Lowestoft Town Council

CYCLE STRATEGY

Adopted ???????? 2020. Review date:

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   (file:///C:/Users/footes/Downloads/Agenda%20Item%207c%20-%20Appendix%20B%20-%20Prioritised%20five%20year%20plan%20(1).pdf)

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6. How the Town Council will promote and support development of cycling as the preferred method of transport for short journeys

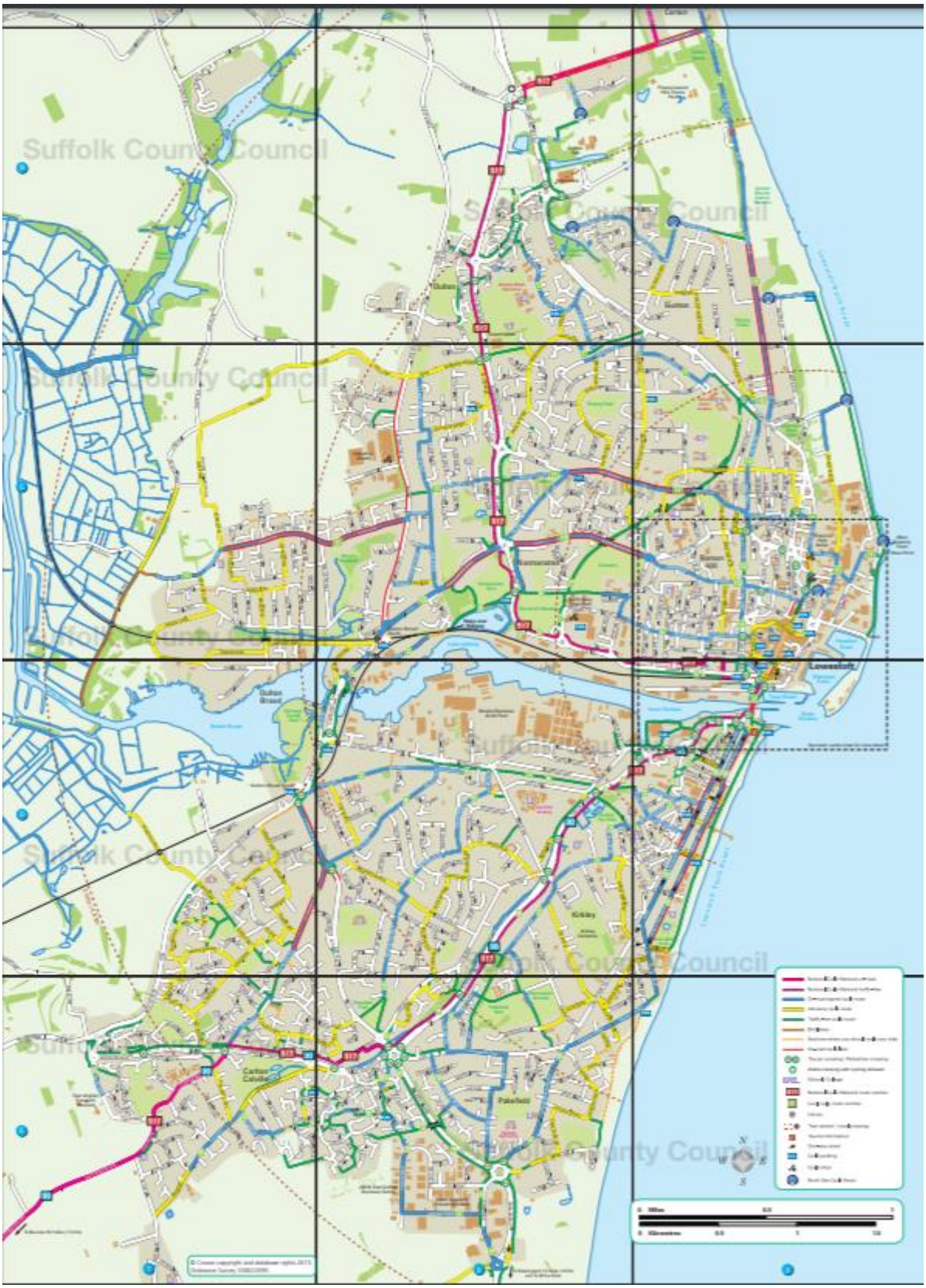
1. Introduction

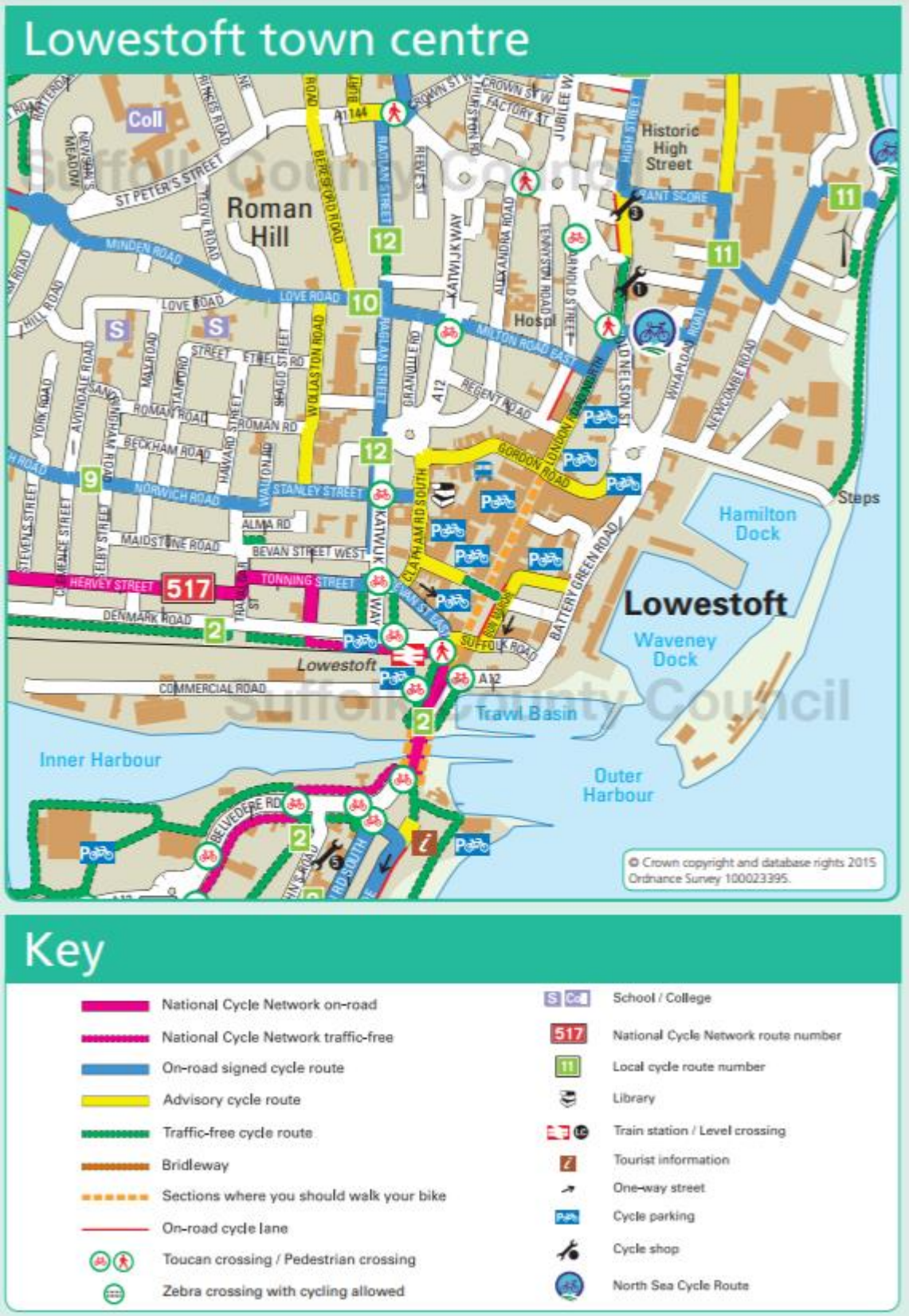
There are many calls for cycling to be the first form of transport for short journeys. This document explores the current provision in Lowestoft to support cycling and how the Town Council can develop provision by working with other statutory authorities and stakeholders and adopting policy for improved cycling.

Cycling has become popular for a variety of reasons. The health benefits of cycling daily rather than taking a car for short trips outweigh the risks of inhalation of air pollutants. Regular cycling boosts physical fitness and is an efficient way to prevent obesity.

2. <u>Current cycling provision in Lowestoft</u>

Extracted from the Suffolk County Council Lowestoft Cycle Map 2015.





2.3 Hire and parking

This section is still to be completed. Thought to be given to how cycling parking is required in new housing development as well as provision in the town for cycle parking and hire

Adopted ???????? 2020. Review date:

2.4 Tourism

Can cycling support the tourist economy. There are several cycle routes published on-line which mention cycling to Britain's most easterly point.

3. Supporting Policy Documents

3.1 Waveney Local Plan

There are several references to the promotion of cycling in Lowestoft and throughout the Waveney area in the Local Plan. The policy to support this is WLP8.2.

Policy WLP8.21 – Sustainable Transport

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.

Development will be supported where:

- It is proportionate in scale to the existing transport network;
- It is located close to, and provides safe pedestrian and cycle access to services, facilities and public transport;
- 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;
- It is well integrated into, protects and enhances the existing pedestrian routes and the public rights of way network;
- It reduces conflict between users of the transport network including pedestrians, cyclists, users of mobility vehicles and drivers and does not reduce road safety;
- It will improve public transport in the rural areas of the District;
- It includes facilities for charging plug-in and other ultra-low emission vehicles; and
- The cumulative impact of new development will not create severe impacts on the transport network.

Developments should connect into the existing pedestrian and cycle network. Where possible, proposals are to include measures set out in the Waveney Cycle Strategy (2016 and subsequent updates) and demonstrate they have considered how the scheme will encourage people to walk and cycle to access services and facilities where practical.

Subject to design considerations under Policies WLP8.29, WLP8.30 and WLP8.31, new developments will be required to provide parking that meets the requirements set out in the Suffolk Guidance for Parking issued by Suffolk County Council (2014 and subsequent updates).

In consultation with the Highway Authority, the scale, location and nature of development will be considered in determining how the transport impacts of development should be assessed. As indicative thresholds, Transport Statements will be required for residential developments between 50-80 dwellings. Transport Assessments and Travel Plans will be required for residential developments larger than 80 dwellings. Non-residential development will be considered on a case by case basis.

3.2 Draft Policy from the Lowestoft Neighbourhood Development Plan

The emerging NDP includes policies for transport and movement around the Town. These policies will be included in the forthcoming public consultation.

Transport and Movement

Purpose

To provide balanced and sustainable transport for people of all ages, means and mobility.

Rationale and Evidence

National Policy

Paragraph 109 of the NPPF states:

> *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.*

Paragraph 102 requires transport issues to be considered from the earliest stages of plan-making and refers to a range of issues, including impacts on transport networks, walking, cycling and public transport, environmental impacts of traffic and transport infrastructure, patterns of movement and design.

Local Policy

The Local Plan Policy WLP8.21 – Sustainable Transport, requires development proposals to 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.

Planning Rationale

The main A12 road from London into the southern area of Lowestoft ends at the town's harbour bascule bridge. This connects to the A47 which runs around the centre of the town, before exiting the town and crossing the county border into Norfolk (towards Great Yarmouth).

Lowestoft Railway Station is centrally located within walking distance of the beach and the town centre. It provides services to Ipswich on the East Suffolk Line and to Norwich along the Wherry Line. Both Ipswich and Norwich provide high speed connections to London Liverpool Street. The City of Norwich offers an airport which connects internationally via Schipol.

However, overall, transportation to Lowestoft is very poor, giving it a feeling of being isolated. Poor transportation infrastructure discourages tourism and business growth. New business hesitate to establish themselves here and existing business struggle to grow because it is so difficult to get workers, supplies, etc. in and out of the town. There is no major dual carriageway road that is a continuous link to other major towns, including its own county seat.

For the town to serve current business needs, accommodate growth and attract development focussed on the North Sea, significant investment in Lowestoft's road infrastructure and its access routes via the A12 and A47 is necessary. These involve unlocking pinch points and re-routing traffic away from congested areas, including:

- New crossing over Lake Lothing
- Upgrades to Urban Traffic Management Control System
- Improvements to the A47/A12
- Junction and Access Improvements to Enterprise Zones

Public transportation in town is limited to buses and taxis. Lowestoft's central axis runs down Yarmouth Road, High Street and down through London Road South to Pakefield. The new Tom Crisp road runs about a half mile west and also feeds traffic north south. Public transport runs down these main roads north/south but is very weak east to west.

A key characteristic of Lowestoft is that around 80% of people who work in the town also live there[1]. 6% of Lowestoft residents use public transportation to get to work. Nationally, in towns like Lowestoft, there are 1.24 cars/vans per household. 64% of Lowestoft residents use a car to travel to work. The national average for car ownership is 43% (one car or van).

As a compact and relatively flat town, cycling is a major transportation mode through town and again, the north/south links for a cyclist are good, but the east/west links are very poor. Most journeys are short and could be made without the car. However, cycle paths are inadequate and poorly laid out, with good paths being isolated in sections and suddenly disappearing altogether. A new pedestrian and cycle bridge has been proposed to cross Lake Lothing.

The Suffolk County Council Transport Plan estimates that 80% of people living within Lowestoft also work in the town which means that many journeys are short[2].

The policy requires a balanced approach to transport provision in new development, including emphasis on pedestrian convenience and cyclists. It is intended to augment Local Plan Policy WLP8.21.

POLICY TM1: Balanced Transport Provision

1. New development must incorporate a balanced provision of transport options. This includes:
    a) Prioritising the needs and convenience of pedestrians and cyclists, including ease of movement and making connections to surrounding pathways, as required by policy EP1;
    b) Designing for low vehicle speeds, varied provision of parking and ensuring that the public realm is not dominated by traffic and parking, as required by Policy EP1;
    c) Including convenient links within the layout of new development to nearby public transport facilities;
    d) Including secure, covered storage for cycles, scooters and other personal transport within all new development, including facilities for every new dwelling in residential development;
    e) Providing electric charging points.
2. Car-free development will be supported within the Town Centre, defined in Policy ETC1.

Interpretation and Guidance

The requirement for secure, covered storage for cycles, scooters and other personal transport may be addressed through collective facilities for apartments or employment or community development. For houses, each dwelling should normally have its own facility.

The policy ensures that sustainable transport options are designed into new development, avoiding over-reliance on motor vehicles. Priority should be given to pedestrian convenience, especially in the layout of new development. Some parts of the policy only apply to development that includes new layout. The requirement for secure, covered storage and electric charging points would also apply to changes of use or new single dwellings.

No figure is given for the extent of provision of electric charging points (though a minimum of one point is required to comply with the policy). However, it is important to consider that development without adequate provision will become unviable in a relatively short period of time.

This policy and Policy EP1 encourage a varied approach to parking, so that the public realm is not dominated. This may best be achieved through mixed provision of garages, hard standing spaces and on-street. For apartments, parking could be incorporated into the ground floor.

[1] https://www.eastsuffolk.gov.uk/business/regeneration-projects/lowestoft-transport-and-infrastructure-projects/

[2] (www.suffolk.gov.uk/roads-andtransport/public-transport-bus-pass-and-transport-planning/transport-planningstrategy-and-plans/).

3.3 East Suffolk Council Cycle Strategy

The current cycle strategy can be viewed at https://www.eastsuffolk.gov.uk/assets/Planning/Waveney-Local-Plan/Background-Studies/Waveney-Cycle-Strategy.pdf

On 19 October 2020 East Suffolk Council issued the following consultation which closes on 30 November 2020

Further details can be found at https://sway.office.com/Srx8JnLoIFRbef0b?ref=Link

How can we improve cycling and walking?

We are 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.

To begin with, we would like your help to raise cycling and walking infrastructure matters in your local area that you think should be addressed.

- **Highlight matters** | Help identify cycling and walking infrastructure matters in East Suffolk which you think could be improved
- **Suggest solutions** | Let us know the solutions that could help to encourage more people to cycle and walk
- **Interactive map** | An online map shows opportunities and potential solutions raised by other users

View the interactive map and submit an issue

Find out more about cycling and walking in East Suffolk

3.4 Extract from the Lowestoft Town Centre Master Plan

Walking and cycling

Although much the town centre of Lowestoft is now pedestrian friendly, (primarily London Road North), challenges remain in accessing these areas by non-car modes. Parallel roads along the A47 west are typically separated by relatively narrow footways and a wall or fence. This does not contribute to a pleasant pedestrian environment and makes walking and cycling across the A47 from the west into the town centre difficult.

However, Lowestoft is served by number of cycle routes. National Cycle Route 517 runs on-road from Corton in the north to the B1385/A47 roundabout, before continuing off-road along the western side of the A1117 to Normanston Park. From here, the off-road route runs along the northern side of Peto Way to Hervey Street before continuing on-road along Hervey Street to the Bascule Bridge. After the bridge, the route continues off-road along the eastern side of the A12 Tom Crisp Way and continues southwards away from Lowestoft town centre.

A network of on-road signed cycle routes, including local cycle routes 10 and 11, also run eastwards towards the town centre, from Normanston Drive and Fir Lane in the west along several residential roads perpendicular to the A47. A small number of advisory cycle routes connect with the on-road signed routes to improve connectivity.

The level of cycle infrastructure provision along the signed cycle routes and generally throughout the town is varied. Cycle provision ranges from high quality dedicated routes to no dedicated infrastructure or markings. Additionally, cycling on parts of London Road North is prohibited. All of these can lead to confusing and unattractive journeys for cyclists.

Several local traffic-free cycle routes also run from the south of the Bascule Bridge towards the town centre, then continue parallel to Denmark Road and follow a track which loops to the west of the town centre towards Yarmouth Road. The North Sea Cycle Route also runs along the coast from Gunton to Hamilton Dock.

Walking desire lines typically follow cycling desire lines where they provide off-road routes which are pleasant pedestrian environments. One such route is the Easterling Walk, which stretches from Oulton Broad South Station to Lowestoft Station via a loop to the north of the town centre and along the North Sea Cycle Route.

These routes establish desire lines from the north, west and south of Lowestoft towards the town centre. There is no strong provision through the town centre connecting residents in the west with the employment in the east.

3. Cycling infrastructure improvements - additional information

Cycle infrastructure improvements

- Improved existing cycle routes
- Potential new cycle routes
- Existing on-road cycle lane
- Traffic-free pedestrian and cycle route
- Proposed on-road cycle route
- Important connections
- Sustrans National Cycle Network
- Existing secure cycle parking
- Existing street cycle parking
- Proposed strategic secure cycle parking location
- Proposed strategic street cycle parking location

This chapter is an expansion of the 'Movement framework' chapter in the 'Spatial framework' part of the document. It describes in more details some of the broad proposals outlined, in relation to cycling infrastructure.

The cycle infrastructure improvements drawing on the opposite page explores the opportunities to improve quality of pedestrian and cycle links into town centre, building on the principles of the current Waveney Cycle Strategy. The solutions could include: upgrading signposted on-road cycle routes to more cycling-friendly solutions, such as on-road cycle lanes or off-road cycle paths. Potential improvements to pedestrian and cycle crossings around major traffic junctions could include a more direct and safer crossing at Battery Green roundabout, an improved crossing of the High Street over Artillery Way and more direct crossings over Katwijk Way (western arm of the A47), mentioned in appropriate sections of 'Reimagined Town Centre' part of the document.

East Suffolk Council is planning to build a new bridge over the railway around Leathes' Ham to improve cycle and pedestrian connections between the centre and Oulton Broad.

The masterplan also suggests potential new locations for secure, publicly accessible cycle parking stations around the town centre. The design of these cycle parks should be carefully considered, publicly accessible cycle parks in the buildings should be encouraged. Free-standing secure facilities should enhance the quality of public realm.

The diagram on the opposite page shows how the cycling infrastructure improvement across the town could be delivered, to create a coherent, intuitive network of solutions encouraging cycling.

3.5 Suffolk County Council Prioritised Rolling Five Year Plan for Cycling

file:///C:/Users/footes/Downloads/Agenda%20Item%207c%20-%20Appendix%20B%20-%20Prioritised%20five%20year%20plan%20(1).pdf)

This document should be viewed in its entirety to see the priorities allocated to cycling across the county and where Lowestoft featured within the prioritisation. It seems the town has missed substantial funding for projects which would have supported the environmental and physical well-being of the town and its people.

3.6 Lowestoft Town Council Climate Emergency Declaration

The Town Council's climate emergency declaration of June 2019 supports alternatives to car use including walking, cycling and public transport.

https://www.lowestofttowncouncil.gov.uk/about-the-council/climate-emergency/

3.7 Lowestoft Town Council Health Emergency Declaration

The Town Council's Health Emergency Declaration prioritises support and promotion of transport which is not reliant on fossil fuel and which encourages exercise and independence, including cycling, walking and running.

https://www.lowestofttowncouncil.gov.uk/assets/Webpage-Important-Documents/Policies-and-Procedures/Health-and-Well-Being-Emergency-Declaration.pdf

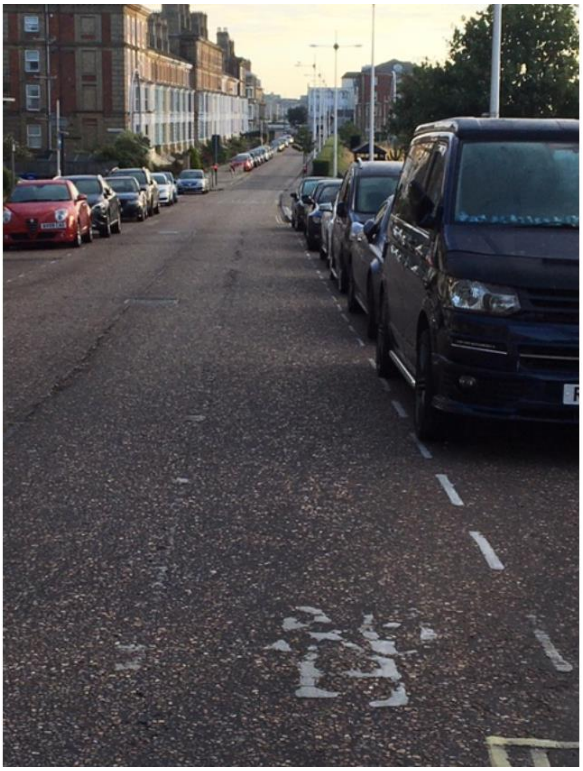
4.Partner organisations

This section will be completed once engagement with local cycle clubs has happened and a response from Sustrans has been received.

5. Consultation Responses

During August and September 2020, The Town Council asked via its Facebook page, website and articles in the Lowestoft Journal for comments on cycling provision within the town.

May I suggest **joining up the cycling dots from Pakefield (Arbor Lane) to Pakefield Road along the very popular 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 Pakefield to the traffic free sea-front and onto Lowestoft town centre a real asset and perfectly complements what the government wants to happen. Currently, as you can see in the attached photographs, this 1km section is narrow along parts of the route and even passing pedestrians and/or cyclists have to step off the footpath which a popular route for cyclists, yes I know cyclists are supposed to dismount and walk this 1km section but let's move on and grasp the nettle and **make it a harmonious link for both pedestrians and cyclists into Lowestoft**, a win-win for all along the scenic cliff? Please note this very popular cliff top route offers no possibility for social distancing in many parts even for pedestrians?



Adopted ???????? 2020. Review date:

Hello All
I am writing to request support for a potential safety enhancement at the crossing near the Warren School that would take cyclists/pedestrians to the new Carlton Marshes visitor centre. We have had discussions with Suffolk Wildlife Trust, East Suffolk District Council and Suffolk County Councillors who are fully supportive of this. We are aiming to find out costs and look for possible funding sources should Highways give the go ahead for this to happen. We feel it would benefit the whole area and would hope eventually it may lead to a cycle path that connects Oulton Broad and Carlton Covlille.

Regards
Alison

Alison Ayers
Clerk
Carlton Colville Town Council

we are cycling UK
The cyclists' champion

Ms Shona Bendix
Clerk to Lowestoft Town Council
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Battery Green Road
Lowestoft
NR32 1DE

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Lowestoft
NR33 9NR

Tel. 01502 581481

1 September 2020

Dear Ms Bendix

Request for views on cycling facilities.

I write in response to the council's invitation in the Lowestoft Journal for views on how cycling facilities in the town could be improved

I enclose copies of the following: my Cycling UK (CUK) letter of confirmation of my role as the campaigner for Waveney, CUK's 'hierarchy of measures' for cycling facilities and my letter to councillor Matthew Hicks, leader of Suffolk County Council.

My letter to councillor Hicks very much explains what I believe needs to be done in Lowestoft, but I will make further comments.

As you can see from the 'hierarchy of measures,' CUK's position is that the 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: *https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf.* It states improved facilities for pedestrians and cyclists should be separated and that road-narrowing to enable correct width cycle lanes should be considered, which is in effect saying making the roads comfortable for cycling should be the first consideration. That said, considering the nature of many of Lowestoft's busier roads, I understand why on-road facilities would be difficult. That is why I hope there will be proper consultation (CUK would probably accept off-road facilities are more appropriate anyway). I realise many less confident cyclists will say they want more cycle paths and they don't mind sharing with pedestrians as anything is better than being on the roads. With due respect, there has to be a 'trade-off.' It is physically impossible for there to be off-road facilities everywhere and the more cyclists on the roads the safer on-road cycling is, especially if there are 20 mph speed limits. Also, to encourage more cycling, routes need to be as direct as possible, perhaps even giving cycling geographical, i.e. time-saving, advantages over driving. Many off-road routes are in effect diversions and involve frequent time-consuming waits at toucan crossings etc. Also, while I acknowledge some errant cyclists ride amongst pedestrians without consideration, there are pedestrians who dislike sharing with cyclists, per-se, so even considerate riders on shared facilities experience hostility. There is also the point that having to slow for pedestrians, and possibly dismount and walk, works against cycling being quicker than driving for short journeys.

Patron: Her Majesty the Queen President: Ian Snow Chief Executive: Paul Tuohy
Tel 0844 736 8450 Email cycling@cyclinguk.org. Web www.cyclinguk.org. Cycling UK is a trading name of Cyclists' Touring Club (CTC) a company limited by guarantee, registered in England no: 2518B. Registered as a charity in England and Wales charity no: 1147607 and in Scotland charity no: sc042541. Registered office: Parklands, Railton Road, Guildford, Surrey GU2 9JX

- 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 by-passed. 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.
- I hope there will be discussion to resolve the issue of parents parking on the cycle path outside Ormiston Academy
- 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.

I appreciate the length of this letter but I hope it is helpful.

Thank you in anticipation of a response.

Yours sincerely

John Thompson

John Thompson
Voluntary campaigner for Waveney, Suffolk, regional campaigner for eastern England

cc: Ms Tina Page (clerk to Oulton Broad Parish Council), Maurie Parish (CUK), Don Mathew, Andrew Bigg

we are cycling UK
The cyclists' champion

To Whom It May Concern,

Cycling UK Local Cycle Campaigners Network: Waveney, Suffolk and regional representative for eastern England

This is to confirm that **John Thompson** is a member of Cycling UK's Local Cycle Campaigners Network and as such is authorized to represent Cycling UK policies in the above area.

Cycling UK's representatives are fully accredited to us and many council's and other bodies throughout the country find it useful to consult with them when implementing schemes for cyclists, or contemplating measures that may affect them. Additionally, all our Cycling UK Local Cycle representatives have agreed to carry out their role in accordance with minimum standards set by us.

Formed in 1878, Cycling UK is the UK's largest cycling membership organization with 70,000 members and affiliates. Our mission is 'to make cycling enjoyable, safe and welcoming for all' and we are committed to the advancement of cycling as a means of sustainable, healthy transport and recreation. Recently Cycling UK formed a charitable arm, the Cyclists Touring Club Charitable Trust (Registered No. 1104324), in order to promote cycling to a wider audience for the benefit of society as a whole.

I should be grateful, therefore, if you would involve **John** as a Cycling UK representative in any existing or proposed Cycling Forum and invite his views on your local planning documents and proposals, highway schemes, traffic/rights of way orders or other consultations relevant to local cyclists.

John is an experienced cyclist and I hope you will find it useful to work closely together to help make cycling an attractive mode of travel and recreation in the area.

I should be grateful if you would kindly distribute this information to any other departments to whom you feel it may be relevant. If you would like any further information, please do not hesitate to contact me.

Kind regards,

Mark Slater

Volunteer Support Coordinator

Cycling UK

Hierarchy of Measures for Cycling Facilities

The following are what Cycling UK regards as the hierarchy of measures for cycling facilities:

- the top priorities in planning a cycling-friendly road structure should be traffic and speed reduction
- there can be great benefits from well-designed and well-maintained off-road facilities in the right places, where they provide safe, convenient and attractive routes without creating delays for cyclists and/or conflicts with pedestrians
- off-carriageway facilities should, however, be avoided in any situation where (a) there are frequent junctions, side roads, driveways, pedestrian crossing facilities, bus stops or conflicts with car parking and/or (b) there are insufficient widths or sightlines for pedestrians and cyclists to share the space comfortably
- off-road facilities are, therefore, very rarely appropriate alongside urban streets
- where provided, even the best off-road facilities should be seen as an addition to, NOT a substitute for, a cycling-friendly road network, which gives cyclists access to the full range of destinations they wish to reach

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This is the cycle strategy-now it needs to be implemented. People spend days and months writing these and it is very good-it should in my opinion be used by LTC. Why reinvent the wheel?

https://www.eastsuffolk.gov.uk/assets/Planning/Waveney-Local-Plan/Background-Studies/Waveney-Cycle-Strategy.pdf

Kind regards

6. How Lowestoft Town Council will support the development and promotion of cycling in the Lowestoft

Committees and Sub-Committees will need to consider this section and feed in their ideas; Climate Emergency, Parks and Open Spaces, AID.