructure improvements that avoid conflict between users in such a way that also encourages cycling and walking trips, converting</p>

Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
				<p>to and make better use of existing, often fragmented paths. If these are ignored, there is a danger of</p> <p>A. Duplication B. Excessive costs, on potentially a large scale</p> <p>And , where major new shared paths are proposed</p> <p>C. Loss of existing green verges and the like, significantly detracting from the originally planned quality of place in development from the 1970s onwards.</p> <p>D. Increases in traffic congestion, hence in turn to increased queueing, degraded air quality and significant increase in journey times, and enomic cost.</p> <p>E. Very significant increase in conflict between pedestrians and cyclists The great majority of the population do not expect, and will not accept, “people cycling on the path”. And in fact there are many potential dangers arising irectly from that, in particular in relation to older and / or less agile people, parents with pushchairs or several small children, and others. The aim should be to avoid conflicts, not to create them</p> <p>Looking at the proposals as a whole, the great majority of the core traffic routs in the town will be significantly degraded as to the routine flow of traffic, before even taking into account increased delays at junctions.</p>	<p>potential vehicle trips into cycling and walking trips thereby reducing road congestion and supporting economic growth.</p>

Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
				<p>Many of these will be core links from development on the north of the town through to sea front and town centre destinations. We would request that this aspect be significantly re-considered.</p> <p>The core purpose of the highway is to facilitate the social and commercial life of the community in the widest sense. The transport network (in its broadest sense) has evolved, and must continue to evolve, to provide safe, attractive and efficient movement for all network users, with a wide and improved choice of modes, ideally separated wherever possible I support the aim of achieving a safe, integrated network of routes which encourages and supports all those who are able to use cleaner / quieter / healthier forms of transport (for utility and leisure), while still allowing motor vehicle users to go about their business without unreasonable inconvenience.</p> <p>This aspect is especially significant or exaggerated in Felixstowe, by comparison with most market towns, in that it has the good fortune to have been a wholly planned town from its conception from around 1885 onwards. All of the key routes are thus designed, as a whole, for the purpose, with a much more efficient and convenient existing structure than in older settlements..</p> <p>I suggest most strongly that the above aspect should have a far greater weight in considering individual proposal than is the case in this draft, while</p>	

Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
				<p>recognising that will not be the simple solution in every case.</p> <p>Where dedicated routes cannot be provided, and redesign of existing roads is essential to fulfil a clear need for an improved route for cyclists and /or pedestrians, these should seek to minimise disruption to overall traffic flows, avoiding causing congestion, as demonstrably the greatest cause of air pollution and inefficient use of fuels of all types, and consequent diversion of traffic to unsuitable minor roads or streets.</p> <p>In all cases, conflicts, or perception of conflicts, between alluser classes must be minimised.</p>	
Paragraph 1.1 - 1.2	Benhall and Sternfield Parish Council (Melanie Thurston)	660		<p>As there are significant numbers of horseriders in Benhall, we would ask that all cycle routes be available for horses (at walk only, and with clear priority for pedestrians, wheelchair users, child buggies etc). There are a number of such shared routes in the UK: whilst 3 m is recommended as the ideal width when horses are permitted, we have been in touch with the BHS (British Horse Society) who have many examples of shared usage on 2.5 m. The BHS have offered their support and advice in getting horseriders added to the permitted users of these routes. for further information the contact is (name and address supplied)</p>	<p>Where appropriate equestrian users were considered in the formation of any new or improved infrastructure. The British Horse Society were a consultee and have been directly spoken to.</p>
Paragraph 1.1 - 1.2	British Horse Society (Lynda Warth)	668		<p>It is unfortunate that the original consultation was only aimed at pedestrians and cyclists:</p> <p><b>Purpose of the Strategy</b></p>	<p>Whilst the primary purpose of the Strategy is to create safe, coherent, direct, comfortable and attractive cycling and walking environments, ensuring equestrian users are not disadvantaged is recognised. For this reason, the opening paragraph of the Strategy has been amended to</p>



Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
				<p>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</p>	<p>specifically reference equestrian users and the need to ensure they are accounted for in detailed infrastructure proposals. Throughout the preparation of the Strategy consideration has been given to the needs of equestrian users in ensuring that where improvements are recommended to bridleways, they meet the needs of all users.</p>
<p>Paragraph 1.1 - 1.2</p>	<p>British Horse Society (Lynda Warth)</p>	<p>671</p>		<p>The information above is to support the principle and some of the detail of the need to include equestrians in the LCWIP project and to protect the amenity of the bridleway network for equestrians since that is the only network available to them.</p> <p>I am conscious that I have not addressed the question of the actual routes included in the consultation. I cannot provide this information as I do not know the area well enough. This information needs to be provided by local horse riders however, due to the lack of BHS Access Officers in Suffolk, it may well take time to collate. Caroline and I would appreciate guidance on which information you require as a priority.</p> <p>However, the following boxes in the consultation do raise concern because they all refer to bridleways and potential ‘improvements’ or ‘resurfacing’ to the path surface, ostensibly for the benefit of cyclists. Care must be taken to ensure that any changes do not discriminate against the intended bridleway user – equestrians - and that shared use does not result in the displacement or reduction in amenity of existing users – this includes the allocation of path width for a hard top path to</p>	<p>Throughout the preparation of the Strategy consideration has been given to the needs of equestrians in ensuring that where improvements are recommended to bridleways, that they meet the needs of all users.</p>

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				<p>enable cyclists to ride side by side whilst reducing the same social amenity for horse riders.</p> <p>The term ‘improvement’ has been challenged in Court.</p> <p>Section 62 (2) of the Highways Act 1980 gives Local Highway Authorities a power to carry out works to improve highways.</p> <p>The Court of Appeal in the case of Cowen –v- Secretary of State for the Department of Environment Transport and the Regions (1999) 3PLR108 concluded that if the construction of a hard surface changes the character of a way it goes beyond ‘improvement’.</p> <p>It will always be a matter of fact that tarmacing a bridleway will change its character. When deciding to tarmac a bridleway, the highway authority should take safety implications and the enjoyment of current users, including riders, into consideration.</p> <p>Improvements to a bridleway must make the way easier, safer, or more enjoyable its users, enhancing its suitability for use. Any works to a bridleway which detract from its suitability might not be a proper exercise of the highway authority’s power to improve a highway.</p> <p>Any changes to crossings which are proposed to link new routes must be multi user including equestrians. Any barrier along a route renders the</p>	

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				<p>whole route useless. All routes need to be RSA assessed from the outset to ensure they are not delivered and then discovered not to be suitable for equestrians.</p> <p>Care needs to be taken in the use of the Strava information – this is not a valid NMU representative group. Also, as we mentioned, the Strava purportedly cycling information, may well be distorted by equestrians who use the app but without the opportunity to register as horse riders rather than cyclists.</p>	
Paragraph 1.1 - 1.2	Broads Authority (Natalie Beal)	156		<p><b>Summary of response</b> The Strategy is welcomed and well presented. There is a lack of mention of the Broads in this document considering that we were involved in its production to some extent and that some of the routes go through the Broads.</p> <p><b>Detailed comments</b> It might be worth saying that you have also liaised with us about this Strategy and that we will work with you to promote walking and cycling and where appropriate work with you on delivery of some routes that are in the Broads. You might want to clarify that the strategy applies to all of the district including that area that is the Broads. Indeed, some routes actually go through our area.</p> <p>Steering group – do you want us to be on that group?</p> <p>Policy context – would be useful to mention</p>	In recognition of the fact that the Broads have been involved in the preparation of the Strategy and their important role in future implementation the Strategy has been amended.

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				the <a href="#">Broads Plan</a> and <a href="#">Integrated Access Strategy</a> . Also, that our current Local Plan safeguards some routes and that approach could be used to help implement this strategy.	
Paragraph 1.1 - 1.2	Bull Phil and Janet	678		We have one further comment which relates to some of the terminology used in the document (which we have noticed in previous plans we have seen). When reading the document, we found several examples of planning terminology that required us to make internet searches to find the meanings. It is possible that we missed a Glossary of Terms section in the 229 pages, but we could not find one. In future, where planning documents are to be read and commented on by people who are not planning professionals, please can you adopt the good practice of including a Glossary of Terms.	Comment noted. When preparing the Strategy we have tried to use plain English where possible, but at times more technical language is required. The suggestion is considered reasonable, and a glossary has been added to the final document.
Paragraph 1.1 - 1.2	Bungay Cycle School (Mark Elmy)	431	No	<p>People start cycling locally therefore we need more 20mph local restrictions, wider pavements, fewer trucks using local residential, local, community roads as 'cut-throughs - especially when there are far better roads suitable for their usage. This is especially poinient in Bungay where we have huge 44 ton lorries using the centre of the town, through narrow, old, residential and town centre to avoid using more appropriate 'A' roads - like the A145 &amp; A146 Ellough Road.</p> <p>Specifically in Bungay we NEED a 20MPH limit throughout, bounded by the extremities of the town to allow local residents to walk and cycle into the town centre and children to cycle to school.</p> <p>I gave a Bikeability course to St. Edmunds school children and had a conversation with a mother collecting her child, praising how well they had done</p>	The recommendations within the Strategy have attempted where possible to create infrastructure that moves cyclists off-road. An assessment of all roads within Bungay would be required to include a blanket speed limit across a settlement. Request to reduce speed needs to be made through the county councillor.

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				<p>to be told the bike would go back in the shed because its too dangerous to cycle to school because of the lorries using the town centre.</p> <p>Within the points of                      Bottom of Annis Hill                      Watchhouse hill                      Ditchingham Dam/Chicken RAB                      Clays RAB                      Earsham Dam                      Flixton Road X road a 20mph limit is NEEDED.                      Please copy the below into a browser  <a href="#">Bungay to 9-81 B1435, Bungay - Google Maps</a></p> <p>Attachments:  <i>The attachment has not been published due to potential copyright/data protection concerns, but was still fully considered and assessed in forming the Strategy.</i></p>	
Paragraph 1.1 - 1.2	Felixstowe Town Council (Ash Tadjrishi)	908		<p>A core part of FTC's original comments was to better recognise, then to maintain and publicise, existing infrastructure.</p> <p>New infrastructure should surely be designed to link to and make better use of existing, often fragmented paths. If these are ignored, there is a danger of duplication and wasted costs.</p> <p>Improved maintenance and signing of these should be considered as a candidate for CIL, or other, funding, in parallel with new provision.</p> <p>Many of these will be core links from development on the north of the town through to sea front and town centre destinations.</p> <p>We would request that this aspect be significantly</p>	<p>The existing quality and extent of the cycling and walking network across East Suffolk has been an important source of evidence in the identification of the Strategy's recommendations. The Strategy focuses on the identification of new infrastructure opportunities rather than the maintenance of existing infrastructure, as new infrastructure can be delivered through the planning system while maintenance of existing infrastructure cannot. CIL spend and the regulations that govern the spending of CIL lie outside the scope of the Strategy.</p>

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				<p>re-considered.</p> <p>More fundamentally, it must be recognised that the core purpose of the highway is to facilitate the social and commercial life of the community in the widest sense. The transport network (in its broadest sense) has evolved, and must continue to evolve, to provide safe, attractive and efficient movement for all network users, with a wide and improved choice of modes, ideally separated wherever possible. We support the aim of achieving a safe, integrated network of routes which encourages and supports all those who can use cleaner / quieter / healthier forms of transport (for utility and leisure), while still allowing motor vehicle users to go about their business without unreasonable inconvenience.</p> <p>FTC strongly supports development of dedicated networks for cycling and / or walking wherever possible to foster greater use of these modes.</p> <p>Where dedicated routes cannot be provided, and redesign of existing roads is essential to fulfil a clear need for an improved route for cyclists and /or pedestrians, these should seek to minimise disruption to overall traffic flows, avoiding causing congestion, as demonstrably the greatest cause of air pollution and inefficient use of fuels of all types, and consequent diversion of traffic to unsuitable minor roads or streets.</p> <p>In all cases, conflicts, or perception of conflicts, between user classes must be minimised.</p>	

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Paragraph 1.1 - 1.2	Greener Waldringfield (Chris Baldry)	248	Yes	<p>The strategy as stated simply doesn't go anywhere near far enough. There are a number of exciting and positive things within the recommendations. However, they are limited to the 'Key Corridors', which in respect to Waldringfield means that no new provision is being recommended whatsoever. Further, where recommendations are made on the 'Key Corridors', it is not apparent that cycling and walking routes will be totally physically separate and at a safe distance from vehicular traffic, as the routes seem to utilise existing roads in many places.</p> <p>The recommendations, though positive, would only bring a limited amount of East Suffolk up to the standard of many European Countries some 20+ years ago. As a response to a declared 'Climate Emergency' this strategy is woefully short of what is needed. A modal shift in means of transport from high energy car use to one where walking and cycling dominates, requires:</p> <ul style="list-style-type: none"> <li>• All areas of East Suffolk to be included in new or improved route provision, not just people served by 'Key Corridors'</li> <li>• Brave and innovative changes that seriously incentivise people across all of East Suffolk to favour cycling and walking over other forms of transport wherever possible. Even if that means compulsory land acquisition* and diversion of budgets away from road building.</li> </ul>	<p>Your comments have been noted. There has been a focus on the key corridors which run through and between the major urban areas because these provides the highest potential modal shift. As there is limited amount of resource available the Strategy has tried to focus on the most achievable recommendations, whilst also trying to be ambitious for the whole district.</p> <p>However, we also undertook initial consultation to obtain recommendations from across East Suffolk which included several responses within Waldringfield, which are community recommendations within the final Strategy. Furthermore, a key corridor does pass close to Waldringfield.</p>

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				Note. * Land acquisition doesn't appear to be a problem when major infrastructure projects such as the creation of the M25, or HS2 are concerned. Taking such measures in a Climate Emergency must be seen as justified.	
Paragraph 1.1 - 1.2	Historic England (Marsh, Andrew)	316		<p>We welcome the production of these Supplementary Planning Documents and Draft Cycling and Walking Strategy, but do not currently have capacity to provide detailed comments. With regards to the Cycling and Walking Strategy we would refer you to our detailed guidance on successfully incorporating historic environment considerations into the development process, which can be found here: Streets for All <a href="https://historicengland.org.uk/images-books/publications/streets-for-all/">https://historicengland.org.uk/images-books/publications/streets-for-all/</a>. This document sets out principles of good practice for street management - such as reducing clutter, co-ordinating design and reinforcing local character. The manuals, covering each of the English regions, provide inspiration and advice on street design which reflects the region's distinctive historic character.</p> <p>To avoid any doubt, this letter does not reflect our obligation to provide further advice on or, potentially, object to specific proposals which may subsequently arise as a result of the proposed plan, where we consider these would have an adverse effect on the historic environment.</p>	In preparing the Strategy we have considered how our recommendations might impact the historic environment. It is important that should a recommendation be taken forward to delivery that the historic environment is taken into consideration in the final design.
Paragraph 1.1 - 1.2	Isobel Fleming	80	No	Whilst I agree that walking and cycling are important to health and wellbeing, horse riding has also been proven to promote a similar or better degree of wellbeing, and the needs of horseriders is blatantly	Where appropriate horse riders were considered in the formation of any new or improved infrastructure. The British Horse Society were a consultee and have been directly engaged with.



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				missing from this whole document. In fact, mention is constantly made to resurfacing bridleways to make it more suitable for cyclists, and this would seriously affect the safety and wellbeing of horseriders. If a surface is so suitable for cyclists they can achieve speeds similar to that of cars, with the subsequent and associated safety issues.	
Paragraph 1.1 - 1.2	Jackie Street	584	Yes	<p>I feel that Woodbridge is a beautiful place to live with a love for the community and countryside ,but with the huge amount of walkers and cyclists and vast equestrian facilities ,the roads around are clearly not friendly enough for the public to exercise in a safe manner ,with either vehicles driving too fast or driving past too close.</p> <p>I keep my horse on the Sutton Hoo road, which has lovely track which runs across the road to the forest ,but the road is both fast and with a hidden dip dangerous for anyone to cross .</p> <p>Im sure the council would want to embrace the full potential for the locals to use these paths and roads with confidence instead of fear .</p>	The Ipswich to Melton Key Corridor has been extended to provide a low traffic route to Sutton Hoo. Furthermore, we have identified a leisure route from Woodbridge to Bawdsey which makes best use of the available PROW to create traffic-free cycle and walking routes.
Paragraph 1.1 - 1.2	Jeremy Boyle	643	No		Objection noted.
Paragraph 1.1 - 1.2	John Clark	36		Making is easy to get from one village / town to another on foot or by bicycle will help reduce climate change. Making roads safer for pedestrians should be an aim. If we become fitter so much the better. Wheelchair users also need to be considered. My neighbour in Walpole often travels this way to and from Halesworth along the B1117.He cannot jump onto a verge, into a ditch or a hedge. Lower speed	No change required.

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				limits than the NSL are needed outside villages and towns.	
Paragraph 1.1 - 1.2	Kate Cooper	685		With your walking and cycling strategy please can you consider more off road routes for carriage drivers you mention equestrian use - please include us carriage drivers not just riders.	There are challenges in designing infrastructure that can accommodate all users. However, the aim of the Strategy has been to accommodate all users. Further consideration can be given to carriage drivers at a design stage.
Paragraph 1.1 - 1.2	Kate Startin	168	No	Cycling and walking cannot just be lumped together. What suits one group may be totally unsuitable for the other	Both users have been carefully considered and often combined infrastructure represents the best approach given the existing constrained road network. In other cases, separate infrastructure for both users have been considered and recommended.
Paragraph 1.1 - 1.2	Kirk Weir	169	Yes	This is essentially a Cycling Strategy and the title is misleading. There are no proposed pedestrian only footpaths. The idea that pedestrians and cyclists can safely use the same pathway is not addressed. I appreciate that cyclists using Bridleways are expected to give way to pedestrians as a matter of courtesy. I also appreciate the dangers of cycling on roads, especially country roads, and hence the wish to separate cyclists from road traffic.	Both users have been considered throughout the strategy, in many cases combined infrastructure could be the best approach given the constraints of the existing road network. There are instances where pedestrian specific improvements have been recommended, however our approach has been to secure infrastructure improvements for both cyclists and pedestrians.
Paragraph 1.1 - 1.2	Leo Borwick	28	Yes	An important missing element of this very welcome strategic initiative is a set of metrics for the things that the strategy is designed to affect. For example, the Council has recognised a climate emergency and whilst this strategy could be expected to make a positive impact on this, it is difficult to gauge how big this is. Whilst I would accept that direct effects on CO2 emissions might be hard to gauge, mode shares for active travel might be a reasonable way of operationalizing this. Potential mode share is effects are considered in relation to comments, but no baseline is stated and no estimate is made of	<p>The Council has created a vision for cycling and walking throughout East Suffolk based on data including that of modal shift from the Propensity of Cycle Tool, informed by community engagement.</p> <p>The implementation of the Strategy will be monitored and officers will continue work closely with Suffolk County Council in this respect.</p>

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				<p>changes flowing from the strategy, or targets set. It is hard to know, therefore whether the strategy goes far enough. in the context of an emergency, it seems to me to be essential to do this kind of assessment.</p> <p>Similar comments might be made about other issues that the strategy is no doubt intended to address, such as the epidemic of I'll health related to inactive lifestyles, promoting active tourism, countering air pollution and so forth.</p>	
Paragraph 1.1 - 1.2	Liz Buckley	23		<p>In the 1st paragraph you mention equestrian use, this is not mentioned anywhere else, you talk about leisure, well being, and green space all of which are essential to everybody, as horse riders, we also need access to bridleways and green spaces, with all the new developments locally we are losing our bridleways, the ones we have are overgrown, other councils have "set aside" where verges are able to be ridden on, please consider horse riders too when you are planning new routes, Sandy or grass tracks, not just concrete or stones</p>	<p>Where appropriate, equestrian users were considered in the formation of any new or improved infrastructure. The British Horse Society were a consultee and have been directly engaged with.</p> <p>The surfacing will be a consideration for the design stage, but the Strategy is clear that the surface must be suitable for its location and intended users.</p>
Paragraph 1.1 - 1.2	Marine Management Organisation (Sir/Madam)	281		<p><b><u>Consultation response - PLEASE READ</u></b></p> <p>Thank you for including the Marine Management Organisation (MMO) in your recent consultation submission. The MMO will review your document and respond to you directly should a bespoke response be required. If you do not receive a bespoke response from us within your deadline, please consider the following information as the MMO's formal response.</p>	<p>Throughout the preparation of the Strategy the management of the coast has been considered particularly in relation to routes planned near the coast.</p>

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				<p><b><u>Marine Management Organisation Functions</u></b></p> <p>The MMO is a non-departmental public body responsible for the management of England’s marine area on behalf of the UK government. The MMO’s delivery functions are: marine planning, marine licensing, wildlife licensing and enforcement, marine protected area management, marine emergencies, fisheries management and issuing grants.</p> <p><b><u>Marine Planning and Local Plan development</u></b></p> <p>Under delegation from the Secretary of State for Environment, Food and Rural Affairs (the marine planning authority), the MMO is responsible for preparing marine plans for English inshore and offshore waters. At its landward extent, a marine plan will apply up to the Mean High Water Springs (MHWS) mark, which includes the tidal extent of any rivers. As marine plan boundaries extend up to the level of MHWS, there will be an overlap with terrestrial plans, which generally extend to the Mean Low Water Springs (MLWS) mark. To work together in this overlap, the Department of Environment, Food and Rural Affairs (Defra) created the <a href="#">Coastal Concordat</a>. This is a framework enabling decision-makers to co-ordinate processes for coastal development consents. It is designed to streamline the process where multiple consents are required from numerous decision-makers, thereby saving time and resources. Defra encourage coastal</p>	

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				<p>authorities to sign up as it provides a road map to simplify the process of consenting a development, which may require both a terrestrial planning consent and a marine licence. Furthermore, marine plans inform and guide decision-makers on development in marine and coastal areas.</p> <p>Under Section 58(3) of <a href="#">Marine and Coastal Access Act (MCAA) 2009</a> all public authorities making decisions capable of affecting the UK marine area (but which are not for authorisation or enforcement) <u>must have regard to</u> the relevant marine plan and the UK <a href="#">Marine Policy Statement</a>. This includes local authorities developing planning documents for areas with a coastal influence. We advise that all marine plan objectives and policies are taken into consideration by local planning authorities when plan-making. It is important to note that individual marine plan policies do not work in isolation, and decision-makers should consider a whole-plan approach. Local authorities may also wish to refer to our <a href="#">online guidance</a> and the <a href="#">Planning Advisory Service: soundness self-assessment checklist</a>. We have also produced a <a href="#">guidance note</a> aimed at local authorities who wish to consider how local plans could have regard to marine plans. For any other information please contact your local marine planning officer. You can find their details on our <a href="#">gov.uk page</a>.</p> <p>See <a href="#">this map on our website to locate</a> the marine plan areas in England. For further information on how to apply the marine plans and the subsequent</p>	

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				<p>policies, please visit our <a href="#">Explore Marine Plans</a> online digital service.</p> <p>The adoption of the <a href="#">North East</a>, <a href="#">North West</a>, <a href="#">South East</a>, and <a href="#">South West Marine Plans</a> in 2021 follows the adoption of the <a href="#">East Marine Plans</a> in 2014 and the <a href="#">South Marine Plans</a> in 2018. All marine plans for English waters are a material consideration for public authorities with decision-making functions and provide a framework for integrated plan-led management.</p> <p><b><u>Marine Licensing and consultation requests below MHWS</u></b></p> <p>Activities taking place below MHWS (which includes the tidal influence/limit of any river or estuary) may require a <a href="#">marine licence</a> in accordance with the MCAA. Such activities include the construction, alteration or improvement of any works, dredging, or a deposit or removal of a substance or object. Activities between MHWS and MLWS may also require a local authority planning permission. Such permissions would need to be in accordance with the relevant marine plan under section 58(1) of the MCAA. Local authorities may wish to refer to our <a href="#">marine licensing guide for local planning authorities</a> for more detailed information. We have produced a <a href="#">guidance note</a> (worked example) on the decision-making process under S58(1) of MCAA, which decision-makers may find useful. The licensing team can be contacted</p>	

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				<p>at: <a href="mailto:marine.consents@marinemanagement.org.uk">marine.consents@marinemanagement.org.uk</a>.</p> <p><b><u>Consultation requests for development above MHWS</u></b></p> <p>If you are requesting a consultee response from the MMO on a planning application, which your authority considers will affect the UK marine area, please consider the following points:</p> <ul style="list-style-type: none"> <li>• The UK Marine Policy Statement and relevant marine plan are material considerations for decision-making, but Local Plans may be a more relevant consideration in certain circumstances. This is because a marine plan is not a 'development plan' under the <a href="#">Planning and Compulsory Purchase Act 2004</a>. Local planning authorities will wish to consider this when determining whether a planning application above MHWS should be referred to the MMO for a consultee response.</li> <li>• It is for the relevant decision-maker to ensure s58 of MCAA has been considered as part of the decision-making process. If a public authority takes a decision under s58(1) of MCAA that is not in accordance with a marine plan, then the authority must state its reasons under s58(2) of the same Act.</li> <li>• If the MMO does not respond to specific consultation requests then please use the</li> </ul>	

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				<p>above guidance to assist in making a determination on any planning application.</p> <p><b><u>Minerals and Waste Local Plans and Local Aggregate Assessments</u></b></p> <p>If you are consulting on a minerals and waste local plan or local aggregate assessment, the MMO recommends reference to marine aggregates, and to the documents below, to be included:</p> <ul style="list-style-type: none"> <li>• The <a href="#">Marine Policy Statement (MPS)</a>, Section 3.5 which highlights the importance of marine aggregates and its supply to England’s (and the UK’s) construction industry.</li> <li>• The <a href="#">National Planning Policy Framework (NPPF)</a>, which sets out policies for national (England) construction mineral supply.</li> <li>• <a href="#">The minerals planning practice guidance</a> which includes specific references to the role of marine aggregates in the wider portfolio of supply.</li> <li>• <a href="#">The national and regional guidelines for aggregates provision in England 2005-2020</a> predict likely aggregate demand over this period, including marine supply.</li> </ul> <p>The minerals planning practice guidance requires local mineral planning authorities to prepare Local Aggregate Assessments. These assessments must consider the opportunities and constraints of all</p>	




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				mineral supplies into their planning regions – including marine sources. This means that even land-locked counties may have to consider the role that marine-sourced supplies (delivered by rail or river) have – particularly where land-based resources are becoming increasingly constrained.	
Paragraph 1.1 - 1.2	Marlesford Parish Council (Richard Cooper)	400	Yes	Marlesford Parish Council is pleased to see that the proposals contained in the strategy are not exhaustive. Marlesford PC wants to take this opportunity to re-state its case for a new pedestrian and cycleway from Marlesford (Bell Lane) to the proposed SZC Southern Park and Ride - at which point it will link to the proposed pedestrian and cycleway from Wickham Market to the park and ride. The requirement for the new path from Marlesford is in part driven by the potential development of SZC and the resulting increase in bus and HGV use of the A12 between Marlesford and Wickham Market of up to 1,000 movements per day. This could potentially be further exacerbated if the Scottish Power Renewables Friston project goes ahead. This will result in significant cumulative impact in terms of traffic and will increase fear and intimidation for- vulnerable road users (as recognised by both East Suffolk Council and Suffolk County Council). Marlesford PC welcomes the recognition that funding for pedestrian and cycleways could be linked to the development of Nationally Important Infrastructure Projects. We have a particular concern that rural areas can be "left behind" whilst urban area pedestrian and cycling facilities are improved. We want to make the case for allocating funding to rural areas and want to	<p>The Strategy has considered the suggested improvements through the initial consultation where this improvement was suggested and scored forming part of the Strategy as a Community Recommendation.</p> <p>We recognise the importance of rural routes which are included both within parts of the Key Corridors and throughout the wider Leisure Routes. Accordingly a route between Framlingham and Campsea Ashe forms part of the Leisure Routes.</p>

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				underline the importance of providing safe and accessible active travel opportunities in non-urban areas.	
Paragraph 1.1 - 1.2	Marlesford Parish Council (Richard Cooper)	906		<p><b>2. Comments under Policy Context</b></p> <p>The weight of support for walking and cycling in national and local policy is clear. As a Parish Council, we endorse all policies designed to provide safe access to walking and cycling opportunities, particularly where these opportunities enhance connectivity between local communities. We welcome the ESC initiative to develop an East Suffolk Cycling and Walking Strategy on the basis that active travel will have a positive effect on health and wellbeing and contribute to a reduction in car journeys.</p> <p>Attachments:  <i>The attachment has not been published due to potential copyright/data protection concerns, but was still fully considered and assessed in forming the Strategy.</i></p>	Support is noted.
Paragraph 1.1 - 1.2	Miles Thomas	243		<p>Thanks for the meeting the other night. It was a shame that the cyclist path people hadn't looked at the B.L.S. side of things. I believe there is scope for a new cycle path between the new development in Blundeston and the proposed new development in Somerleyton along "Waddling Lane". This would also connect to Somerleyton Station allowing access to the rail network. It could also be extended from Blundeston into the North Lowestoft network allowing cycling to the high Schools in the area.</p> <p>It might also be a project that the Somerleyton</p>	The comments have been noted and are supported. A route utilising Waddling Lane has been included within the Leisure Routes, connecting Somerleyton with Oulton.

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				<p>Estate might be interested in given their green credentials?</p> <p>I've attached a map with a Yellowish Line alongside the suggested route.</p> <p>Attachments:  <i>The attachment has not been published due to potential copyright/data protection concerns, but was still fully considered and assessed in forming the Strategy.</i></p>	
Paragraph 1.1 - 1.2	National Highways (Sir/Madam)	283		<p>We welcome the fact that the promotion of sustainable travel, the provision of facilities and services is promoted in your plan despite the challenges thrown up by the rural nature of the district. As this will not only help reduce CO2 emissions but also improve the health of those who choose to travel by foot or cycle.</p> <p>It is recognised that these routes are in some cases parallel to the Strategic Road Network (SRN) and provide a much safer and pleasant route for those who choose sustainable travel modes this is welcomed.</p> <p>There are a number of places where proposed routes interface with the (SRN), these will need careful design and we would like to be involved in the development of these schemes, as we have experience from elsewhere, in due course.</p> <p>Other policy such as to provide adequate secure cycle storage for individual dwellings. Changing, secure storage and changing facilities need to be</p>	<p>Support is noted. The detailed design stages will need to consider the relationship between the proposed cycling and walking infrastructure and the Strategic Road Network.</p> <p>This Strategy sets recommendations that can be used as an evidence base for plan making.</p>

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				available at destinations. Needs to be in other policy documents to promote sustainable travel, if the plan is to be successful.	
Paragraph 1.1 - 1.2	Paul Reynolds	235	No	<p>I am a cyclist and as far as I am concerned the present cycle tracks do not need to be upgraded. We do not need another bridge and to fell 25 mature trees is crazy. Spend your funds on planting more trees and clearing the weeds along the interlinking alley ways and pathways! Also</p> <p>recently I had a very bad fall in Carlford Close as I tripped over a BT inspection hatch which was 5 cm off the level of the pavement and</p> <p>caused me to severely damage my left elbow and right knee and I had to go to Hospital. Sought the pavements out! Thank you.</p>	<p>IM12 has been amended to remove the recommended cycling and walking track through Birch Woods and a new cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a cycling and walking route between Kesgrave and Brightwell Lakes has been recommended, at IM32. This recommendation passes to the south of Martlesham Heath.</p> <p>Whilst the Strategy's primary focus is on new cycling and walking infrastructure, it is recognised that the maintenance of existing infrastructure is important for the safety of users.</p>
Paragraph 1.1 - 1.2	Paul Rosher	623	Yes	I think this is an excellent initiative. If it happens then it will encourage people to take more exercise, safely and enjoy our beautiful countryside.	Support noted.
Paragraph 1.1 - 1.2	Peter Hudson	61		<p>You have invited comments re the above.</p> <p>As a first step, can East Suffolk adopt Vison zero? This has already been adopted by London and Essex <a href="https://www.essexhighways.org/news/vision-zero-no-more-deaths-on-essex-roads">https://www.essexhighways.org/news/vision-zero-no-more-deaths-on-essex-roads</a></p> <p>I look forward to your comments</p>	<p>One of the key aims of the Strategy is to improve the safety of cyclists and pedestrians and aim to create infrastructure segregated from the road where possible.</p> <p>An East Suffolk Council commitment to Vision Zero is outside the scope of this Strategy, but has been notified to relevant officers.</p>
Paragraph 1.1 - 1.2	Peter Kerridge	402	No	The process of commenting on this document is inherently flawed. It is disproportionately aimed at people who are computer owners and computer literate. It does not comply with the Disability	The formal consultation on the draft Strategy sought to give the public the opportunity to view the document online and printed versions at the ESC customer service centres, as well as the opportunity to comment on the

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				Discrimination Act.  The fact that you get automatically thrown out of the response after a relatively short period of time and lose all of the comments you have spent time doing is appalling.	document via the online web portal, email, and/or letter. In doing so, the consultation was open to all and a significant number of consultation responses were received.
Paragraph 1.1 - 1.2	Peter Kerridge	602	No	So many of the current cycle paths are just not maintained. Pre pandemic I regularly used the cycle path between Woodbridge and Ufford and found it overgrown with brambles, low tree branches, covered in broken glass, and in parts the path is barely discernible as it had deteriorated so badly. If you can't maintain the current paths what chance is there for even more paths.	Whilst the primary focus of the Strategy is new cycling and walking infrastructure maintenance of existing infrastructure is also important. General maintenance is outside the remit of this Strategy and should be reported directly to the infrastructure owner. The Suffolk County Highway Department has a tool on their website site to report such maintenance issues.
Paragraph 1.1 - 1.2	Rachel Smith-Lyte	630	Yes	Really pleased equestrian use has been included in this. Horse riders take their lives in their hands trying to cross our rural roads in particular.	Support noted.
Paragraph 1.1 - 1.2	Reydon Parish Council (John Roger Cracknell)	182	Yes		Support noted.
Paragraph 1.1 - 1.2	Reydon Parish Council (John Roger Cracknell)	183	Yes	Seems sensible	Support noted.
Paragraph 1.1 - 1.2	Rob Mabey	588	Yes	Brilliant initiative. As a former Aldeburgh business association we were always looking for safe recreational areas. This prompted the Aldeburgh triathlon to show off the areas sporting possibilities .  If the proposals can be realised it would be wonderful for the locals who like me enjoy the triathlon sports.	Support noted.

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				<p>when visiting France there were lots of paths for biking and walking through woods and the coast, very well used and safe .</p> <p>keep up the good work</p>	
Paragraph 1.1 - 1.2	Saliscrown Limited (David Gilbert)	1		 <p>Having granted planning permission for the construction of a crematorium within the Beccles areas you seem to have no regard that one of the only bicycle hearses in the country are based here and have struggled to negotiate the roads to the crematorium. The bicycle hearse cannot use the cycle routes as you seem adamant to erect bollards at the centre of the cycle lanes which do not leave sufficient space for the hearse to pass. We need wide, smooth cycle lanes with steady gradients. Otherwise we have to negotiate the normal traffic and risk getting killed, or would this be like double jeopardy!</p>	<p>Beccles is situated on a key corridor so recommendations for improvements can be found throughout the town. Where possible wider cycle tracks have been considered which are segregated from the footway before shared paths are considered if the space renders this approach unfeasible.</p>

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Paragraph 1.1 - 1.2	S Hall	622	No	<p>Comment regarding:</p> <p><i>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.</i></p> <p>I am concerned that the strategy focuses on new infrastructure opportunities only. Unless I missed a reference to this somewhere, I didn't see any reference to how any new routes and adjacent connecting routes would be maintained to a high standard in the future. This is really important for safe cycling and for the ongoing delivery of most of the criteria / outcomes in your Multi-Criteria Assessment Framework (MCAF). The draft Strategy needs to address this.</p> <p>There would be no point in going to the trouble of assessing all of the route options according to your MCAF, then going ahead and building routes with the highest scores – only for them to be abandoned on the day they are opened to an undefined future fate.</p> <p>Sad to say, this fate, based on current experience, is likely to be a fate of future of neglect. I attach a few photos taken in Kesgrave in recent years which I hope highlight some of the problems. I have lots</p>	<p>The Strategy focuses on the identification of new infrastructure opportunities rather than the maintenance of existing infrastructure, as new infrastructure can be delivered through the planning system while maintenance of existing infrastructure cannot. Throughout the preparation of the Strategy recommendations have been identified that seek to improve existing and propose new infrastructure, based on a thorough understanding of the current quality of existing cycling and walking infrastructure. In order to provide clarity as to the importance of planning for a coherent cycling and walking network, the opening paragraph of the Strategy has been amended to emphasise the need for cycling and walking infrastructure to be safe, coherent, direct, comfortable and attractive.</p>

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				<p>more but your system only allows 20 photos.</p> <p>I don't describe the future as one of neglect lightly. A case in point is the shared pedestrian / cycle route alongside the A1214 in Kesgrave which has been in a poor state for years. If I was to assess this route based on your MCAF – which could be used as an assessment tool for cycle routes in use - this is what I might say: -</p> <p><b>Safety</b>, (in which you say: <i>the quality of the proposed infrastructure will be a factor</i>);</p> <ul style="list-style-type: none"> <li>• The consultation comments speak for themselves as people point to the safety hazard caused by the poorly maintained and potholed surface which is described as unfit for use. I attach a photograph.</li> <li>• People comment that in places the route is so poorly maintained that it has become unsafe to use and people cycle on the road instead.</li> <li>• They also point to the dangerous situation of the cycle route crossing multiple side roads where a cyclist is forced to give way at each side road so the route does not deliver the safety and convenience required by current cycling policy.</li> <li>• They point out that cars are often parked on the cycle path causing obstructions and meaning the route cannot be used and people end up cycling on the road instead.</li> </ul>	



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				<ul style="list-style-type: none"> <li>• The above indicates that the quality of the infrastructure and it’s management is poor and it would have a very low score or fail the assessment</li> </ul> <p><b>Modal Shift</b></p> <ul style="list-style-type: none"> <li>• I doubt people would wish to leave the comfort of their car to cycle over a bumpy, potholed and dangerous cycle route! Where is the incentive for that?!</li> <li>• The above indicates that the quality of the infrastructure is poor and it would have a very low score or fail the assessment</li> </ul> <p><b>Connectivity &amp; Growth</b></p> <ul style="list-style-type: none"> <li>• A bumpy, potholed and dangerous cycle route will in many cases, simply not be used so will fail to deliver connectivity and sustainable growth.</li> <li>• The above indicates that the quality of the infrastructure is poor and it would have a very low score or fail the assessment</li> </ul> <p><b>Optimisation</b></p> <ul style="list-style-type: none"> <li>• I doubt that a bumpy, potholed and dangerous cycle route would encourage users of motor vehicles to take more trips by sustainable means.</li> </ul>	

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				<ul style="list-style-type: none"> <li>• The above indicates that the quality of the infrastructure is poor and it would have a very low score or fail the assessment</li> </ul> <p><b>Leisure</b></p> <ul style="list-style-type: none"> <li>• I doubt people would choose to use a bumpy, potholed and dangerous cycle route to access leisure destinations when other options are available.</li> <li>• Such a poorly maintained route would not be a high value attraction in itself.</li> <li>• The above indicates that the quality of the infrastructure is poor and it would have a very low score or fail the assessment</li> </ul> <p>Some consideration of the maintenance of routes in the future is essential.:</p> <ol style="list-style-type: none"> <li>1. Your own assessment criterion acknowledges under the category “Safety” that the <i>quality of the proposed infrastructure will be a factor</i>). But the Strategy does not acknowledge that good maintenance is the key to the ongoing quality of infrastructure once it is built However clean and safe a new route is when it is first opened – it will sooner or later require maintenance to keep it clear of encroaching vegetation, surface debris and to keep it operating safely.</li> <li>2. It’s also really important to understand that any new cycling infrastructure provided through this Strategy will link into existing routes as part of a</li> </ol>	

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				<p>cycling and walking network. It is the network as a whole which enables access to work, school, leisure activities etc. We can't look at new routes in isolation. We have to take a network wide approach. This means considering how we look after both existing and new routes in the cycling and walking network.</p> <p>For example if a new cycle route is provided – it may not be used to its full potential – and indeed it may hardly be used at all - if adjacent/connecting routes remain in a poor state of repair or are not maintained to a high standard and people see them as too dangerous to use. The Cycling &amp; Walking Strategy needs to address connectivity within the whole network to provide safe, direct, convenient and attractive routes to the places people need to travel to and from.</p> <p>3. The evidence from your initial consultation highlights that some existing cycle routes are dangerous and in some cases they are not being used because they are poorly maintained and are viewed as being of poor quality. This is the view from people who want to use them. And it's important to hear those views. If people aren't able to use new and existing routes due to poor maintenance, that undermines the success of the Walking &amp; Cycling Strategy.</p> <p><b>A New Policy is Needed:</b></p> <p>There is currently a policy gap in the draft Strategy</p>	

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				<p>as there is no explanation of how high quality maintenance of infrastructure will be carried out. It would be helpful to include a new pro-active policy commitment in the draft Strategy to acknowledge and address all of the above. This could usefully include:</p> <ol style="list-style-type: none"> <li>1. An explanation of the different functions of the County and District Councils regarding maintenance – to identify who does what.</li> <li>2. Identifying how partnership working between the District and County Council and any other partners will work to deliver high quality maintenance of infrastructure. (To be written ideally, in collaboration with the partners).</li> <li>3. Identifying ESCs commitment to ensuring high quality route / infrastructure maintenance in order to deliver your MCAF outcomes as a measure of quality in the longer term. And ideally a commitment from the partners too.</li> <li>4. To refer to / identify management and maintenance schedules that are transparent to taxpayers and show how new and connecting infrastructure in the walking and cycling network will be maintained. E.g. How often will the surface condition be checked / swept of glass, leaves and other debris? How often will grass verges and other vegetation that grows over the route be monitored and cut back? How will the surface be kept smooth, safe and pothole free? How can users of the routes report back any problems and receive a timely response and timely action?</li> <li>5. To identify budgets that will be used for the above</li> </ol>	

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				<p><b>Closing the Funding Gap – Maintenance Budgets</b></p> <p>Over the last decade the County Council has had its maintenance budgets cut. When I've requested pedestrian and cycle route maintenance, it's taken a long time to get a reply and it seems to me that this issue is a low priority for the County Council because issues have often remained unresolved. The maintenance of the <u>road</u> network is the top priority and cycling and walking route maintenance seems to fall down something that I would describe as a funding gap.</p> <p>How can the District Council help here? A few suggestions that could be considered / agreed and included in the Strategy are as follows: -</p> <ol style="list-style-type: none"> <li>1. Maintenance could be a key factor to discuss when speaking with developers / national infrastructure providers. If new cycling and walking infrastructure is to be provided, can they provide a commuted 25 year sum (for example) to ensure the route is looked after? This represents a commitment that the infrastructure (asset) will be looked after in the long term to provide maximum value for their investment.</li> <li>2. When grant applications are being made to central government or others for active travel infrastructure, as above, can a 25 year sum be included in the revenue budget bid, for ongoing maintenance?</li> <li>3. Can the County and District agree that <u>both</u> will</li> </ol>	

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				<p>contribute funding to meet an agreed high quality management/maintenance schedule for the maintenance of all walking and cycling routes please? Support from ESC may ease the burden on the County Council's budget and help ESC to meet its own outcomes for safety, modal shift etc. It's all taxpayers money, afterall, whichever Council raises it.</p> <p>For example: I know that on request, ESC has arranged for the cycle slip route on the A1214 by Ropes Drive West to be swept free of debris. But this does not seem to be part of any regular maintenance schedule. Unfortunately the cycle slip route almost always has a lot of debris in it which is hazardous to those of us on two wheels. These details are important.</p> <p>4. Can you create a protected and ring-fenced budget for the maintenance of walking and cycling infrastructure please?</p> <p>Without all of this I fear that any new routes created will suffer the same fate as the shared pedestrian cycle route along the A1214 – falling into a state of disrepair and representing an asset that has now become a liability and a danger to pedestrians and cyclists.</p> <p>Attachments:  <a href="https://eastssuffolk.inconsult.uk/gf2.ti/af/1322978/455158/PJP/">https://eastssuffolk.inconsult.uk/gf2.ti/af/1322978/455158/PJP/</a></p>	

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				<p><a href="#">/11774901%201%20footway%20by%20milsoms%20bus%20stop%2Ejpg</a></p> <p><a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455159/PJP/-">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455159/PJP/-</a></p> <p><a href="#">/11774901%202%20overgrown%20hedeg%20cycle%20footway%20Halls%20Drift%20to%20Bartrum%20Lane4%2Ejpg</a></p> <p><a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455160/PJP/-">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455160/PJP/-</a></p> <p><a href="#">/11774901%203%20footpath%20and%20cycle%20route%20by%20All%20Saints%20roundabout%2Ejpg</a></p> <p><a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455161/PJP/-/11774901%204%20P7160112%2EJPG">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455161/PJP/-/11774901%204%20P7160112%2EJPG</a></p> <p><a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455162/PJP/-">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455162/PJP/-</a></p> <p><a href="#">/11774901%205%20overgrown%20hedeg%20cycle%20footway%20Halls%20Drift%20to%20Bartrum%20Lane%2Ejpg</a></p> <p><a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455163/PJP/-/11774901%206%20P7160108%2EJPG">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455163/PJP/-/11774901%206%20P7160108%2EJPG</a></p> <p><a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455164/PJP/-/11774901%207%20P7160111%2EJPG">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455164/PJP/-/11774901%207%20P7160111%2EJPG</a></p> <p><a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455165/PJP/-">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455165/PJP/-</a></p> <p><a href="#">/11774901%208%20overgrown%20hedeg%20cycle%</a></p>	

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				<p><a href="#">20footway%20Halls%20Drift%20to%20Bartrum%20Lane%2Ejpg</a></p> <p><a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455166/PJP/-/11774901%209%20P7160056%2EJPG">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455166/PJP/-/11774901%209%20P7160056%2EJPG</a></p> <p><a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455167/PJP/-/11774901%2010%20P7160110%2EJPG">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455167/PJP/-/11774901%2010%20P7160110%2EJPG</a></p> <p><a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455168/PJP/-/11774901%2011%20close%20up%20by%20Kesgrave%20buslink%2Ejpg">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455168/PJP/-/11774901%2011%20close%20up%20by%20Kesgrave%20buslink%2Ejpg</a></p> <p><a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455169/PJP/-/11774901%2012%20footway%20near%20KHS%2Ejpg">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455169/PJP/-/11774901%2012%20footway%20near%20KHS%2Ejpg</a></p> <p><a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455170/PJP/-/11774901%2013%20P7160109%2EJPG">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455170/PJP/-/11774901%2013%20P7160109%2EJPG</a></p> <p><a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455171/PJP/-/11774901%2014%20overgrown%20hedeg%20cycle%20footway%20Halls%20Drift%20to%20Bartrum%20Lane%2Ejpg">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455171/PJP/-/11774901%2014%20overgrown%20hedeg%20cycle%20footway%20Halls%20Drift%20to%20Bartrum%20Lane%2Ejpg</a></p> <p><a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455172/PJP/-/11774901%2015%20footpath%20west%20of%20Bell%20Lane%20junct%2Ejpg">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455172/PJP/-/11774901%2015%20footpath%20west%20of%20Bell%20Lane%20junct%2Ejpg</a></p>	



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				<p><a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455173/PJP/-/11774901%2016%20A1214%20foot%20cycle%20way%2EJPG">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455173/PJP/-/11774901%2016%20A1214%20foot%20cycle%20way%2EJPG</a></p> <p>Kesgrave Fisheries cycle footway parking Dec 29<sup>th</sup> Photo 4 - <i>The attachment has not been published due to potential copyright/data protection concerns, but was still fully considered and assessed in forming the Strategy.</i></p> <p><a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455175/PJP/-/11774901%2018%20overgrown%20hedeg%20cycle%20footway%20Bartrum%20Lane%20to%20play%20area%2Ejpg">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455175/PJP/-/11774901%2018%20overgrown%20hedeg%20cycle%20footway%20Bartrum%20Lane%20to%20play%20area%2Ejpg</a></p>	
Paragraph 1.1 - 1.2	Suffolk County Council (Andrew Woodin)	114		I see PRoW are covered in the draft strategy, I'd like to see acknowledgement PRoW can be created if it is seen to be in the public interest.	The comment is noted and some new PROW's have been recommended within the Strategy. The detailed design stage will consider the best approach in achieving cycle/walking connections and this may involve the create of new PROW routes.
Paragraph 1.1 - 1.2	Susan Mason	249		Why does the council think it has the right to destroy woodland that is not owned by them to provide a cycle/footpath for people who will live on the other side of the A12 who will have plenty of areas that they can walk/ride. If they need to go to Martlesham/Kesgrave there is already ample cycle paths along the A12 that come out by BT and dual paths from Deben Avenue that can be used without destroying further habitats for our wildlife and precious trees.	The importance of the natural environment to wildlife and the health and wellbeing of residents is recognised within the Strategy, and various amendments have been made to recommendations to reduce the impact on the natural environment, whilst providing for high quality cycling and walking environments.

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				We are supposed to be protecting our green spaces not destroying them.	
Paragraph 1.1 - 1.2	Timandra Howell	267	No	I live in the local area and regularly walk in the woods. It is quiet, tranquil and safe. The addition of a cycle path will be detrimental to the wildlife of the area as the numbers of users is significantly increased. The walkers would need to be constantly looking over their shoulders to ensure they are not in the line of cyclists. At present there is no restriction and people are on the whole very sensible and respectful of others when they are cycling in the woods. Making a designated cycle path would almost certainly change these habits.	The approach of the Strategy has been to avoid harm to the natural environment where possible.
Paragraph 1.1 - 1.2	Trimley St Mary Parish Council (Debra Cooper)	287	Yes	It would make sense to follow up this strategy with a published implementation plan. This can draw on the funding mechanisms outlined within the strategy but overlay with delivery details from known infrastructure and development activity across the region. Details submitted within planning applications would enable a priority and timeline (even if only indicative) and a funding source to further the effectiveness of the strategy and closely align it to development activity being actively planned.	The implementation section of the Strategy sets out how the Strategy will be implemented and monitored. An Infrastructure Delivery Framework is being created linking recommendations to potential funding mechanisms. We are also creating a prioritisation methodology with SCC where recommendations will be prioritised post-adoption.
Paragraph 1.1 - 1.2	Woodbridge Town Council (Greg Diaper)	432		<b>General Comments</b>  Woodbridge Town Council ('WTC') has reviewed the draft strategy in the light of the data collected by ESC and WTC councillors' knowledge of the use by cyclists and walkers of roads and footways within Woodbridge and its immediate environs.	Ongoing SCC projects have been accounted for throughout the preparation of the Strategy so as to avoid duplication of and abortive infrastructure recommendations. Comments relating to specific recommendations have been addressed in the section of the Consultation Statement relevant to the specific recommendations.

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				<p>Further WTC has taken into consideration the following:</p> <ul style="list-style-type: none"> <li>• The likely significant impact of the current design being finalised on its behalf by Suffolk County Council Highways for several 20mph zones within the town boundaries as well as the likely increasing of the speed limit by SCC along the B1438 between the A12 and the junction with Old Barrack Road/California from 30 to 40mph.</li> <li>• The likely significant impact of the SCC proposed A12 improvements between Seven Hills and Woods Lane, specifically the revision to junctions at the three roundabouts on the outskirts of Woodbridge and the dualling of the single lane section between the B1438 and B1079 junctions.</li> </ul> <p>WTC, in its review of the consultation, has also examined the ESC proposals based on its belief that IM 15 and 17 should be the primary strategic route for cyclists travelling from Ipswich/Kesgrave/Martlesham to Woodbridge and/or Melton. WTC is of the view that further cycling accesses into Woodbridge can be added from IM17 which provide an alternative option that may better meet the core design objectives in section 4 of the Department of Transport LTN1/20 than some of the routes in the ESC draft strategy. These will be commented upon in detail under the comments section for individual routes.</p>	

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Paragraph 1.3	Anthony Webb	10	Yes	<p>My interest is primarily facilitating the crossing of the A14 between Bucklesham and Levington for cyclists and pedestrians along Levington Lane</p> <p>Thankyou for your attention</p>	<p>Comments noted. The Strategy looks to provide a connection between Levington and Bucklesham over the A14 in Key Corridor recommendation IF14.</p>
Paragraph 1.3	British Horse Society (Lynda Warth)	669		<p><b>Initial map-based consultation (19 October 2020 to 7 December 2020)</b></p> <p>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 <a href="#">initial consultation map</a>.</p> <p>The map did not show the rights of way network so users of that network were unable to comment easily whilst it was made clear from the outset that this was a walking and cycling consultation. The fact that that the bridleway network was to form part of the new provision and changes were intended was not made clear to horse riders nor anyone else. That is to be regretted.</p> <p><b>Steering group</b></p> <p>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.</p>	<p>The initial consultation map provided the opportunity for suggestions to be made in relation to cycling and walking issues and opportunities across the whole of East Suffolk. These could have been, and were, made on Public Rights of Way.</p> <p>Consideration has been given to the needs of horse riders throughout the preparation of the strategy particularly in relation to bridleways. The County Public Rights of Way team were part of the steering group.</p>

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				Are there any horse riders on this group? The BHS as the representative body for horse riders clearly should be included. Please could you advise us how we can ensure that we are represented?	
Paragraph 1.3	Felixstowe Town Council (Ash Tadjrishi)	909		<p>A core part of FTC's original comments was to better recognise, then to maintain and publicise, existing infrastructure.</p> <p>New infrastructure should surely be designed to link to and make better use of existing, often fragmented paths. If these are ignored, there is a danger of duplication and wasted costs.</p> <p>Improved maintenance and signing of these should be considered as a candidate for CIL, or other, funding, in parallel with new provision.</p> <p>Many of these will be core links from development on the north of the town through to sea front and town centre destinations.</p> <p>We would request that this aspect be significantly re-considered.</p> <p>More fundamentally, it must be recognised that the core purpose of the highway is to facilitate the social and commercial life of the community in the widest sense. The transport network (in its broadest sense) has evolved, and must continue to evolve, to provide safe, attractive and efficient movement for all network users, with a wide and improved choice of modes, ideally separated wherever possible. We support the aim of achieving a safe, integrated network of routes which encourages and supports all those who can use cleaner / quieter / healthier forms of transport (for utility and leisure), while still allowing motor vehicle users to go about their</p>	<p>The existing infrastructure was carefully considered throughout the preparation of the Strategy to create the optimum and most efficient network possible.</p> <p>The Strategy focuses on the identification of new infrastructure opportunities rather than the maintenance of existing infrastructure, as new infrastructure can be delivered through the planning system while maintenance cannot.</p> <p>The Strategy recognises that streets have multiple functions and all users have been considered. The Strategy focuses on cycling and walking which are higher on the user hierarchy, but ultimately the detailed design of the recommendation will have to be considered if the recommendation is taken forward.</p> <p>The Community Recommendations in the Strategy do not generally show who submitted them.</p>

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				<p>business without unreasonable inconvenience.</p> <p>FTC strongly supports development of dedicated networks for cycling and / or walking wherever possible to foster greater use of these modes.</p> <p>Where dedicated routes cannot be provided, and redesign of existing roads is essential to fulfil a clear need for an improved route for cyclists and /or pedestrians, these should seek to minimise disruption to overall traffic flows, avoiding causing congestion, as demonstrably the greatest cause of air pollution and inefficient use of fuels of all types, and consequent diversion of traffic to unsuitable minor roads or streets.</p> <p>In all cases, conflicts, or perception of conflicts, between user classes must be minimised.</p> <p>See above.</p> <p>The 24 comments from FTC were NOT attributed to FTC, but as general Community Comments, which is inappropriate.</p> <p>And in line with above, some not recognised in the proposed Strategy. E.G. Footpath from Brook Lane to Park Avenue: FTC W5B / SCC Map 693.</p>	
Paragraph 1.3	Michelle Golding	565		<p>Re: Identification of Key corridors</p> <p>While the East West route through Beccles is considered Key, the North South route, linking the Town with Norwich is given scant attention.</p> <p>The link to Norwich is just as important for Beccles</p>	<p>The role of Northgate has been considered in the formation of the Strategy. Accordingly a recommendation relating to Northgate has been included.</p> <p>As you note the route between Beccles and Norwich has not been included within the key corridors. However,</p>

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				<p>(and East Suffolk) as is the East Wes route and there is already a waymarked route from Whitlingham Broad to evidence this.</p> <p>These routes transect at the foot of Northgate, itself a vital Walking /Cycling route through the town, part of the Angles Way long distance footpath and National cycle route 30.</p> <p>The current prioritisation of this narrow medieval route, for buses and heavy vehicles, is a serious safety concern for the many walkers and cyclists who currently use it. If preservation of the historic heritage of the town as well as encouragement of it's tourist potential are to be taken seriously this route (104 on the current plan), needs to be taken much more seriously than on this draft and I urge you to reconsider.</p> <p>I have previously sent the attached photo, but reattach as evidence of just how narrow the street is, and just how much heavy traffic is making the route so difficult for Pedestrians and Cyclists</p> <p>Attachments:  <a href="https://eastssuffolk.inconsult.uk/gf2.ti/af/1322978/454666/PJP/-/11769237%201%20Busses%20in%20Northgate%20Beccles%2Ejpg">https://eastssuffolk.inconsult.uk/gf2.ti/af/1322978/454666/PJP/-/11769237%201%20Busses%20in%20Northgate%20Beccles%2Ejpg</a></p>	<p>there have been discussions with neighbouring authorities including the Broads Authority and Norfolk County Council about improving links across Authority boundaries.</p>
Paragraph 1.3	Reydon Parish Council (John Roger Cracknell)	184	Yes	No comments	Support noted.

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Paragraph 1.3	Sue Tansley	5	Yes	It is an excellent idea but it seems our parish council were unaware of this and as such no one has commented on behalf of our parish. As the footpath officer in the parish of Pettisttee & Loudham I would have liked the opportunity to make comment.	Support noted. The Parish Council was notified of the consultation.
Paragraph 1.3	Suffolk Coast & Heaths and Dedham Vale AONBs (Simon Amstutz)	381		The Suffolk Coast Ltd Destination Management Organisation and AONB commissioned Tourism Strategy funded by the EU Balance project would provide useful background into the development of cycling in the Suffolk coastal area. Similarly the Suffolk Coast & Heaths AONB Management Plan-a statutory document required of LAs to produce for those with AONBs within their area. I would suggest a wider grouping on the steering group to reflect voices beyond the local authorities voices	Various Suffolk Coast and Heaths AONB documents have been used throughout the preparation of the Strategy, including the AONB Management Plan, and numerous walking and cycling guides.
Paragraph 1.4 - 1.9	Andy Smith	786		<p>Without a clear Implementation Plan, and more detailed consideration of potential funding streams it is hard to see how at least those proposals within the existing urban area can be achieved in anything approaching a desirable time scale.</p> <p>Conversely, many of the proposals will represent significant changes to the transport infrastructure and the local environment, so subject to various regulations and / or may require planning consent. We seek firm assurances in the eventual published Strategy, that while it remains a relevant consideration in respect any specific scheme, all firm proposals for implementation must remain fully subject to normal consultation procedures under various relevant legislation including transport and planning regulations, National (NPPF), Local and</p>	<p>The implementation of the recommendations is an important facet of the project and a section detailing the likely methods of implementation has been created. As part of the Strategy we will be working collaboratively with Suffolk County Council in prioritising recommendations.</p> <p>This document provides recommendations and doesn't negate the need to undertake all appropriate assessments and procedures.</p>



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				Neighbourhood Plans, environmental assessments where appropriate and others.	
Paragraph 1.4 - 1.9	David Adelson	418	Yes	Nothing is gained by a strategy that doesn't have the funding or even the commitment to deliver it. I understand there may be sources of funding from UK government and possibly others. It's actually a key part of the strategy to say how the proposals are to be funded. This should be included in this section.	It is recognised that the funding and implementation is an important part of the project. A section of the Strategy is included relating to implementation and further work will be undertaken with SCC following adoption to implement the recommendations.
Paragraph 1.4 - 1.9	Felixstowe Town Council (Ash Tadjrishi)	910		<p>No mention is made of the SCC Review of 2014/15, of which details were submitted by FTC - and similarly, few if any have been implemented.</p> <p>We suggest that without an Implementation Plan, and more detailed consideration of potential funding streams, this unfortunate situation is unlikely to be resolved to any scale.</p> <p>Conversely, many of the proposals will represent significant changes to the transport infrastructure and the local environment, so subject to various regulations and / or may require planning consent. We seek firm assurances in the eventual published Strategy, that while it remains a relevant consideration in respect any specific scheme, all firm proposals for implementation will remain fully subject to normal consultation procedures under various relevant legislation including transport and planning regulations, National (NPPF), Local and Neighbourhood Plans, environmental assessments where appropriate and others.</p>	<p>ESC has worked extensively with SCC during the production of the Strategy. SCC are part of the steering group and shared cycling and walking infrastructure plans (LCWIP) with us.</p> <p>It is recognised that funding and implementation is an important part of the project. A section of the Strategy is included relating to implementation and further work will be undertaken with SCC following adoption to implement the recommendations.</p> <p>This document provides recommendations and doesn't negate the need to undertake all appropriate assessments and procedures.</p>
Paragraph 1.4 - 1.9	Isobel Fleming	81	No	If funding is available it should be used to promote other forms of exercise, such as maintaining and	Throughout the preparation of the Strategy we have looked to identify improvements to the PROW network

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				improving the bridleway network across the county. Where there is major building in every town and village bridleways will be even more important to keep horses off the roads and safely on bridleways,RUPPS and Byways.	as well as the public highway for all users. Where appropriate equestrian users were considered in the formation of any new or improved infrastructure. The British Horse Society were a consultee and have been directly engaged with.
Paragraph 1.4 - 1.9	Leiston Together (Helen Greengrass)	847		Overall strategy  To consider within it cycle storage – as many people make positive choices to have electric bikes, or invest in expensive bicycles, they are unlikely to make use of them unless there is sufficient safe storage facilities.	Cycle storage has been recommended at various places within the Strategy where appropriate.
Paragraph 1.4 - 1.9	Mr Dunn	714		I believe that any development of cycleways should come with training. It has become apparent that cyclist think all areas that are not road are their exclusive preserve to the detriment of pedestrians. Although the witnessed accidents are still low in numbers the number of near misses couple with excessive industrial language are growing to an unacceptable level.  In view of the above I am strongly opposed to any new cycle ways.	Whilst cycling proficiency is important it falls outside the remit of the Strategy which focuses on new infrastructure.
Paragraph 1.4 - 1.9	Nik Bestow	96		<ul style="list-style-type: none"> <li> <b>National Cycle Routes</b>                      The maps and the scheme make no mention of the National Cycle Routes (specifically National Cycle Route 1 and Regional Cycle Route 41 for my local area).                      These routes are important to cyclists and should be included on the reference maps and taken into consideration when planning new paths.                      In some cases it may be appropriate to redirect                 </li> </ul>	The National Cycle Networks were a consideration in the formation of the Strategy and reference to the NCR/NCN has been included.

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				the National Cycle Routes to take into account the changes you are proposing.	
Paragraph 1.4 - 1.9	Reydon Parish Council (John Roger Cracknell)	185	Yes	Agree	Support noted.
Paragraph 1.4 - 1.9	S Hall	647	No	<p>To implement this strategy a whole new section / focus is needed around “Education, Communications &amp; Promotion”. With a commitment and funding allocation to support this work. I think the strategy could fail. I don't recall this being mentioned so far - apologies if I missed it. But it would need commitment and funding.</p> <p>I doubt that many members of the public and even many local councillors will be aware of the massive change in government policy towards cycling last year. And I doubt they would be aware of the details in the Suffolk-Design-Streets-Guide which puts pedestrians as the first priority and cyclists as the second priority etc. See attached.</p> <p>This is all very helpful for planners to work with and it's great for active, healthy and sustainable transport – in theory. But it is such a step change in policy that in order to put it into practice, I think some really clear and effective communications with the public and with local councillors is needed to enable people to understand these new priorities and the background to them.</p> <p>Unless people have cycled in places such as the Netherlands they may not understand the really exciting and practical possibilities for mass transit by</p>	While education, communication and promotion are important elements in a well-rounded approach to cycling and walking, the purpose of the Strategy is on new and improved cycling and walking infrastructure. If we create safe, coherent, direct, comfortable and attractive cycling and walking infrastructure the public will use it.

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				<p>bike. And they may not know that it is only since the 1970s that the Netherlands has had this policy and practice. The Netherlands transformed its polluted, congested and dangerous road environment (the one we have here in East Suffolk today) into a cycle friendly space in which people actively wanted to cycle and choose to do this – often as their first transport choice.</p> <p>The Netherlands highlights the key role which well-designed infrastructure plays in enabling people to cycle. It is a sheer joy to cycle on well designed cycle routes, getting about quickly and conveniently along safe, direct and attractive cycle routes. And the massive health and wellbeing benefits and feel good factor which come from this are well documented. Good communication of all of this is needed. Another angle for communications is in the context of the climate crisis. Many people want to do something to help in the crisis and cycling rather than driving is one thing that people can consider.</p> <p>Can East Suffolk Council and Suffolk County Council please do some really effective educational and promotional work aimed at the general public and local councillors? It could show the great potential for cycling – and especially for commuter cycling. Perhaps presentations could be made to local councillors and drop-in events organised with/for local residents? It may also help if there were some online resources with UK case studies showing “before” and “after” photos. Examples from the continent would help too. There are some great</p>	

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				<p>online videos of the Netherlands before and after their “cycling revolution” (pun intended ;) The point is that the right infrastructure was transformative in the Netherlands and if the Dutch can do it, so can we! Many people think the Dutch have always had cycling infrastructure and a cycling culture – but they haven’t. It’s worth making that point. And also, before motor vehicles dominated out roads, the UK used to have a very strong cycling culture too. I remember in the 1960s and some of the 1970s thousands of people cycling to and fro work everyday. The humble bicycle provided transport for the masses. There are some great photos online of this cycling culture which could be included in communications, as it might just spark others to remember... and then the idea of mass cycling may feel less “alien” and more achievable.</p> <p>One key point for communications is to raise the profile of cycling as a means of everyday commuter transport e.g. travel to work, for shopping etc. I think there is an educational/knowledge gap around this. All too often people seem to consider cycling as a leisure activity (your paragraph 3.3). A commonly held view is that you might cycle to school/college until you are 17 years old, but then, you will get your driving licence and you will be driving a car to college or work and no longer cycling.</p> <p>On this point - <b>Local Transport Note 1/20 says:</b></p> <p>“This updated national guidance for highway authorities and designers aims to help cycling</p>	

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				<p>become a form of mass transit in many more places. Cycling must no longer be treated as marginal, or an afterthought. It must not be seen as mainly part of the leisure industry, but as a means of everyday transport. It must be placed at the heart of the transport network, with the capital spending, road space and traffic planners' attention befitting that role. The guidance delivers on our commitment to boost design standards and improve safety. It sets out the much higher standards now expected, and describes some of the failings common in the past, which will be strongly discouraged in future".</p> <p>Another point to make in any communications work by ESC is what current travel statistics show. They indicate that fewer young people are choosing to obtain a drivers' licence and to use a car and that this is a significant new trend. The statistics show that it is older age groups who drive the most - and they are often the decision makers! So, I think it would be extremely helpful if East Suffolk Council could engage the public (and councillors) with good communication on these statistics and trends so that everyone is aware of them.</p> <p>One final suggestion for communications is to develop/deliver Smarter Choices projects. I worked on the Ipswich TravelSmart Individualised Travel Marketing (ITM) project back in 2010 – a multi-stakeholder project that targeted 17,000 local households with information about smarter travel choices.</p>	

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				<p>The aim of the TravelSmart project in Ipswich was:</p> <p>“to promote greater use of sustainable and active travel modes (walking, cycling and public transport) as alternatives to car travel among a target population of 17,000 households”.</p> <p>A 71% response rate meant that the project was successful in engaging with some 12,000 residents. It was successful in, (amongst other things), reducing car trips (with single driver) by 11% and increasing cycling trips by 55%.</p> <p>Smarter Choice projects could be developed with schools, workplaces and towns in East Suffolk.</p> <p>Smarter Choice projects are specifically referred to in the <a href="#">ISPA Transport Mitigation Strategy</a> prepared by SCC in 2019 Suffolk Coastal Local Plan which you reference in your draft Strategy.</p> <p>Attachments:  <a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455267/DOCX/-/11775701%201%20Suffolk%20Design%20Streets%20Guide%20Priorities%2Edocx">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455267/DOCX/-/11775701%201%20Suffolk%20Design%20Streets%20Guide%20Priorities%2Edocx</a></p>	
Paragraph 1.4 - 1.9	Suffolk Coast & Heaths and Dedham Vale AONBs (Simon Amstutz)	382		<p>other funding and delivery opportunities could include AONB grants (eg Sustainable Development Fund, Amenity and Accessibility Fund, Farming in Protected Landscapes programme (that includes an access element) and working in Partnership with Sustrans and the AONB team. Building a broader partnership would allow a wider debate and ideas to</p>	<p>Working with partners and seeking funding opportunities is an important aspect of the Strategy and we welcome the identification of the AONB's funding opportunities. Reference to funding and delivery options at the local and national level is referenced within the Strategy as an important element of implementation.</p>

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				bring to bar in meeting the ambition. RAMs may also be a consideration in funding opportunities	
Paragraph 1.4 - 1.9	Timandra Howell	268	No		Objection noted.
Paragraph 1.4 - 1.9	Ufford Parish Council (Judi Hallett)	726		<p><b>Introduction to Consultation Response</b></p> <p>East Suffolk Council( ESC) published their Cycling and Walking Strategy and this is out for consultation with a deadline for comments of Monday 10th January 2022. Ufford Parish Council did not respond formally to the earlier ESC/ Suffolk County Council (SCC) consultation but several individual residents flagged issues in and around the village and beyond, such as the poor state of footpaths alongside major and minor roads, inadequate signage and the possibilities of increasing both walking and cycling usage if improved infrastructure could be developed.</p> <p><b>Sections 1 and 2: Overall Strategy</b></p> <p>Ufford Parish Council is supportive of the concept and the direction of travel within the Cycling &amp; Walking Strategy. There is a clear need to improve and extend the infrastructure within East Suffolk to provide cyclists and walkers with safer access to our towns, villages and the countryside. However, within the proposals there seems too have been insufficient thought given to providing an integrated network with safe cycling and walking routes. There appears to be still too much reliance on using busy major and minor roads where cyclists and walkers are at risk or</p>	<p>Whilst the importance of maintenance to the cycle and walking network is recognised this Strategy focuses upon providing new infrastructure.</p> <p>The Strategy looks to identify improvements not only to the Highway network but also the PROW network. It is recognised that many roads lack the space to provide new infrastructure however there are various opportunities to improve the cycling and walking experience without requiring more space i.e. modal filter. The highway network offers opportunities in relation to delivery given it is in public ownership.</p> <p>In reference to the remaining points. No comment has been discounted and each was given due attention and scored appropriately. These community recommendations form part of the strategy.</p> <p>Urban areas represent higher potential for modal shift benefiting a larger population. However, we have sought to incorporate rural areas on the edges of the key corridors and identified a number of leisure routes throughout East Suffolk.</p> <p>IM23 has been amended to incorporate a better cycling connection between Melton and Ufford.</p> <p>Taking a 'joined-up' approach has been an important part of the Strategy with SCC and PROW representatives</p>



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				<p>are discouraged due to the volume of car and lorry traffic. More specifically:-</p> <ul style="list-style-type: none"> <li>• Some of our busy minor roads and lanes are too narrow to allow two cars to pass each other; hence safe cycling is Equally, where the footpaths are overgrown or too narrow then walkers are at risk walking on the highway or are discouraged from trying. From the map- based consultation, several of these routes around Ufford and Melton flagged as “needing improvement” have been discounted.</li> <li>• In the Key Corridors criteria, insufficient attention appears to have been given to “countryside corridors” which are used already by cyclists but are not The Strava Metro data used to assess issues flagged in the initial consultation appears flawed as it gives insufficient to the rural aspects.</li> <li>• There seems to be a lack of “joined up” thinking between Planning, Highways, Public Rights of Way and related ESC needs to work harder to build a coordinated approach across Departments and with Suffolk County Council.</li> <li>• Little attention has been paid to the potential impact of Sizewell C, to the proposed duelling of the A12 around Woodbridge or the proposed duelling around A12 villages resulting from EDF’s plans.</li> </ul>	<p>part of the steering group.</p> <p>Consideration has been given to both the impacts and associated infrastructure improvements of Sizewell C and the A12 works.</p>

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Paragraph 1.4 - 1.9	Ufford Parish Council (Judi Hallett)	735		<p><b>Missing Issues - Rights of Way Improvement Plan (ROWIP)</b></p> <p>This Suffolk County Council (SCC) initiative is mentioned with the ESC document but is given scant attention in the Recommendations. As part of SCC's Green Access Strategy, it is acknowledged and should align with the ESC Cycling and Walking Strategy actions.</p> <p>The ROWIP is already being implemented by SCC and Ufford is involved as a couple of important walking trails (notably the Rendlesham and Deben Valley Trail) pass through the village. We are in touch with SCC to add to their data base, for example by adding the award-winning Ufford Heritage Trail, to the emerging network. It is suggested that ESC give greater credence to the ROWIP in its final strategy.</p>	<p>The Green Access Strategy was considered in the preparation of the Strategy and PROW officers are part of the steering group.</p> <p>IM23 has been amended to incorporate a better cycling connection between Melton and Ufford.</p>
Paragraph 2.1	Andy Smith	787		<p>Many useful relevant documents are quoted. However, notably, not the National or regional Cycle Routes or the National Coastal Path and Local Walking paths. Both should be:</p> <p>(i) recognised as part of context, with links needed to and from</p> <p>(ii) Certainly shown of all the maps for clarity. See more detail in Note A</p> <p>Proposals for major development of underground or multi-storey car parks are inappropriate for inclusion in this context. They should be removed.</p>	<p>The National Cycle Network was referenced in the list of evidence sources used to create the recommendations and a website address is included. The Local Walking Paths is assumed to mean the Public Rights of Way Network which again is listed as an evidence source and is available to view as a layer on our interactive map.</p> <p>The National Coastal Path/England Coast Path is referenced in individual sections where applicable.</p>
Paragraph 2.1	Felixstowe Town Council (Ash Tadjrishi)	911		<p>Many useful relevant documents are quoted. However, notably, not the National or regional Cycle Routes or the National Coastal Path and Local</p>	<p>Throughout the preparation of the Strategy consideration has been given to the National Cycle Network and the England Coast Path. However, these</p>

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				<p>Walking paths. Both should be:                      (i) recognised as part of context, with links needed to and from                      (ii) Certainly shown of all the maps for clarity. See more detail in Note A</p> <p>We would question whether the Strategy should be accompanied, as with most Planning or Transport Policy document, should be accompanied by an Environmental, Impact Assessment.</p> <p>The draft Strategy contains two proposals for major development of underground or multi-storey car parks. We suggest strongly that such significant aspects are beyond the scope of “Cycling and Walking” and are inappropriate for inclusion in this context. They should be removed.</p>	<p>are not documents and so are not set out in the Policy Context.                      The Strategy has been subject to Strategic Environmental Assessment screening, and there is no need for the Strategy to be subject to Environmental Impact Assessment (EIA). If the implementation of recommendations within the Strategy triggers the need for EIA this will need to be undertaken as the recommendation is taken forward to delivery.</p>
Paragraph 2.1	Margaret Rogers	30	Yes	<p>It is essential that the rural routes are inspected and maintained regularly by SCC, ensuring there are no potholes and that verges are cut back sufficiently to enable view of oncoming traffic. Tractors and buses use the rural routes as well, those tractors used in my area often fill the entire width of the road and there is no where for anyone else to go as verges are higher than the road. Rural roads are only narrow lanes.</p> <p>Unfortunately this year due to heavy rain the re-growth of weeds and grass in the verges is a hazard to cyclists and walkers alike.</p> <p>It would appear that SCC have no plans to re-cut verges due to lack of funding, not being on their</p>	<p>The Strategy focusses on the identification of new infrastructure opportunities rather than the maintenance of existing infrastructure.</p>

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				<p>schedule or just because we are rural areas, this also applies to pot holes and holes at the sides of roads. There are also roads in rural areas that have not been cut and just left. SCC have no funds (This is according to the media) God help any cyclist that meets a tractor or even hits a pot hole.</p> <p>When WDC (Waveney Norse) used to cut verges it was done twice during the summer months if it was necessary.</p>	
Paragraph 2.1	Peter Kerridge	403	No	<p>You claim to be complying with the strategic priority to mitigate human impact on the environment but are doing the exact opposite by making all your walkways and cycle paths tarmac or other unnatural surfaces. If we wanted to live in a tarmac environment we would move to a town. All you are doing is ruining the special natural environment and as to the putting in of street lights, this just beggars belief when these are actually being turned off at night by your own Highways Department - in order to reduce carbon emissions.</p> <p>Not everyone wants to walk or cycle on tarmac there are plenty of roads and footpaths for that already without destroying the natural environment. Just look at your own photographs which presumably you have included as exemplar to try and justify these proposals. The opening photo shows an horrendous swathe of tarmac looking like a throw back to the 1970s but the most telling part is that there is absolutely nobody using it. Then there is a photograph of a plethora of huge signs showing a cycle route - do you really think these don't impact</p>	<p>The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward.</p> <p>Whilst cycling on-road may be suitable for some cyclists it won't meet the needs of all users. Safe and attractive routes that are appropriately segregated from vehicles will encourage more cycling and reduce vehicular trips.</p>

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				<p>on the environment. What a waste of money and terrible visual impact.</p> <p>You will probably want to justify putting tarmac everywhere by claiming it is more disabled friendly but it isn't as simple as that as people with fallen arches and plantar fasciitis find walking on a natural surface much easier.</p>	
Paragraph 2.1	Trimley St Mary Parish Council (Debra Cooper)	290	Yes	<p>There is some excellent work contained within the Suffolk Design Streets Guide and the ES Cycling &amp; Walking Strategy would benefit from directly evidencing this guidance. For example, the Design Guide 'promotes and encourages the designer to explore and develop designs that respond to user needs and circumstances'. Yet, in the strategy, it is hard to find references to recommendations based on user needs. Journeying to the High School is a key user need that must be properly considered in the Cycling &amp; Walking Strategy.</p> <p>From the Suffolk Design Street Guide: "Designers need to consider not only movement and place but also the variety of users. This requires deeper consideration to the proper functions of the street to consider users 'vulnerabilities". The Strategy would benefit from evidencing this consideration in its approach to scoring. For example, 1000+ pupils need to travel to and from the High School every weekday. This is a primary function of the High Road. School children: users. The Strategy should do more to directly address these movement considerations.</p>	<p>The Suffolk Design Streets Guide is referenced in our policy context and the Strategy draws from the principles of the Suffolk Design Streets Guide throughout its recommendations. Particularly with reference to the user hierarchy whereby pedestrians and cyclists are prioritised over other transport modes.</p> <p>The exact design of the infrastructure will be considered at the design stage.</p>

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Paragraph 2.2 to 2.7	Felixstowe Town Council (Ash Tadjrishi)	952		<p>National and Local Coastal pedestrian Paths.</p> <p>Designated and signed long distance walking paths are an increasingly important element in encouraging walking for promoting tourism, for leisure and for health.</p> <p>It follows therefore that any Cycling and Walking Strategy, at County, District or local level should have as a core element the recognition, promotion and mapping of relevant paths, and a Strategy Objective to expedite their use both in their own right and for local routes to link to and use them wherever that can be achieved.</p> <p>In Felixstowe (and the whole Orwell North bank) we have:</p> <ol style="list-style-type: none"> <li>1) The long standing <a href="#">Stour and Orwell Estuaries Walk</a>.</li> <li>2) <a href="#">The Suffolk Coast Path</a></li> <li>3) And in the final stages of Parliamentary approval, 2 sections of the National Coast Path <a href="#">Shotley Gate to Felixstowe Ferry</a> <a href="#">Felixstowe Ferry to Bawdsey</a></li> </ol> <p>Further details of the National Coast Path can be obtained from Natural England</p> <p>We strongly request that these are classified and mapped as part of the ESC Strategy, and that the final Strategy expedites and overtly recognises those, including local signage.</p> <p>Relevant proposals include, but certainly not limited</p>	<p>Throughout the preparation of the Strategy we have considered the England Coast Path, Public Rights of Way and the National Cycle Network amongst other evidence sources set out in the Strategy.</p> <p>The importance of cycling and walking for tourism, leisure and health is recognised within the Strategy and for this reason a number of cycling and walking leisure routes have been set out within the Strategy.</p> <p>The points raised under individual recommendations have been addressed under the relevant individual reference.</p>

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				<p>to those below, however we have not individually detailed the many seafront links to the Suffolk Coast Path and the National Coast Path</p> <p>Proposals F8 F9 F40 F95 F113</p> <p>Objectives 2 Policy Context</p>	
Paragraph 2.2 to 2.7	Felixstowe Town Council (Ash Tadjrishi)	955		<p>National Cycle Routes 51 and 41 are important, signed and widely used within and visiting to or through Felixstowe. They can be viewed at any scale on the National Cycle Routes map <a href="#">here</a> , and more information can be obtained from Sustrans <a href="https://www.sustrans.org.uk/find-a-route-on-the-national-cycle-network/route-51">https://www.sustrans.org.uk/find-a-route-on-the-national-cycle-network/route-51</a></p>	The National Cycle Network and it has been considered throughout the preparation of the Strategy.
Paragraph 2.8 to 2.11	Jonathan Clyne	387	No	<p>The LCWIP states that it relies on statistics for 2020 and boasts of a 76.9% increase in cycle trips during this period. In March 2020 the first Covid-19 lockdown occurred and, as has been widely reported, as part of their daily exercise people took cycle trips or walks which they ordinarily would not have done. The statistics relied on are therefore misleading and are not representative of the cycle trips and walks that would take place under normal circumstances. No where in the voluminous documentation have I seen (so far) it acknowledged that the data relied upon is not representative of any year in which Covid-19 restrictions did not</p>	<p>The data used in the Suffolk County LCWIP was just one source of data used in the production of the Cycling and Walking Strategy and has not been exclusively relied upon.</p> <p>It is recognised that Covid19 will have an impact on some data, but this does not negate the need for improved infrastructure.</p>

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				apply. Perhaps it should, and it certainly would be more honest.	
Paragraph 2.8 to 2.11	S Hall	627	No	<p><b>2) Policy Context – County</b></p> <p><b>These are all really helpful documents, thank you for including them. But I think a More Joined Up Approach Would Be Helpful</b></p> <p>For the Walking &amp; Cycling Strategy to be successful it would help if ESC specified policy support for additional measures and collaborations, such as a commitment to:</p> <ul style="list-style-type: none"> <li>• The future maintenance of cycling infrastructure (please see my comments under 1.1</li> <li>• Allocating funding to support new cycle training for all age groups – not everyone has the confidence or skills to cycle.</li> <li>• Supporting initiatives that help people buy bikes, recycle bikes that are not needed, and initiatives that help people keep their bikes repaired and regularly serviced and in good condition etc.</li> <li>• Review its spatial policies to reduce the need to travel by motor vehicle and review its car parking policy and pricing mechanisms as part of this. A carrot/stick approach is needed if modal shift is to happen. If car parking is cheap and plentiful where is the incentive to cycle!</li> <li>• Support for secure, undercover, well supervised cycle parking where it is needed</li> </ul>	<p>Whilst cycle training, bike repair and maintenance, and car parking policies are important elements of a successful cycling and walking environment, they lie beyond the scope of the Strategy, which is to make recommendations in relation to cycling and walking infrastructure. Cycle parking and storage is included within recommendations across the Strategy, however the detailed design of recommendations will need to consider the need, exact location and design of cycle parking and storage. The Strategy has been prepared with the needs of all users in mind, including the wide variety of cycles on offer.</p>



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				<p>and managed cycle parks/repair/service hubs.</p> <ul style="list-style-type: none"> <li>• Promote the benefits of cycling for public health and long term savings in the health budget, perhaps mentioning the Suffolk Health and Wellbeing Strategy etc which recognises the role of walking and cycling in improving health and wellbeing.</li> <li>• Considering the role of pedal powered/electrically assisted taxis and cargo bikes can play locally. I attach a photo from many years ago of a Pedicab we used as a taxi service to raise money for charity. These vehicles and other similar ones are used elsewhere and it would be great if ESC could support these kind of initiatives locally. And local routes / infrastructure need to be designed to accommodate them. A case in point is that I use a bicycle trailer but find that it will not fit on cycle paths due to their narrowness and the presence of bollards and other obstructions. Cycle paths need to be wide enough with sufficient turning radii for the different types of cycles and trailers people use.</li> <li>• Considering the role that other kinds of cycle such as "wheelchair bikes" can play in opening up cycling opportunities to a wider audience. I attach photos as examples. Sorry I can't find anything better at the moment. But these cycles are such fun and I have really enjoyed "piloting" them with</li> </ul>	

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				<p>others. The joy they can bring to others is huge! And local routes / infrastructure need to be designed to accommodate them.</p> <ul style="list-style-type: none"> <li>The Strategy would benefit from a more joined up approach and wider collaborations. Cycling doesn't happen in a vacuum. And it encompasses a wide range of different pedal powered vehicles which need to be taken into account.</li> </ul> <p>Attachments: Trev Amy and Dave - <i>The attachment has not been published due to potential copyright/data protection concerns, but was still fully considered and assessed in forming the Strategy.</i></p> <p>Trev and Matthew - <i>The attachment has not been published due to potential copyright/data protection concerns, but was still fully considered and assessed in forming the Strategy.</i></p> <p><a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455207/PJP/-/11775061%203%20pedicab%20rear%20view%2Ejpg">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455207/PJP/-/11775061%203%20pedicab%20rear%20view%2Ejpg</a></p>	
Paragraph 2.12 to 2.18	Felixstowe Town Council (Ash Tadjrishi)	953		<p>National and Local Coastal pedestrian Paths.</p> <p>Designated and signed long distance walking paths are an increasingly important element in encouraging walking for promoting tourism, for leisure and for health.</p>	<p>Throughout the preparation of the Strategy we have considered the England Coast Path, Public Rights of Way and the National Cycle Network amongst other evidence sources set out in the Strategy.</p> <p>The importance of cycling and walking for tourism, leisure and health is recognised within the Strategy and</p>

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				<p>It follows therefore that any Cycling and Walking Strategy, at County, District or local level should have as a core element the recognition, promotion and mapping of relevant paths, and a Strategy Objective to expedite their use both in their own right and for local routes to link to and use them wherever that can be achieved.</p> <p>In Felixstowe (and the whole Orwell North bank) we have:</p> <ol style="list-style-type: none"> <li>1) The long standing <a href="#">Stour and Orwell Estuaries Walk</a>.</li> <li>2) <a href="#">The Suffolk Coast Path</a></li> <li>3) And in the final stages of Parliamentary approval, 2 sections of the National Coast Path <a href="#">Shotley Gate to Felixstowe Ferry</a> <a href="#">Felixstowe Ferry to Bawdsey</a></li> </ol> <p>Further details of the National Coast Path can be obtained from Natural England</p> <p>Further details of the National Coast Path can be obtained from Natural England</p> <p>We strongly request that these are classified and mapped as part of the ESC Strategy, and that the final Strategy expedites and overtly recognises those, including local signage.</p> <p>Relevant proposals include, but certainly not limited to those below, however we have not individually detailed the many seafront links to the Suffolk Coast Path and the National Coast Path</p>	<p>for this reason a number of cycling and walking leisure routes have been set out within the Strategy.</p> <p>The points raised under individual recommendations have been addressed under the relevant individual reference.</p>

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				Proposals F8 F9 F40 F95 F113 Objectives 2 Policy Context	
Paragraph 2.12 to 2.18	Felixstowe Town Council (Ash Tadjrishi)	954		Designated Local Cycle routes in Felixstowe are on the <a href="#">Visit Felixstowe website</a> .  In the time available we have not been able to fully cross reference these, but strongly suggest that this should be done, and the routes integrated wherever possible in the final Strategy.	The National Cycle Network and existing cycling and walking infrastructure in East Suffolk have been used amongst other data sources in the preparation of the Strategy.
Paragraph 2.12 to 2.18	Leo Borwick	27	Yes	A key element of context that appears to be missing is coordination with neighbouring districts, particularly Ipswich to the south and west and Great Yarmouth to the north. As recognised in the scoring criteria, developments are only likely to be useful and effective if they provide coherent and connected routes to desired destinations.  A second potentially valuable, though informal, source of context is the Slow Ways network, which provides links between centres of population for walkers. See <a href="http://beta.slowways.org.uk">beta.slowways.org.uk</a> .	Neighbouring authorities have been engaged through the preparation of the draft Strategy both before and after the formal consultation.  The Slow Ways network is an important collection of routes, which have been arrived at through community engagement. The Slow Ways network has therefore been considered as part of the preparation of the Strategy.
Paragraph 2.12 to 2.18	Suffolk Coast & Heaths and Dedham Vale AONBs (Simon Amstutz)	384		The AONB <a href="#">Management Plan</a> should also be a consideration	The AONB documents have been considered in the preparation of the Strategy and reference to the AONB Management Plan as well as the AONB Walking Cycling Guides have been added to the policy context.

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Paragraph 2.19	Martlesham Parish Council (Diane Linsley)	877		<p>Martlesham Parish Council ( welcomes the Draft Walking and Cycling strategy, and in line with the Martlesham Neighbourhood Plan ( MAR 13, supports proposals to improve cycling and walking in the parish. MPC particularly endorses the key points set out in paragraphs 2.19 and 3.17 of the consultation document. MPC would like to thank Anthony Taylor (Senior Planner, Policy and Delivery ESC), for meeting with representatives from MPC prior to submission of this response.</p> <p>MAR13 of the adopted MNP, states that proposals to improve cycling and walking will be supported, and that provision of cycle and pedestrian routes which are separated from vehicular traffic, and from one another will be supported. Furthermore, the MNP states that such proposals should seek to ensure that they link up with existing cycling and walking networks and contribute to the formation of a more comprehensive integrated network across the NP area where possible.</p> <p>Proposals to address the following priority routes will be strongly supported:</p> <p>Additional crossings of the A12                      Access to Kesgrave High School                      Access to Woodbridge along Sandy Lane                      Access to the Recreation Ground</p> <p>Since the adoption of the MNP, Martlesham Parish Council (MPC) has, alongside East Suffolk Council,</p>	<p>The Strategy seeks to identify recommendations for the introduction of segregated cycling and walking infrastructure that form part of a coherent cycling and walking network, in alignment with the Martlesham Neighbourhood Plan. The importance of avoiding harm to the natural environment is recognised and recommendations have been identified and amended to avoid such harm. The National Cycle Network has been an important element of our evidence base in the identification of infrastructure improvements. Comments relating to individual recommendations have been addressed within the specific sections for those recommendations.</p>

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				<p>declared a climate emergency, so is now also of the view, that any new proposals should focus on <b>improvements</b> to existing routes where possible, and avoid impact on woodland, nature reserves and heathland SSI. Improved transport sustainability at the expense of the avoidable loss of these environmentally valuable areas would be counterproductive.</p> <p>A review of existing unclassified roads within the parish <b>which are already part</b> of the National Cycle Network, to include traffic speed limits and flooding problems, would also be helpful, an example being NCN 41, frequently impassable following heavy rainfall and often dangerous on foot.</p> <p>Furthermore, MPC is of the opinion that the draft strategy does not go far enough to address the very real problems for local residents walking to and around the retail area. The MNP household survey highlighted that the Beardmore Park retail area was both difficult and dangerous for cyclists, pedestrians and disabled users. This area has been a source of complaint from residents and other users for many years since the retail park expansion. The author of the draft strategy is therefore invited to tour that area with us to get a better understanding of the problems and dangers that the current arrangements create.</p> <p>At present, too many short journeys to and from the</p>	

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				<p>retail park are made by car because of the lack of safe walking and cycling provision in this area. <b>Such improvements should be a key objective of this strategy.</b></p> <p>Much of the open space in Martlesham is managed by Martlesham Parish Council, Martlesham Heath Householders Ltd* (MHHL) and a range of voluntary groups as nature reserves, formally designated or otherwise, sites of special scientific interest or wildlife friendly areas and corridors. Therefore, a sensitivity towards the protection and enhancement of these areas must be shown. Our proposals to moderate the IM10 route and eliminate the need for IM12 reflect this.</p> <p><i>* MHHL is a not for profit company (run by volunteers) which owns or leases (on 999 year terms) most of the open space in Martlesham Heath including the SSSI. Householders are, by deed of covenant, required to be shareholders in the company and pay an annual fee towards the land maintenance cost.</i></p> <p><b>Overall Constraints</b></p> <p>Martlesham is a significant and strategic parish for the longer journeys under consideration, due to its comprehensive employment, leisure and retail facilities. Following completion of Brightwell Lakes (BL), the proposed development at the Police</p>	

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				<p>Headquarters, and other significant infrastructure projects currently under consideration, the current retail and leisure facilities are set to become more popular, even if no significant modal shift takes place. Therefore, longer range routes will be busy in both directions at peak times, unlike the unidirectional tidal flow normally associated with commuters. Furthermore, traffic to and from Brightwell Lakes and commuting to the industrial estate and BT from Ipswich, need special consideration.</p> <p>Superimposed upon this, is the need to facilitate shorter journeys within the parish, including to BL and Kesgrave High School. Much of this local traffic at peak times will be associated with primary and secondary schools. Therefore, as far as possible, these should be segregated from the longer distance traffic to minimise conflict between these types of users.</p> <p>In view of the climate emergency, this strategy should focus more on the needs of residents who are keen to make short journeys on foot or to cycle safely, but who are fearful of doing so because of lack of safe provision.</p>	



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				<p><b>Principles behind the Parish Council's Position</b></p> <p>The best way of achieving ESC's strategy within these constraints is to identify three distinct types of route dependent upon their main purpose.</p> <ul style="list-style-type: none"> <li>• Routes for longer distance, primarily commuting traffic, highlighted in particular a direct EXPRESS route crossing the A12 at the proposed T junction (see map below [see attached pdf]) would be a major benefit to BT commuters and Brightwell Lakes residents alike. See our comments against IM12 and IM25.</li> <li>• Local routes principally within Martlesham used for specific journeys, highlighted green</li> <li>• Other routes as shown (NB proposed routes IM12 and IM10 east of the Tesco underpass do not exist and are opposed - see later)</li> </ul> <p><i>The images have not been published due to potential data protection concerns, but these were still fully considered and assessed in forming the Strategy.</i></p>	
Paragraph 2.19	Reydon Parish Council (John Roger Cracknell)	186	Yes	<p>Reydon has a 'made' Neighbourhood Plan and a Footpaths and  Cycleways Group looking to link shorter and longer Footpaths to provide an integrated network for residents and visitors.</p> <p>The Parish Council is also mindful of the safety issues that face walkers and cyclists and is seeking to address these hazards. Some additional funding will be needed to make these improvements.</p>	<p>Support noted. The Council welcomes local groups engaging in cycling and walking in the preparation of neighbourhood plans.</p> <p>ESC likewise considers safety a key priority.</p>

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Paragraph 2.19	Stephen Denton	477		<p>The Martlesham Neighbourhood Plan is generally not in favour of shared pedestrian/cycle routes based on practical experience.</p> <p>See pages 42 - 44 of the NP.</p> <p>At busy times this type of shared route creates problems and frustration for both types of users.</p> <p>It is worth noting that in the NP a survey showed that 55% of those using cycle paths would <b>not</b> use a marked cycle lane on the highway. This is a serious consideration as there quite a few of these - eg Gloster Road, old Felixstowe Road and the A1214 through Martlesham. See photo of Gloster Road.</p> <p>Attachments: <i>The attachment has not been published due to potential copyright/data protection concerns, but was still fully considered and assessed in forming the Strategy.</i></p>	<p>Shared paths are one of many types of cycling and walking infrastructure. In most cases segregation between users (vehicles, cyclists and pedestrians) will be the most appropriate solution. However, within existing, constrained streets occasional compromises will need to be made and shared paths may be the most appropriate solution. That said, throughout the preparation of the Strategy the highest standards of cycling and walking infrastructure have been sought, in accordance with LTN1/20.</p>
Paragraph 3.1 to 3.5	Andy Bird	118		<p>General:</p> <p>This shows a progressive approach to making use of under utilised infrastructure - upgrading key routes to bridleways. These are critical positive changes to provide safe active travel routes.</p> <p>Stakeholders:</p> <ul style="list-style-type: none"> <li>No clear cycling stakeholder for the area.</li> </ul>	<p>Support noted. Cycling stakeholders had the opportunity to comment at both the initial and formal consultation stages. Parish and Town Councils, and Community Partnerships were engaged throughout the consultations. SCC PROW team were on the steering group and provided valuable insight into PROW matters. Implementation of the Strategy is of fundamental importance and available funding and delivery opportunities will be explored.</p>

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				<p>Delivery:</p> <ul style="list-style-type: none"> <li>• PROW upgrade can happen now - start process. Any path surface upgrade is secondary</li> </ul>	
Paragraph 3.1 to 3.5	Andy Smith	788		<p>The concept of key corridors is very much welcomed, and those identified in Felixstowe and Trimleys are generally supported, urgently in some cases around new developments currently in the Planning System. However, certain instances of these may not be feasible or appropriate.</p> <p>Also the concepts of the Local Plan Allocations as a core target for improved C&amp;W is very welcome, again urgent in our local context.</p> <p>C&amp;W aspirations cannot be addressed in isolation, and main core routes for all traffic supporting the everyday life of the community must not be prejudiced. This should be one of the criteria for evaluation of all proposals.</p>	Support noted. Detailed design will need to be considered as recommendations are taken forward to delivery. Throughout the preparation of the Strategy the appropriate user hierarchy has been followed, which prioritises pedestrians and cyclists, whilst also realising the needs for private cars.
Paragraph 3.1 to 3.5	Arthur Stansfield	580	No	<p>The corridors are very limited concentrating on the south and north of East Suffolk. Little is offered for the band from Halesworth to Southwold or from Framlingham to the coast. Villages and towns in these areas have seen recent significant population growth.</p> <p>Corridors linking to stations on the East Suffolk line and improving cycle carrying capacity of the trains would offer increased leisure and commuting access.</p>	<p>While the Key Corridors focus on the more urban areas of East Suffolk, a number of Leisure Routes throughout East Suffolk have been identified in response to consultation comments. Such Leisure Routes include routes between Framlingham and Wickham Market Railway Station, as well as between Halesworth and Southwold.</p> <p>Throughout the preparation of the Strategy we have sought to link the railway stations to the recommendations. Whilst the importance of cycle carrying capacity on trains is recognised this sits outside</p>

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				<p>The potential for cycling across the whole of East Suffolk shown in this document lacks ambition. Do any of the authors cycle? Is there a steering group that includes cyclists?</p> <p>The fixing of potholes and other damage to roads reflects poorly on the councils support of cycling. What may be insignificant for a car can be extremely dangerous for a cycle.</p>	<p>the scope of the Strategy.</p> <p>The Strategy seeks to set out an ambitious set of recommendations through both the urban and rural parts of East Suffolk.</p> <p>Maintenance of roads is a matter for SCC as the Highways Authority and falls outside the scope of the Strategy.</p>
Paragraph 3.1 to 3.5	British Horse Society (Lynda Warth)	667		<p>See attached.</p> <p>Attachments:  <a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/583126/PDF/-/British%20Horse%20Society.pdf">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/583126/PDF/-/British%20Horse%20Society.pdf</a>  <i>(Some of the images have not been published due to potential data protection concerns, but these were still fully considered and assessed in forming the Strategy.)</i></p>	<p>While the primary purpose of the Strategy is to aid the creation of safe and attractive cycling and walking environments, it is recognised that this should not be achieved at the expense of equestrian users. Throughout the preparation of the Strategy, and in response to your comments, the role that equestrian users play across East Suffolk and the need to accommodate such users is recognised, particularly on the PROW network. Comments addressing specific recommendations have been responded to in the relevant sections.</p>
Paragraph 3.1 to 3.5	Broads Authority (Natalie Beal)	157		<p>Para 3.1, 3.8 - and the Broads Authority</p> <p>We could incorporate the relevant parts into our Integrated Access Strategy and Local Plans. We could endorse this strategy and use it as well. Please get in touch when you are finalising this to discuss our comments and our endorsement and use. We would need the GIS files as well.</p> <p>When it comes to access through the Broads we should always be pushing for LTN 1/20 as the minimum standard rather than as “best practice”.</p>	<p>In the spirit of cooperation between Local Authorities, ESC would support the endorsement of the Strategy by the Broads Authority in so far as it is relevant to the Broads Executive Area. High quality cycling and walking infrastructure that takes account of local context is supported.</p>

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Paragraph 3.1 to 3.5	Campsea Ashe PC (Richard Fernley)	190	Yes	Leisure route would be particularly useful. Campsea Ashe PC have been trying to achieve this in the adoption of Quiet Roads following recent initiatives.	Support for Leisure Routes is noted. Throughout the preparation of the Strategy Quiet Lanes have been used as an important evidence base in establishing recommendations.
Paragraph 3.1 to 3.5	David Tricker	179	Yes	<p>I'm a 59 year old cyclist who has always cycled to work my whole working life. I would describe myself as a Utility cyclist.</p> <p>No Cycling Route from Rendlesham to anywhere. It's still cut off with the only direct route to the south along the busy road through Eyke. I cycle from Upper Melton to Rendlesham daily (Via Ufford) so know how unpleasant and at times dangerous this road is to cycle. I consider this a priority.</p> <p>None of the routes shown are direct. We do not all cycle for just leisure, often we want to get somewhere quickly and directly. None of the routes shown achieve this.</p> <p>The existing Cycle path along the Main Kesgrave road is not fit for purpose due to poor surface and the fact that it crosses numerous roads with no right of way. This does not make for efficient pleasant cycling</p> <p>Route IM24 Route shown is through some very boggy ground.</p> <p>Route IM1 very difficult to find. Currently not suitable for road bikes.</p> <p>Route IM19 Cemetery Lane/Fen walk is Very narrow,</p>	<p>A number cycling and walking infrastructure recommendations are made in the Rendlesham area, particularly in relation to the site allocations. The Strategy seeks to provide a number of cycling and walking routes throughout East Suffolk that meet the needs of both commuter and leisure cyclists and walkers.</p> <p>IM5 recommends the existing cycling and walking track is continued over Main Road side streets to ensure that cyclists and pedestrians have priority over vehicles. IM24 has been removed from the Strategy as it would require a significant area of vegetation clearance. IM19 has been removed from the Strategy owing to the difficulty with introducing comprehensive cycling and walking infrastructure along Old Barracks Road and Meadow Walk. IM20 seeks to avoid conflict between cyclists and pedestrians, and recognises the primacy of pedestrians in the Thoroughfare. Strava Metro provides useful data to help understand the current state of walking and cycling across East Suffolk. Strava provides a valuable source of information, however there are limitations to the data on its own. Therefore other data sources have also been used, which taken together provide a more comprehensive picture of the current state of cycling and walking in a given location.</p>

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				<p>cannot see how this could be made suitable for cycles.</p> <p>Route IM20. Route through thoroughfare very difficult due to large numbers of pedestrians often unaware of bikes.</p> <p>Route from Melton Station to Wilford Bridge is very dangerous due to narrow road and blind corners on which cars will often try to pass cyclists.</p> <p>I'm not convinced of the use of Strava data. Strava will tend to be used by Sports cyclists not Utility Cyclists. The Strava data could give a skewed view of where people want to cycle.</p>	
Paragraph 3.1 to 3.5	Felixstowe Town Council (Ash Tadjrishi)	912		<p>The concept of key corridors is very much welcomed, and those identified in Felixstowe and Trimleys are generally supported, urgently in some cases around new developments currently in the Planning process. However, certain instances of these may not be feasible or appropriate, which we have detailed in our comments.</p> <p>Equally, the concepts of the Local Plan Allocations as a core target for improved Cycling &amp; Walking is very welcome, again urgent in our local context.</p> <p>However, we note that under the heading of "Leisure Routes", only the circular route in the Saxmundham/ Snape / Aldeburgh area is identified. Given that Felixstowe offers a unique potential for a leisure route utilising the ferry connections between Bawdsey and Harwich, we request that this</p>	<p>Support noted. Detailed design will need to be considered as recommendations are taken forward to delivery. Throughout the preparation of the Strategy the appropriate user hierarchy has been followed, which prioritises pedestrians and cyclists, whilst also realising the needs for private cars.</p> <p>A Leisure Route between Melton and Bawdsey has been included in the Strategy, in response to comments received through the formal consultation on the draft Strategy. The Felixstowe Internal Key Corridor includes recommendations for cycling and walking infrastructure between Felixstowe Ferry and the Port of Felixstowe.</p>

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				<p>opportunity be considered within the Strategy as part of an additional Leisure Route. To support this, we have made specific comments to some of the relevant routes, both inland and coastal, in our consultation response.</p> <p>We would also suggest that Cycling &amp; Walking aspirations cannot be addressed in isolation, and main core routes for all traffic supporting the everyday life of the community must not be prejudiced. This should be one of the criteria for evaluation of all proposals. See certain detail comments.</p>	
Paragraph 3.1 to 3.5	Fiona Powell	412	No	<p>I am deeply concerned that this document mentions equestrian use - horse riders and carriage drivers - once in 44 pages, and that Strava is being used as a source of data about usage.</p> <p>Given that no tracking app is used by everyone, I think it needs to be recognised that Strava excludes equestrians. This means that equestrians who do record their trips use different apps, which do not feed into Strava, or they use, typically, cycling, running or walking to record their activity in Strava.</p> <p>What I want is a genuinely shareable series of safe off-road routes for all non-motorised users - including disabled users, for example, and carriage drivers, who are normally only allowed on byways.</p> <p>The cycling community is 75% male and men cycle four times the mileage of women. Equestrians are about 85% female and carriage drivers include older people, families and disabled, many former riders</p>	<p>Whilst the Strategy focusses on cycling and walking infrastructure, equestrian users have been considered throughout the preparation of the Strategy, with particular regard in respect of the PROW network.</p> <p>Strava provides a valuable source of information, however there are limitations to the data on its own. For this reason, a number of sources of evidence have been used in order to provide a fuller picture of current and potential future cycling, walking and equestrian use across East Suffolk.</p> <p>The demographic imbalance in cycling is recognised, which strengthens the case for safe cycling and walking infrastructure across East Suffolk.</p>

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				<p>who want to drive safely away from traffic. Women also report feeling safer with a horse than alone on a bike or walking. I believe about 96% cycling is for leisure. Please see CyclingUK and BHS for statistics.</p> <p>Given that the equestrian industry (excluding racing) contributes almost £5bn to the British economy, mainly benefiting rural areas, it seems obvious that equestrian access to PRoW is of major importance, for East Suffolk's economy, tourism and for the health and safety of women who choose horses as their 'exercise'. See the British Equestrian Trade Association 2019 survey: Sport England.</p> <p>I attach a picture of my carriage driving pony, and of the Strava heatmap showing where I exercise my pony (recorded as a cycle) in the arena, below centre.</p> <p>Attachments:  <a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/454115/PJP/-/11763765%201%2025704DED%2D6CDC%2D4C78%2D8FFA%2DE729E77E5721%2Ejpeg">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/454115/PJP/-/11763765%201%2025704DED%2D6CDC%2D4C78%2D8FFA%2DE729E77E5721%2Ejpeg</a></p> <p>Strava heatmap -  <i>The attachment has not been published due to potential copyright/data protection concerns, but was still fully considered and assessed in forming the Strategy.</i></p>	
Paragraph 3.1 to 3.5	Halesworth Neighbourhood Plan Steering	130	Yes	There is a need to connect market towns. In particular a route from Halesworth up to Beccles, Bungay and Southwold would support the	A number of Leisure Routes throughout East Suffolk have been identified in response to consultation comments. Such Leisure Routes include routes between



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	Group (Joyce Moseley)			economies of the towns as well as provide recreational routes.	Halesworth and Beccles thereby connecting into the Lowestoft to Bungay Key Corridor, and Halesworth and Southwold.
Paragraph 3.1 to 3.5	James Winterbotham	497		There is a huge gap between the Aldeburgh/Leiston corridor and the Kessingland/Lowestoft corridor. This needs to be addressed as the roads are narrow and suffer increasing traffic as new housing is built.	A number of Leisure Routes throughout East Suffolk have been identified in response to consultation comments, which include areas between Aldeburgh, Leiston, and the Lowestoft to Kessingland Key Corridor.
Paragraph 3.1 to 3.5	Leo Borwick	29	Yes	<p>Whilst the main recommendations are all welcome, there appears to me to be a missed opportunity to address issues arising from through traffic and poor access for active travel through residential neighborhoods. There is a range of interventions such as modal filters, school streets, 20mph speed limits and so on that can help this, but perhaps more important is to apply these in a coordinated way to make a real difference to a neighbourhood.</p> <p>Whilst most UK examples are in urban areas, such as "mini Holland" initiatives in such places as Waltham Forest and Hackney, it seems to me that there is a great opportunity to something similar in smaller settlements.</p> <p>In the context of your earlier consultation, I suggested Rendlesham as a promising candidate and the specific interventions suggested by others in that area would be a good starting point.</p> <p>I suspect that there would be a considerable appetite for similar initiatives in historic market towns like Woodbridge and Framingham, where recent car-oriented peripheral developments have created increased traffic pressure.</p>	<p>Throughout the preparation of the Strategy a variety of cycling and walking infrastructure types have been recommended across East Suffolk. While the Strategy makes specific cycling and walking infrastructure recommendations there are alternative types of infrastructure that could be used to create the same cycling and walking outcome, such as greater use of modal filters to create Low Traffic Neighbourhoods.</p> <p>Outside the Strategy, although related to it, SCC are preparing a 'mini Holland' feasibility study for Woodbridge.</p> <p>It is acknowledged that cycling and walking infrastructure improvements have great potential to generate modal shift, improve public realm, and support high streets.</p>

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				It should be borne in mind that the best opportunities for modal shift lie with short journeys and these are most likely to be facilitated by a systematic improvement of a local area, so that people can confidently and safely opt for active travel for a wide range of local journeys. Systematic improvements can also lead to visible improvements to the public realm that encourage better footfall for local businesses, attract visitors and act as a desirable exemplar for other communities.	
Paragraph 3.1 to 3.5	Marlesford Parish Council (Richard Cooper)	401	Yes	Marlesford PC supports the creation of corridors which provide longer connections between and within urban areas and we also support the creation of imaginative recreational routes such as that proposed for Yoxford/Aldeburgh/Benhall areas.	Support noted. A number of Leisure Routes throughout East Suffolk have been identified in response to consultation comments.
Paragraph 3.1 to 3.5	Marlesford Parish Council (Richard Cooper)	901		<p><b>1. Summary</b></p> <ul style="list-style-type: none"> <li>• Marlesford Parish Council (MPC) is arguing for a new combined pedestrian and cycleway between Marlesford and the Sizewell C (SZC) Southern Park and Ride at Hacheston. The new path would connect to the proposed path from Wickham Market to the Southern Park and Ride.</li> <li>• We ask for East Suffolk Council (ESC) to support the provision of a new pedestrian and cycleway by including it in their emerging Cycling and Walking Strategy.</li> <li>• Rural communities lag behind their counterparts in urban areas in having easy access to safe active travel facilities. We ask ESC to recognise this and address a real need for this rural community.</li> <li>• The existing path is unsafe for use by pedestrians</li> </ul>	Community Recommendations 305 and 459 seek the introduction of a cycling and walking track between Marlesford Road and the B1116. The provision of this track is supported and incorporated into the Strategy in the form of Community Recommendations. Transport East's Active Travel Strategy represents a good piece of evidence that has been taken into account through the preparation of the Strategy and has been added to the policy context section of the Strategy.

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				<p>and unusable by cyclists. We therefore argue for the new path on the grounds of improving the safety of vulnerable road users.</p> <ul style="list-style-type: none"> <li>• We argue that the potential increase in traffic resulting from the cumulative impact of SZC and energy developments in the Friston area will make the provision of a new path essential and its funding should come from the energy project developers.</li> <li>• We require the path to be appropriately surfaced to allow its use by wheelchair users.</li> <li>• MPC wants to promote the health benefits of active travel and we also recognise that the provision of a new path will contribute to fewer car journeys.</li> </ul> <p><b>2. Introduction</b></p> <p>MPC welcomes the opportunity to comment on ESC’s Draft Cycling and Walking Strategy 2021 and supports the broad principle behind enhancing access to active travel opportunities with the aim of improving health and wellbeing and reducing car journeys. We have provided some comments in the on-line consultation document (see Appendix 2), but this submission should be taken as our comprehensive consultation response.</p> <p>We will argue below for a new pedestrian and cycleway to be constructed between Marlesford (Bell Lane) and the entrance to the proposed SZC Southern Park and Ride at Hacheston.</p> <p>Marlesford lies 2.7 miles northeast of Wickham</p>	

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				<p>Market which is Marlesford’s nearest service centre and provides supermarket, post office, doctors’ surgery, library and other amenities all of which are regularly used by our residents. The A12 dual carriage bypass of Wickham Market ends to the southwest of Marlesford at which point the A12 becomes single carriageway. The A12 severs Marlesford village with part of the community situated to the north of the A12 and part to the south.</p> <p>There is an existing path (which is incomplete) which runs from Marlesford towards the Fiveways roundabout (junction of B1116 and B1078) – the path is on the northwest side of the A12, adjacent to the carriageway. The path is not continuous, is narrow, overgrown and so close to the carriageway that it is considered to be dangerous.</p> <p>Because of a revetment which would prevent widening of the existing path, MPC is arguing that the only option is for a new pedestrian and cycleway to be created on the northwest side of the existing path behind the existing hedge. The land required for the creation of the path is outside Highways ownership and the Parish is about to enter into talks with the landowners in order to secure commitments to provide the land required for the new path.</p> <p>Figure 1. Route of Proposed Pedestrian and Cycleway from Marlesford to Southern Park and Ride.</p>	

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				<p>Red route shows part of the proposed EDF-funded pedestrian and cycleway from Wickham Market to the entrance to the proposed Southern Park and Ride.</p> <p>Yellow Route shows the new pedestrian and cycleway from Marlesford (Bell Lane) to the entrance to the proposed Southern Park and Ride.</p> <p>Photographs of the existing path are included at Appendix 1.</p> <p><b>3. Policy</b></p> <p>We note the weight of policy at national, county and district level designed to encourage active travel and produce a modal shift from car usage. We are encouraged to note Policy SCLP7.1 in the District’s local plan which states “Development proposals should be designed from the outset to incorporate measures that will encourage people to travel using non-car modes to access home, school, employment, services and facilities.” We would ask ESC to support the provision of a new pedestrian and cycleway as part of the mitigation measures to be delivered by EDF in Marlesford and Little Glemham.</p> <p>We also welcome Transport East’s report on Active Travel Strategy which was published at the end of October 2021. The Parish Council is particularly encouraged by Transport East’s statement that it “has ambitions to propel Active Travel across the</p>	

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				<p>region; extending the bold vision described in Gear Change (UK Government's vision for walking and cycling) beyond urban areas to people in market towns, coastal communities and local neighbourhoods." We endorse the principle of ensuring that local neighbourhoods and particularly rural communities, are as well served by pedestrian and cycling infrastructure as the communities in urban areas.</p> <p>We note that many of the policy statements recognise the health benefits (as well as the reduction in car journeys) that result from access to well-integrated active travel facilities. The health benefits of active travel are recognised in Suffolk County Council's (SCC) Suffolk Local Transport Plan 2011-2031 Part 2 - Implementation Plan, but we lament the fact that so much emphasis is put on urban schemes and not enough focus is directed towards rural active travel.</p> <p><b>4. Current Situation</b></p> <p>As stated in the Introduction above, Marlesford currently has a narrow and incomplete path running from just west of Marlesford Road in Marlesford, southwest towards the Fiveways roundabout and Wickham Market. We argue that because of the narrowness of the path, it is dangerous and therefore not fit for purpose. This appears to be recognised by ESC in its response to Community Recommendations from its Initial Cycling and Walking Strategy Consultation (October – December</p>	

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				<p>2020). Councillor Dr Roger Waterfall made recommendations which have been numbered 305 and 459 in the current consultation document. Against both items (under the safety heading) ESC states “This section of the A12 is a busy ‘A’ type road with a national speed limit and appears to be often utilised by HGVs. Despite this section of the A12 having an existing small footway adjoining the NW side, removing cyclists and pedestrians away from the road will have considerable safety benefit. A score of 3 is deemed reasonable.” We entirely endorse this view as one of our major concerns about the current path is its safety.</p> <p>The A12 (particularly the single carriageway stretch through Marlesford) is not safe for cycling and the existing path is too narrow and close to the carriageway to allow use by cyclists. In addition it is overgrown.</p> <p>We have stories of parents pushing pushchairs along the existing path in order to get to Wickham Market. This is extremely dangerous as the path is so close to the carriageway that the air displacement from passing HGVs and buses could lead to a serious accident.</p> <p>Both ESC and SCC acknowledge the problem in their Local Impact Report (LIR) to the Planning Inspectorate regarding SZC where they say at Para 17.33 “Marlesford has been identified by the Councils as a location of particular concern with regard to increased severance, fear and anxiety of vulnerable road users and reduced amenity.”</p>	

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				<p><b>5. Impact of Nationally Important Infrastructure Projects</b></p> <p>In May 2020 NNB Generation Company (SZC) Limited submitted its Development Consent Order (DCO) application to the Planning Inspectorate. MPC fully engaged with the examination process and has consistently argued, in its various representations, the need for improved cycle and pedestrian connectivity between the village and Wickham Market. There is a need now, but it will become even greater if the SZC project goes ahead as the project will introduce up to an extra 1,000 HGV and bus movements per day on the A12 through Marlesford. The Marlesford submissions which cover active travel can be found in the PINS Document Library under the following references:                      [REP2-365]                      [REP5-237]                      [REP5-238]                      [REP6-065]                      [REP7-207]                      [REP10-333]</p> <p>We are hugely disappointed that EDF has not been required to include a new pedestrian and cycleway between Marlesford and the Southern Park and Ride. They argue that it would not be proportionate for them to provide such a path and even if they were minded to create a new path, they regard the required land being in private ownership as an obstacle. We completely disagree with EDF on these</p>	



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				<p>issues and argue that the level of fear and intimidation currently experienced by Marlesford residents as a result of traffic on the A12 (let alone the adverse impacts from the SZC and other energy project traffic in the future) justifies the provision of a path, and the fact that land is in private ownership should not be seen as an insurmountable barrier to delivery.</p> <p>At Annex L of the Draft Deed of Obligation (Construction Worker Travel Plan) at Para. 4.2.6 the Deed refers to “a Wickham Market Scheme to fund pedestrian, cycle and public realm improvements in Wickham Market; and a Little Glemham and Marlesford Scheme to fund improvements for vulnerable road users in Little Glemham and Marlesford;” We welcome the A12 mitigation measures already agreed with EDF for Marlesford (and Little Glemham) but argue that they do not go far enough as they don’t include the requested pedestrian and cycleway.</p> <p>We are also unsure that EDF has enshrined in the Deed of Obligation (DoO) their commitment to a Cycle Connectivity Fund, as requested several times by SCC.</p> <p>The Joint LIR (PINS Library Ref [REP1-045] submitted to PINS by ESC and SCC, is supportive of active travel measures as both mitigation for adverse impacts caused by increases in traffic resulting from the cumulative impact of SZC and other energy projects, and as legacy benefits once the energy projects have</p>	

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				<p>been completed. In addition to the comment quoted from Para. 17.33 under Current Situation above, the same paragraph goes on to say “The Change submission assessment considers that during the peak years amenity reduces as a result of the changes. Where it increases the impact on severance, mitigation is proposed in the form of a shared footway/cycleway thus reducing the effect on severance to not significant. The Councils will expect this mitigation to be incorporated in revised work plans.”</p> <p>But in response to the Councils, EDF said “In Marlesford the effect on fear and intimidation increases, however the transport assessment addendum [AS-266] considers the overall effect to be minor adverse - not significant”. ESC and SCC do not agree with this assessment - as noted in the transport section (paragraph 15.103) [of the LIR]. Marlesford has been identified by the Councils as a “location of particular concern with regard to increased severance, fear and anxiety of vulnerable road users and reduced amenity.” We agree with this assessment by the local authorities but are very disappointed that the recognition of the adverse impacts that will be experienced by Marlesford have, as yet, not resulted in a commitment from EDF towards the proposed pedestrian and cycleway.</p> <p>It is clear from 18g in Table 18 of the LIR that the Councils intended that EDF would provide cycling and pedestrian infrastructure for Marlesford as well as Wickham Market in order to connect with the</p>	

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				<p>Southern Park and Ride. At 18g the Councils say that they require “Improvements of footway and cycling infrastructure linking the site to Wickham Market and Marlesford for [access to] the Southern Park and Ride, if provided (by which we understand the Councils to mean “if constructed”). Under the same line in the table, the Councils go on to say that these facilities should be “secured by obligation / through DCO plans”. In the case of Wickham Market, it is believed that these plans are in hand, but in the case of Marlesford the pedestrian and cycle infrastructure envisaged by the Councils for our village have not been incorporated in the Draft DCO or the Draft DoO. It is not too late to hold EDF to account on this issue and greater weight could be given to the argument in favour of a new path if ESC supported its provision within the emerging Cycling and Walking Strategy.</p> <p>A further safety concern for vulnerable road users, if SZC and the Scottish Power Renewables projects go ahead simultaneously, is the prospect of rat-running. There is a real fear that some drivers will avoid using the A12 because of the traffic on it and the difficulty of turning onto the A12 from minor roads. This anticipated added traffic on rural roads (often single track) will add to the safety issues faced by pedestrians and cyclists. This is particularly true for Marlesford cyclists who currently use the minor roads in order to get to Wickham Market.</p>	

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				<p><b>6. Proposal</b></p> <p>In meetings with EDF and SCC (which ESC also attend) to discuss A12 mitigation measures in Marlesford and Little Glemham, the issue of the pedestrian and cycleway has been regularly discussed, and Marlesford’s views are well known to all parties. EDF argues that it cannot fund the path as it is outside the DCO and DoO. SCC, whilst tacitly supporting the idea, see the issue of the required land being in private ownership (rather than the ownership of SCC Highways) as being problematic. Both EDF and SCC raise concerns about how the proposed path might be funded. This Parish Council believes that all these issues are capable of being overcome if all parties work together to achieve delivery of the proposed path.</p> <p>Our proposal is for a combined pedestrian and cycleway starting at Bell Lane Marlesford and running (in the first instance) to the junction with Marlesford Road (both junctions are shown in Fig. 1 above). The newly created path would be on the north side of the A12 and would be part of the highway improvements already committed to by EDF.</p> <p>A dropped kerb crossing should be provided at Marlesford Road and the path would continue towards the Southern Park and Ride on the northwest side of the existing hedge so that the hedge would provide a separation from the A12 northbound carriageway for cyclists and pedestrians.</p>	

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				<p>The path would link with the proposed path from Wickham Market to the Southern Park and Ride and would therefore provide a continuous active travel route between the two villages.</p> <p>We are advised by SCC Highways that the width of the path should be 3m.</p> <p>We require the path to be properly surfaced to a standard that will allow wheelchair users and those pushing prams and buggies to use the new path safely.</p> <p>MPC is about to open discussions with the landowners who would be required to put land into the project when it goes ahead, but it recognises that it will require technical support from SCC Highways once discussions are under way.</p> <p>We do not see funding as an obstacle, although we don't underestimate the effort that will be required to assemble it. Our preferred option is that EDF should fund the project in its entirety in the way that is anticipated for other "off-site" infrastructure – we believe that it is not too late to put this obligation on EDF. However, if the EDF funding were to fall short of a full 100% coverage, we believe that other "pots" of funding will be available to facilitate the delivery of the scheme, some of which are set out in ESC's Draft Cycling and Walking Strategy 2021 consultation at Para 1.7.</p>	

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				<p><b>7. Conclusion</b></p> <p>Whether SZC and other energy projects go ahead or not, MPC argues that the A12 between the village and Wickham Market is too dangerous for use by cyclists and the existing footpath immediately adjacent to the northbound carriageway is too narrow for safe use by pedestrians and contributes to a sense of fear and intimidation for vulnerable users.</p> <p>The development of SZC and the cumulative impact of other energy projects would make a new pedestrian and cycle route between Marlesford and Wickham Market absolutely essential. We regard the provision of a new path, funded by EDF and the other energy projects, as a valuable legacy contribution and a small price to pay for the upheaval that local residents will suffer over the next 10-12 years if the projects go ahead.</p> <p>We urge ESC to include the Marlesford to Southern Park and Ride and Wickham Market to Southern Park and Ride combined pedestrian and cycleways in their schemes which will form part of their emerging Cycling and Walking Strategy.</p> <p>Attachments:  <i>The attachment has not been published due to potential copyright/data protection concerns, but was still fully considered and assessed in forming the Strategy.</i></p>	

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Paragraph 3.1 to 3.5	Reydon Parish Council (John Roger Cracknell)	187	Yes	Proposals noted.	Support noted.
Paragraph 3.1 to 3.5	S Hall	631	No	<p>You have defined the following:</p> <p><b>3.2 Key Corridors</b> - Key routes between, and through, settlements where there are significant opportunities for modal shift to arise from improved cycling and walking infrastructure.</p> <p><b>3.3 Leisure route</b> - A potential Leisure Route has been identified, connecting a number of more rural settlements and projects.</p> <p>For the sake of clarity, the definition of “Key Corridors” needs to be re-named “Key Commuter Routes”. People would then have a clear understanding that some routes are mainly used by commuters going to work, school, shopping etc and others are used mainly by leisure users out for a Sunday bike ride etc. The route function determines its design (“form follows function”) so this is extremely important.</p> <p>E.g. you wouldn’t want to put a commuter route along an unsealed track with no street lighting because few people would use it in rainy, icy, dark winter evenings cycling home from work. But you may consider designating such a route as a leisure route as it might be well used during the daytime at weekends by mountain bikers, for example.</p> <p>For the sake of clarity I suggest that the following</p>	<p>While the primary purpose of the Key Corridors is to facilitate modal shift in relation to commuting, school and shopping trips, and the primary purpose of Leisure Routes is to provide opportunities for safe and attractive cycling and walking for recreation and tourism, they can and will likely be used for all purposes. That said, it is of fundamental importance that the detailed design of key corridors and leisure routes reflect their primary purposes. LTN1/20 and the Suffolk Design Streets Guide are key supporting documents and are set out in the policy context section of the Strategy. These documents must be read in conjunction with the Strategy.</p>

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				<p>new text is used instead:</p> <p><b>3.2 Key Commuter Routes</b> - Key routes between, and through, settlements where there are significant opportunities for modal shift to occur at commuter times from improved cycling and walking infrastructure</p> <p>I think it's important for members of the public - and for local councillors – who will probably be the decision makers in all of this - to understand that people do actually use bikes for transport purposes to travel to work etc! And, that they need direct, safe, convenient, continuous and attractive cycle routes to get them there.</p> <p>Unfortunately there seems to be a huge educational/knowledge gap when it comes to cycling. All too often councillors seem to consider cycling as a leisure activity (your category 3.3).</p> <p>And a commonly held view is that you might cycle to school/college until you are 17 years old, but then, you will get your driving licence and you will be driving a car to college or work and no longer cycling.</p> <p>Even worse, a prevalent view seems to be that cycling policy and design for cyclists needs to take bikes off the road and divert people along bumpy unlit bridleways / improved public rights of way across fields. The view is that public rights of way are the right place for cycling. I think this is a</p>	



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				<p>mistaken view in urban areas when we are providing for commuter cycling and modal shift and this view runs directly against government policy which changed significantly in 2020.</p> <p>We need to make a very clear distinction between commuter and leisure cycling so that it is properly understood. A conversation about modal shift can be more meaningful. In practice, if more people choose to cycle to work rather than drive to work this leads to a reduction in peak hour congestion, a reduction in air pollution and a reduction in traffic dangers – and these are all key issues.</p> <p>All too often I hear people trivialising the role of cycling because they think of it only as a leisure activity! They have no idea of the potential that exists for modal shift at peak commuter times and mass transit by bike! This is the experience of cycling on the continent where cycling is often the “first choice” to get to work etc because the good infrastructure to enable this is already in place. We have to get the good infrastructure in place first. That’s exactly what Local Transport Note 1/20 says. But that will never happen until people understand the potential for modal shift to cycling and especially for commuter cycling. There’s a massive role for good communications and education here. (See my comments later on this subject).</p> <p>I’d like to share an extract from Local Transport <b>Note 1/20 to highlight this point. Perhaps this extract can be included in your Strategy: -</b></p>	

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				<p>“This updated national guidance for highway authorities and designers aims to help cycling become a form of mass transit in many more places. Cycling must no longer be treated as marginal, or an afterthought. It must not be seen as mainly part of the leisure industry, but as a means of everyday transport. It must be placed at the heart of the transport network, with the capital spending, road space and traffic planners’ attention befitting that role. The guidance delivers on our commitment to boost design standards and improve safety. It sets out the much higher standards now expected, and describes some of the failings common in the past, which will be strongly discouraged in future”.</p> <p>It would also help to include the attached extract from <b>Suffolk-Design-Streets-Guide in your Strategy</b></p> <p>Attachments:  <a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455224/DOCX/-/11775189%201%20Suffolk%20Design%20Streets%20Guide%20Priorities%2Edocx">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455224/DOCX/-/11775189%201%20Suffolk%20Design%20Streets%20Guide%20Priorities%2Edocx</a></p>	
Paragraph 3.1 to 3.5	Stephen David	204		<p>No mention of Woodbridge-Felixstowe corridor</p> <p>No mention of Bungay-Halesworth-Southwold corridor</p> <p>Bus shelter at Woodbridge Turban Centre - a disgrace, and means we do not get access to timetables. It has been like this for some time.</p>	<p>The Strategy includes a cycling and walking route between Woodbridge and Felixstowe, between Halesworth and Beccles, and Halesworth and Southwold, as well as an extension of the Ipswich to Melton Key Corridor to Sutton Hoo.</p> <p>Whilst the importance of multi modal trips is recognised, the Strategy focusses on cycling and walking infrastructure improvements.</p>

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				<p>Something should be done to reduce traffic on Wilford Bridge Road, including having better pedestrian access to Sutton Hoo. Even a ferry from Woodbridge.</p> <p>Better maintenance of footpaths throughout the area, including signage</p> <p>Better bus services - I don't cycle, but I do walk. However, some of these routes are too long for walking both there and back, so a reliable bus in the other direction would be very useful</p> <p>Who in their right mind is going to opt to cycle anywhere on dark and rainy nights in winter, even with good well-lit cycle routes?</p>	
Paragraph 3.1 to 3.5	Suffolk Coast & Heaths and Dedham Vale AONBs (Simon Amstutz)	385		Short circular leisure routes should be considered alongside potential for a longer distance route that are found in several other areas eg <a href="#">Camel Trail</a> in Cornwall	A number of Leisure Routes throughout East Suffolk have been identified in response to consultation comments.
Paragraph 3.1 to 3.5	Trimley St Mary Parish Council (Debra Cooper)	294	Yes	'The Strategy focusses on the identification of new infrastructure opportunities rather than the maintenance of existing infrastructure.' The opportunity along the High Road is not to 'maintain' the existing, limited infrastructure, but to develop new infrastructure that serves traffic to and from key sites - in particular the High School. Traffic along the High Rd is increasing as a result of increasing development on the peninsular. There are many pinch points along this route. Simply building a cycle by-pass from Trimley St Martin to Old Felixstowe will not resolve local traffic along the High Road. In	High Road is a key route for cyclists, pedestrians and motorists and is also subject to significant constraints in what can be achieved by way of cycling and walking infrastructure improvements. For this reason the identification of cycling and walking infrastructure recommendations on High Road has been challenging. However, there are opportunities to improve the route for cyclists and pedestrians, with regard to school access, and these are set out in the Felixstowe Internal Key Corridor.

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				<p>particular, children do not currently feel safe cycling to and from school. This results in lots of unnecessary car journeys taking children to school which could be reduced if the High Road was designed to be safe with these journeys in mind. Not addressing this would be a missed opportunity.</p> <p>There is also concern that pedestrian provision (along the High Road) appears to have minor consideration. There are narrow stretches of pavement and parked vehicles often result in pedestrians having to walk on the carriageway to pass by, which isn't safe.</p> <p>3.20 The view that 'internal routes' are sufficient is too dismissive. Appropriate detail needs to be provided to support the enhancement of these routes to safely support cycle traffic. These 'Internal routes' are already overburdened roads where cars and cyclists already compete for space on the highway, not to mention inadequate pedestrian provision at pinch points along the High Road.</p> <p>Trimley St Mary Parish council have no objection to the route planned that connects Trimley St Martin to the North Felixstowe Garden development but it should be made clear that this will not resolve the issues that exist on the High Road currently and should not take place in lieu of works to improve pedestrian and cycling safety on the High Road. Not least as the High School sits on the High Road and children will always cycle to school along this road from both directions as it will always continue to be</p>	

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				<p>the most direct route. Safe walking and cycling routes to and from the school along the High Road must be secured as a minimum by this initiative. It may not be possible to develop 'perfect' segregation for all highways users (vehicles, cyclists and pedestrians) but these areas are constrained, which only adds to the need to deliver a better solution. Perfect should not be the enemy of progress.</p> <p>The single High School that serves the whole of the Felixstowe peninsula sits on the High Road. Routes to and from the High School need to be properly considered from a user's perspective and this analysis evidenced within this strategy. This seems to be overlooked currently.</p> <p>There is a well-known pinch point on the High Road near the Post Office. The road narrows here, cars frequently park (and pull out) dangerously. For cyclists, in particular, it is a dangerous point on the High Road. It does not make any sense for this section of the High Road to be omitted from the Very High Priority cycle route. Whilst it may be considered an option to design an alternative solution to this section of the road, users will always adopt this because it is the most efficient route.</p>	
Paragraph 3.1 to 3.5	Whitehouse, Robert	26		Felixstowe to Martlesham and Martlesham to Woodbridge should be identified as a Key Corridor	Felixstowe to Martlesham was part of the wider Ipswich-Felixstowe Key Corridor, but has now been identified as a key corridor in its own right. Martlesham to Woodbridge is part of the wider Ipswich-Melton Key Corridor.

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Paragraph 3.1 to 3.5	Woodland Trust (Oliver Newham)	637	No	<p>The Woodland Trust was only notified of this cycle strategy consultation in the past few days. In the time available, we have done a very quick check of some of the proposed routes for possible threats to ancient woods or ancient/veteran trees. But we have not had time to look at all of the suggested routes for new cycleways. I am sure you will appreciate that ancient woods and ancient trees are irreplaceable habitats and para 175c of the National Planning Policy Framework says that they should only be damaged or lost to development in wholly exceptional circumstances.</p> <p>So, whilst we fully recognise the importance of new cycleways in achieving modal shift and helping to tackle the climate emergency, we do not wish to see them created at the expense of irreplaceable habitats. So we would urge you to reconsider the proposed routes and seek to avoid ancient woods and ancient trees, or, failing that, to put in place adequate buffering so as to protect them from damaging impacts.</p>	Throughout the preparation of the Strategy the importance of the natural environment is recognised and recommendations have considered potential impacts on the natural environment, including ancient woods, and ancient/veteran trees.
Paragraph 3.6 to 3.14	Andy Smith	789		<p>The recognition of Ipswich to Felixstowe as a Key Corridor – will be welcomed by many – and should be a prime focus in the early steps of implementation</p> <p>However, the Corridor Felixstowe / Martlesham / Woodbridge is increasingly a major route for Felixstowe residents, many of whom now perceive Martlesham as a much more accessible and attractive retail destination than Ipswich. It should be similarly recognised.</p>	Key Corridors are identified between Ipswich and Felixstowe, as well as Martlesham and Felixstowe.

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Paragraph 3.6 to 3.14	Broads Authority (Natalie Beal)	158		<p>Para 3.1, 3.8 - and the Broads Authority</p> <p>We could incorporate the relevant parts into our Integrated Access Strategy and Local Plans. We could endorse this strategy and use it as well. Please get in touch when you are finalising this to discuss our comments and our endorsement and use. We would need the GIS files as well.</p> <p>When it comes to access through the Broads we should always be pushing for LTN 1/20 as the minimum standard rather than as “best practice”.</p>	In the spirit of cooperation between Local Authorities, ESC would support the endorsement of the Strategy by the Broads Authority in so far as it is relevant to the Broads Executive Area. High quality cycling and walking infrastructure that takes account of local context is supported.
Paragraph 3.6 to 3.14	Colin Maunder	159		<p>I'm sure the Strava data provides a useful insight but the trouble is that it is far from being either complete or representative. I'm a keen cyclist and walker, but I don't use it. I doubt many of those you see cycling to and from local shops do either. Neither will the many teenagers heading to and from schools, friends houses, etc. The likelihood, then, is that this data is biasing your proposals towards lycra-wearing cyclists, near-professional walkers, etc.</p>	Strava provides a valuable source of information, however there are limitations to the data on its own. For this reason, a number of sources of evidence have been used in order to provide a fuller picture of current and potential future cycling, walking and equestrian use across East Suffolk.
Paragraph 3.6 to 3.14	Elaine Everitt	136	No	<p>3.9 Site visits have not always been possible.</p> <p>Consultants, officers and other outsiders cannot possibly understand what is necessary, what is practical, what is damaging to nature and wildlife without site visits at various times of day and on different days.</p> <p>As a resident of Martlesham Heath for 35 years, I have much more valid and valuable knowledge.</p>	Local knowledge from the community is recognised as being of vital importance to the success of the Strategy. For this reason, two consultations have been undertaken which generated approximately 2000 comments. These comments have been considered and recommendations amended accordingly.

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Paragraph 3.6 to 3.14	Felixstowe Town Council (Ash Tadjrishi)	913		We greatly welcome the recognition of Ipswich to Felixstowe as a Key Corridor - this is already much used, but in need of significant improvements to make it less challenging, safer and therefore more attractive. There is a large potential for increased usage if those difficult elements can be achieved. However, we would suggest also that the Corridor Felixstowe / Martlesham / Woodbridge should be similarly recognised, not least given the increasing role of Martlesham as a retail and employment centre, indeed linking directly to the Ipswich / Melton proposal. This is in addition to, and stands beside, the need for Leisure access, probably over more rural locations, serving the coast and estuaries as a leisure resource of ever growing popularity and scale. That access appears to be given insufficient recognition in the proposed Strategy.	Key Corridors are identified between Ipswich and Felixstowe, as well as Martlesham and Felixstowe.
Paragraph 3.6 to 3.14	S Hall	636	Yes	Very pleased that Ipswich to Melton is identified as a key corridor. See earlier comment about "Key corridor" definition - suggest this should instead be defined as  <b>3.2 Key Commuter Routes</b> - Key routes between, and through, settlements where there are significant opportunities for modal shift to occur at commuter times from improved cycling and walking infrastructure	The language of the Key Corridors has been retained as they function as cycling and walking routes for commuters as well as to and from services and facilities.
Paragraph 3.6 to 3.14	Water Management Alliance (Ellen Moore)	54		Our ref: 21_05540_P  Thank you for your email. As you may be aware areas of East Suffolk are partially within the Internal Drainage District (IDD) of the East Suffolk Internal Drainage Board (IDB) and the Waveney, Lower Yare	Comment noted. As recommendations are taken forward to delivery the impact on and design of drainage features will need to be considered.



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				<p>and Lothingland IDB. Please see our website (<a href="https://www.wlma.org.uk/uploads/ESIDB_Index_plan.pdf">https://www.wlma.org.uk/uploads/ESIDB_Index_plan.pdf</a> and <a href="https://wma-idb.maps.arcgis.com/apps/webappviewer/index.html?id=98e25174c8404ed28dbe0a0aed77700d">https://wma-idb.maps.arcgis.com/apps/webappviewer/index.html?id=98e25174c8404ed28dbe0a0aed77700d</a>) for detailed mapping of each Board’s District. These maps also show which watercourses have been designated as 'Adopted Watercourses' by the Board. The adoption of a watercourse is an acknowledgement by the Board that the watercourse is of arterial importance to the IDD and as such will normally receive maintenance from the IDB. This maintenance is not necessarily carried out on an annual basis but on a recurrence deemed necessary to meet water level management requirements. Please be aware that the designations are made under permissive powers (meaning there is no obligation for IDBs to fulfil any formal maintenance requirement and there is no change in the ownership or liability associated with the watercourse).</p> <p>We note that the key corridors identified may coincide with both of the above mentioned Boards’ IDDs, therefore we have the following comments to make in relation to the draft Sustainable Construction Supplementary Planning Document, draft Affordable Housing Supplementary Planning Document and draft Cycling and Walking Strategy. In order to avoid the potential for future conflict between any future projects and the Board’s</p>	

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				<p>regulatory regime and consenting process please be aware of the following.</p> <ul style="list-style-type: none"> <li>• For any development site within the Board’s Internal Drainage District (IDD), the Board’s byelaws apply. The Byelaws for the Board are available on the development pages of our website (<a href="https://www.wlma.org.uk/uploads/WMA_Planning_and_Byelaw_Policy.pdf">https://www.wlma.org.uk/uploads/WMA_Planning_and_Byelaw_Policy.pdf</a>). Specifically please be aware of the following byelaws: <ul style="list-style-type: none"> <li>○ If a surface water (or treated foul water) discharge is proposed to a watercourse within an IDD (either directly or indirectly), then the proposed development will require a land drainage consent in line with the Board’s byelaw 3. Any consent granted will likely be conditional, pending the payment a surface water development contribution fee, calculated in line with the Board’s <a href="#">charging policy</a>.</li> <li>○ If the proposals include works within 9m of a Board adopted watercourse, consent is required under byelaw 10. Byelaw 10 restricts works within 9 metres of drainage or flood risk infrastructure (including adopted watercourses), the principle aim being to ensure watercourses can be maintained by the Board now and in the future without restrictions being placed on the Boards access, and to ensure operatives</li> </ul> </li> </ul>	

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				<p>are aware of third party structures when undertaking maintenance.</p> <ul style="list-style-type: none"> <li>• If proposals include works to alter a watercourse (including culverting for access) then Land Drainage Consent is required under Section 23 of the Land Drainage Act 1991. If inside the IDD then the IDB would be the consenting authority. If outside the IDD, then Suffolk County Council (Lead Local Flood Authority) would be the consenting authority.</li> <li>• We support the view that all new developments should incorporate water efficiency and water re-use measures to reduce water use, and that all major residential developments should incorporate sustainable water management measures such as SUDs.</li> </ul> <p>I hope the above is useful, may I request that the WMA is consulted on any future proposals within our Boards' IDD's so that we can provide more tailored, site specific responses.</p>	
Ipswich to Melton Key Corridor Paragraph 3.15 to 3.19	Andrew and Simone Moore	855	No	<p>I have read with interest your proposed strategy and have some questions and objections regarding the impact on the village of Martlesham Heath.</p> <p>The Village was designed as a self contained new village with paths linking all the open spaces owned by the householders. The few cycle paths which were originally incorporated were never designed</p>	<p>IM12 has been amended to remove reference to a formal cycling and walking track through Birch Woods and a new cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a cycling and walking route between Kesgrave and Brightwell Lakes has been recommended, at IM32. This</p>

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				<p>for transient use but to facilitate safe and convenient movement for residents of the village.</p> <p>The Path and Cycle path which cuts through Broomfield is one such and is barely 6ft / 2mtrs wide. It is ever increasingly used as a cut through by cyclists to access BT and the industrial areas surrounding it. The cyclists generally have scant regard for life or limb, cycling at pace with no warning along this narrow pathway and in the view of many residents and ourselves this combination is an accident waiting to happen.</p> <p>General Your proposals to open up further tarmac and lit paths crossing the heath which is widely used for recreation and well-being is not helpful.</p> <p>New access across Martlesham Heath land will encourage cyclists to take short cuts through SSSI land and the construction of paths through the woods will necessitate the felling of many mature trees, disruption and destruction of habitat.</p> <p>The whole essence of the village will be diminished and the heath and this natural asset damaged.</p> <p>I referred earlier in this letter to plenty of existing tracks - Most of these cycle paths are very used well used but their maintenance is non existent - natural encroachment making them narrow - graffiti vandalism and broken bottles being a feature of these fine assets.</p>	<p>recommendation avoids Martlesham Heath entirely, passing to the south of Martlesham Heath.</p>

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				<p>I fear the same would happen to all the new cycle paths you put in, poor maintenance and the encouragement of transitional traffic where it is unsuitable.</p> <p>Please take this letter as constructive I am far from a NIMBY but I am concerned that these proposals don't even dovetail into the National Cycle Route 1 thereby giving me greater concerns and confirmation that these plans are generally ill thought out.</p>	
Ipswich to Melton Key Corridor Paragraph 3.15 to 3.19	Andy Bird	119	Yes	<ul style="list-style-type: none"> <li>• IM1/IM4 - very good safe route</li> <li>• Opposite Bell lane to IM1 is a good route to join up</li> <li>• IM4 does not require resurface - good all year round</li> <li>• IM14-to martlesham - should try to avoid funneling to the IM15 woodbridge road until as late as possible. Brightwell lakes via felixstowe road is safer and joins near martlesham red lion.</li> <li>• IM18 - good safe route</li> </ul>	Support noted. Resurfacing of IM4 has been retained as this will enable more users, including those using wheelchairs and mobility scooters to enjoy the route. Moreover, there remains space along IM4 to retain space for walking and cycling on a natural surface.
Ipswich to Melton Key Corridor Paragraph 3.15 to 3.19	Bridget Burke	89		<p>I am writing in response to IM12, marked as a medium priority on your plan. I want to object in the strongest terms.</p> <p>It cannot be justifiable to destroy our beautiful wood when there are safe , well lit routes already in place. It is ENVIRONMENTAL VANDALISM. In this day and age when we are making commitments to our children and grandchildren to preserve the trees and protect the animals, it's criminal to even think about IM12. It's a simple solution on paper but in reality it's unnecessary.</p>	IM12 has been amended to remove the recommended formal cycling and walking track through Birch Woods and a new cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a cycling and walking route between Kesgrave and Brightwell Lakes has been recommended, at IM32. This recommendation passes to the south of Martlesham Heath.

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				<p>This route also completely disregards human nature. School children from the new estate will head for the shops before and after school, it's what teenagers do and they will go via the BT boundary path IM13. They will go to Greggs and McColls and use the old bridge to get to school.</p> <p>Families will also head to the bowling, soft play etc all using the IM13 route. IM12 doesn't go anywhere, even the parks are better accessed over the old bridge.</p> <p>Finally, my children love the wood and my grandchildren now use it every week. During lockdown it was our go to place, it's a haven for wildlife and it's rough paths are perfect for children to explore. The area is rich in wildlife, we know a family of foxes have a den right next to the route and deer live in the centre of the wood. Dumping a concert path and adding lighting would ruin the area completely for NO GAIN. Cyclists can use Eagle Way safely to access the existing cycle route.</p> <p>I hope that even if none of these objections touches a nerve, planners will see IM12 will be costly and bring no benefits.</p>	
Ipswich to Melton Key Corridor Paragraph 3.15 to 3.19	Chris Adelson	506		Please consider provision for public conveniences along this route.	The Council recognises the need for planned cycling and walking routes to align with existing services and facilities, and hopes that new services and facilities will come forward along the routes, thereby supporting the desirability of using the planned routes.
Ipswich to Melton Key	Christine Kendall	259	No	I must strongly object to the routes IM1,IM2 and IM3 as they would severely adversely affect Rushmere Common. As you should know Rushmere	Recommendations IM1, IM2, and IM3 provide highly desirable cycling and walking routes between Ipswich and areas further east and therefore have been

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Corridor Paragraph 3.15 to 3.19				<p>Common is privately owned and managed by trustees, as a charity, for Rushmere Commoners. Most of the common is used by Rushmere Golf Club too.</p> <p>As you state in the consultation document these paths currently provide 'a safe and desirable walking route' but if the status of these paths were to be changed to cycle routes they would most certainly not be safe for any users. The conflict of interests of walkers, golfers and cyclists would be too great and accidents, and claims for injuries, would be inevitable. At present both walkers and golfers can look out for each other but a cyclist travels at a greater speed and would be unaware that they were cycling in line of play on a golf course!</p> <p>The consultation document also states that 'users would feel safe and comfortable' but this is far from the truth.</p> <p>On top of the conflicts of various groups of people these proposals would harm wildlife and damage a valued area of common land.</p>	retained. Cycling and walking tracks can be designed to avoid conflict between users. In order to reduce the impact of cycling and walking tracks through the Common IM3 has been amended to run along the eastern edge of the Common between IM4 and IM2.
Ipswich to Melton Key Corridor Paragraph 3.15 to 3.19	Joyce Atkins	562	No	<p>I strongly object to both the routes through Rushmere Common and Martlesham woods as this will destroy the natural look of both areas.</p> <p>Also there would be many safety issues across Rushmere Common as it is also used as a golf course.</p>	Recommendations IM1, IM2, and IM3 provide highly desirable cycling and walking routes between Ipswich and areas further east and therefore have been retained. In order to reduce the impact of cycling and walking tracks through the Common IM3 has been amended to run along the eastern edge of the Common between IM4 and IM2. Conflict between users is an important consideration, which is why traffic free cycling and walking routes are so important for the

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					<p>safety of pedestrians, cyclists and those that require use of a wheelchair or mobility scooter.</p> <p>IM12 has been amended to remove the recommended cycling and walking track through Birch Woods and a new cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a cycling and walking route between Kesgrave and Brightwell Lakes has been recommended, at IM32. This recommendation passes to the south of Martlesham Heath.</p>
Ipswich to Melton Key Corridor Paragraph 3.15 to 3.19	Karl Kitchener	592	No	<p>With reference to sections IM12 and IM9, I have several issues in both of these sections as both disregard the environment and current movement for a greener environment. It is totalling baffling why a paved cycle path is proposed to cut through 'Martlesham Woods/Birch Woods destroying trees, endangering wildlife and totalling spoiling a natural habitat. The same argument applies to the route proposed through Portal Woods. When we are all encouraged to plant trees, you want to destroy them, putting in lights that would deter wildlife and even prove dangerous for children using existing routes in these woods travelling to and from school and for leisure walking. There is an existing bridge linking Brightwell to Martlesham Heath, why build a new one saving a minimal distance. If the existing bridge is inadequate, surely a better way would be to upgrade this one. The destroying of existing woodland cannot in my option be justifiable when existing routes could be improved and enhanced with much less environmental impact . Your</p>	<p>IM12 has been amended to remove the recommended cycling and walking track through Birch Woods and a new cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a cycling and walking route between Kesgrave and Brightwell Lakes has been recommended, at IM32. This recommendation passes to the south of Martlesham Heath.</p> <p>IM9 reflects the existing hard surfaced track through Portal Woods and therefore does not propose the removal of any vegetation. Lighting is proposed to only be introduced where strictly necessary.</p>





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				proposals are nothing short of environmental vandalism.	
Ipswich to Melton Key Corridor Paragraph 3.15 to 3.19	Lesley Vince	334		The Martlesham Heath neighbourhood is well served by cycle and pedestrian routes which are not overused even at peak times from what I have seen. Additional routes would be at the expense of valuable woodland.	The existing cycling and walking network through Martlesham Heath provides a valuable cycling and walking environment for cyclists and pedestrians. However, improvements can still be made. Throughout the preparation of the Strategy the importance of preserving the natural environment is recognised and amendments have been made to recommendations within the Martlesham Heath area to reflect the need to further support the natural environment.
Ipswich to Melton Key Corridor Paragraph 3.15 to 3.19	Lesley Vince	337	No	<p>Martlesham woods (Birch Woods) I believe to be the property of MHL and should not be subject to radical change by another organisation.</p> <p>the woods have an important habitat for wildlife.</p> <p>a cycle/pedestrian route would dramatically change this habitat. We should be preserving not losing such woodland.</p> <p>the woodland is important from a climate point of view in particular as a carbon sink</p> <p>The advantages of a slightly shorter cycle ride in this area are minimal in comparison to the loss of habitat/habitat changes.</p>	In preparing the draft Strategy, officers considered the benefits to cycling in respect of improved journey times, and an attractive and safe route through the wooded area away from vehicles to outweigh the negative aspects in relation to low level lighting through the wooded area between Eagle Way (west and east), increased human presence in the wooded area harming wildlife, and potential conflicts with pedestrians. Having reflected on consultation responses and considered these matters further, officers have amended IM12 to avoid recommending the wooded area for cycling and instead recommend cycling and walking improvements to Eagle Way. The recommended cycling and walking bridge over the A12 remains part of IM12, but is proposed to be accessed from Eagle Way and not through the wooded area between Eagle Way (west and east).
Ipswich to Melton Key Corridor Paragraph	Lynne Hill	607	No	I oppose the lit tarmac cycle/footpath, including the felling of trees, on land owned and managed by Martlesham Heath Householders Ltd and a Site of Special Scientific Interest. Martlesham Woods are immersive and a place of awe, clam and curiosity. I	IM12 has been amended to remove the recommended cycling and walking track through Birch Woods and a new cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a cycling

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3.15 to 3.19				walk through these woods regularly with friends and family and I vehemently resist any suggestion to disrupt their natural state.	and walking route between Kesgrave and Brightwell Lakes has been recommended, at IM32. This recommendation passes to the south of Martlesham Heath. There are no recommendations that propose introducing infrastructure to the Ipswich Heaths Site of Special Scientific Interest.
Ipswich to Melton Key Corridor Paragraph 3.15 to 3.19	Martlesham Conservation Group (Phil Smith)	893		<p>This response has been produced on behalf of Martlesham Conservation Group and relates to proposed routes within the Martlesham area. Although the group supports greener ways of transport and encouraging people to enjoy nature, as a general comment the Group believes that insufficient attention has been paid to the Council's own policy on the natural environment. We would ask the council to pay particular attention to Policy SCLP10.1: Biodiversity and Geodiversity in the Suffolk Coastal Local Plan.</p> <p>Policy SCLP10.1: Biodiversity and Geodiversity in the Suffolk Coastal Local Plan.</p> <p>"Development will be supported where it can be demonstrated that it maintains, restores or enhances the existing green infrastructure network and positively contributes towards biodiversity and/or geodiversity through the creation of new habitats and green infrastructure and improvement to linkages between habitats, such as wildlife corridors and habitat 'stepping stones'. All development should follow a hierarchy of seeking firstly to avoid impacts, mitigate for impacts so as to make them insignificant for biodiversity, or as a last resort compensate for losses that cannot be avoided</p>	Throughout the preparation of the Strategy consideration have been given to the need to follow the hierarchy of avoiding harm, mitigating harm, or as a last resort compensating for harm.

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				<p>or mitigated for. Adherence to the hierarchy should be demonstrated.”</p> <p>The approach adopted by the council seems to have been to pick existing paths and as a result lead to degradation of the ecology of existing wildlife sites and corridors. These sites include an SSSI, County Wildlife sites, Local Nature Reserve and a registered village green.</p> <p>The Council could have chosen to investigate new routes which would provide an opportunity to introduce new wildlife corridors instead of surfacing over existing ones. The approach adopted by the Council seems out of step with the Government’s vision for enhanced biodiversity by pushing more farmland towards wildlife conservation.</p>	
Ipswich to Melton Key Corridor Paragraph 3.15 to 3.19	Martlesham Conservation Group (Phil Smith)	900		<p><b>Alternative Routes to Kesgrave and Ipswich</b></p> <p>Why has the Council not considered re-routing the existing bridleway marked PROW6, so that it runs next to Welham’s Plantation? It could then be extended to cross Dobbs Lane and continue on the field edge adjacent to Foxhall Road towards Bell Lane, then turn parallel to Bell Lane, again along the field edge, to link with IM4. An extension around the area required for the basic pathway/cycleway could provide a wildlife corridor, which would be beneficial for wildlife. A bridge over the A12 at the eastern end of the existing bridleway could provide access to Brightwell Lakes.</p> <p>As an alternative the Council could consider a route</p>	A new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.

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				<p>that runs adjacent to the Foxhall Road and Bell Lane to link with IM4 as above, but continues at the eastern end to the junction of the Foxhall Road with the A12. A bridge could be provided over the A12 north of the roundabout for access to Brightwell Lakes, IF33 etc. via a new pathway between the roundabout and IM13. An extension around the area required for the basic pathway/cycleway would again provide a wildlife corridor beneficial to wildlife.</p>	
<p>Ipswich to Melton Key Corridor Paragraph 3.15 to 3.19</p>	<p>Martlesham Heath Householders Ltd (Sir/Madam)</p>	<p>284</p>		<p>Martlesham Heath Householders Ltd (MHHL) as Landowners</p> <p>1. When Martlesham Heath Village received planning permission in 1975, it was a condition that a separate company limited by guarantee was set up to manage the open spaces of Martlesham Heath. Some 46 years later, Martlesham Heath Householders Limited is still active in managing the open spaces and other assets, such as the Control Tower, on Martlesham Heath Village. The set-up of Martlesham Heath is unusual, in that the 1400 households of the village are all shareholders of the company and every year pay an annual charge of £35 for the upkeep of our 140 acres of open spaces and other assets. MHHL is run by unpaid Volunteer Directors and Volunteers. The shareholders individually are all part owners of our private land and assets.</p> <p>2. The shareholders on the Heath take great pride in their village and indeed there is great emphasis in protecting the open spaces which includes a site of</p>	<p>Comments noted.</p>

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				<p>special scientific interest (SSSI). MHHL is continually enhancing the landscape of the Heath by planting bulbs, trees and shrubs as well as on-going maintenance. Whilst the open spaces belong to the shareholders, access is allowed to the general public in a wider community spirit.</p>  <p>3. MHHL has an informative website which shows, amongst other things, our land ownership. <a href="http://muhl.co.uk">Home   Martlesham Heath Householders Ltd (muhl.co.uk)</a></p> <p>4. The stance of the Directors of MHHL is that we wish to engage positively with East Suffolk Council (ESC) in their consultation as we acknowledge that if there is money available to improve cycling routes, then our shareholders would benefit.</p> <p>5. If any proposals we as Directors make as part of this consultation and are accepted by ESC, these proposals would have to be ratified at an annual general meeting or an extraordinary general meeting.</p>	

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				6. The Directors are encouraging all shareholders to make their own individual comments via the consultation website.	
Ipswich to Melton Key Corridor Paragraph 3.15 to 3.19	Martlesham Heath Householders Ltd (Sir/Madam)	285		<p><b>Overview of Ipswich to Melton Corridor Proposal</b></p> <p>7. We note the purpose of the strategy is:</p> <p>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.</p> <p>8. Without being too cynical, we question why you are not maintaining existing infrastructure at present rather than concentrating on new projects. Below are 3 photographs which show the lack of maintenance on a key cycle footpath near the underpass to the A12.</p>  <p>9. We note that a key feature of this corridor is the conversion of the Long Strops Bridleway into a combined cycle/footpath, which has a tarmac surface. If indeed you wish to support equestrian use, how is this possible if the Bridleway is to be</p>	<p>The Strategy focuses on the identification of new infrastructure opportunities rather than the maintenance of existing infrastructure, as new infrastructure can be delivered through the planning system while maintenance cannot. The importance of Long Strops Bridleway for equestrians, leisure cycling, walking and dog walking, and other uses is recognised. There is space along Long Strops to introduce cycling and walking infrastructure that meets the needs of disabled users, commuting cyclists and pedestrians, equestrians, as well as retaining the attractive natural setting for leisure cycling, walking and dog walking. Materials have not been prescribed as the most appropriate surfacing solutions will need to be considered as the recommendations are taken forward. The safety of users is of paramount importance, which is why it is often appropriate for cyclists and pedestrians to be segregated between themselves, as well as segregated from vehicles. Detailed design that complies with the Department for Transport's LTN 1/20 guidance will need to be considered as the recommendations are taken forward. Long Strops Bridleway has an advantage over Main Road in that it is wholly without vehicles and as safety is of paramount importance IM4 has been identified as very high priority. The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge would not be necessary in close proximity to an existing cycling and</p>

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				<p>tarmaced? Near Mildenhall in 2013 there was outrage by local horse-riders when a nearby Bridleway was to be tarmaced over. Horses do not like a tarmac surface. In this situation Suffolk County Council reached a compromise with the riders where a grass strip was to be left available for the horses to use. The fundamental question which must be answered by ESC is; will equestrians be able to use the Long Stropps Bridleway? If there is to be an adjoining grass strip to the tarmac, would the existing Bridleway be wide enough?</p> <p>10. The proposals for this corridor show most routes as a combined cycle/footpath. In Holland, the tendency is to keep cycle/footpaths separate. For walkers, tarmac is not necessary and walking on an unmade surface through woods is part of the experience. The Sandlings Walk, as it passes through MHHL land, is largely on natural heathland. We urge ESC not to be fixated on combined cycle/footpaths as speeding cyclists can cause serious injury to pedestrians when a collision occurs.</p> <p>11. The ESC proposals give different priorities to different routes. It is our view, given the expected usage of the routes to be taken by cyclists, especially schoolchildren, is that the Main Road (A1214) IM5/IM8 route should be “very high priority” and the IM4 route should downgraded to “high priority”.</p> <p>MHHL’s position on proposed new routes across our land</p>	<p>walking bridge. For this reason, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>12. The Board notes that the total distance of MHHL land ESC wish to use for new cycle and footpaths would total 1 mile. We wish to point out that in the past we have been very accommodating with Local Authorities for access to our land. Indeed, we have the long distance Sandlings Path across our land. The route is shown below in blue.</p> <p>13. Besides the Sandlings path, MHHL also has 2 permitted, combined cycle/footpaths across its land. One route follows the perimeter track around the Police HQ and the other is from Birchwood School to the Grove. Issue 1 25/12/2021</p>   <p>14. The Board is happy to meet officers from ESC and walk routes on our land as appropriate. However MHHL is against the imposition of any more tarmac and lit cycle paths on our land. Since the village was built there has been continued pressure on our open</p>	



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				<p>spaces from more recent neighbouring developments and the flora and fauna on our open spaces is deteriorating accordingly.</p> <p>15. The Board has familiarised themselves with the compulsory purchase process but would hope the Council would not attempt to use such a process.  <a href="http://www.gov.uk">Compulsory purchase process and the Crichel Down Rules - GOV.UK (www.gov.uk)</a></p> <p>16. The Board has also familiarised themselves with the 2020 Cycle Infrastructure Design Publication and notes the minimum footpath/cycle path dimensions as quoted in chapter 5. <a href="http://www.gov.uk">Cycle infrastructure design (LTN 1/20) - GOV.UK (www.gov.uk)</a></p> <p>17. The Board is also aware of the Brightwell Lakes development and its emphatic view is that the existing bridge over the A12 should be used as the only connection to Martlesham Heath Village. The Board's view is that the existing bridge is perfectly adequate and would easily cope with increased usage from the completed Brightwell Lakes development. By using the existing bridge, damage to our woodlands will be avoided and people will be encouraged to visit the Martlesham Heath village centre thereby providing potential integration between the two communities</p> <p>18. National Cycle Route 1 is already in existence but its route is not integrated into the ESC draft strategy.  <a href="http://www.sustrans.org.uk">Route 1 - Sustrans.org.uk</a></p>	

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				<i>The maps have not been published due to potential copyright concerns, but these were still fully considered and assessed in forming the Strategy.</i>	
Ipswich to Melton Key Corridor Paragraph 3.15 to 3.19	Martlesham Sea Wall Group (Thomas O'Brien)	876		<p>Here are my comments for the East Suffolk Cycling and Walking Strategy Draft 2021. Please can you pass onto the team responsible.</p> <p>I am a house holder living in Martlesham Heath. I enjoy walking around about my local countryside and would like to see more paths opened to provide circular walks near my home. Martlesham parish is a growing community which makes the need for local inhabitants to get out in the outdoors just as important as the housing count is to planners. Currently Martlesham Heath and Grange Farm are boxed in. No access to fields to the South, dissected by the A12, and to the north blocked by the Woodbridge Road. All this makes it difficult to access the outside countryside. I don't own a dog myself but within the boxed-in area there are what I call some 'dog hot spots'. More access to the open countryside would mean more places to walk dogs and so take pressure off nearby nature reserves etc. Also I believe our community is short changed and it seems most of our Council rates are spent in the more established towns of Felixstowe, Woodbridge and Lowestoft who have received large sums for sports centres, formal gardens, piers, restoring pavilions etc. (Why not a formal garden like Elmhurst Park in Martlesham parish?) So some investment in better access on foot to the surrounding countryside is only fair recompense.</p>	<p>Access to open space is an important aspect of healthy living and is recognised within the Strategy. The purpose of preparing the cycling and walking infrastructure recommendations is to enable the public to cycle and walk for their day to day needs, including access to open space. IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath. The cycling and walking connections across the A12 in this area are recognised, and this is reflected in recommendations IM25 and IM26. Taken together, these recommendations seek to introduce cycling and walking routes between Martlesham and Ipswich.</p>

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				<p>I have attached three maps. Map 1 is copied from the Ramblers Don't Lose Your Way interactive map. It shows possible rights of way that could be reinstated. These routes seem to be derived from old OS maps such as the 1921 edition. (I bought a copy in Ipswich Museum). In particular it seems many rights of way were lost when the Martlesham Heath airfield was created. So the paths were not included in the original definitive map of public footpaths in the 1950s.</p> <p>Map 1 South Martlesham Heath</p> <ol style="list-style-type: none"> <li>1. A footpath that would enable Grange Farm residents access further south. This path would link up the Long Strops path with the bridal way moving west to east to the south of Martlesham Heath .</li> <li>2. Here Martlesham Heath residents would have access southwards to the same west to east bridal way. Paths 1 &amp; 2 would help create a circular walk.</li> <li>3. I agree a foot crossing of the A12 is necessary here. Brightwell Lakes is planned to have its own schools and shops and other amenities which Martlesham Heath residents would enjoy also. A method of easily walking across the A12, especially if a secondary school is built, would be frequently used. Also I am in favour of a made up path across the Birch Woods. But I can understand the annoyance local residents feel about the construction of a lit cycle way across the woods. I walk there often. I enjoy listening to the chiff chaffs, nightingales, and I've heard young sparrow hawks calling from their nest. A lit path would certainly be</li> </ol>	

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				<p>an intrusion. Also these woods are definitely a dog hot spot so the inclusion of racing cyclists doesn't mix and is unsafe.</p> <p>4. This points to the foot crossing planned when the new Brightwell Lakes A12 junction is created. It means the west to east bridal way to the south of Martlesham Heath can safely continue across the A12 and create a circular walk. Also note that at present this bridal way is constructed so walkers can cross the A12 on foot. The dual carriageway central barrier has been left open at this point to enable walkers to cross. But as traffic flow is so high it is only safe to cross on foot at night.</p> <p>Map 2 shows the A12 South of the Foxhall Rd roundabout. Here a number of paths were dissected by the construction of the A12.</p> <p>5. An A12 crossing alternative to 4 above should the new A12 Brightwell lakes junction not be created. A pelican foot crossing could be included with the planned traffic lights on the A12/ Foxhall Road junction enabling a circular walk. This crossing will not be heavily used so will not impede traffic significantly.</p> <p>6. Here a number of footpaths were dissected when the A12 was constructed. As in 4 above they were created so that walkers could cross the A12 on foot. Once again central barriers were removed to allow foot access across the A12. But nowadays only safe to cross at night. A foot bridge or tunnel crossing would mean walkers could enjoy the full beauties of this hidden valley. This valley is so picturesque l</p>	

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				<p>don't like telling people about it.</p> <p>7. Here is the rather crude and precarious cross road junction between Kennels Road and the busy A12 (see attached picture). This junction was created when the A12 was originally built. At the far end of Kennels Road (east of the A12) are some cottages and a farmstead. These residents face a dangerous task when joining the A12 at this junction with A12 cars travelling at 70mph or more and no long lead in to merge with traffic. So for safety's sake it would be reasonable to propose a single track car bridge here. The bridge would also be accessible to cyclists, walkers and even horses. Especially as Kennels Road leads to the east to a land rover type track to Brightwell in the East and Bucklesham to the South.</p> <p>Map 3 shows the A12 Martlesham bypass north of the Woodbridge Road.</p> <p>8. This points to another place to the north of Martlesham Heath where footpaths have been dissected by the A12 Martlesham Bypass. And again arrangements were made so that walkers of these paths can ascend the steep bank and cross the A12 on foot. A gap was created in the A12 central barrier. A tunnel was built so the stream could pass underneath the A12 but not made big enough for walkers to pass also. A lost opportunity. This is another beautiful valley where I walked often before the bypass was built. Houses are planned to the south east of this valley. So an A12 crossing at point 8 would give nearby residents more access to open countryside.</p>	

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				<p>Martlesham Heath and Grange Farm Kesgrave certainly lack large parkland and access to open spaces. For instance, Ipswich has Christchurch Park, Landseer Park, splendid Holywells Park and more. Also I have noticed a rather negative attitude to my part of Suffolk. For example I've heard people in Waldringfield calling us 'the hordes' and 'those on the other side of the A12'. So I would like you to study my proposals and think of Martlesham as an entity where people have as much right to a pleasant environment as those in Waldringfield. As it is, new housing and retail and industrial development is being liberally imposed within Martlesham parish so now this is East Suffolk Council's chance to show it cares about the environment for the inhabitants of Martlesham parish, rather than thinking of our parish simply for meeting housing quotas and at the same time regarding the resulting population as a problem that needs containing.</p> <p><i>The images/maps have not been published due to potential copyright/data protection concerns, but these were still fully considered and assessed in forming the Strategy.</i></p>	
Ipswich to Melton Key Corridor Paragraph 3.15 to 3.19	Mary Odam	861		<p>It seems to me that, in seeking to create faster and easier routes for a hypothetical band of cyclists who may wish to travel from Brightwell Lakes to Ipswich, the needs of the current users (children, pedestrians, ramblers, youth groups, wildlife) are being sacrificed and the wellbeing of all users put at risk. There are existing suitable cycle routes, which could do with</p>	<p>The safety and wellbeing of existing and future users is of fundamental importance in the consideration of new or improved cycling and walking infrastructure. While existing cycling infrastructure may be considered suitable by some, this is not the case for all users, some of which seek safer cycling and walking routes away from traffic. Segregation between cyclists and</p>

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				<p>some maintenance, and the money would be better spent in upgrading these.</p> <p>Finally, it is a fact that shared spaces for cyclists and pedestrians are rarely an ideal solution as anyone who has used IM7 in either capacity during the morning rush hour will testify.</p>	<p>pedestrians is sought as the highest standard of infrastructure provision. However, IM7 is one of the few high quality pieces of cycling and walking infrastructure throughout the Ipswich to Melton Key Corridor. Various changes have been made to recommendations between Ipswich and Brightwell Lakes. IM12 has been amended to remove the recommended cycling and walking track through Birch Woods and a new cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a cycling and walking route between Kesgrave and Brightwell Lakes has been recommended, at IM32. This recommendation passes to the south of Martlesham Heath.</p>
Ipswich to Melton Key Corridor Paragraph 3.15 to 3.19	Mike Gilson	644	No	<p>The rushmere sections go over common land. This is object to and can not support.</p>	<p>Recommendations IM1, IM2, and IM3 provide highly desirable cycling and walking routes between Ipswich and areas further east and therefore have been retained. In order to reduce the impact of cycling and walking tracks through the Common IM3 has been amended to run along the eastern edge of the Common between IM4 and IM2.</p>
Ipswich to Melton Key Corridor Paragraph 3.15 to 3.19	Mr & Mrs D Evans	903		<p>Please find below our comments on the proposals for the Ipswich to Melton Corridor.</p> <p>Whilst we would wish to support any move to increase the safe provision of cycling route in the area we would suggest that some of the proposals in this paper are unnecessary and in some cases detrimental to the environment and against other East Suffolk Council policies namely:-</p> <p>The East Suffolk Environmental Policy revised in 2017 which on the web page states “Financial self-</p>	<p>Throughout the preparation of the Strategy the impact of recommendations on both the natural and historic environment has been considered, and harmful impacts avoided wherever possible. The purpose of the Strategy is to help provide high quality cycling and walking routes in order to give individuals the opportunities to cycle or walk rather than drive, thereby reducing the harmful impact that vehicles have on our natural and historic environment.</p> <p>SCC's Major Road Network A12 proposals have been considered throughout the preparation of the Strategy.</p>

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				<p>sufficiency sets out the Council’s commitment to the responsible use of our natural resources, sustainable strategies for council assets, as well as protecting and enhancing our districts [sic] biodiversity.</p> <p>We would suggest that some proposals do not meet the aims of this policy statement.</p> <p>You state that the purpose of this Draft Cycling ....Policy is to:-</p> <p>“.....identify 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’.</p> <p>It is not clear from the consultation document whether the plan has been developed in conjunction with the Suffolk County Council (SCC) document on improvements for the A12. This has been out for consultation but as far as we are aware no final strategy has been agreed. Your consultation seems to rely on a bridge (for route IM12) crossing the A12 (known in the SCC consultation as the northern option) yet SCC are consulting on both a bridge and an underpass at this point plus a southern option which does not meet the requirements of your plan and a Pegasus Crossing at the proposed A12 traffic lights which once again does not meet your plan’s requirements . Should SCC decide not to pursue the</p>	<p>The implementation of the Strategy will need to be informed by further evidence gathering and detailed discussions with SCC as the Local Highways Authority. It will also be important to draw upon various funding and delivery opportunities, including SCC proposals.</p>



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				northern option will East Suffolk Council fund the provision of this crossings facilitate the introduction of this plan?	
Ipswich to Melton Key Corridor Paragraph 3.15 to 3.19	Pauline Kitchener	109	No	Why are you planning to destroy the natural habitat that is Birch woods, not Martlesham woods as you mistakenly describe them in the document. There is adequate provision for cyclists through the village including a serviceable bridge over the A12. The proposed cycle path through the woods could make it dangerous for other woods users ie families, walkers and dogs. Lighting this path would go against advice we are all receiving in limiting light pollution. At this time when we need to be preserving our green spaces, rewilding our gardens and planting more trees to help our dwindling wildlife I feel it is most important to protect these areas from creeping urbanisation.	IM12 has been amended to remove the recommended cycling and walking track through Birch Woods and a new cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a cycling and walking route between Kesgrave and Brightwell Lakes has been recommended, at IM32. This recommendation passes to the south of Martlesham Heath.
Ipswich to Melton Key Corridor Paragraph 3.15 to 3.19	Peter Ross	116	No	<p>As a keen cyclist, walker and a countryside conservation manager of some 38 years I support the general ethos of improving cycling and walking facilities and opportunities. But, this should not be at the expense of damage and loss of natural greenspace and habitat.</p> <p>In particular I am concerned about the IM12 link through The Birch Wood (Martlesham Woods) as owned and managed by the residents of Martlesham Heath, via MHHL of which I am a member.</p> <p>Whilst supporting in principle the provision of a new bridge across the A12 I object to the construction of a new surfaced and lit cycle/footpath through The Birch Wood for 3 reasons.</p>	<p>IM12 has been amended to remove the recommended cycling and walking track through Birch Woods and a new cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a cycling and walking route between Kesgrave and Brightwell Lakes has been recommended, at IM32. This recommendation passes to the south of Martlesham Heath.</p> <p>IM4 has been amended to recommend the provision of a signalised crossing on Dobbs Lane where IM4 and IM10 meet, as well as a village gateway for northbound vehicles, forcing them to slow down before the signalised crossing and entering Kesgrave.</p>

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				<p>1. Loss of natural habitat.</p> <p>2. Visual impact of an engineered link.</p> <p>3. Detrimental affect of light pollution . See Sustrans 'Traffic Free Routes and Greenways Design Guide' : Section 10.</p> <p>I question the practical and cost benefits of creating IM 12 as this will only save approximately 300 metres of cycling on Eagle Way, which is a relatively quiet road and a small percentage of the cost of constructing IM12 would be better spent on any necessary traffic calming measures instead. E.g, Speed bumps and digital speed monitors, etc.</p> <p>As a regular walker between Martlesham Heath and Kesgrave, I would draw your attention to the dangerous crossing point where IM 10 meets IM4 at Dobbs Lane. This is already a well used route by walkers and cyclists of all ages and there is an issue here with poor visibility, due to the sharp bend and speeding cars , despite the 30 mph speed limit. A pedestrian crossing and speed bumps at this point are as much needed as they are a few hundred metres north at Gorseland Primary School.</p> <p>I am also concerned about the impact that the upgrade of IM4 would have on the natural environment of both the woodland, the Millenium field and beyond to Bell Lane.</p>	<p>The importance of Long Strops Bridleway along the south of Kesgrave for leisure cycling and walking, and the natural setting to this route is recognised. The significant width of Long Strops Bridleway, between the built edge of Kesgrave and the agricultural land to the south, enables the IM4 recommendation to provide infrastructure for all users, including a hard smooth cycling and walking surface as well as cycling and walking on a dirt track, while retaining the natural setting of the area.</p>

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Ipswich to Melton Key Corridor Paragraph 3.15 to 3.19	Rachel Smith-Lyte	639	Yes	Good to see you including Melton Road between there and Woodbridge - thats key. Also Melton Station to National Trust Sutton Hoo where there is currently no safe way of transferring between there and Melton station safely, other than in a car, which, given the proximity of each site to the other is inadequate.	The Ipswich to Melton Key Corridor has been amended to incorporate a new recommendation between Melton Railway Station and Sutton Hoo, providing a low traffic cycling and walking route along as much of the route as possible.
Ipswich to Melton Key Corridor Paragraph 3.15 to 3.19	Richard Boother Consultancy Ltd (Richard Boother)	624		<p>Generally,</p> <p>Overall, I support the much-needed improvement to the pedestrian/cycle routes. I make this in context of being a keen cyclist for both leisure and commuting for over 40 years.</p> <p>I note the following</p> <ul style="list-style-type: none"> <li>• Cycling is quickly moving from a leisure and short distance pursuit, to now include a sports element, the use of electric bikes for both pleasure and commuting and electric scooters. These can be difficult to integrate into the footpaths/cycle ways designed 30 years ago.</li> <li>• Also, to be considered will be the growth of elder age groups and person of limited mobility in the use of electric “invalid” transport.</li> </ul> <p>See attached map for visual comments</p> <p>IM11</p>	<p>Throughout the preparation of the Strategy attention has been paid to current and future technology enhancements that will make cycling and walking more accessible and desirable, as well as how these enhancements can support those with more limited mobility such as older people.</p> <p>Support for IM11 is noted.</p> <p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p> <p>The proposed alternative IM10 route would have a more harmful environmental impact than the route set out in the Draft Strategy. IM10 therefore has not been amended to align with the suggested route.</p>

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				<p>Overall I support this route, but with the following comments</p> <ol style="list-style-type: none"> <li>1. The Cycle/Footbridge, need to be either widened or better still to have a pedestrian bridge and a cycle bridge.</li> <li>2. The “winding through Martlesham centre is a great idea as it will enhance the shopping and other facilities.</li> </ol> <p>IM12</p> <p>Overall, I am totally opposed to the following aspects of IM12</p> <ol style="list-style-type: none"> <li>1. The crossing of Birch Wood (incorrectly noted Martlesham Woods)</li> <li>2. Is a second bridge required?                             <ol style="list-style-type: none"> <li>1. Surely IM13 and IM11 should be designed to be adequate.</li> <li>2. The travel distance using the proposed IM12 over the distance using IM13 &amp; IM11 is negligible.</li> <li>3. This would massively reduce the amenity value to the residents and visitors to Martlesham Heath</li> <li>4. The design of hard surfacing and lighting is anathema to wilding the countryside It is privately owned by the residents and would therefore have to be subject to a compulsory purchase order.</li> </ol> </li> </ol>	

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				<p>5. I am not being a NIMBY on this as there are adequate solutions for good design and that sufficient money will not solve.</p> <p>6. The residents of MH will fight this “tooth and nail”.</p> <p>3. I support The upgrading of the section between Valiant Way to the junction with the M10 opposite the entrance to Carlford Close up to the “Tesco roundabout” underpass.</p> <p>4. Do not be tempted to rush ahead with IM12 &amp; IM13 a design it to small, then coming back a few years’ latter saying there is now no option but to go ahead with IM12 as you need the additional capacity.</p> <p>IM10 &amp; IM9</p> <p>I have no comments of IM9</p> <p>My comments for IM 10 relate to the point where it goes from the north of Wingfield and heads roughly southwest.</p> <p>From the north of Wingfield along Eagle Way to Crown Point I have no comments.</p> <p>1. The need to cross t area of outstanding beauty to the point it crosses Dobbs Lane is totally unacceptable.</p>	

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				<p>1. Please refer to my comments above in IM12 which equally apply here.</p> <p>2. IM9 could be extended and “tuck in” tightly against Goresland Schools southern boundary. It could run south down along Dobbs Lane which would need to be upgraded, and cross Dobbs Lane as shown.</p> <p>Attachments:  <i>The attachment has not been published due to potential copyright/data protection concerns, but was still fully considered and assessed in forming the Strategy.</i></p>	
Ipswich to Melton Key Corridor Paragraph 3.15 to 3.19	Rosemary Nunn	860	No	<p>I Have viewed the Key Corridors and Public Rights of Way of the Draft Cycling and Walking Strategy proposed for Martlesham Heath, and strongly object to the invasive nature of the Very High and Medium routes.</p> <p>Therefore I wish my objections to be noted as too invasive to the area of Special Scientific Interest.</p>	<p>The very high priority routes of IM10 and IM11 have been retained in the Strategy. However, IM12 has been amended to remove the recommended cycling and walking track through Birch Woods and a new cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a cycling and walking route between Kesgrave and Brightwell Lakes has been recommended, at IM32. This recommendation passes to the south of Martlesham Heath. No recommendations propose the introduction of cycling and walking infrastructure on the Ipswich Heaths Site of Special Scientific Interest.</p>
Ipswich to Melton Key Corridor Paragraph	S Hall	642	No	<p>Regarding</p> <p>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</p>	<p>The Strategy has sought to provide a range of ambitious solutions to the issues that exist along our transport network, in order to generate modal shift by making it more attractive to walk and cycle rather than drive. In some circumstances the best solution will be a traffic free cycling and walking route with appropriate</p>

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3.15 to 3.19				<p>encompasses the parishes of Rushmere St Andrew, Kesgrave, Martlesham, Woodbridge, Melton, Brightwell, Bucklesham and Foxhall.</p> <p>Government policy now places cycling in the centre of a balanced <b>road-based</b> transport policy. We need to focus on providing for cycling <b>within road spaces</b> and not sidelining cyclists onto off road routes which often means taking space away from pedestrians.</p> <p>I don't think off road routes will deliver high quality improvements for commuter cyclists. I disagree with this policy.</p> <p>If I am cycling home from work on a dark, cold winters day I need a well surfaced route with street lighting not an off road track running through remote areas or a along a narrow route shared with pedestrians, buggies, dogs, parked cars etc</p> <p>I attach an extract from Cycle infrastructure Design guidance to highlight new government policy.</p> <p>In particular I want to highlight the poor design of the current A1214 shared cycle/pedestrian route currently running through Kesgrave. When it was built it no doubt fitted in with government policy. But government policy has now changed and this kind of design is no longer acceptable. Your consultation highlighted complaints from cyclists about the danger of having to give way at multiple side road junctions and the new government guidance says this is not good design. Instead,</p>	<p>segregation between cyclists and pedestrians, and in others it will be an on road cycling track segregated from vehicles and pedestrians. The constraints within the network will usually dictate the most appropriate solution.</p> <p>It is also the case that existing cycling and walking infrastructure will not always meet the higher standards we have today, as set out in Local Transport Note 1/20 and in changes to the Highway Code.</p> <p>As regards Main Road, Kesgrave, recommendation IM5 proposes the cycling and walking track to be continued over the side streets to clearly indicate priority over vehicles, and IM5 has been amended to recommend segregation to be introduced between cyclists and pedestrians should appropriate space be available.</p>

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				<p>cyclists need to be accommodated in dedicated space on the road. See attached extracts from government policy.</p> <p>There seems to be a proposal to simply widen the existing A1214 pedestrian/cycle route. I cannot see how an extra 2 feet of width (which may be all that is possible in some locations) can possibly deliver on government policy which seeks to provide for mass cycling. This proposal would not be value for money at all. There would be negligible benefit. It's tinkering at the edges providing some possible cosmetic benefit and not providing the real step change and bold vision and policy that we now need to implement. We need better provision for both pedestrians and cyclists - not more of the same awful compromises.</p> <p>From a practical point of view too - I've lost count of the times I've had dogs running out in front of me on these kind of paths, people walking in a line along the whole width of the path, cars parked in the pathway causing obstruction etc etc. It's not good for pedestrians or for cyclists - and I am both of these.</p> <p>For the A1214 through Kesgrave, the footpath needs widening for pedestrians and dedicated space on the road - protected with wands or similar needs to be provided for cyclists. Ideally a whole carriageway needs to be given to cyclists. This is what other places in the UK are doing. And the road could be designed as a 20mph zone.</p>	



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				<p>Attachments:  <a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455256/DOCX/-/11775541%201%20Cycle%20infrastructure%20Design%2Edocx">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455256/DOCX/-/11775541%201%20Cycle%20infrastructure%20Design%2Edocx</a></p>	
Ipswich to Melton Key Corridor Paragraph 3.15 to 3.19	Terry Duffell	709	No	<p>As a resident of Martlesham Heath, I am very concerned about the proposals for the implementation of this strategy for the local area. Collectively, they will have a serious and detrimental impact on the environment and adversely affect the character of the village, and I wish to register my opposition to these plans.</p> <p>The plans in general would urbanise a unique area, diminish its character and alter the profile irreparably, and I implore the Council to reconsider these unnecessary and potentially very damaging proposals.</p>	In preparing the Strategy the character and natural and historic environment of each area has been considered. In the Martlesham Heath Area, IM12 has been amended to remove the recommended cycling and walking track through Birch Woods and a new cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a cycling and walking route between Kesgrave and Brightwell Lakes has been recommended, at IM32. This recommendation passes to the south of Martlesham Heath.
Ipswich to Melton Key Corridor Paragraph 3.15 to 3.19	Ufford Parish Council (Judi Hallett)	728		<p><b>Section 3 2 onwards incl. 3.15 to 3.19 - Key Corridors: Ipswich to Melton</b></p> <p>This set of recommendations identifies the Ipswich to Melton corridor as a critical area for improvement and innovation to support increased use of cycling and encourage more walking. This is welcomed although the extent of the corridor locally seems to be based on current and potential usage, notably on Melton Road and Wilford Bridge Road. Extension to cover Ufford should be considered to encourage greater cycling and walking.</p> <p>We support the new off-road routes planned which</p>	The Ipswich to Melton Key Corridor has been amended, at recommendation IM23, to extend the route along Bridleway 10 and Footpath 6 to provide a cycling and walking route between Melton Railway Station and Lower Road, thereby avoiding the heavily trafficked Yarmouth Road and enabling cycling and walking between Ufford and Melton via Lower Road and along the improved Footpath 6.

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				would make it easier and safer for cyclists and walkers and it is interesting to note that the Melton Neighbourhood Plan contains a section devoted to cycle lane and footpath/ walking enhancements.	
Ipswich to Melton Key Corridor Paragraph 3.15 to 3.19	Wendy Sexton	132	No	Please do not destroy anymore woodland , trees etc. Feel the council always take the easy way out with regard to Martlesham Heath. Bombarding us with everything. What we have here on the Heath is very precious and fragile. please leave our woodland areas as they are and try to come up with alternatives or not at all. We have put up with Adstral Park, McCarthy & Stone etc etc etc. LEAVE our Woods etc as they are please!!!	The importance of avoiding harm to the natural environment is recognised throughout the preparation of the Strategy. A number of recommendations within Martlesham Heath have been amended in order to avoid harm to the natural environment.
Ipswich to Melton Key Corridor Paragraph 3.15 to 3.19	Whymark Nichola	78	No	Yes. I find it very sad that hard earned tax payers money is being considered on such an unnecessary concept. I see cyclists in the woods all the time. Funnily enough they are on mountain bikes and are there because they want to ride through the woods as it is. The woodland has been there way before any of us residents. How very sad that damage and abuse of the natural environment is even being considered. It does not make sense. It comes across like a tick box exercise rather than being sensible. Perhaps time and effort should be put into ensuring the roads, pathways and cycle paths in the village are fit for purpose. They currently are not. In fact this has been neglected for years. Why start a new project when such basic things have not already been addressed? If people wish to cycle in the woods then they would use the correct sort of bike that does not require a flashy (not in keeping) pathway. As for the damage to the trees, nature, animals I dread to think. Please consider an	Throughout the preparation of the Ipswich to Melton Key Corridor careful consideration has been given to avoiding harm to the natural and historic environment, whilst providing for the needs of cyclists and pedestrians.  The Strategy focuses on the identification of new infrastructure opportunities rather than the maintenance of existing infrastructure, as new infrastructure can be delivered through the planning system while maintenance cannot.

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				alternative. Look at the land on Eagle Way and give that some thought to aid cyclists. Not trounce through natural beauty which has been left unscathed for all this time. One more thing to add. The woods is used constantly by dog walkers, elderly and children. Cyclists bombing their way through the woods is not conducive to the masses using it. Please delete my previous comment. This is the correct one I wish to submit.	
Ipswich to Melton Key Corridor Paragraph 3.15 to 3.19	Woodland Trust (Oliver Newham)	632	No	<p>Woodland Trust is very concerned about the potential for damaging impacts on areas of woodland and in particular ancient woods and ancient/veteran trees in the vicinity of the new cycleway. We have only been notified of the consultation at a very late stage but we have already, from a very quick analysis, identified the following potential threats.</p> <p>We would urge that you look either divert the cycleway away from these trees/woods or put in appropriate buffering.</p> <p>Woodland Trust owned wood – Porter’s Wood - IM16 and IM18 adjacent</p> <p>Notable Pedunculate oak TM23824613, ID 84936 – IM5 on A1214</p> <p>Notable Pedunculate oak TM23804611, ID 84937 - IM5 on A1214</p> <p>Notable Pedunculate oak TM22774540, ID 29592 - IM7</p>	<p>Throughout the preparation of the Strategy careful consideration has been given to avoiding harm to the natural environment. In taking forward recommendations for delivery the detailed design of cycling and walking infrastructure must demonstrate consideration of and avoidance of harm to the natural environment.</p> <p>IM18 has been rerouted away from Porter’s Woods and instead follows Ipswich Road to avoid harm to the natural environment. IM16 involves the introduction of a modal filter on Sandy Lane and will therefore not result in any harm to ancient, veteran, or other trees.</p>

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				<p>Ancient Pedunculate oak TM21694458, ID 96901 – IM4 west side of Bell Lane</p> <p>Veteran pedunculate oak TM21894456, ID 96900 – IM4 east side of Bell Lane</p> <p>Ancient pedunculate oak TM21914456, ID 38765 – IM4 east side of Bell Lane</p> <p>Veteran pedunculate oak TM21934456, ID 96899 – IM4 east side of Bell Lane</p> <p>Veteran pedunculate oak TM21944455, ID 96894 – IM4 east side of Bell Lane</p>	
Ipswich to Melton Key Corridor Paragraph 3.15 to 3.19	Zac Barnes	600	Yes	<p>Despite 3.18 explicitly identifying Sutton Hoo as an opportunity, no mention is made of making the private road (mentioned by Comment 276 – score of 7) a bridleway. It would seem a shame to get so close to making a good connection from Ipswich to Sutton Hoo (a nationally important tourist destination) and fall over at the last hurdle.</p> <p>A footpath will have to be created along the road anyway as part of the England Coast Path and a footpath previously existed along the east bank of the Deben (though has now been eroded by the river) so it seems reasonable to make it accessible to bikes at the same time.</p> <p>The annoying lack of public right of way for this stretch has been mentioned to me as a gap in the path network by everyone from scout leaders to a</p>	The Ipswich to Melton Key Corridor has been extended to Sutton Hoo as it was an omission from the Draft Strategy. The recommendation (IM30) links to Sutton Hoo along a tarmac track which is proposed to form part of the England Coast Path.

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				cyclist doing an international tour so I think that it really ought to be fixed.	
IM1	Chris Adelson	444	Yes		Support noted.
IM1	David Adelson	463	Yes		Support noted.
IM1	John Adams	379	No	<p>Bridleways on Rushmere would be disasterous for a well loved and used open space by the general public and Rushmere Golf Club.</p> <p>Upgrading Public Footpaths to Bridleways would too dangerous as many of the fairways cross the paths. Walkers tend to check to see if golf is in play and wait, but illegal cyclists just wizz along expecting people to jump out of their way, and ignore golfers. More traffic would impinge on public safety. The prospect of equestrians cutting across fairways would also be dangerous. Golfers will not wish to use such a dangerous and uninviting course so will play elsewhere forcing the club to close.</p> <p>With no income from the golf club the Rushmere Commoners would have no income to manage the common, which is too large an area to rely on volunteers. Very soon the common would turn into a scrub and wooded area, a centre for fly tipping and other criminal activities, thus making it an unsafe and unhealthy place to enter. An eyesore would also have a detrimental effect on the value of properies surrounding it.</p> <p>The destruction of this public amenity when there are other options is totally unacceptable.</p>	The creation of bridleways through Rushmere Common would act to formalise cycling and walking and therefore, through careful design, reduce the conflict between cyclists and pedestrians. The safety of users has been considered throughout the preparation of the Strategy, and IM1 would provide a much safer walking and cycling route for all users than currently provided for elsewhere on roads alongside vehicles.
IM1	Kev Driver	93	No	Cycle and footpaths across the common must be mindful of the wildlife and environment. The	The creation of bridleways through Rushmere Common would act to formalise cycling and walking and

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				<p>common is also used to play golf and the proposed upgrades to bridleway etc would come with an increased safety risk. There are already a number of near misses with golf balls and upgrades could lead to more users and heighten the risk of injury.</p> <p>The surface of the common should also be natural and not made of man made materials and as such with heavier use could lead to an impact on the wildlife including the pond which one route passes nearby.</p>	<p>therefore, through careful design, reduce the conflict between cyclists and pedestrians. The safety of users has been considered throughout the preparation of the Strategy, and IM1 would provide a much safer walking and cycling route for all users than currently provided for elsewhere on roads alongside vehicles. The most appropriate surfacing material will need to be considered as the recommendation is taken forward to delivery.</p>
IM1	Martyn Shakespeare	487	Yes	<p>Could be very useful if IM4 implemented. Suggest a rolled stone surface across Heath (and no lighting) to fit in visually. Need IBC to sort out Heath Road connection to path around hospital to make maximum benefit of this path.</p>	<p>Connections east and west of IM1 are of fundamental importance to the delivery of the route, and the most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward to delivery.</p>
IM1	Mike Gilson	645	No		<p>Objection noted.</p>
IM1	Nik Bestow	12	No	<p>This should be left as a rough track. Cycle Route 1 (which you have omitted from the map) provides a more than adequate route around the bottom of the heath. Don't forget the Heath Road crossing point is further up, not opposite Heath Lane. Having a suitable off road cycle path to the North of the heath is more important.</p>	<p>The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward to delivery. While National Cycle Route 1 provides a good route, the intention with the Ipswich to Melton Key Corridor is to provide a direct and therefore more desirable cycling and walking route.</p>
IM1	Ray Whymark Construction Consultant (Raymond Whymark)	272	No	<p>I have read the County Council's proposals for creating bridleways IM 1,2 and 3 on Rushmere Heath and I must object to these in the strongest possible terms.</p> <p>I have resided adjacent to the Heath for 55years and have enjoyed the wonderful facilities that it offers to members of the public and golfers. It is the only green lung between Ipswich and Woodbridge that</p>	<p>The creation of bridleways through Rushmere Common would act to formalise cycling and walking and therefore, through careful design, reduce the conflict between cyclists and pedestrians. The safety of users has been considered throughout the preparation of the Strategy, and these routes would provide much safer walking and cycling routes for all users than currently provided for elsewhere on roads alongside vehicles.</p>

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				<p>can be enjoyed by all including walkers, runners and the public at large as well as members of the Golf Club. If this facility is allowed to be eroded then there will soon be an urban sprawl from Ipswich through to Martlesham and Woodbridge.</p> <p>If the proposals to create these bridleways were to proceed then it is likely that the Golf Club would close due to the way in which the course would become crossed many times by the bridleways making playing golf impossible with additional danger caused by golf balls. If the Club were to leave then the Heath would become dangerous with little or no control of what happens and misuse of the area would be rife including increases in the current drug abuse and other illegal actions.</p> <p>I must urge you to reconsider the entire question of the bridleways so that the Heath is not affected, many local people are angry at the proposals and the Heath must stay as common land in its entirety, any erosion of the wonderful facility will be regretted for many years to come.</p>	<p>In order to reduce the impact of cycling and walking tracks through the Common IM3 has been amended to run along the eastern edge of the Common between IM4 and IM2.</p>
IM1	Rushmere Commoners Committee (C A Kendall)	373	No	<p>Objection Letter - Draft Cycling And Walking Strategy Nov 2021</p> <p>As managing trustees of Rushmere Common we strongly object to the proposals to create bridleways on our common. We have not been informed of such proposals and have been contacted by a number of concerned commoners.</p> <p>The land is not public land, it is privately owned and</p>	<p>Recommendations IM1, IM2, and IM3 provide highly desirable cycling and walking routes between Ipswich and areas further east and therefore have been retained. Such routes would enable a greater number and diversity of individuals to access the common, convert trips to cycling and walking that might ordinarily be made by private car thereby reducing environmental impacts on people and wildlife, and help to support active and healthy lifestyles. The creation of bridleways through Rushmere Common would act to formalise</p>

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				<p>is registered common land held for the benefit of the commoners. It is managed by the Rushmere Commoners Committee as a registered charity.</p> <p>Large parts of the common are let to the Rushmere Golf Club, under licence, and the income from that pays for the overall common maintenance. We also have a number of charities and organisations involved in helping us to maintain and improve the heathland environment.</p> <p>The upgrading of the rights of way as proposed for IM1 , IM2 and IM3 in terms of status and surface and the extension of the route of FP59 would seriously harm the commoners' rights and the interests of the owners, occupiers and users.</p> <p>Our initial main objections are:</p> <ul style="list-style-type: none"> <li>• The commoners have a number of rights and, although not all are exercised, this would mean that these rights cannot be fully exercised in the future.</li> <li>• Loss of valuable common land and consequently loss of the character and amenity value.</li> <li>• Loss of biodiversity value and adverse effect on wildlife as walkers move from established paths further into the common to avoid cyclists.</li> <li>• The common would no longer be a safe environment for the general public walking on paths and golfers would be unaware of approaching cyclists. This would no doubt result in injuries and claims for those injuries.</li> <li>• Rushmere Golf Club is a heathland-based course</li> </ul>	<p>cycling and walking and therefore, through careful design, reduce conflict between cyclists and pedestrians. The safety of users has been considered throughout the preparation of the Strategy, and IM1 would provide a much safer walking and cycling route for all users than currently provided for elsewhere on roads alongside vehicles. However, in order to reduce the impact of cycling and walking tracks through the Common IM3 has been amended to run along the eastern edge of the Common between IM4 and IM2.</p>



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				<p>that is well-regarded throughout Suffolk. This proposal would massively impact the course, which is the oldest in the Ipswich area, and these plans could result in its closure.</p> <ul style="list-style-type: none"> <li>• If Rushmere Golf Club were forced to take their business elsewhere the commoners would lose this income and be unable to maintain the common as a whole in its current form. The impact on this valuable green space would be catastrophic. This would have a knock-on effect and be detrimental to the surrounding area.</li> <li>• We do not allow cycling on the common and creation of such access will start to legitimise such access to the detriment of the many people who enjoy this pedestrian only space.</li> </ul> <p>We trust that you will take into account our strong objections and the concerns of the Commoners of Rushmere and that this plan will be rejected out of hand.</p>	
IM1	Rushmere Golf Club (Bob Tawell)	371	No	<p><b>Objection to East Suffolk Councils</b></p> <p><b>“East Suffolk Cycling and Walking Strategy Draft 2021”</b></p> <p><b>Golf has been played on Rushmere Common (The Hidden Gem of Suffolk) since 1895 at which time known as Ipswich Golf Club, from 1927 Rushmere Golf Club was established. This long-established Heathland Course has become one of the most respected courses in the County, as we have built up a reputation of being one of the most</b></p>	<p>Recommendations IM1, IM2, and IM3 provide highly desirable cycling and walking routes between Ipswich and areas further east and therefore have been retained. Such routes will enable a greater number and diversity of individuals to access the common, convert trips to cycling and walking that might ordinarily be made by private car thereby reducing environmental impacts on people and wildlife, and help to support active and healthy lifestyles. The creation of bridleways through Rushmere Common would act to formalise cycling and walking and therefore, through careful design, reduce conflict between cyclists and pedestrians. The safety of users has been considered</p>

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				<p>welcoming of clubs, which has a course that drains so well, making it playable all year round. Visitors and societies are welcome and many return year after year to enjoy the course and our excellent hospitality. Our club is a Community Hub which would be lost if this project goes ahead.</p> <p>The proposals put forward by East Suffolk County Council to upgrade rights of way through the common IM1, IM2 and IM3, would destroy the existence of Rushmere Golf Club for the following reasons.</p> <ul style="list-style-type: none"> <li>• IM1 will cause playing issues at the 2<sup>nd</sup>, 8<sup>th</sup>, 9<sup>th</sup> and 12<sup>th</sup></li> <li>• IM3 will cause playing issues at the 10<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup>, 14<sup>th</sup>, 15<sup>th</sup>, 16<sup>th</sup>, and 18<sup>th</sup></li> <li>• IM2 will cause playing issues at the 17<sup>th</sup></li> <li>• This would have a major impact on membership, at present we have over 600 members of all ages, male and female, young and old. Due to this we would expect a minimum of over 50% of members to leave should this project go ahead, as the course would become a Health &amp; Safety hazard and become an unenjoyable experience. If this occurs, then the Golf Club would become commercially unviable, and we see no alternative but to cease trading. If this occurs then we would be required to sell our land, clubhouse and part of the course</li> </ul>	<p>throughout the preparation of the Strategy, and IM1 would provide a much safer walking and cycling route for all users than currently provided for elsewhere on roads alongside vehicles. However, in order to reduce the impact of cycling and walking tracks through the Common IM3 has been amended to run along the eastern edge of the Common between IM4 and IM2.</p>

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				<p>to a commercially acceptable bidder as per our constitution.</p> <ul style="list-style-type: none"> <li>• At present all our members and visitors are insured, however with introducing hard surfaces where golf balls will accelerate off the surface and the footfall would increase dramatically, the insurance company would want to relook at the premiums again, this would mean extra cost to the golf club.</li> <li>• The Golf Club has become a community center over the years where we have welcomed outside groups like the Deaf Club, Blind Club and the Health Centre at Kesgrave, it has become a function area for local parties' weddings and wakes, all of this will be lost if the Golf Club closes.</li> <li>• The Golf Club employs 7 full time employees and circa 20 part time people, all these jobs would go as the Club would not be able to survive on half a membership.</li> <li>• If the Club folds, then the income the Commoners Trustees receive from us as a rent to play golf on the Common would be lost. This in turn would see the Common turn into one of the biggest dumping grounds and drugs haven that I am sure Ipswich &amp; East Suffolk Council does not want, you would have new paths, but then not safe for walkers to use! I am sure that</li> </ul>	

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				<p>a travelling community would soon set up camp on this beautiful Heathland Site!</p> <ul style="list-style-type: none"> <li>• One of the big fears about introducing hard surfaces is that after a very short while, those with motor bikes, electric scooters would soon see these pathways as racetracks, bearing in mind families take their children to school through the common and this would in turn become a major hazard and health and safety concern.</li> <li>• Over the years Rushmere Golf Club have worked very closely with the Commoners Trustees and have dealt with many clear ups after major fires, this has been done with the help of Hollesley Bay and the Green Light Trust. Again, we have seen this as helping the Community.</li> <li>• Rushmere Golf Club Green Staff and volunteers pride their-selves on how safe they make the Common for both walkers and golfers. Walkers in turn always feel safe knowing golfers are on the course, we have a good relationship with over 95% of both parties making the common work for them. Should the paths go ahead this I am sure will cause major issues as you can see by item 1,2, and 3 as slow play would be major issue. The increased footfall would increase the time it takes to play a round of golf as golfers would need to wait longer to ensure walkers, cyclists etc. are not in range and are safe before hitting a</li> </ul>	

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				<p>shot. Any increase in the time to play would have a detrimental impact on golfers and subsequent membership numbers of the golf club.</p> <ul style="list-style-type: none"> <li>Rushmere Golf Club is 100% against this project going ahead and are open for further communication with the planning department to ensure a comprehensive and thoughtful review is undertaken.</li> </ul>	
IM1	Rushmere St Andrew Parish Council (Stannard)	251	No	Rushmere St Andrew Parish Council strongly objects to these proposals/ recommendations. These proposals will lead to a deterioration, disturbance and damage of the Rushmere St Andrew Commons/ Rushmere Heath. The Commons/ Heath is an important ecological and recreational asset to residents within and outside of the parish. It is important that the Commons/ Heath be preserved as it is and to avoid any damage/ deterioration to it. The recommendations would create a significant public safety issue creating conflict between pedestrians, cyclist and golfers. The Commons/ Heath is very well used and it is a serious concern.	Recommendations IM1, IM2, and IM3 provide highly desirable cycling and walking routes between Ipswich and areas further east and therefore have been retained. Such routes will enable a greater number and diversity of individuals to access the common, convert trips to cycling and walking that might ordinarily be made by private car thereby reducing environmental impacts on people and wildlife, and help to support active and healthy lifestyles. The creation of bridleways through Rushmere Common would act to formalise cycling and walking and therefore, through careful design, reduce conflict between cyclists and pedestrians. The safety of users has been considered throughout the preparation of the Strategy, and IM1 would provide a much safer walking and cycling route for all users than currently provided for elsewhere on roads alongside vehicles. However, in order to reduce the impact of cycling and walking tracks through the Common IM3 has been amended to run along the eastern edge of the Common between IM4 and IM2.
IM2	British Horse Society (Lynda Warth)	672		The information above is to support the principle and some of the detail of the need to include equestrians in the LCWIP project and to protect the amenity of the bridleway network for equestrians	Throughout the preparation of the Strategy consideration has been given to the needs of equestrians in ensuring that where improvements are

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				<p>since that is the only network available to them.</p> <p>I am conscious that I have not addressed the question of the actual routes included in the consultation. I cannot provide this information as I do not know the area well enough. This information needs to be provided by local horse riders however, due to the lack of BHS Access Officers in Suffolk, it may well take time to collate. Caroline and I would appreciate guidance on which information you require as a priority.</p> <p>However, the following boxes in the consultation do raise concern because they all refer to bridleways and potential ‘improvements’ or ‘resurfacing’ to the path surface, ostensibly for the benefit of cyclists. Care must be taken to ensure that any changes do not discriminate against the intended bridleway user – equestrians - and that shared use does not result in the displacement or reduction in amenity of existing users – this includes the allocation of path width for a hard top path to enable cyclists to ride side by side whilst reducing the same social amenity for horse riders.</p> <p>The term ‘improvement’ has been challenged in Court.</p> <p>Section 62 (2) of the Highways Act 1980 gives Local Highway Authorities a power to carry out works to improve highways.</p> <p>The Court of Appeal in the case of Cowen –v-</p>	<p>recommended to bridleways, that they meet the needs of all users.</p>

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				<p>Secretary of State for the Department of Environment Transport and the Regions (1999) 3PLR108 concluded that if the construction of a hard surface changes the character of a way it goes beyond 'improvement'.</p> <p>It will always be a matter of fact that tarmacing a bridleway will change its character. When deciding to tarmac a bridleway, the highway authority should take safety implications and the enjoyment of current users, including riders, into consideration.</p> <p>Improvements to a bridleway must make the way easier, safer, or more enjoyable its users, enhancing its suitability for use. Any works to a bridleway which detract from its suitability might not be a proper exercise of the highway authority's power to improve a highway.</p> <p>Any changes to crossings which are proposed to link new routes must be multi user including equestrians. Any barrier along a route renders the whole route useless. All routes need to be RSA assessed from the outset to ensure they are not delivered and then discovered not to be suitable for equestrians.</p> <p>Care needs to be taken in the use of the Strava information – this is not a valid NMU representative group. Also, as we mentioned, the Strava purportedly cycling information, may well be distorted by equestrians who use the app but</p>	

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				without the opportunity to register as horse riders rather than cyclists.	
IM2	Martyn Shakespeare	489	Yes	Would enhance safety along this section.	Support noted.
IM2	Mike Gilson	646	No		Objection noted.
IM2	Nik Bestow	13	Yes	<p>Having a segregated cycle path along this stretch of road should be the number one priority. The path on the south side of the road is used by many cyclists and runners but isn't wide enough to pass.</p> <p>The road is a major bus route (Route 66 and Park &amp; Ride) and is used by Ambulances heading towards Ipswich hospital making it a risk (I avoid using it preferring Cycle Route 1).</p>	Support noted. IM1 and IM4 remain the highest priority east-west cycling and walking route as it provides the greatest safety for all users. However, IM2 remains a high priority route.
IM2	Nik Bestow	99		<p>• <b>Paths Across Woodlands and Heath</b></p> <p>I'm not in favour of building lit cycle paths through the woodland areas in Martlesham or diagonally across Rushmere Heath.</p> <p>These are havens for nature - particularly at night. It's easy to cycle round Eagle Way which has very little traffic.</p> <p>I do cycle across Rushmere Heath occasionally - but this is mainly for leisure and the off-road challenge - as I suspect do most people. A cycle path would remove this enjoyment.</p> <p>Dedicated cycle paths to the North and South of the heath (as you have proposed) would be more than adequate - I suspect there are very few people who start in the South East corner of the heath and need to get to the north west corner.</p>	Recommendations IM1, IM2, and IM3 provide highly desirable cycling and walking routes between Ipswich and areas further east and therefore have been retained. However, in order to reduce the impact of cycling and walking tracks through the Common IM3 has been amended to run along the eastern edge of the Common between IM4 and IM2.
IM2	Rushmere St Andrew Parish	253	No	The Parish Council also objects to proposal IM2. The Parish Council is concerned that these proposals	Throughout the preparation of the Strategy consideration has been given to the need to avoid harm



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	Council (Stannard)			<p>would mean that the road would need to be widened and that this would result in incursions into the land adjacent to Woodbridge Road that has been identified in the Rushmere St Andrew Neighbourhood Plan as an important gateway into the parish and a rewilding project are currently being implemented on this area of land. The southern side of Woodbridge Road has long stretches of well developed cycle and pedestrian routes and it is considered that this side of the road would be a far better option to develop a cycle route.</p> <p>Cycle routes should be separated from the road to work efficiently and safely.</p>	<p>to the natural environment. There are many ways cycling and walking infrastructure could be introduced to Woodbridge Road and the detailed design will need to further consider the impacts of such infrastructure on the natural environment whilst also providing for the needs of cyclists and pedestrians.</p>
IM2	S Hall	656	No	<p>At the point where Woodbridge Road runs across Rushmere Heath we need wider pedestrian footways. The footways are well used by walkers, dog-walkers, joggers, mobility scooter users etc and are currently too narrow. We also need wide cycle lanes here - separated from pedestrians and road vehicles, because this is a key gap in the cycle network which needs to be filled. However, I think provision needs to be made on both sides of the road and not on the north side only. So I disagree with the proposal for a north-side only provision - if that is what is being proposed.</p> <p>If we had north-side provision only - it means cyclists have to cross back and forth over the road rather than use the road in a direct fashion as a motorist would. This is inconvenient and it reduces the safety and attractiveness of any route provision. e.g. It will</p>	<p>Reference to a bidirectional cycling and walking track along the northern side of Woodbridge Road in the draft Strategy was not intended to advocate for such infrastructure instead of other forms of infrastructure, but simply to note the need for a crossing point at Footpath 57 and Beech Road. IM2 has therefore been amended to remove reference to a bidirectional cycling and walking track along one side of Woodbridge Road, thereby clarifying that cycling and walking infrastructure would not need to be designed as a bidirectional track on one side of Woodbridge Road, but could come forward in a number of ways, including a segregated cycle track and footway on both sides of the road.</p>

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				<p>probably mean stopping / queuing at traffic lights. It doesn't fit in with the new government policy of prioritising cyclists over motorists! It is hard to believe we now have a government policy which actually does that - but we do. We have to make cycling really attractive and cater for mass cycling. We have a "blank canvas" along this stretch of road to design anything we want and I would like to see preference given to having wide footways and cycle routes along both the north and south side of the carriageway. Funding opportunities should hopefully be open to supporting this as it fits in with government policy.</p> <p>Also, as mentioned in earlier consultation comments it would be possible to create something really special here. I suggested planting suitable trees along the edge of the footway and Heath - possibly Birch, Oak etc? and a shrub layer - gorse? to create an attractive and sheltered route for pedestrians and cyclists 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 land owners/managers any appropriate support for wildlife e.g. a wildlife tunnel underneath the A1214 road if helpful for connectivity for amphibians /reptiles other creatures</p>	

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				<p>in lowland heath habitats or other support?</p> <p>Finally - in reply to my earlier comment you said</p> <p>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.</p> <p>Your reply makes no sense to me! Cycle lanes are a highly effective means of delivering government policy, please do read the new policy, thank you.</p>	
IM3	British Horse Society (Lynda Warth)	673		<p>The information above is to support the principle and some of the detail of the need to include equestrians in the LCWIP project and to protect the amenity of the bridleway network for equestrians since that is the only network available to them.</p> <p>I am conscious that I have not addressed the question of the actual routes included in the consultation. I cannot provide this information as I do not know the area well enough. This information needs to be provided by local horse riders however, due to the lack of BHS Access Officers in Suffolk, it may well take time to collate. Caroline and I would appreciate guidance on which information you require as a priority.</p> <p>However, the following boxes in the consultation do raise concern because they all refer to bridleways and potential 'improvements' or 'resurfacing' to the path surface, ostensibly for the benefit of</p>	<p>Throughout the preparation of the Strategy consideration has been given to the needs of equestrians in ensuring that where improvements are recommended to bridleways, that they meet the needs of all users.</p>

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				<p>cyclists. Care must be taken to ensure that any changes do not discriminate against the intended bridleway user – equestrians - and that shared use does not result in the displacement or reduction in amenity of existing users – this includes the allocation of path width for a hard top path to enable cyclists to ride side by side whilst reducing the same social amenity for horse riders.</p> <p>The term ‘improvement’ has been challenged in Court.</p> <p>Section 62 (2) of the Highways Act 1980 gives Local Highway Authorities a power to carry out works to improve highways.</p> <p>The Court of Appeal in the case of Cowen –v- Secretary of State for the Department of Environment Transport and the Regions (1999) 3PLR108 concluded that if the construction of a hard surface changes the character of a way it goes beyond ‘improvement’.</p> <p>It will always be a matter of fact that tarmac a bridleway will change its character. When deciding to tarmac a bridleway, the highway authority should take safety implications and the enjoyment of current users, including riders, into consideration.</p> <p>Improvements to a bridleway must make the way easier, safer, or more enjoyable its users, enhancing its suitability for use. Any works to a bridleway which detract from its suitability might not be a proper</p>	

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				<p>exercise of the highway authority's power to improve a highway.</p> <p>Any changes to crossings which are proposed to link new routes must be multi user including equestrians. Any barrier along a route renders the whole route useless. All routes need to be RSA assessed from the outset to ensure they are not delivered and then discovered not to be suitable for equestrians.</p> <p>Care needs to be taken in the use of the Strava information – this is not a valid NMU representative group. Also, as we mentioned, the Strava purportedly cycling information, may well be distorted by equestrians who use the app but without the opportunity to register as horse riders rather than cyclists.</p>	
IM3	Chris Adelson	445	Yes		Support noted.
IM3	Kev Driver	94	No	<p>See Comment about safety and suitable surfacing in IM1</p> <p>Cycling is not actually permitted on the common, and this would lead to a change in it's use. I believe this would be a death nell in the oldest Ipswich Golf Course an important part of Ipswich history.</p>	In order to reduce the impact of cycling and walking tracks through the Common IM3 has been amended to run along the eastern edge of the Common between IM4 and IM2.
IM3	Martyn Shakespeare	488	No	Perhaps best left as a walking route, PROW59/66 better as a cycling route. Potential for too much intrusion on common land.	In order to reduce the impact of cycling and walking tracks through the Common IM3 has been amended to run along the eastern edge of the Common between IM4 and IM2.
IM3	Mike Gilson	648	No		Objection noted.

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IM3	Nik Bestow	14	No	This is unnecessary and spoils the nature of the heath. It would make more sense to connect Linksfield with IM4.	It is agreed that a connection between IM2 and IM4 along the eastern edge of the Common would provide an equally useful cycling and walking route whilst avoid the potential harm to the Common.
IM3	Rushmere Commoners Committee (C A Kendall)	374	No	<p>Objection Letter - Draft Cycling And Walking Strategy Nov 2021</p> <p>As managing trustees of Rushmere Common we strongly object to the proposals to create bridleways on our common. We have not been informed of such proposals and have been contacted by a number of concerned commoners.</p> <p>The land is not public land, it is privately owned and is registered common land held for the benefit of the commoners. It is managed by the Rushmere Commoners Committee as a registered charity.</p> <p>Large parts of the common are let to the Rushmere Golf Club, under licence, and the income from that pays for the overall common maintenance. We also have a number of charities and organisations involved in helping us to maintain and improve the heathland environment.</p> <p>The upgrading of the rights of way as proposed for IM1 , IM2 and IM3 in terms of status and surface and the extension of the route of FP59 would seriously harm the commoners' rights and the interests of the owners, occupiers and users.</p> <p>Our initial main objections are:</p>	In order to reduce the impact of cycling and walking tracks through the Common IM3 has been amended to run along the eastern edge of the Common between IM4 and IM2.

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				<ul style="list-style-type: none"> <li>• The commoners have a number of rights and, although not all are exercised, this would mean that these rights cannot be fully exercised in the future.</li> <li>• Loss of valuable common land and consequently loss of the character and amenity value.</li> <li>• Loss of biodiversity value and adverse effect on wildlife as walkers move from established paths further into the common to avoid cyclists.</li> <li>• The common would no longer be a safe environment for the general public walking on paths and golfers would be unaware of approaching cyclists. This would no doubt result in injuries and claims for those injuries.</li> <li>• Rushmere Golf Club is a heathland-based course that is well-regarded throughout Suffolk. This proposal would massively impact the course, which is the oldest in the Ipswich area, and these plans could result in its closure.</li> <li>• If Rushmere Golf Club were forced to take their business elsewhere the commoners would lose this income and be unable to maintain the common as a whole in its current form. The impact on this valuable green space would be catastrophic. This would have a knock-on effect and be detrimental to the surrounding area.</li> <li>• We do not allow cycling on the common and creation of such access will start to legitimise such access to the detriment of the many people who enjoy this pedestrian only space.</li> </ul> <p>We trust that you will take into account our strong objections and the concerns of the Commoners of</p>	

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				Rushmere and that this plan will be rejected out of hand.	
IM3	Rushmere Golf Club (Bob Tawell)	372	No	<p><b>Objection to East Suffolk Councils</b></p> <p><b>“East Suffolk Cycling and Walking Strategy Draft 2021”</b></p> <p>Golf has been played on Rushmere Common (The Hidden Gem of Suffolk) since 1895 at which time known as Ipswich Golf Club, from 1927 Rushmere Golf Club was established. This long-established Heathland Course has become one of the most respected courses in the County, as we have built up a reputation of being one of the most welcoming of clubs, which has a course that drains so well, making it playable all year round. Visitors and societies are welcome and many return year after year to enjoy the course and our excellent hospitality. Our club is a Community Hub which would be lost if this project goes ahead.</p> <p>The proposals put forward by East Suffolk County Council to upgrade rights of way through the common IM1, IM2 and IM3, would destroy the existence of Rushmere Golf Club for the following reasons.</p> <ul style="list-style-type: none"> <li>• IM1 will cause playing issues at the 2<sup>nd</sup>, 8<sup>th</sup>, 9<sup>th</sup> and 12<sup>th</sup></li> <li>• IM3 will cause playing issues at the 10<sup>th</sup>, 11<sup>th</sup>, 12<sup>th</sup>, 14<sup>th</sup>, 15<sup>th</sup>, 16<sup>th</sup>, and 18<sup>th</sup></li> <li>• IM2 will cause playing issues at the 17<sup>th</sup></li> </ul>	In order to reduce the impact of cycling and walking tracks through the Common IM3 has been amended to run along the eastern edge of the Common between IM4 and IM2.



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				<ul style="list-style-type: none"> <li>• This would have a major impact on membership, at present we have over 600 members of all ages, male and female, young and old. Due to this we would expect a minimum of over 50% of members to leave should this project go ahead, as the course would become a Health &amp; Safety hazard and become an unenjoyable experience. If this occurs, then the Golf Club would become commercially unviable, and we see no alternative but to cease trading. If this occurs then we would be required to sell our land, clubhouse and part of the course to a commercially acceptable bidder as per our constitution.</li> <li>• At present all our members and visitors are insured, however with introducing hard surfaces where golf balls will accelerate off the surface and the footfall would increase dramatically, the insurance company would want to relook at the premiums again, this would mean extra cost to the golf club.</li> <li>• The Golf Club has become a community center over the years where we have welcomed outside groups like the Deaf Club, Blind Club and the Health Centre at Kesgrave, it has become a function area for local parties' weddings and wakes, all of this will be lost if the Golf Club closes.</li> </ul>	

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				<ul style="list-style-type: none"> <li>• The Golf Club employs 7 full time employees and circa 20 part time people, all these jobs would go as the Club would not be able to survive on half a membership.</li> <li>• If the Club folds, then the income the Commoners Trustees receive from us as a rent to play golf on the Common would be lost. This in turn would see the Common turn into one of the biggest dumping grounds and drugs haven that I am sure Ipswich &amp; East Suffolk Council does not want, you would have new paths, but then not safe for walkers to use! I am sure that a travelling community would soon set up camp on this beautiful Heathland Site!</li> <li>• One of the big fears about introducing hard surfaces is that after a very short while, those with motor bikes, electric scooters would soon see these pathways as racetracks, bearing in mind families take their children to school through the common and this would in turn become a major hazard and health and safety concern.</li> <li>• Over the years Rushmere Golf Club have worked very closely with the Commoners Trustees and have dealt with many clear ups after major fires, this has been done with the help of Hollesley Bay and the Green Light Trust. Again, we have seen this as helping the Community.</li> </ul>	

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				<ul style="list-style-type: none"> <li>• <b>Rushmere Golf Club Green Staff and volunteers pride their-selves on how safe they make the Common for both walkers and golfers. Walkers in turn always feel safe knowing golfers are on the course, we have a good relationship with over 95% of both parties making the common work for them. Should the paths go ahead this I am sure will cause major issues as you can see by item 1,2, and 3 as slow play would be major issue. The increased footfall would increase the time it takes to play a round of golf as golfers would need to wait longer to ensure walkers, cyclists etc. are not in range and are safe before hitting a shot. Any increase in the time to play would have a detrimental impact on golfers and subsequent membership numbers of the golf club.</b></li> <li>• <b>Rushmere Golf Club is 100% against this project going ahead and are open for further communication with the planning department to ensure a comprehensive and thoughtful review is undertaken.</b></li> </ul>	
IM3	Rushmere St Andrew Parish Council (Stannard)	252	No	Rushmere St Andrew Parish Council strongly objects to the recommendations proposed. The recommendations would lead to the deterioration, disturbance and damage of the Rushmere Common/ Heath. The Commons/ Heath is an important ecological and recreational asset to residents within the parish and outside the parish. It is important that this important asset be conserved as it is. The recommendations will create a public safety issue. It	In order to reduce the impact of cycling and walking tracks through the Common IM3 has been amended to run along the eastern edge of the Common between IM4 and IM2.

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				will create significant conflict between pedestrians, cyclists and golfers. The Commons/ Heath is well used by pedestrians and this would be a serious safety issue.	
IM4	Alasdair MacLeod	537	No	<p>I think IM4 would be damaging to Long Stropps and I suspect would not be used as much as anticipated I do not think it should be "very high". There already exists a tarred path along some of the north side of Long Stropps and I don't see people using it that much. I think this is a leisure route and people will prefer to be "off road" in many cases.</p> <p>If IM4 is to go ahead consider hard-packed aggregate rather than tarred surfaces. Ideally leave out lighting to avoid light pollution. I suggest the north side of long stropps running alongside the housing estate so existing surfaced paths can be incorporated and any lighting is against the backdrop of the lights in houses and street lights rather than creating a new band of lighting on the other side of Long Stropps.</p>	The importance of Long Stropps Bridleway for leisure cycling, walking and dog walking is recognised. There is space along Long Stropps to introduce cycling and walking infrastructure that meets the needs of disabled users and commuting cyclists and pedestrians, as well as retaining the attractive natural setting for leisure cycling, walking and dog walking.
IM4	British Horse Society (Lynda Warth)	674		<p>The information above is to support the principle and some of the detail of the need to include equestrians in the LCWIP project and to protect the amenity of the bridleway network for equestrians since that is the only network available to them.</p> <p>I am conscious that I have not addressed the question of the actual routes included in the consultation. I cannot provide this information as I do not know the area well enough. This information needs to be provided by local horse riders however, due to the lack of BHS Access Officers in Suffolk, it may well take time to collate. Caroline and I would</p>	Throughout the preparation of the Strategy consideration has been given to the needs of equestrians in ensuring that where improvements are recommended to bridleways, that they meet the needs of all users.

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				<p>appreciate guidance on which information you require as a priority.</p> <p>However, the following boxes in the consultation do raise concern because they all refer to bridleways and potential ‘improvements’ or ‘resurfacing’ to the path surface, ostensibly for the benefit of cyclists. Care must be taken to ensure that any changes do not discriminate against the intended bridleway user – equestrians - and that shared use does not result in the displacement or reduction in amenity of existing users – this includes the allocation of path width for a hard top path to enable cyclists to ride side by side whilst reducing the same social amenity for horse riders.</p> <p>The term ‘improvement’ has been challenged in Court.</p> <p>Section 62 (2) of the Highways Act 1980 gives Local Highway Authorities a power to carry out works to improve highways.</p> <p>The Court of Appeal in the case of Cowen –v- Secretary of State for the Department of Environment Transport and the Regions (1999) 3PLR108 concluded that if the construction of a hard surface changes the character of a way it goes beyond ‘improvement’.</p> <p>It will always be a matter of fact that tarmacing a bridleway will change its character. When deciding to tarmac a bridleway, the highway authority should</p>	

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				<p>take safety implications and the enjoyment of current users, including riders, into consideration.</p> <p>Improvements to a bridleway must make the way easier, safer, or more enjoyable its users, enhancing its suitability for use. Any works to a bridleway which detract from its suitability might not be a proper exercise of the highway authority's power to improve a highway.</p> <p>Any changes to crossings which are proposed to link new routes must be multi user including equestrians. Any barrier along a route renders the whole route useless. All routes need to be RSA assessed from the outset to ensure they are not delivered and then discovered not to be suitable for equestrians.</p> <p>Care needs to be taken in the use of the Strava information – this is not a valid NMU representative group. Also, as we mentioned, the Strava purportedly cycling information, may well be distorted by equestrians who use the app but without the opportunity to register as horse riders rather than cyclists.</p>	
IM4	Caroline Bickers	393	No	<p>Crossing Dobbs Lane at this point where there is a blind corner in the road is an accident waiting to happen. Although in the 30 mph limit cars are travelling from Foxall Road at speed. As some one who crosses here regularly I have seen many near accidents. I also totally disagree with the addition of lighting and a hard surface the woodland area. Stop light pollution and its affect on wildlife.</p>	<p>The safety of users is of paramount importance and for this reason IM4 has been amended to recommend the provision of a signalised crossing on Dobbs Lane where IM4 and IM10 meet, as well as a village gateway to slow northbound vehicles before the signalised crossing and entering Kesgrave. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward to delivery.</p>

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IM4	Chris Adelson	446	Yes		Support noted.
IM4	Fosker	208	No	Love these wood, use them everyday. Love the fact they aren't full of fast cyclist. So much running goes on here! Needs to be soft for running. Fun run every Saturday.	The importance of Long Strops Bridleway for leisure cycling, walking and dog walking is recognised. There is space along Long Strops to introduce cycling and walking infrastructure that meets the needs of disabled users and commuting cyclists and pedestrians, as well as retaining the attractive natural setting for leisure cycling, walking and dog walking.
IM4	Janine Davey	411	No	<p>I would like to object to the planned cycle route through Birch Woods, Martlesham Heath (referred to in your document as Martlesham Woods). This is a precious amenity area for local residents and an area of natural woodland. The proposal of felling mature trees to make way for the cycle route along with construction of lighting will damage the woodland and disturb wildlife. Where the path would exit on Eagle Way, cyclists and pedestrians would be tempted to take a short cut across our SSSI on their way to Dobbs Lane.</p> <p>The same argument applies for the lit tarmac routes through Portal woods and near Dobbs Lane. Our natural areas and wildlife are constantly under threat from these types of schemes and would urge you to re-visit this decision.</p> <p>I see the proposed schemes as an unnecessary waste of public money seeing as there is a perfectly acceptable existing through-cycle route from the A12 to Grange Farm.</p> <p>No doubt you will be conducting the necessary surveys and producing data to justify this expense.</p>	The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward to delivery.

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				<p>The local residents would be very interested in your findings.</p> <p>Please read and carefully consider any objections you receive and not treat this consultation as a 'box-ticking' exercise.</p>	
IM4	Jonathan Clyne	389		<p>Repeatedly, reliance is placed on Strava Metro data, but no indication is given about how many separate users there were and over how long. Is this just a handful of people using it often, or many different users over a long period of time.</p> <p>If the paths are being used satisfactorily now, there should be no need to widen and resurface them. There is always an adverse environmental impact of such widening and resurfacing schemes, the impact of which seems to have been effectively overlooked in the strategy.</p> <p>Furthermore, a bridleway is also for the use of horses. A tarmac or other hard surface would not be appropriate for horses.</p> <p>The addition of cycling and walking crossing point would make Dobbs Lane more dangerous than it is now, being very close to the corner where visibility is limited.</p>	<p>Strava Metro provides useful data to help understand the current state of walking and cycling across East Suffolk. However, it cannot be relied upon on its own and that is why caution is observed when using Strava Metro data and why other data sources have been used, which taken together provide a more comprehensive picture of the current state of cycling and walking in a given location. In order to ensure the safety of users Strava Metro does not provide data in areas where only a small number of users make trips.</p> <p>It may be the case that some routes provide for the needs of some users in their current state. However, in most cases this will exclude some users. The importance of Long Strops Bridleway for leisure cycling, walking and dog walking is recognised. There is space along Long Strops to introduce cycling and walking infrastructure that meets the needs of disabled users and commuting cyclists and pedestrians, as well as retaining the attractive natural setting for leisure cycling, walking, dog walking, and horse riding.</p> <p>The safety of users is of paramount importance and for this reason IM4 has been amended to recommend the provision of a signalised crossing on Dobbs Lane where IM4 and IM10 meet, as well as a village gateway to slow northbound vehicles before the signalised crossing and entering Kesgrave.</p>



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IM4	Margaret Shaw	849	No	<p>I write with particular reference to the proposed cycleway through Martlesham Heath but my comments re MCAF "biodiversity" may be relevant to the other proposed routes in the strategy.</p> <p>MCAF- Safety</p> <p>I strongly oppose the junction of IM10 and IM 4 which is a very high priority route where it crosses Dobbs Lane. The cycle path crosses on a bend which occurs after a straight run from Faxhall Road. As a cyclist, walker and car driver I know that cars travel at a high speed down that road and that the approach to the bend does not give clear visibility to either the cars or to walkers and cyclists crossing the road. A cycle path crossing here will endanger lives and create an accident black spot.</p> <p>Safer alternatives would be</p> <ol style="list-style-type: none"> <li>1. IM10 ceases with the junction with IM7</li> <li>2. IM\$ runs down the Martlesham Heath side of Dobbs Lane and crosses where there is clear visibility at the point where there is a sharp right hand turn in IM4 .</li> </ol>	<p>The safety of users is of paramount importance and for this reason IM4 has been amended to recommend the provision of a signalised crossing on Dobbs Lane where IM4 and IM10 meet, as well as a village gateway to slow northbound vehicles before the signalised crossing and entering Kesgrave.</p>
IM4	Martlesham Conservation Group (Phil Smith)	897		<p><b>IM4 (Long Strops Bridleway)</b></p> <p>a) The route of IM4 is currently well-used for informal recreation along its route (and formal in the region of the Millennium pavilion) including walking, Park Run and dog walking. Part of the route crosses through an area of woodland close to Dobbs Lane.</p>	<p>The importance of Long Strops Bridleway for leisure cycling, walking and dog walking, as well as wildlife is recognised. There is space along Long Strops to introduce cycling and walking infrastructure that meets the needs of disabled users and commuting cyclists and pedestrians, as well as retaining the attractive natural</p>

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				<p>This area contains a range of wildlife including reptiles especially Adders and also birds particularly Nightingales. Martlesham Conservation Group therefore has serious concerns for the wildlife in this part of the route also. Again the lighting is likely to cause issues.</p> <p>b) The Council should consider enhancing the whole route of IM4 as an expanded wildlife corridor perhaps by using land from the adjacent arable fields. It may then be possible to provide a well-designed cycling and walking route with good separation, wildlife friendly crossing features, enhanced biodiversity, room for informal recreational activities, and screening from the light pollution for residents adjacent to the route. An enhanced wildlife corridor supporting the wildlife of lowland heath between Martlesham Heath, Foxhall Heath and Rushmere Heath would prove of benefit to all three sites.</p> <p>c) IM4 should not link to IM10 for the reasons stated above. Cycle traffic should be directed northwards along Dobbs Lane to link with IM5.</p>	<p>setting for leisure cycling, walking and dog walking, and the sensitive natural environment for wildlife.</p>
IM4	Martlesham Parish Council (Diane Linsley)	878		<p>IM4 has the potential to be one of the main commuting routes into Ipswich as it is convenient for the hospital, Coplestone and St. Alban's school as well as being a direct route into Ipswich. As with IM7 the PC would like to review the informal links to Eagle Way for this route. As this utilises MHHL land they would also need to be consulted.</p> <p>See also our proposal for a cycle Express Route</p>	<p>The most appropriate detailed design solutions will need to be considered as the recommendation is taken forward. The Ipswich-Melton Key Corridor has been amended to incorporate a new recommendation (IM32), which seeks to introduce a traffic free cycling and walking route between Brightwell Lakes and Kesgrave via Bridleway 6 along Welham's Plantation to the south of Martlesham Heath.</p>

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				which would pick up the continuation of IM4 westwards (see comments against IM12 and IM25)	
IM4	Martyn Shakespeare	486	Yes	Broadly in favour, but probably not of great use unless IM1 and/or IM3 are completed.	It is noted that IM4 relies upon IM1 and/or IM3 in order to create a continuous traffic free route to and from Ipswich, which is reflected in the identification of IM1 and IM4 as very high priority recommendations.
IM4	Mary Odam	864	No	IM10/IM4 seem superfluous. There are already two cycleways into Ipswich – one along the A1214 (IM5) and the other through Grange Lane and Grange Farm (IM7). Furthermore Long Strops is a pleasant piece of land much used by dog walkers and other pedestrians. Unlike the cycle paths through the village is it not subject to hoards of schoolchildren walking and cycling at the beginning and end of the day. It is probably the only undeveloped public space in the residential part of Kesgrave and should remain so. The Covid pandemic has shown how important it is for people to have access to open spaces for exercise and recreation.	Main Road and the Grange Farm cycleway do offer good cycling and walking routes, however they also have issues. Main Road lacks priority over side streets and is alongside vehicles, while the western extent of the Grange Farm cycleway connects poorly with routes further west. IM4 would provide a traffic free cycling and walking route between Martlesham and Ipswich, in combination with IM1. The importance of Long Strops Bridleway for leisure cycling, walking and dog walking is recognised. There is space along Long Strops to introduce cycling and walking infrastructure that meets the needs of disabled users and commuting cyclists and pedestrians, as well as retaining the attractive natural setting for leisure cycling, walking and dog walking.
IM4	Michael Farahar	718		With reference to East Suffolk Council's East Suffolk Cycling & Walking Strategy - Draft 2021 consultation, I would like to support the draft's recommendations contained within S 3.15, The Ipswich to Melton Key Corridor recommendations.  I would like to suggest though that an innovative and respectful approach is adopted to minimise the impact on both local residents and the natural environment when planning for the implementation of recommendations IP4, IM9, IM10 & IM12, for example by the use of low level lighting rather than	The impacts of cycling and walking infrastructure on existing residents and the natural environment have been considered throughout the preparation of the Strategy. Further consideration will be given to the most appropriate surfacing and lighting solutions as the recommendation is taken forward to delivery.

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				traditional full height lamp posts and/or lighting intensity controlled by movement sensors etc,	
IM4	Nigel Maxwell	810		<p>— please consider a cycle path connecting IF33 and IM4 using the southern perimeter of Martlesham Heath, i.e. without entering Martlesham Heath</p> <p>— this would be a very quick route from Brightwell Lakes to the start of the Kesgrave Park Run</p>	The benefits of an additional cycling and walking connection between Brightwell Lakes and Longstrops Bridleway that would be more direct and attractive than existing infrastructure are recognised. The Ipswich-Melton Key Corridor has been amended to incorporate a new recommendation (IM32), which seeks to introduce a traffic free cycling and walking route between Brightwell Lakes and Kesgrave via Bridleway 6 along Welham's Plantation to the south of Martlesham Heath.
IM4	Pat Lisseman	315	No	<p>Eagle Way has little traffic and there are very rarely cars parked at the kerbside and is perfectly safe and adequate for cyclists.</p> <p>2. IM4 - As above - cyclists already use this route and current surface conditions encourage them to cycle with due care and attention. Again as above frequently used by walkers with dogs off lead.</p>	The importance of Long Strops Bridleway for leisure cycling, walking and dog walking is recognised. There is space along Long Strops to introduce cycling and walking infrastructure that meets the needs of disabled users and commuting cyclists and pedestrians, as well as retaining the attractive natural setting for leisure cycling, walking and dog walking.
IM4	Paul Davey	322		<p>As a keen walker and cyclist I am very much in favour of ESC having a strategy for my benefit.</p> <p>However as a resident of Martlesham Heath I consider considerable concerns regarding the draft proposals published this year.</p> <p>My objections and reasons are listed below.</p> <p>1. IM4 is a duplication of IM7 and would urbanise a pleasant walk in natural surroundings.</p>	Whilst IM7 provides a high quality cycling and walking environment along the existing Grange Farm cycleway, there are limitations to the route in connecting further west. IM4 provides a traffic free route between Martlesham and Ipswich, in combination with IM1. The importance of Long Strops Bridleway for leisure cycling, walking and dog walking is recognised. There is space along Long Strops to introduce cycling and walking infrastructure that meets the needs of disabled users and commuting cyclists and pedestrians, as well as retaining the attractive natural setting for leisure cycling, walking and dog walking.

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IM4	Robin Guy	261	No	<p>Whilst the data may show that Long Stropps is well used by cyclists, it is my experience that most of these are "off road" cyclists for recreation rather than being used for commuting etc. The route is isolated and is unlikely to be used in darkness even if the cycle/path is lit.</p> <p>This area is used extensively by people walking their dogs, again the attraction is open space rather than designated metalled surfaces. There are plenty of this already! There is also a very successful Saturday Park Run and this could be adversely impacted.</p>	No changes required.
IM4	Smith, Carolyn	780		<p>Thank you for consulting on your draft cycling and walking strategy; hopefully this will enable you to learn from local knowledge and prevent you from making expensive mistakes which will damage precious heathland and adversely impact well used green spaces in the Martlesham and Kesgrave areas.</p> <p>I am in favour of encouraging walking and cycling, but not at the expense of damaging scarce habitats and the loss of local amenity, all of which will occur if the routes IM4, IM9, IM12 and IM10 are constructed in their proposed form.</p> <p>Routes IM12, IM10, IM4</p> <p>Why are you proposing surfacing over and urbanising valued green spaces, important for recreation and wildlife?</p> <p>This is in direct contravention of the SC Local Plan</p>	The importance of Dobbs Wood for wildlife and habitat preservation is recognised. A cycling and walking track could be introduced through Dobbs Wood with no or very limited vegetation removal as there exists a wide route through the Woods at presents. The most appropriate detailed design, including surfacing and lighting solutions, will need to be considered as the recommendation is taken forward. The benefits of an additional cycling and walking connection between Brightwell Lakes and Longstropps Bridleway that would be more direct and attractive than existing infrastructure are recognised. The Ipswich-Melton Key Corridor has been amended to incorporate a new recommendation (IM32), which seeks to introduce a traffic free cycling and walking route between Brightwell Lakes and Kesgrave via Bridleway 6 along Welham's Plantation to the south of Martlesham Heath.

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				<p>Policy SCLP10.1 (Biodiversity and Geodiversity).</p> <p>Namely:</p> <ul style="list-style-type: none"> <li>• · the woodland to the west of Dobbs Lane, and Longstrops (IM4)</li> <li>• · Portal Woods (IM9)</li> <li>• · Martlesham Birch Woods (IM12),</li> <li>• · the heathland to the northern end of Martlesham Heath SSSI, and southern end of Martlesham Common (IM10)</li> </ul> <ul style="list-style-type: none"> <li>• Improve the existing A12 crossing to the north of the BT roundabout and improve IM13 to encourage the use of this route across the A12 instead of spending additional money on a crossing to the south.</li> </ul> <p>Or:</p> <p>Extend IM13 southwards to a new bridge crossing over the A12 north of the Foxhall Road/Waldringfield Road roundabout, and continue on a new route through the edge of the field alongside Foxhall Road to Bell Lane, and continue along the field edge to connect with IM4 west of Bell Lane.</p> <p>Construct a bridge crossing the A12 to connect IM13 with footpath PROW6, re-route PROW6 alongside the wooded area to the south and then across to</p>	

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				<p>Foxhall Road, and continue eastwards along the field edge towards Bell Lane as above.</p> <p>Both of these options give an opportunity to construct a wildlife corridor alongside this route, with screening trees and wildflower planting.</p>	
IM5	-	275	Yes	I would fully support the priority of cyclists over the side streets .I would support overland priority at the roundabouts , rather than divert cyclists down the underpass , this can be reserved for pedestrians.	Whilst the diversion of cyclists and pedestrians to underpasses may not be considered the highest standard of cycling and walking infrastructure, the segregation from vehicles is effective and for this reason the Strategy does not propose to amend these existing underpasses.
IM5	Alasdair MacLeod	536		IM5 is "high priority", it should be "very high" as this is the path taken by most cycle commuters (as it feeds off Woodbridge Rd in Ipswich) and is used by Children traveling to Kesgrave High School.	IM5 currently offers the best cycling and walking experience and therefore generates the greatest cycling and walking trips. However, if IM4 and IM1 were implemented this route would likely generate a greater number of cycling and walking trips as it offers a traffic free route. For this reason IM4, and IM1, are identified as higher priorities than IM5.
IM5	Caroline Bickers	394	Yes	The segregation between cyclists and pedestrians needs to be made much clearer than currently. All road users need to understand who has priority at junctions. The cycle way needs to be maintained and cleaned. This does not happen at the moment.	It is agreed that clarity is required between cycling and walking infrastructure to reduce conflict between users. For this reason IM5 has been amended to provide clear demarcation between cycling and walking infrastructure.
IM5	Chris Adelson	443	Yes	Ensure travel is easy in both directions. Any special provisions needed when school is opening or closing?	Desirable and safe cycling and walking in both directions is an important element of a successful Main Road cycling and walking route. For this reason IM5 has been amended to provide clear demarcation between cycling and walking infrastructure. In relation to provisions for school opening and closing times, the existing Main Road underpass offers continuous access between the school and Main Road cycleway.

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IM5	Martlesham Parish Council (Diane Linsley)	879		<p>As currently constructed on the south side of the A1214, IM5 has too much conflict with motor traffic, including that from side roads, to be a safe through route. Apart from essential safety improvements, it should be left as it is, serving local movements and KHS. However, if a through cycle route could be established on the northern side, we would welcome this, as it would be convenient for residents in the northern part of Martlesham and provide a more direct route along the whole corridor.</p> <p>It would however, require several crossing points (including near the top of Portal Ave). Improved lighting in the underpass connecting to IM8 is essential. It is noted that the potential for improvements to the footway on the A1214 between the top of Portal Avenue and the start of the underpass ramp may be restricted in places by the presence of telecoms equipment. If land was made available from the police site at the corner of Portal Avenue and the A1214, this could allow the connection from IM5 to IM8 to be improved and made safer. This work may be achieved as part of the road improvement required if the Police HQ site is redeveloped, or as part of the A12 junction improvements.</p>	While a cycling and walking route along the northern side of Main Road would provide a more continuous route with less conflict with side streets, there would need to be a number of crossing points to access the route. It would also require significant investment above that which would be required for the proposed improvements to the existing Main Road cycling and walking track, and which therefore would not be able to fund other much needed infrastructure.
IM5	Martyn Shakespeare	490	Yes	Consistency and clarity of what is cycle and pedestrian route and resurfacing would improve this route.	It is agreed that clarity is required between cycling and walking infrastructure to reduce conflict between users. For this reason IM5 has been amended to provide clear demarcation between cycling and walking infrastructure.
IM5	Robin Guy	262	Yes	Moist commuting cyclists do not use the designated cycle way, probably because there are so many	Ensuring cyclists and pedestrians have priority over Main Road side streets is highly important to a safe and



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				road crossings. If those crossings were made more safe with pedestrian & cyclists priority this would reduce congestion on the Kesgrave Road. School children are the largest user of the existing cycle way but tend to cycle more slowly.	desirable cycling and walking route. So too is the need for clear demarcation between cyclists and pedestrians to reduce conflict between users. For this reason IM5 has been amended to provide clear demarcation between cycling and walking infrastructure.
IM5	S Hall	649	No	<p>Comment regarding 3.19 and IM5. IM2 IM1 and IM4:</p> <ul style="list-style-type: none"> <li>• 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.</li> </ul> <p>If Main Road Kesgrave was identified as the most popular route for cyclists why is it not given the status of Very High Priority? Surely the relative priorities given to Main Road Kesgrave IM5 &amp; Woodbridge Road IM2 (High priority) and IM1 and IMF4 routes across Rushmere Heath and Long Strops (a Very High Priority) are the wrong way round?</p> <p>Can you also clarify whether any work to IM4 would be dependent on there being housing development there? I'm concerned it could pave the way (literally) to housing development.</p>	IM5 currently offers the best cycling and walking experience and therefore generates a significant number of cycling and walking trips. However, if IM4 and IM1 were implemented this route would likely generate a greater number of cycling and walking trips as it offers a traffic free route. For this reason IM4, and IM1, are identified as higher priorities than IM5. The role of the Strategy is to identify new and improved cycling and walking infrastructure, rather than land for development of a particular use. Allocating land for development is the role of Local and Neighbourhood Plans.
IM6	Martyn Shakespeare	491	No	I don't think it will be used. Shared use existing path adjacent Bell Inn/All Saints' Church probably good enough.	IM6 was intended as a potential alternative option to Main Road if space for cycling and walking infrastructure along Main Road between Bell Lane and Ropes Drive would not support high quality cycling and walking infrastructure. However, given IM6 lacks directness it would likely force cyclists onto the carriageway of Main Road. For this reason IM6 has been removed from the Strategy.

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IM6	Nik Bestow	15	No	There is no way I would use this diversion.	IM6 was intended as a potential alternative option to Main Road if space for cycling and walking infrastructure along Main Road between Bell Lane and Ropes Drive would not support high quality cycling and walking infrastructure. However, given IM6 lacks directness it would likely force cyclists onto the carriageway of Main Road. For this reason IM6 has been removed from the Strategy.
IM6	S Hall	652	No	<p>This is a terrible idea if you are suggesting that cyclists should be diverted away from Main Road along a detour north of the cemetery. Is that the proposal?? If so, what happened to the principles of direct and convenient cycle routes? This proposal is an absolute "no" in terms of government policy. And how many people would actually use it in practice? Please abandon it and re-think, if this is what you are proposing.</p> <p>Why not instead, reduce the carriageway width here to a single lane for motor traffic and provide cyclists with dedicated space on the road. There are various ways of managing single track sections of road and I am not an expert on whether traffic lights or other measures would be appropriate here - but please can engineers have a look at this possibility?</p> <p>This would enable pedestrians to have a wider footway here which is also needed - especially on the south side of the A1214 in the vicinity of the crossing at Bell Lane and All Saints Church.</p> <p>And pedestrians also need a means of crossing the road from All Saints Church on the south side to the</p>	IM6 was intended as a potential alternative option to Main Road if space for cycling and walking infrastructure along Main Road between Bell Lane and Ropes Drive would not support high quality cycling and walking infrastructure. However, given IM6 lacks directness it would likely force cyclists onto the carriageway of Main Road. For this reason IM6 has been removed from the Strategy.

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				<p>cemetery, businesses and bus stop on the north side of the A1214. Pedestrians also need a route on the north side which provides good access into the cemetery.</p> <p>A table top design between Dr Watsons Lane and Ropes Drive with zebra crossing/s could possibly work. A table top would slow traffic down - and it would be single lane here only in my proposal. This would make it easier for people to cross the road. This area is well-used by pedestrians and they should, in my view, have much more priority here. All Saints Church is a significant community hub in Kesgrave. If a table top layout ran from just to the west of Dr Watsons Lane this could also make turning in and out of Dr Watsons easier. (It can be problematic). Finally this area by the Bell Public House has high levels of air pollution. In some readings I have seen readings that have exceeded legal limits - before being averaged out. My proposal would hopefully help to reduce air pollution. Can a table top idea with single carriageway and zebra crossings please be considered?</p> <p>The solution to all of this is surely lies within a redesign of the road itself. A northern detour is not the answer.</p>	
IM7	Chris Adelson	449	Yes		Support noted.
IM7	Martlesham Parish Council (Diane Linsley)	880		<p>IM7 has too much conflict between pedestrians, primary and secondary school pupils to be a fast cycle commuter route and has inadequate links at either end to be part of a longer range route. Currently, there are informal links to this from the</p>	<p>While the Grange Farm cycleway provides a high quality cycling and walking route, there are challenges in providing a comprehensive route beyond the cycleway. IM4 provides for continuous cycling and walking</p>

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				<p>Heath, bypassing the Broomfield bottleneck. The PC would like to review this area with ESC on a site visit and MHHL would need to be consulted, as their land is affected. Photograph above [see attached pdf] shows heavy mixed traffic at peak times on IM7 past east side of Gorseland School.</p> <p><i>The images have not been published due to potential data protection concerns, but these were still fully considered and assessed in forming the Strategy.</i></p>	between Ipswich and Martlesham, and for this reason retains the highest priority in this area.
IM7	Martyn Shakespeare	492	No	Lankester Way too narrow and wrong choice for this. I either continue parallel to bus way to join Bell Lane at 12 Acre Approach junction, then use Bell Lane, or use cycle track along Ropes Drive and via Church, which I consider OK. Excellent path through Grange Farm needs some resurfacing in places because of tree root damage.	A shared path is currently in place on Bell Lane between Twelve Acre Approach and the Heath Primary School entrance. The width of Bell Lane presents challenges in introducing further cycling and walking infrastructure improvements without reallocating road space away from vehicles. IM7 has been amended to highlight the opportunities to improve cycling and walking infrastructure on Bell Lane if road space could be reallocated away from vehicles.
IM7	Nik Bestow	16	No	Agree with the importance of IM7 but the route should continue parallel to the guided bus way up to Bell Lane as it does today (Cycle Rote 1) and then turn right along Bell Lane. Add a cycle path along this part of Bell Lane.	A shared path is currently in place on Bell Lane between Twelve Acre Approach and the Heath Primary School entrance. The width of Bell Lane presents challenges in introducing further cycling and walking infrastructure improvements without reallocating road space away from vehicles. IM7 has been amended to highlight the opportunities to improve cycling and walking infrastructure on Bell Lane if road space could be reallocated away from vehicles.
IM7	Pat Lisseman	314	No	* When walking the children to school it is already a hazard with cyclists tearing past Gorseland School - very few slow down.	The existing cycling and walking network in this area is of a high quality, however it can be improved and the wider network could be made more dense lessen the cycling and walking trips along the same route, thereby reducing conflict between pedestrians and cyclists. The

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					recommendations through this area will facilitate a safer walking and cycling environment for all users.
IM7	Paul Jordan	8	Yes	<p>I believe that the existing cycle path south from Gorseland school is currently designated on the definitive map only as a footpath and not a bridleway. This needs to be upgraded. See <a href="https://www.bhsaccess.org.uk/dobbin/pathdetails.php?id=east/2026Suffolk&amp;password=2026&amp;pathid=SU-1055&amp;gridref=TM2386945478&amp;notes=">https://www.bhsaccess.org.uk/dobbin/pathdetails.php?id=east/2026Suffolk&amp;password=2026&amp;pathid=SU-1055&amp;gridref=TM2386945478&amp;notes=</a></p> <p>I have raised this issue with Martlesham Parish Council</p>	The cycling and walking track alongside Gorseland Primary School is not identified on the Suffolk Definitive Map as a Footpath or a Bridleway.
IM8	Caroline Bickers	395		The A12 underpass here is dirty and poorly maintained. The undergrowth has been allowed to encroach so far that the path and cycle way are severely limited.	The Strategy focuses on the identification of new infrastructure opportunities rather than the maintenance of existing infrastructure, as new infrastructure can be delivered through the planning system while maintenance cannot.
IM8	Chris Adelson	450	Yes	<p>Improve sight line as there is a tight corner when travelling east side from Portal Avenue. Emergency vehicles are known to appear out of Portal Avenue and there is no warning for cyclists who might not know the area.</p> <p>Narrowing Main Road on the Martlesham side of the A12 might encourage people to keep within the speed limits.</p>	Support noted. The intention of IM8 is to improve safety for cyclists and pedestrians along Main Road and in particular at the Portal Avenue/Main Road junction, as well as make the route more desirable to cycle and walk.
IM8	Jonathan Clyne	390	No	There are already 3 crossing points over / under the A12, all of which are already suitable for cyclists and walkers. Time and money would be better spent on maintaining the existing crossings.	The Strategy focuses on the identification of new infrastructure opportunities rather than the maintenance of existing infrastructure, as new infrastructure can be delivered through the planning system while maintenance cannot.

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IM8	Martlesham Parish Council (Diane Linsley)	881		<p>IM8 extends from the A12 underpass to Crown Point.</p> <p>With the exception of the stretch from Portal Avenue to the underpass, this is not a bad route for cyclists. Improvements could be made to that stretch with land taken from the police site at the top of Portal Avenue, which at the same time could create a wider radius turn to improve visibility for cyclists going up Portal Avenue and turning right at the top.</p> <p>Where the subway cycle route joins the A1214 east of the A12, it is often necessary to stop on the slope to wait for a gap in the traffic. Starting off again on that slope can be difficult for some cyclists and an improved arrangement would make it easier to use.</p> <p>East of the underpass, the road is wide and needs to be calmed. Some additional crossing islands would help to change its wide open character and allow residents safer access to facilities on either side of the road, eg near the Crown Point bus stop.</p> <p>We do not agree with the removal of turning lanes. All of them serve a practical purpose and the associated traffic islands are useful for people crossing the road.</p>	<p>The proposal to consider narrowing Main Road and consider removing turning lanes would have the effect of slowing vehicle speeds, thereby making for a safer cycling and walking environment. Removing islands and replacing with cycling and walking crossing points would be an important aspect of such a scheme. IM8 has been amended to recommend a cycling and walking track is introduced between the A12 underpass and the existing infrastructure along the southern side of Main Road to ensure a coherent cycling and walking route.</p>
IM8	Martyn Shakespeare	509	No	<p>Suggest better to make use of existing service lane south of Main Road for majority of route, joining path under underpass via path on edge of common. Support improvement of Portal Avenue side.</p>	<p>IM8 has been amended to recommend a cycling and walking track is introduced between the A12 underpass and the existing infrastructure along the southern side of Main Road to ensure a coherent cycling and walking route.</p>

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IM8	Nik Bestow	17	Yes		This comment of support has been noted.
IM8	Stephen Denton	480	No	<p>I support it in part (especially cycle crossing point where tunnel emerges on to Main Road), also widening of existing cycling and walking infrastructure immediately east of the Portal Avenue junction.</p> <p>I object to removal of turning lanes unless this part of a comprehensive strategy to make the whole of the A1214 unattractive to those rat running through there, and make the A12 more attractive if the planned A12 improvements achieve their objective.</p> <p>The islands at those turning lanes are useful for pedestrians crossing the road to get to shops etc. More island refuges are needed especially near Crown Point.</p>	The proposal to consider narrowing Main Road and consider removing turning lanes would have the effect of slowing vehicle speeds, thereby making for a safer cycling and walking environment. Removing islands and replacing with cycling and walking crossing points would be an important aspect of such a scheme. IM8 has been amended to recommend a cycling and walking track is introduced between the A12 underpass and the existing infrastructure along the southern side of Main Road to ensure a coherent cycling and walking route.
IM9	Alan Pitt	597	No		Objection noted.
IM9	Alasdair MacLeod	538	No	<p>Part of IM9 runs over the original perimeter track of the Martelsham Heath airfield. That surface should be preserved as it is part of the history of Martlesham Heath.</p> <p>Light pollution: I am against adding lighting to the route through the woods. Both because lighting is harmful to wildlife and because light pollution is harmful to residents mental health.</p>	The importance of the historic and natural environments as well as the safety of all users is recognised within the Strategy. For this reason, IM9 has been amended to recommend repairing the existing hard surfaced track through Portal Woods whist being sensitive to the natural and historic environment, and does not propose the removal of any vegetation. Lighting is proposed to only be introduced where necessary. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward.
IM9	Andrew and Simone Moore	856	No	The present WW2 perimeter track owned by us through Portal woods is wide enough for cyclists and walkers to co exist with safety but having this lit and a better surface laid will enable cyclists to increase	IM9 recommends repairing the existing hard surfaced track through Portal Woods whist being sensitive to the natural and historic environment, and does not propose the removal of any vegetation. Lighting is proposed to

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				their speed and is not conducive to either safety nor the natural preservation of our environment.	only be introduced where necessary. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward.
IM9	Beaumont, David	361	No	<p><b>Response to Public Consultation on Proposed Travel Routes IM9(part), IM10 &amp; IM12</b></p> <p>I am totally OPPOSED to routes IM9 (part that links Gorseland School to Portal Avenue), IM10 &amp; IM12 as proposed by East Suffolk Council (ESC) on the grounds that they:</p> <ul style="list-style-type: none"> <li>a) endanger a protected Site of Special Scientific Interest (SSSI), known as Martlesham Heath’s ‘Western Corridor’</li> <li>b) endanger carefully conserved woodlands, known as Martlesham’s Portal Woods, Birch Woods and the woodland between Coopers Road and Lancaster Drive Hamlets</li> <li>c) are contrary to ESC’s objectives to protect the existing ecology and counter Global Warming d) have been proposed with no prior consultation with the landowners, Martlesham Heath Householders Ltd (MHHL), of which the residents of Martlesham Heath Village are shareholders</li> <li>e) are unsafe for both pedestrians and road users of Eagle Way, particularly near Birchwood School and the proposed crossings either end of Birch Woods. Furthermore, locating the crossing of Dobbs Lane by IM10 on a ‘blind corner’ is totally irresponsible.</li> </ul> <p>I will now expand on the above issues.</p>	<p>The importance of the historic and natural environments as well as the safety of all users is recognised within the Strategy. For this reason, IM9 has been amended to recommend repairing the existing hard surfaced track through Portal Woods whist being sensitive to the natural and historic environment, and does not propose the removal of any vegetation. Lighting is proposed to only be introduced where necessary. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward.</p>



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				<p><b>A) The SSSI and immediate vicinity</b></p> <p>As ESC planners well know, the ‘green land’ west of the Martlesham Heath’s housing to the boundary of Dobbs Lane is a protected SSSI. Consequently, this SSSI is very sensitive to ‘overuse’ for recreational purposes and thus efforts are consciously made to not exploit easy access. This land is leased by MHHL, which has set up as a charity, SSSI Ltd, to manage the site with guidance from Natural England.</p> <p>Martlesham residents respect and regard it as a privilege to act as guardians of this SSSI which is one of the few remaining lowland heath sites in the country and the breeding ground for an endangered rare butterfly, the Silver Studded Blue.</p> <p>Whilst route IM10 does not seem to cross the SSSI it does run along its northern border abutting MHHL land which MHHL has purposely kept as natural as possible whilst accommodating access in order to respect the proximity of the SSSI. Reptiles and valuable flora are in abundance on this northern border of the SSSI; in fact it has been reported that there is a relatively large population of Adders located and breeding in this area.</p> <p><b>I am annoyed that planners regard ‘informal trails’ shown on various maps of the SSSI and nearby area as ‘paths’ which they ARE NOT, unless specifically designated as such. This includes the area of MHHL land between Eagle Way and the footpath/cycleway that run North-South on the eastern boundary of Gorseland School.</b></p>	

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				<p>Any ‘urbanisation’, with wide paved paths, cycleways and lighting between Dobbs Lane and Eagle Way will encourage ‘overuse’ and endanger the carefully controlled ecology of this area which MHHL and conservancy groups of volunteers have nurtured for decades, on occasion using they own money.</p> <p><b>B) The Woodlands</b>                      Firstly, part of Route IM9 that connects Gorseland School and Portal Avenue is part of the old airfield perimeter track and has historical significance. This area is heavily wooded and is conserved by the Portal Conservation Group which has made significant effort to maintain this area as a wildlife sanctuary. This area is also used as an informal education area for school children to understand the importance of nature and the ‘quiet environment’ it bestows encourages flora and fauna like ‘Muntjac deer’, reptiles, ‘glow-worms’ and numerous bats. <b>The transformation of this ‘track’ into a heavily used, paved and worse still, lit ‘travel route’ will damage this habitat.</b></p> <p>Secondly, part of IM12 that connects the western side of Eagle Way to IM13 scythes through one of Martlesham Heath’s prime ‘carbon sinks’, known as Birch Woods. This wood has been preserved for low impact recreational walking and has a multitude of mature birch trees amongst other varieties which will be destroyed by the proposed wide paved footpath/cycle route resulting in light pollution and possible flooding.</p>	

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				<p>IM12 then proceeds eastwards to further destroy a purposely created natural barrier separating Coopers Road and Lancaster Drive to cross the A12 and link up with IM13. This 'barrier' was conceived as a natural barrier between 'Hamlets' as part of the original approved plans for Martlesham Heath, as well as acting as a 'sound barrier' for the busy A12. A 'travel route' through this 'barrier' would change the demarcation of the two Hamlets making them appear to be contiguous and worse still act a 'sound tunnel' concentrating the noise pollution of the A12 traffic into the heart of Martlesham Heath.</p> <p><b>Another bridge crossing the A12 is not necessary as one already exists (IM11).</b> Another bridge would be expensive and offer little benefit but cause major disruption and destruction of a mature, natural, ecologically sound environment. Furthermore, the Brightwell Lakes development planning approval stipulated a need for a controlled crossing/junction on the A12 as the main access to the development, connecting it to the existing 'bridleway' on the western side of the A12.</p> <p><b>C) Ecology and Global Warming policy</b>                      ESC is guilty of sending out mixed messages on policy. On the one hand it is lauding itself as encouraging the protection of the ecology to help fight Global Warming and on the other hand it then proposes 'sustainable travel solutions' which will damage the careful nurtured ecology of Martlesham Heath. Martlesham Heath was never designed to</p>	

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				<p>have an east-west urban cycle route running through it: <b><i>‘throwing the baby out with the bath water’</i></b> comes to mind.</p> <p><b>Is ESC serious about protecting the District’s ecology and supporting and encouraging the public who are willing to offer their time and money in helping?</b></p> <p><b>D) Lack of consultation</b> I believe that the publication of this “Strategy Proposal” was the first anyone in Martlesham was made aware of the major impact these ‘Travel Routes’ would have on the Parish. I find it astonishing that ESC hasn’t contacted the affected landowners earlier to establish if there were any extenuating circumstances why these proposals should or should not be considered.</p> <p><b>E) Safety issues</b> <b>Is ESC seriously considering that the northern section of IM12 using Eagle Way is a sensible and safe option for pedestrian, cyclists and other road users? If so, then it is ill-conceived.</b></p> <p>Anyone who uses that section of Eagle Way could tell ESC that this proposal is a disaster waiting to happen. This section of road is heavily used by young school children, their parents, the elderly, and others. There is widespread street parking on this section of Eagle Way in school-time with parents ‘dropping off’ children, school events, etc. Furthermore, this is a bus route and a major arterial</p>	

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				<p>road for Martlesham Heath residents and their vehicles getting on to the A12. <b>The road itself was not designed to accommodate parked traffic, parked buses, a commercial bus route <u>and now a proposed cycle route.</u></b></p> <p>Another safety issue is the location of the crossing of Dobbs Lane by IM10 on a ‘blind corner’ which is totally irresponsible. This is a busy ‘rat run’ for commuters and anyone using the proposed crossing will be obscured from motorist’s view right up until the last moment due to foliage and trees in the vicinity.</p> <p><b>Conclusion</b> It seems obvious to me that these ‘travel routes’ have been conceived and proposed as a ‘desk based’ exercise to get from ‘A to B’ using any ‘available’ green space, probably viewed using Google maps’ satellite view and without consulting the landowners concerned or environmental agencies like Natural England. I have come to this opinion based on previous suggestions for path routes by planners of ESC and Suffolk County Council (SCC) when trying to link Brightwell Lakes development to Grange Farm. <b>ESC are rightly proud of their respect for protected environments (e.g. SSSIs), why do they insist on using Martlesham to ‘mope up’ previous strategic planning inadequacies with a ‘spaghetti junction’ of paved, lit footpaths/cycleways?</b></p> <p>It should be noted that the Brightwell Lakes planning</p>	

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				<p>approval was based on an 'A12 Access Crossing' as the main entrance to Brightwell Lakes which incorporated a pedestrian/horse/cycle facility to the existing bridleway opposite. No mention or agreement had been made to have another crossing across the A12 linking into Martlesham Heath as one already existed and was part of the National Cycle Network.</p> <p><b>The proposed crossing of the A12 via IM12 would have probably been adamantly opposed by residents and Martlesham Parish Council to the Brightwell Lakes Development if it had been proposed and now this 'Sustainable Travel' proposal could be seen as a means of the ESC getting a crossing by stealth. Is this how ESC wants to be seen to be planning infrastructure?</b></p> <p>I hope the above comments are considered and are helpful in shaping ESC's Draft Cycling and Walking Strategy.</p>	
IM9	Caroline Bickers	396	Yes	<p>Again any work here will need to be maintained to a far better standard than is presently the case. Turning in and out of the underpass towards Tesco's (blind corner) is dangerous for both pedestrians and cyclists.</p>	<p>The Strategy focuses on the identification of new infrastructure opportunities rather than the maintenance of existing infrastructure, as new infrastructure can be delivered through the planning system while maintenance cannot.</p>
IM9	Caroline Miller	485	No	<p>There is already a paved route around the police headquarters over to the existing cycling track at Dobbs Lane so I would be against any removal of woodland just to straighten it out.</p>	<p>The importance of the historic and natural environments as well as the safety of all users is recognised within the Strategy. For this reason, IM9 has been amended to recommend repairing the existing hard surfaced track through Portal Woods whilst being sensitive to the natural and historic environment, and does not propose the removal of any vegetation.</p>

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					Lighting is proposed to only be introduced where necessary. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward.
IM9	Chris Adelson	451	Yes	Avoid tree removal at all costs. This area has already had trees removed to it's detriment.	The importance of the natural environment and in particular the avoidance of tree and other vegetation removal is recognised within the Strategy. For this reason, IM9 has been amended to recommend repairing the existing hard surfaced track through Portal Woods whilst being sensitive to the natural and historic environment, and does not propose the removal of any vegetation. Lighting is proposed to only be introduced where necessary. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward.
IM9	David Foster	22		This path is the property of Martlesham Heath Householders Ltd from the kink inn the fence towards Birchwood school.  Why have you not consulted the land owners?	The purpose of the consultation on the Draft Strategy was to give all interested parties the opportunity to comment on proposed cycling and walking infrastructure recommendations.
IM9	Fosker	209	No	Please don't spoil this beautiful wood they is the jewel of amazing animal life. It's quality is that it is perfect to cycle on for mountain bike and young kids. It is full of history and this will so,spoil it. It shouldn't be allowed, absolutely not, please.	The importance of the historic and natural environments as well as the safety of all users is recognised within the Strategy. For this reason, IM9 has been amended to recommend repairing the existing hard surfaced track through Portal Woods whilst being sensitive to the natural and historic environment, and does not propose the removal of any vegetation. Lighting is proposed to only be introduced where necessary. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward.
IM9	Ian Dudley	415	No	<b>I wish to lodge my objections</b> to the above proposals concerning Martlesham Heath / Brightwell	In preparing the draft Strategy, officers considered the benefits to cycling in respect of improved journey times,

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				<p>Lakes development for the following reasons:</p> <p><b>There</b> is already a footbridge bridge across the A12 which , in my opinion, is not the most used or popular way to cross!</p> <p>To build a new bridge across the A12 is, in my opinion, a waste of public money. <b>Who</b> would, be responsible for the upkeep?</p> <p>Council tax rates are high enough!</p> <p><b>The</b> proposed new foot/cycle path routes through the village, would create in the region of 1 mile of tarmac cycle/footpaths with them cutting through Land owned and managed by Martlesham Heath Householders Ltd, on behalf of the resident membership.</p> <p>The proposed bridge would necessitate the creation of <b>another</b> path to continue through Birch Woods (Martlesham Woods) and would require the felling of at least 25 mature trees, an action <b>that is not very environmentally friendly!</b></p> <p><b>Where</b> the proposed path would exit near Forest Lane on Eagle Way, cyclists and pedestrians would be tempted to take, (on their way to Dobbs Lane)</p> <p>a 'short cut' across our village's <b>SSI</b> (Site of Special Scientific Interest) which is maintained by MHHL and numerous volunteer residents.</p>	<p>and an attractive and safe route through the wooded area away from vehicles to outweigh the negative aspects in relation to low level lighting through the wooded area between Eagle Way (west and east), increased human presence in the wooded area harming wildlife, and potential conflicts with pedestrians.</p> <p>The existing cycling and walking bridge over the A12 is an important connection between the areas east and west of the A12 and lessens the need for a cycling and walking bridge between Brightwell Lakes and Martlesham Heath. However, a new bridge would provide an additional and direct connection between Brightwell Lakes and Martlesham Heath, and west towards Ipswich, which would be of significant value. Having reflected on consultation responses and considered these matters further, officers have amended IM12 to avoid recommending the wooded area for cycling and instead recommend cycling and walking improvements to Eagle Way. The recommended cycling and walking bridge over the A12 remains part of IM12, but is proposed to be accessed from Eagle Way and not through the wooded area between Eagle Way (west and east).</p>




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				<p><b>Why</b> is there a need for a new lit tarmac pathway route around the perimeter of Portal Woods ?</p> <p><b>WHY</b> is a new lit tarmac route from Dobbs Lane along the back of Whinfield /</p> <p>Broomfield leading to Eagle Way a necessity?</p> <p><b>I can think of no reasons that the above proposals should be accepted, indeed, the proposed exercise is another example of humans interfering with the environment when it is unnecessary.</b></p> <p><b>If people want to cycle or walk, they are able to do so within the currently available cycle/footpaths!</b></p>	
IM9	Janine Davey	343	No	<p>I would like to object to the planned cycle route through Birch Woods, Martlesham Heath (referred to in your document as Martlesham Woods). This is a precious amenity area for local residents and an area of natural woodland. The proposal of felling mature trees to make way for the cycle route along with construction of lighting will damage the woodland and disturb wildlife. Where the path would exit on Eagle Way, cyclists and pedestrians would be tempted to take a short cut across our SSSI on their way to Dobbs Lane.</p> <p>The same argument applies for the lit tarmac routes through Portal woods and near Dobbs Lane. Our natural areas and wildlife are constantly under threat from these types of schemes and would urge you to re-visit this decision.</p>	<p>The importance of the historic and natural environments as well as the safety of all users is recognised within the Strategy. For this reason, IM9 has been amended to recommend repairing the existing hard surfaced track through Portal Woods whilst being sensitive to the natural and historic environment, and does not propose the removal of any vegetation. Lighting is proposed to only be introduced where necessary. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward.</p>


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				<p>I see the proposed schemes as an unnecessary waste of public money seeing as there is a perfectly acceptable existing through-cycle route from the A12 to Grange Farm.</p> <p>No doubt you will be conducting the necessary surveys and producing data to justify this expense. The local residents would be very interested in your findings.</p> <p>Please read and carefully consider any objections you receive and not treat this consultation as a 'box-ticking' exercise.</p>	
IM9	John Kelso	776		<p>Any proposal to provide a lit and hard surface through Portal woods should be denied as it would prove detrimental to existing wildlife.</p> <p>Are ESC aware of SCC highways proposal to create a new bus route between A12 Tesco roundabout and A1214 via Portal Avenue in order to stop bus delays at A12/ A1214 roundabout?</p> <p>If so I would suggest that pedestrians, cyclists and buses are not a good mix to have on this narrow road ( Portal Avenue) and infact could prove dangerous.</p>	<p>The importance of the historic and natural environments as well as the safety of all users is recognised within the Strategy. For this reason, IM9 has been amended to recommend repairing the existing hard surfaced track through Portal Woods whist being sensitive to the natural and historic environment, and does not propose the removal of any vegetation. Lighting is proposed to only be introduced where necessary. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward.</p> <p>The Strategy has been prepared with knowledge of plans to improve bus connectivity in the area. Bus routes and cycling and walking infrastructure can be introduced alongside each other.</p>
IM9	Jonathan Clyne	391	No	<p>The existing track north and west of the Police QQ are perfectly adequate and there is no need to upgrade it. Any lighting is also unnecessary, being especially detrimental to the wildlife which local residents have struggled to encourage. Once the</p>	<p>The importance of the historic and natural environments as well as the safety of all users is recognised within the Strategy. For this reason, IM9 has been amended to recommend repairing the existing hard surfaced track through Portal Woods whist being</p>

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				trees are cut back, resurfacing has taken place and lights installed, the environment will be destroyed for ever.	sensitive to the natural and historic environment, and does not propose the removal of any vegetation. Lighting is proposed to only be introduced where necessary. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward.
IM9	Justine Lewis	808	No	Lit tarmac paths through established woodland would change the character of the woods. Urbanisation would discourage wildlife. The majority of residents who enjoy the woodland and heathland areas for dog walking and leisure, without having to drive, would instead have to drive to other heathlands such as Sutton Heath and Rendlesham - more cars on the road.	The importance of the historic and natural environments as well as the safety of all users is recognised within the Strategy. For this reason, IM9 has been amended to recommend repairing the existing hard surfaced track through Portal Woods whilst being sensitive to the natural and historic environment, and does not propose the removal of any vegetation. Lighting is proposed to only be introduced where necessary. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward.
IM9	Lesley Vince	339	No	<p>Martlesham woods (Birch Woods) I believe to be the property of MHHL and should not be subject to radical change by another organisation.</p> <p>the woods have an important habitat for wildlife.</p> <p>a cycle/pedestrian route would dramatically change this habitat. We should be preserving not losing such woodland.</p> <p>the woodland is important from a climate point of view in particular as a carbon sink</p> <p>The advantages of a slightly shorter cycle ride in this area are minimal in comparison to the loss of habitat/habitat changes.</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggested that a new cycling and walking bridge would not be necessary in close proximity to an existing cycling and walking bridge. For this reason, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.

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IM9	Lesley Vince	340	No	<p>Martlesham woods (Birch Woods) I believe to be the property of MHHL and should not be subject to radical change by another organisation.</p> <p>the woods have an important habitat for wildlife.</p> <p>a cycle/pedestrian route would dramatically change this habitat. We should be preserving not losing such woodland.</p> <p>the woodland is important from a climate point of view in particular as a carbon sink</p> <p>The advantages of a slightly shorter cycle ride in this area are minimal in comparison to the loss of habitat/habitat changes.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggested that a new cycling and walking bridge would not be necessary in close proximity to an existing cycling and walking bridge. For this reason, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM9	Linda Ledgerwood	369	No	<p>I do not support the proposed route through birch woods and portal woods. These woods are used by us all for walking and for children playing. There are lots of deer and wildlife that live in these woods. If a 4.5 metre lit cycle path was put through the woods it would have a detrimental impact on the wildlife. It would also be dangerous for young children playing and the older generation walking if cyclists who can cycle up to high speeds are whizzing through these woods. This is a well maintained natural woodland which has recently had native bluebells planted as well. In this day and age with climate change so high on the agenda any loss of trees and natural vegetation will impact more. The existing cycle path from the industrial estate over the main road through the roads of Martlesham Heath gives a</p>	<p>The importance of the historic and natural environments as well as the safety of all users is recognised within the Strategy. For this reason, IM9 has been amended to recommend repairing the existing hard surfaced track through Portal Woods whilst being sensitive to the natural and historic environment, and does not propose the removal of any vegetation. Lighting is proposed to only be introduced where necessary. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward.</p>

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				completely viable route to Kesgrave without endangering anyone or any wildlife.	
IM9	Martlesham Conservation Group (Phil Smith)	895	No	<p><b>IM9 (Gorseland school – Portal Avenue)</b></p> <p>The Portal Woodlands area has been managed as a wildlife conservation area for many years by the Portal Woodlands Conservation Group, a sub-group of Martlesham Parish Council. Portal Woodlands is an area of woodland that supports a wide range of species including birds (e.g. Nightingales), insects including butterflies (e.g White Letter Hairstreak, Purple Hairstreak, Comma, Holly Blue) and Glow Worms (reported in good numbers over many years), reptiles, and mammals including several bat species.</p> <p>The proposed route through the woodland would lead to degradation of the wildlife due to increased disturbance from extra traffic, and light pollution from any permanent lighting on the pathway would lead to a serious impact on the Glow worm population as well as other species.</p> <p>The area is used by local groups including children from Gorseland School, and the Portal Woodlands Watch Group for natural history education purposes. Creating an official route would encourage more cyclists and encourage them to travel at high speed through this area, which would make it difficult for groups of people to use this area safely.</p> <p>Route IM9 should be withdrawn. The existing</p>	<p>The importance of the historic and natural environments as well as the safety of all users is recognised within the Strategy. For this reason, IM9 has been amended to recommend repairing the existing hard surfaced track through Portal Woods whilst being sensitive to the natural and historic environment, and does not propose the removal of any vegetation. Lighting is proposed to only be introduced where necessary. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward.</p>

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				atmosphere promoting calm, quiet access to nature should be retained.	
IM9	Martlesham Heath Householders Ltd (Sir/Madam)	303	No	<p><b>IM9</b></p> <p>25. The Board also totally rejects the proposal of route IM9. The route is along a WW2 perimeter airfield track and has already permitted route status. From the photographs you will see that the track is wide and the surface is tolerable for bicycles.</p>  <p>26. The Board feels that any development with extra tarmac and lighting through the woods would detract from the area around the Control Tower Museum, which we consider to be a heritage area, giving a flavour of how Martlesham Airfield was. Martlesham Heath Aviation Society has been consulted on the proposal for IM9 and is also totally against it. What we have at the moment is very acceptable. Indeed, Portal Woods Conservation Group, we are sure would not be in favour.</p>	The importance of the historic and natural environments as well as the safety of all users is recognised within the Strategy. For this reason, IM9 has been amended to recommend repairing the existing hard surfaced track through Portal Woods whilst being sensitive to the natural and historic environment, and does not propose the removal of any vegetation. Lighting is proposed to only be introduced where necessary. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward. The Strategy focuses on the identification of new infrastructure opportunities rather than the maintenance of existing infrastructure, as new infrastructure can be delivered through the planning system while maintenance cannot.

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				 <p><b>Conclusion</b></p> <p>27. MHHL is happy to take a positive approach to some of the wider ESC proposals and engage constructively with officers from the Council.</p> <p>28. The proposals seek to create new cycle/footpaths but say nothing about maintenance of existing paths. The Board hopes that funds are made available to improve and maintain existing cycle/footpaths along the Ipswich/Melton corridor, thereby meeting the needs of the local communities.</p>	
IM9	Martlesham Parish Council (Diane Linsley)	882		<p>IM9 along the western and northern side of the police HQ site should form the main continuation of IM4 and IM7 to join IM8 as the principal E&lt;&gt;W through route for the corridor. This would avoid conflict on Eagle Way, the bottleneck at the Tesco underpass and routing of through traffic on Martlesham Common Local Nature Reserve.</p> <p>The removal of the current surface seems</p>	<p>The importance of the historic and natural environments as well as the safety of all users is recognised within the Strategy. For this reason, IM9 has been amended to recommend repairing the existing hard surfaced track through Portal Woods whilst being sensitive to the natural and historic environment, and does not propose the removal of any vegetation. Lighting is proposed to only be introduced where necessary. The most appropriate surfacing and lighting</p>

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				unnecessary and any problems could be addressed with remedial patching. Any lighting should be at the lowest practical level and have regard to the fauna in the woods (especially bats and glow worms).	solutions will need to be considered as the recommendation is taken forward.
IM9	Martyn Shakespeare	494	No	Yes to resurface route between Portal Avenue and Eagle Way (and better lighting if possible). No to lighting track around Police HQ, nicer to leave this as is.	The importance of the historic and natural environments as well as the safety of all users is recognised within the Strategy. For this reason, IM9 has been amended to recommend repairing the existing hard surfaced track through Portal Woods whist being sensitive to the natural and historic environment, and does not propose the removal of any vegetation. Lighting is proposed to only be introduced where necessary. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward.
IM9	Michael Farahar	719		With reference to East Suffolk Council's East Suffolk Cycling & Walking Strategy - Draft 2021 consultation, I would like to support the draft's recommendations contained within S 3.15, The Ipswich to Melton Key Corridor recommendations.  I would like to suggest though that an innovative and respectful approach is adopted to minimise the impact on both local residents and the natural environment when planning for the implementation of recommendations IP4, IM9, IM10 & IM12, for example by the use of low level lighting rather than traditional full height lamp posts and/or lighting intensity controlled by movement sensors etc,	The importance of the historic and natural environments as well as the safety of all users is recognised within the Strategy. For this reason, IM9 has been amended to recommend repairing the existing hard surfaced track through Portal Woods whist being sensitive to the natural and historic environment, and does not propose the removal of any vegetation. Lighting is proposed to only be introduced where necessary. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward.
IM9	Moira Weaver	416		I am a frequent cyclist and live in Martlesham Heath. Whilst I absolutely support a revised and improved network as outlined on your site, I absolutely do NOT approve of plans to put your routes as	In preparing the draft Strategy, officers considered the benefits to cycling in respect of improved journey times, and an attractive and safe route through the wooded area away from vehicles to outweigh the negative



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				<p>proposed through the Heath.</p> <p>In particular I and my husband object to the planned route through Birch Woods ( you call it Martlesham Woods). This is a precious area of natural woodland where you are proposing the felling of at least 25 mature trees, and lighting that will disturb wildlife. The exit would tempt people to take a short cut across our SSSI. I cannot see the logic of this proposal, particularly in view of the urgency to preserve our threatened wildlife on our planet.</p> <p>The same illogic and I would say, brutality, seems to apply to the suggestion to cut through Portal Woods.</p> <p>I appeal to your consciences to consider the future impact of your proposals. Neither of these paths are necessary for a good cycling experience in this area.</p>	<p>aspects in relation to low level lighting through the wooded area between Eagle Way (west and east), increased human presence in the wooded area harming wildlife, and potential conflicts with pedestrians. Having reflected on consultation responses and considered these matters further, officers have amended IM12 to avoid recommending the wooded area for cycling and instead recommend cycling and walking improvements to Eagle Way. The recommended cycling and walking bridge over the A12 remains part of IM12, but is proposed to be accessed from Eagle Way and not through the wooded area between Eagle Way (west and east).</p>
IM9	Mr & Mrs D Evans	904		<p>Similarly you indicate a possible route for walkers and cyclists from Eagle Way at the “Tesco” roundabout to the A1214 designated IM9 with a spur to IM5. This seems to follow an identical SCC proposed route for the specific 66/66A bus route to by-pass the A12 “police HQ” roundabout. Will these two uses be compatible and more importantly safe for pedestrians and cyclists?</p>	<p>The proposed cycling and walking infrastructure improvements could be implemented alongside a bus route, whilst also prohibiting other vehicle through traffic.</p>
IM9	Paul Davey	325		<p>As a keen walker and cyclist I am very much in favour of ESC having a strategy for my benefit.</p> <p>However as a resident of Martlesham Heath I considerable concerns regarding the draft proposals published this year.</p>	<p>The importance of the historic and natural environments as well as the safety of all users is recognised within the Strategy. For this reason, IM9 has been amended to recommend repairing the existing hard surfaced track through Portal Woods whilst being sensitive to the natural and historic environment, and does not propose the removal of any vegetation.</p>

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				<p>My objections and reasons are listed below.</p> <p>4. IM9 via Portal Woods would be a gross urbanisation of an attractive walking area already threatened by housing development.</p>	<p>Lighting is proposed to only be introduced where necessary. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward.</p>
IM9	Philip Wilmot	238	No	<p>Re "Introduce a cycling and walking track and lighting to existing track north and west of Suffolk Police HQ", this proposal risks undermining the wildlife habitat afforded by Portal Woods. Also, would it survive Passmore's attempt to sell the Police HQ and build on the land?</p> <p>Re "Introduce a cycling track along Portal Avenue, avoiding tree removal where possible", surely anyone with half a brain would avoid tree removal where possible simply in order to minimise construction cost. The reference to tree removal is nothing more than an attempt to signal concern for the environment.</p> <p>Re "Resurface route between Portal Avenue and Eagle Way including a modal filter if necessary", as far as I know this is already a route for pedestrians and cyclists only, and there is no modal filter, so the possible need for one suggests significant widening which I would oppose.</p>	<p>The importance of the historic and natural environments as well as the safety of all users is recognised within the Strategy. For this reason, IM9 has been amended to recommend repairing the existing hard surfaced track through Portal Woods whist being sensitive to the natural and historic environment, and does not propose the removal of any vegetation. Lighting is proposed to only be introduced where necessary. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward. The existing cycling and walking track through Portal Woods lies outside the Police HQ site, however it is important that cycling and walking connections are made between the track and the site.</p>
IM9	Robert Fulcher	733	No	<p>Much as I applaud moves to improve cycling routes I must express my objections to two of your planned routes.</p> <p>Route IM 12 through Birch Wood is unnecessary and very damaging to wildlife and nature. The wood in spring and summer has a very high density of nest</p>	<p>The importance of the historic and natural environments as well as the safety of all users is recognised within the Strategy. For this reason, IM9 has been amended to recommend repairing the existing hard surfaced track through Portal Woods whist being sensitive to the natural and historic environment, and does not propose the removal of any vegetation.</p>

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				<p>sites including many summer migrants. Many of these migrant birds are already suffering a decline in numbers. The removal of many trees and the subsequent construction of this footpath would ruin this particular part of the woods.</p> <p>The need for this path is quite unclear. Cyclists can easily use Eagle Way by adding a cycle lane. The existing paths are more than adequate for walkers to use.</p> <p>All the comments above also apply to the unnecessary part of route IM8 from near Gorseland Primary school and passing through Portal Wood.</p> <p>I hope your above proposals will be reconsidered to help safeguard our fragile environment.</p>	<p>Lighting is proposed to only be introduced where necessary. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward.</p>
IM9	Robin Guy	264	Yes	<p>This cycle/path way is adversely impacted by overgrowing vegetation which should be addressed in these proposals.</p>	<p>The Strategy focuses on the identification of new infrastructure opportunities rather than the maintenance of existing infrastructure, as new infrastructure can be delivered through the planning system while maintenance cannot.</p>
IM9	Smith, Carolyn	781		<p>Thank you for consulting on your draft cycling and walking strategy; hopefully this will enable you to learn from local knowledge and prevent you from making expensive mistakes which will damage precious heathland and adversely impact well used green spaces in the Martlesham and Kesgrave areas.</p> <p>I am in favour of encouraging walking and cycling, but not at the expense of damaging scarce habitats and the loss of local amenity, all of which will occur if</p>	<p>The importance of the historic and natural environments as well as the safety of all users is recognised within the Strategy. For this reason, IM9 has been amended to recommend repairing the existing hard surfaced track through Portal Woods whilst being sensitive to the natural and historic environment, and does not propose the removal of any vegetation. Lighting is proposed to only be introduced where necessary. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward.</p>

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				<p>the routes IM4, IM9, IM12 and IM10 are constructed in their proposed form.</p> <p><b>Routes IM12, IM10, IM4</b></p> <p>Why are you proposing surfacing over and urbanising valued green spaces, important for recreation and wildlife?</p> <p>This is in direct contravention of the SC Local Plan Policy SCLP10.1 (Biodiversity and Geodiversity).</p> <p>Namely:</p> <ul style="list-style-type: none"> <li>• · the woodland to the west of Dobbs Lane, and Longstrops (IM4)</li> <li>• · Portal Woods (IM9)</li> <li>• · Martlesham Birch Woods (IM12),</li> <li>• · the heathland to the northern end of Martlesham Heath SSSI, and southern end of Martlesham Common (IM10)</li> </ul> <ul style="list-style-type: none"> <li>• Improve the existing A12 crossing to the north of the BT roundabout and improve IM13 to encourage the use of this route across the A12 instead of spending additional money on a crossing to the south.</li> </ul> <p>Or:</p>	

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				<p>Extend IM13 southwards to a new bridge crossing over the A12 north of the Foxhall Road/Waldringfield Road roundabout, and continue on a new route through the edge of the field alongside Foxhall Road to Bell Lane, and continue along the field edge to connect with IM4 west of Bell Lane.</p> <p>Construct a bridge crossing the A12 to connect IM13 with footpath PROW6, re-route PROW6 alongside the wooded area to the south and then across to Foxhall Road, and continue eastwards along the field edge towards Bell Lane as above.</p> <p>Both of these options give an opportunity to construct a wildlife corridor alongside this route, with screening trees and wildflower planting.</p>	
IM9	Stephen Denton	481	Yes	<p>Supported with conditions</p> <p>Lighting should be minimal - the woodlands are home to various fauna including bats and glow worms.</p> <p>The track surface is actually pretty sound - minimal patching would save money, reduce damage to woodland and preserve this historical wartime construction of which there is very little left visible in Martlesham.</p> <p>Re the suggestion to resurface the route between Portal Avenue and Eagle Way including a modal filter if necessary - what is a modal filter in this context - what would be filtered?</p>	<p>The importance of the historic and natural environments as well as the safety of all users is recognised within the Strategy. For this reason, IM9 has been amended to recommend repairing the existing hard surfaced track through Portal Woods whilst being sensitive to the natural and historic environment, and does not propose the removal of any vegetation. Lighting is proposed to only be introduced where necessary. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward. The modal filter could prohibit vehicle through traffic, while allowing walking and cycling. Alternatively, the modal filter could allow cycling, walking and buses through the use of a rising bollard, and prohibit other vehicle through traffic.</p>

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				I am not convinced it would need resurfacing - it is in much more urgent need of the overgrowth being cut back and maintained properly.	
IM9	Steven Moore	483	No	There is already an existing path around the Police HQ from Portal Avenue to Gorseland School. I am happy to support any improvements on the existing path but do not support any shortcuts through existing woodland. I would also be concerned if damage is done to the remnants of the airfield.	The importance of the historic and natural environments as well as the safety of all users is recognised within the Strategy. For this reason, IM9 has been amended to recommend repairing the existing hard surfaced track through Portal Woods whilst being sensitive to the natural and historic environment, and does not propose the removal of any vegetation. Lighting is proposed to only be introduced where necessary. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward.
IM9	Terry Duffell	711		The plans for a lit tarmac route through Portal Woods would decimate its nature and deprive the residents of a cherished and popular facility which provides tranquility and pleasure.	The importance of the historic and natural environments as well as the safety of all users is recognised within the Strategy. For this reason, IM9 has been amended to recommend repairing the existing hard surfaced track through Portal Woods whilst being sensitive to the natural and historic environment, and does not propose the removal of any vegetation. Lighting is proposed to only be introduced where necessary. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward.
IM9	Tony Ellison	1085		Next I have concerns on the lighting in Portal woods. This is a known bat roost and LED lighting is known to cause distress to wildlife. I have cycled through these woods many times at night and although the surface is broken in places I would not like to see these woods dug up to install lighting and the impact that would have on the environment.	The importance of the historic and natural environments as well as the safety of all users is recognised within the Strategy. For this reason, IM9 has been amended to recommend repairing the existing hard surfaced track through Portal Woods whilst being sensitive to the natural and historic environment, and does not propose the removal of any vegetation.

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				<p>The area I have marked in red does need a new surface as it is just mud at this time.</p> <p>Attachments:  <i>The attachment has not been published due to potential copyright/data protection concerns, but was still fully considered and assessed in forming the Strategy.</i></p>	<p>Lighting is proposed to only be introduced where necessary. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward.</p>
IM9	West	619	No	<p>Currently cyclists and walkers enjoy the existing shared perimeter track in the woodland, part of Martlesham's history. But I believe adding a surface upgrade and lit cycleway will only lead to speeding cyclists shortcutting through the wood to go elsewhere. I myself am a keen cyclist but this proposal is not in the interest of Martlesham residents.</p>	<p>The importance of the historic and natural environments as well as the safety of all users is recognised within the Strategy. For this reason, IM9 has been amended to recommend repairing the existing hard surfaced track through Portal Woods whist being sensitive to the natural and historic environment, and does not propose the removal of any vegetation. Lighting is proposed to only be introduced where necessary. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward.</p>
IM10	Alan Pitt	598	No		<p>Objection noted.</p>
IM10	Alasdair MacLeod	539	No	<p>I am against a new tarred surface through MHHL land. Many local paths cross the ground without damage - the ground is dry and hard.</p> <p>Light pollution: I am against adding lighting to the route through the woods. Both because lighting is harmful to wildlife and because light pollution is harmful to residents mental health.</p> <p>This seems to abandon the Broomfield - Eagle Way route but people will continue to use it. Improve the Broomfield - Eagle Way route (ref 66) and link to</p>	<p>The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward. The current cycling and walking infrastructure at Broomfield is of limited width and cannot be widened due to property boundaries. IM10 would provide an high quality alternative route.</p>

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				<p>IM11. Fix the tight turn (there is ground available) and you improve the path that everyone is going to use anyway. Maybe sign-post better so people approaching from the south know that turning into Broomfield gives quicker access to Eagle Way than IM10 would.</p> <p>The document mentions desire lines - but if properly signposted people would have a fast route to Eagle Way via Broomfield without the need to go via the control tower (a longer off-road path).</p>	
IM10	Andrew and Simone Moore	857	No	<p>The link with the Longstrops IM10 proposal again is not required - there are plenty of alternative routes for cyclists. The existing tracks used through the woods are used for recreational walkers who on occasions find themselves at risk by off road inconsiderate cyclists who are determined to use these green tracks as their right of way.</p> <p>If tarmac and lit these tracks would be forever gone their destruction would diminish the environment for no good purpose.</p>	<p>IM10 would provide a direct and safe cycling and walking route between Longstrops Bridleway and the A12 underpass. Cycling and walking infrastructure can be designed to avoid conflict between cyclists and pedestrians. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward.</p>
IM10	Beaumont, David	362	No	<p><b>Response to Public Consultation on Proposed Travel Routes IM9(part), IM10 &amp; IM12</b></p> <p>I am totally OPPOSED to routes IM9 (part that links Gorseland School to Portal Avenue), IM10 &amp; IM12 as proposed by East Suffolk Council (ESC) on the grounds that they:</p> <p>a) endanger a protected Site of Special Scientific Interest (SSSI), known as Martlesham Heath's 'Western Corridor'</p>	<p>IM10 does not enter the Martlesham Heath SSSI. The safety of users is of paramount importance and for this reason IM4 has been amended to recommend the provision of a signalised crossing on Dobbs Lane where IM4 and IM10 meet, as well as a village gateway to slow northbound vehicles before the signalised crossing and entering Kesgrave.</p>



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				<p>b) endanger carefully conserved woodlands, known as Martlesham’s Portal Woods, Birch Woods and the woodland between Coopers Road and Lancaster Drive Hamlets</p> <p>c) are contrary to ESC’s objectives to protect the existing ecology and counter Global Warming d) have been proposed with no prior consultation with the landowners, Martlesham Heath Householders Ltd (MHHL), of which the residents of Martlesham Heath Village are shareholders</p> <p>e) are unsafe for both pedestrians and road users of Eagle Way, particularly near Birchwood School and the proposed crossings either end of Birch Woods. Furthermore, locating the crossing of Dobbs Lane by IM10 on a ‘blind corner’ is totally irresponsible.</p> <p>I will now expand on the above issues.</p> <p><b>A) The SSSI and immediate vicinity</b>                      As ESC planners well know, the ‘green land’ west of the Martlesham Heath’s housing to the boundary of Dobbs Lane is a protected SSSI. Consequently, this SSSI is very sensitive to ‘overuse’ for recreational purposes and thus efforts are consciously made to not exploit easy access. This land is leased by MHHL, which has set up as a charity, SSSI Ltd, to manage the site with guidance from Natural England.                      Martlesham residents respect and regard it as a privilege to act as guardians of this SSSI which is one of the few remaining lowland heath sites in the country and the breeding ground for an endangered rare butterfly, the Silver Studded Blue.</p>	

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				<p>Whilst route IM10 does not seem to cross the SSSI it does run along its northern border abutting MHHL land which MHHL has purposely kept as natural as possible whilst accommodating access in order to respect the proximity of the SSSI. Reptiles and valuable flora are in abundance on this northern border of the SSSI; in fact it has been reported that there is a relatively large population of Adders located and breeding in this area.</p> <p><b>I am annoyed that planners regard ‘informal trails’ shown on various maps of the SSSI and nearby area as ‘paths’ which they ARE NOT, unless specifically designated as such. This includes the area of MHHL land between Eagle Way and the footpath/cycleway that run North-South on the eastern boundary of Gorseland School.</b></p> <p><b>Any ‘urbanisation’, with wide paved paths, cycleways and lighting between Dobbs Lane and Eagle Way will encourage ‘overuse’ and endanger the carefully controlled ecology of this area which MHHL and conservancy groups of volunteers have nurtured for decades, on occasion using they own money.</b></p> <p><b>B) The Woodlands</b>                      Firstly, part of Route IM9 that connects Gorseland School and Portal Avenue is part of the old airfield perimeter track and has historical significance. This area is heavily wooded and is conserved by the Portal Conservation Group which has made significant effort to maintain this area as a wildlife</p>	

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				<p>sanctuary. This area is also used as an informal education area for school children to understand the importance of nature and the ‘quiet environment’ it bestows encourages flora and fauna like ‘Muntjac deer’, reptiles, ‘glow-worms’ and numerous bats.</p> <p><b>The transformation of this ‘track’ into a heavily used, paved and worse still, lit ‘travel route’ will damage this habitat.</b></p> <p>Secondly, part of IM12 that connects the western side of Eagle Way to IM13 scythes through one of Martlesham Heath’s prime ‘carbon sinks’, known as Birch Woods. This wood has been preserved for low impact recreational walking and has a multitude of mature birch trees amongst other varieties which will be destroyed by the proposed wide paved footpath/cycle route resulting in light pollution and possible flooding.</p> <p>IM12 then proceeds eastwards to further destroy a purposely created natural barrier separating Coopers Road and Lancaster Drive to cross the A12 and link up with IM13. This ‘barrier’ was conceived as a natural barrier between ‘Hamlets’ as part of the original approved plans for Martlesham Heath, as well as acting as a ‘sound barrier’ for the busy A12. A ‘travel route’ through this ‘barrier’ would change the demarcation of the two Hamlets making them appear to be contiguous and worse still act a ‘sound tunnel’ concentrating the noise pollution of the A12 traffic into the heart of Martlesham Heath.</p> <p><b>Another bridge crossing the A12 is not necessary as</b></p>	

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				<p><b>one already exists (IM11).</b> Another bridge would be expensive and offer little benefit but cause major disruption and destruction of a mature, natural, ecologically sound environment. Furthermore, the Brightwell Lakes development planning approval stipulated a need for a controlled crossing/junction on the A12 as the main access to the development, connecting it to the existing 'bridleway' on the western side of the A12.</p> <p><b>C) Ecology and Global Warming policy</b>                      ESC is guilty of sending out mixed messages on policy. On the one hand it is lauding itself as encouraging the protection of the ecology to help fight Global Warming and on the other hand it then proposes 'sustainable travel solutions' which will damage the careful nurtured ecology of Martlesham Heath. Martlesham Heath was never designed to have an east-west urban cycle route running through it: 'throwing the baby out with the bath water' comes to mind.</p> <p><b>Is ESC serious about protecting the District's ecology and supporting and encouraging the public who are willing to offer their time and money in helping?</b></p> <p><b>D) Lack of consultation</b>                      I believe that the publication of this "Strategy Proposal" was the first anyone in Martlesham was made aware of the major impact these 'Travel Routes' would have on the Parish. I find it astonishing that ESC hasn't contacted the affected</p>	

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				<p>landowners earlier to establish if there were any extenuating circumstances why these proposals should or should not be considered.</p> <p><b>E) Safety issues</b>  <b>Is ESC seriously considering that the northern section of IM12 using Eagle Way is a sensible and safe option for pedestrian, cyclists and other road users? If so, then it is ill-conceived.</b></p> <p>Anyone who uses that section of Eagle Way could tell ESC that this proposal is a disaster waiting to happen. This section of road is heavily used by young school children, their parents, the elderly, and others. There is widespread street parking on this section of Eagle Way in school-time with parents ‘dropping off’ children, school events, etc. Furthermore, this is a bus route and a major arterial road for Martlesham Heath residents and their vehicles getting on to the A12. <b>The road itself was not designed to accommodate parked traffic, parked buses, a commercial bus route and now a proposed cycle route.</b></p> <p>Another safety issue is the location of the crossing of Dobbs Lane by IM10 on a ‘blind corner’ which is totally irresponsible. This is a busy ‘rat run’ for commuters and anyone using the proposed crossing will be obscured from motorist’s view right up until the last moment due to foliage and trees in the vicinity.</p>	

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				<p><b>Conclusion</b></p> <p>It seems obvious to me that these ‘travel routes’ have been conceived and proposed as a ‘desk based’ exercise to get from ‘A to B’ using any ‘available’ green space, probably viewed using Google maps’ satellite view and without consulting the landowners concerned or environmental agencies like Natural England. I have come to this opinion based on previous suggestions for path routes by planners of ESC and Suffolk County Council (SCC) when trying to link Brightwell Lakes development to Grange Farm.</p> <p><b>ESC are rightly proud of their respect for protected environments (e.g. SSSIs), why do they insist on using Martlesham to ‘mope up’ previous strategic planning inadequacies with a ‘spaghetti junction’ of paved, lit footpaths/cycleways?</b></p> <p>It should be noted that the Brightwell Lakes planning approval was based on an ‘A12 Access Crossing’ as the main entrance to Brightwell Lakes which incorporated a pedestrian/horse/cycle facility to the existing bridleway opposite. No mention or agreement had been made to have another crossing across the A12 linking into Martlesham Heath as one already existed and was part of the National Cycle Network.</p> <p><b>The proposed crossing of the A12 via IM12 would have probably been adamantly opposed by residents and Martlesham Parish Council to the Brightwell Lakes Development if it had been proposed and now this ‘Sustainable Travel’</b></p>	

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				<p><b>proposal could be seen as a means of the ESC getting a crossing by stealth. <u>Is this how ESC wants to be seen to be planning infrastructure?</u></b></p> <p>I hope the above comments are considered and are helpful in shaping ESC's Draft Cycling and Walking Strategy.</p>	
IM10	Brenda Shakespeare	566	No	Felixstowe Road is very necessary as the only way to avoid the chaos often found with cars from industrial estate and leaving Tesco area plus from the Marks and Spencer and Next areas queueing to access A12. This is also a bus route. It is much used and NECESSARY	Felixstowe Road is not needed as a vehicle through route as alternative higher capacity roads exist, namely the A12 and Main Road. The modal filter could be designed to allow buses, cyclists and pedestrians, and would result in a minor detour for motor vehicles.
IM10	Chris Adelson	452	Yes		Support noted.
IM10	Chris Petty	35		Blocking through traffic on Felixstowe Road would restore its status as a cycle priority route, it currently has the status of a rat run putting cyclists off using. It also part of the national cycle network. There are no residential properties on it and few business which have low levels of traffic so not much inconvenience to people on that road	Support noted.
IM10	Clive Roper	573	No	<p>If you prohibit through traffic then traffic from/to BT Adastral Complex will all have to travel via the A12 by joining the at either of the two A12 roundabouts. the A12 is already congested. It will be further congested when the 2000 houses on Brightwell Lakes are built. How will we as residents of Martlesham Heath be able to join the A12, which is extremely difficult.</p> <p>If the Felixstowe Road is well lit, I am all for that.</p>	The proposed modal filter on Felixstowe Road would restrict vehicle through traffic, and result in a minor detour for motor vehicles.
IM10	David Green	271	Yes	I particularly support this. As a regular cyclist along Felixstowe road I take my life in my hands,	Support noted.

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				particularly with the 2 blind bends near the RSPCA entrance. The traffic seems to be getting ever heavier and I regularly get 'cut up' by irresponsible motorists taking a chance overtaking me on the blind bends.	
IM10	Drs Joan and Mike Hudson	803	No	<p>I wish to record our objection of the proposed new lit tarmac route from Dobson Lane along the back of Whinfield/ Broomfield leading to Eagle Way. We have experienced many dangerous incidents involving cyclists who now travel along the existing paths. The cyclists travel at speed, churn up the paths which become quagmires in wet weather and are unmindful of walkers in the woods and heathland. Also a lit route would be a disturbance to us and our neighbours and would encourage even more traffic to pass along the path which was created within the last two years during lockdown.</p> <p>We do not consider these plans to be of benefit to residents on Martlesham Heath as there already exist quiet roads which are more suitable for cyclists rather than spoiling and putting in danger walkers on the Heath.</p>	The introduction of cycling and walking infrastructure in areas where cyclists and pedestrians often conflict can have the effect of reducing conflict as areas are designed for each user. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward.
IM10	Ernest John Geary	226	No	Your comments conveniently avoids describing the intended infrastructure between Dobbs Lane and Eagle Way most of which is unsurfaced small paths and through some woodland. What is a ' crossing point ' ? and what infrastructure is to be added to Eagle Way? We do not want the through traffic this route implies, it should go up Dobbs Lane and onto Main Road.	A segregated cycling and walking track is proposed along Eagle Way, connecting the proposed improvements to Longtrots Bridleway and Felixstowe Road. Crossing points come in different shapes and sizes, and the most appropriate crossing point for cyclists and pedestrians over a road would need to be considered as the recommendation is taken forward.
IM10	Ian Dudley	414	No	<b>I wish to lodge my objections</b> to the above proposals concerning Martlesham Heath / Brightwell	In preparing the draft Strategy, officers considered the benefits to cycling in respect of improved journey times,



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				<p>Lakes development for the following reasons:</p> <p><b>There</b> is already a footbridge bridge across the A12 which , in my opinion, is not the most used or popular way to cross!</p> <p>To build a new bridge across the A12 is, in my opinion, a waste of public money. <b>Who</b> would, be responsible for the upkeep?</p> <p>Council tax rates are high enough!</p> <p><b>The</b> proposed new foot/cycle path routes through the village, would create in the region of 1 mile of tarmac cycle/footpaths with them cutting through Land owned and managed by Martlesham Heath Householders Ltd, on behalf of the resident membership.</p> <p>The proposed bridge would necessitate the creation of <b>another</b> path to continue through Birch Woods (Martlesham Woods) and would require the felling of at least 25 mature trees, an action <b>that is not very environmentally friendly!</b></p> <p><b>Where</b> the proposed path would exit near Forest Lane on Eagle Way, cyclists and pedestrians would be tempted to take, (on their way to Dobbs Lane)</p> <p>a 'short cut' across our village's SSI (Site of Special Scientific Interest) which is maintained by MHHL and numerous volunteer residents.</p>	<p>and an attractive and safe route through the wooded area away from vehicles to outweigh the negative aspects in relation to low level lighting through the wooded area between Eagle Way (west and east), increased human presence in the wooded area harming wildlife, and potential conflicts with pedestrians.</p> <p>The existing cycling and walking bridge over the A12 is an important connection between the areas east and west of the A12 and lessens the need for a cycling and walking bridge between Brightwell Lakes and Martlesham Heath. However, a new bridge would provide an additional and direct connection between Brightwell Lakes and Martlesham Heath, and west towards Ipswich, which would be of significant value. Having reflected on consultation responses and considered these matters further, officers have amended IM12 to avoid recommending the wooded area for cycling and instead recommend cycling and walking improvements to Eagle Way. The recommended cycling and walking bridge over the A12 remains part of IM12, but is proposed to be accessed from Eagle Way and not through the wooded area between Eagle Way (west and east).</p>

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				<p><b>Why</b> is there a need for a new lit tarmac pathway route around the perimeter of Portal Woods ?</p> <p><b>WHY</b> is a new lit tarmac route from Dobbs Lane along the back of Whinfield /</p> <p>Broomfield leading to Eagle Way a necessity?</p> <p><b>I can think of no reasons that the above proposals should be accepted, indeed, the proposed exercise is another example of humans interfering with the environment when it is unnecessary.</b></p> <p><b>If people want to cycle or walk, they are able to do so within the currently available cycle/footpaths!</b></p>	
IM10	Ian Read	563	Yes	<p>My wife and I welcome ES Council's acknowledgement that cycle pathways in our neighbourhood are overdue for increase and improvement. Also that there is a need for a strategic plan, to ensure that cycle paths are joined-up (in the literal sense!) to encourage more cycling.</p> <p>We are long-term residents of Martlesham Heath and cycle users, both for transport and leisure/fitness. Martlesham Heath cycle path provision has always been inadequate (e.g. compared to the newer Grange Farm, Kesgrave development), so in principle we welcome planning and investment to address this.</p> <p>IM10 - We're very pleased to see this route designated as Very High priority. This is on the condition and understanding though that the</p>	Support noted. The proposed cycling and walking infrastructure along Eagle Way will need to be designed in such a way to avoid conflict between pedestrians and cyclists, whilst being segregated from vehicles on Eagle Way.



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				<p>existing footpath around Eagle Way is properly upgraded to a joint pedestrian and cycle path, with the necessary surface markings and signage. Overall there is plenty of verge width to achieve this. The footpath has been used (misused?) as a de-facto cycle path for many years anyway. It is particularly important to halt cyclists cycling in the Kesgrave direction at the entrance to Demesne Gardens, where a house obscures visibility of pedestrians and cyclists for vehicle drivers leaving the road. These improvements would also improve safety for those cyclists who do currently chose to follow the Highway Code and rejoin the road where the cycle path finishes, very close to the roundabout.</p>	
IM10	Janine Davey	413	No	<p>I would like to object to the planned cycle route through Birch Woods, Martlesham Heath (referred to in your document as Martlesham Woods). This is a precious amenity area for local residents and an area of natural woodland. The proposal of felling mature trees to make way for the cycle route along with construction of lighting will damage the woodland and disturb wildlife. Where the path would exit on Eagle Way, cyclists and pedestrians would be tempted to take a short cut across our SSSI on their way to Dobbs Lane.</p> <p>The same argument applies for the lit tarmac routes through Portal woods and near Dobbs Lane. Our natural areas and wildlife are constantly under threat from these types of schemes and would urge you to re-visit this decision.</p> <p>I see the proposed schemes as an unnecessary waste</p>	<p>The proposed cycling and walking infrastructure improvements are wholly outside the Martlesham Heath SSSI. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward.</p>

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				<p>of public money seeing as there is a perfectly acceptable existing through-cycle route from the A12 to Grange Farm.</p> <p>No doubt you will be conducting the necessary surveys and producing data to justify this expense. The local residents would be very interested in your findings.</p> <p>Please read and carefully consider any objections you receive and not treat this consultation as a 'box-ticking' exercise.</p>	
IM10	Jean Rogers	429	No	I oppose the extension of a cycle route from Dobbs Lane along the back of the Whinfield/Broomfield roads leading back to Eagle Way. This current track is used extensively by locals for exercise and dog walking. It would be unsafe to add cyclists to this mix. This will also encourage some cyclist to use the western corridor to continue their journey, cutting across SSSI and causing long term damage.	The introduction of cycling and walking infrastructure would act to formalise cycling and walking routes, and reduce cycling and walking through the SSSI as other more desirable routes exist.
IM10	Jenny Edgerley	476	No	I fully support the need for a cycling strategy however, I believe the location of this route would have a huge impact on what is a very natural environment and for little benefit. The route through long strops, then leading across Dobbs lane on Martlesham Heath, then at the back of Broomfield/Whinfield are quiet but popular areas. They are a haven for wildlife, is mostly unmanaged and is well used by walkers enjoying the peace and quiet which is one of the things so unique about the village. There are existing formal cycleways/footpaths from the footbridge leading across Martlesham Heath village to grange farm	Whilst there are other cycling and walking routes within and around Martlesham Heath, IM10 seeks to provide a direct and safe route between the proposed improvements to Longstrops Bridleway and the A12 underpass.

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				which are well lit and well used so there is no need to destroy the tranquility and beauty of this area when there are suitable routes already in place.	
IM10	John Kelso	777	No	No lighting or hard surfacing should be permitted on Martlesham Common as it is protected heathland.	In order to preserve the natural environment at Martlesham Common the proposed cycling and walking track across Martlesham Common has been removed from IM10.
IM10	Jonathan Clyne	392	No	There is no need to make any changes to Eagle Way, which is already wide enough for and is used by cyclists. Any introduction of new tracks to heathland should be avoided as already far too much heathland has been destroyed by housing developments etc.	Whilst Eagle Way may be considered a safe cycling route for some users, it will not meet the needs of all users, which is why segregated cycling and walking infrastructure is proposed. This will need to be designed to ensure the continued safe operation of the bus stop. In order to preserve the natural environment at Martlesham Common IM10 has been amended to remove the recommended cycling and walking track across Martlesham Common. Instead cycling and walking infrastructure is proposed for improvement along Anson Road, thereby connecting the A12 underpass to Felixstowe Road.
IM10	Margaret Shaw	850	No	<p>I write with particular reference to the proposed cycleway through Martlesham Heath but my comments re MCAF "biodiversity" may be relevant to the other proposed routes in the strategy.</p> <p>MCAF- Safety</p> <p>I strongly oppose the junction of IM10 and IM 4 which is a very high priority route where it crosses Dobbs Lane. The cycle path crosses on a bend which occurs after a straight run from Faxhall Road. As a cyclist, walker and car driver I know that cars travel at a high speed down that road and that the approach to the bend does not give clear visibility to</p>	The safety of users is of paramount importance and for this reason IM4 has been amended to recommend the provision of a signalised crossing on Dobbs Lane where IM4 and IM10 meet, as well as a village gateway to slow northbound vehicles before the signalised crossing and entering Kesgrave.

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				<p>either the cars or to walkers and cyclists crossing the road. A cycle path crossing here will endanger lives and create an accident black spot.</p> <p>Safer alternatives would be</p> <ol style="list-style-type: none"> <li>1. IM10 ceases with the junction with IM7</li> <li>2. IM\$ runs down the Martlesham Heath side of Dobbs Lane and crosses where there is clear visibility at the point where there is a sharp right hand turn in IM4 .</li> </ol>	
IM10	Martlesham Conservation Group (Phil Smith)	896	No	<p><b>IM10 (Dobbs Lane to Felixstowe Road)</b></p> <p>a) Part of IM10 runs adjacent to the northern end of the Martlesham Heath SSSI. Martlesham Conservation Group is concerned that the proposed approach of applying hard surfaces over heathland soil, combined with lighting, would lead to a degradation of the wildlife at the northern end of the SSSI. It would also lead to increased recreational pressures on an already well used area. This northern area has the same range of wildlife found on the SSSI and acts as a wildlife corridor between the Heath and Portal Woods. It is also important to note that Nightingales are regularly to be found in the area to the south of Gorseland School.</p> <p>b) IM10 also has a children’s play area adjacent to the route towards the south of Gorseland School. The footpath taken by many children and parents to access Gorseland School crosses IM10. With these two features already in place it could not be</p>	<p>IM10 runs wholly outside the Martlesham Heath SSSI. The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward. Cycling and walking infrastructure can be designed to avoid conflict between cyclists and pedestrians. In order to preserve the natural environment at Martlesham Common IM10 has been amended to remove the recommended cycling and walking track across Martlesham Common. Instead cycling and walking infrastructure is proposed for improvement along Anson Road, thereby connecting the A12 underpass to Felixstowe Road.</p>

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				<p>considered safe to encourage cyclists to traverse this area, possibly at high speed.</p> <p>c) Part of IM10 runs across Martlesham Common, which is a County Wildlife site and Local Nature Reserve. The habitat is similar to the Martlesham Heath SSSI and is another fine example of rare lowland heath which also has the nationally rare Silver Studded Blue present, along with Glow Worms, a wide range of insects (e.g. Green Tiger Beetle), reptiles (Adders, Viviparous Lizards, etc.) and birds including Nightingales. The site already suffers considerable pressures due to the close proximity to Tesco supermarket and The Sandlings. The Council should not be seeking to further degrade this area, as indeed this would be in contravention of their own policy.</p> <p>The Martlesham Conservation Group therefore has serious concerns for the wildlife along this route and believes IM10 should not go ahead on that basis alone. When combined with safety considerations mentioned in b) the case for withdrawing this route is overwhelming.</p>	
IM10	Martlesham Heath Householders Ltd (Sir/Madam)	288	No	<p><b>IM10</b></p> <p>21. The Board does not accept the proposed route IM10 as a cycle route as it crosses our land. The Sandlings path does cross our land as shown on the photographs below but as we have said previously, we are against any more tarmac paths on our “Western Corridor” which includes a SSSI.</p>	The suggestion of a permitted path connecting the proposed IM4 to the existing cycling and walking track south of Gorseland Primary School is welcomed.

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				 <p data-bbox="846 715 1422 1002">22. The Board may consider offering our path from Dobbs Lane to Cycle Route 1 as a permitted route with an all-weather non-tarmac surface. At the T junction with the existing route 1 as shown in the photographs below, cyclists could then go left or right to their chosen destination. Should cyclists wish to go eastbound along the Ipswich/Melton corridor, we propose they use existing cycle route 1 leading to routes IM7, IM9, IM11and IM13.</p> 	



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IM10	Martlesham Parish Council (Diane Linsley)	883		<p>This should be regarded as a local route only, assuming that connections via IM9 (along the west and north side of the police HQ site) to IM8 from IM7, IM4 and IM8 are made, the principal commuting routes are between Ipswich, Kesgrave, Woodbridge etc.</p> <p>The Tesco pedestrian underpass is unsuitable for volume traffic. Its design predates the creation of the present day retail park; the tunnel itself is too narrow to properly accommodate pedestrians and cyclists, and the T junction between the western end of the tunnel and the down ramps has poor visibility. IM10 east of the A12 should remain a leisure and occasional shopping route as it passes over the sensitive Martlesham Common Local Nature Reserve with the routes that PC has already created.</p> <p>The Parish Council view is that the creation of a wider shared pedestrian path along the north side of Eagle Way between Parkers and the underpass down ramp is unnecessary.</p> <p>Eagle Way is wide enough, with good visibility and few junctions, to accommodate cyclists.</p> <p>However, the Parish Council has on several occasions over the last 6 or 7 years, sought improvements to calm traffic down at the entrance to Eagle Way from the A12 where it changes from national limit to 30mph. There is also a crossing route from Manor Road to the top of the down ramp to be considered and made much safer. It would appear that there</p>	<p>The desire for IM9 to remain unlit, or only lit where necessary means that it cannot be relied upon as the main cycling and walking through route. While the southern Tesco underpass may not be of the desired width it provides an important safe cycling and walking connection across the A12. In order to preserve the natural environment at Martlesham Common IM10 has been amended to remove the recommended cycling and walking track across Martlesham Common. Instead cycling and walking infrastructure is proposed for improvement along Anson Road, thereby connecting the A12 underpass to Felixstowe Road. Whilst Eagle Way may be considered a safe cycling route for some users, it will not meet the needs of all users, which is why segregated cycling and walking infrastructure is proposed. This will need to be designed to ensure the continued safe operation of the bus stop. The proposed modal filter on Felixstowe Road would provide a safer cycling and walking environment by preventing vehicle through traffic. Vehicles would need to take a minor detour along the A12 and Main Road. ESC and SCC have worked closely throughout the preparation of the Strategy, with officers from both ESC and SCC present on the steering group.</p>

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				<p>has been no movement on this as it has consistently been deferred until the long awaited and much consulted A12 improvements have been agreed.</p> <p>The proposal to relocate the bus stop would be a loss to the street scene. It is attractively designed and is flanked by pleasant landscaped beds maintained by MHHL.</p> <p>Although strictly a highway matter, the <b>Old Felixstowe Road</b> is relevant as the principal N&lt;&gt;S cycle route from the retail/industrial areas to old Martlesham and beyond.</p> <p>In view of the longstanding inadequacies of the Old Felixstowe Road, the Parish Council has very serious concerns about the wisdom of routing more E&lt;&gt;W cycle through traffic (in the form of IM10), on to that road, when alternative safer options are available. Whilst the draft consultation talks about the potential closure of that road to through traffic, there has been no evidence presented in last year's A12 consultation, about the impact of the various A12 options on traffic volumes on local feeder roads; in particular will the proposals reduce or increase traffic volumes along Old Felixstowe Road and the A1214 through Martlesham? Its use as a rat-run currently results in very high levels of traffic through old Martlesham causing problems for cyclists and for pedestrians crossing the road. The frontages of some of the properties in this location are very close to the road. When the Old Felixstowe Road was closed for several days for gas mains work about 3 years ago,</p>	

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				<p>gridlock occurred in the retail and industrial areas, with delays in excess of an hour reported by people trying the leave the retail car parks via the A12. We therefore seek confirmation that the increased capacity of the A12, and subsequent A12 improvements, will allow a scheme of calming and traffic management to be applied to the Old Felixstowe Road, especially when proposed new housing developments in the parish are factored in.</p> <p><b>We would therefore like to see much more joined up thinking between planners at ESC, SCC highways, and those co-ordinating the A12 improvements, in full consultation with MPC.</b></p> <p>In the circumstances, restoring Old Felixstowe Rd to a <b>safe</b> cycle priority route for its <b>existing</b> N&lt;&gt;S usage should perhaps be the minimum objective. This could involve things like improved lighting (NB some of the distances between the lamp posts are greater than the 30mph standard), speed limit reminders, recovering carriageway width lost to overgrowth resulting from years of neglect, and closure to HGV through traffic. Ideally it should be 20mph.</p> <p><i>The images have not been published due to potential data protection concerns, but these were still fully considered and assessed in forming the Strategy.</i></p>	
IM10	Martyn Shakespeare	493	No	<p>Partially in favour. OK from Dobbs Lane to Parkers Place. Exit via Parkers Place road rather than tarmacking over green opposite Carlford Close, which is being managed as a wildlife area. Use on-road route via Eagle Way which is not busy; replacing most of the grass verge (which I believe is</p>	<p>Whilst Eagle Way may be considered a safe cycling route for some users, it will not meet the needs of all users, which is why segregated cycling and walking infrastructure is proposed. This will need to be designed to ensure the continued safe operation of the bus stop. In order to preserve the natural environment at</p>

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				private land) with a path would detract visually from the road, it's one of the values of the Estate. Better lighting, and some widening, on Tesco side of underpass desirable, difficult to see oncoming bikes/pedestrians after well-lit underpass. I think that it would be preferable to use the existing much wider path at the edge of the common, parallel to the A12, to join the cycleway alongside Main Road Martlesham, than widen other paths across the common. This also avoids directing cycles onto the Old Felixstowe Road, which can then remain open to through traffic.	Martlesham Common IM10 has been amended to remove the recommended cycling and walking track across Martlesham Common. Instead cycling and walking infrastructure is proposed for improvement along Anson Road, thereby connecting the A12 underpass to Felixstowe Road.
IM10	Martyn Shakespeare	534	No	Partial. Old Felixstowe Road is a bus route so needs to be open for that, alongside access to RSPCA, Community Hall and other properties. Blocking the road to through traffic removes the most direct route to the Community Centre from Martlesham Village. This road takes a lot of traffic away from the A12 and Tesco roundabout, which is already very busy and likely to get much more so with the Brightwell Lakes development and Sizewell C traffic, and turning right from the A12 to Martlesham Village is frankly dangerous if there are more than two cars with the daft traffic lights on the roundabout. It is perhaps better to encourage cyclists to use an alternative route (e.g. Main Road Martlesham which is now relatively quiet and then path across common).	The introduction of a modal filter on Felixstowe Road can be designed in a way to restrict motor vehicles whilst allowing buses, cyclists and pedestrians. This would result in a minor detour for motor vehicles.
IM10	Mary Odam	863	No	IM10/IM4 seem superfluous. There are already two cycleways into Ipswich – one along the A1214 (IM5) and the other through Grange Lane and Grange Farm (IM7). Furthermore Long Strops is a pleasant piece of land much used by dog walkers and other	The Strategy recognises the importance in improving the ability of individuals to access open space in a safe and convenient manner. The recommendations seek to connect existing cycling and walking infrastructure with

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				pedestrians. Unlike the cycle paths through the village is it not subject to hoards of schoolchildren walking and cycling at the beginning and end of the day. It is probably the only undeveloped public space in the residential part of Kesgrave and should remain so. The Covid pandemic has shown how important it is for people to have access to open spaces for exercise and recreation.	new infrastructure to provide a coherent and safe cycling and walking network.
IM10	Michael Farahar	720		<p>With reference to East Suffolk Council's East Suffolk Cycling &amp; Walking Strategy - Draft 2021 consultation, I would like to support the draft's recommendations contained within S 3.15, The Ipswich to Melton Key Corridor recommendations.</p> <p>I would like to suggest though that an innovative and respectful approach is adopted to minimise the impact on both local residents and the natural environment when planning for the implementation of recommendations IP4, IM9, IM10 &amp; IM12, for example by the use of low level lighting rather than traditional full height lamp posts and/or lighting intensity controlled by movement sensors etc,</p>	The most appropriate lighting solutions will need to be considered as the recommendation is taken forward.
IM10	Michael Rogers	478	No	I strongly oppose the extension of a cycle route from Dobbs Lane, the current track is used extensively by locals for exercise and dog walking; it would be unsafe to add cyclists to this mix. (If you are in any doubt about this, try strolling across Jesus' Green in Cambridge and be prepared for aggressive attitudes by cyclist who 'know' they have right of way.) This will also encourage cyclist to use the 'Western Corridor' to continue their journey, cutting across SSSI and causing long term damage.	The safety of all users has been of paramount importance throughout the preparation of the Strategy, and it is therefore important that cycling and walking infrastructure is designed in such a way that avoids conflict not only with vehicles, but also between cyclists and pedestrians. The route avoids the Martlesham Heaths SSSI.

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IM10	Nik Bestow	18	Yes	Martlesham Trim Trail uses part of this route - needs to be taken into account.	The detailed design, including things such as incorporation of the Martlesham Trim Trail will need to be considered as the recommendation is taken forward.
IM10	Paul Davey	324		<p>As a keen walker and cyclist I am very much in favour of ESC having a strategy for my benefit.</p> <p>However as a resident of Martlesham Heath I consider considerable concerns regarding the draft proposals published this year.</p> <p>My objections and reasons are listed below.</p> <p>3. IM10 is not required and Eagle Way is already accessed from IM7.</p>	IM10 seeks to provide a direct and safe connection between Longstrops Bridleway and Felxistowe Road, whilst making best use of existing cycling and walking infrastructure such as the A12 underpass.
IM10	Paul Jordan	6	Yes	<p>I support the aim of this policy and would like to see it put into action but I think that including closing Felixstowe Road to through traffic will prove too difficult - motorists will object and they may have a point. As an alternative I suggest that the route is changed so that it runs from the A12 underpass to join Main Road with the proposed changes to Main Road increased to High Priority. There are two viable options for joining the underpass to Main Road. Option 1 would be to use the existing surfaced path towards Black Tiles, this would require widening and segregation. Option 2 is to link to the existing surfaced route to the east of Mill Heath, PROW 52.</p>	While closing Felixstowe Road to through traffic may be a big change for some users initially, the diversion to Main Road and the A12 is relatively short.
IM10	Paul Newman	513	No	<p>I wish to comment on two sections of the East Suffolk Councils Draft Cycling &amp; Walking Strategy.</p> <p>In particular two corridors IM10 &amp; IM12 where they are constructed on open or wooded land owned</p>	Objection noted.

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				<p>by Martlesham Heath Householders Ltd (MHHL) whose shareholders are all residents of Martlesham Heath.</p> <p>I am fundamentally opposed to cutting any 4.5m tarmac artificially lit cycleway through Birch Woods (incorrectly titled Martlesham Woods), Portal Woods &amp; the open land at the back of Whinfield/Broomfield. To cut such a tarmac cycleway would involve the destruction of many mature trees &amp; would fundamentally change the whole concept of open sandy paths that the residents currently enjoy either exercising or walking dogs. The existing cycle/foot bridge over the A12 alongside Martlesham Leisure could be upgraded, if thought necessary, &amp; the existing paths &amp; roads on Martlesham Heath could be altered to accommodate more cyclists. This can be achieved by making the entire Martlesham Heath enclave a 20 MPH Zone from the only two access junctions at the BT &amp; Tesco roundabouts on the A12. The roads could be rebuilt to use the same traffic calming methods used on the Ravenswood development that has the same 20 MPH Zone so that cyclist, walkers &amp; children would be safe.</p> <p>In any event none of the proposed construction will be allowed on any of the open or wooded land owned by MHHL as it is all covered by a Section 52 restriction placed on it by the original developer Bradford Property Trust. In fact Bradford Property Trust over 40 years ago thought to put tarmac</p>	

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				paths through Birch Woods after they had put the Section 52 restrictions in place & found that they were not allowed to do so. Having been in contact with Bidwells Solicitors in Cambridge who drew up the original Section 52 restrictions I was informed only a full act of Parliament could lift the restrictions in the event that one of the parties to the agreement did not agree. As a shareholder in MHHL I have instructed them to oppose any construction, which I understand has the support of all the directors.	
IM10	Paul Newman	859	No	<p>In particular two corridors IM10 &amp; IM12 where they are constructed on open or wooded land owned by Martlesham Heath Householders Ltd (MHHL) whose shareholders are all residents of Martlesham Heath.</p> <p>I am fundamentally opposed to cutting any 4.5m tarmac artificially lit cycleway through Birch Woods (incorrectly titled Martlesham Woods), Portal Woods &amp; the open land at the back of Whinfield/Broomfield. To cut such a tarmac cycleway would involve the destruction of many mature trees &amp; would fundamentally change the whole concept of open sandy paths that the residents currently enjoy either exercising or walking dogs. The existing cycle/foot bridge over the A12 alongside Martlesham Leisure could be upgraded, if thought necessary, &amp; the existing paths &amp; roads on Martlesham Heath could be altered to accommodate more cyclists. This can be achieved by making the entire Martlesham Heath enclave a 20 MPH Zone from the only two access junctions at the BT &amp; Tesco roundabouts on the A12. The roads could be rebuilt</p>	Objection noted.



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				<p>to use the same traffic calming methods used on the Ravenswood development that has the same 20 MPH Zone so that cyclist, walkers &amp; children would be safe.</p> <p>In any event none of the proposed construction will be allowed on any of the open or wooded land owned by MHHL as it is all covered by a Section 52 restriction placed on it by the original developer Bradford Property Trust. In fact Bradford Property Trust over 40 years ago thought to put tarmac paths through Birch Woods after they had put the Section 52 restrictions in place &amp; found that they were not allowed to do so. Having been in contact with Bidwells Solicitors in Cambridge who drew up the original Section 52 restrictions I was informed only a full act of Parliament could lift the restrictions in the event that one of the parties to the agreement did not agree. As a shareholder in MHHL I have instructed them to oppose any construction, which I understand has the support of all the directors.</p>	
IM10	Philip Wilmot	237	No	<p>Re "This will require widening of existing infrastructure along Eagle Way, and giving priority to cyclists and pedestrians when crossing Eagle Way side streets", there is a conspicuous lack of detail, but I sense that everyone except cyclists will be de-prioritised and inconvenienced. In particular residents legitimately using their cars to access Eagle Way from their homes will be.</p> <p>Re "Introduce Eagle Way crossing point into Manor Road", presumably this means traffic lights that will often delay vehicles.</p>	<p>The Highway Code requires cyclists and pedestrians to be prioritised over motor vehicles when crossing side streets. This minor inconvenience for motor vehicles must be reflected in the design of new infrastructure. IM10 has been amended to remove the recommended cycling and walking track across Martlesham Common. Instead cycling and walking infrastructure is proposed for improvement along Anson Road, thereby connecting the A12 underpass to Felixstowe Road. The effect of a modal filter on Felixstowe Road would be to direct motor vehicles onto the A12 and then Main Road, resulting in a minor detour.</p>

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				<p>Re "When introducing track to heathland north of the A12, route should follow existing desire line and avoid vegetation removal where possible", I cannot see how a wide, lit path can be put across a vegetated area without removing vegetation. This statement means nothing more than that unnecessary work should be avoided during construction!</p> <p>Re "Introduce modal filter on Felixstowe Road to prohibit vehicle through traffic". Could we have this in English please? Also doesn't such a radical proposal merit greater visibility? If I understand what is being hinted at you want to stop cars and vans traversing Old Felixstowe Road other than for access. Is this wise? What will be the effect on traffic flows along the A12?</p>	
IM10	PSP Consulting (Patrick Gurner)	245	Yes	<p>We have reviewed the draft 2021 East Suffolk Cycling and Walking Strategy and we have been asked to make the following comments on behalf of the landowners who front the east side of Felixstowe Road in Martlesham, to the north of the RSPCA Unit, running up to Three Stiles Lane.</p> <p>Our Clients' are concerned that the current cycle lane road markings are not fit for purpose and the overall layout, including the road signs saying that 'vehicles may enter cycle lane when clear', creates unnecessary confusion and potential for conflict. Our own traffic surveys on Felixstowe Road have shown that there are more vehicles and less cyclists than one might expect, indicating that the cycleway</p>	Support is noted. While there may be a variety of ways in which Felixstowe Road could be improved for cyclists and pedestrians whilst ensuring vehicle access to all properties is retained, the Strategy's proposed approach is for a modal filter that would restrict vehicle through traffic but allow cycling and walking.

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				<p>scheme as it currently stands is not working.</p> <p>We note from Chapter 3 of the draft Cycling and Walking Strategy, that Ipswich to Melton (IM) is identified as a 'Key Corridor' (paragraph 3.6) and the plan on page 19 of the draft Strategy shows the route of Cycleway IM10 running along Felixstowe Road past our Clients' land. The table on page 20 then identifies IM10 as 'very high priority route' and proposes the introduction of a <i>modal filter on Felixstowe Road to prohibit vehicle through traffic.</i></p> <p><b>We can confirm that our Clients support this proposal.</b></p> <p>The final part of the draft Strategy looks at the Community Recommendations from the Initial Map-Based Consultation exercise, which ran from October to December 2020 (Chapter 3 starting at page 151). Felixstowe Road is considered on pages 189 and 190 and the solution/improvement suggested by the Community, is to make Felixstowe Road one-way and provide a segregated cycleway.</p> <p>With Felixstowe Road operating 'one-way', traffic in the opposite direction would need to use the A12. Routing part of their journey along the A12, is likely to be a concern to more vulnerable members of the local community who are travelling by car to/from the Martlesham Community Hall. Cyclists travelling in the opposite direction to one-way car movements along Felixstowe Road could also lead to confusion. The implications of a 'one-way' scheme would thus</p>	

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				<p>need careful consideration to see if it is viable.</p> <p>When the Planning and Highway Authorities are considering the options for the 'modal filter on Felixstowe Road to prohibit vehicle through traffic', there may well be other traffic management measures that should be considered in the round.</p> <p>In summary, our Clients support the draft 2021 East Suffolk Cycling and Walking Strategy and we agree that there is a need for cycling (and walking) improvements along Felixstowe Road in Martlesham.</p> <p>We would be grateful if you could take the above comments in account as you progress your next steps.</p>	
IM10	Robin Guy	265		<p>IM10 proposal is on land owned by MHL on behalf of Martlesham Heath residents and I oppose its use for formalised paths/cycle ways. This land is already used extensively by local people with the attraction being that it is open land. IM10 will cross a very busy 'junction' by the play area by IM7 (especially should BT return to pre pandemic working routines ) and again immediately prior to the path swinging towards Dobbs Lane. I would also draw your attention to the area where this path is intended to join Dobbs lane at Dobbs Corner. This is a very tight bend with very poor visibility with an threat to life as cyclists/pedestrians &amp; vehicles meet.</p>	<p>The safety of users is of paramount importance and for this reason IM4 has been amended to recommend the provision of a signalised crossing on Dobbs Lane where IM4 and IM10 meet, as well as a village gateway to slow northbound vehicles before the signalised crossing and entering Kesgrave.</p>
IM10	Simon Shaw	582	Yes	<p>The route from IM4 joining IM10 at the bend in Dobbs lane is dangerous. The bend is blind and drivers approach from Foxhall at high speed. Traffic calming measures would be required to make this</p>	<p>The safety of users is of paramount importance and for this reason IM4 has been amended to recommend the provision of a signalised crossing on Dobbs Lane where IM4 and IM10 meet, as well as a village gateway to slow</p>

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				crossing safe. I use this route to cycle from Martlesham Heath to ransomes europark and on my return do not turn right here I carry on and turn at Gorselans school.	northbound vehicles before the signalised crossing and entering Kesgrave.
IM10	Smith, Carolyn	782		<p>Thank you for consulting on your draft cycling and walking strategy; hopefully this will enable you to learn from local knowledge and prevent you from making expensive mistakes which will damage precious heathland and adversely impact well used green spaces in the Martlesham and Kesgrave areas.</p> <p>I am in favour of encouraging walking and cycling, but not at the expense of damaging scarce habitats and the loss of local amenity, all of which will occur if the routes IM4, IM9, IM12 and IM10 are constructed in their proposed form.</p> <p><b>Routes IM12, IM10, IM4</b></p> <p>Why are you proposing surfacing over and urbanising valued green spaces, important for recreation and wildlife?</p> <p>This is in direct contravention of the SC Local Plan Policy SCLP10.1 (Biodiversity and Geodiversity).</p> <p>Namely:</p> <ul style="list-style-type: none"> <li>·the woodland to the west of Dobbs Lane, and Longstrops (IM4)</li> <li>· Portal Woods (IM9)</li> </ul>	IM10 does not run through the Martlesham Heath SSSI. In order to preserve the natural environment at Martlesham Common IM10 has been amended to remove the recommended cycling and walking track across Martlesham Common. Instead cycling and walking infrastructure is proposed for improvement along Anson Road, thereby connecting the A12 underpass to Felixstowe Road.

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				<ul style="list-style-type: none"> <li>• Martlesham Birch Woods (IM12),</li> <li>• the heathland to the northern end of Martlesham Heath SSSI, and southern end of Martlesham Common (IM10)</li>   <li>• Improve the existing A12 crossing to the north of the BT roundabout and improve IM13 to encourage the use of this route across the A12 instead of spending additional money on a crossing to the south.</li> </ul> <p>Or:</p> <p>Extend IM13 southwards to a new bridge crossing over the A12 north of the Foxhall Road/Waldringfield Road roundabout, and continue on a new route through the edge of the field alongside Foxhall Road to Bell Lane, and continue along the field edge to connect with IM4 west of Bell Lane.</p> <p>Construct a bridge crossing the A12 to connect IM13 with footpath PROW6, re-route PROW6 alongside the wooded area to the south and then across to Foxhall Road, and continue eastwards along the field edge towards Bell Lane as above.</p> <p>Both of these options give an opportunity to construct a wildlife corridor alongside this route, with screening trees and wildflower planting.</p>	
IM10	Stephen Denton	535	No	I strongly object on the following grounds:	IM10 seeks to provide a coherent and safe cycling and walking route linking the proposed improvements to

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				<p>a) using as a main route the Tesco underpass which is too narrow for shared use and has a blind T junction</p> <p>b) creating a route across the commonland which is being managed to encourage flora and fauna</p> <p>c) delivering traffic travelling to and from the west of Martlesham going to and from Woodbridge, onto the Felixstowe Road at the point where it starts to narrow and becomes even more unwelcoming to cyclists. See attached photo of traffic queuing Crown Point - not easy for cyclists to manoeuvre.</p> <p>Bear in mind that a route via Portal Avenue, leading to Main Road via the underpass would be a better proposition, avoiding all the above issues, for this longer distance route.</p> <p>I also object to the creation of an off-highway shared track along the north side of Eagle Way. This is unnecessary as this is a wide road with good visibility and relatively light vehicular traffic.</p> <p>Martlesham Neighbourhood Plan says that shared pedestrian cycle routes are problematical - fast cyclists don't mix well with pedestrians. My son was knocked off his bike by a speedy commuter near Gorseland school.</p> <p>The Martlesham NP survey showed that 55% of those using cycle paths would not use a marked cycle lane on the highway.</p>	<p>Longstrops Bridleway and Felixstowe Road, whilst making use of existing traffic free infrastructure such as the A12 underpass. While the underpass may not be of the desired width it provides a high quality connection across the A12. In order to preserve the natural environment at Martlesham Common IM10 has been amended to remove the recommended cycling and walking track across Martlesham Common. Instead cycling and walking infrastructure is proposed for improvement along Anson Road, thereby connecting the A12 underpass to Felixstowe Road. Felixstowe Road is proposed to be modal filtered, preventing vehicle through traffic while allowing cycling and walking. Whilst Eagle Way may be considered a safe cycling route for some users, it will not meet the needs of all users, which is why segregated cycling and walking infrastructure is proposed. This will need to be designed to ensure the continued safe operation of the bus stop.</p>

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				<p>Also, assuming it refers to the bus stop opposite Manor Road, the suggestion to move that bus stop closer to the road is unacceptable. Firstly it is an attractive setting with nicely maintained beds either side, and secondly it implies closing the bus stop lay-by so the buses stopping there would be on the main carriageway near a junction making it more dangerous for cyclists who chose to use the road.</p> <p>I do agree that the crossing from Manor Road to the subway approach needs to be made much safer.</p> <p>Rat-running through old Martlesham and the Felixstowe Road with the resultant extremely high levels of traffic is the single biggest hindrance to creating a safe cycle corridor between Martlesham and Woodbridge. This needs to be addressed - is there any evidence yet as to the outcome of the A12 improvement consultation. That consultation did not have any information about the effect on local roads of the various options, unlike previous consultations about A12 improvements. This lack of information in the A12 consultation was an insult to the intelligence of the consultees in my opinion.</p> <p>As a footnote, if the councils collectively were serious about modal shift, they would reinstate the massive cuts (I estimate 90%) that reduced the route 66 through Martlesham Heath to an hourly service operating over much reduced hours. Bear in mind that the 66 still goes through the retail/industrial</p>	



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				<p>area but completely by passes Martlesham Heath for most of its timetabled service.</p> <p>Attachments:  <i>The attachment has not been published due to potential copyright/data protection concerns, but was still fully considered and assessed in forming the Strategy.</i></p>	
IM10	Stephen Read	37	Yes	<p>There is no mention of improving the now dangerous section of NCR 1 along Felixstowe Road, between Anson Road and Main Road, Martlesham. The traffic is so heavy now with the increase in the size of the retail park. It should be made one way from Anson Road, with contra flow cycling.</p>	<p>Recommendation IM28 proposes to introduce a modal filter on Felixstowe Road to prohibit vehicle through traffic whilst allowing cycling and walking.</p>
IM10	Tony Ellison	320		<p>Next I have concerns on the lighting in Portal woods. This is a known bat roost and LED lighting is known to cause distress to wildlife. I have cycled through these woods many times at night and although the surface is broken in places I would not like to see these woods dug up to install lighting and the impact that would have on the environment.</p> <p>The area I have marked in red does need a new surface as it is just mud at this time.</p> <p><i>The map has not been published due to potential copyright concerns, but was still fully considered and assessed in forming the Strategy.</i></p>	<p>The area in question would require a new surface. However, the most appropriate surfacing solution will need to be considered as the recommendation is taken forward.</p>
IM10	West	621	No	<p>The crossing point at Dobbs lane is a blind corner and should not be an option for a proposed cycle crossing. The cycle way should be extended up Dobbs lane to a new track south of Gorseland Primary School, or North where the IM7 crosses. This</p>	<p>The safety of users is of paramount importance and for this reason IM4 has been amended to recommend the provision of a signalised crossing on Dobbs Lane where IM4 and IM10 meet, as well as a village gateway to slow</p>

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				would negate the need to add a new tarmac/lit cycleway through woodland and along the back of Broomfield. Why not upgrade or reroute the walkway near the control tower to connect the IM7 to the IM10 this could be changed to a cycle/walkway	northbound vehicles before the signalised crossing and entering Kesgrave.
IM11	Alasdair MacLeod	540		<p>This is being uplifted by the McCarthy &amp; Stone development and with improvement to the tight turn in Broomfield (ref 66, there is ground available) could be continued through to link up with the proposed IM7/IM10 junction and be the natural primary route through Martesham.</p> <p>The Broomfield to Eagle Way path is the main route taken by pupils travelling between Martlesham Heath and Kesgrave High School and Gorselands Primary School. It is unrealistic to downgrade this to a footpath and expect the cycle traffic to reduce - pupils will continue to use it and without proper segregation the path will become more hazardous. A comment highlights the sharp corner on this route. There is a flower bed adjacent the sharp corner. Could the path be shifted into the area of the flower bed to reduce the angle? (i.e. swap ground use so the tight leg is made flowerbed?) Fixing this corner would enable an extension of IM11 through to IM7 and align with natural usage.</p> <p>(and an extended IM11, with proper signage would obviate the need to tar over more ground along IM10).</p>	The permitted development along IM11 will deliver part of the IM11 route. The Strategy does not propose to remove the painted segregation between cyclists and pedestrians on any existing infrastructure. IM10 will provide a safer route for cyclists and pedestrians than the current Broomfield arrangement.

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IM11	Chris Adelson	455	Yes	Gloster Road cycle lanes are very narrow. Slow the traffic down and prioritise cyclists and walkers so that traffic has to give way.	IM13 recommends the introduction of segregated cycling and walking infrastructure along Gloster Road, and has been amended to recommend the introduction of cycling and walking crossing points along Goster Road at appropriate desire lines, and more cycle parking.
IM11	Clive Roper	574	No	<p>This is a quiet route used by local residents who like to get away from the noise of the A12 and A1214. The existing path is in reasonable condition and only minor maintenance being required. The introduction of energy efficient whiote LED lighting would be harmful to all the noctural animals, birds and insects in this wood. There is considerable research stating that the white light seriously affects them.</p> <p>Part of the route is in the SSSI area and what what considerations or permissipons have been obtained for creating a new path.</p>	The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward. None of the Strategy's recommendations enter the Martlesham Heath SSSI.
IM11	John Kelso	778	No	<p>Existing footbridge crossing over A12 should be replaced with a new bridge of a width which would enable the creation of a legal cycle/Pedestrian route. Any new bridge should contain non slip surfacing. Are ESC aware of the SCC proposals to create a bus gate near the North Green carpark in order to create a new bus route a long Valiant Road ? I would suggest that a bus route alongside a cycle/pedestrian route along this narrow section of Valiant Road could prove dangerous especially as this section is widely used by children going to the village centre, village green and Birchwood school.</p>	The existing cycling and walking bridge over the A12 provides an important cycling and walking route, and improvements to the bridge would be welcomed, however are not essential. ESC and SCC have working together closely throughout the preparation of the Strategy. Bus, cycling and walking infrastructure can work seamlessly together and provide for a safe cycling and walking environment.
IM11	Martlesham Conservation Group (Phil Smith)	898		<p><b>IM11 /IM14</b></p> <p>a) The bridge across the A12 should be upgraded as it is currently too narrow and would better support</p>	The existing A12 cycling and walking bridge provides a highly valuable connection between Martlesham Heath, the retail park and beyond. It is of sufficient width, however improvements to it would be of benefit. IM11

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				<p>the route of IM11.</p> <p>b) The route of IM11 should join with IM14 and not cross over. Spratt's Plantation woodland should not be totally surrounded with routes. It would be best to retain the west (industrial) side only.</p> <p>c) Why does IM11/IM14 not continue south along the east side of the BT site to link with IF33? There is a missed opportunity here.</p>	<p>has been amended to remove the proposed cycling and walking track along the north and east of Spratt's Plantation and instead join IM14 at the end of Betts Avenue. In order to highlight the important role Brightwell Lakes will play in improving cycling and walking infrastructure in the area, IM31 has been incorporated into the Strategy. IM31 highlights the cycling and walking infrastructure that will be delivered by Brightwell Lakes. IM11 connects to IM31 and other infrastructure proposed to adjoin IM31.</p>
IM11	Martlesham Heath Householders Ltd (Sir/Madam)	286		<p>19. The Board notes that cycle route 1 and route IM11 coincide up to Eagle Way. Although ESC believe the current route through Broomfield in somewhat narrow, the Board is happy to discuss using part of the MHHL land (the mature flowerbed with trees in it), to smooth out the Broomfield "kink".</p> <div data-bbox="846 852 1339 1023" data-label="Image"> </div> <div data-bbox="846 1062 1301 1362" data-label="Image"> </div>	<p>MHHL's suggestion to use the planted area near Broomfield to better align the existing cycling and walking route is welcomed. However, the planned route along IM11 would provide a safer arrangement for cyclists and pedestrians.</p>

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				20. The Board notes that as part of the now approved McCarthy and Stone development, the plans show a 3 metre wide shared cycle /footpath along northern side of the site, thereby avoiding the public highway along Eagle Way (IM11/Cycle Route 1).	
IM11	Martlesham Parish Council (Diane Linsley)	886		<p>The section of IM11 around the north side of Spratt's Plantation should be left in its present state as a quiet leisure route as it passes very close to the park homes which are sited almost hard up against the fence separating them from the path.</p> <p>Also see comments under IM14</p> <p><b>IM14</b></p> <p>Similarly, IM14 in conjunction with IM11, provides important links within Martlesham; it will be the most convenient route to the retail and industrial areas and the A12 footbridge for residents in the eastern half of Brightwell Lakes. To improve these links, the existing footbridge needs to be widened, and Felixstowe Road restored to its status as a cycle priority route as mentioned elsewhere in this response.</p> <p>Having said the above, the Parish Council is surprised and disappointed that the so-called new northern quadrant route has not been proposed to carry the stretch of IM11 between IM14 and Gloster Rd. This would present the opportunity to create a purpose built route for all user types from scratch, and avoid the multiplicity of business access points along Betts</p>	<p>IM11 has been amended to remove the proposed cycling and walking track along the north and east sides of Spratt's Plantation, and instead end at the end of Bett's Avenue adjoining IM14. The existing cycling and walking bridge over the A12 is sufficient in width, however improvements would be welcomed. A modal filter is proposed for Felixstowe Road in order to prohibit vehicle through traffic whilst allowing cycling and walking. In relation to Betts Avenue, IM11 has been amended to reference the planned cycling and walking infrastructure along the northern Brightwell Lakes access. In order to highlight the important role Brightwell Lakes will play in improving cycling and walking infrastructure in the area, IM31 has been incorporated into the Strategy. IM31 highlights the cycling and walking infrastructure that will be delivered by Brightwell Lakes.</p>

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				<p>Avenue, and would even be a viable alternative route to parts of the retail area and the footbridge for residents in parts of the western section of Brightwell Lakes.</p> <p>Consideration should be given to a part time pedestrian/cycle entrance into the north east corner of the Adastral Park complex to allow north bound commuters from Adastral Park to pick up IM14 thus avoiding the rigours of Gloster Rd at rush hour and the staggered T junction at its northern end.</p>	
IM11	Martyn Shakespeare	499	No	<p>May be better to route via The Drift and Douglas Bader rather than following existing route. Car park is being developed as Care Home; make developers include this within the planning permission. Wider bridge (and slightly wiser and less steep access on industrial site side) would be useful, as would some resurfacing.</p>	<p>The existing A12 cycling and walking bridge provides an important cycling and walking route, and while improvements to the bridge would be welcomed they are not essential.</p>
IM11	Nik Bestow	19	Yes	<p>The East end should be modified. The loop around the woods is unnecessary. the path should continue down the already existing road towards the unused heliport and connect up with PROW7A at the crossroads.</p>	<p>IM11 has been amended to remove the proposed cycling and walking track along the north and east sides of Spratt's Plantation, and instead end at the end of Bett's Avenue adjoining IM14.</p>
IM11	Paul Davey	326		<p>As a keen walker and cyclist I am very much in favour of ESC having a strategy for my benefit.</p> <p>However as a resident of Martlesham Heath I considerable concerns regarding the draft proposals published this year.</p> <p>My objections and reasons are listed below.</p> <p>5. The purpose of IM11 and IM14 (popular walking</p>	<p>IM11 follows one of the few cycling and walking connections across the A12 and is of significant importance in ensuring easy and safe access between Martlesham Heath, the retail park and beyond. The Strategy focuses on the identification of new infrastructure opportunities rather than the maintenance of existing infrastructure, as new infrastructure can be delivered through the planning system while maintenance cannot.</p>

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				<p>routes) is not clear when good alternatives are available.</p> <p>In conclusion I would prefer ESC to properly maintain existing footpaths and cycleways rather than spend large sums on unnecessary projects which are never used.</p>	
IM11	Paul Jordan	9	Yes	<p>I believe that the existing footbridge over the A12 is designated on the definitive map only as a footpath and not a bridleway. This needs to be upgraded to match current use. See <a href="https://www.bhsaccess.org.uk/dobbin/pathdetails.php?id=east/2026Suffolk&amp;password=2026&amp;pathid=SU-1059&amp;gridref=TM2470145390&amp;notes=">https://www.bhsaccess.org.uk/dobbin/pathdetails.php?id=east/2026Suffolk&amp;password=2026&amp;pathid=SU-1059&amp;gridref=TM2470145390&amp;notes=</a></p> <p>I have raised this issue with Martlesham Parish Council</p>	The cycling and walking bridge over the A12 is not identified on the Suffolk Definitive Map as a Footpath or a Bridleway.
IM11	Peter Kerridge	404	No	<p>The author is showing a very poor understanding of Martlesham Heath and ignoring the already numerous paths and cycle ways that already exist. He/she also seems to think that Eagle Way is some sort of heavily trafficked road that requires special crossing points for cyclists whereas in reality nothing could be further from the truth. In fact Eagle Way is so quiet that cyclists use its circular design as a training area. Valiant Way, barring school drop offs, is quieter still and the proposal to widen the cycle path rather than just allowing cyclists to use an already quiet road seems to be a job creation/justification scheme.</p> <p>The map doesn't show where either footpaths 42 or 51 are. Indeed if I use the search tool on the map</p>	Eagle Way may be considered a safe cycling and walking environment for some. However, it doesn't meet the needs of everyone. The interactive map provides the Public Rights of Way network, which can be viewed across the district, including Footpaths 42 and 51. The planning permission along the route of IM11 has secured cycling and walking infrastructure that deliver part of IM11 and therefore aligns with IM11.

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				<p>and search for footpath 42, it takes me to India!</p> <p>The proposal to put a cycle track on Eagle Way fronting the car park ignore the fact that your own planning dept has given permission for this to be developed by McArthy Stone and they have already fenced the area off.</p>	
IM11	Stephen Denton	550	No	<p>I support parts of this proposal but without a clearer explanation of some of the proposals I cannot support this at it stands.</p> <p><i>1) 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.</i></p> <p><i>I oppose moving the bus stop south as it would place it too close to the Valiant Road Junction. Also where would the track on the east side of Eagle Way run and for what purpose. Children currently coming from the west tend to cross Eagle Way and up onto the pavement and round the corner onto Valiant Road, adults stay on the road. This seems to work OK. Have you visited the area at school opening and closing times when there are cars parked on both Eagle Way and Valiant Road?</i></p> <p>Where do you propose a crossing point on Valiant Way - for pedestrians it would ideally be west of the junction with the drift although it would then be close to the junction with Saddlers Place. For cyclists going through to the bridge it would be need to be</p>	<p>The purpose of IM11 at Eagle Way and Valiant Road is to provide a more continuous cycling and walking environment to ensure the safety of cyclists and pedestrians when crossing Eagle Way and Valiant Road, whilst ensuring the continued safe and desired operation of the bus stop. In relation to Betts Avenue, IM11 has been amended to reference the planned cycling and walking infrastructure along the northern Brightwell Lakes access. In order to highlight the important role Brightwell Lakes will play in improving cycling and walking infrastructure in the area, IM31 has been incorporated into the Strategy. IM31 highlights the cycling and walking infrastructure that will be delivered by Brightwell Lakes.</p>



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				<p>just before the 5mph signs. But on on balance I have never observed a need for such crossing points. However I have seen people walking (some with prams) on the grass verge on the south side of Valiant Road between The Drift and the car park entrance. It needs a simple footway along there. It should be noted that having passed the car park entrance it becomes a cycle route only until the Saplings Nursery where it becomes a shared route. In summary there need to be a continuous footway all along the south side of Eagle Way from Birchwood school as far as the Saplings - this a logical route for parents with children at school and nursery. See streetview screen grabs of this area.</p> <p>Is there any reason why the northern quadrant route into BL has not been proposed for IM11 east of Gloster Road. This will be created from scratch and avoid the entrances to the vehicle intensive businesses along Betts Avenue?</p> <p>Attachments: <i>The attachments have not been published due to potential copyright/data protection concerns, but these were still fully considered and assessed in forming the Strategy.</i></p>	
IM11	Sue Sapsed	618	No	This proposal would cause additional problems within the area of Martlesham Heath which is already a busy road and pedestrian route to essential services in the square.	The recommendation would not impact pedestrians or drivers in accessing the centre of Martlesham Heath.
IM11	Sue Sapsed	867		The existing bridge is already used by many residents and serves its purpose well. It impacts little on the	The Strategy does not seek to move the existing cycling and walking bridge over the A12. The Draft Strategy proposed a new cycling and walking bridge over the A12

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				environment whereas moving it further south would increase its impact.	between Martlesham Heath and Brightwell Lakes. However, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM11	Taylor Wimpey East Anglia (Sir/Madam)	761		<p><b>Cycling and Walking Strategy</b></p> <p>Brightwell Lakes is identified within the “Ipswich to Melton Key Corridor” and a number of the recommendations within the Cycling and Walking Strategy relate to existing connections in this part of East Suffolk. Of particular relevance is the following:</p> <ul style="list-style-type: none"> <li>IM11 Valiant Road/Betts Avenue (Very High Priority): this is described as using the existing route which connects the Retail Park to Martlesham Heath via the existing footbridge. The recommendation is to introduce segregation for cycling and walking and upgrade the connection points. It provide access to the northern part of the Brightwell Lakes site. In future phases of development at Brightwell Lakes this can become a route which the residential areas can connect into.</li> </ul>	In order to highlight the important role Brightwell Lakes will play in improving cycling and walking infrastructure in the area, IM31 has been incorporated into the Strategy. IM31 highlights the cycling and walking infrastructure that will be delivered by Brightwell Lakes.
IM11	Tony Ellison	319		Can I introduce myself as a cyclist in the Mratlesham Heath I commute to Adastral park frequently and frequently cycle on and off road for leisure with my 3 daughters and wife.	Support for the Strategy is noted. However, the Strategy focuses on the identification of new infrastructure opportunities rather than the maintenance of existing infrastructure, as new infrastructure can be delivered

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				<p>First of all I do commend the strategy for cycling it is definitely the a great initiative and also commend that work is being planned before any houses are being built in the Adastral Park area.</p> <p>First of all I do have a concern on the safety of the current route I have to cycle to Adastral Park over the A12 bridge. The phot below was taken on a frosty day and a frozen puddle can be clearly seen. I am sure it does not have to explained why this blocked drain is such a hazard when we have cold weather. Please could you report this or tell me how to report it.</p> <p><i>The image has not been published due to potential data protection concerns, but was still fully considered and assessed in forming the Strategy.</i></p>	<p>through the planning system while maintenance cannot. Highway maintenance issues can be reported to Suffolk County Council as the highways authority, via their online reporting tool:  <a href="https://www.suffolk.gov.uk/roads-and-transport/roads-pavements-and-verges/report-a-highways-issue/">https://www.suffolk.gov.uk/roads-and-transport/roads-pavements-and-verges/report-a-highways-issue/</a>.</p>
IM12	A. Thompson & H Phillips	748	No	<p>We are writing to totally oppose the above. We moved to Martlesham Heath 15 years ago and counted ourselves very lucky to have found such a lovely village to live. We were also excited to find somewhere that could not be built on.</p> <p>The natural surroundings, the heathland and woods , are so lovely and not only good for the environment but also our well being. To be able to hear the wide selection of birdsong and see wildlife and plants are a big plus.</p> <p>To cut down trees in the woods would be a disgrace and we should not encourage this in anyway. Especially when there is no good reason and to build</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>a bridge across from Brightwell Lakes to Martlesham Heath and create a tarmac path would be unthinkable. We as residents of Martlesham Heath have the right to enjoy our village and residents at Brightwell Lakes should have their own walks and cycle paths and not interfere with ours.</p> <p>Please, please stop this idea of joining two villages together.</p>	
IM12	Abbie Simpson	221	No	<p>As someone who has lived in Martlesham Heath for over 34 years, I strongly oppose the idea of introducing additional cycle paths to our village.</p> <p>Introduction of these proposed changes will negatively impact village life, natural spaces and wildlife.</p> <p>However a 'cycling and walking strategy' may be dressed-up as being 'eco' or 'green', there is no escaping or excusing the fact that the building and implementation of new cycle paths will permanently damage the nature and wildlife that currently exists in our village. This includes deer, foxes, hedgehogs and birdlife. The Martlesham Woods are also an essential dog-walking route for many residents, an introduction of a cycle path would make this space less safe to do so and for the many children who enjoy the woods.</p> <p>It has been calculate that cycling along Eagle Way will take less than 40 seconds more that the proposed cycle path would take, I cannot see how introducing a cycle path will be of any benefit to our</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				village. It is merely a box-ticking exercise for the council.	
IM12	Alan & Yvonne Laws	698	No	<p>We would like you to know our view on the proposed cycle/footpaths on Martlesham Heath.</p> <p>We are opposed to the IM12 medium scale as we live in Broomfield Mews, when trying to get out onto Eagle Way we will have to stop to let cyclist and pedestrians in both directions. There is no info regarding the cycle/pathway from the western corridor to Eagle Way, is it to be closed or left open for use as it is dangerous the speed people travel through it with its blind corners.</p> <p>We are appalled that Martlesham Heath is having to make accommodation for the proposed bridge over the A12 for the new housing development and disturbing 40 years of designated footpaths, conservation areas.</p> <p>Will we the residents then have to contribute more money to keep the Cycle/ footpaths maintained in the future although we oppose it or will the new Brightwell Lakes development be responsible for the maintenance now and years to come.</p> <p>MHHL have problems keeping Martlesham Heath maintained at the moment ie; footpaths kept clear, overgrown trees blocking the pathways</p> <p>This information is probably a waste of our time due to previous developments being passed although opposed ie: Retirement flats on the Square,Police</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				headquarters, alterations to A12 which will never work after having lived on Grange Farm while traffic lights were at each roundabout, once they were removed traffic flowed with no problems.	
IM12	Alan Pitt	595	No		Objection noted.
IM12	Alan Ridge	745	No	<p>I have lived on Martlesham Heath for over 40 years and would like to comment on the cycle/ walking routes under consideration on the Heath.</p> <p>I strongly object to the Route IM 12 for several reasons.</p> <p>1 It is virtually of no benefit to residents on the Heath, we have managed without it very well for 40 years.</p> <p>2. How can Suffolk County Council square this idea with their environmental policy because it would require the cutting down of trees and the destruction of a well established wild habitat. The 200 trees they are donating to local communities will take a long time to make up for the damage caused.</p> <p>3. The cost of building a bridge over the busy A12 dual carriageway would cover the cost of constructing miles of footpath / cycle ways. The money is better spent on improving what we have.</p> <p>4. Most of the proposed routes appear to concentrate on the North of the village so people coming from Brightwell wanting to cycle towards Ipswich need to get to the North of the village anyway. The existing bridge and cycle path (route IM</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>11) can be used for this making the bulk of IM12 surplus to requirements.</p> <p>5. The walkers amongst us would much prefer to walk the woods using the natural paths that are there already and not a tarmac path that needs maintenance and causes more light pollution at night.</p> <p>Whilst I realise this is only a consultation document, when and how, will we the residents get some feedback, to show our views have at least been considered?</p>	
IM12	Alan Sansom	129	No	<p>I object to route IM12 through “Martlesham Woods” (Birch Woods) in Martlesham Heath.</p> <p>The woods are owned by MHHL on behalf of the residents of the village, and are a valuable rural environment adjoining the green in the middle of the village. There are informal paths through it, in keeping with a woodland environment.</p> <p>There are a variety of walking and cycle routes in Martlesham, and the proposed new route is a few hundred metres from National Cycle Network Route 1.</p> <p>Rather than destroying woodland, cyclists can use existing residential roads in either direction around the village, all of which have a maximum 30mph speed limit and street lighting.</p> <p>Valiant Road, Sidecentre Gate and Eagle Way is</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>approximately 1km, whereas the proposed new route along Eagle Way and through the woods is 800m (and pedestrians can use this route). A 650m cycle path created through the woods to save 200m travel distance on a bike seems completely unnecessary.</p> <p>My objections are based on the following:</p> <p><b>Amenity</b></p> <p>A track which will presumably have a tarmac surface with segregation lines, tactile paving, direction signs, mandatory signage on posts, bollards, and artificial lighting is out of character in a natural woodland setting, and more akin to an urban landscape.</p> <p>The construction, infrastructure (electricity, surface water drainage) and maintenance of it would be detrimental to wildlife and ecosystems, and would necessitate the removal of native trees, shrubs and plants. 650m of 3m wide path would sacrifice almost half an acre of land, in this case woodland.</p> <p><b>Ecology and wildlife</b></p> <p>The woods are an intrinsically dark landscape that support habitats for native nocturnal animals. Bats can be observed flying close to the woods and nightingales can be heard in the woods throughout spring and summer.</p> <p>Artificial lighting will have a negative impact on</p>	



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				<p>wildlife and ecosystems.</p> <p><b>Local Planning Policy</b></p> <p>Neighbourhood Plan Vision 3 Respect and protect the natural environment and the open spaces between the built-up areas states that there is very strong and widespread local support for the continued protection and enhancement of the spaces, and sets the continued protection and enhancement of their qualities and benefits as its principal objective.</p> <p><b>Character</b></p> <p>The neighbourhood plan also refers to open spaces as being important both individually and collectively for a variety of reasons, including visual amenity, formal and informal outdoor recreation. Their usage and their management by volunteer groups contributes significantly to a sense of local identity, well-being and social cohesion.</p> <p>Part of the village character is the separation of the residential hamlets, and the carefully planned concept of links between them. A new formal segregated cycling and walking track through the woods would be out of context, and bisecting the village in this fashion would not sympathetic with the original planning and design principles.</p>	

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				<p><b>Noise</b></p> <p>Potential noise from commuting cyclists and increased number of pedestrians travelling through what is generally a relatively peaceful area of woodland. The difference would be particularly noticeable between dusk and dawn, when the unlit woods are currently little-used and quiet.</p> <p><b>Greenest County</b></p> <p>Destruction of woodland for an illuminated cycle track doesn't seem very green.</p>	
IM12	Alasdair MacLeod	541	No	<p>I am opposed to IM12.</p> <p>This will inevitably lead to pressure on the woods in Martlesham Heath and the SSSI - more footfall and more maintenance needed. The woods are private property (but open to all) and maintained at the cost of the residents. It is unjust to push this route forward.</p> <p>This would degrade the woodland. The woods are enjoyed as a patch of quiet woodland that families enjoy exploring, the proposed route through the woods would destroy that feeling of being enclosed in the woods - it would spoil them. It is effectively driving a road through the woodland.</p> <p>It would introduce light pollution (damaging to animals and our mental health), damage habitats and in general spoil an area of quiet recreation.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>Risk of collision. Young children and dogs could no longer be allowed to wander at will along the path. The risk of collision with speeding cyclists would force young families to keep clear of the route when letting children wander. This would be a massive loss. When they were toddlers, I would take my children into that very area of the woods and they would amble along, picking berries and generally exploring as children do, IM12 would make that too risky.</p> <p>The IM12 route will result in an unofficial de-facto route cutting across the SSSI, bringing irreparable damage to the SSSI. In it is unrealistic to think walkers and especially cyclists traveling from Brightwell to Kesgrave will follow the proposed route through the woods and then turn right onto Eagle Way. It is far more likely they will travel through the woods and cross Eagle Way, continuing in a straight line, cutting across the SSSI. This will put even more pressure on the SSSI Habitat than there is today causing damage that will be impossible to make good.</p> <p>Loss of haven for wildlife. The woods by Lancaster Drive do not have any official paths, they have been left as a haven to wildlife. IM12 would cut through these routes and bring much more human activity into that area to the detriment of wildlife.</p> <p>By-passes Martlesham Village. IM12 would undermine linking of the communities either side of the A12. Cyclists from Brightwell would pass through</p>	

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				Martlesham Heath land ignoring the business and services in the center of Martlesham Heath.	
IM12	Alison Wright	127	No	Whilst I am keen on encouraging cycling and support improvement to the existing cycle route from the existing footbridge over the A12 to the cycle route north of the shops I strongly object to building another footbridge over the A12 so close to the existing one. Even more strongly I object to a wide cycle way with street lighting through the Birchwoods which are a haven for wildlife and safe natural area enjoyed by walkers young and old. There is no rational argument for wasting so much money producing a new cycle route where existing routes are so close and cyclists can easily use Eagle Way. We should be planting more trees not cutting them down unnecessarily. Also we should be limiting artificial lighting in rural areas to the housing and shopping areas rather than introducing lighting through natural woodland. This is a totally unnecessary and irresponsible proposal.	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Amanda Shave	69	No	Destroying the woods with a cycle path is unnecessary and a wasteful use of money. The road around the heath isn't busy, you can cycle over the bridge and past the shops without the need to cycle through the woods. The woods are used by many walkers you will just create a hazard. I cannot see the point of it,	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and

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					Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Andreia Antunes	87	No	In regard to IM12 - in particular the section that goes from Eagle Way east to Eagle Way west. This section is completely unnecessary. It is already possible for walkers to traverse the woods safely, and it is no hardship for cyclists to go an extra quarter of a mile and just follow Eagle Way round its southern section. This is not a busy road, and is already well lit. It makes no sense to instead opt for destroying a wide section of the woodland as you propose, especially given the cost of installing a suitable surface and lighting. In the autumn, that surface through the woods would be completely covered in leaves and potentially some mud making it hazardous for cyclists. Plus, the lighting would be very disruptive for the wildlife. Cutting a wide path through a section of amenity woodland for no good purpose at a time when we are supposed to be more conscious than ever about protecting our planet doesn't seem a well thought decision. I can't see a good justification to save cyclists a 5 minute ride round a perfectly safe road.	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Andrew and Simone Moore	858	No	A new bridge over the A12 and a link metalled and lit wide path through the established Martlesham Woods.  The only use for this I can ascertain is to facilitate the speedier transient cycle traffic through Martlesham Heath. The construction and use of this path will cause the destruction of established trees and long term damage to the habitat.	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and

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				<p>There is a perfectly good bridge further up the A 12 for local access to the Martlesham Heath Village centre which then links to all the pathways and roads on the village.</p> <p>If it is deemed that the future Brightwell Lakes development needs a further crossing over the A12 to access a link with Ipswich, may I suggest that this is built to link up with the PROW6 ( parallel to the Foxhall road. ) which could be developed into a lit and paved path without the destruction of woodland and habitat.</p> <p>My fear regarding IM12 is that where it will exit onto Eagle Way that cyclists instead of following the road,( Eagle Way ) they will take a short cut across the SSSI land onto the proposed cyclepath IM10 to Kesgrave.( Longstrop wood ) SSSI is protected but this seems to be ignored now by cyclists who “off road “ so more encouragement will create even more damage to this special area.</p> <p>Beside this most important point I cannot reconcile the thought process of having cut though a wood and put cyclists back on Eagle Way. Why they could not have followed Eagle Way which is little used and lit - all be it longer.?</p> <p>The crossing from the bridge over Eagle Way is also a recipe for accidents so all looks very poorly thought through.</p> <p>The main Kesgrave Road has cycle paths the full way</p>	<p>walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				but on so many occasions I witness that cyclists prefer to use the road than the facility constructed for them.	
IM12	Andrew Bailey	712	No	<p>I refer to the above subject, I have recently learnt that there is a plan add approximately 1 mile of tarmac'd light cycle way across MHHL land identified on the map known as IM12. This proposal seems to be a complete waste of money, not to mention the disruption to plants and trees in the path of the proposed route. There is no need for an additional crossing of the A12 as there is already an adequate crossing for this type of traffic across the A12 just 400 meters or so further away, this forms part of the cycle way known as IM11. This crossing is more than adequate for the increased volume of traffic and it is currently under utilized. This will also provide an adequate route to the rest of the area from the proposed new development Brightwell Lakes. There is a large area of SSSI that needs protecting especially as it is currently being damaged by heavy pedestrian use.</p> <p>I am sure that the money that would be required to construct this non essential route could be better used elsewhere in the district. Please consider these comments as an outright objection to the proposal as it is not needed for the reasons specified.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Andrew Johnson	427	No	<p>Whilst accepting the need for improvements to walking and cycling networks, we do object to some of the proposals outlined in the ESC Draft.</p> <p>In particular we consider that, for the following reasons, the impacts of the proposed route (<b>IM12</b>)</p>	<p>Objection noted.</p>

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				<p>would be detrimental to the naturalised woodland between the A12 dual carriageway and Eagle Way (East) and through Birch Woods (which the Strategy document names “Martlesham Woods”), to Eagle Way (West).</p> <p>1 Visual intrusion – The impact associated with the proposed route through both areas of woodland would be visually intrusive, would ‘urbanise’ the present environment, and have a significant impact on the enjoyment of the woodland. The associated street lighting would be inappropriate within the existing woodland and would be visually intrusive to residents in Lancaster Drive, Coopers Road, Birch Drive, Avocet Lane, Forest Lane and Warren Lane and whose properties abut the woodland.</p> <p>2 Habitat – Birch Woods has developed over many years and has become a significant and established habitat to a wide variety of indigenous flora &amp; fauna. Whilst the paving of a significant area for walking and cycling will have minimum impact on the daytime movement of wildlife, the street lighting is likely to have a significant detrimental impact on nocturnal wildlife.</p> <p><b>Additional comments:</b></p> <p>As owners of a property on Martlesham Heath, we note that most of the proposed route IM12 passes through assets presently owned and managed by Martlesham Heath Householders Limited (MHHL), of which we are part owners. Consequently we have a</p>	



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				<p>vested interest on all proposals which directly or indirectly affect this private land.</p> <p>Presumably if ESC decides to proceed with the Walking &amp; Cycling proposals, and any or all the owners of the land do not wish to give up the land for that purpose, then ESC will be obliged to serve Compulsory Purchase Orders on each owner (Householder) on Martlesham Heath?</p> <p>We note that the new route would probably become a dedicated highway and consequently would be managed by Suffolk County Council (Roads and Transport) as the Highway Authority.</p>	
IM12	Andrew Larder	474	No	<p>Developing this route will destroy the beautiful woods that we currently have, in which my children and I have seen all manner of wildlife on our daily visits. This is an unspoilt area, and it is very unlikely to stay that way once there is a constant flow of people that have little interest in looking after it - just look at the fires constantly set alight during the summer in the other parts of the heath. This is even more disturbing when it is considered that there is a perfectly adequate and underused route over the existing A12 footbridge, which we ourselves use regularly.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Andrew Lewis	744	No	<p>Having viewed the above strategy document, I am very much against the proposed cycle path in Martlesham Heath shown on your plan as IM12 specifically the section between the west of the A12</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling</p>

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				<p>connecting to Eagle Way between Warren Lane and Forest Lane and I wish to make the following comments regarding this as follows:-</p> <p>The land in question is owned and managed by Martlesham Heath Householders Ltd of which all freeholders living on Martlesham Heath (approximately 1200 households) own a share in that company and as far as I am aware, as one of those 1200, have not been approached regarding the purchase of this land.</p> <p>This development was created with great vision and has been used in many professional situations to demonstrate specific principals of development throughout the world and to create this “scar” through the centre is not acceptable.</p> <p>This cycle path would have a detrimental effect on the well established Birch Woods (which you incorrectly refer to as Martlesham Woods) from a nature and wildlife perspective, aesthetics, as a leisure area and the light and noise pollution. The suggestion that only a small number of trees would be felled is quite unrealistic and the area would take a considerable time to re-establish itself.</p> <p>With the advent of electrically assisted and powered cycles and scooters which are often able to reach speeds in excess of 30 MPH as well as conventionally powered cycles, I am very concerned for the safety of the many members of the public who regularly would have to cross this cycle-way -</p>	<p>and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>there have already been many incidents on existing Martlesham Heath cycle-ways where pedestrians and cyclists share the same carriageway.</p> <p>The crossing of Eagle Way at both Coopers Road/Lancaster Drive and by the windsock (Warren Lane ) would also introduce considerable unnecessary hazards to both traffic and pedestrians/cyclist alike.</p> <p>We have been lucky enough to maintain a low crime rate in Martlesham Heath but by introducing a quick and easy getaway route for criminals this cycleway would encourage this behaviour.</p> <p>I accept that we should be encouraging the use of cycles etc and the the benefits this needs to give to our environment but this must be balanced against the impact of the additional infrastructure planned when there is a more than adequate existing network through the Heath which utilises the existing footbridge adjacent to Martlesham Leisure quite happily.</p> <p>I also object to the likely cost of such a project which I'm certain would run into Millions of pounds which would ultimately be bourn by ourselves either directly in local taxes or nationally in countrywide taxes when those sums of money could be much better purposed.</p> <p>Please confirm receipt of this letter of objection.</p>	

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				<p>I have discussed this matter with neighbours in Warren Lane and they are in agreement with these sentiments.</p> <p>Should you wish their names and addresses these can be provided.</p>	
IM12	Andrew Mercer	558	No	<p>People from Brightwell Lakes can use the existing path and footbridge - over the footbridge by Play2Day, past Birchwood School, and then across Eagle Way to the existing path next to Gorseland school and onto Kesgrave. This is a well established walking / cycling route. Building an alternative route is unnecessary - it is expensive, disruptive and involves cutting down trees in existing woodlands (and also not a "joined-up" route)</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Andrew Peirson	161	No	<p>Whilst I have no major objection to the overall strategy, I do strongly object to the proposal identified in Map Reference IM12 and in particular the proposed route through Martlesham Woods (more correctly known as Birch Woods). The area is an important piece of amenity land primarily used by the residents of Martlesham Heath and also a natural habitat for various species of birds and mammals. Given that Eagle Way is a relatively quiet road with adequate footpaths, this should be utilised instead creating a new thoroughfare through Birch Woods. In addition, there is already an adequate</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide</p>

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				cycle/footpath from the Brightwell Lakes area that joins up with the existing footbridge across the A12. There seem very little sense in building a second footbridge when the existing bridge isn't excessively used at present. As for a crossing point along Eagle Way, this likely to create an increased risk of accidents between drivers and cyclist, especially as there is a general propensity for cyclists to think that they have the right of way / priority to cross at junctions.	a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Andy Hewett	74	No	The section dealing with the route through woodland on Martlesham Heath is just not sensible. Why disrupt a perfectly good stretch of woodland, which by the way is called Birch Woods not Martlesham Woods, to add a wide tarmac path when there is an adequate and quiet route along Eagle Way for cyclists. We should be conserving woodland, not digging it up.	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Anna Thomason	102	No	At a time where we are being encouraged to protect the planet the plan to put a cycle path through a woods is wrong. Trees, plants and wildlife will be disrupted, cut down and killed.  Not only would constructing the cycle path damage the natural woodland it would also encourage additional use of Birch Woods which is private	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch

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				<p>property belonging to Martlesham Heath Householders who pay a maintenance charge every year to look after their land. Adding a cycle path will make more people who are not residents aware of the woods which will increase footfall and therefore increase land maintenance and litter picking costs for the residents to have to pay.</p> <p>Eagle Way being such a quiet road can and is used by cyclists and is already in place and would not hugely increase the distance being cycled and as a road it will be better maintained than cycle paths in the future. This is based on the state of current paths and cycle paths that have been in place many years in the area and are not maintained.</p> <p>On a personal safety issue having a cycle path even if lit through a woods is not in the dark as safe as using the road where more traffic, walkers and houses are located.</p> <p>In terms of nature and animals living in the woods to add lighting for this cycle path will be intrusive and encourage animals to leave the area.</p> <p>In conclusion please consider firstly the negative impact on the environment this will have along with the lack of respect this will show you have for environmental conservation and secondly that this fundamentally goes against the principles of the way Martlesham Heath was designed and built with all householders belonging to Martlesham Heath</p>	<p>Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				Householders and that we pay to manage and maintain our privately owned land.	
IM12	Anne Greathead	723	No	I wish to object to the new proposals for the path cutting through Birch woods (Martlesham Woods). The felling of beautiful trees is a carnage and the disruption of wildlife habitat as well is deplorable. Martlesham Heath has managed all these years by using the existing safe roads for cycling around the village and between local villages. Designated cycle paths have been in place since the village began, and were part of the design process of the village, so changing this is not an option.	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Ann Weidman	694		I feel that cutting through Birch Woods in Martlesham Heath with a road and lighting would spoil the woods and it could be dangerous if cyclists are cycling through the woods where walkers are walking.	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.

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IM12	Anonymous	736	No	<p>i WISH TO RAISE MY CONCERNS REGARDING THE ABOVE AND IN PARTICULAR ITS DETRIMENTAL EFFECT TO MARTLESHAM HEATH.</p> <ol style="list-style-type: none"> <li>1. THE LAND IS OWNED JOINTLY BY MARTLESHAM HEATH HOUSEHOLDERS LTD.</li> <li>2. MUCH OF THE LAND CONCERNED IS DESIGNATED AS SSSI</li> <li>3. AREAS OF BIRCH WOODS/MARTLESHAM WOODS WILL BE DESTROYED TARMACED OVER. THIS IS TOTALLY UNACCEPTABLE.</li> <li>4. THE HABITAT OF WILDLIFE AND FLORA WILL BE DESTROYED AND SERIOUSLY EFFECTED BY TARMAC AND THE MASSIVE PROPOSED INCREASE IN HUMAN TRAFFIC AND LIGHTS ETC. THIS IS UNACCEPTABLE</li> <li>5. THE PLAN IS ILL THOUGHT OUT.</li> </ol>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Anouska Hadley	473	No	<p>I <b>strongly object</b> to a footbridge cutting through the woods between Lancaster Drive &amp; Coopers Road. Having lived in Lancaster Drive for 8 years now we have already noticed a huge increase of traffic along the A12. Also being dog walkers we are worried about the effect this path, lights and footbridge will have on the wildlife. There is a large community of deers, foxs, badgers and hedgehogs etc to name a few. We lose these animals and it affects the whole Eco system, we will lose the birds, butterflys and bugs etc. This will be <b>devastating</b> for the Wildlife that live in the woods. Already us humans are disturbing their homes and pushing them to <b>extinction</b>. Government &amp; councils need to <b>seriously think</b> about the impact building is having on our wildlife, in the next 30 years this will impact us as humans and <b>it will be too late then</b>.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>



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				The siting of the bridge itself doesn't make sense, as you seem to be drafting walkers and cyclists to Kesgrave ominities and businesses instead of our own community benefiting from this. Shouldn't you look after your own first. There is already a footbridge further down the a12 near Martlesham Leisure, would you not be better widening this for increase numbers in walkers & cyclists. Makes perfect sense!!	
IM12	Anthony Dann	611	No	This proposal to create a new pathway across the field south of Martlesham Heath is not required as there is an existing public footpath from Dobbs Lane to the A12 through the field. Therefore building a new path would be a waste of money and resource, which could be devoted to upgrading the existing routes through Martlesham Heath, including the existing footbridge renovation.	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Anthony Mahoney	419	No	The crossing of the A12 by a bridge landing in Woodland between Coopers Road and Lancaster Drive will use land designated as having Village Green status and is therefore illegal.  Further the creation of a cycle way through the Birch Woods would do untold damage to wild life and would damage the fundamental nature of this	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch

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				largely unmanaged wood which is a very effective Carbon sink	Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Anthony Martin	128	No	<p>Strongly object to the creation of a paved footpath/cycleway through Martlesham woods (Birchwood). This will spoil the character of the woods which are currently for walking only. It is a great place for children to explore. Creating a cycleway would require extra vigilance for parents "Look out for Bikes"!!</p> <p>The construction would also require destruction of a considerable area of mature woodland. This is against the principles of COP26.</p> <p>If the proposed crossing of the A12 to Brightwell Lakes goes ahead, it would be possible to continue the cycle path on Eagle way east to join up to IM11 path without touching the woods. Eagle Way already has footpaths, It would be possible to create cycle lanes in the roadway.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	B.E Shaw	852	No	<p>I am contacting you with regard the proposed above development.</p> <p>I live in Martlesham and purchased my property over 6 years ago.</p> <p>One main reason I purchased the property was the lovely field view I have from the back of my property</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch</p>

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				<p>and the feeling of being closer to nature.</p> <p>I strongly object to any development of this area and am shocked that this is even being considered, especially in light of the fact mature trees will be sacrificed.</p> <p>Likewise I am not happy that my privacy will be affected with cyclists or walkers invading my tranquility by literally passing the bottom of my garden and am also concerned about security issues as I live on my own. I would have to install CCTV cameras and erect a high fence so I feel secure in my own home. I really think this is unacceptable and would respectfully ask that you reconsider and cancel any such application.</p>	<p>Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Barbara Thrower	717	No	<p>I wish to lodge my objection to this proposed Strategy, particularly the felling of at least 25 of our beautiful mature trees. This is not acceptable at all for any reason!</p> <p>Why is it necessary to spoil beautiful natural areas with tarmac and lampposts?</p> <p>The current bridge, foot/cycle paths and street lights are more than is necessary in this area.</p> <p>Could you advise if there has there been a survey of footfall and cyclists using the existing facilities?</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Barry Scowen	62	No	<p>I am somewhat concerned of the plan to construct a hard and illuminated path through Birch Woods</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from</p>

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				<p>following the route of a current footpath,when a safe and alternative route around Eagle Way is already available a route that is safe and already exists.</p> <p>A high percentage of walkers currently using this path are dog walkers following the current route or joining it from other paths.Should a hard path be constructed this will allow cycling at speed and In my experience many are reluctant to use a bell or expect pedestrians to stand aside.The odd accident will only deter elderly residents from walking and appreciate our wonderful wood.</p>	<p>urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Barry Scowen	210	No	<p>It seems a hard and illuminated cycle path through Martlesham woods is unnecessary,on leaving the proposed bridge an turning left onto a quiet road the average cyclist could reach what would be the far end of the proposed cycle paths exit in a very short period of time.</p> <p>Further more an illuminated footpath would surly disturb the wildlife which enjoy uninterrupted freedom through hours of darkness.The path I understand will be some 4m wide will leave an unnatural scar and remove a number of hedge type wild shrubs boardering the current path.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Beaumont, David	363	No	<p><b>Response to Public Consultation on Proposed Travel Routes IM9(part), IM10 &amp; IM12</b></p> <p>I am totally OPPOSED to routes IM9 (part that links Gorseland School to Portal Avenue), IM10 &amp; IM12 as</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close</p>

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				<p>proposed by East Suffolk Council (ESC) on the grounds that they:</p> <ul style="list-style-type: none"> <li>a) endanger a protected Site of Special Scientific Interest (SSSI), known as Martlesham Heath's 'Western Corridor'</li> <li>b) endanger carefully conserved woodlands, known as Martlesham's Portal Woods, Birch Woods and the woodland between Coopers Road and Lancaster Drive Hamlets</li> <li>c) are contrary to ESC's objectives to protect the existing ecology and counter Global Warming</li> <li>d) have been proposed with no prior consultation with the landowners, Martlesham Heath Householders Ltd (MHHL), of which the residents of Martlesham Heath Village are shareholders</li> <li>e) are unsafe for both pedestrians and road users of Eagle Way, particularly near Birchwood School and the proposed crossings either end of Birch Woods.</li> </ul> <p>Furthermore, locating the crossing of Dobbs Lane by IM10 on a 'blind corner' is totally irresponsible.</p> <p>I will now expand on the above issues.</p> <p><b>A) The SSSI and immediate vicinity</b>                      As ESC planners well know, the 'green land' west of the Martlesham Heath's housing to the boundary of Dobbs Lane is a protected SSSI. Consequently, this SSSI is very sensitive to 'overuse' for recreational purposes and thus efforts are consciously made to not exploit easy access. This land is leased by MHHL, which has set up as a charity, SSSI Ltd, to manage the site with guidance from Natural England.</p>	<p>proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>Martlesham residents respect and regard it as a privilege to act as guardians of this SSSI which is one of the few remaining lowland heath sites in the country and the breeding ground for an endangered rare butterfly, the Silver Studded Blue.</p> <p>Whilst route IM10 does not seem to cross the SSSI it does run along its northern border abutting MHHL land which MHHL has purposely kept as natural as possible whilst accommodating access in order to respect the proximity of the SSSI. Reptiles and valuable flora are in abundance on this northern border of the SSSI; in fact it has been reported that there is a relatively large population of Adders located and breeding in this area.</p> <p><b>I am annoyed that planners regard ‘informal trails’ shown on various maps of the SSSI and nearby area as ‘paths’ which they ARE NOT, unless specifically designated as such. This includes the area of MHHL land between Eagle Way and the footpath/cycleway that run North-South on the eastern boundary of Gorseland School.</b></p> <p><b>Any ‘urbanisation’, with wide paved paths, cycleways and lighting between Dobbs Lane and Eagle Way will encourage ‘overuse’ and endanger the carefully controlled ecology of this area which MHHL and conservancy groups of volunteers have nurtured for decades, on occasion using they own money.</b></p>	

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				<p><b>B) The Woodlands</b></p> <p>Firstly, part of Route IM9 that connects Gorseland School and Portal Avenue is part of the old airfield perimeter track and has historical significance. This area is heavily wooded and is conserved by the Portal Conservation Group which has made significant effort to maintain this area as a wildlife sanctuary. This area is also used as an informal education area for school children to understand the importance of nature and the ‘quiet environment’ it bestows encourages flora and fauna like ‘Muntjac deer’, reptiles, ‘glow-worms’ and numerous bats.</p> <p><b>The transformation of this ‘track’ into a heavily used, paved and worse still, lit ‘travel route’ will damage this habitat.</b></p> <p>Secondly, part of IM12 that connects the western side of Eagle Way to IM13 scythes through one of Martlesham Heath’s prime ‘carbon sinks’, known as Birch Woods. This wood has been preserved for low impact recreational walking and has a multitude of mature birch trees amongst other varieties which will be destroyed by the proposed wide paved footpath/cycle route resulting in light pollution and possible flooding.</p> <p>IM12 then proceeds eastwards to further destroy a purposely created natural barrier separating Coopers Road and Lancaster Drive to cross the A12 and link up with IM13. This ‘barrier’ was conceived as a natural barrier between ‘Hamlets’ as part of the original approved plans for Martlesham Heath, as well as acting as a ‘sound barrier’ for the busy A12. A</p>	

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				<p>'travel route' through this 'barrier' would change the demarcation of the two Hamlets making them appear to be contiguous and worse still act a 'sound tunnel' concentrating the noise pollution of the A12 traffic into the heart of Martlesham Heath.</p> <p><b>Another bridge crossing the A12 is not necessary as one already exists (IM11).</b> Another bridge would be expensive and offer little benefit but cause major disruption and destruction of a mature, natural, ecologically sound environment. Furthermore, the Brightwell Lakes development planning approval stipulated a need for a controlled crossing/junction on the A12 as the main access to the development, connecting it to the existing 'bridleway' on the western side of the A12.</p> <p><b>C) Ecology and Global Warming policy</b>                      ESC is guilty of sending out mixed messages on policy. On the one hand it is lauding itself as encouraging the protection of the ecology to help fight Global Warming and on the other hand it then proposes 'sustainable travel solutions' which will damage the careful nurtured ecology of Martlesham Heath. Martlesham Heath was never designed to have an east-west urban cycle route running through it: <b>'throwing the baby out with the bath water'</b> comes to mind.</p> <p><b>Is ESC serious about protecting the District's ecology and supporting and encouraging the public who are willing to offer their time and money in helping?</b></p>	



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				<p><b>D) Lack of consultation</b>                      I believe that the publication of this “Strategy Proposal” was the first anyone in Martlesham was made aware of the major impact these “Travel Routes” would have on the Parish. I find it astonishing that ESC hasn’t contacted the affected landowners earlier to establish if there were any extenuating circumstances why these proposals should or should not be considered.</p> <p><b>E) Safety issues</b>  <b>Is ESC seriously considering that the northern section of IM12 using Eagle Way is a sensible and safe option for pedestrian, cyclists and other road users? If so, then it is ill-conceived.</b></p> <p>Anyone who uses that section of Eagle Way could tell ESC that this proposal is a disaster waiting to happen. This section of road is heavily used by young school children, their parents, the elderly, and others. There is widespread street parking on this section of Eagle Way in school-time with parents ‘dropping off’ children, school events, etc. Furthermore, this is a bus route and a major arterial road for Martlesham Heath residents and their vehicles getting on to the A12. <b>The road itself was not designed to accommodate parked traffic, parked buses, a commercial bus route and now a proposed cycle route.</b></p> <p>Another safety issue is the location of the crossing of Dobbs Lane by IM10 on a ‘blind corner’ which is</p>	

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				<p>totally irresponsible. This is a busy 'rat run' for commuters and anyone using the proposed crossing will be obscured from motorist's view right up until the last moment due to foliage and trees in the vicinity.</p> <p><b>Conclusion</b>                      It seems obvious to me that these 'travel routes' have been conceived and proposed as a 'desk based' exercise to get from 'A to B' using any 'available' green space, probably viewed using Google maps' satellite view and without consulting the landowners concerned or environmental agencies like Natural England. I have come to this opinion based on previous suggestions for path routes by planners of ESC and Suffolk County Council (SCC) when trying to link Brightwell Lakes development to Grange Farm.  <b>ESC are rightly proud of their respect for protected environments (e.g. SSSIs), why do they insist on using Martlesham to 'mope up' previous strategic planning inadequacies with a 'spaghetti junction' of paved, lit footpaths/cycleways?</b></p> <p>It should be noted that the Brightwell Lakes planning approval was based on an 'A12 Access Crossing' as the main entrance to Brightwell Lakes which incorporated a pedestrian/horse/cycle facility to the existing bridleway opposite. No mention or agreement had been made to have another crossing across the A12 linking into Martlesham Heath as one already existed and was part of the National Cycle Network.</p>	

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				<p><b>The proposed crossing of the A12 via IM12 would have probably been adamantly opposed by residents and Martlesham Parish Council to the Brightwell Lakes Development if it had been proposed and now this 'Sustainable Travel' proposal could be seen as a means of the ESC getting a crossing by stealth. <u>Is this how ESC wants to be seen to be planning infrastructure?</u></b></p> <p>I hope the above comments are considered and are helpful in shaping ESC's Draft Cycling and Walking Strategy.</p>	
IM12	Brenda Shakespeare	567	No	<p>Spoiling the woods which are very well used by walkers and a green lung should be prohibited and the cost of lighting plus damage to the environment with light pollution is abhorrant. If this path went ahead it would encourage folk using a short cut over the sssi which is sometimes used by schoolchildren now and a further loss for wildlife</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Brian Hawkins	223	Yes	<p>I feel the integrity of Martlesham Heath needs to be protected. Therefore nothing should be developed outside the current boundaries of the development. Therefore the SSI (Western Corridor), the old Martlesham Heath runway area, Porters wood and</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close</p>

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				<p>the agricultural land south of the development should not be included in any plans. With this in mind the route through the Birch Wood has some merit. However the needs of the habitat need to be protected and in particular any route should not be illuminated. Any provision or walking and cycle developed on the Brightwell Lakes should integrate with the current cycle path network. Eagle way is not a busy thoroughfare. It seems to me it is sensible to improve it as a road for both cyclists and motorists and therefore not touch the birch wood at all.</p>	<p>proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Bull Phil and Janet	677	No	<p>We recently had our attention drawn to your strategy document for which comments are to be submitted by 5pm tomorrow (10 January 2022).</p> <p>We have comments relating to the Martlesham Heath part of the plan as shown in the map on page 23 of the document and described in the subsequent pages. Specifically, our comments relate to a portion of the proposed route labelled IM12 that would link IM13 on the Adastral Park/Brightwell Lakes side of the A12 via a new bridge and then pass through Birch Woods (called Martlesham Woods in your document) to join Eagle Way near to Forest Lane.</p> <p>As keen walkers, we support the provision of cycling and walking routes in the area. However, we believe that the creation of a lit tarmac surface through the woodland would unnecessarily despoil the nature of the woodland, which is an important amenity for the residents. We also believe that it would encourage cyclists to cross Eagle Way and take a short cut</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>through the SSSI area of the Western corridor heathland to get to Dobbs Lane. We can see the logic behind creating a new bridge crossing the A12 at what will become the southern end of Brightwell Lakes to provide a more direct route through Martlesham Heath, but we would prefer that the route should be northwards along IM13 to join IM11 and then to pass over the existing bridge (or a widened one) and along the Valiant Road route. If the southern bridge is still deemed necessary, then consider taking the route northwards along Eagle Way on the east side of the village to join IM11 to pass along Valiant Road rather than creating IM12 through the woodland.</p> <p>We note that the proposed IM12 is marked as a medium priority, so deleting this section from the plan should not have a major impact on the plan objectives.</p>	
IM12	Burley Linda	67	No	<p>It is a lovely, peaceful space, enjoyed by the community. The proposed cycle pathway would interrupt this and there is a non-busy road which circumnavigates the road, and so therefore it is not necessary to disturb the wood</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and</p>

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					Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Caroline Bickers	397	No	This route will destroy a much used and enjoyed woodland in the centre of Martlesham Heath village. My opinion is that IM12 should be routed to the south of the village with no need to cross Eagle Way twice and any encroachment on the Woods. Getting people out of their cars is fine but not at the expense of local flora, fauna and amenity land.	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Caroline Hawkes	704	No	<p>Absolutely no need for this. We already have a bridge over the A12. We need fewer cycle tracks and tarmac routes.</p> <p>Have you paid no attention to the current policy of PLANTING MORE TREES. Cyclists have become a nuisance to pedestrians around the Heath area. And can't you even get the name if the woods correct - indicative of your total indifference to environmental issues in the area.</p> <p>Get real and listen to local voices before Martlesham Heath is concreted over. We already live with the consequences of overdevelopment. Please leave us our trees - a paradise in Covid times and spare us an influx of cyclists.</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.

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IM12	Caroline Miller	484	No	I would not be keen to see a wide path through Martlesham Woods which would result in felling trees. There is already a route over the existing footbridge so this seems a waste of money.	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Carrie Fulcher	729	No	<p>I have viewed the proposed cycle track connecting a new development at Brightwell Lakes to Kesgrave which is intended to cross the A12 via a new bridge and thence cut a new track across Martlesham Heath and its woods before joining Eagle Way.</p> <p>I would like to object strenuously to this proposed route for a number of linked reasons.</p> <p>1) There is already a bridge crossing the A12 at a roughly 5minute cycle ride along a serviceable cycle path further up the main road. There is also an underpass with dedicated cycle and pedestrian sides another 5 minutes away. As a cyclist myself, I know these routes well.</p> <p>2) Eagle Way itself, which route IM12 is planned to merge into, is itself a relatively quiet road catering</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.


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				<p>for, in the main, local village residents. With no heavy traffic, few large vehicles and being pretty well flat, it is an easy and pleasurable route for a cyclist, and little further to cycle than the proposed new route.</p> <p>3) The damage to wildlife by the concreting of an up to 5metre path, and it's proposed lighting , would be irreversible.</p> <p>4) the woods are used regularly by residents for daily exercise, for a pleasant walk to school and by dog walkers; it seems to be irresponsible of the council to be failing to consider the well-being of current residents in favour of luring in potential new residents with an unnecessary plan.</p> <p>5) Given that there is already fairly decent provision for cyclists, the plan makes no economic sense, particularly in the face of the costs of COVID to businesses in the local area.</p>	
IM12	Charlotte Sach	101	No	<p>I wish to object to the proposed cycle route through martlesham heath birchwood.this is used by many residents of the heath for quiet relaxation and exercise.The construction of a tarmac path with lighting and the obvious loss of.hedgerows and tree's do to any widening , straightening required,will spoil the whole ambience of this valuable green space.please leave the wood and it's wild life alone.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide</p>





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					a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Cheryl Wilkes	629	No	The proposed IP12 route duplicates other existing routes. The introduction of a lit tarmac surface will cause extensive damage to Martlesham Woods which is a haven to many species of bird and animals. Several paths cross the proposed route and safety between pedestrians and cyclists will be compromised.	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Chris Hardcastle	407	No	My primary concern is the proposal to route IM12 through Martlesham Woods. For the benefit of the environment and the wildlife the woods should remain as they are (no paving or lighting) and used for walking only. I'm not against the new IM12 bridge across the A12 but am concerned about its impact on the small wooded area through which it needs to connect to Eagle Way. If there is no alternative, the path/cycle way connection should be routed either to one side or the other of the wooded area between Coopers Road and Lancaster Drive rather than diagonally across it, and be of a design that would minimise the impact on the wooded area environment. From the connection point on Eagle	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.

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				Way, IM12 should make use of the existing road either going north or south or both.	
IM12	Chris Rogers	257	No	<p>I have read the response by the Board of Martlesham Heath Householders Ltd (MHHL), which was submitted to you on 16 December 2021. I am in total agreement with all the comments made by the MHHL Directors and I interpret and summarise them as follows:</p> <ul style="list-style-type: none"> <li>• We do not need any more footpaths in the Martlesham Heath area as we are well provisioned at present.</li> <li>• We are totally against the building of any new tarmac and lit cycle paths on our private MHHL land.</li> <li>• We are emphatic in our view that the proposed cycle route IM12 through two of our woodlands, which would involve the felling of many trees, should be discarded.</li> <li>• We do not agree to a new bridge being built over the A12 onto our land. The existing bridge should meet local needs for many years to come.</li> <li>• We are very happy for the continued use of our two permitted routes: round the perimeter track in Portal Woods and from Birchwood School to the Grove. These routes could possibly be incorporated into your strategy.</li> <li>• We recommend ESC consider changing the priorities of the proposed routes.</li> </ul> <p>The Sandlings Long Distance Footpath</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p><i>The attachment has not been published due to potential copyright/data protection concerns, but was still fully considered and assessed in forming the Strategy.</i></p> <p>Route of National Cycle Route 1</p> <p>My personal proposal for cycle routes in the Martlesham Heath area is shown below.</p> <p>Red line: existing permitted routes Blue line: possible permitted routes subject to negotiation</p> <p>In the map I have shown changed route priorities together with the existing and possible permitted routes. My view is that any future agreed permitted routes should have an improved dirt/ stone surface but certainly not tarmac. Photographs of the two possible future permitted routes are shown below.</p> <p>Route already taken by cyclists and pedestrians across our land near Eagle Way and Parkers Place</p>	

Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
				 <p data-bbox="846 695 1420 754">Sandlings path as it enters our land from Dobbs Lane which some cyclists use</p>  <p data-bbox="846 1166 1368 1193">Part of Martlesham Heath Village Looking North</p>	

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				 <p data-bbox="846 863 1312 890">Martlesham Heath Control Tower Museum</p>  <p data-bbox="846 1302 1402 1361">I hope you find my suggestions useful and that you will consider incorporating them into your strategy.</p>	

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				<i>The maps have not been published due to potential copyright concerns, but these were still fully considered and assessed in forming the Strategy.</i>	
IM12	Chris Rogers	358	No	<p><b>Westbound Cycle and Pedestrian Connections from the New Brightwell Lakes Development</b></p> <p><b>An Invitation</b></p> <p>In 2022 work will commence on the new Brightwell Lakes Development. An outline of the development will be found in the link below.</p> <p><a href="#">Redevelopment of Brightwell Lakes, Martlesham · Taylor Wimpey</a></p> <p>When completed, I estimate that Brightwell Lakes will have a population of around 6,000 which is higher than the current population of Martlesham Heath Village.</p> <p>In this response to the draft strategy, I would like to invite the Policy Planning Team of East Suffolk Council to consider 3 actions, bearing in mind the reasons and evidence, which are included later in this response:</p> <p><b>Firstly</b>, I would like you to delete route IM12 from your draft strategy. This route is clearly shown in the image below.</p> <p><b>Secondly</b>, I would like you to consider inserting a new bridleway from Brightwell Lakes to Rushmere Heath, as shown in purple in the map below.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p><b>Thirdly</b>, I would like you to use your influence with any contacts you may have in Suffolk County Council Transport Department to persuade them to withdraw any thoughts of a new bridge over the A12. Two already proposed sites are shown in red in the map below.</p> <p>Key to colours:                      Yellow: Larger patch – Ipswich Heaths site of special scientific interest                      Smaller patch – Martlesham Common                      Red: Alternative bridge sites proposed by SCC                      Blue: The proposed Toucan/Pegasus crossing to bridleway westbound                      Green: The existing bridge would fulfil all future needs from Brightwell Lakes</p> <p><b>The case that developing the existing bridleway route westbound from the Brightwell Lakes Development via a Toucan or Pegasus crossing across the A12 would be cost effective, beneficial and should be included in the Draft Strategy</b></p> <p>When driving to Felixstowe, I noticed there is a Pelican Crossing across the main A14 road as shown below. Therefore, there is no reason why there should not be a crossing across the A12 road (Toucan or Pegasus) from Brightwell Lakes to the existing Bridleway.</p> <p>Indeed, there are already plans submitted to ESC for such a crossing as shown below. Also I have given a</p>	

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				<p>link to this same diagram.</p> <p><a href="#">Microsoft Word - 10391TA01Rv6 (eastsoffolk.gov.uk)</a></p> <p>My proposal is that ESC continues the existing bridleway to Rushmere Heath. This would mean negotiations with the landowner for the middle section of the route as shown in the image below in blue and also conversion of the existing footpath to a bridleway as shown in light blue in the image below.</p> <p>On some maps there is already a footpath shown alongside the Foxhall Road as indicated in blue. With the landowner's agreement it would just need converting to a bridleway.</p> <p>This new bridleway route would be primarily for walkers but also as it is a bridleway, cyclists and equestrians would be able to use it. As to whether the bridleway would require a tarmac surface and lighting is a matter for ESC and whether that would be cost effective in view of its potential usage. My personal thought is that tarmac and lighting would be unnecessary as the soil is light and sandy and with a graded and maintained track, the surface would be adequate for cyclists.</p> <p>This direct route would be far more attractive for Brightwell Lakes residents wishing to travel in the direction of Ipswich rather than having to go in a dog-leg via route IM4. The traffic envisaged would not be huge, however, for the modest cost required</p>	



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				<p>to implement this route, the investment would certainly be worthwhile.</p> <p><b>The case that any additional bridge westbound over the A12 from the Brightwell Lakes development is without merit</b></p> <p>Route IM4 through 2 woodlands owned by MHHL, only makes sense if there is a new bridge. In MHHL's formal response to the consultation, emailed to ESC on 16 December 2021, they outline in detail their objections to route IM4. In summary, their view is that driving a new tarmac lit route through woodland and thereby felling over 25 mature trees would be environmental vandalism.</p> <p>Below is a quote from the Local to Martlesham Facebook page giving SCC's latest position as to its decision making. I am assuming this quote is authentic and recent.</p> <p><i>Graeme Mateer - Head of Transport Strategy - Suffolk County Council "However, I can confirm that a definite location for the new pedestrian/cycle bridge has not yet been decided. This will need to be subject to further design and consultation as part of any next steps, leading up to the submission of a final business case and planning permission, assuming the Outline Business Case is successful. We are considering options for a new bridge to be between the northern and southern edges of the Brightwell Lakes development."</i></p>	

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				<p>Below is an extract from your ESC Draft Strategy where you cast doubt on the need for another bridge. Therefore the evidence is not overwhelming that an additional bridge is required.</p> <p><i>Page191 Draft Strategy</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>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.</i></p>	

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				<p>Below is a link to the Cycle Infrastructure Design publication and I highlight the Department of Transport’s thoughts on “iconic items”. To my mind another bridge over the A12 would be a “white elephant” bridge and would not be supported by the DoT.</p> <p><a href="https://publishing.service.gov.uk">Cycle Infrastructure Design (publishing.service.gov.uk)</a></p> <p><b>Cycle Infrastructure Design - Published July 2020</b></p> <p><b>1.6 Summary Principles: The following summary principles form an integral part of this guidance</b></p> <p><b>12) Major ‘iconic’ items, such as overbridges must form part of wider, properly thought-through schemes.</b></p> <p>There is sometimes a temptation to build costly showpiece structures in isolation without thinking enough about the purpose they truly serve and the roads and routes which lead to them. We will only support such things when they overcome a major barrier on a desire line which cannot safely be crossed in other ways, and where they form an essential, properly-connected part of a wider network of good, safe routes.</p> <p>Below is a link to the Consultant’s Transport Assessment for the Brightwell Lakes Development. This assessment was using the existing bridge only.</p>	

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				<p><a href="https://www.eastsuffolk.gov.uk">Microsoft Word - 10391TA01Rv6 (eastsuffolk.gov.uk)</a></p> <p>When considering whether a new bridge would be cost effective, one must consider what journeys would be undertaken. Below from the assessment are extracts of typical journeys and probable destinations. An additional bridge would offer no extra benefit from what was envisaged previously by the consultants. My own view is that the existing bridge over the A12 on National Cycle Route 1 is perfectly adequate as is now to meet the future needs from Brightwell Lakes.</p> <p>My estimation is that at least 75% of future cycle and pedestrian journeys in any direction from Brightwell Lakes would be to the extensive Martlesham retail and industrial park on the east side of the A12. Crossing the A12 westbound would not be necessary. Indeed a new school is to be located at Brightwell Lakes.</p>																																																																																																																																																																																																																										
				<p>Accessibility</p> <p>4.2. The accessibility of the development is assessed through the successful timing of transport links from the development to the surrounding transport routes such that a permeable network is achieved that allows the future development to access the surrounding network of roads, footpaths and cycleways to be defined under development.</p> <p>4.3. A detailed review of the accessibility implications of the proposed development has been conducted. The existing level of access for cyclists and pedestrians between the proposed development and the surrounding transport network is detailed in Chapter 6.</p> <p>4.4. A detailed review of the accessibility implications of the proposed development has been conducted in terms of local accessibility. Tables 4.1 to 4.3, identify the distances to four categories from the development site with the distances recorded from the site boundary. The locations of the existing facilities and services are indicated in Figure 4.1.</p> <p>4.5. Journeys of less than 10min should be targeted for the provision of walking as a suitable and sustainable mode of travel. The proposed distances against the walking to four distance categories are indicated in Figure 4.1.</p> <table border="1"> <thead> <tr> <th>Category</th> <th>Distance from Site (m)</th> <th>Walking Time (min)</th> <th>Target (min)</th> <th>Number of Facilities</th> <th>Number of Facilities (Target)</th> <th>Number of Facilities (Current)</th> </tr> </thead> <tbody> <tr> <td colspan="7"><b>Education</b></td> </tr> <tr> <td>Brightwell Primary School</td> <td>100</td> <td>1.5</td> <td>10</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>Eastwood Primary School</td> <td>150</td> <td>2.0</td> <td>10</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>King's Hill School</td> <td>200</td> <td>2.5</td> <td>10</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>St. Andrew's Church</td> <td>250</td> <td>3.0</td> <td>10</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td colspan="7"><b>Health</b></td> </tr> <tr> <td>St. Andrew's Primary School</td> <td>100</td> <td>1.5</td> <td>10</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>Martlesham Health Surgery</td> <td>150</td> <td>2.0</td> <td>10</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>Martlesham Pharmacy</td> <td>200</td> <td>2.5</td> <td>10</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>Martlesham Health Centre</td> <td>250</td> <td>3.0</td> <td>10</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>St. Andrew's Church</td> <td>300</td> <td>3.5</td> <td>10</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td colspan="7"><b>Work, Employment and Misc.</b></td> </tr> <tr> <td>St. Andrew's Church</td> <td>100</td> <td>1.5</td> <td>10</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>Martlesham Health Centre</td> <td>150</td> <td>2.0</td> <td>10</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>Martlesham Health Centre</td> <td>200</td> <td>2.5</td> <td>10</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>Martlesham Health Centre</td> <td>250</td> <td>3.0</td> <td>10</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>Martlesham Health Centre</td> <td>300</td> <td>3.5</td> <td>10</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>St. Andrew's Church</td> <td>350</td> <td>4.0</td> <td>10</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>St. Andrew's Church</td> <td>400</td> <td>4.5</td> <td>10</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>St. Andrew's Church</td> <td>450</td> <td>5.0</td> <td>10</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>St. Andrew's Church</td> <td>500</td> <td>5.5</td> <td>10</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>St. Andrew's Church</td> <td>550</td> <td>6.0</td> <td>10</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>St. Andrew's Church</td> <td>600</td> <td>6.5</td> <td>10</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>St. Andrew's Church</td> <td>650</td> <td>7.0</td> <td>10</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>St. Andrew's Church</td> <td>700</td> <td>7.5</td> <td>10</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>St. Andrew's Church</td> <td>750</td> <td>8.0</td> <td>10</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>St. Andrew's Church</td> <td>800</td> <td>8.5</td> <td>10</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>St. Andrew's Church</td> <td>850</td> <td>9.0</td> <td>10</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>St. Andrew's Church</td> <td>900</td> <td>9.5</td> <td>10</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>St. Andrew's Church</td> <td>950</td> <td>10.0</td> <td>10</td> <td>1</td> <td>1</td> <td>1</td> </tr> </tbody> </table>	Category	Distance from Site (m)	Walking Time (min)	Target (min)	Number of Facilities	Number of Facilities (Target)	Number of Facilities (Current)	<b>Education</b>							Brightwell Primary School	100	1.5	10	1	1	1	Eastwood Primary School	150	2.0	10	1	1	1	King's Hill School	200	2.5	10	1	1	1	St. Andrew's Church	250	3.0	10	1	1	1	<b>Health</b>							St. Andrew's Primary School	100	1.5	10	1	1	1	Martlesham Health Surgery	150	2.0	10	1	1	1	Martlesham Pharmacy	200	2.5	10	1	1	1	Martlesham Health Centre	250	3.0	10	1	1	1	St. Andrew's Church	300	3.5	10	1	1	1	<b>Work, Employment and Misc.</b>							St. Andrew's Church	100	1.5	10	1	1	1	Martlesham Health Centre	150	2.0	10	1	1	1	Martlesham Health Centre	200	2.5	10	1	1	1	Martlesham Health Centre	250	3.0	10	1	1	1	Martlesham Health Centre	300	3.5	10	1	1	1	St. Andrew's Church	350	4.0	10	1	1	1	St. Andrew's Church	400	4.5	10	1	1	1	St. Andrew's Church	450	5.0	10	1	1	1	St. Andrew's Church	500	5.5	10	1	1	1	St. Andrew's Church	550	6.0	10	1	1	1	St. Andrew's Church	600	6.5	10	1	1	1	St. Andrew's Church	650	7.0	10	1	1	1	St. Andrew's Church	700	7.5	10	1	1	1	St. Andrew's Church	750	8.0	10	1	1	1	St. Andrew's Church	800	8.5	10	1	1	1	St. Andrew's Church	850	9.0	10	1	1	1	St. Andrew's Church	900	9.5	10	1	1	1	St. Andrew's Church	950	10.0	10	1	1	1	
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Martlesham Health Centre	300	3.5	10	1	1	1																																																																																																																																																																																																																								
St. Andrew's Church	350	4.0	10	1	1	1																																																																																																																																																																																																																								
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				<p><b>Summary</b></p> <p>If you at ESC believe that my thoughts above make sense, I would be grateful if you would share these thoughts with SCC, so they would withdraw any notion of an additional bridge and spend that money in developing the new cost effective bridleway route which I have outlined above.</p> <p>I am sure that residents to be of Brightwell Lakes, in years to come, would appreciate this new direct bridleway route to Ipswich, not only as a leisure route but also, perhaps in some instances, as a longer distance commuting route for those working in the Ipswich Hospital area. The Policy Planning Department of ESC would then be acknowledged for their vision and far-sightedness in providing such a route.</p> <p><i>Some of the images/maps have not been published due to potential copyright/data protection concerns, but these were still fully considered and assessed in forming the Strategy.</i></p>	
IM12	Chris Sach	58	No	<p>As a resident of Martlesham Heath and a member of mhhl, I am strongly opposed to any hard cycle route being built through the Birch Wood. Any widening, tarmacing or lighting will totally ruin that section of woodland for residents who enjoy the peaceful, ambience and natural beauty of this location. Speeding cyclists will be a never ending danger to people out walking with their family's and pets. Please don't ruin this lovely piece of woodland to save cyclists a few minutes journey time.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and</p>

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					walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Christine Plant	605	No	Whilst measures to support a healthy lifestyle and less dependence on a car is good, the routes planned which dissect well established natural woodland is not acceptable. I refer in particular to IM12, which will drastically reduce the amenity value, cover a vast section of the land in tarmac and ensure that people already using that area will be met and passed (at some speed) with cyclists using the route. This is popular dog walking land and has been used as such for as long as the Birch Woods have been a part of life at Martlesham Heath, it is also enjoyed by those getting valuable exercise on foot, free to wander without the need for a specific route to follow. Destruction of the natural habitat will affect not only people but wildlife as well, I would ask for further thought to be given to all these factors.	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Christine Renfro	113	No	I am absolutely against these proposals, they will disturb our lovely dog walks, potential hazards for children enjoying our woods as we know and have witnessed cyclists in the past. I have lived and enjoyed these woods for 35 years. What time would be saved by this route? These woods are owned by the residents so please leave them alone!!!! What next ' A road through here' heaven forbid. Think again and spend the money on more worthy ideas.	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new

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					recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Christopher Pinder	417	No	This is an act of public vandalism on precious areas of natural beauty in Martlesham Woods and Portal Woods. Cycle paths could instead be constructed on the very edges of Martlesham Woods. On the edges of the existing road Eagle Way. Although this is not an as-the-crow-flies route it would represent much less devastation of natural unspoilt habitat. East Suffolk Council has already approved other detrimental developments to the Martlesham Heath Village, notably the development of the Car Park into residential flats by McCarthy and Stone. Please can you leave all other parts of our village untouched!	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Chris Wilmot	693	No	<p>I am contacting you to object to the creation of the Cycle and Walk routes IM11 and IM12 over Martlesham Heath. The segments of IM11 and IM12 that are proposed to go over Martlesham Heath, could be avoided by implementing a short route between the intersection of IM13 and IM14 near Martlesham Community Hall and IM10. Which would then have a much lesser impact on the area.</p> <ul style="list-style-type: none"> <li>The proposed IM12 route crosses Martlesham Woods. This is where people walk with their dogs. It would involve the cutting down of trees and splitting the wood in to two parts; one large and one</li> </ul>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and

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				<p>small. It would have the effect of reducing the area of the wood for both human beings, dogs and wild animals, as they would tend to stay in the remaining larger part.</p> <ul style="list-style-type: none"> <li>• IM12 crosses Eagle Way at two points. How will the Council address these two road crossings, will there be traffic lights? Or will there be the system that is used in Broomfield of extending the pathway in to the road, which is frankly dangerous. The exit points will have an impact on road traffic going round Eagle Way.</li> <li>• The exit of IM12 by Forest Lane could lead to cyclists choosing to cross the SSSI to make a short cut to IM4, IM7 and IM10. I note that although the title of the document is “Cycling and Walking Strategy”, it also mentions equestrian use, one would not want horses going on to the SSSI.</li> <li>• Although these proposals refer to Cycling and Walking strategy, they will undoubtedly lead to an increased use of illegal e-Scooters which will create other problems. There is nothing in the strategy to address this.</li> <li>• The document is a strategy document “The East Suffolk Cycling and Walking Strategy</li> </ul>	<p>Brightwell Lakes, passing to the south of Martlesham Heath.</p>



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				<p>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". A strategy document should describe the high level objectives that will be achieved by it, describe the benefits and then show how the proposed strategic solution complies with the objectives and benefits. This document doesn't do that it just assumes a solution, which means that it will be wrong.</p> <ul style="list-style-type: none"> <li>• The document does not give any forecast volumes for cycling and pedestrian (and horse) traffic along each of the routes to justify the cost and environmental impact verses the benefits. How do you know that you will get enough users to justify the changes?</li> <li>• One would expect any Cycling and Walking strategy to be linked to a bus strategy. I would have expected Cycling and Walking routes to converge around the Martlesham Park &amp; Ride and not cross Martlesham Heath in the way that they are doing.</li> </ul>	

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IM12	Claire Punter	198	No	There are more than enough cycle routes through the Heath and why would mass cyclists want to go from 'Brightwell Lakes to Kesgrave. Certainly not to school, as there is supposed to be a new school on the site. I think people need to be more worried about the traffic and workers trying to get to Ipswich etc for work	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Clive Roper	572	No		Objection noted.
IM12	Clive Roper	575	No	I am opposed to the cutting down of 25 mature trees in Birch (Martlesham) Woods, in a year when we are being encouraged to plant more trees. At 2 or 3 trees for every felled tree would have to be planted for every felled tree. The leaves falling from the remaining trees would create a hazard on the path and would require ESC to regularly sweep them up. The existing trees roots would damage the proposed footpat as seen by the damage to all the existing footpaths in Martlesham for which neither SCC or ESC will repair. Again the low energy lighting will have serious consequences for the nocturnal animals (foxes, monkjacks), birds and insects that live in these woods.  The lands between Eagle Way and the A12 are	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.

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				leased to MHHL, who are opposed to this footpath and will not be giving their permission.	
IM12	Colin Maunder	160	No	<p>I'm sorry, but this is totally inappropriate. The woodland concerned is a valued community-owned resource, well-used by walkers of all ages. Widening the path would destroy trees, brambles and other plant life, which provide food and homes not only for the many birds in the woods, but also the local population of muntjac deer. And lighting it? Why? Anyone who's worried about being out in the dark would still be well away from anywhere that felt safe. The track might be paved and lit, but it would still be isolated.</p> <p>And what would it all achieve? Eagle Way is hardly busy. A few bumps would slow the few cars that exceed the speed limit, making it even safer. And if you want to build a crossing for pedestrians and cyclists across the A12 to serve the new development, why not reconnect the bridle way that crosses south of Martlesham Heath? Do we really need a 15ft-plus bridge with access ramps between Coopers Road and Lancaster Drive that would destroy the environment both for those who live immediately next to it and others nearby? Lights? Litter? People now able to overlook previously secluded gardens?</p> <p>In short, this proposal is both misguided and pointless.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Colin Snowden	88	No	<p>Cyclists can use Eagle way as is, it's not a busy road. The road is already popular cyclists. If children are a consideration they are more likely to use a route</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is</p>

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				<p>going over the square to shop at McColls , also Greggs for savouries etc which lies on the same general route.</p> <p>Making a cycle path through the woods would damage the woods with all the implications thereof, would be costly, the money could be used on footpath repair. There will be conflicts between users, dogs being exercised and cyclists travelling far too fast, such incidents occur already. During winter and Autumn months the conditions, leaves, ice, will be dangerous for cyclists.</p> <p>This is in my opinion a poorly considered scheme spending money which could be better used elsewhere and this is a feeling, echoed by cyclists who have commented and other people in the area via social media.</p>	<p>recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Coralie Saunders	596	No	<p>This proposed strategy would result in unacceptable destruction of valuable mature woodlands which provide an increasingly vital carbon sink and barrier to noise and air pollution from the A12. What is the problem with cycling on Eagle Way which is quiet and well lit and avoids potential conflict between fast moving cyclists and walkers. Our Birch Woods which you call Martlesham Woods is very well used by people walking between home and shops, doctors surgery and School. Last year the peace and tranquility Birch Woods provides us with became a lifeline to many in lockdown and a tree had painted stones placed around and decorations hung from it which children had made. A nature trail was also created for children to follow teaching tree names</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>and encouraging them name what they saw on their walk. It is scientifically proven that access to natural, wild spaces reduces anxiety and depression and improves our health.</p> <p>These routes would be built on land owned by MHHL on our behalf as we pay an annual covenant fee to them so i must ask what claim do you have to this land? Are you going to use compulsory purchase orders to impose your plan on us?</p>	
IM12	Dave Parsons	247		<p>As a resident within the planned area I see many parts of it as "useful"</p> <p>to the general public - if it promotes activity and exercise in people.</p> <p>One part I feel would be a costly waste of investment is part of the Medium rated IM12 section which I assume includes a new method of crossing the A12 ? The section between the junction IM12 and IM13, along to the junction between IM12 and IM11 is not needed.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	David Carruthers	165	No	<p>I would like to object to the routing of cycleway IM12 through Martlesham Woods.</p> <p>Sadly, the cycling and walking strategy seems heavily biased towards cyclists and I am concerned that, in many of the areas affected by the new works, the environment for walkers may actually be made less attractive and more urban and risky, as they will be sharing space (perhaps just the other side of a white</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In</p>

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				<p>line) with fast moving cyclists from across a wide area who will be keen to get to their destinations as soon as possible. As part of the plan there must surely be a case for reserving some attractive and low speed walking environments exclusively for walkers alone, away from wheeled vehicles of any kind.</p> <p>The Birch Woods is a prime example. At the moment the woodland is beautifully peaceful and natural and there is a sense of slowing down and leaving the built environment behind as soon as you set foot in it. There is an attractive transition from the bottom of the Green into the woods and that northern margin of the woodland seems to attract more than its share of birds. I often hear nightingales there during their season. Very occasionally you meet a cyclist but they have to go slowly, and they are often accompanying children on small bikes. The pace in the woods is geared to walkers seeking quiet recreation and enjoying nature, rather than commuting cyclists on their way somewhere else. The proposed urban style cycleway would disrupt and degrade all of that, visually, ecologically and by changing the perception of the place as being away from it all. The urbanisation and pedestrian/cycle coexistence that is being applied to routes elsewhere as part of this plan makes it even more important that we should try and preserve an oasis of calm in the woods.</p> <p>It would be easy to re-route that section of IM12 around the southern loop of Eagle Way, and doing</p>	<p>its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>so would add little distance for cyclists and may actually involve fewer cyclists having to cross Eagle Way itself. In any case cyclists would have an alternative route as IM11 through Martlesham Heath centre is also being improved as part of the strategy.</p> <p>Alternatively, IM12 could be routed entirely to the south of Martlesham Heath village, perhaps along the route of PROW6 or adjacent to the Welham Plantation.</p> <p>Please preserve the Birch Woods as an area for quiet recreation for walkers.</p>	
IM12	David Carruthers	166	No	<p>I would like to object to the routing of cycleway IM12 through the Martlesham Woods.</p> <p>Sadly, the cycling and walking strategy seems heavily biased towards cyclists and I am concerned that, in many of the areas affected by the new works, the environment for walkers may actually be made less attractive and more urban and risky, as they will be sharing space (perhaps just the other side of a white line) with fast moving cyclists from across a wide area who will be keen to get to their destinations as soon as possible. As part of the plan there must surely be a case for reserving some attractive and low speed walking environments exclusively for walkers alone, away from wheeled vehicles of any kind.</p> <p>The Birch Woods is a prime example. At the moment the woodland is beautifully peaceful and natural and</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>there is a sense of slowing down and leaving the built environment behind as soon as you set foot in it. There is an attractive transition from the bottom of the Green into the woods and that northern margin of the woodland seems to attract more than its share of birds. I often hear nightingales there during their season. Very occasionally you meet a cyclist but they have to go slowly, and they are often accompanying children on small bikes. The pace in the woods is geared to walkers seeking quiet recreation and enjoying nature, rather than commuting cyclists on their way somewhere else. The proposed urban style cycleway would disrupt and degrade all of that, visually, ecologically and by changing the perception of the place as being away from it all. The urbanisation and pedestrian/cycle coexistence that is being applied to routes elsewhere as part of this plan makes it even more important that we should try and preserve an oasis of calm in the woods.</p> <p>It would be easy to re-route that section of IM12 around the southern loop of Eagle Way, and doing so would add little distance for cyclists and may actually involve fewer cyclists having to cross Eagle Way itself. In any case cyclists would have an alternative route as IM11 through Martlesham Heath centre is also being improved as part of the strategy.</p> <p>Alternatively, IM12 could be routed entirely to the south of Martlesham Heath village, perhaps along the route of PROW6 or adjacent to the Welham</p>	



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				<p>Plantation.</p> <p>Please preserve the Birch Woods as an area for quiet recreation for walkers.</p>	
IM12	David Foster	21	No	<p>The Woods you refer as Martlesham Woods are actually Birch Woods and are owned by Martlesham Heath Householders Ltd. As is the land bordering the A12 where you seem intent on landing a bridge. Both areas have village Green status.</p> <p>You should concentrate on the existing bridge making it fit for purpose. If you really want a Bridge that should be further south linking to the Bridal Path.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	David Green	270	No	<p>I support the overall strategy but strongly OBJECT to this route:</p> <p>1) It will damage what is a very precious and fragile resource for the village (Birch Woods called Martlesham Woods on the consultation) significantly disturbing the flora and fauna with a wide tarmac track and lighting</p> <p>2) There is a more suitable route (IM11) building on the existing bridge crossing and linking through to IM10 on Eagle Way</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and</p>

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					Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	David Robson	754	No	Having moved to Martlesham Heath over 20 years ago I am increasingly enraged by proposals to ruin our area for the benefit of others and to our detriment . We have some outstanding walks here which are already used by Lycra clad morons , I know this as I have been hit on numerous occasions by them , as has my dog . I understand you have to justify jobs there , but surely the most important thing in planning these things should be common sense and not the ruination of our surrounding area with more pathways and cycle routes resulting in a loss of trees and more damage to the area . Having shared our local area and local events with non residents and seen them taken away and misused , i.e. Music On The Green , and out of area runners defecating in the woods I am totally opposed to your plans and wish to lodge my dissatisfaction at them in the highest terms .	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Deborah Bother	665	No	<p>Comments on the cycling and pedestrian proposals for Martlesham Heath from a resident.</p> <p>Many aspects of the current proposals are of great concern due to their impact on the natural flora and fauna which has been allowed to flourish for decades, their impact on residents and in some aspects unnecessary financial costs.</p> <p>In particular:</p> <p>1: Why is it deemed necessary to build a second foot bridge over the A12?</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and

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				<p>There is no evidence of how much use it would get, the impact on woods both to the south of Coopers Road and Avocet Lane would be immeasurably damaging to residents and wildlife alike and taking cyclists and pedestrians through woodland for no good reason is unsafe. There is ample space to upgrade the present bridge over the A12 with minimal disruption and at less cost.</p> <p>2: Keeping all the pedestrian and cycling 'traffic' close to the new McCarthy and Stone flats will provide social benefits to the new residents and commercially benefit the Martlesham Heath shops and Square.</p> <p>3: Much more careful planning needs to be invested in improving the route on through the Broomfield and Whinfield area. This is acknowledged to be a complex situation where what has been available was problematic from the start. Using a route in close proximity to the Control Tower but then taking 'traffic' to either Grange Farm along the present cycle way (which was originally a farm track) is already adequate. Making both Deben Avenue and Dobbs Lane alternate routes to the improved A1214 cycling and walking route will allow for any increased use.</p>	Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Dee Knights	742	No	I am writing to express strong objections to the proposed footpath through the woods on Martlesham Heath i.e.IM12 on your map. This goes against everything the Government is promoting to protect the environment and achieve net-zero	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close

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				carbon emissions. The voluntary organisations on Martlesham Heath are going all out to plant as many new trees as possible, the Queen is promoting the "Queen's Green Canopy" and East Suffolk Council has its own Treebilee Project of donating oak trees. So how does this equate with your plans to destroy many mature trees in this unspoilt area?. A lit pathway will desecrate the area and bring with it additional problems of litter and anti-social behavior. It is totally unnecessary just to save cyclists a few extra yards from using a perfectly good route along Eagle Way.	proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	D Emerson	705	No	<p>I must object to the proposed IM12 cycle way on martlesham heath</p> <p>Martlesham woods or birch woods as they are known is the last remaining part of martlesham that is still a haven for many wildlife species birds, foxes, monk jacks, badger's etc every time i walk through those woods i feel how lucky we are residents and members of the public to be able to do so in peace and tranquility.</p> <p>To desecrate them with tarmac cycle tracks and street lighting would be sacrilege.</p> <p>To what gain! the existing cycle path IM11 is perfectly useable and adequate to get to IM13. is it really worth all that cost and the loss of wildlife, habitat and the trees that will have be felled. I think not.</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.

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				In fact we need to be planting more trees not cutting them down to try and holt climate change.	
IM12	Denis Cooper	368	No	<p>The route is shown to pass through through Martlesham Woods (otherwise known as Birch Woods, Martlesham Heath ). These woods are home to lots of wildlife including (in summer ) several nesting Nightingales which are in serious decline in the UK. The proposal would involve loss of important wildlife habitat.The route would increase public access to the woods which together with any associated lighting would drive/scare wildlife away from a wider area than just the path.</p> <p>I have observed Jays, Bats, Lizards, Hedgehogs, various tits and Deer in the woods. Newts, frogs, toads and snakes are found in the vicicnty and are therfore probably present in the Woods</p> <p>There is no need for an enhanced pathway through the woods. The route could use the existing highway - Eagleway around the woods with no construction costs, additional lighting or habitat destruction.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Derek Riley	229	No	<p>The following is submitted as I strongly do NOT support the proposals as outlined in the Draft Cycling and Walking Strategy .</p> <p>I have lived continuously on Martlesham Heath for a period of approaching 38 years. I have worked close by and my children have been educated in local schools. For many years I have been able along with my family and friends to walk and cycle safely on Martlesham Heath and the excellent footways, cycle paths that are currently in existence provide an ideal</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new</p>

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				<p>safe environment to both walk and cycle in the immediate area. Martlesham Heath has massive appeal for families as the housing is interspersed with large open spaces and fantastic natural woodlands. I challenge any changes to this environment.</p> <p>The proposal to build a lit cycleway through the fantastic woodland, would in my opinion, along with my family and friends, erode the quality of life on Martlesham Heath. The safe cycling facilities are perfectly adequate already.</p> <p>It is suggested that in excess of 25 established trees in the natural woodland would need to be felled to create the cycle way. How does this fit in with the current important global need to plant and maintain trees? The lighting that would be associated with the proposed cycleway would be environmentally damaging and would just provide further light pollution.</p> <p>I recently along with several other people planted natural bluebell bulbs in the wood and there have been a number of other similar projects. The woods have been used by numerous local children and children's clubs and organisations for nature related activities in recent years. Why do you want to destroy this natural environment for the sake of a cycle path that is not needed and nobody wants.</p>	<p>recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Diane Watson	581	No	<p>As a householder on Martlesham Heath I strongly object to this proposal.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is</p>

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				<p>If the purpose of the proposed link is to connect the proposed new Brightwell Lakes development with Martlesham Heath then this should have been identified as part of the planning application process and adequately funded by the developer. However it would appear that the need was clearly not identified in the planning process and should not now be brought forward at what will be at the public's expense. If the link was not determined as part of the planning process why is it needed now.</p> <p>From looking at the National Design Guide the recommendations appear to be at odds with this document. The location of the bridge and pathway through Martlesham Woods appears to be a totally random decision:</p> <ul style="list-style-type: none"> <li>• It carves up Martlesham Heath.</li> <li>• It takes cyclists and walkers away from the facilities offered on The Square when the existing route does exactly this.</li> <li>• The pathway through Martlesham Woods is isolated so would not be determined as safe.</li> <li>• There is wildlife in the Woods: foxes, muntjacs, bats, hedgehogs, birds to name a few and we all happily co-exist now.</li> <li>• This pathway would go against the existing character of Martlesham Heath.</li> </ul> <p>Finally it must be remembered that we are all fighting a climate emergency and to build a bridge</p>	<p>recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				which would result in removing valuable trees between Coopers Road and Lancaster Drive which currently helps to negate the carbon emissions from vehicles on the A12 is outrageous.	
IM12	Dianne Carruthers	181	No	<p>I would like to object to the the proposed new cycleway running through the birch woods in the middle of Martlesham Heath. At the moment the birch woods are a quiet, slow paced haven for walkers, children and nature, and the proposed cycleway would introduce fast moving bicycles, tarmac and lighting, and would destroy its quiet ambience and recreational value.</p> <p>Please could you re-route that part of the proposed cycle route IM12 to run adjacent to the southern section of Eagle Way where it would add little to its overall length and would avoid intrusion into the woodland. Alternatively (and preferably) IM12 and its bridge could be routed to the south of Martlesham Heath altogether, where it would avoid funnelling cycle traffic from the new development at Adastral Park through the village.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Dr K D Odam	751	No	<p>I object to the proposed footpath IM12 through 'Martlesham Woods'.</p> <p>Any prospective user of IM12 could easily use the existing IM13 and IM11 route3. The map below shows that the IM12 route would save about half a kilometre. Say 90 seconds for the average cyclist and 5 minutes for a slow walker. Building a bridge is going to be expensive. Is it justified to save a few minutes?</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new</p>



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				<p>Who are the expected users of IM12?</p> <p>Anyone from the new development wanting to get to shops would reach Marks and Spencers or Boots within the same distance as the village square. Tesco is only a 300 metres further.</p> <p>How many people from the new development are expected to cycle to work in Ipswich? It is too far to expect many people to walk.</p> <p>The footpath between Forest Lane and Warren Lane crosses this route. It takes pedestrians and cyclists from the south end of Martlesham Heath to the village shops and pupils to Birchwood and Gorseland schools. Cyclists on your proposed IM12 would cross this path and could well cause problems for existing users.</p> <p>The 'Martlesham Woods' on your map are regularly used for recreation by the inhabitants of Martlesham Heath. They are owned by Martlesham Heath Householders for the enjoyment of their members - myself included. Any traffic which can justify the cost of IM12 will inevitably reduce the recreational enjoyment of the woods.</p> <p>I believe that the route of IM12 through the woods was opened up some years ago as a hunting ground to encourage bats and owls. A busy illuminated path is not likely to help in this aim.</p>	<p>recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>Attachments:  <i>The attachment has not been published due to potential copyright/data protection concerns, but was still fully considered and assessed in forming the Strategy.</i></p>	
IM12	Eamonn O'Byrne	872	No	<p><b>Re: East Suffolk Council Draft Cycling and Walking Strategy (November 2021)</b></p> <p>Regarding your recommendations for the key corridor of Ipswich to Melton I make the following comments and objections as</p> <ul style="list-style-type: none"> <li>• A resident of Martlesham Heath and</li> <li>• A shareholder in Martlesham Heath Householders Limited (MHHL)</li> </ul> <p><b>Martlesham Heath – Martlesham Village</b></p> <p>Map Reference IM12 (Martlesham Woods/Brightwell Lakes)</p> <p><i>The recommendation is to 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.</i></p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p><b>Appropriately lit, cycling and walking track through Martlesham Woods</b></p> <ul style="list-style-type: none"> <li>- As depicted on the map and in the text of the proposal, IM12 runs through ‘Martlesham Woods’. To anyone familiar with the area these woods are known as and referred to locally as ‘Birch Woods’. This belies the statement in section 3.1 of the strategy that recommendations are based on the analysis of <i>available evidence and community representations</i>.</li> <li>- The woodland paths of Martlesham (Birch) Woods have been used by the local population for recreation, for more than thirty years. The existing woodland path (along the route of IM12) is used by walkers as a quiet retreat from the noise and hustle of daily life. The construction of a hard surface changes the character of the way, in that it introduces a contention with cycle traffic while destroying the unmanaged nature of the environment.</li> <li>- The creation of a hard path cannot in all cases be considered an improvement. <i>If the construction of a hard surface changes the character of a way, it goes beyond ‘improvement’</i> {Court of Appeal in the case of Cowen -v- Secretary of State for the Department of Environment Transport and the Regions}.</li> <li>- A cycle path bisecting the woods will tempt cyclists to use the rest of the woodland by providing multiple points of access to the remaining woodland footpaths. It is easy to envisage a new un-official route being created halfway along IM12 leading</li> </ul>	

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				<p>north and across the green to Martlesham Square.</p> <ul style="list-style-type: none"> <li>- To cyclists the woodland will be an area that needs to be negotiated on the way to somewhere else. This is completely at odds with the current users of the woodland who see it as a destination in itself. This invariably leads to conflict.</li> <li>o Consider the well documented cases of Strava-man attempting a personal best while pedestrians his way.</li> <li>o Its reasonable to expect an introduction of litter to the areas given the differing view a transient user will have of the woods. It should be noted that these woodlands are almost free of litter today.</li> <li>- During the Autumn the paths of Birch Woods can be covered (foot deep) in leaves. To the current users this is a welcome and natural feature. To a cyclist, it will be a hazard.</li> </ul> <p>How would this hazard be mitigated for in the long term without further destroying the natural features of the woodland?</p> <ul style="list-style-type: none"> <li>- A shared cycle and walking track, curving through a woodland surrounded by green trees will lead to accidents, usually to the detriment of the pedestrian.</li> </ul> <p>Who will be liable for such accidents (the cyclist, the pedestrian, the council, or the woodland owner)?</p> <ul style="list-style-type: none"> <li>- This is a relatively unmanaged woodland which is home to a mixture of wildlife. Owls, deer, and fox are known to be seen and heard in these woods.</li> </ul> <p>What impact will additional human traffic have on a habitat such as this?</p> <p>It is known that street lighting has a detrimental effect on birdlife in the cities of this country.</p>	

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				<p>What impact will additional lighting have on the birds that live in this wood?</p> <p><b>Crossing point on Eagle Way (west) into Martlesham Woods</b></p> <p>- An explicit crossing point on Eagle Way (west) for route IM12, the intention of which is to lead cyclists from the woods and north to pick up IM10(IM4), will have a detrimental effect on Martlesham Heath's SSSI.</p> <p>It is impossible to imagine that cyclists will not create an un-official route from Martlesham Woods and across the SSSI to reach IM4.</p> <p><b>General Comments</b></p> <p>I have the following general comments to make regarding the associated sections of the draft strategy:</p> <p><b>1.3 Initial map-based consultation (19 October 2020 to 7 December 2020)</b></p> <p>I am a cyclist, living and working in the centre of the East Suffolk for the last thirty years. I am a member of the cycle group based at my workplace (approximately 4000 employees). I do not recall an invitation to take part in a consultation between October and December of 2020.</p> <p>Neither am I aware of any landowners (such as MHL), who currently host cycle paths across their</p>	

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				<p>land, being consulted at this time.</p> <p>I would have expected MHHL as the owners of Birch (or Martlesham) Woods to have been consulted.</p> <p><b>1.3 Steering Group</b></p> <p>Given that a steering group comprised of ESC and SCC officers was established to inform and guide the development of this (the ESC Cycling and Walking) Strategy, why do the two appear to conflict each other in places?</p> <p>For example:</p> <ul style="list-style-type: none"> <li>- SCC's A12 strategy proposes that Portal Avenue accommodate a bus route to avoid the lights at A12/A1214 junction. This conflicts with route IM9 on the ESC Cycling Strategy.</li> <li>- SCC proposes that the North Green/Valiant Road/Eagle way be a gated bus route. This conflicts with route IM11 on the ESC Cycling Strategy.</li> <li>- SCC is considering several options for additional crossing capacity over the A12. As of January 2022, no definitive option has been published. The ESC Cycling Strategy assumes that IM12 will use a new crossing at the southern boundary of the BT site.</li> </ul> <p><b>2.3 Gear Change: A bold vision for Cycling and Walking (DfT July 2020)</b></p> <p>To understand the context of the wider policies that The Strategy seeks to add value to, it is suggested</p>	

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				<p>that The Strategy should be read in conjunction with this document (amongst others).                      One of the stated aims outlined in the 'Gear Change' document is                      - Healthier, happier, and greener communities                      I would suggest that the destruction of part of a privately owned woodland, used by the local community for recreation and the pursuit of health does not enhance the greenness of that community.</p> <p><b>Additional Comments</b></p> <p>The standard and safety of existing cycle routes in the Martlesham area is severely lacking and do not back the case for any new routes.</p> <p>For example:</p> <ul style="list-style-type: none"> <li>- Cycle paths are encroached by vegetation (for example at Portal Avenue).</li> <li>- Cycle paths conflict with walking paths and in some cases merge (for example at the approach to the pedestrian bridge from the rear of the bowling alley) and cross each other (for example at the front of BT reception) with no indication as to the fact that walkers should have priority</li> </ul> <p>A new hard surfaced and lit path does not fit in the nature and character of the Martlesham Woods.</p> <p>The new path through Martlesham Woods does not provide any additional benefit to cyclists:</p>	

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				<ul style="list-style-type: none"> <li>- There is no definitive route towards the east from Martlesham Woods as an A12 crossing at that point is not confirmed. That is an eastern destination is not clear.</li> <li>- There are several existing routes towards the West which negates the need for a path through the woods.</li> <li>- It is difficult to understand how this route would save much in time or distance over existing routes.</li> <li>- It simply funnels cyclists north and towards the same local destinations of existing routes.</li> </ul>	
IM12	Ed Abbott	215	No	<p>Please use eagle way as the route around Martlesham heath - it will use the minimal amount of tax payers money, the road is wide, slow and could accomodate cycle lanes. Going through the woods is not ideal but is preferable to cutting through a field which would impact directly on a number of houses and stare right into gardens. Surely the northern bridge (option A) and then following the 0.3miles extra around eagle way before diverting to Kesgrave is the easiest, most financially savvy and least disruptive to the residents as possible.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Edwards	65	No	<p>In regard to IM12 - in particular the section that goes from Eagle Way east to Eagle Way west. This section is completely unnecessary. It is already possible for walkers to traverse the woods safely, and it is surely no hardship for cyclists to go an extra quarter of a mile and just follow Eagle Way round its southern section? This is not a busy road, and is already well</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the</p>



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				lit. It makes no sense to instead opt for destroying a wide section of the woodland as you propose, especially given the cost of installing a suitable surface and lighting. (In the autumn, that surface would be completely covered in leaves anyway, making it hazardous for cyclists). Cutting a wide path through a section of amenity woodland for no good purpose is tantamount to environmental vandalism - at a time when we are supposed to be more conscious than ever about protecting our planet. How an you possibly justify this to save cyclists a 5 minute ride round a perfectly safe road?	proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Elaine Everitt	137	No	<p>In 35 years of living here I have never heard of Martlesham Woods!</p> <p>The birch woods are privately owned by every householder in the "new" village of Martlesham Heath through Martlesham Heath Householders Limited. They have been very loosely managed and have been a green lung for residents and a haven for flora and fauna.</p> <p>The existing bridge over the A12 and cycle path around Eagle Way are perfectly adequate; we use them to shop at the stores and retail parks which have appeared on the other side of the A12. The developers and councils have allowed far too much to be built there, with insufficient car parking space. Most shoppers come from outside the area and none of them are likely to use the cycle paths.</p> <p>We are currently being told by government and many organisations that we must protect trees and</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.

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				<p>plant many more to avoid the drastic effects of climate change. It would be a crime to ruin our woods with tarmac paths and lights when roads exist and distances would not be shortened.</p> <p>There is no justification at all for this section of the plan.</p>	
IM12	Elizabeth Hackett	740	No	<p>I am writing to strongly oppose the planning of the Martlesham Heath cycle and walking strategy.</p> <p>I don't understand how we all pay the MHHL fees to protect the beautiful heath land and wildlife yet you abuse this by firstly allowing the block of flats and car park to be built by the Square and now by destroying the mature trees and heathland to put yet more concrete down and cause more light pollution. Don't you think that if this is the way forward we should stop paying to preserve it as you are going against the initial intentions of the heath.</p> <p>There are enough lovely paths for walking and cycling already on the heath. They are not over crowded at all so all this seems totally unnecessary.</p> <p>The children love playing in the woods and exploring nature. More bikes going through and people from other estates will make it more dangerous. This plan would deter parents of the local children to encourage them out to play in these areas.</p> <p>We enjoy living on the Heath feeling that we are in the countryside and do not wish to see bridges, concrete, lights that will make me feel I'm living in</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>more of an urban area.</p> <p>Please let us keep the Martlesham Heath area as natural and beautiful as possible. Allow nature in and not urban development.</p>	
IM12	Emma Noye	625	No	<p>We live next door to these woods and strongly oppose the introduction of a cycle path cutting through Birch Woods (incorrectly referred to as Martlesham Woods in the document). It is unnecessary and will destroy the natural ambience of the woods. I urge you to reconsider this part of the proposal.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Eric Cook	682		<p>Regarding the proposed route IM12 Through the Birch Woods on Martlesham Heath.</p> <p>I've lived on Martlesham Heath for the past 38 years. It is a delightful place to live. Martlesham Heath was planned from the very beginning, to have individual hamlets separated by open spaces of heathland, woods and village greens. The Birch woods are a precious amenity enjoyed by local residents, and supporting a wide variety of wildlife. To route IM12 through the middle of the woods would be an act of environmental vandalism. Adopting a route, on the open land, to the south of Martlesham Heath Village</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and</p>

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				<p>across would be more appropriate.</p> <p>From the age of 11 to 71 a bicycle has been my main form of transport, I only use my car if there are no other options. I regard Eagle Way as a very safe route for cyclists. In the last 38 years I know of no accidents involving motor vehicles and cyclists on Eagle Way.</p>	Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Ernest John Geary	56	No	<p>The destruction of part of a Wood in the name of ' Sustainable Transport ' Climate Change and protection of the environment is ludicrous! Add the CO2 emissions from the manufacture of the concrete and other materials needed compounds the damage. Proposals IM11, 13 and 14 provide the links.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Ernest John Geary	225	No	<p>The suggestion of putting a hard surfaced lit path through the woods goes against all the biodiversity and wellbeing policies. As for ' natural surveillance ' this is a wood, trees have leaves! See ' community suggestion ' 347 for a better idea.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and</p>

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					walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Europa Translations (Bennett, John)	663	No	<p>We object to any part of our woods being paved and lit in order to provide a cycle path. These woods are enjoyed by walkers as they provide a peaceful natural environment which would be ruined by an illuminated cycle path.</p> <p>The existing bridge and paths provide ample facility for cyclists.</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Fiona Carlin	604	No	<p>Sadly I feel this is further destruction of woodland where no benefit will be gained. Nightingales, deer, foxes, badgers are amongst many animals that will be impacted due to the reduction of their habitat and bringing urban values into a natural wooded area. The light pollution, further destroying our climate, is against Cop26 values signed by governments so surely should be followed by local councils.</p> <p>Furthermore during National Tree week, 27 November to 5th December, and the UK's largest tree celebration, Martlesham took delivery of hedgerows and trees from The Woodland Trust and</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and

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				<p>Suffolk County Council, planted to make our Parish more wildlife friendly and climate resilient. If this proposal goes ahead this will be in total contradiction of the powerful message and benefits gained and negating the investment from our Council.</p> <p>The expectation that this will link the new Brightwell Lakes development to Ipswich is a pie in the sky dream to tick a box for development approval. There is already a foot and cycle bridge over the A12 that could be improved, therefore saving massive amounts of council funding, which we are constantly told is reducing and should therefore be spent wisely.</p> <p>If you live in this area, you will see the increasing no. of cars not cyclists and purely throwing much needed council budget at a project that will give no benefit seems extremely wasteful.</p> <p>The routes already available and used are more than suitable and no time savings will be made so I can't see anything to be gained in proceeding with this.</p>	<p>Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Fosker	207	No	<p>The wood should be left as it is, so many animals and trees. The crossing and path would be better as described on the A12 consultation - results not yet shared? To go round the back of the heath straight across from if33?</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide</p>

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					a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Gavin Raby	24	No	The destruction of these woods for a new bridge is not acceptable. We back on to these woods and they provide a home for lots of wildlife including muntjac deers. We would lose privacy into our gardens and also lose the natural barrier these woods provide us from the A12 traffic and noise. In additional the further paths through the woods I wouldn't deem suitable for cycling due to the terrain. There is a perfectly suitable bridge just further up the A12 which provides a far better cycle route on tarmac and wouldn't involve the destruction of woodland and associated wildlife habitat.	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Gavin Raby	25	No	Reference IM12 - The destruction of these woods for a new bridge is not acceptable. We back on to these woods and they provide a home for lots of wildlife including muntjac deers. We would lose privacy into our gardens and also lose the natural barrier these woods provide us from the A12 traffic and noise. In additional the further paths through the woods I wouldn't deem suitable for cycling due to the terrain. There is a perfectly suitable bridge just further up the A12 which provides a far better cycle route on tarmac and wouldn't involve the destruction of woodland and associated wildlife habitat.	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.

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IM12	Gavin Raby	380	No	<p>I'm very opposed to this proposal, it would involve destruction of woodland which is home to a wide variety of wildlife, you would have a tarmaced and lit pathway put through a natural wooded area which would totally destroy it. A new footbridge would result in the removal of trees which gives the houses shielding from the pollution and noise of the road, it would mean complete loss of privacy for the residents of the houses it would overlook. Why is a new bridge being considered when there's an existing one only a few hundred metres further up linking up existing cycle lanes? The money should be spent on better playground and sports facilities in the area.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Gemma Thomas	654	No	<p>Introducing a lit cycling route to Martlesham Woods will completely alter this area for the worse. This is an area frequented by walkers, but the current paths are more than adequate for that purpose. Adding a tarmac path here would completely ruin the natural feel of the woods. I think this would also negatively impact the wildlife living in the woods.</p> <p>I would also question the safety of children and people with dogs trying to cross the cycle path from the remaining woodland paths to get to the Green and properties in the area if there are fast moving cycles coming along the path.</p> <p>i also think that creating a cycle path there would encourage people to cycle straight across Eagles Way onto the Heathland to cut onto longstrops,</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>



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				rather than using the cycle paths, which would again affect the natural heathland there and could be dangerous given the number of dogs that are walked in that area.	
IM12	Gentry, Thomas H F	318	No	<p>I object to this proposal as I see no benefit to Brightwell Lakes or Martlesham Heath. It runs through privately owned land – land owned collectively by all the house owners of Martlesham Heath and managed on their behalf by Martlesham Heath Householders Ltd (MHHL) as is required by a legally enforced restrictive covenant.</p> <p>The proposal is environmentally damaging and disruptive to the wildlife in the area. The removal of trees is a retrograde step and not beneficial to the ecosystem. Any attempt to mitigate this by planting replacement trees elsewhere is pointless as the damage will be immediate but any benefit from the trees will not be apparent for several years, and may well be too late the way climate change is going. It will not, in any case, alter the damage done in the location from which the trees will have been removed.</p> <p>As the home owners are obliged to pay MHHL for the maintenance of the jointly-owned land I am concerned that any future maintenance of this unwanted path across their land will fall upon their shoulders, a totally unjustified imposition. I sincerely hope that if this proposal does unfortunately go ahead the East Suffolk Council will provide the necessary funds for any upkeep as and when required; it should not fall upon the</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>Martlesham Heath residents.</p> <p>If it really is necessary to give residents of Brightwell Lakes access to Eagle Way an alternative route should be planned which avoids damage to the environment and wildlife, and also avoids foisting extra expense on Martlesham Heath house owners.</p>	
IM12	Geoff Passmore	230	No	<p>This proposal, as currently formulated, should not go ahead for a number of reasons.</p> <p>The woods at Martlesham Heath are a valuable public amenity helping the mental well-being of a wide range of people. The proposal would totally destroy it's value and replace it with an eyesore and (based on what evidence shows has happened elsewhere in similar circumstances) encourage vandalism and anti-social behaviour. The land is privately owned, and it is highly unlikely that it would be made available to the council. It is also, I believe, subject to a section 52 agreement to maintain it's natural character and prevent wanton development.</p> <p>The current bridge over the A12 nearby which caters for cyclists is far from reaching it's capacity, so a further expensive bridge is not necessary. In the current climate, the council should be allocating funds to more pressing needs (such as social care) rather than to a scheme which seems to be driven more by a "tick the green credentials box" culture.</p> <p>The proposal to route a path through the woods would, in any case, turn out to be a white elephant</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>as, with such a long distance away from built-up areas, many potential users would feel frightened about using it after dark. A few street lights would not prevent this. If the plan for a new bridge did go ahead, then a much better approach would be to route the cycle way along Eagle Way in either (or both) directions. This approach is being proposed in 1M10 and 1M11, so there is absolutely no reason why this should not also happen in this case.</p>	
IM12	Gill Harris	765		<p>The new bridge over the A12 and through Martlesham Woods passes through woodland managed by MHHL. All households in Martlesham Heath pay an annual maintenance charge for "community amenity" land. Kesgrave and Brightwell Lakes contribute nothing yet this proposed route will benefit them.</p> <p>Martlesham Woods are a little oasis well used by young families and dog walkers. Deer, foxes and nightingales, woodpeckers, robins, tits etc abound currently but an intrusive cycle path and light will negatively impact the wildlife. It will also impact all walkers as cyclists race through on their way to and from walk.</p> <p>There will also be the temptation for leisure cyclists to forge their own off road paths through other parts of the woods. Petty vandalism and anti-social behaviour is also more likely.</p> <p>There will also be the temptation on exiting the woods to cut across the SSI instead of using Eagle Way to link to existing path</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>If a new bridge has to be built, cyclists should be expected to use Eagle Way to join up with the existing cycle path through the centre of the village and recrossing EagleWay near the Valiant Road bus stop and use existing cycle path past control tower and Gorseland School.</p> <p>I am a keen walker and cyclist but I feel it is particularly important to maintain green, wildlife-friendly oases. A lot of volunteers have worked hard over many years, and continue to do so, to maintain the woods and SSI for the peaceful enjoyment of the people who live in the parish. We do not want these spaces turned into rat runs.</p>	
IM12	Gill Harris	766		<p>See comment below for IM12. Similar arguments exist for the perimeter track through Portal Woods. There is already a cycle path alongside the A1214 so no need for further damage to woodland.</p> <p>The new bridge over the A12 and through Martlesham Woods passes through woodland managed by MHHL. All households in Martlesham Heath pay an annual maintenance charge for "community amenity" land. Kesgrave and Brightwell Lakes contribute nothing yet this proposed route will benefit them.</p> <p>Martlesham Woods are a little oasis well used by young families and dog walkers. Deer, foxes and nightingales, woodpeckers, robins, tits etc abound currently but an intrusive cycle path and light will negatively impact the wildlife. It will also impact all</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>walkers as cyclists race through on their way to and from walk.</p> <p>There will also be the temptation for leisure cyclists to forge their own off road paths through other parts of the woods. Petty vandalism and anti-social behaviour is also more likely.</p> <p>There will also be the temptation on exiting the woods to cut across the SSI instead of using Eagle Way to link to existing path</p> <p>If a new bridge has to be built, cyclists should be expected to use Eagle Way to join up with the existing cycle path through the centre of the village and recrossing EagleWay near the Valiant Road bus stop and use existing cycle path past control tower and Gorseland School.</p> <p>I am a keen walker and cyclist but I feel it is particularly important to maintain green, wildlife-friendly oases. A lot of volunteers have worked hard over many years, and continue to do so, to maintain the woods and SSI for the peaceful enjoyment of the people who live in the parish. We do not want these spaces turned into rat runs.</p>	
IM12	Ginny Turner	85	No	<p>I strongly disagree with the proposal to turn the footpath through Martlesham woods into cycle route. My arguments are listed below:</p> <ol style="list-style-type: none"> <li>1. The UK hosted COP26 a few weeks ago. As a result of agreements, we should be trying to reduce our carbon footprint. Eagle way runs around Martlesham</li> </ol>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the</p>

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				<p>woods, it is well lit and quiet and as such would make a sensible bike route without any of the infrastructure energy costs needed to convert the footpath in the woods. Turning the footpath into a cycle path would result in loss of trees which absorb carbon dioxide from the atmosphere also these trees contain fixed carbon which, when cut down, would be returned to the atmosphere.</p> <p>2. A busy lit footpath would damage natural habitats in the woods. Both bikes and lights would effect local plants and animals. This summer I had grass snakes in my garden, they would have come from the woods. It is illegal to injure grass snakes in the UK and a lit, tarmacked cycle path would certainly effect their habitat. I feel strongly that you should not be damaging wild life areas when other areas would be available for use such as down the edge of the fields which abut Martlesham Heath or around Eagle way.</p> <p>3. Martlesham woods are a tranquil, beauty area for local people. I meet many people walking in the woods, some with very young children, some elderly, many with dogs. The advent of a busy cycle path would make it difficult for such people to walk along this footpath. National cycle route one through the centre of Kesgrave is not a good place for walkers because of all the fast cyclists.</p> <p>4. Martlesham parish council has pledged to reduce its carbon footprint. It devoted a whole day to engaging local people to reduce their carbon</p>	<p>proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>footprint. Part of that plan must be to preserve the trees and woods in Martlesham as this is an important way in which carbon dioxide is removed from the atmosphere. It seems inappropriate for the plans to be made which ride rough shod over the wishes of the local parish council.</p>	
IM12	Graham Emsden	233	No	<p>There is an existing pedestrian/cycle bridge crossing the A12 from Martlesham Heath to the Leisure Area of of the Industrial/commercial area of Martlesham which is just a short cycle ride from the Brightwell Lakes development and would therefore be in the right place to allow cyclists and pedestrians to cross the A12 without the need for an additional bridge.</p> <p>Further the proposed new bridge and associated cycle/pedestrian track would require the destruction of a considerable amount of established woodland which could only be described as vandalism. This destruction would also remove valuable carbon storage, something we are constantly being reminded is essential to us all.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Graham Ixer	770	No	<p>Broadly the proposals seem acceptable with one notable exception. The proposed route labelled IM12 on the draft plan seems both unnecessary and environmentally damaging where it goes through what you have labelled Martlesham Woods. It is surely not asking too much for cyclists to negotiate that part of the village using Eagle Way and while some improvement to the surface for walking might be desirable very few would wish to walk through that particular area after dark so lighting seems inappropriate.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide</p>

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				<p>I also have some concerns about where the route labelled IM10 crosses the existing footpath running from Broomfield to Gorseland School. This is a heavily used path at certain times and the potential for accidents seems quite high. I also feel the route labelled IM9 should be pedestrian only particularly the section between Gorseland School and Portal Avenue.</p> <p>In general while I would support attempts to improve both cycling and walking the way the cycle paths are used by too many cyclists make their joint use dangerous and if ways could be found to slow some of the more enthusiastic “fitness” cyclists the proposals would be more attractive. Sadly the whole cycling industry in this country seems to be aimed at either performance or family outings unlike in Europe where the bike is regarded much more as simply another means of transport.</p>	<p>a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Graham Martin	756	No	<p>I wish to register my objection to IM12 of the ESC Cycling and Walking Strategy.</p> <p>This section is obviously aimed at serving the proposed new housing on the eastern side of the A12, I contend that they will be well enough served by exiting routes IM11 and IM13.</p> <p>I understand that this whole cycling strategy is aimed at encouraging people to cycle rather than use cars, however, I have lived on Martlesham heath for over thirty years and I can assure you that cyclists are not a common sight, certainly not common enough to warrant the kind of expenditure that this</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and</p>



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				<p>route would require. It is my opinion that this route is not likely to encourage many people to start cycling, benefit those that already cycle very little and would offer a very poor cost to benefit ratio.</p> <p>The route will cause undesirable environmental disturbance to the much valued wood that forms, with the green, the core of Martlesham Heath "village" as it would involve surfacing and lighting some existing paths (there are those that are displeased even with the hogging that has been applied to some paths recently). Wild birds are already confused by the lighting covering large areas and a lit path will do nothing to help, and, as things stand, dogs can be allowed off the lead in safety, that will not be the case if IM12 is constructed.</p> <p>I feel that IM12 is an unnecessary, undesirable and expensive proposal.</p>	Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Guy Hillyard	749	No	<p>We have recently been advised of the proposal to push a bridge across the A12, cutting through the woods between Coopers and Lancaster Drive, along with a new paved and lit cycling/pedestrian route from there through Birch Woods (which you refer to as Martlesham Woods).</p> <p>I would like to raise a significant objection to this proposal as long term resident of Martlesham Heath, as I see this as a major intrusion to the infrastructure and unnecessary construction, knowing that a bridge already exists for this purpose and has done so for considerable period of time. This currently provides a natural route across</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and

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				<p>the Heath and adequately caters for the cyclists and walkers from Adastral Park (BT) etc. through to Grange Farm and see no reason to cut across the existing land as you have proposed.</p> <p>You seem to have a total disregard for the quality of life that people enjoy for the continual and attritional encroachment on the fragile infrastructure that exists in preference to pandering to the unnecessary and ill planned developments.</p> <p>When is the East Suffolk Council actually going to be brave enough to preserve the countryside it is intended to manage.</p> <p>Please accept this email as my OBJECTION.</p>	<p>Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Hatch, Christopher	767		<p>I am writing to express some views on certain aspects of the East Suffolk Cycling and Walking Strategy, as currently being circulated for public consultation, and as specifically relating to the Martlesham Heath and Martlesham areas.</p> <p>Of particular concern is the proposed cycling route marked IM12 on the local plan. Its construction, involving the creation of a hard surfaced route with streetlights running through Birch Woods, would result in a direct loss of natural habitat for both mature trees and a range of wildlife. Surely it is a matter of both shame and unprofessionalism to have even considered building this route through designated County Wildlife site? Route IM12 would also tend to encourage inconsiderate cyclists to cut across the SSSI towards Dobbs Lane</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>(the local IM4 route) rather than take the planned option of using a short length of Eagle Way and transfer on to route IM7 towards Kesgrave and beyond.</p> <p>In further regard to route IM12, the proposed location of new bridge across the A12 is ill-considered. To address this concern, consideration should instead be given to upgrading (perhaps covering-in and certainly widening) the existing bridge over the A12 on route IM11. More generally, would it not be better to consider building a new cycle/footbridge (or subway) nearer to the Foxhall Road/A12 junction and aligning it with a re-routed PROW6 bridleway? This could then be connected with a new cycle route running adjacent to Foxhall Road and leading along to Bell Lane. Cycle route links could also be constructed to join this route to proposed route IM4 as well as provide the optimal route for cyclists leaving the new Brightwell Lakes dwellings and wishing to travel to Kesgrave or Ipswich. Of course, a narrow strip of farmland along Foxhall Road, would have to be procured for this purpose. However, there will be some costs and consequences, for any choice of new tarmac-route provision in this increasingly built-up area.</p>	
IM12	Hay, Fiona	769	No	<p>I wish to oppose the draft cycling and walking strategy in terms of the proposals which will have a significant impact on Martlesham Heath Householders Limited land.</p> <p>A new bridge over the A12: There is already an existing foot/cycling bridge over the A12 with safe</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the</p>

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				<p>access to this for cyclists and walkers. There is no need to build another bridge when people just need to walk or cycle up to the existing structure. There is good access to the existing bridge via roads with safe crossing (ie pedestrian crossing near Aldi) and approaches from beyond the Holeshot Cafe, past Barrack Square, onto Gloster Road and up to the bridge. There can surely be no reason why it is necessary to build another bridge (only a short distance up the road from the existing one) which will add to noise and light pollution for nearby residents. There can be no reason why this should even be considered if it means felling existing mature trees. We are supposed to be trying to save nature not destroy it. There is enough pressure on the flora, fora and wildlife as it is around Martlesham Heath with all the retail development that has gone on as well as building projects nearby. And, we have yet to experience what the full impact of 2,000 homes on the BT land will be. If the idea is to join the new housing development with Martlesham Heath it should be by way of a subway that comes out onto Eagle Way thus avoiding the destruction of trees and the wildlife that depend on these trees.</p> <p>Once people cross the A12 via the existing bridge, there are ample cycle and walkways on the Heath. There is no need to destroy trees and land to build any more. We have access to paths that take us to amenities on the Heath e.g. The Square and for people to go further on to Kesgrave and into Town. This path should especially not be considered as it</p>	<p>proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>will include a path through Birch Woods and may be a risk in terms of the SSSI - as people exit the proposed path near Forest Lane onto Eagle Way, it may be tempting to take a short cut across the SSSI.</p> <p>There is a proposal to have up to 8 sets of traffic lights up the A12 from where it heads north from the A14 up to Melton. This includes several sets of traffic lights running the length of the stretch of the A12 past Martlesham Heath. Therefore, there will by definition be the opportunity to build in yet more safe crossing for people wishing to get from one side of the A12 to the other.</p> <p>We do NOT need a lit tarmac path through Portal Woods! A wood should not be lit up and there is nothing wrong with the existing perimeter track. There are cycle paths that continue up to the A1214 as well as a path past the Control Tower and on to Kesgrave. A lit path will impact on nocturnal wildlife. Yet again, something is being considered when we are meant to be safeguarding the nature we have around us, not doing something that would directly impact upon it.</p> <p>To summarise, there are already existing safe places to cycle and walk around the Martlesham area including safe access to an existing bridge across the A12. There are moves afoot to put in umpteen sets of traffic lights along the A12 which could provide yet more safe crossing. We are meant to be trying to preserve the natural environment and this 'project' will have a direct impact on the natural environment</p>	

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				on Martlesham Heath. The ideas for Martlesham Heath included in this draft plan are ill conceived and totally unnecessary. I am sure if there is spare money to develop cycling and walking pathways that there are places far more in need of them than here.	
IM12	Heather Turner	741	No	<p>Along side MHHL I have concern about the proposal to push a bridge across the A12, cutting through the woods between Coopers and Lancaster Drive, and create a new paved and lit cycling / pedestrian route from there through Birch Woods (which East Suffolk Council refer to as Martlesham Woods).</p> <p>This action will affect the aesthetic appearance of the village which has been tirelessly upheld by the residents.</p> <p>The residents would be giving up over one mile of valued land consisting of natural woodland forming a pleasing opportunity to share the wildlife</p> <p>And natural beauty and also the possibly losing and also conserving the wild nature of Martlesham Householders land.</p> <p>Assuming the same width as the Kesgrave cycle path this would be approximately 4.5m wide. MHHL feel that this would damage the nature of the woods which is essentially 90% unmanaged and is a very effective Carbon sink as well as providing habitat for local wildlife.</p> <p>Thus impacting unfavourably on our carbon footprint.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>It would also bypass the village centre yet still join the same cycle path on Eagle Way. Saving in distance is minimal compared to using the existing bridge.</p> <p>Following the disruption to the area and the felling of over 25 mature trees which would be impossible to replace in the near future and the noise and general upheaval to this beautiful area is totally unexceptionable to me as a resident of over 22years standing. I feel I am not alone among my fellow villagers in voicing this feeling.</p> <p>I am concerned greatly about the future possible public impingement to the highly valued well established SSI causing impact to the SSI .</p> <p>Because of the increased use off this new facility it would cause a massive impact to this area and might lead to losing this most valued site.</p> <p>Alongside MHHL I also have concerns regarding the path alongside the Police HQ and the way the council wants to join it up to a new paved path through Long Strops by cutting the corner off the path near the Control Tower. Would also impact on the Village greatly by opening up possible Vandalism.</p> <p>My last thought is a positive one: We have in place a warren of footpaths</p> <p>and cycle ways including keep fit circuit, Please why don't we use this funding in a positive way and</p>	

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				<p>refurbish existing pathways to improve</p> <p>The local area and make it better for residents and visitors alike.</p> <p>Let's us not resort to our own vandalism in the name of improving and so called development to what is an already beautiful facility.</p>	
IM12	Helen Boxall	577	No	<p>I strongly object to a cycle path through Martlesham Woods. Martlesham Woods is a much loved haven of tranquillity, appreciated by every age group who live here. The woods are home to many animals including red-listed sparrowhawks, bats, foxes, deer, squirrels, buzzards. Slicing off a huge piece of the wood for an urban, 4.5m-wide, lit, tarmac road would destroy it, especially as many people are now racing along on electric bikes. Martlesham Heath was a carefully planned village, designed to avoid rat runs. The existing roads are quiet, so are safe for cyclists. In view of the above there is no justification for building yet more cycle paths which would only be to the detriment of the existing woodlands and endangered species.</p>	<p>The importance of avoiding harm to our natural environment is recognised. For this reason, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Helen Wootten	90	No	<p>I disagree with the path being changed to allow more cycling in the Woods instead of using Eagle Way. It would save little or no time for cyclists and is a potential hazard for children, the elderly, dog walkers (some have well trained dogs off lead) plus all the wildlife.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and</p>



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					walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	H J Bennett	737	No	<p>I would like to lodge the following objections re the above.</p> <p>1: There is already a footpath/cycle crossing over the A12 - from east to west giving safe access to Martlesham Heath village centre, Birchwood and Gorsland schools and onwards to Grange Farm etc. which is paved and lit</p> <p>2:The construction of the proposed second bridge would be disruptive to the already congested A12 . It would be higher and have more impact on the surroundings, overlooking homes and gardens in addition to the extra light pollution as I assume there will be lighting installed.</p> <p>3. The woodland between the A12 and Eagle Way is a non public natural haven and gives a safe route for wildlife. This sanctuary would be lost together with trees, flora and fauna habitat.</p> <p>4 The Martlesham Heath Birch Wood is used by many as a peaceful, relaxing and health restorative place of natural beauty, populated with a variety of tree species, flora and fauna. As well as an opportunity to catch a glimpse of different wildlife during the changing seasons.</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.

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				<p>Clearing the area for the proposed route from Eagle Way through to the Forest Lane area would entail felling a number of trees and destroying the natural fabric of the wood. The increased footfall would impact on the whole wood, not just the proposed route, with the feeling of safety when walking on ones own (as many residents do) being lost, particularly mornings and evenings.</p> <p>5 My understanding is that the Western Corridor is a SSSI which has restrictions on certain developments which covers a cycle path (and lights) where the proposed woodland route emerges on the west side of Eagle Way. If that is so, it would seem that a new route would have to go alongside Eagle Way until Valiant Road where it would join the existing footpath/cycle route.</p> <p>6 This new proposed route will be expensive to put all the infrastructure in place; disruptive to residents and businesses, not to mention continuing costs of maintenance, lighting, etc. The loss of habitat and privacy, in addition to possible loss of property value and local trade. In addition the inconvenience and disruption of motorists during construction.</p> <p>Taking the points listed above, I strongly object to the proposed cycle and footpath crossing the A12 between Brightwell and Martlesham Heath called the 'North Option'.</p>	
IM12	Ian Dudley	375	No	<p><b>I wish to lodge my objections</b> to the above proposals concerning Martlesham Heath / Brightwell Lakes development for the following reasons:</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is</p>

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				<p><b>There</b> is already a footbridge bridge across the A12 which , in my opinion, is not the most used or popular way to cross!</p> <p>To build a new bridge across the A12 is, in my opinion, a waste of public money. <b>Who</b> would, be responsible for the upkeep?</p> <p>Council tax rates are high enough!.</p> <p><b>The</b> proposed new foot/cycle path routes through the village, would create in the region of 1 mile of tarmac cycle/footpaths with them cutting through Land owned and managed by Martlesham Heath Householders Ltd, on behalf of the resident membership.</p> <p>The proposed bridge would necessitate the creation of <b>another</b> path to continue through Birch Woods (Martlesham Woods) and would require the felling of at least 25 mature trees, an action <b>that is not very environmentally friendly!</b></p> <p><b>Where</b> the proposed path would exit near Forest Lane on Eagle Way, cyclists and pedestrians would be tempted to take, (on their way to Dobbs Lane)</p> <p>a 'short cut' across our village's <b>SSI</b> (Site of Special Scientific Interest) which is maintained by MHHL and numerous volunteer residents.</p> <p><b>Why</b> is there a need for a new lit tarmac pathway</p>	<p>recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>route around the perimeter of Portal Woods ?</p> <p><b>WHY</b> is a new lit tarmac route from Dobbs Lane along the back of Whinfield /</p> <p>Broomfield leading to Eagle Way a necessity?</p> <p><b>I can think of no reasons that the above proposals should be accepted, indeed, the proposed exercise is another example of humans interfering with the environment when it is unnecessary.</b></p> <p><b>If people want to cycle or walk, they are able to do so within the currently available cycle/footpaths!</b></p>	
IM12	Ian Green	106	No	<p>During the lockdown I walked through the woods most days for my exercise. I enjoyed looking at the painted stones that were done by children and left for others to appreciate.</p> <p>I would object to the woodland paths being concreted over, firstly because it would harm the habitat and also cause damage and injuries to children should they fall off their bicycles. The other suggestion that it is to be lit is ridiculous. Aren't we supposed to be saving on electricity to make the planet greener. There is nothing wrong with the paths through the woods as they are.</p> <p>Eagle Way could not be classed as a busy road and it is amply wide enough for cyclists.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Ian Read	564		<p>My wife and I welcome ES Council's acknowledgement that cycle pathways in our neighbourhood are overdue for increase and improvement. Also that there is a need for a</p>	<p>While the support for the previously proposed cycling and walking bridge is welcomed, the importance of avoiding harm to our natural environment is recognised. For this reason, IM12 has been amended to remove the</p>

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				<p>strategic plan, to ensure that cycle paths are joined-up (in the literal sense!) to encourage more cycling.</p> <p>We are long-term residents of Martlesham Heath and cycle users, both for transport and leisure/fitness. Martlesham Heath cycle path provision has always been inadequate (e.g. compared to the newer Grange Farm, Kesgrave development), so in principle we welcome planning and investment to address this.</p> <p>IM12 - In principle, we believe the proposed second footbridge over the A12 is a good idea. Having a very busy trunk road bisecting current and planned conurbations is very much less than ideal. The existing footbridge and paths are barely wide enough to be shared between the current volume of cyclists and pedestrians, who also have to cross the busy Gloster Road to continue on the cycle path past along the front of Adastral Park, so a new wider footbridge where planned would serve residents of the new Brightwell Lakes development well. However the proposed cycle and pedestrian route to the bridge seems to have been perversely designed to maximise the destruction of the Martlesham Heath woodland, rather than the opposite! Providing a dedicated cycle path along Eagle Way - with its broad verges - between IM11 and IM12, would be much easier and cheaper, meaning only a small section of wood/scrub-land would need to be crossed to reach the main road. It would also encourage more cyclists to go past/use the Martlesham Heath shopping square.</p>	<p>proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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IM12	Ian Sargeant	260	No	If this is genuinely a consultation then surely you would also need to visit every resident of Lancaster drive to see what the visual impact would be to the residents whom have gardens, houses and bungalows that will all suffer being greatly overlooked and suffer from blocked natural light as a direct result of this construction of a cycle/walking bridge over this point of the A12 so close to Lancaster drive residents property. You would also be destroying with this proposed pathway cycle route a safe and quiet area of natural woodland populated by many animals often seen including deer, bats, butterflies and bees. I 100% object to this appalling proposal opposite lancaster drive.	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Ian White	240		With respect to your Draft Cycling & Walking Strategy for Martlesham Heath. I have few objections to your proposal and like the fact that two of these routes, the one around the old perimeter track in the Portal Woods and the new one proposed through the Birch Woods via a new bridge over the A12, appear to be reasonable given the increase in cycle traffic likely to occur with the development of the so-called 'Brightwell Lakes' site. Having said that I wouldn't wish to walk along them at night! By the bye, where is the lake(s)? The loss of some 25 mature trees has to be set against this proposal. However, my only concern is who will be responsible for the maintenance of these cycle paths, particularly the lightning and the verges and what will be done about a proportion of the cyclists who ride in a reckless manner past/through	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.

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				pedestrians. Are we perhaps allowed to knock them of their bicycles.	
IM12	Ian Wright	356	No	<p>I would like to object to the proposed route of the cycle track through Martlesham Woods shown as IM12 on the plan for the following reasons:-</p> <p>1) There is already a bridge across the A12 on the IM11 route which could be used via IM13, saving the cost of the additional bridge.</p> <p>2) The area known as Martlesham Woods is a very peaceful and safe haven for walkers. The introduction of cyclists will inevitably cause accidents between cyclists and walkers.</p> <p>3) If a cycle track bridge is definitely required, could the route of IM12 turn north where it meets Eagle Way just south of the Coopers Rd junction, then follow Eagle Way heading north until it meets and joins up with IM11?</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Janet & Clive Thornhill	242	No	<p>Martlesham Heath residents have received information from Martlesham Heath Householders Ltd about your proposal to build a new Bridge across the A12, followed by the creation of 1 mile of new lit tarmac/cycle footpaths on land owned and managed by MHHL on behalf of our members. Land for which every one of the residents of Martlesham Heath pay a substantial premium for its use. And for which is for the use and benefit of the new Brightwell Lakes Development .For which they would presumably pay nothing.</p> <p>I would like to register my objection to this scheme</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and</p>

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				<p>in the strongest possible terms. On grounds of the damage this would cause to the precious environment of our village as envisioned and created so many years ago by the founders and architects of our village.</p> <p>Our valued village amenity of Birch Woods ( who decided to rename I this Martlesham woods?) would suffer the loss of 25 mature trees, which can only be of detriment to the environment and its wildlife, as well as the loss of recreation and dog walking amenities used for generations by local residents.</p> <p>Next I see that this new construction would entail carving a fully lit tarmac path through the woods some 4.5m wide. Huge in cycling terms – this is more like a cycling motorway than a path! With all the associated light pollution. The prospect of the massive number of cyclists who would have free access to our woods – not to mention that it would probably become the venue of choice for not just cycles but also mopeds, scooters and the new generation of electric e-scooters which are illegal for use on roads and pavements which would have a heaven-sent opportunity of taking the so-called path over for their recreational use. All 3 areas of Birch Woods, Portal Woods and our SSSI would be at risk of irreparable damage. Speaking of which, this scheme would entail regular repairs and ongoing maintenance to he Brightwell Lakes Cycle Path – would this ongoing expense be foisted upon the residents of Martlesham Heath by regular increases to our annual maintenance fee?</p>	<p>Brightwell Lakes, passing to the south of Martlesham Heath.</p>



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				<p>In short I feel that in proposing this new Bridge and Cycle Scheme the Council have acted in an extremely high-handed manner without thought or care for our wildlife, amenity and any care whatsoever for the interests of Martlesham Heath with the intention of acquiring and mis-using land it does not even own, which has been faithfully husbanded and protected by the Volunteers who freely give huge amounts of time and effort for the benefit of this village. We would like the Council to carefully reconsider this strategy which is totally inappropriate for this area. The cyclists cannot deem it unreasonable to be asked to cycle round Eagle Way if they need to access the other side of the village. It is</p> <p>a quiet road, not at all busy, and will take them only minutes to do so.</p>	
IM12	Jan Hamill	308	No	<p>I believe this proposed cycle path is not necessary, a waste of tax payers money, and detrimental to the wildlife within Birch Woods. In todays challenging times re climate changes it is imperative to maintain the woods as they are. The area will not benefit a 4.5 metre path running through Birch Woods. Find another way.</p>	<p>The importance of avoiding harm to our natural environment is recognised. For this reason, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Jan Hamill	313	No	<p>Waste of tax payers money</p> <p>detrimental to the wildlife of Birch Wood</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling</p>

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				<p>Against climate change strategies - deforestation</p> <p>no major benefit.</p> <p>Other routes available</p>	<p>and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Janine Davey	338	No	<p>I would like to object to the planned cycle route through Birch Woods, Martlesham Heath (referred to in your document as Martlesham Woods). This is a precious amenity area for local residents and an area of natural woodland. The proposal of felling mature trees to make way for the cycle route along with construction of lighting will damage the woodland and disturb wildlife. Where the path would exit on Eagle Way, cyclists and pedestrians would be tempted to take a short cut across our SSSI on their way to Dobbs Lane.</p> <p>The same argument applies for the lit tarmac routes through Portal woods and near Dobbs Lane. Our natural areas and wildlife are constantly under threat from these types of schemes and would urge you to re-visit this decision.</p> <p>I see the proposed schemes as an unnecessary waste of public money seeing as there is a perfectly acceptable existing through-cycle route from the A12 to Grange Farm.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>No doubt you will be conducting the necessary surveys and producing data to justify this expense. The local residents would be very interested in your findings.</p> <p>Please read and carefully consider any objections you receive and not treat this consultation as a 'box-ticking' exercise.</p>	
IM12	Jason Burgess	220	No	<p>This route will result in harm to habitat and amenity through adverse impact and loss of woodland for little benefit to both cyclists and pedestrians compared with other routes identified. It would also result in the (perhaps unintended) consequence of increased pedestrians and possibly cyclists continuing westwards over Eagle Way and across the Martlesham Heath SSSI towards Dobbs Lane - increased trips along this obvious desire line will also result in harm to the SSSI.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Jean Rogers	428	No	<p>I totally oppose this proposal to create a cycle path through Birch Woods/Martlesham Woods. Cyclists who cross the A12 on the newly proposed footpath can join Eagle Way and continue to use the existing well lit road to cross over to the west side of Eagle way to continue their journey reusing existing infrastructure.</p> <p>I feel very strongly about this complete waste of</p>	<p>The importance of avoiding harm to our natural environment is recognised. For this reason, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and</p>

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				<p>money as this is an area used by locals for personal exercise, family walks and dog walking. The most likely cyclists using this proposed route are likely to be teenagers making their way to and from from Kesgrave High School. Unfortunately, teenagers are not likely to use their lights or bells or take much care if anyone else is using the path. I anticipate that there will be accidents particularly with the elderly trying to get out of the cyclists way. My experience is based on the behaviour of cyclists in Cambridge.</p> <p>Furthermore, the unnecessary destruction of trees to create this path is unbelievable when the local community has sought to carefully maintain this area over many decades. It is contrary to climate change policy.</p>	<p>walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Jean Turner	256		<p>Regarding the proposed link from the new Brightwell Lakes development through Martlesham Heath towards Ipswich (IM12), I have to say that your plan to put a paved and lit cycle path through our lovely Birch Woods (Martlesham Woods on your plan) is pure ecological vandalism. If you must put a fourth crossing over/under the A12 at Brightwell, and I don't see the need when another bridge crossing is quite close by, then cyclists can use the existing road network which is not that busy, or you could put your cycle path round Eagle Way which is already lit and only slightly longer, instead of spoiling one of the very few accessible natural spaces in the area. Currently pedestrians are able to enjoy a quiet walk through the wood along its natural pathways and certainly don't need a paved and, even worse, lit path to do so. Also, damaging the woodland in this</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				way is bound to have a detrimental effect on the local wildlife. I find it hard to believe you are even considering such a thing and request that this plan is revised.	
IM12	Jenny Edgerley	475	No	I fully support the need for a cycling strategy however, I believe the location of this route would have a huge impact on what is a very natural environment and for little benefit. The birch woods (you refer to them as Martlesham woods) are a haven for wildlife, is mostly unmanaged and is well used by walkers enjoying the peace and quiet which is one of the things so unique about the village. There are existing formal cycleways/footpaths from the footbridge leading across Martlesham Heath village to grange farm which are well lit and well used so there is no need to destroy the tranquility and beauty of this area of woodland.	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Jeremy and Maggie Cook	683	No	<p>We Strongly Object to East Suffolk Council’s Draft Cycling and Walking Strategy</p> <ul style="list-style-type: none"> <li>We have lived on Martlesham Heath for 43 years. One of the main reasons we chose to live here was because of the woodland and green areas within the village.</li> <li>The preposed bridge crossing the A12 is unnecessary when there is another bridge close by.</li> <li>We understand that the saving in distance of the preposed cycle route is minimal compared to using the existing bridge and cycle route.</li> </ul>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and

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				<ul style="list-style-type: none"> <li>The proposed cycle path is to cut through Birch woods (Martlesham woods) which will require the felling of at least 25 mature trees and the clearing of considerable undergrowth. We have frequently walked in these woods with our children and now with our grand children. The loss of habitat will have a detrimental impact on our wild life. We have observed Deer, Foxes, Squirrels and nesting birds including Nightingales and Sparrow Hawks. There are also many different species of Butterflies living within the woods.</li> <li>The totally ridiculous idea of lighting the pathway will add to light pollution and disturb our night wild life</li> <li>This proposed new cycle track will most likely result in the cyclists taking a short cut across the Site of Special Scientific Interest to get to the Dobbs lane cycle track.</li> <li>We already have a very well used and extensive cycle network which we have personally used.</li> <li>This proposal does not add to the Eco positives. The affect on the wildlife will be devastating and will destroy our environment.</li> </ul>	Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Jeremy Wilson	426	No	<p>I am writing to raise my strongest objections to the section of IM12 passing through Martlesham Woods and known locally as the Birch Woods.</p> <p>1) The Martlesham Woods are a priceless green reserve in the increasingly urbanised environment of</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For

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				<p>this part of Suffolk. A tarmac and lit cycle path through the woods will severely and permanently damaged the woodland environment. At present most access to the Martlesham Woods is from the Martlesham Heath Green to the north. To have a potentially busy cycle path obstructing the path from the Green to the Woods will make accessing them potentially hazardous.</p> <p>2) The building in itself of such a path in Martlesham Woods will damage the environment. Trees will need to be felled and green areas cleared.</p> <p>3) During the pandemic, many people have discovered Martlesham Woods who were unaware of them before. This path would degrade the environment not just for Martlesham Heath residents such as myself but for anyone living within walking distance.</p> <p>4) This part of the path is quite unnecessary. On a bicycle, a detour round Eagle Way would only add a few minutes ont a journey if that. Eagle Way is not a busy road nor ever likely to be.</p>	<p>these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Jeremy Wilson	692		<p>I am writing to you concerning my comment 426 on the Draft Cycling and Walking Strategy Ipswich to Melton Key Corridor Martlesham Heath - Martlesham Village IM12.</p> <p>It has occurred to me since writing the comment that the path in question passes over land owned by MHHL Ltd of which I and my wife, in common with</p>	<p>In implementing the recommendations set out in the Strategy the intention is to work with landowners and relevant organisations, such as SCC, to ensure the best outcomes for all involved. As such, it will also be important to draw upon various funding and delivery opportunities. However, the importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling</p>

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				other householders, have a legal share in. Therefore I am assuming that you will compulsorily purchase the land for the cycle path. Is this your intention?	and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Jill McFarland	255	No	<p>The proposed route through Martlesham Woods will be very disruptive to the wildlife that live in the woods and the felling of trees is not acceptable, is also a very popular dog walking area and as the dogs are off the lead this could cause accidents with cycles travelling far too fast to avoid the dogs or people. Another route should be found that connects to the existing cycle paths, using the bridge that already exists, there would then be no need for another bridge across the A12, using the path along the side of the BT site could then link up with the bridge and the cycle path leading into Martlesham by the new development that is being being in 2022.</p> <p>The route near Forest Lane onto Eagle Way could encourage pedestrians and cyclists to use a short cut through the SSSI which could also cause significant disruption to wildlife which should be avoided at all costs.</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	John and Jo Goodluck	738		Martlesham Heath - Does ESC intend to recompense members of Martlesham Heath Householders Ltd for land to be utilised in the Cycling Strategy which is	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is



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				<p>owned and managed by Martlesham Heath Householders Ltd. Martlesham Parish Council have declared the climate emergency and as a village much work is done to mitigate this. The Martlesham Woods area is a valuable carbon sink and a haven and food source for migrating birds especially Fieldfare, Redwing and Waxwing, as well as a home to common lizard. It is an incredible idea that to help reduce carbon ESC is proposing to cut down mature trees. The gap between Cooper's Road and Lancaster Drive has lain undisturbed by humans for many years, probably since Martlesham Heath was built. It is a haven and a corridor for wildlife. If any bridge is to be put here then it ought to be one especially for wildlife, as main roads contribute to isolating wildlife populations. The cycling route could easily pass closer to the village center.</p>	<p>recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	John Hovell	610	No	<p>I am making these comments as both a resident of Martlesham Heath and a keen walker and cyclist. I am a frequent user of existing local routes.</p> <p>I believe that the village of Martlesham would be better served if the traffic that may use IM 12 were to use IM11 through the centre of the commercial area of the village so both giving a purpose to the route and benefiting the local shops/businesses. This would have the same popularity and benefit that the existing IM7 route through Kesgrave that passes the Kesgrave commercial area.</p> <p>The existing A12 footbridge serves the Martlesham industrial/commercial area plus BT. This crossing is</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>currently inadequate and will be increasingly so in the future. That is, it needs improving now. The proposed new IM12 bridge will not ease the existing bridge traffic and hence is redundant.</p> <p>The IM12 route would encourage pedestrians/cyclists to take a shortcut to the west across Martlesham Heath to Dobbs Lane/IM4, a natural wildlife area that cannot support heavy traffic.</p> <p>IM12's passage through Martlesham Woods would be devastating for the wildlife in these woods. I have seen deer and foxes, grass snakes and adders, green and lesser spotted wood peckers, Jays, nuthatch, tree creeper, sparrowhawk, and many other creatures in these woods. A wide, lit, heavily used path through this area would be devastating for the local wild life.</p> <p>Overall, I see IM12 and the associated footbridge as unnecessary, and detrimental to the local environment. A better use of resources would be to route the traffic through Martlesham centre to support local business and over the existing footbridge (improved) to access the Martlesham industrial area and BT.</p>	
IM12	John Kelso	779	No	<p>I object to the provision of a new bridge across the A12 and the suggested provision of a cycle/pedestrian route being established between Coopers Road and Lancaster Drive.</p> <p>Also to the provision of a cycle/pedestrian route through the Martlesham Heath Birchwood which</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For</p>

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				<p>would be lit and hard surfaced which would prove detrimental to the existing wildlife. It should be noted that both of the afore mentioned areas are owned by the residents of Martlesham Heath via Martlesham Heath Householders limited.</p> <p>The section of cycle/pedestrian path along Eagle Way between the birchwood and Valiant Road should also be deleted.</p> <p>I would also suggest that just because funds are available from Developer contributions they should not be used for facilities that would prove detrimental to existing communities ,residents and much appreciated existing facilities.</p>	<p>these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	John McQuin	634	No	<p>I am unsure what segregated walking and cycling routes implies on this route. Is it completely separate routes ie the existing path is maintained for walkers or a shared path with a dividing line.</p> <p>Does the reference to natural surveillance imply that the council believes that introduction of this route may lead to increased anti-social activity or crime?</p> <p>The introduction of a new surfaced route through Martlesham Woods would involve the loss of trees and expenditure of energy for lighting. This will be detrimental to the wildlife in the woods and incur initial and ongoing costs for little benefit. The cost of a bridge crossing over the A12 seems hard to justify for a lower priority route.</p> <p>The strategy recognises that the route is not high priority and it can be seen that access from Brightwell Lakes to Martlesham Heath village centre</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>can be achieved from the junction of IF33 and IM13 via IM13 and IM11 at very little extra cost in time or distance compared with the route that goes from IM13, IM12 and IM11. Similarly the route through to IM10 is not significantly improved by the availability of IM12, and not at all for travel towards Woodbridge and Melton. The distances involved are short irrespective of route,</p> <p>It is difficult to see how the required expenditure, as well as adverse impacts on Martlesham Woods, can be justified for such a minimal improvement in access.</p>	
IM12	John Olby	383	No		Objection noted.
IM12	John Olby	386	No	I strongly object to any clearance through MARTLESHAM WOOD particularly felling trees. DO NOT FELL TREES.	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Jonathan Clyne	398	No	By "Martlesham Woods" it is assumed Birch Woods are being referred to. This is private land (as is all of the land owned by Martlesham Heath Householders Ltd ("MHHL"), the shareholders of which are the	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling

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				<p>residents of Martlesham Heath) and so any changes would need the approval of MHHL.</p> <p>There is no need for any segregated cycling or walking tracks other than those that already exist. These were carefully planned into the design of Martlesham Heath and there is no need, or requirement, for any change. The existing crossings are perfectly adequate, well used and are safe.</p> <p>There are already 3 crossing points over / under the A12 and there is no need for any further crossing points, especially where the proposals would cause very significant damage to private property and the environment. Cyclists and walkers from the new Brightwell Lakes development can easily use the bridge over the A12 (or one of the other crossings).</p> <p>Dedicated crossing points over Eagle Way are not needed. The road is already quiet and safe to cross at all times of the day or night.</p> <p>The proposed new crossing of the A12 would destroy the natural woodland between the A12 and Eagle Way. The proposed lighting would be detrimental to the wildlife, and the quiet enjoyment of area by the residents.</p> <p>There is no need for a dedicated cycle / walking track through Birch Woods. The existing track is well used by walkers (primarily residents of Martlesham Heath) and the occasional cyclist. The woodland is maintained by MHHL and is deliberately kept as wild</p>	<p>and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				as possible. Wildlife flourishes, with many species of birds and other wildlife seen regularly. At the appropriate time Nightingales can be heard (and sometimes seen). Cutting a dedicated cycle / walking track through this woodland (and on up to the SSSI), and then lighting it would be hugely damaging to this special environment.	
IM12	Jonathan Dixon	589	No	<p>I do have a particular concern with the proposal "IM12" to build a corridor through the Birch Woods at Martlesham Heath. The Birch Woods (referred to in the consultation as "Martlesham Woods") is a popular asset owned by, and for the residents of Martlesham Heath, and its natural beauty provided a calming environment for many during the anxiety of the pandemic. It is home to many wild animals, include deer (muntjac) and foxes, which would be disturbed by any development work and artificial lighting, as well as its use as a public thoroughfare. This path is not currently a public right of way, and is owned by the people who live on Martlesham Heath, as members of MHHL.</p> <p>I understand that there may be a need for cycle and walking routes from Brightwell Lakes, however I believe that IM12 offers little advantage over the existing IM13/IM11 route using the existing pedestrian footbridge next to Martlesham Leisure. I also see that IM25 &amp; IM26 have also proposed as routes to Ipswich from Brightwell Lakes. However if it is considered that a second footbridge over the A12 is required, then connecting to the existing Public right of way ("PROW6") just to the north of Welham Plantation would enable a more direct</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>route from Brightwell Lakes to Dobbs Lane, and onward to Long Strops (IM4).</p> <p>In conclusion I generally support the principles behind this initiative, and am generally supportive of the proposals to improve cycling and walking routes throughout East Suffolk, but object to IM12 through the Martlesham Birch Woods.</p>	
IM12	Jon Saunders	854	No	<p>I am writing to you to express my <b>deep concern and objection</b> to the proposed strategy to destroy more habitat in the area of Martlesham Heath, in the name of progress.....</p> <p>The East Suffolk Cycling and Walking Strategy Draft will have a significant impact on MHHL land (which I am a member of) and I feel the need to express my objection to this 'strategy' in very strong terms.</p> <p>As there are currently more than enough cycle paths around Martlesham Heath, most of which I do not see as being heavily used, as cyclists and joggers prefer to use the road as it is better maintained. I also do not see the necessity to push another cycle bridge across the A12, when there is a perfectly usable one a few 100 yards to the west of the proposed extra location. Is it going to get to the point where there is a bridge every yard so that poor pedestrians and cyclists don't have to take a slightly longer route. I used to work at BT and walk to work over this bridge and never found the it an inconvenience that I had to walk just that bit further than if I had gone in a dead straight line from my house.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>This proposed new bridge and the additional proposed cycle route cutting through the woods between Coopers and Lancaster Drive, and the creation of a new paved and lit cycling / pedestrian route from there through Birch Woods is a ridiculous idea, which may tick a few boxes for the sake of ESDC receiving funding from central government, but will never actually get any return on investment both financially and spiritually, and seems to be another one of these projects that ESDC will plough headlong into without actually taking into consideration any of the concerns and objections of the residents that currently live on the Heath (in the same way that the expansion of the Martlesham business park and the new development next to BT, the proposed development at Martlesham Police Headquarters and of course the new old peoples home on the Heath and the loss of parking (which impacts local business and residents) will just roll on).</p> <p>The proposed route would also be another nail in the coffin of the shopping area on the Heath, as it would encourage people to bypass this but then join up with Eagle to the south of these facilities. Again, the saving in distance is minimal compared to using the existing bridge and it would also encourage passing trade to use the shops on the Heath and help keep these businesses afloat, especially after the pains they have endured over the pandemic.</p> <p>The paved areas through the woodland (assuming</p>	



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				<p>the same width as the Kesgrave cycle path) would damage the nature of the woods which is essentially 90% unmanaged and is a very effective Carbon sink as well as providing habitat for local wildlife. It is also a great resource as far as getting away from it all is concerned, and as a Martlesham resident these woods are somewhere I walk on a daily basis to get away from daily life, and watch the local wildlife going about its business.</p> <p>I also have concerns regarding the path alongside the Police HQ and the way the council wants to join it up to a new paved path through Long Stropps by cutting the corner off the path near the Control Tower.</p> <p>As a lot of the land covered by the strategy is owned by MHHL, how do you propose to compensate Martlesham residents for the upheaval and more noise and intrusion caused by this work. We have already had to suffer the extra noise, pollution and traffic due to the expansion of the Martlesham retail park, and this noise, pollution and traffic is only going to be increased by the other proposed developments in the area.</p> <p>I seriously cant see people suddenly selling their cars and using these cycle ways as modern life doesn't work that way (well maybe only in the happy clappy minds of members of ESDC's cabinet and Planning , who do not live in areas that these plans will have any effect on). Also, If they wanted to encourage cycling, how about spending money to resurface the</p>	

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				<p>existing cycle routes as a) most cyclists don't use them as they are not nice to cycle on and b) change the law/highway code so that it states that where cycle paths are provided then cyclists must use them, leaving the road free for cars and c) have to have insurance and pay some form of road fund to use these facilities.</p> <p>While we're on the subject of cars, why do the council not invoke some form of enforcement relating to parking around the schools at pick up/drop off time. The standards of parking and driving around Birchwood, Gorselands and Kesgrave high schools at these time is appalling and parents should be encouraged to drive and park within the law, and maybe even encouraged to cycle or walk to the schools with their children.</p> <p>And just in case you are wondering, yes, I am also a cyclist, and regularly cycle into Ipswich and Woodbridge from the Heath without any problems.</p> <p>I have more to say, but I feel that none of the opposing views from Martlesham residents will be taken into consideration, and the strategy will become a plan and become reality, no matter what local residents think, as has been demonstrated numerous times before.</p>	
IM12	J T Hancock and Associates Ltd (Jeremy Hancock)	292	No	<p>Whilst I am in support of the concept of overall improvement to cycling facilities and the improvement of existing routes I wish on behalf of myself and my wife Jane Hancock to place an objection to the proposed route for IM12 on the</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close</p>

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				<p>following grounds.</p> <p>a) Taking this "Medium Priority Route" through Martlesham Woods seems unnecessary and damaging to to both the valuable habitat and solitude provided by the woodland perhaps creating conflict with the range of of wildlife that make use of the woodland. To create an illuminated cycleway would particularly degrade the dark conditions which are important to many species inhabiting or visiting this locality. The woodland has for many years been of great value to local residents for recreational purposes only requiring marginal management including consolidation of the most used pathways. The introduction of any lit routeway would in my view be detrimental to this woodland being an "urban" incursion into a very special woodland asset.</p> <p>b) The next point I wish to raise is that Eagle Way provides an excellent cycle route around the Martlesham Heath and there are many connecting roads enabling cycle access to virtually all positions within the heath and connecting roads to Route IM11 and beyond without passing through the Martlesham Woods. The need for the route seems only to arise because of the foot and cycle bridge mooted from the the proposed Adastral Park Development. My contention is that such a bridge is unnecessary as the IM13 route to the west of the A12 connects with the IM11 Route and its existing foot and cycle Bridge over the A12.</p>	<p>proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				c) Bearing in mind the likely cost of a footbridge link, a new illuminated consolidated cycle route through dense Woodland, to provide only a "Medium Priority Route". Would it not be better to redirect such finance to points where high quality cycle routes are required especially where they segregate cycle traffic from major vehicular highways.	
IM12	Judith Grayley	739	No	<p>I would like to comment on the above proposal.</p> <ol style="list-style-type: none"> <li>1. Why the expense and considerable traffic disruption of building a new bridge over the A12, are cyclists incapable of cycling the short distance from the Brightwell development to the existing bridge?</li> <li>2. The felling of at least 25 mature trees I find inexcusable and shocking given the fact that trees are good for the air quality and the environment and in the knowledge that McCarthy and Stone will be decimating all the trees that surround the car park by the Doctors for development.</li> </ol> <p>A lit tarmac path through our Birch Woods, which you erroneously call Martlesham Woods, would be a disaster for walkers as some, not all, cyclists are selfish and ride fast and with no warning. I think it would be only a matter of time before there would be a collision between cyclist and pedestrian or dog.</p> <ol style="list-style-type: none"> <li>3. Can you GUARANTEE that cyclists, if this ill thought out strategy's goes ahead, would not take a short cut over the Site of Special Scientific Interest.</li> </ol> <p>I think not.</p> <p>Can I suggest the if East Suffolk Council has money to squander on plans like this that they use their funds to repair all the many potholes in the roads.</p> <p>Thank you for your courtesy in reading my objection to this plan.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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IM12	Julian Page	211	No	<p>There is currently a perfectly good walking and cycling route across Martlesham Heath using the the existing cycle/footbridge.</p> <p>It would be inappropriate and unnecessary to destroy the natural environment of the Martlesham Heath woods by putting in a surfaced and lit route through the middle of it.</p> <p>The money could be far better spent putting in crossings at IF14, and also on the section of the A12 West of Brightwell where there are 3 rights of way crossings which are virtually impossible on foot in normal traffic conditions.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Julie Jewhurst	472	No	<p>I object to Martlesham Woods and its wildlife being disturbed further. We have already had to suffer a so called fitness trail being put through the wood last year, which has spoilt some of the naturalness of it. There is no need for the cycle route to go through the woods!! Eagle Way is a wide road that can be safely used by cyclists. There is no need to destroy trees, put down tarmac and put up lighting, which are all against new government policies to be greener and are detrimental to the environment. The wood is a natural, quiet place where nature and gentle recreation work together. Putting this unnecessary cycle path through will greatly diminish an already small wood and upset the wildlife even further. The wood is loved by Martlesham Heath residents and is an important part of this special residential</p>	<p>The importance of avoiding harm to our natural environment is recognised. For this reason, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				development and never intended to be chopped up for cycle paths or fitness trails.	
IM12	Juri Keyter	66	No	<p>I would like to object against all proposed changes related to the Martlesham Woods. The pathways through the Martlesham Woods are perfectly suitable for cycling and walking as it is now, but there are also ample alternate routes bypassing the Martlesham Woods for those who prefer to walk / ride on paved and lit routes. The Martlesham Woods is a woodland area, totally unsuitable for cycling in winter due to leaves covering the pathways, but perfect for natural recreation.</p> <p>Before this project is implemented, please can we see how many people will actually benefit from this (if any)? The current roads, paths and bridge over the A12 is easily accessible from anywhere in Martlesham Heath and I am not sure what this proposal is intended to solve.</p> <p>The lay-by on the A12 in this area is a far more troublesome issue and available funds should rather be spent on this before it is wasted on something that destroys and has no benefit.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Justine Lewis	806	No	<p>The addition of a new pedestrian/cycle bridge over the A12, a short distance from the existing one (route IM11) would cause significant traffic disruption for very little gain.</p> <p>The felling of at least 25 mature trees to build the path through Birch Woods (referred to in your document as Martlesham Woods) is environmentally disastrous, especially when this is in addition to the</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In</p>

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				<p>trees to be lost as part of the McCarthy and Stone development next to The Square. Martlesham Heath is sited next to the heavily used A12 and the woods help to offset the traffic pollution.</p> <p>There is a strong likelihood that cyclists would continue their journey using IM12 and take a short cut over the Site of Special Scientific Interest.</p> <p>Lit tarmac paths through established woodland would change the character of the woods. Urbanisation would discourage wildlife. The majority of residents who enjoy the woodland and heathland areas for dog walking and leisure, without having to drive, would instead have to drive to other heathlands such as Sutton Heath and Rendlesham - more cars on the road.</p>	<p>its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Justin Mayhew	405	No	<p>I find it incredible in 2022 that anyone could propose constructing a new tarmacked and lit surface through undeveloped woodland. The damage to the environment and ecosystem of the woods will be irreparable. I cannot see the benefit of this section of the cycle route, at most it would save 50m in travel distance to the new Brightwell development. The cost and carbon footprint of a cyclepath/footpath through the woodlands and a new bridge over the A12 would be significant. Surely the money would be better spent upgrading the existing bridge over the A12 (IM11) and improving the links to brightwell development via IM13. The safety of cyclists and walkers at night would also be a concern in Martlesham woods, compared to routes IM11 and 13 alongside existing highways.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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IM12	Justin Watts	115	Yes	<p>I write as a homeowner on Martlesham Heath, a cyclist, a car driver, and a dog owner.</p> <p>Eagle Way is not a safe route for cyclists. It might have been if people drove within the speed limit, and with proper care, but they don't. I have on several occasions nearly been hit by speeding motorists on Eagle way. I am a very experienced cyclist, and can anticipate stupidity and inconsideration by drivers but the fact is that many people are put off cycling by the dangers posed by bad driving. And many drivers drive badly</p> <p>If we are to move away from our society's addiction to the motorcar, we need proper provision that encourages people onto bicycles. IM 12 is exactly the kind of provision that is needed. I strongly support it.</p> <p>Of course any development needs to be sympathetic to the very important Martlesham woods. It needs to make proper provision that guards the safety of pedestrians. I am not sympathetic to the voices I have heard that oppose a cycle route on the basis that it would interfere with dog walkers. I walk my dog, and where it is not safe for the dogs be off the lead, my dogs on the lead. Other people ought to take the same view. If they do, the cycle path to post them no difficulty.</p> <p>There is plenty of provision nearby for walking a dog on the lead (and, for well-trained dogs, off the lead as well, on the heath). It is not obvious to me that any dog should be off the lead in the woods, where</p>	<p>Support noted. The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>



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				there are many other wildlife considerations to take into account, in particular bird life.	
IM12	Justin Watts	1058	Yes	<p>I strongly support the provision of a cycle route on the route IM12 through Martlesham Woods. I say this as the owner of a house on Martlesham Heath, and a supporter of the need to stop our societal addiction to the motor car. I have been nearly hit by cars cycling round Eagle way on more than one occasion. If cars stuck to the speed limit on Eagle way, it would be a safe route for cyclists. But they do not, and provision that keep cyclists safer is of vital importance. There is an enormous need to make cycling easier and more accessible, and with the growth of the electric bike industry, more older people are likely to find cycling a convenient mode of transport. We should be doing all we can to encourage it.</p> <p>The Woodlands are, of course, important and any development must be sympathetic and have proper regard for the safety of pedestrians. I am a dog owner and therefore very conscious of the need for safe places to walk the dog. I am, however, not sympathetic to the voices I have heard that suggest that dog walking provides a reason not to permit this cycling development. It is incumbent upon dog owners, and their responsibility, to walk their dogs with regard to the safety of others. That is why I walk my dog on a lead except in areas that are wholly suitable for a different approach, which in the case of my dogs means a fenced secure area.</p>	Support noted. The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.

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				Consequently I strongly support the development of IM12.	
IM12	Karen Gould	38	No	I am shocked that route IM12 is being proposed. This would pass through a long stretch of very well established woodland and involve cutting down trees and destroying established habitats. Currently these trees form an effective carbon sink in line with international moves to protect trees which help to offset global warming. There are other tarmac roads and paths nearby which could be utilised and/or improved to encompass a dedicated cycle path without destroying important habitats and trees which have been in place for well over 40 years.	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Kate Startin	239	No	For local residents Martlesham wood / the Birch Wood is not primarily a thoroughfare but a precious and loved resource. It is used by local walkers and visitors alike as a recreational space. Children and families play in it. Older residents use it to take shorter but safe walks. It has helped to get many of us through the pandemic. The wood has established itself naturally over the last 40 odd years. I have seen a herd of deer clattering across Eagle Way from the woods to the thicket by Coopers Road, and I frequently see muntjac deer when I am walking. It can be a place of calm and peace. Over the years we have seen the trees thicken and grow, and modern science tells us it is a good carbon sink.  The prospect of someone driving a cycling highway	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.

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				through our glorious wood fills me with horror - and this, to save cyclists a few minutes on Eagle Way. It just seems so crass. It's not on any main route and the future residents of Brightwell Lakes don't need to come through Martlesham Heath to get to either Ipswich or Woodbridge. Please do not do this.	
IM12	Kathleen Barchus	70	No	<p>Birch Woods has a diverse habitat and is a site of natural beauty. It is used and enjoyed by a lot of pedestrians and to have a cycle path running through it would ruin the enjoyment of people enjoying the woods. There are already a lot of cycle paths linking Martlesham Heath with the surrounding areas.</p> <p>Cyclists already use the path through the woods so another one is not necessary and to add lamps would add to the light pollution.</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Kathleen Brierley	360	No	<p>I would like to make my views known about the proposed draft cycling and walking strategy.</p> <p>I strongly object to the felling of trees &amp; disturbing the vegetation of Martlesham (Birch) woods by constructing a new path through that area. I feel that part of the plan is completely unnecessary.</p> <p>I hope you will take residents objections in to account when considering this proposal.</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide

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					a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Kathy Passmore	231	No	The proposal to build a cycle path through Martlesham Heath woods would destroy the natural woodland and involve the removal of many trees and bushes. Also, it would be a potential hazard and an accident waiting to happen. Young children and dogs frequently use these woods, and this would not be safe with cyclists whizzing through at speed. Eagle Way is a road which is far more suitable for cyclists as is the underpass and footbridge which crosses the A12. One further point, the money spent in building a cycle path which is not needed, would be far better spent elsewhere.	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Katy Bell	658	No	I write to object to the proposed East Suffolk Council draft cycling and walking proposal.  My reasons for strongly objecting includes the felling of trees to facilitate such a path through Birch Woods. This part of the proposal is entirely unnecessary. I cycle this route on a very regular basis in daylight hours with my family and feel that there is absolutely no need to tarmac and light this pathway. It would harm wildlife, fell trees, create light pollution and encourage people to 'hang about' in the woods after dark which is not socially acceptable. During the dark I currently opt to cycle around Eagle Way and can assure you that it is a quiet and safe journey as it currently stands and	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.

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				<p>probably adds a minute or two at most to the route. In fact the whole of Martlesham heath is very cycle friendly already; one of the many plus points to living in this area.</p> <p>It is very possible to promote cycling across the villages without a formal tarmac path. Once covered with leaves they are slippery anyhow and who would have right of way when it comes to cyclists vs dog walkers?</p> <p>Absolutely not required. We are an active village with a significant amount of cyclists (just look at the cycle sheds at kesgrave high school) all of these pupils have safely commuted from the villages for decades. The proposed route would add nothing other than the destruction of MHHL land, which I thought as a resident of Martlesham heath I was part owner. I therefore do not give consent for such a poorly thought out project, obviously designed by people that have no idea how villagers travel and have not sought to seek out opinions.</p>	
IM12	Kay and David Ransby	244	No	<p>We are opposed to the proposed new bridge over the A.12 linking the new planned Brightwell Lakes development with Martlesham Heath and the proposed tarmac route from Dobbs Lane along the back of Bloomfield and Whitfield to Eagle Way.</p> <p>There is sufficient footpath and cycle tracks linking Dobbs Lane and Martlesham Heath. If Brightwell Lakes are linked to Martlesham Heath it will create an almost unbroken route from there into the Heath, Kesgrave, Grange Farm., Rushmere and</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new</p>

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				<p>eventually Ipswich.</p> <p>The East side of Ipswich is becoming one vast urban sprawl between Ipswich and Woodbridge.</p> <p>We want to retain the spaces around our development and the nature of being a separate village.</p> <p>Tarmac routes will encourage motor cyclists, and boy racers to abuse the access. There is already a problem with this around Eagle Way, the industrial area and Tesco's car park.</p> <p>Much money has already been spent on accommodating cyclists with cycle lanes which are hardly used along the A.1214, Kesgrave-Ipswich Road and Colchester Road and Valley Road, Ipswich. There are more worthy projects deserving of this expenditure.</p>	<p>recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Ken Davies	689	No	<p>Whilst accepting that the Cycling and Walking strategy is the way forward and is being imposed by national government, I am dismayed that the proposals are so short sighted in relation to the destruction of Martlesham Woods (Birch Woods?) In the current rush towards all things 'green', carbon capture, tree planting etc etc, why are you considering destroying a minimum of 25 mature trees and surrounding vegetation, for the minimum gain to a small minority of cyclists.</p> <p>As I understand the maps, a new crossing over the A12 meets the east side of Eagle Way, (IM12) and</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and</p>

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				<p>then inexplicitly cuts through and destroys the woods before meeting the west side of Eagle way. It then continues north to meet with the existing crossing, IM11, before doubling back on itself to link with IM10.</p> <p>So is the route through the woods necessary when continuing north on the east side of Eagle Way would bring you to the same point:- is there a time saving? If so, it would be minimal and does not justify the destruction planned.</p> <p>I hardly dare mention the loss of habitat to our wildlife, the physical attraction of the woods to the neighbourhood, the loss of carbon capture, all to the benefit of the residents, whose voice needs to be heard. You will not find many residents, if any, in Martlesham Heath in favour of this proposal, please give it a serious review.</p>	Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Kevin Moore	103	No	<p>I absolutely oppose IM12. Would I be correct in suggesting that the person(s) who have proposed this route do not live on Martlesham Heath? There is already an established cycle route running along the A12 towards and past BT, then running alongside the bowling alley and Fitness club, over the A12, through Martlesham Heath and on into Kesgrave. IM12 proposes, one assumes, another overpass and then through some beautiful and established woodland for no benefit to the residents here and such little gain for cyclists (I am an avid cyclist). If you are desperate to create another overpass then the cyclists can arrive on Eagle Way and cycle either left or right along Eagle Way to join</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and</p>

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				the existing cycle-ways, without destroying the woods here that are enjoyed by so many residents. A further beauty of these woods is the total lack of light pollution at night. One would assume that a cycle-way through the woods would require some lighting during the darker nights. Do not do this. I am absolutely opposed.	Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Lawrence Clark	111	No	<p>The woods are an important and unique characteristic of Martlesham Heath that allows families to enjoy walks and children to spend time recreationally gaining valuable exercise, not to mention dog walking. To build a cycle park through the middle of this would change the nature of this crown jewel of the heath. The high speed cycling that it would facilitate would pose a risk to children and pedestrians and an end to this green space.</p> <p>Currently it is 0.7 miles to cycle around Eagle Way and it would reduce to 0.4 miles if you build a cycle path through the woods. The average speed of a commuter cyclist is 14.5 miles per hour meaning that there is only a saving of 74 seconds. Considering the negative externalities this seems like a poor return.</p> <p><i>The images/maps have not been published due to potential copyright/data protection concerns, but these were still fully considered and assessed in forming the Strategy.</i></p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Leigh Cunningham	280	No	As a Martlesham Householder I object to building a second pedestrian bridge over the A12 to connect Martlesham Heath with the new Brightwell Lakes development as we already have a pedestrian bridge in place connecting Martlesham Heath at Eagle Way	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close



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				<p>which ends by Martlesham Leisure.</p> <p>Furthermore, I understand that you are proposing to create a path that cuts through the woods between Coopers Road and Lancaster Drive, which would then continue through Birch Woods (not Martlesham Woods) and this would require the felling of mature trees. Cyclists and pedestrians would then be tempted to take a short cut where the path exits near Forest Lane on Eagle Way and traverse the Martlesham Heath Site of Special Scientific Interest (SSSI) on their way to Dobbs Lane. I also object to this.</p> <p>Martlesham Heath is an attractive area to live, with beautiful woods and ample existing areas to cycle and walk freely. The land is owned and managed on behalf of its members by MHHL. The members are the people who live here who will be affected by East Suffolk Council's proposals which involve removing part of our woods, building a totally unnecessary bridge and spoiling our Heath by adding a total of 1 mile of tarmac cycle/footpaths on our land and I trust our comments will be taken into serious consideration during this consultation process.</p>	<p>proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Lesley Vince	327	No	<p>Martlesham woods (Birch Woods) I believe to be the property of MHHL and should not be subject to radical change by another organisation.</p> <p>the woods have an important habitat for wildlife.</p> <p>a cycle/pedestrian route would dramatically change</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the</p>

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				<p>this habitat. We should be preserving not losing such woodland.</p> <p>the woodland is important from a climate point of view in particular as a carbon sink</p> <p>The advantages of a slightly shorter cycle ride in this area are minimal in comparison to the loss of habitat/habitat changes.</p>	<p>proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Lesley Vince	329	No	<p>Martlesham woods (Birch Woods) I believe to be the property of MHHL and should not be subject to radical change by another organisation.</p> <p>the woods have an important habitat for wildlife.</p> <p>a cycle/pedestrian route would dramatically change this habitat. We should be preserving not losing such woodland.</p> <p>the woodland is important from a climate point of view in particular as a carbon sink</p> <p>The advantages of a slightly shorter cycle ride in this area are minimal in comparison to the loss of habitat/habitat changes.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Lesley Vince	330	No	<p>Martlesham woods (Birch Woods) I believe to be the property of MHHL and should not be subject to radical change by another organisation.</p> <p>the woods have an important habitat for wildlife.</p> <p>a cycle/pedestrian route would dramatically change this habitat. We should be preserving not losing such</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch</p>

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				<p>woodland.</p> <p>the woodland is important from a climate point of view in particular as a carbon sink</p> <p>The advantages of a slightly shorter cycle ride in this area are minimal in comparison to the loss of habitat/habitat changes.</p>	<p>Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Lesley Vince	331	No	<p>Martlesham woods (Birch Woods) I believe to be the property of MHHL and should not be subject to radical change by another organisation.</p> <p>the woods have an important habitat for wildlife.</p> <p>a cycle/pedestrian route would dramatically change this habitat. We should be preserving not losing such woodland.</p> <p>the woodland is important from a climate point of view in particular as a carbon sink</p> <p>The advantages of a slightly shorter cycle ride in this area are minimal in comparison to the loss of habitat/habitat changes.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
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IM12	Lesley Vince	335	No	<p>Martlesham woods (Birch Woods) I believe to be the property of MHHL and should not be subject to radical change by another organisation.</p> <p>the woods have an important habitat for wildlife.</p> <p>a cycle/pedestrian route would dramatically change this habitat. We should be preserving not losing such woodland.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and</p>

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IM12	Lesley Vince	342	No	<p>Martlesham woods (Birch Woods) I believe to be the property of MHHL and should not be subject to radical change by another organisation.</p> <p>the woods have an important habitat for wildlife.</p> <p>a cycle/pedestrian route would dramatically change this habitat. We should be preserving not losing such woodland.</p> <p>the woodland is important from a climate point of</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new

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IM12	Lesley Vince	349	No	<p>Martlesham woods (Birch Woods) I believe to be the property of MHHL and should not be subject to radical change by another organisation.</p> <p>the woods have an important habitat for wildlife.</p> <p>a cycle/pedestrian route would dramatically change this habitat. We should be preserving not losing such woodland.</p> <p>the woodland is important from a climate point of view in particular as a carbon sink</p> <p>The advantages of a slightly shorter cycle ride in this area are minimal in comparison to the loss of habitat/habitat changes.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Linda Cowell	686	No	<p>I am writing to you to express my views on the above strategy with particular refence to the proposal to instal a lit, tarmac route thro Birch Woods - referred to as Martlesham Woods on your Plan.</p> <p>This woods is extremely well used by walkers and has an abundance of wild life , especially bird life. Each summer the Martlesham Heath Conservation Group conduct a survey of the bird songs heard. Even nightingales can be heard here in spring time when they are singing for a mate. The felling of at</p>	<p>The importance of avoiding harm to our natural environment is recognised. For this reason, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>least 25 mature trees, construction of a cycle path and the traffic it would bring would be extremely disruptive and it being lit during darkness could well be disastrous for wild life.</p> <p>The other concern about a cycle path thro Martlesham woods is where it is proposed to exit onto Eagle Way. This is almost opposite a footpath leading onto the Heath. This part of the Heath is a Site of Special Scientific Interest and our Conservation Work Party works hard to maintain the conditions demanded by English Nature for this catagorisation. The temptation may be for cyclists exiting this cyclepath onto Eagle Way to cross the road and use the footpath - cycling across the SSSI to get to Dobbs Lane.</p>	
IM12	Linda Ledgerwood	125	No	<p>I do not support the proposed route through birch woods and portal woods. These woods are used by us all for walking and for children playing. There are lots of dear and wildlife that live in these woods. If a 4.5 metre lit cycle path was put through the woods it would have a detrimental impact on the wildlife. It would also be dangerous for young children playing and the older generation walking if cyclists who can cycle up to high speeds are whizzing through these woods. This is a well maintained natural woodland which has recently had native bluebells planted as well. In this day and age with climate change so high on the agenda any loss of trees and natural vegetation will impact more. The existing cycle path from the industrial estate over the main road through the roads of Martlesham Heath gives a</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				completely viable route to Kesgrave without endangering anyone or any wildlife.	
IM12	Linda Ledgerwood	250		The south option will run along behind all the houses bordering the farmers fields. This would be another cycle tract that would have to be maintained when the cycle routes through Martlesham are already there and give a direct route to Kesgrave. Existing routes should be maintained rather than destroying natural woodlands or farms which are enjoyed by all the residents of Martlesham. Stop building outside of existing planning areas and maintain existing cycle tracts. If this is to support cyclists from BT then it is definitely not needed as they all cycle down the main roads as they do not use the cycle paths.	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Lisa Calver	680		My comments on the Ipswich to Melton Corridor Proposal  The purpose of your strategy is to.  <i>...’identify 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’.</i>  You are focusing on new roads and infrastructure whilst ignoring existing routes near to those you are	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.



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				<p>proposing; namely the IM12 crossing with IM11. National Cycle Route 1 is already in existence using crossing IM11, but its route is not mentioned in the ESC draft strategy?</p> <p>The consented Brightwell Lakes development is clear that the existing bridge over the A12 should be used as the only pedestrian and cycle connection to Martlesham Heath Village with a Pegasus crossing further south to connect to an existing Bridlepath running along the south edge of the asparagus field, shown on your map below as Prow6. (see attached)</p> <p>You do also show on the map a Bridleway veering north from the same crossing leading nowhere? (Red circle) This does not exist. The actual bridleway on the map crosses through the middle of an Asparagus field. The route that is used and accepted runs further south along the wooded copse as shown on the picture below. (see attached)</p> <p>The north edge of this field backs onto residential properties. The field sits a metre higher than most of the properties so any ‘unintentional’ depositing of people to this location leading to an informal creation of a pathway along our boundaries is <b>unacceptable</b>. Any users will be overlooking our properties which have enjoyed uninterrupted views across the field since 1986.</p> <p>If IM12 is considered essential to the network at this location ‘to make the A12 less of a barrier to people walking and cycling, and to enable more journeys to</p>	

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				<p>be made on foot or by cycle in future' (Suffolk.gov.uk/a12 improvements) Those same proposals did state <b>'underpasses'</b> were an option. This option is more palatable to me than another bridge as it is less of an eye sore, poses less of a risk to drivers by way of distractions or threatening behaviour from above. Underpasses are more user friendly to both people and wildlife. It will also be less impactful on the existing residents on Martlesham Heath.</p> <p>The proposal to put IM12 through Birch Woods, ironically announced on 31st October, Day 1 of COP26, is incomprehensible given the National &amp; Local political emphasis on protecting the environment. Mature trees, lower canopy plants and wildlife habitats will be damaged or destroyed in the process to install essentially a cut through when the route around Eagle Way is a mile longer! You propose to light it which will certainly affect the local bat, owl and bird populations and add to the light pollution reducing our local enjoyment of the night sky.</p> <p>It is also naive if the council think cyclists would exit the proposed IM12 path on the west side of Eagle way and not continue straight across onto the SSSI as a shortcut to Dobbs Lane. Marked on the above map in Blue, when again the existing National Cycle network is only meters away!</p> <p>Since the Bus Route 66A was reduced to 1 an hour Eagle Way is already being used as the quiet cycle</p>	

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				network around the village. It is so quiet the school children aged 10/11years old from Birch Woods Primary do their Cycle Proficiency on it! Neither parents or teachers would permit that if it were considered unsafe to do so.	
IM12	L Miles	626	No	<p><b>Having considered the proposed plan I am dismayed to discover that your proposal includes plans to install a new paved and lit foot/cycle bridge from the new Brightwell Lakes development onto Martlesham Heath between Coopers Road &amp; Lancaster Drive. The wooded land between these two roads is privately owned by MHHL and is something of a wildlife sanctuary, often deers &amp; foxes can be seen in this area and the woodland opposite.</b></p> <p><b>This would cut directly through 'Birch Woods', which in your documents you refer to as Martlesham Woods. The woods are a central part of living on the Heath and I am extremely concerned at your strategy to destroy the natural environment for us residents.</b></p> <p><b>The nature and habitat of wildlife would be detrimentally affected by this proposal, apart from the fact that it is a well-used wood by local dog walkers, photographers, residents and community groups such as scouts, local nurseries and school groups. A new paved pathway would increase activity in this area resulting in raised noise as well as the intrusion of lighting to shatter the natural ambiance of the 90% unmanaged woods as they currently are.</b></p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>The woods also have the added benefit of being very effective on an ecological viewpoint by providing a carbon sink which is helping to keep CO2 at a manageable level in the atmosphere. Why destroy this to construct an unnecessary tarmac path through woodland?</p> <p>There is already an existing foot/cycle bridge across the A12. This could be widened and lit if that is the proposal as it is also near existing stores and not creating another cut through separating the village of Martlesham Heath. The existing bridge has the added benefit of routing people towards all of the retail units hence reducing traffic chaos on the roads and also increasing the number of people who would be going past the village shops on the Square which would have a beneficial effect on their businesses.</p> <p>If as a previous consultation proposed, the construction of a new footbridge south of the Brightwell Lakes development across farmland and around the outside edge of Martlesham Heath village seems not to be visible on this strategy plan. This would provide a direct link towards Dobbs Lane and would prevent cutting our village up across its heart and provide a safer and quicker route to Kesgrave and onward towards Ipswich. The narrow paths linking the closes and open spaces on Martlesham Heath are not sufficiently wide enough to accommodate your proposals. There is also a proposal for a newly</p>	

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				<p>constructed lit tarmac route from Dobbs Lane along the back of Whinfield/Broomfield leading to Eagle Way - this would impact on land which is SSSI protected.</p> <p>Another alternative route would be to construct the new footbridge nearer to Welham's Plantation with an ongoing path leading more directly to Dobbs Lane</p> <p>Attachments:  <i>The attachment has not been published due to potential copyright/data protection concerns, but was still fully considered and assessed in forming the Strategy.</i></p>	
IM12	M A Everitt	716	No	<p>I strongly object to the proposed tarmac cycle route through woodland owned by the residents of Martlesham Heath. Birch Woods (nothing to do with Martlesham) is a much loved resource and adds value to all our properties.</p> <p>It hard to believe that felling 25 mature trees and illuminating the woods will not have a significant impact on the resident wildlife.</p> <p>This natural resource has been much appreciated during the pandemic and should not be sacrificed to provide a short cut for residents of the yet to be developed BT housing estate. IM11 would provide a safe route for them without destroying our woods.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Margaret Hackett	750	No	<p>Re the Martlesham wood path,I think it would be wrong.Eagle way is a wide road and a cycle path could go along the side of the road.It is a lovely</p>	<p>The importance of avoiding harm to our natural environment is recognised. For this reason, IM12 has been amended to remove the proposed cycling and</p>

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				quiet walk in that wood and children have freedom to walk in a little bit of nature.	walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Margaretha Field	724	No	We have enough footpaths and cycle lanes around our area. Can't see the point, does seem a same to cut down trees and giving more light pollution for the sake of apparently 1 mile.	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Margaret Wilson	696	No	<p><b>Comments on IM12 Martlesham Heath – Brightwell Lakes.</b></p> <p><b>Route across Birch Woods (Martlesham Woods)</b></p> <ul style="list-style-type: none"> <li>• From the perspective of a Martlesham Heath resident and member of Martlesham Heath Householders Ltd. (MHHL), Eagle Way should continue to provide the cycle route, with Birch Woods remaining undamaged.</li> <li>• This proposal directly impacts private land at Martlesham Heath. There has been no attempt to</li> </ul>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new

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				<p>notify those who own and use the land or live along the proposed route, or to consult with local groups. I would make wider comments had there been more time, but I will restrict these comments to the immediate area - one that I have walked and cycled around for over 30 years.</p> <ul style="list-style-type: none"> <li>• <b>This suggested IM12 route is not strategic; it is pointless, costly and destructive.</b> <ul style="list-style-type: none"> <li>o It will not save any car journeys.</li> <li>o It does not facilitate cycling; it is of similar distance as Eagle Way.</li> <li>o It will compromise the enjoyment of walks in the natural woodland enjoyed by many local residents and families.</li> <li>o It involves the destruction of many trees.</li> <li>o The woodlands at Martlesham Heath are privately owned land that is managed locally. These woodland paths should remain natural in surface and layout. A straightened, tarmac or floodlit commuter route through Birch Woods is not appropriate, nor wanted.</li> <li>o A new route opens up the Birch Woods, to the use of the other paths by cycles or even mopeds or other vehicles. This will damage the woodland further. This is to the detriment of those out walking; currently they can do so without the fear of negotiating traffic. Do not underestimate the importance of being able to walk through the local natural woodland environment undisturbed on people's health. Do not prioritise an unnecessary route for speeding Strava participants over leaving the woods as is. Leave it for those who want to continue to enjoy</li> </ul> </li> </ul>	<p>recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>their local walks without having to drive to a quiet destination.</p> <ul style="list-style-type: none"> <li>o Pedestrian routes have already suffered in preference to cycling. Over towards the Industrial Estate, pavements have been re-marked as cycle routes. You can be forced off the path or cut up at the crossings by cyclists.</li> <li>o When reaching the Forest Lane side of this route there will be degradation of the SSSI opposite, as people form other paths. You are setting a precedent of taking this ‘shortcut’ through private or protected land.</li> <li>o With the growth of housing in the area, it may needlessly lead thousands of passers-by into the middle of a residential estate, Birch Woods and the SSSI rather than taking the current route past the village centre.</li> </ul> <p><b>• There is already a bridge across to Martlesham Heath near the village centre, which is the most appropriate location, and a cycle route:</b></p> <ul style="list-style-type: none"> <li>o A new 3m cycle way is already proposed as part of the development of the new flats at Eagle Way. This continues to take people past the village facilities and shops. Alternate routes risk bypassing the village shops and businesses, which is not an advisable strategy. The Retail Park is also to the North, where there are additional crossing and subways. There are no amenities in the south so no crossing is required there.</li> <li>o A cycle route across Birch Woods suggests the use of Martlesham Heath merely as a future rat run for the new estate.</li> </ul>	



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				<p>o A pedestrian route along the Adastral side of the A12 (IM13) currently provides the strategic main route along the Adastral - Foxhall Roundabout areas. Planning should ensure more direct routes from the new housing developments to other main destinations such as the supermarkets Aldi and Tesco areas and Retail Estate without damaging Birch Woods or the SSSI.</p> <p>o For routes to the south, there are crossings south of the current bridleway, cut in two by the A12, that could be improved to provide a joined up route towards the new country park recreational area, proposed for land south of Foxhall Road, or towards Ipswich - this does not endanger the SSSI, Birch Woods or residential property and gardens.</p> <p>o The private woodland separating the hamlets at Coopers and Lancaster are part of the original village design and should not be damaged. They provide a wildlife haven, as does Birch woods.</p> <p><b>• Maintenance: Funds need to be directed to strategic routes and maintenance of the current well used cycle routes and pedestrian paths around the village rather than creation of new hard paths through woodland/side routes.</b></p> <p>o What are the plans for maintenance and repair and replacement over its lifetime so that it does not become a liability and increasing eyesore? Are lifetime costs considered when new paths with associated signs and lights and bins are added?</p> <p>o Who will cover the cost of inevitable litter, associated insurance, and any vandalism?</p> <p>o Who will cover damage adjacent to path and</p>	

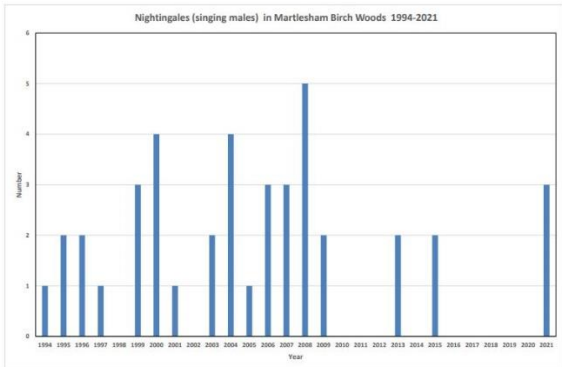
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				beyond? The woodlands and green spaces have suffered from increased use these past couple of years and some areas need to recover- turning it into a through route will be even more damaging. o What additional costs will land on the residents?	
IM12	Maria Dobbie	378	No	My husband and I think it would be a waste of money to build a new bridge over the A12, as there is already a route to the existing bridge which is only slightly longer. In addition, Martlesham woods are relatively small and well used by walkers. Cyclists are often inconsiderate of walkers and this makes the area less attractive particularly to the elderly walkers. The removal of mature trees required for a new wider path, would also make the woods less desirable in a time when we need more trees.	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Marie Finbow	180	No	My husband and I strongly oppose this proposed scheme, which seeks to destroy large areas of existing established woodland, to make way for cyclists and walkers. These woodlands consists of a significant number of long-established silver birch trees. Each silver birch is capable of absorbing up to 3100 kilos of CO2 to clean the air. However, cutting down CO2 absorbing trees to make way for cycling and walking facilities will release extra carbon and greenhouse gasses into the atmosphere. When these trees decompose, they emit even more CO2! By removing woodland, we effectively remove the natural systems that already absorb and store	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and


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				<p>carbon.</p> <p>If the council is serious about reducing carbon emissions, it should not be looking to destroy established woodland areas. All the residents of Martlesham Heath financially contribute to these woodlands being maintained through the Martlesham Heath Householders Ltd - a scheme which is meant to protect our woodlands and green spaces from development.</p>	Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Mark Kendall	699	No	<p>Please could you record my objection to the above proposals.</p> <p>Specifically, I am unhappy with the proposed path through Martlesham Woods - a charming patch of woodland and a much loved local amenity.</p> <p>I would understand the proposed route better if there were no alternatives. But cyclists and walkers already have the option of using the well lit and quiet Eagle Way to the south of the woods; or there is an existing cycle route through the centre of the village - possibly bringing additional revenue to the businesses there.</p> <p>The proposed path would offer very little if any time saving over these alternatives but would incur additional cost and would lead to the destruction of a part of the woodland - at a time when everyone else seems to be embracing re-wilding.</p> <p>I hope I've made my feelings clear and would be</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				happy to be contacted to discuss this proposal further.	
IM12	Martlesham Conservation Group (Phil Smith)	894	No	<p><b>IM12</b></p> <p>Martlesham Conservation Group is completely opposed to this route and ask that the Council withdraw this route completely.</p> <p>a) The route runs through the Martlesham Birch woods and would lead to a direct loss of habitat as mature trees would have to be felled and a hard surface path with streetlights constructed. The site is a County Wildlife site and so should have been offered a high level of protection from such developments.</p> <p>The woodland contains a wide range of wildlife: birds such as Nightingales, reptiles such as Viviparous Lizards, Slow Worms, Adders and Grass Snakes, and insects such as Glow Worms, have been observed or are likely to be present. The proposed path development will have a detrimental impact on the wildlife both directly due to habitat destruction and also through the lighting from the proposed cycleway.</p> <p>Policy SCLP10.1 states “Proposals that will have a direct or indirect adverse impact (alone or in-combination with other plans or projects) on locally designated sites of biodiversity or geodiversity importance, including County Wildlife Sites, priority habitats and species, will not be supported unless it can be demonstrated with comprehensive evidence</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>that the benefits of the proposal, in its particular location, outweighs the biodiversity loss.”</p> <p>The woodland is used for informal recreational activity. The encouragement of fast moving cycles through this area will seriously detract from this activity and make it more difficult for local residents and groups such as Cubs, Scouts, Brownies and Guides to make safe use of the area - another good reason why this route should be withdrawn.</p> <p>b) The route will lead to a degradation of the wildlife on the Martlesham Heath (Ipswich Heaths) SSSI.</p> <p>Users of route IM12 on Martlesham Heath travelling westwards through the Martlesham Woods path will be far more likely to carry on in a straight line after reaching Eagle Way and take a short cut across the SSSI towards IM4 on Dobbs Lane rather than turning right onto Eagle Way. The increased recreational pressure on this already well-used and fragile area will lead to a further degradation of the wildlife on the SSSI. The Martlesham Heath SSSI is one of the few remaining examples of lowland heath in the UK. This habitat is rare not only nationally but worldwide, as the UK is one of the few countries in the world with lowland heath. The Martlesham Heath SSSI is noted for a range of species, especially the Silver Studded Blue butterfly, a nationally rare species. It is also noted for its population of Nightingales, rare insects, reptiles (Adders, Viviparous Lizards, Slow Worms, Grass Snakes), and has also recorded very rare species such as the</p>	

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				<p>Natterjack toad. Over 30 species of butterfly have been recorded locally.</p> <p>We again draw the attention of the Council to Policy SCLP10.1.</p> <p>c) IM12 will also lead to the destruction of a natural wildlife corridor that was put in place during the planning of Martlesham Heath to separate the hamlets of Coopers Road and Lancaster Drive. It also acts as a barrier (for sound and pollution) from the adjacent busy A12. The wildlife present in this area is similar to the Martlesham Birch Woods as it forms an extension of the woodland across Eagle Way. The area is also a registered village green.</p> <p>d) The proposed new bridge across the A12 for IM12 is not necessary as there is an existing bridge on route IM11. The new bridge is an unnecessary extra expense. It offers little benefit as travellers to/from Brightwell Lakes could follow IM13 and IM11. There would be degradation of the ecology in the vicinity of the bridge as well as increased sound and air pollution.</p> <p>e) The whole of route IM12 is unnecessary as more viable alternatives are proposed via IM11 and IM13 that provide better use of existing infrastructure and therefore would be less ecologically damaging and of lower cost.</p>	

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				 <table border="1"> <caption>Nightingales (singing males) in Martlesham Birch Woods 1994-2021</caption> <thead> <tr> <th>Year</th> <th>Number</th> </tr> </thead> <tbody> <tr><td>1994</td><td>1</td></tr> <tr><td>1995</td><td>2</td></tr> <tr><td>1996</td><td>2</td></tr> <tr><td>1997</td><td>1</td></tr> <tr><td>1998</td><td>1</td></tr> <tr><td>1999</td><td>4</td></tr> <tr><td>2000</td><td>4</td></tr> <tr><td>2001</td><td>1</td></tr> <tr><td>2002</td><td>1</td></tr> <tr><td>2003</td><td>2</td></tr> <tr><td>2004</td><td>4</td></tr> <tr><td>2005</td><td>1</td></tr> <tr><td>2006</td><td>4</td></tr> <tr><td>2007</td><td>4</td></tr> <tr><td>2008</td><td>5</td></tr> <tr><td>2009</td><td>2</td></tr> <tr><td>2010</td><td>0</td></tr> <tr><td>2011</td><td>0</td></tr> <tr><td>2012</td><td>0</td></tr> <tr><td>2013</td><td>2</td></tr> <tr><td>2014</td><td>0</td></tr> <tr><td>2015</td><td>2</td></tr> <tr><td>2016</td><td>0</td></tr> <tr><td>2017</td><td>0</td></tr> <tr><td>2018</td><td>0</td></tr> <tr><td>2019</td><td>0</td></tr> <tr><td>2020</td><td>0</td></tr> <tr><td>2021</td><td>4</td></tr> </tbody> </table>	Year	Number	1994	1	1995	2	1996	2	1997	1	1998	1	1999	4	2000	4	2001	1	2002	1	2003	2	2004	4	2005	1	2006	4	2007	4	2008	5	2009	2	2010	0	2011	0	2012	0	2013	2	2014	0	2015	2	2016	0	2017	0	2018	0	2019	0	2020	0	2021	4	
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IM12	Martlesham Heath Householders Ltd (Sir/Madam)	289	No	<p><b>IM12</b></p> <p>23. Unfortunately all of the Directors were personally dismayed by the proposal to put IM12 through 2 of our woodlands: Birch Woods (shown as Martlesham Woods in the draft strategy) and the woods between Coopers Road and Lancaster Drive. We find this proposal quite bizarre and incomprehensible given the emphasis on protecting the environment. The Board totally rejects this proposal together with the siting of a new bridge across the A12. The IM12 route has been walked and approximately 25 mature trees would need to be felled. Damage would also be done by contractors' vehicles and plant.</p> <p>24. Notwithstanding our objections of driving a tarmac path through the woods, it is the Board's view that there is insufficient width of Council verge to put a cycle route northwards along the west side of Eagle Way.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>																																																										

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				 <p>The top photograph shows a dense thicket of trees and bushes with a red text overlay that reads 'Proposed A13 Bridge Land'. The middle photograph shows a red marker in a grassy area next to a paved road. The bottom photograph shows a wooded area with a red marker in the foreground.</p>	
IM12	Martlesham Parish Council (Diane Linsley)	884		<p>This is a contentious element of this consultation. The proposed route, including the bridge landing area, would cross land which is part of MHHL's holding on behalf its shareholder residents, and which is maintained at the residents' expense. The woods act as an area of comparative tranquility for a</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For</p>



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				<p>community which has come under increasing pressure from development in the surrounding area - first from the west by the construction of Grange Farm, and now from the north end east by development of up to 2300 homes. It played a particularly important role during lock down.</p> <p>Construction of the bridge itself appears likely to result in the destruction of around half of the woodland between Lancaster Drive and Coopers Road. That land, which is home to deer, bats and other fauna, acts as a natural visual barrier from the noise and pollution from the A12. As it is impassable on foot, it also provides a level of security, preventing ingress from the A12. It has six gardens backing directly onto it. The land is at grade with or in some parts lower than the A12 carriageway, so to clear the carriageway, the construction of the abutment and the necessary ramp will create a dominant feature which would impact on the amenity of the adjoining houses.</p> <p>The current narrow path east &lt;&gt; west through Birch Woods is unsurfaced, and meanders through informal wildlife friendly woodland managed on the principle of natural regeneration. To create a straightened route, say 5 m wide, would potentially involve the loss of many trees and transform the character of the area, especially if illuminated.</p> <p>In summary, our considerations in opposing the construction of a bridge in this particular</p>	<p>these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>location, and a surfaced path through Birch Woods are based on the following:-</p> <ol style="list-style-type: none"> <li>1. It is not necessary - see comments elsewhere and our strategic view set out in our full comments.</li> <li>2. Potential extensive loss of woodland and impact on remaining woodland.</li> <li>3. It is strongly opposed by the community which in effect owns it.</li> <li>4. Its environmental impact is contrary to our declared climate emergency and many initiatives which that has spawned (tree planting, wilding, wildlife corridors etc)</li> <li>5. Due to the secluded nature of the woodland there is an increased risk of ASB - the major concern being fire-starting in woodland which abuts the rear gardens of about 44 houses.</li> <li>6. Increased fear of crime.</li> <li>7. Concern that people trying to get from IM12 at its junction with Eagle Way onto IM4 would not follow the route shown in the consultation. It is a near certainty that desire routes would become established across the SSSI to reach IM4, and lots of bikes would result in further damage.</li> <li>8. There is insufficient land for an off road route for IM12 up the west side of Eagle Way, and cycling on-road at school times would be problematical as this is where parents park for drop off/collect at Birchwood School which gets very busy in that area.</li> <li>9. Increased costs falling on MHHL and hence the residents.</li> </ol> <p>With IM11/13/14 and a widened existing footbridge</p>	

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				<p>in place, IM12 is not necessary for local traffic within Martlesham. It is also unsuitable as part of a commuting route to BL, Adastral Park and the industrial/retail area as the links to IM 4/7/5 are, in places, tortuous through suburban roads and pathways which were not designed from the outset for high levels of through traffic, with side roads, and conflicts with school and local traffic.</p> <p>We note the response to submission 278 (page 191 of the PDF) which says:-</p> <p><i>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. <u>The difference is not huge, though.</u> 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. <u>As suggested by the respondent, replacing the existing</u></i></p>	

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				<p><u>bridge with a higher-capacity (wider) and more accessible (less steep) bridge may achieve similar benefits, though.</u></p> <p>We believe that the final sentence underlined above is true, and that the cost and environmental impact of the IM12 is not justified.</p> <p>We believe that the focus should be on a more direct route to connect to IM7 further west, utilising in part the existing bridleway way (see comment IDs 597 529 and 687) with the aim of providing a faster route into Ipswich without going all round the houses.</p> <p>We do not understand the reference in the previous sentence to “...flows which would be largely coming from the south post-delivery”. What flows are these? Traffic from the eastern part of the BL development heading for the Retail Park and Martlesham Heath would find the IM14/1M11 route more convenient. In addition, a crossing picking up the bridleway with an EXPRESS ROUTE toward Ipswich would divert traffic from BT and Brightwell Lakes away from using the existing bridge in favour of a more direct route as proposed. Thus, the case for a second bridge to manage extra flow is substantially weakened.</p> <p><b>There is already a planned bridleway crossing of the A12 where the BL Boulevard connects.</b> In line with NP policy, MAR 13, MPC renews its request that the opportunity should be taken to create an EXPRESS cycle route using the bridleways north of Welham</p>	

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				<p>Plantation, which could then connect to a short cycleway along the north side of Foxhall Road, which could in turn connect to the network of PROWs near the speedway stadium to connect to IM4. This will give a fast, convenient link to and from Ipswich for BL, Adastral Park, and the commercial retail areas on the east side of the A12.</p> <p><i>The images/maps have not been published due to potential copyright/data protection concerns, but these were still fully considered and assessed in forming the Strategy.</i></p>	
IM12	Martlesham Parish Council (Paul Whitby)	700		<p>In response to the proposed Cycling and Walking strategy:</p> <ol style="list-style-type: none"> <li>1. I have <b>no objection</b> to an additional crossing over the A12, <b>but</b> I would strongly favour a tunnel which is also designed as a wildlife tunnel, in line with the East Suffolk rewilding initiative, which seeks to create a wildlife corridor from Rushmere St. Andrew out to the Deben. These things need to be joined up (both the green spaces and the thinking).</li> <li>2. I <b>object</b> to felling ANY trees in the Birch Woods [IM12] (shown as Martlesham Woods on your map). If a track across the south of the Village Green is required, then take the track around the edge of the trees at the south of the green.</li> <li>3. Instead of a path through the trees or across the green [IM12], what is wrong with taking the south route around Eagle Way once the path from the tunnel meets the road?</li> </ol>	<p>The importance of avoiding harm to our natural environment is recognised. For this reason, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>4. Make Eagle Way 20mph - this will make the road safer for everyone, particularly cyclists [IM12].</p> <p>5. I <b>object</b> to lighting on the perimeter track through Portal Woods [IM9]. Cyclists should be encouraged to have lights on their bikes.</p>	
IM12	Martlesham Sea Wall Group (Thomas O'Brien)	875		<p>3. I agree a foot crossing of the A12 is necessary here. Brightwell Lakes is planned to have its own schools and shops and other amenities which Martlesham Heath residents would enjoy also. A method of easily walking across the A12, especially if a secondary school is built, would be frequently used. Also I am in favour of a made up path across the Birch Woods. But I can understand the annoyance local residents feel about the construction of a <u>lit</u> cycle way across the woods. I walk there often. I enjoy listening to the chiff chaffs, nightingales, and I've heard young sparrow hawks calling from their nest. A lit path would certainly be an intrusion. Also these woods are definitely a dog hot spot so the inclusion of racing cyclists doesn't mix and is unsafe.</p>	<p>While support for the previously proposed cycling and walking bridge is welcomed, the importance of avoiding harm to our natural environment is recognised. For this reason, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Martyn & Sue Cook	684	No	<p>Please include my reply as a definite "<b>NO</b>" to the above strategy. To continue please read on.</p> <p>Pardon me but I thought the idea of conservation and to our continued life on our planet was to plant more trees and not cut them down as would be the case of creating this totally unnecessary cycle and walk way particularly through Birch Woods Martlesham Heath.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and</p>

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				<p>As a regular user of the footpath network on Martlesham Common I am appalled that the idea has even been considered. Why! I hear you ask. You take your life in your hands when taking to those walkways. Cycles both singular and in groups career along them forcing the walker to jump out of the way lest they be mown down.</p> <p>Just because our government in it's ignorance decided to waste money on this strategy does not mean that local authorities should take up the idea. There are far more necessary causes that require monetary support in these troubled times.</p> <p>Our government should have known better in these times of hardship to waste money on this ludicrous and totally unnecessary plan.</p>	walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Martyn and Jacqueline Reed	746	No	<p>This email relates specifically to East Suffolk Council Draft Cycling and Walking Strategy. The plan will significantly impact on Martlesham Heath Householder Limited (MHHL) land, i.e. Birch Woods (sometimes referred to by Suffolk Council as Martlesham Woods). Birch Wood and other areas is land that is held by Share by each and every resident freeholder of MH; not common land, etc.,</p> <p>The plan aims to connect the new Brightwell Lakes development with a lit and Tarmac surfaced foot/cycle path, that path cutting through existing residential/wooded areas, across Birch Woods then exiting onto Eagle Way between Forest Lane and Warren Lane.</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.

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				<p>As a long term residents of MH, 36 years, my wife and I want the unique environments and habitats we have in MH to be maintained; a development that is precious to humans and animals, one that has been carefully appreciated, managed, protected and maintained by its residents, by MHHL and its predecessor Martlesham Consultants, as laid out in the original MH development plan.</p> <p>Of particular concern are the potential plans for Birch Woods, a natural and largely unspoilt Wood where we can roam freely, where the precious animal life of the Wood co-exists without fear from any hussle and bussle within and from outside that area; the same must surely apply to the Western Corridor SSSI. Adding a Tarmac, lit foot/cycle path into these sensitive enviroments is completely unnecessary given that there are more than adequate foot/cycle access points via existing footpaths and a foot bridge adjacent to Adastral Park.</p> <p>The current and future planned development of the MH commercial and surrounding area is already causing air polution and significant traffic congestion, this can only get worse with the planned Brightwell Lakes build; one can only imagine the associated disruptions during construction of Brightwell Lakes over a number of years, perhaps a decade or more. Please leave Birch Woods and the Western Corridor alone.</p> <p>My wife and I <b>strongly object</b> to the East Suffolk</p>	



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				Council Draft Cycling and Walking Strategy - Martlesham Heath (MH)	
IM12	Martyn Shakespeare	496	No	Strongly disagree. The path through "Martlesham Woods" is a well-used walking route. Upgrading this to a cycle route is unnecessary, and will significantly damage the tranquility and feel of the woods, especially if lit. Also significant danger of cyclists continuing across SSSI to join IM4 which will cause additional damage. Not convinced that a new bridge over A12 is required just here, and damage to woodland.	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Mary Gooding	92	No	I am objecting to the IM12 part of the cycling strategy due to the impact it will cause through Birch Wood. There is enough very good cycling paths between MARTLESHAM and Ipswich without having to go through a beautiful wood. It will destroy the wildlife and it will be dangerous for members of the public who enjoy just walking through this lovely area. I thought we were supposed to be looking after the environment	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.

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IM12	Mary Gooding	100	No	I would like to strongly object to the cycle path through a beautiful wood full of mature trees and wildlife. Why would the county council want to vandalise this area when there are already existing cycle paths which have been in existence for years all the way from martlesham industrial estate through to Ipswich. I thought we were supposed to be protecting the environment not the opposite	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Mary Odam	862	No	<p>“Martlesham Woods” are much used by families, dog-walkers, local Scout and Guide groups and people simply going about their normal business within the village. To place a “cycle highway” (IM12) through them with cyclists likely to be travelling at speed is likely to result in collisions and injury to all parties. The time of most risk will be in the morning rush-hour when children are walking to school and commuters are hastening to work.</p> <p>Many of the paths in “Martlesham Woods” have been opened up in the past few years, I believe to be more friendly to wildlife, in particular bats – of which there are many. The addition of lighting within the woods will deter these animals and the resident owls. We need fewer lights, not more.</p> <p>There are many muntjac living in and about the</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.

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				<p>woods. Anyone cycling through the woods as speed, particularly in the hours of darkness, is at risk of a collision with one of these.</p> <p>I understand that there are to be 25 mature trees felled to facilitate these “improvements”. We all understand the importance of trees in the combat against greenhouse gases. It cannot be responsible to fell healthy trees when there are reasonable alternatives (i.e. the local roads and existing cycleways).</p> <p>In particular I see little to be gained in building an extra bridge across the A12 (IM12) and carving a cycleway through the woods over improving the route across the existing bridge and through the centre of the village on existing roads (IM11) – all for a saving of some 500 yards.</p>	
IM12	Mary Trowse	701		<p>While a second crossing over the A12 might be useful, I think that the problems with route IM12 outweigh any benefits:</p> <ul style="list-style-type: none"> <li>• a wide tarmac segregated cycling and walking path through Martlesham Woods(aka Birch Woods) would be very detrimental to the wildlife and biodiversity, particularly if it has lighting</li> <li>• Many cyclists following route IM12 to/ from Kesgrave would take a shortcut over the Martlesham Heath SSSI whether or not there is an official path. This would be extremely detrimental to wildlife and biodiversity in such a sensitive area</li> </ul>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<ul style="list-style-type: none"> <li>People going between Brightwell Lakes and Martlesham Heath could use the existing bridge, especially if IM11 and IM13 are improved</li> </ul>	
IM12	Matthew Simpson	110	No	<p>The route proposed for IM12 passes straight through Birch Woods. This untouched woodland is home to a wide variety of animals and owned by Martlesham Heath Householders limited.</p> <p>The proposed lit cycle path would not only have a detrimental effect on the wildlife but the disturbance to the surrounding area would be irreversible. The current footpaths through the woods are used by a large number of local families and dog walkers as they provide a safe pedestrian route. The introduction of a cycle path with increased cycle traffic will stop this route from being a safe place for children to roam and dogs to walk off lead.</p> <p>Having grown up on the Heath and now a resident with a young family there is no need for a cycle path to cut across the woodland when a safe route already exists - Eagle way! The road is quiet and wide enough for cyclists with the footpath set away from the carriageway perfect for pedestrians. Both of the above are used daily by myself and my young family. A cut through via Birch Woods is completely unnecessary.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				Birch woods is a huge asset to the area and any development that affects this will negatively impact all local residents (who own this land under MHH limited). In addition the environmental impact needs to be considered as we should be protecting such areas rather than cutting through them simply to save 5 minutes on a bike when a perfectly suitable road / footpath based route exists.	
IM12	Mel Cunnell	688	No	Regarding the proposals to change and/or add cycling routes through Martlesham Heath Parish I would like to raise the following thoughts. I am extremely surprised and alarmed that any changes to the existing routes are lawful given the number of covenants governing rules and regulations placed on all aspects of living and future development within Martlesham Heath. The proposed additions of route IM12 also relate to land which is maintained via an annual levy paid by all households within Martlesham Heath. These areas were never envisaged as general access areas for non-residents. The proposal for the wooded area described as Martlesham Woods presents a high potential negative impact on existing wildlife habitats not to mention the unacceptable destruction of over twenty mature trees. The start and finish points of this route are currently served by existing routes with a similar travelling distance. This route would also create a further unnecessary obstacle over the A12, the cost of which could be better allocated to more deserving areas. This route would also create the potential for strangers inadvertently straying into sensitive areas such as the SSSI contained within the Heath and has potential for new unwanted	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.

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				<p>tracks being created as was demonstrated during the recent lockdown, the number of crossing points on Eagle Way would also increase. The impact of this route would present a considerable distraction from the character of the area and is not within the spirit envisaged when the original development was proposed.</p> <p>It is also worth noting that the objectives of the Brightwell Lakes development were to create a new community with links via cycling and walking to employment and current retail provision provided by the Industrial Estate together with existing links to public transport and the Park and Ride facility all of which are provided by current routes without the need for route IM12.</p> <p>In conclusion the case for IM12 is not a justifiable expenditure nor is its requirement proven. I therefore object to the provision of IM12 through Martlesham Woods and its junction with Eagle Way near Forest Lane.</p>	
IM12	Michael and Sheila Parker	753	No	<p>I strongly object to the proposed paths for cycling in this area.</p> <p>Particularly the proposed path through Martlesham Woods, which is known locally as Birch Woods. An annual bird survey always counts at least twenty different species in the woods. Lighting and general disturbance would have a detrimental effect on the bird life. Cyclists are often seen cycling on Eagle Way. They don't seem to complain.</p>	<p>The importance of avoiding harm to our natural environment is recognised. For this reason, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				If East Suffolk Council have excess money to spend why not assist the hard working group of helpers working on Martlesham Heath. We could do with some tools to help clear gorse, brambles and small saplings and satisfy the demands of Natural England.	
IM12	Michael Farahar	721		<p>With reference to East Suffolk Council's East Suffolk Cycling &amp; Walking Strategy - Draft 2021 consultation, I would like to support the draft's recommendations contained within S 3.15, The Ipswich to Melton Key Corridor recommendations.</p> <p>I would like to suggest though that an innovative and respectful approach is adopted to minimise the impact on both local residents and the natural environment when planning for the implementation of recommendations IP4, IM9, IM10 &amp; IM12, for example by the use of low level lighting rather than traditional full height lamp posts and/or lighting intensity controlled by movement sensors etc,</p>	Support for the Ipswich-Melton Key Corridor is noted. However, the importance of avoiding harm to our natural environment is recognised. For this reason, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Michael Rogers	479	No	<p>I strongly oppose this scheme.I feel very strongly about this complete waste of money as</p> <p>First off, I believe it entails the destruction of a number of mature trees, in this day and age of global warming / carbon sequestration this should be avoided at all costs, to say nothing of the loss of the enjoyment of the trees which the local community has sought to carefully maintain in this area over many decades! (Even if the scheme goes ahead in modified form, this is not a motorway, people / cyclist can go around the trees.)</p> <p>Secondly, cyclists who cross the A12 on the newly</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and

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				<p>proposed footpath can join Eagle Way and continue to use the existing well lit road to cross over to the west side of Eagle Way to continue their journey reusing existing infrastructure.</p> <p>Thirdly, this is an area used by locals for personal exercise, family walks and dog walking. The most likely cyclists using this proposed route are likely to be teenagers making their way to and from Kesgrave High School. Unfortunately, teenagers are not likely to use their lights or bells or take much care if anyone else is using the path. I anticipate that there will be accidents particularly with the elderly (me) trying to get out of the cyclists way. My experience is based on the behaviour of cyclists in Cambridge (see my comments re: IM10)</p>	Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Mike Cowell	687	No	<p>I would like to comment on the above document, specifically in relation to Martlesham Heath.</p> <p>IM12 is shown coming across the A12 then passing thro Birch Woods (Martlesham Woods). It then exits on Eagle Way, opposite a footpath leading to the SSSI of the western corridor.</p> <p>I am a keen cyclist and cycle every day but I am against this proposal because,</p> <ol style="list-style-type: none"> <li>1. At the exit to Eagle Way, it will tempt people to try to cross the SSSI en-route west</li> <li>2. Birch Woods is a peaceful quiet retreat. I don't want trees felled and a wide, lit tarmac road installed, which will destroy the atmosphere for wildlife and residents alike.</li> </ol>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.



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				A better approach would be to improve access to the heath (and further west) via the existing footbridge across the A12 (IM11). I regularly use IM13 and IM11 to do this and it is clear that the existing cycleways are inadequate and too narrow. Cycling past Barrack Square is easy but Gloster Road around Aldi is quite dangerous because of the narrow width of the cycle lane and the massive increase in traffic over the last few years.	
IM12	Mike Turner	71	No	<p>The proposed route through Martlesham Woods seems unnecessary, will have a high environmental impact and will be a waste of money.</p> <p>It is unnecessary because the current pathway is completely adequate for walkers (I walk on it many times a week with my dog), and (speaking as a cyclist) using Eagle Way is already an existing route suitable for cyclist, it is quite, well lit and with an existing good cycling surface.</p> <p>From an environmental perspective, it seems mad to do destroy an existing and well used woodland for this purpose and at the same time create additional light pollution. The path would also need lots of leaf clearing in the autumn to make this safe for cyclists - in fact, I can see cyclists avoiding it and using Eagle Way in the autumn and winter as the road is likely to be better maintained.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Mike Ward	216	No	I see absolutely no practicality in wasting time, cost and effort to create a new cycle path in woodland or field when there is a perfectly established path on Eagle Way. That would need the minimum of	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling</p>

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				upgrade and this would not upset or offend any resident of Martlesham Heath.	and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Mike Ward	232	Yes	<p>I support this but only if Eagle Way is improved as a cycle route. The woods and fields around Eagle Way should be left alone as they are full of nature. We need to save our environment. I'm not a cyclist myself but I see the benefits and attraction, cycling is good for the environment, digging up countryside is not.</p> <p>We have a perfectly good path round Eagle Way, let's use it!</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	M Meyerstein	224	No	The proposed south option is a problem The path that would run behind the properties on Lancaster Drive, Mayfields, Digby Close, etc., would be high above the ground level of the houses (due to the slope of the land) and users of the path would be able to see directly into the windows of those properties. Residents would need to build 6-foot	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the

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				fences across the rear of their gardens, thus preventing them from seeing out over the open land. Also, the western end of the proposed path terminates at a SSSI, over which cycling is not permitted.	proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	M Meyerstein	410	No	<p>it is not necessary for IM12 to have a new footbridge and an illuminated path through Birch Woods (known to the Council as Martlesham Woods). The saving of distance compared to using the existing footbridge at IM11 is insignificant. The environmental impact of an illuminated path through the woods and across green land between Coopers Rd and Lancaster Drive would be significant.</p> <p>Also, the proposed route of IM12 would encourage cyclists to cut across SSSI land to get from Eagle Way to the IM4 part of the cycle path. This would bring the cyclists into conflict with walkers and anyway cycling is not permitted across that SSSI land.</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Moira Weaver	107	No	<p>I am a cyclist and resident of Martlesham Heath. I absolutely object to a path being cut through our precious Birch Woods. It is clear from the maps and from my own experience that there are alternatives far less destructive to the environment. We should not be cutting down trees to make new paths when it is clear from previous comments on existing paths that these simply need to be maintained.</p> <p>With reference to a new crossing -there are already</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and

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				2 crossings over the A12 that allow links to existing cycle paths. I cannot see the need for a third.	walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Moira Weaver	241		<p>I am a frequent cyclist and live in Martlesham Heath. Whilst I absolutely support a revised and improved network as outlined on your site, I absolutely do NOT approve of plans to put your routes as proposed through the Heath.</p> <p>In particular I and my husband object to the planned route through Birch Woods ( you call it Martlesham Woods). This is a precious area of natural woodland where you are proposing the felling of at least 25 mature trees, and lighting that will disturb wildlife. The exit would tempt people to take a short cut across our SSSI. I cannot see the logic of this proposal, particularly in view of the urgency to preserve our threatened wildlife on our planet.</p> <p>The same illogic and I would say, brutality, seems to apply to the suggestion to cut through Portal Woods.</p> <p>I appeal to your consciences to consider the future impact of your proposals. Neither of these paths are necessary for a good cycling experience in this area.</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Mr & Mrs D Evans	905	No	Turning to the impact on Martlesham Heath itself. You appear to focus on new roads and infrastructure whilst ignoring existing routes near to those you are proposing; namely the IM12 crossing with IM11. The National Cycle Route 1 is already in existence and uses the same route in part as IM11, but its route is	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For

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				<p>not mentioned in the your draft strategy.</p> <p>The proposal to put IM12 through Birch Woods (referred to in the consultation document as Martlesham Woods) would seem to go against East Suffolk Council’s Environmental Policy. Mature trees, shrubs and wildlife habitats will be damaged or destroyed in the process of installing a tarmac route through the woods. We can see no logic in this when the route, assuming the North Option bridge is built, via Eagle Way, Sidecentre Gate and Valiant Road is only slightly longer! Eagle Way, whilst the spine road of the Heath, is not a busy road and is mainly used by residents. Buses are now infrequent since the removal of Route 66 except for the hourly 66A. Current footpaths are probably equidistant for pedestrians. You propose to tarmac and light the path through the wood which will certainly affect the local bat population together with nesting birds including nightingales and various mammalian and other species.</p> <p>It would seem more logical to use the current bridge over the A12, upgrading it if thought necessary, as it connects more easily with the current infrastructure. Better signage would help those not familiar with its position. For instance at the moment those approaching the mini roundabout on Eagle Way from the south have no signage to show there is a crossing bridge and have been known to cross the A12 at the roundabout!</p> <p>The use of the current infrastructure would result in</p>	<p>these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>no detriment to the environment and would protect and enhance the biodiversity of Martlesham Heath, an aim of the East Suffolk Environmental Policy whilst promoting the use of walking and cycling in line with this draft strategy.</p> <p>In summary we do not support the provision of a cycleway through the woods believing that the current infrastructure is more than sufficient.</p>	
IM12	Mr & Mrs M Calver	681		<p>We wish to register our objection to the construction of a new cycle way through Birch Woods (which East Suffolk Council refers to Martlesham Woods?) Cycle way ref IM12.</p> <p>Our concerns are that the cycle way is carving through a treasured amenity owned and used by Martlesham Heath residents. The existence of such a cycle way is bound to cause unwanted antisocial behaviour to nearby residents and in the woods itself. Passing through the woods it will be hard to police and therefore could well be a target for crime activities.</p> <p>This peaceful litter free amenity will be spoiled forever!</p> <p>Please reroute avoiding these lovely woods.</p>	<p>The importance of avoiding harm to our natural environment is recognised. For this reason, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Mr R and Mrs V Gadsdon	715	No	<p>We strongly object to the cycle path through Martlesham Woods</p> <ol style="list-style-type: none"> <li>1. The cutting down of mature trees.</li> <li>2. Encroachment on the wildlife and their habitat.</li> </ol>	<p>The importance of avoiding harm to our natural environment is recognised. For this reason, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision</p>

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				<p>3. Light pollution in the area.</p> <p>4. Introducing more visiting of people to a Site of Special Scientific Interest which could destroy the area.</p> <p>5. Increase of litter</p>	<p>along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Nicholas Kitchen	72	No	<p>I am a keen cyclist however I am dismayed at the proposal to carve a cycle path through mature woodland at Martlesham Heath or indeed anywhere else along the proposed route. The steady expansion of Ipswich is slowly destroying natural amenity and countryside. Already the area of Martlesham is being overdeveloped with unnecessary housing development, I find any destruction of natural woodland reprehensible.</p> <p>Eagle Way is well lit, easily navigable and perfectly suited as a cycle route. Any proposed cycle route should use this existing road to circumnavigate the woodland at Martlesham. The woodland is a natural haven within the housing estate, a rare natural amenity that residents enjoy. The proposed development of a lit concrete cycle path will destroy this amenity for residents who pay a premium on houses and their council tax to live in the area. The inevitable destruction of mature trees and woodland is not acceptable in today's climate especially given the obvious, safe and existing route that can be taken around Eagle Way.</p> <p>I strongly oppose this application and urge the council to reconsider</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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IM12	Nicki Finan	727		<p>I am writing with comments regarding the proposed new bridge, footpaths and cycleways through Martlesham Heath.</p> <p>Some of these proposals will have significant impact on our privacy, security and enjoyment of our property and surroundings.</p> <p>With a path backing directly onto gardens, security and privacy will be adversely affected and I would like to know what steps will be taken to mitigate these risks should the proposal go ahead.</p> <p>Additionally, the trees act as a buffer between properties and the A12 road noise and pollution and removing any of these beautiful mature trees seems to be an environmental contradiction. Foxes and muntjac deer have a path through these woods.</p> <p>The Birch Woods do not need a cycle path in my opinion. Individuals already cycle through the existing paths if they like a challenge. Why not add a cycle path to Eagle Way which is already lit? Again, in this era of environmental sustainability how can removing beautiful mature trees and their attendant benefits be justifiable? The nature of the woods which is 90% unmanaged and is a very effective Carbon sink as well as providing habitat for local wildlife.</p> <p>I question who will use these paths, the bridge already there that emerges near the village centre and shops is well used and an obvious route to Tesco and the other many retail outlets on the industrial</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>



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				<p>side. Saving in distance is minimal compared to using the existing bridge. The new community of Brightwell Lakes will presumably develop its own local infrastructure.</p> <p>In summary, I cannot see the justification for destroying trees to gain very little, if any benefit.</p> <p>Looking at the map with proposed routes, the existing distance from the Adastral Park side over the bridge is the same as the proposed new bridge which bypasses the village centre so footfall is diverted from village businesses and the local pub.</p>	
IM12	Nigel and Diane Bennett	662	No	<p>We are writing to comment and object to your above strategy document. In particular we (my wife and I) are concerned by your proposal called IM12 which cuts directly through Martlesham Heath.</p> <ul style="list-style-type: none"> <li>• Firstly the proposed footbridge and cycle path across the A12 which apparently will land in the wooded area between Coopers Road and Lancaster Drive. This land is privately owned by Martlesham Heath Householders Limited (MHHL) who manage this and many other areas on the Heath on behalf of the residents. It is the subject of "Village Green Status" and our understanding is that it would require an Act of Parliament to reverse this and change its use, not simply a Compulsory Purchase Order.</li> <li>• Secondly the proposed cycle path then crosses Eagle Way and goes straight</li> </ul>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>through what your maps call “Martlesham Woods” which we in the village call “Birch Woods”. This is again private land owned by MHL who received this from the original developers of the village, Bradford Property Trust. These woods are a very natural environment which are 90% unmanaged to allow nature to take its course and provide a habitat in which foxes, deer, bats and numerous species of birds thrive. I suspect that if your proposal were ever allowed to go ahead then we would never hear a nightingale or owl from our house again. It has been suggested that putting a cycle / footpath through this area would result in the felling of at least 25 mature trees which would be totally irresponsible in this time of significant climate change when every tree should be cherished and not felled to allow for a cycle path (and I am a keen cyclist). In particular, there is a single poplar tree that is a dominant feature of the woods and greatly loved by my wife who may be tempted to physically protest if this tree were under threat of being felled.</p> <ul style="list-style-type: none"> <li>On the map it suggests that IM12 will cross the A12 and proceed in an almost straight line across Eagle Way on the eastern side of Martlesham Heath before dissecting Birch Woods. However, if you actually look at the proposed route it almost certainly goes through a garden belonging to a household. The only way that the path</li> </ul>	

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				<p>could proceed is a zig zag way to cross Eagle Way see my comments on Health and Safety below.</p> <ul style="list-style-type: none"> <li>• At the exit of the Birch Woods your document suggests that IM12 will take a sharp right turn onto Eagle Way. This is no doubt to avoid the SSSI area again managed by MHHL and its subsidiary MHH SSSI however I fear that for some cyclists and walkers the temptation of crossing onto the pathway that leads to the SSSI and then to Dobbs Lane will be too tempting and lead to the further destruction of this valuable resource and further damage the habitat of the “Silver Studded Blue Butterfly” which Natural England, alongside MHHL and its subsidiary are striving hard to protect.</li> <li>• Health and Safety – how are you going to help ensure the safety of cyclists crossing Eagle Way which loops round Martlesham Heath. The recent introduction of the speed sign notifying drivers of their speed is useful but still not an effective deterrent to those who think that Eagle Way is a race track and can race back to their homes at 50mph in a 30mph area. We are also interested in your intent to make walking and cycling safer, as the current footbridge over the A12 between Gloster Road and Burgess Place is not sufficiently wide for both walking and cycling and has been the scene of several near misses in our experience. My wife crosses Eagle Way every day to go over the</li> </ul>	

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				<p>footbridge and it is hard to see cars coming from the right on the sharp bend and there should be a zebra or similar crossing put in place. It is used by lots of people including the elderly who may not be able to run while crossing! Surely the safety and upgrading of the current infrastructure should be paramount before further development. The Industrial Estate, that has now been turned into a Retail Park by the Council's decisions to allow the growth in retail outlets and then the further significant development of merchant outlets (such as Travis Perkins) have only added to the dangers for both walkers and cyclists alike.</p> <p>In our opinion the Council would be better improving the Foxhall Road (more street lighting and potentially widening of the road) and crossing the A12 near the Foxhall roundabout and building a dedicated lit cycle path alongside Foxhall Road which could then either come up Dobbs Lane which is another road which could be improved to link with the path called IM4. As a cyclist I would certainly be in favour of an improved route along Foxhall Road. As an alternative the cycle path suggested by myself alongside Foxhall Road could be extended all the way to Bell Lane. Or use the existing PROW which exists to the south of Martlesham Heath before connecting to IM4 or the roads as suggested above.</p>	

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				Please note that we do NOT agree with your proposed strategy and want to underline that MHHL is a representative of all the householders (i.e. owners) approximately 1400 households and should NOT be dismissed as one voice when they levy a charge on each householder to manage and maintain the green spaces, yet have to waste their resources asking the householders such as ourselves to ensure that our views which would be similar to those voiced by MHHL are actually noted. Perhaps you should also consider consulting with the legal owners of land (i.e. MHHL) that you intend to cross with proposed paths before placing documents in the public domain and terming them strategy?	
IM12	Nigel Maxwell	813	No	<p>— it is not a good idea to put a cycle path through the existing Birch Wood</p> <p>— think back to the campaign to save the Portal Wood from being made into a Park &amp; Ride when common sense won and a better decision was made</p> <p>— please consider re-routing IM12 along the eastern side of Eagle Way (parallel to Coopers Road) up to Burgess Place in order to join with IM11</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Nik Bestow	11	No	It is completely unnecessary to build a lit cycle path through Martlesham Woods. Eagle way is wide enough to support a cycle path and does not involve destroying woodland.	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling

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				It is also disappointing that you have adopted the North option for the bridge. The Southern option would have been more sensible.	and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Nina Paradine	865	No	<p>I have read the above document and must completely say NO to this idea.</p> <p>The people living on Martlesham Heath had to pay a premium when buying their property. This is a beautiful place to live, with the way the road layout was set. A very safe place to drive, with beautiful walks through the forest in the middle and all around the housing. Absolutely amazing.</p> <p>You CANNOT and SHOULD not, put a plan like this destroying, THE WOODLAND and the whole environment of MARTLESHAM HEATH.</p> <p>Surely, this should have been thought about and sorted prior to building another housing estate the other side of BT Martlesham.</p> <p>ABSOLUTE MADNESS.</p> <p>REGARDS, A Resident of Martlesham Heath since the first stage of development.</p>	The importance of avoiding harm to our natural environment is recognised. For this reason, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.

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				<p>Moving three times to different homes, but still staying and loving the Environment. You SHOULD NOT Destroy MARTLESHAM HEATH with this terrible, awful Plan.</p> <p>ABSOLUTE MADNESS!!!!!!!</p> <p>NO NO NO NO</p>	
IM12	Parsons, Pauline	246	No	<p>I object to the proposals of a new route from the new 2000 homes at Brightwell Lakes across Martlesham Heath.</p> <p>In particular, the section through Birch Woods. If a new footbridge is to bring cyclists across the A12 south of BT, then when it meets Eagle Way there is sufficient pavement for pedestrians and quietly-trafficed road on Eagle Way for cyclists to join up with existing walking and cycling routes.</p> <p>I do not think it is necessary to put a new tarmac route through a beautiful feature such as Birch Woods. Why are we proposing to fell trees when we need so many planted? It doesn't make sense.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Pat Lisseman	312	No	<p>With reference to your proposals I would like to lodge an objection to:</p> <p>1. IM12</p> <p>This is an area which includes Martlesham Woods</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For</p>

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				<p>where walkers, children and dogs can roam freely without worrying about cyclists. It is also an SSSI.</p> <p>Eagle Way has little traffic and there are very rarely cars parked at the kerbside and is perfectly safe and adequate for cyclists.</p> <p>Residents of Martlesham Heath love their environment and open spaces - please don't destroy by encouraging through traffic,</p>	<p>these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Patricia Embery	708	No	<p>I am writing to register my strong objection to the planning of a new footpath/cycle track through Birch Woods on Martlesham Heath. I understand that this is to connect up the new development at Brightwell Lakes through to Kesgrave but we have adequate facilities/footpath already in place from Eagle way without imposing damage to SSSI and disturbing wild life, apart from taking trees down which we are encouraged to preserve and plant more, and also incurring unnecessary cost. Martlesham Heath is an unusual development which most residents feel protective of. We love our open spaces with the natural footpaths already there which came into their own during the pandemic – Please do not ruin them,.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Patrick Carlin	556	No	<p>This is an unnecessary destruction of local woodland for the convenience and facilitation of the new development at Brightwell Lakes. The time/distance advantage gained over existing routes is minimal and is yet another erosion of our local community that is already under pressure from developments at Brightwell Lakes, Police Headquarters, BlackTiles Lane, McCarthy &amp; Stone etc,etc.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch</p>



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					Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Pat Smith	370	No	I would like to register my objections to the proposals for new cycle routes in Martlesham. These seem to me to be in direct conflict with current aims. We should be aiming to reduce light pollution which is already high in Martlesham Heath. Also, there have been calls for people to plant more trees. They will not have any effect for several years, yet these proposals mention felling at least 25 mature trees. Surely this goes against the Government forestation policy? There is also a risk to our wild life in Portal Woods, Birch Woods and in particular the SSSI. Cyclists already pose a danger to pedestrians on the Heath, particularly the elderly and these additional routes are going to make life even more treacherous.	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Paul Burke	679		I have concerns regarding the draft cycling and walking strategy. Specifically the proposal to push a bridge across the A12, cutting through the woods between Coopers and Lancaster Drive, and create a new paved and lit cycling / pedestrian route from there through Birch Woods (which East Suffolk Council refer to as Martlesham Woods).  The existing footpath through Birch Woods is already perfect for pedestrians and light cycle traffic. The woods support a range of wildlife and I enjoy my	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new

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				<p>frequent encounters with deer and foxes along the path when walking the dog. It really doesn't need to be widened, tarmac'd and floodlit. Apart from the damage that would be caused to trees either side of the path and the overall ambience of the woods which are very natural, we really don't need fast moving cycle traffic mixing with slow moving dog walking pedestrian traffic. Cyclists should be encouraged to use the existing road and cycle infrastructure.</p> <p>I'm not convinced that a 2nd bridge crossing is required so close to the existing bridge, although I accept that the road / path infrastructure needs to be improved passed Adastral Park. Maybe an underpass would help to cross the busy road from the BT roundabout onto the industrial estate. However, if a 2nd bridge is to be built, it should simply be used as an efficient route to get cycle traffic onto Eagle Way.</p>	<p>recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Paul Davey	323		<p>As a keen walker and cyclist I am very much in favour of ESC having a strategy for my benefit.</p> <p>However as a resident of Martlesham Heath I considerable concerns regarding the draft proposals published this year.</p> <p>My objections and reasons are listed below.</p> <p>2. The existing cycle path between IM7 and IM11 is not shown. IM12 is not therefore required.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and</p>

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					Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Paul Finbow	612	No	<p>I strongly object to this proposal. There is no reasonable justification to create a cycle / walking path through our well-established woodland areas or build another bridge across the A12. This proposal is a complete waste of public money and has the potential to increase carbon emissions, rather than reduce them! My wife and I are both keen cyclists and regularly cycle from Martlesham Heath to Felixstowe, Brightwell and the Trimleys. We regularly use the bridge across the A12 and the time saving proposed by the new bridge between Coopers Road and Lark Rise is minimal compared with using the existing bridge and in no way justifies the destruction of well-established woodland, which already do an essential job of capturing carbon emissions from the busy A12.</p> <p>The proposal to develop a tarmac, lit walkway through our existing, established woodland is deplorable to say the least. Not only does the proposed new walkway go nowhere, the actual time saving from using Eagle Way is minimal, especially for cyclists and these established woodlands are a haven for wildlife, as well as including many large Silver Birch Trees, which do an essential job in capturing the carbon emissions from the A12.</p> <p>I urge you to remove these proposals from your strategy.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Paul Kitchen	75	No	<p>I consider it damaging to the woodland and the wildlife it sustains. The woodland already has</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from</p>

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				natural footpaths and offers a useful amenity to Martlesham Heath residents who pay a premium to enjoy the natural environment. It seems totally unnecessary as Eagle Way already offers perfectly acceptable cycling and walking route.	urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Paul Newman	515	No	<p>In particular two corridors IM10 &amp; IM12 where they are constructed on open or wooded land owned by Martlesham Heath Householders Ltd (MHHL) whose shareholders are all residents of Martlesham Heath.</p> <p>I am fundamentally opposed to cutting any 4.5m tarmac artificially lit cycleway through Birch Woods (incorrectly titled Martlesham Woods), Portal Woods &amp; the open land at the back of Whinfield/Broomfield. To cut such a tarmac cycleway would involve the destruction of many mature trees &amp; would fundamentally change the whole concept of open sandy paths that the residents currently enjoy either exercising or walking dogs. The existing cycle/foot bridge over the A12 alongside Martlesham Leisure could be upgraded, if thought necessary, &amp; the existing paths &amp; roads on Martlesham Heath could be altered to accommodate more cyclists. This can be achieved by making the entire Martlesham Heath enclave a 20 MPH Zone</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.

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				<p>from the only two access junctions at the BT &amp; Tesco roundabouts on the A12. The roads could be rebuilt to use the same traffic calming methods used on the Ravenswood development that has the same 20 MPH Zone so that cyclist, walkers &amp; children would be safe.</p> <p>In any event none of the proposed construction will be allowed on any of the open or wooded land owned by MHHL as it is all covered by a Section 52 restriction placed on it by the original developer Bradford Property Trust. In fact Bradford Property Trust over 40 years ago thought to put tarmac paths through Birch Woods after they had put the Section 52 restrictions in place &amp; found that they were not allowed to do so. Having been in contact with Bidwells Solicitors in Cambridge who drew up the original Section 52 restrictions I was informed only a full act of Parliament could lift the restrictions in the event that one of the parties to the agreement did not agree. As a shareholder in MHHL I have instructed them to oppose any construction, which I understand has the support of all the directors.</p>	
IM12	Peter Davies	55	No	<p>The plan is very good in parts, the section cutting down trees in an established wood is not good, lit and probably tarmac surface...does not bode well for the environment. A better suggestion would be fringing the outer section of the woods south around eagle way where there is space, so I am not in favour of this hardened surface way through woodlands...</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and</p>

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					walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Peter Davies	695	No	I understand that you have created a plan for a combined linked cycle/walkway covering a route through from Woodbridge and Melton towards Ipswich connecting villages and areas en-route. A commendable plan..... <b>However</b> , there is one section that is completely out of the current thinking and the recent climate issues, and that is the plan to drive a tarmac'd 4.5m wide route through Birch Woods Martlesham Heath (you have referred to them as Martlesham Woods which is incorrect). What an absolutely crazy idea!! So, you are planning on removing mature trees disturbing wildlife of which there are endangered species (ie Nightingales, Blackcaps, Great Spotted Woodpeckers etc etc...) taking away the rights of the residents (who own/lease this land) to peacefully walk these numerous footpaths (Natural footpaths) to enjoy the freedom and outdoor wildlife and scenery, for the sake of an ill thought out plan for cyclists in this area using a lit tarmac cycleway, thereby encouraging litter (people do throw things away on cycle routes just look around you) so there will be pollution and disturbance 24/7. Tarmac is a polluting substance which will leak into the surrounding natural areas. Removing trees is also adding to the carbon footprint not reducing it. You cannot replace these trees or the wildlife in and around them.	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.

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				<p>I have lived on Martlesham Heath for 42 years, it was designed to have space and outdoor areas around the hamlets, the wildlife has taken at least 35 years to recover from the building work and general disturbance, all for the wellbeing of residents and visitors alike. It seems as if our Countries Councils have no connection or respect for the local people, you are given some money by central Government and it burns a hole your pocket!! Perhaps you should have come and talked to the local residents first.</p> <p>I have heard in the last few years Tawny Owls in and around the Birch Woods, these declining species need dark nights and no disturbance from lights, noise and general human presence. The Nightingales have returned year after year from Africa to almost the place where they nested the year before, you are in complete disregard for any of the wildlife and environment on Martlesham Heath and specifically Birch Woods. You will remove what we have now in peace and tranquillity and the right to the wildlife etc in those areas in complete disregard for the latest issues with wildlife the environment etc. Contrary to all the current thinking, the Government only yesterday gave a signal to rewild areas of countryside, well we already have a wild area called Birch Woods. Yes, I am very angry and you have offended me and my family.</p> <p>Let me offer an alternative for you if you do want a cycle/pathway around that area....a simple plan meaning little or no disturbance to the area inside</p>	

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				<p>Birch Woods. Your plan includes a footbridge/ underpass over or under the A12 and then cut through the small area of woods beside the A12 to enter Eagle Way, to cross over and then lay a new widened path/cycleway all around the southern edge of the woods beside Eagle Way itself, the space is there, very little in the way of removing vegetation and trees (if any) and it will end up in the same position as the pathway through the woods, then crossing over the road by a proper crossing and then to continue on your planned route through to Grange Farm properly signposted, the verges are wide enough to take a widened route, it is a slightly longer route but hey you are on a bike, and walkers can take an elongated route if required as an alternative to through the woods, power is nearby for low level lights as the road lamps are in close proximity and a proper safe crossing can be installed somewhere safe (maybe nearer the school) to enable safe passage over Eagle Way...is this too logical!? It also means it serves the Southern half of Eagle Way residents' access to a safe route without cutting through unmade pathways to reach the planned tarmac cycleway in the woods and would encourage people to use it rather than existing pathways suitable only for pedestrians.</p> <p>Come what may I and many others will oppose these proposals through the woods by whatever means we have at our disposal....</p>	
IM12	Peter Kerridge	409	No	This proposal contradicts all the fundamental principals of the design of Martlesham Heath, a design that has proved to work exceptionally well	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is



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				<p>and the author's poor understanding of this threatens to ruin our valuable environment.</p> <p>Martlesham Heath was designed to have a central natural woodland linked by protected natural areas between hamlets to create wildlife corridors. In addition hamlets are linked by cycle/footpaths that mean there is no need to use the natural footpaths in the woodland or indeed Eagle Way. As it turns out the circular layout and low traffic numbers on Eagle Way provides a superb cycle track and so cyclists choose to use this road as a training facility which works incredibly well. Walkers on the other hand make use of the woods for recreational walks as well as walking through to the Green and Square facilities and have done so since day one. The use of the woods by walkers is currently symbiotic to any cyclists who use its natural pathways. This is because the natural paths slow down cyclists meaning that the numerous walkers in no way feel threatened by speeding cyclists. The vast majority of walkers in the woods do not want unnatural walking surfaces, this can be show by the fact that the Council two years ago installed a man-made surface purporting to be part of a fitness trail (something that is never used because the equipment is so basic and poor - what a waste of money). Since the installation of this artificial pathway, the residents of Martlesham Heath have literally voted with their feet and created a whole host of new natural paths throughout the woods. So, as the whole crux of this report is to encourage walking this can easily be done by leaving</p>	<p>recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>this area alone. Cycling, as anyone who know anything about the Heath can be done quite safely on the numerous paths or for more ardent cyclists by using Eagle Way a very quiet road with no cars parked on it and very good sight lines making it exceptionally safe. Indeed in the 35 years of my living here I can't recall a single accident involving a bike on Eagle Way. Presumably the author has investigated this prior to writing these recommendations.</p> <p>The proposal to put a tarmac lit cycle path through the woods is horrendous and will ruin this valuable natural resource, something that this report is fundamentally meant to protect. Martlesham Heath is blessed with numerous tarmac paths and quiet, safe roads which work perfectly well as is shown by the fact that Kesgrave School has the highest percentage of students going to school by bike, which all the parents on the Heath feel perfectly comfortable with. So the question should be asked, if it ain't broke, why fix it? What you will be breaking is the lovely natural pathways we have in our woods and actually discourage walking there because people don't always want to walk on tarmac and certainly don't want to be jumping out of the way of speeding bikes.</p> <p>This idea of having the tarmac cycle path running through the woods could only have been dreamt up by someone from outside of this area. These woods are privately owned and managed, to put any form of lighting in there would only encourage anti social</p>	

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				<p>behaviour late at night and leave youngsters vulnerable to any form of criminality from littering, to drug abuse and god forbid child molestation. And who will be left to pick up the pieces? Not the Council, they quickly wash their hands from any involvement as can be seen when we had people sleeping in the woods.</p> <p>These woods are one of the few remaining nesting sites for Nightingales (particularly since the Travis Perkins development was allowed decimated their local stronghold. This proposal will further jeopardise the survival of this declining species in Martlesham, what more could deter a night singing bird than street lights and habitat removal. As I've already commented on elsewhere, I thought the idea was to reduce carbon emissions not increase them by putting in street lights everywhere, that even your own Council turn off at midnight.</p> <p>This leads on to the proposal for another bridge linking the Heath with Adastral park. Even a basic understanding of the failures of estate design of the 1960s and 70s concludes that the more entries and exits from an Estate the more there is inclined to be anti social behaviour so this is something we can quite happily do without thank you. If I want to cycle to Adastral Park and the lake there I go over the existing bridge and down the side of Falcon Caravan Park its a lovely cycle and something the new residents at Brightwell lakes should also be encouraged to do. We certainly do not want a short cut through our woods by people who have</p>	

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				<p>absolutely no vested or financial responsibility for looking after them. And that's without commenting on the exit on the other side which will only lead to more bikes cutting through onto the SSSI and endangering that area.</p> <p>All in all these proposals are not needed and very much not wanted.</p>	
IM12	Peter Simmons	406	No	<p>A bridge to connect Brightwell Lakes development and Martlesham Heath may be of some benefit for those cyclists and walkers wishing to get to Brightwell, Newbourne, Waldringfield and surrounding areas however the new path through Martlesham woods should not be considered for the following reasons:</p> <ol style="list-style-type: none"> <li>1) Wildlife in Martlesham Wood would be affected whilst the work was being undertaken to complete the new route.</li> <li>2) The addition of lighting to the proposed route as stated in the recommendations would also impact the wildlife. The addition of artificial light in a forest is not natural. Several species of deer live in and around this area and are likely to be affected.</li> <li>3) A footpath through the forest already exists for walkers needing to take the short cut so a new one is not necessary.</li> <li>4) Cyclists wishing to traverse East to West Martlesham Heath already have a route around Eagle Way, the road is seldom busy so it is quite safe.</li> </ol>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>Young Children not wanting to cycle in the road can cycle on the existing footpath around Eagle Way as the local children already do. Note: the existing footpaths could benefit from some repairs to surface areas that have been disrupted by tree roots.</p> <p>5) The government are encouraging people all over the country to plant trees to help the environment . I feel that the removal of established trees, required to make way for the new route, is detrimental to the environment. It's a big price to pay in order to save some cyclists and walkers making the additional effort to complete the additional few hundred metres around Eagle Way.</p>	
IM12	Peter Young	457	No	<p>This seems like a good way to spend a significant amount of money on a route which will provide virtually no benefit and cause maximum destruction and inconvenience to residents both human and animal.</p> <p>The only benefit that I can see from this proposal is that it is roughly 100m shorter than the existing route across the existing footbridge from Martlesham Leisure to Eagle Way.</p> <p>There are so many disbenefits it is difficult to list them all, but I can come up with;</p> <ul style="list-style-type: none"> <li>• Loss of amenity of privacy and light pollution for those houses which are adjacent to the proposed footpath through the woods and between Coopers Road and Lancaster Drive</li> </ul>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<ul style="list-style-type: none"> <li>The destruction of roughly 3/4 mile of natural woodland in Birch Woods (referred to as 'Martlesham Woods' on the map) including the removal of at least 25 mature trees</li> <li>Permanent damage to the effectiveness of the woods, which act as an effective carbon sink and provide habitation for natural wildlife</li> <li>The costs involved in erecting a new bridge over the A12, rather than improving the existing bridge</li> <li>The disruption caused to wildlife inhabiting Birch Woods (a.k.a Martlesham Woods) and loss of amenity to residents during the construction phase</li> <li>The inevitable pressure this route will put on the Site of Special Scientific Interest between where the proposed route ends at Forest Lane and the proposed new track described in IM4, leading to damage to the SSSI, because people will not bother to go up to the proposed new path in IM10, they will simply cut the corner.</li> </ul>	
IM12	Philip Gooding	91	No	I object to this, mainly because of destruction of environment, ie trees and wildlife habitats. This path through Birch Woods is totally unnecessary. It will be dangerous for walkers with cyclists tearing through the footpaths. I thought this land belonged to Martlesham Heath Householders. How can East Suffolk council just take this land ?	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In

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					its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Philip Wilmot	236	No	<p>I object to IM12 because I believe that it will have a number of adverse impacts on Martlesham Heath. These include the following:</p> <ol style="list-style-type: none"> <li>1. The construction of a bridge over the A12 in order to deliver pedestrian and cycling traffic to/from IM13 is likely to create privacy problems for at least some homes in Coopers Road and Lancaster Drive. In making this assertion I assume that for engineering reasons the profile of the bridge will be similar to the one that already exists, and which takes the form of an arch, so that users are elevated relative to the surrounding land and will be able to peer into people's gardens and even upstairs windows. I will not however be personally affected by this.</li> <li>2. A new bridge over the A12 will lead to the destruction of woodland and open space on the western side of the A12/eastern side of Eagle Way. As far as I know this is not officially protected land but it does nevertheless provide a habitat for wildlife and birds and is used for informal leisure. It also provides a natural buffer between adjacent hamlets. The need for such natural buffers between hamlets was a principle that guided the creation of Martlesham Heath as a whole, and it has contributed significantly to the overall success of the</li> </ol>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>development.</p> <p>3. The construction of a lit, paved path, perhaps as much as 4.5 metres wide, through what is referred to as Martlesham Woods, but which is known locally as Birch Woods, is likely to involve the felling of mature trees, and a loss of habitat for wildlife and birds. It will also interfere with the use of the woods for informal leisure by both residents of Martlesham Heath and those living further afield.</p> <p>4. There is a risk that the construction of IM12 will lead to an increase in both pedestrian and cycle traffic using the Martlesham Heath SSSI (formally known by Natural England as Unit 2 of the Ipswich Heaths SSSI) as a shortcut to their ultimate destination, especially when one considers the provision of IM4 and IM10. This land is leased to Martlesham Heath Householders Limited and managed by its subsidiary Martlesham Heath SSSI Ltd. with the aid of grants from Natural England. Currently the area is effectively open to the public but this can only remain the case if the site does not deteriorate as a result. Significant through traffic might require action: this land is not a thoroughfare.</p> <p>5. It seems reasonable suppose that IM12 will require the introduction of traffic lights at the two points at which it crosses Eagle Way. This would not be acceptable to residents.</p> <p>6. IM12 appears to follow the western segment of Eagle Way for a considerable distance. I think it is</p>	



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				<p>reasonable to suppose that residents would object very strongly to the introduction of any cycle-only lanes on the existing metalled surface. We would not want Eagle Way to become another Old Felixstowe Road!</p> <p>7. There is a pre-existing and already very problematic combined cycle and pedestrian path that links the western segment of Eagle Way to the bottom of Deben Avenue, crossing Broomfield at a point where there is an absurd build-out that obstructs the road. If IM12 is constructed, what measures can and will be put in place to prevent a growth in traffic using this path? Safety is already at risk, especially at the beginning and end of a school day.</p>	
IM12	Phil Squirrell	420	No	<p>The proposal for a footbridge over the A12 IM12 is ill conceived as there is a existing bridge 400m away.</p> <p>Also the disruption to the woodland would be unacceptable. We have maintained these woods for the enjoyment of Martlesham Heath residents for over 40 years. They belong jointly to each householder on the village. The existing cycle route is more than sufficient for the village and the future development of the new village BrightwrlL Lakes.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Prue Denton	112	No	<p>I feel that the proposal severely damages the green space amenity that was given to the residents when</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from</p>

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				<p>Martlesham Heath was created. I love walking through Birch Woods (the document calls them Martlesham Woods for some reason). They have been a life saver during the pandemic as it's so calming to walk among the trees and it avoids needing to go elsewhere in a car, so it's environmentally sound. It is good for everyone's mental health to be in natural surroundings. I am appalled at the proposal to build a hard surface cycle route right across it. It will totally change the quiet ambiance, the crunch underfoot of leaves and twigs and the sunlight through the trees along winding paths. Indeed, how many trees must be cut down to create a wide route through? People of all ages need this valuable facility.</p> <p>When my children were young, they loved playing in the woods and now that we have young grandchildren, they are also safe to go and explore, imagining the Gruffalo popping out from behind a tree, finding a nice stick to carry, picking blackberries and all the other lovely things about being in a wood. During the pandemic, lots of local children and a local artist left painted stones for others to find and eventually, a beautiful pebble circle was created. New woodland treats have followed such as labels describing the different types of trees and recently, little pixie figures have appeared for exploring children to delight upon. A large man-made surface to create a fast cycle route with lighting is nothing short of criminal in these beautiful surroundings and to whose benefit? Commuters have perfectly good alternatives.</p>	<p>urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>As well as the loss of amenity, a fast cycle route will become a danger - older children commuting to/from Kesgrave High school and adults commuting to work will all go quite fast along a properly constructed cycle route, which is not sensible in an amenity where young children and elderly people are enjoying the natural environment. It is also a very popular dog walking route. These woodlands should not become a through-route, it is a green space destination for the benefit of residents and visitors.</p> <p>I feel as if planners are only considering one aspect at a time. When new developments are created, there is a need to identify or create green space. But now, having got some excellent green space for the residents of Martlesham, someone else is coming along with a different agenda for cycle routes and they are not concerned about the loss of green space amenity that will result.</p> <p>I live very near to where the new bridge is proposed to feed onto Eagle Way. I strongly object to this too - not because it's near where I live (I won't see it from my house), but because it will naturally lead people towards Birch Woods, either with a hard path, as proposed, or it would encourage people to use the unmade paths if left as they are now. Either way, it mixes cyclists with pedestrians, which is not safe and the experience of both types of user is compromised.</p>	

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				<p>I am also a cyclist - for years I have cycled from Lancaster Drive, Martlesham Heath to the Kesgrave sports hall to play badminton. I find it no problem at all to cycle round the southern side of Eagle Way to join up with the existing cycle route on the western side of the village or to head north on Eagle Way, past the mini roundabout (near the BT roundabout) and join the cycle path at the northern side of the shops. I am now in my 70s and if I can manage it, I'm quite sure younger fitter cyclists can manage this. I gather that, as part of the new McCarthy Stone development, they will be improving that northern cycle route, so it makes perfect sense to encourage cyclists to take that route to the western side of the Martlesham Heath. I wouldn't dream of cycling through the woods, even though that's the shortest route from where I live.</p> <p>The Kesgrave cycle/pedestrian path was properly designed to fit in with the housing scheme at Grange Farm. That route is also reasonably wide, with the aim of reducing accidents, although no doubt there will still be some on a shared cycle/pedestrian route. I take extra care when cycling there because pedestrians are not always careful about which lane they are walking in, especially when there is a group of people chatting or someone with young children or dogs, who may run out in front of you. When large numbers of school children are cycling together among pedestrians with pushchairs and young children, it's a problem - not all cyclists are as careful as I am.</p>	

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				<p>Birch Woods was not designed to have a similar wide cycle route built within it and it's just not a suitable location. Perfectly safe routes exist already so it's totally unnecessary. Eagle Way is a wide road and I've never felt unsafe cycling along it. If the existing route were to be improved, I would only suggest creating a cyclists' only path around the mini-roundabout for the benefit of younger cyclists, who may be less used to navigating roundabouts (although as a 10 year old living in a busy city at that time, I remember having to be very traffic aware).</p> <p>My arguments against this proposal have all related to the impact on humans. But having a hard lit path through Birch Woods must also have an adverse impact on the wildlife which lives within it e.g. the nightingales, deer and other animals.</p> <p>I feel that this scheme has been drawn up by someone who has no idea of the loss of amenity this would create for the existing community. Maybe they've never actually visited and walked the route for themselves and it's all been done on paper. It's been drawn up with an idea of creating a super highway for cyclists from Felixstowe to Ipswich with no care at all for the impact on those who need the natural woodland it will ruin.</p> <p>I most strongly object to this proposal. I hope the decision makers will take the time to read these comments and view the photos I am attaching, showing the woods throughout the seasons.</p>	

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				<p>Attachments:</p> <p><a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/454647/PJP/-/11740405%201%20IMG%5F0352%2EJPG">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/454647/PJP/-/11740405%201%20IMG%5F0352%2EJPG</a></p> <p><a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/454648/PJP/-/11740405%202%20IMG%5F3048%2EJPG">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/454648/PJP/-/11740405%202%20IMG%5F3048%2EJPG</a></p> <p><a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/454649/PJP/-/11740405%203%20IMG%5F0289%2EJPG">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/454649/PJP/-/11740405%203%20IMG%5F0289%2EJPG</a></p> <p><a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/454650/PJP/-/11740405%204%20IMG%5F0358%2EJPG">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/454650/PJP/-/11740405%204%20IMG%5F0358%2EJPG</a></p> <p><a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/454651/PJP/-/11740405%205%20IMG%5F3423%2EJPG">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/454651/PJP/-/11740405%205%20IMG%5F3423%2EJPG</a></p> <p><a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/454652/PJP/-/11740405%206%20IMG%5F2751%2EJPG">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/454652/PJP/-/11740405%206%20IMG%5F2751%2EJPG</a></p> <p><a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/454653/PJP/-/11740405%207%20IMG%5F0355%2EJPG">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/454653/PJP/-/11740405%207%20IMG%5F0355%2EJPG</a></p> <p><a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/454654/PJP/-/11740405%208%20IMG%5F0357%2EJPG">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/454654/PJP/-/11740405%208%20IMG%5F0357%2EJPG</a></p>	

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				<p><a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/454655/PJP/-/11740405%209%20IMG%5F3050%2EJPG">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/454655/PJP/-/11740405%209%20IMG%5F3050%2EJPG</a></p> <p><a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/454656/PJP/-/11740405%2010%20IMG%5F6028%2EJPG">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/454656/PJP/-/11740405%2010%20IMG%5F6028%2EJPG</a></p>	
IM12	R.J.and R. Manning	309		<p>As the proposed footpaths 1M12 from the new A 12 bridge through the Birch Woods (Martlesham Woods) will involve felling at least 25 mature trees and widening the tract through the woods to accommodate both cyclists and pedestrians safely, in a time when we are all encouraged to plant trees? ?.</p> <p>Would it not be a more sensible and a better environmental decision to widen the footpath adjacent to Eagle way to accommodate cyclists, this would of course mean maintaining the width of the footpaths which must surely be simpler than maintaining a path through woodland.</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Rachael Drouet	79	No	<p>This a beautiful, quiet and well preserved wood. To cut down trees seems to ride against every action most councils are doing to preserve woodlands. Wildlife will be affected by both the path and the proposed lighting. Plus this is owned by MHHL, so not sure how this can even happen.</p> <p>This should not go ahead on environmental grounds.</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new

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					recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	R H Benton	664		<p>I object to the draft plans for a cycleway through Martlesham Woods (known locally as Birch Wood) for the following reasons:</p> <ol style="list-style-type: none"> <li>1. Destruction of a significant area of privately owned amenity woodland granted to householders of Martlesham Heath by virtue of their payment of a premium for their membership of Martlesham Householders Limited (MHHL). This woodland has taken over forty years to develop into a natural evolving wood.</li> <li>2. The draft proposal requires the principal footpath access to the privately owned Martlesham Woods represented by its shareholding residents as MHH Limited to be turned from ecologically sustainable woodland into a paved and lit transit route for both cycle and pedestrian traffic.</li> <li>3. The draft proposal would remove a significant area of wildlife habitat from Martlesham Woods that has taken decades to evolve and would also destroy the green corridors that are essential for maintenance of a thriving local wildlife community.</li> <li>4. The draft proposal imposes on the landowner (MHHL) the additional liabilities in law of what may be considered (erroneously) by the public to be a right of way for cyclists and pedestrians and yet as privately owned land the restrictions normally applied by the highway authority for the safety of its users will not apply. This reason of legal liability is</li> </ol>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>



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				regularly advanced by local authorities as an excuse for not adopting public amenities. 5. The draft proposal would pose a significant unnecessary risk to the safety of existing users of the wood - a mixed community of individuals, couples, families with young children and groups of dog walkers who are able to currently enjoy the freedom of the multiple woodland pathways without the danger of having to look out for speeding cyclists as they cross a cycle track through the wood. Eagle way provides a far safer existing alternative route that can safely distance pedestrians on a path from cyclists/other wheeled road users with adequate highway lighting.	
IM12	Richard Knights	743	No	<p>I fervently object to the proposed lit cycle/footpath IM12 across Birch Woods (not Martlesham Woods!). This is totally unnecessary as cyclists can quite easily turn right where they join Eagle Way (between Coopers Road and Lancaster Drive) and join up with IM11. Alternatively, they can go left round Eagle Way until they join IM10 thus avoiding the need for unnecessary and expensive lighting.</p> <p>It would be absolute sacrilege to decimate mature tree in the Woods which are currently capturing carbon. This goes against the Green Policy that we are all being urged to adhere to. This would destroy the natural habitats of wildlife, especially the deer.</p> <p>Also concerning is the potential for increased vandalism and litter in this beautiful area.</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Richard Startin	399	No	A cycle/walking track through Martlesham Woods is absurd. This is a choice parcel of woodland with high	The importance of Birch Woods as a natural environment for wildlife and residents, free from

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				<p>bio-diversity, and a good carbon sink. There are a variety of "country-walk" routes through them which are a delightful resource to local residents and visitors. The proposed track would be destructive and intrusive.</p> <p>Cyclists on the IM12 route can use Eagle Way to bypass them. Walkers have a natural and attractive way through in any case.</p>	<p>urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Rita Starling	752		<p>I wish to place on record my strong objection to the above proposal. It is unnecessary and undesirable. These proposed cycling and walking routes will be of no benefit to residents of Martlesham Heath, and will cause untold damage to Martlesham Heath, the environment and the ecology at a time we are being encouraged to plant more trees and hedges to compensate for the disastrous results of climate change.</p>	<p>The importance of avoiding harm to our natural environment is recognised. For this reason, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Robert Bissell	227	Yes	<p>I support this in principle only.</p> <p>It would be better, cheaper and more conservation friendly, if the route skirted the Martlesham Woods (assuming by this you mean 'BirchWoods?') and followed Eagle Way from West to East. This route already exists, is already lit &amp; avoids disturbing the flora &amp; fauna in the woods, including the need to bring light pollution into the woods! I believe this route would only add around 100m max to the route</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and</p>

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				<p>and be the lowest cost &amp; lowest impact on flora &amp; fauna.</p> <p>I am pleased that the southern option along the edge of the field to the south of the heath, is no longer mentioned. If this was ever to be considered again, please look at the option of using the bridle path between the two fields between the Heath and Foxhall Road, I have not seen a horse there for many many years now!</p>	walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Robert Buckingham	675	No	<p>I am writing to register my formal objection to the proposals put forward in East Suffolk Cycling and Walking Strategy Draft.</p> <p>Of particular concern is the proposal to push a bridge across the A12, cutting through the woods between Coopers and Lancaster Drive, and create a new paved and lit cycling / pedestrian route from there through Birch Woods (which you refer to as Martlesham Woods).</p> <p>I feel that this would damage the nature of the woods which is essentially 90% unmanaged and is a very effective Carbon sink as well as providing habitat for local wildlife. Surely removing trees is no good thing given the challenges we are facing regarding climate change. How can this be a sensible or “green” course of action?</p> <p>It would also bypass the village centre yet still join the same cycle path on Eagle Way. Any saving in distance is minimal compared to using the existing bridge. Therefore in addition to the considerable</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.

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				environmental impact, any benefits would be negligible versus the considerable implementation costs.	
IM12	Robert Fulcher	731	No	<p>Much as I applaud moves to improve cycling routes I must express my objections to two of your planned routes.</p> <p>Route IM 12 through Birch Wood is unnecessary and very damaging to wildlife and nature. The wood in spring and summer has a very high density of nest sites including many summer migrants. Many of these migrant birds are already suffering a decline in numbers. The removal of many trees and the subsequent construction of this footpath would ruin this particular part of the woods.</p> <p>The need for this path is quite unclear. Cyclists can easily use Eagle Way by adding a cycle lane. The existing paths are more than adequate for walkers to use.</p> <p>All the comments above also apply to the unnecessary part of route IM8 from near Gorseland Primary school and passing through Portal Wood.</p> <p>I hope your above proposals will be reconsidered to help safeguard our fragile environment.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Robert Power	1083	No	<p>- far less intrusive ways than the south option which would achieve the same goal without the detrimental effect to the wildlife</p> <p>- I am totally in support of walking and cycling strategies however the south option this just does</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For</p>

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				<p>not make environmental sense and also adversely effects the residents who's property's border onto the south route</p> <p>- the proposed path is against my garden and I would lose privacy and the view which was one of the main reasons for buying my property</p> <p>- please look at the north or other options that don't adversely effect the Martlesham Heath neighbourhood or environment in the way that the South option does</p>	<p>these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Robert Sadler	282	No	<p>EAST SUFFOLK COUNCIL (ESC) DRAFT CYCLING AND WALKING STRATEGY</p> <p>THE STRATEGY IS PROPOSED A SIGNIFICANT IMPACT TO MHHL LAND</p> <p>ESC PROPOSE TARMAC/CYCLE/FOOT PATHS,FELLING 25 MATURE TREES, GOING THROUGH (SSSI) LAND AND OTHER TARMAC ROUTES ON OUR LAND OWNED BY US??</p> <p>MARLESHAM PARISH COUNCIL ANNUAL REPORTS STATES WE SHOULD MODEL OUR VILLAGES AS MARTLESHIM VILLAGE (MV) IS?</p> <p>DID YOU READ THIS?</p> <p>WE CAME HERE IN YHE 80s</p> <p>TESCO WANTED TO BUILD HERE. WE VOTED AGAINST IT. SO YOU GAVE THEM PERMISSION ??</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>THEN YOU BUILD ANOTHER 50 BUILDING IN THE SAME AREA.</p> <p>NOW WE CANNOT GET OFF THE VILLAGE.</p> <p>A14 GRIDLOCKED.</p> <p>YOU HAVE NOW PASSED 41 FLATS TO BE BUILT IN THE CENTRE OF THE VILLAGE??</p> <p>WE ARE HAVING 2,500 HOUSES BUILD AT BRIGHTWELL?</p> <p>YOU ARE BUILDING AT THE POLICE HQ? NEVER TO BE BUILT ON LAND???</p> <p>PEOPLE STILL TRYING TO BUILD HOUSES ON MV LAND?</p> <p>YOU ARE DESTROYING MV WITH BUILDING AND CARS??</p> <p>A14 IS BLOCKED MOST OF THE TIME??</p> <p>YOU ARE KILLING MV??</p> <p>WHAT ABOUT THE CARBON FOOTPRINT OF MV???????</p>	
IM12	Robert Simpson	167	No	<p>I strongly object to the proposed route of IM12 through Martlesham Woods (Birch Woods)</p> <p>There is no need for this as IM11 (west of the A12)</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling</p>

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				<p>can connect with IM10 (Eagle Way) via 'The Square' using existing cycle paths.</p> <p>To carve through a woodland area with associated lighting and hard surface destroys a very special habitat and may encourage antisocial activity. The thought of this and children and dog walkers avoiding cyclists is of great concern. Please save money and the woods by adopting the above suggested route.</p>	<p>and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Robert Stallard	768		<p>Birch Woods, erroneously referred to as Martlesham Woods in the ESC strategy document, is a small woodland area enclosed by Eagle Way on the east, south and west sides and to the north opens up to the village green at the centre of Martlesham Heath Village allowing an uninterrupted access for the community to enter the woods, free of traffic. This was an integral part of Bradford Property Trust Ltd's original design concept for Martlesham Heath Village in the 1970s. Extensive tree planting took pace in the 1980s and the wood has established itself as a habitat for wild life and other eco systems which survive in a woodland environment. This is a source of pleasure and education for the community of Martlesham Heath Village who collectively own the land and subscribe to its maintenance, which is managed by Martlesham Heath Householders Ltd.</p> <p>I am not in favour of the ESC strategy document's proposed cycle/walking route IM12 cutting a swathe possibly 4 to 5 metres wide through the middle of the wood from the east side to the west side which</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>will inevitably incur the loss of countless trees, contrary to current government green policies encouraging the planting of trees. This will not only have an impact on the wild life but also create a physical barrier between the village green and the woodland. The route will introduce light and noise pollution, an element of danger which currently does not exist, and all the urban signage, furniture and discarded litter that follows. There are already cycle tracks IM13 and IM11 which are earmarked for improvement and arrive at the same location with a similar travel distance. Why is the M12 route required when it is so detrimental?</p> <p>I note in the ESC recommendation the term ‘with natural surveillance where possible’. Is the strategy suggesting the route through woods will not be a safe place and invite crime to the area? If natural surveillance is not possible is the recommendation suggesting the use of CCTV cameras on the route?</p> <p>The question of cost to build a new bridge over the A12 and a mile of illuminated track through private woodland, must also be taken into account at a time when the ESC tax payer is being asked to pay higher council tax due to underfunding existing services and infrastructure which ESC are responsible for providing.</p> <p>I appreciate the logic behind the planned route, but I believe it is unnecessary and shows very little respect to, or understanding of, the woodland and</p>	



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				its importance to Martlesham Heath Village and its community.	
IM12	Robin Guy	263	No	<p>As a martlesham heath resident I strongly oppose the proposed cycle way through Martlesham Woods (Birch Woods). The woods are owned by MHHL on behalf of residents and this route is already used for recreation by a wide number of users. Its appeal is that it is natural woodland and it must remain. The route only leads to Eagle way, takes cyclists away from the commercial hub of the village and will threaten to increase human activity on the SSSI western corridor as cyclists &amp; walkers seek short cuts to Dobbs Lane, Kesgrave. It will only save a few minutes for cyclists and the loss of amenity does not justify support for the recommendation.</p> <p>I do however support the proposal for a bridge crossing at the south end as this will connect communities, but regret the impact on the wooded area between Coopers &amp; Lancaster. Planning proposals must mitigate this impact.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Robin Johnson	771	No	<p>Can I register my strongest possible objections to proposal 529 for the route of IM12.</p> <p>The proposal shows an unnecessary and complete disregard for the wildlife and residents of Martlesham Heath. The tiny use of cycling on this route can easily be met by improvements to IM11 and IM13 at much lower financial and environmental costs.</p> <p>Birch woods has a good range of resident breeding birds, including Greater Spotted and Green</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide</p>

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				<p>Woodpeckers, Common Redpoll, Song Thrush, Coal Tit, Goldcrest and Greenfinch and more. It also supports migrant birds including Brambling, Redwings and Fieldfare. A number of these birds will be driven away by a wide illuminated pathway through the woods.</p> <p>Bats also feed in the woods and may be resident in the summer. Clearly an illuminated cycle path would disrupt these bats.</p> <p>Birch woods have a high amenity and health value to residents of Martlesham Heath. They are used extensively by dogwalkers and children playing. A cycle path would inevitably lead to accidents between cyclists and dog walkers, children and dogs.</p> <p>It's clear from these proposals that no analysis has been undertaken of the use of the existing A12 cycle/footbridge on route IM11. If you had, you would be aware that less than 50 cyclists a day use this bridge, with the majority pre pandemic going to BT. Very few of these cyclists travel from Ipswich. Given that there is no large employer in Kesgrave, few cyclists are going to travel westwards from Brightwell Lakes on route IM12.</p> <p>Much cheaper and less environmentally damaging options are readily available by improving routes IM11/IM13. Alternatively, a cycle route could easily be provided around Eagle Way. This would have higher benefit, as it would be of value to the residents of Martlesham Heath, whereas route IM12 is of no</p>	<p>a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>value at all.</p> <p>As a recreational cyclist, my number one ask of East Suffolk council is that you spend any available money on improving the road surfaces and drainage of rural roads. The large number of pots holes and very rough surface on many of these roads make them extremely dangerous for cyclists. Fix what you have before building new!</p> <p>In summary, I can only surmise the proposal for route IM12 is a very visible and expensive attempt by East Suffolk council to Greenwash the building of Brightwell Lakes. It has no merit and no value.</p>	
IM12	Robyn Gaffer	68	No	<p>I have spent approximately 30 years of my life living on Martlesham Heath. The area is cherished for its unspoilt heath and forest lands and this in an area frequently used by families with young children and dog walkers. Whilst I applaud the effort to make travel routes more practical and safer and the encouragement of cycling schemes, I think it is ludicrous that consideration is being given to tearing down part of the natural habitat of the area in order to use it as a cycle route. Eagle way is a very safe road, that is well lit and frequently used by cyclists without issue, I do not understand why for this small section of the route they cannot be diverted onto there rather than through the woodland. In a time when we should be trying to do all we can to save the planet, why are we considering creating a less practical route, at the cost of nature, when an existing more practical route already exists? During the winter months the path would likely be covered</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>in mud or wet leaves causing the route to be hazardous to cyclists, and as a parent of young children who frequently enjoys a leisurely walk in the area I want to continue doing so, without having to keep my children constantly at arms length for the fear of a speeding cyclist coming suddenly upon us. In cases where there are no other options but to remove nature to build paths or roads I do understand, but when there is a safer, cheaper, practical, more environmentally friendly option I feel it must be utilised. In all my years on the Heath I have never known of a cycling accident on Eagle way, I have never known of cyclists complaining it is unfit for purpose and I have never known the area to suffer traffic congestion with the exception on the two roundabout exists to the Heath at rush hour. I feel passionately this plan should not be given the go ahead</p>	
IM12	Sally Thompson	747	No	<p>I am writing to object to the new proposals to put cycle paths and walk ways on Martlesham Heath and Rushmere common.</p>	<p>The importance of avoiding harm to our natural environment is recognised. For this reason, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath. Recommendations IM1, IM2, and IM3 provide highly desirable cycling and walking routes between Ipswich and areas further east and therefore have been retained. Such routes will enable a greater number and diversity of individuals to access the common, convert</p>

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					trips to cycling and walking that might ordinarily be made by private car thereby reducing environmental impacts on people and wildlife, and help to support active and healthy lifestyles. The creation of bridleways through Rushmere Common would act to formalise cycling and walking and therefore, through careful design, reduce conflict between cyclists and pedestrians. The safety of users has been considered throughout the preparation of the Strategy, and IM1 would provide a much safer walking and cycling route for all users than currently provided for elsewhere on roads alongside vehicles. However, in order to reduce the impact of cycling and walking tracks through the Common IM3 has been amended to run along the eastern edge of the Common between IM4 and IM2.
IM12	Sally Wright	691	No		Objection noted.
IM12	Sandra Green	579	No	I object to the route through Martlesham Woods (Birch Woods) as this will significantly affect habitats in the wood and spoil this precious amenity used by many residents. Other routes are better.	The importance of avoiding harm to our natural environment is recognised. For this reason, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Sandra Phillips	866	No	I would like to lodge my objection to the new plans which will put cycle paths and a connecting bridge through Martlesham Heath village for the following reasons:  There are no advantages to the Martlesham Heath community to have a bridge and path that will	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the

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				<p>disturb and destroy animal life and habitat.</p> <p>The woods affected are areas that the Martlesham Heath residents use regularly there are often points of interest left by the residents for example through lockdown a painted stone trail and at Christmas a selfie with a naughty elfie point and Gruffalo Trail which the children loved. It is a concern that bringing more traffic from other areas through these woods would destroy the community feel.</p> <p>Bringing more people to the village via this route does not benefit the people of Martlesham Heath. the current bridge leads to a road access and encourages visitors to use our shopping area.</p> <p>We have no information about the amount of traffic the cycle path would attract which leaves the question as to whether it is actually required.</p> <p>If the proposed route is for the purpose of providing a shortcut to schools for young people there is a concern that they may shorten the route further by making their own pathways through other parts of the Heath Further destroying the habitat and increasing the need for Martlesham Heath residence Association to maintain and repair the environment at their cost.</p> <p>Overall I believe there is already an existing bridge which could be utilised better and provide a cheaper option and which encourages use of the village shop</p>	<p>proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				facilities without destroying the woods of Martlesham Heath.	
IM12	Scott Thomason	640	No	<p>1) In the Policy context 2.3 it states the aims as 'healthier, Happier, Greener communities' yet the route planned for IM12 will mean the felling of established trees and reduction of woodland in the area and addition of concrete / tarmac paths making the area significantly less green.</p> <p>2) It states in the recommendations that the path will be lit, Thus using more electricity and creating additional CO2.</p> <p>3) Under Recommendations 3.2 it states 'key routes between and through settlements where there are significant opportunities for modal shift to arise from improved cycling and walking infrastructure'. As of today there is no settlement in Brightwell that would register any improvement or modal shift.</p> <p>4) Even if / when a significant settlement does exist in Brightwell there is an alternative route from Brightwell through Martlesham Heath with IM13 / IM11 which will not require the expense of a new bridge nor destruction of established woodland. IM12 serves little purpose or advantage over these alternative routes.</p> <p>This would be needless expense for a pointless path which will destroy established woods currently providing a carbon sink and natural habitat for wildlife.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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IM12	S Desmond	690	No	<p>I object to the proposal of the extension of the cycling track on the Heath due to its effect on the environment I live in.</p> <p>The current footbridge provides adequate access to and from the Heath from the other side of the A12, there is little or no justification for a second.</p> <p>Felling of established trees that are not causing an issue isn't in line with current climate and environmental plans. A path through the woods would also affect the numerous dog walkers whose dogs may not be aware of cyclists in the area, like my own dog who is deaf, and could be injured when off-lead there.</p> <p>I was led to believe when I moved here that SSSI land was sacrosanct and would never be disturbed as I'm sure were other residents.</p> <p>Any lit paths on the non residential areas would also be an infringement of residents right to enjoy the current lack of light pollution we have.</p> <p>For these reasons I would not wish this proposal to go ahead.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Sexton, Alan	853		<p>I am writing this email as there is an error on the web site preventing comments.</p> <p>I am therefore having to restrict my comments to Martlesham Heath. Martlesham Heath is already served by a network of cycle paths and all that is needed is replacing of ambiguous signage and road</p>	<p>ESC was not aware of an issue with the submission of comments through the web portal (Inovem) throughout the consultation, and a large number of comments were received through the web portal throughout the consultation. The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is</p>



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				<p>markings to give cyclist correct direction.</p> <p>Even If there has been established a need for another bridge across the A12, to build a further made up path through established woodland ,wildlife and biodiversity of Martlesham Woods can only be described as vandalism. The path IM12 should make a right turn after crossing the bridge, follow Eagle Way north and join with IM11. This would achieve the same result without spoiling the existing amenity.</p>	<p>recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Simon Miles	848	No	<p>Having considered the proposed plan I am dismayed to discover that your proposal includes plans to install a new paved and lit foot/cycle bridge from the new Brightwell Lakes development onto Martlesham Heath between Coopers Road &amp; Lancaster Drive. The wooded land between these two roads is privately owned by MHHL and is something of a wildlife sanctuary, often deers &amp; foxes can be seen in this area and the woodland opposite.</p> <p>This would cut directly through 'Birch Woods', which in your documents you refer to as Martlesham Woods. The woods are a central part of living on the Heath and I am extremely concerned at your strategy to destroy the natural environment for us residents.</p> <p>The nature and habitat of wildlife would be detrimentally affected by this proposal, apart from the fact that it is a well-used wood by local dog walkers, photographers, residents and community</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>groups such as scouts, local nurseries and school groups. A new paved pathway would increase activity in this area resulting in raised noise as well as the intrusion of lighting to shatter the natural ambiance of the 90% unmanaged woods as they currently are.</p> <p>The woods also have the added benefit of being very effective on an ecological viewpoint by providing a carbon sink which is helping to keep CO2 at a manageable level in the atmosphere. Why destroy this to construct a man made</p> <p>There is already an existing foot/cycle bridge across the A12. This could be widened and lit if that is the proposal as it is also near existing stores and not creating another cut through separating the village of Martlesham Heath. The existing bridge has the added benefit of routing people towards all of the retail units hence reducing traffic chaos on the roads and also increasing the number of people who would be going past the village shops on the Square which would have a beneficial effect on their businesses.</p> <p>If as a previous consultation proposed the construction of a new footbridge south of the Brightwell Lakes development across farmland and around the outer edge of Martlesham Heath village would provide a direct link to this new path and would prevent cutting our village up across its heart and provide a safer and quicker route to Kesgrave and onward towards Ipswich. The narrow paths linking the closes and open spaces on the Heath are</p>	

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				not sufficiently wide enough to accommodate your proposals. There is also a proposal for a newly constructed lit tarmac route from Dobbs Lane along the back of Whinfield/Broomfield leading to Eagle Way - this would impact on land which is SSSI protected. Another alternative route would be to construct the footbridge nearer to Welham's Plantation with an ongoing path leading more directly to Dobbs Lane.	
IM12	Simon Shaw	590	No	<p>A path through Martlesham Woods has several disadvantages.</p> <p>It would increase light pollution in the woodland which has recently been demonstrated to have a negative impact on invertebrate life. It has been shown that LED lights attract almost 50% more invertebrates than sodium lighting.</p> <p>"Street lighting has detrimental impacts on local insect populations". Douglas Boyes. Science Advances. Vol 7 No 35</p> <p>"LED lighting increases the ecological impact of light pollution irrespective of color temperature" Pawson and Bader Ecological Soc. of America Vol 32 Iss.1</p> <p>It would impact on the nightingales which are present in the woods and which are on the UK red list for population decline.</p> <p>Source BTO.</p> <p><a href="https://app.bto.org/birdfacts/results/bob11040.htm">https://app.bto.org/birdfacts/results/bob11040.htm</a></p> <p>The cycle route would bypass the shops and doctors surgery at the The Square, Martlesham Heath.</p> <p>My own recommendation would be to improve cycle infrastructure along Eagle Way North Bound to join IM11 where it crosses Eagle way, north of the mini</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>roundabout as:                      It would encourage trips to the local shops to be made by bike                      there would be no or little increase in light pollution                      there is a wide verge already available                      there is little increase in distance to reach the west end of valiant way</p>	
IM12	Smith, Carolyn	783		<p>Thank you for consulting on your draft cycling and walking strategy; hopefully this will enable you to learn from local knowledge and prevent you from making expensive mistakes which will damage precious heathland and adversely impact well used green spaces in the Martlesham and Kesgrave areas.</p> <p>I am in favour of encouraging walking and cycling, but not at the expense of damaging scarce habitats and the loss of local amenity, all of which will occur if the routes IM4, IM9, IM12 and IM10 are constructed in their proposed form.</p> <p><b>Routes IM12, IM10, IM4</b></p> <p>Why are you proposing surfacing over and urbanising valued green spaces, important for recreation and wildlife?</p> <p>This is in direct contravention of the SC Local Plan Policy SCLP10.1 (Biodiversity and Geodiversity).</p> <p>Namely:</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<ul style="list-style-type: none"> <li>• · the woodland to the west of Dobbs Lane, and Longstrops (IM4)</li> <li>• · Portal Woods (IM9)</li> <li>• · Martlesham Birch Woods (IM12),</li> <li>• · the heathland to the northern end of Martlesham Heath SSSI, and southern end of Martlesham Common (IM10)</li> </ul> <ul style="list-style-type: none"> <li>• Improve the existing A12 crossing to the north of the BT roundabout and improve IM13 to encourage the use of this route across the A12 instead of spending additional money on a crossing to the south.</li> </ul> <p>Or:</p> <p>Extend IM13 southwards to a new bridge crossing over the A12 north of the Foxhall Road/Waldringfield Road roundabout, and continue on a new route through the edge of the field alongside Foxhall Road to Bell Lane, and continue along the field edge to connect with IM4 west of Bell Lane.</p> <p>Construct a bridge crossing the A12 to connect IM13 with footpath PROW6, re-route PROW6 alongside the wooded area to the south and then across to Foxhall Road, and continue eastwards along the field edge towards Bell Lane as above.</p> <p>Both of these options give an opportunity to</p>	

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				construct a wildlife corridor alongside this route, with screening trees and wildflower planting.	
IM12	Stephanie Miller	76	No	I am all in favor or improving cycling in the area - but not through a wood like this. Build a route around Eagle way, a slightly longer route, by all means. But this wood is too small for such a route without causing a huge issue to the current users and its abundance of wildlife, and impossible to do without taking down a large number of trees. Please please think carefully before proposing thi	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Stephen Buckingham	676	No	<p>I am writing to register my formal objection to the proposals put forward in East Suffolk Cycling and Walking Strategy Draft.</p> <p>Of particular concern is the proposal to push a bridge across the A12, cutting through the woods between Coopers and Lancaster Drive, and create a new paved and lit cycling / pedestrian route from there through Birch woods (which you refer to as Martlesham Woods).</p> <p>I feel that this would damage the nature of the woods which is essentially 90% unmanaged and is a very effective Carbon as well as providing habitat for local wildlife. Surely removing trees is no good thing given the challenges we are facing regarding climate</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.

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				<p>change. How can this be a sensible or "green" course of action?</p> <p>It would also bypass the village centre yet still join the same cycle yet path on Eagle Way. Any saving in distance is minimal compared to using the existing bridge. Therefore in addition to the considerable environmental impact, any benefits would be negligible versus the considerable implementation costs.</p>	
IM12	Stephen Denton	542	No	<p>The proposal to build a bridge landing on the woodland between Coopers Rd and Lancaster Drive and creating a route through what are known locally as Birch Woods is both unnecessary and very damaging to the environment with a significant loss of trees and habitat at a time when Martlesham has declared a Climate Emergency. Birch Woods are a valuable haven for local residents and children who can and do wander safely through the woods. It's been a godsend during lock downs. See photo of Birch Woods.</p> <p>It is a key feature of the original vision of Martlesham Heath - which incidentally has been cited as an exemplar development in two iterations of the SCDC local plan.</p> <p>The strava lines on the map show very low levels of cycle usage which are somehow used as part of a justification for creating a formal routes. The data is not consistent with the reality. I very regularly walk through the woods to get to the village green and shops and I can honestly say I very rarely see</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>cyclists in the woods and there is no tyre mark evidence of much cycling. The only regular cycling I think is on the metalled N - S route from Forest Lane to Warren Lane - probably one or two individuals living in Forest Lane cycling to work or the shops.</p> <p>Having passed through the woods IM12 would take cyclists literally "round the houses" up Eagle Way to the Control Tower and then back down to pick up IM4 which is a key strategic route being proposed for getting to Ipswich, and places in between. In reality people would cycle across the SSSI causing significant damage to this sensitive area by creating their own "desire" routes.</p> <p>This damage to the woods and SSSI, which are much valued by their "owners" ie we shareholders in MHHL (which manages the land for our benefit), will be very upset and resentful that our amenity should be so substantially changed in character. It's very dispiriting for those volunteers who have worked hard over the last 40 years to maintain, at no cost to the district council. the environment we enjoy.</p> <p>But there is an alternative - to create a fast cycle route into Ipswich using the Bridleway which runs on the north side of Welham Plantation and intercepting with IM4 further west. This fast route would service commuters to and from BT, the Business Park and Brightwell Lakes and would mean the the existing bridge (suitably widened as proposed) would have enough capacity without the</p>	



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				<p>need for IM12. Together with IM13, IM14 and IM11 residents of Brightwell Lakes would have good access to the retail areas and the existing bridge.</p> <p>Finally, it's a shame that this proposal may be causing some residents whose gardens back on to the field south of Martlesham Heath, to support IM12 because they, understandably, do not want a route built along their back fence - which was one of the options put forward in the A12 consultations document. It's understandable that people have been confused by disjointed separate consultations and very much doubt they would support IM12 if they were confident that any alternative did not run alongside their back fence.</p> <p>Attachments:  <a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/454662/PJP/-/11768373%201%20P1050300%2Ejpg">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/454662/PJP/-/11768373%201%20P1050300%2Ejpg</a></p>	
IM12	Steve Branton	554	No	<p>Being residents of MH and regular walkers through Martlesham Woods we are strongly opposed to the proposed 'Urbanisation' of the path through the woods just to provide a short cut between the east and west sides of Eagle Way. Any construction of pathways / lighting would completely destroy the nature of the woods and just make it another rat run for cyclists travelling between Adastral Park / Brighwell Lakes and Kesgrave. If there is any need for cyclists to reach the proposed new bridge over the A12, the existing Eagle Way road should be suffice. If indeed the new bridge is build, it would be appropriate to prevent cyclists using the woodland</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and</p>

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				<p>path as a shortcut.</p> <p>If money is available to build a new bridge it might be better spent of improving the existing bridge, making it wider to cater for both cyclists and walkers (not to mention the current need for space in the pandemic).</p>	Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Steven Moore	482	No	<p>I object to creating a wide path through Martlesham Woods when there is already an existing path along IM13 and IM11 which is not much longer and will avoid spoiling existing woodland. This existing route also connects with the existing cycling track through Kesgrave and Grange Farm.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Stuart Calver	345	No	<p>I wish to register my objection to the above proposed walkway/cyclepath.</p> <p>In my view the scheme is unnecessary, since a crossing already exists over the A12 and the proposed route offers only a limited benefit which is outweighed by the felling of mature trees within Martlesham Heath area.</p> <p>Furthermore, the proposal includes establishing a paved and lit route through the Birch Woods, however it overlooks the safety/security aspect of</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide</p>

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				<p>such a pathway through woodland during hours of dusk and darkness, resulting, I'm sure, in very little usage during those hours. That defeats the whole purpose of such a pathway.</p> <p>Also the proposal crosses a SSSI which should be protected at all costs.</p> <p>If the purpose is to access amenities such as schools, perhaps you should be looking at planning schools and other facilities in Brightwell Lakes.</p>	<p>a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Sue Sapsed	868		<p>Birch Woods (referred to in strategy document as Martlesham Woods) is a beautiful woodland enjoyed by many residents which, I have been told by many, contributes to their mental health.</p> <p>Any encroachment of this space by concrete paths and lighting would seriously detract from the wonderful peace to be had when walking in there.</p> <p>Another cycling and pedestrian bridge across the A12 (primarily to take account of potential residents on Brightwell lakes who will already have a beautiful environment) will increase visitor numbers in Birch Woods (already set to rise due to the unwelcome McCarthy and Stone development) and place these woods in a vulnerable position.</p> <p>Please protect Birch Woods and omit the bridge to them and the pathways through them.</p> <p>Re. maps:</p>	<p>The importance of avoiding harm to our natural environment is recognised. For this reason, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>The map for IM12 shows the footpath continuing from the woods across the SSSI and then on to join with IM10 and on to Dobbs lane.</p> <p>The SSSI is a much valued Site of Special Interest and ANY additional footfall across this area would make it even more difficult for the wildlife. In this time of climate change PLEASE avoid bringing additional people onto this area.</p>	
IM12	Sue Spencer	86	No	<p>I oppose this proposal it seems totally unnecessary and would cause wanton destruction of established woodland and scrub areas which are increasingly rare and an important habitat for birds including nightingales. A lit cycle way would change the character of the woods as a place loved by adults and children alike for safe and quiet enjoyment of nature and wildlife. Many people walk in the woods at all times of day and to destroy any part of this amenity woodland and put in a paved lit track so cyclists can speed through and save a few minutes is just not needed. The value of the woods to local residents was amplified during lockdown when so many people discovered the enjoyment of walking for the first time and the benefits to mental and physical health of being outdoors. Martlesham birch woods is a very small area so any loss of habitat would be significant.</p> <p>Eagle way is a quiet well lit road and to cycle or walk around it, even without the future improvements suggested, would be both practical and safe and only take a few more minutes.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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IM12	Susan Self	628		I am concerned that where the cycle path exits near Forest Lane on Eagle Way that this will tempt cyclists to take a short cut across a Site of Special Scientific Interest (SSSI) instead of continuing along the proposed route up Eagle Way.	The importance of avoiding harm to our natural environment is recognised. For this reason, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Susan Simpson	816	No	<p>I would like to register my objection to the proposed cycle path in Birch woods at Martlesham Heath. I thought policy should be to preserve the local environment and plant more trees, this cycle route would mean trees would be destroyed and a valuable green space also destroyed. Lighting the path would also cause unnecessary light pollution which would in turn damage the habitat of local wildlife.</p> <p>This area is frequently used by local people as a route to the green and also by dog walkers, in my experience dog walkers and cyclists do not mix well.</p> <p>There is already a bridge over the A12 and this connects the village with areas outside it, it links up with Farriers Close and goes across the village to hamlets the other side and then on to Gorseland school which in turn allows access to Dobbs Lane, do we really need anymore cycle paths? I often walk the footpath next to the cycle path and very rarely see a cyclist, except for school children on the way to and from school.</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.

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				This policy does not seem to have been well thought out and I would like to strongly oppose it.	
IM12	Taylor Wimpey East Anglia (Sir/Madam)	760		<p><b>Cycling and Walking Strategy</b></p> <p>Brightwell Lakes is identified within the “Ipswich to Melton Key Corridor” and a number of the recommendations within the Cycling and Walking Strategy relate to existing connections in this part of East Suffolk. Of particular relevance is the following:</p> <ul style="list-style-type: none"> <li>IM12 Martlesham Woods/Brightwell Lakes (Medium Priority): Linking into the improvements under IM13, the Strategy proposes another connection over the A12 into Martlesham Heath and beyond.</li> </ul>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Terry Duffell	710	No	This village is characterized by its rural nature which will be largely ruined by the installation of lit and permanent cycling routes through the area: the SSSI could be endangered if people deviate from the proposed route and Birch Woods/Martlesham Woods would lose significant numbers of trees and its character if the plans are implemented.	The importance of avoiding harm to our natural environment is recognised. For this reason, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Theresa Robson	755	No	<p>I wish to add my comments with regard to the proposed cycle/walking route through Martlesham Heath from the new Brightwell Lakes development.</p> <p>Whilst in agreement that a proposal regarding</p>	The importance of avoiding harm to our natural environment is recognised. For this reason, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now

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				<p>improvements to cycling and walking facilities would indeed be beneficial to health and the environment, I am extremely disappointed that the planners feel that it would be appropriate to fell mature woodland and disturb areas of natural beauty and special scientific interest in order to do so! This strategy appears to be 'cutting it's nose off to spite it's face!'. Why destroy an area already naturally providing health and welfare benefits by felling trees, laying down tarmac and putting in artificial light? Are we not trying to minimise light pollution, save our natural green spaces and plant more trees to prevent more damage to our planet? The year 2022 is the Queens Platinum Jubilee and she has asked that everyone plants a tree to celebrate and to attempt to undo some of the appalling damage that has been done to our beautiful countryside.</p> <p>I have lived at Martlesham Heath for 24 years, the reason I moved here is because it was an area of beauty, of green space, fresh air and because the people who live here care about where they live and care about the habitat and wildlife that co-habit the area. Planners have a responsibility to create environmentally forward thinking developments for everyone, but not to take short cuts to do so. To go ahead with this proposal would not only be short sighted but also lazy and I implore the planners to think again and to create a more environmentally friendly proposal for everyone involved rather than use it as a box ticking exercise.</p>	<p>recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Thomas Burman	440	No	I consider this route to be unnecessary given that there is a perfectly adequate foot / cycle bridge less	The importance of Birch Woods as a natural environment for wildlife and residents, free from

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				<p>that half a mile further up, which links to foot and cycle paths all the way to Kesgrave.</p> <p>Construction of this route will have a negative impact on the local environment as it will be necessary to remove various trees and disturb nature (there are a family of foxes in this area as they visit our garden). This will impact on the properties which surround the wood between Lancaster Drive and Coopers, especially given that the proposal is to make the route diagonally through the woods (longest and most disruptive route), therefore apparently just missing the corner of my property and currently very private garden. It appears as though this bridge will provide people with a direct view into my garden and house.</p> <p>The route through Martlesham Woods appears to be carving a new walkway just a stones throw from the existing established walkways, which is a completely unnecessary destruction of woodland.</p> <p>The woodlands and nature in this area are one of the key considerations and benefits for persons wishing to live in this area.</p> <p>Additional to above, the proposed new bridge across the A12 will no doubt cause major disruption to traffic flow during construction, which is already severely built up especially during rush hours, to the point when leaving the village can be very time consuming. These proposals would no doubt result in this problem being escalated.</p>	<p>urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>



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				A constant build-up of traffic along this stretch of the A12 will cause an increased level of pollution to the residents who's properties back on to this stretch of road, which could cause health concerns.	
IM12	Thomas Ware	706		<p>I am a resident of Martlesham Heath and was notified by post of East Suffolk's Draft Cycling and Walking Strategy on Wednesday 5th January 2021. The five day consultation period is interesting, but just enough time to pass comment on the impending changes to land owned by Martlesham Heath Householders Ltd.</p> <p>I am in principle in favour of <u>all</u> three changes of the proposed routes through the village and would welcome their adoption. I think it's vital to secure new safe, accessible, and well lit walking and cycling routes over the A12 to the proposed 2,000 new homes at Brightwell Lakes. The proposed route appears to connect well with existing walking and cycling routes and leads to the major amenities of the Heathlands Primary School. It will naturally lead a more direct route for others to cycle over the former airstrip land (now an SSSI), across Dobbs Lane, and on to route IM4 through Longstropes.</p> <p><b><u>Mitigation</u></b></p> <p>With any new development there are always going to be consequences to the existing wildlife and their habitats which is unfortunate and should be mitigated where possible. I would therefore like to propose planting enough trees to replace the 25</p>	Support for the Draft Strategy IM12 recommendation is welcomed. However, the importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.

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				<p>mature trees that will need felling. The location could be to the sides of the entrance of the new bridge to be built over the A12 as part of the Brightwell Lakes development. There is an existing 'green area' south of the Antares Building which could provide an ideal location.</p>	
IM12	Tim Gill	583	No	<p>We are objecting to the IM12 proposal. We have a number of concerns re: IM12 which is proposing to create a new lit cycle route through the woods at the centre of Martlesham Heath village. Our property in Forest Lane currently backs onto Martlesham Woods and the proposed cycle route causing us many concerns.</p> <ul style="list-style-type: none"> <li>• Security – The proposed cycle route will bring to the area a much higher volume of people which in turn will bring unwanted attention to ours and other properties which back onto the existing woodland. This is even more of a concern in light of recent burglaries that have taken place on Martlesham Heath, the cycle route will provide easier access for theft and potential damage to properties.</li> <li>• Privacy - Our property is currently in a very secluded and peaceful surrounding and we are currently not overlooked by anyone. Through the process of removing trees to accommodate the new path, we are hugely concerned that the proposed plans will make the view of our house very prominent to those using the cycle path</li> </ul>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>with direct line of sight to the back and side of our property.</p> <ul style="list-style-type: none"> <li>Nature – The cycle path will create significant disruption to the natural beauty and nature within this area of woodland including wildlife such as birds, deer and bats. It is not necessary to create this disruption by demolishing many mature trees when there is an existing suitable route that already exists. This cycle route will bring an increase of unwanted pollution in the forms of light, noise and litter to what is currently an area of tranquility.</li> </ul> <p>One of our key reasons for selecting our location on Forest Lane, Martlesham Heath is because of the natural beauty of the central woodland and the privacy it provides us at the back and side of our property. This proposal will have a detrimental effect on Martlesham Heath and therefore we object to the proposal of IM12.</p>	
IM12	Tim Morris	273	No	<p>I wish to register my objections to the proposed IM12 cycle and footpath crossing the A12 between Brightwell and Martlesham Heath, currently called “North Option”.</p> <p><b>My objections are:</b></p> <ol style="list-style-type: none"> <li>There already exists an adequate crossing which directly connects the East side of the A12 with Martlesham Heath village centre; Birchwood and Gorseland schools and onward to Grange Farm etc. This route is fully paved and lit providing a safe and</li> </ol>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide</p>

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				<p>secure passage.                      Very little would need to be done to connect the new Brightwell Lakes development with this existing route.</p> <p>2. Building a new “North Option” bridge crossing would disrupt traffic on the A12 during construction.</p> <p>3. The route would pass through woodland between Eagle Way and the A12. This woodland is left alone, nobody enters it, and is a sanctuary for wildlife and fauna. Putting a bridge and path through here would inevitably cause loss of trees and disruption to wildlife and local residents. Its protective environment would be lost for ever.</p> <p>4. The A12 road at this crossing point is level, if not higher than the surrounding land, unlike the existing crossing where the A12 is in a cutting, below the surrounding land. Therefore, a new bridge would stand out more and would have a greater impact on it’s surroundings, overlooking homes and gardens.</p> <p>5. One impact, particularly if the bridge is high, is to compromise the privacy and security of the properties backing onto the wood.</p> <p>6. Presumably the path would be lit, resulting in light pollution and discouraging wildlife.</p> <p>7. The proposed onward route through woodland across Martlesham Heath raises similar issues in terms of disruption to wildlife and fauna and light pollution (if lit). However, there are additional issues:</p> <p>8. The route bypasses the village centre and its shops. The opportunity to encourage greater footfall may well be missed and a convenient retail site for cyclists.</p>	<p>a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>9. The woods across Martlesham Heath provide a peaceful place to wander and enjoy nature at a slower pace. Putting a paved (and possibly lit) cycle path through here would destroy that tranquillity and further deplete wildlife.</p> <p>10. I don't believe the route passing through woodland, away from inhabited areas, would be a safe or comfortable place to be after dark.</p> <p>11. Where the wooded route emerges to meet the West side of Eagle Way, it is faced by the Western Corridor. The Western Corridor is an SSSI which I believe restricts development, including the construction of a cycle path (and lights). This being the case, the route would have to run alongside Eagle Way until it joined the existing cycle/footpath by Valiant Road.</p> <p>12. What would this new route achieve? It might gain 400 meters over the existing route, but at what cost? How much would it cost to build a bridge and paths? Cost of maintenance and lighting. Loss of habitat, tranquillity and privacy. Possible loss of property value and local trade. Inconvenience to motorists during construction.</p> <p>I really don't think there's an adequate justification for an additional cycle/pedestrian crossing.</p>	
IM12	Tom Boother	666		<p>Although I support more walking and cycling areas these should not be created on established woodlands or trails.</p>	<p>The importance of avoiding harm to our natural environment is recognised. For this reason, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation</p>

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					(IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Tony Ellison	321		<p>Regarding the path through Birch Woods. I have the same concerns regarding impact to wildlife. I do agree a North link would be a benefit but I would like to see it on the either the boundary to Martlesham Heath or on the route of the existing public footpath which not very well maintained at this time (red routes below).</p> <p>I hope you would agree that my concerns are totally negative on any development and can be seen as constructive criticism on the proposed plans from the point of view of a local cyclist and concerned environmentalist.</p> <p><i>The map has not been published due to potential copyright concerns, but was still fully considered and assessed in forming the Strategy.</i></p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Tony Greathead	725	No	<p>I wish to register strong objections to the proposed strategy above as it relates to Martlesham Heath, particularly any felling of trees in Birch Woods/ Martlesham Woods and the creation of lit tarmac cycle/footpaths. Martlesham Heath was created as a special and unique environment with woodland to be enjoyed by walkers not turned into an urban highway. There is no need for additional cycle paths when we have a safe road in Eagle Way around the village, and as a resident since 1982 I value the care with which Martlesham Heath Householders Ltd (MHHL) manages the environment on my and other residents' behalf, and for which we all pay an annual</p>	<p>The importance of avoiding harm to our natural environment is recognised. For this reason, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>subscription.</p> <p>I can understand the rationale for a new bridge over the A12 connecting the proposed Brightwell Lakes development to Martlesham Heath south of the BT roundabout, but anything which threatens to degrade Martlesham Woods (your term) or the site of special scientific interest further west from its current state is to be resisted.</p> <p>The creation of lit tarmac routes within Martlesham Heath village will only encourage further urban sprawl in this beautiful environment.</p>	
IM12	Trouse, David	707		<p>IM12 Martlesham Woods/Brightwell Lakes</p> <p>This is a bad idea due to the serious negative impact on biodiversity both in Birch Woods (called Martlesham Woods in the strategy) and on the Martlesham Heath SSSI.</p> <p>To introduce a new walking and cycling path would entail significant building work with disturbance to wildlife and destruction of habitat. Increased usage of this route and artificial lighting would also disturb wildlife in the area.</p> <p>Although the proposed route of IM12 is along Eagle Way (west) to join IM10 for onward travel towards Ipswich people would inevitably choose to use the paths across the SSSI because this would provide a shorter connection to IM10/IM4. Thus the unintended consequence of developing IM12 would be significant negative impact on the biodiversity of</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>the SSSI.</p> <p>Better alternatives to the proposed IM12 would be to improve the IM13/IM11 route, in particular improvements to the existing cycle/foot bridge across the A12. Alternatively, a route to Dobbs Lane via PROW6 and PROW46 (intensively farmed land) would avoid the SSSI and Woods hence have less impact on biodiversity.</p>	
IM12	Tsun Kan Ng	222	No	<p>I strongly object to the proposed South Option for new cycle lane and footpath (Map Reference IM12). I object strongly to having a cycle lane and footpath being laid right next to my back garden fence so passers by are able to look directly into my back garden and home. This would be a severe intrusion to my much valued privacy.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	Tsun Kan Ng	543	No	<p>I am expressing concerns with regards to the proposed new cycle and walking lane across Martlesham Heath village (IM12). I object to the proposed new path across the Martlesham Wood as this would damage the nature of the woods as a natural wild life habitats. The saving in distance that this short cut provides is minimal as compared to using the existing bridge. I believe the better option for this would be to improve walking and cycle path</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In</p>



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				alone the Eagle way and the existing bridge across A12.	its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Valerie Duffell	713	No	<p>I have NO IDEA why a route through Birch Woods has even been proposed. This would be highly damaging to our precious, green spaces which have proved so popular, especially during the recent pandemic. Birch Woods and the SSSI on the other side of Eagle Way are sought after, tranquil spaces for walkers who seek healthy exercise surrounded by trees and heathland.</p> <p>The thought of a tarmac and lit route through these beautiful areas of heathland and woods is utterly shocking and appalling.</p> <p>If anyone on the planning committee would like me to show them my regular cycling routes in this area, I will be very pleased to illustrate that the proposed route will be damaging to the environment and a waste of money.</p> <p>Upgrading &amp; regular maintenance of existing routes will suffice. There is no need for new paths.</p>	The importance of avoiding harm to our natural environment is recognised. For this reason, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Valerie Riley	155	No	<p>I am very much in favour of improved cycle and walking routes and we are very fortunate to have some good existing routes (my children cycled to Kesgrave school every day, including 6th form). But I am really concerned that this proposal seeks to cut through Martlesham Woods - an area that is highly</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For

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				valued for its safe and peaceful environment. Why is there a need to cut down trees and install lighting when we are all working towards lowering carbon emissions? What damage to the natural habitat? How can smaller children safely use the woods on foot or by bike when they will have to cross a cycle route where cyclists are likely to be travelling at speed? Have you seen the areas of the woods where children have contributed and appreciated the surroundings or are these routes based on looking at a map? Eagle Way is NOT a busy road especially with the decrease in bus service so it would make more sense to create a safe cycle route on this road. The proposed route will still join with the existing provision towards Kesgrave so better to improve the existing cycle provision from the bridge over the A12 - much less impact on the environment and preserving a much used local amenity which should be a high priority.	these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Vivienne Maunder	269	No	<p>Unnecessary, as viable alternatives are available. An existing footbridge exists.</p> <p>Unsound environmentally. The plan appears to be to rip out well loved trees from woods owned by residents at Martlesham. And to impact on the many walkers who enjoy these woods every day</p> <p>Unethical - this move would require - I assume - compulsory purchase. With no clear benefit to local residents, and all benefit to accrue to the developers of a greenfield site nearby (a plan not supported by the majority of local residents)</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and

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				Undemocratic - as no serious attempt has been made to directly communicate with those most affected (I live just yards away, yet no one at the council has seen fit to advise me of these plans)	Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Wes Carter	73	No	<p>I strongly object to the plan to build a cycle/walking path through the woods in Martlesham Heath. This is an unspoilt, natural environment that is much prized by locals as a place to walk in a peaceful setting. Building a path through these woods would destroy the tranquility and the natural environment. It is already possible for pedestrians to safely walk through these woods, although walking around them only adds a relatively short amount of time. Equally, Eagle Way already provides a suitable, safe route for cyclists and adds only a few minutes to their journey compared to a path through the woods.</p> <p>It is a waste of money to provide this route through the woods and the disadvantages of this proposal far outweigh the advantages.</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	West	616	No	Adding tarmac and lit cycle ways through areas of outstanding beauty (woodland) for walkers is not acceptable. Not everyone wants to or can cycle on the proposed IM12 or IM9 cycle routes so they should not be changed. I myself am a keen cyclist but these proposals are not in the interest of Martlesham residents.	The importance of avoiding harm to our natural environment is recognised. For this reason, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Whymark Nichola	697	No	I really hope that my voice is heard and that many have come to you with the same viewpoint to put an	The importance of Birch Woods as a natural environment for wildlife and residents, free from

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				<p>end to this damaging and unnecessary proposal.</p> <p>The woods were here first! Simple as that! Taking down at least 25 mature trees is disgusting. All in order to provide a bike route which is so not necessary. Once those trees are taken down they can never ever be replaced. The woodland will be ruined forever.</p> <p>Those that live in this area know all too well that there isn't a massive amount of cyclists. Why do you think that, even with the Brightwell Lakes development that this will increase to the point a flashy 4.5m wide fully lit cycle path is necessary? I think you are wishing for something that won't happen.</p> <p>Even if there is more cyclists why can't they use the roads and for kids the pavements like everyone else does. Martlesham Heath is quiet. It does not warrant this at all. The damage to natural habitat, the damage to wildlife, the unnecessary and vulgar use of money to build it. For what?</p> <p>What I find incredibly sad is that I bet most people making these decisions don't even live on the heath. In fact I am sure they don't because if they did they would not want to see the woodland disturbed and damaged.</p> <p>We own two dogs. Whilst they are always on a lead I know lots of other dog owners who let their dogs off the leads in those woods. There are also children</p>	<p>urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>very often on walks there. A bike path where people pick up speed is not going to be the best in those woods.</p> <p>I am also an avid cyclist. Very often my routes take me from Martlesham Heath through to the Brightwell area. There are underpasses under the A12 and there is already a bridge connecting the Heath to the opposite side of the A12. Why do you need to build another bridge for pedestrians/cyclists? As an avid cyclist, I urge you to reconsider this proposal. It is not needed! It is ludicrous to even suggest it.</p> <p>We, as owners of the woods should all be allowed to vote. Every single household on the Heath should be able to give their options in a voting system. If the vast majority think it's a good idea then it can be considered. If the masses say no then you should respect that.</p> <p>I am also concerned that this proposal has even being given consideration in the first place. The land is owned by us. Not the council. By the residents.</p> <p>I refer back to my original point. The trees were here first. Who are you to take that away from this area? Who are you to take away something so beautiful? To help a handful of cyclists?</p> <p>If you want to invest in something perhaps you can ensure the road infrastructure is the best it can be when the new development is built. For example the</p>	

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				<p>roads capable of taking the volume of extra traffic. It is already a nightmare trying to get off the Heath onto the A12. With added traffic it will only get worse. Despite what you think the vast majority of people living there will be driving, not cycling.</p> <p>This email is a 100% anti proposal. Please reconsider. One of the reasons we moved to the Heath was because of it's natural beauty and the woodlands play a major part in this.</p>	
IM12	William Buttigieg	376	No	<p>I would like to register my objection to the proposed cycle paths and uprooting of trees near our homes. We have been campaigning and replanting new saplings and then this happens.</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>
IM12	William Dobbie	234	No	<p>My wife and I think it would be a waste of money to build a new bridge over the A12 as there is already a route to the existing bridge which is only slightly longer. In addition, Martlesham Woods are relatively small and tend to be well used by walkers for exercise. Cyclists are often inconsiderate of walkers and this would make this amenity less desirable for them. The removal of mature trees required for a</p>	<p>The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch</p>

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				new wider path would also make the woods less desirable in a time when we need more trees.	Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM12	Zoe Abbitt	902	No	<p>Reference the new bridge over the A12( connecting the new Brightwell Lakes development with a path cutting through the woods between coopers Road and Lancaster drive) the route for the new path through Birch Woods would require felling of at least 25 mature trees. This flies in the face of government commitments to encourage the planting of trees – not the felling. Additionally the proposed path would surely damage the nature of the woods which is essentially unmanaged and is a very effective carbon sink as well as providing habitat for local wildlife.</p> <p>It would be helpful to know the reasons why the current bridge is not sufficient.</p> <p>Furthermore could there not be consideration of an eco friendly alternative to tarmac?. tarmac areas again goes against government commitments - this collides with current government proposals such as those to provide subsidies to farmers to allow the <b>creation</b> of wildlife areas not their destruction.</p>	The importance of Birch Woods as a natural environment for wildlife and residents, free from urbanising effects of a cycling and walking track is recognised. So too is the suggestion that a new cycling and walking bridge might not be necessary in close proximity to an existing cycling and walking bridge. For these reasons, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.
IM13	Martlesham Parish Council (Diane Linsley)	885		IM13 has been promised in the planning permission for Brightwell Lakes and the proposed improvements to the A12 corridor. As a key link from BL to the facilities of the industrial and retail parks, the rest of	In order to highlight the important role Brightwell Lakes will play in improving cycling and walking infrastructure in the area, IM31 has been incorporated into the Strategy. IM31 highlights the cycling and walking

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				<p>the community of Martlesham (via IM11 over the bridge), and through routes, it should be given the highest priority for completion before the first properties (which will be in the SW corner of BL) are occupied in 2023. Specific issues which need to be addressed include:</p> <ul style="list-style-type: none"> <li>• A continuous footway along the eastern side of Gloster Rd - ideally as far as the bus stop next to the Mercedes van dealership, provided this can be achieved without the loss trees.</li> <li>• A crossing should be provided for access to Beardmore Park from the bus stop opposite the rear of Marks and Spencer.</li> <li>• A crossing arrangement past the BT main entrance.</li> <li>• A defined route through or around the “ribbon” car park abutting the BT security fence.</li> </ul> <p>Pedestrians and disabled users would greatly benefit from a series of segregated walkways allowing them to pass from one shop to another without the need to cross a busy car park. More dropped kerbs allowing greater ease of use for those in wheelchairs or with pushchairs is required.</p> <p>More extensive secure cycle storage for users of shops and other facilities (eg bowling alley) would help encourage a modal shift.</p>	<p>infrastructure that will be delivered by Brightwell Lakes. IM13 has been amended to reflect the infrastructure improvements within IM31.</p>



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				<i>The image has not been published due to potential data protection concerns, but was still fully considered and assessed in forming the Strategy.</i>	
IM13	Martyn Shakespeare	500	Yes	Sounds generally positive. Widening and resurfacing of route parallel to A12 would be great. Please ensure this stays open during Brightwell Lakes development, there is little alternative for N/S cycle traffic.	Support noted.
IM13	Mary Trowse	702		I am pleased to see improvements proposed to Gloucester Road, but I am disappointed that the walking and cycling improvements to the Anson road/ Beardmore Park junction suggested in Community Recommendations 54, 263, 92 and 682 have been dropped. There needs to be a safe way for cyclists and walkers to get to Marks and Spencer's etc, Pets at Home and Next etc. from the underpass otherwise people like me will be discouraged from cycling or walking to the shops.	Anson Road has been incorporated into IM10, connecting the A12 underpass and Felixstowe Road. Consultation comments made to the initial consultation on the Strategy have been incorporated into the Strategy as Community Recommendations.
IM13	Moira Weaver	108	Yes	I am a cyclist and resident of Martlesham Heath. I do not support the extra crossing over the A12. If you make these improvements this will make it completely unnecessary. you need to make these improvements as the traffic round this area is appalling and rarely favourable to a cyclist. YOu also need to maintain the existing cycle paths	Support for IM13 is noted. In relation to IM12, amendments have been made to remove the recommended cycling and walking track through Birch Woods and a new cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a cycling and walking route between Kesgrave and Brightwell Lakes has been recommended, at IM32. This recommendation passes to the south of Martlesham Heath.
IM13	Nik Bestow	20	Yes		Support noted.
IM13	Prue Denton	124	No	I am in agreement with <i>some</i> of this proposal, but specifically not the second footbridge. Therefore, I must register this as an objection.	In order to provide for a more attractive cycling and walking environment throughout the retail park IM13 has been amended to ensure more cycling and walking crossing points are introduced along Gloster Road that

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				<p>I have sometimes cycled from the existing A12 footbridge to Barrack Square. The cycle lanes marked along Gloster Road aren't wide enough to feel safe. When I leave the footbridge, I usually cycle on the inner path along Gloster Road and then cross over and join the path which goes past the Adastral entrance. This is relatively easy.</p> <p>The return journey is more awkward, as you have to remember to cross the Barrack Sq road to pick up the path going past the Adastral entrance. If you don't turn off at that point, you reaching the junction with Gloster Road where it is less easy to cross with traffic coming from the A12 roundabout. I think it just needs good road markings to make the cycle route connections more obvious and encourage drivers to slow down.</p> <p>I don't think it's necessary to create a new bridge over the A12. The existing bridge would be fine if it was widened. It leads into a more sensible part of the residential side of Martlesham Heath, joining up with the cycle route north of the shops. To be clear, I specifically object to a southern bridge because the proposed route comes out opposite Birch Woods (you refer to them as Martlesham Woods) which would encouraging cycling through those woodlands, which I do not agree with. I have outlined my reasons under IM12.</p> <p>The retail park is a nightmare and very difficult to navigate on a bike and needs improvement. I have no problem cycling from Martlesham Heath village</p>	<p>reflect desire lines, and to reflect the need for more cycle parking throughout the retail park.</p>

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				<p>to Tesco via the A12 underpass, but getting around from there to the different retail areas is very difficult if not downright dangerous. Car drivers rarely give way and I usually end up having to dismount and walk my bike around rather than compete with cars and vans. This is an area which definitely needs more attention. The idea of a parallel crossing on Anson Road (presumably the one near Costa Coffee) is helpful, but this won't solve all the problems.</p> <p>Dedicated cycle paths linking each retail area are needed with safe crossings across the various roads. Cycle racks would be beneficial near each group of stores, so people can cycle from one area to another and lock their bikes up. For example, there's nowhere to lock my bike up in the M&amp;S shopping area or the one near Next. I have often cycled over the existing bridge to the Bowling Alley (to play table tennis), but that also has no dedicated cycle racks.</p> <p>The whole retail area has not been well designed with cyclists in mind. Improving this would encourage local residents (existing and those moving into Brightwell Lakes) to use their bikes more and cut down on car traffic. I much prefer to use my bike for local journeys, but I don't like cycling there for the reasons explained.</p> <p>It would be much better to spend money sorting out cycle paths on that east side of the A12, rather than creating a new foot/cycle bridge and</p>	

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				laying an unnecessary additional cycle route through Birch Woods in Martlesham Heath.	
IM13	Smith, Carolyn	784		<p>Thank you for consulting on your draft cycling and walking strategy; hopefully this will enable you to learn from local knowledge and prevent you from making expensive mistakes which will damage precious heathland and adversely impact well used green spaces in the Martlesham and Kesgrave areas.</p> <p>I am in favour of encouraging walking and cycling, but not at the expense of damaging scarce habitats and the loss of local amenity, all of which will occur if the routes IM4, IM9, IM12 and IM10 are constructed in their proposed form.</p> <p><b>Routes IM12, IM10, IM4</b></p> <p>Why are you proposing surfacing over and urbanising valued green spaces, important for recreation and wildlife?</p> <p>This is in direct contravention of the SC Local Plan Policy SCLP10.1 (Biodiversity and Geodiversity).</p> <p>Namely:</p> <ul style="list-style-type: none"> <li>• · the woodland to the west of Dobbs Lane, and Longstrops (IM4)</li> <li>• · Portal Woods (IM9)</li> <li>• · Martlesham Birch Woods (IM12),</li> </ul>	The need to avoid loss of or harm to the natural environment has been considered throughout the preparation of the Strategy. IM13 will require the widening of existing infrastructure along Gloster Road to accommodate cyclists and pedestrians, which will result in the loss of some grass verge.

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				<ul style="list-style-type: none"> <li>• the heathland to the northern end of Martlesham Heath SSSI, and southern end of Martlesham Common (IM10)</li> <li>• Improve the existing A12 crossing to the north of the BT roundabout and improve IM13 to encourage the use of this route across the A12 instead of spending additional money on a crossing to the south.</li> </ul> <p>Or:</p> <p>Extend IM13 southwards to a new bridge crossing over the A12 north of the Foxhall Road/Waldringfield Road roundabout, and continue on a new route through the edge of the field alongside Foxhall Road to Bell Lane, and continue along the field edge to connect with IM4 west of Bell Lane.</p> <p>Construct a bridge crossing the A12 to connect IM13 with footpath PROW6, re-route PROW6 alongside the wooded area to the south and then across to Foxhall Road, and continue eastwards along the field edge towards Bell Lane as above.</p> <p>Both of these options give an opportunity to construct a wildlife corridor alongside this route, with screening trees and wildflower planting.</p>	
IM13	Stephen Denton	552	Yes	This route must be in place before the first homes are built on Brightwell Lakes. Currently the developers have submitted plans the first phase in	It is not the role of the Strategy to dictate when cycling and walking infrastructure planned to be delivered as part of the Brightwell Lakes development should be

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				the south west corner of the site and I understand they hope first occupation will be in 2023.	implemented. IM31 has been incorporated into the Strategy to highlight the cycling and walking infrastructure that will be delivered by Brightwell Lakes. IM13 has been amended to reflect the infrastructure improvements within IM31.
IM13	Taylor Wimpey East Anglia (Sir/Madam)	759		<p><b>Cycling and Walking Strategy</b></p> <p>Brightwell Lakes is identified within the “Ipswich to Melton Key Corridor” and a number of the recommendations within the Cycling and Walking Strategy relate to existing connections in this part of East Suffolk. Of particular relevance is the following:</p> <ul style="list-style-type: none"> <li>• IM13 Barrack Square/Gloster Road (Very High Priority): this is described as the link to Brightwell Lakes through Martlesham Retail Park and to Felixstowe Road. It is a route that is already in place but the Council are looking for this to be improved through segregations and changing priorities for cyclists and pedestrians.</li> </ul>	In order to highlight the important role Brightwell Lakes will play in improving cycling and walking infrastructure in the area, IM31 has been incorporated into the Strategy. IM31 highlights the cycling and walking infrastructure that will be delivered by Brightwell Lakes. IM13 has been amended to reflect the infrastructure improvements within IM31.
IM14	Chris Adelson	456	Yes		Support noted.
IM14	Lesley Vince	341	Yes	Good idea to upgrade this route which does not impact on an area of woodland/heathland and has advantages to be gained.	Support noted.
IM14	Martlesham Conservation Group (Phil Smith)	899		<p><b>IM11 /IM14</b></p> <p>a) The bridge across the A12 should be upgraded as it is currently too narrow and would better support the route of IM11.</p> <p>b) The route of IM11 should join with IM14 and not cross over. Spratt’s Plantation woodland should not</p>	In order to limit harm to Spratt's Plantation IM14 has been amended to end at Betts Avenue. IM31 has been introduced to show the cycling and walking infrastructure that will be delivered through the Brightwell Lakes development, thereby linking into IF33 (now MF3).

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				<p>be totally surrounded with routes. It would be best to retain the west (industrial) side only.</p> <p>c) Why does IM11/IM14 not continue south along the east side of the BT site to link with IF33? There is a missed opportunity here.</p>	
IM14	Martlesham Parish Council (Diane Linsley)	887		<p>Similarly, IM14 in conjunction with IM11, provides important links within Martlesham; it will be the most convenient route to the retail and industrial areas and the A12 footbridge for residents in the eastern half of Brightwell Lakes. To improve these links, the existing footbridge needs to be widened, and Felixstowe Road restored to its status as a cycle priority route as mentioned elsewhere in this response.</p> <p>Having said the above, the Parish Council is surprised and disappointed that the so-called new northern quadrant route has not been proposed to carry the stretch of IM11 between IM14 and Gloster Rd. This would present the opportunity to create a purpose built route for all user types from scratch, and avoid the multiplicity of business access points along Betts Avenue, and would even be a viable alternative route to parts of the retail area and the footbridge for residents in parts of the western section of Brightwell Lakes.</p> <p>Consideration should be given to a part time pedestrian/cycle entrance into the north east corner of the Adastral Park complex to allow north bound commuters from Adastral Park to pick up IM14 thus</p>	<p>In relation to Felixstowe Road, IM10 (now IM28) recommends the introduction of a modal filter to prevent vehicle through traffic. IM11 represents an opportunity make improvements for cycling and walking, in addition to that provided for along the northern Brightwell Lakes access. In order to highlight the important role Brightwell Lakes will play in improving cycling and walking infrastructure in the area, IM31 has been incorporated into the Strategy. IM31 highlights the cycling and walking infrastructure that will be delivered by Brightwell Lakes. IM11 has been amended to reflect the infrastructure improvements within IM31. Betts Avenue and the northern Brightwell Lakes access represent similar cycling and walking routes and therefore it is not expected that they would both come forward.</p>

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				avoiding the rigours of Gloster Rd at rush hour and the staggered T junction at its northern end.	
IM14	Martyn Shakespeare	508	Yes		Support noted.
IM14	Paul Davey	328		<p>As a keen walker and cyclist I am very much in favour of ESC having a strategy for my benefit.</p> <p>However as a resident of Martlesham Heath I consider considerable concerns regarding the draft proposals published this year.</p> <p>My objections and reasons are listed below.</p> <p>5. The purpose of IM11 and IM14 (popular walking routes) is not clear when good alternatives are available.</p> <p>In conclusion I would prefer ESC to properly maintain existing footpaths and cycleways rather than spend large sums on unnecessary projects which are never used.</p>	Potential conflict between pedestrians and cyclists has been considered throughout the preparation of the Strategy, and particularly where recommendations propose upgrading footpaths to bridleways. The Strategy focuses on the identification of new infrastructure opportunities rather than the maintenance of existing infrastructure, as new infrastructure can be delivered through the planning system while maintenance cannot.
IM14	Taylor Wimpey East Anglia (Sir/Madam)	762		<p><b>Cycling and Walking Strategy</b></p> <p>Brightwell Lakes is identified within the “Ipswich to Melton Key Corridor” and a number of the recommendations within the Cycling and Walking Strategy relate to existing connections in this part of East Suffolk. Of particular relevance is the following:</p> <ul style="list-style-type: none"> <li>IM14 Footpaths/Felixstowe Road (Very High Priority): this route is to provide an off-road route from Brightwell Lakes to Felixstowe Road by improving the existing connections</li> </ul>	In order to highlight the important role Brightwell Lakes will play in improving cycling and walking infrastructure in the area, IM31 has been incorporated into the Strategy. IM31 highlights the cycling and walking infrastructure that will be delivered by Brightwell Lakes. IM14 has been amended to reflect the infrastructure improvements within IM31.



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				to allow for cycling and walking on a wider, resurfaced and well lit route.	
IM15	Chris Adelson	458		The road surface on the bridge area is very lumpy.	The Strategy focuses on the identification of new infrastructure opportunities rather than the maintenance of existing infrastructure, as new infrastructure can be delivered through the planning system while maintenance cannot. However, the introduction of cycling infrastructure would provide an improved surface for cyclists.
IM15	David Adelson	464	Yes		Support noted.
IM15	Martlesham Parish Council (Diane Linsley)	888		<p>IM15 stretches from Crown Point to the start of IM17 which is at the junction with Sandy Lane (IM16).</p> <p>We agree fully with the assessment that the cycling infrastructure here is poor or non- existent, but the scope for improvement seems very limited and this is made worse by the sheer volume of traffic* using it. For example, cyclists using the Red Lion Hill are not safely segregated from vehicles which frequently pass too closely. For those who push their bike up the hill, the pavement in this location, is very narrow. Cyclists going downhill risk cars pulling out into their path at the Red Lion junction.</p> <p>Turning right into Sandy Lane can be a challenge at busy times for cyclists. A 20mph limit on Top Street would be worth considering if it was enforced in some way.</p> <p>We are therefore open to discussion with the authorities regarding the ideas put forward in the recommendations.</p>	IM15, in combination with IM8, IM10, IM16 and IM17, look to improve the cycling and walking environment through a number of interventions. There are narrow stretches which may limit the ability to introduce high quality cycling and walking infrastructure along Main Road and The Street, and the most appropriate detailed design solutions will need to be considered as the recommendation is taken forward.

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				<p>The only real solution would stop this road being a rat-run, which in turns depends on traffic calming measures in the Old Felixstowe Road, or making it so unattractive to drivers, that the A12 route is preferable.</p> <p>If it has already been decided that the A12 improvements scheme will work well enough to allow closure of the Old Felixstowe Road to through traffic it would have been very helpful if that information had been made available at the time of this consultation.</p> <p><i>* A survey in Feb 2019 measured 12200 vehicles per day along the Street (both directions combined) .</i></p>	
IM15	Martyn Shakespeare	510	No	Turning lane into School Lane/Bealings Road from Main Road should not be removed, provides safety for cyclists turning right. Narrow road does make it difficult to do much, but traffic now not so heavy because of bypass.	Whilst it is appreciated that turning lanes provide a refuge for cyclists, the width of the highway may require turning lanes to be removed in order to introduce cycling and walking infrastructure along the road. This will have a narrowing effect on the road and therefore likely reduce vehicle speeds, creating a safer cycling and walking environment.
IM15	Woodbridge Town Council (Greg Diaper)	433		<p>Route IM 15 – Crown Point to Sandy Lane</p> <p>Whilst this route is not within Woodbridge, it is the single proposed access route to Woodbridge along the strategy’s Ipswich to Melton corridor. It is fundamental to increasing cycle traffic between Kesgrave/Martlesham and Woodbridge/Melton. Woodbridge Town Council (‘WTC’) thus consider the route should be recategorized as very high priority.</p>	As set out in the Draft Strategy, and carried forward into the final Strategy, IM15 is a very high priority recommendation. The most appropriate detailed design solutions will need to be considered as the recommendation is taken forward to delivery.

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				<p>WTC consider it is crucial to make this section more attractive for cycle use as it is a part of longer distance inter community access.</p> <p>The highway has a significant volume of vehicular traffic. The current southbound only, non-segregated, road painted cycle lane from Sandy Lane to Crown Point works satisfactorily but there is no similar northbound lane. WTC recommend that a similar lane is added northbound and that a local 20mph limit be introduced from just west of Crown Point to just east of the Bealings Road with signs also indicating cycle lane presence to make this section safer for use both along it, and at the junctions which have significant vehicular junction movements. WTC recognises that further improvements would be difficult to incorporate.</p> <p>North of Bealings Road to Sandy Lane WTC believe that a segregated cycle path and footway should be incorporated on the eastern side of the highway as available land and minimal vehicle access off that side of the highway occur. This section has higher foot traffic due to circular walks associated with Martlesham Creek. WTC consider the development of IM16 as a walking route will increase this foot traffic markedly.</p>	
IM15	Zac Barnes	601		<p>The strategy was absolutely right to identify Ipswich to Melton as a key route – it seems like exactly the sort of route where cycling makes a lot of sense as a transport option given the distance between Ipswich and Kesgrave and Woodbridge is too long to be a reasonable walk but easily doable by bike. The route</p>	<p>Taken together IM8 and IM15 propose to offer segregated cycling and walking infrastructure between Portal Avenue and Sandy Lane, with other recommendations continuing the route west and north. There are narrow stretches which may limit the ability to introduce high quality cycling and walking</p>

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				<p>would be almost entirely contained by residential areas so would reach a large number of people.</p> <p>Despite this National Cycle Route 1 is rather disappointing north of Kesgrave and some of the proposals lack ambition. IM8 for instance has a lot of good bicycle infrastructure but switches between the north and south sides twice. This being immediately after the subway and Valley Farm Road (though there isn't any infrastructure past 52.070952°N, 1.276235°E – the majority of the route) for the route out of Ipswich; and at 52.070293°N, 1.274108°E and immediately before the subway for the route into Ipswich.</p> <p>The on-road bike lane in IM8 and IM15 remains a weak link. It is too small to allow bicycles to travel in both directions (only going towards Ipswich) and offers little protection to cyclists.</p> <p>Widening the pavement on the north side of the road to pedestrian and cyclist standard appears to be possible up to Nunn Close and may be possible on the south side between Crown Close and Felixstowe Road but due to the shortness of this section, it may not be worthwhile.</p> <p>Additionally, consideration should be given to upgrading the route to a protected bicycle lane through the installation of plastic bollards etc. on the dividing line, though the narrowness of the bike lane may make this impossible. At the very least it should be elevated from advisory to mandatory everywhere</p>	<p>infrastructure, and the most appropriate detailed design solutions will need to be considered as the recommendation is taken forward.</p>

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				<p>this is possible (white dash to white solid line).</p> <p>I have, for my own amusement, drawn up a fully off-road Kesgrave – Woodbridge cycle path using paths on the east of the A12 but this would require some kind of crossing over the B1438 at some point, ideally a bridge over the section that is in a cutting.</p>	
IM16	Alan Porter	126		<p>Sandy Lane is a steep hill as is Ipswich Road into Woodbridge. If the new path went to Woodbridge via the path by the sewage works in Sandy Lane and followed the river there would be no hills to negotiate. Cyclists hate hills. This would be a safer route. I live in Woodbridge and used to cycle to Martlesham, I hated those hills!</p>	<p>The river walk has been retained as a walking only route due to the limited space with which to introduce cycling and the significant cost that would be required to make the river walk suitable for cycling.</p>
IM16	Chris Adelson	459	Yes		Support noted.
IM16	David Adelson	465	Yes	<p>Add segregated footway alongside existing road West of railway bridge, otherwise this is not an attractive place to walk owing to short sight-lines and poor drainage.</p> <p>Add crossing on B1438 Ipswich Road close to the junction with Sandy Lane.</p> <p>Install low-level lighting, or at least "cats-eyes" on Sandy Lane to assist with walking and cycling after dark.</p>	<p>The most appropriate lighting and detailed design solutions will need to be considered as the recommendation is taken forward to delivery.</p>
IM16	Hayley Liddell	42	No	<p>I am a resident of Dukes Park (off Sandy Lane). Blocking Sandy Lane at the bridge seems like a daft move to me because:</p> <ul style="list-style-type: none"> <li>Traffic through Woodbridge (which is already very congested) will be increased, and journey times/distances to most places</li> </ul>	<p>The recommendation would result in a minor detour which would have a minor effect on vehicle emissions, but would provide a higher quality cycling and walking environment which would have a positive impact on modal shift and therefore emissions. The proposal would reduce vehicle through traffic and therefore provide a much safer cycling and walking environment.</p>

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				<p>local residents are likely to go to (i.e. the A12, Martlesham Tesco, Ipswich etc.) will be extended (this isn't very environmentally friendly).</p> <ul style="list-style-type: none"> <li>Local residents will no longer have easy access to local supermarkets (Martlesham Tesco etc.)</li> <li>Leaving/returning home will now be to drive down California. Both ends of this road are very dangerous - there is limited visibility, and I have witnessed several crashes, and a lot of near misses on both of these junctions (a mix of vehicles, cyclists and pedestrians), the latter on a several times a week basis.</li> <li>The number of cyclists/walkers using Sandy Lane is really quite minimal, especially during the rush hour (it's rare for me to see a single walker/cyclist on my daily commute). Have studies on numbers actually been done?</li> <li>The rat run is very much a thing, almost all of it being local taxi drivers. Would it not be better address this and perhaps implement some sort of "residents only" restrictions (which are quite successful on Cumberland Street in Woodbridge)?</li> </ul>	
IM16	Kirk Weir	170	No	Punitive to local residents	The recommendation would result in a minor detour.
IM16	Martlesham Parish Council (Diane Linsley)	889		The safety and utility of the corridor will be greatly improved by the closure of Sandy Lane to through vehicular traffic. The parish council has been pressing for a 30mph limit on Sandy Lane for at least six years. However, even with its closure, failure to	Felixstowe Road and Main Road are addressed by other recommendations (IM28, IM8 and IM15). IM28 proposes the same solution to that at Sandy Lane, a modal filter.

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				address the long-standing problems on Old Felixstowe Rd and traffic volumes on the A1214, mean that cycle connectivity between Martlesham and Woodbridge would continue to be hazardous and inhibit modal shift.	
IM16	Martyn Shakespeare	512	Yes	Always choose this route to get into Woodbridge from Martlesham, and reducing vehicle through traffic may be helpful. However, does a bus route not run via here (174?)	There is currently no bus route along Sandy Lane, however a modal filter would not preclude buses from using Sandy Lane in the future. A camera enforced modal filter could be introduced rather than a traditional bollard modal filter.
IM16	Moray MacPhail	178	Yes	<p>I live in Melton, and have a unit on the Martlesham Creek Estate, so I have walked, cycled, ridden a moped and driven up and down Sandy Lane for more than a decade. It is a nightmare to walk down, not too bad to ride down, and actually slower to drive down than going to Woodbridge via the Street and Ipswich Road.</p> <p>So it would make very good sense to put bollards under the railway bridge. This would allow vehicular access along all of Sandy Lane for those who need it, but reduce through traffic, so improving the road for walkers and riders.</p>	Support noted.
IM16	Paul Jordan	7	Yes	I strongly support this proposal	Support noted.
IM16	Peter Hammond	195	Yes	This is an easy win. There is no reason not to do this.	Support noted.
IM16	Robin Sanders	258	Yes	The route south and west of the railway bridge is used by a wide range of commercial and private vehicles going to the numerous businesses along this stretch. It is effectively a single lane carriageway with passing places. I find it unsuitable/unsafe at present for walking (particularly in the wet as you get splashed by vehicle passage) and at times intimidating when cycling as vehicles will try to	Two wheeled motorists vehicles cannot be prevented from using a traditional bollard modal filter as they are broadly the same width as bicycles and can be narrower than some cargo bikes. However, the modal filter could be designed as a camera enforced modal filter to allow cyclists and pedestrians as well emergency vehicles and refuse vehicles, whilst preventing all other motor vehicles. The most appropriate lighting and detailed

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				<p>pass. Whilst 4 wheel vehicle rat run traffic to/from Woodbridge will be stopped by the modal filter the remaining traffic and narrow carriageway will, in my view, still cause issues. I consider a footway as a minimum, and preferable a cycleway and footway, should be provided on the north side, raised above the road on the verge, to provide safe and splash free walking. The north side is best as this would preclude most vehicle movements across the line of travel.</p> <p>North of the railway bridge there will be little traffic until Dukes Park/California but thereafter an increasing amount. There is only a footway very local to Dukes Park. The narrow road between Dukes Park and Broomheath has poor sightlines on the bends and a near blind crest (at Broomheath) is challenging from a safety perspective. A segregated cycle/pedestrian section of the road would assist.</p> <p>Low level lighting of the whole stretch of IM 16 would be advantageous for night-time use.</p> <p>Finally can the modal filter be designed to preclude passage of 2 wheeled motorised vehicles i.e. motorbikes?</p> <p>I agree this is a good route for greater walking and cycle use.</p>	design solutions will need to be considered as the recommendation is taken forward to delivery.
IM16	Steve Liddell	105	No	<p>IM16 should not be encouraged as a cycle route. IM17 is should be the preferred route for the corridor, with IM19 and similar routes being used to take cyclists from the Outer Woodbridge route to</p>	Sandy Lane provides a more direct and desirable route into Woodbridge than other routes and is therefore very high priority. The recommendation would result in a minor detour which would have a minor effect on



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				<p>the town centre. The reasons are:</p> <ul style="list-style-type: none"> <li>- IM16 leads into Ipswich Road. This is extremely busy and is not suitable for cyclists, as it is busy with little room for vehicles to pass cyclists. Roads in the vicinity of Old Barrack road are much quieter and should be used to access the town centre from the IM17 route</li> <li>- The proposed modal filter will result in residents living the vicinity of Sandy Lane, and those working/visiting the industrial estate having to drive further resulting in more emissions and therefore does not improve overall sustainability</li> <li>- Sandy Lane is a rat run to some extent, but as a result of the higher volumes, traffic moves quite slowly. A modal filter is likely to make the road more dangerous to cyclists as cars will not be expecting traffic to be coming from the railway bridge and are likely to be less careful watching for bikes when they leave the industrial estate</li> <li>- Sandy Lane is considerably more hilly and longer than the route offered by IM17. A well designed cycle route running along Top Street, to the Football Club and alongside the A12 would be a useful addition to the local facilities. Cyclists should be encouraged to use this route with segregated lanes where possible. IM16 should not be encouraged as a corridor route, as it will increase the number of cyclists using Ipswich Road which is not desirable.</li> </ul>	<p>vehicle emissions, but would provide a higher quality cycling and walking environment which would have a positive impact on modal shift and therefore emissions. The proposal would reduce vehicle through traffic and therefore provide a much safer cycling and walking environment.</p>

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IM16	Woodbridge Town Council (Greg Diaper)	434	Yes	<p><b>Route IM 16 – Sandy Lane</b></p> <p>Woodbridge Town Council ('WTC') agrees this is a very high priority route and agree a modal filter at the railway is appropriate. WTC support this route.</p> <p>The section west of the railway bridge is a single-track highway with passing places and will continue to have frequent commercial vehicular traffic including lorries as there are a numerous businesses along it. The steeply sloping banks, flat gradient and highway unevenness leads to drainage issues i.e., puddles during and after rain. It is thus unattractive as a walking route. WTC believe it will remain so unless a segregated footway is added. WTC recommend this is on the northbound side as there are minimal vehicles accessing across that side of the highway.</p> <p>North of the railway there will remain limited commercial traffic along the route to service the horticultural premises near the railway with increasing residential traffic north of Dukes Park. North of Dukes Park the narrow highway has short sightlines and lack of footways up to Broomheath. WTC believe this could be improved with a white-lined unsegregated combined cycle and walking lane.</p> <p>The junction with the Ipswich Road is unattractive for Woodbridge bound cyclists from a safety perspective. Further, for walkers along Ipswich Road to/from the west it is necessary to traverse, between</p>	<p>The most appropriate design, surfacing and lighting solutions will need to be considered as the recommendation is taken forward to delivery.</p>

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				<p>this position and 20 Ipswich Road, from the north side footway to the south side footway to walk on a footway into Woodbridge. For these reasons WTC recommend a crossing arrangement for cyclists and walkers be added at the Sandy Lane/Ipswich Road junction to encourage use.</p> <p>Finally, WTC recommend this route be lit with low level lighting where there is no current streetlighting.</p>	
IM17	Anonymous	276	Yes	<p>Add cycle priority boxes and cycle route priority leadign up to them at the level crossing on Wilford Bridge Road .cars try to squeeze past cyclists on this road from the level crossing to the roundabout . it should be a cyclist priority route, similar to that in Martlesham,</p> <p>widen river wall footpath for cyclists to then go direct to Woodbridge off road</p>	<p>The detailed design of recommended improvements to Wilford Bridge Road will be considered as the recommendation is taken forward to delivery. The river walk has been retained as a walking only route due to the limited space with which to introduce cycling and the significant cost that would be required to make the river walk suitable for cycling.</p>
IM17	Chris Adelson	460	No	<p>Ok up to the football club if a bridge is in place. At Grundisburgh Road come into the town and follow up Catherine Road and either back out to the A12 or use Warwick Avenue onto Bredfield Road and down into Melton Hill. Keep cyclists away from the A12 whenever possible as it's noisy and polluted. Cyclists can make use of the toilet facilities in town as these haven't been mentioned in the strategy.</p>	<p>Consideration has been given to the difficulties in introducing cycling and walking infrastructure alongside the A12 between Grundisburgh Road and Hasketon Road, and for this reason IM17 has been amended to re-route part of the route along Grundisburgh Road and Hasketon Road by making these roads one way and reallocating road space to segregated cycling and walking infrastructure. In order to increase the segregation between cyclists, pedestrians and the A12, IM17 has also been amended to make use of the existing track to the rear of Peterhouse Crescent.</p>
IM17	David Adelson	467	No	<p>Woodbridge Town Council has some very good suggestions about this.</p>	<p>There are challenges in introducing cycling and walking infrastructure along Wilford Bridge Road whilst avoiding harm to the natural environment. In order to connect</p>

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				<p>Also, Wilford Bridge Road has some narrow sections where it will be difficult to introduce off-road cycleway or footway. One idea would be to put a track through Melton Picnic Site.</p> <p>It's disappointing that the strategy doesn't consider beyond the Bromeswell Roundabout. Cycling routes to Sutton Hoo, Hollesley village and common, and Eyke are very important to getting people out of cars.</p>	the end of IM17 for onward cycling and walking it has been extended along a short stretch of Orford Road to Common Lane, which is a designated Quiet Lane.
IM17	Kevin Algar	176	Yes	This is a good idea.	Support noted.
IM17	Martlesham Parish Council (Diane Linsley)	890		This would be welcome assuming a safe arrangement where it crosses the B1438.	The B1438 is a heavily trafficked road and thus a crossing point over the B1438 will need to be safe for all users. The most appropriate crossing will need to be considered as the recommendation is taken forward to delivery.
IM17	Martyn Shakespeare	511	No	Not convinced of the need for most of route alongside A12. If I want to get from Sandy Lane to Melton I go via Woodbridge, more direct and more pleasant.	The routes through Woodbridge are likely more desirable for cyclists and pedestrians, which is reflected in their priority status. However, IM17 offers an alternative route if needed.
IM17	Peter Kerridge	603	No	<p>Nobody is going to use this protracted route to get from Martlesham to Melton they will simply continue to use Ipswich Road and Melton Hill.</p> <p>By far the best route if cycling from Martlesham to Woodbridge and Melton is along the river wall, now that really would make a difference. If done sympathetically with the environment.</p>	IM17 represents an alternative route for cycling and walking than going through Woodbridge, however more direct routes through Woodbridge will be more desirable and this is reflected in their priority status. The river walk has been retained as a walking only route due to the limited space with which to introduce cycling and the significant cost that would be required to make the river walk suitable for cycling.
IM17	Stephen Mayhew	39	Yes	Additionally the route from on the Seckford Hall side from the Seckford Road Junction with the A12 along the A12 to the second Bredfield turning is in poor condition and the hedges and undergrowth poorly maintained. It is becoming difficult to use in places	The Strategy focuses on the identification of new infrastructure opportunities rather than the maintenance of existing infrastructure, as new infrastructure can be delivered through the planning system while maintenance cannot.

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IM17	Tracy Rogers	63		<p>I wish to make the following comments:</p> <p>The cycling strategy for Ipswich to Melton stops at the end of more urban areas and therefore disregards opportunities for increased leisure cycling.</p> <p>Although Sutton Hoo is cited as a major factor influencing the cycling strategy the plan does not include the road from the roundabout to Sutton Hoo. (B1083) This road requires widening of the pedestrian pavement and provision of a cycle path in order to encourage both pedestrian and cyclists. At the moment the pavement is not wide enough for more than one person and there is no cycle path. This oversight will keep visitors from walking and cycling to Sutton Hoo.</p> <p>How will the strategy cope with the narrow width of the Wilford Bridge Road at Melton Train station and up to the roundabout?</p> <p>I look forward to hearing your plans.</p>	<p>Introducing cycling and walking infrastructure along Wilford Bridge Road to the desired standards whilst avoiding harm to the natural environment will be challenging. A route between Willford Bridge Road has been added to the Key Corridor, recommendation IM30, connecting to Sutton Hoo.</p>
IM17	Woodbridge Town Council (Greg Diaper)	435		<p><b>Route IM 17 – Outer Woodbridge</b></p> <p>Woodbridge Town Council ('WTC') consider IM 17 should be the primary strategic route for cyclists travelling to/from Ipswich Kesgrave/Martlesham to/from Woodbridge and Melton. As such it should be recategorized as very high priority and is supported by WTC.</p> <p>WTC recommend ESC examine further new links to</p>	<p>Consideration has been given to the difficulties in introducing cycling and walking infrastructure alongside the A12 between Grundisburgh Road and Hasketon Road, and for this reason IM17 has been amended to re-route part of the route along Grundisburgh Road and Hasketon Road by making these roads one way and reallocating road space to segregated cycling and walking infrastructure. In order to increase the segregation between cyclists, pedestrians and the A12, IM17 has also been amended to make use of the</p>

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				<p>this route from Woodbridge to aid access. Specifically, WTC’s view is a new route via Clare Avenue and Warren Hill Road and Ipswich Road/Cumberland Street and Cherry Tree Road would be particularly attractive to walkers and cyclists. (see attachment). It would have less issues than the proposed route IM 18.. The section of Ipswich Road/Cumberland Street that is the B1438 is currently being assessed with SCC to be a 20mph zone.</p> <p>IM 17 between Seckford Hall Road and B1079 roundabout could usefully be diverted for much of its length onto the access track behind Peterhouse Crescent which extends all the way to Bilney Road rather than being immediately alongside the A12. It would be more attractive and safer being more remote from the A12. There would be minimal impact on the mature trees than the ESC proposed route beside the A12 would have. This current access track is little used and unattractive with some fly tipping. It also has a track linking it to Peterhouse Crescent directly in line Clare Avenue.</p> <p>WTC consider the section of IM 17 from the B1079 to Hasketon Road will be particularly difficult to improve to make it safer. There are numerous vehicular crossings to properties, a parking area and the entrance/exit from the Shell filling station along this stretch. Driver’s attention will remain more on joining/leaving the A12 than on cyclists or walkers. It would be an unattractive section of IM 17 which may impact use of this route. WTC recommend that this</p>	<p>existing track to the rear of Peterhouse Crescent. In addition, IM19 has been removed from the Strategy and replaced with IM29 which introduces a route from IM17 to Ipswich Road along Peterhouse Crescent, Clare Avenue and Warren Hill Road.</p>

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				<p>section be removed and the bulk of proposed IM 21 forms part of the IM 17 route.</p> <p>WTC request consideration is given at the B1079, or close by, for IM 17 to include access for cyclist and walkers to the west of the A12 particularly to the garden centre and associated businesses. WTC suggest ESC incorporate a crossing at this location in its strategy. WTC note a crossing at this location may form part of SCC's A12 improvements proposals.</p> <p>Whilst outside the boundary of Woodbridge, WTC consider ESC will have considerable difficulty with incorporating a cycle lane down Woods Lane given the recent new footway is sub-standard in width, due to land constraints and the highway is sub-standard in width. An alternative route linking to IM 22 via Warwick Avenue and Bredfield Road should be considered.</p> <p>Attachments:  <i>The attachment has not been published due to potential copyright/data protection concerns, but was still fully considered and assessed in forming the Strategy.</i></p>	
IM18	Chris Adelson	461	No	<p>Yes to secure storage at the station.</p> <p>No to using the Kingston field route because it conflicts with existing use of the area and is indirect. With the proposed 20mph speed limits in the town, the direct route to the station would be via Ipswich Road. Extra lighting in a countryside setting. Loss of trees from Porter's Wood. Extra traffic across the</p>	<p>Consideration has been given to amending IM18 to avoid Kingston Fields and the associated community facilities by re-routing IM18 along Beech Way, Cherry Tree Road, Kingston Farm Road and Jetty Lane. However, in order to avoid harm to Porter's Wood as well as Kingston Fields community facilities IM18 has been amended to run along Ipswich Road, Cherry Tree Road, Kingston Farm Road, and Jetty Lane before</p>

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				already busy car park area near the skate park. To name a few...	entering the car parks and arriving at Woodbridge Railway Station.
IM18	Kirk Weir	171	No	Strong objection. This is a cycling route through existing quiet woodland/rural/agricultural/park/play areas. Creating a through route to Woodbridge Station is of benefit to virtually no-one at the expense of severe disruption to the amenity value of all of the above.	Consideration has been given to amending IM18 to avoid Kingston Fields and the associated community facilities by re-routing IM18 along Beech Way, Cherry Tree Road, Kingston Farm Road and Jetty Lane. However, in order to avoid harm to Porter's Wood as well as Kingston Fields community facilities IM18 has been amended to run along Ipswich Road, Cherry Tree Road, Kingston Farm Road, and Jetty Lane before entering the car parks and arriving at Woodbridge Railway Station.
IM18	Martyn Shakespeare	514	Yes	Like this idea. Pity it has to start at the top of a nasty hill climb! Any chance of routing it along railway from Sandy Land rail bridge?	Consideration has been given to amending IM18 to avoid Kingston Fields and the associated community facilities by re-routing IM18 along Beech Way, Cherry Tree Road, Kingston Farm Road and Jetty Lane. However, in order to avoid harm to Porter's Wood as well as Kingston Fields community facilities IM18 has been amended to run along Ipswich Road, Cherry Tree Road, Kingston Farm Road, and Jetty Lane before entering the car parks and arriving at Woodbridge Railway Station.
IM18	Michael Farahar	722		Although included as "very high priority" I have doubts as to the practicalities of IM18, however desirable it may be.	Consideration has been given to amending IM18 to avoid Kingston Fields and the associated community facilities by re-routing IM18 along Beech Way, Cherry Tree Road, Kingston Farm Road and Jetty Lane. However, in order to avoid harm to Porter's Wood as well as Kingston Fields community facilities IM18 has been amended to run along Ipswich Road, Cherry Tree Road, Kingston Farm Road, and Jetty Lane before entering the car parks and arriving at Woodbridge Railway Station.



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IM18	Woodbridge Town Council (Greg Diaper)	436		<p><b>Route IM 18 – Sandy Lane to Woodbridge Station</b></p> <p>Woodbridge Town Council ('WTC') has numerous concerns with this route, that the strategy designates as very high priority. WTC does not support this route. The route is proposed as a lit segregated track which, if compliant with Department of Transport IT1/20 design guidelines would be a minimum of 4m wide. WTC see the following specific issues.</p> <ul style="list-style-type: none"> <li>• The route traverses the southern edge of Porters Wood over a significant length. It will require removal of numerous trees in an area of woodland used and valued by a large number of Woodbridge residents.</li> <li>• The route has severe gradients at the top of the valley slope which would be unattractive to both cycle riders and walkers unless slackened by significant earthworks.</li> <li>• The route from halfway down the valley slope and along the western edge of the railway is prone to flooding. The government surface flooding map (see attached) show a high risk of flooding. Additional maps at <a href="https://check-long-term-flood-risk.service.gov.uk/map">https://check-long-term-flood-risk.service.gov.uk/map</a> also show this section of the route has high risk flood water velocities and depths of floodwater</li> </ul>	<p>Consideration has been given to amending IM18 to avoid Kingston Fields and the associated community facilities by re-routing IM18 along Beech Way, Cherry Tree Road, Kingston Farm Road and Jetty Lane. However, in order to avoid harm to Porter's Wood as well as Kingston Fields community facilities IM18 has been amended to run along Ipswich Road, Cherry Tree Road, Kingston Farm Road, and Jetty Lane before entering the car parks and arriving at Woodbridge Railway Station.</p> <p>In relation to connecting IM17 into Woodbridge, a new recommendation (IM29) has been introduced to the Strategy, following Peterhouse Crescent, Clare Avenue, and Warren Hill Road.</p>

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				<p>between 300 and locally over 900mm, also deemed high risk. WTC consider substantial earthworks and drainage works would be essential to make this a safe route.</p> <ul style="list-style-type: none"> <li>• The fields are grazed by cattle; fencing, gates and crossings would be essential.</li> <li>• The routes traverses Kingston Field. The Field is constrained by covenant to recreational use only within the land transfer to WTC. Further the alignment of the route conflicts with the current use of the area specifically                         <ul style="list-style-type: none"> <li>○ WTC’s developing proposals for a community garden,</li> <li>○ the new basketball area</li> <li>○ the mini football area</li> <li>○ cuts across the entrance to the highly used children’s playground</li> <li>○ cuts across the entrance to the Pavilion,</li> <li>○ would require a number of mature trees to be removed close to Jetty Lane,</li> <li>○ fails to incorporate use of the new crossing to Jetty Lane taking a technically difficult and unacceptable alignment across the entrance to the allotments.</li> </ul> </li> <li>• WTC have concerns about the safety of a cycle track that traverse the heavily used</li> </ul>	

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				<p>Station car park where there is considerable foot traffic crossing the proposed track alignment.</p> <p>Further the development of this proposed route would be costly in terms of land purchase and engineering works required.</p> <p>Attachments:  <i>The attachment has not been published due to potential copyright/data protection concerns, but was still fully considered and assessed in forming the Strategy.</i></p>	
IM19	Chris Adelson	466	No	<p>There is already a crossing point on B1438 at the junction with California.</p> <p>Old Barrack Road - Cycling and walking track needs to be continuous throughout the length of the road otherwise it's not worth doing. This is the usual way into town for people who have not come in on Ipswich Road. You would not naturally head down Warren Hill Road and Portland Crescent. While Warren Hill Road has plenty of room the suggested route makes no sense. Adding a footway to Portland Crescent would only be good if the grass areas are untouched. Meadow Walk, as you call it, is not suitable for cycling. The pathway is narrow and sloping, is enjoyed as a dog walk and is a wildlife corridor. There is a very sharp blind bend where the path narrows into a long alleyway which is suitable for walkers and has private properties on both sides.</p> <p>The shop on Old Barrack Road attracts a lot of</p>	<p>Due to safety concerns in relation to school children and the limited space along the route with which to incorporate high quality cycling and walking infrastructure IM19 has been removed. However, the recommendations associated with Quay Street have been retained within IM20.</p>

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				<p>parking. Cycle racks outside the store and limited parking might encourage people to shop on foot or bike. I know for a fact people drive very short distances to shop here.</p> <p>The alternative route of Seckford Street is preferable especially when the speed is limited to 20mph.</p> <p>Wider pavements on Quay Street are essential.</p>	
IM19	David Adelson	468	No	<p>The proposed route is not useful. Instead the strategy should look to improve the route from Old Barrack Road to Market Hill along Seckford Street, and from Market Hill to the station.</p> <p>The proposed 20mph limit, if enforced along Seckford Street, will make this route much better to use.</p> <p>The location of the Co-op store on a narrow section of Old Barrack Road near a very wide section can cause problems with poor sight-lines and cyclists getting hit by car doors opening. I suggest using the wide part of the road to provide parking for the shop, and not allowing parking immediately outside the shop.</p> <p>Church Street is one-way (uphill), but this is ignored by some cyclists. As it provides a direct route between Market Hill and Quay Street - and then to the station - I suggest bringing in an official cycling lane in the downhill direction, which would have to Give Way to traffic coming uphill at the narrowest point, and widening the footways. This probably</p>	<p>Due to safety concerns in relation to school children and the limited space along the route with which to incorporate high quality cycling and walking infrastructure IM19 has been removed. However, the recommendations associated with Quay Street have been retained within IM20.</p>

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				<p>means losing some parking bays - it might be possible to compensate on Market Hill as people frequently park on double-yellow lines there, seemingly causing no problem.</p> <p>The suggestion to have Quay Street one-way (uphill), with wider footways and cycling allowed downhill, is very welcome however.</p>	
IM19	Kirk Weir	172	No	There is no reason why cyclists using the existing footpaths across Fen Meadow and Fen Walk should not dismount and walk. Are you really proposing new ROW across the grounds of an Infant/Junior School? I can see the EADT Headline "Council proposes Paedos Paradise".	Due to safety concerns in relation to school children and the limited space along the route with which to incorporate high quality cycling and walking infrastructure IM19 has been removed. However, the recommendations associated with Quay Street have been retained within IM20.
IM19	Martyn Shakespeare	516	Yes		Support noted.
IM19	Peter Hammond	192	Yes	Quay street should have one way system same as Church street	Due to safety concerns in relation to school children and the limited space along the route with which to incorporate high quality cycling and walking infrastructure IM19 has been removed from the Strategy. However, the recommendations associated with Quay Street have been retained within IM20.
IM19	The Seckford Foundation (Richard Stone)	177	No	<p>This recommendation is totally unsuitable for the following reasons:</p> <ul style="list-style-type: none"> <li>This proposed alternative route presents us with a major safeguarding concern. The Prep School is a secure site during the school day (The gates at Cumberland Street and Market Hill are routinely locked and the only way to enter the site is via reception, which itself is locked). We have a very strict policy regarding this. This proposed</li> </ul>	Due to safety concerns in relation to school children and the limited space along the route with which to incorporate high quality cycling and walking infrastructure IM19 has been removed. However, the recommendations associated with Quay Street have been retained within IM20.

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				<p>alternative route would require us to open our site. To be clear – this means that members of the public could walk onto school grounds where there are children as young as 4. The proposed alternative route goes through areas regularly used by the children. As I am sure you can understand, there are potentially catastrophic consequences of having unfettered access to the Prep School grounds. Should a safeguarding incident occur, there would be serious ramifications for both the council and the school – it would not be a stretch to say that a serious safeguarding incident by a member of the public legitimately being on school grounds could be enough to cause parents to vote with their feet and a school to close.</p> <ul style="list-style-type: none"> <li data-bbox="896 925 1411 1181">• We do not believe that IM19 provides a “significant opportunity for modal shift to arise from improved cycling and walking infrastructure”. At best it provides an alternative. There are other options – for example through Fen Meadow and along Seckford St which would be broadly the same distance.</li> </ul> <p>I note that a number of primary schools have recently successfully applied to have established rights of way through their grounds re-routed for safeguarding concerns, therefore the suggestion that one could be created through a primary school</p>	

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				which has never had one previously, goes against common sense and recent trends.	
IM19	Woodbridge Town Council (Greg Diaper)	437		<p><b>Route IM 19 – California to Quay Street</b></p> <p>Woodbridge Town Council ('WTC') is of the opinion that this route is unlikely to be successful in attracting cyclists and walkers. It is far from direct and has the following other unattractive features</p> <ul style="list-style-type: none"> <li>• The crossing of Ipswich Road is at location with considerable vehicular traffic movements both along, and on and off, Ipswich Road posing risks to cycling and walking users.</li> <li>• The section along the east side of Fen Meadow is too steep for cyclists and ends in a blind corner with Fen Walk.</li> <li>• To have adequate width the current attractive tree and hedge lined path along the east side of Fen Meadow would be severely impacted</li> <li>• The section along Fen Walk cannot be widened to provide adequate width.</li> <li>• The ESC alternative proposal to using Fen Walk, taking the route through the Abbey junior school grounds and entrance, has safeguarding issues</li> </ul>	Due to safety concerns in relation to school children and the limited space along the route with which to incorporate high quality cycling and walking infrastructure IM19 has been removed. However, the recommendations associated with Quay Street have been retained within IM20.

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				<p>WTC however consider the proposals for Quay Street and Cumberland Street have considerable merit. If combined with the alternative route we propose in our comments on IM 17 these aspects of the route would be welcomed.</p> <p>If ESC wishes to continue to develop this route WTC recommend that the section from Warren Hill Road to Cumberland Street is amended to use the full length of Warren Hill Road and then Ipswich Road to Cumberland Street.</p>	
IM20	Anonymous	274	Yes	<p>I would support cycling both ways through the thoroughfare and much more limited vehicular access to the thoroughfare .</p> <p>I would support cycling boxes at the junction with Lime Kiln Quay cyclists going straight on or turnign right from Melton are very vulnerable .</p>	<p>Consideration has been given to cycle access to the Thoroughfare, however IM20 has been amended to introduce cycle parking at either end of the Thoroughfare to encourage pedestrian use of the Thoroughfare. IM20 has also been amended to incorporate the IM19 recommendations to Quay Street, and incorporate an additional route between Melton Road, the former Council offices site, and Hamblin Road car park. The priority attributed to IM20 has been increased from 'high' to 'very high'.</p>
IM20	Chris Adelson	495		<p>Access to the Thoroughfare is already restricted but signage and past habits mean that people are still very unclear on what is allowed.</p> <p>More cycle storage is to be welcomed.</p> <p>The junction at the north end is very difficult for cyclists and there is not enough room for advanced stop lines if the left turn on the lights is to stay. Melton Hill is narrow but could use be made of other routes including the land where the old council offices are currently unoccupied.</p>	<p>Due to the constraints along Melton Hill and the northern end of the Thoroughfare it will be challenging to introduce cycling and walking infrastructure. Consideration has therefore been given to alternative routes, and a route between Melton Hill, the former Council offices side, and Hamblin Road car park has been incorporated to IM20. IM20 has also incorporated the IM19 recommendations to Quay Street, as well as cycle parking at either end of the Thoroughfare. The priority attributed to IM20 has been increased from 'high' to 'very high'.</p>



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				Where the road widens the road surface is very bumpy which means cyclists take the line more to the middle of the road. A route that is only partial down this road is a waste of time. It needs to be a through route. Look into alternatives behind Old Maltings Approach.	
IM20	David Adelson	469	No	<p>The shopping "high street" section of Thoroughfare is not suitable for through cycling traffic owing to the heavy pedestrian use. It would be best to keep it as it is, with cyclists allowed to weave through the pedestrians in the south-westerly direction only.</p> <p>Instead, cycling traffic should be on a segregated track alongside Quayside as commented elsewhere.</p>	Due to the constraints along Melton Hill and the northern end of the Thoroughfare it will be challenging to introduce cycling and walking infrastructure. Consideration has therefore been given to alternative routes, and a route between Melton Hill, the former Council offices side, and Hamblin Road car park has been incorporated to IM20. IM20 has also incorporated the IM19 recommendations to Quay Street, as well as cycle parking at either end of the Thoroughfare. The priority attributed to IM20 has been increased from 'high' to 'very high'.
IM20	Kevin Algar	175	Yes	Though i support this in principle, a lot of residents would have nowhere to park along Melton Road.	Consideration has been given to parking along Melton Road, and while this does provide a challenge to the introduction of cycling and walking infrastructure, it could be feasible to meet the needs of all users of Melton Road. Due to the constraints along Melton Hill and the northern end of the Thoroughfare it will be challenging to introduce cycling and walking infrastructure. Consideration has therefore been given to alternative routes, and a route between Melton Hill, the former Council offices side, and Hamblin Road car park has been incorporated to IM20. IM20 has also incorporated the IM19 recommendations to Quay Street, as well as cycle parking at either end of the Thoroughfare. The priority attributed to IM20 has been increased from 'high' to 'very high'.

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IM20	Kirk Weir	173	No	Thoroughfare is already, and successfully, closed to all non-pedestrian traffic including cyclists. There is an existing and well used footpath from Sun Lane and across Pytches Road and down to Turnpike Lane and hence across Melton Playing Field for those wishing to avoid walking on the busy Melton Road. The problem is for cyclists on Melton Road on which parking on both sides limits the width of the highway and is a real danger to cyclists. Residents (especially at the Woodbridge end) and their visitors have little alternative to parking on this road. Could you envisage a low speed cycle track along Turnpike Lane and through the playing fields	Due to the constraints along Melton Hill and the northern end of the Thoroughfare it will be challenging to introduce cycling and walking infrastructure. Consideration has therefore been given to alternative routes, and a route between Melton Hill, the former Council offices side, and Hamblin Road car park has been incorporated to IM20. IM20 has also incorporated the IM19 recommendations to Quay Street, as well as cycle parking at either end of the Thoroughfare. The priority attributed to IM20 has been increased from 'high' to 'very high'.
IM20	Martyn Shakespeare	517	Yes	Make Thoroughfare (and Quay Street) bi-directional for cyclists if possible (not clear if that's included); would require modification to traffic lights.	Consideration has been given to cycle access to the Thoroughfare, however IM20 has been amended to introduce cycle parking at either end of the Thoroughfare to encourage pedestrian use of the Thoroughfare. IM20 has also been amended to incorporate the IM19 recommendations to Quay Street, and incorporate an additional route between Melton Road, the former Council offices site, and Hamblin Road car park. The priority attributed to IM20 has been increased from 'high' to 'very high'.
IM20	Peter Hammond	193	No	On street park is essential on Melton Hill, properties have no off-street parking. <b>Do not remove parking for properties.</b>  <b>Traffic calming is required on Melton Road</b> , the road is long and wide and there are regular issues with severe speeding and overtaking.  <b>Two pedestrian crossings</b> (electronic signal crossings) should be available for crossing Melton	Consideration has been given to parking along Melton Road, and while this does provide a challenge to the introduction of cycling and walking infrastructure, it could be feasible to meet the needs of all users of Melton Road. Due to the constraints along Melton Hill and the northern end of the Thoroughfare it will be challenging to introduce cycling and walking infrastructure. Consideration has therefore been given to alternative routes, and a route between Melton Hill, the former Council offices side, and Hamblin Road car

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				Road near to Spar shop (garage) and from Melton playing field to shop opposite (formerly Springside). Next best solution would be crossing 'islands' in the middle of the road.	park has been incorporated to IM20. IM20 has also incorporated the IM19 recommendations to Quay Street, as well as cycle parking at either end of the Thoroughfare. The priority attributed to IM20 has been increased from 'high' to 'very high'.
IM20	Peter Hammond	194	Yes	<p>Walking from Melton to Woodbridge can be improved:</p> <p><b>Clear trees and bushes</b> that are causing obstructions on pavements on both sides of Melton Hill and Melton Road.</p> <p><b>Improve / repair pavements</b> along Melton Hill and Melton Road.</p> <p>Add <b>pedestrian crossings (zebra crossings)</b> to allow safe crossing of roads at Old Maltings Approach, Deben Meadows (new development), and Dock Lane.</p>	The Strategy focusses on the identification of new infrastructure opportunities rather than the maintenance of existing infrastructure, as new infrastructure can be delivered through the planning system while maintenance cannot.
IM20	Rachel Smith-Lyte	641	Yes	<p>Advance stop lines are essential at both ends of Melton Road. As a cyclist, many times I have sat at the traffic lights at the Woodbridge end, heading south and waiting to enter the Thoroughfare feeling extremely vulnerable at the head of a car queue, with oncoming traffic heading towards Melton and therefore me! I wonder whether a cycle lane should be inserted down the middle of Melton Road rather than to one side? Otherwise cyclists may find it difficult, on approaching Melton crossroads, to manoeuvre easily into the middle of the junction if we want to turn left towards Wilford Bridge. This should also mean that there doesn't need to be two</p>	Cycling infrastructure is generally best avoided in the middle of streets owing to the difficulty in accessing the infrastructure and the potential conflict with vehicles on both sides. Due to the constraints along Melton Hill and the northern end of the Thoroughfare it will be challenging to introduce cycling and walking infrastructure. Consideration has therefore been given to alternative routes, and a route between Melton Hill, the former Council offices site, and Hamblin Road car park has been incorporated to IM20. IM20 has also incorporated the IM19 recommendations to Quay Street, as well as cycle parking at either end of the Thoroughfare. The priority attributed to IM20 has been increased from 'high' to 'very high'.

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				cycle lanes on either side - i.e. one heading north and one heading south.	
IM20	Woodbridge Town Council (Greg Diaper)	438		<p><b>Route IM 20 – Thoroughfare/Melton Road</b></p> <p>Woodbridge Town Council’s (‘WTC’) view is that a route between the centre of Woodbridge and Melton should be very high priority and not high priority as the draft strategy proposes.</p> <p>WTC would wish to clarify that the road between the traffic lights and Pytches Road is the northern part of the Thoroughfare and thus the draft strategy recommendation incorrectly refers to the traffic lights being “north of the Thoroughfare”.</p> <p>WTC, whilst highly supportive of more cycling, do not wish to see the Thoroughfare between the traffic lights and Cross Corner as a busy cycle route due to the considerable foot fall and cross pedestrian use. WTC see this area as a destination with cycle parking adjacent to it. To that end WTC is about to add cycle racks at Selwyn Gardens, adjacent to the traffic lights. WTC welcomes the Strategy’s intention for further cycle storage, but this should be adjacent to, but not along, this part of the Thoroughfare.</p> <p>WTC’s view is that the proposed route is also compromised by</p>	<p>Due to the constraints along Melton Hill and the northern end of the Thoroughfare it will be challenging to introduce cycling and walking infrastructure. Consideration has therefore been given to alternative routes, and a route between Melton Hill, the former Council offices side, and Hamblin Road car park has been incorporated to IM20. IM20 has also incorporated the IM19 recommendations to Quay Street, as well as cycle parking at either end of the Thoroughfare. The priority attributed to IM20 has been increased from ‘high’ to ‘very high’.</p>

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				<ul style="list-style-type: none"> <li>• The narrow highway between Old Maltings Approach and Pytches Road which is unattractive to cyclists given the considerable vehicular traffic and, in particular, lorry traffic.</li> <li>• The traffic lights and the adjacent highway to the north is not a safe environment for cyclists. The proposed advance stop lines would place cyclists in an exposed position regarding traffic turning into the Thoroughfare towards Melton from Lime Kiln Quay Road and would encourage cyclists to weave through traffic or divert onto the eastern footway in this narrow section to get to the advance stop lines.</li> </ul> <p>WTC recommend that at Old Maltings Approach or preferably New Quay Terrace and New Quay Lane, the route should divert off Melton Road to cross onto ESC's land to reach Deben Road and then onto Lime Kiln Quay Road with a dedicated crossing at that junction. A segregated cycle track could be formed along the current footpath of Quayside to the Hamblin Road lights with foot traffic directed up to Selwyn Gardens to either go via Elmhurst Park to Hamblin Road or the Thoroughfare south of the traffic lights. Current foot traffic on the Quayside footway is minimal. Cycle traffic to/from Woodbridge Station from/to Hamblin Road could use the current pedestrian crossings and then the B1438. WTC's is seeking, with SCC, to make this stretch of the B1438 a 20mph zone.</p>	

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				<p>Attachments:  <i>The attachment has not been published due to potential copyright/data protection concerns, but was still fully considered and assessed in forming the Strategy.</i></p>	
IM21	David Adelson	470	Yes		Support noted.
IM21	Woodbridge Town Council (Greg Diaper)	439	Yes	<p><b>Route IM 21 – Farlingaye High School</b></p> <p>Woodbridge Town Council ('WTC') support this route and consider that, from a local perspective, this route is of very high priority. WTC would wish to see its implementation as soon as possible to address the safety issues with school children along the Hasketon and Grundisburgh Roads part of the route.</p> <p>WTC in its comments on IM 17 consider this route would be a preferable link between the B1069 and Hasketon Road for that stretch of the IM 17 Outer Woodbridge route due to safety concerns.</p> <p>WTC suggest that to ameliorate traffic queuing at peak school times and issues with traffic filtering in from Bilney Road, Grundisburgh Road be made one way eastbound and Hasketon Road one way westbound. The latter could be aided by linking the pedestrian crossing lights on the A12 just to the north of Hasketon Road, to new traffic monitors on Hasketon Road, to allow traffic to filter out safely onto the A12 southbound.</p>	There is limited space to introduce cycling and walking infrastructure alongside the A12 between Grundisburgh Road and Hasketon Road, and for this reason the recommendations for Grundisburgh Road and Hasketon Road have been incorporated into IM17.
IM22	Chris Adelson	501		<p>Trees should be retained and new planting added. Lighting should be timed so that the wood remains</p>	In order to avoid harm to the woods IM22 has been amended to remove cycling and walking route through the woods and instead introduce cycling and walking

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				dark over night so that birds etc. are not disturbed by light pollution.	infrastructure along Saxon Way, Melton Grange Road, Green Man Way, Turnpike Lane and Hackney Road.
IM22	David Adelson	471	Yes		Support noted.
IM22	Melton Parish Council (Pip Alder)	1084		<p>At the meeting of Melton Parish Council's Planning and Transport meeting last night concern was raised about one of the proposed routes in the cycling and walking strategy. There is a key route that takes people down Bredfield Road and through Burkes Wood and across the playing field onto Melton Road. Councillors are very concerned about the creation of a cycle route through the woods. The area is a conservation area and we already discourage cyclists from using that route as they cause damage to flora and fauna and the route is not suitable for cyclists. We have had reports of cyclists coming through the woods and colliding/having near collisions with walkers and dogs. The route also continues across the playing field which is in fact two football pitches. The Council is very supportive of safer routes for pedestrians and cyclists but do not feel this route is suitable for a cycle route.</p> <p>We appreciate the consultation has closed but would like our concerns to be considered and added to the responses.</p>	In order to avoid harm to the woods IM22 has been amended to remove cycling and walking route through the woods and instead introduce cycling and walking infrastructure along Saxon Way, Melton Grange Road, Green Man Way, Turnpike Lane and Hackney Road.
IM22	Rachel Smith-Lyte	650	No	<p>Hmmm. When you say "into the green space south of Bury Hill" that basically means Burkes Wood! The Parish Council and tree wardens have and are working really hard to preserve whats left of this special remnant ancient woodland that hasn't been built on by Bury Hill Estate. I'm also rather concerned about the route being as you say "appropriately lit". Light disturbance will affect bats</p>	In order to avoid harm to the woods IM22 has been amended to remove cycling and walking route through the woods and instead introduce cycling and walking infrastructure along Saxon Way, Melton Grange Road, Green Man Way, Turnpike Lane and Hackney Road.

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				<p>and other mammals and birds living in the wood (light pollution also affects human health as it happens). So whilst a cyclist and certainly a cycling advocate, I would think very carefully before laying tarmac in Burkes Wood. Rather hoggin would be a much better medium in keeping with the natural surroundings. I believe there is no need for tree felling - any path doesn't have to be straight, right? In fact it's more interesting if it's not. It would also slow cyclists - no bad thing especially from a pedestrian's perspective! Also avoiding the need for loss of trees.</p> <p>Attachments:  <a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455282/PJP/-/11775797%201%20Hoggin%20path%2Ejpg">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455282/PJP/-/11775797%201%20Hoggin%20path%2Ejpg</a></p>	
IM22	Rachel Smith-Lyte	651	No	<p>In the interests of dark skies and animals, birds and locals restful sleep, please do not light this, should the path through this precious and extremely rare remnant ancient woodland go ahead. We humans need to accept not everything can or should be lit and either not use it at night or wear a head torch etc. No tree loss is necessary - a winding path is also more natural and slows cyclists down, no bad thing in this case. Please also do not concrete or tarmac it. Having previously worked in countryside conservation, I know Hoggin works well as a natural medium for paths.</p>	<p>In order to avoid harm to the woods IM22 has been amended to remove cycling and walking route through the woods and instead introduce cycling and walking infrastructure along Saxon Way, Melton Grange Road, Green Man Way, Turnpike Lane and Hackney Road.</p>
IM22	Zac Barnes	599	Yes	<p>With regards IM22, it is good to see a proposal to open up the woods to cycling, but I have a few concerns. Firstly, I am unclear as to what is meant by "ensure the route is appropriately lit, particularly through the wooded area that lacks natural</p>	<p>In order to avoid harm to the woods IM22 has been amended to remove cycling and walking route through the woods and instead introduce cycling and walking infrastructure along Saxon Way, Melton Grange Road, Green Man Way, Turnpike Lane and Hackney Road.</p>



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				<p>surveillance.”</p> <p>Adding streetlights to Melton Wood would lead to a massive disruption of the character of the area which is a largely natural woodland, waste electricity which is still generated partially through fossil fuels, not to mention posing a danger of disrupting the foxes, badgers, and bats that live in the wood.</p> <p>Forgive me if I have misunderstood the technical term, but I believe that increased lighting may not actually accomplish what you intend to as there is some suggestion that increased lighting can actually attract criminals (my mother has an ongoing project to reduce street lighting with Suffolk County Council at the University of Suffolk, if you would like more details on the impact of street lighting on nature you may wish to contact Dr Hannah Steventon Barnes there). Regardless Woodbridge (especially this area) is very safe, I walk through it regularly at night and have never had any problems.</p> <p>The only criminal activity that I know of taking part in the wood is littering. Additionally, I have heard that people use to ride motorbikes down PROW 19 leading to anti-motorbike bars being installed on either end of the path. Designating it as a bridleway would require the removal of these bars and so measures would have to be considered to stop motorbikes from using it.</p> <p>If only the part between Leeks Hill Road and Melton Park is designated as such, the cameras installed</p>	

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				<p>there would probably allow any infringing motorbikes to be caught. I just think that consideration should be given to this.</p> <p>I am grateful for the introduction of a crossing point onto Bury Hill, the existing bridleway (PROW 20) provides a very useful off-road route but it is hard to get to as Bredfield Road can be busy. It would also be useful to have a zebra or toucan crossing at the other end over the A1152 to link it to the bridleway to Valley Farm Road (PROW 21).</p> <p>While you are amending rights of way in the area, I feel I should bring it to your attention what appears to be an error - that on the definitive map PROW 24 reaches a dead end about 150 meters from the A12. The track continues on to the A12 and while it is not necessarily properly maintained, there seems to be no reason the bridleway should extend to the A12.</p> <p>Finally, I wish to again stress in very strong terms that I believe this would be an incredibly poor choice that would severely damage the character of the location and the enjoyment that walkers and potential cyclists would get from experiencing nature. Additionally, I think that it would have a strongly negative impact upon the Wood that is on the boundary of an AONB.</p>	
IM23	Rachel Smith-Lyte	653	Yes	Yes but please do not light the path. Users (including me) can wear a head torch or carry an actual torch or not use it at night. Already too much light pollution and disturbance of mammals including rare bats, birds (and people) in a climate and linked	The most appropriate surfacing and lighting solutions will need to be considered as the recommendation is taken forward to delivery. IM23 has been amended to avoid cycling and walking along Yarmouth Road and

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				<p>ecological emergency.</p> <p>Please also surface the path sensitively - e.g. Hoggin instead of tarmac.</p> <p>Really pleased about having a safe crossing on Yarmouth Road.</p>	provide a more desirable route along St Audrys Road and Lodge Farm Lane.
IM23	Ufford Parish Council (Judi Hallett)	730		<p>Ufford is deemed to be just outside this Corridor but there are routes which could be added to link our Parish more effectively to the proposed Ipswich to Melton cycling infrastructure. Specifically, the IM23 route from Wilford Bridge Road across to Melton Road could be extended to Lower Road , Ufford via Decoy Farm, using PROW 6 and 10 to provide a safer connection for cyclists and walkers who wish to access the countryside on the north eastern side of the River Deben.</p> <p>That said, the proposed route for IM23 appears to follow narrow footpaths which are, at present, inappropriate for use by cyclists - for example the section of IM23 from the B1438 across to IM24 is an extremely narrow PROW with overhanging trees and hedges.</p>	In order to facilitate greater cycling and walking connections between Ufford and Melton IM23 has been amended to upgrade Footpath 6 to a bridleway, and widen and resurface to accommodate cycling and walking.
IM24	Chris Adelson	503	Yes		Support noted.
IM24	Rachel Smith-Lyte	655	Yes	Great idea. As a regular user of Lodge Farm Lane I can confirm there is at present (and presuming the awful idea of the Yarmouth Road care home doesn't go ahead) a low traffic situation on Lodge Farm Lane.	While Lodge Farm Lane provides a low traffic attractive cycling and walking route, the areas of the route further south cut across well developed wildlife areas and for this reason IM24 has been removed from the Strategy. IM23 remains in the Strategy, thereby providing a connection between Melton Park and Melton Railway Station.

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IM25	Chris Adelson	504	Yes	Plant new trees to compensate for any removals. Ensure sensitive, timed, lighting.	The most appropriate landscaping and lighting solutions will need to be considered as the recommendation is taken forward to delivery.
IM25	Martlesham Parish Council (Diane Linsley)	891		<p>IM25 appears unsuitable as a link towards Ipswich. It arrives in a part of Ipswich that has no leisure, entertainment or community facilities to serve as a destination. The retail park there, specialises in goods or a scale of shopping which requires a car. It is also still distant from the town centre.</p> <p>There is already a planned bridleway crossing of the A12 where the BL Boulevard connects. MPC renews its request that the opportunity should be taken to create a cycle route using the bridleways north of Welham Plantation, which could then connect to a short cycleway along the north side of Foxhall Road, which could in turn connect to the network of PROWs near the speedway stadium to connect to IM4. This will give a fast, convenient link to Ipswich for Brightwell Lakes, Adastral Park, and the commercial/retail areas on the east side of the A12.</p>	IM25 seeks to provide an alternative route into Ipswich than that set out through Martlesham and Kesgrave, as well as connecting to the Ipswich-Felixstowe Key Corridor. The Ipswich-Melton Key Corridor has been amended to incorporate a new recommendation (IM32), which seeks to introduce a traffic free cycling and walking route between Brightwell Lakes and Kesgrave via Bridleway 6 along Welham's Plantation to the south of Martlesham Heath.
IM26	Julian Page	214	Yes	<p>In addition to this route (IM26) a useful and very pleasant quiet route to Ipswich could be made using PROW25, Kennels Road, Purdis Road, Purdis Farm Lane, PROW4, and PROW1.</p> <p>Clearly to make this route viable a new crossing would be required across the A12. This one crossing would service 3 existing rights of way all close by that have been effectively severed by the building of the A12.</p>	The suggested route would have a similar effect of linking Brightwell Lakes and south east Ipswich along Public Rights of Way and on quiet roads. However, due to the need for a cycling and walking bridge over the A12 and the support for IM26 the recommendation has not been amended.

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IM26	Martyn Shakespeare	533	Yes	Could be interesting. Probably nicer route (albeit not quite so direct) than section adjacent A12 of IM25	Support noted.
IM26	Mary Trowse	703		My view on this depends on what you mean by 'widening and resurfacing' existing footpaths. Although a safe cycle route to Felixstowe is desirable, I feel strongly that cycle and footpaths through rural countryside should be sensitively designed to blend in with the surroundings and cause minimal disruption to wildlife during construction and use. A wide grey tarmac path would not be suitable.	The route would need to be widened and resurfaced in places to ensure safe use by pedestrians and cyclists. However, the most appropriate surfacing solution will need to be considered as the recommendation is taken forward to delivery.
3.20 - 3.24	Andy Bird	120	Yes	<ul style="list-style-type: none"> <li>Note - A14 original work cut through local routes with no crossings added.</li> <li>Not showing - off-road route to south Ipswich - via Nacton Woods. Avoids busy Nacton road.</li> <li>IF14 bridge - required.</li> <li>IF33 via Hemley/Waldringfield would be better route and pick up with NCN</li> </ul>	<p>Comment noted. It is agreed that a route directly between Bucklesham and Felixstowe Road 'east' (and ergo the Ipswich to Felixstowe Key Corridor) via Levington Lane and a new bridge over the A14 would be ideal, and has been included as a 'desirable' recommendation. This has not been given higher priority due to the high cost of such a bridge that would benefit a small population. Bucklesham benefits from a couple of relatively low traffic on-carriageway routes towards Ipswich or Felixstowe, though these are not likely to be acceptable for all users due to the lack of segregation from motor vehicles.</p> <p>Regarding the use of 'Nacton Wood' to avoid Nacton Road - it is unclear where this relates to; Decoy Wood does not appear to be appropriate for cycling through or necessary when the various sections of Felixstowe Road that make up the Ipswich to Felixstowe Key Corridor are recommended for improvement.</p> <p>Regarding the use of a route through Waldringfield and</p>

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					<p>Hemley, this was considered early on in the process and decided against due to the potential for increased recreational pressure on the SAC/SPA designated sites, and not a reasonable option when an alternative was identified (MF3).</p> <p>All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.</p>
3.20 - 3.24	Felixstowe Town Council (Ash Tadjrishi)	914		<p>Recognition of the concept of the Ipswich to Felixstowe Key Corridor is greatly welcomed as a long-standing aspiration of local communities. However, we believe that the leg from Felixstowe / Trimley to Martlesham, and hence beyond, would be better treated as a Key Corridor in its own right. Furthermore, there are certain elements of the detailed proposals which are of concern, see below, without prejudice to the concept.</p>	<p>Comment noted. The previous two route arms of the Ipswich to Felixstowe Key Corridor have now been split into two, with the Martlesham to Felixstowe (via Brightwell Lakes) route now recognised as a Key Corridor in its own right.</p>
3.20 - 3.24	Felixstowe Town Council (Ash Tadjrishi)	923		<p>The examination of detailed potential routes within the Felixstowe and Trimleys area is greatly welcomed, as are the recognised categories. However, it does appear that the existence and further potential of some of the leisure opportunities, particularly to the north-east parts of the town, require further recognition and emphasis.</p>	<p>Comment noted. The views, advice and local information provided by the communities of East Suffolk have been invaluable in being able to refine the recommendations of the East Suffolk Cycling and Walking Strategy and bring forward improvements likely to be effective in improving the safety, convenience, connectivity, and completeness of the active travel</p>

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				<p>Many of the routes proposed are welcomed and supported. However, there are concerns on certain specific proposals as below, without prejudice to the overall concepts, which are supported.</p> <p>The concepts of good routes and permeability within the North Felixstowe Garden Village and other associated developments is greatly welcomed, but we assume that details in this area will be subject to further consultation regarding the proposed Master Plan Community engagement as per SCDC Local Plan Policy SCLP12.3 and para. 12.62</p>	<p>infrastructure offer in key locations of the district.</p> <p>All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme. In some locations, the existing physical constraints may mean retrofitting active travel infrastructure is either not possible to be delivered to as high a standard as we would aspire to or not possible at all. This may mean some schemes are unable to be brought forward.</p> <p>As stated in Policy SCLP12.3 North Felixstowe Garden Neighbourhood, the development will be delivered through a masterplan approach brought forward through landowner collaboration and community engagement.</p>
3.20 - 3.24	Felixstowe Town Council (Ash Tadjrishi)	960		<p>NOTE C</p> <p>The Felixstowe Definitive Map (and The Trimleys)</p> <p>The Strategy geography is frequently defined in terms of the PROWs as defined on the Definitive Map, in this case for the parishes of Felixstowe, Trimley St. Mary and Trimley St. Martin. It will be fundamental to the implementation of the eventual</p>	<p>Comment noted. This comment relates to updating Suffolk County Council's Definitive Map with the correct boundary lines and with the changes to PROW routes that have occurred since the Map's last revision. However, East Suffolk Council does not have any control over the frequency of updates to the Definitive Map.</p>

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				<p>Strategy that these underlying documents are correct and up to date.</p> <p>However, unfortunately, the Felixstowe map is grossly out of date and in some instances directly misleading.</p> <p>We recognise that this issue is not directly the subject of this consultation, and FTC will be submitting the details below, with further evidence, to Suffolk County Council with a strong request that the map be fully updated. Nevertheless, it is relevant to list some of the issues here as they directly relate to certain of the proposals, and the eventual documents will certainly need to be consistent. Hence what follows is an initial but incomplete assessment of this issue.</p> <p>The Felixstowe Definitive Map. From SCC website Nov. 2021</p> <p>Title block: FELIXSTOWE 244 WORKING COPY OF RECORDED RIGHTS OF WAY DERIVED FROM THE DEFINITIVE MAP FOR THE FORMER RURAL DISTRICT OF DEBEN Relevant date: 26 October 2015 Working copy revision date: 24 July 2020</p> <p>Fundamental errors: Map shows Felixstowe parish as part of former Deben RDC, incorrect – was of course Felixstowe UDC from 1893 until 1974, then Suffolk Coastal DC,</p>	



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				<p>now East Suffolk DC. Felixstowe and the Trimleys were never part of the Deben RDC. Even the old district boundary in the Deben is not shown – only as a parish boundary.</p> <p>Parish boundary Felixstowe / Trimley St. Mary incorrect</p> <p>This boundary was revised c. 1985 very sensibly in connection with the building of the A45 (now A14) Dock Spur Road and Candlet Road. However, the old boundary, further west is shown on the map.</p> <p>For information as to parish PROWs and Town / Parish Council areas of interest the correct boundary, as shown on OS 1:25K scale mapping is thus:</p> <p>a) Felixstowe CP Western boundary: Shows old boundary with Trimley St. Mary, changed c.1990??? Post creation of A45, now A14 Dock Spur Rd. (Port of Felixstowe Rd) Incorrect from map reference TM293372 Junction of Trimley FPs 6 &amp; 19 To map reference TM261342 (junction of Essex / Suffolk CC border in estuary. See current OS 1:25000 map Boundary follows: Trimley FP6 to map ref 292366 (junction of Trimley FPs 6,7,8,20); Trimley FP20; Felixstowe FP28 to junction with Candlet Rd; centre line of A154 Candlet Rd to A14 J58; Centre Line A14 Dock Spur Rd.; A14 J59 Northbound on-slip; Blofield Rd to junction with Parker Avenue; SE edge Parker Avenue to junction with Fagbury Rd; SW edge of</p>	

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				<p>Fagbury Rd to railway level crossing; straight line across Port of Felixstowe Trinity Terminal to quayside at map ref. TM266342; quayside to map ref TM264343; straight line to County boundary in estuary.</p> <p>b) Potential confusion of FP numbers due to change of parish boundary. Renumbering needed for Trimley FPs 7 &amp; 20? Felixstowe FP32B now in Trimley.</p> <p>c) Quintons Lane PROW15: southern section, developed for residential use in the 1930s and now public highway is still shown as Bridleway.</p> <p>We understand the HMG have set a deadline of 2026 for new PROWs to be mapped, so it is essential that these issues are clarified fully in advance of that, but corrections are need on the same timescale as the publication of the C&amp;W Strategy.</p> <p>FP47, on the northern seafront is shown as Bridleway on the OS map, but not the Definitive Map, and its precise location is not clear – see F7 FP31 south, FP32 no longer exist.</p> <p>FPs 67, 68 at new railway bridge</p> <p>Critically FP32B, now in Trimley St. Mary need to be extended in PROW terms across the A14 footbridge. It is correctly an aspiration of the Strategy to establish a link from there to the rail bridge, although that is challenging. But if a route should be defined other than on current highway, a desirable and potentially possible solution, it will be essential</p>	

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				<p>for that to be correctly defined in PROW terms. There are several other instances, particularly in the marsh land area in North East Felixstowe with a similar issue, if the proposed PROWs turn out to be feasible.</p> <p>Proposals F7 F43 F96 F95 F64 F104</p>	
3.20 - 3.24	Gray, Roy	317		<p>THE REPORT LISTS ROUTES MOST USED BETWEEN SEPT 2020 AND AUGUST 2021 I NOTE THAT HIGH ROAD WEST/HIGH ROAD FROM WALTON TO TRIMLEY BORDER NOT SHOWN. THIS I DO NOT BELIEVE IS CORRECT, THE TRAFFIC FLOW BOTH WAYS IS ALMOST CONTINUOUS, AND INCREASINGLY EUTH THE TWO ESTATES BEING/PLANNED TO BE BUILT ALONGSIDE ACADEMY AND OPPOSITE, ROUNDABOUTS AT BOTH ENDS OF ROAD PLANNED TO LINK HIGH ROAD AND CANDLET ARE ESSENTIAL. WITH THE ESTATES BEING BUILT AT THE TRIMLEYS THE TRAFFIC VOLUME WILL CREATE BIG PROBLEMS PARTICULARLY BY WALTON CURCHES AND TRIMLEY SCHOOL A TRAFFIC DIVERTING SYSTEM SO TRAFFIC USES CANDLET ROAD AND BETTER FOOTPATHS/CYCLING LANES CREATED.</p>	<p>Comment noted. The Cycling and Walking Strategy map does not indicate traffic flows but instead indicates the location of recommended improvements to cycling and walking (and where appropriate, horse riding) infrastructure.</p> <p>There are a number of cycling and walking infrastructure recommendations for the Walton and emerging North Felixstowe Garden Neighbourhood areas to help improve the safety and convenience of active travel users in this area, and to therefore support modal shift away from motor vehicles to active travel for shorter journeys.</p> <p>The route following recommendations F69/F91, F51, F30 and F44 will in particular serve to open up a safe and convenient cycle and pedestrian route that allows for safer and more convenient transfer between central Felixstowe, Walton, the Trimleys and Kirton than the High Road/High Street/High Road West/High Road East</p>

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					route. Notwithstanding this, recommendations F1-F6 are intended to make cycling along the High Road route safer for those still wishing to use this route.
3.20 - 3.24	Julian Page	213		On the A12 West of Brightwell there are 3 rights of way that cross the A12 at surface level and thus are very dangerous or impossible. A single bridge or tunnel here would open up a number of useful walking and cycling routes that have been severed by the building of the A12.	The draft Strategy does not include a recommendation for a bridge or tunnel over/under the A12 to the west of Bucklesham, though recommendation IM12 includes a bridge to the west of Brightwell Lakes. Bucklesham Road already serves as a bridge over the A12 from Bucklesham, and recommendations IM25/26 (which are 'either, or' options) serve to increase the accessibility to Bucklesham Road from Brightwell Lakes/Martlesham so that it can be better utilised. Foxhall Road is highly unsuitable for cycling due to its bends and high speeds, and is made even less accessible by its steep hill in the Bixley Farm area; for these reasons further A12 crossing infrastructure between the Bucklesham Road bridge and IM12 was not taken forward as a recommendation.
IF3	Chris Petty	33		The section referred to is a national speed limit (60MPH) section in an otherwise 40MPH limit road. Could you add taking the speed limit down to 40MPH for this section.	Changes to vehicle speed limits on roads within the district are outside of the scope of the East Suffolk Cycling and Walking Strategy, and cannot be directly actioned by East Suffolk Council as we are not the Highways Authority. However, as many consultation responses have requested speed limit changes to roads within the district, a list of them has been collated separately to be sent directly to the Highways Authority, Suffolk County Council.
IF5	Chris Petty	34		The barriers to the entrance of the park from both Bucklesham Road and Murrills Road need to be removed or made easier to cycle around	Comment noted. The need for removal of these barriers to the park has now been explicitly included in the recommendations listed under IF5.
IF12	Chris Petty	32	Yes	You will need to consult with Suffolk Show organisers as during the Suffolk show this road is converted into three lanes to cope with the large	All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment

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				amount of vehicle traffic attending the show at the Suffolk Showground	for potential impacts and optimisation of routing and design by qualified persons.
IF13	Andy Smith	790		<p>It is highly undesirable to eliminate the existing carriageway. Neither is it necessary for successful implementation of this route.</p> <p>There is ample highway land here, as on the rest of Felixstowe Rd (east) to provide a 3m track with good separation from the highway.</p> <p>But the proposal would require elimination of both right lane filters to and from Bridge Road, Nacton, creating direct T-junctions to a stretch with fast moving traffic. Also this area remains a vital space on occasion when "Operation Stack" is invoked for holding HGV traffic unable to enter the Port of Felixstowe, less used than previously but remaining an important facility when needed.</p> <p>We recommend that the route IF13 should be a new path to the north of Felixstowe Road for its entire length</p>	<p>Comment noted. This recommendation (IF13) was reviewed, and two alternative solutions have been included in the Strategy for the Highways Authority to consider and take forward to the further assessment and design stage, as appropriate. In short, one of these options include repurposing the dualled section of carriageway and the other does not.</p> <p>All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.</p>
IF13	Felixstowe Town Council (Ash Tadjrishi)	915		<p>It is highly undesirable to eliminate the existing carriageway. Neither is it necessary for successful implementation of this route.</p> <p>There is ample highway land here, as on the rest of Felixstowe Road (east) to provide a 3m track with good separation from the highway.</p> <p>But the proposal would require elimination of both right lane filters to and from Bridge Road, Nacton, creating direct T-junctions to a stretch with fast moving traffic.</p> <p>Also this area remains a vital space on occasion when "Operation Stack" is invoked for holding HGV</p>	<p>Comment noted. This recommendation (IF13) was reviewed, and two alternative solutions have been included in the Strategy for the Highways Authority to consider and take forward to the further assessment and design stage, as appropriate. In short, one of these options include repurposing the dualled section of carriageway and the other does not.</p> <p>All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment</p>

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				<p>traffic unable to enter the Port of Felixstowe, less used than previously but remaining an important facility when needed.</p> <p>We recommend that the route IF13 should be a new path to the north of Felixstowe Road for its entire length</p> <p>NB it is also very relevant that contained in the current NSIPS DCO submission on the Sizewell C Power Station, a major Freight Management Facility.is proposed to be created in the 2 fields to the north of the A14, at the western end of the dualled section, with a major new entrance to that section.</p> <p>Any proposals for this area should be developed taking account of this.</p> <p>It seems likely that the station will be approved, with a build period of some 12 years possibly commencing in 2024, and the Freight Management Facility will be in build or operational for much of that time.</p>	<p>for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.</p>
IF14	Isobel Fleming	83	No	<p>Should any provision be made for a bridge across the road for pedestrians and cyclists it should also include horse riders to give access to any off road network being proposed.</p>	<p>Comment noted. All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme. It is</p>

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					intended that in locations that are appropriate and useful for horse-riding, the infrastructure design will reflect this through all-user design.
IF14	Julian Page	212	Yes	<p>I used to use this route when cycling, but no longer do as the traffic levels now make it too dangerous.</p> <p>This would be a very useful extra link and should have its priority raised.</p>	Support noted.
IF16	Andy Smith	791		<p>The effective closure of Morston Hall Road to all traffic except buses is not acceptable. (Despite retention of access via the south east half for access to adjacent properties.)</p> <p>While this can and should be a prime new route for cyclists (probably not many- walkers) that should not be at the expense of eliminating its core role as a local road. It can easily be provided by a new path on the south verge, as per comment below on IF18</p> <p>The new single carriageway road was provided, obviously at quite a large public expense, in the late 90s, as part of the scheme eliminating the previous very unsafe right turn onto the “Woodbridge turn”, previously the A1093. But that had unfortunately created the isolation of the farm in particular (which had been reduced to a tee junction directly to only the westbound carriage way of the A45 / A14), but also other local “desire line” local routes after the dualling of the A45 / A14. c.1988. These must be preserved.</p> <p>Additionally, since then, as the A14 has seen a rapidly increasing national importance and hence</p>	Comment noted. IF16 was removed from the Strategy and replaced with a re-worked IF18. IF18 now provides two options for the Highways Authority to consider, one with and one without use of the carriageway (and a modal filter).

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				<p>traffic, the inevitable occasional major traffic incidents are becoming an increasingly frequent issue. Morston Hall Road can provide a degree of relief on some of those occasions – far from perfect but infinitely better than nothing. Given that we are seeing delays of many hours on such occasions, highways policies need to be to seek better means of managing the events - certainly not to eliminate the only alternative access to Felixstowe and Trimley other than through Bucklesham / Kirton etc lanes.</p>	
IF16	Felixstowe Town Council (Ash Tadjrishi)	916		<p>The effective closure of Morston Hall Road to all traffic except buses is not acceptable. (Despite retention of access via the south east half for access to adjacent properties.)</p> <p>While this can and should be a prime new route for cyclists (though perhaps not very many walkers) that should not be at the expense of eliminating its core role as a local road. It can easily be provided by a new path on the south verge, as per comment below on IF18</p> <p>The new single carriageway road was provided, obviously at quite a large public expense, in the late 1990s, as part of the scheme eliminating the previous very unsafe right turn onto the “Woodbridge turn”, previously the A1093. But that had unfortunately created the isolation of the farm (which had been reduced to a T-junction directly to only the westbound carriage way of the A45 / A14), but also other local “desire line” local routes after the dualling of the A45 / A14. c.1988. These must be preserved.</p>	<p>Comment noted. IF16 was removed from the Strategy and replaced with a re-worked IF18. IF18 now provides two options for the Highways Authority to consider, one with and one without use of the carriageway (and a modal filter).</p>



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IF17	Andy Smith	792		<p>The effective closure of Morston Hall Road to all traffic except buses is not acceptable. (Despite retention of access via the south east half for access to adjacent properties.)</p> <p>While this can and should be a prime new route for cyclists (probably not many- walkers) that should not be at the expense of eliminating its core role as a local road. It can easily be provided by a new path on the south verge, as per comment below on IF18</p> <p>The new single carriageway road was provided, obviously at quite a large public expense, in the late 90s, as part of the scheme eliminating the previous very unsafe right turn onto the “Woodbridge turn”, previously the A1093. But that had unfortunately created the isolation of the farm in particular (which had been reduced to a tee junction directly to only the westbound carriage way of the A45 / A14), but also other local “desire line” local routes after the</p>	Comment noted.

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				<p>dualling of the A45 / A14. c.1988. These must be preserved.</p> <p>Additionally, since then, as the A14 has seen a rapidly increasing national importance and hence traffic, the inevitable occasional major traffic incidents are becoming an increasingly frequent issue. Morston Hall Road can provide a degree of relief on some of those occasions – far from perfect but infinitely better than nothing. Given that we are seeing delays of many hours on such occasions, highways policies need to be to seek better means of managing the events - certainly not to eliminate the only alternative access to Felixstowe and Trimley other than through Bucklesham / Kirton etc lanes.</p>	
IF17	Felixstowe Town Council (Ash Tadjrishi)	917		<p>The effective closure of Morston Hall Road to all traffic except buses is not acceptable. (Despite retention of access via the south east half for access to adjacent properties.)</p> <p>While this can and should be a prime new route for cyclists (though perhaps not very many walkers) that should not be at the expense of eliminating its core role as a local road. It can easily be provided by a new path on the south verge, as per comment below on IF18</p> <p>The new single carriageway road was provided, obviously at quite a large public expense, in the late 1990s, as part of the scheme eliminating the previous very unsafe right turn onto the “Woodbridge turn”, previously the A1093. But that had unfortunately created the isolation of the farm</p>	Comment noted.

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				<p>(which had been reduced to a T-junction directly to only the westbound carriage way of the A45 / A14), but also other local “desire line” local routes after the dualling of the A45 / A14. c.1988. These must be preserved.</p> <p>Additionally, since then, as the A14 has seen a rapidly increasing national importance and hence traffic, the inevitable occasional major traffic incidents are becoming an increasingly frequent issue. Morston Hall Road can provide a degree of relief on some of those occasions – far from perfect but infinitely better than nothing. Given that we are seeing delays of many hours on such occasions, highways policies need to be to seek better means of managing the events - certainly not to eliminate the only alternative access to Felixstowe and Trimley other than through Bucklesham / Kirton etc lanes.</p>	
IF17	Trimley St Martin Parish Council, (Caroline Ley)	306	No	<p><b>IF17 and IF18 Morston Hall Road</b></p> <p><i>Trimley St Martin Parish Council disagrees with the installation of bus gate filters for the following reasons:-</i></p> <p><i>The single track road with passing places was provided at considerable expense to facilitate the needs of local traffic after the dualling of the A45 / A14. This purpose should continue to be borne in mind.</i></p> <p><i>Morston Hall Road is used as an emergency diversion for A14 traffic. It is pressed into service when work takes place on the A14 and when the A14</i></p>	Comment noted.

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				<p><i>is closed by a road accident or vehicle breakdown. Use of the emergency route is becoming increasingly common, but it would not sit comfortably with an APNR bus gate system.</i></p> <p><i>Farm traffic and residents emerging from Morston Hall Lane would not be permitted to proceed along Morston Hall Road toward Ipswich which makes no sense as there is no evidence of dangerous incidents having occurred</i></p> <p><i>All traffic but in particular farm traffic, i.e. Home Farm Nacton, would be required to travel to the High Road to access the A14 which we know, when added to the projected increase in traffic due to additional housing on the peninsula, would cause congestion and be unnecessarily hazardous.</i></p> <p><i>Traffic wishing to proceed to Felixstowe from Suffolk Yacht Harbour etc. would need to go via Seven Hills junction, which as we know is a very busy junction.</i></p> <p><i>It would be unfair to local residents to remove their right to use Morston Hall Road as a link to routes to Ipswich. Without the option to use Morston Hall Rd, all Trimley St Martin drivers heading to Ipswich would need to make a lengthy detour, or negotiate an acceleration lane. This is something with which many local drivers would be most uncomfortable.</i></p> <p><i>Possible solutions to this</i></p> <p><i>1. a) Create a cycle path on field side of Morston Hall</i></p>	

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				<p>Road which already has a wide grassed verge and could be upgraded. (This has always been the thought of many a local cyclist);</p> <p>2. b) Use existing cycle path and create protection from A14 traffic (esp. back draught from HGVs) by erecting fencing with hedging planted behind. Hedging, once high enough, would in turn protect, and be more pleasing to the eye in the long term.</p>	
IF18	Andy Smith	793		<p>This section should be located away from the A14, south of the vegetated bund, on the southern verge of Morston Hall Rd, for which there is space on highways land. This verge is poorly vegetated for the most part, little loss of habitat.</p> <p>In certain places, minor changes may be required to the parallel drainage ditch.</p>	Comment noted.
IF18	Felixstowe Town Council (Ash Tadjrishi)	918		<p>This section should be located away from the A14, south of the vegetated bund, on the southern verge of Morston Hall Road, for which there is space on highways land. This verge is poorly vegetated for the most part, little loss of habitat.</p> <p>In certain places, minor changes may be required to the parallel drainage ditch.</p>	Comment noted.
IF18	Simon Shaw	591	Yes	<p>Move the cycle route well away from the dual carriageway, alongside the existing bus way and single track road.</p>	Comment noted.
IF18	Trimley St Martin Parish Council, (Caroline Ley)	305	No	<p><b>IF17 and IF18 Morston Hall Road</b></p> <p>Trimley St Martin Parish Council support improvements to the cycle path, as explained in the final paragraph of this comment, but disagree with the installation of bus gate filters for the following reasons:-</p>	Comment noted.

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				<p><i>The single track road with passing places was provided at considerable expense to facilitate the needs of local traffic after the dualling of the A45 / A14. This purpose should continue to be borne in mind.</i></p> <p><i>Morston Hall Road is used as an emergency diversion for A14 traffic. It is pressed into service when work takes place on the A14 and when the A14 is closed by a road accident or vehicle breakdown. Use of the emergency route is becoming increasingly common, but it would not sit comfortably with an APNR bus gate system.</i></p> <p><i>Farm traffic and residents emerging from Morston Hall Lane would not be permitted to proceed along Morston Hall Road toward Ipswich which makes no sense as there is no evidence of dangerous incidents having occurred</i></p> <p><i>All traffic but in particular farm traffic, i.e. Home Farm Nacton, would be required to travel to the High Road to access the A14 which we know, when added to the projected increase in traffic due to additional housing on the peninsula, would cause congestion and be unnecessarily hazardous.</i></p> <p><i>Traffic wishing to proceed to Felixstowe from Suffolk Yacht Harbour etc. would need to go via Seven Hills junction, which as we know is a very busy junction.</i></p> <p><i>It would be unfair to local residents to remove their</i></p>	

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				<p><i>right to use Morston Hall Road as a link to routes to Ipswich. Without the option to use Morston Hall Rd, all Trimley St Martin drivers heading to Ipswich would need to make a lengthy detour, or negotiate an acceleration lane. This is something with which many local drivers would be most uncomfortable.</i></p> <p><i>Possible solutions to this</i></p> <ol style="list-style-type: none"> <li><i>1. a) Create a cycle path on field side of Morston Hall Road which already has a wide grassed verge and could be upgraded. (This has always been the thought of many a local cyclist);</i></li> <li><i>2. b) Use existing cycle path and create protection from A14 traffic (esp. back draught from HGVs) by erecting fencing with hedging planted behind. Hedging, once high enough, would in turn protect, and be more pleasing to the eye in the long term.</i></li> </ol>	
IF22	Felixstowe Town Council (Ash Tadjrishi)	919		<p>This route would be very welcome, notably in connecting not only to Kirton, etc, but also in connection with IF23 &amp; F44 a connection from Ipswich to the whole northern and eastern parts of rural and to-be-developed Felixstowe. See other comments on this topic. We propose that this should also become High Priority as part of a wholly off-road link from Ipswich into Felixstowe.</p>	Support noted.
IF22	S Browns	31	Yes	<p>This could easily be continued in to Felixstowe with a cycle only track, which can use the present bridle paths and low volume roads.</p>	Comment noted.
IF22	Trimley St Martin Parish	307	Yes	<p><i>This route has been marked as high priority. Trimley St Martin Parish Council considers that, like F20, it should be very high priority because of the link to F26</i></p>	Comment noted.

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	Council, (Caroline Ley)			<p><i>and underpass to Candlet Track.</i></p> <p><i>IF22 should not be shared with any motorised traffic.</i></p>	
IF22	Trinity College, Cambridge (Sir/Madam)	1071		<p>Please include the following comments as a response to your consultation on the draft Walking and Cycling Strategy, on behalf of Trinity College Cambridge. I made comments through the consultation portal earlier today regarding the Howlett Way site allocation in Trimley St Martin but was not able to submit these additional comments through the Portal in time.</p> <p>We would welcome a meeting to discuss the detail of the proposals affecting the College's landholdings at the Trimley Estate before the Walking and Cycling Strategy is published, as highlighted in the comments below.</p> <p><b>Proposals relevant to the wider Trimley Estate, owned and controlled by Trinity College Cambridge (including recommendations F9, IF22, IF24, F10, F36, F113, F38)</b></p> <p>The College commends the efforts made by the Council to enhance walking and cycling infrastructure provision across the District and looks forward to working with it to deliver shared aspirations in this regard where possible on land owned by the College, especially as part of emerging development projects.</p> <p>We broadly support the proposals affecting the Trimley Estate, referenced above, subject to detailed</p>	<p>Support noted. All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.</p>



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				<p>exploration of feasibility, viability and agreement of details as part of future masterplanning and planning application processes. We would welcome direct engagement with the Council before the final Walking and Cycling Strategy is published to discuss and explore the opportunities across the Estate in more detail. The delivery and funding of proposals requiring significant new infrastructure, such as hard surfaced routes and lighting and signage, would need to be subject to further discussion.</p> <p>We would highlight the importance of ensuring that lighting, signage and other infrastructure associated with new walking and cycling routes is designed in a manner that is sensitive to the rural or semi-rural environment of the many of the locations proposed. Overly engineered solutions should be avoided where possible to protect the special character of the area. This will require creative thought by developers and the District and County Council in fulfilling their roles as planning and highways authorities respectively.</p>	
IF23	Felixstowe Town Council (Ash Tadjrishi)	920		<p>Proposal welcomed see comments ref IF22</p> <p>This route would be very welcome, notably in connecting not only to Kirton, etc, but also in connection with IF23 &amp; F44 a connection from Ipswich to the whole northern and eastern parts of rural and to-be-developed Felixstowe. See other comments on this topic. We propose that this should also become High Priority as part of a wholly off-road link from Ipswich into Felixstowe.</p>	Support noted.

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IF23	Martyn Shakespeare	532	Yes		Support noted.
IF23	Susan Harvey	614	Yes	The pedestrian/cycle bridge over the A14 as existing is not suitable for 2 way cycling and pedestrians. At present you have to dismount and push bikes. This crossing over the A14 needs to be replaced so that it is fit for the future.  This is a very well used route.	Comment noted.
IF24	Alison Vickers	617	Yes	An excellent idea and will be <b>essential</b> if a new primary school is built at land around Reeve Lodge, Trimley St Martin to enable safe cycling from Kirton to this school.	Support noted.
IF24	Felixstowe Town Council (Ash Tadjrishi)	921		This proposal, together with the linked elements towards Martlesham is greatly welcome, providing a much-needed route from Felixstowe to Martlesham and beyond.  As mentioned above in the section on Key Corridors, we feel this important route would be better presented as a Key Corridor in its own right.	Support noted.
IF24	Martyn Shakespeare	519	No	In general I find this road quiet enough, but I can see that this might be helpful for users of the primary school from Kirton.	Comment noted.
IF24	Susan Harvey	657	Yes	IF24 Kirton Road. Very good idea. Helps children from Kirton to get to the new Trimley St Martin school behind Reeve Lodge.	Support noted.
IF24	Trinity College, Cambridge (Sir/Madam)	1072		Please include the following comments as a response to your consultation on the draft Walking and Cycling Strategy, on behalf of Trinity College Cambridge. I made comments through the consultation portal earlier today regarding the Howlett Way site allocation in Trimley St Martin but was not able to submit these additional comments	Support noted. All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of

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				<p>through the Portal in time.</p> <p>We would welcome a meeting to discuss the detail of the proposals affecting the College’s landholdings at the Trimley Estate before the Walking and Cycling Strategy is published, as highlighted in the comments below.</p> <p><b>Proposals relevant to the wider Trimley Estate, owned and controlled by Trinity College Cambridge (including recommendations F9, IF22, IF24, F10, F36, F113, F38)</b></p> <p>The College commends the efforts made by the Council to enhance walking and cycling infrastructure provision across the District and looks forward to working with it to deliver shared aspirations in this regard where possible on land owned by the College, especially as part of emerging development projects.</p> <p>We broadly support the proposals affecting the Trimley Estate, referenced above, subject to detailed exploration of feasibility, viability and agreement of details as part of future masterplanning and planning application processes. We would welcome direct engagement with the Council before the final Walking and Cycling Strategy is published to discuss and explore the opportunities across the Estate in more detail. The delivery and funding of proposals requiring significant new infrastructure, such as hard surfaced routes and lighting and signage, would need to be subject to further discussion.</p>	<p>implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.</p>

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				We would highlight the importance of ensuring that lighting, signage and other infrastructure associated with new walking and cycling routes is designed in a manner that is sensitive to the rural or semi-rural environment of the many of the locations proposed. Overly engineered solutions should be avoided where possible to protect the special character of the area. This will require creative thought by developers and the District and County Council in fulfilling their roles as planning and highways authorities respectively.	
IF25	Lesley Vince	344	No	<p>Martlesham woods (Birch Woods) I believe to be the property of MHHL and should not be subject to radical change by another organisation.</p> <p>the woods have an important habitat for wildlife.</p> <p>a cycle/pedestrian route would dramatically change this habitat. We should be preserving not losing such woodland.</p> <p>the woodland is important from a climate point of view in particular as a carbon sink</p> <p>The advantages of a slightly shorter cycle ride in this area are minimal in comparison to the loss of habitat/habitat changes.</p>	Comment is not relevant to this recommendation; comment relates to recommendation IM12, and has been responded to via Comment ID 331.
IF26	Susan Harvey	613	Yes	IF26 Very Good improves connectivity 'off road'.	Support noted.
IF30	Susan Harvey	615	Yes	Bearing in mind that this is the heavy lorry route into the village and used by local farm vehicles at present I support a good cycling and walking crossing point at Innocence Lane	Support noted.

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IF33	Eamonn O'Byrne	871		A completely new route that carried cyclists' westwards and directly towards Ipswich would be of significant benefit. Planned correctly, a westerly extension of IF33 would promote cycling to the residents of Waldringfield, Newbourne and the new Brightwell Lakes development.	Support for the principle of recommendation IF33 (now MF3) is noted. The option to extend the recommendations for the peninsula area eastward to serve Waldringfield, Newbourne and Hemley was considered but was ultimately decided against due to the sensitivity of habitat sites in the area to recreational pressure.
IF33	Lesley Vince	346	No	<p>Martlesham woods (Birch Woods) I believe to be the property of MHHL and should not be subject to radical change by another organisation.</p> <p>the woods have an important habitat for wildlife.</p> <p>a cycle/pedestrian route would dramatically change this habitat. We should be preserving not losing such woodland.</p> <p>the woodland is important from a climate point of view in particular as a carbon sink</p> <p>The advantages of a slightly shorter cycle ride in this area are minimal in comparison to the loss of habitat/habitat changes.</p>	Comment is not relevant to this recommendation; comment relates to recommendation IM12, and has been responded to via Comment ID 331.
IF33	Martlesham Parish Council (Diane Linsley)	892		We welcome this link to Felixstowe and district, which is already used as a leisure route.	Support noted.
IF33	Martyn Shakespeare	518	Yes	Interesting (and avoids the narrow Brightwell hills where I've had near misses with vehicles on several occasions).	Support noted.
IF33	Nigel Maxwell	809		— please consider a cycle path connecting IF33 and IM4 using the southern perimeter of Martlesham Heath, i.e. without entering Martlesham Heath	Comment noted.

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				— this would be a very quick route from Brightwell Lakes to the start of the Kesgrave Park Run	
IF33	Nigel Maxwell	811		<p>IF33 &amp; PROW46</p> <p>— please ensure that walkers on PROW46 will be able to easily use to the A12 walking bridge to cross over to IF33 Brightwell Lakes</p> <p>— it would be better to re-route the proposed IM12 cycle path around the southern perimeter of Martlesham Heath, using some of the farmer’s field</p>	<p>Comment noted. IM12 has been re-routed around Eagle Way and IM32 has been added to create a connection between IM4 (Long Stropps bridleway) and the Brightwell Lakes site. All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.</p>
IF33	Simon Shaw	585	Yes	<p>Make IF33 emerge at the A12 immediately opposite the proposed bridge to avoid cycling beside the A12. The traffic noise is very high on the existing footpath and even with some separation the noise and pollution will be high.</p>	<p>Comment noted. IF33 has been recorded as MF3 and amended to terminate on Ipswich Road at a key access point into the Brightwell Lakes site. The existing cycling and walking track alongside the A12 has now been absorbed into the recommendations included under IM31, which will be designed, planned and delivered directly through the phased build out of the Brightwell Lakes site.</p>
IF33	Simon Shaw	593	Yes	<p>I have commuted from Felixstowe to Martlesham by cycle in the past and the distance involved is approx 10miles each way. I believe that the cycle route needs to be a fast route if cyclists are to be encouraged to commute. I believe that this can only be achieved if cyclists use the existing rural road system via Brightwell dip, Innocence Lane and Trimley Road to get to Trimley. Consideration should be given to making this route safer for cycling.</p>	<p>Comment noted. The intended benefits of delivering an off-carriageway route between Martlesham and Felixstowe extend beyond the needs of commuter cyclists that are comfortable with the risks associated with on-carriageway, rural road cycling. This route is intended to open up longer distance leisure cycling, reaching groups (such as adults cycling with children) that may not currently cycle or that do not currently cycle longer distances due to the risks posed to them by</p>

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				<p>Additional upgrading of footpaths would I believe encourage leisure cyclists to make the journey to Felixstowe.</p> <p>IF32 seems too wiggly and offers little advantage over the road.</p>	<p>motor vehicles when cycling on-carriageway. The delivery of IF33 (now MF3) would not preclude on-carriageway cycling for those that wished to continue. The rural roads along the most popular on-carriageway route between Martlesham and Felixstowe are difficult to improve on a continuous enough basis to make substantive improvements to safety and convenience due to constraints to widening to create appropriate segregation for cyclists and pedestrians.</p>
IF33	Simon Shaw	594	No	<p>I do not support the upgrade of IF33 where it runs parallel with Newbourne road. Newbourne road at this point is single track and ideally suited for cycling whereas IF33 would pass through woodland and heathland close to the Newbourne Springs reserve.</p> <p>I feel that making Newbourne road safer for cyclists would be a better option with less impact on the countryside.</p>	Objection noted.
IF33	Taylor Wimpey East Anglia (Sir/Madam)	758		<p><b>Cycling and Walking Strategy</b></p> <p>Brightwell Lakes is identified within the “Ipswich to Melton Key Corridor” and a number of the recommendations within the Cycling and Walking Strategy relate to existing connections in this part of East Suffolk. Of particular relevance is the following:</p> <ul style="list-style-type: none"> <li>• IF33 Ipswich Road (High Priority): this is described as an opportunity to establish a route between Felixstowe and Martlesham via the permitted Brightwell Lakes development. The route broadly follows the orientation of the Brightwell Lakes Spine</li> </ul>	Comment noted.

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				Road and the connection to Ipswich Road through the SANG valley.	
IF34	Lesley Vince	347	No	<p>Martlesham woods (Birch Woods) I believe to be the property of MHHL and should not be subject to radical change by another organisation.</p> <p>the woods have an important habitat for wildlife.</p> <p>a cycle/pedestrian route would dramatically change this habitat. We should be preserving not losing such woodland.</p> <p>the woodland is important from a climate point of view in particular as a carbon sink</p> <p>The advantages of a slightly shorter cycle ride in this area are minimal in comparison to the loss of habitat/habitat changes.</p>	Comment is not relevant to this recommendation; comment relates to recommendation IM12, and has been responded to via Comment ID 331.
IF35	Lesley Vince	348	No	<p>Martlesham woods (Birch Woods) I believe to be the property of MHHL and should not be subject to radical change by another organisation.</p> <p>the woods have an important habitat for wildlife.</p> <p>a cycle/pedestrian route would dramatically change this habitat. We should be preserving not losing such woodland.</p> <p>the woodland is important from a climate point of view in particular as a carbon sink</p> <p>The advantages of a slightly shorter cycle ride in this</p>	Comment is not relevant to this recommendation; comment relates to recommendation IM12, and has been responded to via Comment ID 331.



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				area are minimal in comparison to the loss of habitat/habitat changes.	
3.25 - 3.27	Andy Bird	121	Yes	<ul style="list-style-type: none"> <li>F115 high value route</li> </ul>	Support noted.
3.25 - 3.27	Andy Smith	794		<p>Many of the routes proposed are welcome.</p> <p>However, much greater attention should be paid to the issues of potential new conflicts, as per comment to</p>	Comment noted.
3.25 - 3.27	Felixstowe Town Council (Ash Tadjrishi)	936		<p><b>Separate note re access to golf course wall from Clifflands</b></p> <p>Approximately 15 years ago, there were negotiations between the Golf Club, SCC PROW and FTC around the Club's safety concerns on the 2 historic footpaths crossing the course. (FP1 &amp; FP11 Northern section) It was envisaged that they be re-routed via a new ramp provided by the club, on their land northward from the top of the steps to the sea wall path, an excellent new facility. However, those negotiations sadly ended without agreement. It was raised again during the debate on the recent Golf Club planning application, but with a similar result. There is clearly both a logical need and an opportunity currently to re-visit this - if dealt with urgently with the backing of the Cycling &amp; Walking group.</p>	Comment noted.
3.25 - 3.27	Trimley St Mary Parish Council (Debra Cooper)	874		In general, it would make sense to review the scoring associated with all requests made along the Trimley High road as one consolidated request and consider a suitable range of interventions to address various issues as one integrated solution. The Key Corridor Recommendations provided above do seem to have done this, so perhaps the Community Comments Assessments could reference where they	Comment noted.

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				have contributed to the Key Corridor Recommendation?	
F1	Andy Smith	795		All of these elements affecting the High Road West / High Street should be re-examined carefully in the light of feasibility reference conflicts, as above	<p>The views, advice and local information provided by the communities of East Suffolk have been invaluable in being able to refine the recommendations of the East Suffolk Cycling and Walking Strategy and bring forward improvements likely to be effective in improving the safety, convenience, connectivity, and completeness of the active travel infrastructure offer in key locations of the district.</p> <p>All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety and functionality of the local movement networks and the value for money in terms of the costs and benefits of delivering such a scheme.</p>
F1	Felixstowe Town Council (Ash Tadjrishi)	924		<p>For the section within the Felixstowe Parish boundary, we strongly support this principle, subject to recognition of the conflicts identified - in particular, parking for shops.</p> <p>We agree with Trimley St. Mary Parish Council that this recommendation should not stop at Church Lane but continue to the Howlett Way roundabout.</p>	<p>The views, advice and local information provided by the communities of East Suffolk have been invaluable in being able to refine the recommendations of the East Suffolk Cycling and Walking Strategy and bring forward improvements likely to be effective in improving the safety, convenience, connectivity, and completeness of the active travel infrastructure offer in key locations of the district.</p> <p>All of the recommended improvements included in the Strategy are done so on the basis that when carried</p>

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					<p>forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety and functionality of the local movement networks and the value for money in terms of the costs and benefits of delivering such a scheme.</p>
F1	Martyn Shakespeare	522	Yes	<p>Unfortunately car drivers often park in the existing cycle markings on this road (especially outside the shops). Not sure what can be done about this.</p>	<p>The views, advice and local information provided by the communities of East Suffolk have been invaluable in being able to refine the recommendations of the East Suffolk Cycling and Walking Strategy and bring forward improvements likely to be effective in improving the safety, convenience, connectivity, and completeness of the active travel infrastructure offer in key locations of the district.</p> <p>All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety and functionality of the local movement networks and the value for money in terms of the costs and benefits of delivering such a scheme.</p> <p>In some locations, the existing physical constraints may mean retrofitting active travel infrastructure is either is not possible to be delivered to as high a standard as we</p>

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					would aspire to or not possible at all. This may mean some schemes are unable to be brought forward.
F1	Trimley St Mary Parish Council (Debra Cooper)	298	Yes	This has to be the highest priority given its proximity to the High School, new development nearby and the obvious current dangers. This recommendation should not stop at Church Lane but continue to the Howlett Way roundabout.	<p>Support noted. The views, advice and local information provided by the communities of East Suffolk have been invaluable in being able to refine the recommendations of the East Suffolk Cycling and Walking Strategy and bring forward improvements likely to be effective in improving the safety, convenience, connectivity, and completeness of the active travel infrastructure offer in key locations of the district.</p> <p>All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety and functionality of the local movement networks and the value for money in terms of the costs and benefits of delivering such a scheme.</p>
F2	Anonymous	279	Yes	I agree this is a difficult problem . However we need to prioritise cycling as I am not sure how many will go on the much longer "off road" routes suggested. There is spaces for some cycle ways ,on the main road even if intermittent. Consideration need to be given so that this is not the default route when the A14 is closed .	<p>The views, advice and local information provided by the communities of East Suffolk have been invaluable in being able to refine the recommendations of the East Suffolk Cycling and Walking Strategy and bring forward improvements likely to be effective in improving the safety, convenience, connectivity, and completeness of the active travel infrastructure offer in key locations of the district.</p> <p>All of the recommended improvements included in the Strategy are done so on the basis that when carried</p>

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					forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety and functionality of the local movement networks and the value for money in terms of the costs and benefits of delivering such a scheme.
F2	Felixstowe Town Council (Ash Tadjrishi)	928		NB This is incorrectly titled - it refers to High Road (Trimley) should be corrected. No other comment from FTC	Comment has been noted.
F3	Andy Smith	796		All of these elements affecting the High Road West / High Street should be re-examined carefully in the light of feasibility reference conflicts, as above	Comment noted. This recommendation has been removed.
F3	Felixstowe Town Council (Ash Tadjrishi)	929		Support these plans for shared paths, which are a key element in giving cyclists space, safety and clarity – therefore attracting more people to cycle (instead of driving). Vehicle access retained. There is some confusion between "High Road", "High Road West" and "High Street". F2 is actually in Trimley, despite being called "High Road West", which is a road in Felixstowe.	Comment noted. This recommendation has been removed.
F4	Andy Smith	797		All of these elements affecting the High Road West / High Street should be re-examined carefully in the light of feasibility reference conflicts, as above	The views, advice and local information provided by the communities of East Suffolk have been invaluable in being able to refine the recommendations of the East Suffolk Cycling and Walking Strategy and bring forward improvements likely to be effective in improving the safety, convenience, connectivity, and completeness of the active travel infrastructure offer in key locations of the district.  All of the recommended improvements included in the

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					<p>Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety and functionality of the local movement networks and the value for money in terms of the costs and benefits of delivering such a scheme.</p> <p>In some locations, the existing physical constraints may mean retrofitting active travel infrastructure is either not possible to be delivered to as high a standard as we would aspire to or not possible at all. This may mean some schemes are unable to be brought forward.</p>
F4	Felixstowe Town Council (Ash Tadjrishi)	930		<p>Support these plans for shared paths, which are a key element in giving cyclists space, safety and clarity – therefore attracting more people to cycle (instead of driving). Vehicle access retained.</p> <p>While desirable from a Cycling perspective, it is doubtful whether it is deliverable, considering both pedestrian and traffic safety.</p> <p>Between Recreation Lane and opposite Seaton Road, the street as a whole is narrow, both footpaths and the road itself. There would appear to be little opportunity to provide a shared path safe while retaining safety for pedestrians and road traffic, even with realignments.</p>	<p>Comment noted. All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme. In some locations, the existing physical constraints may mean retrofitting active travel infrastructure is either not possible to be delivered to as high a standard as we would aspire to or not possible at all. This may mean some schemes are unable to be brought forward.</p>

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				See also comment in F124 ref duplicate path south side Seaton Rd to lights.	
F4	Seamus Bennett	200	Yes	Fully support this. Difficult but advantages are significant.	Support noted.
F5	Andy Smith	798		All of these elements affecting the High Road West / High Street should be re-examined carefully in the light of feasibility reference conflicts, as above	<p>The views, advice and local information provided by the communities of East Suffolk have been invaluable in being able to refine the recommendations of the East Suffolk Cycling and Walking Strategy and bring forward improvements likely to be effective in improving the safety, convenience, connectivity, and completeness of the active travel infrastructure offer in key locations of the district.</p> <p>All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety and functionality of the local movement networks and the value for money in terms of the costs and benefits of delivering such a scheme.</p> <p>In some locations, the existing physical constraints may mean retrofitting active travel infrastructure is either not possible to be delivered to as high a standard as we would aspire to or not possible at all. This may mean some schemes are unable to be brought forward.</p>
F5	Felixstowe Town Council (Ash Tadjrishi)	931		This section between important traffic junctions at Garrison Lane and Beatrice Avenue is by far the most heavily trafficked in the town. The need for provision	The views, advice and local information provided by the communities of East Suffolk have been invaluable in being able to refine the recommendations of the East

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				<p>of safe right turn lanes at Garrison Lane, Springfield Road and Railway approach, in addition to a very busy access to the petrol station, and the protected emergency access to the fire and police stations should not be prejudiced.</p> <p>A narrowing of the Springfield Road junction could only increase potential safety issues with inbound and outbound traffic in conflict on this busy stretch, with several distractions for drivers at that location, which interacts with, but is not controlled by, the traffic signals at Station Approach.</p> <p>It cannot benefit the community if aspirations for safe cycling routes create other safety issues and likely resentment by large sections of the public.</p> <p>Any detailed proposal for this area should demonstrate clearly that the above can be resolved and be subject to wide consultation when a detailed proposal is available for scrutiny.</p> <p>A safe cycle and walking route is also desperately needed between Hamilton Road/Town Centre, the railway station and the new North Felixstowe Garden Neighbourhood 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,</p>	<p>Suffolk Cycling and Walking Strategy and bring forward improvements likely to be effective in improving the safety, convenience, connectivity, and completeness of the active travel infrastructure offer in key locations of the district.</p> <p>All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety and functionality of the local movement networks and the value for money in terms of the costs and benefits of delivering such a scheme.</p> <p>In some locations, the existing physical constraints may mean retrofitting active travel infrastructure is either not possible to be delivered to as high a standard as we would aspire to or not possible at all. This may mean some schemes are unable to be brought forward.</p>



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				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.	
F5	Seamus Bennett	201	Yes	again fully support this - vital change with big advantages.	Support noted.
F6	Felixstowe Town Council (Ash Tadjrishi)	932		Agree this is very high priority and despite the high vehicle traffic levels is already much used by (the braver!) cyclists. Imagine how much use it would get, and pollution, noise, road wear and tear it would save if properly segregated along its whole length. Therefore, we would request a 'ribbed' delineation of the cycle lane, plus a coloured surface treatment, to discourage encroachment by vehicles.	<p>The views, advice and local information provided by the communities of East Suffolk have been invaluable in being able to refine the recommendations of the East Suffolk Cycling and Walking Strategy and bring forward improvements likely to be effective in improving the safety, convenience, connectivity, and completeness of the active travel infrastructure offer in key locations of the district.</p> <p>All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety and functionality of the local movement networks and the value for money in terms of the costs and benefits of delivering such a scheme.</p>
F6	Seamus Bennett	143	Yes	agree this is very high priority and despite the high vehicle traffic levels is already much used by (the braver!) cyclists. Imagine how much use it would get, and pollution, noise, road wear and tear it would	The views, advice and local information provided by the communities of East Suffolk have been invaluable in being able to refine the recommendations of the East Suffolk Cycling and Walking Strategy and bring forward

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				<p>save if properly segregated along its whole length. Therefore 'bollards' (or similar) as used along parts of the bypass in Ipswich should be introduced, possibly on a trial basis. this would still comfortably allow two lines of vehicle traffic. Yes, it might be 'challenging' in the face of some HRE residents (I live on HRE and would welcome it) but the potential gains are great. This is the kind of move we need to make significant modal shift, with all its advantages, a reality.</p>	<p>improvements likely to be effective in improving the safety, convenience, connectivity, and completeness of the active travel infrastructure offer in key locations of the district.</p> <p>All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety and functionality of the local movement networks and the value for money in terms of the costs and benefits of delivering such a scheme.</p>
F7	Felixstowe Town Council (Ash Tadjrishi)	933		<p>The precise alignment of FP47 is not clear on several maps. Our understanding is that FP47 is along the promenade above the sea wall. This needs to be made clear.</p> <p>This is welcomed in principle.                      FP47 (on sea wall Brackenbury to Dip) is already classified Bridleway on the Ordnance Survey 1:25K map, but not on the SCC Definitive Map, and should be signed also for cycling, including the existing ramped access down to the sea wall promenade opposite Cliff Court.                      FP11 is also mentioned and shown as F115.                      However, as per the map the northern fragment from the sea wall to Ferry Road below the Club House is not appropriate for enhancement, which should be made clear.</p>	<p>Comment has been noted.</p>

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				N B the map is incorrectly annotated at Brackenbury as "Clifflands Park". That area is known as Brackenbury, but "Clifflands " refers to the northern area adjacent to the Golf Club	
F8	Andy Smith	801		<p>This is on the line of the original old path continuing Elmcroft Way straight through Cliff Estate to Ferry Road (north). Currently "No Cycling" ! it is app 2m all the way.</p> <p>I support the proposal for improvement, but strongly request that it be re-classified for shared cycling use, despite beign slightly narrower than the "preferred" style.</p>	This recommendation has been removed from the Strategy.
F8	Felixstowe Town Council (Ash Tadjrishi)	938		<p>This is part of FTC submission ref W6B in our original submission</p> <p>It is on the line of the original old path continuing Elmcroft Way straight through Cliff Estate to Ferry Road (north). Currently "No Cycling" it is approximately 2m width along its length.</p> <p>We support the proposal for improvement, but request that it be re-classified for shared cycling use, as per Note B to this submission</p>	This recommendation has been removed from the Strategy.
F8	Felixstowe Town Council (Ash Tadjrishi)	944		<p>F8</p> <p>National and Local Coastal pedestrian Paths.</p> <p>Designated and signed long distance walking paths are an increasingly important element in encouraging walking for promoting tourism, for leisure and for health.</p>	F8 has been removed from the Strategy.

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				<p>It follows therefore that any Cycling and Walking Strategy, at County, District or local level should have as a core element the recognition, promotion and mapping of relevant paths, and a Strategy Objective to expedite their use both in their own right and for local routes to link to and use them wherever that can be achieved.</p> <p>In Felixstowe (and the whole Orwell North bank) we have:</p> <ol style="list-style-type: none"> <li>1) The long standing <a href="#">Stour and Orwell Estuaries Walk</a>.</li> <li>2) <a href="#">The Suffolk Coast Path</a></li> <li>3) And in the final stages of Parliamentary approval, 2 sections of the National Coast Path <a href="#">Shotley Gate to Felixstowe Ferry</a> <a href="#">Felixstowe Ferry to Bawdsey</a></li> </ol> <p>Further details of the National Coast Path can be obtained from Natural England</p> <p>We strongly request that these are classified and mapped as part of the ESC Strategy, and that the final Strategy expedites and overtly recognises those, including local signage.</p> <p>Relevant proposals include, but certainly not limited to those below, however we have not individually detailed the many seafront links to the Suffolk Coast Path and the National Coast Path</p> <p>Proposals F8</p>	

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				F9 F40 F95 F113 Objectives 2 Policy Context	
F8	Felixstowe Town Council (Ash Tadjrishi)	956		<p>NOTE B</p> <p>Rigid adherence to 3m minimum width for shared cycling / pedestrian paths.</p> <p>FTC suggest that there are a number of instances where long standing off-highway footways in urban areas, usually designed to be c. 2m in width are a resource suitable in certain cases for shared use. Specifically, these are typically relatively short individual lengths, used almost entirely by local people as everyday desire lines, and hence familiar to the great majority of users, with relatively low usage volumes either by existing pedestrian users or, importantly, potential cycling users. Hence the shared use would appear to present a low risk to shared uses.</p> <p>We believe these are a wasted resource, capable of providing “quick wins” at low cost to create Improved cycling opportunities. We would request this criterion be relaxed in appropriate locations. We suggest this approach is substantiated in the following paragraph from DfT Local Transport Note 1/12, particularly the phrase “preferred” minimum, thus: Paragraph 7.34</p>	F8 has been removed from the Strategy.

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				<p>A width of 3 metres should generally be regarded as the preferred minimum on an unsegregated route, although in areas with few cyclists or pedestrians a narrower route might suffice. Where a significant amount of two-way cycling is expected, additional width could be required. However, the need here for additional width is not clear cut, because the absence of segregation gives cyclists greater freedom to pass other cyclists. It might therefore depend on user flows.</p> <p>Proposals include F8 F104 F108</p>	
F9	Andy Smith	802		<p>F9 from Christmas Yard Woods, and then onwards to Nacton Shore and beyond forms part of the National Coastal Path and the AONB Stour &amp; Orwell Walk. This should be recognised and the route designed accordingly for pedestrians only.</p>	<p>Comment noted. This route includes parallel bridleways and footpaths, with improvements relating to the bridleway, which already permits cycling and walking. All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety and functionality of the local movement networks and the value for money in terms of the costs and benefits of delivering such a scheme. The assessment of improvements in sensitive locations for wildlife impacts will include appropriate assessment.</p>

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F9	Felixstowe Town Council (Ash Tadjrishi)	939		F9 from Christmas Yard Woods, and then onwards to Nacton Shore and beyond forms part of the National Coastal Path and the AONB Stour & Orwell Walk. This should be recognised, and the route designed accordingly for pedestrians only. See Note A The additional loop for a local Circular Walk is supported, subject to the conservation caveats quoted, which also apply to F113	This route includes parallel footpaths and bridleways; the recommended improvement relates to the bridleway, where cycling and horse riding are already permitted. All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety and functionality of the local movement networks and the value for money in terms of the costs and benefits of delivering such a scheme. The assessment of improvements in sensitive locations for wildlife impacts will include appropriate assessment.
F9	Felixstowe Town Council (Ash Tadjrishi)	946		<p>National and Local Coastal pedestrian Paths.</p> <p>Designated and signed long distance walking paths are an increasingly important element in encouraging walking for promoting tourism, for leisure and for health.</p> <p>It follows therefore that any Cycling and Walking Strategy, at County, District or local level should have as a core element the recognition, promotion and mapping of relevant paths, and a Strategy Objective to expedite their use both in their own right and for local routes to link to and use them wherever that can be achieved.</p> <p>In Felixstowe (and the whole Orwell North bank) we have:</p>	<p>Comment noted. The views, advice and local information provided by the communities of East Suffolk have been invaluable in being able to refine the recommendations of the East Suffolk Cycling and Walking Strategy and bring forward improvements likely to be effective in improving the safety, convenience, connectivity, and completeness of the active travel infrastructure offer in key locations of the district.</p> <p>All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety and functionality of the</p>

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				<p>1) The long standing <a href="#">Stour and Orwell Estuaries Walk</a>.</p> <p>2) <a href="#">The Suffolk Coast Path</a></p> <p>3) And in the final stages of Parliamentary approval, 2 sections of the National Coast Path</p> <p><a href="#">Shotley Gate to Felixstowe Ferry</a></p> <p><a href="#">Felixstowe Ferry to Bawdsey</a></p> <p>Further details of the National Coast Path can be obtained from Natural England</p> <p>We strongly request that these are classified and mapped as part of the ESC Strategy, and that the final Strategy expedites and overtly recognises those, including local signage.</p> <p>Relevant proposals include, but certainly not limited to those below, however we have not individually detailed the many seafront links to the Suffolk Coast Path and the National Coast Path</p> <p>Proposals</p> <p>F8</p> <p>F9</p> <p>F40</p> <p>F95</p> <p>F113</p> <p>Objectives</p> <p>2 Policy Context</p>	<p>local movement networks and the value for money in terms of the costs and benefits of delivering such a scheme. The assessment of improvements in sensitive locations for wildlife impacts will include appropriate assessment.</p>
F9	Isobel Fleming	82	No	<p>There is already a bridleway through the Trimley Marshes Nature Reserve which is well used by horseriders and cyclists, in addition to the footpath</p>	<p>Comment noted. As covered in the recommendation, F9 is intended as a leisure route (not intended for commuting purposes) and therefore facilitating faster</p>



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				<p>only along the sea wall. The surfacing is suited to the area and is perfectly adequate for both cyclists and horseriders and should not be replaced to make it suitable for faster cycling - in many places the surface requires riders to merely walk through the Reserve, and this should be kept as the status quo.. There is no impact from horseriding on the nesting birds.</p>	<p>cycling speeds is not the intention of improvements. All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety and functionality of the local movement networks and the value for money in terms of the costs and benefits of delivering such a scheme. The assessment of improvements in sensitive locations for wildlife impacts will include appropriate assessment.</p>
F9	Peter Franklin	163	No	<p>There should be cycling access all the way from Trimley Marshes all the way along the River Orwell riverside footpath. This is a fantastic leisure cycle route, providing access to the beautiful and varied areas along the river that just wouldn't be possible to see in one trip if walking for say a couple of hours.</p> <p>Whilst in some places the track is narrow, it is perfectly possible for cyclists and pedestrians to pass each other if care is taken and cyclists stop. In my experience this has always worked well.</p> <p>I cannot believe that cycling would be any more disruptive to ground nesting birds than walking, if using the track. In fact cyclists are more likely to stick to the track than walkers.</p> <p>This is one of my favourite cycling routes in the area precisely because it's nowhere near roads and</p>	Support noted.

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				I therefore feel safer; plus benefitting from the great views and a good couple of hours of exercise.	
F9	Trinity College, Cambridge (Sir/Madam)	1070		<p>Please include the following comments as a response to your consultation on the draft Walking and Cycling Strategy, on behalf of Trinity College Cambridge. I made comments through the consultation portal earlier today regarding the Howlett Way site allocation in Trimley St Martin but was not able to submit these additional comments through the Portal in time.</p> <p>We would welcome a meeting to discuss the detail of the proposals affecting the College’s landholdings at the Trimley Estate before the Walking and Cycling Strategy is published, as highlighted in the comments below.</p> <p><b>Proposals relevant to the wider Trimley Estate, owned and controlled by Trinity College Cambridge (including recommendations F9, IF22, IF24, F10, F36, F113, F38)</b></p> <p>The College commends the efforts made by the Council to enhance walking and cycling infrastructure provision across the District and looks forward to working with it to deliver shared aspirations in this regard where possible on land owned by the College, especially as part of emerging development projects.</p> <p>We broadly support the proposals affecting the Trimley Estate, referenced above, subject to detailed exploration of feasibility, viability and agreement of</p>	<p>Support noted. The views, advice and local information provided by the communities of East Suffolk have been invaluable in being able to refine the recommendations of the East Suffolk Cycling and Walking Strategy and bring forward improvements likely to be effective in improving the safety, convenience, connectivity, and completeness of the active travel infrastructure offer in key locations of the district.</p> <p>All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety and functionality of the local movement networks and the value for money in terms of the costs and benefits of delivering such a scheme. The assessment of improvements in sensitive locations for wildlife impacts will include appropriate assessment.</p>

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				<p>details as part of future masterplanning and planning application processes. We would welcome direct engagement with the Council before the final Walking and Cycling Strategy is published to discuss and explore the opportunities across the Estate in more detail. The delivery and funding of proposals requiring significant new infrastructure, such as hard surfaced routes and lighting and signage, would need to be subject to further discussion.</p> <p>We would highlight the importance of ensuring that lighting, signage and other infrastructure associated with new walking and cycling routes is designed in a manner that is sensitive to the rural or semi-rural environment of the many of the locations proposed. Overly engineered solutions should be avoided where possible to protect the special character of the area. This will require creative thought by developers and the District and County Council in fulfilling their roles as planning and highways authorities respectively.</p>	
F10	Isobel Fleming	84	No	<p>Any modifications to allow cycling and walking along this proposed route must also provide for the needs of horseriders who use this area extensively owing to the location of a livery yard. Any upgrading should be made to a bridleway or Byeway with adequate provision of surface and safe access. It seems the needs of horseriders has been totally disregarded throughout this whole plan, even down to the document's name " Cycling and Walking". This is a rural area at present, although being decimated by huge building schemes, which</p>	<p>The views, advice and local information provided by the communities of East Suffolk have been invaluable in being able to refine the recommendations of the East Suffolk Cycling and Walking Strategy and bring forward improvements likely to be effective in improving the safety, convenience, connectivity, and completeness of the active travel infrastructure offer in key locations of the district.</p> <p>All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they</p>

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				makes it even more important that the safety of horses and their riders is paramount in any planning.	<p>will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety and functionality of the local movement networks and the value for money in terms of the costs and benefits of delivering such a scheme. The assessment of improvements in sensitive locations for wildlife impacts will include appropriate assessment.</p> <p>It is intended that in locations that are appropriate and of relevant routing for horse-riding, the infrastructure design will reflect this through all-user design.</p>
F10	Pigeon Investment Management Ltd (Fillmore, Andrew)	1062		We generally support the proposals in relation F32. In particular, the section between Goslings Farm track and Grimston Lane. We also support the section of F10 that would provide a link between F32 and F11.	Support for this recommendation is noted.
F10	Trinity College, Cambridge (Sir/Madam)	1073		<p>Please include the following comments as a response to your consultation on the draft Walking and Cycling Strategy, on behalf of Trinity College Cambridge. I made comments through the consultation portal earlier today regarding the Howlett Way site allocation in Trimley St Martin but was not able to submit these additional comments through the Portal in time.</p> <p>We would welcome a meeting to discuss the detail of the proposals affecting the College's landholdings at the Trimley Estate before the Walking and Cycling Strategy is published, as highlighted in the comments below.</p>	Support noted. All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety and functionality of the local movement networks and the value for money in terms of the costs and benefits of delivering such a scheme. The assessment of improvements in sensitive locations for wildlife impacts will include appropriate assessment.

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				<p><b>Proposals relevant to the wider Trimley Estate, owned and controlled by Trinity College Cambridge (including recommendations F9, IF22, IF24, F10, F36, F113, F38)</b></p> <p>The College commends the efforts made by the Council to enhance walking and cycling infrastructure provision across the District and looks forward to working with it to deliver shared aspirations in this regard where possible on land owned by the College, especially as part of emerging development projects.</p> <p>We broadly support the proposals affecting the Trimley Estate, referenced above, subject to detailed exploration of feasibility, viability and agreement of details as part of future masterplanning and planning application processes. We would welcome direct engagement with the Council before the final Walking and Cycling Strategy is published to discuss and explore the opportunities across the Estate in more detail. The delivery and funding of proposals requiring significant new infrastructure, such as hard surfaced routes and lighting and signage, would need to be subject to further discussion.</p> <p>We would highlight the importance of ensuring that lighting, signage and other infrastructure associated with new walking and cycling routes is designed in a manner that is sensitive to the rural or semi-rural environment of the many of the locations proposed. Overly engineered solutions should be avoided</p>	

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				where possible to protect the special character of the area. This will require creative thought by developers and the District and County Council in fulfilling their roles as planning and highways authorities respectively.	
F11	Pigeon Investment Management Ltd (Fillmore, Andrew)	1069		We generally support the Council's aspiration to create a route along the western edge of the Trimley villages that will encourage walking and cycling. The Pigeon scheme has been designed to allow for the retention and continued use of Footpath 31/Footpath 4, which will be retained as part of a green corridor through the Pigeon scheme, thereby providing for connectivity with F11.	Support for this recommendation has been noted.
F12	Pigeon Investment Management Ltd (Fillmore, Andrew)	1077		This recommendation is noted.	This recommendation has been removed.
F13	Pigeon Investment Management Ltd (Fillmore, Andrew)	1078		<p>FP13 includes two parts: an east-west connection and north-south connection. The east-west section could be accommodated within the Pigeon scheme.</p> <p>However, any improvements to the surface of the east-west section of F13 should be carried out by the Council as part of the wider improvements to Footpath 31 (F11).</p> <p>In respect of the north-south connection, this appears to follow the alignment of the primary street that will be created as part of the Pigeon scheme. Whilst we support the creation of this link, which will provide pedestrian and cycle connectivity with the new school, the alignment of the primary</p>	Support noted. Recommendations relating to this site allocation have been amended.

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				<p>street is indicative at this stage so the alignment of the north-south element of F13 will need to follow the approved road alignment.</p> <p>F13 refers to the creation of a link with Gun Lane. However, the Council’s mapping shows this section as F14 - please see our comments to F14 below in respect of this part of the corridor recommendation.</p>	
F14	Alison Vickers	578	Yes	<p>We agree that this route should be given a very high priority because of the reasons listed. However, please could the improvements continue along Gun Lane to the High Road. This is only a few extra feet of track and would be so useful to people living around the Gun Lane area.</p>	<p>Support noted. Recommendations relating to this site allocation have been amended.</p>
F14	Pigeon Investment Management Ltd (Fillmore, Andrew)	1079		<p>F14 includes two elements: a section along Gun Lane and a section through the Pigeon scheme. We generally support the proposed section through the Pigeon scheme, which makes provision for cycle and pedestrian links between Gun Lane and the primary street (F13) and proposed primary school site. The Pigeon scheme also provides for a financial contribution towards improvements to Gun Lane between the site and High Road, which we note is omitted from the draft walking and cycling strategy map.</p> <p>However, in respect of the section of F14 along Gun Lane, we note that any benefits associated with this improvement are largely dependent on improvements to the existing PROWs to the south of the railway line. As such, we would suggest that any improvements to Gun Lane (southwest of the Pigeon</p>	<p>The recommendations relating to this site allocation have been amended.</p>

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				scheme) would need to be brought forward as part of a wider set of improvements, including those south of the railway line.	
F16	Pigeon Investment Management Ltd (Fillmore, Andrew)	1059		As per our response to the community recommendations above, the Pigeon scheme includes the provision of a series of off-site highway improvements that will be secured via planning condition. These works will include the provision of new cycle/footway infrastructure and improvements to the existing refuge islands at the roundabout that forms the junction between High Road and Howlett Way.	Comment noted.
F18	Pigeon Investment Management Ltd (Fillmore, Andrew)	1060		The Pigeon scheme makes provision for this route to be retained as part of the scheme. It should be noted, that the western part of F18 is proposed to be retained as within an area of green amenity space. As such, the walking and cycling strategy should allow for appropriate surface treatments between these two respective parts. i.e. it should allow for the western section to be retained as an informal path, rather than a sealed surface.	Comment noted.
F19	Trimley St Martin Parish Council, (Caroline Ley)	311	Yes	<i>This route has been marked as high priority. Trimley St Martin Parish Council considers that, like F20, it should be very high priority because of the link to F26 and underpass to Candlet Track.</i>	This recommendation has been removed from the Strategy.
F22	Trimley St Mary Parish Council (Debra Cooper)	873	Yes	F22 AGREE with Recommendation (Church Lane) This road is even narrower than Thurmans Lane and with steep banks either side offers no refuge at all along a significant proportion of its length for pedestrians or cyclists should they meet any traffic. This route is only viable in conjunction with the planned development on Howlet Way, and even then offers limited scope and opportunity.	Support noted.



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F24	Trimley St Martin Parish Council, (Caroline Ley)	310	Yes	<i>F24 – This is described in the text as remaining as it follows a route through trees. Trimley St Martin Parish Council comment that this would not be suitable for cyclists due to soil erosion and subsequent protrusion of tree roots and generally uneven ground.</i>	Comment noted. All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety and functionality of the local movement networks and the value for money in terms of the costs and benefits of delivering such a scheme.
F25	British Horse Society (Lynda Warth)	670		<p>The information above is to support the principle and some of the detail of the need to include equestrians in the LCWIP project and to protect the amenity of the bridleway network for equestrians since that is the only network available to them.</p> <p>I am conscious that I have not addressed the question of the actual routes included in the consultation. I cannot provide this information as I do not know the area well enough. This information needs to be provided by local horse riders however, due to the lack of BHS Access Officers in Suffolk, it may well take time to collate. Caroline and I would appreciate guidance on which information you require as a priority.</p> <p>However, the following boxes in the consultation do raise concern because they all refer to bridleways and potential ‘improvements’ or ‘resurfacing’ to the path surface, ostensibly for the benefit of cyclists. Care must be taken to ensure that any changes do not discriminate against the intended</p>	<p>The views, advice and local information provided by the communities of East Suffolk have been invaluable in being able to refine the recommendations of the East Suffolk Cycling and Walking Strategy and bring forward improvements likely to be effective in improving the safety, convenience, connectivity, and completeness of the active travel infrastructure offer in key locations of the district.</p> <p>All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety and functionality of the local movement networks and the value for money in terms of the costs and benefits of delivering such a scheme. The assessment of improvements in sensitive locations for wildlife impacts will include appropriate assessment. It is intended that in locations that are</p>

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				<p>bridleway user – equestrians - and that shared use does not result in the displacement or reduction in amenity of existing users – this includes the allocation of path width for a hard top path to enable cyclists to ride side by side whilst reducing the same social amenity for horse riders.</p> <p>The term ‘improvement’ has been challenged in Court.</p> <p>Section 62 (2) of the Highways Act 1980 gives Local Highway Authorities a power to carry out works to improve highways.</p> <p>The Court of Appeal in the case of Cowen –v- Secretary of State for the Department of Environment Transport and the Regions (1999) 3PLR108 concluded that if the construction of a hard surface changes the character of a way it goes beyond ‘improvement’.</p> <p>It will always be a matter of fact that tarmacing a bridleway will change its character. When deciding to tarmac a bridleway, the highway authority should take safety implications and the enjoyment of current users, including riders, into consideration.</p> <p>Improvements to a bridleway must make the way easier, safer, or more enjoyable its users, enhancing its suitability for use. Any works to a bridleway which detract from its suitability might not be a proper exercise of the highway authority’s power to improve a highway.</p>	<p>appropriate and of relevant routing for horse-riding, the infrastructure design will reflect this through all-user design.</p>

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				<p>Any changes to crossings which are proposed to link new routes must be multi user including equestrians. Any barrier along a route renders the whole route useless. All routes need to be RSA assessed from the outset to ensure they are not delivered and then discovered not to be suitable for equestrians.</p> <p>Care needs to be taken in the use of the Strava information – this is not a valid NMU representative group. Also, as we mentioned, the Strava purportedly cycling information, may well be distorted by equestrians who use the app but without the opportunity to register as horse riders rather than cyclists.</p>	
F25	Jayne Smith-Howell	162		<p>When considering the surface for Bridleways 5 and 10 leading to the Candlet Track, and the Candlet Track which is also a bridleway it is suitable for equestrian use.</p>	<p>Comment noted. All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety and functionality of the local movement networks and the value for money in terms of the costs and benefits of delivering such a scheme. The assessment of improvements in sensitive locations for wildlife impacts will include appropriate assessment. It is intended that in locations that are appropriate and of relevant routing for horse-riding, the infrastructure design will reflect this through all-user design.</p>

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F26	Martyn Shakespeare	521	Yes	Useful	Support noted.
F26	Trimley St Mary Parish Council (Debra Cooper)	301	No	There is a recognised need to provide a facility for pedestrians along the length of Thurmans Lane. This need will only grow with additional housing on the Mill Farm development and also Howlett Way. As a minimum, pedestrian shelters should be provided to allow safe passing of pedestrians and vehicles.	Comment noted.
F27	Trimley St Mary Parish Council (Debra Cooper)	300	Yes	There should be a footpath/cycle path across St Marys Green and parallel to the fence where an existing footpath is visible by wear. Passive footpath provision should be made for a pedestrian/cycling pathway to be available along part of the village green where it fringes or is part of nearby development land. It would be a good idea to link with the bridleway on to 'Mill Farm new estate.'	Comment noted.
F29	Trimley St Mary Parish Council (Debra Cooper)	299	Yes	AGREE with Recommendation (Faulkeners Way)	Support noted.
F30	Felixstowe Town Council (Ash Tadjrishi)	941	Yes	Support.	Support noted.
F30	Trinity College, Cambridge (Sir/Madam)	1067		<p>Please include the following comments as a response to your consultation on the draft Walking and Cycling Strategy, on behalf of Trinity College Cambridge. I made comments through the consultation portal earlier today regarding the Howlett Way site allocation in Trimley St Martin but was not able to submit these additional comments through the Portal in time.</p> <p>We would welcome a meeting to discuss the detail of the proposals affecting the College's landholdings</p>	Support noted. All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme. The

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				<p>at the Trimley Estate before the Walking and Cycling Strategy is published, as highlighted in the comments below.</p> <p><b>Proposals relevant to North Felixstowe Garden Neighbourhood (recommendations F49, F45, F46, F30, F51)</b></p> <p>Trinity College owns and controls land at the western end of the North Felixstowe Garden Neighbourhood allocation and is working with the Council and other stakeholders to bring it forward for development in due course.</p> <p>The College commends the efforts made by the Council to enhance walking and cycling infrastructure provision across the District and looks forward to working with it to deliver shared aspirations in this regard where possible on land owned by the College, especially as part of emerging development projects.</p> <p>We broadly support the proposals associated with the North Felixstowe Garden Neighbourhood allocation, referenced above, subject to detailed exploration of feasibility, viability and agreement of details as part of the masterplanning and planning application processes. We would welcome direct engagement with the Council before the final Walking and Cycling Strategy is published to discuss and explore the opportunities across North Felixstowe Garden Neighbourhood site and the College's land holdings more generally in detail.</p>	<p>assessment of improvements in sensitive locations for wildlife impacts will include appropriate assessment. It is intended that in locations that are appropriate and of relevant routing for horse-riding, the infrastructure design will reflect this through all-user design.</p>

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				We would highlight the importance of ensuring that lighting, signage and other infrastructure associated with new walking and cycling routes developed in East Suffolk, and in Felixstowe and the Trimley villages in particular, is designed in a manner that is sensitive to the rural or semi-rural environment of the many of the locations proposed. Overly engineered solutions should be avoided where possible to protect the special character of the area. This will require creative thought by developers and the District and County Council in fulfilling their roles as planning and highways authorities respectively.	
F31	Andy Smith	812		<p>This path as already been implemented and in use as part of the “Laureate Fields” development, as a footpath.</p> <p>The eastern end could be reclassified for cycling use, but the western part is now largely adoptable as highway on completion of the remainder of the development.</p> <p>Hence the proposal as written is superfluous in the context of the Strategy, and should updated as above.</p>	Comment noted.
F31	Felixstowe Town Council (Ash Tadjrishi)	945		Support the aim of facilitating easy shared use cycle/walking route across Laureate Fields development to Ferry Road.	Support noted.
F32	Pigeon Investment Management Ltd (Fillmore, Andrew)	1061		We generally support the proposals in relation F32. In particular, the section between Goslings Farm track and Grimston Lane. We also support the section of F10 that would provide a link between F32 and F11.	Support noted.

Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
F33	Andy Smith	814		Welcome this proposal	Support noted.
F33	Felixstowe Town Council (Ash Tadjrishi)	948		Welcome this proposal	Support noted.
F34	Andy Smith	815		Welcome this proposal	Support noted.
F34	Felixstowe Town Council (Ash Tadjrishi)	934		<p>This is the access road from ESC car park and will shortly also become the access to the repositioned Golf Club car park. Therefore, a Bridleway is not appropriate in this location. It is not currently a PROW footpath.</p> <p>The land is owned by ESC, with public access, the details of which should remain to be determined by them, not via PROW.</p> <p>It has planning permission for significant changes in connection with the Club's proposed new club house. It is currently in practice fully suitable for Cycling &amp; Walking, except for the "out only" rising steels, but they can be bypassed. Again, there should be early discussions via ESC Planning and Asset Management to ensure Cycling &amp; Walking is overtly incorporated into the scheme when built.</p>	Comment noted.
F34	Felixstowe Town Council (Ash Tadjrishi)	950		Welcome this proposal	Support noted.
F34	Seamus Bennett	138	Yes	<p>I feel this should be a high priority to upgrade existing footpath to bridleway as the Dip road is a fast moving stretch. In order to encourage families / children to cycle to the ferry rather than drive. This could be an attractive link to the 'prom' (especially if upgraded as planned) to allow traffic-free cycle route to the Ferry avoiding the fast moving road through golf course. This is also part of the national cycle route incorporating the Bawdsey ferry.</p>	Support noted.

Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
				Currently this route is attractive and well used by experienced cyclists but has great potential to be accessed by less confident cyclists and children, if the traffic-free opportunities are implemented.	
F34	Seamus Bennett	139	Yes	please see my comment on F34 - changing the status should be a HIGH priority as relatively easily and cheaply done, but contributes to traffic-free route to Fx Ferry	Comment noted.
F36	Trimley St Mary Parish Council (Debra Cooper)	295	No	Trimley St Mary Parish Council disagree with this recommendation as Keepers Lane is currently an earth farm track and should stay this way. This is a serene woodland walk that would lose its character if it was to be tarmacked over. It is also very narrow in places and not suitable for significant numbers of cyclists. Cycling traffic (for the Port) joins the Blofield Track (F37) via Cordys Lane. The Blofield Track route (F37) needs to be properly surfaced for cycling traffic and enhanced for walkers.	<p>Comment noted. The views, advice and local information provided by the communities of East Suffolk have been invaluable in being able to refine the recommendations of the East Suffolk Cycling and Walking Strategy and bring forward improvements likely to be effective in improving the safety, convenience, connectivity, and completeness of the active travel infrastructure offer in key locations of the district.</p> <p>All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.</p>
F36	Trinity College, Cambridge (Sir/Madam)	1074		Please include the following comments as a response to your consultation on the draft Walking and Cycling Strategy, on behalf of Trinity College Cambridge. I made comments through the consultation portal earlier today regarding the	Comment noted. All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and



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				<p>Howlett Way site allocation in Trimley St Martin but was not able to submit these additional comments through the Portal in time.</p> <p>We would welcome a meeting to discuss the detail of the proposals affecting the College’s landholdings at the Trimley Estate before the Walking and Cycling Strategy is published, as highlighted in the comments below.</p> <p><b>Proposals relevant to the wider Trimley Estate, owned and controlled by Trinity College Cambridge (including recommendations F9, IF22, IF24, F10, F36, F113, F38)</b></p> <p>The College commends the efforts made by the Council to enhance walking and cycling infrastructure provision across the District and looks forward to working with it to deliver shared aspirations in this regard where possible on land owned by the College, especially as part of emerging development projects.</p> <p>We broadly support the proposals affecting the Trimley Estate, referenced above, subject to detailed exploration of feasibility, viability and agreement of details as part of future masterplanning and planning application processes. We would welcome direct engagement with the Council before the final Walking and Cycling Strategy is published to discuss and explore the opportunities across the Estate in more detail. The delivery and funding of proposals requiring significant new infrastructure, such as hard</p>	<p>optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme. The assessment of improvements in sensitive locations for wildlife impacts will include appropriate assessment.</p>

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				<p>surfaced routes and lighting and signage, would need to be subject to further discussion.</p> <p>We would highlight the importance of ensuring that lighting, signage and other infrastructure associated with new walking and cycling routes is designed in a manner that is sensitive to the rural or semi-rural environment of the many of the locations proposed. Overly engineered solutions should be avoided where possible to protect the special character of the area. This will require creative thought by developers and the District and County Council in fulfilling their roles as planning and highways authorities respectively.</p>	
F37	Andy Smith	817	Yes	<p>Strongly supported - part of essential long distance options Felixstowe -Ipswich See also section on SCLP12.7 PoF Recommendation,as referred to on map,</p>	Support noted.
F37	Felixstowe Town Council (Ash Tadjrishi)	959		<p>Strongly supported as part of essential long-distance options between Felixstowe and Ipswich See also section on SCLP12.7 PoF recommendation, as referred to on map.</p>	Support noted.
F37	Trimley St Mary Parish Council (Debra Cooper)	296	Yes	<p>Blofield Track (F37) needs to be properly surfaced for cyclists and enhanced for walkers.</p>	Support noted.
F38	Andy Smith	818	Yes	<p>Strongly supported as a core link to Walton N and NFGV.</p>	Support noted.
F38	Felixstowe Town Council (Ash Tadjrishi)	961	Yes	<p>Strongly supported as a core link to between Walton and the Felixstowe North Garden Neighbourhood.</p>	Support noted.
F38	Trimley St Mary Parish Council (Debra Cooper)	297	Yes	<p>Both accessibility to this footpath and the footpath itself would need to be addressing. Once both of these issues are addressed it's hard not to see this</p>	Support noted.

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				becoming a route for cyclists commuting to the Port so cycling infrastructure would be needed.	
F38	Trinity College, Cambridge (Sir/Madam)	1076		<p>Please include the following comments as a response to your consultation on the draft Walking and Cycling Strategy, on behalf of Trinity College Cambridge. I made comments through the consultation portal earlier today regarding the Howlett Way site allocation in Trimley St Martin but was not able to submit these additional comments through the Portal in time.</p> <p>We would welcome a meeting to discuss the detail of the proposals affecting the College’s landholdings at the Trimley Estate before the Walking and Cycling Strategy is published, as highlighted in the comments below.</p> <p><b>Proposals relevant to the wider Trimley Estate, owned and controlled by Trinity College Cambridge (including recommendations F9, IF22, IF24, F10, F36, F113, F38)</b></p> <p>The College commends the efforts made by the Council to enhance walking and cycling infrastructure provision across the District and looks forward to working with it to deliver shared aspirations in this regard where possible on land owned by the College, especially as part of emerging development projects.</p> <p>We broadly support the proposals affecting the Trimley Estate, referenced above, subject to detailed exploration of feasibility, viability and agreement of</p>	<p>All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme. The assessment of improvements in sensitive locations for wildlife impacts will include appropriate assessment. It is intended that in locations that are appropriate and useful for horse-riding, the infrastructure design will reflect this through all-user design.</p>

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				<p>details as part of future masterplanning and planning application processes. We would welcome direct engagement with the Council before the final Walking and Cycling Strategy is published to discuss and explore the opportunities across the Estate in more detail. The delivery and funding of proposals requiring significant new infrastructure, such as hard surfaced routes and lighting and signage, would need to be subject to further discussion.</p> <p>We would highlight the importance of ensuring that lighting, signage and other infrastructure associated with new walking and cycling routes is designed in a manner that is sensitive to the rural or semi-rural environment of the many of the locations proposed. Overly engineered solutions should be avoided where possible to protect the special character of the area. This will require creative thought by developers and the District and County Council in fulfilling their roles as planning and highways authorities respectively.</p>	
F39	Andy Smith	819	Yes	<p>I strongly support this in principle, especially on Nicholas Rd.</p> <p>However, issues of adjacent land ownership (leases) will be challenging at Blofield junction and most of Parker Avenue.</p> <p>Early engagement with Trinity Estates via Bidwells is recommended.</p> <p>Ref SCLP12.7</p>	Support noted.
F39	Felixstowe Town Council (Ash Tadjrishi)	962		<p>The principle is strongly supported, especially on Nicholas Road. However, issues of adjacent land ownership (leases) will be challenging at Blofield junction and most of Parker Avenue. Early</p>	Support noted.

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				engagement with Trinity Estates via Bidwells is recommended. Ref SCLP12.7	
F40	Andy Smith	820		<p>I support the proposal - as far as it goes. However there is a major omission in not extending the full length of Fagbury Rd to the railway level crossing - at least as pedestrian route. This is to be part of the national Coastal Path, and is already the recognised long distance Stour and Orwell Walk See Note A to this submission</p> <p>It is unacceptable, as mentioned elsewhere, that the proposed C&amp;W Strategy does not recognise and expedite the existence of the National Coastal Path. This was FTC proposal W1A (mapped as 690)</p> <p>I am disappointed at the dismissive response to that: "No foreseen connectivity and growth benefits" , etc. I strongly object to this omission and the inappropriate comment to 690.</p>	Comment noted.
F40	Felixstowe Town Council (Ash Tadjrishi)	947		<p>National and Local Coastal pedestrian Paths.</p> <p>Designated and signed long distance walking paths are an increasingly important element in encouraging walking for promoting tourism, for leisure and for health.</p> <p>It follows therefore that any Cycling and Walking Strategy, at County. District or local level should have as a core element the recognition, promotion and mapping of relevant paths, and a Strategy Objective to expedite their use both in their own right and for local routes to link to and use them wherever that can be achieved.</p>	Comment noted.

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				<p>In Felixstowe (and the whole Orwell North bank) we have:</p> <ol style="list-style-type: none"> <li>1) The long standing <a href="#">Stour and Orwell Estuaries Walk</a>.</li> <li>2) <a href="#">The Suffolk Coast Path</a></li> <li>3) And in the final stages of Parliamentary approval, 2 sections of the National Coast Path <a href="#">Shotley Gate to Felixstowe Ferry</a> <a href="#">Felixstowe Ferry to Bawdsey</a></li> </ol> <p>Further details of the National Coast Path can be obtained from Natural England</p> <p>We strongly request that these are classified and mapped as part of the ESC Strategy, and that the final Strategy expedites and overtly recognises those, including local signage.</p> <p>Relevant proposals include, but certainly not limited to those below, however we have not individually detailed the many seafront links to the Suffolk Coast Path and the National Coast Path</p> <p>Proposals                      F8                      F9                      F40                      F95                      F113</p> <p>Objectives                      2 Policy Context</p>	

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F40	Felixstowe Town Council (Ash Tadjrishi)	963		<p>We support the proposal - as far as it goes. However there is a major omission in not extending the full length of Fagbury Road to the railway level crossing - at least as pedestrian route. This is to be part of the national Coastal Path and is already within the recognised long-distance Stour and Orwell Walk (see Note A to this submission).</p> <p>It is unacceptable, as mentioned elsewhere, that the proposed Cycling &amp; Walking Strategy does not recognise and expedite the existence of the National Coastal Path. This was FTC proposal W1A (mapped as 690)</p> <p>We are disappointed at the dismissive response to that: "No foreseen connectivity and growth benefits" etc. FTC strongly objects to this omission and the inappropriate comment to 690. See also comments on F9 and F113 above reference Coastal Path</p>	Comment noted.
F40	Seamus Bennett	151	Yes	<p>why not a link through to the Trimley marshes area to make this a complete route from Trimley into western Felixstowe. This could be very attractive to many cyclists</p>	Comment noted.
F41	Felixstowe Town Council (Ash Tadjrishi)	975	Yes	Support	Support noted.
F42	Felixstowe Town Council (Ash Tadjrishi)	976	Yes	Support	Support noted.
F43	Andy Smith	821	Yes	<p>Strongly support.</p> <p>This is one of a number of issues related to the Permissive map being grossly out of date,</p> <p>In this case the building of Dock Spur Road, including</p>	Comment noted.

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				changes to the Parish Boundary and several rights of way. Clearly the A14 footbridge should be a PROW. This and the other related issues require urgent attention by SCC ROW Dept.	
F43	Felixstowe Town Council (Ash Tadjrishi)	980	Yes	<p>Strongly support.</p> <p>This is one of a number of issues related to the Permissive map being grossly out of date, See Note C</p> <p>In this case the building of Dock Spur Road, including changes to the Parish Boundary and several rights of way. Clearly the A14 footbridge should be a PROW. This and the other related issues require urgent attention by SCC ROW Dept.</p>	Comment noted.
F44	Alison Vickers	576	Yes	I think that this new track would be a great idea. It would make it much easier for people from Kirton and Trimley St Martin to access the Capel Hall picnic site and the footpaths off Capel Hall Lane	Support noted.
F44	Felixstowe Town Council (Ash Tadjrishi)	1001	Yes	Strongly support. ESC should ensure that this is delivered via the NFGN Master Plan, and available at an early stage in development of the NW area	Comment noted.
F44	Martyn Shakespeare	520	Yes	Nice	Support noted.
F45	Andy Smith	822		<p>I support the proposal to upgrade and consolidate this existing bridleway from Kirton and consider this to be a very high priority to provide an attractive, relatively low-cost green corridor in and out of Felixstowe (including the NFGN) taking pressure off and providing alternative to overused Walton High Street.</p> <p>However, i object to the proposal to close Gulpher</p>	This recommendation has been removed from the Strategy.



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				<p>Road from Hill House corner to Treetops.</p> <p>This proposal is not overtly indicated on the map. This is wholly inappropriate, as many consultees will depend on the map to drive their comments. The map simply indicates F44 as affecting Candlet track.</p> <p>It is important to recognize:</p> <ul style="list-style-type: none"> <li>• the Persimmon permission, notably as it relates to the northern boundary.</li> <li>• the NFGN allocation policy, even the in the limited detail currently available - notably NO vehicular access across Grove or from any section of Gulpher Road (See extract below from SCLP para.12.49*), the map at para. 12.62, clearly indicating the areas for development separated along the whole northern side by a green buffer south of Gulpher Road.</li> <li>• The presence of other dwellings, businesses and farms along the whole of Gulpher Road, all of whom would be "re-routed" to travel for their access to " Ferry Road/Colneis Road/Candlet Road".</li> </ul> <p>This also appears to be contrary to the policy relating to NFGN as per SCLP12.3**</p> <ul style="list-style-type: none"> <li>• Specifically, the existence, for good or ill, of significant business units at Gulpher Business Park, all of whose traffic would</li> </ul>	

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				<p>have to go all along the main narrow length of Gulpher Rd. to Ferry Rd.</p> <p><b>*SCLP2020 para. 12.49:</b></p> <p><i>Currently Candlet Road is the northern boundary of Felixstowe and as such is anticipated to provide the primary vehicular access points into the areas to be masterplanned. It is anticipated that a site of this size will require multiple access point for vehicular traffic as well as further links provided solely for walking and cycling. Opportunities to create a network of vehicular and non-vehicular (pedestrian and cycling) links throughout the Garden Neighbourhood are to be explored to provide interconnectivity and free movement through the site and beyond. New vehicular junctions will need to be established to provide access from Candlet Road and ensure That Gulpher Road which is designated "Quiet Lane" is not used for vehicular access. The Council will work closely with landowners, Suffolk County Council and Highways England to establish the most appropriate highway access points.</i></p> <p><b>**SCLP Policy 12.3:</b></p> <p><i>1. m) A network of pedestrian, cycling and vehicular routes that provide connectivity and movement across the Garden Neighbourhood and with adjacent areas whilst protecting and enhancing local Quiet Lanes;</i></p> <p><i>n) Provision of new vehicular access points off</i></p>	

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				<i>Candlet Road and/or improvements to existing accesses supported by further access for pedestrian and cycle traffic in other locations;</i>	
F45	Felixstowe Town Council (Ash Tadjrishi)	1003		<p>We support the proposal to upgrade and consolidate this existing bridleway from Kirton and consider this to be a very high priority to provide an attractive, relatively low-cost green corridor in and out of Felixstowe (including the NFGN) taking pressure off and providing alternative to overused Walton High Street.</p> <p>However, we object to the proposal to close Candlet Road from Hill House corner to Treetops. This proposal is not overtly indicated on the map. This is wholly inappropriate, as many consultees will depend on the map to drive their comments. The map simply indicates F44 as affecting Candlet track.</p> <p>It is important to recognize:</p> <ul style="list-style-type: none"> <li>• the Persimmon permission, notably as it relates to the northern boundary.</li> <li>• the NFGN allocation policy, even the in the limited detail currently available - notably NO vehicular access across Grove or from any section of Gulpher Road (See extract below from SCLP para.12.49*), the map at para. 12.62, clearly indicating the areas for development separated along the whole northern side by a green buffer south of Gulpher Road.</li> <li>• The presence of other dwellings, businesses and farms along the whole of Gulpher Road, all of whom would be "re-routed" to travel for their access to "</li> </ul>	This recommendation has been removed from the Strategy.

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				<p>Ferry Road/Colneis Road/Candlet Road".</p> <p>This also appears to be contrary to the policy relating to NFGN as per SCLP12.3**</p> <ul style="list-style-type: none"> <li>Specifically, the existence, for good or ill, of significant business units at Gulpher Business Park, all of whose traffic would have to go all along the main narrow length of Gulpher Road. to Ferry Road. Any measures that can be taken to consolidate the Quiet Lane status of Gulpher Road would be welcomed – for example, speed restrictions and other traffic calming measures from the urban part of the road along the more rural elements.</li> </ul> <p><i>*SCLP2020 para. 12.49:</i></p> <p><i>Currently Candlet Road is the northern boundary of Felixstowe and as such is anticipated to provide the primary vehicular access points into the areas to be masterplanned. It is anticipated that a site of this size will require multiple access point for vehicular traffic as well as further links provided solely for walking and cycling. Opportunities to create a network of vehicular and non-vehicular (pedestrian and cycling) links throughout the Garden Neighbourhood are to be explored to provide interconnectivity and free movement through the site and beyond. New vehicular junctions will need to be established to provide access from Candlet Road and ensure That Gulpher Road which is designated "Quiet Lane" is not used for vehicular access. The Council will work closely with landowners, Suffolk</i></p>	

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				<p>County Council and Highways England to establish the most appropriate highway access points.</p> <p><b>**SCLP Policy 12.3:</b></p> <p><i>m) A network of pedestrian, cycling and vehicular routes that provide connectivity and movement across the Garden Neighbourhood and with adjacent areas whilst protecting and enhancing local Quiet Lanes.</i></p> <p><i>n) Provision of new vehicular access points off Candlet Road and/or improvements to existing accesses supported by further access for pedestrian and cycle traffic in other locations;</i></p>	
F45	Trinity College, Cambridge (Sir/Madam)	1065		<p>Please include the following comments as a response to your consultation on the draft Walking and Cycling Strategy, on behalf of Trinity College Cambridge. I made comments through the consultation portal earlier today regarding the Howlett Way site allocation in Trimley St Martin but was not able to submit these additional comments through the Portal in time.</p> <p>We would welcome a meeting to discuss the detail of the proposals affecting the College's landholdings at the Trimley Estate before the Walking and Cycling Strategy is published, as highlighted in the comments below.</p> <p><b>Proposals relevant to North Felixstowe Garden Neighbourhood (recommendations F49, F45, F46, F30, F51)</b></p>	This recommendation has been removed from the Strategy.

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				<p>Trinity College owns and controls land at the western end of the North Felixstowe Garden Neighbourhood allocation and is working with the Council and other stakeholders to bring it forward for development in due course.</p> <p>The College commends the efforts made by the Council to enhance walking and cycling infrastructure provision across the District and looks forward to working with it to deliver shared aspirations in this regard where possible on land owned by the College, especially as part of emerging development projects.</p> <p>We broadly support the proposals associated with the North Felixstowe Garden Neighbourhood allocation, referenced above, subject to detailed exploration of feasibility, viability and agreement of details as part of the masterplanning and planning application processes. We would welcome direct engagement with the Council before the final Walking and Cycling Strategy is published to discuss and explore the opportunities across North Felixstowe Garden Neighbourhood site and the College's land holdings more generally in detail.</p> <p>We would highlight the importance of ensuring that lighting, signage and other infrastructure associated with new walking and cycling routes developed in East Suffolk, and in Felixstowe and the Trimley villages in particular, is designed in a manner that is sensitive to the rural or semi-rural environment of</p>	

Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
				the many of the locations proposed. Overly engineered solutions should be avoided where possible to protect the special character of the area. This will require creative thought by developers and the District and County Council in fulfilling their roles as planning and highways authorities respectively.	
F46	Felixstowe Town Council (Ash Tadjrishi)	1008	Yes	Strongly supported, and see F47 below	Support noted.
F46	Trinity College, Cambridge (Sir/Madam)	1066		<p>Please include the following comments as a response to your consultation on the draft Walking and Cycling Strategy, on behalf of Trinity College Cambridge. I made comments through the consultation portal earlier today regarding the Howlett Way site allocation in Trimley St Martin but was not able to submit these additional comments through the Portal in time.</p> <p>We would welcome a meeting to discuss the detail of the proposals affecting the College's landholdings at the Trimley Estate before the Walking and Cycling Strategy is published, as highlighted in the comments below.</p> <p><b>Proposals relevant to North Felixstowe Garden Neighbourhood (recommendations F49, F45, F46, F30, F51)</b></p> <p>Trinity College owns and controls land at the western end of the North Felixstowe Garden Neighbourhood allocation and is working with the Council and other stakeholders to bring it forward for development in due course.</p>	<p>Comment noted. All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme. The assessment of improvements in sensitive locations for wildlife impacts will include appropriate assessment. It is intended that in locations that are appropriate and useful for horse-riding, the infrastructure design will reflect this through all-user design.</p>

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				<p>The College commends the efforts made by the Council to enhance walking and cycling infrastructure provision across the District and looks forward to working with it to deliver shared aspirations in this regard where possible on land owned by the College, especially as part of emerging development projects.</p> <p>We broadly support the proposals associated with the North Felixstowe Garden Neighbourhood allocation, referenced above, subject to detailed exploration of feasibility, viability and agreement of details as part of the masterplanning and planning application processes. We would welcome direct engagement with the Council before the final Walking and Cycling Strategy is published to discuss and explore the opportunities across North Felixstowe Garden Neighbourhood site and the College's land holdings more generally in detail.</p> <p>We would highlight the importance of ensuring that lighting, signage and other infrastructure associated with new walking and cycling routes developed in East Suffolk, and in Felixstowe and the Trimley villages in particular, is designed in a manner that is sensitive to the rural or semi-rural environment of the many of the locations proposed. Overly engineered solutions should be avoided where possible to protect the special character of the area. This will require creative thought by developers and the District and County Council in fulfilling their roles as planning and highways authorities respectively.</p>	



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F47	Andy Smith	823		<p>These issues are at an advanced stage of discussion reference the current Planning Application DC/16/2778/OUT and recent associated DC/21/1322/ARM, DC/21/3662/ARM , all commented on by FTC, and others. See all FTC responses on each. The current proposals from Bloor Homes cover some of the issues referred to here under F47, and by FTC, but not all.</p> <p>Specifically:</p> <p>1)New roundabout entrances are to be constructed on High Road and Candlet Road, with a linking "boulevard" creating a core north / South route, but there are some concerns around its detail design in relation to the adjacent highway.</p> <p>2) It is essential that high quality C&amp;W links are provided in each case, especially to C&amp;W routes along both sides of Candlet Road, and to the NFGN. The detail of that is still uncertain, not least as the Candlet roundabout has been designed for a 60 MPH Road, but consultation is now complete regarding reduction to 40MPH, which would require a different specification for the roundabout.</p> <p>3) A western link to Treetops is to be provided, not via the old "dumb end" in Treetops, which is unfortunately subject to a ransom strip, but via a new cul-de sac and 3m path connection to the land between Treetops and Ash Tree Close, owned by SCC and we understand SCC are likely to seek a contribution for that footpath to be linked through. This replaces an existing permissive path from FP28 on Candlet Road along the north and eastern perimeters to an "informal" link to the above. (through the hedge!)</p>	Comment noted.

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				4) In the context of F38 and others for a primary strategic route from Walton N, and the whole NFGN complex, to the Port, Western Felixstowe and to Ipswich, a high quality shared link to the SW corner of this site adjacent to the A14 overbridge will be essential. However, the entrance to the High Road is split between the boundaries of the current residential application and the future business units allocation on the High Road frontage, hence Bloors are currently proposing only a 2m path within the current site boundary. I hope that SCC Highways and ESC Planning will be able to reconcile this temporary conflict in the context of both sites.	
F47	Felixstowe Town Council (Ash Tadjrishi)	1019		<p>These issues are at an advanced stage of discussion reference the current Planning Application DC/16/2778/OUT and recent associated DC/21/1322/ARM, DC/21/3662/ARM, all commented on by FTC, and others. See all FTC responses on each. The current proposals from Bloor Homes cover some of the issues referred to here under F47, and by FTC, but not all.</p> <p>Specifically:</p> <p>1) New roundabout entrances are to be constructed on High Road and Candlet Road, with a linking "boulevard" creating a core north / South route, but there are some concerns around its detail design in relation to the adjacent highway.</p> <p>2) It is essential that high quality Cycling &amp; Walking links are provided in each case, especially to Cycling &amp; Walking routes along both sides of Candlet Road,</p>	Comment noted.

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				<p>and to the NFGN. The detail of that is still uncertain, not least as the Candlet roundabout has been designed for a 60 MPH Road, but consultation is now complete regarding reduction to 40MPH, which would require a different specification for the roundabout.</p> <p>3) A western link to Treetops is to be provided, not via the old "dumb end" in Treetops, which is unfortunately subject to a ransom strip, but via a new cul-de sac and 3m path connection to the land between Treetops and Ash Tree Close, owned by SCC and we understand SCC are likely to seek a contribution for that footpath to be linked through. This replaces an existing permissive path from FP28 on Candlet Road along the north and eastern perimeters to an "informal" link to the above. (Through the hedge!)</p> <p>4) In the context of F38 and others for a primary strategic route from Walton N, and the whole NFGN complex, to the Port, Western Felixstowe and to Ipswich, a high-quality shared link to the SW corner of this site adjacent to the A14 overbridge will be essential. However, the entrance to the High Road is split between the boundaries of the current residential application and the future business units allocation on the High Road frontage, hence Bloors are currently proposing only a 2m path within the current site boundary. We hope that SCC Highways and ESC Planning will be able to reconcile this temporary conflict in the context of both sites.</p>	

Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
F48	Andy Smith	824		<p>Supported in principle. However, the conflict on FP31 "not wide enough for cycling", and the benefits to be gained from shared use are unlikely to be resolved if the full width is insisted upon, as the adjacent land is residences in the newly completed Walton Hall development to the west and Felixstowe School to the east. This should not be allowed to prejudice its early provision via improved maintenance, particularly given the likely user base, who will be familiar with that situation.</p> <p>Additionally, unfortunately there is no connection between several available points in the Walton Hall estate and FP31, most notably in the SE corner, where suitable space exists. We would request that SCC Highways and ESC Planning seek this by negotiation with relevant parties. This would yield a significant benefit to the estate residents in access via the bridge to west Felixstowe and the Port.</p>	Comment noted.
F48	Felixstowe Town Council (Ash Tadjrishi)	1024		<p>Supported in principle. However, the conflict on FP31 "not wide enough for cycling", and the benefits to be gained from shared use are unlikely to be resolved if the full width is insisted upon, as the adjacent land is residences in the newly completed Walton Hall development to the west and Felixstowe School to the east. This should not be allowed to prejudice its early provision via improved maintenance, particularly given the likely user base, who will be familiar with that situation.</p> <p>Additionally, unfortunately there is no connection between several available points in the Walton Hall estate and FP31, most notably in the SE corner,</p>	Comment noted.

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				where suitable space exists. We would request that SCC Highways and ESC Planning seek this by negotiation with relevant parties. This would yield a significant benefit to the estate residents in access via the bridge to west Felixstowe and the Port.	
F49	Felixstowe Town Council (Ash Tadjrishi)	1029	Yes	Strongly support	Support noted.
F49	Trinity College, Cambridge (Sir/Madam)	1064		<p>Please include the following comments as a response to your consultation on the draft Walking and Cycling Strategy, on behalf of Trinity College Cambridge. I made comments through the consultation portal earlier today regarding the Howlett Way site allocation in Trimley St Martin but was not able to submit these additional comments through the Portal in time.</p> <p>We would welcome a meeting to discuss the detail of the proposals affecting the College's landholdings at the Trimley Estate before the Walking and Cycling Strategy is published, as highlighted in the comments below.</p> <p><b>Proposals relevant to North Felixstowe Garden Neighbourhood (recommendations F49, F45, F46, F30, F51)</b></p> <p>Trinity College owns and controls land at the western end of the North Felixstowe Garden Neighbourhood allocation and is working with the Council and other stakeholders to bring it forward for development in due course.</p>	<p>Comment noted. All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme. The assessment of improvements in sensitive locations for wildlife impacts will include appropriate assessment. It is intended that in locations that are appropriate and useful for horse-riding, the infrastructure design will reflect this through all-user design.</p>

Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
				<p>The College commends the efforts made by the Council to enhance walking and cycling infrastructure provision across the District and looks forward to working with it to deliver shared aspirations in this regard where possible on land owned by the College, especially as part of emerging development projects.</p> <p>We broadly support the proposals associated with the North Felixstowe Garden Neighbourhood allocation, referenced above, subject to detailed exploration of feasibility, viability and agreement of details as part of the masterplanning and planning application processes. We would welcome direct engagement with the Council before the final Walking and Cycling Strategy is published to discuss and explore the opportunities across North Felixstowe Garden Neighbourhood site and the College's land holdings more generally in detail.</p> <p>We would highlight the importance of ensuring that lighting, signage and other infrastructure associated with new walking and cycling routes developed in East Suffolk, and in Felixstowe and the Trimley villages in particular, is designed in a manner that is sensitive to the rural or semi-rural environment of the many of the locations proposed. Overly engineered solutions should be avoided where possible to protect the special character of the area. This will require creative thought by developers and the District and County Council in fulfilling their roles as planning and highways authorities respectively.</p>	

Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
F50	Andy Smith	825	Yes	I strongly support this, and would request upgrading to a higher priority due to ease of upgrading existing ROW with good gains, as Cliff Road is a high speed and dangerous route for less confident cyclists / children.	Comment noted.
F50	Felixstowe Town Council (Ash Tadjrishi)	1033	Yes	Strongly Support, and we request upgrading to a higher priority due to ease of upgrading existing ROW with good gains, as Cliff Road is a high speed and dangerous route for less confident cyclists / children.	Comment noted.
F50	Seamus Bennett	202	Yes	consider a higher priority due to ease of upgrading existing ROW with good gains, as Cliff Road is a high speed and dangerous route for less confident cyclists / children.	Comment noted.
F51	Andy Smith	805	Yes	Support	Support noted.
F51	Felixstowe Town Council (Ash Tadjrishi)	942	Yes	Support	Support noted.
F51	Felixstowe Town Council (Ash Tadjrishi)	1035		<p>Strongly support in principle.</p> <p>However, all faculties and routes in the NFGN will be consulted on as part of the Master plan and detail locations and lines considered in that integrated context</p> <p>Discussion to date have focussed on securing use of the existing highway land along Candlet Road, including the Gulpher Road overbridge.</p> <p>The section from the Trelawny Place development to Garrison Lane roundabout is nearing completion on the north side of Candlet Road. However, the section from the overbridge to the Trelawny Place side entrance has become difficult, if not impossible due to layout of the current construction.</p> <p>An early decision is needed as to the principle of</p>	Comment noted.

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				<p>whether all or parts of F51 are best delivered adjacent to Candlet Road or within the NFGN sites, not least as the design of the roundabout serving both the Bloors development at Walton North and the western part of NFGV is currently in detail discussion under the Walton N application.</p> <p>We would seek assurances that cyclists and walkers from NFGN should, as a priority be easily and safely able to cross southwards onto Garrison Lane and use proposal F59 in order to access town/rail station etc most directly, without have to tackle the incline up to Beatrice Ave roundabout. Enhanced crossing facilities at the western exit of the roundabout should be included in this proposal.</p>	
F51	Seamus Bennett	203	Yes	<p>My concern here is that cyclists and walkers from NFGN should, as a priority be easily and safely able to cross southwards onto Garrison Lane in order to access town/rail station etc most directly, without have to tackle the incline up to Beatrice Ave roundabout. It's not clear at present if/how they will be able to do this. Yes, a wide shared and segregated path along Candlet road is definitely needed, but it is its linkages into town which will determine how many people choose to walk/cycle rather than driving.</p>	Comment noted.
F51	Trinity College, Cambridge (Sir/Madam)	1068		<p>Please include the following comments as a response to your consultation on the draft Walking and Cycling Strategy, on behalf of Trinity College Cambridge. I made comments through the consultation portal earlier today regarding the Howlett Way site allocation in Trimley St Martin but was not able to submit these additional comments through the Portal in time.</p>	<p>Comment noted. All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and</p>



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				<p>We would welcome a meeting to discuss the detail of the proposals affecting the College’s landholdings at the Trimley Estate before the Walking and Cycling Strategy is published, as highlighted in the comments below.</p> <p><b>Proposals relevant to North Felixstowe Garden Neighbourhood (recommendations F49, F45, F46, F30, F51)</b></p> <p>Trinity College owns and controls land at the western end of the North Felixstowe Garden Neighbourhood allocation and is working with the Council and other stakeholders to bring it forward for development in due course.</p> <p>The College commends the efforts made by the Council to enhance walking and cycling infrastructure provision across the District and looks forward to working with it to deliver shared aspirations in this regard where possible on land owned by the College, especially as part of emerging development projects.</p> <p>We broadly support the proposals associated with the North Felixstowe Garden Neighbourhood allocation, referenced above, subject to detailed exploration of feasibility, viability and agreement of details as part of the masterplanning and planning application processes. We would welcome direct engagement with the Council before the final Walking and Cycling Strategy is published to discuss</p>	<p>functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme. The assessment of improvements in sensitive locations for wildlife impacts will include appropriate assessment. It is intended that in locations that are appropriate and useful for horse-riding, the infrastructure design will reflect this through all-user design.</p>

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				<p>and explore the opportunities across North Felixstowe Garden Neighbourhood site and the College's land holdings more generally in detail.</p> <p>We would highlight the importance of ensuring that lighting, signage and other infrastructure associated with new walking and cycling routes developed in East Suffolk, and in Felixstowe and the Trimley villages in particular, is designed in a manner that is sensitive to the rural or semi-rural environment of the many of the locations proposed. Overly engineered solutions should be avoided where possible to protect the special character of the area. This will require creative thought by developers and the District and County Council in fulfilling their roles as planning and highways authorities respectively.</p>	
F52	Felixstowe Town Council (Ash Tadjrishi)	1038	Yes	Strongly support	Support noted.
F53	Andy Smith	826		This should be re-examined carefully in the light of feasibility reference conflicts, as above	Comment noted. F53 has been removed from the Strategy.
F53	Felixstowe Town Council (Ash Tadjrishi)	1040	Yes	Support	Comment noted. F53 has been removed from the Strategy.
F54	Andy Smith	827		This should be re-examined carefully in the light of feasibility reference conflicts, as above	Comment noted.
F54	Felixstowe Town Council (Ash Tadjrishi)	1043		<p>Support.</p> <p>However regarding "Play Bollards, there may be concern about encouraging children to "play" at the very edge of a still busy (but narrower) road? Colneis Road is a key link between at least 3 schools, in addition to that just confirmed on the Trelawny</p>	Comment noted.

Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
				Place development, as well as through Elmcroft lane through to the Cliff Estate, Golf Club and on to Felixstowe Ferry. This route should also take some pressure off High Road East.	
F54	Felixstowe Town Council (Ash Tadjrishi)	1056	Yes	Support. However regarding "Play Bollards, there may be concern about encouraging children to "play" at the very edge of a still busy (but narrower) road? Colneis Road is a key link between at least 3 schools, in addition to that just confirmed on the Trelawny Place development, as well as through Elmcroft lane through to the Cliff Estate, Golf Club and on to Felixstowe Ferry. This route should also take some pressure off High Road East.	Comment noted.
F54	Seamus Bennett	140	Yes	fully support this - Colneis Road is very wide, with ample room for cycling and key link between schools, as well through Elmcroft lane through to Golf Club. Also takes some pressure off High Road East.	Support for a shared path along Colneis Road noted.
F55	Felixstowe Town Council (Ash Tadjrishi)	1049		Support in principle  However, all facilities and routes in the NFGN will be consulted on as part of the Master Plan and detail locations and lines considered in that integrated context, hence significant expenditure should be postponed until detail development plans for NFGV come forward, with potential re-routing.  Any bollards at Links Avenue to be north of maintenance entrance to Eastward Ho. At Park Farm, agricultural use will continue until NFGN development, so only necessary at Links end.	Comment noted.

Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
F55	Seamus Bennett	145	Yes	Fully agree with this. Be aware that house(s) on Rosemary avenue may be interested in accessing Hyems lane near Colneis school, from the rear of their properties (recent planning application for a garage in a rear garden which would almost certainly seek to gain vehicular access along the current bridleway). This should be guarded against as it would seriously compromise the development of this as a traffic-free route, especially for children going to/from the school.	Support noted.
F56	Felixstowe Town Council (Ash Tadjrishi)	1051		Support in principle However, all facilities and routes in the NFGN will be consulted on as part of the Master Plan and detail locations and lines considered in that integrated context. The detail of bollards etc here may not be relevant in that context.	Comment noted.
F58	Andy Smith	828		I strongly support this in in principle.  However, there may be concerns about the practicality of FP19 in the Grove and FP57 through to Gulpher Road in regard to cycling, given the drainage and environmental issues there: these would need to be fully explored.  Also I would reemphasise here that the suggestions in F45 regarding potential vehicular uses to Gulpher Road are inconsistent with both the LP and this F58 paragraph. NB the text on the interactive map under F58 is much wider than listed here. It is not apparent how some of those other elements are addressed in the text document.	Comment noted. F45 has been removed from the Strategy.

Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
F58	Felixstowe Town Council (Ash Tadjrishi)	1052		<p>Strongly supported in principle.</p> <p>However, there may be concerns about the practicality of FP19 in the Grove and FP57 through to Gulpher Road in regard to cycling, given the drainage and environmental issues there: these would need to be fully explored.</p> <p>Also, we would reemphasise here that the suggestions in F45 regarding potential vehicular uses to Gulpher Road are inconsistent with both the LP and this F58 paragraph. NB the text on the definitive map under F58 is much wider than listed here. It is not apparent how some of those other elements are addressed in the text document.</p>	Comment noted. F45 has been removed from the Strategy.
F58	Martyn Shakespeare	528	Yes		Support noted.
F59	Andy Smith	829		This should be re-examined carefully in the light of feasibility reference conflicts, as above	Comment noted.
F59	Felixstowe Town Council (Ash Tadjrishi)	1054	Yes	Support	Support noted.
F60	Felixstowe Town Council (Ash Tadjrishi)	1057	Yes	Strongly supported.	Support noted.
F61	Felixstowe Town Council (Ash Tadjrishi)	1046	Yes	Support.	Support noted.
F63	Andy Smith	830		<p>F63 Mill Road (Mill LANE!)</p> <p>This should be re-examined carefully in the light of feasibility reference conflicts, as above</p>	Comment noted.

Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
F63	Felixstowe Town Council (Ash Tadjrishi)	1045	Yes	Support NB the correct title is Mill Lane.	Support noted.
F64	Andy Smith	831	Yes	<p><b>Support</b></p> <p>It is very important to take opportunity to make much better uses of both Rail bridge and A14 pedestrian bridge..</p> <p>However the land at the southern end of the Downs is owned by the adjacent residential properties.</p> <p>The situation in this area is complex, again not helped by outdated elements in the Definitive map,</p> <p>There is in principle an ability to create a path on the unused land between the estate western boundary and the highway land on Dock Spur Road, but the issue is complex, believed to date back to the original planning permission for Orwell Green c. 1900.</p>	Comment noted. F64 has been removed from the Strategy.
F64	Felixstowe Town Council (Ash Tadjrishi)	1044	Yes	<p>Support</p> <p>It is very important to take opportunity to make much better uses of both Rail bridge and A14 pedestrian bridge.</p> <p>However, the land at the southern end of the Downs is owned by the adjacent residential properties.</p> <p>The situation in this area is complex, again not helped by outdated elements in the Definitive map,</p> <p>There is in principle an ability to create a path on the unused land between the estate western boundary and the highway land on Dock Spur Road, but the issue is complex, believed to date back to the</p>	Comment noted. F64 has been removed from the Strategy.

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				original planning permission for Orwell Green c. 1900. A separate paper is currently in preparation and will follow.	
F65	Felixstowe Town Council (Ash Tadjrishi)	1042	Yes	Support FTC Suggest making these upgrades to existing paths a HIGHER priority (currently Medium) due to low cost versus potential gains in access to skatepark etc for young people in particular.	Comment noted.
F65	Seamus Bennett	199	Yes	would make this a HIGHER priority. Should be low cost but with significant benefits, for young people especially.	Comment noted.
F66	Andy Smith	832		Support this and would regard this to be of a higher priority than currently recommended.  The issue is whether "providing sufficient width" can be made available throughout". Acquisition of additional railway land is unlikely. (The footpath itself is on railway owned land) Acquisition of land from FTC's Cemetery would impinge on the vegetation border provided specifically in former years to preserve the quiet environment of the  We suggest again, reference Note B that FP42 is in fact suitable for shred use, with a width generally app.2.3m.  However, we note the positive comments about Langley Avenue, but with the reservation as to the Northern end being currently also a vehicular route (c. 110m). This is public highway.	Comment noted. F66 has been removed from the Strategy.

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F66	Felixstowe Town Council (Ash Tadjrishi)	1041	Yes	Support this and would regard this to be of a higher priority than currently recommended. The issue is whether "providing sufficient width" can be made available throughout". Acquisition of additional railway land is unlikely. We suggest again, reference Note B that FP42 is in fact suitable for shared use, with a width generally app.2.3m. However, we note the positive comments about Langley Avenue, but with the reservation as to the Northern end being currently also a vehicular route (c. 110m). This is public highway.	Comment noted. F66 has been removed from the Strategy.
F67	Andy Smith	833		This should be re-examined carefully in the light of feasibility reference conflicts, as above	Comment noted. F67 has been removed from the Strategy.
F67	Felixstowe Town Council (Ash Tadjrishi)	1039		We note that the cemetery path and (potentially) Langley Ave provide parallel routes in this area and also that Wadgate and Vicarage roads are densely populated residential areas with on-road parking requirements. However, we also note that Wadgate road also potentially serves local school(s) and therefore on balance do not object to this proposal but agree that it should remain medium priority.	Comment noted. F67 has been removed from the Strategy.
F68	Andy Smith	834		This should be re-examined carefully in the light of feasibility reference conflicts, as above	Comment noted.
F68	Felixstowe Town Council (Ash Tadjrishi)	1037	Yes	Support.	Support noted.
F69	Andy Smith	835	Yes	Strongly support – with a very high priority as the Trelawny Place development rapidly proceeds.	Support noted.
F69	Felixstowe Town Council (Ash Tadjrishi)	1036	Yes	Strongly support – with a very high priority as the Trelawny Place development rapidly proceeds. And we would repeat our comments under F51	Support noted.



Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
				reference the need for improved crossing facilities at the Garrison / Candlet roundabout.	
F69	Seamus Bennett	147	Yes	Yes, VERY high priority, yes, east side better. But key issue is connectivity at its northern end - specifically to the (planned) candlet road cycle path and all the new housing in new Trewalny Place and upcoming NFGN. This aspect MUST be addressed - how will cycling be a main route from NFGN without fully connected safe route through to the town without breaks - which the plan currently appears to indicate. Could a route through the Glenfield Ave estate be a possibility?	Comment noted. F69 connects to F51 for access to/from the North Felixstowe Garden Neighbourhood, and both F91 and F5 for onward travel towards the centre of Felixstowe or eastward towards the coastline. Appropriate crossing infrastructure over both roundabouts along Grove Road to Garrison Lane 'north' and Beatrice Avenue are included in the recommendations for F69 and F54.
F70	Andy Smith	836	Yes	Strongly support, but upgraded to Very High Priority – a simple “quick win”	Support noted.
F70	Felixstowe Town Council (Ash Tadjrishi)	1034	Yes	Strongly support, but upgraded to Very High Priority – a simple “quick win”	Support noted.
F70	Seamus Bennett	205	Yes	absolutely, make it VERY high priority should have been done years ago - and perhaps Fairfield Ave would then be a good candidate to be a 'cycle street' - it's a natural car cul-de-sac, has a school on it and provides a logical route into town and old felixstowe.	Comment noted.
F71	Andy Smith	837		<p>We support the intention to improve safety for all road users and maintain traffic flow.</p> <p>These roads are probably the most heavily trafficked in Felixstowe and congested at peak times. We would be concerned if proposals to introduce two +15 second cycle filter lights might increase congestion, worsen air quality, and cause vehicle traffic to seek other less appropriate routes.</p> <p>Therefore, a roundabout may be preferable but</p>	<p>Comment noted. The views, advice and local information provided by the communities of East Suffolk have been invaluable in being able to refine the recommendations of the East Suffolk Cycling and Walking Strategy and bring forward improvements likely to be effective in improving the safety, convenience, connectivity, and completeness of the active travel infrastructure offer in key locations of the district.</p> <p>All of the recommended improvements included in the Strategy are done so on the basis that when carried</p>

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				<p>space available is limited by comparison with existing roundabouts in the town and elsewhere (e.g. Tescos Martlesham). And, as stated, inevitably on occasion large numbers of HGVs must be able to negotiate the junction without risk of damage to street furniture etc. Possibly a "humped" design could allow a solution for the HGV issue.</p> <p>Detailed design work on all options should be provided for consultation before any decision is made on any potential option, or none.</p>	<p>forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.</p> <p>Any changes to the High Road/Garrison Lane junction are likely to be delivered through the North Felixstowe Garden Neighbourhood development to support increased capacity, flow and safety on the key transport routes through Felixstowe to and from the site. The recommendations under F71 are therefore only a starting point for consideration as part of the more holistic assessment anticipated for bringing wider improvements to the network forward.</p>
F71	Felixstowe Town Council (Ash Tadjrishi)	1032		<p>We support the intention to improve safety for all road users and maintain traffic flow. These roads are probably the most heavily trafficked in Felixstowe and congested at peak times. We would be concerned if proposals to introduce two +15 second cycle filter lights might increase congestion, worsen air quality, and cause vehicle traffic to seek other less appropriate routes. Therefore, a roundabout may be preferable but space available is limited by comparison with existing roundabouts in the town and elsewhere (e.g., Tescos Martlesham). And, as stated, inevitably on occasion large numbers of HGVs must be able to negotiate the junction without risk of damage to</p>	<p>Comment noted. The views, advice and local information provided by the communities of East Suffolk have been invaluable in being able to refine the recommendations of the East Suffolk Cycling and Walking Strategy and bring forward improvements likely to be effective in improving the safety, convenience, connectivity, and completeness of the active travel infrastructure offer in key locations of the district.</p> <p>All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and</p>

Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
				street furniture etc. Possibly a "humped" design could allow a solution for the HGV issue. Detailed design work on all options should be provided for consultation before any decision is made on any potential option, or none.	<p>design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.</p> <p>Any changes to the High Road/Garrison Lane junction are likely to be delivered through the North Felixstowe Garden Neighbourhood development to support increased capacity, flow and safety on the key transport routes through Felixstowe to and from the site. The recommendations under F71 are therefore only a starting point for consideration as part of the more holistic assessment anticipated for bringing wider improvements to the network forward.</p>
F71	Seamus Bennett	206	Yes	the suggested upgrades to this junction for C&W should be VERY high rather than 'medium' priority. This intimidating, vehicle-dominated intersection needs to be improved in order to ensure the attractiveness of the (new) C&W routes which arrive here is not compromised by being faced with a dangerous high-speed and almost unavoidable junction.	Comment noted.
F72	Felixstowe Town Council (Ash Tadjrishi)	1031		This is a new and interesting idea, which could provide a major improvement for this area. However, the main corner site has recently received planning permission for a veterinary surgery and 3 houses. (Application number DC /21/2139/FUL), up to the existing fence line to the ex-railway land. However, in principle access from that boundary with Garrison on the railway land, descending the embankment may well be feasible. FTC would	Support noted.

Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
				support further investigation on this. Some members may be able to assist with information on the history of the site.	
F72	Martyn Shakespeare	525	Yes		Support noted.
F73	Andy Smith	838	No	We object to this proposal as it appears to be impractical and low priority.	Objection noted. F73 has been removed.
F73	Felixstowe Town Council (Ash Tadjrishi)	1030	No	We object to this proposal as it appears to be impractical and low priority.	Objection noted. F73 has been removed.
F74	Andy Smith	839		<p>This should be re-examined carefully in the light of feasibility reference conflicts, as above</p> <p>The central issue is that Garrison Lane is a core route through the town, accessing whole of south sea front area large areas of housing, connecting through to A14 via Walton Avenue, significant industrial area at Carr Road, etc. Links together the western ends of St, Andrews, Cobbold, Mill Lane and Orwell Road. Any works which would significantly impede its free flow should not be accepted. It is significantly narrower than for example High Rd East (app.12m vs 15m).</p> <p>Encouraging cyclists to use Chaucer / Surrey / Newry could go some way to ameliorating this issue.</p>	Comment noted. F74 has been removed.
F74	Felixstowe Town Council (Ash Tadjrishi)	1028		NB Road names. "Walley Lane" is presumably meant to signify Valley Walk Mill Road should read Mill Lane. We would support the provision of a safe cycling route along the whole of Garrison Lane, not just to the St. Andrews Road junction. However, it is not clear how the space for a shared path would be created. The road space is used for a range of safety	Comment noted. F74 has been removed from the Strategy as, due to the constraints along this route, it was considered unlikely that sufficiently high enough quality active travel infrastructure would be achievable to make significant improvements for cyclist's safety and convenience. In this area of Felixstowe the Strategy has

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				<p>features along its length. There are right turn lanes at Orwell Road, Mill Lane lights and St. Andrews Road, Valley Walk and new needed for Deben School site, including pedestrian islands. Also it should be noted that a major new junction is to be created accessing housing and a sports hub on the site of the old Deben school, also likely to need traffic management measures. These issues should be clarified before a detailed proposal is adopted. The central issue is that Garrison Lane is a core route through the town, accessing whole of south sea front area large areas of housing, connecting through to A14 via Walton Avenue, significant industrial area at Carr Road, etc. Links together the western ends of St, Andrews, Cobbold, Mill Lane and Orwell Road. Any works which would significantly impede its free flow should not be accepted. It is significantly narrower than for example High Road East (app.12m vs 15m). Encouraging cyclists to use Chaucer / Surrey / Newry could go some way to ameliorating this issue.</p>	<p>instead focused on providing reasonable alternative routes to use of the southern section of Garrison Lane.</p>
F74	Seamus Bennett	148	Yes	<p>the WHOLE of Garrison Lane needs to be a safe cycling route! Unless I'm missing something, the current map looks like a classic case of a great route which suddenly stops and leaves the cyclist in dangerous limbo on a busy road.</p>	<p>Comment noted. The section of Garrison Lane to the north of High Road (Garrison Lane 'north') was identified as having sufficient space and potential to be improved, with recommendations added to the Strategy under recommendation references F69 and F70 for fully segregated cycle/pedestrian tracks along the eastern side, connecting Garrison Lane 'north' with High Road, Grove Road and Fairfield Avenue. However, the section of Garrison Lane to the south of High Road (Garrison Lane 'south') is constrained by limited width and limited potential to absorb existing carriageway space to a sufficient degree of consistency to make improvements</p>

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					to the route worthwhile in terms of improving the safety and convenience of cyclists (poor quality infrastructure may even have a net negative impact on safety and convenience). It is for this reason that recommendation F74 was removed from the final Strategy, and no recommendation for the southern most section of Garrison Lane 'south' was included.
F75	Felixstowe Town Council (Ash Tadjrishi)	1027	Yes	Support. NB the road name is Mill Lane.	Support noted.
F75	Seamus Bennett	149	Yes	good but what about Garrison lane from here to the Lidl roundabout, onto Langer Road - this should be a very high priority.	Comment noted. Due to the width restrictions along most of the stretch of Garrison Lane to the south of the crossroads with Mill Lane, it was considered unlikely that a high enough quality scheme to make the works worthwhile would be able to be achieved. Consequently no recommendations were made in the Strategy for the southern section of Garrison Lane.
F76	Felixstowe Town Council (Ash Tadjrishi)	1026	Yes	Support. This was FTC submission no C2B We suggest that Chaucer Road would be a good candidate for a Cycle Street, subject to linking to improved cycling provision on Garrison Lane, Surrey Road and Newry Avenue – also potential “Cycle Streets.	Support noted.
F77	Felixstowe Town Council (Ash Tadjrishi)	1025	Yes	Supported.	Support noted.
F78	Andy Smith	840		This appears to be a complex and expensive method to effectively just get Northbound Cyclists past the Lidl frontage – one part of which there is already an unused block paved area of carriageway..  It would also introduce conflicts a) with northbound cyclists having to cross Langer Road, and then b)	Comment noted.

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				<p>Cavendish Road.</p> <p>Surely simpler just to continue cycle lane on western side to link with crossing over Garrison Lane proposed elsewhere?</p>	
F78	Felixstowe Town Council (Ash Tadjrishi)	1023	No	<p>This appears to be a complex and expensive method, to effectively just get Northbound Cyclists past the Lidl frontage – on part of which there is already an unused block paved area of carriageway. It would also introduce conflicts a) with northbound cyclists having to cross Langer Road, and then b) Cavendish Road.</p> <p>Surely simpler just to continue cycle lane on western side to link with crossing over Garrison Lane proposed elsewhere.</p> <p>Object See comment on F79</p>	Comment noted.
F79	Andy Smith	841		<p>I am surprised to see 3 separate proposals for the main length Langer Road, this F79, F80, and F133.</p> <p>This would result in 3 parallel routes, taking up more road space than is available. After considerable thought, <b>we suggest that the optimum solution would be to have simple uninterrupted cycle lanes on each side of the carriageway. This is particularly suitable at this location due to the presence of yellow lines throughout, removing the common concerns about parked cars in these circumstances.</b></p> <p>See also concerns about the various elements in adjacent sections.</p>	Comment noted. F79 and F80 have been amended to include the recommendation of three different options for further consideration at design and implementation phase and consultation with the community to identify the design solution that best meets the different needs of users of Langer Road.

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F79	Felixstowe Town Council (Ash Tadjrishi)	1022		We are surprised to see 3 separate proposals for the main length Langer Road, this F79, F80, and F133. This would result in 3 parallel routes, taking up more road space than is available. After considerable thought, we suggest that the optimum solution would be to have simple uninterrupted cycle lanes on each side of the carriageway. This is particularly suitable at this location due to the presence of yellow lines throughout, removing the common concerns about parked cars in these circumstances. See also concerns about the various elements in adjacent sections.	Comment noted. F79 and F80 have been amended to include the recommendation of three different options for further consideration at design and implementation phase and consultation with the community to identify the design solution that best meets the different needs of users of Langer Road.
F80	Andy Smith	842		This would introduce a number of conflicts – most significantly at the gates to Langer Road School – with cyclists passing potentially at speed past the gates and at school times through the crowd of small children and mothers. Similarly on a smaller scale outside St. Edmunds Church This must surely outweigh the desire to use a shared path for cyclists rather than a cycle lane, for which there is space?  South of Beach Station Road, where traffic volumes are significantly lower, the justification to avoid a cycle lane is also less.	Comment noted. F79 and F80 have been amended to include the recommendation of three different options for further consideration at design and implementation phase and consultation with the community to identify the design solution that best meets the different needs of users of Langer Road.
F80	Felixstowe Town Council (Ash Tadjrishi)	1021	No	Object – see comment on F79.	Comment noted. F79 and F80 have been amended to include the recommendation of three different options for further consideration at design and implementation phase and consultation with the community to identify the design solution that best meets the different needs of users of Langer Road.
F81	Felixstowe Town Council (Ash Tadjrishi)	1020	Yes	Strongly support proposal to allow cycling in Langer Park. Suggest this should be a HIGH priority initiative as ideal for the many young families and (school)	Comment noted.



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				children using this area. Potential issues in the areas mentioned by AJS don't make the basic idea of this proposal invalid. It wouldn't obviate need for improved cycle infrastructure on Langer Road, which would partly serve a different purpose (e.g., commuting) and directly serve school.	
F82	Andy Smith	843		On the assumption that one or other form of dedicated cycle facilities are provided on Langer Road, there can no justification for "pinching" the carriageway as suggested, adding further to delays and congestion. And as suggested in this response at the Garrison Lane / High Road lights, adding 2 x 15 second delays to the lights cycle, in addition to the existing pedestrian phase, so 30 seconds per cycle of some 1m 30s, would reduce the traffic capacity of the junction by some 1/3rd, again with all the issues of congestion and air quality etc associated with that.	All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.
F82	Felixstowe Town Council (Ash Tadjrishi)	1018	Yes	Support. Perhaps a trial of this in one location, with a head start for cyclists of say 10 sec could be manageable. Also, if the current lights indeed don't detect cyclists, then this does need updating, so would support that proposal.	Support noted.
F83	Felixstowe Town Council (Ash Tadjrishi)	1017	Yes	Support. Support high priority, this route has many disparate uses both port related and tourist, reference caravan parks to and from seafront.	Support noted.
F84	Andy Smith	845	No	This is neither feasible nor necessary if a full shared path is to be provided on the northern side. This part of Walton Avenue is very narrow and can barely handle 2 passing HGVs, let alone the current mix of traffic when HGVs are turning into and out of the adjacent premises, utilising the full width of the road	Objection noted. F84 has been modified to no longer include a recommendation for infrastructure to be delivered that runs adjacent to the Walton Avenue carriageway on the south side; F84 now only covers the transition (from F83) around the south side of the Dock Gate 1 roundabout.

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				<p>for the turn, and in the case of the very narrow access to the water treatment works and the adjacent V KVP haulage business, often needing to do a partial reverse manoeuvre on the highway.</p> <p>By what mechanism can “excess business forecourt space” be acquired? Also from the last premises on the south side to the diverging path approaching Dock Gate 1 roundabout, the adjoining land (currently scrub) is hard on the carriageway.</p> <p>Object</p>	
F84	Felixstowe Town Council (Ash Tadjrishi)	1016	No	<p>Object. Whilst we consider that a continuous path from Dock Gate 1 to Langer Road is necessary, given the recommendation under F83, we do not support an additional share path on this side of the road. However, to provide access to Port Number 1 Gate via the “cut-off” on the line of the old road, suggest a crossing from F83 to South side immediately west of the entrance to the Kingdom Hall.</p>	<p>Objection noted. The recommendation under F84 for new infrastructure adjacent to the Walton Avenue carriageway on the south side has been removed; F84 now relates only to the transition (from F83) around the Dock Gate 1 roundabout's south side.</p>
F85	Felixstowe Town Council (Ash Tadjrishi)	1015	Yes	<p>Support in principle This a potentially superb new pedestrian route, linking through to the Kingsfleet &amp; Deben river banks. However, the bridleway access is only to, not along the Kingsfleet bank. FP6 is a footpath only, for good reason: the challenges of providing, and even more subsequently maintaining, cycling on clay flood banks are substantial, whether owned by a landowner (as I believe here) or the EA as the destination is dependent on cycling being introduced on the Deben banks, a significant issue. See comments B &amp; C in item F95.</p>	<p>Comment noted. F85 has been removed from the Strategy.</p>

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F85	Martyn Shakespeare	531	Yes	Could be nice, provided widening the path doesn't detract from the feel of the area.	Support noted. F85 has been removed from the Strategy.
F86	Felixstowe Town Council (Ash Tadjrishi)	1014	Yes	Support.	Support noted.
F87	Felixstowe BID (Sheline Gledhill)	154	Yes	Felixstowe BID is pleased to see new cycle parking provision in the plan and would support the installation of extra bike racks for the entire seafront from Cobbold's Point to Manor Terrace so cyclists can alight, lock their bikes, and make use of the cafes and restaurants, rides and amusements along the front. At the moment there is very little provision except for outside of the Leisure Centre. The BID would like to be engaged on where to place the new bikes racks and have some input on their design, which we feel could go beyond the standard 'Sheffield stand' to something more aesthetically pleasing which would add to the attraction of the front - some we have seen are almost art installations in their own right. At the moment, bikes are routinely chained to lamp posts and road signs which is unsightly for all and unsatisfactory for the cyclists. The BID would like to take this opportunity to contribute to the debate and find a solution which would enhance the area as well as encouraging cyclists to dismount and visit our local businesses.	Support for the inclusion of cycling parking locations in the Felixstowe area of the Strategy has been noted. Guidance on the design of cycle parking solutions that are attractive, interesting, relevant to their location and add to the overall quality of the public realm is anticipated to come forward through supplementary planning guidance currently being prepared by the Council that focuses on supporting the creation of healthy environments.
F87	Felixstowe Town Council (Ash Tadjrishi)	1013	Yes	Support.	Support noted.
F88	Felixstowe Town Council (Ash Tadjrishi)	1012	Yes	Support.	Support noted.

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F89	Felixstowe Town Council (Ash Tadjrishi)	1011	Yes	Support in principle, However, is there space? Paths are packed on good days. Any stands should not impede pedestrians unduly.	All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity, and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.
F90	Felixstowe Town Council (Ash Tadjrishi)	1010	Yes	Support.	Support noted.
F91	Felixstowe Town Council (Ash Tadjrishi)	1009		The intention here is laudable as Beatrice Ave should not be used as the main route out of Felixstowe from the town centre or Old Felixstowe (traffic is signposted towards High Road West and Garrison Lane). Currently, there is free flowing traffic along this straight road, which is crossed every day by hundreds of residents and school children. Rather than being seen as an essential artery, Beatrice Ave could be described as an over-used residential street. Therefore, some traffic calming measures on Beatrice Ave would be welcome, or perhaps a 20mph speed limit. Another way to potentially achieve this would be by making the traffic priority at this point from Dellwood Avenue to Fairfield Avenue, with 'Give Way' signs at Beatrice Avenue.	Support and further comments noted.
F91	Martyn Shakespeare	527	No	Understand logic, but would put more traffic onto High Road West. Also currently a bus route (albeit not may of them) serving the medical centre. Also	Objection and further comments noted.  The proposal has been adjusted to allow through traffic,

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				an inconvenience to residents of Colneis Road and Links Road who need to drive into town. Better to leave this as a through route. (I am slightly biased, it's my preferred route into/out of Felixstowe if driving in a car, rather than cycling, avoiding the delays and congestion on High Road West.)	however traffic calming measures and implementation of a 'cycle street' has been added in replacement in order to create a safe route for cyclists and pedestrians.
F92	Felixstowe Town Council (Ash Tadjrishi)	1007	Yes	Support, but with 5-10 sec head start, not 15sec. Pedestrians are rightly given extra time to cross junctions such as this, and cyclists also should have the opportunity to negotiate them safely. Junctions such as this are said to account for over 80% of urban cycle deaths/serious injury. Other locations in UK have been using these systems since 2013/15. Often the amount of time required is only 5 sec head start, e.g., to get ahead before vehicles start to turn.	The recommendations under F92 did not include signalling the Hamilton Road/High Road roundabout but instead improving the existing pedestrian crossings over each of the roundabout's arms to parallel crossings (for use by cyclists and pedestrians).
F92	Martyn Shakespeare	526	Yes	Also need to consider how to cross High Road into town centre	Comment noted. Recommendation F92 is for the delivery of parallel crossings over each of the Hamilton Road/High Road/Beatrice Avenue roundabout's arms, therefore improving the safety of the transition over High Road to/from the town centre (Hamilton Road area).
F93	Andy Smith	846	No	I do not believe it appropriate to add a further 30 sec to each light cycle, likely to reduce capacity and increase congestion and its side effects at this busy junction.  Object	Objection is noted. The crossing head-start time outlined within F93 has been reduced to five seconds.
F93	Felixstowe Town Council (Ash Tadjrishi)	1006	Yes	Support, but with 5-10 sec head start, not 15sec. Pedestrians are rightly given extra time to cross junctions such as this, and cyclists also should have the opportunity to negotiate them safely. Junctions such as this are said to account for over 80% of urban cycle deaths/serious injury. Other locations in	Support noted. The crossing head-start time outlined within F93 has been reduced to five seconds.

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				UK have been using these systems since 2013/15. Often the amount of time required is only 5 sec head start, e.g., to get ahead before vehicles start to turn.	
F94	Felixstowe Town Council (Ash Tadjrishi)	1005	Yes	Support in principle as long-term potential However, this raises many questions with unknown answers. The core concept of a link to St. Andrews Rd. is attractive – but only deliverable by negotiation with landowner ref any potential planning application. This car park is owned by the East of England Cooperative, not deliverable by LA. Multistorey likely to raise many objections.	Comment noted. Recommendation F94 has been removed from the Strategy.
F95	Felixstowe Town Council (Ash Tadjrishi)	949		National and Local Coastal pedestrian Paths.  Designated and signed long distance walking paths are an increasingly important element in encouraging walking for promoting tourism, for leisure and for health.  It follows therefore that any Cycling and Walking Strategy, at County. District or local level should have as a core element the recognition, promotion and mapping of relevant paths, and a Strategy Objective to expedite their use both in their own right and for local routes to link to and use them wherever that can be achieved.  In Felixstowe (and the whole Orwell North bank) we have: 1) The long standing <a href="#">Stour and Orwell Estuaries Walk</a> . 2) <a href="#">The Suffolk Coast Path</a>	Comment noted. Recommendation F95 has been removed from the Strategy.

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				<p>3) And in the final stages of Parliamentary approval, 2 sections of the National Coast Path  <a href="#">Shotley Gate to Felixstowe Ferry</a>  <a href="#">Felixstowe Ferry to Bawdsey</a>                      Further details of the National Coast Path can be obtained from Natural England</p> <p>We strongly request that these are classified and mapped as part of the ESC Strategy, and that the final Strategy expedites and overtly recognises those, including local signage.</p> <p>Relevant proposals include, but certainly not limited to those below, however we have not individually detailed the many seafront links to the Suffolk Coast Path and the National Coast Path</p> <p>Proposals                      F8                      F9                      F40                      F95                      F113                      Objectives                      2 Policy Context</p>	
F95	Felixstowe Town Council (Ash Tadjrishi)	1004		<p>If achievable, this route would be significant and welcome. However: A) It is believed to be public highway only northwards as far as the mapped gate at map ref. 318374, beyond which it is privately owned, hence would require negotiation with the landowner both in principle and reference future maintenance. B) FP53 and FP91 are on the Flood</p>	<p>Comments noted. F95 has been removed from the strategy.</p>

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				banks owned by the EA. It is questionable whether widening/surfacing for bicycles would be viable on the existing structure: at the very least permission from the EA would be required C) The 2 FPs are also part of the National Coastal Path Route; Natural England may take a view on whether mixed use is appropriate given the increased need for maintenance.	
F95	Martyn Shakespeare	530	Yes	Could make an interesting leisure route for cycling. Possibly crushed stone surfacing preferable to tarmac.	Support and further comments noted.
F96	Felixstowe Town Council (Ash Tadjrishi)	1002		<p>St. Andrews Road, both sides of Hamilton Road is another main access to and through the town, also prime route in and out for all the side streets Penfold to Princes, as well as business premises on street and to Bridge Road. It is therefore not “very low traffic”, which is a stated aim for Cycle Streets.</p> <p>While we perceive St Andrews Road to be a more likely candidate for a ‘cycle street’ than Cobbold Road (a key route into town) we believe the concept of ‘cycle streets’ for Felixstowe should be carefully considered and consulted upon in order to achieve broad consensus and understanding of the idea. We do however, agree with the need and scope to make St Andrews Road (and Cobbold) as cycle-friendly as possible.</p>	Comment noted. Recommendation F96 has been removed from the Strategy.
F97	Felixstowe Town Council (Ash Tadjrishi)	1000	No	<p>Object</p> <p>Whilst we would support an improved provision for cycling, we do not believe that Cobbold Road is suitable as a ‘Cycle Street’ given its use as a main vehicle route through the town centre.</p>	Objection noted. Recommendation F97 has been removed from the Strategy.



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F98	Felixstowe Town Council (Ash Tadjrishi)	999	No	<p>Object</p> <p>We do not agree with the closure of Cobbold Road to vehicle traffic.</p> <p>Cobbold Road is the core central link north-south right across the town. Closure would force much traffic onto much less suitable roads - Ranelagh, York, Victoria Street, etc. Given that Orwell Road is also 1-way at Lloyds, next South to North route is Hamilton and Wolsey Gardens - hardly suitable for main flows. NB traffic approaching town centre on Cobbold Road from Harvest House would have 3 "No entry" options. So would need "No through road" at Ranelagh Road.</p>	<p>Objection noted. The views, advice and local information provided by the communities of East Suffolk have been invaluable in being able to refine the recommendations of the East Suffolk Cycling and Walking Strategy and bring forward improvements likely to be effective in improving the safety, convenience, connectivity, and completeness of the active travel infrastructure offer in key locations of the district.</p> <p>All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.</p> <p>Recommendation F98 has been amended to include two potential options to take forward for consideration at design and implementation stage.</p>
F99	Felixstowe Town Council (Ash Tadjrishi)	998	No	<p>Object</p> <p>This does not appear to be a cycling or walking enhancement.</p> <p>Further redesign or enhancements to Triangle and shared space area should be considered as an integrated whole.</p>	<p>Objection noted. Recommendation F99 has been removed from the Strategy.</p>
F100	Felixstowe Town Council (Ash Tadjrishi)	997	Yes	<p>Support.</p> <p>Name error – Mill Lane not Road</p> <p>Support. Subject to:</p>	<p>Comment noted. Correction to street name has been made.</p>

Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
				Right turn lane into Highfield Road must be retained as is heavily used accessing car park and interacts with traffic queuing for lights. Mill Lane significantly narrower south of Hamilton Road. – is there space?	All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme. Consideration of the need to retain the right-turn lane for Highfield Road would be assessed as part of the design and implementation phase of bringing this recommendation forward for delivery.
F100	Seamus Bennett	150	Yes	yes good but what without connectivity in all directions from garrison lane traffic lights (especially garrison lane south) cyclists are more likely to use the smaller side roads for travel southwards	Comment noted. F100 is primarily intended to provide for westward travel towards western Felixstowe via Mill Lane and Grange Road, due to the difficulty with providing infrastructure of a high enough quality along Garrison Lane 'south' to make it worthwhile (due to constraints).
F101	Felixstowe Town Council (Ash Tadjrishi)	996	No	This has been extensively consulted on, with the balance of user interests now decided. In any case, any further change must be done in an integrated way, see comment to F99. Object in this context.	Objection noted. Recommendation F101 has been removed from the Strategy.
F102	Felixstowe Town Council (Ash Tadjrishi)	995		Support in principle We suggest making this a Very High Priority route. It is an important route for Colneis and some Fairfield School pedestrian and cycling traffic. It has important potential to reduce car use for the school run. and could transform the journey to school experience for children and parents.	Support noted.

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				Also, Rosemary Avenue has a significant role outside of school times is as preferred main route to and from the central part of Old Felixstowe. The proposal would entail the removal, or moving of lamp posts, but also potential removal of a small number of mature street trees, which should be avoided if possible.	
F102	Seamus Bennett	144	Yes	higher priority route - important route for Colneis and (some) Fairfield schools pedestrian and cycling traffic. Important potential to reduce car use for the school run. Rosemary Ave is wide enough but currently (I know from experience) it is actually quite treacherous for parents to cycle with kids to/from school. A shared use path could transform this experience and get many more children cycling/walking to school. Would consider this VERY high priority for these reasons.	Support noted.
F103	Felixstowe Town Council (Ash Tadjrishi)	994	Yes	Support. This would give this a higher priority as efficient to use existing PROW and gives good linkage off high road east. And/or consider enabling cycles along the short footpath at the end of Park Avenue to provide similar / alternative link off high road.	Comment noted. Recommendation F103 has been removed from the Strategy.
F103	Seamus Bennett	142	Yes	would give this a higher priority as efficient to use existing PROW and gives good linkage off high road east. And/or consider enabling cycles along the short footpath at the end of Park Avenue to provide similar / alternative link off high road.	Comment noted. Recommendation F103 has been removed from the Strategy.
F104	Felixstowe Town Council (Ash Tadjrishi)	957		NOTE B  Rigid adherence to 3m minimum width for shared cycling / pedestrian paths.	Comment noted. Recommendation F104 has been removed from the Strategy.

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				<p>FTC suggest that there are a number of instances where long standing off-highway footways in urban areas, usually designed to be c. 2m in width are a resource suitable in certain cases for shared use. Specifically, these are typically relatively short individual lengths, used almost entirely by local people as everyday desire lines, and hence familiar to the great majority of users, with relatively low usage volumes either by existing pedestrian users or, importantly, potential cycling users. Hence the shared use would appear to present a low risk to shared uses.</p> <p>We believe these are a wasted resource, capable of providing “quick wins” at low cost to create Improved cycling opportunities. We would request this criterion be relaxed in appropriate locations. We suggest this approach is substantiated in the following paragraph from DfT Local Transport Note 1/12, particularly the phrase “preferred” minimum, thus: Paragraph 7.34</p> <p>A width of 3 metres should generally be regarded as the preferred minimum on an unsegregated route, although in areas with few cyclists or pedestrians a narrower route might suffice. Where a significant amount of two-way cycling is expected, additional width could be required. However, the need here for additional width is not clear cut, because the absence of segregation gives cyclists greater freedom to pass other cyclists. It might therefore depend on user flows.</p> <p>Proposals include</p>	

Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
				F8 F104 F108	
F104	Felixstowe Town Council (Ash Tadjrishi)	993		<p>NB PROW15 on the Definitive Map is the whole length of Quintons Lane, all Bridleway, including:</p> <ul style="list-style-type: none"> <li>a) High Rd to Looe Road: clearly now highway, but still Bridleway on Definitive map. Clearly inappropriate since full development and highway adoption in the 1930s. See Note C.</li> <li>b) Diagonal Alley (!) Looe Rd to Sunray Ave</li> <li>c) Rear of Sunray / side of Colneis school to Colneis Rd</li> <li>d) Alley Colneis to Upperfield</li> <li>e) Lane adjacent Eastward Ho to meet Hyem's Lane NE corner (site of previous Quinton's Farm)</li> </ul> <p>Land around Brackenbury to High Row Field is ESC owned, assumed access will be included in development plan (not a PROW).</p> <p>This proposal is duplicated at F136</p> <p>FTC Recommend: Southern Quintons Lane (a above) should be removed from Definitive Map.as Bridleway We support enhancement of all northern sections, but vehicle access is required for ESC at Eastward Ho and possibly farmland beyond, at least until the NFGN development is commenced.</p> <p>We support inclusion as a shared route in any Brackenbury Sport Centre redevelopment application, again accepting that the existing</p>	Comment noted. Recommendation F104 has been removed from the Strategy.

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				footpath to High Row Filed is only c. 2m wide. See note B	
F105	Andy Smith	800		I strongly support this – but it is critical that the route is continued, as below as the core natural (and historic) route through the Cliff Estet to Cliff Road and beyond.	Support and further comments noted.
F105	Felixstowe Town Council (Ash Tadjrishi)	937	Yes	Strongly support. Colneis to Western Ave. This is part of FTC submission ref W6B in our original submission.	Support and further comments noted.
F105	Felixstowe Town Council (Ash Tadjrishi)	992		See Elmcroft Lane etc F8	Comment noted.
F106	Felixstowe Town Council (Ash Tadjrishi)	991		<p>The map and the description do not match here. F106 refers just to Westmorland Road, but the map shows also the whole length of Western Ave to Cliff Road. However, that only has the wide grass verges north and west of the junction with Keswick Close, Rather than new shared-use paths, we would propose a full continuation of Elmcroft lane F8 and make this a Very High Priority route, linking with F105.</p> <p>The highly desirable facility proposed here could then be achieved much sooner and at greatly less expense.</p> <p>However, if that were regrettably not accepted, we would reluctantly support the proposed shared path, but only for the stretch from the junction with F105, a core route in the wider scene.</p>	<p>Comments noted. The priority of F106 has been changed from medium to high and the text has been adjusted and now clearly refers to Westmorland Road, Western Avenue, and Cliff Road.</p> <p>F8 has been removed from the strategy.</p>
F108	Felixstowe Town Council (Ash Tadjrishi)	958		<p>NOTE B</p> <p>Rigid adherence to 3m minimum width for shared cycling / pedestrian paths.</p>	Comment noted. Recommendation F108 has been removed from the Strategy.

Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
				<p>FTC suggest that there are a number of instances where long standing off-highway footways in urban areas, usually designed to be c. 2m in width are a resource suitable in certain cases for shared use. Specifically, these are typically relatively short individual lengths, used almost entirely by local people as everyday desire lines, and hence familiar to the great majority of users, with relatively low usage volumes either by existing pedestrian users or, importantly, potential cycling users. Hence the shared use would appear to present a low risk to shared uses.</p> <p>We believe these are a wasted resource, capable of providing “quick wins” at low cost to create Improved cycling opportunities. We would request this criterion be relaxed in appropriate locations. We suggest this approach is substantiated in the following paragraph from DfT Local Transport Note 1/12, particularly the phrase “preferred” minimum, thus: Paragraph 7.34</p> <p>A width of 3 metres should generally be regarded as the preferred minimum on an unsegregated route, although in areas with few cyclists or pedestrians a narrower route might suffice. Where a significant amount of two-way cycling is expected, additional width could be required. However, the need here for additional width is not clear cut, because the absence of segregation gives cyclists greater freedom to pass other cyclists. It might therefore depend on user flows.</p>	

Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
				Proposals include F8 F104 F108	
F108	Felixstowe Town Council (Ash Tadjrishi)	990	Yes	Strongly support We welcome acceptance that path less than 3m can be acceptable share. as in a considerable number of other cases. See Note B	Comment noted. Recommendation F108 has been removed from the Strategy.
F109	Felixstowe Town Council (Ash Tadjrishi)	989	Yes	Support.	Support noted.
F110	Felixstowe Town Council (Ash Tadjrishi)	988	No	Object. Priory Road has no clear routes dependent on it, hence creating a "Cycle Street" delivers little new facility. Examples exist elsewhere in the town where this concept could be used to greater advantage. Priory Rd is a quiet street for cycling as it is.	Objection noted. Recommendation F110 has been removed from the Strategy.
F110	Seamus Bennett	141	Yes	putting in a 'cycle street' sounds great but I can imagine it could be unpopular with some residents - what will be the link at the lower end of Priory Road? to embark on this new idea it would seem better to do it somewhere with greater connectivity and potential gains - and Priory Rd is a quiet street for cycling on as it is.	Agreed. In reflection of the strategic value of the proposal, F110 has been removed.
F111	Felixstowe Town Council (Ash Tadjrishi)	987	Yes	Support.	Support noted.
F112	Felixstowe Town Council (Ash Tadjrishi)	986	Yes	Support.	Support noted.



Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
F113	Andy Smith	804	No	<p>I object to the proposed use as a “Leisure Loop” implying use by mountain bikes etc. It is intrinsically unsuited by location and geography fo this use.</p> <p>Bridleways 18,25,26 form part of the AONB's Stour and Orwell Walk, and soon the National Coastal Path: these should be recognised and the route designed accordingly - but for pedestrians only. See comment on F9.</p> <p>Hence enhanced surfacing for leisure and mountain bikes is not appropriate, also due to the ground condition quoted.</p> <p>The link across the railway level crossing (FP17) to Fagbury Road must be provided with enhanced signage and facilities to communicate with Network Rail - but this will never be straightforward. However it must be dealt with as now part of major designated pedestrian routes.</p>	<p>All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme. The assessment of improvements in sensitive locations for wildlife impacts will include appropriate assessment.</p>
F113	Felixstowe Town Council (Ash Tadjrishi)	940	Yes	Support.	Support noted.
F113	Felixstowe Town Council (Ash Tadjrishi)	951		<p>National and Local Coastal pedestrian Paths.</p> <p>Designated and signed long distance walking paths are an increasingly important element in encouraging walking for promoting tourism, for leisure and for health.</p> <p>It follows therefore that any Cycling and Walking Strategy, at County, District or local level should have as a core element the recognition, promotion and mapping of relevant paths, and a Strategy Objective to expedite their use both in their own</p>	<p>Comment noted. The views, advice and local information provided by the communities of East Suffolk have been invaluable in being able to refine the recommendations of the East Suffolk Cycling and Walking Strategy and bring forward improvements likely to be effective in improving the safety, convenience, connectivity, and completeness of the active travel infrastructure offer in key locations of the district.</p> <p>All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they</p>

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				<p>right and for local routes to link to and use them wherever that can be achieved.</p> <p>In Felixstowe (and the whole Orwell North bank) we have:</p> <ol style="list-style-type: none"> <li>1) The long standing <a href="#">Stour and Orwell Estuaries Walk</a>.</li> <li>2) <a href="#">The Suffolk Coast Path</a></li> <li>3) And in the final stages of Parliamentary approval, 2 sections of the National Coast Path <a href="#">Shotley Gate to Felixstowe Ferry</a> <a href="#">Felixstowe Ferry to Bawdsey</a></li> </ol> <p>Further details of the National Coast Path can be obtained from Natural England</p> <p>We strongly request that these are classified and mapped as part of the ESC Strategy, and that the final Strategy expedites and overtly recognises those, including local signage.</p> <p>Relevant proposals include, but certainly not limited to those below, however we have not individually detailed the many seafront links to the Suffolk Coast Path and the National Coast Path</p> <p>Proposals F8 F9 F40 F95 F113</p>	<p>will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety and functionality of the local movement networks and the value for money in terms of the costs and benefits of delivering such a scheme. The assessment of improvements in sensitive locations for wildlife impacts will include appropriate assessment.</p>

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				Objectives 2 Policy Context	
F113	Felixstowe Town Council (Ash Tadjrishi)	985		See section F9 etc reference National Coastal Path	<p>The views, advice and local information provided by the communities of East Suffolk have been invaluable in being able to refine the recommendations of the East Suffolk Cycling and Walking Strategy and bring forward improvements likely to be effective in improving safety, convenience, connectivity, and completeness if the active travel infrastructure offer in key locations of the district.</p> <p>All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.</p> <p>The assessment of improvements in sensitive locations for wildlife impacts will include appropriate assessment.</p>
F113	Trinity College, Cambridge (Sir/Madam)	1075		Please include the following comments as a response to your consultation on the draft Walking and Cycling Strategy, on behalf of Trinity College Cambridge. I made comments through the consultation portal earlier today regarding the Howlett Way site allocation in Trimley St Martin but was not able to submit these additional comments through the Portal in time.	Comment noted. All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and

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				<p>We would welcome a meeting to discuss the detail of the proposals affecting the College’s landholdings at the Trimley Estate before the Walking and Cycling Strategy is published, as highlighted in the comments below.</p> <p><b>Proposals relevant to the wider Trimley Estate, owned and controlled by Trinity College Cambridge (including recommendations F9, IF22, IF24, F10, F36, F113, F38)</b></p> <p>The College commends the efforts made by the Council to enhance walking and cycling infrastructure provision across the District and looks forward to working with it to deliver shared aspirations in this regard where possible on land owned by the College, especially as part of emerging development projects.</p> <p>We broadly support the proposals affecting the Trimley Estate, referenced above, subject to detailed exploration of feasibility, viability and agreement of details as part of future masterplanning and planning application processes. We would welcome direct engagement with the Council before the final Walking and Cycling Strategy is published to discuss and explore the opportunities across the Estate in more detail. The delivery and funding of proposals requiring significant new infrastructure, such as hard surfaced routes and lighting and signage, would need to be subject to further discussion.</p>	<p>functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme. The assessment of improvements in sensitive locations for wildlife impacts will include appropriate assessment. It is intended that in locations that are appropriate and useful for horse-riding, the infrastructure design will reflect this through all-user design.</p>

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				We would highlight the importance of ensuring that lighting, signage and other infrastructure associated with new walking and cycling routes is designed in a manner that is sensitive to the rural or semi-rural environment of the many of the locations proposed. Overly engineered solutions should be avoided where possible to protect the special character of the area. This will require creative thought by developers and the District and County Council in fulfilling their roles as planning and highways authorities respectively.	
F114	Andy Smith	807		I do not think it appropriate to encourage any more use of the pedestrian crossing across the neck of the Dock Spur Roundabout. Other better routes are made available by other proposals on this document	Comment noted. Recommendation F114 has now been absorbed into F30.
F114	Felixstowe Town Council (Ash Tadjrishi)	943	Yes	Support.	Support noted.
F114	Felixstowe Town Council (Ash Tadjrishi)	984		See F30 etc, p.27 ref A14 crossing	Comment noted.
F115	Andy Smith	799		I support this in principle However, the reference to PROW11 should overtly exclude the section across the Golf Course. Also, the northern section of PROW62 from Mariners Lodge to the Sailing club, a flood bank and wall owned by the EA, is of a number of different older constructions and has recently partially failed in 2 places. The EA have imminent work scheduled, hence we suggest that urgent contact should be made with them to maximise this opportunity  Approximately 15 years ago, there were negotiations	Comment noted. All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.

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				<p>between the Golf Club, SCC ROW and FTC around the Club's safety concerns on the 2 historic footpaths crossing the course. (FP1 &amp; FP11 Northern section) It was envisaged that they be re-routed via a new ramp provided by the club, on their land northward from the top of the steps to the sea wall path, an excellent new facility. However those negotiations sadly ended without agreement. It was raised again during the debate on the recent Golf Club planning application, but with a similar result. There is clearly both a logical need and an opportunity currently to re-visit this - if dealt with urgently with the backing of the C&amp;W group. Possibly best raised separately, out with the current consultation, inevitably a slow-moving process.</p>	<p>In some locations, the existing physical constraints may mean retrofitting active travel infrastructure is either not possible to be delivered to as high a standard as we would aspire to or not possible at all. This may mean that some schemes are unable to be brought forward.</p>
F115	Felixstowe Town Council (Ash Tadjrishi)	935		<p>Strongly supported. However, the reference to PROW11 should overtly exclude the section across the Golf Course. Also, the northern section of PROW62 from Mariners Lodge to the Sailing club, a flood bank and wall owned by the EA, is of a number of different older constructions and has recently partially failed in 2 places. The EA have imminent work scheduled; hence we suggest that urgent contact should be made with them to maximise this opportunity.</p>	<p>Comment noted. All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.</p> <p>In some locations, the existing physical constraints may mean retrofitting active travel infrastructure is either not possible to be delivered to as high a standard as we would aspire to or not possible at all. This may mean that some schemes are unable to be brought forward.</p>

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F115	Felixstowe Town Council (Ash Tadjrishi)	983		See section on Clifflands F7 etc.	Comment noted.
F115	Martyn Shakespeare	529	Yes	Will make for a nice leisure route plus linking with the Bawdsey Ferry.	Support noted.
F116	Felixstowe Town Council (Ash Tadjrishi)	982		Support in principle if needed in the longer term However, this would only work if additional coastal defence were needed to support the Shoreline Management Plan Policy to "Hold The Line", i.e., to protect the coast from erosion. This is not currently the case; the cliff appears stable with the current modest privately owned defences. There is no current indication of the situation changing. (Some minor works were publicly funded app 2012 below 2 properties on Golf Road).	Support and further comments noted. All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of costs and benefits of delivering such a scheme.
F116	Martello Place Management Limited (Keith Phair)	117	Yes	<p>We responded on this topic in March 2020 to the Natural England consultation process on the Shotley Gate to Felixstowe Ferry section of the proposed Coastal Path.</p> <p>As the freeholder of a wide sea-facing frontage in the gap between the two sections of the Promenade, we concur with the comments above in F116 and think a continuous coastal path along the beach would have material amenity value to local residents and visitors. We repeat below the key section from our response to the March 2020 consultation:</p> <p>QUOTE</p>	Support noted.

Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
				<p>For the avoidance of any doubt on the part of the authorities and local residents, we wish to make it clear that Martello Place Management Limited is entirely supportive of the project to establish a coastal path and is happy to work with the relevant authorities to identify a suitable solution for bridging this 220m gap in the promenade and providing a continuous seaside public promenade for the whole of the Felixstowe peninsula.</p> <p>We believe that a continuous 7-kilometre seaside promenade for Felixstowe would add substantially to the attractions of the town, provide a significant public amenity and encourage tourism, helping the economy and people of Felixstowe to thrive. Our support for bridging the gap in the promenade is conditional upon the following points, which preserve the existing rights of Martello Place residents:</p> <ol style="list-style-type: none"> <li>1) Preservation of private access between Martello Place and the beach/prom</li> <li>2) Equitable terms (relative to the neighbouring properties) in the event that any works may be required that would require the use of a strip of our land</li> <li>3) Adequate protection and maintenance arrangements for the sea wall and secure fencing for our property</li> <li>4) Agreeing a protocol to minimise disruption to</li> </ol>	



Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
				<p>Martello Place residents during any construction process</p> <p>We would be happy to discuss this further if you should wish to explore the creation of a true coastal path for Felixstowe.</p> <p>UNQUOTE</p>	
F116	Nik Bestow	98		<ul style="list-style-type: none"> <li> <b>Coastal Footpath</b>                      Similarly the proposed Coastal Footpath should at least be included on the reference maps (the proposed path will, for example, change the walking and cycling route from Martlesham to Felixstowe).                 </li> </ul>	<p>The views, advice and local information provided by the communities of East Suffolk have been invaluable in being able to refine the recommendations of the East Suffolk Cycling and Walking Strategy and bring forward improvements likely to be effective in improving safety, convenience, connectivity, and completeness if the active travel infrastructure offer in key locations of the district.</p> <p>All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme. The assessment of improvements in sensitive locations for wildlife impacts will include appropriate assessment.</p>
F117	Chris Adelson	505	Yes		Support noted.

Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
F117	Felixstowe Town Council (Ash Tadjrishi)	981	Yes	Support. However the land is not "promenade", not in ESC ownership and ownership is unknown. We would request ESC to take steps to establish possession and enhance this small area, which could support limited car parking as well as the necessary Cycling & Walking route. But access to the flood gate must be preserved at all times.	Comments noted. All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts of implementation and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme. As such, ownership of land will be a consideration as the project progresses.
F118	Felixstowe Town Council (Ash Tadjrishi)	979	Yes	Support.	Support noted.
F119	Felixstowe Town Council (Ash Tadjrishi)	978	Yes	Support.	Support noted.
F119	Martyn Shakespeare	523	Yes		Support noted.
F120	Felixstowe Town Council (Ash Tadjrishi)	977		<p>Support this route if it can be shown that sufficient width for a fully separated cycle path can be achieved entirely separate from the roadway.</p> <p>This route is largely paralleled by the routes F118 and F119, but is more direct, serving tourism routes and businesses.</p> <p>It is of varying width and constricted at certain points. The speed bumps are essential to retain (indeed required by the PoF Planning permission).</p>	Comment noted. Recommendation F120 has been removed from the Strategy.

Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
				<p>It is well used by motor traffic, heavily so on good days. Cars are barely able to pass in both directions on certain lengths.</p> <p>FTC suggest that also a proposal be considered to sign the route from Langer Road via Manor Road, Manor Terrace and Landguard common. The short Manor Rd, and to a lesser extent Manor Terrace stretches are less than ideal, but still a useable short stretch</p> <p>A longer-term alternative could be to create a route using Old Fort Road and past the Martello Tower to join the high-quality route through Martello Park. The stretch from Old Fort Rd to the park road would need careful thought and investigation however, (Listed Building curtilage).</p>	
F120	Martyn Shakespeare	524	Yes		Support noted.
F121	Felixstowe Town Council (Ash Tadjrishi)	974		<p>The vision of a more open, calmer, greener, less polluted space in this area, which is highly frequented by children and families from four nearby schools (Felixstowe School, Causton, Maidstone and Grange), should be applauded and supported. Focusing on improving cycling and walking routes to and from schools should be at the core of the aspirations for the Cycling and Walking Strategy. This justifies some traffic calming/restriction of Maidstone Road to through-traffic but does not require complete closure. Consideration of residents is also paramount. Significant reconfiguration options for the local road</p>	Comments noted. Recommendation F121 has been adjusted and Maidstone Road is no longer recommended for road closure.

Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
				network in this location should be given separate and wide-ranging consideration.	
F122	Felixstowe Town Council (Ash Tadjrishi)	973		<p>The vision of a more open, calmer, greener, less polluted space in this area, which is highly frequented by children and families from four nearby schools (Felixstowe School, Causton, Maidstone and Grange), should be applauded and supported. Focusing on improving cycling and walking routes to and from schools should be at the core of the aspirations for the Cycling and Walking Strategy. This justifies some traffic calming/restriction of Maidstone Road to through-traffic but does not require complete closure. Consideration of residents is also paramount. Significant reconfiguration options for the local road network in this location should be given separate and wide-ranging consideration.</p> <p>Ref. F122 – we do not believe that the proposal is feasible given that this privately owned land used as a car park for the Suffolk GP Federation.</p>	Comment noted. Recommendation F122 has been removed from the Strategy.
F123	Felixstowe Town Council (Ash Tadjrishi)	972		<p>The vision of a more open, calmer, greener, less polluted space in this area, which is highly frequented by children and families from four nearby schools (Felixstowe School, Causton, Maidstone and Grange), should be applauded and supported. Focusing on improving cycling and walking routes to and from schools should be at the core of the aspirations for the Cycling and Walking Strategy. This justifies some traffic calming/restriction of Maidstone Road to through-traffic but does not require complete closure. Consideration of residents is also paramount.</p>	Comment noted. Recommendation F123 has been adjusted and Maidstone Road is no longer recommended for a road closure.

Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
				Significant reconfiguration options for the local road network in this location should be given separate and wide-ranging consideration.	
F124	Felixstowe Town Council (Ash Tadjrishi)	971		<p>This is titled and described “Seaton Road” but is mapped also to extend along the south side of High Road West to the traffic lights, thereby duplicating the provision in F4 for a shared path also on the north side..</p> <p>For the Seaton Road section:</p> <p>Approve in principle.</p> <p>However, road space appears limited towards the western end, specifically at and past the projection no. 103, and again approaching and beyond the junction with King St. It would need to be demonstrated that it can be provided, or if necessary interrupted, along the whole length of this quite busy traffic route.</p> <p>For the additional second shared path on High Road West, we would object due to the limitations on space, especially approaching the Garrison Lane junction, certainly as a duplicated route here.</p> <p>However, in view of the difficulty of the F4 route from Seaton Rd to Recreation Lane, with the possibility that may not be feasible, it may make sense for a shared path from the lights to Seaton Road to serve both purposes on the south side, where the pavement is broad along most of that length.</p>	<p>Comments noted. The recommendation for F124 has been adjusted to just cover Seaton Road.</p> <p>All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts and optimisation of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme. In some locations, the existing physical constraints may mean retrofitting active travel infrastructure is either not possible to be delivered to as a high standard as we would aspire to or not possible at all. This may mean some schemes are unable to be brought forward.</p>

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F125	Felixstowe Town Council (Ash Tadjrishi)	970		This is virtually all covered by the planning permission and now in build.FTC however supports enhancement of FP24 to the south.	Comment noted. Recommendation F125 has been removed from the Strategy.
F126	Felixstowe Town Council (Ash Tadjrishi)	969	Yes	Support .	Support noted.
F127	Felixstowe Town Council (Ash Tadjrishi)	968	Yes	Support .	Support noted.
F129	Pigeon Investment Management Ltd (Fillmore, Andrew)	1063		A pedestrian refuge crossing facility is included as part of the Pigeon scheme.	Comment noted.
F133	Felixstowe Town Council (Ash Tadjrishi)	967		<p>This appears to largely duplicate F80, but on the other side of the road. There is not the space to accommodate both, let alone a need.</p> <p>NB The access to the Port at the end of Carr Road is indeed useful – but not a formal one and could be subject to closure by the Port for security.</p> <p>Assurance of access should be sought but would be relevant to F80.</p> <p>We object to the concept of two-shared paths along this road.</p>	Objection noted. Recommendation F133 has been removed from the Strategy.
F134	Felixstowe Town Council (Ash Tadjrishi)	966	Yes	Support.	Support noted.
F135	Felixstowe Town Council (Ash Tadjrishi)	965	Yes	Name error – Mill Lane. Support.	<p>Support noted.</p> <p>The name error has been amended.</p>

Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
F136	Felixstowe Town Council (Ash Tadjrishi)	964	Yes	Support. See our comments to F104.	Support noted.
F136	Seamus Bennett	146	Yes	I cycle this route regularly and feel the main concern here is that access is maintained even if the site is redeveloped in next few years. The existing surface and route is adequate. Would consider reducing priority of this section from High to MEDIUM. (I assume the split gates near the houses are to prevent motorcycle access? If not, then they could be removed to facilitate continuous cycling). This route through for cyclists and walkers should be signposted on High Road East as a safe route to the beach/Fludyers etc.	Comments noted. The recommendation to remove the existing cycle barriers has been added under F136.
3.28 - 3.31	David George	48	Yes	I definitely agree the Bascule bridge is a nightmare area to cycle through. Coming from Halesworth I often cycle into Lowestoft from Carlton Colville which is by far the safest way from either Beccles or Stoven and Sotterly side (which links to Southwold and Brampton/Halesworth). Once beyond Carlton Colville the routes (whichever you take) are far too complicated and have multiple junctions which are inherently dangerous. The cycle path along Tom Crisp Way is very good, but one you reach as far north as the roundabout with Waveney Road, it becomes very dangerous. I similarly agree that Denmark Road, as a natural cycling key route, is quite dangerous, even as far up as the roundabout at the top of Normaston Drive. If the section between Normaston Drive and Waveney Rod could be improved, this would really encourage cyclists from north, south and west into town.	Support noted.

Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
3.28 - 3.31	Ricky Andrews	4	Yes	<p>I am very surprised that a cycle route is not being considered from the Beccles Rd 146 at the junction with the Dutchmans pub along the A1117 going towards Pakefield.</p> <p>Looking at the map, I think there is a need to have a better cycle path along the A1117. There are many cyclists that use this route</p> <p>and they use the pavements. Speaking to some of them they tell me that they use the paths because they do not feel safe on the road.</p> <p>I would like to see a cycle path added to this route.</p>	<p>Agreed. Elm Tree Road/Cotmer Road is well used according to Strava and shows good potential for modal shift improvement according to PCT. The potential to incorporate this road into the key corridors has been explored further and added to the Strategy.</p>
3.28 - 3.31	Sue Kershaw	1081	Yes	<p>In past months, I commented on the huge need for the extension and improvement of the cycle path for Pakefield schools,the promenade .....once again the public consultation continues and closes next year!</p> <p>It's difficult for some, including me to attach comments on this very important council project, which will benefit the safety of cyclists, pupils at both schools,especially with climate change in the forefront of everybody's mind,cycling over cars, is such a worth while improvement needed ASAP.</p> <p>I understand our government has allocated funds to our council for these cycle paths, it appears as hard to do, as making comments on this public consultation website.</p>	<p>The support is noted. The consultation was designed to be innovative and user friendly, if this doesn't reflect your experience we welcome feedback.</p> <p>Key Corridor L45 has been extended to Pakefield high school.</p>
3.28 - 3.31	Woodland Trust (Oliver Newham)	633	No	<p><b>We have identified the following potential threats to ancient woods and ancient/veteran trees along this stretch of proposed cycleway.</b></p>	<p>This list of important ecological assets has been noted and full consideration will be given to the protection of these assets.</p>



Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
				<p><b>Lowestoft Key Corridor</b></p> <p>Notable oak TM53149109, ID 60064 - L24 on A12</p> <p>Notable oak TM53129107, ID 60065 – L24 on A12</p> <p>Notable oak TM53119105, ID 60066 – L24 on A12</p> <p>Notable oak TM53119105, ID 60066 – L24 on A12</p> <p>Mutford Big Wood ASNW, TM49618914 – LB4 adjacent</p> <p>Unnamed ASNW, TM49378878 – LB4 adjacent</p> <p>Unnamed ASNW, TM49268871 – LB4 adjacent</p> <p>Veteran oak TM43928980, ID 48956 – LB12 adjacent</p> <p>Veteran oak TM43568977, ID 48957 – LB12 adjacent</p> <p>Veteran oak TM41698796, ID 48852 – junction of LB29 and LB27</p> <p>Veteran oak TM35428913, ID 48493 – LB36</p>	<p>It should be noted that limited improvements that require expanding the infrastructure are suggested along L24 so there is no likely impact here.</p> <p>Similar for LB4 the suggestion is to utilise the rural lane with limited hard infrastructure expansion.</p> <p>LB12 would look to utilise existing road/path space and the managed grass verge if expansion is required, but reference to these trees will be included.</p> <p>Junction of LB27/LB29 recommends the improvement of the path surface to allow more users. Reference to this tree will be included.</p> <p>LB36 states that a new cycle track should be the ambition, but recognises this may not be viable and instead notes that other improvements may be necessary instead. Reference to the tree will be included.</p>
3.28 - 3.31	Woodland Trust (Oliver Newham)	635	No	<p><b>We have identified the following ancient wood which would be threatened by the proposed cycleway in this area.</b></p> <p><b>Lowestoft to Hopton Key Corridor</b></p> <p>Foxburrow ASNW, TM53579553 - L5 adjacent</p>	<p>Full consideration has been given to the adjacent ancient woodland and the recommendation altered to state that no damage to the ancient woodland should occur and the recommendation relates to work to the A47.</p>

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L1	Chris Adelson	507	Yes		Noted.
L5	Chris Adelson	544		A path through the ancient woodland is not appropriate. The first option must be achieved.	Full consideration has been given to the adjacent ancient woodland and the recommendation altered to state that no damage to the ancient woodland should occur and the recommendation relates to work to the A47.
L6	Chris Adelson	545	Yes		Support noted.
L7	Chris Adelson	546	Yes	Not everyone feels safe travelling on this section. More use might help people to feel safer.	Support Noted.
L9	Chris Adelson	547	Yes		Support Noted.
L10	Chris Adelson	548	Yes	Keep grass verges where possible. Consider planting to create a barrier between path and road.	Noted. The path should be widened to the size required to meet best practice, but no further if a sufficient grass verge can be retained.
L11	Anthony Bucknole	174	No	<p>The last thing Lowestoft needs is the removal of one of the lanes on the bascule bridge to cater for cyclists.</p> <p>The third crossing is will alleviate the current high traffic density moving across the river Waveney but that's all. As Lowestoft continues to expand there will be an increase in traffic moving north and south. To shut a lane off will be counter productive and the extra capacity provided by the third crossing will soon be negated.</p>	<p>The suggested remodelling of the bridge is dependant upon sufficient reduction of traffic levels from the third river crossing and is not being recommended should the anticipated traffic levels on the Bascule Bridge as a result of the third river crossing not materialise.</p> <p>It should be noted that the Bascule Bridge represents a significant pinch point not only for vehicular traffic but also for cyclists. Its redevelopment not only improves the wider cycling network with its health and environmental benefit but could also improve access into the town centre resulting in more footfall.</p>
L11	Chris Adelson	549	Yes		Support Noted.
L11	Councillor Paul Ashdown	59	No	Sorry I cannot support any changes to vehicle traffic using the bascule bridge. This is the the comment I have made on several occasions we have fought for a third crossing not to make it a second crossing in a different place. Should this be brought before both Full Council and The Place Board I could not support it.	<p>The suggested remodelling of the bridge is dependant upon sufficient reduction of traffic levels from the third river crossing and is not being recommended should the anticipated traffic levels on the Bascule Bridge as a result of the third river crossing not materialise.</p> <p>It should be noted that the Bascule Bridge represents a</p>

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					significant pinch point not only for vehicular traffic but also for cyclists. Its redevelopment not only improves the wider cycling network with its health and environmental benefit but could also improve access into the town centre resulting in more footfall.
L11	Norman Brooks	60	No	<p>I read with dismay the proposal to reduce the lanes on the Bascule Bridge from 3 to 2.</p> <p>There are wide footpaths on both sides of the bridge and one of these could be repurposed and combined.</p> <p>For eleven years I have spent hundreds of hours lobbying and pushing for a THIRD crossing not a TWO AND A HALF CROSSING,</p> <p>the bridge is costing £117 million to improve connectivity in the North of the District and any reduction will have a devastating effect on trade in Lowestoft High Street.</p> <p>I have asked the question numerous times “are there any proposals to shut one lane as shown on the first draft of the proposal” and was given a 100% guarantee by officers this would not happen!!</p> <p>Also as Cabinet member for Transport I think I should have been consulted but I have not, this is not acceptable.</p>	<p>The suggested remodelling of the bridge is dependant upon sufficient reduction of traffic levels from the third river crossing and is not being recommended should the anticipated traffic levels on the Bascule Bridge as a result of the third river crossing not materialise.</p> <p>It should be noted that the Bascule Bridge represents a significant pinch point not only for vehicular traffic but also for cyclists. Its redevelopment not only improves the wider cycling network with its health and environmental benefit but could also improve access into the town centre resulting in more footfall.</p>

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				<p>I was at the first meeting of the place board but then told there was not a place for me strange.</p> <p>I cannot support any proposal to reduce the existing bridge in this way</p>	
L11	Rod Serling	359	No	<p>Just as the town has something given to it, you take it away. Its hard enough running a business without you making it harder</p>	<p>The suggested remodelling of the bridge is dependant upon sufficient reduction of traffic levels from the third river crossing and is not being recommended should the anticipated traffic levels on the Bascule Bridge as a result of the third river crossing not materialise.</p> <p>It should be noted that the Bascule Bridge represents a significant pinch point not only for vehicular traffic but also for cyclists. Its redevelopment not only improves the wider cycling network with its health and environmental benefit but could also improve access into the town centre resulting in more footfall.</p>
L11	Steel & Co (Danny Steel)	43	No	<p>As Chairman of Lowestoft Vision I represent the business and traders in Lowestoft. I can't support any proposal that will restrict the traffic flow into the town centre. Lowestoft like many towns is still trying to recover from the challenges of COVID and adapting to the shift in buying habits any restriction will be another hammer blow to Lowestoft's business. The Gullwing bridge is Lowestoft's third crossing not a replacement crossing.</p>	<p>The suggested remodelling of the bridge is dependant upon sufficient reduction of traffic levels from the third river crossing and is not being recommended should the anticipated traffic levels on the Bascule Bridge as a result of the third river crossing not materialise.</p> <p>It should be noted that the Bascule Bridge represents a significant pinch point not only for vehicular traffic but also for cyclists. Its redevelopment not only improves the wider cycling network with its health and environmental benefit but could also improve access into the town centre resulting in more footfall.</p>
L31	Cycling UK (John Thompson)	304	No	<p>Sharing with pedestrians needs to be avoided and confident cyclists just won't use it and will get abuse from drivers. Reduce the speed limit to 30 mph with speed calming. I accept it could somewhat reduce</p>	<p>Noted. Segregated infrastructure is the ambition where possible to achieve.</p>

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				<p>the cycling potential but it's the classic case of where, in my view, there need to be a trade-off.</p> <p>If cyclists and pedestrians can be segregated, fair enough.</p>	
L32	Cycling UK (John Thompson)	354	No	I would like clarification of why a segregated cycle lane is considered necessary to comply with current guidance.	Where possible lanes segregated from both traffic and pedestrians (either as a shared, but segregated path or dedicated cycle track) should be sought in accordance with the LTN1/20 principles. The Suffolk Design Streets Guide also notes it is best practice to design to this standard on secondary cycle routes. Gunton Cliffs appear wide enough to meet the higher quality, but if this approach is not viable a lower quality infrastructure may then be considered.
L33	Chris Adelson	551	Yes	Also public conveniences. It's a well used space.	Noted. Addition of public conveniences can be of benefit, but their provision is outside the scope of the strategy.
L42	Chris Adelson	553		The lower prom is very busy during the summer and people choose to sit out here. There could well be a conflict between riders and relaxed holiday-makers.	The comment is noted and the proposals should aim to support the visitor economy not to damage it. Accordingly a caveat has been added that the option to use the lower promenade should be considered against impact to leisure/tourism.
L44	Cycling UK (John Thompson)	293	Yes	<p>I am especially pleased to learn of this proposal.</p> <p>I have already reported to SCC that in my Cycling UK capacity I have had reports of near misses by those using the toucan crossing because drivers didn't notice the lights were red.</p>	Support Noted.
L56	Chris Adelson	555		Improved cycle ways should also include wheelchair routes from the care home. It is currently very difficult to take a resident in a wheelchair to the Community Centre/park or supermarket at Aldi due to narrow pavements and high kerbs. Union Lane is	Noted. The intention is to provide infrastructure to the best current standard where possible ensuring appropriate width allowing all users.

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				quiet but there is not pavement along the whole length and a blind corner.	
LH5	Mr Newsome	355	Yes	This makes perfect sense reopening the old railway line as a cycle way as has been done along the linear park railway line. It would allow cyclists a safe off road facility using the old railway line. I hope it will also be shared cycle way and pedestrian along with new lighting. The Stirrups Lane bridge made safe with an access ramp. If a garden village is to be built this cycle way is a must as it will provide a safe route for people travelling to school or work.	Comment noted.
LH8	Cycling UK (John Thompson)	352	No	Sharing with pedestrians should be avoided. Current provision runs broadly parallel to the A47. That said, what is the likelihood of people wanting to walk that distance?	Noted and it is agreed that segregation between cyclists and pedestrians should be sought first.  There is potential for some pedestrians using this route as the distance between the allocated North of Lowestoft Garden Village and Hopton is small enough to allow walking particularly with another allocation south of Hopton narrowing the gap further.
3.36 - 3.39	David Beavan (East Suffolk Councillor)	46	Yes	It is important that this is extended to Southwold. Not easy I know with coastal erosion but could the coastal path be upgraded to a cycle path in this stretch? There are many people who commute from Lowestoft to Southwold for work. The bus connections are poor in the evenings and early mornings. The Wrentham road is too dangerous for cyclists, and the cycle path goes a long way inland.	Creating a route between Southwold and Lowestoft has been explored as part of either a southern extension to the Lowestoft-Kessingland Key Corridor or a Leisure Route. However, the constraints associated with waterways, the coast and the A12 have resulted in no feasible route being identified between Kessingland and Southwold.
3.36 - 3.39	Patricia Garrod	197	Yes	The cycle path which is on the pavement alongside the A12 between the Pizza Hut roundabout and the Kessingland turnoff roundabout is very very dangerous and need to be made much safer.	Comment noted.
LK1	David George	49	Yes	Absolutely agreed, the path between the Pakefield water tower roundabout and Kessingland is really	Comment noted.

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				dangerous. It would also be helpful if there were a safer (perhaps island-based) crossing over from the east side of the A12 to the Gisleham Road near the Morrisons/south Industrial Estate access road. At present, the shared pathway in this section is very, very dangerous and pedestrians are often not aware this is shared.	
LK3	Cycling UK (John Thompson)	291	Yes	I support this in principle, but with some reservations. While an off-road facility is necessary between Pakefield and Kessingland because of the perception of danger on the A12, they should not be necessary in Kessingland itself. The residential roads, including the main street could simply be 20 mph. Also, although advisory cycle lanes are very limited in their usefulness, combined with 20 mph limits they could be of some help in encouraging drivers to overtake cyclists at the correct width. The lanes would need to be the widths stipulated in Local Transport Note 1/20	The support is noted, the Strategy aims to remove cyclists off-road where possible to reduce potential for conflict. 20mph zones may be appropriate in places, but the Strategy does not recommend settlement wide 20mph zones.
3.40 - 3.44	David George	50	Yes	As a Halesworth Cyclist I often use Bungay and Beccles routes, and usually access Lowestoft either via Ellough/Beccles, or via the back road from Stoven through Sotterley, Hulver and Mutford - this is a lovely safe route. If the strategy wishes to avoid the centre of Beccles (which I agree is quite dangerous other than the section through Worlingham along the old main road), then how about routing from Carlton Colville, Mutford, Hulver, Ellough, Weston, Ringsfield, St Andrews, and then Mettingham into Bungay? OK it's not a particularly straight route but it's nice back roads.	Noted. The roads/paths around Carlton Colville, Mutford, Hulver, Ellough, Weston, Ringsfield, St Andrews, and Mettingham have been considered and in some cases included within the strategy.

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3.40 - 3.44	Worlingham Parish Council (Lesley Beevor)	357		<p>The following are the comments from Worlingham Parish Council</p> <p>Add a safer cycle lane onto Marsh Lane roundabout from Lowestoft Road</p> <p>Sandpit Lane to be added as part of the area under walking/cycling strategy</p> <p>Change the side of the cycle path on Hillside Ave</p> <p>Cycle path to be included from Cedar Drive to Ellough Ind Estate</p> <p>Cycle Path to be added from Cedar Drive to College Lane</p>	<p>Marsh Lane - Agreed. Consideration has been given to the cycling connection onto Marsh Lane and the Strategy adjusted.</p> <p>Sandpit Lane - This represents a possible cycling/walking route between Worlingham and Ellough Industrial Park. It is unlikely significant infrastructure could be added here, however some modest improvements could be considered and the Strategy adjusted.</p> <p>Hillside Avenue - The side of the proposed cycle lane shown in the draft strategy is indicative only and can be moved to whichever side yields the best results.</p> <p>Cedar Drive - Ellough Industrial Estate - A cycle/walking route has been included to meet this ambition. It is less direct than utilising Ellough Road itself, but allows progress through the allocated garden neighbourhood giving a connection to implementation.</p> <p>Cedar Drive - College Lane - See above. To continue the route onto College Road the existing infrastructure on the Ellough Road roundabout could be continued northwards.</p>
3.40 - 3.44	Worlingham Parish Council (Lesley Beevor)	1082	No	<p><i>First comment:</i></p> <p>worlingham parish council make the following comments regarding the consultation and requirements in the village. Comments as follows;</p> <p>add a safer cycle lane onto Marsh Lane roundabout from Lowestoft Road</p>	<p>Marsh Lane - Agreed. Consideration has been given to the cycling connection onto Marsh Lane and the Strategy adjusted.</p> <p>Sandpit Lane - This represents a possible cycling/walking route between Worlingham and Ellough Industrial Park. It is unlikely significant infrastructure could be added here, however some modest improvements could be considered and the Strategy adjusted.</p>



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				<p>add Sandpit Lane onto the cycling/ waking strategy</p> <p>the proposed cycle land on Hillside Ave needs to be on the opposite side of the road</p> <p>cycle path from Cedar Drive to Ellough Ind Est to be added</p> <p>Cycle path from Cedar Drive to College Lane to be added</p> <p><i>Second comment:</i></p> <p>add a safer cycle lane onto Marsh Lane from Lowestoft road</p> <p>Add Sandpit Lane onto the cycling / walking strategy</p> <p>The proposed cycle Lane on Hillside Ave needs to be on the opposite side of the road</p> <p>New cycle lane to be added from Cedar Drive to Ellough Ind Est</p> <p>New cycle Lane to be added from Cedar Drive to Cucumber Lane</p>	<p>Hillside Avenue - The side of the proposed cycle lane shown in the draft strategy is indicative only and can be moved to whichever side yields the best results.</p> <p>Cedar Drive - Ellough Industrial Estate - A cycle/walking route has been included to meet this ambition. It is less direct than utilising Ellough Road itself, but allows progress through the allocated garden neighbourhood giving a connection to implementation.</p> <p>Cedar Drive - College Lane - See above. To continue the route onto College Road the existing infrastructure on the Ellough Road roundabout could be continued northwards.</p>
LB6	Cycling UK (John Thompson)	302	Yes	<p>I would be interested to know if you've had an comments about the crossing. I accept it could be off-putting to novices and those with children. Even I as a case-hardened cyclists find being on the central reservation with fast moving traffic coming past unpleasant. However, while traffic calming and a lower speed limit would be steps in the right</p>	<p>The road is a well used A-road with a non-urban character that perhaps limits the crossing options. A Toucan crossing represents the best option for cyclists and can be explored further at a design stage, but it is likely that other options will be more viable.</p>

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				direction would it impede motor traffic so much to have a Toucan crossing?	
LB16	Ingleton Wood LLP and DLP Planning Ltd for and on behalf of Chenery's Farm Partnerships, Beccles Townlands Trust and Allison Homes	925		<p>2.6 Our clients agree with the principle of Route LB16 to provide a link through the allocation site, alongside Ellough Road. The representatives for the eastern parcel of land anticipate the delivery of a connection from a point at the site's boundary with Ellough Road to the existing southern bypass infrastructure. However, the exact route suggested by LB16 should at this stage should be indicative, as is consistent with other routes located within allocation sites within the Draft Strategy. It is expected that the LB16 route can be largely achieved through the aforementioned circular walking route for SANG / Country Park provision.</p> <p>2.7 As part of the Ellough Road access improvements, in addition to the circular route, a new footway is proposed along the length of Ellough Road providing opportunities for residents to walk both within the site or on the site edge.</p> <p>2.8 In respect of the recommended crossing point at Cedar Drive, this is not an explicit requirement of the allocation policy. The provision of a crossing on Ellough Road will be subject to Suffolk County Council finding such an arrangement both necessary and acceptable and being willing to enter into a Section 278 Agreement. It is also noted that the Draft Strategy recommends consideration of a lighted crossing for route LB15, which runs along Cedar Road. However, this Highways land is outside of any of our clients' landownership boundaries and</p>	<p>The support is noted and it is confirmed that the line on the map is only indicative and the exact route will be determined at a later stage.</p> <p>The Cycling and Walking Strategy considers the crossing point important, but it is agreed that the requirement will be guided by Suffolk County Council. The method of delivery will be determined at a later date subject to Suffolk County Council's guidance and consent.</p>

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				direct control. Accordingly, such a proposal would need to be guided by the County Council and supported by an evidence base that identifies the need for this provision and our client will provide all reasonable endeavours to provide a crossing point in this location should it be required.	
LB17	Ingleton Wood LLP and DLP Planning Ltd for and on behalf of Chenery's Farm Partnerships, Beccles Townlands Trust and Allison Homes	926		<p>2.9 The Beccles Southern Relief Road was opened in September 2018 and has been constructed with a substantial foot and cycle path running parallel to the carriageway, separated by a grass verge. The path is well signposted and already well-used. Any such duplicate path running parallel within the site would render one of the paths redundant. Notwithstanding the links expected within the site boundary, it is our clients' view that the Garden Neighbourhood permissions are not required to provide any further walking or cycling infrastructure along or parallel to the southern bypass itself.</p> <p>2.10 Our clients will also be providing a circular walking route within the site whereby this can connect to the existing route along the southern bypass. LB19 Rigbourne Hill</p> <p>2.11 The LB19 route is an existing green corridor that runs from the southern bypass to the town centre. It dissects the Garden Neighbourhood site via the track known as Oak Lane. Oak Lane is not within the ownership of any of our clients. Whilst we assume that the land is owned by Suffolk County Council Highways, we do not have control over this land. Our clients are not therefore anticipating the planning</p>	<p>The central key corridor (LB20) shown on the Cycling and Walking Strategy through the Garden Neighbourhood allocation is indicative only. The strategy attempts to show that a cohesive well connected cycle network through the site is required supporting the policy requirement for a permeable and legible layout.</p> <p>LB19 recognises the importance of this green corridor and the potential improvements that could increase its use. The method of delivery would be fully determined at a later stage.</p>

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				<p>permissions for the Garden Neighbourhood to deliver the recommended improvements to the surface width of this path.</p> <p>2.12 Notwithstanding landownership matters, the eastern parcel is adjacent to the existing path at Oak Lane. The representatives for the eastern parcel have identified in their masterplan for the site that there will be a route of similar demarcation running along boundary of the site with Oak Lane due to the provision of the circular SANG / Country Park route.</p>	
LB20	Ingleton Wood LLP and DLP Planning Ltd for and on behalf of Chenery's Farm Partnerships, Beccles Townlands Trust and Allison Homes	927		<p>2.13 In accordance with the recommendation for LB20, our clients agree with the principle of providing high quality walking and cycling infrastructure throughout the Garden Neighbourhood allocation site.</p> <p>2.14 We also agree that the lines shown on the Cycling and Walking Strategy map should be considered indicative only. The permissions within the Garden Neighbourhood site are expected to deliver a complex series of cycling and walking routes which will be dictated by a range of material planning considerations, not least the circular route within the site-wide SANG and Country Park provision infrastructure. In the view of our clients, the exact routes should not be dictated any further by the Strategy to allow sufficient flexibility at planning application stage.</p>	The lines provided are indicative and the exact route would be determined at a later stage. The strategy attempts to show that a cohesive well connected cycle network through the site is required supporting the policy requirement for a permeable and legible layout.
LB23	George Blair	561	No	<p>Northgate, Beccles forms part of the Angles Way.</p> <p>Currently Northgate is used by overweight (including buses) and speeding vehicles, which creates a</p>	The role of Northgate Street has been considered in the formation of the Strategy. Accordingly a recommendation relating to Northgate has been included.

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				<p>dangerous situation for walkers and cyclists. These facts are supported by a recent traffic speed survey carried out by Suffolk CC. See attached.</p> <p>Buses and heavy vehicles should be diverted from this road and traffic calming measures should be implemented, so that the road/route can be used safely.</p> <p>Please reconsider the North/South National cycle route (no 30) through Beccles a priority for improving cycling and walking in East Suffolk.</p> <p>Attachments:  <i>The attachment has not been published due to potential copyright/data protection concerns, but was still fully considered and assessed in forming the Strategy.</i></p>	<p>The National Cycle Network was considered in the formation of the Strategy.</p>
LB23	Michelle Golding	606		<p>in addition to comment 565, and the photo attached. I would like to add: <a href="https://www.norfolk.gov.uk/out-and-about-in-norfolk/norfolk-trails/long-distance-trails/angles-way/about-angles-way-and-points-of-interest">https://www.norfolk.gov.uk/out-and-about-in-norfolk/norfolk-trails/long-distance-trails/angles-way/about-angles-way-and-points-of-interest</a>: taken from the norfolk.gov.uk website.</p> <p>17% of the video promoting the Angles Way as an important walking and Cycling route, centres on Northgate in Beccles. It was filmed pre pandemic and at a time when there was (unbelievably) no heavy traffic in evidence.</p> <p>Since Norfolk CC give the route such a high priority for walkers and cyclists, they should be included in</p>	<p>The role of Northgate Street has been considered in the formation of the Strategy. Accordingly a recommendation relating to Northgate has been included.</p>

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				consultations (along with Suffolk County Council, and other stake holders) concerning the re routing of the 8 buses per hour (which encourage the use of other heavy traffic and the hundreds of vehicles that currently use it as a popular 'Rat Run') and enable the route to be safely used by walkers and cyclists	
LB25	Janet Holden	3	No	the majority of the strategy is aimed at cyclists, I'm concerned that by making public footpaths into cycle paths walkers will be put at risk, and this will encourage cyclists to commandeer other footpaths in the area. It would be better to designate the roads into the Ilketshalls as quiet roads and divert cyclists through these roads.	The strategy considers both cycling and walking and account for the needs of both in its recommendations. The key corridors attempts to utilise the optimum route and using rural roads was a key facet alongside that of PROW routes.
LB35	Andrew Saul	620	No	<p>The proposed route from Bungay along Low Road and then to Beccles via improved footpaths would provide a charming leisure route but would do little or nothing to serve the communities of Barsham, Shipmeadow and Mettingham which are mostly scattered along the B1062. There were once footpaths along the verge for part of the route but these have not been maintained and the verge is now completely impassable even on foot in many places.</p> <p>Few but the bravest in these villages will attempt to cycle or walk from one village to the other or on to Beccles or Bungay along the B1062, let alone allow their children to do so. But the leisure route along Low Road/ footpath is not a viable route for most people for work/school/domestic purposes. If cycling or walking are really to be put at the heart of transport decision making, then this must be addressed.</p>	<p>The proposed recommendation does provide an attractive route that helps connect Barsham, Shipmeadow and Mettingham via Lock's Lane and Callender Houses.</p> <p>It is recognised that additional connectivity could be provided by a route alongside the B1062 particularly to properties/businesses south of this road. A new route here would require significant new infrastructure. A community recommendation for a cycle path along the B1062 was received and scored.</p>

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				It can be addressed first by introducing easily and at minimal cost) the 30 mph limits promised by the local authority in the 1980's for each of Barsham, Shipmeadow and Mettingham, but withdrawn at the last minute. Second, a combined footpath/cyclepath should be created/recreated alongside the B1062.	
3.45 - 3.48	Alison Andrews	152	No	<p>By all means promote the walking routes but neither the Sailors Path nor the Aldeburgh railway line routes are suitable as well used cycle routes. There are occasional users at present but the paths are not suitable for a heavy cycling as well as walking route because</p> <ol style="list-style-type: none"> <li>1. they are not wide enough and walkers would have to stand in the edges or against the fences to let bicyclists pass ( bicyclists do not often give way to walkers and that is a behaviour which will not be easily changed)</li> <li>2. the ground forming both paths would not sustain the cutting effect of cycle wheels. Even with just walkers the paths can get quite muddy in places in winter and ground cut up by bicycles would make walking difficult. The ground consists of hilly sand ( start of Sailors Path near Aldeburgh) beaten track of earth , leafy woodland, and on the Sailors Path duckboards where walkers have to go single file and wait for others coming the other way at wider points such as gates. Putting in a harder surface to accomodate bicycles would mean walkers would have a less giving surface to walk on, the whole experience would be a lot noisier with audible footfall and bicycles and take away the relaxation of walking on softer ground past fields and through</li> </ol>	Cycling, walking and wheeling can coexist along the Aldeburgh disused railway line and the Sailors Path if appropriate and sensitive infrastructure improvements are made. However, the Aldeburgh-Snape Leisure Route includes an alternative cycling and walking route to the Sailor's Path if it is considered more appropriate for the Sailor's Path to remain a walking only route.

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				woods. 3. both paths are well used by walkers, many with dogs which are free to run off the lead. The railway one has also many regular dog walkers doing circuits from nearby homes and also children at foot and in prams/buggies and that traffic does not fit well with bicycles. The Sailor's Path is already a well known circuit for many walkers- do promote that as it is great- but beware of the parking problems at either end.	
3.45 - 3.48	Andy Bird	123	Yes	Missing Tourist destination leisure routes opportunities: <ul style="list-style-type: none"> <li>• Cycle path along woodbridge river, Martlesham, Woodbridge, Melton. Could also be a safe route from Martlesham.</li> <li>• Trimley Marshes circular route/with Felixstowe</li> <li>• Nacton beach and paths from Ipswich</li> <li>• Stour and Orwell walk from Trimley to Levington footpath - can be bridleway</li> </ul>	Leisure routes have been added to the Strategy, including between Nacton beach and Ipswich. Other suggestions are incorporated into the Key Corridor recommendations.
3.45 - 3.48	Benhall and Sternfield Parish Council (Melanie Thurston)	661		We would like to see the 3 Communities Link Project (Benhall/Kelsale/Saxmundham) reinstated to ensure that there is a full, linked, circular route (this was first mooted in 2016).	The 3 Communities Link project has been incorporated into the Strategy as the Benhall-Saxmundham-Kelsale Leisure Route.
3.45 - 3.48	Chris Adelson	559		Ensure that there is public access to toilets along the route for walkers and cyclists.	It will be important that services and facilities, such as toilets, are planned for along the Leisure Routes through detailed design stages.
3.45 - 3.48	Chris Adelson	560		Sailor's Path route - is a walking route. Fencing off the cows and widening the board walk would make it better for cyclists.	Cycling, walking and wheeling can coexist along the Aldeburgh disused railway line and the Sailors Path if appropriate and sensitive infrastructure improvements are made. However, the Aldeburgh-Snape Leisure Route



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				The route from the end of the path into Aldeburgh is along a very busy road. Provide a designated cycle path and reduce speed of traffic.	includes an alternative cycling and walking route to the Sailor's Path if it is considered more appropriate for the Sailor's Path to remain a walking only route. The proposed Aldeburgh-Snape Leisure Route seeks to provide an alternative to the current stretch along the A1094, by introducing cycling and walking route across the A1094 and along upgraded Footpath 16 through the golf course.
3.45 - 3.48	Christopher Lewis	40	Yes	I am an Aldeburgh Town Councillor and on the Services Committee which is responsible for comments on the environment. We have a proposal to make, which is for a dual-use path pedestrian/cyclist between Thorpeness and Aldeburgh. I sent in a copy of the proposal last year and it would link well with the Sailors Path and other proposed routes. Councillor Russ Rainger is aware of the proposal and supports it.	A Leisure Route between Thorpeness and Aldeburgh has been added to the Strategy.
3.45 - 3.48	Dave Fryer	408	Yes	There are many footpaths in the Leiston, Saxmundum, Aldeburgh and Thorpeness area but very few official cycle paths this causes friction between walkers and cyclists, To have paths upgraded to cater for both would be a great advantage.	A number of Leisure Routes have been added to the Strategy, including between Saxmundham, Leiston, Aldeburgh and Thorpeness. Detailed design of the Leisure Routes will need to ensure walking, cycling and wheeling can coexist across the routes to ensure all users are catered for.
3.45 - 3.48	David Adelson	462	No	Due to the sensitivity of the RSPB nature reserve at North Warren and Church Farm Marshes, the existing footpath across the reserve should not be widened. Surfacing (to allow wheelchair access) should be done with sensitivity to existing habitat (bushes immediately adjacent the path). As FP6 and 20 lie along existing surfaced tracks between Saxmundham to Leiston Roads, upgrade to Bridleway is a paper exercise only.	Surfacing and lighting solutions must be sensitive to the natural and historic context of the Leisure Routes, which is often the very reason the route may be popular. The most appropriate surfacing and lighting solutions will need to be considered through the detailed design stages. A number of Leisure Routes have been added to the Strategy, including between Benhall, Snape, and Aldeburgh. The Aldeburgh-Snape Leisure Route proposes to remove cyclists and pedestrians from the

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				<p>This upgrade will make next to no difference, since there is no safe way to reach Aldeburgh by bike from either the Snape or Leiston directions. Also the section of the pedestrian route from the Sailor's Path car park is rough underfoot and barely suitable for able-bodied walkers, let alone wheelchairs or buggies. It should be the top priority for the leisure route to address this problem. Action in three areas would make a big positive difference-</p> <ol style="list-style-type: none"> <li>1. Upgrade the Sailor's Path from Snape to near Aldeburgh to allow cycling. Fence off livestock from the path.</li> <li>2. Provide segregated cycleway and footway from Aldeburgh end of Sailor's Path towards Aldeburgh, up to existing footways and a point far enough into town that traffic is mostly sticking to 30mph.</li> <li>3. Segregated pedestrian/cycle route FROM jct A1094/Priory Road (Snape) approx TM404593 TO jct A1094/Mill Road (Friston) approx TM409594, plus crossing point to allow safe cycling and walking between Priory Road and Mill Lane. A crucial 500m section of a leisure route between Snape and Leiston or Minsmere.</li> </ol>	A1094 between the Sailor's Path and Aldeburgh by creating a cycling and walking route along upgraded Footpath 16 through the golf course.
3.45 - 3.48	David Beavan (East Suffolk Councillor)	44	Yes	Dunwich to Southwold and Walberswick is also an important leisure route.	A number of Leisure routes have been added to the Strategy across East Suffolk, including between Minsmere, Walberswick and Southwold.
3.45 - 3.48	East Suffolk (Rachel Smith-lyte)	773		<p><b>Concerns around the Aldeburgh – Leiston</b></p> <p>The old railway track because some of it at least is</p>	Surfacing and lighting solutions must be sensitive to the natural and historic context of the Leisure Routes, which is often the very reason the route may be popular. The

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				<p>on sensitive nature areas and certainly RSPB North Warren - so I'm pro as long as it doesn't tarmac path (with lighting) and therefore disturb the wildlife further.</p> <p>Whilst mainly pleased with Melton proposals, I do feel that the Council's plans for rural areas lack ambition. The Council does not seem to recognise that people are deterred from cycling between villages or into their local town by understandable fears for their safety. The ideal standard for cycling is physical separation from motor vehicles and pedestrians.</p>	<p>most appropriate surfacing and lighting solutions will need to be considered through the detailed design stages.</p> <p>Throughout the preparation of the Strategy an appropriate balance has been sought between identifying realistic and deliverable cycling and walking infrastructure whilst also being ambitious.</p>
3.45 - 3.48	EDF (Jack Raven)	351	Yes	A route within this area links up the key tourism areas with rail links and Leiston. This helps to support Net Zero ambitions of Leiston (Net Zero Leiston) by providing active travel solutions as an alternative to vehicular transport, but also provides tourists an alternative to vehicular transport, which creates emissions and congestion. These active travel initiatives link well to sustainable transport solutions being explored, such as demand responsive transport.	Support noted. The transport plans for Leiston have been considered throughout the preparation of the Leisure Routes affecting Leiston to ensure cycling and walking infrastructure is aligned within and adjacent to Leiston.
3.45 - 3.48	Gallagher, Anthony	608	Yes	This is a welcome suggestion which builds on an established route. It is a sensible route encompassing the features of the area well	Support noted.
3.45 - 3.48	Henry Anderson	254	Yes	An excellent idea. A key feature for the success of the onward travel locations needs to be secure bike storage.	Support noted. It will be important that services and facilities, such as secure bike storage, are planned for along the Leisure Routes through detailed design stages.
3.45 - 3.48	Iain Johnston	772		I am very pro the strategy, really requesting some further study of the leisure side of road cycling. From reading the document, it looks like this has fallen through the data cracks somehow. I was	In responding to the number of consultation comments seeking further leisure cycling and walking routes, a number of Leisure routes have been added to the

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				<p>surprised to see the leisure zone triangle up by Aldeburgh/Yoxford/Sax, with no reference to the Sutton / Bawdsey peninsula, which in my experience is just as popular and many local and further afield cycle and triathlon clubs use as training routes. I'm sure you'll have seen some of the groups meeting at Honey and Harvey by your offices in Melton.</p> <p>I note Strava data was mentioned in your data. The global heatmap will certainly back up my point above. <a href="https://www.strava.com/heatmap#10.42/1.43133/52.12582/hot/ride">https://www.strava.com/heatmap#10.42/1.43133/52.12582/hot/ride</a></p> <p>Have you been in contact with any of these clubs, or may I pass details on?</p>	Strategy across East Suffolk, including between Melton and Bawdsey.
3.45 - 3.48	Julian Cusack	266	Yes		Support noted.
3.45 - 3.48	Leiston Together (Helen Greengrass)	844	Yes	<p>Leiston Together supports</p> <p>3.45 a Leisure Route in the Leiston area</p> <p>3.46 supports the opportunities as outlined however, would like the strategy to address some sort of direct connectivity between Saxmundham and Leiston to promote sustainable travel choices between the two neighbouring towns and a through route to Sizewell Beach.</p> <p>3.47 To take into account an emerging Transport Strategy of Leiston Town Council</p>	Support noted. An additional Leisure Route between Leiston and Sxmundham has been added to the Strategy. The Transport Strategy for Leiston Town Council has been considered throughout the preparation of Leisure Routes adjoining Leiston.
3.45 - 3.48	Leiston Town Clerk (Caroline Rinder)	377	Yes	Leiston-cum-Sizewell Town Council strongly supports the leisure route for the key opportunities that have been identified and are listed in the consultation. Our own emerging cycling and walking	Support noted. An additional Leisure Route between Leiston and Sxmundham has been added to the Strategy. The Transport Strategy for Leiston Town

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				<p>plans have been based around health and wellbeing, improved tourism access and boosting the local economy. The addition of the leisure route would very much compliment our own town plans and we are excited about the many benefits and opportunities that this would bring.</p> <p>An additional leisure route which benefits further the proposed plans is a more direct route from Leiston to Saxmundham. We believe this would be a popular route for residents especially travelling to and from Saxmundham, importantly for access to the train station.</p>	Council has been considered throughout the preparation of Leisure Routes adjoining Leiston.
3.45 - 3.48	Middleton cum Fordley Parish Council (Sharon Smith)	609	Yes	<p>1. Middleton cum Fordley Parish Council (MPC) strongly supports improvements in provision for Cycling and Walking in the area suggested for the 'leisure route'. However, it is disappointing that there is much less detail set out here than in other parts of the strategy. This makes constructive comment difficult.</p> <p>2. The strategy will need to respond to the approval of the SZC DCO if this is forthcoming. We are surprised that the draft strategy barely mentions this risk because if it does go ahead, it will cause significant disruption to many existing cycling and walking routes. Within our local area we particularly object to the loss of connectivity south to Kelsale and Saxmundham under the current proposals for the Sizewell Link Road (SLR). This includes the closure of Hawthorn Road, Fordley Road and Littlemoor Road each of which have recently seen increased use by walkers and cyclists and have been</p>	Support noted. The development consent order for Sizewell C has been granted, and therefore the Leisure Route recommendations reflect the infrastructure provisions that will accompany Sizewell C, including the Link Road. Leisure routes have been added to the Strategy across East Suffolk, including between Saxmundham, Yoxford, Darsham Railway Station, and Leiston. These routes reflect the importance of connections to other settlements such as Kelsale, Middleton, Theberton and Eastbridge. There are a variety of ways in which safe cycling and walking environments can be created, and the Leisure Routes seek to make best use of all available infrastructure opportunities depending on the specific local context. Community Recommendations have been assessed against a number of criteria including biodiversity and safety. Throughout the preparation of the Strategy an appropriate balance has been sought between

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				<p>designated Quiet Lanes. There are also a number of Public Rights of Way that will be disrupted by the SLR with diversions and a requirement for walkers to cross the SLR unaided.</p> <p>3. The strategy for the leisure route as drafted assumes that the major benefits are to tourism and leisure. The untapped potential for leisure cycling was strongly evident during the first 2020 lockdown when a significant increased usage of rural roads by cyclists was observed in and around the village.</p> <p>However, MPC considers that the draft strategy understates the opportunity for modal shift (= replacing car journeys by cycling or walking) in this and other rural areas albeit that this shift is likely to take longer to establish as improvements in the infrastructure persuade more people that it is safe to cycle.</p> <p>Examples of potential journeys which could be made by cycle instead of car include:</p> <ul style="list-style-type: none"> <li>• Westleton, Darsham, Eastbridge, Theberton, Middleton, Kelsale, Benhall and Sternfield villages into Saxmundham to access services including the health centre, shops and the train station.</li> <li>• Middleton, Yoxford and Darsham to the station at Darsham.</li> </ul>	<p>identifying realistic and deliverable cycling and walking infrastructure whilst also being ambitious.</p>

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				<p>4. Creating a segregated and continuous cycle way along the A12 from Darsham station north to (at least) Blythburgh and south to Marlesford would provide an option for modal shift over longer journeys as well as supporting leisure cycling.</p> <p>5. Cycling and walking for access to services and for leisure in rural areas will always likely require passage along single track country lanes. The establishment of the Quiet Lanes network is helpful but needs to be supplemented by measures to further deter and slow down motor vehicles such as traffic calming measures, speed limits and (if supported locally) 'Access Only' traffic orders. Many passing places on these roads are in poor repair which can make them hazardous for cyclists trying to use them as refuges or to allow vehicles to pass.</p> <p>6. We note that in many country lanes there is limited space within the highways boundary to allow for the provision of footpaths or cycle paths. This is particularly the case when the road is bounded by hedges and or banks. We note that many of the community suggestions for footpaths along these roads have scored badly on biodiversity on the basis that hedges or other vegetation would need to be removed. This negative scoring often negates the acknowledged gains from safety in arriving at the total score.</p> <p>An example of this can be found in the assessment of Community Response Reference 97 where the comment reads ' Walkers wishing to link between Footpath Westleton 25 (Reckford Bridge) and Bridleway Westleton 26 (Black Slough) have to</p>	

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				<p>walk along a dangerous stretch of the B1125 where there is no space for pedestrians around a tight bend'</p> <p>Comment 27 makes a similar point but seeks to extend the provision of a footpath from Reckford Bridge to Rectory Road, Middleton.</p> <p>Both these proposals score 3 for safety on the grounds that <i>'a narrow road at national speed limit with visibility constraints means the suggestion is considered to offer safety benefit'</i>. But this is negated by a score of -3 for biodiversity because of the 'Potential impact on existing hedge'.</p> <p>The photo shows a section of the hedge taken in Winter. This is typical of such hedges with a high proportion of non-thriving elm and limited height, width and density. While other things being equal, we would always wish to preserve (and improve) existing hedges it would be quite possible to remodel the highway boundary in such a way as to incorporate a footpath while replacing the existing hedge further from the road boundary. A good quality replacement hedge using a good mix of native hedging plants can be established in a few years resulting in biodiversity gain.</p> <p>Both these proposals are supported by MPC but they score only 1 and 2 respectively. There are over 200 proposals that score 6 or more so it seems unlikely that these safety improvements will be undertaken. We suggest that the scoring system is</p>	



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				<p>currently over-weighting minor short-term negative biodiversity impacts relative to safety gains.</p> <p>We acknowledge that solutions which score well on safety may require the acquisition or licensing of land outside the existing highway boundary. It is not clear whether this is seen as part of the implementation strategy proposed by ESC or whether this approach would be supported by SCC in cases where there is significant positive scoring on safety.</p> <p>7. <u>Conclusion</u></p> <p>The draft strategy suggests some exciting opportunities for enhancing cycling and walking opportunities in rural East Suffolk, including the proposed development of the Aldeburgh-Leiston disused railway line.</p> <p>But overall, we consider that the strategy for our area lacks ambition by under-estimating the long-term opportunity for modal shift which could be encouraged by investment in safer cycling and walking routes.</p> <p>We also consider that locally important safety gains are likely to be over-looked as a result of a scoring system which does not give them sufficient weight.</p> <p>Attachments:  <a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/454765/PJP/-/11772437%201%20Hedges%2Ejpg">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/454765/PJP/-/11772437%201%20Hedges%2Ejpg</a></p>	

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3.45 - 3.48	Peter Franklin	164	Yes	<p>NB. The marked route on the map disappears when zooming in, so it's not possible to see where the proposed route would be.</p> <p>I support any leisure cycling/walking routes, particularly if circular (ie not a to b). Try and replicate the great cycling routes found in Rendlesham Forest. We need more of these all over the district. Bear in mind many people will drive to the cycle routes so provide adequate facilities for parking and, ideally, toilets. Also, try to keep off the roads. Off-road cycling is such a pleasure, with no worries for safety and being able to take your time, stop and look around and really enjoy the experience, which is just not possible on roads.</p>	It will be important that services and facilities, such as toilets, are planned for along the Leisure Routes through detailed design stages. Cycling and walking infrastructure must be safe and therefore cycling and walking on roads will generally not be appropriate. As such, the Leisure Routes follow PROW network and low trafficked roads.
3.45 - 3.48	Philip Levermore	430	Yes	I am very much in favour of developing these cycle and walking routes around the local area. I also strongly feel any paths/routes provided are for all - cyclists and walkers together and not exclusively for either.	It is important that conflict between users is avoided wherever possible. Cycling, walking and wheeling can coexist along the Leisure Routes if appropriate and sensitive infrastructure improvements are made.
3.45 - 3.48	Phil Lines	41	No	How can you limit comments to starting with a yes/no choice on whether the plan is supported? I cannot answer yes or no because it is completely unclear what the 'leisure route' involves. Currently the map you have included offers no more information than a large blue line which seems to run right through my property. Until you provide proper, detailed information I therefore have to say no	The purpose of the 'yes/no' option at the Draft Strategy consultation was to enable greater understanding as to whether the general principle of more leisure cycling and walking routes would be supported in the area. A comments box was also available to use to provide more detailed comments. The Leisure Routes will not run through private properties, and will follow indicative routes where detailed infrastructure improvements are not set out.
3.45 - 3.48	Saxmundham Town Council (Jennifer Morcom)	228		Saxmundham Town Council has no objection to the leisure route but of far greater importance to us is safe cycling around and within Saxmundham itself and between Benhall, Saxmundham and	A number of Leisure Routes have been added to the Strategy, including between Benhall, Saxmundham and Kelsale. While the primary purpose of the Leisure Routes is to facilitate cycling and walking for leisure,

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				Kelsale. We feel that the safety and encouragement of cycling to school, work or local shops and services should be a priority.	recreation and tourism, they also provide safe and convenient infrastructure for commuting to work and school, as well as to access services and facilities. Cycling and walking infrastructure recommendations have also been made in respect of the South Saxmundham Garden Neighbourhood, as site allocation recommendations.
3.45 - 3.48	Steve Liddell	104	Yes	<p>I support the provision of a leisure route, but would strongly suggest that the A1094 is not part of this route. This is a fast road with limited visibility in places.</p> <p>Ideally a leisure route would provide an attractive alternative to the A1094, with the aim of reducing or eliminated cycling traffic on the A1094</p>	Support noted. A number of Leisure Routes have been added to the Strategy which cross the A1094, although none follow it. These Leisure Routes connect Benhall, Snape, and Aldeburgh. The Aldeburgh-Snape Leisure Route proposes to remove cyclists and pedestrians from the A1094 between the Sailor's Path and Aldeburgh by creating a cycling and walking route along upgraded Footpath 16 through the golf course.
3.45 - 3.48	Steven Falvey	189	Yes	I strongly support the creation of cycling and walking routes connecting these local rural communities. Doing so would enable tourists and local residents to use alternatives to motor vehicles when wanting to access local services.	Support noted. While the proposed Leisure Routes are primarily intended for leisure, recreation, and tourism use, they also function to enable residents to access services and facilities.
3.45 - 3.48	Sudbourne Parish Council (Bill Parker)	764		<p>Thank you for the opportunity to respond to the cycling and walking strategy consultation. As a Parish Council we welcome and support the development and delivery of this strategy and have the following comments:</p> <ol style="list-style-type: none"> <li>1. The development of leisure routes – We welcome this and seek clarification as to whether this is for cyclists or walking. It is our view that people either walk or cycle and are less likely to do both activities in the same trip. It is our view that in view of</li> </ol>	<p>The purpose of the Leisure Routes is to provide traffic free and low traffic routes suitable for all users, including cycling, walking, wheeling, and equestrian users. Roads such as the A1094 and B1122 have not been recommended to carry cyclists or pedestrians without significant segregated cycling and walking infrastructure improvements.</p> <p>While the Sailor's Path is currently solely a walking route, the Aldeburgh-Snape Leisure Route sets out recommendation options to either make the Sailor's Path a cycling and walking route, or to retain the Sailor's Path as a walking route and create a new cycling and walking route between Aldeburgh and Snape north of</p>

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				<p>the growth and interest in cycling this needs to be developed further:</p> <ol style="list-style-type: none"> <li>1. We note that the proposal as it stands appears to use the A1094 Aldeburgh to Snape road. Whilst it is outside of our parish we have concerns over the safety of cyclists on this narrow and busy road and question whether this is a sensible route to promote. This route is also vulnerable to a potential significant increase in heavy vehicle usage with the proposed energy infrastructure developments in the Sizewell / Snape areas this also applies to the B1122.</li> </ol> <p>In addition one of the benefits highlighted in document for this route includes: Links to the proposed Established leisure walking routes (e.g. the Sailors' Path route; between Aldeburgh and Snape, and the wider Sandlings Walk. We note that Sailors path is a walking route and therefore inappropriate for cyclists.</p> <ol style="list-style-type: none"> <li>2. We are surprised that the Woodbridge / Snape / Orford route (which passes through Sudbourne) is not proposed as a leisure route. We note that you</li> </ol>	<p>the A1094. A number of Leisure Routes have been added to the Strategy, including between Snape, Orford and Woodbridge, passing through Sudbourne.</p>

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				<p>have used Strava data and question as to whether this has been interpreted accurately. Especially in summer and at weekends this is a very popular circuit. It also benefits from:</p> <ol style="list-style-type: none"> <li>1. Access to onward travel opportunities, particularly Woodbridge train station;</li> <li>2. Access to Ipswich / Woodbridge etc for those seeking longer rides</li> <li>3. Tourism destinations such as Snape Maltings and Orford;</li> </ol> <p>We suggest that this should be reconsidered and either the leisure route is extended or an additional route as described.</p>	
3.45 - 3.48	Suffolk Coast & Heaths and Dedham Vale AONBs (Simon Amstutz)	388		<p>There appears to be little reference in this section to the existing <a href="#">Suffolk Coast Path</a> or the emerging England Coast Path or the <a href="#">Suffolk Cycle Route</a> or existing walking and cycling routes promoted by the <a href="#">AONB</a>, the <a href="#">Suffolk Coast Ltd</a> or <a href="#">Discover Suffolk</a></p> <p>There are many other tourist destinations (beyond Snape Maltings) the towns on the coast, Sutton Hoo, Minsmere are all internationally recognised.</p> <p>east Suffolk has an opportunity to develop a leading role in more sustainable traveling from contributions from NSIPs</p>	A number of information sources have been used in the creation of the Strategy, and the Leisure Routes, including but not limited to the Suffolk Coast Path and emerging England Coast Path, Suffolk Cycle Route, and the AONB walking and cycling guides. A number of Leisure Routes have been added to the Strategy, including between Sutton Hoo and Bawdsey, as well as through Minsmere.
3.45 - 3.48	The Long Shop Museum (Fraser Hale)	196	Yes	Would it be possible to bisect the proposed route to introduce a link between Saxmundham (the closest railway station) and Leiston. This would create a	A Leisure Route has been added to the Strategy between Saxmundham and Leiston.

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				greater variety of ways to follow the route, while providing safe and attractive access allowing walkers and cyclists who have arrived in East Suffolk by train to more easily reach the visitor attractions in and around Leiston-cum-Sizewell. The Long Shop museum encourages its audiences to visit the town using public transport wherever possible. Providing a safe, low-carbon access option from a rail halt would allow us to step up our advocacy of this policy.	
3.45 - 3.48	Tony Pick	586	Yes	As a keen local cyclist I am very much in support of this scheme. Our local area would certainly benefit from the proposed leisure cycling routes and I would welcome this.	Support noted.
3.45 - 3.48	Tony Pick	587	Yes	As a keen local cyclist I am very much in support of this scheme. Our local area would certainly benefit from the proposed leisure cycling and walking routes and I would welcome this.	Support noted.
3.45 - 3.48	Ufford Parish Council (Judi Hallett)	732		<p><b>Section 3.45 onwards - Leisure Corridors</b></p> <p>The only “leisure route” proposed is in the Aldeburgh, Snape and Yoxford triangle. There should be more attention given to other popular cycle routes for example Woodbridge/ Orford/ Snape and Woodbridge/ Bawdsey/ Orford - both popular with their proximity or Rendlesham and Tunstall Forest. The latter would also facilitate linkage to the Felixstowe Corridor via the Bawdsey to Felixstowe Ferry.</p>	In order to reflect the need for leisure cycling and walking more widely across East Suffolk a number of Leisure Routes have been added to the Strategy, including between Woodbridge, Orford, and Snape, as well as Woodbridge, Bawdsey, and Orford.
3.49 - 3.52	James Winterbotham	498		Again Southwold and Reydon completely absent - was this because of perceived lack of need or because it is just too difficult?	Recommendations were made in different formats reflecting different needs. Southwold and Reydon are not part of a key corridor which took an evidence-based approach to create cohesive connections to (and through) the larger settlements. However,

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					<p>recommendations were made through the community consultation relating to Southwold and Reydon which were analysed and scored to then form part of the strategy. Furthermore, reflecting the desire to improve cycling throughout the council area and recognising the importance of leisure cycling and walking the leisure routes section has been expanded now connecting to Southwold.</p> <p>Finally, the allocations section includes opportunities in and around allocated site which includes one allocation in the Southwold and Reydon area.</p>
SCLP12.19	Chris Taylor	364	Yes	<p>Whilst the recommendation refers specifically to the "Brightwell Development"...</p> <p>Any improvements to the cycling / walking provision in relation to this development will also benefit those actively travelling to/from the surrounding villages Waldringfield, Newbourne and Bucklesham and onwards to Felixstowe.</p> <p>Recommendations for specific developments should also mention the broader area served. So as to inform the reader that there are benefits to others rather than just those who may live or work on the proposed development site.</p>	<p>The title used is taken directly from the allocation policy so does not refer to its broader benefits. Whilst the submitted point is noted a consistent approach has been used in all allocations.</p>
SCLP12.19	Taylor Wimpey East Anglia (Sir/Madam)	757		<p><b>Re: East Suffolk Cycling and Walking Strategy Consultation Response on behalf of Taylor Wimpey East Anglia</b></p> <p>On behalf of Taylor Wimpey East Anglia we are pleased to provide comments in response to the Cycling and Walking Strategy that East Suffolk</p>	<p>Comments noted. The SCLP12.19 site allocation recommendations have been amended to align with the routes to be delivered by the site via the planning application process.</p>

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				<p>Council have prepared. Taylor Wimpey East Anglia are actively involved with a number of sites across East Suffolk and are working closely with the Council and the local community to bring forward development at Brightwell Lakes.</p> <p>The Cycling and Walking Strategy covers the entirety of East Suffolk, but for the purposes of this consultation response we have focused on Brightwell Lakes and how this strategy influences the outline planning permission (approved by the Council in 2018) and the site allocation Policy SCLP12.19 contained within the East Suffolk (Suffolk Coastal) Local Plan (adopted in 2020).</p> <p>In August 2021, four planning applications were submitted to East Suffolk by Taylor Wimpey East Anglia which sought approval of reserved matters for the first phases of development at Brightwell Lakes. Applications DC/21/4002, DC/21/4003, DC/21/4004 and DC/21/4005 will deliver residential dwellings alongside new access routes and connections to improve Cycling and Walking infrastructure at this site.</p> <p>Overall the site at Brightwell Lakes will see the creation of up to 2,000 dwellings along with education provision, community facilities, open space, areas of recreation, heritage park and SANG areas alongside new access routes connecting the site to the A12 and Ipswich Road. Brightwell Lakes will be connected through a variety of cycling and walking routes throughout to encourage movement</p>	



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				<p>via sustainable modes of transport providing connections to services and facilities, as well as linking in with the existing Public Rights of Way Network.</p> <p>Alongside the activities to develop the site, Taylor Wimpey East Anglia are actively engaging with the local community to help inform and influence development as it comes forward. In accordance with the outline planning permission, the Brightwell Lakes Community Forum met on two occasions in 2021 with a programme of future meetings to take place. The engagement with the Community Forum provides an opportunity for the developers and the local community to share information and understanding about the site and emerging proposals. A key discussion point has been how Brightwell Lakes integrates with the existing communities (such as Martlesham and Waldringfield) through convenient and safe access points and linkages to the existing Public Rights of Way Network.</p>	
SCLP12.19	Taylor Wimpey East Anglia (Sir/Madam)	763		<p>The proposals identified within the Cycling and Walking Strategy relating to Brightwell Lakes are noted and Taylor Wimpey East Anglia are keen to see that the strategy better reflects the outline planning permission and the site allocation policy for Brightwell Lakes. As currently written, the strategy fails to address the wide range of connections into and through Brightwell Lakes.</p> <p>The intention behind the strategy is welcomed and seeking opportunities to improve opportunities for</p>	Comments noted. The SCLP12.19 site allocation recommendations have been amended to align with the routes to be delivered by the site via the planning application process.

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				<p>Cycling and Walking across East Suffolk is supported as a principal, however there needs to be more clarity as to how proposals relate to existing planning permissions and site allocations and the implementation of routes alongside development that may often include third party land.</p> <p>Taylor Wimpey East Anglia are keen to continue working with the Council, Suffolk County Council and the local community to enable Cycling and Walking opportunities to come forward at Brightwell Lakes in a timely manner but these will need to be funded through various means and not rely solely on developers.</p>	
SCLP12.24	Ipswich Borough Council (Anna Roe)	64		<p>The Council only wishes to comment on the 'Draft Cycling and Walking Strategy' at this time.</p> <p>The Council welcomes the opportunity to comment and is pleased to see that there are links included from the Ipswich boundary to connect with Martlesham. There is an aim to connect to Ipswich Hospital and this requires some additional work to ensure this is achievable from an Ipswich perspective.</p> <p>Map 1 of the Ipswich Cycling Strategy SPD 2016 shows the East Ipswich and Ipswich Hospital Corridors which the draft Strategy appears to align well with. This can be found at the following link: <a href="https://www.ipswich.gov.uk/sites/www.ipswich.gov.uk/files/cycling_strategy_spd.pdf">https://www.ipswich.gov.uk/sites/www.ipswich.gov.uk/files/cycling_strategy_spd.pdf</a></p>	The comments have been noted and the information supplied appreciated. The Strategy has attempted to create suitable connections with Ipswich following meetings directly with Ipswich Borough Council.

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				<p>The emerging Ipswich Local Plan includes a ‘green trail’ which is a <i>“walking and cycling route around the edge of Ipswich which also contributes positively to the enhancement of strategic green infrastructure to deliver benefits to both people and biodiversity and to help new developments deliver biodiversity net gain.”</i></p> <p>Policy DM10 of the emerging Local Plan states that the Council <i>“will seek to establish and extend a publicly accessible green trail around the edge of the Borough as illustrated on Plan 6 in order to address the need within the Borough for access to Natural and Semi Natural Greenspace. The green trail will provide an ecological corridor and a recreational resource for people to use. Development at the edge of the built up area will be required to provide links within the green trail as part of their on-site open space provision.”</i></p> <p>The key site allocations on the boundary of IBC and East Suffolk which will link into the Green Trail include the ISPA4.1 allocation at Humber Doucy Lane (adjacent to the land allocated through Policy SCLP12.24 of the recently adopted Suffolk Coastal Local Plan), the Ipswich Garden Suburb allocations and the land allocated for sports use north of the Millennium Cemetery along Tuddenham Road. There is an opportunity to link the East Suffolk cycling and walking network with these principal key allocations and the wider Green Trail. (This is in early stages of development, but we would not wish to lose these opportunities.)</p>	

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SCLP12.29	Benhall and Sternfield Parish Council (Melanie Thurston)	659		<p>We agree with all the recommendations relating to, and adjacent to our Parish, but would like to add the following:</p> <p>1. Saxmundham / Benhall SCLP12.29 South Saxmundham Garden Neighbourhood</p> <p>a) We note the proposal to make School Lane one-way with 20 mph. We feel this is likely to encourage speeding irrespective of speed limit – which could be more dangerous for pedestrians etc. Would two way to be allowed for cyclists and equestrians, with some careful signing?. We recommend that ES consider the Goldings Lane, Leiston solution ie (physical restriction half way along to minimise motorised use). We have raised this before – during the Local Plan consultation process.</p> <p>b) The map shows that in the past, three separate comments have been made re the footpath behind the hedge alongside South Entrance - Nos 39, 411 and 422. These all have been scored at 6, which includes minus 3 for loss of biodiversity resulting from removal of the hedge. At our last Parish Council Meeting, the Saxmundham environment consultant was present. When asked whether she favoured removal of the hedge to widen the roadside path, or whether she preferred to retain the hedge and widen the footpath behind, She chose the later. Benhall &amp; Sternfield Parish Council agree with this. Therefore we wish to challenge the minus 3, and request that the score be amended to 9. This would have the effect of elevating this path in the priority listing.</p>	<p>It is possible that a one way system could allow contraflow for pedestrians, cyclists and equestrians. The alternative modal filter suggested has been incorporated into the recommendations.</p>

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SCLP12.29	Pigeon Investment Management Ltd (Fillmore, Andrew)	869		<p><b>EAST SUFFOLK COUNCIL DRAFT CYCLING AND WALKING STRATEGY RESPONSE ON BEHALF OF PIGEON INVESTMENT MANAGEMENT LTD</b></p> <p>Thank you for consulting Pigeon Investment Management Ltd ('Pigeon') on the East Suffolk Draft Cycling and Walking Strategy. We very much welcome the opportunity to participate in the current consultation. The following comments are submitted in the interests of facilitating the delivery of sustainable cycling and walking infrastructure in the district, and ongoing collaborative working between Pigeon and East Suffolk Council.</p> <p>Pigeon supports the general approach set out in the draft Strategy of promoting and facilitating new cycling and walking routes across East Suffolk, as well as the overarching themes for sustainable green travel and mental and physical wellbeing.</p> <p>Our site interests within the District include:</p> <ul style="list-style-type: none"> <li>• Saxmundham Garden Community, that is the subject of an allocation in the Suffolk Coastal Local Plan and ongoing masterplan;</li> <li>• Land adjacent to Reeve Lodge in Trimley St Martin that is the subject of an outline planning application (ref. for a high quality and landscape and design-led sustainable scheme for up to 139 new homes (including provision of up to 46 affordable homes), land for a two-form entry primary school with pre-school, open space, SUDS, meadow and informal path on land south of Gun Lane, and all associated</li> </ul>	<p>The identification of the cycling and walking infrastructure recommendations in the draft Strategy as high-level opportunities highlighted the importance of engagement in the preparation of the Strategy. This wording has therefore been updated in the final Strategy to highlight the importance of delivering the recommendations as set out in the Strategy. The Strategy does not add new policy requirements, but expands on existing policy requirements in respect of how they are expected to be delivered, as set out in criteria g) and p) of the policy and the Infrastructure Delivery Framework (page 466 of the Local Plan). The Strategy represents much of the analysis that would need to take place as part of a Transport Assessment and effective masterplanning in order to recognise the important cycling and walking infrastructure both on and off site. Such detailed analysis is often not included in allocation policies but is expected at application stage. The Strategy therefore provides the framework to aid developers in designing cycling and walking infrastructure into development proposals. If supporting text to a policy is silent on a particular policy criterion it does not necessarily mean that it should be assumed that the policy criterion is narrow in its scope. The recommendations set out for this site are consistent with the policies contained in the Suffolk Coastal Local Plan.</p>

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				<p>infrastructure provision; and</p> <ul style="list-style-type: none"> <li>• Land at High Road, Trimley St Martin.</li> </ul> <p>To assist the Council in its ongoing preparation of the Cycling and Walking Strategy we have provided a detailed response to the Community Recommendations, Key Corridor Recommendations and Site Allocations Recommendations set out within the consultation document. Our comments in respect of the recommendations that are relevant to the Saxmundham Garden Community and the Trimley Villages are included as Appendix 1 (Saxmundham) and Appendix 2 (the Trimley Villages) respectively.</p> <p><b>Site Allocation Recommendations</b></p> <p><b>SCLP12.29 South Saxmundham Garden Neighbourhood</b></p> <p>Paragraph 1.5 of the draft Cycling and Walking Strategy states that ‘infrastructure opportunities’ identified should not be read as prescriptive proposals, or as the only way in which infrastructure improvements can be delivered, but as ‘high-level opportunities’. Paragraph 3.50 of the Site Allocation Recommendations advises these recommendations ‘add value’ to adopted planning policies and aid the delivery of sustainable development. Pigeon wishes to take this opportunity to emphasise that requirements relating to Cycling and Walking provision for South Saxmundham Garden Neighbourhood are set out under adopted policy</p>	

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				<p>SCLP12.29, and it is not the role of this Strategy to introduce new or amend existing requirements. The Strategy should clearly articulate this. Many of the recommendations being put forward are not identified in the adopted Local Plan, and are not set out in the Infrastructure Delivery Plan which formed part of the Local Plan evidence base.</p> <p>Whilst we acknowledge the councils’ aspirations regarding new provisions. As recognised in paragraph 1.7 there are a variety of funding and delivery opportunities available beyond improvements secured via planning permissions, and the Strategy should look to make use of these to facilitate Cycling and Walking improvements beyond those set out under adopted policy.</p> <table border="1" data-bbox="846 847 1391 1378"> <thead> <tr> <th data-bbox="846 847 1111 903">Recommendation</th> <th data-bbox="1111 847 1391 903">Pigeon Comments</th> </tr> </thead> <tbody> <tr> <td data-bbox="846 903 1111 1378">1. Introduce a cycling and walking track along the B1121, segregated by the road from the existing hedgerow.</td> <td data-bbox="1111 903 1391 1378"> <p>Recommendations 1 – 4 collectively seek to improve connectivity for pedestrian/cyclists between Benhall and Saxmundham, through both new off-road segregated provision and improvements on-road.</p> <p>Pigeon fully supports enhanced active transport connectivity</p> </td> </tr> </tbody> </table>	Recommendation	Pigeon Comments	1. Introduce a cycling and walking track along the B1121, segregated by the road from the existing hedgerow.	<p>Recommendations 1 – 4 collectively seek to improve connectivity for pedestrian/cyclists between Benhall and Saxmundham, through both new off-road segregated provision and improvements on-road.</p> <p>Pigeon fully supports enhanced active transport connectivity</p>	
Recommendation	Pigeon Comments								
1. Introduce a cycling and walking track along the B1121, segregated by the road from the existing hedgerow.	<p>Recommendations 1 – 4 collectively seek to improve connectivity for pedestrian/cyclists between Benhall and Saxmundham, through both new off-road segregated provision and improvements on-road.</p> <p>Pigeon fully supports enhanced active transport connectivity</p>								

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					<p>along this corridor, which will improve access to services and facilities in Saxmundham for the benefit of Benhall residents.</p> <p>We however wish to highlight the requirements relating to off-site transport connectivity associated with the new Garden Neighbourhood are established under adopted policy, and it is not a requirement for such provisions to be provided as part of delivering the garden neighbourhood.</p> <p>The policy requirements are for <i>'Significant pedestrian and cycle accessibility throughout the site, with connections and improvements to networks beyond the site, including to the station and town</i></p>	



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					<p><i>centre</i>'. Paragraph 12.295 of the supporting text seeks to 'retain' the links between Benhall and the rest of the Garden Neighbourhood through existing footpaths, but does not seek enhancements of the route between Saxmundham and Benhall. The Cycling and Walking Strategy should acknowledge this, and make it clear that an opportunity to deliver improved connectivity between Benhall and Saxmundham is not liked to bringing forward the Garden Neighbourhood .</p>	
				<p>2. Upgrade Footpath 19 to a bridleway, widen and resurface accordingly.</p>	<p>Please see response to Recommendation 1.</p>	

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				<p>3. Introduce a signalised cycling and pedestrian crossing point on the B1121 to access School Lane.</p>	<p>Please see response to Recommendation 1.</p>	
				<p>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 20 mph.</p>	<p>Please see response to Recommendation 1.</p>	
				<p>5. Introduce a cycling and walking connection from the site onto Kiln Lane.</p>	<p>Pigeon support opportunities to create appropriate pedestrian and cycle connections between the new homes and SANG provision east of the railway. Whilst Kiln Lane could provide such an opportunity we would caution against</p>	

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					<p>the inclusion of this recommendation until further discussions with NetworkRail have been undertaken which fully explore the appropriate means of securing access over the railway.</p>	
				6. Upgrade Footpaths 16 and 17 to bridleways, widen and resurface accordingly.	<p>Pigeon supports the upgrade of Footpaths 16 and 17 to deliver improved connectivity between the Garden Neighbourhood and Saxmundham town centre. Any improvements should be secured through payment of S106 contributions with work undertaken by the County Council as statutory authority.</p> <p>These improvements should align with the existing PROW routes as per adopted policy, with any incursion off secured using council</p>	

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					<p>powers and delivered by the council.</p> <p>7. Upgrade the existing railway bridge to accommodate cyclists and pedestrians.</p> <p>8. Introduce a cycling and walking track from the existing railway bridge, north along the western side of the railway, the eastern edge of the cemetery, Park Lane, Alma Place,</p>	<p>Pigeon supports upgrading to the surfacing over the railway bridge in order to enhance cycling and walking connectivity between the Garden Neighbourhood and town centre, but wish to make the point that the bridge itself does not need to be upgraded. This recommendation should be amended to refer solely to improvements to the surfacing of the bridge.</p> <p>Criteria p of adopted policy SCLP12.29 requires the Garden Neighbourhood to connect to and improve networks beyond the site, including to the station. There is no requirement for</p>

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				Station Approach, and into Saxmundham Train Station.	additional connections beyond which already exist, and introducing a recommendation which is not set out in established policy is both unreasonable and counter-productive to bringing forward sustainable development. Pigeon do not support this recommendation.	
				9. Introduce pedestrian and cycle connections onto widened Footpaths 13 and 15.	Pigeon support improved connectivity to the north of the Garden Neighbourhood via upgrades to the existing footpath connections or through the creation of alternative routes as part of the redevelopment of the Fromus Centre. We suggest this recommendation is amended to include reference to creating a new link through the Fromus Centre as	

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					<p>an alternative to enhancements to Footpaths 13 and 15.</p>	
				10. Introduce cycling and walking connection onto Lincoln Avenue.	<p>As per the response to recommendation 8, it is not the role of the Cycling and Walking Strategy to introduce new off-site connections relating to the allocated Garden Neighbourhood beyond that set out in adopted policy.</p> <p>This recommendation should be removed.</p>	
				11. Introduce cycling and walking connection between the employment and residential development on either side of the A12.	<p>Pigeon fully support enhanced cycling and pedestrian connectivity over the A12, which will facilitate active transport links between the residential and employment areas. It should be noted there is an existing PROW connection over the A12 to the south of the</p>	

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					<p>employment allocation, and the recommendation should be amended to encourage the new crossing to better relate to this connection. Such an approach would ensure enhanced connectivity to not only the employment land, but wider footpath network west of the A12 which offers substantial recreation benefit to residents.</p> <p>Extensive discussions have been held with SCC Highways on the most suitable access arrangement and pedestrian/cycling crossing, with the agreed approach being the construction of a new roundabout on the A12 with Toucan crossing. Such an approach will provide a safe and</p>	

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					<p>accessible means of crossing the A12.</p>	
				<p>12. Introduce a segregated cycling and walking track from the railway bridge to the required on-site community hub.</p>	<p>Pigeon supports the delivery of a community hub at the Garden Neighbourhood which will help to meet the day-to-day needs of local residents of the new neighbourhood. It is important to recognise that such a hub should not compete/undermine the role of the established town centre.</p> <p>As such it is important to ensure good cycling and walking connectivity to the hub from across the site, and that an appropriate connection between the railway bridge and community hub does not necessary involve a segregated walking and cycling link. This recommendation</p>	



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				<p>should be amended to refer to a good connection between the railway bridge and community-hub.</p> <p>There should be a consistent approach to cycling/walking provision across the site, and it is unclear why this connection should not be signalled out.</p>	
SCLP12.32	-	278	Yes	This is a wide road and a major cycle way and is flat . .It should support a segregated cycle way where possible , and where not nearer the town priority cycle ways	The road referenced is assumed to be the Thoroughfare/Melton Hill. This road is recommended for improvement in both the key corridors and allocation recommendations. The road appears to be sufficiently constrained to restrict segregated infrastructure and the proposed recommendations reflect this, however this would be fully determined during the design stage.
SCLP12.32	David Adelson	421	No	There are some good ideas in this proposal, however it would be better to route cyclists through the low-lying rear open area of the former council offices, retaining land to do this when selling the site for development. Cyclists could then be routed from Melton Hill to Quayside/Lime Kiln Quay Road via New Quay Lane (or Old Maltings Approach), into the former council offices site, and from there to Deben Road. This avoids quite a bit of the hill for cyclists. A crossing on Quayside at the Deben Road junction (as	The suggested cycling and walking route through the allocation, alongside the railway line, Deben Road, Quayside, to Hamblin Road Car Park has been incorporated into the site allocation recommendations.

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				<p>suggested already in the site allocation?) would give access to the North side of Quayside, where a cycleway could be built on the existing footway, with pedestrians routed through Elmhurst Park or Thoroughfare.</p> <p>The suggestions already made in the site allocation could also be done as a pedestrian route, separating pedestrians from cyclists as well as separating both from motor traffic.</p>	
SCLP12.33	David Adelson	422	Yes	<p>The crossing of the B1438 mentioned, appears to be at the top of California by the Duke of York (going by the proposed routes in Woodbridge). There is already an island here of use to pedestrians. The proposed route IM16 isn't useful to cyclists or able-bodied walkers owing to several problems. However a crossing of the B1438 at Sandy Lane would be very useful indeed to walkers, improving walking from Sandy Lane towards the residential areas around Old Barrack Road and also along the B1438 East/West by connecting the footway sections together. It may also help to calm motorised traffic and assist in keeping speeds down to the legal limit.</p>	<p>The proposed B1438 bridge is located along the southern site boundary. IM16 proposes to improve cycling and walking infrastructure along Sandy Lane and Ipswich Road.</p>
SCLP12.40	Andrew McDonald	568	Yes	<p>Good proposals, with significant 'modal shift' and safety potential.</p>	<p>Support Noted.</p>
SCLP12.40	Chris Taylor	366	Yes	<p>3) ...track should be extended to Ash Road Junction where it can connect directly with Ash Road (as a proposed Quiet lane)</p>	<p>The site allocation recommendations have been amended to extend the route to Rendlesham Mews to the Ash Road/A1152 junction.</p>
SCLP12.40	David Adelson	423	Yes		<p>Support noted.</p>
SCLP12.40	john o'connor	47		<p>Yes! Tjis is an extremley important area for leisure cycling and the A1152 is a dangerous road at the moment and the lack of safe access to the roads east of this area is a limitation at present.</p>	<p>Support noted.</p>

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SCLP12.41	David Adelson	424	Yes		Support noted.
SCLP12.42	David Adelson	425	Yes		Support noted.
SCLP12.45	Campsea Ashe PC (Richard Fernley)	191	Yes	This is certainly needed and along other footpaths in the area; along Ashe Road to the shop. The PC have been in discussion with landowners in this respect.	Support noted.
SCLP12.47	David Adelson	441	Yes		Support noted.
SCLP12.47	East Suffolk (Rachel Smith-lyte)	774		<p><b>Darsham area A12</b></p> <p>The A12 north and south from Darsham Station is lethal for cyclists and pedestrians – there clearly needs to be some sort of safe crossing at the very least from the station towards the villages of Westleton and Middleton etc.</p>	The comments are noted. The issues of crossing the A12 and accessing Darsham train station are recognised and the allocation recommendation recommends a crossing point. The exact location of which will be determined the design stage, but consideration of the onward connection to the other villages is important.
SCLP12.47	John O'connor	45	Yes	<p>Excellent plan on Yoxford to Darsham Station. However extending cycle/pedestrian path north beyond the station allows connection to existing cycle route at A12/Darsham and A12/Willow marsh Lane junctions. Current path is non-existent on northern side of level crossing and needs widening near these junctions.</p> <p>At Yoxford/A12/B1122 junction. In regard to Sizewell C the development needs to be managed for cyclists and pedestrians in the road re-configuration.</p>	The site allocation recommendations have been amended to extend the recommended cycling and walking track alongside the A12 to Darsham Service Station.
SCLP12.50	Anonymous	277	Yes	The whole route from Rendlesham to Woodbridge should be prioritised. A cycle priority route like that in Martlesham would work here. It is a major housing area and there is now significant employment at Bentwaters Air Base. Traffic moves very fast along this long straight road. The traffic lights in Eyke are ineffective. I would support cycle lanes within	Support noted. The route between Woodbridge and Rendlesham was not deemed to be a key corridor, however there is a leisure route between Melton to Orford which passes through Eyke and south of Rendlesham which can be accessed from Rendlesham through existing PROW routes. Furthermore suggestions along this route were made as part of the consultation comments which have been analysed and scored.

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				the village of Eyke and one or two more zebra crossings at both ends of the village			
SCLP12.50	David Adelson	442			Support noted.		
SCLP12.51	Herries, Rupert	57	No	<p>Please can you explain how on earth you expect the residents of Grundisburgh to take any of this seriously when you are in the process of approving 70 houses on Chapel Field which is surrounded by narrow unclassified lanes, one of which has a blind double bend with dangerous visibility?</p> <p>Planning Inspectorate appeal ref: APP/X3540/W/21/3280171</p> <table border="1" data-bbox="846 719 1384 788"> <tr> <td>Planning application reference:</td> <td>DC/20/3362/FUL</td> </tr> </table> <p>It has been pointed out to you repeatedly that passing places along Lower Road and many of the other surrounding lanes cannot be provided, and vehicles are already using residents' private driveways to make way for passing traffic.</p> <p>70 more houses on this site will inevitably increase traffic levels to an unsafe and unacceptable level.</p> <p>50% of the members of your own planning committee agree with this and yet you have used the chairman's vote to swing the decision against the people you are supposed to be representing. This is unforgivable and unethical.</p> <p>The chairman of your planning committee has</p>	Planning application reference:	DC/20/3362/FUL	The planning decision does not relate to the East Suffolk Cycling and Walking Strategy.
Planning application reference:	DC/20/3362/FUL						

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				<p>apologised to the people of Grundisburgh for the decision that was concluded last week.</p> <p>I would ask her what she is apologising for, and strongly express my rejection of her apology.</p> <p>If you continue to support the approval of this inappropriately large and located development by Hopkins Homes, you will be savagely misrepresenting our community.</p> <p>I would also stress that if you are refusing to listen to the considerations of the residents of our community, you should not be sending out emails of this kind, it is deeply insulting!</p>	
SCLP12.57	Andrew McDonald	569		<p>1 The footway should be within the site and behind the remaining hedgerow, to avoid suburbanising the entrance to Orford, with further damage beyond what will already be caused by this unnecessary development;</p> <p>2 The emphasis must be on ensuring that the rural character is retained, and the surfacing should be permeable/unsealed.</p> <p>3 Excellent recommendation, and there is ample opportunity within the village area, especially within the existing car park.</p>	The recommendation for a footway along the site frontage has been removed as the improvements to Footpath 3 should provide a traffic free cycling and walking connection into Orford whilst avoiding the potential harmful urbanising effect of hard infrastructure along the Ipswich Road site frontage.
SCLP12.57	David Adelson	447	Yes	Footpath 3 would make a good cycling and walking route, as long as it continues beyond the Orford parish boundary all the way to Chillesford.	Support noted. Footpath 3 extends to the Orford parish boundary. The Woodbridge-Snape Leisure Route recommends the creation of a cycling and walking route between Woodbridge, Orford and Snape, which follows Footpath 3 (Orford) and Footpaths to Chillesford.

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SCLP12.57	Janet Harber	153		<p>Re the upgrading of FP3 to surfaced bridleway:</p> <p>This Footpath currently crosses The Broom (Newton Broadway), which is itself a Footpath (not a Bridleway) and continues in a roughly westerly direction past Sudbourne Hall, crosses the Chillesford Lodge private road and comes out on the Orford Road just outside Chillesford. NB it is only FP3 as far as Sudbourne Hall after which it has other numbers.</p> <p>Is it proposed that this Footpath will be upgraded to Bridleway along all of its route? It might be more useful if the Footpath along The Broom track, which already has a hard surface, were also to be upgraded to Bridleway status.</p> <p>Before any hard surfacing is done it would be useful if local horse riders could be consulted because what is suited for cyclists is not always a suitable surface for horses.</p>	<p>Recommended improvements to Footpath 3 are set out to be delivered by the development of SCLP12.57. The extended footpath network beyond to Chillesford is included within the Woodbridge-Orford-Snape Leisure Route. Surfacing and lighting solutions must be sensitive to the needs of all users, including equestrian users, as well as the natural and historic context, which is often the very reason the route may be popular. The most appropriate surfacing and lighting solutions will need to be considered through the detailed design stages.</p>
SCLP12.58	Chris Taylor	367	Yes	<p>3) Otley Footpath 56 should also be upgraded to bridleway status, so as to give a complete bridleway from Chapel Road to Highhouse Road via existing bridleway 28 and also create a complete bridleway loop back on to Chapel road via bridleway 72.</p> <p>By creating Bridleways with an improved surface, this will create a significant 'car free' area for pedestrians, cyclists and horse riders to use, particularly the more inexperienced (inc children and the elderly) right in the middle of the village, at the</p>	<p>Recommendation 3 has been amended to align with the suggested infrastructure improvements.</p>

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				point where there will be a significant increase in vehicles and residents when the development happens. This should prove to be a positive benefit to the village, in some way countering the negative effects of the increased residential development.	
SCLP12.61	Andrew McDonald	570	Yes		Support noted.
SCLP12.62	Andrew McDonald	571	Yes	1 Strong safety implications and should be a priority 2 & 3 similarly	Support noted.
SCLP12.62	Chris Taylor	365	Yes	Any cycling and walking track along the A1152 to Rendlesham Mews should be extended as far as the Ash Road junction. So as to allow walkers and cyclists to access Ash Road directly. (Ash Road is to become a 'Quiet Lane' and an active travel route to Wickham Market & Campsey Ashe)	The site allocation recommendations have been amended to extend the proposed route along the A1152 to Ash Road.
SCLP12.62	David Adelson	448	Yes		Support noted.
SCLP12.64	Trinity College Cambridge (Sam Metson)	638	Yes	Trinity College Cambridge commends the efforts made by East Suffolk Council to enhance walking and cycling infrastructure provision across the District and looks forward to working with the Council to deliver shared aspirations in this regard where possible on land owned by the College, especially as part of emerging development projects. We would welcome direct engagement with the Council before the final Walking and Cycling Strategy is published to discuss and explore the opportunities across the College's land holdings in full detail.  The College comments on the draft strategy for the	The Council recognises the challenges in retrofitting an application to meet the recommendations of the Strategy and is supportive of efforts made to incorporate the recommendations into the application. Recommendations 1, 2 and 3 of the draft Strategy have been incorporated into a single recommendation. A new recommendation has been added to introduce a cycling and walking connection between the Howlett Way crossing point and Ash Ground Close to enable cycling and walking between the site and area north of the site.

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				<p>Howlett Way Local Plan allocation site at this stage as follows:</p> <ul style="list-style-type: none"> <li>• The College submitted a planning application for the development of this site in May 2020 (DC/20/1860/OUT), prepared to address the adopted and emerging policy requirements of the Felixstowe Area Action Plan (adopted January 2017) and the Suffolk Coastal Local Plan (adopted September 2020) at that time. The site is already constrained by the need to deliver as close as possible to the 360 dwellings and a new pre-school that the site is allocated for in the Local Plan, alongside demanding drainage attenuation and ecological mitigation requirements and the other policy expectations of the Local Plan. The challenge of 'retrofitting' the new requirements of the Walking and Cycling Strategy to the current application must be recognised by the Council. The College is nevertheless willing to try to do so where possible through a forthcoming update the application.</li> <li>• We believe that the delivery of a central north-south segregated cycleway and footway broadly aligned with recommended route F131 may be deliverable, and we are currently exploring this with our consultant team. Providing this route would have the significant benefit of providing a segregated cycle link</li> </ul>	



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				<p>between Howlett Way and the wider cycle network to the north and west, and Church Lane and the bridleway network further south - extending towards the North Felixstowe Garden Neighbourhood Local Plan allocation.</p> <ul style="list-style-type: none"> <li>• Providing this link would negate the need for a segregated cycle link along the eastern boundary of the site, protecting the countryside character of the existing public footpath which passes the wooded embankment of the A14 slip road, partly on land that is not controlled by the College and which falls outside of the planning application boundary. We would highlight, however, that the new perimeter road running adjacent to the north-eastern boundary and the other roads and streets to be provided within the scheme will provide useful alternative cycle routes because they will not carry through traffic, and they will therefore be very lightly trafficked by vehicles.</li> <li>• Our planning application already includes a segregated 3m wide pedestrian and cycle route running along the majority of the Howlett Way frontage which links the enhanced 3m wide pedestrian and cycle crossing points on the Howlett Way/High Road roundabout junction with the new access junction into the scheme and the internal pedestrian, cycle and vehicular access network. This is shown in detail on</li> </ul>	

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				<p>drawings 67006-TA-002 and 004 submitted with the planning application (appended to the Transport Assessment, and attached for reference). These proposals have been subject to extensive discussion with the Highway Authority and are now agreed with them. They broadly equate to proposal F16 and F17 of the walking and cycling strategy.</p> <ul style="list-style-type: none"> <li>• These proposals include a segregated pedestrian link adjacent to the eastern side of the Howlett Way frontage, connecting to an enhanced pedestrian crossing on the alignment of public footpath 26. A cycle link is not provided to this location because there is no cycling network further north or east and we are not aware of any proposals to address this in the foreseeable future. Again, this part of the application proposals has already been discussed and agreed by the Highway Authority.</li> <li>• The illustrative masterplan submitted with our planning application already provides other pedestrian connections through the site that are broadly in line with proposals F21, F23 and F130.</li> </ul> <p>We believe that our proposals (with the forthcoming updates) will provide a significant enhancement to walking and cycling infrastructure available in this part of the Felixstowe peninsula and that they broadly accord with the emerging proposals of the Council's Walking and Cycling Strategy. We trust that the Council will be able to take these comments on</p>	

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				<p>board and amend the WCS's proposals for the site accordingly before the final document is published. If the Council would like to discuss any aspects of these comments before then, we would be happy to do so directly.</p> <p>Attachments:  <a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455236/PDF/-/11775413%201%20Access%20Drawing%2067006%2DTA%2D004%2Epdf">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455236/PDF/-/11775413%201%20Access%20Drawing%2067006%2DTA%2D004%2Epdf</a>  <a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455237/PDF/-/11775413%202%20Access%20Drawing%2067006%2DTA%2D003%2Epdf">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455237/PDF/-/11775413%202%20Access%20Drawing%2067006%2DTA%2D003%2Epdf</a>  <a href="https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455238/PDF/-/11775413%203%20Access%20Drawing%2067006%2DTA%2D005%2Epdf">https://eastsuffolk.inconsult.uk/gf2.ti/af/1322978/455238/PDF/-/11775413%203%20Access%20Drawing%2067006%2DTA%2D005%2Epdf</a></p>	
SCLP12.65	Pigeon Investment Management Ltd (Fillmore, Andrew)	870		<p>1. – We generally support this recommendation. As per our response to F13, the east-west section of F13 could be accommodated within the Pigeon However, any improvements to the surface of the east-west section of F13 should be carried out by the Council as part of the wider improvements to Footpath 31 (F11).</p> <p>2. – These measures will be provided for by improvements to the existing footway along Howlett Way (which is proposed to be widened to a 3m shared foot/cycleway as part of the Howlett Way scheme) and the provision of a refuge island on High</p>	Recommendations 1, 2, and 3 in the draft Strategy have been incorporated into a single recommendation, and recommendation 4 has been retained in the Strategy.

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				<p>Road (that is proposed to be delivered as part of the Pigeon scheme).</p> <p>3. - The Pigeon scheme includes the provision of a series of off-site highway improvements that will be secured via planning condition. These works will include the provision of new cycle/footway infrastructure and improvements to the existing refuge islands at the roundabout that forms the junction between High Road and Howlett Way. These will provide safe and convenient cycling and walking crossing points over High Road.</p> <p>4. – As per our response to F14, the Pigeon scheme provides for a financial contribution towards improvements to the section of Gun Lane between the Pigeon scheme and High Road. Whilst we do not object to the Council’s proposals to improve Gun Lane southwest of 65, up to the railway bridge, these improvements are not directly related to the Pigeon scheme. Any benefits associated with improvement to Gun Lane (southwest of SCLP12.65) are largely dependent on improvements to the existing PROWs to the south of the railway line. As such, we would suggest that any improvements to Gun Lane (southwest of the Pigeon scheme) would need to be brought forward as part of a wider set of improvements, including those south of the railway line. As these wider improvements are not directly linked to site SCLP.65 they should either be funded via CIL contributions or other funding sources and should not be the subject of a request for a commuted sum as part of SCLP12.65.</p>	
SCLP12.68	David Adelson	453	Yes		Support noted.
WLP2.2	David Adelson	454	Yes		Support noted.

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WLP2.4	David George	52	Yes	Waveney Drive and Victoria Road could be an excellent link for safe cycling between the Kirkley side of Lowestoft and Oulton Broad, a great improvement. This would avoid in some cases having to cross the Bascule Bridge and navigate dangerous sections through the Station Square area and then along Denmark Road.	Support noted.
WLP2.7	Chris Adelson	557	Yes		Support noted.
WLP2.7	Cycling UK (John Thompson)	353	Yes	Dutch style roundabouts should be a priority.	Support noted.
WLP3.1	Ingleton Wood LLP and DLP Planning Ltd for and on behalf of Chenery's Farm Partnerships, Beccles Townlands Trust and Allison Homes	922		<p><b>1.0 Introduction</b></p> <p>1.1 These representations have been prepared by Ingleton Wood LLP and DLP Planning Ltd (DLP) on behalf of their respective clients, Chenery's Farm Partnerships and the Beccles Townlands Trust, and Allison Homes (formerly Larkfleet Homes) in response to the East Suffolk Draft Cycling and Walking Strategy. The consultation period commenced on 1st November 2021 and ends on 10th January 2022.</p> <p>1.2 This response is made jointly on behalf of the individual client interests in land comprising the Beccles and Worlingham Garden Neighbourhood. For clarity, the Chenery's Farm Partnerships and the Beccles Townlands Trust jointly represent the interests of the 'western parcel' and Allison Homes have an option on land known as the 'eastern parcel'.</p> <p>1.3 These representations respond specifically to the Draft Cycling and Walking Strategy (November 2021,</p>	<p>Recommendation 1 - The support for this proposal is noted.</p> <p>Recommendation 2 - The Strategy outlines key infrastructure improvements that benefit the allocation/policy and provide key sustainable connections. The provision of the extended cycling/walking track provides benefits to both allocations 3.1 and 3.3 by connecting a significant number of new residential properties to employment opportunities. The exact method of delivery would be determined at an application stage in consultation with Suffolk County Council.</p> <p>The Strategy does not add new policy requirements, but simply expands on existing policy requirements in respect of how they are expected to be delivered. The recommendations set out for this site are in accordance with the Waveney Local Plan, notable policy WLP8.21 that states that development will be supported where: 'It is well integrated into and enhances the existing cycle network including the safe design and layout of new routes and provision of covered, secure cycle parking'.</p>

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				<p>updated 8th December 2021). It is acknowledged that the consultation documents also comprise the Draft Strategic Environmental Assessment Screening Opinion (October 2021) and the Draft Habitats Regulations Assessment Screening Statement (October 2021), both relating only to the Draft Cycling and Walking Strategy. Our clients have no specific comment on either of these documents. However, we consider that the district-wide SEA and HRA that formed part of the Local Plan adoption should continue to be respected in full.</p> <p>1.4 These representations are made insofar as they relate to the development and delivery of the Beccles and Worlingham Garden Neighbourhood, which is an allocation that was adopted under Policy WLP3.1 of the Waveney Local Plan (March 2019). The delivery of the Garden Neighbourhood is subject to site specific requirements through the allocation policy, which were tested and examined through the evidence base that supported the production of the Local Plan.</p> <p><b>2.0 Representations</b></p> <p><b>Draft Cycling and Walking Strategy</b></p> <p><b>General Comments</b></p> <p>2.1 It is accepted by all parties that the Beccles and Worlingham Garden Neighbourhood will be required to provide adequate cycling and walking routes within the respective landowners’ site sufficient to</p>	<p>The Cycling and Walking Strategy provides recommendations in how this criterion could be met.</p> <p>Recommendation 3 - The Strategy outlines opportunities but the method of delivery would be determined at an application/design stage in consultation with SCC. Consideration to ensuring this route is as cycling/walking friendly as possible should be given when designing the site should it be bisected by roads.</p> <p>Recommendation 4 – This recommendation is a policy requirement.</p> <p>The Strategy recommendation has been altered to note Cedar Drive as the potential crossing point.</p> <p>Recommendation 5 – Response noted.</p> <p>Recommendation 6 - The Strategy outlines key infrastructure improvements that benefit the allocation/policy and provide key sustainable connections. The upgrading of the PROW routes will provide connectivity benefits, but the nature of the improvements and the method of delivery will be considered during a design/application stage.</p> <p>It should be noted that the Strategy does not add new policy requirements, but simply expands on existing policy requirements in respect of how they are expected to be delivered. The recommendations set out for this site are in accordance with the Waveney Local Plan, notable policy WLP8.21 that states that development</p>

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				<p>make delivery of the site acceptable in planning terms and in accordance with the adopted allocation Policy WLP3.1.</p> <p>2.2 Further to adoption, the need for this site to deliver a significant provision of Suitable Alternative (or Accessible) Natural Green Space (SANG) has arisen by virtue of updated guidance from Natural England. Due to the size of the site, Natural England will expect the provision of a circular walking route of 2.3-2.5km within the SANG and it is envisaged that this will be met within the site and also incorporate the Country Park requirement. This requirement has been factored into the masterplans currently being prepared by our clients but is not explicitly detailed in Policy WLP3.1, nor in the Draft Cycling and Walking Strategy. Our clients consider that the circular SANG/Country Park route will become a key strategic walking route of the allocation site and provide many of the suggested on-site links.</p> <p>2.3 The Beccles and Worlingham Garden Neighbourhood sits within the area identified as the 'Lowestoft to Bungay Key Corridor' and specifically contributes to the 'Beccles Route'. Within this area, LB16, LB17, LB19 and LB20 are identified as 'Very High Priority Routes' and are considered most relevant to the Garden Neighbourhood.</p> <p>2.4 In addition, the Draft Cycling and Walking Strategy identifies recommendations for existing site allocations, including for WLP3.1 – Beccles and</p>	<p>will be supported where: 'It is well integrated into and enhances the existing cycle network including the safe design and layout of new routes and provision of covered, secure cycle parking'. The Cycling and Walking Strategy provides recommendations in how this criterion could be met.</p>

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				<p>Worlingham Garden Neighbourhood. However, it is noted in Paragraph 3.50 that these recommendations should be understood as high level opportunities at this consultation stage and further at Paragraph 3.51 that the recommendations may be delivered via other funding and delivery opportunities in the area where they cannot be secured through a planning permission.</p> <p>2.5 These representations consider the relevant routes and site allocation recommendations, along with implementation considerations under the sub-headings below.</p> <p><b>WLP3.1 Site Allocation Recommendations</b></p> <p>2.15 The Draft Strategy outlines six specific recommendations for the Beccles and Worlingham Garden Neighbourhood allocation, which are considered individually as follows.</p> <p>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.</p> <p>2.16 Our clients agree with the principle of Recommendation 1 and have factored appropriate cycling and walking connections to the southern relief road into the masterplans that have been produced.</p> <p>2. The Benacre Road cycling and walking track should be continued east to the Benacre Road/Copland Way roundabout.</p>	



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				<p>2.17 We disagree with the inclusion of Recommendation 2 as a suggested item to be delivered through the Garden Neighbourhood allocation. The existing southern bypass walking and cycling track runs along the entirety of the southern site boundary of the Garden Neighbourhood. The extension suggested in Recommendation 2 is some way off-site and actually runs along the frontage of allocation site WLP3.3. Indeed, this is the first recommendation for WLP3.3 in the Draft Strategy. This requirement is not therefore considered directly related or relevant to WLP3.1.</p> <p>2.18 Furthermore, we do not consider this extension to be necessary to make the WLP3.1 allocation site acceptable in planning terms. There is no reference to this requirement in the site-specific criteria of Policy WLP3.1, nor any other site allocation policy in the adopted Local Plan or the Council’s Infrastructure Funding Statement (IFS), and thereby no policy requirement for it to be provided through the delivery of the Garden Neighbourhood. If this extension was considered a priority route for the District, it should have been considered and evidenced through the Local Plan and as part of the latest IFS.</p> <p>2.19 From a practical perspective, the provision of an extension to the footpath in this location will require the use of third-party land that is not in the control of our clients. It is not entirely clear whether there is sufficient land available within the Highway</p>	

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				<p>Authority's control to achieve a wide enough cycling and walking track from Church Road to the Copland Way roundabout.</p> <p>2.20 Additional works such as this are also an unknown in respect of their costs and if the Council choose that they are necessary they may compromise the delivery of the more essential scheme specific S106 related infrastructure required to mitigate the development at the delivery/early stage. If this is the case, there is likely to be a need for the relevant associated submissions to be supported by viability cases and reductions in S106 obligations.</p> <p>2.21 The Planning Practice Guidance (PPG) and Regulation 122 of The Community Infrastructure Regulations 2010 are clear that planning obligations must be necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind to the development (Paragraph: 002 Reference ID: 23b-002-20190901). In the view of our clients, this recommendation would not meet the tests set out in the PPG or Regulation 112.</p> <p>3. A traffic free cycling and walking track connecting Oak Lane and the southern relief road should be introduced.</p> <p>2.22 As outlined at Paragraph 2.11, the track that continues south from Oak Lane is not within the ownership of any of our clients. We therefore expect that any improvements and upgrades to this track</p>	

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				<p>will be led by the Highways Authority.</p> <p>2.23 Our clients have confirmed that they have no intention of using the existing track referenced in Recommendation 3 as a vehicular access, nor the proposed circular route that will run closely parallel to this route within the eastern site boundary. The proposed circular route within the site will effectively provide a traffic free cycling and walking route from Oak Lane to the southern bypass, albeit not as direct as the existing track.</p> <p>2.24 However, there is a policy requirement to link the eastern and western parcels of the Garden Neighbourhood to achieve a comprehensive approach to the development. Accordingly, the existing track cannot be entirely traffic free as the spine road between the two parcels will need to cross this existing track. Linkage of the two sides of the site across Oak Lane is a critical requirement of the masterplan.</p> <p>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.</p> <p>2.25 As explained in Paragraph 2.6, the representatives for the eastern parcel agree with the principle of providing a link through the allocation site alongside Ellough Road in accordance with the allocation policy. However, the suggestion in Recommendation 4 that this track should connect into existing infrastructure north of Rowan Way</p>	

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				<p>conflicts with the recommendations for LB15 and LB16 which seek connections across to Cedar Drive. We expect that any such connection to Rowan Way would be via Cedar Drive using the offsite routes indicated under references LB15 and LB14. For the avoidance of doubt, our clients do not support a connection to Rowan Way directly from Ellough Road through this allocation, due in part to the potential conflicts with the root protection areas of existing boundary trees.</p> <p>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.</p> <p>2.26 Our clients remain committed to providing a series of cycling and walking paths around the site with adequate connections, wherever lawfully achievable, to the existing surrounding street network. Due to the requirement for a circular route within the SANG, there will be a series of opportunities to connect the existing streets particularly along the northern site boundary. However, our clients can only provide tracks to the extent of their ownership boundaries. The final connection into the referenced streets will be dependent on the sites being contiguous.</p> <p>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</p>	

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				<p>upgraded to a bridleway, widened and resurfaced accordingly and connect the southern relief road to Bridleway 15.</p> <p>2.27 In accordance with Policy WLP3.1, our clients will respect the existing PROW network that runs within the allocation site boundary. These existing routes will be preserved and incorporated into the proposed series of additional footpaths within the SANG provision.</p> <p>2.28 Whilst we recognise and agree that some enhancement of the existing PROWs within the site is expected in accordance with Policy WLP3.1, the nature of the enhancements are not explicit in the allocation policy. Our clients consider that the priority regime for any upgrades should have full consideration to the ecological enhancements that will be proposed around the site to ensure a comprehensively planned network of paths across the Garden Neighbourhood. We therefore do not agree with the specific upgrades referenced in Recommendation 6 at this stage. We consider that the ability for the Local Planning Authority to secure necessary on-site upgrades should be reserved for the application stage when all material planning considerations can be taken into account. As such, the Strategy should not be as explicit in this recommendation.</p> <p>2.29 Furthermore, Recommendation 6 references Footpath 3, which is a PROW that runs largely offsite. There is no policy requirement to enhance</p>	

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				<p>any offsite PROWs and we do not consider this will be required to make the Garden Neighbourhood development acceptable.</p> <p><b>Implementation</b></p> <p>2.30 Alongside these representations, we have submitted a response on behalf of our clients to the Draft CIL Charging Schedule Consultation 2021. Within those representations, we expressed concerns in relation to the level of CIL being requested on the site. Whilst detailed costs are not available at this stage, we identified in those representations notable costs anticipated with the delivery of this scheme. The proposals suggested in this Draft Strategy have the potential to introduce additional unexpected costs that have not been accounted for by our clients, nor considered through the Local Plan viability appraisal or the latest IFS.</p> <p>2.31 Our clients consider that to ensure the scheme remains deliverable, there needs to be opportunity for flexibility in the mechanisms through which any anticipated requirements are secured.</p> <p>2.32 In this regard, we would expect most of the on-site footpath delivery to be delivered through the SANG requirement and secured via S106. As highlighted in our CIL representation, our clients' preference is for as much onsite infrastructure as reasonably required to deliver the scheme to be secured under S106 which guarantees any enhancements and benefits will be local.</p>	

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				<p>2.33 Similarly, there is the expectation that some identified works would be absorbed under S278. However, the S278 costs identified at present are only considered insofar as they are presented in the CIL consultation funding.</p> <p>2.34 We expect that any offsite works not directly related to the Garden Neighbourhood and outside of our clients' landownership which the Council envisages through the Cycling and Walking Strategy would be secured via District-wide CIL funding.</p> <p><b>3.0 Conclusions</b></p> <p>3.1 Our clients agree that a series of on-site cycling and walking paths should be provided within the Beccles and Worlingham Garden Neighbourhood in accordance with the adopted requirements of Policy WLP3.1 of the Waveney Local Plan and shown indicatively in Route LB20 of the Draft Cycling and Walking Strategy.</p> <p>3.2 Overall, our clients intend on delivering a development that provides significant walking and cycling provision, most notably through the new Natural England requirement to provide a 2.3km-2.5km circular route within the SANG that will be secured on the site. The SANG principles will achieve attractive, natural circulation routes within and around the site.</p> <p>3.3 It is our clients' view that the paths within the</p>	

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				<p>site and subsequent connections and from the site need to have full consideration of the proposed SANG arrangements and Country Park delivery. In this regard, we consider it would be unreasonable and premature for the Cycling and Walking Strategy to make specific recommendations outside of Policy WLP3.1 for the on-site provision without first considering the SANG requirements. Accordingly, the Strategy should allow flexibility for all relevant material planning considerations to be considered at application stage.</p> <p>3.4 It is also considered that the Draft Cycling and Walking Strategy introduces new proposed requirements relevant to the delivery of the Beccles and Worlingham Garden Neighbourhood including the Benacre Road cycling and walking track extension and significant enhancements to existing PROWs both on and off-site. These proposals were not fully considered at Local Plan preparation stage. Accordingly, they have not formed part of the Plan-level viability appraisal and do not accord with adopted Policy WLP3.1 of the Waveney Local Plan. Our clients do not support these additional recommendations being delivered through the Beccles and Worlingham Garden Neighbourhood.</p>	
WLP4.1	Halesworth Neighbourhood Plan Steering Group (Joyce Moseley)	131	Yes	<p>No 2. Excellent suggestion. Will this be the whole of Quay Street to the roundabout with Norwich Road? Will it mean no parking on Quay Street? With such little on street parking this might be of concern to some but it would make that stretch of road much safer. Could 20 mph be introduced?</p>	<p>2 - The proposal intends to connect Loan Pit Lane to the roundabout at Norwich Road to ensure that Healthy Neighbourhood is connected into the town centre. Parking should be retained where possible as a number of properties lack driveways.</p> <p>7. Support noted.</p>



Document Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
				<p>No 7. - good addition. see below</p> <p>No 8. Please note the owners of Footpath 21 have been contacted by the Neighbourhood Plan Group and have indicated a willingness to transfer ownership to the Millennium Green Trust. Discussions are taking place as to how best to do this. The Trustees are keen to create a cycle way down footpath 21 and then to take a route across their land to join up with footpath 11, 10 and 9. I cannot speak for them but the route shown to us does not go along footpath 22. The trustees (and walkers!) are keen for that to remain a pleasant country walk along side the old railway workings. This route connecting to 9 and 10 gives an alternative route into Halesworth Town Centre from Holton and onto the national cycle route running through the Green. The White Bridge would need to be maintained to cycle route standards.</p>	<p>8. The additional information is noted.</p>
WLP4.1	Jamie MacDonald	217		<p><u>1.</u> I welcome the suggestion of upgrading Halesworth FP7 to bridleway status which, in essence, would extend Loam Pit Lane through to Harrisons Lane.</p> <p>While I would also welcome the upgrading of Halesworth FP16 and Holton FP7, FP8, and FP9 to bridleway status, I would be far less inclined to do so if that meant they would be resurfaced and altered to any significant degree. This especially for Holton FP8 (known as 'Lover's Lane'), whose charm and pleasant character as a double-hedged ancient lane would be lost if any significant alterations were made to it. It may have formed, originally, as an occasional watercourse, and to this day can get a</p>	<p>1 - The support for the PROW upgrades are noted. It is agreed that all improvements in terms of width and surfacing should be mindful of the character of the area and no hard surfaces introduced if they would be inappropriate. The strategy will not recommend the loss of any established hedgerows due to their character and biodiversity value.</p> <p>The suggested improvements to footpath 6 has merits and has been included in the Strategy.</p> <p>4-5 - Support for this recommendation is noted.</p> <p>6 - Support noted.</p>

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				<p>bit 'stodgy' underfoot. So if it were to be surfaced, this may well cause an issue on Bungay Road. There has also been a suggestion in the plans for the proposed housing development along Harrisons Lane for this old lane to be link to the development, which again could also harm its character.</p> <p>I can see upgrading Holton FP7 and FP8 would make for a more useful link to Orchard Valley. However, a simpler alternative would be to upgrade Holton FP6 from Orchard Valley and to link to the new housing development off Hill Farm Road (as I understand it, this link is in the plans for that development). Linking the development to Holton Road as well, would make for a very useful link (especially as the development is set to link to Loam Pit Lane, north of the cemetery).</p> <p><b>4. and 5.</b> If by 'shared cycle/footway' you mean the section linking Bungay Road, Holton (at the north end of Holton FP8) and Harrisons Lane, then that would be in preference to using Holton FP8 – in my opinion. Extending this along the remainder of Harrisons Lane, joining Halesworth FP7 as it does so, would also seem to make sense. Extending it in the other direction, along Bungay Road to Holton village, should also be explored. Although this road is a little on the narrow side, already.</p> <p><b>6.</b> This link is vital in linking the new Hill Farm Road development with Loam Pit Lane, in the same way as the link on the opposite corner of the site linking to Holton FP6 – both forming a part of the plans for the</p>	<p>7 - Support noted.</p> <p>8 - It is agreed that the exit of footpath 11 onto Holton Road is problematic and addition of a recommendation improving this crossing point will be added. If this cannot be achieved then improvements to footpath 11 can be removed.</p> <p>The issues raised with footpath 9 is understood, but its improvement is deemed to still have value in providing connections to the town centre.</p> <p>The issues relating to footpath 10 are also understood and with the off-road cycle route running parallel means this is less of a priority.</p>

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				<p>development.</p> <p><b>7.</b> Yes, a crossing point of some kind here would be crucial to any upgrade to Halesworth FP21, as exiting this path is currently a little dangerous – especially as the concreted entrance slopes quite steeply into the road at present.</p> <p><b>8.</b> Similarly, the exit from Halesworth FP11 on to Holton Road is dangerous, even more so than for FP21 (above). It's difficult to see how any improvements could be made here, and is something that would need very careful consideration. But a cycle/bridleway link between Holton Road, via the Folly, to join the Millennium Green cycleway and the Town Park should be considered a priority, as it would make for a very useful link for many. However, it is unclear how this could be achieved. With its dangerous exit on to Holton Road (as above), then to my mind FP11 should be ruled out – even though it would otherwise be the simplest. FP22 brings its own problems, one being the Southwold Railway Trust's workings and future plans in this area. In case you are unaware, a little to the east from the exit of FP21 there is another well used path that leads down from Holton Road, and then westward along the old route of the Southwold Railway, joining FP21 and FP22 where they meet. It is not on the Definitive Map, but has been used for many decades. However, it is unclear to me whether this path (for its entirety) is a permissive path or one that was 'dedicated' by one of the landowners. I understand</p>	

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				<p>that the Millennium Green Trust will have this information. If not, then it seems to me a likely candidate for an application to modify the Definitive Map based on long user evidence. It certainly needs to be explored as an alternative, as its entrance/exit on to Holton Road is far safer than the two other options. (Let me know if you want me to investigate this further). As for Halesworth FP9 and FP10, then these would appear to be unlikely candidates for any upgrades. For FP9, given the Millennium Green cycleway already passes along this route and through the Town Park, it would seem unnecessary to alter the towpath along the New Reach (as long as the south end of FP11 joins the said cycleway after crossing the bridge). Even though (rightly or wrongly) it is on the Definitive Map, FP10 does not appear to be in usage today – and it would seem to be a problem area.</p> <p><u>9.</u> See comments for '1' and '6', above.</p>	
WLP4.2	Halesworth Neighbourhood Plan Steering Group (Joyce Moseley)	135	No	<p>The cycling and walking infrastructure should go into the new estate as well as around it. It needs to connect into Allington and then into Dukes Drive and the bus stop</p> <p>Please see proposals in the NP that suggests a new footpath running from this development around the backs of the houses in Dukes Drive to Walpole Road. There are no walking routes in the south of the town and this would create a pleasing connection between the edge of the present settlement and the countryside.</p>	<p>The response provides recommendations that appear to offer significant benefits both to the site and wider town. Connections within the site are important and the strategy will be updated to reflect this.</p>

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				A crossing over Roman Way to connect to the cycle route in Holmere Drive is welcome.	
WLP4.3	Jamie MacDonald	218		Yes, I wholeheartedly welcome any 'future proofing' of cycling and walking infrastructure.	Support noted.
WLP4.5	Halesworth Neighbourhood Plan Steering Group (Joyce Moseley)	133	Yes	<p>Introducing a cycle/walking track along the whole of Saxons Way was a key proposal by the NPSG. It should be on the eastern side of the road not on the side of site WLP4.5.</p> <p>If footpath 3 is to become a bridleway then should the crossing over Saxons Way be a Toucan rather than a zebra although the latter would be welcome.</p> <p>Mention is made of routing Footpath 3 through the White Swan car park! This is now a pub garden where considerable investment has been made by the new publicans.</p> <p>The area of the town centring on Swan Lane is one of the focus areas for the We Made That report commissioned by the town council to look at connectivity in the town.  <a href="http://halesworthtowncouncil.or.uk/town-centre-connectivity-report/">halesworthtowncouncil.or.uk/town-centre-connectivity-report/</a></p> <p>Footpath 9 is unregistered so contact with owners to discuss upgrade to bridleway has not been possible</p>	<p>The support for the improvements on Saxon's Way is noted and it is important that, where possible, neighbourhood and East Suffolk strategies align. The exact position may be dependant on highway factors or funding opportunities however reference to the opposite side of Saxon's Way can be made.</p> <p>This is noted and the strategy will be updated.</p> <p>The re-routing of the footpath was pending on whether sufficient width could be achieved on the existing footpath with the knowledge that there is less potential to widen the path adjacent the pub. However should the re-routing adversely impact a vibrant local public house this should be avoided so reference can be removed.</p> <p>The remaining comments have been noted.</p>
WLP4.5	Jamie MacDonald	219		<p><b>1.</b> Yes - there is ample width along Saxons Way to add a dedicated cycleway, so should be explored further.</p> <p><b>2.</b> A high priority, and has been so since the Relief Road was constructed.</p>	<p>1 - This comment of support has been noted</p> <p>2 - This comment of support has been noted</p> <p>3 - This comment of support has been noted, the reference to re-routing the pathway through the pub</p>

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				<p><u>3.</u> Yes - 'Swan Lane', as its name suggests, once had a highway status higher than the status of 'footpath' it has today. So by some means or other, these higher rights (at least to bridleway status) should be 'reclaimed'. There being ample width, diverting the route through the car park of the 'The Swan' would seem very unnecessary.</p> <p><u>5.</u> Yes – as stated, this would help in linking up the wider 'proposed' cycle network by linking Saxons Way with the Millennium Green cycleway and to Holton Road. Higher highway rights, for what remains of 'River Lane', may subsist from the time before the Relief Road was constructed?</p>	<p>car park will be removed.</p> <p>5 - The definitive map shows that river lane is (partially) a footpath, but this point will be explored further with the PROW team.</p>
WLP4.6	David George	51	Yes	<p>This is a key one for Halesworth connecting north to nearby villages and supporting existing Sustrans route NCN1. It would help avoid busy sections of Sparrowhawk Way if cyclists could join it from the Norwich Road side of Halesworth rather than having to navigate through Holton Village and up Lodge Road, which comes out near the busy Bernard Matthews site entrances, and shares the route with large HGVs.</p>	<p>Support noted.</p>
WLP4.6	Halesworth Neighbourhood Plan Steering Group (Joyce Moseley)	134	Yes	<p>is the intention to try and get a segregated cycle and walking track along the whole of Norwich Road from Quay Street roundabout up to the Sparrowhawk roundabout? If so excellent. The NPSG would have preferred the western side of the road but more important is a continuous route without the present gaps</p> <p>There also needs to be cycle and pedestrian</p>	<p>While a segregated cycling and walking track along Norwich Road between the site and the Quay Street roundabout would no doubt be of great value, it cannot reasonably be expected to be delivered through the site allocation. For this reason, the recommendation seeks to introduce cycling and walking infrastructure between the site and the existing cycling and walking infrastructure south of Zemke Way. Cycling and walking crossing points of Norwich Road side streets will need to</p>

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				priorities at all the junctions up Norwich Road (Copenhagen crossings?)	be designed to convey the priority of users as set out in the Highway Code, which could involve the use of Copenhagen crossings.
WLP5.2	David George	53	Yes	Not related to the two Bungay proposals, but I'm really surprised that no suggestions are made for the current difficult cycle path section against traffic up Bridge Street towards the central Buttercross roundabout? As a rider you have a medium climb then have to give way at the top to a very busy and blind roundabout. This makes it particularly difficult from a standing start getting onto the roundabout. This is a particularly dangerous section and roundabout for cyclists to use.	As noted the suggestion doesn't adequately relate to the allocations to include in this section. However it should be noted that a community recommendation 336 was submitted and assessed. The community recommendations (depending on their score and viability) form part of the strategy.
WLP6.1	Reydon Parish Council (John Roger Cracknell)	188	Yes	Very supportive of these proposals.	Support noted.
3.53 - 3.55	Andy Bird	122	Yes	<p>On missing items</p> <p>Additional PROW upgrades can happen now - ie. Ipswich gardens Westerfield</p> <p>Missing cycle destinations:</p> <ul style="list-style-type: none"> <li>• Twisted Oaks - bike park required safe cycle route - upgrade footpath that is already used</li> <li>• Rendlesham - road to rendlesham very fast and dangerous - either provide cycle path or make clear route I can provide using bridleways.</li> </ul>	<p>The site allocation recommendations for policies SCLP12.62 and SCLP12.40 seek a segregated cycling and walking track along the A1152 between the allocations and Ash Road.</p> <p>A number of Leisure Routes have been added to the Strategy, including between Woodbridge and Tunstall Forest, Nacton Beach and Ipswich.</p>

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				<ul style="list-style-type: none"> <li>Tunstall - requires off-road routes for Viking Trail users from Woodbridge area. I can provide.</li> </ul> <p>Missing Tourist destination leisure routes opportunities:</p> <ul style="list-style-type: none"> <li>Cycle path along woodbridge river, Martlesham, Woodbridge, Melton. Could also be a safe route from Martlesham.</li> <li>Trimley Marshes circular route/with Felixstowe</li> <li>Nacton beach and paths from Ipswich</li> <li>Stour and Orwell walk from Trimley to Levington footpath - can be bridleway</li> </ul>	
3.53 - 3.55	East Suffolk (Rachel Smith-lyte)	775		<p><b>Quiet Lanes (Comm Rec – 3.55)</b></p> <p>Cycling and walking on our country lanes can be made safer by speed limits on the designated Quiet Lanes and simple measures such as repairing passing places on single track roads many of which are severely pot-holed. If we need to work with County Highways more closely to achieve this then lets do it!</p> <p><b>Summary</b></p> <p>I want to see much more ambition around safe walking and cycling and where traffic separation may not be possible, at the very least we should be reducing rural speed limits to 40 mph maximum between villages and towns. There is also way too much road kill and horse riders as well as cyclists and</p>	<p>Segregation from traffic should be sought wherever possible, but as you note this is not always achievable. In such cases options like improved traffic management features and modal filters have been suggested.</p> <p>Reducing speed limits is also a method that can be considered, but it would need to be assessed on a case-by-case basis by Suffolk County Council.</p>



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				pedestrians take their lives in their hands every time they venture out.	
3.53 - 3.55	Lesley Vince	350			Comment noted.
3.53 - 3.55	Marlesford Parish Council (Richard Cooper)	907		<p><b>3. Comments under Recommendations</b></p> <p>We support the creation of corridors which provide longer connections between and within urban areas and the creation of imaginative recreational routes such as that proposed for the Yoxford/Aldeburgh/Benhall areas. Provision of active travel infrastructure is welcomed, but we ask ESC to ensure that rural areas do not “miss out” when funding is allocated. We particularly urge the Council to consider the safety requirements for pedestrians and cyclists in rural areas and recommend the Marlesford to Wickham Market improvements as part of an effort to address safety issues.</p> <p>Attachments:  <i>The attachment has not been published due to potential copyright/data protection concerns, but was still fully considered and assessed in forming the Strategy.</i></p>	Support noted. Post adoption it is intended that a priority table will be completed in conjunction with Suffolk County to ensure funding efforts are prioritised correctly.
3.53 - 3.55	Ufford Parish Council (Judi Hallett)	734		<p><b>Section 3.53 onwards - Community Recommendations</b></p> <p>These aim to link existing infrastructure, for example, where there are poor cyclist provision or where there are missing or abandoned/ difficult to access footpaths. Ufford comments on the need to improve infrastructure (from highways/ footpath upgrades to simple regular clearing of footpaths alongside the public highway) in the initial consultation do not appear to found favour. Looking</p>	The Strategy focuses on the identification of new infrastructure opportunities rather than the maintenance of existing infrastructure, as new infrastructure can be delivered through the planning system while maintenance of existing infrastructure cannot.

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				<p>at the specific comments made, several of the Ufford suggestions are deemed to be “SCC highways maintenance issues” and have been discounted.</p> <p>This is disappointing given the use of these roads for leisure cycling, which has seen a significant increase during recent times. In addition, East Suffolk Council’s decision to “rewild” grass verges as well as to stop regular cutting and maintenance of footpaths goes against the intention to encourage walkers.</p>	
3.56 - 3.60	James Winterbotham	502		<p>I find the document very difficult to navigate. Why not bunch comments on specific locations together to get a better feel for the level of comment/need? This might show that the Reydon triangle (between the Blyth Estuary, the A12, Wrentham and Southwold) scores highly on overall added points yet the outcome of the process seems to have almost no proposals for this area. Equally other places might emerge as key areas of needed action.</p> <p>I question the balance between "modal shift" and biodiversity - particularly outside the towns and villages the roads are narrow, which dis-incentivises walking or cycling. But the suggestion that hedgerows are removed to provide pedestrian space is obviously negative for biodiversity. These often negate each other points wise.</p> <p>I was hoping for a more ambitious strategy that might set broader goals in terms of engaging landowners to make field edges more accessible. There are lots of reasons for them not to (encouragement to trespass, land use, legal</p>	<p>We have attempted to make the Strategy as easy as possible to use where possible. To look at all recommendations within a specific geographic area the overall recommendation map can be used.</p> <p>The biodiversity criteria can result in negative scores which will then be balanced against positive scores in other criteria. However, the addition of Biodiversity to the MCAF scoring system reflects the importance of retaining key biodiversity assets.</p> <p>Post adoption it is intended that a priority table will be completed in conjunction with Suffolk County to ensure funding efforts are prioritised correctly.</p>

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				liabilities) but an initiative from the top down might help create a different and less adversarial climate for such a debate. Landowner benefit when planning permission is granted for development(plenty of examples) but the "planning gain" is often limited to the specific development rather than the broader area.	
3.56 - 3.60	Margaret Shaw	851		<p>MCAF- Biodiversity</p> <p>Looking at the biodiversity assessments it would appear that the recognised endangered species and habitat have been considered but what about other impacts which are not bound by legal protection to the same extent as the silver studied blue butterfly?Some weight should be given to these and mitigation action required to lessen impact or replace habitat.</p> <p>1. There is no mention of the impact of lighting on insect, bird and mammal populations.</p> <p>Current research is suggesting a significant impact. I am aware of the following references</p> <p>"Street lighting has detrimental impacts on local insect populations".</p> <p>Douglas Boyes. Science Advances. Vol 7 No 35 "LED lighting increases the ecological impact of light pollution irrespective of color temperature" Pawson and Bader Ecological Soc. of America Vol 32 Iss.1.</p> <p>I understand that Norfolk and Devon County</p>	<p>The addition of Biodiversity to the MCAF scoring system reflects the importance of retaining key biodiversity assets.</p> <p>The MCAF is an initial assessment only and each proposal should they be advanced to a design stage would require a more detailed appraisal of the local, natural conditions.</p> <p>The most appropriate lighting solutions will need to be considered as the recommendation are taken forward.</p> <p>The importance of avoiding harm to our natural environment is recognised. For this reason, IM12 has been amended to remove the proposed cycling and walking track through Birch Woods and a cycling and walking bridge over the A12. In its place, IM12 now recommends improving cycling and walking provision along Eagle Way. Moreover, a new recommendation (IM32) has been introduced to provide a cycling and walking route between Kesgrave and Brightwell Lakes, passing to the south of Martlesham Heath.</p>

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				<p>Councils have used this work to change their street lighting-- has there been work on the impact of lighting on cycle paths on insects and birds when assessing the impact of lit cycle ways on insects and birds?</p> <p>2. The nightingales and night jars which inhabit the woods between Coopers Road and Lancaster Drive and through Martlesham Woods are on the red list of endangered species according to the British Ornithological Trust. This area of woodland is part of a corridor of woodland which stretches as far as Rushmere Heath . I think this woodland is more vulnerable to loss of biodiversity than an alternative cycleway area along the edge of the field at the back of the existing housing development and then skirting the SS1 to link up crossing dobbs lane.</p> <p>2. East Suffolk Strategic Plan aims to</p> <p>"mitigate human impact on the environment and reduce contributions to climate change by conserving natural resources.</p> <p>Not only would the proposed cycle way cause the removal of 25 mature</p> <p>trees-- which would contribute the carbon capture created by increased traffic flow but also the loss of the next generation of trees which are already growing in the woodland.</p> <p>MCAf assessments for biodiversity should include</p>	

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				some values for these issues and plans identify measures which must be taken to mitigate the these impacts.	
3.56 - 3.60	Trimley St Mary Parish Council (Debra Cooper)	1080	Yes	<p><b>Connectivity and Growth:</b> This category does not discriminate on the quality of existing infrastructure and by doing so this adds an unfair weighting to new infrastructure developments ahead of much-needed improvement to existing (insufficient) infrastructure. It's often the case the infrastructure exists but is of such poor provision that it is unused, thereby rendering locations not well connected.</p> <p><b>Modal Shift:</b> This category needs to consider the variety of user needs and demonstrate this in the scoring. When analysing school travel, unfortunately, the data within the Propensity to Cycle map is from 2011. This is before the High School moved to it's current location and may contain details on journeys to both Orwell and Deben High Schools. Up to date analysis of children cycling to school needs to be undertaken.</p> <p><b>Optimisation:</b> Related community comments should be considered collectively to perhaps develop a workable solution that could cover multiple points raised. Individually, scores for suggested points solutions may not be high, but cumulatively as part of a wider solution, they might.</p> <p><b>Safety:</b> This scoring seems quite subjective?</p> <p><b>Biodiversity:</b> Whilst this should be encouraged, this category cannot be relevant to all community</p>	<p>The Connectivity and Growth assesses the potential connectivity uplift provided by the improvement factoring in the services and population being connected. The category optimisation assesses the extent to which the existing infrastructure provision is optimised.</p> <p>It is understood that the data for PCT uses the 2011 census, but PCT provides a consistent and objective methodology to applied across the council area.</p> <p>The community comments were used as an important evidence base in the creation of the key corridors where areas of interest and concern could be appropriately linked.</p> <p>The scoring methodology has attempted to make each category as objective as possible, but planning judgement has been used where appropriate. The roads speed limit, its width and use were considered.</p> <p>This category considers where planting can be made available, but at this stage this information is largely unknown. Accordingly the category largely relates to the loss of biodiversity meaning projects where the loss of biodiversity assets are high inversely scores poorly in this category. In some cases such as built up areas there may not be a biodiversity loss so a neutral score is provided.</p>

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				<p>comments. Again this weights in favour of new infrastructure developments that have more scope for additional planting because it is green field and less constrained. Also, does this category deserve the same weighting as Safety, for example?</p> <p><b>Leisure:</b> Again, this cannot be relevant to all community comments. It also provides a weighting towards tourist attractions over some of the more functional routes. This should be counter-balanced by a 'functional enhancement' category that values traffic/congestion on core routes.</p>	<p>It is agreed that the leisure category doesn't apply equally to every recommendation, but it was included to recognise the importance of leisure and the visiting economy to East Suffolk. It should be noted that this category doesn't proportionally favour leisure opportunities as the category 'Connectivity and Growth' focuses more in everyday and commuter trips.</p>

Appendix 5 Formal Consultation Responses - Community Recommendations

Community Recommendation Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
8	Cycling UK (John Thompson)	40	Yes	I disagree with your scoring summary. Although it might not achieve significant modal shift, it does put those using disability tricycles at an unfair disadvantage and it is arguably discriminatory to say they are other routes, albeit slightly longer. They are also difficult for those with trailer and perhaps loaded panniers wanting to do shopping by bike, which should be encouraged.	The scoring for modal shift has been taken from the Propensity to Cycle Tool which showed limited potential growth in this area. Whilst the point is recognised that the barriers removal will encourage use of larger cycling vehicles it would not be a significant detour Bodian Way nor would the numbers encouraged likely to be high.
20, 234, 462	Mike Sherwen	97	Yes		Support noted.
22	George Redpath	4	Yes	<p>ESC have shared this improvement with SCC as the Highways Authority which is just walking away from the problem.</p> <p>I have it writing from SCC and the Highways Authority after pursuing this from 18 months, they will only be replacing white lines for cycle lanes when existing road surfaces are replaced, therefore no cycling lanes with white lines which are degraded to being non existent i.e. Marine Parade etc. will be under the auspice of planned maintenance. At a stroke this means that +/-80% of the ESC cycling strategy routes which are classed as On-Road signed cycle routes on the latest ESC cycling map no longer effectively exist as they've disappeared into the tarmac because SCC will not maintain?</p> <p>If ESC are not going to fight there corner with SCC as the highways authority this whole process is flawed, is compromised and means ESC is effectively devolving all responsibility for 80% of</p>	Maintenance issues fall outside the scope of the strategy and the control of East Suffolk Council. The land is control by Suffolk County Council and will be subject to their own maintenance policies.

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				our on-road cycle routes to SCC, therefore nothing will change?	
23	George Redpath	3	Yes	<p>Under Optimisation, I disagree 'the pedestrian aspect is unlikely to be significantly improved'? This path is extremely popular with pedestrians and cyclists alike and should be to a shared path standard. This could be the optimisation of a key corridor which is already a pseudo cycling route on an existing so on a cliff top path and will offer huge improvements to both pedestrians and cyclists. The Optimisation score should be min 1.</p> <p>Under Safety: It is stated 'no significant safety benefit', which of course is just nonsense and the criteria flawed if safety is only concerned with cyclists interacting with vehicular traffic? There is daily conflict on this path with cyclists and pedestrians due to its popularity as a coastal cliff top route from Pakefield into the town centre used by locals, tourists from the various caravan parks in Pakefield and cyclists. This should be changed to a shared cycle and pedestrian path and widened to suit.</p> <p>Biodiveristy is scored as -1. which if anyone had actually visited this site you would see the biodiveristy aspect consists of a muddy bank that would be cut back to widen the path and is not over a significant area as stated in comparison to the total grassed area available and probably around 1%.</p>	<p>Optimisation - The route is of a reasonable quality for walking already. Whilst a new surface would provide a modest benefit it is not significant to warrant a score under optimisation for walking purposes.</p> <p>Safety - The criteria relates predominantly to conflict between pedestrians and/or cyclist conflict with vehicles. Cyclists using routes not designated for their use is an enforcement matter.</p> <p>Biodiversity - A site visit has been undertaken. Whilst much of the route is flanked by managed grass there are narrower sections with denser growth. This is deemed to represent a small loss as the path will likely require widening to meet the LTN1/20 standard across the length of the route.</p>
24.	John Clark	15	Yes	While I agree that pedestrian safety on sections of roads without footpaths is a strateguc issue, the	Comment noted. All of the recommended improvements included in the Strategy are



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				<p>need to walk from Walpole to Halesworth in safety is an important local matter, and I attach a map with photos (from Google Maps) to show where I think there is a considerable safety risk. I suggest that someone walks along here sometime soon !</p> <p><i>The attachment has not been published due to potential copyright/data protection concerns, but was still fully considered and assessed in forming the Strategy.</i></p>	<p>done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.</p>
31	Cycling UK (John Thompson)	48	No	<p>The alternative runs more or less parallel with the A47 and, I suspect, would get EXTREMELY limited use. Money would be better spent on something else.</p>	<p>Providing an off-road cycle/walking route between Lowestoft and Hopton is a key ambition of the strategy. In accordance with the key corridors section ideally this would be between the A47 and Coast Road utilising the North of Lowestoft Garden Village. It is recognised that a path alongside the A47 is less valuable due to the less attractive environment so isn't the leading priority, but it does still have value.</p>
36	Cycling UK (John Thompson)	37	Yes	<p>Support in principle but, as the response states, there could be practical difficulties widening the path alongside the A12 so the 'beach' idea might well be the better option.</p>	<p>Support noted and improvements here are being further explored in the key corridors section.</p>
36	George Redpath	10	Yes	<p>I struggle with a score of Zero for Leisure when this route is directly outside the popular PONTINS Pakefield holiday village which is very busy throughout the year. I agree it is an unattractive route but this does not negate the fact it is a key route between Pakefield and Kessingland.</p>	<p>The comment is noted and it is agreed that the score for leisure should be raised reflecting that there are a number of holiday camps on this road.</p> <p>It should be noted that Suffolk County</p>

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				<p>A coastal path between Kessingland to Lowestoft is not going to happen in my lifetime because of the lack of a can-do culture in local government and the seemingly completely different agendas that exist between SCC &amp; ESC, therefore makes it even more important from a Leisure perspective that the score is increased from 0 to 2 giving a total score of 10.</p>	<p>Council sit on the steering group and have had strong involvement so far,</p>
39	Benhall and Sternfield Parish Council (Melanie Thurston)	144		<p>We agree with all the recommendations relating to, and adjacent to our Parish, but would like to add the following: The map shows that in the past, three separate comments have been made re the footpath behind the hedge alongside South Entrance - Nos 39, 411 and 422. These all have been scored at 6, which includes minus 3 for loss of biodiversity resulting from removal of the hedge. At our last Parish Council Meeting, the Saxmundham environment consultant was present. When asked whether she favoured removal of the hedge to widen the roadside path, or whether she preferred to retain the hedge and widen the footpath behind, She chose the later. Benhall &amp; Sternfield Parish Council agree with this. Therefore we wish to challenge the minus 3, and request that the score be amended to 9. This would have the effect of elevating this path in the priority listing.</p>	<p>Comment noted. This proposal has been identified as part of the Leisure Route recommendations. See recommendation LR8.1 in the strategy.</p>
41b	Paul Jordan	2	Yes	<p>I feel that the allocation of 0 for safety on this evaluation is incorrect and unjustified. There are reasonable cycle facilities either both east and west of this link alongside the A1214 at Rushmere but at this point cyclists must choose to either</p>	<p>Agreed. It is unclear whether the route south of the road is available for cyclists so it is assumed any improvement will take cyclists off of the road. A score of 2 has been provided.</p>

Community Recommendation Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
				<p>illegally use the narrow footpath on the south side of the road or join the main traffic flow with no segregation. This makes this link a significantly less safe than the routes either side.</p> <p>I suspect that changing the safety rating and hence the modal shift rating may result in upgrading the resultant proposed works from High to Very High.</p>	
50	Jamie MacDonald	28	Yes	A vital link – as per my initial suggestion.	Support noted.
51	Tom Daly	99	Yes	<p>This would be a major new route, providing options for cyclists and walkers in this busy tourist area. A major advance for health and safety.</p> <p>Please think beyond having to put the cycle route directly beside the road and ripping through the existing trees and herbage. Place it behind, even if this means an arrangement with the farmer(s). the benefits are not just biodiversity there are benefits in landscape, amenity and rural experience. This would make it a new green route which would attract users and create a pleasant experience separated from the busy road.</p> <p>Also if the cycleway is not distinct and separated from a busy road the tractors and HGVs, particularly with SZC etc, will be wondering into the cycleway destroying edges etc.</p>	Comment noted. The score provided gives a value to the public comment, but design and implementation will be considered further as the project progresses. Further consideration will be given to potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.
104	Christopher Makey	30	No	It is unfortunate that the document setting out the plan has been poorly drafted and poorly thought out using language that clearly shows a love of managementspeak that does very little to enhance what should be a thoroughly commendable action plan for the future. I will assume the following:	The on-line document has designed to be an innovative and easy to use approach for the public. We have attempted to use plain English where possible and further revisions will be undertaken to make it easier to understand.

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				<p>Under Part 2 'Policy Content' the intention is to provide safer access to both cyclists and pedestrians and that, as stated, "cycling and walking being put at the heart of the transport decision."</p> <p>Under 2.9: Suffolk Local Cycling and Walking infrastructure Plan it was stated that the intention is to encourage people to walk and cycle. The assumption being that routes would be made safe for such activities and that the wishes of those walking and cycling would be taken into account. For reasons set out below in respect of just one street namely Northgate in Beccles (see Plan 104) the wishes of those not using vehicles and the property owners of Northgate have been rejected. The assumption is that this failure is not limited to one specific Street but is endemic in the proposals (or lack of them) throughout the plan.</p> <p>Under 'Benefits of Cycling and Walking' (page 6 of the document) it is stated that an increase in cycling and walking will "Reduce road danger and noise" and will enable people "to enjoy being outdoors". It might be thought that these statements are self-evident but clearly when putting them into place requires some effort on the part of the County Council the lack of actual will becomes only too evident.</p> <p>Under 'Prioritising Improvements' at page 11 it is noted that the optimum solutions to achieve more</p>	<p>The section assumed to be referred to is 'Policy context' which outlines nationally and locally important documents relating to cycling and walking.</p> <p>Consideration for Northgate was given and the Strategy adjusted.</p>

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				<p>cycling and walking is to include 'Temporary and Experimental' traffic orders...to provide solutions'. Sadly when use could have been made of such orders it was clearly considered far too difficult and the idea was rejected (see Plan 104).</p> <p>At Parts 3.42-3.45 it appeared to be accepted that there is 'strong potential' for cycling (and presumably pedestrian) routes through Beccles but there is no reference to Northgate.</p> <p>Why is Northgate important. It is the route from the Quay to the town. It is currently a 'one-way' street used by over 100 buses a day (most of which then go over the bridge to Gillingham with a weight limit of 7.5 Tons despite the fact that the minimum weight of the buses is over 11 tons). There is a speed limit of 20mph which is ignored by over 90% of the vehicles using Northgate and given the narrowness of the pavements it is dangerous for pedestrians to use. The police and Highway Authority have been approached and my understanding is that both have said that they are unable to enforce the speed limit until somebody has been killed or seriously injured. I would be delighted to learn that that is not their view in which case they can explain why the speed limit is not enforced. The road travels over old cellars and is in a poor state of repair. Were it to be limited to vehicular use by those living in the road it would enable both pedestrians and cyclists to use it in safety and would mean that cyclists no longer use the pavements to cycle both up and down the road</p>	

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				<p>using the pavements to cycle on and putting pedestrians and themselves at considerable risk. According to 'The Guardian' Northgate is one of the loveliest streets in Suffolk and so it should be but the traffic usage means it is a 'rat run' and, currently, unsafe for both pedestrians and cyclists.</p> <p>It will, no doubt, be said that the above is 'special pleading' by somebody who lives in Northgate. However if the Plan is to be of relevance to both towns such as Beccles and to the safety and encouragement of cyclists and walkers in Suffolk the issues set out above should be addressed and not skirted round (and once again I remind you of what is said about Northgate in Plan 104).</p>	
110	Geoff Farrell	117	Yes	<p>Has to be seen in conjunction with 113 to achieve a continuous route between Snape and Aldeburgh. I use this route reasonably frequently and come up Priory Road and turn off to Friston to get to Aldeburgh via Thorpeness, although do cycle along the main road into Aldeburgh on occasion. The road is a daunting prospect even for the determined such as me. As with all routes, this has to be seen a part of a network and not simply stop.</p>	Support and further comments noted.
110	Tom Daly	100	Yes	<p>Very good development for cyclists and walkers. again, not beside the carriageway. Multiplier benefits to putting it behind the trees and hedges or it will just be a widening of the road and a wasted opportunity. (see comments to 51 above) if this requires arrangements with landowners so</p>	<p>Comment noted. The score provided gives a value to the public comment, but design and implementation will be considered further as the project progresses. Further consideration will be given to potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate</p>

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				be it, please invest in the future with foresight and creativity.	design, and the value for money in terms of the costs and benefits of delivering such a scheme.
112a	Cycling UK (John Thompson)	34	Yes	Of the two, if it is possible I support the idea of a route between Kessingland beach and Benacre. I am not against a cycleway alongside the A12 in principle, but the nature of the land alongside the A12 would not make it easy to construct and thus probably expensive, especially as it is surely necessary to be realistic about the number of people like to want to cycle specifically between Kessingland and Benacre. It could also be dual purpose serving as part of the leisure route that has also been suggested. More serious cyclists are likely to be comfortable riding on the A12 and not using the off-road facility would make them vulnerable to abuse from drivers.	Comment noted.
112b	Cycling UK (John Thompson)	36	Yes	<p>I think the point about the longer distance needs keeping in perspective. Cycling from Wrentham/Benacre to Lowestoft is not so much further than using the A12, especially as it will predominantly be fitter/more dedicated cyclists doing such rides. Indeed, for much of Carlton Colville it is probably shorter.</p> <p>Nonetheless, the idea is still good for the reasons I stated in my responses to recommendations 638 and 112a. Also, for leisure cycling it could be a continuation for those coming from/going to the Suffolk Coastal and Suffolk Sandlings AONB's via Walberswick and Southwold. Possibly also an extension of the Suffolk Coastal cycle route. There is already a minor road route between Wrentham</p>	The suggestion scored well under the MCAF methodology and the ambition will form part of the strategy as a community recommendation.

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				and Benacre Street, probalby no longer than the A12 route.	
113	Tom Daly	101	Yes	a good addition for Snape  major attraction for rural leisure	Support and further comments noted.
Ref 119, Parking outside schools on Trimley High Road.	Chris Taylor	18	Yes	I fully support the comments regarding vehicles parking in the cycle lanes outside both the Primary School and Felixstowe Academy.  Inconsiderate parking of cars (particularly by School Run Mums) in the cycle lanes effectively blocks them at the key time of day when they could be used by a large number of young cyclists.  Its disappointing to see the cycle lanes marked out, but then blocked almost continuously along their entire length through Trimley by inconsiderate car drivers. Its a missed opportunity not to create a 'full cycle path' along this stretch of road... which in addition to local cycling is the only route out of Felixstowe available to cyclists.	Support and further comments noted.
142	Andrew McDonald	84	Yes		Support noted.
158	Andrew McDonald	79	Yes	This is a significant problem that needs a solution similar to this proposal, but with less potential ecological damage.	Support and further comments have been noted.
194	Clive Eastwood	56	Yes	New Road, Framlingham is much used by walkers and cyclists. The current 60mph speed limit is completely inappropriate.	Support noted.  The speed of a road falls outside the remit of this project and should be passed to SCC.
197	Cycling UK (John Thompson)	41	No	The fact is the whole of the A146 between Lowestoft and Beccles is perceived as dangerous for cycling. so I doubt just having an off-road	Noted. This is a reasonable point to consider how any new potential infrastructure connects into Barnby is key as it is possible



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				<p>facility for Barnby bends would improve things. I also don't accept that the current alternative routes are so much longer if one is capable of riding the Beccles - Lowestoft distance. If one's only fear of cycling on the A146 is the Barnby bends, it is at least possible to avoid them in the easterly direction by using the one-way minor road out of Barnby village, which junctions with the A146 just east of the start of the bends.</p> <p>An off-road facility JUST for the bends could increase danger for cyclists when rejoining the carriageway because some drivers would not be expecting it.</p>	<p>to find a safer route through to Worlingham using the old Lowestoft Road once through Barnby. Any new infrastructure would need to clearly show a route entering Barnby as opposed to leaving an option to continue travelling along the carriageway.</p>
198	Kevin Moores	16	Yes	<p>The community recommendation 198 has been given a biodiversity score of -3 and a safety score of 0. These two scores need to be challenged. The biodiversity score appears to have been given with the assumption that the only way of achieving the recommendation would be a cycle route from Halesworth to Southwold alongside the River Blyth. However, the spirit of the recommendation could also be achieved by proper maintenance of the existing footpath alongside the river for foot traffic and the designation of a safe cycle route along the motor roads connecting Halesworth and Blythborough, and from Blythborough utilising the B1387 as a designated cycle route to reach Southwold via Walberswick for cycle traffic. Maintaining the existing footpath and upgrading existing roads to designated cycle routes would make cycle journeys considerably safer and more attractive to local people and</p>	<p>Comment noted. A walking and cycling connection between Halesworth and Southwold has been identified as part of the Leisure Route recommendations.</p>

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				tourists/holiday-makers, with no impact on biodiversity.	
203	Andrew McDonald	73	Yes	Significant onward travel benefits via Melton Stan as well as safety aspect.	Support and further comments noted.
207	Tom Daly	102	Yes	would be a most attractive route in this busy leisure area.	Support noted.
214	Mike Sherwen	64	Yes		Support noted.
221	Cycling UK (John Thompson)	50	No	<p>I understand the thinking but what about when there are larger/wider vehicles parked?</p> <p>While it is the case cyclists are advised to ride toward the middle of the carriageway to be properly seen, I suspect white lines toward the middle of the carriageway would tempt drivers to overtake on the inside. It is not exaggerating to say many would find that terrifying and I doubt parents of child cyclists would be happy about it. I realise there are cycle lanes in the middle of carriageways, such as approaching traffic lights, where there is more than on lane option. However, I don't consider that is comparing like with like.</p> <p>Taken to recommendation a logical conclusion, if accepted it should be the case for every residential road to have advisory cycle lanes in the middle of the carriageways.</p>	Noted. The response is reasonable that movement of a cycle lane to the centre of the road would need to be a wider district policy to avoid a piecemeal approach. The comment itself scores modestly so is not currently deemed a priority, however these scores can change.
222	Cycling UK (John Thompson)	47	Yes	While I don't believe it's as dangerous as stated, I accept there is a perception of danger. However, cyclists should be segregated from pedestrians.	Support Noted.
245	Cycling UK (John Thompson)	51	Yes	This makes sense, especially as it also helps leisure cycling for the North Sea Cycle Route.	Support is noted.

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247	Andrew McDonald	68	Yes		Support noted.
276	Mike Sherwen	90	Yes	It is astonishing that the National Trust , who own this track , have not done this already	Support noted.
276	Valerie Sherwen	111	Yes	I agree completed with this comment. The track should be defined as a public bridleway.	Support and further comments noted.
278	Alasdair MacLeod	59	No	I am opposed to (1) "provide an independent cycle / pedestrian bridge over the A12 connecting with Lancaster Drive." for the same reasons I am opposed to IM12. The IM12 route would be very damaging and so I am opposed to a bridge that would support that route. The existing footbridge bridge across the A12 in Martlesham Heath should be improved as suggested in the document.	The comments have been assessed against a standard methodology to give the recommendations value, but design and implementation will considered further as the project progresses. The recommendation will be subject to further assessment, which will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.
305	Marlesford Parish Council (Richard Cooper)	142		<p><b>Marlesford Parish Council Comments on Community Recommendations</b></p> <p>In the initial consultation on a cycling and walking strategy at the end of 2020, Cllr Dr. Roger Waterfall made comments relating to Marlesford. These comments and the assessments of them have helpfully been presented in the current consultation document. The original representations are shown below, together with the Council's assessment <i>and in bold italics, we have added our comments on those assessments.</i></p> <p><b>Draft Cycling and Walking Strategy ASSESSMENTS OF COMMENTS RECEIVED AS PART</b></p>	<p>Agreed. With consideration to EDF/Sizewell C, 'Connectivity and Growth' should be awarded a 3.</p> <p>The scoring of 'Modal Shift' has been taken from the Propensity to Cycle Tool, which showed limited growth in this area.</p> <p>The proposal is for new infrastructure and does not, therefore, optimise existing infrastructure. Proposals relating to maintenance have not been assessed and have been passed onto SCC. Scores are awarded under the 'Optimisation' category</p>

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				<p><b>OF INITIAL CYCLING AND WALKING STRATEGY CONSULTATION OCTOBER TO DECEMBER 2020</b></p> <p><b>Community Recommendation 305</b></p> <p>Marlesford A12 from Marlesford Road to B1116 (NW side of A12). To walk to Wickham Market from Marlesford requires several crossings of the A12. The path is often narrow and obstructed. A safe pedestrian and cycle way is required between Marlesford and Wickham Market.</p> <p>I'm sure many of the Council will have driven through Marlesford on the A12. Has anyone tried to walk from Bell Lane to the Framlingham Road (B1116)?</p> <p>A combined cycle/pedestrian track is required from Marlesford Road to the B1116 roundabout. This should be away from the highway, on the NW side of the hedge.</p> <p>2 1 0 3 -1 0 5 The commenter proposes a footway with a segregated cycleway between Marlesford Road junction and the B1116 roundabout on the NW side of the A12 behind the hedgerow.</p> <p><b><i>Please note that the pedestrian and cycleway should be part of the SZC A12 mitigation measures in Marlesford village where improvements are proposed between Bell Lane and Marlesford Road.</i></b></p> <p><b>Connectivity and Growth</b> – Wickham Market has a number of key services, which are not available in Marlesford, therefore the infrastructure will likely</p>	<p>where existing routes have been optimised physically or legally .e.g. a shared path has been optimised to a segregated bi-directional cycle track.</p> <p>Agreed. It is unlikely that farmland on the NW side of the hedgerow will have significant biodiversity value. A neutral score will be awarded to reflect this.</p> <p>Wickham Market has limited 'Leisure' value. Also, the proposal will likely have more 'Connectivity and Growth' value than that of 'Leisure'.</p>

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				<p>have significant connectivity benefit. However, as the proposed infrastructure does not cover the whole route into the centre of Wickham Market, a score of 2 is deemed acceptable.</p> <p><b><i>We argue that in the event of the SZC project going ahead, there is already a commitment to deliver a pedestrian and cycleway from Wickham Market to the Southern Park and Ride. This means that a new route from Marlesford would be able to connect at the Park and Ride and provide onward access to Wickham Market. The scheme should therefore attract a higher score.</i></b></p> <p><b>Modal Shift</b> – According to PCT, if infrastructure is delivered to the highest standard, the proposal would result in a small modal shift hence a score of 1.</p> <p><b><i>We believe that this is subjective and anecdotal evidence would suggest a higher usage rate if a new, safe, pedestrian and cycleway was provided. We believe that this score should be revised upwards.</i></b></p> <p><b>Optimisation</b> – The proposal is for new infrastructure and does not, therefore, optimise the existing.</p> <p><b><i>We draw your attention to Para 1.1 at the start of the East Suffolk Cycling and Walking Strategy which states that “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</i></b></p>	

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				<p><i>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.” This statement seems to be at odds with the optimisation evaluation comment which appears to require optimisation of existing facilities. At the moment, the existing path is immediately adjacent to the A12 carriageway, is narrow and not fit for purpose. The only solution is a <u>new</u> path.</i></p> <p><b>Safety</b> – This section of the A12 is a busy ‘A’ type road with a national speed limit and appears to be often utilised by HGVs. Despite this section of the A12 having an existing small footway adjoining the NW side, removing cyclists and pedestrians away from the road will have considerable safety benefit. A score of 3 is deemed reasonable.  <i><b>We completely agree with this assessment, and it should be noted that the safety and fear and intimidation issues become greater if SZC and Scottish Power projects go ahead.</b></i></p> <p><b>Biodiversity</b> – The commenter proposes implementing the cycleway and footway behind the existing hedgerow; therefore, the proposal will only result in the removal of managed grass hence a small negative score.  <i><b>We believe that the land on the NW side of the existing hedge is in arable cultivation and because</b></i></p>	

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				<p><i>of this there should be no, or negligible adverse impact.</i></p> <p><b>Leisure</b> – No leisure impact.  <i>We would argue that the provision of any safe and serviceable path will, apart from its functional use of getting from Marlesford to Wickham Market, be used by local people for leisure. It is not correct to say that there is “No leisure impact”.</i></p>	
305 and 459	Marlesford Parish Council (Richard Cooper)	55	Yes	Yes - they will be submitted by separate e mail.	Support noted.
346	Tom Daly	103	Yes		Support noted.
351	Andrew McDonald	82	Yes		Support noted.
374	Geoff Farrell	115	Yes	It needs to be noted that the landowner permits horse riding along the verge of his field. I realise that he gets paid for that, but the point is that he is not averse to the principle of it being used as an alternative to using the verge of the road. If the concern is that permission for all and sundry to use that verge will result in a public right (quite understandable), then it could become a permissive path.	Support and further comments noted.
378	Pigeon Investment Management Ltd (Fillmore, Andrew)	132		As detailed above a series of improvements are proposed to the High Road/Howlett Way roundabout as part of the Pigeon scheme. In addition, it should be noted that the proposals for land off Howlett Way (SCLP12.54, application ref. DC/20/1860/OUT) include proposals for the existing footway on the southern side of Howlett	Comment noted.

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				Way to be widened to 3m to create a shared footway/cycleway, which will provide high levels of connectivity between the Howlett Way site and the new primary school, which forms part of the Pigeon scheme.	
379	Pigeon Investment Management Ltd (Fillmore, Andrew)	129		Opportunities to create cycling and walking routes have been a key consideration in the design of the Pigeon scheme. Our scheme proposes new on- site cycling and walking infrastructure, including 3m shared foot and cycleways linking with the proposed new school site, as well as off-site improvements to encourage walking and cycling.	Comment noted.
382	Cycling UK (John Thompson)	42	No	I indicated "no" with some hesitation. If a cycle track alongside the A146 between Worlingham and Oulton Broad is practical, I could support it. However, I have strong reservations about whether it is practical and the current off-road (off-A146 between Worlingham roundabout and North Cove) runs very much parallel to the A146. I also don't agree that the minor roads are dangerous in the dark and at commuter times. It's getting into the perception cycling on ANY roads is dangerous.	The score provided gives a value to the public comment, but viability will be considered further as the project progresses. The key corridors section notes that as a high priority new cycle infrastructure should be provided should a bypass to the Barnby Bends be considered. However improvements to the rural roads south of the A146 are considered for improvement as an alternative.
386	George Redpath	8	Yes	The Safety criteria is flawed if it generally relates only to conflict with vehicles, which is far too generic i.e. a cyclist riding down the upper prom slope on the cycle lane reaches speeds up to 20 mph and can be a danger to pedestrians at the pinch point adjacent to the Claremont Pier where pedestrians are crossing the cycle lane to reach the car park and/or London Road South. This is an important leisure route along the cliff top and coast but pedestrians can be frequently in conflict, it is therefore imperative that the cycle lane is	The impact to pedestrians will be considered in all recommendations. The ambition for any improvements is to conform to national best practice for shared surfaces.



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				highlighted and maintained, but equally signage is erected that highlights to pedestrians they are about to cross over a cycle route as they exit the lower prom and across the upper prom and cycle path outside the Claremont Pier, additionally signage should be erected making it clear to cyclists they must slow down along this route.	
390	Simon Shaw	87	Yes	The priority where the cycle path crosses side roads such as bracken Avenue, Deben Ave, Dobbs Lane needs to be changed to make it clear that cyclists have priority. It is difficult for a cyclist to look forward, behind and up the side road to see if it is safe to cross. Some drivers give way, but others don't and also queue on the cycleway.	Support and further comments have been noted.
391	Cycling UK (John Thompson)	45	Yes	<p>I support this but with reservations.</p> <p>That is because I do not accept the coast road between Corton and Hopton is dangerous for cycling. On the contrary, I suggest it should be used to encourage those staying at the holiday camps aligning it to go on leisure cycle rides. Certainly the speed limit for the road should be reviewed with speed-calming. I don't know why Sustrans has not progressed the idea of the former rail line but could it be because they concluded the coast road was okay so money would be better spent elsewhere? Similarly, I accept a path along the former rail line would help those who would perceive the coast road as dangerous, but I would argue priorities would need to be carefully considered. It actually strikes me the best idea would be a leisure cycling and walking route. I think that would make the spending worthwhile.</p>	<p>Support is noted. An off-road route between Hopton and Lowestoft is a key ambition of the strategy as shown in the key corridor section. However if this is not achievable then improvements to Coast Road are also of value.</p> <p>A score of 3 was given contrary to this comment, but the score was a reflection of getting cyclists and walkers off-road not only from Coast Road but from the more hazardous A47.</p>

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408	Yoxford Parish Council (Sharon Smith)	119	No	<p>Re. community comment 408 - Darsham Station. The modal shift score has been assessed as zero. We would like to challenge this. From Yoxford the footpath is so narrow (effectively 0.5m or less) and dangerous (immediately adjacent to the A12 in a 40 mph zone) so as to make it unusable for all but the brave hearted. The proposed improvements would make walking and cycling to Darsham Station much more feasible for people in Yoxford. We cannot see how the modal shift score has been calculated but a score of zero seems low. Also, we cannot tell if the difficulty of parking at Darsham Station has been taken into account. The car park is frequently full so, for many people, walking or cycling to the station are not viable options and driving to the station isn't either. Whole journeys to (Ipswich, Woodbridge, Lowestoft etc.) have to be made by car because the station can't be reliably accessed. An improved walking and cycling option would ensure reliable access to Darsham Station and enable more journeys to be made by train, and facilitate a much more environmentally impactful modal shift from car to train. Can this be included in the assessment?</p>	<p>The scoring for 'Modal Shift' has been taken from the Propensity to Cycle Tool, which showed limited growth in this area.</p> <p>Connection to the train station has been reflected within the 'Connectivity and Growth' scoring category.</p>
411	Benhall and Sternfield Parish Council (Melanie Thurston)	145		<p>We agree with all the recommendations relating to, and adjacent to our Parish, but would like to add the following: The map shows that in the past, three separate comments have been made re the footpath behind the hedge alongside South Entrance - Nos 39, 411 and 422. These all have been scored at 6, which includes minus 3 for loss of biodiversity resulting from removal of the hedge. At our last Parish Council Meeting, the</p>	<p>Comment noted. This proposal has been identified as part of the Leisure Route recommendations. See recommendation LR8.1 in the strategy.</p>

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				Saxmundham environment consultant was present. When asked whether she favoured removal of the hedge to widen the roadside path, or whether she preferred to retain the hedge and widen the footpath behind, She chose the later. Benhall & Sternfield Parish Council agree with this. Therefore we wish to challenge the minus 3, and request that the score be amended to 9. This would have the effect of elevating this path in the priority listing.	
412	Tom Daly	104	Yes	a safe crossing is essential	Support noted.
415	Andrew McDonald	72	Yes	In principle this is a very good recommendation, and the 8k cycling 'limit' may well be falling to the electrification of commuter bicycles, which would result in a more substantial score. Again the negative biodiversity score may overestimate the damage done after potential mitigation and compensation.	<p>This is a reasonable point and increased use of electric bikes will extend the average range of cyclists. However, it is felt that at this stage electric bikes are still the minority so 8k remains a viable limit as works to routes that exceed 8k would not achieve an optimum use. In future updates to this strategy this may change to better reflect changing travel patterns.</p> <p>The proposal may potentially result in the loss of the established hedgerow, trees and other foliage, which will have a significant adverse impact on biodiversity hence the awarded score of -3.</p>
416	Andrew McDonald	80	Yes		Support noted.
417	Caroline Price	58	No	To allow cyclists to cycle along Castle St against the one-way flow could mislead cars into doing the same - which already happens from time to time with drivers who don't know the town. Castle St is very narrow in places, with extremely narrow	Comment noted. The score provided gives a value to the public comment, but viability will be considered further as the project progresses. Further consideration will be given to potential impacts of

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				pavements, and 2-way traffic of any kind could jeopardise the safety of everyone. The distance being considered is very short; I don't see that it would harm cyclists to walk the short distance to Double St where they can cycle again - and then to walk the 50 yards or so into the town centre if they are travelling that way.	implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.
417	Clive Eastwood	57	No	Castle Street, Framlingham is too narrow for a cycle lane against the traffic flow. A cycle lane at the wider, east end would take away several car parking spaces, particularly for residents.	Comment noted. The score provided gives a value to the public comment, but viability will be considered further as the project progresses. Further consideration will be given to potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.
417	Geoff Farrell	116	No	The thought is admirable but the layout of the streets make this unwise - simply not safe. A score of +2 to take cycles off Fore Street must surely be overwhelmingly negated by a score of -3 (at least) by having cycles separated only by a line of paint from on-coming traffic down the top part of Castle Street - trucks as well as cars/motor bikes. And Double Street is unsuitable in my view - sight lines are poor, parking is both sides. Where do you put the paint? The only safe place is right down the middle - ie - create a two way cycle lane. A safety score of -3 surely. And where do cycles go at the bottom end of Double Street?	Agreed. Although the infrastructure will likely discourage cycling along the busy B1119, a on-road cycle lane is not ideal. The safety score will be reduced to a score of 1 to reflect this.
418	Cycling UK (John Thompson)	53	Yes	Makes perfect sense.	Support is noted.

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422	Benhall and Sternfield Parish Council (Melanie Thurston)	146		We agree with all the recommendations relating to, and adjacent to our Parish, but would like to add the following: The map shows that in the past, three separate comments have been made re the footpath behind the hedge alongside South Entrance - Nos 39, 411 and 422. These all have been scored at 6, which includes minus 3 for loss of biodiversity resulting from removal of the hedge. At our last Parish Council Meeting, the Saxmundham environment consultant was present. When asked whether she favoured removal of the hedge to widen the roadside path, or whether she preferred to retain the hedge and widen the footpath behind, She chose the later. Benhall & Sternfield Parish Council agree with this. Therefore we wish to challenge the minus 3, and request that the score be amended to 9. This would have the effect of elevating this path in the priority listing.	Comment noted. This proposal has been identified as part of the Leisure Route recommendations. See recommendation LR8.1 in the strategy.
422	Christopher Burslem	1	Yes	The project group organised a survey of the hedge from South Entrance to Benhall and it was felt that it could be replanted with selected hedging species and have significant biodiversity benefits, the present hedge is not in good condition and offers a ragtag border. We also feel that the benefits of a safe cycle way from both Kelsale and Benhall will have significant benefits for residents wishing to travel into Saxmundham for education, employment, shopping, leisure purposes and to reach the railway station and these benefits have been under recognised in your document.	Support and further comments have been noted.  These are recommendations submitted to the Council as part of the initial consultation. The comments have been assessed against a standard methodology to give recommendations value; the removal of a hedgerow is considered to have significant adverse impact under biodiversity hence the score of -3.
423	Andrew McDonald	81	Yes		Support noted.

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434, The old railway line between Aldeburgh and leiston	Tom Daly	54	Yes	<p>As indicated this has great potential of opening up countryside leisure and recreation for whole community.</p> <p>not car based. development of the old stations, coffee shop, local produce etc.</p> <p>a lasting community asset with multiple benefits.</p> <p>Maintain as a green route, nature enhancement, no chemicals.</p>	Support noted.
445, 450, 452, 105, 324	Tom Daly	109	Yes		Support noted.
446, 474, 476	Tom Daly	106	Yes		Support noted.
447	Tom Daly	95	Yes		Support noted.
448	Tom Daly	94	Yes	be creative in minimising vegetation loss	Comment noted. All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.
449 Leiston cum Sizewell	Tom Daly	93	Yes	an easy win	Support noted.
453	Tom Daly	96	Yes		Support noted.

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453	Tom Daly	98	Yes		Support noted.
455, 485, 444, 508, 473, 368, 470	Tom Daly	110	Yes		Support noted.
456 Abbey Lane	Tom Daly	92	Yes	To minimise biodiversity impact by locating cycleway behind existing vegetation. This will also increase the amenity experience for users.	Comment noted. All of the recommended improvements included in the Strategy are done so on the basis that when carried forward to the design and implementation phase they will be subject to further consideration and assessment for potential impacts and optimisation of routing and design by qualified persons. Assessment will include consideration of the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.
457	Andrew McDonald	83	Yes	This and comment #158 both make the case for improving safety and connectivity for cyclists from A1152 into Rendlesham and across the A1152, connecting to Bentwaters and Friday Street. It's clear there needs to be an overall solution covering the stretch from an updated roundabout with B1069 at least as far as Rendlesham Mews, with traffic claiming, a dedicated cycling route and safer crossing.	Support and further comments have been noted.
459	Marlesford Parish Council (Richard Cooper)	143		<b>Marlesford Parish Council Comments on Community Recommendations</b> In the initial consultation on a cycling and walking strategy at the end of 2020, Cllr Dr. Roger Waterfall made comments relating to Marlesford. These comments and the assessments of them	Agreed. With consideration to EDF/Sizewell C, 'Connectivity and Growth' should be awarded a 3.  The scoring of 'Modal Shift' has been taken from the Propensity to Cycle Tool, which

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				<p>have helpfully been presented in the current consultation document. The original representations are shown below, together with the Council's assessment <i>and in bold italics, we have added our comments on those assessments.</i></p> <p><b>Draft Cycling and Walking Strategy ASSESSMENTS OF COMMENTS RECEIVED AS PART OF INITIAL CYCLING AND WALKING STRATEGY CONSULTATION OCTOBER TO DECEMBER 2020</b></p> <p><b>Community Recommendation 459</b>                      Marlesford A12 north of Wickham Market. As already commented regarding walking, there is not a safe way of cycling from the Wickham Market roundabout to Marlesford and beyond. By providing a short section of Cycle/footpath this will allow cyclists direct access to Bell Lane which in turn leads towards villages around Parham Airfield, which is a designated industrial development area. This would allow somebody to cycle to work from Wickham to Parham without using the B1116 which is a busy route to/from Framlingham. Children from the villages could also safely cycle to school or access shops in Wickham.</p> <p>2 1 0 3 -3 0 3 The commenter proposes a footway and cycleway between Bell Lane and the B1116 roundabout.</p> <p><b>Connectivity and Growth</b> – Wickham Market has a number of key services, which are not available in Marlesford, therefore the</p>	<p>showed limited growth in this area.</p> <p>The proposal is for new infrastructure and does not, therefore, optimise existing infrastructure. Proposals relating to maintenance have not been assessed and have been passed onto SCC. Scores are awarded under the 'Optimisation' category where existing routes have been optimised physically or legally .e.g. a shared path has been optimised to a segregated bi-directional cycle track.</p> <p>Agreed. It is unlikely that farmland on the NW side of the hedgerow will have significant biodiversity value. A neutral score will be awarded to reflect this.</p> <p>Wickham Market has limited 'Leisure' value. Also, the proposal will likely have more 'Connectivity and Growth' value than that of 'Leisure'.</p>



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				<p>infrastructure will likely have significant connectivity benefit. However, as the proposed infrastructure does not connect into the centre of Wickham Market, a score of 2 is deemed reasonable.</p> <p><b><i>We argue that in the event of the SZC project going ahead, there is already a commitment to deliver a pedestrian and cycleway from Wickham Market to the Southern Park and Ride. This means that a new route from Marlesford would be able to connect at the Park and Ride and provide onward access to Wickham Market. The scheme should therefore attract a higher score.</i></b></p> <p><b>Modal Shift</b> – According to PCT, if infrastructure is delivered to the highest standard, the proposal would result in a small modal shift hence a score of 1.</p> <p><b><i>We believe that this is subjective and anecdotal evidence would suggest a higher usage rate if a new, safe, pedestrian and cycle way was provided. We believe that this score should be revised upwards.</i></b></p> <p><b>Optimisation</b> – The proposal is for new infrastructure and does not, therefore, optimise the existing.</p> <p><b><i>We draw your attention to Para 1.1 at the start of the East Suffolk Cycling and Walking Strategy which states that “the East Suffolk Cycling and Walking Strategy identifies potential cycling and</i></b></p>	

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				<p><i>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.” This statement seems to be at odds with the optimisation evaluation comment which appears to require optimisation of existing facilities. At the moment, the existing path is immediately adjacent to the A12 carriageway, is narrow and not fit for purpose. The only solution is a <u>new</u> path.</i></p> <p><b>Safety</b> – This section of the A12 is a busy ‘A’ type road with a national speed limit and appears to be often utilised by HGVs. Despite this section of the A12 having an existing small footway adjoining the NW side, removing cyclists and pedestrians away from the road will have considerable safety benefit. A score of 3 is deemed reasonable.  <i><b>We completely agree with this assessment, and it should be noted that the safety and fear and intimidation issues become greater if SZC and Scottish Power projects go ahead.</b></i></p> <p><b>Biodiversity</b> – The proposal could result in the loss of the established hedgerow adjoining the NW side of the A12 which warrants a significant negative score.  <i><b>Our proposal for a new pedestrian and cycleway</b></i></p>	

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				<p><i>would use land immediately to the NW of the existing established hedge (subject to obtaining private landowner agreement). It is therefore wrong to say that there would be loss of hedgerow and we ask that the score be revised accordingly. We believe that the land on the NW side of the existing hedge is in arable cultivation and because of this there should be no, or negligible adverse impact.</i></p> <p>Leisure – No leisure impact.  <i>We would argue that the provision of any safe and serviceable path will, apart from its functional use of getting from Marlesford to Wickham Market, be used by local people for leisure. It is not correct to say that there is “No leisure impact”.</i></p>	
460	Valerie Sherwen	113	Yes	It is time to promote the river path as a place for walkers and cyclists, it just needs a will to do this, there is enough space to create shared or separated paths all along the river from Wilford bridge to Martlesham. it would be great for locals and visitors.	Support and further comments noted.
468	Andrew McDonald	67	Yes	It would be sensible to review the reason for the present lack of access before making any application ofr an Agreement.	The score gives value to the public comment, but the implementation of any measures are likely to need to be informed by further evidence gathering and detailed discussions with SCC as the Local Highways Authority.
471	Andrew McDonald	66	Yes	Funding for an Agreement would be sensible.	Comment noted.
472	Andrew McDonald	71	Yes		Support noted.

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486	Andrew McDonald	77	Yes		Support noted.
ref 489.	Chris Taylor	13		I would strongly challenge the score of "1..the route has limited leisure benefit" . the Wilford Bridge route is one of only two bridges that cross the river Deben in the Area (the other smaller one being at Ufford) and the one that most cyclists travelling from the Woodbridge & Ipswich direction will use. There has been a noticeable increase in "leisure cycling" seen across the county both by residents and visitors in recent times, even before COVID. Leisure cycling is abroad brush, essentially anything that is not cycling to work or school. The AOND makesfor easy cycling and given the popularity of Sutton Hoo, Rendlesham Forest, the Riverside Pubs and Coastal Villages as 'tourist' destinations and places which are within easy cycling distance for ESC residents it would make sense to up this score I think.	Agreed. The leisure score will be increased to 2 recognising the value of the bridge over the river and the connected PROWs. It is noted that, due to the location of the proposed infrastructure, the proposal will likely have more connectivity value than leisure value, therefore will not score the full 3.
493	Carlton Colville Town Council (Alison Ayers)	19	No	It had been suggested that a separate bridge for cycle/pedestrians be constructed. This would be a far better solution that closing one lane. The cycle path currently finishes at the bridge and has no link up.	The creation of a separate bridge (as opposed to re-purposing a lane) was considered in the creation of the strategy through submitted comment 784. Both scored well recognising that the bridge is a significant pinch point and obstacle to cyclists. Re-purposing a lane score slightly higher as a new bridge would represent a significant expenditure which doesn't optimise the existing infrastructure.
493	George Redpath	11	Yes	Under Safety it is stated that cyclists are forced to dismount which is total fantasy, with virtually no cyclists dismounting while crossing the bridge on this pavement. It's a misnomer to classify this as a	It is unclear when the response states, 'It's a misnomer to classify this as a cycle lane,' which cycle lane it refers to as the comment is regards to creating a cycle lane.

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				<p>cycle lane, it is actually a pavement for pedestrians and been classified as a cycle lane because a sign states its a shared route for cyclists and pedestrians, which ticked the box back in the Waveney Council days. On the ESC cycle map it is identified as Traffic-Free cycle route, which technically is correct, cyclists only clash with thousands of pedestrians who use this pavement each day.</p> <p>The Safety criteria is flawed and needs reviewing if it's only considering cyclists clashing with vehicles, it is chaos in peak periods when large numbers of pedestrians are crossing the bridge especially after it's been raised and a build up of both cars, pedestrians and cyclists attempt to cross all at the same time as the bridge is lowered. The clash between pedestrians and cyclist at this point needs to witnessed, and because the pavement has so much 'street furniture' cyclists are trying to avoid pedestrians and the furniture with some impatient cyclists jumping down onto the A12 in front of oncoming cars.</p> <p>The Safety score should be upgraded to a max score of 3.</p>	<p>As the response notes the scoring category refers to conflict between pedestrians/cyclists with vehicles as this has the greatest potential for serious harm should a conflict occur. The comment is noted and will be considered further.</p>
496	Arthur Stansfield	85	Yes	<p>Have the officers passed this issue on to the appropriate authority?</p> <p>I have had to turn round and use the B1078 when cycling because of this flooding</p>	<p>Maintenance issues fall outside the scope of the strategy and the control of East Suffolk Council. The land is control by Suffolk County Council and will be subject to their own maintenance policies.</p>
497	Arthur Stansfield	86		<p>This lane often floods towards Marlesford Lane with field run-off and makes it difficult for cyclists</p>	<p>Comment noted.</p>

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				<p>and pedestrians. Often have to walk through the field.</p> <p>There is also flooding from run-off near the crossing.</p> <p>This route can also be used to gain access to Blaxhall Common and Tunstall forest giving an off-road route through the forest through to Sudbourne and then Orford. I use it fairly often and have been impacted by the flooding on several occasions, resulting in having to use the B1078.</p> <p>This is a wonderful way to cycle to Orford with little interaction with traffic.</p>	
526	Cycling UK (John Thompson)	49	Yes	This could help the local tourism economy, especially as cyclists spend more than other tourists.	Support Noted. A score wasn't provided due to the significant length of the proposed infrastructure, but the lack of score does not mean it doesn't have value.
528	Alison Vickers	69	Yes	This suggestion gained a score of 8 which seems a good score, so hopefully the council will consider this seriously. An alternative suggestion of crossing the Trimley Flyover on the western side was made as part of the scoring response. However we think this would be equally dangerous without traffic lights.	Support and further comments noted.
529	Alasdair MacLeod	88	No	<p>I am opposed to a crossing in support of route IM12 (and am opposed to IM12 as I commented in the appropriate section).</p> <p>I am also opposed to running a route along the southern border of Martlesham Heath as this would end up damaging the SSSI.</p>	These are recommendations submitted to the Council as part of the initial consultation. The comments have been assessed against a standard methodology to give the recommendations value, but design and implementation will be considered further as the project progresses. Further

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				<p>If a new bridge/crossing must be built (I am not in favour but am told some councillors are keen) then I think it should be built at the southern edge of the Brightwell development with the PROW6 bridleway moved to run along Welham Plantation. I.e. moving PROW6 to align with Welham Plantation and then crossing the A12 to meet PROW12. This would keep the cycle traffic away from the SSSI, avoiding damage to it and allow a connection to Foxhall rd at the Dobbs lane junction allowing either onward travel to Ipswich along Foxhall Rd or more circular routes locally.</p> <p>The further south a bridge the more scope for traveling a more circular route, rather than an hour-glass route with Martlesham Heath as the pinch-point. This would also stand us in good stead when (I think inevitably) the agricultural land south of Martlesham Heath (either side of Welham Plantation) gets built on for housing.</p>	<p>consideration will be given to the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.</p>
529 & 278	Bowers	65	No	<p>Long term resident in Martlesham Heath</p> <p>Have concerns that adding an additional A12 bridge and paths.</p> <p>While these will not be much more efficient in terms of distance connecting Brightwell Lakes to Kesgrave and beyond than already existing routes, they will involve the destruction of part of Birch Woods ('Martlesham woods') with felling of mature trees, laying of tarmac and associated lighting infrastructure.</p>	<p>These are recommendations submitted to the Council as part of the initial consultation. The comments have been assessed against a standard methodology to give recommendations value, but design and implementation will be considered further as the project progresses. Further consideration will be given to the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of</p>

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				<p>I have a young family and we regularly use Birch Woods. I think this is an area that should be protected rather than destroyed. We also cycle and use the existing cycle paths which in no way seem to be at capacity and I would think be able to handle the additional usage from Brightwell Lakes.</p> <p>Thank you for your kind consideration of mine and my families views.</p>	<p>the costs and benefits of delivering such a scheme.</p>
529 and 278	Maria Jimenez	61	No	<p>As a Martlesham Heath resident (Avocet Lane), I oppose to the building of a bridge over the A12 connecting the new Brightwell Lakes development mainly due to the proposal of creating a path cutting through Birch Woods (to which you refer as Martlesham Woods). The creation of such path (labelled as IM12 on the proposal map) will not save a considerable amount of distance compared to using the existing path labelled IM13 on the map. However, what it would create is a considerable disturbance on the nature of Birth Woods which provides a safe habitat to a wide range of local animal species (such as muntjac deer, slow worm, sparrow hawks, hedgehogs, etc), potential of noise and littering in the area as well as requiring the felling of a number of mature trees.</p>	<p>These are recommendations submitted to the Council as part of the initial consultation. The comments have been assessed against a standard methodology to give the recommendations value, but design and implementation will be considered further as the project progresses. Further consideration will be given to the potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.</p>
544	Allan Cole	24	No	<p>I have walked this route twice a day for the last 2 years and before that once a day since 1988.</p> <p>I am also a cyclist , but do not cycle on unsafe routes and footpaths.</p> <p>This proposed route for cyclists as well as</p>	<p>The impact to pedestrians will be considered in all recommendations. The ambition for any improvements is to conform to national best practice for shared surfaces.</p>



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				<p>pedestrians is dangerous . There are numerous blind bends and narrow pinch points along it where cycling is dangerous to pedestrians.</p> <p>During the last 2 years I have been abused by cyclists who appear to be trying to achieve a “personal best “ time , this has happened in excess of 10 occasions whilst out walking with 2 dogs . My wife has been verbally abused to the point of being reduced tears twice by speeding cyclists on off road cycles, this was witnessed by others.</p> <p>This abuse and selfish attitude has apparently been exasperated by the off road cycling vogue , the abusive cyclists are both male and female and generally apparently over 35 years of age.</p> <p>This route has become extremely popular with the promoting of Sutton Hoo and is understandably a route visitors wish to enjoy SAFELY.</p> <p>THERE ARE ALREADY SIGNS INDICATING CYCLING IS PROHIBITED YET THESE ARE IGNORED.</p> <p>Please do not make this jewel in the crown pedestrian route a “Russian Roulette” as far as safety is concerned, for all ages of pedestrians ,able bodied and disabled by allowing / encouraging cyclists to use it , the nature of the paths and fauna do not permit a safe separation of pedestrians and cyclists as well as the blind corners and narrow sections at various points.</p>	

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				<p>This “problem” with cyclists with “attitude” has only become evident as a point of issue in the last 2 to 3 years , prior to that the occasional cyclist was encountered however I never experienced the abuse and vitriol that now seems to be the fall back option when politeness is offered , usually the abuse is discharged before one is aware a cyclist is behind you or having come round a blind corner almost into you.</p> <p>I do not like to use the expression , however I do fear a nasty accident will result if this proposal is granted , unless the 2 users can be safely separated along the entire length ... from Wilford Bridge to Martlesham ( the users being Pedestrians and cyclists).</p> <p>Thank you for your time and consideration this is a footpath that should be globally recognized for its beauty and one we / you should be proud to be the custodians of , let’s not abuse that trust that we currently have to this and future generations.</p> <p>Thank you in anticipation of considering the aforementioned in any decision process on this proposed route.</p>	
544	Mike Sherwen	91	Yes		Support noted.
544	Valerie Sherwen	112	Yes	I totally agree with this comment. The road to Woodbridge is unsafe for cyclists due to the number of parked cars. The path along the river is a safe and pleasant route which should be possible	Support and further comments noted.

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				to share for both walkers and cyclists enjoying the route.	
547a Mill Lane Railway Bridge	Daniel Wareing	22		<p>I do not agree with the suggestion made by ESC in 547a to convert part of the pavement on the north side as a shared pedestrian/cycle way as I feel there may be intended negative consequences of creating conflicts between cyclists and pedestrians and users of mobility scooters, as well as forcing cyclists back onto the carriageway, after a very short distance, at a point where motorists travelling the same way will be suddenly swerving to their left.</p> <p>I support the suggestion made in community comment ref. X43 Mill Lane to reduce the visual running lane by the addition of white lines and hatching, and in addition to that I suggest that prominent signage facing traffic oncoming from the east to remind them about cyclists.</p>	Noted. The comments have been assessed against a standard methodology to give the recommendations value, but design and implementation will be considered further as the project progresses.
551	Caroline Cavill	27	No	<p>This route is bridleway and permissive footpath which a number of horse riders have specific land owner permission to use</p> <p>Should the surface be made into a hard surface, it will not be suitable for horse riders, and not optimal for walkers either</p> <p>It is a stable surface which can be easily walked, and ridden (horse and bike) all year round. To surface it in any other fashion would in effect make it a 'narrow tarmac road' which would just result in speeding cyclists and be a danger to all and unsuitable for this environmental setting</p>	This strategy aims to create an improved and inclusive network where the needs of all users, including equestrian users, will be considered.

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551	Tom Daly	107	Yes		Support noted.
573	Alison Vickers	120	Yes	I think the need for a cycle track between the proposed new school site on land near Reeve Lodge, Trimley St Martin and Kirton village will be essential if the school is to be built. Many children's and adult's lives will be put in danger if they have to cycle the full length of Kirton Road at busy times, as I believe it is unsafe. It will be too far for children to walk from the village (about 2 and a half miles). It should have been given a higher score and very serious consideration.	Support and further comments noted.
573	Pigeon Investment Management Ltd (Fillmore, Andrew)	128		<p>Pigeon has submitted an outline planning application (ref. DC/20/5279/OUT) for land adjacent to Reeve Lodge, High Road, Trimley St Martin (site reference SCLP12.65) (the "Pigeon scheme"). The Outline planning application with some matters reserved (access to be considered) is for a phased scheme of up to 139 new homes (including provision of up to 46 affordable homes), land for a two-form entry primary school with pre-school, open space, SUDS, meadow and informal path on land south of Gun Lane, and all associated infrastructure provision.</p> <p>The Pigeon scheme includes the provision of a series of off-site highway improvements that will be secured via planning condition. These works will include the provision of new cycle/footway infrastructure and improvements to the existing refuge islands at the roundabout that forms the junction between High Road and Howlett Way. These works will provide a continuous 3m cycle link between the Pigeon scheme and the existing</p>	Comment noted.

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				<p>foot and cycleway provision on High Road North. From High Road North, St Martins Green and Old Kirton Road provide a safe and convenient walking and cycling route between Kirton and Trimley St Martin (via the existing A14 footbridge). This provides for a safe and convenient walking and cycling route between Kirton and the Pigeon scheme.</p>	
575	Cycling UK (John Thompson)	52	No	<p>Current facilities away from the A47 is adequate and parallel.</p> <p>It is quite wrong to criticise cyclists who are comfortable using busier roads.</p>	<p>When a key corridor is identified where possible viable off-road routes should be explored. These provide additional safety and comfort to all users particularly those that are less confident.</p> <p>The response does not intend to criticise cyclists who use the busier road instead it intends to provide safer and more inclusive alternatives.</p>
576	George Redpath	6	Yes	<p>Under Optimisation, I disagree 'the pedestrian aspect is unlikely to be significantly improved'? This path is extremely popular with pedestrians and cyclists alike and should be to 'a shared path standard'. This could be the optimisation of a key corridor which includes the pinch point at the Jolly Sailors pub/restaurant where diners are sitting almost directly on the cycle lane. A dedicated cycle lane on the cliff top path and will offer improvements to both pedestrians and cyclists. The Optimisation score should be a min +1.</p> <p>Under Safety: It is stated 'no significant safety benefit', which of course is just nonsense and the criteria flawed if safety is only concerned with</p>	<p>Optimisation - Much of the path along the cliff is not a bridleway/cycle lane. Accordingly provide a new shared cycle lane will have only modest benefit for pedestrians (notably around the Jolly Sailor as stated) but the majority of the route the benefit is not significant enough to warrant a score.</p> <p>Safety - As the response notes the scoring category refers to conflict between pedestrians/cyclists with vehicles as this has the greatest potential for serious harm should a conflict occur. The comment is noted and will be considered further.</p>

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				<p>cyclists interacting with vehicular traffic? There is daily conflict on this cliff top path with cyclists and pedestrians due to its popularity as a coastal cliff top route from Pakefield into the town centre used by locals, tourists from the various caravan parks in Pakefield and cyclists. This should be changed to a 'shared cycle and pedestrian path' and widened to suit.</p> <p>Biodiveristy is scored as -1. which if anyone had actually visited this site you would see the biodiveristy aspect consists of 1 metre of unmanaged scrub at the top of the banking toward the East that could be cut back to widen the path, there is no requirement to cut into the grassed area which is managed by NORSE. I suggest biodiversity should be 0.</p>	<p>Biodiversity - The foliage either side of the path varies at different sections with scrub land and managed grass. The scrub foliage is of a higher biodiversity value and the scoring comments does not describe this adequately.</p>
578, 497, and 678	Zac Barnes	33	Yes	<p>I beg to differ with your response to comment 578. An off-road cycle route from Wickham Market to the train station would significantly improve connectivity. A score of 2 was given to comments 497 and 678 for creating the possibility of a Wickham Market - Campsea Ash and train station link (I would suggest giving this proposal the same, ie 2 points).</p> <p>While I understand that PCT shows the current shortest route on the B1078 to be relatively quiet in terms of cycling, this is almost certainly impacted by the dangers cycling along the route poses to cyclists. Strava data for pedestrians shows heavy use of the path which suggests there would be at least some use by cyclists if they were</p>	<p>Agreed. The Connectivity and Growth score will be increased to 2 recognising the value of a new cycle route connecting Wickham Market to Campsea Ashe and, therefore, the Wickham Market train station. Furthermore, the safety score will be increased to 2 as the route does provide a safer alternative to the B1078. It is noted, due to the location of the existing PROWs, that the cycle route will not be entirely traffic free, so does not score the full 3 points for 'Safety'.</p> <p>The scoring for 'Modal Shift' has been taken from the Propensity to Cycle Tool, which showed limited potential growth in this area.</p>

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				<p>allowed on it (I suggest at least 1 point).</p> <p>Comment 678 was given 3 points on safety for removing cyclists from the busy, narrow, and fast B1078. Comment 497 was given 2 points but this seems to be in relation to removing some traffic from the nearby C road by designating it as a quiet lane (I would suggest 3 points).</p> <p>Comment 497's suggestion of a quiet road is reasonable but would lengthen the journey from Wickham Market to Wickham Market Station by ~2km whereas comment 578 would shorten it by ~0.5km.</p> <p>Comment 678's suggestion may be worth considering but as you point out, it would cause a major impact to the hedgerow habitat along the route.</p> <p>I would additionally like the mention that if Wickham Market train station isn't actually going to be in Wickham Market it probably ought to have a high-quality cycling and path link.</p> <p>Taken with the existing points this would give a score of 8 and make it a high scoring recommendation.</p>	
579	Mike Sherwen	63	Yes	As much of the path from Martlesham to Wilford Bridge should be classified as "Share the Path" as possible	Support and further comments have been noted.
587	Peter Franklin	21	Yes	The track from Searson's Farm and then along the track to Trimley Nature Reserve does indeed need	Support noted.

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				improvement for cycling. The loose stone surface is not only difficult to ride but can also be off-balancing and risk falling off the bike. Ironically, the left-alone track that goes past the Nature Reserve track and up to Fagbury cliff is much easier to cycle as a dirt track - and much more fun when wet!	
594	Fiona Powell	25	Yes	<p>I am extremely concerned that no mention of horses, ridden or driven, is included in any of the comments I have read so far.</p> <p>The usage of routes on and off-road is apparently based on Strava heat maps, which exclude all horse activities.</p> <p>I'd like to see all users and potential users included, even when they exist in small numbers. Cyclists are 75% male; horse riders and carriage drivers are 80-85% female, so excluding equestrians in planned changes to routes is directly discriminatory against women - and users of disability trikes and scooters, quadricycles, recumbents and other less common legal users of safer off-road routes.</p> <p>Please consider all non-motorised users! We all need safe off-road routes,</p>	<p>Whilst the Strategy focuses on cycling and walking infrastructure, equestrian users have been considered throughout the preparation of the Strategy, with particular regard in respect of the PROW network.</p>
599C	Anthony Webb	17			N/A
613	George Redpath	7	Yes	<p>The Safety criteria is flawed if it generally relates only to conflict with vehicles, which is far too generic i.e. a cyclist riding down the upper prom slope on the cycle lane reaches speeds up to 20 mph and can be a danger to pedestrians at the pinch point adjacent to the Claremont Pier where pedestrians are crossing the cycle lane to reach the car park and/or London Road South. This is an</p>	<p>The impact to pedestrians will be considered in all recommendations. The ambition for any improvements is to conform to national best practice for shared surfaces.</p>



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				<p>important leisure route along the cliff top and coast but pedestrians can be frequently in conflict, it is therefore imperative that the cycle lane is highlighted and maintained, but equally signage is erected that highlights to pedestrians they are about to cross over a cycle route as they exit the lower prom and across the upper prom and cycle path outside the Claremont Pier, additionally signage should be erected making it clear to cyclists they must slow down along this route.</p>	
614	Cycling UK (John Thompson)	38	Yes	<p>It strikes me this is about perceived danger rather than actual danger. While a child stumbling into the road is dangerous, the fact is such things happen with children and I'm not clear how what is suggested would eliminate that danger.</p> <p>However, perceived danger is what dissuades many parents from allowing their children to cycle the school run, so if the proposal is practical I support it. It is worth bearing in mind, however, there are residential roads in the school's vicinity that could be made 20 mph.</p>	Support and further comments are noted.
614	George Redpath	12	Yes	<p>The Safety score is designated as 1.</p> <p>This does not support the reality on the ground, and states 'this road is 20 mph and relatively busy'. Let me state the facts as no PCT data is available and as a local who walks/cycles this route almost daily at all times of the day. There is only a short 200m section of this road classified as 20 mph, the remainder is national speed limit which pupils must negotiate if they are to use London Rd, and to state it is relatively busy is just wrong this is a</p>	<p>The scoring could be clarified as the improvements were suggested between Pakefield School to Arbor Lane which then leads to the proposed route along the coast (key corridor L42 and L43 and comment 23) which offers a bypass to London Road. However it is recognised that the improvement is not dependant on a coastal path and without it Pupils would require the use of London Road and the scoring for safety could be increased.</p>

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				<p>main arterial route into Pakefield, Kirkley &amp; Lowestoft serving all local amenities in these settlements and onto Lowestoft North.</p> <p>May I suggest the Safety Score should be increased to the max 3.</p>	<p>The safety score will be increased to 2 recognising the issues on London Road. It is noted that the bypassing of a 30mph road would not normally score the full 3.</p>
616	George Redpath	5	Yes	<p>Under Modal Shift it has been stated this improvement 'would attract some cyclists who currently use London Road South', but if anyone involved in this strategy and had any local knowledge they would know the use of London Road South by cyclists is negligible due to the density of traffic, narrow road and the degradation of any cycling lanes/white lines, especially when when the scenic seafront/cliff-top route is a few metres to the East.</p>	<p>Support is noted. It is recognised that the constraints on London Road South limit its use, but some use is still likely particularly given the presence of on-road infrastructure so the suggestion will have an impact.</p>
618	Cycling UK (John Thompson)	39	Yes	<p>I support the development of any off-road routes that encourage more leisure cycling and possibly more utility cycling. that is, even though I regard "cycling on the A12 would be no less than life threatening" to be a big exaggeration</p>	<p>Support noted.</p>
618	George Redpath	9	Yes	<p>Under Connectivity &amp; Growth it is stated that there is significant distance between the settlements means some cyclists will be dissuaded? The only reason the car is king between Southwold &amp; Pakefield is because no established cycle lane exists between these settlements therefore exactly the reason we need to get our heads out the collective cycling sand and get serious about laying down cycle routes post COVID, and get people out of cars and onto cycles ala the Dutch model. This criteria should be increased to a score of 3.</p>	<p>The distance between Southwold and Lowestoft is approximately 9 miles to the edges of each settlement. Completing this route would not be possible for all/most cyclists particularly for regular trips and if a return journey is required. This means the connectivity benefit would be limited and the score is deemed viable.</p>

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619	Geoff Farrell	114	Yes	<p>619 should be seen in tandem with 374. My comment is that if 374 fails, then it looks like 619 would not be a contender. Result - no progress. That a safety score of +3 can be completely negated by a biodiversity score of -3 isn't fair. If that were to be replicated elsewhere then no development on a green field site would ever be permitted. In other words - in this case - the benefit of hugely increased safety should massively outweigh the moderate reduction in biodiversity. I would have the safety as +3 and the biodiversity as -1 (at most). This is a missing link between the paths in Letheringham / Easton and those around the south and south west of Wickham Market. If this link is restored then it is part of a long distance path running north - south.</p>	<p>Comment noted. The score provided gives a value to the public comment, but design and implementation will be considered further as the project progresses. Further consideration will be given to potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.</p> <p>The biodiversity criterion assesses whether the improvement can result in biodiversity gains or losses. Developing infrastructure through the woodland and hedgerow south of the B1078 will likely have a significant adverse impact.</p>
638	Cycling UK (John Thompson)	35	Yes	<p>I support it in principle but with reservations. I am not against cycleways alongside the A12 in principle but the suggestion is vague. The proposer does not indicate where a cycleway alongside the A12 should start/end. I suspect it would be difficult to make cycleways alongside the A12 continuous. I fear they would be stop/start affairs making it necessary to ride stretches on-road or, at best, crossing to the other side requiring cycle crossing, which would have the knock-on effect of moans from drivers.</p> <p>Specifically between Benacre and Lowestoft, I support the 'beach' idea as per recommendation 112a</p>	<p>The suggestion related to a route between Lowestoft and Kessingland scored well under the MCAF methodology and the ambition will form part of the strategy. IA potential of a route between Lowestoft to Southwold (encompassing Wrentham/Benacre utilising the A12 and encompassing Benacre/Wrentham was explored, but a clear and viable route was not identified.</p>

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				<p>The issue of comfortable routes between villages is a tricky one. Although it is predominantly about leisure cycling, local(ish) trips between villages (and between Benacre and Lowestoft) by bike rather than car should, of course, be encouraged. By all means, let's have quality cycle paths alongside the A12 where possible. However, I think some realism is required and perfect directness for journeys for those less traffic confident is unachievable.</p> <p>With respect to the proposers, I think they are arguing it's surely logical to have cycle paths alongside the A12 without considering the practical difficulties.</p>	
642, 464, 214, 213	Mike Sherwen	62		<p>I, and my family, have walked and cycled along this track along the river wall (its not a towpath !) between Melton and Woodbridge for the last 35 years It can be congested , requiring only courtesy, but is far preferable to using the B1438 for Safety and leisure reasons These four community recommendations would be best addressed by classifying it as "Share the Path" , which I have seen successfully used all around this country , and deals with etiquette</p>	Comment noted.
643	Andrew McDonald	78	Yes	Support in principle on account of onward travel from WMkt station.	Support is noted.
651	Peter Franklin	20	Yes	Routing cyclists off of Ferry Road and onto the prom / track from the Dip to Fx ferry is an absolute no-brainer. It's not just the fast vehicles on Ferry Road that cause concern, I also worry about getting hit by a golf ball!	Support is noted.

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654	Tom Daly	108	Yes	B1353 could be enjoined at point of least vegetation loss. Go Green.	<p>Comment noted. The score provided gives a value to the public comment, but design and implementation will be considered further as the project progresses. Further consideration will be given to potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.</p> <p>The biodiversity criterion assesses whether a recommendation could potentially result in any biodiversity gain or loss.</p>
655	Andrew McDonald	70	Yes	Very good recommendation; the negative 2 biodiversity score is harsh, given that mitigation/compensatory steps could quite easily be taken. Safety implications are paramount.	<p>Comment noted. The score provided gives a value to the public comment, but design and implementation will be considered further as the project progresses. Further consideration will be given to potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.</p> <p>The biodiversity criterion assesses whether a recommendation could result in a biodiversity loss or gain.</p>
655	Sudbourne Parish Council (Bill Parker)	127		2. Community Recommendations We note that you have used a Multi-Criteria Framework methodology and scoring system in	Agreed. Connecting the existing infrastructure within the village to PROW 4 will likely provide improved connection into

Community Recommendation Ref	Name/ Organisation	Comment ID /Ref	Do you support this?	Comment	Council Response
				<p>your assessment. I would of been helpful if this had been explained in the initial consultation document as we could of provided more targeted information to help with your assessment.</p> <p>As a Parish we submitted 5 suggestions that have been allocated reference numbers:</p> <p>Reference 655 - New walkway to connect the pavement to the footpath at the northern end of the village                      We note that this proposal does not score in any of your first three categories which we believe is an error. The benefits of this proposal will improve the connectedness of the area and is a relatively simple solution providing great benefit.                      In addition the negative scoring for biodiversity is incorrect as there would be no need to remove foliage. We suggest the assessor should familiarise themselves with the detail of the locality. As a Parish Council we would be happy to discuss this in more detail with ESC. This is suggestion is the area we have most concern about and believe is most in need of solving.</p> <p>Thank you for consulting with us on this strategy we would welcome further discussion with you on how to make progress on resolving these issues.</p>	<p>Iken. The score under this criterion will be increased to reflect this.</p> <p>The scoring for 'Modal Shift' has been taken from the Propensity to Cycle Tool, which showed limited growth in this area.</p> <p>The optimisation criterion assesses whether a proposal provides significant upgrades to existing infrastructure. The proposal is for new infrastructure and does not, therefore, score under this category.</p> <p>The biodiversity criterion assesses whether the proposal can result in biodiversity gains or losses. In order to implement the infrastructure, there is a need to remove the wild green verge and small shrubbery adjoining the road.</p>
656	Andrew McDonald	76	Yes	(2) is a simple and sensible suggestion that could be implemented without biodiversity loss; (3) might be dealt with by on-road signage.	Comment noted. The score provided gives a value to the public comment, but design and implementation will be considered further as the project progresses. Further consideration will be given to potential

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					<p>impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.</p> <p>The biodiversity criterion assesses whether a recommendation could result in a biodiversity loss or gain.</p>
656	Sudbourne Parish Council (Bill Parker)	124		<p>2. Community Recommendations We note that you have used a Multi-Criteria Framework methodology and scoring system in your assessment. I would of been helpful if this had been explained in the initial consultation document as we could of provided more targeted information to help with your assessment.</p> <p>As a Parish we submitted 5 suggestions that have been allocated reference numbers:</p> <p>Reference 656 – New walkway to connect the pavement to the footpath at the southern end of the village.</p> <p>We note that this proposal does not score in any of your first three categories which we believe is an error. The benefits of this proposal will improve the connectedness of the area and is a relatively simple solution providing great benefit. In addition the negative scoring for biodiversity is incorrect as there would be no need to remove foliage. We suggest the assessor should familiarise themselves with the detail of the locality. As a</p>	<p>Agreed. Connecting the existing infrastructure within the village to PROWs 42 and 30 will likely provide improved connection to Orford. The score under this criterion will be increased to reflect this.</p> <p>The scoring for ‘Modal Shift’ has been taken from the Propensity to Cycle Tool, which showed limited growth in this area.</p> <p>The optimisation criterion assesses whether a proposal provides significant upgrades to existing infrastructure. The proposal is for new infrastructure and does not, therefore, score under this category.</p> <p>The biodiversity criterion assesses whether the proposal can result in biodiversity gains or losses. In order to implement the infrastructure, there is a need to remove the green verge adjacent and a small hedge adjacent the road.</p>

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				Parish Council we would be happy to discuss this in more detail with ESC.	
657	Sudbourne Parish Council (Bill Parker)	126		<p>2. Community Recommendations</p> <p>We note that you have used a Multi-Criteria Framework methodology and scoring system in your assessment. I would of been helpful if this had been explained in the initial consultation document as we could of provided more targeted information to help with your assessment.</p> <p>As a Parish we submitted 5 suggestions that have been allocated reference numbers:</p> <p>Reference 657 – Promotion of cycling events</p> <p>We are surprised that improving promoted events is outside of the strategy however we thank you for passing our comments are passed on to the relevant team.</p>	Comment noted.
659	Sudbourne Parish Council (Bill Parker)	125		<p>2. Community Recommendations</p> <p>We note that you have used a Multi-Criteria Framework methodology and scoring system in your assessment. I would of been helpful if this had been explained in the initial consultation document as we could of provided more targeted information to help with your assessment.</p> <p>As a Parish we submitted 5 suggestions that have been allocated reference numbers:</p> <p>Reference 659 – Condition of National Cycle Route 41</p> <p>We believe that improvements as suggested to this route would increase user confidence in this route</p>	Comment noted. Although the route itself has leisure value, the implementation of a sign is unlikely going to have significant leisure benefit.



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				and therefore increase leisure use. Therefore the scoring for Leisure should be reassessed.	
660	Sudbourne Parish Council (Bill Parker)	123		<p>2. Community Recommendations</p> <p>We note that you have used a Multi-Criteria Framework methodology and scoring system in your assessment. I would of been helpful if this had been explained in the initial consultation document as we could of provided more targeted information to help with your assessment.</p> <p>As a Parish we submitted 5 suggestions that have been allocated reference numbers:</p> <p>Reference 660 – Cycle route Snape to Orford through Tunstall Forest</p> <p>Whilst this suggestion is above your points threshold of 6 scoring 7, we suggest that there would be some additional benefit by the promotion of a safe clear route between Snape and Orford and this would create a positive modal shift or optimisation (the definitions between the two are not clear) and therefore should have some additional score.</p>	<p>The scoring for 'Modal Shift' has been taken from the Propensity to Cycle Tool, which showed limited growth in this area.</p> <p>The optimisation criterion assesses whether a proposal provides significant upgrades to existing infrastructure. Although the proposal upgrades footpaths to bridleways, it is creating a new cycleway and does not, therefore, improving an existing cycleway.</p>
667	Cycling UK (John Thompson)	43	Yes	<p>I support this in principle but some points need keeping in perspective</p> <p>I acknowledge the route includes the A143 between Haddiscoe and St Olaves, which is an accident blackspot and the B1074 between St Olaves and Somerleyton, which some drive too fast on. Overall, however, it needs keeping in perspective. I disagree about "car fast lanes." Again, it's leaning to the misperception</p>	Support and additional comments noted.

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				cycling on ANY type of road is dangerous. That said, I support the principle of cyclist/pedestrian priority on country lanes. There is perhaps an argument for many of them between Reedham and Lowestoft to be included in the Green/Quiet lanes network	
667	Cycling UK (John Thompson)	46	Yes	I meant to add that I suggest the B1074 should be 40 mph in its entirety	Comment noted. Changes to vehicle speed limits on roads within the district are outside of the scope of the East Suffolk Cycling and Walking Strategy, and cannot be directly actioned by East Suffolk Council as we are not the Highways Authority. However, as many consultation responses have requested speed limit changes to roads within the district, a list of them has been collated separately to be sent directly to the Highways Authority, Suffolk County Council.
687	Alasdair MacLeod	89	No	A new route along the south of Martlesham Heath would lead people into the SSSI. This would bring significant footfall and cycle traffic harm to an area that does not get a lot today, this would harm the SSSI - damage to vegetation and especially tend to drive animals away from what today is a very quiet refuge for them. It would lead people to cycle on the SSSI where (as far as I know) cycling is not permitted.	Comment noted. The score provided gives a value to the public comment, but design and implementation will be considered further as the project progresses. Further consideration will be given to potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.
719	Andrew McDonald	75	No	'High quality infrastructure' that requires wholesale removal of trees etc would be inappropriate on this walking route; but a less drastic improvement should be possible.	Comment noted. The score provided gives a value to the public comment, but design and implementation will be considered further as the project progresses. Further consideration will be given to potential

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					impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.
720	Andrew McDonald	74	Yes	Note that everyday cycling limit of 8k may underestimate range of modern electrically assisted bikes.	This is a reasonable point and increased use of electric bikes will extend the average range of cyclists. However it is felt that at this stage electric bikes are still the minority so 8k remains a viable limit as works to routes that exceed 8k would not achieve an optimum use. In future updates to this strategy this may change to better reflect changing travel patterns.
721	Tom Daly	105	Yes	plan for minimising vegetation loss. It does not have to be up against the road. Consult with landowners if necessary. parish councils could help. i am a ward member I can help.	Comment noted. The score provided gives a value to the public comment, but design and implementation will be considered further as the project progresses. Further consideration will be given to potential impacts of implementation on the safety, inclusivity and functionality of the local movement networks, location-appropriate design, and the value for money in terms of the costs and benefits of delivering such a scheme.
774	David Carne	26	Yes	<p>I have exactly the same wish that Lowestoft trains should stop at Westerfield Station.</p> <p>A couple of years ago I wrote to my local MP Dr Dan Poulter who after a bit of chasing up I might add, wrote to Greater Anglia and eventually I had a full of excuses reply.</p>	Train stops are outside the remit of the project.

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				<p>One of the reasons from memory was that as the service frequency was increased to hourly there wasn't time for them to stop!</p> <p>Even if Westerfield was made a Halt stop on demand would be a solution.</p> <p>I cannot really understand how Felixstowe can stop but Lowestoft trains un unable to.</p> <p>I feel you may have far more clout in dealing with this issue.</p> <p>It seems rather silly if you did want to use the train for walking or cycling to Lowestoft or intermediate stops from Westerfield at present you would have to change at Ipswich.</p>	
X26	Pigeon Investment Management Ltd (Fillmore, Andrew)	131		We note the Council's scoring summary for this matter and generally agree with the Council's summary. In respect of Optimisation, it should be noted that the Pigeon scheme includes a series of improvements to facilitate cycle and pedestrian improvements at the High Road/Howlett Way roundabout to provide for better cycle and pedestrian connectivity.	Support and further comments have been noted.
X27	Pigeon Investment Management Ltd (Fillmore, Andrew)	130		We note the Council's scoring summary for this matter and generally agree with the Council's summary. In respect of Optimisation, it should be noted that the Pigeon scheme includes a series of improvements to facilitate cycle and pedestrian improvements at the High Road/Howlett Way	Support and further comments noted.

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				roundabout to provide for better cycle and pedestrian connectivity.	
X43 Mill Lane	Daniel Wareing	23	Yes	I fully support this suggestion particularly with regard to reducing the visual running line over the railway bridge.	Support noted.

**Write to us**



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