

# Lakenham Way Greenway Management Plan 2025-35





# About Sustrans

Sustrans is the charity making it easier for people to walk and cycle. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. Join us on our journey. [www.sustrans.org.uk](http://www.sustrans.org.uk).

Registered Charity No. 326550 (England and Wales) SC039263 (Scotland).

## Our vision

A society where the way we travel creates healthier places and happier lives for everyone.

## Our mission

We make it easier for people to walk and cycle.

## How we work

- **We make the case for walking and cycling** by using robust evidence and showing what can be done.
- **We provide solutions.** We capture imaginations with bold ideas that we can help make happen.
- **We're grounded in communities**, involving local people in the design, delivery and maintenance of solutions.

## What we do



## Contact us

To find out more, please contact: Rosalind Bacon ([Rosalind.Bacon@sustrans.org.uk](mailto:Rosalind.Bacon@sustrans.org.uk))

# Contents

1. Executive Summary	2
2. Introduction	3
3. Structure of this Plan	3
4. Aim and Objectives	3
5. Greenway Principles & Design Guidelines	5
Current State of Lakenham Way	6
6. Current State and 2024 Public Consultation	7
Current and Future Management and Improvement	21
7. Place Making Strategy	22
8. Communications and Engagement Strategy	26
9. Infrastructure Management and Improvement Plan	29
10. Ecological Management and Enhancement Plan	35
11. Active Travel Networks Management Plan	40
12. Accessibility	41
13. Monitoring and Evaluation Strategy	42
14. Greenway Management Plan Actions and Estimated Costings	44
15. Future Funding Opportunities	53
16. Risk Management	54
Appendices in attached document	

# 1. Executive Summary

The Lakenham Way Greenway Management Plan 2025-35 presents a long-term vision to strengthen Lakenham Way as a safe, accessible, and ecologically rich green corridor, that serves both as a practical route for active travel and as a valued community space. Developed by Sustrans in consultation with Norwich City Council and Norfolk County Council, the plan incorporates input from local stakeholders, policy, and design principles to ensure Lakenham Way evolves into a safer, more inclusive and more vibrant public asset. Through a combination of infrastructure enhancements, biodiversity initiatives, and community engagement, the plan aims to build on a sense of identity and stewardship around the Greenway while supporting Norwich's goals for sustainable urban development and active transport.

## Vision and Key Objectives

The overarching goal of the Lakenham Way Greenway Management Plan is to promote a safe and welcoming environment that connects communities, celebrates local heritage, and enhances ecological health. Specifically, the plan prioritises:

- **Enhancing Physical and Psychological Accessibility:** Ensuring that Lakenham Way is accessible to people of all ages and abilities, the plan addresses both physical barriers (e.g. tight turnings) and psychological ones (e.g. safety concerns in poorly lit areas). Proposed infrastructure improvements, such as clear wayfinding signage and accessible entry points, aim to make the Greenway easy to navigate and inviting for a wide variety of users.
- **Promoting Environmental Sustainability:** Emphasising the Greenway's role as an ecological corridor, the plan includes biodiversity initiatives like native planting, pollinator habitats, and wildlife observation areas. These efforts support the preservation of local flora and fauna, improve air

quality, and enhance users' experience by creating a natural, calming atmosphere.

- **Strengthening Community Connections:** By engaging residents and organisations in the design, maintenance, and use of Lakenham Way, the plan aims to foster a strong sense of community ownership. Examples of community engagement initiatives could include public art projects, educational signage, and collaborative events that celebrate the Greenway's history and promote sustainable use.

## Placemaking and Identity

A critical aspect of the Lakenham Way Management Plan is to solidify the Greenway as a distinctive, valued part of the community. Using a placemaking process that encourages connections and collaborations to happen spatially between visitors (such as creating gathering spaces and improving accessibility) will lead to new activities (such as educational or rest opportunities, or celebration of local art), resulting in a stronger sense of heritage and community values reflected on Lakenham Way. By integrating a range of elements, the Greenway becomes more than just a transit route; it transforms into a space where community members of all ages and mobilities can gather, relax, and connect with nature.

## Monitoring and Evaluation

To ensure that the Greenway evolves in alignment with community needs and broader sustainability goals, the Management Plan includes a robust monitoring and evaluation strategy. This strategy is designed to track progress toward key goals, such as improvements in accessibility, community engagement, and biodiversity. By assessing the effectiveness of each intervention, the plan allows for adaptive management, where feedback and data inform ongoing adjustments to infrastructure, maintenance, and programming. Regular reporting will keep stakeholders informed and engaged, promoting transparency and accountability throughout the plan's implementation.

## Funding and Long-Term Sustainability

Securing funding sources is a core component of the Greenway Management Plan. Funding has been secured for the 2025 short-term phase of this plan, though future projects can only be undertaken with additional funding. The strategy explores diverse funding opportunities, including grants from government programs, as well as partnerships with local businesses and environmental organisations. By ensuring consistent financial support, the plan can sustain long-term improvements that align with Lakenham Way's ecological, social, and economic objectives. The funding strategy also emphasises the importance of community-backed initiatives, encouraging local organisations and residents to contribute to the Greenway's development and maintenance.

## Conclusion

The Lakenham Way Greenway Management Plan sets forth a comprehensive and ambitious approach to enhancing the Greenway. By addressing accessibility, environmental sustainability, and community engagement, the plan positions Lakenham Way as an inclusive and attractive green corridor that aligns with broader urban sustainability and active travel goals in Norwich.

## 2. Introduction

Sustrans, as leaseholders of Lakenham Way, has produced this Greenway Management Plan, with the support of Norwich City Council and informed by stakeholders and the local community. Lakenham Way is a 1.44-kilometre traffic-free walking, wheeling and cycling route connecting the Lakenham area, including its schools and businesses, with the city centre.

Lakenham Way Greenway is a key asset for Norwich, offering an attractive corridor that links urban and suburban areas, promotes sustainable travel, and enhances local biodiversity. To ensure its long-term sustainability and enhance its value, this comprehensive 10-year Greenway Management Plan has been produced. It has been informed by its historical context, current state and potential opportunities for enhancement. The intention is that the management plan is a living document; there will be lessons learnt, and the plan will be adjusted accordingly after each phase of work.

The first phase of funding has been sourced by Norwich City Council and Sustrans, to fund this Greenway Management Plan and initial improvements in 2025. Norwich City Council rolled out a Public Consultation on Lakenham Way in the Autumn of 2024, which, together with further stakeholder input, informs the priorities of this Plan.

## 3. Structure of this Plan

This Lakenham Way Greenway Management Plan is organised into clear sections to guide readers through the vision, objectives, current state, and proposed improvements for the Greenway over the next 10 years.

The plan is structured in two main parts. The first part of the plan provides essential background information, including the historical context of Lakenham Way, its existing condition, and the findings from the 2024 Public Consultation. This

section also introduces the principles and guidelines that underpin the plan, ensuring it aligns with local, regional, and national policies on active travel, biodiversity, and community engagement. This background lays the groundwork for understanding the challenges and opportunities for improvement.

The second part of the plan focuses on actionable strategies and proposals for enhancing the Greenway. These are structured into thematic strategies, including Accessibility, Placemaking, Infrastructure, Ecology, and Active Travel Networks. Each strategy includes specific objectives and detailed actions, accompanied by estimated timelines for implementation. Detailed costings will be added in due course. Funding has been sourced for immediate priorities in 2025, whilst further funding will be required to undertake the medium- and long-term activities.

The plan concludes with sections on monitoring and evaluation, funding opportunities, and risk management - ensuring accountability, adaptability, and financial sustainability. Together, these components create a comprehensive roadmap for the Lakenham Way's future development.

Appendices are found in a separate document, and contain additional information including land ownership mapping, the Public Consultation summary and the Equality Impact Assessment.

## 4. Aim and Objectives

### Aim

To enhance Lakenham Way Greenway as an attractive, accessible, functional, multi-user route that is well-used for travel, recreation and community activity, and rich in biodiversity and heritage.

### Objectives

**1. Ensure an Inclusive and Accessible Greenway for All:** Ensure the Greenway is safe and welcoming for all users, by addressing physical and psychological barriers and enhancing safety to serve the diverse needs of the local community.

**2. Develop a Sense of Identity and Place-making:** Establish Lakenham Way as a distinctive and valued part of the community, reflecting local heritage, former railway architecture, culture, and natural beauty.

**3. Foster and Maintain Community Involvement and Sense of Ownership:** Foster community stewardship through volunteer programs, educational outreach, and public consultations.

**4. Maintain and Upgrade Infrastructure:** Ensure long-term functionality, safety, and accessibility of the Greenway through regular maintenance and strategic upgrades.

**5. Protect and Enhance Ecology and Biodiversity:** Maintain and enhance natural habitats along the Greenway, improving biodiversity and ensuring a sustainable environment.

**6. Increase Active Travel and Connectivity:** Ensure Lakenham Way's infrastructure encourages people to walk, wheel or cycle as their preferred mode of travel for everyday journeys. Strengthen Lakenham Way's role in Norwich's broader sustainable transport network, by enhancing connectivity and promoting sustainable travel options.



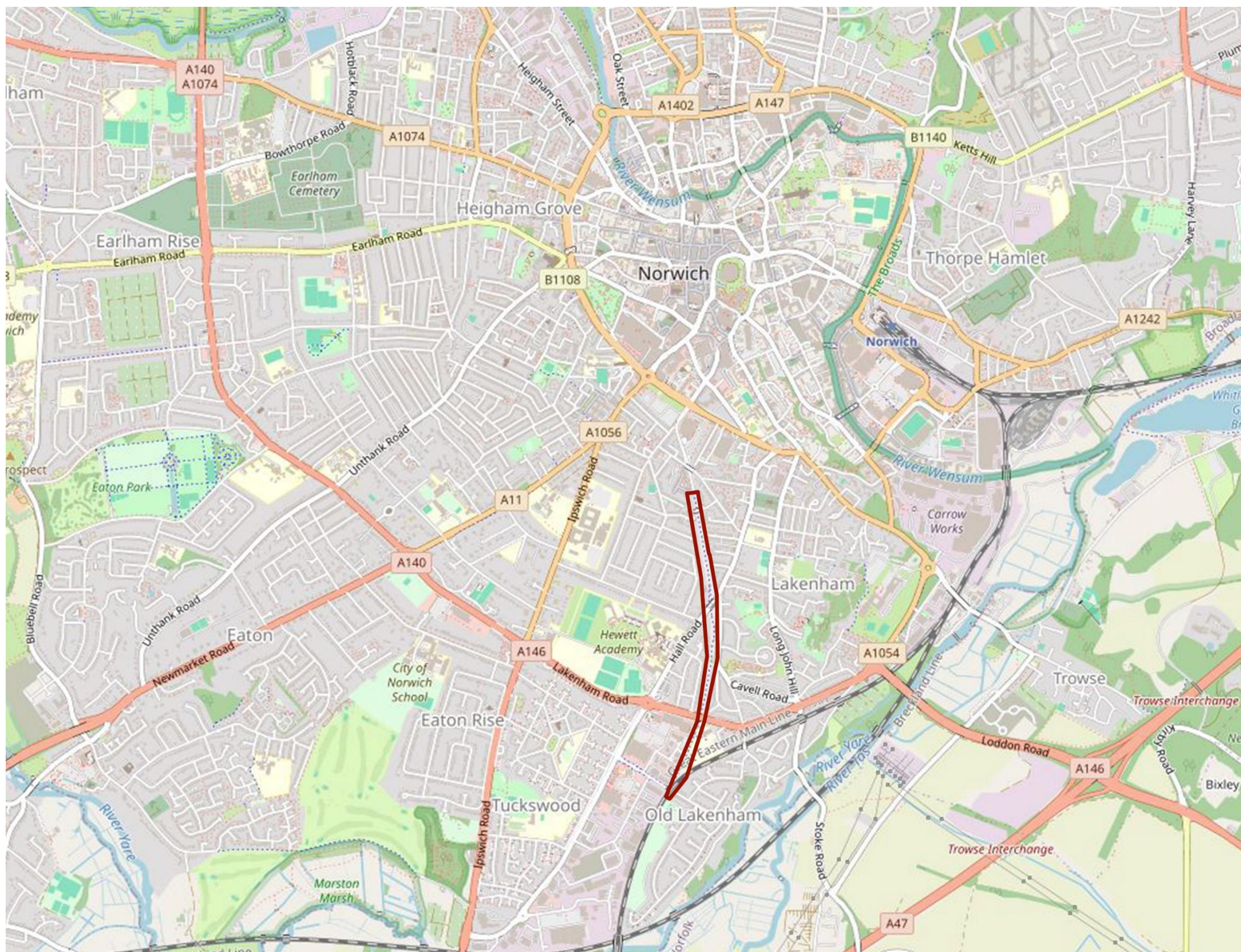


Figure 1: Location map indicating the route outlined in red



# 5. Greenway Principles & Design Guidelines

## 5.1 Sustrans' Greenway Management Guidance

Sustrans' framework for managing Greenways ensure they remain accessible, safe and ecologically sustainable while promoting active travel. The key elements are:

1. Active Travel Prioritisation
2. Accessibility and Inclusivity
3. Ecological Sensitivity
4. Community Engagement
5. Sustainability
6. Safety and Security
7. Economic and Social Benefits

## 5.2 Guidelines, Standards and Policies

The most relevant guidance is listed on the Sustrans website <https://www.sustrans.org.uk/for-professionals/infrastructure>. Local Authority Guidance and policies are also relevant.

### 5.2.1 General guidance for England

- Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design (Department for Transport / DfT)
- Planning for Walking Toolkit (TfL)
- Local Transport Notes (DfT)

- Local Cycling and Walking Improvement Plan Technical Guidance for Local Authorities (DfT)

### 5.2.2 Local and Regional Plans and Policies

- Greater Norwich Cycling and Walking Infrastructure Plan (LCWIP)
- Greater Norwich Local Plan
- Transport for Norwich Strategy (2021)
- Local Transport Plan 4 for Norfolk (2021-2036)
- Norfolk Access Improvement Plan (2019-2029)
- Transport for the East's Strategic Transport Plan (2020)
- Norwich City Council Biodiversity Strategy and Development Plan (2022-2032)

### 5.2.3 Other Guidance

- Manual for Streets (DfT)
- Active Design: Activity for all (Sport England)
- Inclusive Mobility – a guide to best practice on access to pedestrian and transport infrastructure (DfT)
- A guide to inclusive cycling (Wheels for Wellbeing)
- Green Infrastructure Planning and Design Guide (Natural England)

## 5.3 EqlA

Sustrans employs an Equality Impact Assessment (EqlA) process which starts at project inception. It is focused on ensuring all projects are created and completed in line with The Equality Act 2010 and Equality Duty.

The EqlA (Appendix D) will help shape and be shaped by the Inclusive Engagement approach outlined in Sections 9 and 13.



# Current State of Lakenham Way

---

## Overview

This section provides an in-depth look at the background and existing condition of Lakenham Way, including its historical significance and findings from the Public Consultation held in Autumn 2024. It also draws on insights from a recent user survey to outline current usage patterns and the needs of its users.

Following this overview, the section is organised into key thematic chapters covering:

- **Community and Stakeholder Involvement**
- **Infrastructure**
- **Accessibility**
- **Ecology**
- **Active Travel Networks**

Each theme explores the current state of the Greenway and forms the foundation for the strategies and projects detailed in the second part of the plan. These thematic strategies will guide future maintenance and improvement efforts, ensuring they align with community priorities and sustainability goals.



# 6. Current State and 2024 Public Consultation

## 6.1 Historical Context

Lakenham Way Greenway is rooted in Norwich’s rich industrial heritage. The Greenway follows the path of a former railway line that played a significant role in supporting Norwich’s industrial and commercial growth by connecting the city to surrounding areas. Known formally as the Hall Road Railway Path, this route once served as a crucial artery in the region's rail infrastructure before its eventual disuse.

In 1999, the path was transformed into a pedestrian and cycle route after years of advocacy and development efforts led by Sustrans, the Norwich Cycling Campaign and the Lakenham Way Working Party (see newspaper article Figure 2). Their collaboration aimed to repurpose the disused railway line to provide a valuable green space that promotes active travel and environmental sustainability. Today, the Greenway retains several architectural relics from its railway days, such as historic brick bridges and retaining walls. These features not only add to the Greenway’s aesthetic appeal but also serve as enduring symbols of the area’s industrial past.

In 2024, the community came together to celebrate the 25th anniversary of Lakenham Way’s transformation from a disused railway line into a vibrant greenway for all users (see invitation in Figure 3). Organised by Wild Lakenham, with support from Sustrans, Norwich City Council and the Norwich Cycling Campaign, the celebration honoured the Greenway’s history and the collaborative efforts that brought it to life. The event featured guided walks and bike rides along the path, and included interactive displays about the Greenway’s past, present, and future. Local artists and community groups contributed with installations and performances, connecting visitors with the area’s heritage. The anniversary served as both a tribute to Lakenham Way’s enduring legacy and a reaffirmation of its role as a cherished community asset.

## 6.2 Legal Land Ownership and Lease

Lakenham Way is owned by Railway Paths Ltd (RPL), which manages and maintains the railway infrastructure along the route, including bridges, embankments, and other structures. Any modifications to these structures require RPL’s approval. They conduct annual inspections focused on assessing the former railway infrastructure, specifically the condition of bridges and retaining walls.

The Greenway is leased by RPL to Sustrans, who oversee its general maintenance and development. Sustrans’ Land Management Team conducts site inspections twice a year to monitor the condition of the path and respond to public feedback. Regular mowing and verge maintenance are commissioned by Sustrans and carried out by Norwich City Services Limited (NCSL).

Norwich City Council owns various areas of land adjacent to Lakenham Way, particularly along access links and the open space by Mansfield Lane. Norfolk County Council maintain the Highways and road networks, which connect to Lakenham Way. Lakenham Way itself does not have highway status.

A map of the land ownership can be found in Appendix A.

## 6.3 Surrounding area

The area surrounding Lakenham Way Greenway presents a varied socioeconomic landscape that underscores the importance of equitable development and accessible green spaces in the Management Plan. Much of the Greenway lies within the Lakenham ward, which ranks among the 20% most deprived neighbourhoods nationally, with social and economic challenges that include limited access to amenities, higher levels of unemployment, and barriers to health services. This deprivation impacts residents' overall quality of life, making the Greenway a valuable community asset for



Figure 2: EDP Article on Lakenham Way’s Opening in 1999



Figure 3: Lakenham Way 25th Anniversary invitation



physical and mental well-being by offering safe, accessible outdoor space for exercise, relaxation, and social interaction.

Conversely, the north-western segment of the Greenway, extending into the Town Close ward, falls within the 30% least deprived areas in the country. This section benefits from more established infrastructure, economic stability, and easier access to community resources. The stark contrast between these neighbourhoods highlights Lakenham's standing as one of Norwich's most unequal areas, with Lakenham and Tuckswood wards ranked as the fourth most unequal in the city. These disparities indicate that targeted interventions within the Greenway—such as accessible amenities, safe pathways, and community-centred programming—are critical to addressing health and social inequities in the area.

The significance of these disparities is further reinforced by Norwich City Council's 2024 "Reducing Inequalities Target Zones" initiative, which is set to redefine boundaries and prioritise areas, including Lakenham, for concentrated efforts to alleviate inequalities. Incorporating these target zones into the Greenway Management Plan can drive equitable improvements, ensuring that Lakenham Way serves as a bridge between communities, meeting diverse needs through inclusive design, accessible infrastructure, and programming that caters to all users. This approach aims to make the Greenway a unifying space that supports both physical and social resilience in an area with considerable economic and social contrasts.

## 6.4 Public Consultation 2024

## Consultation Summary

To inform this Greenway Management Plan and determine the priorities for Lakenham Way, a Public Consultation was undertaken for 6 weeks between September and October 2024 (see Appendix C). It was an opportunity to gather feedback about user experience, issues and needs, and to prioritise the activities for 2025, for which funding has been secured. The consultation took the form of an:

- **Online Survey:** A detailed survey was distributed to collect information about respondents' demographics, usage patterns, preferences for potential improvements and areas for concern.

The consultation was hosted on Get Talking Norwich, Norwich City Council's consultation and engagement platform (<https://gettalking.norwich.gov.uk/>). A dedicated project page was created, which included a narrative, the survey, a map and contact details for relevant council departments. The consultation was promoted via the council's website, through social media, emails, in person promotion at community events and using on-site posters.

The consultation received a strong response, with feedback from 221 individuals and organisations, with 820 visits to the project page.

## Key Themes and Findings

### What People Value about Lakenham Way

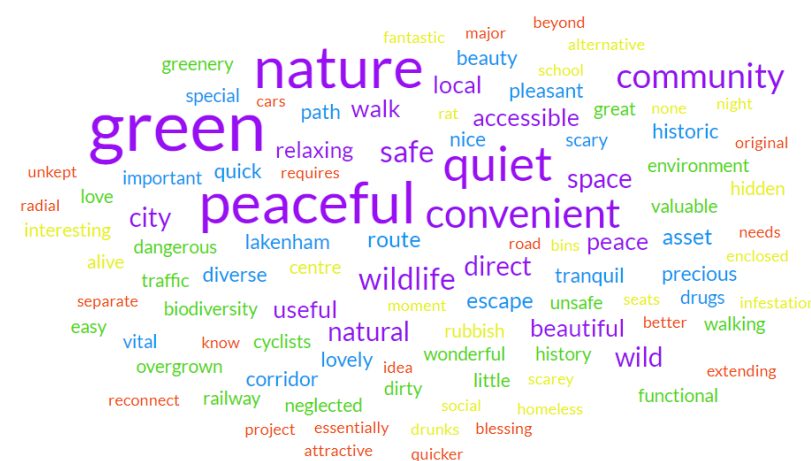


Figure 4: Consultation response – “What three words best describe Lakenham Way to you”

Respondents highlighted the **natural environment**, describing it as a “peaceful escape” in an urban setting, with abundant trees, greenery and wildlife. Comments included:

*"I love the wild feel and the birdlife – it's such a rare green space in the city."*

*"Surrounded by a sense of railway history and now a corridor that nature has reclaimed."*

*"It can be quite calming and a place to gather your thoughts as walking along."*

*"I love the trees, wildflowers and plants, the birds, squirrels, deer foxes. A haven for wildlife in the city."*

*"Foraging for wild garlic, blackberries and elderflower."*

*"It has the feeling of an inner city nature reserve."*

Many responses also mentioned the value of a safe, managed, direct, **car-free route** for leisure and commuting.

*"Traffic-free, direct route into the city. Mostly well-lit and surfaced."*

*“A great resource to have, enabling easy pedestrian and cyclist access to city centre, shops and school from a wide hinterland, as well as a good, safe place for dog walking.”*

*"I can let my toddler walk along there without worrying about traffic, roads and pollution. It is a much more relaxing walk for someone who has anxiety."*

*“Well maintained – regular litter collection, vegetation cut back, paths clear, bins regularly emptied. Combined communicate it is a well loved space by all.”*

There were multiple comments about the **community feel** and social nature of the route.

*"The Wild Lakenham community team."*

*"A place where sub-teen children can play safely close to their homes."*

*“Very friendly, seems to encourage people to say hello / smile / acknowledge.”*



## Concerns Raised by Respondents

Several issues were identified by respondents, categorised into safety, environmental and maintenance concerns:

### 1. Safety and Security

- Reports of anti-social behaviour, including drug use and vandalism, particularly near bridges.
- *“The lack of lighting makes it intimidating at night, especially under bridges.”*
- Pedestrian-cyclist conflicts, with speeding e-bikes, failure to use bells and lack of segregation being frequent complaints.

### 2. Environmental Issues

- Littering, fly-tipping and uncollected dog waste.
- Overgrown vegetation obstructing paths and creating hiding spots and obscuring lighting.

### 3. Maintenance and Infrastructure

- Narrow, uneven access paths, poorly maintained steps and drainage issues.
- Insufficient bins, benches and signage.
- Perceived lack of action from authorities and Council despite reporting issues.
- *“Vegetation and leaves reduce usable path width and cause slips.”*
- *“No benches to sit on along the route. If I’m walking, I often need to sit down because of the pain in my knees.”*
- *“More signage informing users that it’s a shared path.”*

## Key Improvement Suggestions

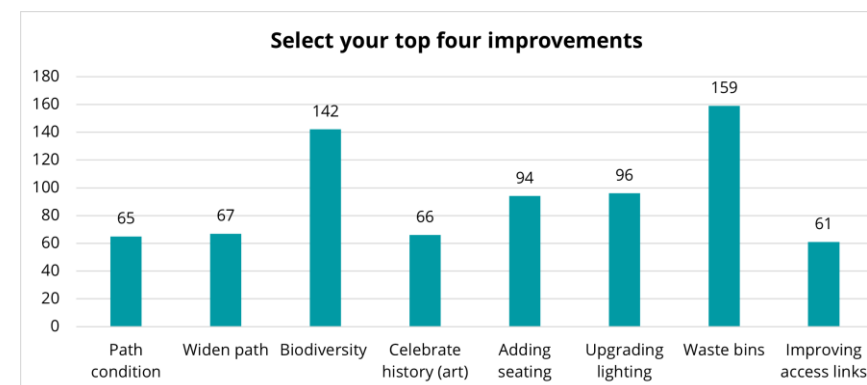


Figure 5: Consultation response - Top four improvements

Respondents consistently highlighted key improvements they would like to see, mainly around infrastructure and maintenance, environmental and biodiversity concerns, and safety and security (see Figure 4).

Littering emerged as a significant issue along the route, with bins mentioned as a priority by 159 respondents. This highlighted the importance of addressing waste management by adding **waste bins**.

The route’s natural environment is widely appreciated, with a shared interest in enhancing its **biodiversity** (142 positive responses).

*“Having more evergreens or seasonal interest would be great. For my mental health, having this green space stay green in winter is a plus.”*

While opinions varied on certain aspects, such as mixed feedback emerged regarding **lighting**, 96 respondents in favour of upgrading lighting. Respondents balanced the desire for increased safety against concerns over ecological impacts. Suggestions included adding lighting under bridges and exploring low-level, motion-sensitive options.

*“Improved lighting like on the Heartsease/Mousehold Pedalways.”*

Additionally, 94 respondents expressed interest in having rest areas, though some concerns were raised that **adding seating** might encourage further anti-social behaviour and reduce biodiversity.

*“As an older person, there are no benches to rest on as needed.”*

Many comments centred around the increasing popularity of e-bikes and the speeds at which these travel down the Greenway. 67 respondents suggested **widening the path**, to create more space for shared use, with the potential for segregated bi-directional cycle lanes. However, an equal number of respondents valued ecological aspects of the route and strongly opposed path widening. There is a clear demand for encouraging considerate behaviours from users, with potential for additional ‘share the space’ signage or speed limits for cyclists (respondent suggestions of 10mph).

The 65 comments on **path condition** focused on issues with slippery surfaces caused by wet leaves in autumn and winter, reducing path widths, as well as water pooling in certain areas. There was consensus on ensuring regular maintenance of verges and vegetation, as grass encroachment was noted to narrow pathways.

There was also interest in enhancing the Greenway’s identity, such as the idea of **celebrating its history** through artwork or information boards, with 66 people selecting this as one of their priorities

**Improving access links**, where Lakenham Way connects with the surrounding streets, ranked lowest among the top four desired improvements (at 61), yet many respondents expressed concerns about overgrown, narrow links and insufficient turning spaces. For many, improving accessibility is a high priority.

*“Improving all access paths, including from Hall Road, Barrett Road, many of which are overgrown with tight bends and steep slopes.”*



*“Lack of access between Hall Road and Brazen Gate.”*

*“Access from Sandy Lane could be made easier with a proper cycle lane / crossing from Bessemer Road.”*

*“Turning across traffic onto the Sandy Lane end of Lakenham Way can be tricky as is mountain the pavement and steering uphill and round the bend.”*

*“Getting onto LW near Cecil Road is tricky as I have to do an incredibly sharp turn at the bottom.”*

*“Widening the path from Sainsbury’s and improving safety and accessibility.”*

### **Specific Infrastructure Improvements Suggestions**

There were 103 responses to the question around improving physical accessibility along the route. These are summarised as follows:

- **Path width, surface and overgrowth:** This is a particular concern for pedestrians and cyclists sharing the path as conditions make it difficult for users to travel and pass each other safely. Suggestions include widening the path, trimming vegetation more regularly, and sweeping leaves.
- **Steps:** Certain steps are inaccessible and need to be repaired
  - Hall Road – uneven, lacking a handrail.
- **Access points:** Requests for improved and additional access points, with accessible wheelchair access, visibility and better maintained vegetation.
  - Brazen Gate, Sainsburys – accessibility from car park could be made safer.
  - Hall Road, Barrett Road.

- Mansfield Road – vegetation cut back to improve visibility.

- Sandy Lane – difficult to navigate with a bike, steep track, overgrown vegetation and poor visibility.

- **Safety:** Cyclists' speed, particularly electric bikes, was a concern for some walkers. Safety improvements were also suggested for specific locations like the junction near Sainsbury's and the bridge at Hall Road. Suggestion to implement measures to control cyclists' speed (e.g., signage, design features).
- **Maintenance:** Better maintenance of the path, surface, steps, signage, vegetation and addressing draining issues.
- **User amenities:** Requests were made for more bins, benches and bike racks.

### **Specific Biodiversity Enhancement Suggestions**

#### **Habitat creation and restoration**

- Planting a variety of native trees, shrubs, and wildflowers to support wildlife. Introduce less invasive plants such as cow parsley, common hogweed, dandelions.
- Create ponds or water habitats to attract diverse species
- Building bat and bird boxes, hedgehog shelters were popular ideas to provide shelter and breeding grounds

#### **Management practices**

- Removing invasive species like sumac, buddleia, Himalayan balsam and pruning trees to promote

healthy growth. Concern about leaves causing slips in winter.

- Reducing mowing frequency, especially in spring and summer, to allow wildflowers to bloom and provide habitat for insects.

### **Balancing human use and wildlife conservation**

- Concerns about safety and accessibility emphasising need for well-maintained paths and clear walkways.
- Informative signs about local wildlife, plants and ecological features.
- Engaging the community in biodiversity monitoring, data collection, workshops or nature walks seen as a valuable way to increase awareness and involvement
- Some suggested implementing dog-free zones or restrictions to protect wildlife and prevent disturbance.
- Addressing issues like littering, vandalism, and antisocial behaviour was seen as essential for creating a positive environment for both humans and wildlife.

### **Additional Suggestions**

Multiple responses mentioned improving general **accessibility** along the route, with suggestions to incorporate tactile paving, path edging, high-visibility segregation along the middle of the path, passing places on slopes.

Several responses demonstrated the lack of public knowledge about the route:

*“It is a hidden gem that few people know about.”*

A popular response was around creating more **social areas**:



“Some child friendly areas – play area, seating and picnic benches.”

“A hub for people [at Brazen Gate], a great location to rent to a food/café van with seating.”

“I recently attended a 25-year celebration...someone had set up a Public Lounge. It was a pleasant opportunity to have a cup of tea and chat.”

A large number of respondents expressed interest in contributing to the Greenway’s future in various ways, through litter picks, biodiversity projects or joining local groups. Suggestions included to establish a dedicated Friends of Lakenham Way group.

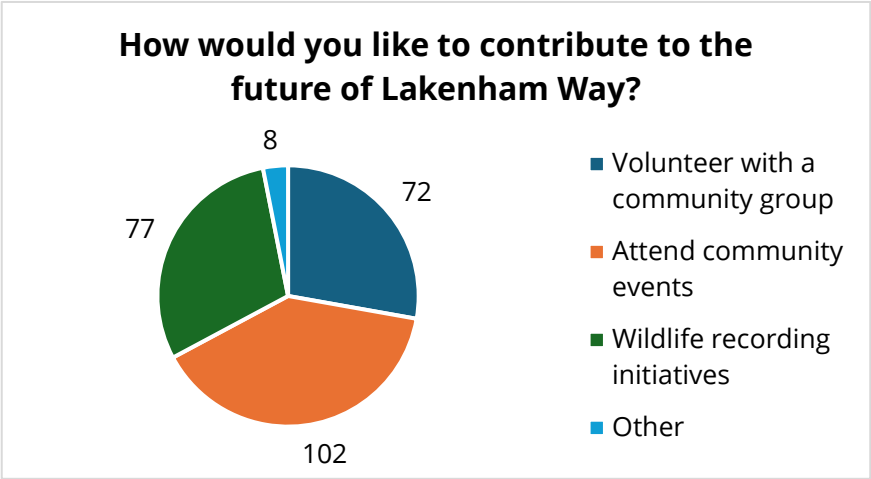


Figure 6: Consultation response – Contributions to Lakenham Way

Conclusion

The consultation underscored the community’s appreciation for Lakenham Way’s natural and historical character, while highlighting significant opportunities for improvement. Feedback emphasised the need to address safety concerns, enhance biodiversity, and improve maintenance and infrastructure. These insights will directly inform the Greenway Management Plan, shaping priorities for both short-term interventions and medium to long-term strategies to ensure Lakenham Way remains a valued community asset.

6.5 Current Usage and User Needs

Lakenham Way must cater to a diverse range of users, including cyclists, wheelchair users, children walking to school, and maintenance services. Effective management is crucial for ensuring the Greenway is inclusive and functional for all its users.

A recent user survey conducted on a weekday in October 2023 over a 12-hour period between 7am and 7pm, showed a total of 655 pedestrians, 232 cyclists, 23 people using electric scooters, 8 mobility scooters and 31 pushchairs. There were 55% more men walking than women. The cyclist statistics showed an even greater disparity, with 42 female cyclists and 281 male cyclists. This speaks to the regular feedback from users, particularly from females, that they often do not feel safe using the route, especially in darker hours.

Both this survey and the recent 2024 consultation (Figure 7) demonstrate that pedestrians are the most frequent users of the route, typically double the numbers of cyclists or other users.

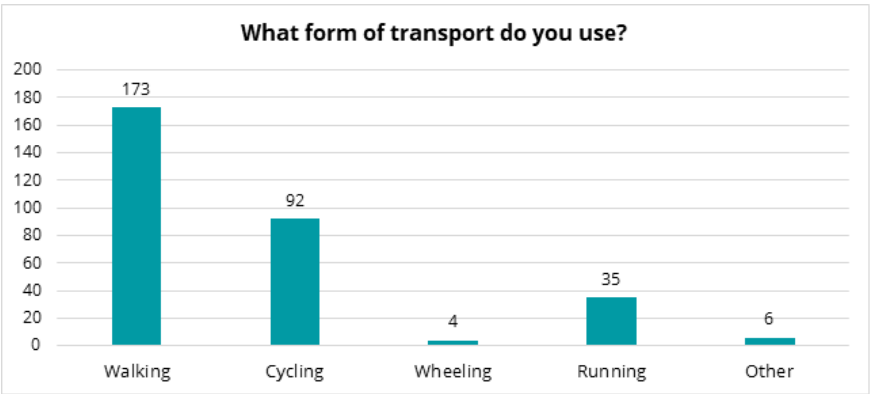


Figure 7: Consultation response - Form of Transport by Users

The Public Consultation reveals that 77% of the respondents use the route at least weekly, with many visiting daily (Figure 8). However, because survey participants are likely to be individuals with a strong interest or direct experience with the

route, this sample will not fully represent the perspectives of all residents in Lakenham or Town Close.

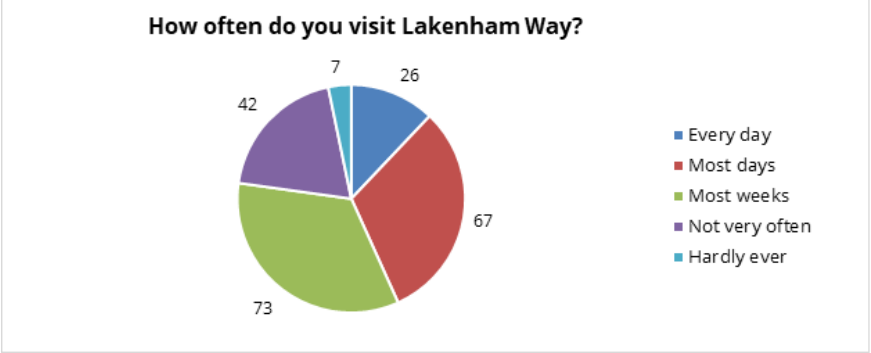


Figure 8: Consultation response - Frequency of usage

The chart below (Figure 9) shows how respondents use Lakenham Way. The most common uses are leisure and exercise, and enjoying nature, suggesting that the Greenway is highly valued for recreational purposes. Travelling to the city centre and travelling to local shops are also popular, indicating its role as an active travel route for everyday errands and commuting. Responses under ‘other’ category include teaching children to ride bikes, dog walking and litter picks (organised by TLC volunteers).

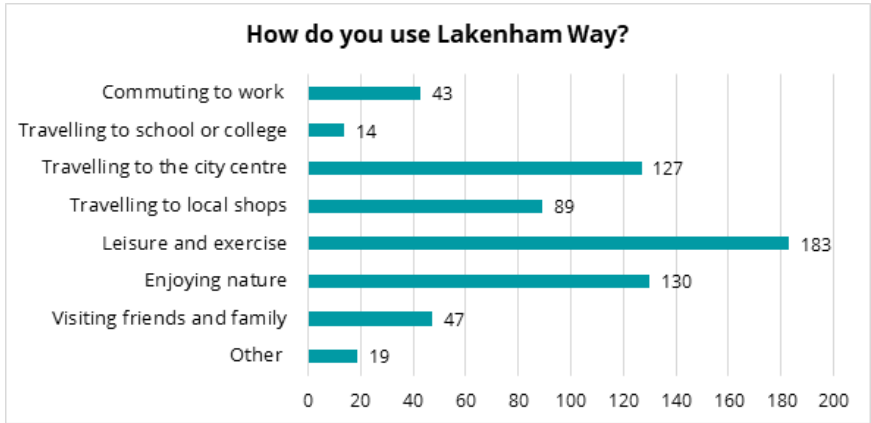


Figure 9: Consultation response - Reasons for usage

Key User Needs

Based on the feedback from the consultation, with stakeholders and Norwich City Council, key user needs are outlined below:



- **Pedestrians:** Safe, well-marked pedestrian routes with adequate lighting is essential. Informational signage and crossing points where the access links meet the road network can enhance safety and awareness, particularly for young users walking to school.

- **Wheelchair Users:** Accessibility is a top priority, with the need for ramps, tactile surfaces, and wide, unobstructed paths. Entry points should be designed to accommodate wheelchairs, with adequate turning space and gradients that meet accessibility standards.

- **Cyclists:** Cyclists require smooth, wide paths that allow for safe passage alongside pedestrians. Clear signage indicating cycle routes, shared-use and any speed limits is important to reduce conflicts with other users.

- **Access for Management and Services:** Maintenance vehicles require designated access points for lighting repairs, bin collection, and other services. These access routes should be clearly marked to prevent unauthorised use while ensuring minimal disruption to regular users.

## 6.6 Community and Stakeholder Involvement

### Who's Involved?

Engaging the stakeholders in both the production of this Greenway Management Plan and future projects, will ensure a comprehensive approach that balances diverse interests and needs.

The key stakeholders of the route can be categorised as:

#### (i) Landowners and Leaseholders

- Sustrans
- Railway Paths Limited

#### (ii) Local Authorities and Political Representatives

- Norwich City Council ward councillors for Lakenham

- Norfolk County Council division councillors for Lakenham
- Norwich City Council ward councillors for Town Close
- Norfolk County Council division councillors for Town Close
- Norwich South MP
- Norwich City Council cabinet members
- Norfolk County Council
- Norwich City Council

#### (iii) Community Groups and Users

- Wild Lakenham
- Lakenham and Town Close Green Spaces
- Lakenham Initiative Community Network
- Local Residents and Route Users

#### (iv) Utilities and Public Services

- Cadent Gas, National Grid, BT, Anglian Water
- Norfolk Constabulary

#### (v) Environmental, Transport and Accessibility organisations

- The Inclusive Norwich Partnership
- Norwich Cycle Campaign
- Tuckswood Community Cycle Hub
  - Utilities and Public Services

#### (vi) Local Schools

- Edith Cavell Primary School
- Lakenham Primary School
- Tuckswood Academy

### Local Communities and Area

Lakenham Way serves diverse communities within Norwich, providing recreational space and sustainable travel options. Understanding the needs and preferences of these

communities is essential for creating a management plan that reflects their interests and encourages active participation. There are key community groups already working extensively in the area and on Lakenham Way itself; these groups are vital for engaging with local community, understanding their needs and undertaking key activities. Both Sustrans and Norwich City Council have teams of experts in community engagement and behaviour change, who work in the community to deliver engagement activities to encourage active travel and a sense of stewardship of the route.



---

## 6.7 Infrastructure

Mapping depicting the existing infrastructure along the route is shown on two maps, Figure 10 and 11.

### Path Infrastructure

The former railway line in Norwich runs between Brazen Gate in the North and Sandy Lane in the South. It has a hard asphalt surface and verges each side that are maintained with mowing. Vegetation encroachment is found at various points along the route, narrowing the width. Several access points link the route to local residential and commercial areas. Much of the route is 3 metres wide, with a few pinch points of 2.5m towards the north of the route.

### Access Points

**Current Access Points:** There are currently 6 public access points onto the route, and one school access. Many of the existing access points have been raised as having issues in the recent consultation, including narrow paths, overgrown vegetation, unsafe steps, and insufficient turning circles. There is a demand for additional access points where current connectivity is poor.

### Architecture

The route's architectural features, including historic railway bridges and retaining walls, are integral to its character. At present, these features are in a decent condition, though the retaining walls have vegetation overgrowth that needs managing, and the bridges require graffiti being removed.

### Signage and Gateway Features

#### Signage

Signage along Lakenham Way is the responsibility of Sustrans to update and maintain, with approval from Norfolk

County Council regarding the yellow and purple Pedalway signage.

- **Wayfinding:** At access points, both on Highway and on Lakenham Way, there are directional signs, using standard cycle signage detail (Traffic Signs Regulations and General Directions (TSRGD) compliant). There are also multiple Norwich Pedalway stickers affixed to lampposts. Much of the current signage is damaged, either through wear or vandalism. All new directional signage must be on permanent signs for longevity.

- **Safety Notices:** There are various signs conveying important safety information, such as 'Share the Space' signs for multiple users, and contact numbers for any issues along the route, many of which need replacing.

### Gateway Features

At the northern end of the route, there is a gateway feature, which is both a barrier to prevent car usage and an attempt to highlight the route, along with the recently produced Lakenham Way sign, designed to look like a traditional railway station sign. At the southern section, there is another sign, though no other gateway features to improve visibility of the Greenway.

### Utilities

Coordination with utility providers is necessary to manage infrastructure that intersects the Greenway, including water, gas, and electricity services. Any development plans must consider existing utilities to ensure safe construction projects, prevent disruptions and maintain service integrity. Preliminary investigation of existing utilities has been undertaken at this stage, but detailed searches will need to be undertaken at the outline design stages of the individual construction projects identified in this management plan.

### Street Lighting

Street lighting can be found along the length of the route. This has been installed and is managed by Norfolk County Council. There is currently no lighting underneath the bridge structures.

### Seating

Historic vandalism damaging seating on the route, has resulted in minimal seating currently being provided; with just one bench at the Brazen Gate entrance.

### Bicycle Parking

There is currently no bicycle parking along the route itself, with minimal parking on access links (at present just on St Johns Close).

### Cycle Hire

Beryl Bike Hire scheme operates in Norwich, for standard and electric bicycles and scooters. A docking bay can be found on St Johns Close, close by an access link onto the Lakenham Way. Other nearby docks can be found on Queen's Road, near the Northern end of the Greenway, on Grove Road/Southwell Road, and on Hall Road, at the Southern end of the Greenway. Feedback from the consultation suggested additional docking bays near the route.

### Bins and Waste Collection:

Whilst there have historically been waste bins along the route, these have been subject to ongoing vandalism and have all been removed, bar one at the Brazen Gate entrance, contributing to a considerable issue with littering, which was raised frequently in the consultation.



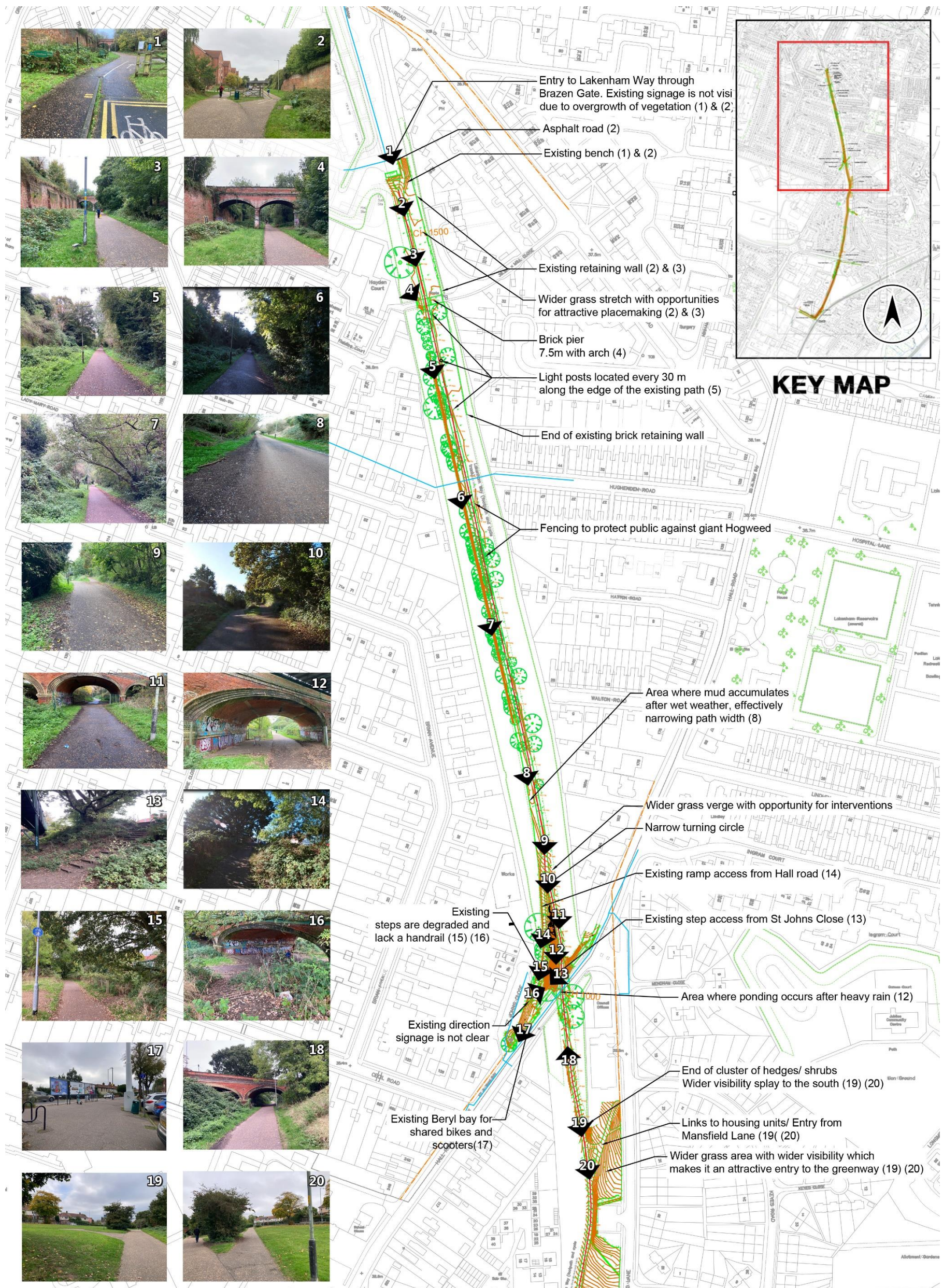
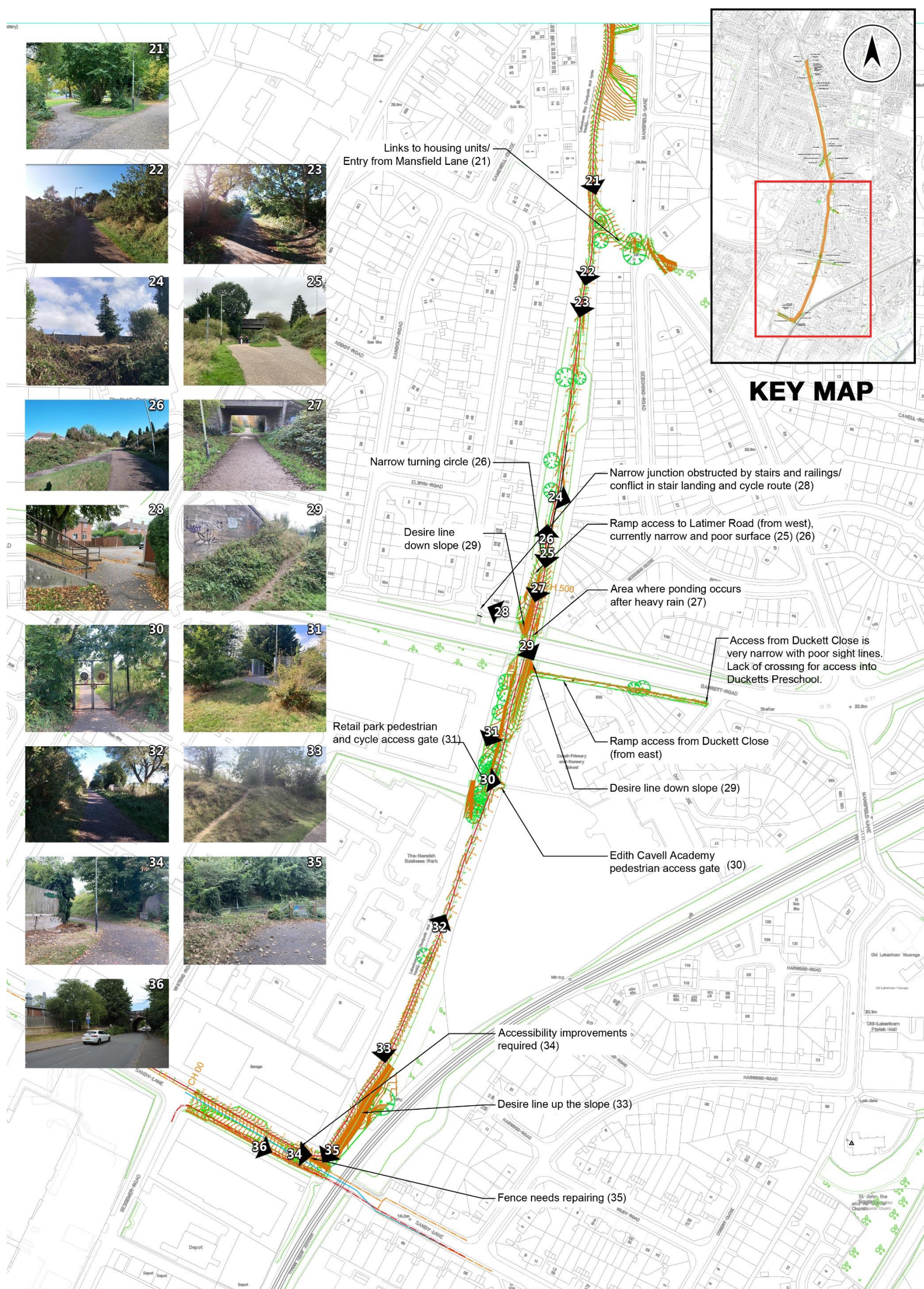


Figure 10: Existing Infrastructure on the Northern section of the Greenway







---

## 6.8 Accessibility

Lakenham Way currently faces several physical accessibility challenges. The path width in some areas, especially along the access links, is limited, making it difficult for pedestrians, cyclists, and wheelchair users to share the space comfortably. This narrowness can create congestion during peak hours, particularly for those using mobility aids or cycling, potentially leading to conflicts between different user groups. Path surface conditions, particularly during autumn and winter, are another concern; wet leaves and other debris often accumulate, creating slippery and uneven surfaces that may be difficult for wheelchairs, prams, and bikes to navigate. This issue not only reduces the path width but also introduces safety risks, especially for older adults or those with mobility impairments.

The access points to Lakenham Way can also present barriers. Several entrances are narrow, with limited turning circles that can hinder easy access for cyclists or those using larger mobility aids. Some entrances also lack clear signage or wayfinding aids, making navigation challenging for individuals unfamiliar with the area. Improving these access points and addressing path condition issues would significantly enhance the physical accessibility of the greenway. Such improvements may also offer opportunities to enhance placemaking and features such as biodiversity.

Psychological accessibility refers to how welcoming and comfortable the Greenway feels to a diverse range of users. Factors impacting psychological accessibility on Lakenham Way include lighting, sightlines, and perceived safety. Parts of the greenway are isolated and/or not well-lit, notably under bridges. For many, particularly at dusk or night, this may create a reluctance to use the greenway due to perceived risks of anti-social behaviour or accidents in poorly lit areas.

Additionally, the lack of consistent, clear signage that communicates safe shared path use, including guidelines on e-bike speeds and pedestrian right-of-way, can lead to uncertainty about expected behaviour. This uncertainty may

make the greenway feel unwelcoming or unsafe, particularly for those who are less confident navigating shared spaces.

---

## 6.9 Unwanted Access

Antisocial behaviour is a common challenge for Greenways, including Lakenham Way, affecting the safety and enjoyment of users. Common problems, as described in the Public Consultation, include:

- **Vandalism:** The historic damage to infrastructure, such as graffiti on signage and under railway bridges, and the destruction of seating areas, creates feelings of fear and insecurity, and increases maintenance costs.
  - **Littering and fly tipping:** Accumulation of litter and dog-fouling is a problem along the route; it detracts from the natural beauty of the Greenway and harms local wildlife. There are regular community litter-picks, and installing bins in littering hotspots can mitigate this issue.
  - **Unauthorized Motor Vehicle Access:** Occasional misuse by motorbikes can pose safety risks to users.
  - **Loitering and Disturbances:** Areas with overgrown vegetation, poor lighting or visibility attract unwanted gatherings. Enhancing security measures, such as CCTV, can help reduce such incidents. An increase in users can also be a natural deterrent for antisocial behaviour.
- 

## 6.10 Biodiversity and Ecology

### Scope and limitations of ecological assessment

A Sustrans Senior Ecologist, MCIEEM, has undertaken a preliminary assessment of the likely ecological impacts and constraints for the Lakenham Way.

This is a high-level assessment only, based on a site walkover on the 18<sup>th</sup> of September 2024, data obtained from Norwich

City Council and freely available online datasets<sup>1</sup>. A full Ecological Management Plan will be produced by March 2025. Preliminary Ecological Appraisals (PEAs) will be required for individual projects to be progressed.

Lakenham Way supports a mosaic of habitats along a wide disused railway corridor. It is situated within an urban area and provides an important greenspace for local people but is also a wildlife corridor.

The verges are dominated by broadleaved woodland, areas of dense continuous bramble scrub and mixed scrub. Areas of grassland and tall ruderal vegetation are also present. These are generally small and species poor. One exception is a small area of species rich grassland at the south of the site on a dry embankment. This is possibly the most important habitat along the route. It has possible calcareous influences and provides a habitat for reptiles and invertebrates. Common lizard are known to occur on site and ground nesting bees have been noted in this location. Scrub was present within and around this grassland that might overtake the grassland if not managed.

A larger area of grassland with tall ruderal and scrub vegetation was also present at the north of the route. Whilst this did not have significant botanical interest, it was identified as a habitat improvement opportunity area as it had not yet developed into dense scrub and the adjacent wall and sheltered conditions may benefit wildflowers, reptiles and invertebrates.

Significant areas of mown amenity grassland were also present between the path and Mansfield Lane. Although heavily managed, they were dry with possible calcareous influences and might present opportunities for enhancement.

A basic management regime will be outlined that maintains the path for users and protects the current biodiversity interest. A variety of opportunities to enhance the biodiversity at the site have also been identified that may require additional funding. Community engagement measures have



also been suggested to foster understanding and ownership of the wildlife along the route.

All management should also be sensitive to the wildlife present. This is likely to include protected species such as reptiles, nesting birds, badgers and bats and other notable wildlife including hedgehogs and invertebrates.

Regular ecological surveys are essential to monitor the presence of protected species and maintain biodiversity records. Data should be shared with relevant conservation groups and authorities to inform management practices.



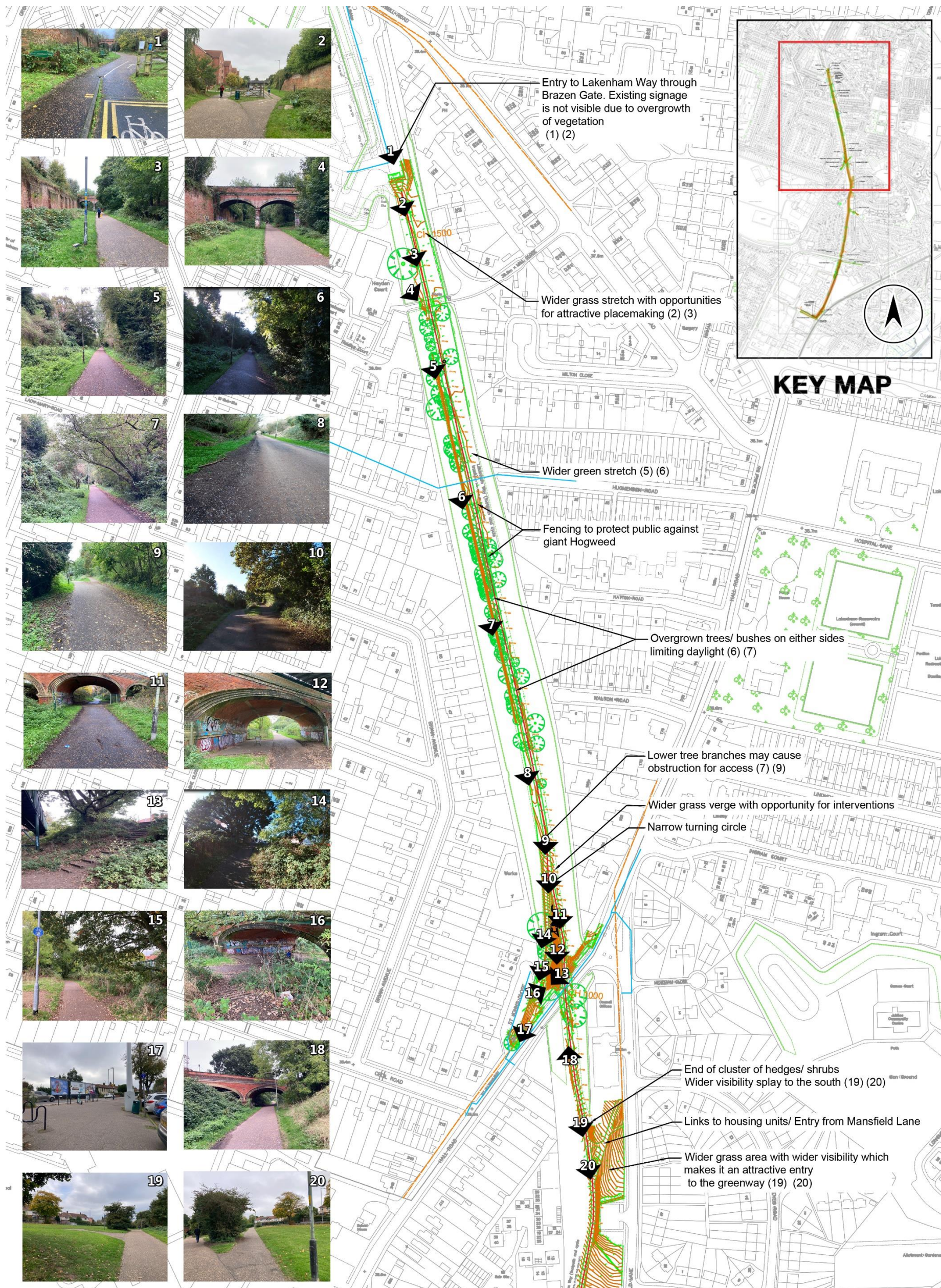
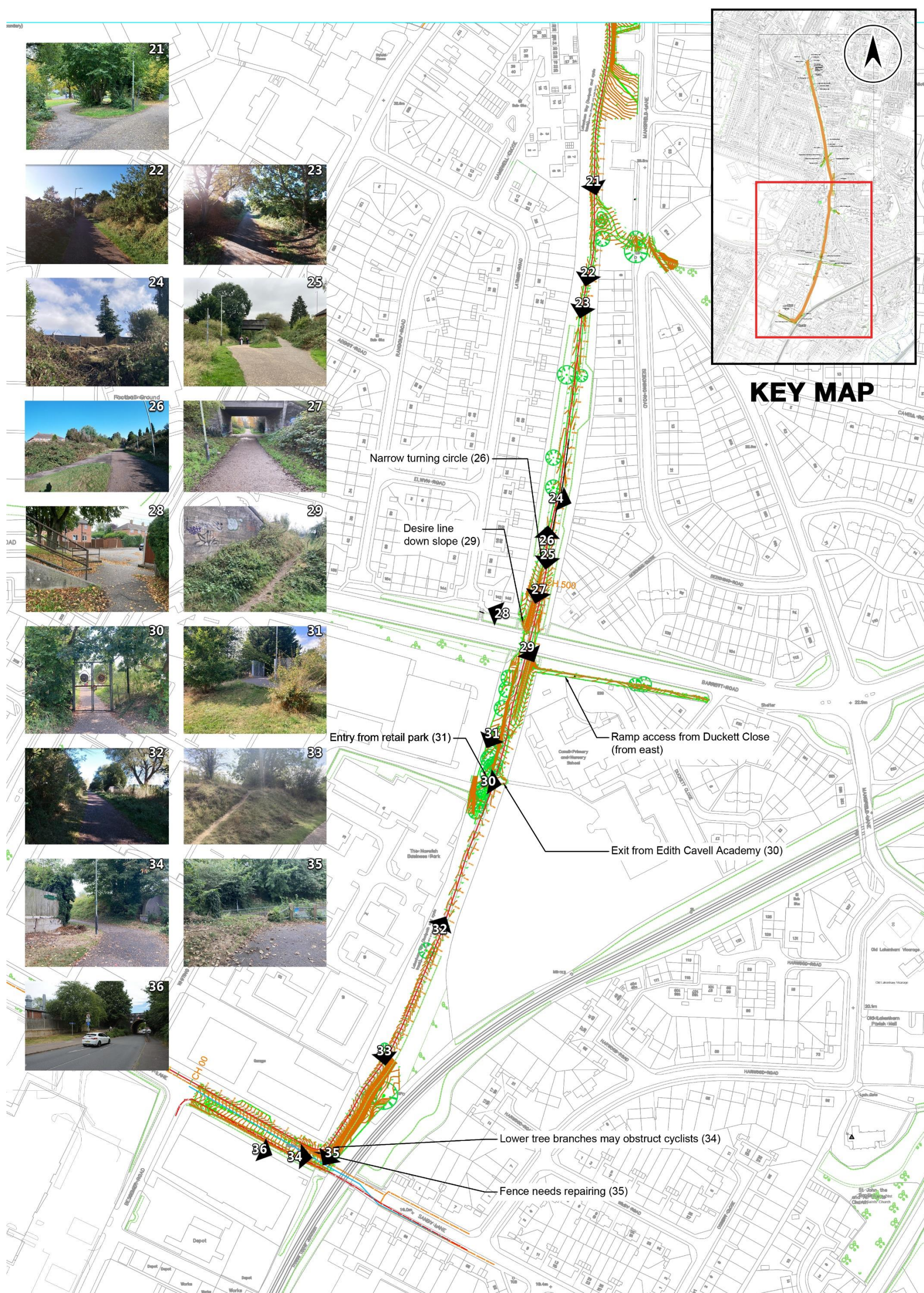


Figure 12: Existing ecology along the Northern section of the Greenway







## 6.11 Active Travel Network

The Norwich cycle network is made up of seven colour-coded routes, which cross the city in all directions and converge at St Andrews Plain in the city centre. The Lakenham Way is part of this network, with the whole of Lakenham Way carrying the yellow pedalway that connects the city centre and the University Technical College on Old Hall Road. To the South in Tuckswood the circular purple route intersects with the yellow route, providing access to the outer circuit of the network, supporting journeys to the West and to the East, including to the Norfolk and Norwich University Hospitals site.

National Cycle Network (NCN) route 1 passes through the centre of Norwich on a combination of on-road and traffic free route sections. The NCN passes through the centre of Norwich travelling broadly North-West (towards Reepham) to South-East (towards the Suffolk border). The Yellow Pedalway, which runs along Lakenham Way, connects with NCN 1 / the Red Pedalway further north at the centre of the network in St Andrews Plain (Appendix E.2).

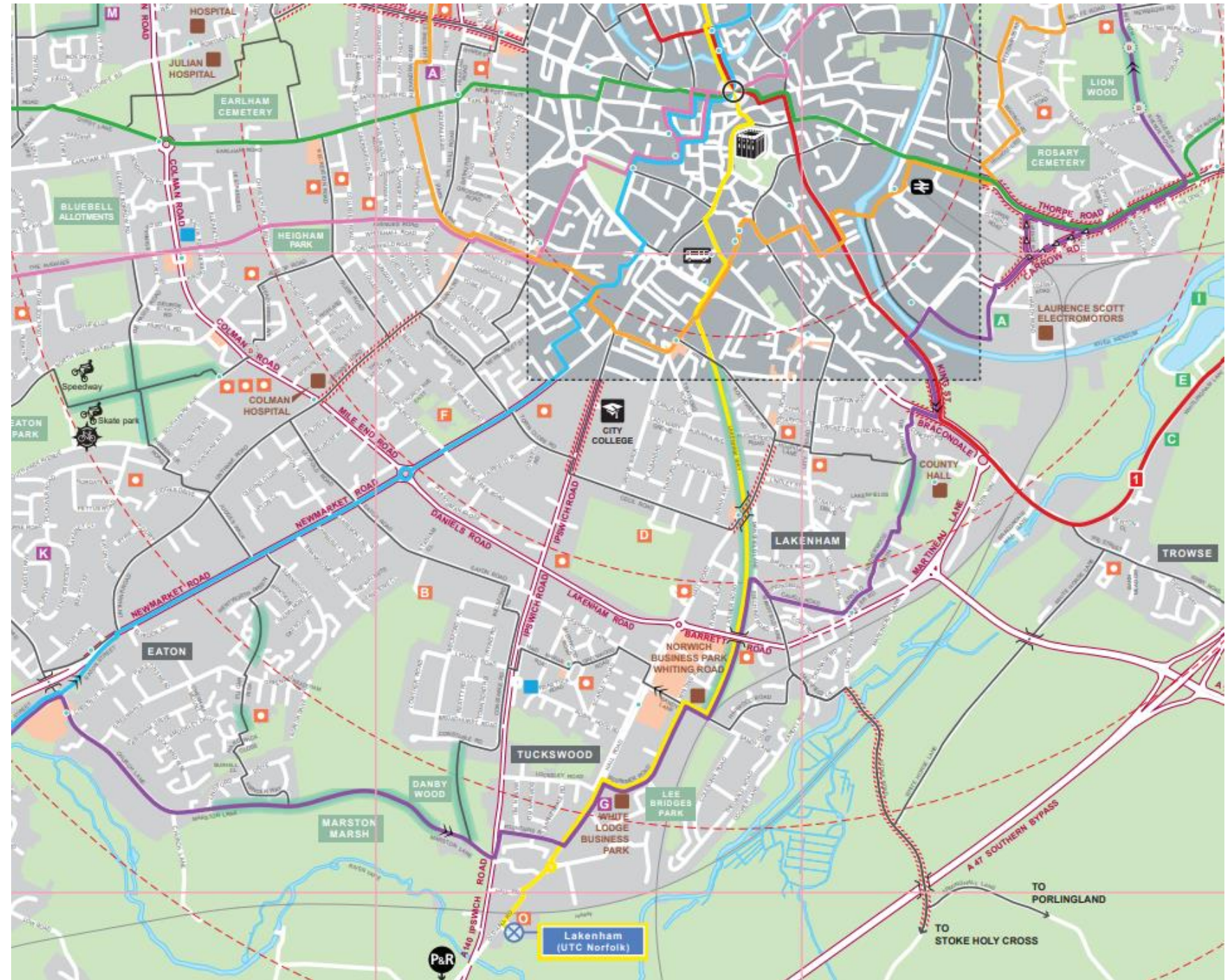


Figure 14: The Norwich Pedalway Network near Lakenham Way



# Current and Future Management and Improvement

---

## Overview

The following section is split across the same thematic strategies as in the first part of the plan. Each strategy includes specific objectives and detailed actions, along with estimated timelines for implementation.

Funding has been sourced for the initial Short-term implementation in 2025, the priorities arising from the results of the Public Consultation. The medium and long-term activities require further funding.

At the end of this section, there are details of the proposed monitoring and evaluation, along with a section on potential funding opportunities and risk management.



## 7. Place Making Strategy

### Overview

Placemaking is about improving the quality of places through a collaborative process whereby a local community is involved in reimagining a public space. The outcome should be to strengthen the connection between people and the places they share and create better designed, more usable and inviting places.

Through strategic placemaking, the plan focuses on enhancing green spaces, fostering community engagement and collaboration, and providing essential amenities such as seating and signage. Key themes include creating social spaces for community interaction, improving active travel connectivity, and enhancing biodiversity.

### Design Principles for Placemaking

Lakenham Way Greenway offers the opportunity to transform a linear Greenway into a vibrant, community-centred space through strategic placemaking. Effective placemaking does not require large-scale or high-cost interventions. Simple, small-scale improvements—like adding benches in shaded areas, creating natural play spaces, or featuring locally inspired street art—can have a significant impact that can evolve into a welcoming social hub that draws people together, inviting leisure, interaction, and active travel.

While there are no rigid formulas for successful placemaking, certain design principles can guide the process.

#### Enhance Green

Enhancing the ecology, with wider sections along Lakenham Way being identified for being improved with wildflowers, native plants and green spaces, which enriches the environment and enhance green community spaces. These elements provide ecological benefits such as supporting

pollinators and improving air quality, while creating a calming and visually appealing atmosphere for all users.

#### Community Matters

The success of any placemaking initiative is rooted in community involvement. The local community, stakeholders and users have the deepest understanding of Lakenham Way’s strengths and challenges, making their input invaluable from the outset. Inclusivity and ensuring voices are heard from marginalised communities is crucial. Engaging the community in elements of the design process fosters ownership and ensures the route meets local needs and truly reflects their desires, leading to long-term success and a thriving Lakenham Way that serves both ecological and social purposes.

For placemaking, particularly around gateway features and meeting spaces at access points, key stakeholders or local community will be engaged with to co-design or input. The Public Consultation survey undertaken in September 2024 demonstrates the desire for additional amenities such as seating and waste bins, as well as the opportunity to create community spaces along the route. These suggestions have all been included in the proposed subobjectives and activities.

#### Flexibility and Futureproofing

Placemaking is an iterative process and needs to be flexible to evolve to community feedback and needs. Placemaking can begin with “light touch, low cost, quick installation” approaches, such as adding benches, planters, or simple signage. This flexible approach helps capture the creative energy of the community and allows for adaptive changes—if something doesn’t work, it can be adjusted or replaced. When something is successful, it can be expanded upon. The best public spaces grow organically, with each iteration improving on the last. Proposed changes should also serve future communities, while preserving the historic elements of Lakenham Way.

### Objectives

#### Develop a Sense of Identity and Place-Making:

Enhance Lakenham Way as a distinctive and valued part of the community, reflecting local heritage and community, former railway architecture, culture, and natural beauty.

### Sub-Objectives and Actions

#### Highlight Identity and Character

**Objective:** Reflect the local history, community and biodiversity, ensuring Lakenham Way continues its unique identity.

#### Actions:

##### Engage with Community Groups (ongoing)

Engage with and support existing community groups who undertake numerous activities and events on and along Lakenham Way, helping them build capacity and reach new members.

##### Increase Sense of Identity (medium-term onwards)

Install interpretative panels, art installations or railway-themed elements along the Greenway that tell the story of Lakenham Way’s railway history, community engagement and ecology.

##### Improve Wayfinding and Connectivity (ongoing)

Install gateway features and clear signage, clearly marking Lakenham Way as a convenient and scenic route for active travel between key points in the area (e.g. connecting neighbourhoods, schools, workplaces, and green spaces).



### Improve Accessibility

**Objective:** Ensure the space is easy to access and navigate for all users.

#### Actions:

##### Improve Access Points (ongoing)

Ensure that entry points to the Greenway are accessible, welcoming, safe, and well-lit, encouraging people of all ages and abilities to use the route for recreation and transportation.

##### Install Accessible Interactive Features (medium-term)

Incorporating QR codes (such as NaviLens Accessible QR code) or automatic proximity alerts (such as React Beacon) can offer interactive experiences, allowing users to access additional content in more accessible ways.

### Improve Comfort and Safety

**Objective:** Ensure users feel comfortable and safe to access and spent time along the route.

#### Actions:

##### Increase Safety Measures (ongoing)

Improve feeling of safety along the route, particularly at night by ensuring the route is well-lit. Investigate the provision of CCTV.

##### Improve Pedestrian, Wheelchair User and Cyclist Amenities (ongoing)

Provide bins, visible signage, and resting spots at key intervals.

### Encourage Sociability and Engagement

**Objective:** Create people-focused spaces that foster social interactions, encouraging people to gather, meet and rest.

Key areas that have been identified as focus areas for gathering and resting areas are:

- The wide, open stretch along the brick retaining wall near the entrance at Brazen gate – a potential arrival / meeting space for community gatherings and activities.
- The section of route near the Hall Road access points and underneath Hall Road bridge – this could be a key area for seating and gathering.
- The green area along the Mansfield Lane has the potential for creative input, such as a linear park, natural play area or community gardening.

Placemaking could focus on a number of these areas initially, supported by community groups, building community support and increasing usage, before being rolled out in other areas.

#### Actions:

##### Create Meeting and Resting Areas (short and medium-term)

Add meeting and resting points at key intervals, particularly around access links and the end points of the route. Seating is a critical element in the placemaking of greenways, as it serves to create inviting, accessible spaces that encourage longer stays, social interactions, and inclusivity.

##### Establish Wildlife Observation Areas (medium-term)

Establish small pockets along the Greenway for quiet observation, with nature viewing spots. These areas could be enhanced with educational materials about local wildlife species.

##### Invite Pop-Ups and Community Businesses (ongoing)

Potential for local businesses (i.e. cafes or coffee vans) to have one-off or regular pitches at key meeting areas.

### Create a Variety of Activities

**Objective:** To transform Lakenham Way into a lively-multi-functional space that invites diverse community participation by offering a variety of recreational, social, educational and ecological activities.

#### Actions:

##### Increase Heritage Walks and Events (ongoing)

Partner with local schools, historical societies, and community groups to offer guided heritage walks, educational tours, or events that bring the history of Lakenham Way to life. Seasonal events ecology walks to encourage broader community involvement.

##### Introduce Nature-Based Play Areas (medium-term)

Develop simple, eco-friendly play areas using natural materials such as log stepping paths, balancing beams or climbing structures.

##### Creative Informative and Interactive Spaces for Learning (medium-term)

Install interpretive signage, educational boards or activities such as scavenger hunts. Links to Citizen Science projects could be included.

### Ongoing Evolution of Spaces

**Objective:** Ensure the route and spaces continue to serve the community and users by regularly revisiting the placemaking process keeping aligned with current community trends and values.

#### Actions:

##### Maintenance and Monitoring (ongoing)

Ongoing maintenance and monitoring of the improved dedicated spaces along the route to avoid issues of neglect or vandalism.



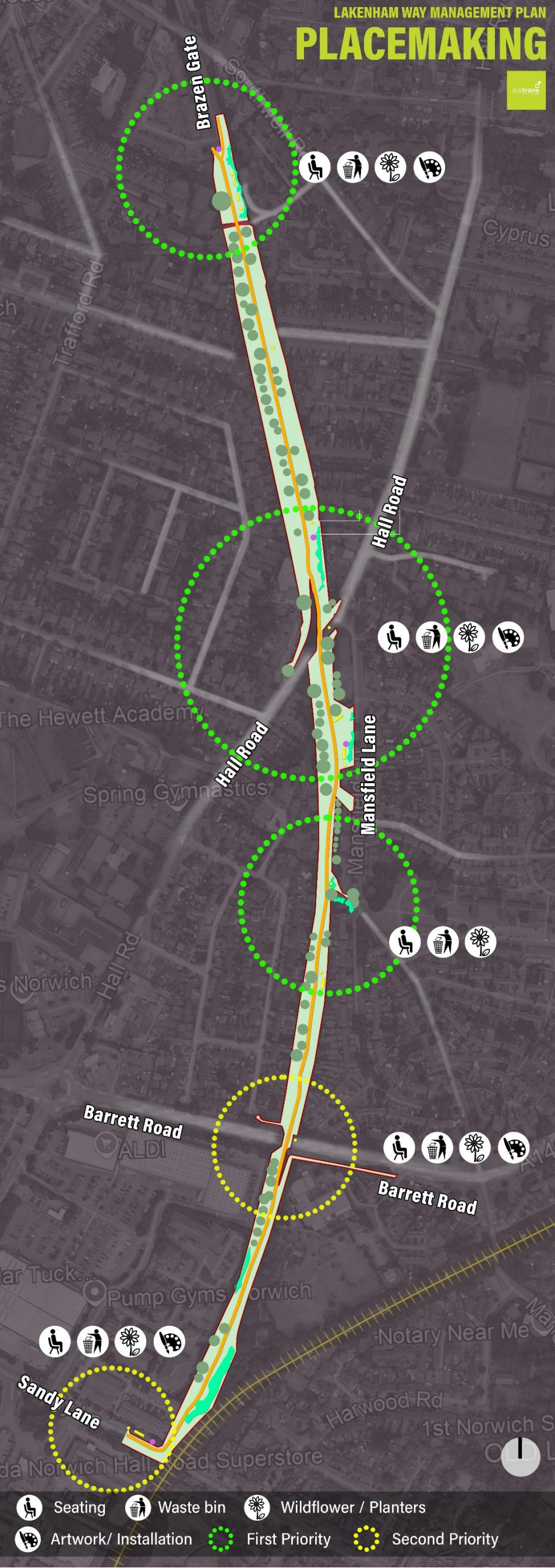


Figure 15: Placemaking Strategic Proposals





Pop-up café along a Greenway (Bristol to Bath route)

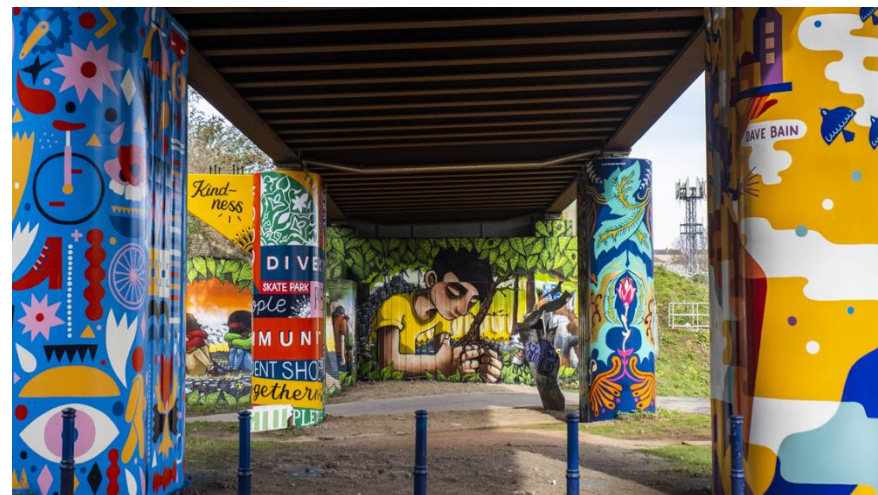
## Photographic Examples of Proposed Placemaking Interventions



Sensory planting schemes (Sedlescombe Primary School's Sensory Garden)



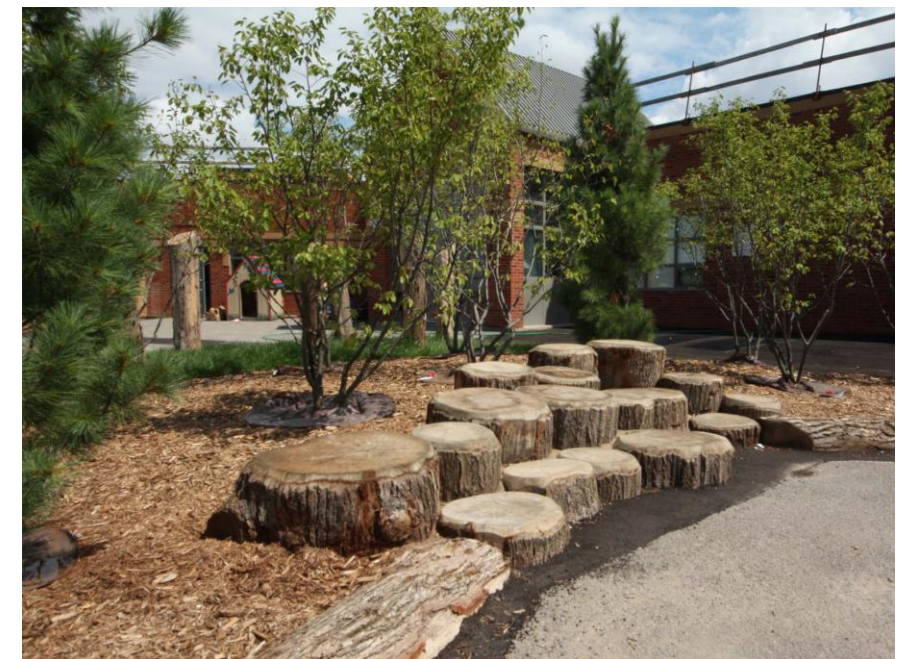
Gateway Feature on National Cycle Network



Community Designed artwork (National Rail, Bristol viaduct)



Robust picnic benches (Streetlife)



Nature-based play areas (Bienenstock Playgrounds – Ontario)



# 8. Communications and Engagement Strategy

## Overview

This Communications and Engagement Strategy for the Lakenham Way Greenway Management Plan recognises the vital role of community involvement in fostering a strong connection between the Greenway and its users. By building on existing community ownership and creating inclusive opportunities for engagement, the strategy aims to ensure that all voices are heard and that the Greenway serves as a welcoming, inclusive, and accessible space for everyone.

This strategy acknowledges that several well-established local groups, such as Lakenham & Town Close (LTC) Green Spaces (which began as Friends of Lakenham Way) and Wild Lakenham, already play a significant role in maintaining and promoting Lakenham Way. Both groups are dedicated advocates, organising regular litter picks, events, and activities to encourage greater use of the Greenway. Engaging with these existing groups and supporting their capacity to expand their work is key to the success of the strategy. Building on their knowledge, experience, and community trust will ensure that the plan aligns with local priorities. Meaningful engagement and clear communication have an important function in the delivery of the future Greenway projects.

For effectiveness of the engagement, the design process will be adaptable, incorporating feedback and updating based on outcomes of the engagement strategy and establishing clear timelines and milestones. Through diligent documentation and reporting, we can ensure transparency throughout the process, with a commitment to long-term engagement.

Inform	Consult	Involve	Collaborate	Support
Stakeholders will be kept informed about project plans and progress	Stakeholders' feedback will be sought as part of the decision-making process	Stakeholders will be involved in the project through regular updates and input opportunities	Stakeholders will work together with the project team to develop and implement the project	Stakeholders will provide backing and advocacy for the project
<b>Newsletters:</b> Regular updates about project progress. <b>Webpage updates:</b> Keeping a dedicated section on a website for project updates. <b>Social Media posts:</b> Quick updates and information sharing. <b>Press releases:</b> Formal updates for the media and public. <b>Public notices:</b> Announcements in local newspapers or public spaces.	<b>Public meetings:</b> Gatherings where stakeholders can hear about the project and provide feedback. <b>Online surveys:</b> Digital questionnaires to collect stakeholder opinions. <b>Focus groups:</b> Small, targeted discussion to gain in-depth feedback. <b>Comment forms:</b> Physical or electronic forms for stakeholder comments.	<b>Workshops:</b> Interactive sessions to work through project details with stakeholders. <b>Advisory committees:</b> Groups that give regular input on project decisions. <b>Open houses:</b> Informal drop-in sessions for stakeholders to learn about the project and talk to the team. <b>Joint planning sessions:</b> Collaborative meetings to involve stakeholders in planning. <b>Participatory mapping:</b> Stakeholders contribute to mapping exercises that affect the project.	<b>Co-design sessions:</b> Stakeholders work with designers to create solutions. <b>Partnership agreements:</b> Formal agreements that outline how stakeholders will work together. <b>Steering committees:</b> Groups that guide project decision-making processes. <b>Roundtable discussions:</b> Equal-footing discussions on project decisions. <b>Collaborative platforms:</b> Online tools that allow for joint document creation and decision-making.	<b>Advocacy groups:</b> Stakeholders who actively promote the project. <b>Champions:</b> Individuals who use their influence to support the project within the community. <b>Endorsements:</b> Public or private backing by influential stakeholders. <b>Volunteer programs:</b> Opportunities for stakeholders to contribute to the project. <b>Educational sessions:</b> Providing information that stakeholders can use to support the project in informed ways.

Figure 16: Levels of Engagement and Potential Methods with Stakeholders

Depending on the specific project, there will be differing levels of engagement with the stakeholders. The table above (Figure 12) depicts the methods that can be used.

The level of engagement will sometimes need to be curtailed due to the need to meet deadlines for spending funds, which can be onerous. For example, engagement relating to the short-term project in 2025 will need to be carefully managed for this reason.

## Objectives

**Support Existing Community Groups and Engage Current and New Users:**

Engage with and support existing community groups working on and around Lakenham Way. Use communication methods to increase the knowledge of and use of Lakenham Way as a route for the local community and wider network.

## Sub-Objectives

- Gather and respond to community and stakeholder feedback, ensuring the plan or future projects reflect the needs of the community.
- Support existing community group to build on their current stewardship activities, enabling them to expand their activities and engage more residents.
- Expand inclusive engagement, ensuring underrepresented groups are reached by partnering with community organisations.



- Inform the public about the ecological, recreational and health benefits of the Greenway.

---

## Inclusive Engagement Principles

The various proposed activities in this Plan have the potential to impact on people's everyday lives. This comes with the responsibility to be inclusive, and work must be done to identify and prioritise the requirements and needs of people who are regularly excluded. It is of key importance to align with local community organisations who are already engaged in the community and with harder-to-reach people, and who are well-known and trusted by local residents. Local organisations include the Feed Social Supermarket, the Al Madinah Community Centre and the Community Action Norwich foodbank. These organisations could also provide accessible community settings for workshop or in person events, with residents being more likely to engage with activities in settings they are familiar with.

The following principles will aim to be followed to ensure that communities are involved and engaged at all stages.

- The project will consider the needs of people with different communication and engagement needs.
- Communication materials and content will include imagery which reflects local populations, including disabled people, older people, people using a variety of mobility tools and cycles.
- Information will be shared and distributed in formats which consider the needs and preferences of different people, with significant focus on those who might have significant disadvantage.
- Engagement approaches will be flexible and tailored to match the needs of local people.

Monitoring will take place to review whether communication and engagement activity has reached a diverse audience and to identify any community groups whose feedback hasn't been captured or considered. Careful consideration will be given to how to engage those, who for different reasons, are underrepresented in public engagement and consultations. The following activities will help achieve this.

- Running workshops in community settings, at convenient times to help inform people about the project.
- As the project progresses, running site visits for people with specific lived experience, for example young people, disabled route users.
- When running an event in-person or online, as standard asking in advance about additional needs.
- Where possible, using venues which have step-free access, disabled parking spaces and accessible toilets.
- Using a mixture of channels to communicate with people
- Keeping wording and diagrams in plain English and simple to understand.

---

## Communication Channels

No single communication method will effectively reach all audiences and so a range of channels will be used tailored to the needs and preferences of different communities and stakeholders. A key aspect is tapping into existing networks, such as through Tuckswold Cycle Hub network, the Lakenham Community Network and the Wild Lakenham community who already have strong links with local communities.

**Online Presence:** Dedicated website page, social media and email newsletters.

**In-Person Events:** Events, workshops, open site visits and accessibility audits and community forums.

**Print Materials:** Flyers, posters, letters distributed to residents, in community centres, libraries, and local businesses.

**Media:** Local newspapers, radio, and TV coverage.



---

## Timeline for Communications and Engagement around the Greenway Management Plan and 2025 Project

### Phase 1: Initial Awareness and Information Sharing

September – October 2024

Inform the public and stakeholders about the Greenway Management Plan and the potential for subsequent projects. Gather feedback on priorities, concerns and suggestions.

- **Online Survey:** Survey through Get Talking Norwich inviting feedback about user experience of the Lakenham Way to inform the Greenway Management Plan and priorities (September – October 2024).
- **Media Outreach:** Issue press releases to local newspapers, online news outlets, and radio stations. Create content for social media platforms.

---

### Phase 2: Consultation and Feedback

November 2024 – March 2025

Further engage key stakeholders to gather feedback on the Plan and its proposals.

- **Stakeholder Meetings:** Schedule formal meetings with key stakeholders to ensure their voices are part of

the planning process, feeding back on the initial short-term project proposals.

---

### Phase 3: Inform

Summer / Autumn 2025

Update stakeholders and the public on the first phase of the improvement works.

- **Website Page Launch:** Create a dedicated project website page on Sustrans' website, with a clear overview of the Greenway, its goals, and updates on the management plan. Norwich City Council's website will have a link to the Sustrans page.
- **Greenway Management Plan Publication:** Publication of the Greenway Management Plan for the public viewing. Share through emails, social media and the project webpage.
- **Public Information Sessions:** Host public information events upon completion of the Short-term 2025 project. Provide comprehensive materials about the Greenway's environmental and community benefits, as well as ways in which people can be involved in ongoing maintenance.

---

### Phase 4: Ongoing Engagement and Stewardship

Ongoing

Maintain long-term engagement with the community and stakeholders after the management plan is implemented.

- **Citizen Science and Monitoring Programs:** Encourage community involvement in monitoring the Lakenham Way's ecosystem health through citizen science projects. This fosters long-term stewardship and engagement.
- **Annual Greenway Celebration:** Support community groups to host an annual event (such as a walk or bike ride) that highlights achievements, gathers feedback, and keeps the community involved in ongoing greenway management.
- **Continuous Feedback Channels:** Provide a permanent online feedback form for the community to voice concerns or suggestions.



# 9. Infrastructure Management and Improvement Plan

## Overview

The Infrastructure Management Plan is split between core regular maintenance that must occur, and improvements that are project-based on a short, medium and long-term basis, that require additional funding to be sourced.

Maps below (Figures 17 & 18) show the proposed Infrastructure and Wayfinding improvements; page 34 shows photographic examples of potential interventions.

## Objective

### Maintain and Upgrade Infrastructure

Ensure long-term functionality, safety, and accessibility of the Greenway through regular maintenance and priority upgrades, where funding allows.

## Sub-Objectives and Actions

### Conduct Regular Inspections and Maintenance Tasks

**Objective:** Ensure the route is inspected regularly to keep updated with any improvements that are required, with necessary maintenance jobs completed.

#### Actions:

#### Regular Site Inspections

Carry out bi-annual site inspections by Sustrans' Land Manager to inspect surface, drainage, signage and vegetation, identifying any maintenance requirements.

Annual site inspections from Railway Paths Limited, focused on the former railway infrastructure of the bridges and walls, identifying any issues.

### Regular Maintenance

Regular maintenance including filling of potholes and cracks, removal of fly tipping. Sweeping leaf fall in the Autumn and Winter months to prevent path width reduction and slippiness. Small-scale vegetation management where required.

### Improve Path surfacing

**Objective:** Ensure the path surface is suitable for all users, tackling problems where necessary.

#### Actions:

#### Tackle Water Ponding Areas (Short and medium-term)

Assess solutions to tackle water pooling under heavy rain, under Hall Road and Barrett Road bridges (Figure 17: 04 & 13),

#### Resurfacing for Comfort and Safety (as necessary)

When the path becomes cracked or uneven, regular maintenance and resurfacing will be undertaken using durable, smooth materials like asphalt. Ensure surfaces are skid-resistant, especially in areas where sharp turns or slopes are present.

### Create Seating, Meeting and Rest Areas

**Objective:** Enhance user comfort and create inviting spaces along Lakenham Way by strategically adding people-focused areas, which will promote accessibility and make the route a more welcoming, community-centred space that meets the needs for all users. Ensure designs are shared with relevant stakeholders for feedback.

#### Actions:

### Introduce Seating Areas (Short-term)

Seating can be introduced in the most desirable locations such as high-traffic entrance and access points, sheltered areas and near bridges. Seating will be designed to be accessible, durable and eco-friendly. All rest areas to be well-lit, with clear sightlines to enhance safety. Previous seating has been vandalised, new seating will therefore need to be robust and will initially be concentrated around heavily used areas near Brazen Gate, Hall Road and Mansfield Lane. (Figure 17: 01, 06 & 11)

### Waste Management

**Objective:** Improve waste management facilities to tackle the frequent littering issues.

#### Actions:

#### Introduce Waste Bins (Short-term)

Placement of new bins along the route, that can be easily accessed from the Highway for refuse collection, to reduce the issues with littering. Litter-picks by community groups will continue.

### Improve Accessibility, Safety and Visibility at Entrance Points and along the Route

#### Objective:

Community Engagement Officers at both Norwich City Council and Sustrans, find that residents of Lakenham, Town Close and wider Norwich are often unaware of the presence of Lakenham Way. Improvements need to be made to the visibility of the route at all entrances, particularly at the northern and southern ends. (Figure 17: 01 & 15)

Enhance the access links onto the Greenway, at Brazen Gate, Hall Road, Mansfield Lane, Barrett Road and Sandy Lane (Figure 17: 1, 3, 5, 7, 9, 14 & 15). Developing these entry points to be visible, well-signposted, accessible and safe will enhance the user experience.



Accessibility improvements could be made along the route, after further consultation with accessibility groups such as Inclusive Norwich.

**Actions:**

**Enhance the Entrances of Lakenham Way (Short and medium-term)**

Improve entrances at the Brazen Gate and Sandy Lane ends, with attractive Gateway Features, ensuring input from key stakeholders.

**Improve the Visibility, Safety and Accessibility of Access Links (Short and medium-term)**

Investigate the potential of widening the access links (notably those from Hall Road and Barrett Road) and tackling blind corners, to reduce user conflict and increase accessibility and safety. Short-term improvements can include vegetation cut-back and improving signage.

The turning radii from the access links onto Lakenham Way are tight, though they comply with LTN 1/20 Guidance. Further investigations need to be made to explore improvements.

In line with recommendations from Wheels for Wellbeing, investigate the introduction of 4m turning radii at key points along the route. These wider sections would be located near seating areas, bins, and access points, to allow users with mobility aids and adapted bikes to access amenities and have enough space to turn around comfortably.

Both the entry points at Barrett Road, where the route meets the main road, need changes to improve accessibility and comfort, such as widening the entrance, appropriate signage and introducing speed calming measures across side roads.

Upgrades are required too on the stepped access points onto the route (currently by St Johns Close and Barrett Road). The Public Consultation highlighted these as problematic, and further investigations need to be done to improve safety, such as installing handrails and reducing gradients.

**Improve the Visibility, Safety and Accessibility of the Route (short and medium-term)**

Vegetation scrape back along the route will expose the full width, reducing user conflicts. Additional longer-term improvements such as adding tapping rail demarcation studs on the pathways, tactiles across connecting roads or handrails on slopes will be explored, in consultation.

**Conduct Path Widening Where Necessary**

**Objective:** The Greenway's context and usage justify the 3m-wide shared-use path, which aligns with the current standards set by LTN 1/20. Some pinch-points increase potential user conflicts. Any increase in width will require further consultation with ecology teams to minimize habitat disruption.

**Actions:**

**Assess the Potential to Widen Key Bottle-neck Areas (Medium-term)**

Investigate selective widening on sections with higher conflicts between users.

**Ensure Consistent Wayfinding and Informative Signage**

**Objective:** To implement a well-designed, inclusive, cohesive and user-friendly wayfinding system, replacing the damaged or out-of-date signage (Figure 18).

**Actions:**

**Wayfinding Upgrade (Short-term)**

A full signage upgrade is required along the route, access links and nearby networks. Norfolk County Council will be undertaking a wayfinding upgrade for part of the Yellow Pedalway, between St Andrew's Plain and the University Technical College on Old Hall Road. Much of the Yellow Pedalway runs along Lakenham Way and includes a section of the Purple Pedalway (see Appendix E.1). Funding is secured for this element of the project, which is estimated to be completed in 2025.

Key signage elements include directional signs for the Greenway at junctions, such as Brazen Gate, Hall Road, and Barrett Road. Clear directional signage helps users make use of the urban connectivity more effectively.

**Shared Space Signage (Short and medium-term)**

Managing shared use is critical, particularly with the rise in e-bike usage, where speeding and user conflicts can be challenging (an issue frequently raised in the Public Consultation). The Department for Transport's LTN 1/20 guidance recommends using clear, accessible signage to communicate cautions, speed limits, lane divisions (where used) and right-of-way, creating a safer experience for all users. Effective signage serves as a behavioural cue for e-bike riders and cyclists, helping to remind them to moderate speeds and use bells when approaching pedestrians. LTN 1/20 suggest 10 to 12 mph for mixed-use paths. Sustrans advocate for 10 mph, especially where visibility is limited, or pedestrian density is higher.

Signage needs to be inclusive and should represent a wider variety of users, such as wheelchair users or hand cyclists. There are currently no standard wheelchair users' signs in the existing wayfinding templates. There is an intention to raise this issue to a higher level of discussion to influence future signage interventions. In the short-term, non-standard inclusive signage can be placed at entrance points.



### Contact Information for Maintenance Issues (Short-term)

Signage indicating who to contact in the event of maintenance issues such as tree fall or fly tipping.

### Add to and Upgrade Lighting

**Objective:** The lighting along the route is Highways-owned and maintained by Norfolk County Council. However, it's essential to acknowledge adding or changing illumination could impact nocturnal species and ecology. Therefore, engaging in further discussions with ecology teams is necessary before making any changes to the lighting.

#### Actions:

#### Assess installing additional Lighting (Medium-term)

There is potential to install additional lighting under or near the bridge structures.

#### Replace Existing Lighting (Medium-term)

Investigate changing existing lighting to motion-sensitive LEDs.



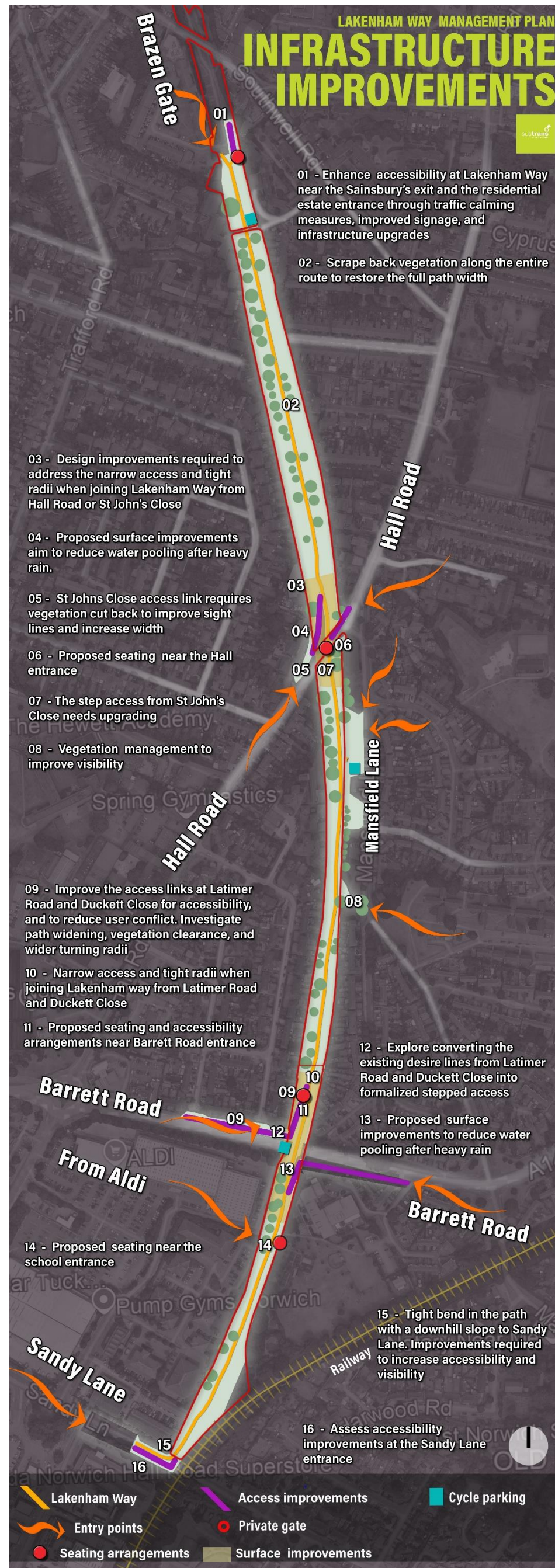


Figure 17: Proposed Infrastructure Improvements





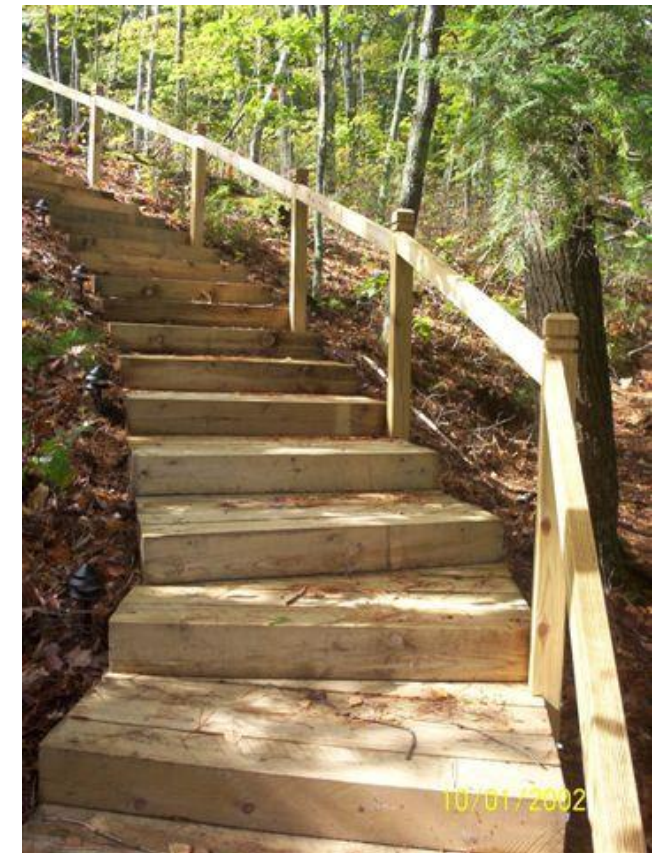
Figure 18: Signage Upgrades



## Photographic Examples of Proposed Infrastructure Interventions



Accessible Seating Layouts (Wheels for Wellbeing)



Upgraded Steps Down a Slope



Customisable and Robust Seating Arrangements (Streetlife)



Interpretative Signage (Plymouth Cycle Network)



Improved Accessibility and Seating



# 10. Ecological Management and Enhancement Plan

## Overview

This Ecological Management Plan is split between ongoing regular maintenance and enhancements that are project based and require additional funding. This Management Plan is a first draft and summary, to be updated by March 2025 when the full Ecological Management Plan will be completed and added to the Appendices. More detailed ecology surveys would be required to assess the impact and viability of future project works. All actions should be monitored and adapted over time to enable the aims to be achieved.

Project-based enhancements would, funding permitted, split across years as follows:

- Year 1: Initial biodiversity surveys and pilot habitat enhancement projects.
- Years 2-5: Expansion of enhancement efforts.
- Years 6-10: Ongoing monitoring and adjustment of management practices.

## Objective

### Protect and Enhance Ecology and Biodiversity:

Maintain and enhance natural habitats along the Greenway, improve biodiversity and engage the community.

## Sub-Objectives and Actions for Standard Management

### Maintain and Improve Safety of Path Users

**Objective:** Ensure users can use the path safely throughout the year.

### Actions:

#### Prevent Vegetation Encroaching the Path (ongoing)

Basic verge management will comprise of mowing, proposed at 3 times per year from May. The mowing should be to 0.5m to 1m in width on both sides of path. Width should be varied along the length of the path depending on the height of the vegetation and extent to which it will fall into the path. The verge should be cut to 1m in areas of tall vegetation and 0.5 in the less vigorous grassland areas. Cutting blade height should be set at 150mm to reduce risk to reptiles.

There will be a wider vegetation cut in the Autumn, to prevent the encroachment of bramble scrub. The width will vary depending on the landform and habitats but could be up to 3m in width. This does not need to be uniform and can be scalloped. The use of a cut and collect mower would be vastly beneficial as it would remove the arisings and lower the nutrient input into these habitats, increasing the likely diversity over time. Additional cuts may be required in areas of tall vegetation growth to prevent vegetation falling into the path - the route should be monitored, and timings adjusted accordingly.

#### Eliminate Giant Hogweed and Protect Path Users (ongoing)

The programme of giant hogweed management should be continued, either through mechanical or chemical control, by Norwich City Services Limited, paid for by Sustrans.

#### Manage Trees and Vegetation (ongoing)

Selective pruning or removal of trees and vegetation that obscure the lighting, are negatively impacting on accessibility or are reducing visibility, particularly along access links.

### Priority Actions to Maintain Biodiversity

**Objective:** Key actions to maintain biodiversity and natural habitats.

### Actions:

#### Protect the Area of Diverse Grassland and Reptile Habitat at the South of the Route (ongoing)

This area should be maintained and expanded through annual strimming and scrub removal. Scrub should be kept to 5-10% within this area by annual management. The area should be strimmed in late August/September and arisings removed. In taller vegetation this should be done in a phased approach with two cuts at least 48 hours apart. The first cut to 300mm and the second to 150mm. It should be undertaken in a directional manner (from one end to the other) to allow reptiles to escape. Arisings must be removed from the location. Arisings from the established grassland can be used as green hay for the expansion areas to help species spread.

#### Prevent Bramble Scrub coming to Dominate the Opportunity Area at the North of the Route (ongoing)

The opportunity area at the north of the route should be included in the late August/September cut to reduce bramble growth in this location to enable future ecological enhancement works. This entire area should be cut to 150mm annually and arisings removed. Where scrub is most established already, patches can be maintained within this for shelter for wildlife. These should total up to 10% of the area. This will be carried out as part of the Sustrans' funded, Norwich City Services Limited contract.



---

## Sub-Objectives and Actions for Enhanced Management Opportunities

In addition to the standard management, other interventions can be taken to enhance biodiversity along the route.

### Enhance Biodiversity and Natural Habitats

**Objective:** To enhance and diversify the natural habitats, balancing conservation goals with community use and engagement.

**Actions:**

#### Remove Non-Native Invasive Species (Short-term onwards)

Non-native species, which can become invasive are present along the route including stags-horn sumach *Rhus typhina*, cotoneasters *Cotoneaster* spp. and snowberry *Symphoricarpos alba*. These should be removed to prevent their spread. Manual control through the removal of stems and stumps would be preferred, but ongoing manual or chemical control may be deemed necessary.

#### Increase Wildflowers in Grasslands along the Route (Short-term onwards)

A large variety of grassland types occurred along the route, all of which could be enhanced.

The opportunity area at the north of the route is a significant area of grassland with some tall ruderal and scattered scrub. The maintenance action above will reduce the scrub and ruderal content of this area and reduce nutrient input. Further enhancement through scarification and seeding, including the use of hemi-parasites such as yellow rattle *Rhinanthus minor*, could transform this into a valuable wildflower grassland. Areas of scrub up to 10% of the area can be maintained for shelter for wildlife. To maintain this, annual mowing with the removal of arisings will be required in late August/ September.

Large areas of close mown amenity grassland were present between the route and Mansfield Lane. This appeared dry and calcareous and has high potential for creating wildflower area. Sections could be left to grow longer, with mowing reduced to a single annual cut with arisings removed. Additional seeding could also be undertaken to diversify mown and unmown sections.

Species poor managed grassland occurred in small areas along the route, particularly at access points, and along the access path north of Barrett Road. These could be diversified by additional seeding (particularly using hemi-parasites such as yellow rattle *Rhinanthus minor*), an appropriate mowing regime and by removing arisings.

An area of tall ruderal vegetation along the access path south of Barrett Road also had potential for additional management and planting to increase wildflowers in this location.

Additional grassland seeding (scarification by pedestrian machine with arisings removed to location on site + application of calcareous wildflower seed mix 80% grass, 20% wildflower seed using pedestrian driven seeder. Wildflowers sown at rate of 5g/m<sup>2</sup>. Note: These areas will then be managed with the spring and autumn cut as itemised above.

#### Plant a Community Orchard (Medium-term onwards)

The opportunity area at the north of the route (Brazen Gate enhancement area), in addition to having areas enhanced as a wildflower meadow could also be used to create a community orchard, with opportunities for scattered trees, or espalier fruit trees against the wall. This would be contingent on a community group taking on the ongoing management, with support from Sustrans.

#### Diversify Bramble Scrub (Medium-term onwards)

One-off interventions could be taken to diversify the bramble scrub habitats. These areas could be cleared over winter and inter-planted with other scrub species to create mixed scrub, or interplanted with trees to create woodland. This has the opportunity of creating low numbers of units for biodiversity net gain, which could be a funding source for route management. This should be undertaken in a staged process so that not all scrub is cleared in a single year.

#### Diversify Woodland (Medium-term onwards)

Where tree management is required for safety, interplanting of native trees can be undertaken to increase diversity and climate change resilience. A ground flora assessment should be undertaken in spring 2025, and where there is limited ground flora, locally appropriate woodland species can be introduced through seeding/plug planting.

#### Pond / Wetland Creation (Medium-term onwards)

Concerns were raised in the public consultation about more water encouraging mosquitos and rats, however existing path flooding poses a safety risk to path users, particularly if it freezes. A strategy to combat flooding using natural swales, ditches and ponds could be developed and water bodies or wetlands designed to maximise value to wildlife. The locations of such features are to be confirmed based on problem areas with water pooling. An investigation will be carried out in the short-term, with interventions ranging from the short-term to medium-term.

#### Wildlife Boxes (Short-term)

Wildlife boxes such as bat, bird and bee boxes could all be installed to diversify the type of opportunities for wildlife along the route. This should be conducted in combination with the habitat improvement works that would improve foraging habitat for these species.



## Community Engagement with Wildlife and Habitats

**Objective:** In such an urban site, engaging the community with the wildlife and actions taken is vital.

### Actions:

#### Increase Interpretation (Medium-term)

Interpretation could be installed on the route. This could be through permanent or pop-up interpretation panels. Self-guided nature trails could also be created using way markers with QR codes linked to a free online trail app.

#### Encourage Community Surveys (Medium-term)

Local people and school groups could be involved with wildlife surveys and monitoring along Lakenham Way. In locations where habitat enhancements are proposed, habitat change over time could be monitored through fixed point photograph locations with linked QR codes. People could also be involved through one-off bioblitzes organised with Sustrans staff or local experts, encouraged to join in national surveys such as the Big Garden Birdwatch (RSPB) or Big Butterfly Count (Butterfly Conservation), submitting records to i-record or similar recording schemes.

#### Volunteering (Short-term onwards)

Wildflower seeding, wildlife box making and installation, tree planting and other enhancement activities can be undertaken by volunteers in combination with Sustrans staff.

#### Led Walks

Themed wildlife walks such as butterfly counts, bird watching, bat walks, or tree identification could be led by Sustrans Ecologists or local experts.





Figure 19: Ecology Maintenance and Enhancement



## Photographic Examples of Ecological Interventions



Interpretation Panels



Bird Boxes



Espaliered Fruit Tree



Wildflower Meadow



Community and School Engagement and Citizen Science



Community Orchard Project



# 11. Active Travel Networks Management Plan

---

## Overview

Connectivity is crucial to the effectiveness of active travel infrastructure. Well-connected, accessible routes enable people to undertake complete journeys using safe, high-quality infrastructure. These support journeys for work, shopping, appointments, socialising and other purposes, including enabling people to combine multiple stops into a single journey. Well-connected routes encourage greater use, which makes them feel safer and more vibrant, which in turn leads to even greater use. Improving linkages between the Lakenham Way and other active travel provision will increase its value to local people.

---

## Objective

### Promotion of Active Travel and Connectivity

Ensure infrastructure that encourages people to walk, wheel or cycle as their preferred mode of travel for everyday journeys. Strengthen Lakenham Way's role in Norwich's broader sustainable transport network, by enhancing connectivity and promoting sustainable travel options.

---

## Sub-Objectives and Actions

### Encourage Active Travel

**Objective:** Boost pedestrian, wheeling and cycling use by creating a well-known, safe, accessible and enjoyable route.

#### Actions:

### Increase Lakenham Way's presence and visibility (short-term onwards)

Improve the visibility of Lakenham Way, through Gateway features, signage and community outreach.

### Enhance Connectivity

**Objective:** Improve linkages between Lakenham Way and Norwich's existing active travel networks, to create a seamless experience for users. Investigate potential for creating new connections, particularly where Lakenham Way can link in with existing projects and developments.

#### Actions:

### Connect Lakenham Way

Conduct Feasibility Studies to explore potential connections into surrounding areas. Norwich Cycling Campaign have raised the prospect of the Greenway to continue south from Sandy Lane, to thread through Lea Bridges Park.

Norwich LCWIP proposes a scheme connecting Harford Park & Ride with key employment along Hall Road, linking with Lakenham Way and into the City Centre (Appendix E.3). A Feasibility Study is required to assess the potential of a shared-use path or segregated cycle facility.

### Designate Lakenham Way as part of the National Cycle Network

The Lakenham Way does not currently form part of the official National Cycle Network, however Sustrans has a long-term aspiration to incorporate it in the network as part of NCN 1, which passes within less than 1 mile (Appendix E.2). This would provide access to the NCN for the residential population surrounding the Lakenham Way, and carry NCN users towards a range of leisure facilities and employment around Lakenham and Tuckswold. Lakenham Way is currently connected to different sections of NCN1: via the yellow Pedalway connection at St Andrews Plain; via the

orange Pedalway meeting at the junction of King Street and Music House Lane; and via the purple Pedalway meeting at the junction of King Street and Bracondale. Some enhancements need to be made to these link routes prior to becoming designated as NCN.



## 12. Accessibility

### Overview

The Equality Impact Assessment (EqIA) for the Lakenham Way Greenway Management Plan evaluates how the proposed changes to the Greenway in the preceding chapters could affect various groups, ensuring that the plan promotes inclusivity, equality, and accessibility (Appendix D). The goal of the EqIA is to assess potential benefits, identify any unintended barriers, and ensure equitable access to the Greenway for all users, regardless of age, disability, gender, race, socioeconomic background, or other protected characteristics. The EqIA was informed by an Accessibility Audit of the route with Inclusive Norwich in November 2024.

The EqIA for Lakenham Way's Management Plan confirms that the proposed changes will likely have a positive impact on inclusivity and equality by improving access, safety, and connectivity. Continued attention to accessibility, safety measures, and cultural representation will help ensure the Greenway remains a welcoming, valuable community asset for all user groups.

Further EqIAs will be required for the future projects going forward.

### Objective

#### Ensure an Inclusive and Accessible Greenway for All:

Ensure the Greenway is safe and welcoming for all users, by addressing physical and psychological barriers and enhancing safety to serve the diverse needs of the local community.

### Sub-Objectives and Actions

#### Enhance Physical Accessibility

**Objective:** Improve the path's physical conditions by widening sections, maintaining clear routes, and reducing vegetation encroachment to accommodate individuals with disabilities, older adults, and families with young children.

##### Actions:

##### Implement Periodic Accessibility Audits (ongoing)

Implement periodic accessibility audits, involving people with protected characteristics.

##### Enhance the Route and Access Points (ongoing)

Enhance entry points and the route with features such as ramps, seating and signage that meet recognised standards.

#### Improve Safety and Security

**Objective:** Create a safer environment for all users through enhanced lighting and visibility along the Greenway.

##### Actions:

##### Install Motion-Sensitive LED Lighting (medium-term onwards)

To minimise ecological impact while ensuring that high-traffic areas, such as bridges and entry points, are well-lit to alleviate safety concerns, particularly for vulnerable populations.

#### Promote Cultural and Community Inclusion

**Objective:** Strengthen the connection between the Greenway and the local community by incorporating cultural and historical elements.

##### Actions:

##### Collaborate with Local Community Groups and Schools (ongoing)

to create informative displays and art installations that represent diverse histories and perspectives, ensuring cultural inclusivity in the design and narrative of the Greenway.

#### Facilitate Economic and Social Benefits

**Objective:** Enhance connectivity with surrounding neighbourhoods, schools, workplaces and amenities to promote active travel, reduce car dependency and support local businesses, creating both economic and social benefits for the community.

##### Actions:

##### Promote Active Travel for Daily Trips (ongoing)

Partner with local schools and employers to encourage use of the Greenway for traveling.

#### Foster Ongoing Community Engagement and Feedback

**Objective:** Ensure that the management plan remains responsive to community needs by maintaining robust engagement with a variety of stakeholders.

##### Actions:

##### Implement a Feedback Mechanism (ongoing)

Regularly incorporate input from underrepresented groups, such as ethnic minorities and individuals with disabilities, to keep the Greenway inclusive and reflective of the community's needs.

By focusing on these objectives, the Management Plan aims to create a comprehensive framework that not only addresses existing barriers but also empowers all users, ensuring Lakenham Way is a welcoming, safe, and enriching environment for everyone in the community.



# 13. Monitoring and Evaluation Strategy

## Overview

The monitoring and evaluation (M&E) strategy for the 10-year Greenway Management Plan will provide a framework through which progress towards delivery of the plan's objectives can be monitored, and the impact of interventions can be evaluated.

## Aims

### Transparent and Robust Monitoring and Evaluation

Ensure that the Greenway meets its vision of accessibility, biodiversity, and community value by tracking progress toward key objectives. It promotes adaptive management, enabling responsive adjustments as needs or challenges arise, and maintains transparency and accountability with stakeholders through regular progress updates.

## Objectives

- **Biodiversity and Ecosystem Health:** Enhance biodiversity and ecosystem resilience by increasing native vegetation cover, reducing invasive species, and supporting key species and habitats within the Greenway. This will ensure the Greenway functions as a rich ecological corridor, providing habitat for birds, pollinators, and other fauna, while contributing to the overall environmental health of the area.
- **Greenway Usage and Access:** Improve the Greenway's accessibility, inclusivity, and attractiveness as a transportation and recreational asset by increasing user numbers, diversifying the user

demographic, and enhancing physical access points. This objective aims to support active travel, expand access to green spaces for diverse community members, and contribute to local social and economic benefits through increased Greenway usage.

- **Community Engagement:** Foster a strong sense of community ownership, stewardship, and satisfaction with the Greenway by increasing participation in engagement events, volunteer programs, and educational activities. This objective seeks to build community identity around the Greenway and deepen local involvement in its ongoing management and enhancement
- **Environmental Sustainability:** Promote environmental sustainability within the Greenway by increasing biodiversity net gain (BNG) units and reducing local vehicle traffic through enhanced active travel opportunities. This will reinforce the Greenway's role in reducing carbon emissions, enhancing local biodiversity, and contributing to sustainable urban infrastructure.

## Monitoring Framework

This M&E strategy framework is designed to make use a variety of robust monitoring and evaluation methods to undertake both qualitative and quantitative data collection and reporting at strategic intervals over the ten-year period detailed in the Greenway Management Plan. Analysis of collected data relating to the Greenway's management will be instrumental in ensuring we are delivering effectively against the monitoring objectives.

## Key Indicators

### 1. Biodiversity and Ecosystem Health

- a. **Vegetation cover:** Monitor increases in native vegetation and reductions in invasive species.
- b. **Key Habitats:** Monitor areas where vegetation is managed to promote key species and habitats.
- c. **Wildlife populations:** Track populations of key species (e.g., birds, pollinators, and other fauna).

**Methods:** Field surveys, remote sensing and wildlife cameras.

### 2. Greenway Usage and Access

- a. **Visitor counts:** Capture and monitor data around the number of route users using the Greenway (pedestrians, cyclists, etc.).
- b. **User demographics:** Collect demographic data relating to route users using the Greenway to build understanding around accessibility and inclusion (age, gender, income level, experiential data and perceptions of accessibility).
- c. **Access improvements:** Measure the number of access points created or improved along the Greenway and their utilisation.
- d. **Social and Economic Benefits:** Monitor the economic benefits brought about by changes in Greenway usage relating to implementation of the management plan.

**Methods:** Automated counters, manual counts, user surveys, business surveys, GIS mapping, economic modelling (AMAT, Leisure walking and cycling expenditure models).

### 3. Community Engagement



- a. **Participation rates:** Track participation in Greenway engagement events, volunteer programs, and workshops.
- b. **Community satisfaction:** Use surveys and focus groups to measure local perceptions of the Greenway and community satisfaction with the Greenway.
- c. **Educational initiatives:** Measure the number of school or community groups engaged in educational activities related to the Greenway.

**Methods:** Surveys (postal and/or digital), focus groups, walk-along interviews, event attendance records.

#### 4. Environmental Sustainability

- a. **Biodiversity Net Gain Units:** Estimate the amount of BNG units that could be gained through the improvements, thereby funding further works.

**Methods:** Biodiversity Net Gain models.

## Evaluation Process

Evaluation will occur at key intervals during the 10-year period:

- **Baseline assessment** (Year 0/1): Initial data collection to establish current conditions for all indicators.
- **Annual reviews:** Light-touch reviews focusing on key indicators and allowing for minor adjustments.
- **Mid-term evaluations** (Years 3, 6, 9): Comprehensive assessments to determine progress and recalibrate strategies if needed.
- **Final evaluation** (Year 10): Comprehensive evaluation of all outcomes to inform future management plans.

## Governance and Stakeholder Engagement

Effective M&E will require input from multiple stakeholders:

- **Greenway management team (Sustrans):** Responsible for undertaking monitoring activities and reporting results.
- **Government agencies (Norwich City Council, Norfolk County Council):** Provide oversight, especially regarding environmental and land use regulations.
- **Community groups and volunteers:** Engage local communities in data collection and stewardship.

## Reporting and Communication

Results of the M&E process will be shared in a transparent manner:

- **Maintaining accurate and time specific records of all interventions and management activities relating to the Greenway over 10 years.** Documenting this will provide accountability and help build understanding around the possible/probable causes of trends observed in the data
- **Reports following completion of projects:** Summarising key achievements, challenges, and next steps.
- **Website:** Updates for local residents and users on improvements and information about Lakenham Way on the Sustrans project page.
- **Stakeholder meetings:** Periodic meetings to discuss findings and potential adjustments.



## 14. Greenway Management Plan Actions and Estimated Costings

The Lakenham Way Greenway Management Plan is structured between Regular Actions and future maintenance or enhancement projects. Future schemes are split across three phases:

- 1. Short-Term Actions (2025)** – the initial funding has been secured by Norwich City Council and Sustrans, running between August 2024 and December 2025. The capacity to undertake all the short-term actions listed is dependent on how far this funding will stretch and the limited timeframes.
- 2. Medium-Term Actions (2-6 years)** – these actions are deemed to be of secondary importance, based on the feedback from the Public Consultation and / or are unfeasible with the funding currently available and deadlines associated with it. Future funding needs to be secured to undertake these actions.
- 3. Long-Term Actions (7-10 years)** – future funding needs to be secured in order to undertake these actions.

Each of the actions below relate to the wider objectives of this Greenway Management Plan, reiterated below:

### Objectives

- 1. Ensure an Inclusive and Accessible Greenway for All:** Ensure the Greenway is safe and welcoming for all users, by addressing physical and psychological barriers and enhancing safety to serve the diverse needs of the local community.
- 2. Develop a Sense of Identity and Place-making:** Establish Lakenham Way as a distinctive and valued part of the community, reflecting local heritage, former railway architecture, culture, and natural beauty.
- 3. Foster and Maintain Community Involvement and Sense of Ownership:** Foster community stewardship through volunteer programs, educational outreach, and public consultations.
- 4. Maintain and Upgrade Infrastructure:** Ensure long-term functionality, safety, and accessibility of the Greenway through regular maintenance and strategic upgrades. Maximise financial sustainability of all management operations.
- 5. Protect and Enhance Ecology and Biodiversity:** Maintain and enhance natural habitats along the Greenway, improving biodiversity and ensuring a sustainable environment. Maximise financial sustainability of all management operations.
- 6. Increase Active Travel and Connectivity:** Ensure Lakenham Way's infrastructure encourages people to walk, wheel or cycle as their preferred mode of travel for everyday journeys. Strengthen Lakenham Way's role in Norwich's broader sustainable transport network, by enhancing connectivity and promoting sustainable travel options.



## Phase 0 Action Plan and Costings: Annual and Regular Actions

N.B. The ability to carry out the annual and routine actions outlined below is dependent on the availability of ongoing internal maintenance budgets and may be subject to change based on future funding allocations.

Reference No.	Action	Objective(s)	When	Lead	Funding	Rate	Total Price
A.1	Carry out a bi-annual inspection of surface, drainage, signage and vegetation and identify any maintenance requirements.	4	Bi-annual	Sustrans	Sustrans maintenance budget	£460	£920
A.2	Carry out an annual inspections of former railway infrastructure to identify any maintenance requirements.	4	Annual	Railway Paths Limited	Railway Paths Limited budget	N/A	N/A
A.3	Remove fly-tipping when reported.	4	Ongoing	Sustrans and Volunteer Groups	Sustrans maintenance budget	TBC	TBC
A.4	Carry out regular litter picks along the route.	3 & 4	Ongoing	Volunteer Groups	N/A	N/A	N/A
A.5	Maintain seating and waste bins along the route and replace if necessary.	2 & 4	As required	Sustrans	Sustrans maintenance budget or external funding	250	1000
A.6	Minor maintenance of path surfacing such as filling of potholes and cracks.	4	As required	Sustrans	Sustrans maintenance budget	1000	4000
A.7	Maintain wayfinding and informational signage.	1, 2 & 4	As required	Sustrans and Volunteer Groups	Sustrans maintenance budget	TBC	TBC
A.8	Sweeping of leaf-fall in the Autumn and Winter months.	4	Ongoing	Sustrans commission NCSL	Sustrans maintenance budget	TBC	TBC
A.9	Regular verge mowing.	5	Regular	Sustrans commission NCSL	Sustrans maintenance budget	£1,000	£3,000
A.10	Wider vegetation cut in Autumn, including verges and additional opportunity areas (including bramble scrub at the Brazen Gate end).	5	Annually	Sustrans commission NCSL	Sustrans maintenance budget	£2,000	£2,000
A.11	Management of important grassland in the south: Twice annual cut using power sythe.	5	Annual	Sustrans commission NCSL or Volunteer Groups	Sustrans maintenance budget	£3,000	£3,000
A.12	Continue to eliminate Giant Hogweed and protect path users with fencing.	1 & 5	Ongoing	Sustrans commission NCSL	Sustrans maintenance budget	£1,000	£1,000
A.13	Carry out reactive tree works to address any safety issues.	1 & 5	As required	External tree surgeon commissioned by Sustrans	Sustrans maintenance budget	£1,700	£1,700
A.14	Engage volunteers where appropriate in practical conservation and heritage projects.	3	Ongoing	Sustrans	Internal Volunteer Engagement budgets	TBC	TBC
A.15	Promote Lakenham Way using social media and promotional events / press releases.	1, 2 & 3	Ongoing	Sustrans	Internal budgets	N/A	N/A
A.16	Continue seeking external funding to implement the GMP.	All	Ongoing	Sustrans	Internal budgets	N/A	N/A



## Phase 1 Proposed Action Plan: Short Term (2025)

N.B. The delivery of the short-term works described below is dependent on the availability of allocated funding, project timeframes, and ecological constraints. As such, the final scope of works may be subject to adjustment.

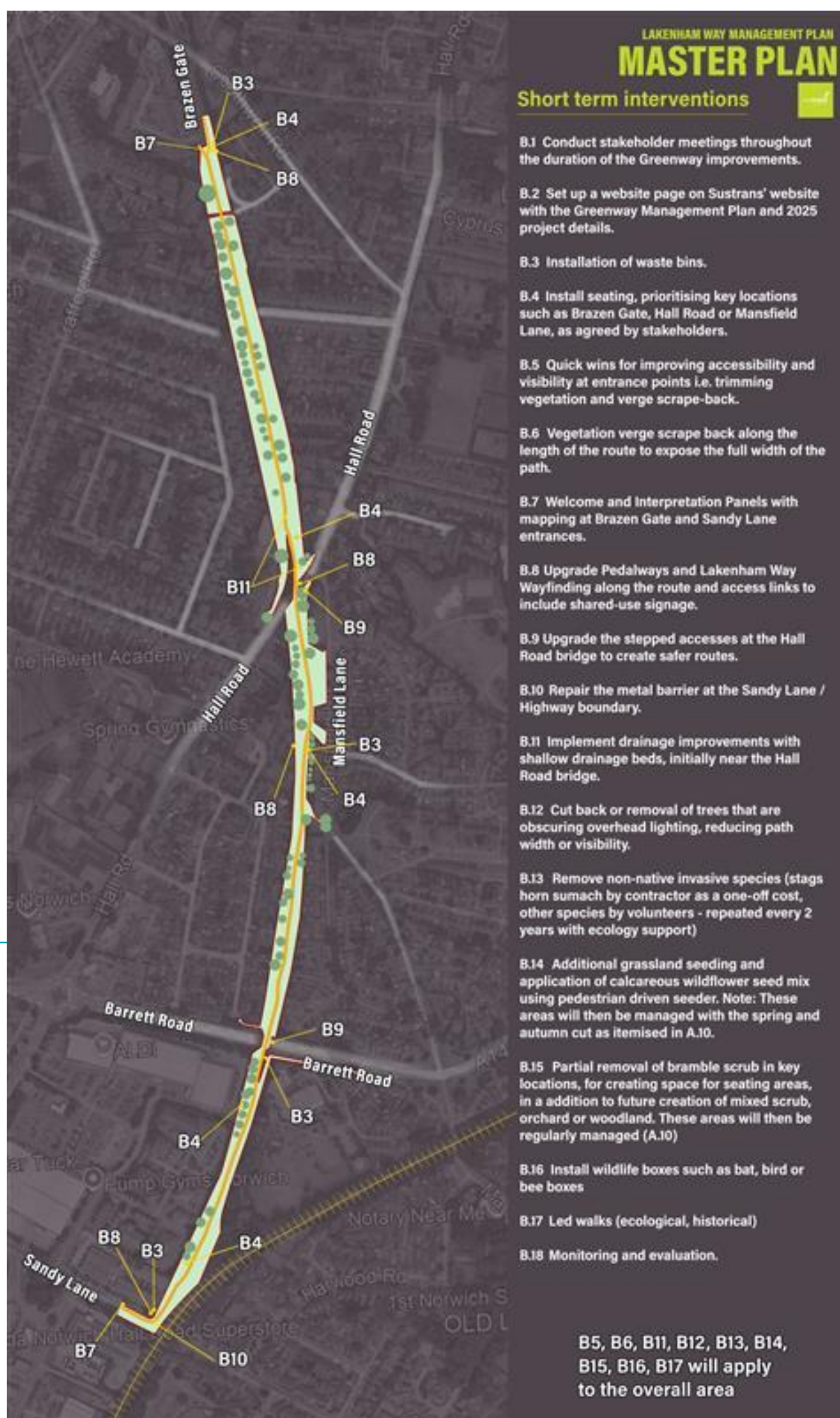
Reference No.	Action	Objective(s)	When	Lead	Funding	Status
B.1	Conduct stakeholder meetings throughout the duration of the Greenway improvements.	2 & 3	Ongoing	Sustrans and Norwich City Council	Secured external funding for 2025	
B.2	Set up a website page for Lakenham Way on Sustrans' website with the Greenway Management Plan and 2025 project details.	2 & 3	2025	Sustrans	Sustrans internal budget	
B.3	Installation of waste bins.	1, 4 & 5	2025	Norwich City Council	Secured external funding for 2025	
B.4	Install seating, prioritising key locations such as Brazen Gate, Hall Road or Mansfield Lane, as agreed by stakeholders.	1, 2 & 4	2025	Norwich City Council	Secured external funding for 2025	
B.5	Quick wins for improving accessibility and visibility at entrance points i.e. trimming vegetation and verge scrape-back.	1, 4 & 6	2025	Norwich City Council	Secured external funding for 2025	
B.6	Vegetation verge scrape back along the length of the route to expose the full width of the path.	1, 4 & 6	2025	Norwich City Council	Secured external funding for 2025	
B.7	Welcome and Interpretation Panels with mapping at Brazen Gate and Sandy Lane entrances.	1, 2, 4 & 6	2025	Norwich City Council	Secured external funding for 2025	
B.8	Upgrade Pedalways and Lakenham Way Wayfinding along the route and access links, including shared-use signage.	1, 4 & 6	2025	Norfolk County Council	Secured external funding for 2025	
B.9	Upgrade the stepped accesses at the Hall Road bridge to create safer routes.	4	2025	Norwich City Council	Secured external funding for 2025	
B.10	Repair the metal barrier at the Sandy Lane / Highway boundary.	1 & 4	2025	Norfolk County Council	TBC	
B.11	Implement drainage improvements with shallow drainage beds, initially near the Hall Road bridge.	1 & 4	2025	Norwich City Council	Secured external funding for 2025	



B.12	Cut back or removal of trees that are obscuring overhead lighting, reducing path width or visibility.	1 & 4	2025	Norwich City Council	Secured external funding for 2025	
B.13	Remove non-native invasive species (stags horn sumach by contractor as a one-off cost, other species by volunteers - repeated every 2 years with ecology support).	5	2025	Sustrans and Volunteer Groups	Secured external funding for 2025	
B.14	Additional grassland seeding and application of calcareous wildflower seed mix using pedestrian driven seeder. Note: These areas will then be managed with the autumn cut as itemised in A.10.	2 & 5	2025	Volunteer Groups with support from Sustrans	Secured external funding for 2025	
B.15	Partial removal of bramble scrub in key locations, for creating space for seating areas, in addition to future creation of wildflowers, mixed scrub or orchard. These areas will then be regularly managed (A.10).	5	2025	Norwich City Council and Volunteer Groups	Secured external funding for 2025	
B.16	Install wildlife boxes such as bat, bird or bee boxes.	3 & 5	2025	Norwich City Council	Secured external funding for 2025	
B.17	Led walks (ecological, historical)	1, 2 & 3	2025	Volunteer Groups with support from Sustrans	Secured external funding for 2025	
B.18	Monitoring and evaluation.	All	Ongoing	Sustrans	Secured external funding for 2025	
	Contractor Overhead			Norwich City Council	Secured external funding for 2025	
	Ecology Surveys and mitigation (Dependent on small-scale PEA and E-CEMP requirements)		As required	Norwich City Council	Secured external funding for 2025	
	Contingency			Norwich City Council	Secured external funding for 2025	
	Fees (Design, planning, CDM/contract management, legal)			Norwich City Council	Secured external funding for 2025	
	Cost to construct			Norwich City Council	Secured external funding for 2025	
	VAT			Norwich City Council	Secured external funding for 2025	



## Phase 1 Proposed Activities Map: Short Term (2025)





## Phase 2 Proposed Action Plan: Medium Term

N.B. The delivery of any longer-term works would be dependent on undertaking further community and stakeholder engagement, and securing funding. The proposals below may be subject to change, depending on the outcomes of prior work and renewed priorities for Lakenham Way.

Reference No.	Action	Objective(s)	When	Lead	Funding	Status
C.1	Conduct stakeholder meetings throughout the duration of the Greenway improvements.	2 & 3	Ongoing	Sustrans	Funding required	
C.2	Introduce community-designed gateway features.	2 & 3	One-off	Sustrans	Funding required	
C.3	Community-designed projects to install art along the route.	1, 2 & 3	One-off	Sustrans	Funding required	
C.4	Feasibility Study to assess improvements to the access at Sandy Lane.	1, 4 & 6	One-off	Sustrans and Norfolk County Council (TBC)	Funding required	
C.5	Feasibility Study to explore improvement of visibility and accessibility of entrance points and access links.	1, 2, 4 & 6	One-off	Sustrans	Funding required	
C.6	Design and install additional seating, where necessary, based on the success of previous installations in Phase 1.	1, 2 & 4	One-off	Sustrans	Funding required	
C.7	Implement further drainage solutions for water pooling, if required.	4	One-off	Norwich City Council	Funding required	
C.8	Assess the potential of adding lighting under bridges (contingent on ecology surveys).	1 & 4	One-off	Norwich City Council	Funding required	
C.9	Assess the potential to upgrade the existing lighting to motion-sensitive and / LED.	1, 4, 5 & 6	One-off	Sustrans and Norfolk County Council	Funding required	
C.10	Localised widening, if increased user number deem this necessary.	1, 4 & 6	One-off	Sustrans	Funding required	
C.11	Create wildlife observation areas.	4	One-off	Sustrans	Funding required	



C.12	Design and install interpretation panels.	4	One-off	Sustrans	Funding required	re-	
C.13	Design and create self-guided nature trails using way markers with QR codes.	2, 3 & 5	One-off	Sustrans	Funding required	re-	
C.14	Plant a community orchard at the Brazen Gate end (after additional vegetation clearance). Planting under ecological supervision, then volunteer managed with ongoing training days on formative pruning and replacement of failed trees.	2, 3 & 5	One-off	Sustrans and Community Groups	Funding required	re-	
C.15	Diversify bramble scrub (after clearing) to create mixed scrub or woodland - partial removal of bramble scrub in key locations, planting undersown with wildflower mix.	5	Ongoing	Sustrans	Funding required	re-	
C.16	Undertake a ground flora assessment in advance of planning diversification of woodland (C.17).	5	One-off	Sustrans	Funding required	re-	
C.17	Woodland diversification - initial thinning and planting followed by replacing failed plants, ground flora planting and removing tree guards etc.	5	Ongoing	Sustrans	Funding required	re-	
C.18	Ongoing removal of non-native invasive species (B.13).	5	Ongoing	Sustrans	Funding required	re-	
C.19	Checking wildlife boxes and replacing failed boxes.	5	Ongoing	Sustrans	Funding required	re-	
C.20	Feasibility Study to explore the potential of creating ponds, wetlands or swales to combat water pooling and enhance habitats.	1 & 5	One-off	Sustrans	Funding required	re-	
C.21	Invite pop-ups and local businesses for community events.	1, 2 & 3	Ongoing	Sustrans and Community Groups	Funding required	re-	
C.22	Commence citizen science & monitoring programs i.e. to monitor habitat improvements.	All	Ongoing	Sustrans and Community Groups	Funding required	re-	
C.23	Monitoring and evaluation.	All	Ongoing	Sustrans	Funding required	re-	



### Phase 3 Proposed Action Plan: Long Term

N.B. The delivery of any longer-term works would be dependent on undertaking further community and stakeholder engagement, and securing funding. The proposals below may be subject to change, depending on the outcomes of prior work and renewed priorities for Lakenham Way.

Reference No.	Action	Objective(s)	When	Lead	Funding	Status
D.1	Conduct stakeholder meetings throughout the duration of the Greenway improvements.	2 & 3	Ongoing	Sustrans	Funding required	
D.2	Ongoing Community Orchard (C.14) management by volunteers, with training days on formative pruning and replacement of failed trees.	2, 3 & 5	Ongoing	Sustrans and Community Groups	Funding required	
D.3	Ongoing diversification of bramble scrub (C.15).	5	Ongoing	Sustrans	Funding required	
D.4	Ongoing woodland diversification management (C.17).	5	Ongoing	Sustrans	Funding required	
D.5	Ongoing removal of non-native invasive species (B.13 & C.18).	5	Ongoing	Sustrans and Community Groups	Funding required	
D.6	Path resurfacing or improvement, as required.	5	As required	Sustrans	Funding required	
D.7	Feasibility Study to explore expansion to the wider network / National Cycle Network.	6	As required	Sustrans	Funding required	
D.8	Ongoing Placemaking efforts.	All	Ongoing	Sustrans and Community Groups	Funding required	
D.9	Ongoing Community Engagement	3	Ongoing	Sustrans and Community Groups	Funding required	
D.10	Amendments to the Management Plan due to increased footfall and the impact of short/medium-term changes	All	As required	Sustrans	Funding required	
D.11	Long-term monitoring programs.	All	Ongoing	Sustrans	Funding required	

## Proposed Activities for Monitoring and Evaluation

Monitoring and Evaluation over the 10-year period will be dependent on acquiring future funding.

Activity	Yearly Cost Estimate	Total 10-Year Cost
Baseline assessment (Year 1)	TBC	TBC
Annual reviews (x5)	TBC	TBC
Mid-term evaluations (Years 3, 6, 9)	TBC	TBC
Final evaluation reporting (Year 10)	TBC	TBC
Visitor counting equipment (initial)	TBC	TBC
Biodiversity monitoring tools	TBC	TBC
Staffing (M&E coordinator)	Included in evaluation calculations	
Community engagement and surveys	Included in evaluation calculations	
External evaluators (Years 5, 10)	Included in evaluation calculations	
Miscellaneous (reporting, workshops)	Included in evaluation calculations	
Total Estimated Cost	£TBC	



# 15. Future Funding Opportunities

## Overview

As the Lakenham Way Greenway is an asset delivering multiple benefits, there are a wide range of potential funding sources that might support proposals set out in this plan. Investment in the Lakenham Way can deliver positive outcomes spanning areas including: the environment, regeneration, economic growth and employability, health, transport, community engagement, and culture and heritage.

Given the breadth of benefits and beneficiaries of urban Greenways, funding packages supported by matched funding contributions from multiple sources are well suited to assets such as Lakenham Way. As such, a collaborative, partnership-based approach to funding could be effective, as different stakeholders will be able to access different sources of potential funding. These may include local arts bodies, business groups, or educational institutions.

The focus in this section of the plan is on capital and revenue funding to implement proposals to develop and enhance Lakenham Way, rather than for ongoing maintenance.

## Local Funding

At a local level, developer contribution such as Section 106 and Community Infrastructure Levy (CIL) offer opportunities to invest in local community infrastructure such as Greenways and this source is already being utilised to develop the Lakenham Way in 2025.

Other local sources of grant funding could supplement this and provide funds for incremental improvements. Funding of this type is typically restricted to non-for-profit bodies and local community networks. The grants will typically be for

modest sums (approx. £250-£5000) to run one-off events or make relatively small capital improvements.

## National Funding

Several private organisations also offer small community grants of a similar value to the above, accessible to local community groups via a bidding process. Such as the Aviva Community Fund, the Co-op Local Community Fund and Tesco Community Grants. The National Lottery Community Fund also offers larger grants up to £20,000. These could be accessed by groups such as Wild Lakenham.

Funding for more comprehensive upgrades to the route would likely come from national government, either via direct application or funding through the County or City. These could include a range of local regeneration and economic growth funds. Depending on the focus of the interventions funding from other government bodies, such as the Environment Agency may be relevant.

More substantial potential sources of funding at the national level include the:

- Levelling Up Fund: UK Government fund supporting infrastructure projects that promote regeneration, transport improvements and cultural assets.
- UK Shared Prosperity Fund: UK Government fund focused on levelling up regional inequalities and promoting social, environmental and economic benefits.
- Towns Fund: UK Government fund targeting urban centres with specific investment into infrastructure, skills and cultural projects aimed at boosting economic growth.
- Community Green Spaces Fund: DEFRA's fund provides grants of up to £75,000 for community-orientated green spaces, emphasising biodiversity,

accessibility improvements and features like seating and community gathering spots. It aims to make green spaces accessible within a 15-minute walk for most residents.

- Active Travel Fund: Department for Transport fund supports the development of safe, connected walking and cycling routes across the UK, especially in urban settings.
- National Lottery Heritage Fund: Supports projects focused on preserving and enhancing natural and cultural heritage, particularly those that connect communities with green spaces and biodiversity.
- Natural Environment Investment Readiness Fund: Managed by the Environment Agency and DEFRA, this fund provides grants for projects developing revenue models for environmental restoration and climate resilience, projects that improve natural habitats or involve biodiversity enhancements.
- Green Recovery Challenge Fund: Supporting conservation and green job creation, this fund focuses on biodiversity and habitat restoration.
- Arts Council England: Funding streams that could support community art projects and placemaking.

Finally, given the Lakenham Way is a walking, wheeling and cycling route, transportation funding represents another potential source of investment. As with regeneration and local growth funding the specific programmes change over time, but future sources of active travel funding could represent an opportunity for investment.

# 16. Risk Management

## Overview

The following risk management strategy outlines potential risks associated with the management, maintenance and enhancement of Lakenham Way Greenway. This section will help ensure that proactive measures are in place to minimise risks and respond effectively to issues as they arise, to ensure the long-term sustainability of this valued community resource.

The Construction (Design and Management) Regulation (CDM 2015) are a key framework for managing health, safety and welfare during construction and maintenance projects. These regulations apply to all construction work, including many of the planned improvement and maintenance activities on Lakenham Way. CDM 2015 ensures that risks to workers, users, the public and the environment are identified and controlled throughout the lifecycle of a project.

## Safety and Security Risks

**Risk:** Injury to users, potential for anti-social behaviour.

**Mitigation:** Safety measures during construction and maintenance, such as barriers to protect the public, surveys to ensure no disruption to utilities. Regular safety audits should be conducted to identify and address potential hazards (i.e. slippery surfaces, overgrown vegetation). Security improvements such as increased lighting at critical locations and collaborations with local police, are recommended to improve users' sense of safety. Consideration of speed limits and clear signage to manage e-bike and cyclist speeds with reduce risks of collisions. Enhancements with seating to be designed and managed to reduce anti-social behaviour i.e. graffiti and loitering.

**Contingency:** Clear signage for users to flag safety concerns to Sustrans, and work with the police for rapid responses to

security incidents. Following CDM requirements during construction and maintenance activities.

## Environmental and Ecological Risks

**Risk:** Damage to biodiversity, including disturbance of habitats and soil erosion, particularly if path is widened or lighting introduced.

**Mitigation:** Undertake necessary ecological assessments to ensure biodiversity is preserved. Follow CDM requirements to minimise disruption to wildlife and habitats. Design enhancements to have minimal ecological impact, i.e. prioritise nature-sensitive lighting and sustainable landscaping. Limit vegetation management to essential areas to retain a natural environment.

**Contingency:** Relevant ecological assessments as part of CDM requirements to mitigate damage to ecology. Establish a monitoring plan to track environmental impacts and engage with local environmental groups to collaboratively address any issues that arise.

## Infrastructure Risk

**Risk:** Wear and tear, deferred maintenance.

**Mitigation:** Schedule routine inspections and maintenance, focusing particularly on high-use sections. Preventative maintenance such as resurfacing and drainage will mitigate weather-related wear.

**Contingency:** Secure long-term funding for infrastructure upkeep through funding from environmental or transportation grants.

## Community Engagement Risks

**Risk:** Potential lack of community support or misalignment with local needs. Low participation in surveys or community events.

**Mitigation:** Work with community groups to foster ongoing engagement and provide incentives for participation. Utilise online surveys, local meeting and partnerships with community groups to stay aligned with evolving local priorities.

**Contingency:** Develop the communication strategy to address community concerns swiftly, building trust and fostering ongoing community involvement.

## Data Collection Risks

**Risk:** Technological or logistical issues in collecting accurate data (e.g. broken visitor counters).

**Mitigation:** Regular maintenance of equipment and use of multiple data sources.

## Financial Risks

**Risk:** Funding shortfalls for planned enhancements and ongoing maintenance. Rise in supplier costs beyond inflation estimates (3%).

**Mitigation:** Explore diverse funding sources such as grants and partnerships with local businesses. Budget conservatively and prioritise projects based on available funding. Implement a robust procurement process to ensure supplier costs are competitive.

**Contingency:** Create a phased implementation plan that allows for prioritising critical improvements.

## Risk Monitoring and Review

A Risk Register will be maintained and reviewed periodically to record and monitor potential and emerging risks, for the individual projects that fall under the wider Management Plan. The Register will document the likelihood, impact, mitigation actions and status of each risk.