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## **PROPOSED COMMUNITY PATH FROM IPSWICH TO SHOTLEY GATE**

*A new route along the Shotley Peninsula  
for cyclists and pedestrians*

**VOLUME 1 (of 3)  
MAIN REPORT  
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**Economy, Skills and  
Environment**

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Holbrook Parish Council

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Shotley Parish Council

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Wolverstone Parish Council

# 1

## Scope and Purpose of the study

**1.1.** The Cycling Team at Suffolk County Council was commissioned by the Shotley Peninsula Cycling Campaign group (SPCC) to prepare this study setting out a proposal for a new Community Path from the outskirts of Ipswich (Bourne Park Bridge), along the B1456 corridor to Shotley Gate, suitable for both cyclists and pedestrians.

**1.2 The scope of the Study is to:**

- Review the possible cycle route identified by SPCC, following the B1456 corridor, from Wherstead Road, Ipswich to Shotley Gate;
- Identify any problems and develop a draft route (with options if necessary) suitable for SPCC to consult upon. The draft route was required to be off-road except possibly through Shotley Gate and on a few other short sections where use of the highway was unavoidable;
- Have regard to the desirability of creating links off the draft route into Holbrook and the Alton Water reservoir cycle route at a later date. However, proposals for these links were not to form part of this study;
- Supply an order of costs for the whole route and not just the first phase.

**1.3 The purpose of the Study is to:**

- Provide a proposal which can be used by the SPCC to discuss with landowners;
- Provide a proposal which can be used by the SPCC for consultation with all interested parties, including Councillors and Parish Councils;
- Provide a proposal, with an evidence base, which can be used by SPCC as a basis for submissions to funding organisations for grants towards the acquisition and construction of the new path.



## 2 Context

### 2.1 Growth in cycling and its benefits

The bicycle, in substantially its current form, has been around for well over a hundred years, yet even today this simple but very effective machine continues to give millions of its users much enjoyment and satisfaction. It is a cheap and efficient means of transport over relatively short distances. Given the right conditions (topography and weather) it is a very enjoyable way of appreciating ones surroundings and local attractions. It provides an excellent way of exercising and keeping fit and healthy. Lastly, but by no means least, it is good for the environment, helping to reduce traffic and harmful greenhouse gases.

Against this background it should be the case that we are all cycling on a regular basis. Of course there are many instances when cycling is not a realistic option and our dependence on the car is going to remain to a greater or lesser extent for many years to come. Even so cycling is now enjoying a period of renewed popularity and growth in the UK as more and more people come to appreciate some or all of the benefits listed above. There is every likelihood that this growth in cycling will continue especially as global fuel supplies become less reliable and petrol prices continue to rise. Cycling over modest distances is a real alternative and a very practical and healthy way for families and individuals to reduce their motoring costs. A person of average fitness should easily be able to cycle five miles in about half an hour.

This all points to a very positive future for the bicycle and this should be the case on the Shotley Peninsula, the focus of this study. The area is an attractive, relatively flat peninsula of land between two attractive east coast river estuaries just outside the county town of Ipswich, close to rail stations and even a continental ferry port. Despite all this, cycling on the peninsula remains relatively low. This study explores why this is, and how this could be changed by the introduction of a new community path (for cyclists and walkers) along the peninsula from Ipswich to Shotley Gate and the foot ferry at its tip.

### 2.2 Sub-Regional and County Context

Suffolk Count Council's Strategic Transport Policy - Local Transport Plan 3, focuses most of its efforts on increasing cycling in key strategic towns, although limited funding will be allocated to small projects linking local cycle routes to the National Cycle Network where it also benefits those making journeys to work and/or school.

However, it is also recognized that one of the ways to improve public health through transport is to create pedestrian and cycle friendly environments that will support active transport on the wider Rights of Way network and the plan suggests that Healthy and Ambitions Suffolk and Creating The Greenest County should work together with other health organisations and look for new opportunities to encourage cycling.

Babergh District is noted as an area of the County where tourism has been and should continue to be encouraged and efforts will be made to work in cooperation with local communities to agree ways to do this. This could be an opportunity for the SPCC to attract support and funding for the new community path.

SCC will continue to work on The Rights of Way Improvement Plan funded by the LTP and, amongst other things, take opportunities to prioritise key sections of the Rights of Way network that can be made more accessible to cyclists. Sections of the proposed new path within the Shotley Peninsula may be considered in the future.

### **2.3 Haven Gateway Sub-Region**

The Haven Gateway is a sub-region recognised by the Government and formalised in the East of England Plan. In September 2007 The Haven Gateway Partnership (HGP) approved its key strategic document and local interpretation of the East of England Plan called the Framework for Growth. In this the HGP talks about one of its primary objectives for the area being the establishment of ‘a network of open spaces and green corridors across the sub-region’.

Subsequently the HGP prepared an Integrated Development Programme (IDP) for the sub-region for the purposes of guiding and focussing public investment in the area in accordance with the Framework for Growth. ‘Green infrastructure’ is listed as one of three thematic investment packages in the IDP. The details of this investment package are set out in a ‘Green Infrastructure Strategy’ approved by HGP in 2008. This makes a number of important commitments towards investment in, and prioritisation of, paths for both cyclists and pedestrians on the Shotley Peninsula and complements the proposals set out in this study.

Firstly this sub-regional strategy sets out a number of ‘access’ principles including the following; ‘create and enhance, manage and promote strategic routes for non-motorised users especially - within and between settlements;

- provide circular routes of varying lengths and demands to meet the needs of different users including walkers, cyclists and equestrians of varying abilities;
- provide multifunctional green corridors;
- provide improved access to rivers and estuaries where appropriate.’



This same strategy then goes on to detail the prioritisation for specific proposals including several which relate directly to and endorse the Shotley Peninsula community path;

- Project 72 promotes the B1456 corridor between Woolverstone and Shotley Gate as a ‘strategic cycle route’ and ‘potential green corridor’;
- Project 76 designates part of the Strand in Wherstead eastwards to Freston (along the B1456) in the same way;
- Project 71 promotes the first two miles of the community path coming out of Ipswich along the B1456 to Freston as a ‘strategic walk’ which then continues around the edge of the whole of the Shotley Peninsula which is known as the Stour and Orwell Walk. This ‘walk’ forms the southern most section of the Suffolk Coast and Heaths AONB coastal path which stretches the length of the Suffolk coast.

## **2.4 Current Cycling Conditions in the Study Area**

### **2.4.1. The Study Area**

The Shotley Peninsula Cycling Campaign (SPCC) is concentrating its attention on that part of the Shotley Peninsula lying east of the Ipswich – London railway line. This includes Alton Water reservoir. However the focus of this study concerns the formulation of a proposal for the creation of a new, largely traffic-free, community path from the southern edge of Ipswich (Bourne Bridge) south-eastwards along the B1456 corridor to Shotley Gate (Foot Ferry at Shotley Marina), a length of 10.5 miles/16.8km. The study also considers how a link from this new path southwards into Holbrook and Alton Water can best be accommodated.

### **2.4.2. Environment and Topography**

The Shotley Peninsula has a population of approximately 10,000 people. The triangular-shaped peninsula is bounded by the Orwell and Stour river estuaries to the north and south respectively and the A.12 trunk road to the west. For the most part it is a relatively flat plateau with a network of villages and connecting lanes. Three of the villages, Holbrook, Chelmondiston, and Shotley are large enough to support a range of facilities, including schools, shops, pubs and two doctor’s surgeries.

The peninsula has some outstanding landscapes and is a popular recreational area. About half of the study area is included within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (land adjacent to the two river estuaries). Alton Water reservoir has a sailing club, nature conservations areas, a cycle path circuit (with cycle hire) and other visitor facilities. There are a number of other sailing clubs and marinas on the estuaries and Pin Mill, Shotley Gate and Holbrook Bay are all particularly popular visitor destinations. Elsewhere the peninsula has a number of attractive pubs and other outlets such as the Suffolk Food Hall at Wherstead.

With the exception of Freston Hill on the B1456 about one and a half miles south-east of Ipswich, the topography of most of the peninsula and especially along the B1456 is relatively flat and does not present the cyclist with any real problems. The attractive landscape, network of villages and visitor facilities and its proximity to Ipswich makes the Shotley Peninsula intrinsically very attractive for cycling.

### **2.4.3. Cycling conditions**

The reality, however, is quite different. If you want to cycle on the peninsula it is difficult, and impossible for many, not to use the B1456 for all or part of their trip. Several of the peninsula's villages and many of its facilities are located along the B1456, which is also a bus route. Holbrook on the B1080 also requires use of the B1456 when travelling into and out of Ipswich. Even when cycling on the smaller lanes which cross the peninsula it is difficult to avoid the B1456 at some stage. Although there is a network of lanes on the peninsula, none of them provide an alternative to using the B1456 without considerably lengthening the journey being made.

This concentration of movements on the B1456 means two things; this road is heavily used by vehicles and is particularly busy during the am peak when taking its width (down to just 5.35m at its narrowest) and alignment into account [1]; and for those wishing to cycle on the peninsula there is often no alternative but to use this busy road. A combination of traffic volumes and some pinch points means that most people who have a bicycle or would consider buying one feel the B1456 is just too dangerous to cycle on. This is borne out by the comments of a majority of the SPCC membership. This is a major deterrent to the promotion of cycling on the Shotley Peninsula and one which this study seeks to address by developing a proposal for a new traffic-free community path along the B1456 corridor. This path would be suitable for walkers and wheelchair users, as well as cyclists.

Vehicular traffic on the B1456 is likely to remain high in this car-dependant rural area. Furthermore, whilst the future of the ex-HMS Ganges site at Shotley Gate is currently unclear the likelihood is that sooner or later this site will be redeveloped, inevitably generating yet more vehicular traffic on this already busy arterial road.

This necessary over-reliance on the B1456 by cyclists is exacerbated by the lack of bridleways on the peninsula. Whilst the area is well populated by public rights of way, a high percentage of these are only footpaths which, of course, do not afford a legal right of use for cyclists. Passage for walkers along the B1456 is also very restricted with mostly narrow footways only present through the villages of Freston, Woolverstone, Chelmondiston and Shotley and with no footway between the villages. Even The Stour and Orwell Walk, which circumnavigates the Shotley Peninsula is substandard in parts of The Strand, where it runs next to the B1456.

On the other hand a community path along the line of the B1456 would form an important link in the local National Cycle Network (NCN). NCN 1 passes

to the west of Ipswich whilst NCN 51 passes through Harwich and Felixstowe via the foot ferry. Taking this new path down to the foot ferry at Shotley Gate would provide a link between NCN 1 and 51 through the Shotley Peninsula. It would also provide a direct connection to the continental ferry services operating out of Harwich to the Hook of Holland and Esbjerg. This explains the interest Sustrans have in seeing this path being designated as one of their Regional Routes.

The poor level of cycle infrastructure on the peninsula is compounded by an absence of suitable signage and maps. The two exceptions to this are the cycle track around Alton Water reservoir and Babergh District Council's "South Suffolk Cycle Route". The latter route meanders through the centre of the peninsula taking in many scenic villages and quite country lanes. However, the usefulness of both of these routes is reduced by the absence of connecting paths and roads which are cycle-friendly.

Finally, it is worth briefly reviewing the level of cycling amongst the peninsula's schools and their pupils. There are primary schools in Chelmondiston, Shotley, Holbrook, Stutton and Tattingstone and, as would be expected, there is currently relatively little cycling to any of these. For instance, a 2005 survey at Shotley Primary School revealed that only 2% of pupils cycled to the school (although 61% would like to). There are also three secondary schools on the peninsula: Holbrook High School, Ipswich High School for Girls (at Woolverstone) and the Royal Hospital School (at Holbrook). At Holbrook High School a 2008 survey revealed that currently only 1% of pupils use their bicycles to school [1] 9%, although about 40 pupils, would like to. At Ipswich High School, which is situated just off the B1456 and where many of their pupils travel in daily from across Suffolk and northern Essex, no pupils currently cycle to the school (although three or four of the teaching staff do). In the case of the Royal Hospital School, where most pupils board, there are, again, just three or four staff who cycle. A small number of pupils also use their bicycles in their free time over weekends.

In summary the Shotley Peninsula should be an area where cycling is thriving and growing. It is an attractive and relatively flat peninsula with easy access to the river estuaries, Ipswich, rail stations and even a continental ferry port. But most current and potential cyclists are deterred by the need to use the busy and over-loaded B1456 for some or all of their trips. This, combined with a lack of bridleways, means that cycling on the peninsula remains stubbornly suppressed at a time when it is enjoying strong growth at the national level.

The next chapter explores this suppressed demand in more detail and how a multi-purpose community path would increase usage amongst all types of cyclists (i.e. local community use, recreation, schools, commuting and touring) as well as for those on foot.

**Footnote [1]:** From evidence presented to the Planning Enquiry into the redevelopment of the former HMS Ganges site at Shotley Gate in January 2006.



## 3

# Demand and outcomes

### 3.1. Demand

As Chapter 2 suggests the Shotley Peninsula is ideally suited to most types of cycling, thus widening the appeal of the proposed community path. This path should do much to relieve the suppressed demand for cycling in the study area. It is worth looking at these different types of cycling in a little more depth;

- 3.1.1. Local Community Use** – There are a string of villages stretched out along the B1456 together with Holbrook and several smaller villages to the south, fringing the Stour estuary. Most local facilities are concentrated in just three centres; Holbrook, Chelmondiston and Shotley (Street). With approximately 10,000 people living on the peninsula and barely a third of these living in these three centres there is inevitably considerable movement from the outlying areas into these larger centres, particularly to the shops, schools, doctor’s surgeries and pubs. Most of these local trips are less than 2 miles long and therefore potentially well suited to be made by bicycle.
- 3.1.2. Schools** – at the schools in the study area where there is available data, there are strong indications that there is a high demand for improvements to local cycling conditions. If this demand could be satisfied we could see a substantial increase in pupils (and staff) cycling to and from school. Survey results from most of these local schools suggest that whilst, on average, only about 1- 2% currently cycle to school, about 10% would like to. At schools where there are good cycling facilities provided the number of children cycling to school will be high - once cycling is seen to be popular and safe, more children want to join in. Kesgrave High School to the other side of Ipswich is a good example of this.
- 3.1.3. Recreation** – The Shotley Peninsula is an attractive area to visit with a number of popular visitor destinations (see 2.4.2.). In the summer months recreational cycling in the study area is already evident. However, many more visitors would access the peninsula via a new well sign – posted community path on this side of the peninsula as this would be the easiest access to the area from the large population of Ipswich.
- 3.1.4. Commuting** – With many of the peninsula’s residents working in Ipswich or travelling to Ipswich and Manningtree rail stations, there is a lot of commuting out of and into the peninsula every day. There are about 10,000 vehicle trips a day up and down the B1456, a majority of which are work-based. A community path along the B1456 corridor would provide some of these commuters with an attractive and safe alternative to car travel.
- 3.1.5. Touring** – There is a low level of longer distance cycle touring on the peninsula at the moment but a new Regional Route along the B1456 corridor linking National Cycle Route (NCR) 1 with NCR 51 via the Shotley foot ferry

could change this, attracting both British and continental touring cyclists onto the peninsula and then on into Ipswich.

It is difficult to estimate the current level of cycling on the Shotley Peninsula with any degree of accuracy. We are not aware of any comprehensive cycling surveys that have been undertaken on the peninsula, (although the SPCC intends to carry out survey work during the summer of 2011). In the meantime an estimate of local levels of cycling based on observation would suggest that cycling on the peninsula is currently at a low level, albeit with some increase in the summer months. Some of this summer activity is undoubtedly connected with the popular cycle route around Alton Water Reservoir. As mentioned previously, cyclists wishing to travel between Ipswich and Shotley are currently obliged to use the B1456 for most of their journey. This road is clearly a strong deterrent to new/potential cyclists and observation confirms that those who do brave the traffic on the B1456 are usually only the more experienced cyclists.

In the absence of reliable local data it is useful to look at the state of cycling at the national level. Firstly it is relevant to consider the government's plans for cycling set out in the National Cycle Plan (2010). This plan provides strong support for cycling at the national level, with the Government acknowledging that cycling is a healthy exercise that most people can fit into their daily routines, and easier to accommodate than, for example, a visit to the gym. Cycling currently accounts for about 2% of all trips in Britain but figures from the annual National Travel Survey show that after years of stagnation and even decline cycling is now enjoying a period of growth. This survey, published in June 2010, showed that cycle use in Britain rose for the second year running in 2009. The total distance cycled in 2009 was about 5 billion kilometres, the highest level since 1991. (At the same time motor traffic fell for the second year running). The same survey also revealed that cycling levels per person were up to an average of 46 miles a year. With 42% of households in Britain owning a bicycle (2001 Census) and only 2% of trips being made by bicycle there is clearly a strong latent demand for cycling.

National statistics show that 56% of all car trips are less than 5 miles and 23% are less than 2 miles long. With 54% of all bicycle trips under 2 miles and an average bicycle trip length of 2.4 miles, there is considerable opportunity to see many of these shorter car trips being transferred to the bicycle, especially in the summer months. There is every reason to believe that given the opportunity and, in particular, the right cycling infrastructure and conditions many people living or visiting the Shotley Peninsula could be persuaded to leave their car at home and use their bicycle instead.

Given the right encouragement it should be possible to raise cycling levels in the UK to something closer to that enjoyed in some other western European countries, notably the Netherlands (27%) and Denmark (18%). Recent evidence in the UK suggests there is good reason to believe that a closing of this gap is realistic. For instance, membership of The Cyclists Touring Club (CTC) has shown a recent 8% year-on-year growth. 2010 saw a record number of UK bike sales at 3.6m. Even more encouragingly results from Cycling

England's first 6 Demonstration Cycling Town's showed that after 3 years (2005 – 2008) the average increase in cycling across all 6 towns was 27% and cycling to schools doubled, with an overall level of growth matching the cycling growth rates recently experienced in London. Whilst it would be inappropriate to apply these urban experiences to a rural location such as the Shotley Peninsula, it does provide clear evidence that focussed investment in cycle routes and other infrastructure has the potential to result in a significant modal shift in favour of cycling.

## 3.2. Outcomes

In this section the main benefits of an increase in the level of cycling are outlined and then related to the benefits accruing from an increase in cycling on the Shotley Peninsula that are expected as a result of the introduction of the proposed community path, expressed as outcome targets.

At a general level the benefits of cycling are now well understood and documented. Typically these are often grouped under the categories listed below;

- 3.2.1. Health** – Today nearly 1 in 4 adults in England are classified as obese. Based on current trends it has been estimated that nearly 60% of the UK population could be obese by 2050. To tackle this problem, a 30 minute period of physical activity (such as walking and cycling) at least 5 times a week is regarded as enough to significantly reduce the risk of developing many of the major diseases associated with physical inactivity and to effectively extend life expectancy. Indeed several studies have suggested that regular cyclists typically enjoy a level of fitness equivalent to someone 10 years younger. Furthermore those cycling regularly beyond their mid 30's could add 2 years to their life expectancy. A report entitled 'Public health benefits of strategies to reduce greenhouse gas emissions; urban land transport' (J.Woodcock et al – Lancet 2010) showed that walking and cycling, in addition to helping to reduce greenhouse gas emissions, also has major health benefits. These include reduced cardiovascular disease, depression and dementia. This report concludes that 'policy makers should divert investment from roads for motorists towards provision of infrastructure for pedestrians and cyclists.'
- 3.2.2. Safety** - Contrary to what many believe, cycling is also a very safe form of travel. In a report published in 2008 ('Cycling and Health') Cycling England concluded that the actual risk of cycling (as opposed to the perception) is minimal, with one cyclist death per 33million kilometres cycled, meaning that you are safer as a cyclist than as a pedestrian. Their research found that the real risks of cycling are minimal and that these risks are outweighed by the health benefits by a factor of around 20:1. The Government's National Cycle Plan concludes that the 'actual risk of cycling is tiny'.
- 3.2.3. Environment** – Every journey that is made by bicycle or on foot instead of by car leads to a reduction in harmful greenhouse gases and, in particular, CO<sub>2</sub>. Beyond the carbon used in the original manufacture of a bicycle, cycling (and of course walking) emits no CO<sub>2</sub> emissions. This reduction in emissions also

helps to improve air quality. The Government's own National Cycle Plan (2010) acknowledges the contribution that more cycling and walking would make towards achieving the UK's Climate Change Act, especially as 21% of domestic greenhouse gas emissions come from transport, with 58% of these coming from the private car.

- 3.2.4. Economy** – In 2009 The Confederation of British Industry 2009 published a document called “Time to Change Gear?” in which it argued that the UK has a congested road network and that a well functioning transport network (particularly roads) is vital for the stimulation of growth in the economy. If people cannot get to work on time and goods cannot get to their destinations quickly and cheaply then the economy would suffer.

The Government estimates (Active Travel Strategy – Feb 2010) that traffic congestion and delays, road casualties, poor air quality and physical inactivity collectively cost the UK economy about £10bn each year. An increase in the level of cycling and walking would therefore make an important contribution towards reducing congestion and the additional cost to the economy. Cycling (and walking) is also a great way for an individual or household to reduce their own expenditure and save money. With global fuel costs continuing to rise, more households are likely to switch from using their cars to their bicycles for at least a proportion of their shorter trips.

Sustainable tourism that increases the number of visitors who travel without a car have been shown to boost the local economy as people stay in accommodation in the local area and buy more when they are there because they have not always got the capacity to bring supplies with them from home. Experience tells us that the Suffolk Coastal Cycle Route has had just such an impact on the local economy.

It also needs recording that investment in cycling infrastructure represents good value for money when compared with other transport schemes. Research published by Sustrans in 2005 for the Department of Transport called the ‘Economic appraisal of local walking and cycling routes’ uses the Government's own methods of assessing the economic benefits of transport schemes. This showed that walking and cycling routes have a typical benefit to cost ratio of 20:1, in stark contrast to the typical ratio of just 3:1 for other transport schemes such as road and rail.

- 3.2.5. Transport Equality** – with the rise in petrol prices those on low incomes are going to be spending a greater proportion of their income on fuel. One solution would be to reduce the price of petrol but if access to jobs, education and the countryside was made easier by bicycle or on foot then this inequality could be tackled without the adverse effects that an increase in motor vehicle travel would create.

Having considered the general benefits of cycling the specific outcomes that a new community path across the Shotley Peninsula might bring to the locality can be quantified as outlined below.



Every local situation is different and any local surveys of intended use are no more than that - intentions, so it is necessary to talk about local outcomes and targets with caution. In the case of the impact that this new path is expected to have on the Shotley Peninsula we have;

- (a) drawn from information about the impact that any similar paths have had in other areas;
- (b) reviewed and drawn upon local surveys about future intentions where they exist, i.e. school travel plans and the local survey to be carried out by the SPCC in the summer 2011);
- (c) projected national trends where these look relevant.

These three sources have then been drawn together to formulate local outcome targets. For the reasons set out above the projections are conservative but in practice the outcomes will likely prove to be greater than predicted.

In the case of the usage and outcomes achieved from similar paths in similar situations probably the path that has most in common with the proposed path in Shotley is a section of the National Cycle Network just to the east of Lincoln. Two traffic surveys were carried out on this traffic-free route (for cyclists and walkers) which follows a riverside path and a disused railway line. Both surveys were carried out by Sustrans using standard methodology over 4 days and then scaled up to give an annual projection of usage. In 2006, a survey on this route at Bardney, about 10 miles to east of Lincoln, (similar distance as Shotley is from Ipswich, and Lincoln is approximately the same size as Ipswich). This survey projected an annual usage of the path at this point of 36,438 users with approximately 48% of these being cyclists (17,522) and 49% being pedestrians (17,999). 96% of users were using the path for leisure purposes (similar to the average national figures of 94%). The second survey was conducted on the same path but at Washingborough, just 3 miles east of Lincoln. On this occasion the survey was split over 4 days at the end of 2007 and beginning of 2008. Here a predicted annual usage figure of 77,365 was recorded, with 44% cycling (33,897) and 55% walking (42,231). Interestingly just 66% of trips were for leisure, with 28% for commuting. This route is already part of NCN route 1 so lower usage on a similar path on the Shotley Peninsula should be expected. Even assuming approximately half the level of use there might be approaching 20,000 users at the Shotley end of the path and a figure nearer to 40,000 users over the first 2 to 3 miles of the path (up to Woolverstone village). In each case if there was a 50:50 split between walkers and cyclists, we might see approximately 10,000 and 20,000 cyclists on these respective sections of the path. Assuming there might be, optimistically, 10 cyclists a day [2] at present at the Shotley end of the B1456 this would represent nearly a 3 fold increase in cycle use over present levels. In the case of the first 3 miles of the route it is probable that again there are currently no more than about 10 cycle users a day [2] meaning something in the region of a 6 fold increase in cycle usage with the new path in place.

**Footnote:** [2] these assumptions are to be tested in the summer of 2011 by survey work carries out by the SPCC.

Local survey evidence currently comes from those local schools who have conducted recent surveys for their Travel Plans. Evidence from these surveys suggests that in the case of the primary school cycling might increase from a current 2% up to 61%: In the case of Holbrook High School from 1% and 9%. The likely outcome from the introduction of this new path is probably going to be closer to the latter figure. Improving cycle routes near to the primary and secondary schools could significantly increase the number of pupils cycling to school. More information is to be provided by SPCC following surveys in the summer of 2011.

Against this background we are currently seeing a year-on-year UK-wide growth in cycling. To date this has been largely suppressed on the Shotley Peninsula due to the perception that the B1456 is too dangerous for cycling (see 2.4.3.). A new, largely traffic-free path along the B1456 corridor would most likely mean the Shotley Peninsula would enjoy a period of cycling growth over and above that experienced across the UK as a whole, certainly in the early years. For instance, on a traffic-free section of NCN route 51 at Thurston in Suffolk there was a 15% increase in cycle use over the last 5 years, or 3% a year. Such an annual increase could be expected on the Shotley Peninsula and experience with the CTC and the Demonstration Cycling Towns suggests that an increase in cycling over current levels closer to 10% would not be unrealistic.

By pulling all this information together and taking a conservative approach to the likely increase in cycling which might result from the introduction of a new community path between Ipswich and Shotley Gate, the following outcome targets have been created for this project:

- (a) An increase in the number of people feeling more confident about cycling on the peninsula (measured by traffic surveys/interviews),
- (b) A fitter and healthier local population (measured by the number of people normally cycling at least once a week along the route – assuming that this is more than they would normally have cycled and consequently raising individual fitness levels),
- (c) An increase in the number of people using their bicycles to access and enjoy the local environment on the peninsula (measured by the increase in frequency and length of cycle trips on the new route),
- (d) More school children cycling to school on a regular basis (measured by the number of cycle trips recorded in the school's annual Travel Plan Survey).

The above targets will be quantified once the summer 2011 surveys have been completed and analysed. They will then be attached to this report in their revised form).

**Footnote:** [2] these assumptions are to be tested in the summer 2011 SPCC survey.

## 4

# Route of Community Path

An overview of the preferred route (10.5 miles/16.8km long) is shown on page 23. About three-quarters of the route is off-road on either dedicated shared use path (2 and a half miles) or quiet lanes.

Appendix A is a series of detailed maps at 1:2,500 showing the preferred route for the Community Path but along several sections of the path one or more alternative routes are also shown. Both the preferred and alternative routes are offered here for discussion.

Appendix B is the schedule of proposed work necessary to create the new path. The reference points shown on the schedule can be cross-referenced with the numbers shown on the detailed route plans so that the detail and cost of each section can be easily found.

### 4.1. Route selection criteria

#### 4.1.1. Directness

Where possible a route next to or close to the B1456 has been chosen. Although remoter, cross-country routes can be more attractive they will not be as useful to cyclists if they take a much longer, more circuitous route. Preference has been given to provide as direct a link as possible between neighbouring communities and/or schools.

#### 4.1.2. Attractiveness

Bearing the above in mind it is also necessary to provide a facility that is attractive enough to encourage use. If the route is put too close to the B1456 it would have had to cross the road too often and thereby introduce potential hazards, or the need for formal crossings and additional costs. The B1456 also has many accesses which again can be potentially dangerous for cyclists to cross.

#### 4.1.3. Continuity

It is always safer to maintain the “style” of a new facility for as long as possible as changes from one side of the road to another or from off-road to on-road make a cycle journey less attractive and potentially less safe. Every effort has therefore been made to keep to one side of the main road for as long as possible to reduce the number of crossing places.

#### 4.1.4. Comfort

A shared use path has to be wide enough for cyclists and pedestrians to pass each other safely and with ease. 2.5m allows three people to pass each other safely and so this path width has been chosen as a good compromise between a minimum recommended width of 2m and a maximum of 3m (NCN Guidelines and Practical Details Issue 2, 1997). However, where the path is adjacent to a busy road a 0.5m verge has been recommended, where possible, to create a protective barrier between the path and the edge of the carriageway.

#### **4.1.5. Safety**

The B1456 is a notorious deterrent to cycling on the Shotley Peninsula even for confident cyclists. There has long been a need to provide safer conditions for cyclists and an off-road path running parallel to the B1456 is the only viable solution. There are sections through the villages of Chelmondiston, Shotley Street and Shotley Gate where cyclists have to stay on the main carriageway because there is no off-road alternative. Traffic calming measures have been considered but further work is needed to make a proper assessment of what would be appropriate. It is worth noting that if a new access is built across the former HMS Ganges site as part of a development, it may be possible to make improvements by diverting the Community Path through the development instead.

Well designed and thought out direction signing, or way marking, will make a route easier to use, lessen the chances of users getting lost and make it more attractive to less intrepid travellers. An appropriate schedule of signs could be included as part of the detailed design for each section of the proposals as they progress or the route signing could be left until the final piece of the whole route is complete. In the latter case it may be necessary to include a detail of the route “brand”, if you like, giving the whole route an identity. The cost estimates for each section shown in the route schedule includes an allowance for signing. The type, size and mounting height of signs will vary depending on whether on or off-road, and the amount of information needing to be conveyed at each location. In highway verge metal finger posts will generally be the normal type of provision, with metal reflective highway signs following the standards in the Traffic Signs Manual. On road signing may incorporate measures to increase diver awareness, such as adding the ‘THINK BIKE’ wording (e.g. as used on NCR51 through Claydon). On the Rights of Way network, the normal practice is to use a timber post with finger signs simply indicating the status of the route e.g. ‘Bridleway’ and these may have plastic discs to way mark or brand a route e.g. Stour and Orwell Walk.

#### **4.1.6. Cost benefit**

Where an existing “facility” is available, such as a bridleway or a farm track, it has been made use of in preference to the creation of a brand new path. This is in order to minimise cost and disruption to the landscape.

In summary, the final route has been designed taking all the above considerations into account; trying to make sensible compromises. Examples of two situations where the above criteria were used are east of Chelmondiston, where the route follows the B1456. An alternative would have been to take the route south across open farmland, avoiding the main road for all but the final few hundred metres. This would have been very expensive and significant detour. In Woolverstone, on the other hand, the B1456 is at its narrowest and potentially most dangerous and off-putting. The route has therefore been diverted away from the main road as the cost was felt to be worthwhile.

## 4.2. Route development

It is anticipated that the route will be developed over a period of time, as and when funds become available and agreement with landowners is reached. The route survey has identified node points (numbered on the map) wherever a change occurs to the type of provision that is required. However, the route may be divided into larger sections for the purpose of making bids for its construction. The merit of this division is that each section of the path would make sense in its own right; it could provide a circular route, link adjacent villages/schools or provide sustainable access to popular tourist destinations whilst the creation of the whole path remains the objective. The actual size of these sections may be determined by the SPCC group themselves, to be tailored to the type of funding opportunities available.

However, an obvious division of the route into four main sections would be as follows:

1. Ipswich to Freston (Boot)
2. Freston to Chelmondiston (Church)
3. Chelmondiston to Shotley Street
4. Shotley Street to Shotley Gate (Ferry)

The most promising section for the first bid is described as follows:

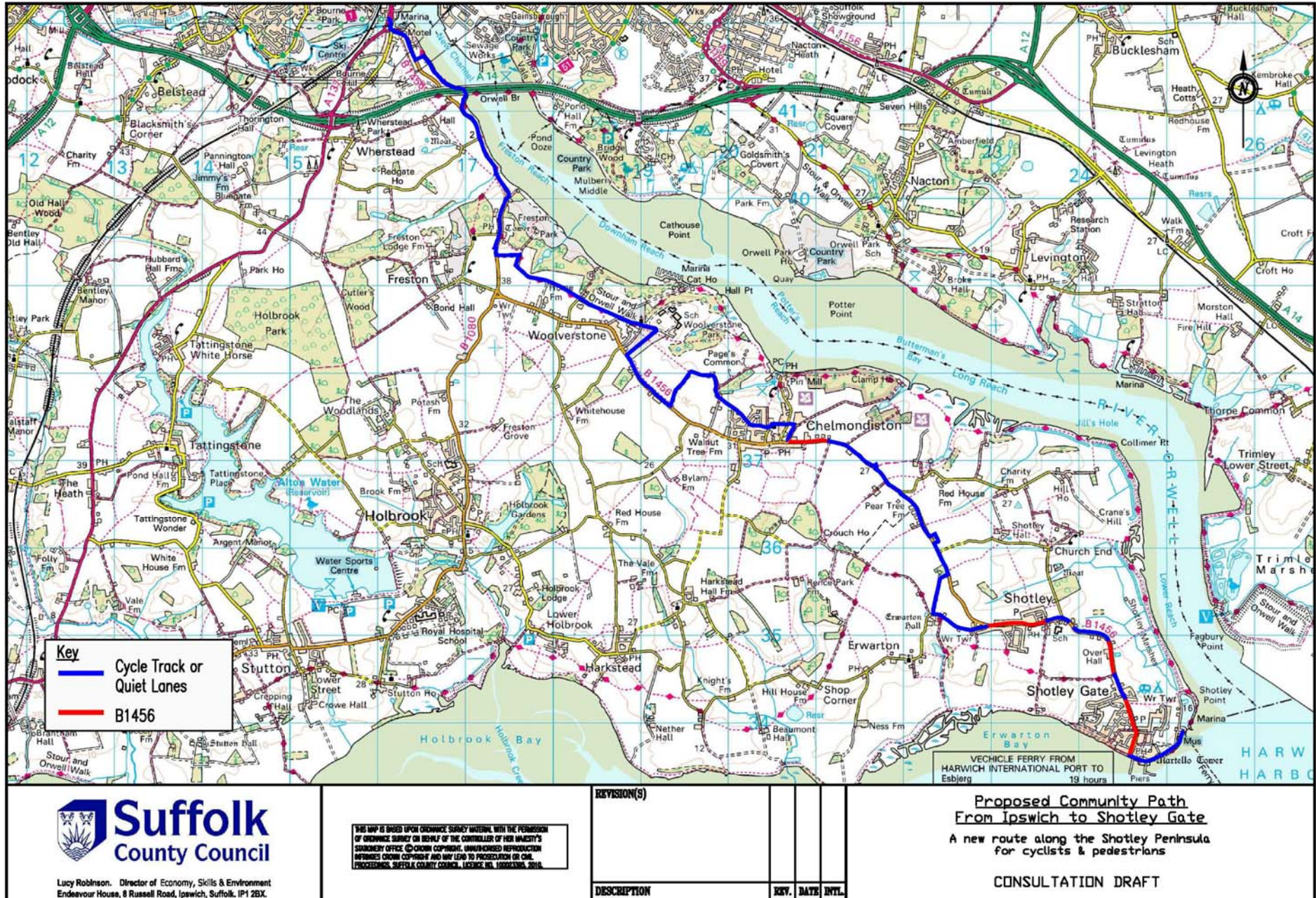
First section for development - Bourne Bridge, (Ipswich) to top of Freston Hill (The Boot PH)

1. Starting from Ipswich, this is the first section of the route along the Peninsula to Shotley. (*The beginning is usually a good place to start!*).
2. This section provides a safe cycle facility that avoids the busiest and fastest section of B1456 – It is believed that this section currently deters the majority of cyclists from accessing the peninsula by bike from Ipswich.
3. The cost benefit ratio will be highest for this section because it will be the best used section of the route - being closest to Ipswich and carrying all the journeys towards Holbrook as well as Shotley.
4. This will provide a popular recreational and tourist route for all types of non-motorised users, along the attractive Orwell foreshore.
5. The new boardwalk section fills in a missing link in the Suffolk Coastal Path.
6. It provides a traffic-free link to reach the Suffolk Food Hall, (but need to cross B1456).
7. Is part of a circular cycle route from Ipswich, via Wherstead village.
8. It links up with a route to Holbrook (from top of Freston Hill) forming part of a circular route to Alton water and back to Ipswich. (Alton Water is the largest single tourist attraction on the peninsula and a safe cycle route link from Ipswich would be of great assistance in efforts to reduce dependency on car journeys).

This section would be of equal benefit to walkers and those with buggies, disabled access, etc for enjoyment of the splendid views along the river path.

Additional benefits would be more support and funding possibilities. Again, being close to the town this section could benefit many nearby residents from Ipswich, in comparison with the Shotley end of the path where potential local beneficiaries are fewer in number and most visitors will be seasonal.

The line of the new route will also be determined by the legal constraints relating to the procedures necessary for changing the status of existing areas of land to cycle track/bridleway etc. These are covered very briefly in Appendix D (Volume 3).







## 5 Costs

The commission for this study included a limited amount for the generation of indicative costs for each section of the route.

Although the costs are shown for the different sections of the proposed path these are to be used as benchmark costs and will vary depending on a number of factors namely;

- the condition of the land on which the path is to be built, i.e. is the project a completely new build or is the existing surface largely adequate
- the final construction detail used
- the nature of the site – are there particular issues that call for a more complex design
- the quality of materials used – e.g. boardwalk can be constructed to a variety of different standards depending on the site and this can only be determined on closer examination than has been undertaken for the purposes of this study.
- the response and requirements of individual landowners

For these reasons the listed costs should be used as a reference at the time that design briefs are issued and tenders received for specific projects.

Following consultation and landowner negotiations a final preferred route can be determined that will include more detail as to the specifics of what is required. This will enable more accurate costs to be provided from which funding bids can be taken forward.

Costs for the work will include land purchase, design, construction and legal costs. Most of the costs are expected to be one – off (capital) costs but on-going (revenue) costs may be necessary.

A rough guide to the different types of surfacing that could be provided is shown in Appendix C, along with the associated costs. However, these are only estimates at the current time and may change. More detailed prices will come from contractors at the design brief stage.



## 6 Funding Sources

A crucial part of this project will be the ability to raise the funding for each section of the Community Path. SPCC has very limited funding available to it from membership subscriptions and local fund-raising activities. In reality therefore a large proportion of the required funding will come from external sources.

Below is a list of the organisations and funding sources it would be worth approaching for funding:

Local Councils

Big Lottery

The Suffolk Foundation

East of England Co-operative Society

Sustrans

Section 106 funding – a sum agreed by the Local Planning Authority as part of any local developments

Suffolk Prohelp

Local Environmental Trusts

Local businesses



## 7 Conclusions

This may at first sight appear to be a very ambitious project, especially concerning the prospects for achieving so much proposed new route construction. But when standing in the shadow of the Orwell bridge, towering over the first section of this route along the Strand and considering the relatively diminutive size of the project in contrast to infrastructure provided for other means of transport, (roads, railways, airports etc), the provision of a small cycle path for few miles along the peninsula seems like a comparatively minor task. From an engineering perspective there is nothing complicated here, the site is mostly quite level and there are no bridges or structures required. Although the new path construction will be the highest cost, much of the route can be achieved by very low cost upgrading to the surface (and status) of existing rights of way.

If there is sufficient weight of public support and enough funding partners with access to money that could meet the necessary costs, then we believe over time this route could be achievable. It is certainly encouraging to consider what has been achieved by Sustrans over the last 15 years since the launch of their National Cycle Network, with some 12,000 miles of signed routes now in place around the British Isles. Sustrans have already indicated that in principle they would like to see this new path on the Shotley Peninsula being designated as one of their 'Regional Routes' and signed accordingly. This would help to raise the profile of the route and encourage wider support.

The potential increase in cycle tourism and its accompanying economic benefits to the community is another aspect that needs to be promoted, together with the links to Harwich and Felixstowe via the foot/cycle ferry. The link to Harwich International port also opens the route to cyclists arriving from Holland, and Denmark and Germany etc.

During the site visits carried out for the study a modest amount of cycle activity was observed. This comprised both confident sports cyclists using the B1456 (on road), and also in Shotley a number of very local cyclists (all riding on the footway), including some school children with parents. This is encouraging and shows the potential for growth, as current conditions are likely to suppress demand. But the total number is still small, due to the relatively low resident population and it has to be recognised that only perhaps a few of the proposed sections of route are likely to be a priority for inclusion in the County Council's Local Transport Plan (LTP3). Progress and development of the route is therefore likely to depend to a large extent on the time and energies of the SPCC group. However, when the group is successful in obtaining agreement and funding to build each section of the route it is assumed that SCC will then be instrumental in the design and build process (and adoption as maintainable highway on sections adjacent to the main road), with support from Sustrans.

**Next steps:**

- Consult on the study and route proposal
- Revise route as result of consultation and negotiations
- Discuss and negotiate with landowners to seek their approval for specific sections of route (e.g. first section: Bourne Bridge to Freston Hill)
- Apply for Planning Permission
- Seek funds for construction of first section.
- Seek tenders for construction of first section
- Construction of first section

WORKING IN ASSOCIATION WITH



**Shotley  
Peninsula  
Cycling  
Campaign**

**Campaigning to improve and increase cycling on the Shotley Peninsula  
[www.SPCC.info](http://www.SPCC.info)**

## **PROPOSED COMMUNITY PATH FROM IPSWICH TO SHOTLEY GATE**

*A new route along the Shotley Peninsula  
for cyclists and pedestrians*

**VOLUME (2 of 3)  
APPENDIX A (DETAILED ROUTE MAPS)  
May 2011**

**Economy, Skills and  
Environment**










Endeavour House  
8 Russell Road  
Ipswich  
IP1 2BX





**Table 1**  
**List of drawings and section of route covered**

(Click on icon to view detail)

<b>Drawing Title</b>	<b>Location number (on drawings)</b>	<b>Area covered</b>	<b>Drawing</b>
Drawing A1 – 1 Ipswich to Freston	1 - 11	Ipswich to Freston	
Drawing A1 – 2 Freston to Woolverstone	11 - 21	Freston to Woolverstone	
Drawing A1 – 3 Wolverstone to Chelmondiston	21 - 32	Wolverstone to Chelmondiston	
Drawing A1 – 4 Wolverstone (alternative route)	21 (and alternative routes)	Wolverstone (alternative route)	
Drawing A1 – 5 Chelmondiston	32 - 40	Chelmondiston	
Drawing A1 – 6 Chelmondiston to Shotley (Street)	40 - 50	Chelmondiston to Shotley (Street)	
Drawing A1 – 7 Chelmondiston to Awarton (alternative route)	Alternative routes	Chelmondiston to Awarton (alternative route)	
Drawing A1 – 8 Shotley (Street)	50 - 53	Shotley (Street)	
Drawing A1 – 9 Shotley (Gate)	53 – 60	Shotley (Gate)	



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## **PROPOSED COMMUNITY PATH FROM IPSWICH TO SHOTLEY GATE**

*A new route along the Shotley Peninsula  
for cyclists and pedestrians*

**VOLUME 3 (of 3)  
(Appendix B – E)  
May 2011**

**Economy, Skills and  
Environment**

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Ipswich  
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## Appendix B

### Schedule of proposed work

(Click on icon below to view detail)



Appendix B Work  
Schedule



## Appendix C

### Cost estimates for different types of facility:

#### **Cycle Track**

A 2.5m wide tarmac-surfaced path construction with suitable sub-base and edgings  
Mostly level site with minimal need to import fill or excavate materials.

Allows a margin for some fencing and site accommodation works e.g. relaying driveway access etc.

Allows for signs and lines at suitable intervals

No lighting

**£120 - £180 per linear metre**

#### **Upgrade of surface on unmade farm road/ Bridleway/ Byway**

Assumes at least 3m wide and necessary to treat the whole width

Existing surface - compact mud, prone to rutting and standing water in wet weather

Excavate layer of mud and replace with a layer of suitable foundation fill material such as crushed concrete or MOT fill. Top with recycled road planings. Surface to be laid with a camber to drain surface water.

**£150 per linear metre**

**Crossing point of B1456** (uncontrolled, single stage) including dropped kerbs, signs, lines, tactile surfacing etc

**£3,000 each**

**Crossing point of B1456** (uncontrolled, two stage) as above with island and road realignment to accommodate

**£9,000 each**

**Crossing point** (uncontrolled) of dual carriageway (adjacent to Bourne Bridge)

**£15,000**

#### **Traffic calming measures (indicative) for short sections of B1456:**

Signs - £380 for set of two

Rumble strips - £515 for set of 20.

Gateways - £650 per pair

SLOW on buff marking: - £800 per pair

20MPH Zone - £5,000 - £10,000 +

#### **Boardwalk**

Construction of a 2.5m wide path built from timber (or possibly recycled plastic) fixed to leg supports driven into the salt marsh. Surface to be treated with suitable nonslip material. Cost very dependent on site conditions.

**£125 - £500 per linear metre**

### **Some ideas for Rights of Way surface improvements:**

Concrete construction is the most durable and hard-wearing and should last in excess of 20 years without maintenance. It should also survive regular use by heavy farm vehicles. However, the initial cost will be very high, especially if surfacing the whole width of a farm track at 3m or more. In some places it may be possible to surface only part of the width (for example a centre strip) but the feasibility of this would be site specific. Alternatively a tarmac road construction could be used but would still be expensive and likely to pothole if used by heavy farm traffic, so would require regular maintenance.

Even if funds were available to make up the surface to the required standard, it is unlikely that the local Highway Authority will agree to adopt these tracks for maintenance, due to low public use and the fact that most deterioration and repairs will be necessitated by the landowner's vehicles. For this reason the recommendation is to assume routes will not be adopted and opt for a low-cost unbound road construction which is flexible, cheap and easy to repair privately. Farm tracks can be easily upgraded to a good rideable standard for most bikes with 'sensible' tyres (i.e. not racing bikes) by use of suitable recycled materials such as well compacted crushed concrete topped with road planings. This can be mixed with some soil and seed and will then green over in time to give a very pleasing rural appearance. This type of surface is flexible so should not crack if used by occasional heavy vehicles. Inevitably farm vehicles will deposit some mud on the surface but if the track is constructed with good 'fall' (or has a domed profile) the worst of the mud will run off, while some will be compressed into the surface and help support growth of grass etc: This root structure helps to bind the surface together and reduce erosion. It is not quite as smooth or fast to ride on as tarmac, but it is serviceable, affordable and achievable. In other countries (e.g. Denmark) the use of unbound surfaced farm roads is a popular solution for leisure cycle routes in lower-use rural areas, to avoid busy roads.

As mentioned, this type of unbound surface will need some basic, low cost maintenance from time to time, but this should be quick and easy to provide. This maintenance could be funded in several ways:

1. If the landowner is appreciative of the improvements and recognises that his vehicles cause most of the damage he may be willing to pay for (or at least contribute to) the maintenance.
2. The Area Rights of Way Officer should have some funds available for basic repairs. Although they may only be able to maintain the path commensurate with its public status – e.g. if a Bridleway it would only be maintained to a standard required for horses.
3. An investment fund could be set up, with a sum of money taken from the initial grant for the route, and interest used to pay for an annual inspection and repairs.



## **Appendix D**

### **Creation and use of public rights of way by cyclists**

Cyclists can already use bridleways, restricted byways (unless they are covered by a Traffic Regulation Order prohibiting their use) or byway open to all traffic. Highway authorities are not obliged to improve the surface of a bridleway to accommodate use by cyclists so that existing surface conditions will not always be suitable for all cyclists. Cyclists are not allowed to use footpaths unless they are signed as a permissive route.

One of the problems with the fragmented nature of legislation relating to rights of way for cyclists is that there are a number of different ways in which rights of way for cyclists can be created. This fragmentation is exacerbated by the fact that the responsibility for creating highways for cyclists is also divided between transport planners, highway engineers and rights of way officers, not to mention the agreements that can be established between local communities, parish councils and private landowners.

The following text will not go into too much detail but only summarise some of the ways that new routes for cyclists can be created. Obviously any proposal affecting the highway and/or the rights of way network should be discussed with the County Council as the Highway Authority for clarification at each location.

#### **Creation by agreement**

##### **s. 25 Highways Act 1980**

This section allows a Highway Authority to enter into an agreement with the landowner for the provision of a new footpath, bridleway (usable by cyclists) or restricted byway over land in its area. The disadvantage of this procedure is that it does not allow for the creation of a cycle track. If access is to be limited to cyclists and pedestrians then the dedication of the route as a restricted byway may be best with a Traffic Regulation imposed upon in limiting access to, for example horses (if it is not safe to allow them).

##### **s. 30 Highway Act**

If it is considered beneficial to the inhabitants of a parish, that parish can enter into an agreement with a landowner for the dedication of any highway, including a cycle track. However, the highway created under this section (as opposed to s.25) will not be highway maintainable at public expense.

An alternative idea is to agree an annual licence from a landowner to allow people to cycle on an existing track. In some cases a Parish Council may agree to do this on behalf of local residents for a nominal sum per annum. This may be a satisfactory solution where the track is already suitable for riding on, i.e. where no public money is needed for repairs. The disadvantage is that the landowner is not obliged to renew the licence so the route has no long term security. Along tracks that have no public right of way a long term lease may be another option to discuss with a landowner.

Again, payment will usually be required to the landowner. Finally, unless the terms of the lease are very long, e.g. 100 years, the highway authority is unlikely to commit to maintain the path so alternative arrangements may be needed for maintenance purposes.

### **s.72 Highway Act**

This section empowers the highway authority to enter into an agreement for the dedication of land to widen a highway.

### **s. 38 Highway Act**

An agreement made under this section is the usual way that new roads and paths constructed by developers are dedicated to the public and become maintainable at public expense. Cycle tracks can be created under this section.

### **Permissive rights**

A landowner may be willing to allow cyclists to use a path on their land without wishing to create a permanent right of way but the owner has a duty of care to ensure that all reasonable steps are taken to make the visitor reasonably safe but there is no requirement for them to provide what might be called a rideable surface.

The local authority has no responsibility for the maintenance of such a path unless it is part of a licence or contract allowing public access. This is something that Sustrans may be able to help with.

## **Creation by Order**

### **Cycle Tracks Act 1984**

This enables existing public footpaths to be upgraded to cycle tracks so long as no one objects. If they do and the objection cannot be resolved then the case may be referred to the Secretary of State who must hold a public inquiry. Where the footpath crosses agricultural land no order can be made without the written consent from everyone with a legal interest in the land, i.e. a tenant farmer and not just the landowner. If the existing path is not wide enough then extra width should be dedicated as footpath first before converting all or part of the new width to cycle track.

### **s. 26 Highways Act**

This allows local authorities (not just highway authorities) to make orders to create footpaths, bridleways and restricted byways. The local authority must be satisfied that the path is important enough to make a real difference to the convenience of a significant number of a community given the impact that it may have on a private landowner.

## **Creation by construction**

### **s. 65 and 66**

The procedure that allows local Highway Authorities to convert part or all of a footway to a cycle track that involves: “removing” the footway under section 66(4) of the Highways Act 1980 and then “constructing” a new cycle track under section 65(1) of the 1980 Act. The actual physical works may be minimal (but at the least it will include signing).

### **Planning permission**

A cycle track will be created by Planning Permission being granted for a new build outside the boundaries of a new road, adjoining the boundaries of an existing highway or where an footpath has to be converted to a cycle track using the Cycle Tracks Act 1984.



## **Appendix E**

### **Definitions**

#### **Footpath**

1980 Highways Act defines a footpath as a highway over which the public have a right of way on foot only. The path may in some cases follow a private road but this does not change its legal status. A landowner may allow other uses of the footpath, e.g. for cycles, horses or vehicles, but this is permissive use, not protected by law. The Local Highway Authority has a duty to ensure that the path is passable, and can take action against the landowner if he were to block or obstruct it, but there is no obligation for adoption, surfacing or other maintenance of the route.

#### **Footway**

A way comprised in a highway, which also comprises a carriageway, being a way over which the public have a right of way on foot only. In most cases this is known as a pavement.

#### **Cycle Track**

A type of path separate to the carriageway but adopted and surfaced as part of the maintainable public highway. A Cycle Track has a right of way for cyclists and may or may not have a right of way over it for pedestrians and other low powered vehicles such as mobility scooters etc, but definitely not motorised vehicles. A Cycle Track may be 'shared' or 'segregated'. If segregated there will be a white line, split level or other surface difference, together with appropriate signing, to show one side for pedestrians and the other for Cyclists. A Cycle Track can be created in three ways:

#### **Bridleway**

A highway over which the public have a right of way on foot or horse back. Cycles are also permitted, but are not entitled to expect a suitable surface for bike riding - effectively they are guests who have to take it as they find it. The Local Highway Authority has a duty to ensure that a Bridleway is passable, and can take action against the landowner if he were to block or obstruct it, but there is no obligation for adoption, surfacing or other maintenance of the route.

#### **Byway**

This is a definitive public track/road across private land, on which the public enjoys a right of way on foot, horseback and by vehicles inc. cycles. As above, cyclists have no rights to expect any particular quality of surface. A Byway can be subject to restrictions, such as prohibiting the public from using motor vehicles. This is known as a 'Restricted Byway' - of which there are several examples on the Peninsula. It should be remembered however that landowners and private residents may retain vehicular access on such routes, so it is not safe to assume that a Restricted Byway is always completely traffic free. The Local Highway Authority has a duty to ensure that a Byway is passable, and can take action against the landowner if he were to block or obstruct it, but there is no obligation for adoption, surfacing or other maintenance of the route.

**Footpath definitive width**

Definitive rights of way are usually recorded at a specific width. This is not always the same as the effective width on the ground e.g. a footpath following a field edge may be recorded as 1m wide but the track/strip itself may 3m wide or more on the ground.