

**Appendix B**

**Schedule of proposed work & description of preferred & alternative routes**

Reference point	DESCRIPTION (Alternative routes shown in blue shading)	Cost estimate
1	From the exit of Bourne Park a new crossing of dual carriageway is required: Remove railing in central reservation and widen from existing 1.2m to create island crossing of at least 2m min. width. Road realignment and/or reduction to single lane on one side may be required. Possible S106 funding - spk Carol Grimsey.	
2	Dropped kerbs to access existing route via old Bourne Bridge.	
3 - 4	Widen existing footway into grass verge/bank alongside Fox's Marina carpark. Note: this is NOT highway land so need to identify land ownership and negotiate (may be Fox's or EA?). Construct 2.5m path, leaving a 0.5m min. verge width as 'buffer strip' alongside road. (Existing path width varies from 1.5 - 2.5m). Bank revetment required in places.	
4	Pinch point at 1.3m by new steps/ramp (for footpath up to Fox's yard). Suggest 'Giveaway & priority markings' on path to negotiate this obstacle (otherwise would need to rebuild steps at high cost).	
4 - 5	Widen existing 1.3m footway into grass verge (see note in 3-4 above) to 2.5m, plus 0.5m buffer. Regrading of shallow bank required.	
5	Construct ramp from verge up to top of earth embankment. Need to check land ownership.	
5 - 10	<p><b>Embankment &amp; Riverwall path to The Strand:</b> Need to establish land ownership and negotiate access rights for Cyclists. Notwithstanding the massive footprints of the Orwell bridge across the landscape this is nevertheless regarded as an environmentally sensitive area and it may be necessary to reduce the visual impact of a tarmac-surfaced path, especially along the river wall. A few measures could be suggested to reduce the impact e.g.:</p> <p>1: Use gravel-rich tarmac wearing course. This weathers down to expose a buff-coloured gravel which gives a more attractive appearance than standard tarmac, (see example photo from Stowmarket Rec.). It's not quite so durable for heavily trafficked roads, but wears very well on shared paths. 2. Reduce width of tarmac to min. of 1.8m. (a footway minimum design standard) and then used recycled road plantings (mixed with soil and seeded), well compacted and levelled to provide firm, dry shoulders either side of tarmac. This will give a firm grass surface, increasing the effective path width to 2.5m (min.) to enable users to pass each other safely. Need to check land ownership - assume EA?.</p>	
5 - 6	Believed to be existing informal mud path, but need to clarify status. Construct new 2.5m surfaced path along top of embankment with 2x 0.5m verges either side. Existing embankment has a domed profile with width across the top at a max. of 2m. It will therefore require a substantial amount of imported fill material to widen bank and achieve the necessary width at top of approx. 3.5m. (Height of embankment varies but take average of 2m).	
6 - 7	Construct new path on embankment leading to 'river wall' path. (Spec. as above)	
7 - 8	Improve/widen path on river wall embankment. Existing width at top 2.1 - 2.5m. Widen embankment by at least 1m on inland (marsh) side. Drop to river side is approx. 1.5m and 2m on marsh side, but shallow gradients so should be acceptable without railings. Surface spec. as above, however, this is the best section of the path the surface is dry & good enough to ride with care. If this was considered a 'community path' it would be acceptable as it is, but if it is to be signed as a cycle path (permissive or official) then it should be widened. Therefore as an interim measure this could be left as is while concentrating on other sections.	
8 - 9	Improve/widen path between North & South Wherestead sluices (below the Orwell bridge). There is plenty of space here and good ground conditions, so no additional fill required. (Same surface options. as above)	
9 - 10	Improve/widen path on river wall embankment from south sluice to join B1456. This is the narrowest section with existing embankment only about 1.5m wide in places. See spec. details above.	
10 - 11	Construct new boardwalk path at 2.5m wide over salt marsh along the foreshore, parallel to the road. This can be made from either timber or recycled plastic (which can be coloured, e.g. green or brown, to match the environment). It should be positioned at a suitable height to be above the level of the average high tide mark, but low enough to create only a small step down to ground level - so that unsightly railings are not required. (Apparently if the drop does not exceed 600mm then guard rails are not required). It would have to be accepted that on rare occasions the path may be submerged for a short time on spring tides. The path should have a suitable non-slip surface to maintain grip when wet and the edges of the path to have solar powered 'Traxeyes' fitted at suitable intervals for nighttime illumination. <a href="http://www.responsesource.com/releases/rel_display.php?relid=58189">http://www.responsesource.com/releases/rel_display.php?relid=58189</a> Look up details of the recently opened Itchen Riverside Boardwalk cycle track in Southampton (although this has a guard rail).	
	Note: An alternative approach was considered here: To extend the existing narrow hard shoulder (of about 1m) of the road into the marsh/foreshore to create a hard-surfaced path directly alongside the road. However, it is most unpleasant cycling or walking towards oncoming traffic at close quarters, as speed can be high on this section. A suitable buffer strip of 1.5m min would be required, plus the 2.5m path, meaning that a strip of approx. 4m along the foreshore would need to be excavated & filled - making a much larger environmental impact than a separate boardwalk.	

11 - 12	Construct new path along upper edge of Meadow. This land is owned by English Nature and managed as a wildflower meadow with permitted public access and recreation. There is evidence of a worn track along the lower side of the meadow. This could be used and is rideable now, but would exit the meadow next to the sailing club and mean cycling back up the steep private track (designated as footpath) to rejoin the road. A route along the top edge is more direct. EN may well object to any form of hard surfacing so alternative approaches may have to be sought here. Grass protector mesh is one possibility: <a href="http://www.boddingtons-ltd.com/forestry/grassprotecta-grass-reinforcement-mesh.htm?gclid=CM6WY7DSwaYCFYqDDgodvBCXHA">http://www.boddingtons-ltd.com/forestry/grassprotecta-grass-reinforcement-mesh.htm?gclid=CM6WY7DSwaYCFYqDDgodvBCXHA</a>	
11 - 12	<b>Alterantive route:</b> Construct new 2.5m path in highway verge to reach exsiting layby	
12	Exit meadow by new 1.5m wide access gap located next to field gate. This leads onto a firm road/track designated as public footpath. Need to check exact highway boundary on ground but may need agreement for permissive right (or formal conversion) to allow cyclists to use this footpath (track) over the very short section to reach laybay. (Layby believed to be highway). No surfacing works necessary.	
13	Suggested location for crossing point of B1456 as visibility is good and plenty of verge width. Construct refuge island at 2m min. width. Realign road if necessary.	
	<b>Alternative route from River path to top of Freston Hill:</b>	
10	Install new crossing point with refuge island 2m wide. Verge should be wide enough to accommodate required road realignment	
10 - 10a	Build new path in verge to join farm road	
10a - 10b	Route follows farm road to Redgate Lane. Good concrete surface but need landowner permission for cycle use.	
10b - 10c	Route follows Redgate Lane tarmac road (Highway).	
10c - 10d	Obtain land to construct new path along field edge. This will be expensive as a raised dyke construction will be required to bring path above level of adjacent field flooding and large drainage channel that runs parallel. Path should be a min of 2.5m wide plus 0.5m verge either side and may also require safety fencing as would be dangerous at night: Falling into the ditch could result in drowning. (note: A similar concern could be raised about the preferred option above of a boardwalk on the other side of the road, but in that case a fall would be into salt mash which may be soggy but rarely if ever has any deep standing water). Path should have tarmac surface and be adopted as highway.	
10d - 13	Route follows line of footpath up side of cropped field on Freston Hill. Very muddy and sticky on my visit - and steep! Would need to construct a tarmac surfaced path (any type of unbound surface would erode quickly due to gradient) and convert to cycle track to be part of adopted highway. Path to emerge through hedge line at suitable point into highway verge.	
13 - 14	Construct new path 2.5m wide in existing grass verge. It is essential to maintain a verge 'buffer strip' of absolute min. 0.5m (preferably 1m or more)	
14 - 15	Widen & resurface existing 1.5m footway in verge to 2.5m where possible (but one restricted section alongside bank where min. of 2m would have to be accepted), plus buffer strip verge as above. In places the existing path is sunken and fill required to raise level. Also some bank regarding.	
15	Outside the Boot PH: cross minor road to Freston and continue new path in wide verge to layby.	
16	Suggested location for crossing point of B1456 as visibility is good and plenty of verge width both sides. Construct refuge island at 2m min width. Realign road if necessary.	
	<b>Alternative route from Freston Hill (meadow) to Farm track:</b>	
13 - 13a	Construct short length of new tarmac path in verge, to reach woodland and then construct a new path through private woodland following edge of embankment above the B1456. Need to discuss with landowner. Maybe landscape issues as some minor trees scrub may need to be cleared to achieve route. Tarmac surface may not be acceptable.	
13a - 13b	Construct new tarmac path along field edge behind hedge, parallel to B1456. Need to identify landowner.	
13b - 13c	Widen existing footway along B1456 & through layby outside old building (currently derelict - May be an opportunity to combine with redevelopment of property).	
13c - 16	Construct new path along verge. (note: first section of verge substandard width so may have to reduce path width, or realign road, or acquire additional land etc.	
16 - 17	Continue new path in verge to join farm road. Need to check highway boundary but there appears to be plenty of width - up to 4m from hedge to kerb edge.	
17 - 18	3m wide rough-tarmac surfaced track. Rideable. No works required. Designated as footpath so need to obtain landowner agreement for cycle use or convert to Bridleway/Restricted Byway etc	
18 - 19	Route turns right onto farm track. Also footpath, so obtain landowner agreement/upgrade of status for cycle use. This section of track has wet and muddy layer, churned up by farm vehicles, but firm surface below. Raise level with rolled planings etc.	
19 - 20	Route continues as above but surface improves - mostly tarmac, so little or no surface work necessary.	
20 - 21	Ave. 4m wide grass strip along edge of cropped field. Uneven & soft. Needs surface construction. Designated as footpath so again need to obtain landowner agreement for cycle use or convert to Bridleway etc	
21 - 22	Route follows 'Green lane' in slight hollow, ave. 3m wide. Evidence of horse use. Designated as footpath so need to obtain landowner agreement for cycle use or convert to Bridleway etc. earth surface, not too bad but slightly sunken & some puddles: Needs building up in height with camber to shed water.	
22 - 23	3m track between fields. Upgrade surface. Designated as footpath so need to obtain landowner agreement for cycle use or convert to Bridleway etc.	
23 - 24	Signed footpath follows edge of open 'parkland/meadow' area around Woolverstone Church. Surface is grass, quite smooth and mostly rideable but could be damaged with regular cycle use. Needs some visible form of designated path alignment - which could be constructed from rolled planings mixed with soil and seed so it would green over quickly and not detract from this very attractive landscape. The path would need to be flush with the surface as we assume this area is mowed in summer? Need to check land ownership and obtain agreement for cycle use. (Not recommended as a Bridleway as not suitable for horse use).	
24 - 25	Short section of unsurfaced track leading to road. Need to check land ownership and obtain agreement for cycle use. No work required.	
25 - 26	From Woolverston Church the route continues on a private road towards Woolverstone School. SPCC group advises that permission has been received from the school for use of this road by cyclists. No work required.	
26 - 27	Route follows private road 'Nelson's Avenue' through school grounds. SPCC group advises that permission has been received from the school for use of this road by cyclists. No work required.	
	<b>Alternative route from Freston (top layby) to Woolverstone:</b>	
16 - 16a	Construct new tarmac path in field edge strip behind hedge. Dedicate as adopted highway (cycle track).	
16a - 16b	At bus stop emerge onto existing tarmac footway (needs widening into verge) to reach junction with B1080	
16b	Use existing large fishtail island to construct crossing point for path.	
16b - 16c	Enter field (through existing wide access) and construct new tarmac path along field edge strip behind hedge . Dedicate as adopted Highway if possible (cycle track). Alternatively Bridleway etc	
16c - 16d	Obtain permission to use existing farm track, or create as Bridleway. This is quite well surfaced and rideable so no work required.	
16d - 16e	Grassy field track, good width but need surface construction. Designated as public footpath so upgrade required to Bridleway or Byway.	
16e - 16f	Route follows minor tarmac road 'Harkstead Lane' (Highway). No works necessary.	
16f - 16g	Mud/grass field edge path. Could be widened and surfaced. Designated as public footpath so upgrade required to Bridleway etc.	

16g - 16h	Route follows existing, but unofficial field edge track (may be set-aside strip, used only by farm vehicles). Needs landowner agreement to create as new Bridleway etc. and some suitable surfacing.	
16h - 16i	Route continues from above along field edge strip to reach Glebe Lane, but no evidence of existing track. Need to create new Bridleway, as above. It might also be possible to achieve this by a diversion of footpath 1 (see photos) which crosses cropped field diagonally - as farmers are usually keen to divert such paths to field boundaries. Note that to access Glebe Lane it will be necessary to cut through the approx. 1m high earth embankment along the field edge.	
16i - 16j	Route follows minor tarmac road 'Glebe Lane' (Highway) to reach B1456. At time of site visit there was a serious flooding problem on this lane, about 100m from junction with B1456. May need to improve drainage at this point.	
16j	Crossing point of B1456. Visibility is reasonable but ave. speeds seemed quite high on site visit. Would be very expensive to provide refuge island as land purchase required to widen road, so accept that crossing must be in single stage. Suggest use of buff surfacing & warning signs.	
16j - 16k	Route follows short section of tarmac lane (designated as Restricted Byway). No work required.	
16k - 27	Best option here is to construct a new path around the rear of Holbrook Lodge and across the frontage of the Ipswich Girls School land. It may be better to propose placing the path just behind the metal fence to make it less obtrusive to the prestigious view of the property from the road, and to provide a safer crossing point of Nelson Avenue.	
16k - 25	Alternative to above option is to continue route on Restricted Byway to join main route at St Michael's Church (Ref. point 25).	
27 - 28	Construct a short section of new tarmac surfaced path 2.5m wide, just behind black metal fence, to create link from Nelson Avenue to the public footpath. This path will be on school land and will adjoin a private road at one end so would not be adopted as highway. The school would therefore need to agree to maintain.	
28 - 29	Route follows field edge track behind hedge, designated as public footpath. Width starts at 3m, tapers to 1.5m. (Need to check definitive width). Plenty of space to widen. Level surface. Reasonable ground, not too wet. Could construct new surfaced path. Need to obtain landowner agreement. Ideally convert to adopted cycle track, using 1984 Cycle Tracks Act. or upgrade to Bridleway etc.	
29 - 30	Berners Lane (Restricted Byway) tarmac surface. A few small puddles but mostly very good. Little or no work required.	
30 - 31	Berners Lane continues as Bridleway. Surface has firm but sunken wheel tracks between grass centre and this leads to large puddles on level sections. Need to fill wheel tracks to improve drainage, (but retain rural appearance of track with grass centre). This section of track serves a number of residential properties - so regular vehicle use. I would suggest laying 2x 1m wide strip of tarmac.	
31 - 32	Short section on minor road (still Bridleway). Very muddy but tarmac surface below. Clean road & fill any potholes but no other no work necessary. (This is signed as part of 'South Suffolk Cycle Route B').	
32 - 33	Bridleway continues as 'Church Lane'. It starts as a sunken lane about 2m wide. Hollowed surface needs to be infilled to achieve the maximum width. Continues as path along edge of rough grass field. Need to check definitive width here but plenty of space to widen. At the start of the residential area in vilage the bridleway widens out to a level, 3m wide track bewteen established boundaries. This route provides an off-road 'spine' through the heart of the village, passing the primary school, the recreation ground and links into residential roads. (It was busy with dog walkers at the time of site visit). Part of a circualr route to the river and Pin Mill. Surface very muddy, with large potholes & puddles in wet weather, so needs major re-construction & drainage improvements, but otherwise this is an ideal and very useful section of route. Could suggest a gravel-rich tarmac surface 2m wide with a 1m strip alongside of rolled planings & soil to provide a softer strip for horse riders. (Note that because this is currently an unmade Bridleway we would probably be unable to lay smooth tarmac over the whole width).	
33 - 34	Route follows Collimer Close and then Hollow Lane (Highway). Minor residential roads. May require warning signs to alert motorists.	
34 - 35	Route follows Hill Farm Lane, designated as Bridleway: Steep climb (surface of very rough tarmac), levels out after right/h bend to potholed tarmac road, serving residential properties. Some surface repairs required. Otherwise useable. Surface gradually improves to regular tarmac as it approaches junction with B1456.	
35	Crossing point of B1456. Visibility is good. Adjoining property frontages mean it would be difficult to widen road to accommodate a refuge island, so accept that road must be crossed in single stage. Suggest use of buff surfacing & warning signs. Site is already within village and 30MPH limit so speed should be lower and motorists more aware.	
35 - 36	Route follows B1456 carriageway (at request of SPCC group). Investigate possible measures that could be used on this section, such as a 20MPH zone with appropriate traffic calming, buff surfacing, signs, gateway treatment etc, to achieve lower speed. Then sign cycle route on the carriageway for this section. Note: it may be very hard to achieve compliance for lower limit in practice and no measures can reduce traffic volume. Another problem is that in the cyclists would have to cross the road at the start and end of this section to/from the adjoining facilities. These crossing points will need careful design and Safety Auditing.	
<b>Alternative route from Chelmondiston Church to reference point 36</b>		
33a - 33b	Route follows Church Road (tarmac highway) to join B1456	
33b	Crossing of B1456. May not be space for refuge island so need to cross in one stage. Suggest use of buff surfacing & warning signs. Site is already within village and 30MPH limit so speed should be lower and motorists more aware.	
33b - 33c	Routes passes between shop and PH into carpark area behind. This is all tarmac-surfaced, but need to check ownership & access rights.	
33c - 33d	Construct new tarmac surfaced path along field edge at rear of properties. Designated as Footpath. Need legal conversion to cycle track so could adopted as highway.	
33d - 33e	Construct new tarmac surfaced path along field edge at rear of properties. There is no PRoW here. Ideally, dedicate as adopted highway (cycle track) .	
33e - 33f	Construct new tarmac surfaced path along field edge at rear of properties. There is no PRoW here. Ideally, dedicate as adopted highway (cycle track) .	
33f - 35a	Route follows grassy footpath to reach B1456. Surface OK but could be improved. Needs upgrade to Bridleway.	
35a - 35b	Construct new path along verge on south side of B1456. There is a wide verge but this may be private land that has recently been created as landowner has planted a new mixed hedge some distance back from road. (Landowner believed to live in house opposite). Would need to have verge and new path dedicated as part of adopted highway.	
35b - 36	Route crosses small ditch (culvert required) and continues along field edge strip behind hedge. There is already evidence of a worn path here, (although it doesn't appear to have any official status), so there might be existing local support for this route. New path to have tarmac surface and be dedicated as part of adopted highway.	
36	Route joins farm track designated as Bridleway, adjacent to its junction with B1456. At this point another crossing is required of the main road. As before, this would probably have to be a single stage uncontrolled crossing, employing use of buff surfacing & warning signs etc.	
<b>Alternative route from reference point 35 to reference point 33e</b>		
35	Crossing point of B1456. Visibility is good. Adjoining property frontages mean it would be difficult to widen road to accommodate a refuge island, so accept that road must be crossed in single stage. Suggest use of buff surfacing & warning signs. Site is already within village and 30MPH limit so speed should be lower and motorists more aware.	
35 - 33e	Construct new tarmac surfaced path through strip of open land. Need to research land ownership. Dedicate as adopted highway (urban footway or cycle track).	

36	Crossing point of B1456. With existing road alignment it would only be possible to install a single stage crossing, i.e. without island. Suggest use of buff surfacing & warning signs. Site is within village 40MPH limit.	
36 - 37	On north side of B1456 a permissive path is signed along the field edge, parallel to the main road. This would need to be upgraded to a tarmac surfaced path and be dedicated as part of adopted highway (cycle track).	
37 - 38	At the next field boundary the signed footpath turns left towards the river, so a new path would need to be created to continue along the field edge, behind the hedge, parallel to the road. As above, a tarmac surfaced path, dedicated as part of adopted highway (cycle track).	
38 - 39	Route follows a short stretch on Bridleway: A 3m track, very muddy & rutted, needs surfacing treatment. Could consider tarmac as only a short length required. Check if any horse use.	
39 - 40	Route follows signed bridleway: A narrow rough mud track around edge of small open woodland to reach B1456. This needs widening and preferably a tarmac surface. Need to check definitive width. Check if any horse use.	
40 - 41	Route follows field edge strip, designated as Bridleway. Suggest constructing tarmac path but leave soft strip for horses alongside. Check if highway adoption possible.	
41 - 42	Route continues along field edge strip, but now signed as Footpath. Suggest constructing tarmac path & use the 1984 Cycle Track Act to legally convert the 'Footpath' to 'Cycle track' so it can be adopted as part of the maintainable highway. Must have landowner support for both. However, according to a map posted on site by English Nature, this route is shown as a permissive bridleway. If so the permissive right of a bridleway goes beyond the legal right as Footpath and allows cyclists to use the route already - although some type of rideable surface is still required.	
42 - 43	After the crossing or Wade's Lane the route continues along the field edge strip as permissive bridleway - according to the map posted on site (no definitive rights are signed). As above, an adopted tarmac path would be preferable, but may need to explore other options such as creation of permanent Bridleway. Either way a rideable surface of some sort needs to be constructed.	
43 - 44	At next field boundary bridleway turns left, so route must continue parallel to road as new field edge path, past Pear Tree Farm. Construct new tarmac path and dedicate for adoption as part of the maintainable highway (cycle track).	
44 - 45	After crossing of track to Charity Farm (signed as Footpath) the route would continue along a new field edge path and around the rear of the property Old Mill House, to reach minor road 'Shotley Walk'. Note that this section is not signed as a public path, however there was some evidence of a trodden track and some dog droppings, suggesting that it is used unofficially by some people already - maybe just local residents, with or without the landowners permission. This would make sense as a useful local route as it connects with the adjacent Footpath and minor road to create a circular walk. As above, would need to construct a new tarmac path and adopt as highway (cycle track).	
45 - 46	After crossing minor road 'Shotley Walk' the route continues along another field edge where new path as above is required.	
46 - 47	At next field boundary route continues along rough field edge strip signed as Footpath (about 1m wide). Suggest constructing tarmac path & use the 1984 Cycle Track Act to legally convert the 'Footpath' to 'Cycle track' so it can be adopted as part of the maintainable highway. Must have landowner support for both. Failing that, suggest upgrade to bridleway - although some type of rideable surface is still required.	
47 - 48	Route follows minor tarmac road 'Erwarton Walk' to Erwarton Hall (Highway).	
	<b>Alternative route from Chelmondiston to Erwarton Hall:</b>	
35a	Crossing point of B1456. Visibility is good. Adjoining property frontages mean it would be difficult to widen road to accommodate a refuge island, so accept that road must be crossed in single stage. Suggest use of buff surfacing & warning signs. Site is already within village and 30MPH limit so speed should be lower and motorists more aware.	
35a - 33g	Route follows existing footpath on grassy field track. Surface quite good, but could be improved with layer of rolled planings, soil & seed. Or could consider tarmac, but unlikely to be adopted. Suggest upgrade to Bridleway.	
33g - 33h	Route follows existing footpath on field track. Surface very poor with large puddles as used by farm vehicles. Upgrade to Bridleway. (Evidence of horse use seen here). Reconstruct surface with planings etc.	
33h - 33i	Route follows existing Bridleway. Track basically sound but large potholes/puddles. Section alongside woodland is muddy and rutted in wet weather. Used by farm vehicles and serves some residential properties. May be able to obtain some financial support from these existing users to help fill potholes & improve surface.	
33i - 33j	After small settlement around Crouch House route continues as designated footpath on track known as Warren Lane, through to Erwarton Hall. This is signed as part of the 'Stour & Orwell' walk'. It starts as a sandy track with some large puddles (or small lakes!). Surface improvements required and upgrade status to Bridleway or Byway. (Some evidence of horse use was seen)	
33j - 33k	At swing gate route continues as footpath along grassy field edge. Plenty of width available on ground but need to check definitive map width. Need to construct surface and upgrade to Bridleway or Byway.	
33k - 33l	Route continues as muddy farm track between fields but is fairly level and well drained so with minimal topping treatment with rolled planings etc would be easily rideable. Need to upgrade to Bridleway or Byway	
33l - 48	On this section the track has been surfaced with planings so gives a good example of possible improvements to other sections. It is starting to deteriorate a little in places and could do with another topping layer, but on the whole very good and rideable - and this was in a very wet spell of weather. Need to upgrade to Bridleway or Byway. (After Pond Farm House route follows tarmac lane - check highway status).	
48 - 49	Route follows minor tarmac road to Shotley (Highway).	
49 - 50	Route follows lane into cul de sac in front of residential properties 'Gaffer Terrace'. (Need to check if latter section is still existing, or 'stopped up' highway).	
50	Dropped kerb required and new cycle access point on/off B1456	
50 - 51	See accompanying notes to this schedule for further comments. Route follows carriageway along B1456. It is not possible to continue an off-road cycle track in the verge on this section. Therefore if this route is used we suggest that cyclists should stay on carriageway for this section. Appropriate traffic calming and signs could be proposed. Speed bumps and chicanes are an unlikely to be acceptable but there are innovative measures for raising driver awareness that could be suggested, such as; 'Repeater strips' of buff surfacing, with a cycle logo and Sustrans regional route number superimposed.	
51 - 52	Widen existing footway in verge to 2.5m to create cycle track. Tarmac surface - will be adopted as part of Highway.	
52 - 53	Footway is bounded by property frontages and steep gradient, so would be very costly to widen. Suggest only measure is signs requesting cyclists to dismount and walk this section.	
53 - 54	Widen existing footway in verge to 2.5m to create cycle track. Tarmac surface - will be adopted as part of Highway.	
54 - 55	See accompanying notes to this schedule for further comments. Route follows carriageway along B1456. It is not possible to continue an off-road cycle track in the verge on this section. Therefore if this route is used we suggest that cyclists should stay on carriageway for this section. Appropriate traffic calming and signs could be proposed. Speed bumps and chicanes are an unlikely to be acceptable but there are innovative measures for raising driver awareness that could be suggested, such as; 'Repeater strips' of buff surfacing, with a cycle logo and Sustrans regional route number superimposed.	
55	Crossing point of B1456, where visibility is good. Provide refuge island of 2m wide if possible. Cyclists will need this point to join/leave the B1456/cycle track. It also provides a link to possible alternative route via farm track	
55 - 56	Widen existing footway in verge to 2.5m to create cycle track. Tarmac surface - will be adopted as part of Highway.	
56	Short section of private land required for new path where property boundary adjoins carriageway	
56 - 57	Widen existing footway in verge to 2.5m to create cycle track. Tarmac surface - will be adopted as part of Highway. This section is tight in places as verge width more restricted across front of residential properties and some parking on verge (unofficial extended driveways) could cause obstructions.	

57 - 58	See accompanying notes to this schedule for further comments. Route follows carriageway along B1456. There is insufficient space in the verge on this section to widen footway to an off road cycle track. Therefore if this route is used we suggest that cyclists should stay on carriageway for this section. Appropriate traffic calming and signs could be proposed. Speed bumps and chicanes are unlikely to be acceptable on a B road, but there are some innovative measures for raising driver awareness that could be suggested, such as: 'Repeater strips' of buff surfacing, with a cycle logo and Sustrans regional route number superimposed. As the B1456 approaches its end at the waterfront, traffic speed and volume is much lower and it should not present a significant risk to cyclists sharing the same carriageway space.	
<b>Alternative route from Shotley Street to Shotley Gate</b>		
49 - 49a	Route follows well established farm track, designated Footpath. Underlying surface firm but needs repair & improvement. Upgrade to Bridleway/Byway.	
49a - 49b	Route follows mud /grassy track between fields, designated Footpath. Construct surface with planings etc and upgrade to Bridleway/Byway.	
49b - 49c	Route follows narrow mud /grassy path along field edges adjacent to hedge, designated Footpath. Need to widen, build up in level & construct surface with planings etc and upgrade to Bridleway/Byway.	
49c - 49d	Route follows farm road sloping down to river, designated Restricted Byway. Surface firm and quite rideable, but a few potholes and some rutting that requires filling/levelling. This road also provides vehicular accesses to a small cluster of riverside properties: These generate regular vehicle movements so may be possible to obtain support for surface maintenance of this road.	
49d - 49e	Route follows vehicular track along rear of riverside properties. Designated footpath. Surface muddy in wet weather - could do with some improvement. Need to check ownership - may be EA? to find out if permissive cycle rights exist. If not formal upgrade required.	
49e - 49f	Route follows coastal path: A field edge path along top of low cliff above the Stour - very popular with walkers. Agreement would need to be sought with landowners and Ramblers etc for widening, some type of dry surfacing and an upgraded status to allow cycling. On site visit the path was so muddy and slippery it was difficult to stay upright on foot (let alone cycle), so surface improvement could benefit all users. Splendid views of the Stour Estuary makes this approach to Shotley Gate most appealing.	
49f - 49g	As above, but coastal path climbs here through small woodland. Drier ground, but needs sensitive landscaping and grading and some type of appropriate surfacing.	
49g - 49h	Route follows quiet residential road 'Stourside' (Highway)	
49h - 49i	Route follows mud track approx 1.5m wide, designated Footpath. Need to check definitive width but space available to widen. Suggest constructing tarmac path 2.5m wide & use the 1984 Cycle Tracks Act to legally convert the 'Footpath' to 'Cycle track' so it can be adopted as part of the maintainable highway. Must have landowner support for both.	
49i - 49j	Route follows quiet residential road 'Estuary Road' (Highway) to join B1456.	
58 - 59	Route follows tarmac roads 'Queen Victoria Drive' then 'King Edward V11 Drive' to reach Marina. (Public access right believed to be as a Restricted Byway). This road does carry traffic to/from marina, but volume is low and road is calmed by speed humps so it is considered safe for cyclists to use without additional measures. However, 'Think Bike' signs could be added at intervals to alert motorists to possible presence of cyclists.	
59 - 60	Route follows hardstanding along inside of seawall through marina yard to reach jetty for Shotley to Harwich & Felixstowe ferry. Need to check status and alignment to this PRoW (at some point the restricted byway becomes footpath)	
<b>Alternative route from Shotley Cottage to ferry terminal</b>		
57 - 57a	Route follows farm road, designated Footpath. Firm surface mud with grass centre. Quite rideable but could be improved. Need to upgrade to Bridleway or Byway.	
55 - 57	See description of this section listed above	
57 - 57a	Route follows Marsh Lane, designated footpath. This is a slightly sunken 'green lane' of good width but mud surface needs to be built up with planings etc. Upgrade required to Bridleway or Byway.	
57a - 57b	Route follows field edge path. Designated footpath. Narrow, very muddy and wet at lower end, though plenty of space to widen. Need to surface and upgrade to Bridleway or Byway.	
57b - 60	Route follows river wall path around marina. Good, firm, rideable surface but requires upgrade to Bridleway or Byway (or permissive rights may be sufficient as no money needs to be spent on improvements).	
<b>TOTAL COST ESTIMATE FOR PREFERRED ROUTE £</b>		