

## Comments on Draft Strategy for Cycling and Walking in Swaffham

The overall principles of the document are accepted. And are viewed as a positive step in promoting walking and cycling within Swaffham.

Detailed comments on the document are given below, following the same nomenclature.

### Short Term Actions

1. Paved lit connection from Filby Road to Wolferton Drive.

The short section currently laid to grass is not really unsuitable for cyclists, it would just be preferable if it was paved. This comment would also apply to pedestrians using it, notably when it is very wet.

The short section from Wolferton Drive to Southlands could be made into a dual pedestrian/cycleway. This would then link with the north south section of Southlands which parallels Cley Rd so offering a far safer alternative. At the northern end of the Southlands/Cley Rd junction, the opportunity exists to have a dedicated cycleway on the west side of Cley Rd, running north and linking with the existing paved footway. **The North end of Cley Road is too narrow and dangerous for a cycle way.**

2. More secure cycle stands in the Town Centre. **Agreed but dependent on costs.**

Agreed

3. Improve the surface of Bears Lane

This is currently used by heavy vehicles, so must be designed to accommodate this. A cheap “surface dressing” would not last 5 minutes.

4. Mangate St access ramp

As well as Mangate St, an access ramp is also required to replace the steps at the junction with New Sporle Rd and Norwich Rd (see 6 also).

5. All weather cycle track across the churchyard.

Agreed

6. Refuge Island between New Sporle Rd and Mangate St

**Note – Mangate St or Norwich Rd?**

Agreed

7. White Cross Rd

Agreed – however, this will be near impossible to police. **Unless made a ONE WAY**

8. Provision of segregated cycleways from new developments

Although identified as a short-term action, the full implementation may well be a medium-term action. A developer can readily make provision within the land that he acquires, but action by others will be needed as the site may well be constrained by an existing road network outside of his control. The current Barrett development is a good example. The short cycleways which have been installed are of limited use unless there are significant changes made to the rest of Norwich Rd leading into Swaffham.

## Medium Term Actions

### New Sporle Rd

It is not clear how New Sporle Road could be closed to through traffic. There are only two access points to the A1065. One is up near the A47 junction and the other is via Sporle Rd.

The former junction is currently inadequate with not enough storage space for vehicles leaving the A47 slip and wishing to go down New Sporle Rd. If this was an “access only” route for (say) for half the residents up to and including Tumbler Hill, the resulting potential queue to turn into New Sporle Rd could be considerable.

The other access is via Sporle Rd, which goes past the hospital. This is very narrow and currently causes difficulty with hospital parking and vehicles not being able to pass each other. **Totally impractical**

A suggested alternative is to have 20mph for the whole of New Sporle Rd, from Norwich Rd (Mangate St) right up to the A1065 junction near the A47. The use of chicanes would further discourage drivers.

### Whitsands Rd

Again, it is not clear whether this refers to the whole of the road, or just part of it.

As for New Sporle Rd, a speed limit and chicanes are a suggested alternative.

### Theatre St

The main town car park is in Theatre St and access from the one-way system is via Haspells Rd to the south. If this is closed, it is unclear how London St is accessed. Cley Rd via the White Hart cannot be used as this is narrow and one way. This needs some thought.

## Long Term Actions

This has obviously not been developed, so constructive comment cannot be given.