



A Cycling Strategy FOR MID SUFFOLK

Supplementary
Planning Guidance
to the Mid Suffolk Local Plan

- ▶ Safer routes to school and work
- ▶ Cycling for leisure, health and fitness

JULY 1999

Cycling Strategy

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1. INTRODUCTION

1.1 Purpose

This strategy sets out the District Council's policies and proposals to encourage cycle use in Mid Suffolk and to contribute to efforts to reduce problems of traffic congestion and pollution. It is now recognised that there are major benefits in reducing dependence on car use and promoting alternative choices for some journeys, such as cycling, walking and public transport.

1.2 Benefits of Cycling

- cheap and flexible means of transport
- health and fitness benefits
- recreation and access to the countryside
- non polluting and quiet
- easy parking
- conserves energy (fuel) and resources
- can reduce local traffic congestion
- available to children

1.3 Deterrents to Cycling

- safety – perceived danger in traffic
- security – risk of theft etc.
- laziness
- bad weather
- attitudes – “image problem” of cycling compared to cars
- poor facilities for cyclists, in terms of lack of segregated routes, changing facilities at work etc.
- carrying capacity limited for shopping.

1.4 Government Policy

Government policy now clearly gives high priority to promoting cycling although the resources made available for this have been very limited. The Government's Transport “White Paper” published in July 1998 recognises that cycling is an economical, healthy and environmentally friendly form of transport and that there is considerable scope for more short journeys to be made by cycle (60% of journeys by car are under 5 miles). The Government published its National Cycling Strategy in July 1996, with a target of doubling cycle use by 2002. This will depend on the combined efforts of organisations in the public, commercial and voluntary sectors (see Appendix 1).

*National targets
to be met.*

Planning Policy Guidance on Transport (PPG13, March 1994) aims to reduce reliance on the private car, reduce the length and number of car journeys and to encourage alternative means of travel with less environmental impact. It advises that Local Plans should encourage measures to make cycling safer and more attractive, including cycle routes and priority measures. The Road Traffic Reduction Act of 1997 requires Highway Authorities to take measures to reduce the growth in car traffic and promote alternatives such as cycling.

Less reliance on car travel.

The White Paper "A New Deal for Transport : Better for Everyone" has introduced Local Transport Plans to replace the Transport Policies and Programme (T.P.P.). Local Transport Plans, produced by the transport authority (County Council), in conjunction with District Councils and many other organisations, will set out proposals for integrated transport over a 5 year period. Local Transport Plans will implement the transport aspects of development plans (Structure Plans and Local Plans) and will set targets for increasing cycling and walking. The Government is looking particularly at reducing car journeys to work and school which are major causes of congestion, pollution and accident risk. Initiatives like "Safe Routes to School" accompanied by 20 m.p.h. zones and other traffic calming near schools will help to make walking and cycling safer alternatives. Further details of policy documents and good practice guides are given in Appendix 3.

Local Transport Plans.

1.5 Supplementary Planning Guidance

The Mid Suffolk Local Plan contains general policies to encourage cycling including Policy T10 "Highways Considerations in Development" and T11 "Facilities for Pedestrians and Cyclists". The Mid Suffolk Cycling Strategy provides more detailed policies and proposals as Supplementary Planning Guidance to the Local Plan. This gives a level of detail not appropriate in the Local Plan itself and will also allow for regular updating.

Policies and proposals.

It is intended that the improvements to cycling facilities in Mid Suffolk as set out in this strategy will be implemented through Local Transport Plans to be prepared by Suffolk County Council, by the District Council contributing to partnership schemes with other organisations and by the inclusion of cycling facilities in new development undertaken by the private sector.

A draft version of the Mid Suffolk Cycling Strategy was published in December 1997 for consultation with parish Councils, other local authorities, cycling organisations, major employers, schools etc. A number of changes have been made in response to the comments received and the Cycling Strategy was adopted by the District Council as Supplementary Planning Guidance in July 1999.

Consultation.

1.6 Starting Point

There are many cycles as cars owned in the UK and more than 2 million new cycles are sold each year. Actual usage of cycles in the UK however is at an all time low and well below other European countries. Only 2.3% of all passenger journeys in the UK are by cycle, compared to 11% in Germany, 18% in Denmark and 29% in the Netherlands. In Mid Suffolk only 5% of journeys to work are by cycle (1991 Census). There is considerable potential demand for cycling waiting to be released, if the existing constraints can be overcome.

Room for improvement.

The Cycling Strategy for Mid Suffolk aims to provide a safer and more convenient environment for cyclists and to encourage greater use of cycles for journeys to school and work and for leisure, countryside recreation and tourism.

2. **OBJECTIVES**

2.1 Objectives of the Mid Suffolk Cycling Strategy:

- **To change attitudes and improve awareness in respect of cycling.**
- **To improve safety and security for cyclists.**
- **To encourage cycling as a cheap and flexible means of transport, particularly for journeys to school, work, and for leisure, recreation and tourism.**
- **To promote the benefits of cycling, such as:-**
 - **reduced dependency on the car**
 - **non polluting and quiet means of transport**
 - **helping to reduce local traffic congestion**
 - **conserving fuel and resources**
 - **health and fitness benefits**
 - **available to children**
- **To improve access and facilities for cyclists.**
- **To contribute to meeting the targets set in the Government's National Cycling Strategy and the objectives of Suffolk County Council's Suffolk Cycling Strategy.**

2.2 Action Required

Cycling facilities can be provided, often at relatively low extra cost, as an integral part of other schemes, such as road improvement schemes, traffic calming, environmental enhancement, parking and pedestrian priority schemes and as part of new housing, shopping or commercial developments, by negotiation with developers. A Cycling Strategy which has been subject to public consultation and has the status of Supplementary Planning Guidance will help in this process.

Strategy.

Mid Suffolk is not a Highways Authority, so will need to liaise with Suffolk County Council in establishing priorities, future programmes and bids for funding through Local Transport Plans and other sources. The Cycling Strategy for Mid Suffolk identifies local needs for cycling facilities which can be addressed in Local Transport Plans. The District Council supports the aims of Suffolk County Council's Suffolk County Cycling Strategy (see Appendix 2).

Suffolk County Council.

Government policy support for cycling has not yet been matched by adequate funding and recent TPP settlements to the County Council have only provided a small proportion of the amount bid for cycle schemes. It will be necessary to investigate opportunities for other sources of funding and to continue to press for higher priority for local cycle schemes from the Department of Environment, Transport and the Regions (DETR). It is hoped that the new system of Local Transport Plans will give greater priority to funding cycling schemes and be more responsive to local needs.

Funding.

The Cyclists' Touring Club has published a review of best practice in promoting greater cycle use in both the UK and Europe. It recommends that comprehensive cycle strategies should be developed for all tiers of UK Local Government. The DETR has agreed with the CTC's findings that just creating cycle routes alone will not lead to significant increases in cycling. A comprehensive range of measures is needed, including traffic calming, parking management, links to public transport and promotional campaigns. Action is needed by a wide range of agencies including those dealing with transport, planning, leisure, health, education and law enforcement. Implementation of some of the proposals in the Cycling Strategy for Mid Suffolk will depend on partnerships with other organisations, with Mid Suffolk District Council contributing to joint funding arrangements.

Working together.

2.3 Progress so Far

Some progress is already being made towards achieving the above objectives:

- The Cycling Strategy for Mid Suffolk has been prepared as part of the Local Agenda 21 Action Programme for Mid Suffolk. (Local Agenda 21 is an initiative to involve people at local level in projects to improve their quality of life). A Mid Suffolk Cycling Forum including representatives of cycle users has been established as part of the Mid Suffolk Community Environment Forum, to assist in the preparation of the Strategy and its implementation. *Forum.*
- Mid Suffolk Friends of the Earth have carried out a considerable amount of research on the need for routes for cyclists in and around Stowmarket. Proposal 1 is based on existing and desired links between residential areas, schools, workplaces and other important destinations. *Stowmarket.*
- Proposed new development in Stowmarket provides opportunities for cycling facilities to be built in as an integral part of new housing, employment and shopping areas. For example, the proposed major development on the north east side of Stowmarket (for about 1,000 homes, employment areas and community facilities) is to include a network of cycle routes and footpaths linking into the town centre of Stowmarket and the railway station. Proposed development of the Waterworks site and land to the rear of Bury Street, Stowmarket is intended to provide improved facilities for pedestrians, cyclists and bus passengers. *New developments.*
- Suffolk County Council has provided cycle parking racks at a number of locations in Stowmarket. Town and village enhancement schemes, such as those for Eye and Laxfield, include cycle parking facilities. *Cycle parking.*
- There is some limited existing provision for cycling in Mid Suffolk, for example there is a signposted cycle route between Ipswich, Claydon, Great Blakenham and Needham Market on existing roads but using the Old Norwich Road, which is shared with the new bus route "Super Route 88". This also provides links to cycle routes in Ipswich. There is a shared use pedestrian and cycle path beside the A14 road, between Haughley and Stowmarket. Some facilities for cyclists have been built into traffic management schemes by Suffolk County Council, as at Combs Ford and Fairfield Hill, Stowmarket. *Existing facilities.*

- Suffolk County Council's County Cycling Strategy proposes urban cycle networks, town centre cycle parking and links with public transport operators. It concentrates on the three main towns of Ipswich, Bury St. Edmunds and Lowestoft at least until 2002, apart from establishing an Ipswich to Lowestoft route as part of the Harwich – Hull long distance section of the National Cycle Network.

County Strategy.
- SUSTRANS, a national charity promoting sustainable transport has obtained £42 million of National Lottery/ Millennium Commission funding towards creating a National Cycle Network of long distance routes, in partnership with local authorities. One of the National Cycle Routes is proposed to pass through a large part of Mid Suffolk ie. Oxford – Cambridge – Bury St. Edmunds – Stowmarket – Needham Market – Ipswich – Felixstowe. Suffolk County Council has commissioned SUSTRANS to advise on potential National and Regional long distance routes in the County.

National Cycle Network.
- SUSTRANS is also promoting "Safe Routes to School" projects to enable children to cycle or walk to school in greater safety. (See Appendix 7). Suffolk County Council is organising a pilot project to involve schools in a "Safely to School" scheme.

Safe routes to school.
- Suffolk County Council promotes cycling as part of the Travel Wise campaign, placing the emphasis on the health and environmental benefits of cycling.

"Travelwise".
- St. Edmundsbury Borough Council's Cycling Strategy includes a policy to establish cycle route links between Bury St. Edmunds and a number of adjacent villages. One of the potential routes, for discussion between St. Edmundsbury Borough Council, Mid Suffolk District Council and others, is from Bury to Thurston and Beyton.

Bury link.
- The Countryside Commission's "Greenways" and "Quiet Roads" projects seek to encourage walking and cycling on suitable routes in the countryside, with traffic management to make the routes safer.

Countryside routes.
- The East of England Tourist Board has produced a Cycling Tourism Strategy for Eastern England to promote cycling holidays particularly for visitors from Europe. This seeks to establish the East of England as the UK's premier cycling tourism destination. The Harwich to Hull National Cycle Route through East Anglia is particularly aimed at visitors travelling from Europe by ferry.

Tourism.

- The Tourist Board has introduced a “Cyclists Welcome” scheme for tourism establishments. *Cyclists welcome.*
- European funding has been obtained for a partnership project to develop recreational cycling, horse riding and walking trails and to promote tourism in the “Rural East Suffolk Objective 5b Area (an area eligible for funding under Objective 5b of European Union Structural Funds). This area covers 40 parishes in Mid Suffolk including Eye, Debenham, Laxfield and Stradbroke. *Heart of Suffolk Recreational Tourism Project.*
- The Upper Waveney Valley Project has produced a series of “Waveney Cycleways” leisure cycling routes and leaflets with assistance from the European Regional Development Fund and the Countryside Commission. *Upper Waveney Valley Project.*
- A regeneration project for the town of Eye included a number of cycling routes from the town through attractive countryside, linking into other cycle routes and visitor attractions. The District Council has published a booklet to promote cycling around Eye. *Cycling around Eye.*
- A “Bikes on Trains” scheme has provided racks for cycles on all local trains in East Anglia. The joint project was funded by local authorities, Anglia Railways and the DETR. The availability of lightweight folding bikes should also encourage more cyclists to use trains or buses for part of their journey. *Bikes on trains.*

3. POLICIES

- 3.1 The following policies set out the approach the District Council will take to promote cycling in Mid Suffolk. They include those for direct action by the District Council, for example in the planning of new development or by entering partnerships with other organisations, or to encourage action by the County Council (as Highways and Education Authority) and other organisations.

Promoting Environmentally – Friendly Transport

Policy MSC1 The District Council will promote cycling as an environmentally-friendly and inexpensive form of transport and as an alternative to car use for local journeys.

Partnership Approach

Policy MSC2 The District Council will work in partnership with the County Council, Parish and Town Councils, adjoining Local Authorities, commercial and voluntary organisations to implement the Mid Suffolk Cycling Strategy.

County Structure Plan and Local Transport Plans

Policy MSC3 The District Council will encourage adequate provision to be made for cycling in the Suffolk County Structure Plan and the Local Transport Plans prepared by the County Council.

Mid Suffolk Local Plan

Policy MSC4 The District Council will have regard to the Mid Suffolk Cycling Strategy when reviewing the Mid Suffolk Local Plan.

Routes for Cyclists

Policy MSC5 The District Council in conjunction with the Highways Authority (Suffolk County Council) will identify routes for cyclists, to be adequately signed and modified where necessary using traffic restraint, traffic calming and cycle specific facilities, to enable safe and convenient access to destinations.

National Cycle Network

Policy MSC6 The District Council will work with Sustrans and Suffolk County Council to obtain maximum benefit for local cyclists from the National Cycle Network.

Cycle Parking Facilities

Policy MSC7 The District Council will seek the provision of cycle parking facilities to serve important destinations, such as schools, shopping areas, leisure centres, public transport interchanges and places of work.

Cycle Parking Standards

- Policy MSC8 The District Council will support the adoption of County-wide Cycle Parking Standards. These will set the standard for provision of cycle parking facilities in new developments.

Promoting Good Design

- Policy MSC9 Cycle routes and facilities should be provided in accordance with good design practice and have regard to the Suffolk Design Guide and the Department of Transport publication, "Cycle Friendly Infrastructure – Guidelines for Planning and Design". A flexible approach will be needed to ensure that engineering works, signing etc. are sensitive to the local environment, especially in rural settings and in Conservation Areas.

Safer Routes to School

- Policy MSC10 The District Council will encourage proposals by the County Council as Highways and Education Authority to promote safer routes to schools, for both cycling and walking.

Development Control, Safeguarding Cycle Routes and Facilities

- Policy MSC11 The District Council will have regard to the Mid Suffolk Cycling Strategy when considering applications for planning permission and will seek to safeguard existing and proposed cycle routes and facilities.

Cycling Facilities as Part of New Developments

- Policy MSC12 When considering proposals for development, the District Council will seek to ensure that adequate provision is made for cycling.

Negotiation with Developers

- Policy MSC13 The District Council will make use, when appropriate, of planning obligations or commuted payments to improve transport infrastructure to aid cyclists, pedestrians and public transport.

Improved Links to Public Transport

Policy MSC14 The District Council will seek to improve links between cycling and public transport by encouraging provision of secure cycle parking facilities at railway stations and near main bus stops.

Safer Routes in the Countryside

Policy MSC15 The District Council will investigate opportunities for improving safety for cyclists and pedestrians on rural roads, in conjunction with the County Council and the Countryside Commission.

Promoting the Recreational and Tourism Potential of Cycling

Policy MSC16 The District Council will promote the recreational and tourism potential of cycling in Mid Suffolk.

Road Traffic Management Schemes

Policy MSC17 The District Council in consultation with the Highways Authority will seek to ensure that the needs of cyclists are fully taken into account in all road improvement and traffic management schemes.

Funding

Policy MSC18 The District Council, in conjunction with the Highways Authority, will establish costings and identify the necessary funding sources for the proposals in the Mid Suffolk Cycling Strategy. The issues of longer term maintenance and repair costs will also need to be addressed.

Monitoring and Review

Policy MSC19 The success or otherwise of implementing the Mid Suffolk Cycling Strategy will be monitored and the Strategy will be reviewed and updated as necessary.

4. PROPOSALS

- 4.1 The Government's National Cycling Strategy recognises that most cycling will continue to take place on ordinary roads and that the main emphasis will be on making existing roads safer for cyclists, by traffic management, traffic calming, and providing special facilities for cyclists such as cycle lanes and advanced stop lines at traffic signals. Segregated cycle paths can be provided as part of new housing and commercial developments but elsewhere financial constraints and the lack of space in built up areas will limit the scope for providing purpose-built cycle paths. *Using existing roads.*
- 4.2 A National Cycle Network is being built up by Sustrans in association with Local Authorities and the Millennium Commission, as a high profile nation-wide project to promote cycling. It will connect most major towns and cities in the UK with a series of long distance routes and routes through the middle of towns, making use of minor country roads, town roads, tracks, footpaths, bridleways and new cycleways. It will consist of many local schemes promoted by Sustrans, Local Authorities and other organisations, linking together and providing opportunities for all sorts of cycle journeys – journeys in town to work, school or shops, routes from towns into the countryside or longer distance routes for leisure and tourism. The vast majority of journeys will be local. *National Cycle Network.*
- 4.3 On the Sustrans route through Mid Suffolk, the Millennium Fund can currently pay up to 50% of legal/land acquisition costs for establishing national routes. Sustrans assumes that local authorities will adopt most completed routes and be responsible for the future revenue costs involved. *Resource implications.*
- 4.4 The National Cycle Network will comprise more than 6,500 miles and is scheduled for completion in 2005, assuming that adequate funding becomes available. "Interim" routes will be opened earlier, pending the completion of the road safety improvements, cycle paths, road crossings etc. required to reach the finished standard. About half of the network will make use of existing roads. *Interim routes.*
- 4.5 The proposed National and other routes in Suffolk are shown on Map 1. The route promoted by Sustrans between Bury St. Edmunds and Stowmarket as part of the Oxford to Felixstowe National Route, would use minor roads south of the A14 trunk road, through Woolpit and Onehouse. Between Stowmarket, Needham Market and Ipswich, Sustrans propose that some new off-road cycle routes be provided. The interim Harwich to Hull National Route launched in July 1997 passes through part of Mid Suffolk to the west of Ipswich using quiet country roads. (This route is eventually intended to go through the centre of *National Routes through Suffolk.*

Ipswich). These initial proposals are still being developed by Sustrans and Suffolk County Council may be subject to change. Progress will depend on funding support from the Department of Environment Transport and the Regions as well as many other potential funders. The District Council can play an important role in helping to attract funding to Mid Suffolk.

- 4.6 The National Cycling Strategy gives priority to urban areas and to long distance routes making up the proposed National Cycle Network, in order to make the maximum impact in promoting cycling as a practical means of transport. The priorities identified so far in Mid Suffolk have arisen from consultation on the Mid Suffolk Local Plan, from the Mid Suffolk Cycling Forum and from consultation on the draft of this Cycling Strategy. They include a cycle network for Stowmarket and other routes forming part of the Oxford to Felixstowe National Cycle Route, passing through Cambridge, Bury St. Edmunds, Stowmarket, Needham Market and Ipswich and facilities for leisure cycling and tourism in Eye and the Upper Waveney Valley.

National and local priorities.

PROPOSAL 1 A CYCLE NETWORK FOR STOWMARKET

- 4.7 It is proposed, in conjunction with Suffolk County Council and Stowmarket Town Council, to designate cycle routes in and around Stowmarket to link residential areas with the main destinations for cyclists, including schools, work places, shops and the Mid Suffolk Leisure Centre. These routes, mainly along existing roads, should receive priority for signposting, route marking, traffic calming measures, cycle parking facilities and safety improvements at road crossings and junctions. The proposed cycle route network for Stowmarket is shown on Map 3. It is intended that this proposal should form part of a wider transport strategy for Stowmarket being prepared by the County Council in conjunction with the District Council, Town Council and other organisations.

PROPOSAL 2 CYCLE ROUTES IN THE STOWMARKET DEVELOPMENT AREA

- 4.8 The proposed major development area on the north east side of Stowmarket, incorporating about 1,000 new homes by 2006, will include a network of cycle paths and footpaths. These will be linked, via a new bridge over the railway and River Gipping, into Stowmarket town centre. Details will be shown in the "master plan" to be prepared for the development area and will be added to the Mid Suffolk Cycling Strategy in due course. The location of the proposed bridge link is indicated on Map 3.

**PROPOSAL 3 CHILTON HALL TO MARKET PLACE
CYCLE ROUTE, STOWMARKET**

- 4.9 The Oxford to Felixstowe National Cycle Route, as proposed by Sustrans, is planned to link Bury St. Edmunds, Stowmarket, Needham Market and Ipswich. The route will pass through the centre of Stowmarket. The Mid Suffolk Cycling Strategy proposes that a cycle route be established from Chilton Hall housing estate to Mid Suffolk Leisure Centre, Stowmarket Middle School, the Museum of East Anglian Life, Tourist Information Centre and the Market Place, as the first phase of the Cycle Network for Stowmarket (see Map 4).

**PROPOSAL 4 MARKET PLACE, STOWMARKET TO
NEEDHAM MARKET CYCLE ROUTE**

- 4.10 This route would form part of the Stowmarket network and would also be part of the Oxford to Felixstowe National Cycle Route. This proposal will involve improvements for both pedestrians and cyclists between Needham Market and Stowmarket. An existing footpath beside the B1113 road is already used unofficially by cyclists but it is substandard for safe shared use. Details of the new or improved route will be added to the Mid Suffolk Cycling Strategy when they have been finalised in association with Sustrans, Suffolk County Council, Town and Parish Councils.

**PROPOSAL 5 THURSTON AND BEYTON TO
BURY ST. EDMUNDS CYCLE ROUTES**

- 4.11 Subject to discussions with St. Edmundsbury Borough Council, Suffolk County Council, Beyton and Thurston Parish Councils and Sustrans, it is proposed that cycle routes be established to link Thurston and Beyton with Bury St. Edmunds. The Bury to Stowmarket section of the National Cycle Route, as proposed by Sustrans, is likely to pass through Thurston and Beyton then on to Drinkstone, Woolpit and Stowmarket. This part of the route is also important with respect to safe routes to school and access to the countryside. Connecting routes may also be desirable such as Elmswell to Beyton Middle School.
- 4.12 Other ideas are being developed which can be added to the Mid Suffolk Cycling Strategy as firm proposals at a later stage. These include:-

LEISURE CYCLING ROUTES

- 4.13 Promoting leisure cycling will provide more opportunities for countryside recreation and tourism and will be a good way of introducing people, especially children, to cycling as a means of transport for other journeys. Designated cycling tours and circular routes using quiet country roads are being developed for a number of areas of Mid Suffolk. They will be described on maps and leaflets but not signposted. The routes will link various villages, towns and railway stations with visitor attractions and areas of attractive countryside, for example the proposed Mid Suffolk Light Railway Footpath/Cycle Route will link Stowmarket Station, Haughley, Laxfield and Halesworth Station.
- 4.14 It is also proposed to liaise with Sustrans and Suffolk County Council, through the Gipping Valley Panel with respect to the Sustrans proposals for a route through the Gipping Valley between Needham Market and Ipswich.

CYCLING FACILITIES IN VILLAGES AND THE COUNTRYSIDE

- 4.15 Consultation with Parish Councils has produced a number of suggestions for cycle parking facilities and safer routes for cyclists and pedestrians in villages and rural areas. These will be investigated further in conjunction with Suffolk County Council and Parish Councils with a view to their inclusion in Local Transport Plans where appropriate. A summary of the comments from Parish and Town Councils is set out in Appendix 6.

5. THE WAY FORWARD

5.1 Timescale

The Mid Suffolk Cycling Strategy will cover the same time period as the Mid Suffolk Local Plan, up to 2006, but the Cycling Strategy, as Supplementary Planning Guidance, can be updated more readily and regularly than the Local Plan.

Up to 2006.

5.2 Implementing the Strategy

The objectives of the Mid Suffolk Cycling Strategy set out in Section 2 require publicity, information and education to promote awareness and enthusiasm for cycling and improved facilities "on the ground" to make cycling a safer and more attractive option.

Promoting cycling with improved safety & facilities.

The policies in Section 3 indicate the approach the District Council intends to take to promote cycling in Mid Suffolk and the proposals in Section 4 describe specific projects to be carried out, in conjunction with Suffolk County Council, Sustrans and other organisations. Putting the Mid Suffolk Cycling Strategy into effect will depend on consultation, funding and partnership arrangements to ensure that there is wide support for, and commitment to, these policies and proposals. A work programme for implementing the Cycling Strategy will be prepared in conjunction with the County-wide Local Transport Plan.

Support and commitment.

5.3 Participation

Many organisations and individuals will be involved in implementing the Strategy, particularly at the local level. Parish and Town Councils have been consulted on the draft strategy and several will be producing village appraisals or village/neighbourhood action plans. These may identify further local needs and opportunities for cycling facilities, which could be added to the Cycling Strategy in due course. The Local Government and Rating Act of 1997 enables Parish and Town Councils to become more involved in local transport matters and traffic calming.

Local involvement.

A Mid Suffolk Cycling Forum has been set up, including cyclists and members of cycling and environmental groups, to advise the District Council on cyclists' needs and priorities. The Forum has had an input to this Cycling Strategy and it is hoped that it will continue to guide the future implementation of the Strategy in Mid Suffolk.

Mid Suffolk Cycling Forum.

5.4 Funding

Progress on carrying out the Strategy will depend to a large extent on the funding available to Local Authorities from the DETR for cycle schemes. This has been inadequate in the past but it is hoped that the future allocation of resources for transport projects through the new Local Transport Plans will better reflect the priority now being given to cycling, walking and public transport. Even relatively small amounts can be used to "lever in" further funding from other sources by partnership arrangements.

Department of Environment Transport and the Regions.

SUSTRANS has been awarded a grant of about £42 million from the Millennium Commission towards constructing the National Cycle Network, but this covers only part of the total project cost estimated at about £183 million. In the original Millennium application it was anticipated that local authorities would contribute about 18% of the funds for the National Cycle Network. The total costs of the National routes through Suffolk is estimated at about £12 million (and within Mid Suffolk about £1.5 million).

SUSTRANS.

The County Council will submit bids for cycling schemes as part of an integrated transport strategy through the new Local Transport Plans process, in consultation with District Councils and many other organisations. The District Council will investigate all other potential sources of funding, including European and National Lottery funding, developer contributions, sponsorship, the Landfill Tax Environmental Trust and partnerships with the Rural Development Commission and other organisations. The District Council has established a budget for transport initiatives to enable it to take part in partnership schemes.

Local Transport Plans and other sources.

5.5 Priorities

The Government's National Cycling Strategy states that "the focus for action is to restore cycling as a comfortable and convenient transport choice." The District Council considers that this will require as priorities good quality, well-located cycle parking facilities, cycle routes which existing and potential cyclists will wish to use and traffic calming and traffic management to make existing roads safer for cyclists.

Safety and better facilities.

Initial priorities are likely to be measures which can be put in place quickly at relatively low cost, but still make worthwhile improvements for cyclists, such as cycle parking facilities, road marking and sign posting on suitable existing roads in towns and publishing route maps and guides for leisure cycling routes on quiet country roads. These can be followed up with more costly traffic calming measures to reduce traffic speed, safer road junctions and crossings and purpose-built cycleways, as funding becomes available.

Low cost options.

The District Council believes that it will be especially important to promote a safer environment for young cyclists, to encourage children to take up cycling for leisure and school journeys and to continue cycling later in life. Measures such as 20 m.p.h. zones and other traffic calming near schools will be required. "Safe Routes to School" projects can play a major part and the County Council, as Transport and Education Authority will have an essential role in such initiatives.

Young people.

5.6 Design

Comprehensive guidance on the design and layout of facilities for cyclists and the legal requirements is given in the Department of Transport publication “Cycle Friendly Infrastructure – Guidelines for Planning and Design” (January 1996). The Suffolk Design Guide also gives advice on the design of cycleways and footpaths in new housing developments.

Guidance.

It will be important to co-ordinate the design and layout of routes and facilities for pedestrians, cyclists and public transport and to avoid conflicts and safety problems, especially where shared use of pedestrian and cycle routes is involved. Particular care will need to be taken to ensure that any engineering works are sensitive to the local environment. Standard urban-style solutions will not necessarily be appropriate, for example in a rural setting or in Conservation Areas.

Safety and the environment.

5.7 Monitoring and Review

There will be regular monitoring of progress and the Mid Suffolk Cycling Strategy will be reviewed and updated as necessary. Future changes to the Strategy will be subject to public consultation.

Regular updating.

The National Cycling Strategy has a target to quadruple the number of trips by cycle between 1996 and 2012. There are no targets in the current Suffolk Cycling Strategy other than to maintain current levels of cycling, but this is to be reviewed by Suffolk County Council. It is likely that work on the Stowmarket Transport Strategy and the Local Transport Plan will produce local targets for cycling and these can be added to the Cycling Strategy for Mid Suffolk as part of the updating and review process.

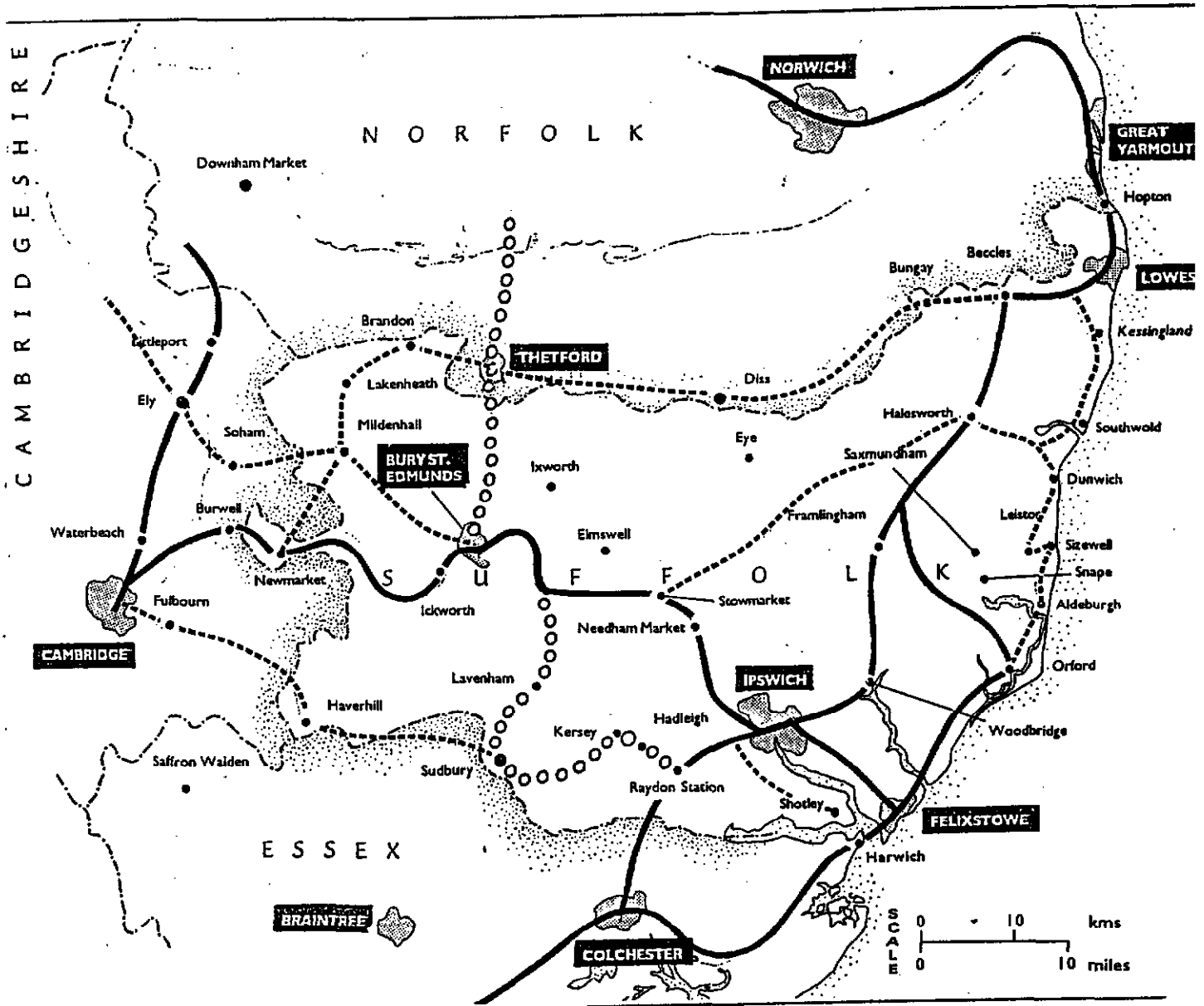
Targets.

Countywide cycle parking standards for new developments are being prepared by local authorities in Suffolk and it is proposed that these be added to the Mid Suffolk Cycling Strategy at the first opportunity.

Cycle parking standards.

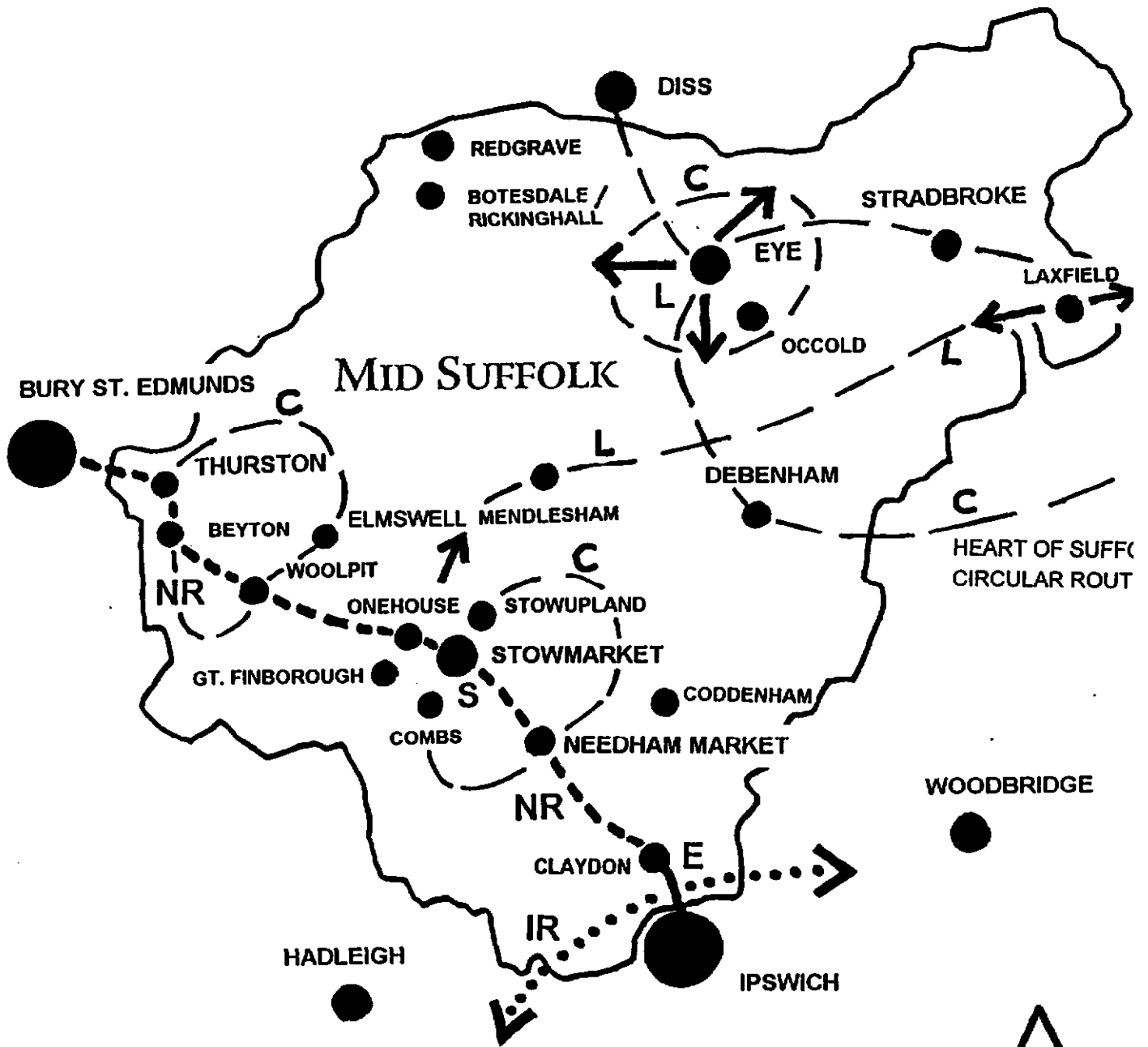
MAP 1 PROPOSED NATIONAL CYCLE ROUTES THROUGH SUFFOLK

SOURCE: SUSTRAN



KEY	
	National Routes
	Possible Future National Route
	Regional cycle routes
	County borders
	Suffolk border

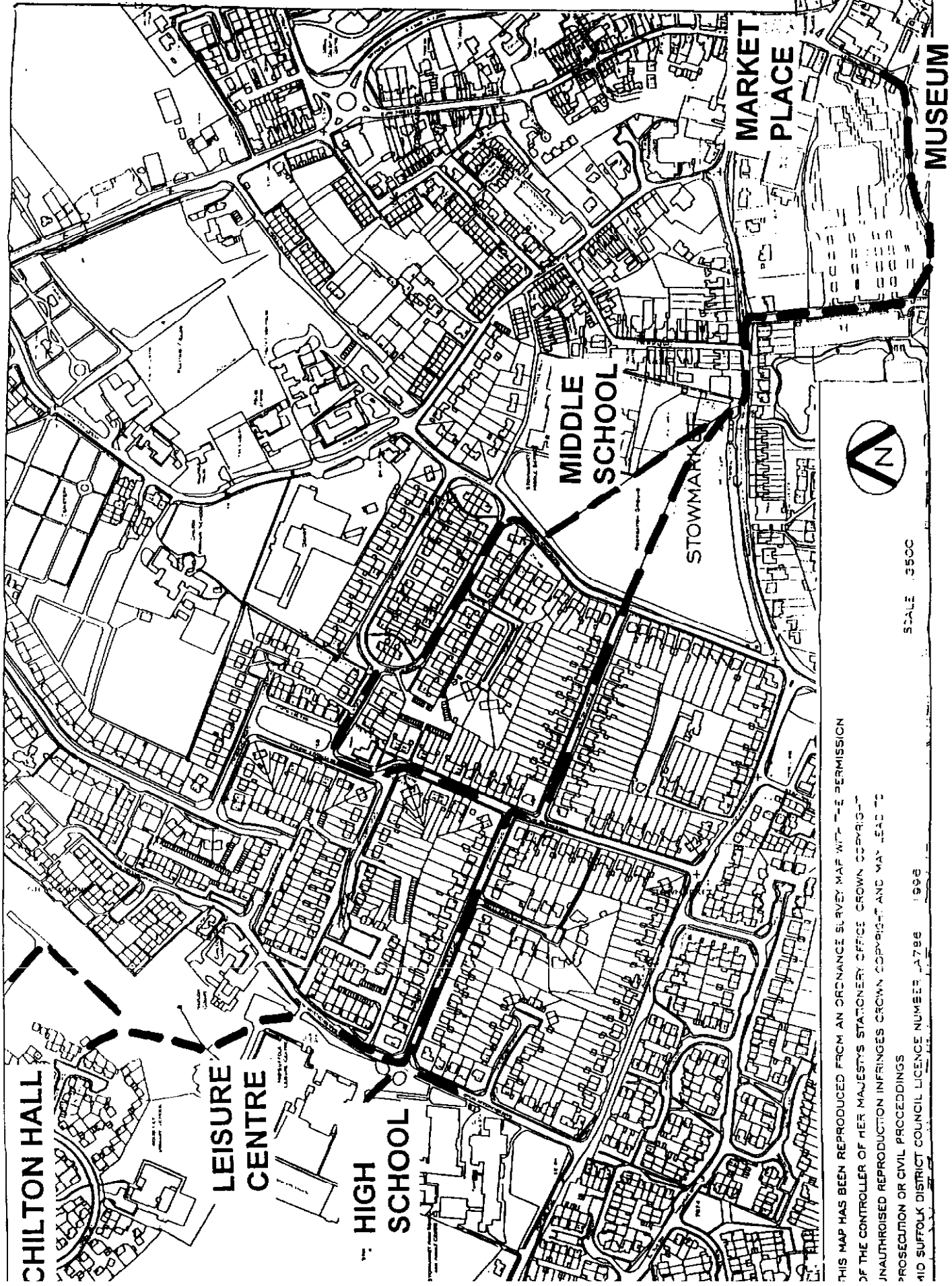
MAP 2 PROPOSED CYCLE ROUTES IN MID SUFFOLK



- S** - PROPOSED CYCLE NETWORK FOR STOWMARKET
- NR** - PROPOSED NATIONAL ROUTE (OXFORD TO FELIXSTOWE)
- IR** - PROPOSED INTERIM ROUTE, AS PART OF HARWICH TO HULL NATIONAL ROUTE
- E** - EXISTING ROUTE IPSWICH TO CLAYDON
- C** - PROPOSED CIRCULAR LEISURE / TOURISM ROUTES
- - - L** - PROPOSED COUNTRYSIDE LEISURE ROUTES



MAP 4 STOWMARKET: CHILTON HALL TO MARKET PLACE



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410 SUFFOLK DISTRICT COUNCIL LICENCE NUMBER 1786 1996

SCALE 1:3500

APPENDIX I

EXTRACT FROM THE NATIONAL CYCLING STRATEGY

KEY STRATEGIC OUTPUTS

The vision - more cycling

Objective To increase cycle use

Mechanism *The implementation of the National Cycling Strategy*

The central target **Double the number of trips by cycle (on 1996 figures) by end 2002**

Quadruple the number of trips by cycle (on 1996 figures) by end 2012

Local targets **Local authorities and other transport providers and trip generators to set local targets which will contribute to the central targets to increase cycle use**

Planning - to make places accessible by cycle

Objective To achieve convenient cycle access to key destinations

Mechanism *A broader and more robust application of the Planning Policy Guidance Note 13 (PPG13) philosophy*

Output 1 **Department of the Environment and Department of Transport, in association with local authorities and other Government Departments, to develop further advice and best practice on location of developments and provision for cycling**

Mechanism *Maximise opportunities for combining cycling with public transport*

Output 2 **Partnerships between operators and local authorities to ensure provision for the secure parking and carriage of cycles**

First steps - improving safety

Objective Improve cycle safety

Mechanism *Focus action through new road safety targets. Review the options for a realistic cycling safety target*

Output 3 **Identify, in the forthcoming consultation on road safety targets beyond the year 2000, the possibility of having a target for cycling safety (by exposure) which is consistent with the central aim of increasing cycle use**

Mechanism *Local Safety Scheme programmes to provide for cycling and identify and address hazards confronting cyclists*

Output 4 **The overall content of the Local Safety Scheme programmes to reflect the extent of casualties to vulnerable road users, and to include assessments of vulnerable road user casualty patterns**

CVS

Getting there - road space and priority

Objective Provide for increased cycle use within all local highways and traffic management schemes

Mechanism *Apply a recognised "cycle audit" procedure to all schemes*

Output 5 **Initial guidance to local authorities on "cycle audit" by end 1997**

Objective Design for safe and convenient cycle use of the road network

Mechanism *All relevant guidance to reflect the principles of "Cycle-Friendly Infrastructure"*

Output 6 **A commitment to conduct an ongoing review and revision of all design guidance**

Objective Reallocate road space to cycling

Mechanism *Review the current road network in all urban areas and produce an implementation plan for a cycle-friendly environment*

Output 7 **Local highway, planning, and public transport authorities to conduct strategic cycle reviews and produce "Local Strategies for Cycling" by end 1999**

At the destination - cycle parking

Objective Cycle parking facilities to be available at all major destinations, including town centres, shopping developments, educational establishments, hospitals and leisure facilities

Mechanism *Local authority provision of parking, in partnership with the private sector*

Output 8 **Local authorities to concert a programme of cycle parking provision to be completed before 2002**

Output 9 **Private sector establishments to review their cycle parking arrangements**

Objective Cycle parking facilities to be available at all major destinations

Mechanism *Planning requirements for cycle parking provision*

Output 10 **Local planning authorities to establish cycle parking standards for development plans by the end of 1998**

Security - tackling cycle theft

Objective Reduce cycle theft - by improving cycle security

Mechanism *Develop a standard for cycle security devices*

Output 11 **Agree a set of graded standards for cycle security devices by the end of 1996**

Objective Reduce cycle theft - by improving recovery

Mechanism *Commercial bicycle registration schemes to be included in the police directory for access by Police Forces via the Police National Computer*

Output 12 **Establish a working group on cycle registration in 1996 to report to the National Cycling Forum by the end of 1997**

Culture shift - changing attitudes

Objective Raise awareness and expertise amongst transport providers, service providers and employers

Mechanism *"Think Bike" in other transport, environment and quality of life programmes*

Mechanism *Promotion of proven good practice in cycling provision through professional training and development courses*

Output 13 **All relevant professional institutions to review training courses and ensure that entry requirements and Continuing Professional Development include an understanding of cycling issues**