

Ipswich Local Plan

Cycling Strategy Supplementary Planning Document March 2016



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BOROUGH COUNCIL

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1.0 Introduction

What is a Supplementary Planning Document?

- 1.1 A Supplementary Planning Document (SPD) is a document that provides greater detail on the planning policies that have been adopted in the Ipswich Local Plan. Upon adoption this SPD will become a material consideration and must be considered in the determining of planning applications.

What is the purpose of this SPD?

- 1.2 The primary purpose of the SPD is to provide detailed guidance for anyone intending to develop within Ipswich. It applies to all types of development including residential, employment, commercial and community uses. This SPD sets out how applicants should promote and facilitate cycling from the outset of planning a development. It also sets out the Council's vision for cycling in Ipswich and identifies strategic cycling routes which the Council would wish to see enhanced, placing on-site provision within the context of the Borough-wide network.
- 1.3 **In this respect it should be noted that the Borough Council is the planning authority and but is not the highways authority. The provision of cycle infrastructure as part of the operation of the highway network is the responsibility of Suffolk County Council.** As highways authority Suffolk County Council advise Ipswich Borough Council on the transport elements of planning applications. Suffolk County Council will consider adopting cycle infrastructure on land within new developments through agreement with the landowner/developer.
- 1.4 This SPD replaces the 'Cycle Strategy for Ipswich' supplementary planning guidance (1998).

How has this SPD been produced?

- 1.5 As part of the evidence gathering stage a 'Call for Ideas' consultation was held in July and August 2015. A total of 11 individuals and organisations provided comments. In addition, school and college pupils and parents were invited to complete an online cycling to school questionnaire. A total of 190 people (168 parents and 22 pupils) completed the survey. Discussions have also been held with Suffolk County Council as Highways Authority and with Cycle Ipswich, a local cycle campaign group. In identifying appropriate design guidance, reference has also been made to existing design guidance and a list of references is provided in Appendix 4 of this SPD.

2.0 Policy Context

- 2.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that decisions on planning applications must be taken in accordance with the development plan unless there are material considerations that indicate otherwise. The development plan for Ipswich is the Core Strategy and Policies development plan document (December 2011) and the saved policies of the Ipswich Local Plan (November 1997). The Core Strategy is currently being reviewed and will be replaced by the Core Strategy and Policies development plan document review. In addition, the Council is also currently producing a Site Allocations and Policies (Incorporating IP-One Area Action Plan) development plan document.
- 2.2 National planning policy is a material consideration in the consideration of planning applications. Current national planning policy is set out mainly within the National Planning Policy Framework (NPPF)¹.
- 2.3 This SPD seeks to add detail to the policies found in the Core Strategy, with the aim being to assist developers in providing for cycling. The guidance contained within the SPD will be material consideration in determining planning policies. Upon adoption of the emerging plans this SPD will be applied to the relevant policies contained within these plans (the proposed submission versions of these policies are contained in Appendix 1 to this SPD).

National Planning Policy Framework

- 2.4 Paragraph 29 of the National Planning Policy Framework states that ‘The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.’ Paragraph 30 goes on to state that ‘Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.’ Paragraph 35 states that ‘Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, development should be located and designed where practical to...give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones.’

Core Strategy and Policies development plan document

- 2.5 The main policies of the adopted Core Strategy and Policies development plan document of relevance to this SPD are set out below:

¹ National Planning Policy Framework -

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

POLICY CS1: SUSTAINABLE DEVELOPMENT -CLIMATE CHANGE

In Ipswich a comprehensive approach will be taken to tackling climate change and its implications through:

- a. Requiring all new development to incorporate energy conservation and efficiency measures, to achieve significantly reduced carbon emissions by 2016 for all new residential and major non-residential development;
- b. Requiring all major developments to achieve a target of at least 15% of their energy requirements to be provided through decentralised renewable or low carbon energy sources where feasible and viable;
- c. Seeking opportunities to develop renewable energy generating capacity including on Council-owned land;
- d. Supporting the Suffolk Climate Change Partnership and other appropriate local carbon reduction schemes;
- e. Implementing the IMPACT Carbon Management scheme and reducing carbon emissions from the Council's own operations by 30% by 2013 and 50% by 2021 from a 2007/08 baseline;
- f. Supporting the implementation of the Ipswich Flood Defence Strategy by the Environment Agency; and
- g. Requiring building and infrastructure design to incorporate water conservation, capture, recycling and efficiency measures and sustainable urban drainage systems (SUDS).

POLICY CS5: IMPROVING ACCESSIBILITY

Development should be located and designed to minimise the need to travel and to enable access safely and conveniently on foot, by bicycle and by public transport (bus and rail). This will encourage greater use of these modes. The Council will support the implementation of the Ipswich Major Scheme and will work with the Highway Authority to manage travel demand in Ipswich and in doing so will prioritise the introduction of an integrated cycle network.

POLICY DM15: TRAVEL DEMAND MANAGEMENT

In proposals for the development of 10 or more dwellings or 1,000 sqm or more of non-residential floorspace, or where more than 50 people will be employed, the Council will require:

- a. a transport assessment to be undertaken including an assessment of the impact on the local highway network with appropriate mitigation measures secured by a planning obligation;
- b. where likely to have an impact on or be located in an Air Quality Management Area or other sensitive area, an assessment of the air quality impacts of the development with appropriate mitigation measures proposed as necessary;
- c. a travel plan outlining how the development will ensure high levels of cycling and walking together with public transport use;
- d. the minimisation of the use and ownership of the car by providing an integrated solution which could include car clubs, well- designed dedicated cycle and pedestrian routes, high quality secure cycle storage and safe and convenient access to public transport within 400 metres of the development; and

- e. for non-residential developments, high quality shower facilities and lockers to ensure that a modal shift can occur.

POLICY DM16: SUSTAINABLE TRANSPORT MODES

When considering proposals for all other new developments not included in Policy DM15, the Council will expect:

- a. safe and convenient access to public transport within 400 metres of the site; and
- b. high quality, secure cycle storage.

POLICY DM17: TRANSPORT AND ACCESS IN NEW DEVELOPMENTS

Each development proposal will be assessed in terms of:

- a. its impact on the road network in respect of traffic capacity, highway safety and the environmental impact of generated traffic;
- b. pedestrian and cycle accessibility to and within the site as well as the wider effects of the development upon pedestrian movement;
- c. its impacts on rights of way; and
- d. availability of and access to public transport.

Applicants will be required to demonstrate how the development would improve provision and/or how any acceptable adverse impacts would be managed and mitigated.

The Council will require the inclusion of priority bus measures and dedicated cycle routes where appropriate.

The Council will require mitigating measures to be provided to the satisfaction of the Highway Authority where necessary.

POLICY DM19: CYCLE PARKING

The Council will require minimum standards of cycle parking to be met for all new residential and major non-residential development proposals. All cycle parking is expected to be of a high quality and secure. The Council will also require the provision of secure cycle parking in any new car parks in the town.

Ipswich Garden Suburb

- 2.6 Policy CS10 of the adopted Core Strategy and Policies development plan document allocates land at Ipswich Garden Suburb for housing development of which it states that development of 1,000 dwellings on land to the east of Henley Road is expected to come forward before 2021. The emerging Core Strategy and Policies development plan document Review proposes to allocate land for 3,500 dwellings at the Garden Suburb and an Ipswich Garden Suburb Supplementary Planning Document Interim Guidance was approved by the Council in September 2014 to guide its development. The Supplementary Planning Document Interim Guidance identifies cycle access points into the site and key cycle ways throughout the site, including the upgrading of the existing Fonnereau Way footpath which crosses the site south to north. Specific

provision for any off-site cycling enhancements will be informed by transport assessments produced in relation to planning applications for development of the site, but the design guidance principles set out Chapter 5 of this Supplementary Planning Document should inform both on-site and off-site provision.

Cycling Policy

Suffolk Local Transport Plan 2011 – 2031 (Suffolk County Council, 2011)

2.7 The Suffolk Local Transport Plan 2011 – 2031 identifies, amongst other issues, 'better facilities for walking and cycling' as a key transport issue for Ipswich. The Local Transport Plan sets out a specific strategy for Ipswich through the 'Ipswich – Transport fit for the 21st Century' programme (now known as Travel Ipswich). A number of improvements for cycling have already been completed through the Travel Ipswich programme including a traffic free cycle crossing between Norwich Road and Portman Road at Barrack Corner and replacing pedestrian crossings with toucan crossings (which allow cyclists and pedestrians to cross) at a number of locations.

Suffolk Cycling Strategy

2.8 The Suffolk Cycling Strategy was adopted by Suffolk County Council in 2014. The Strategy aims to:

- Encourage cycling across all sectors of the community, supporting Suffolk's 'Most Active County' ambitions;
- Promote a transfer to cycling (and walking) for short private car trips, supporting Suffolk's 'Creating the Greenest County' ambitions;
- Promote the benefits of cycling for public health and long term savings in the health budget;
- Foster enthusiasm for cycling in young people;
- Plan and design for the future with cycling in mind; and
- Create a safe and cycle friendly environment.

2.9 A number of actions are proposed including 'Ensuring spatial planning takes account of cycling'. This Supplementary Planning Document will therefore contribute towards meeting these aims within Ipswich.

Suffolk Health and Wellbeing Strategy

2.10 The Suffolk Health and Wellbeing Strategy looks to increase physical activity as a means of improving health and includes the action of 'Increasing the levels of physical activity and encouraging greater use of our natural environment'. The strategy acknowledges that exercise is encouraged by well-planned and properly linked walking and cycling routes.

Chapter 3: Cycling in Ipswich

Why cycle?

- 3.1 To the individual, cycling in place of travelling by car can have a range of benefits including improving health and fitness. There are many health benefits of increasing the amount of people cycling. It is estimated that the current increase in cyclists riding at least once a week corresponds to a 15% reduction per year in absenteeism from work². An increase in cycling, in place of vehicle use, can also reduce emissions and have a further indirect health benefit.
- 3.2 Cycling is also a great social activity as it can be enjoyed by all ages and abilities and is truly inclusive. Most importantly of all, people cycle because they enjoy it, it makes them feel good and because it gives a sense of freedom.
- 3.3 Cycling is also usually a cheaper alternative to car travel. Even if only used for some journeys cycling can save the cost of petrol, parking and wear and tear on the vehicle. Cycling may also be quicker, especially if the route covers areas where traffic is often slow.
- 3.4 However, detractors to cycling can include factors such as perceptions around safety, lack of clear routes, lack of cycle parking or other facilities for cyclists at destinations, the weather, theft or fear of theft and less ability to carry heavy or bulky items than a vehicle. These detractors have been considered when producing this SPD.

What is the current situation?

- 3.5 The State of Suffolk Report 2015, produced by the Health and Wellbeing Board, identified the following issues in relation to cycling across the county:
 - The fall in the number of people cycling and the rise in obesity and other health conditions associated with a lack of physical activity.
 - A perception that cycling on our roads is a dangerous activity.
 - Lack of dedicated cycle paths throughout the county.
- 3.6 The Suffolk Cycling Strategy identifies that in 2012/13 12.5% of the adult population (aged 16-74) of Ipswich cycled at least once a week. Whilst this is greater than the England average of 9.5%, this shows that a large majority of adults do not regularly cycle. This figure increased slightly to 12.7% in 2013/14. Looking at the journeys of those cycling, the figures show that in 2013/14 8.6% cycled at least once per week for 'utility purposes' whilst 5.1% cycled at least once per week for 'recreational purposes'.³ However, in terms of longer term trends the Census shows that the percentage of Ipswich residents cycling to work decreased from 5.7% in 2001 to 3.1% in 2011.

² British Cycling Economy (LSE 2011)

³ Local Area Walking and Cycling in England statistics (Department for Transport)

- 3.7 The 2014 Suffolk County Council Travel to Work Survey provides figures on the percentage of employees travelling by cycle versus by car as the 'most used travel mode' for key employers in Ipswich as follows:

Employer	Percentage of staff cycling as 'most used travel mode'	Percentage of staff travelling by car ⁴ as 'most used travel mode'	Percentage travelling by bus as 'most used travel mode'
Customer Services Direct	10.8	49.1	7.8
Ipswich Borough Council	8.1	51.2	5.8
Ipswich Hospital NHS Trust	19.6	63.9	2.6
Suffolk County Council	7.7	67.1	5.2
Suffolk New College	2.7	45.9	5.4
University Campus Suffolk	6.8	52.3	3.0
Willis	3.7	63.7	5.2
Eastern Facilities Management Solutions Ltd	6.5	65.2	8.7
Suffolk Highways	17.8	73.3	2.2
The Environment Agency	12.5	70.8	0.0

- 3.8 Under the 2014 Travel to Work Survey, in response to a question about what might change behaviour, between 3% and 10% of respondents at each workplace stated 'safer cycle paths and footpaths' with lower percentages identifying 'better facilities at work for cyclists'. Greater proportions felt that improvements to public transport services may be more likely to change their behaviour.
- 3.9 The cycling to schools survey conducted as part of the evidence gathering stage of producing this SPD identified that, of those who completed the survey, 27% cycle to school and 51% walk, with 17% travelling to school by car. Of those who stated they don't cycle to school, around a quarter cycle at least once a week for other purposes. The main issue raised by those who completed the survey was a perception of cycling being unsafe (due to traffic) and a resultant need for better junctions and off-road routes, but other issues raised include a need for better cycle parking and cycle training.
- 3.10 At the time of the 2011 Census, 27.8% of households in Ipswich had no car or van and 45.6% had only 1 car or van in the household. Cycling could therefore be an important source of transport for a number of households. In addition, cycling could be an important form of transport for those under 17 who are not yet old enough to drive.
- 3.11 Suffolk County Council has produced a map of cycle routes within Ipswich. This can be viewed at www.suffolk.gov.uk/cycling. As shown on the cycle map, provision for cyclists within Ipswich is largely through the use of on-road cycle lanes, with shared use of pavements and segregated off-road routes in some places. The historic nature of many Ipswich streets and compact urban form renders it difficult to create

⁴ This includes either as passenger or driver

significant improvements in many parts of the town. However, through new development, including redevelopment of previously developed sites, it is possible to secure some enhancements to the network.

What is Ipswich Borough Council doing to promote cycling?

3.12 Ipswich Borough Council has an annual partnership with British Cycling that supports the development and engagement of cycling opportunities in the community. The partnership supports the Council in holding an annual mass participation event, the Sky Ride, along with the implementation of other British Cycling and local development interventions providing a range of recreational opportunities across the borough to help support inactive people, or less frequent cyclists start to ride and/or ride more frequently (Sky Ride Local, Breeze, Social Cycling Groups (SCG's), Club rides). The Council has also supported the hosting of Elite Races such as the Men's and Women's Tour of Britain races with both starts and finishes being held in Ipswich, showcasing the town as a place to visit. These activities have in 2015 supported the 'Suffolk Year of Cycling'.



Sky Ride passing along Ipswich Waterfront

3.13 There are a significant number of partners in Ipswich providing and developing a wide variety of cycling opportunities for both adults and children alike.

These opportunities include:

- Cycle training – coaching and leadership, bicycle maintenance.
- Annual cycling events, including races, cycling festivals, cyclo-sportives, charity rides etc.
- Cycling clubs,
- Independent cycle shops
- informal cycling groups and activities
- Women only provision
- Cycling for health
- Led rides

- 3.14 Ipswich Borough Council has also supported the delivery of a series of local racing opportunities for all age groups, supported existing clubs and to encourage their growth, Ipswich has two cycle facilities in the town with a BMX track situated on Landseer Park and a Cycle Speedway track at the Whitton Sports Centre. Both clubs based at these facilities have had considerable success nationally from members from the local community.
- 3.15 As an employer, Ipswich Borough Council provides facilities to encourage its employees to cycle to work including secure, covered cycle storage, showers and changing facilities, use of bicycle pumps and discounted cycles through the 'cycle to work' scheme. The Council also provides pool bikes for staff to use on work related journeys. Some other organisations in the town also provide similar facilities.

Chapter 4: Objectives for the Supplementary Planning Document

- 4.1 The main purpose of the SPD is to facilitate and encourage cycling for journeys within the town in place of use of the car. Whilst many journeys in the Borough are already undertaken by walking, which is a sustainable mode of transport in a similar way to cycling, the Council would wish to encourage and facilitate increased rates of cycling. Cycling can be a more viable option than walking when considering longer distances, Enhancing provision for cyclists within the Borough may also increase rates of cycling into and out of the Borough. Cycling may also form part of a longer multi-modal journey for example by train and cycle.
- 4.2 The objectives of this Supplementary Planning Document are therefore to increase levels of cycling within Ipswich by:
- Ensuring all new developments facilitate cycling for all;
 - Setting the framework for the creation of a safe, cohesive, attractive cycle network, including provision for parking cycles, throughout Ipswich where practical;
 - Supporting improved provision for cycling within existing development;
 - Strengthening and reinforcing the existing role of the Council in promoting cycling.

Chapter 5: Cycling Provision in New Development

General principles

- 5.1 Provision for cyclists should be integral to the design of new development from the outset. When masterplanning a site, of whatever scale and for whatever use or mix of uses, consideration should be given to:
- how those cycling will access the development;
 - how they will cycle within and around the development;
 - how they will store or park their cycle; and
 - how the facilities in the development will encourage and facilitate cycling.



Cycle route through Ravenswood

- 5.2 When designing provision for cyclists, it should be recognised that different groups will prefer to cycle on different types of route. Whilst direct routes alongside main roads may be suitable for some, others may prefer a less direct route along quieter roads. Provision of a number of options for cycling may therefore be appropriate.
- 5.3 Provision should be consistent so that cyclists, vehicle users and pedestrians are clear about where they expect cyclists to be.
- 5.4 The speed of traffic and type of road should indicate the type of provision for cyclists that is appropriate. On highly trafficked routes it is recommended that wherever possible cyclists are separated from traffic, that key destinations are clearly signed and that there is as little disruption as possible to the movement of the cyclists. On local distributor roads on-road cycle facilities may be appropriate. Within destination routes (such as residential cul-de-sacs or quiet streets) it may be appropriate for the cyclist to cycle on road with no specific provision, with measures to minimise or slow traffic incorporated where necessary whilst still allowing access to properties.

- 5.5 Exemplary provision should be provided as part of new development regardless of the level of provision outside of the site. The fact that no cycle provision exists beyond a site is not a reason to provide any lesser provision within the site. High quality provision as part of new development may act to support enhancements beyond the site at a later date.
- 5.6 Provision for cyclists should be designed with less confident cyclists in mind. Safety of cyclists, pedestrians and other road users should also be a key consideration, with allowances for mistakes designed in to any provision.
- 5.7 Any cycling infrastructure should be designed to protect and enhance the character of the surroundings and should appear as integral to the design of the development. Particular care will need to be taken to design cycling infrastructure in Conservation Areas and reference should be made to the Council's Conservation Area Appraisal SPDs in this respect. Particular care should also be taken where cycling infrastructure may affect the setting of a Listed Building.
- 5.8 It is also essential that any newly created facility is legally established and that its status is easily recognisable.

Routes

- 5.9 New development should be designed with the aim of having cycle routes integral to the development. Regardless of the scale of development, new uses should be accessible by cycle and the design guidance below should be applied as appropriate to the scale and type of development. Routes within, around, to and from new development should follow the guidance below.
- Routes should be legible and visible i.e. easy to follow and as direct as possible. This can be achieved through a number of mechanisms including the use of distinctive surfacing or landscaping alongside or the use of colour. Signage should be secondary and be used to reaffirm where the route goes rather than acting as the sole indication of the route direction.
 - Routes should follow desire lines, i.e. provide a link to key destinations along routes which are as direct as possible. Routes should flow, and the number of stops and potential conflicts should be minimised. The design and layout of cycle routes and accesses should reflect the location of key destinations and routes beyond the site. These key destinations include employment areas, the town centre, the station, schools, shops, leisure uses, community facilities and bus stations and train stations.
 - Routes should be sufficiently wide to accommodate two passing cycles, taking into account the wider width of cargo bikes or bikes with trailers. It is recommended

that a one-way cycle lane is a minimum of 2m in width⁵ and a two-way cycle lane is a minimum of 3m in width. If a cycle lane of sufficient width cannot be achieved other options should be considered, such as directing cyclists along quieter roads if possible. At busier locations, such as around schools or at main junctions, wider lanes / paths should be provided to accommodate the volume of cycle traffic. This may be in combination with measures to reduce the volume and/or speed of motor traffic.



Widths should enable all types of cycle to pass.

- Provision should be made for separation between cyclists and vehicles, particularly on main routes. Where the cycle route follows the route of the main carriageway, a buffer between the cycle track and carriageway can be aesthetically appealing as well as providing segregation from vehicles. Depending on the space available this could either be a landscaped buffer or be created through use of bollards, raised separators, 'armadillos' or chevrons.

⁵ In very exceptional circumstances the absolute minimum width for a cycle lane should be 1.5m



Above: On-road cycle lane providing no physical separation between the cyclists and vehicles (and the lane in this example is particularly narrow). Where possible, physical separation from vehicles should be provided.



Right: This shows a good example of an off-road cycle track following the route of the road with a grass verge separates cyclists from vehicles.

- In relation to off-road provision, there should be separation between cyclists and pedestrians. The pedestrian route could be raised from the cycle track for consistency with the treatment of pedestrians adjacent to vehicle carriageways.



The segregated pedestrian and cycle track (above left) provides greater clarity to both cyclists and pedestrians, compared to the shared pavement (above right).

- Routes should contribute towards links with, and the development of, existing cycling routes where possible with the aim of creating a comprehensive cycle network based upon the strategic routes set out within this document.

- Connections need to be provided from main cycle routes through new development to local distributor roads.
- Where possible, quieter roads parallel to main roads should form part of the identified cycle route in place of or in addition to provision on main roads. Provision should be made for joining and leaving the quieter road.
- For quieter routes, consideration should be given to the use of 'cycle streets' whereby the street is designed to provide the perception of priority for the cyclist (such as through the use of cycle symbols in the carriageway along with surfacing which is different to other carriageways). Measures should be taken to reduce the speed and/or volume of traffic.



Promotion of quieter roads alongside main roads is a good means of separating cyclists from traffic.

- Routes which involve taking cyclists on and off the pavement intermittently should be avoided, unless as part of a co-ordinated measure of enabling cyclists to pass junctions without giving way (see 5.12 below).
- Cyclists should not have to negotiate around parked cars. On road parking should be limited, however if on-road parking needs to be provided this should ideally be provided between the cycle path and the carriageway. As an alternative, a cycle lane could continue past the parking bays as shown in the example below.



Above left: Example of parking bays which enable a clear route through for cyclists to be provided. Note there should be sufficient space for car doors to open away from the path of cyclists. Better markings may help to delineate the cycle lane from the parking bays. Note however that in this example the width of the lane is particularly narrow.

Above right: This example represents poorer provision for cycling as cyclists would need to negotiate the parked cars. However, speed bumps can reduce traffic speeds.

- Consideration should be given to how cyclists pass bus stops, particularly ensuring safety for both cyclists and pedestrians/bus passengers and ensuring continuation for cyclists. Reference should be made to the Sustrans Handbook for Cycle-Friendly Design.
- Cycling contraflows should be legible to ensure they are clear to all road users and pedestrians. The use of physical separation between the cycle contraflow and the carriageway can increase the prominence of the cycle lane.
- Routes should not stop upon entry to a car park and there should be clear cycle access, which meets with the criteria above, to the point of cycle parking.
- Where cul-de-sacs form part of a layout, provision should be made for cycling through the end of the cul-de-sac where this represents the most direct route.
- Consideration should be given to using the shallowest gradient possible, weighed against providing routes which are as direct as possible.
- Provision for cycling should be integrated with enhancing wildlife networks wherever possible, through provision of green corridors alongside cycle routes. Ecological networks are identified on Plan 5 accompanying the emerging Core Strategy and Policies DPD review.
- Where development takes place on a site which adjoins an existing cycle route, consideration should be given to 'greening' the cycle route (i.e. through the use of planting / vegetation) as part of the landscaping of the site. Care should be taken when selecting vegetation or trees close to a cycle facility, particularly in relation to shading and slip hazards.
- Routes should be lit along their entire length, provided this can be achieved without harming nature conservation or heritage interests. Surface mounted lights may be an acceptable solution in some instances.
- Consideration should be given to whether cambers along the route can be easily used by all types of bikes.

Junctions and crossings

- 5.10 In most cases, junctions and crossings within new development are likely to be of a quieter nature. The main access point(s) of a new development may however be busier junctions and there may be a need for improvements at existing busier junctions, as indicated by a transport assessment. This may include measures such as priority phases for cyclists at traffic lights or protected cycle tracks.
- 5.11 At junctions and crossings, the principle should be that the cyclist can cross safely with as little disruption or deviation as possible. Where possible, cyclists should not have to stop or divert from their route to cross a junction.
- 5.12 The following design guidance should apply to junctions and crossings:
- Where those cycling must wait at a crossing (for example at Toucan crossings), these should ideally be designed and operated to enable the cyclist to cross in one instance (i.e. without waiting in the middle). Where it is necessary for cyclists to wait in the middle, the island should be sufficiently wide for a cycle with trailer or a cargo bike to be separated from passing traffic.
 - Where a controlled crossing is required, Toucan crossings should be provided rather than pedestrian (Puffin) crossings to give cyclists the right to cycle over the crossing.
 - At roundabouts, a constant cycle track can be provided for left turns at the roundabout by segregating cyclists from the traffic at this point. Reference should be made to the Sustrans Handbook for Cycle-Friendly Design.



Cycle track crossing a side road. The use of surfacing and/or ground based cycle symbols can make it clear where cyclists should go once reaching the end of the segregated cycle track.

- Where an off-road cycle route crosses a junction with a side road, motorists can be alerted to the fact that cyclists may be crossing. This could be achieved through the use of surfacing to represent a continuation of the cycle track, although care should be taken to ensure that this does not suggest to those cycling that they have right of way. Tighter junction radii for vehicles can also increase safety for cyclists by slowing traffic. Reference should be made to the Sustrans Handbook for Cycle-Friendly Design.

- Off-road cycle lanes can be diverted on-road to enable cyclists to maintain priority when passing a junction, provided there is a cycle lane on the opposite carriageway to facilitate those cycling in the opposite direction. There should be sufficient indication to vehicles that cyclists are joining the carriageway.
- Grassed areas around the junction can enhance visibility for both cyclists and vehicles.
- At junctions between two off-road cycle tracks or between an off-road cycle track and a road, the use of chicanes or other features which require the cyclist to dismount should be avoided. Design and landscaping should provide for visibility around the junction.
- At either side of a crossing, there should be sufficient width to enable cyclists to turn their cycle and continue their journey.
- Cycle phases or automatic detection of cyclists may be appropriate for some junctions, subject to consideration of effects on traffic flows.



Priority for cyclists can be maintained by taking the off-road cycle track on the road where it passes a junction, as in the example above.

Signage

- 5.13 Signage incorporates pole or post mounted signs and ground based cycle symbols. The following guidance should apply to the use of signage:
- Signage should be clear and consistent and allow users to follow a route without needing to also look at a map. This can be achieved through the use of locally known destinations and an indication of distance and/or time. Key destinations further afield should also be signed.
 - Where signage is necessary, 'clutter' should be reduced. This can be achieved through the use of low level signage or ground based signage and symbols.
 - Ground based cycle symbols should be in place at frequent intervals along cycle routes. It may also be appropriate to use ground based route numbering or destinations where this represents a consistent approach and would be possible to read at higher speeds.
 - It should be clear to someone cycling where they should cycle. Signs which indicate the 'end of route', 'cyclists prohibited' or 'cyclists dismount' should be avoided where

possible, instead the cyclist should be directed to where they should cycle, including through the use of 'cyclists rejoin carriageway' signs where this is the case.

- The provision of cycle route maps at key junctions / destinations could help to promote cycling, possibly at locations where cycle parking is provided. This may inform people of cycle routes that do not follow the usual road layout/route. These may also provide information for pedestrians.



Above left: Ground based symbols – use of these can reduce the need for signage.
Above right: Signage showing destinations.

Surfacing

5.14 The following guidance should apply to the provision of surfacing:

- Smooth surfacing should be used. Block paving may be appropriate for short sections.
- Surfacing should be robust, with consideration given to maintenance requirements.
- Coloured asphalt is preferable to a coloured dressing due to its durability, however coloured surfaces are generally more costly to maintain.
- Variations in surfacing can differentiate between the cycle route and routes for pedestrians or vehicles.

Residential Cycle Storage

5.15 The Suffolk Guidance for Parking⁶ sets out standards and guidance for the provision of residential cycle storage as follows:

Use class	Suffolk Guidance for Parking – minimum standards
C3 (residential dwellings)	2 secure covered spaces per dwelling. (Satisfied if garage or secure area is provided within curtilage of dwelling to minimum dimensions)
Visitor / unallocated	If no garage or secure area is provided within curtilage of dwelling then 1 covered and secure stand per dwelling in a communal area for residents plus 1 stand per 8 dwellings for visitors. (The notes to the table require that 'Unallocated cycle parking for residents to be secure and covered, located in easily accessible locations throughout the development'.)
Retirement developments (e.g. warden assisted independent living accommodation)	1 stand per 8 units (visitors)

In residential developments, where no provision is specified, garages or car ports should be large enough to accommodate bicycles. The dimensions and location of doors should be such that bicycles can be easily and conveniently taken in and out without removing the car and bins, if these are also stored in the parking area.

Where no suitably sized garage is available cycle parking should be provided in secure covered areas.

Shared cycle parking facilities should be located and designed to avoid anti-social behaviour and be covered, safe and convenient.

Cycle parking for flats should ideally be provided within the building, either in a ground floor communal area close to the main entrance, under stairs or in underground or semi-basement areas alongside other storage for households, whilst maintaining fire escape routes.

Source: Suffolk Guidance for Parking, Updated 2015

5.16 To supplement the Suffolk Guidance for Parking the following guidance should also apply:

- For new dwellings, secure cycle parking should take the form of a lockable storage area of sufficient size to store two cargo bikes (i.e. at least 2.8m x 1.5m). For flatted development communal storage areas should be avoided however where they are

⁶ Suffolk Guidance for Parking (Suffolk County Council, 2014)

the only feasible option for security purposes access to each storage area should be restricted to a maximum of 10 dwellings.

- In accordance with the Suffolk Guidance for Parking, cycle storage should be designed and located so that the cycle can be accessed as easily, or easier, than the car. Provision for storing a cycle at the back of a garage is not appropriate as invariably the resident will need to move the car to access the bike.
- At flatted development there should be a combination of secure cycle storage and open cycle parking. Secure cycle storage provides for residents or visitors who wish to store their bike for longer periods of time, whereas open cycle parking would cater for short stay visitors.
- Secure cycle storage is that which can only be physically accessed by those authorised to use it, such as through a key or token being provided to residents and their visitors only. It should also have good natural surveillance, and the cycle storage area and access to it should be lit. A cycle stand(s) with no other facilities is not classed as secure. For new dwellings, the requirement for secure cycle storage could be met through provision of a shed in the private grounds of the dwelling.

Non-Residential Cycle Parking

- 5.17 For non-residential uses, the Suffolk Guidance for Parking sets out standards and guidance for cycle parking, as shown in Appendix 2 of this SPD.

Providing cycle parking for visitors is important when planning new developments. In some cases, visitors may be able to use spare space within residential cycle-parking facilities, whether shared or individual. Some provision in the public realm may also be appropriate, particularly where residents' provision is not easily accessed by visitors. In mixed-use areas and where there are commercial or communal facilities in a residential neighbourhood, well-located and convenient public cycle-parking will normally be necessary.

Visitor cycle parking should be provided in well-overlooked areas, convenient for access to the building. Sheffield stands or similar should be used rather than less secure front wheel holders which also have greater potential to damage bicycles. Cycle stands need to be conveniently located close to destination points, but clear of the direct pedestrian desire lines. They should be detectable by blind or partially sighted people. A ground level tapping rail at either end of a run of stands should be provided.

Standards for cycle parking are described either as "stands" or as "spaces". Note that one stand means a Sheffield Type Stand, which equates to two spaces. In some cases higher quality provision will be appropriate (e.g. under cover or with secure lockers). Generally, the longer cycles are expected to be parked at a

location, the higher the level of weather protection required. This will be a matter for consideration on individual planning applications.

In addition to the provision of secure parking for visitors, as part of any agreement on Travel Plans, developers of non-residential proposals will be required to demonstrate that the Travel Plan has considered the additional needs of employees, such as locker, changing and shower facilities.

Source: Suffolk Guidance for Parking, 2014, as updated in November 2015

5.18 To supplement the Suffolk Guidance for Parking the following guidance should also apply:

- Policies DM16 and DM19 of the Ipswich Core Strategy and Policies development plan document together require all new development to incorporate high quality and secure cycle parking. Secure cycle parking is that which can only be physically accessed by those authorised to use it, such as through a key or token being provided to employees only. It should also have good natural surveillance, and the cycle parking area and access to it should be lit. A cycle stand(s) with no other facilities is not classed as secure.
- At non-residential development the location of cycle parking should be clearly signed – through both directional signage towards the cycle parking and through the cycle parking area itself being clearly visible. The cycle parking area should be accessible without having to dismount. Parking should be provided at locations where it is convenient for people to use,
- Where secure cycle parking is not appropriate, for example short stay visitor parking associated with retail uses, cycle parking should be covered, unless design or conservation interests render this not appropriate.
- Cycle parking should be visible. This assists not only with cyclists locating the cycle parking but also offers an element of security provided through overlooking.
- Under Policy DM15, uses where more than 50 people will be employed need to provide high quality shower facilities and lockers. This provision should be easily accessible from the secure cycle parking as possible (for example through a covered walkway)



Two tier cycle parking at Ipswich Station

and showers should be provided on a ratio of 1 per 50 employees, or greater where fixed hours or shift working will be in place. Facilities at smaller sites are also encouraged.

- On sites with limited space, a two tier cycle parking system can be provided, provided that the upper tier can be accessed by all.
- Provision should be made for parking children's cycles, particularly at locations where many children may cycle such as schools. This may be through use of stands with a horizontal lower bar.
- Policy DM19 'Cycle Parking' includes a requirement for secure cycle parking with new car park development. This should be visible by those using the car park and/or those passing the site and should incorporate CCTV provision. Where feasible this provision should take the form of a 'bike hub' which would also provide facilities for cycle repairs, lockable storage and showers.
- There should be a minimum of 1m between cycle stands to allow bikes to be parked either side. However, consideration should be given to how larger cycles such as cargo bikes or bikes with trailers can access the parking spaces.
- Care should be taken to not significantly 'over-provide' cycle parking – rows of empty stands are unlikely to encourage people to cycle and are not visually appealing. Space can be left for additional provision at a later date to respond to any increase in predicted demand.



Example of secure cycle storage for large employers. This example is at Ipswich Borough Council's offices at Grafton House.

Promoting cycling

5.19 In combination with ensuring the appropriate infrastructure is in place, providing incentives, support and information to users of a new development can help to promote cycling as the preferred mode of transport from the outset.

5.20 For residential uses, this can be through the provision of information to new residents such as maps or leaflets showing keys routes and an indication of time of journey to key facilities, or through provision of discounted cycle equipment. For employment uses incentives such as discounted cycles could be offered to those who cycle to work along with information on routes. Pool bikes could be provided where staff need to travel within the town as part of their job. Electrically assisted cycles may help in relation the more hilly parts of the town.



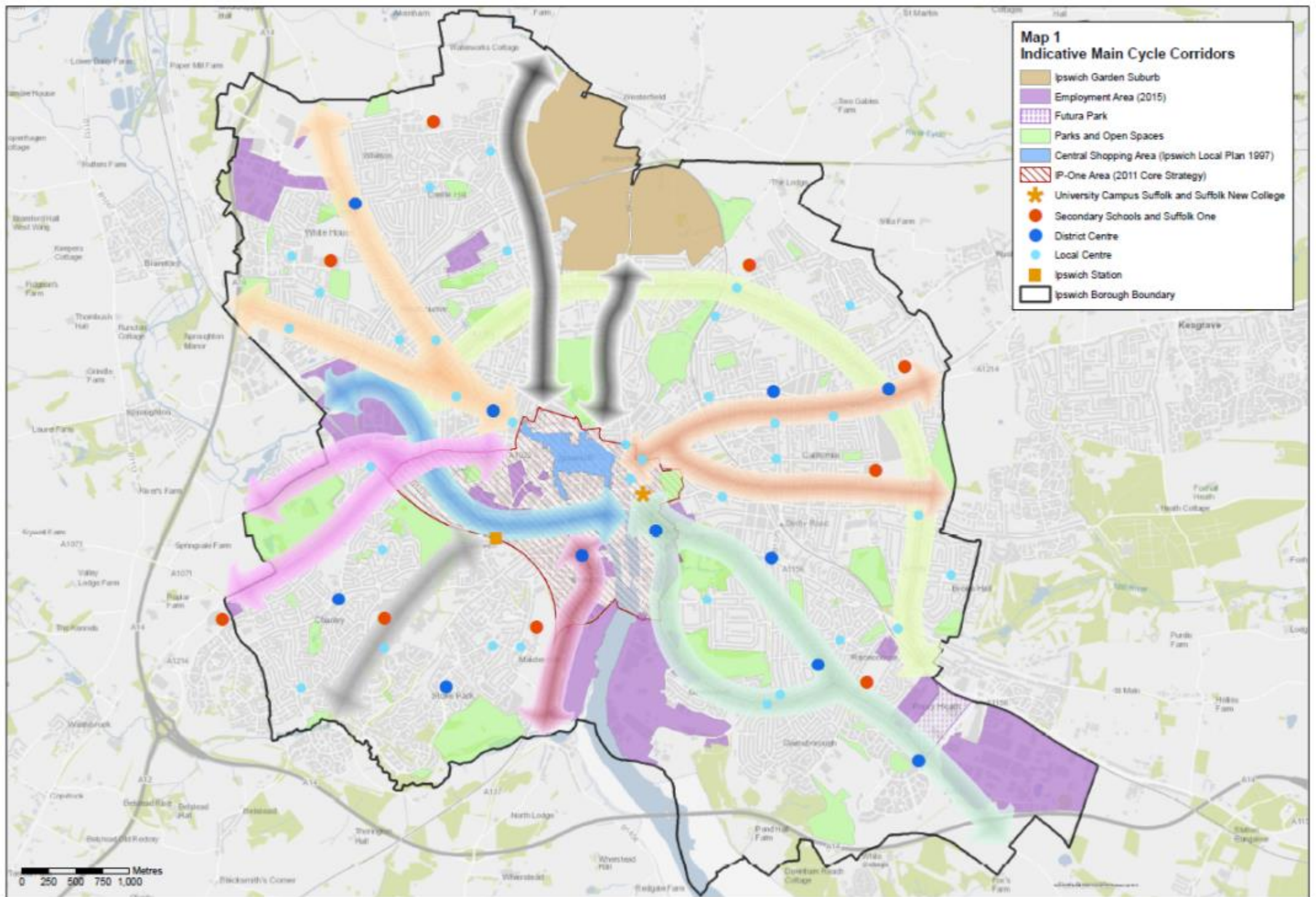
Ipswich Borough Council's pool bikes

Chapter 6: Enhancing Ipswich's cycle network

- 6.1 Broad indications of the key cycle routes within Ipswich are identified on the map overleaf, based upon providing links between key destinations. A summary of the locations accessed along these main routes is provided in the sections below along with an indication of key issues along each route. For each route an indication of measures which may enhance these routes is provided. Enhancements range from relatively small scale measures to more strategic improvements, acknowledging the differing and unknown amount of resources that may be available to secure enhancements in future years.
- 6.2 The 1998 Cycle Strategy for Ipswich Supplementary Planning Guidance identified a number of proposed cycle routes. To varying degrees, infrastructure to support cycling including cycle lanes, shared use pavements and signage have been put in place since this time on a number of the routes. The Ipswich Cycle Route Map is the most up to date account of provision and can be viewed at <http://www.greensuffolk.org/assets/Travel-Plans/Documents/Cycling/IpswichCycleMap.pdf>.
- 6.3 The potential enhancements identified are not intended to be an exhaustive list and it is possible that specific enhancements not identified at this point in time may come forward.
- 6.4 It is acknowledged that due to the historic nature of many Ipswich town centre streets and the need for on-street car parking across much of the town, there may be limited scope to make enhancements. Nevertheless there is still scope to enhance the experience for cyclists. A 'cycle priority route' could create a route whereby measures such as lower speed limits or traffic calming measures could be introduced as a means of enhancing the experience for cycling, and may result in vehicles using an alternative routes.
- 6.5 Where off-site enhancements are identified as being relevant and necessary for new development the enhancements identified within this Supplementary Planning Document should be considered alongside any specific enhancements arising through the transport assessments related to specific proposals. It is important to note that the enhancements identified in the Supplementary Planning Document do not replace the need for transport assessments where required for specific proposals. Policy CS17 'Delivering Infrastructure' of the Core Strategy and Policies development plan document identifies sustainable transport measures as key infrastructure to deliver the objectives of the Core Strategy.
- 6.6 While the enhancements relate only to routes within Ipswich Borough, it is acknowledged that on radial routes these can help to improve access for cycling to and from areas outside of the Borough. The Haven Gateway Green Infrastructure Strategy (2008) identified enhancements to green infrastructure, including strategic cycling routes, within and around Ipswich and the surrounding districts. Any

enhancements within Ipswich Borough should link with and/or enhance these routes also where possible.

- 6.7 Some parts of the town already have good provision for cycling, including parts of the Gipping Path beyond Yarmouth Road and the network of cycle tracks at Ravenswood.
- 6.8 An audit of cycle parking provision in the town centre and at district and local centres was undertaken in January 2015. The results are presented in Appendix 3. The Council would wish to see the deficiencies and issues identified addressed where opportunities arise. In addition, the Council would wish to see provision of secure, covered cycle parking along cycle routes which pass through the town's parks, subject to consideration of any impact upon heritage assets.
- 6.9 The Council would also wish to see enhancements to cycle routes which would link the town's parks. It should be noted that at present cycling is prohibited in the town's parks except where it is explicitly permitted.
- 6.10 The emerging Site Allocations and Policies (Incorporating IP-One Area Action Plan) development plan document identifies land at Ravenswood for a 'sports park comprising cycle track'. As part of any provision for recreational cycling at Ravenswood, consideration should be given to providing facilities that could support cycling in the wider area, such as provision of secure cycle parking and facilities for cycle repair and maintenance. The Council would support enhancements for cycle parking at its leisure centres, in particular the provision of secure cycle parking, should funds become available.
- 6.11 It should be acknowledged when reading this section that Ipswich Borough Council is the planning authority and not the highways authority and therefore has limited direct influence over enhancements to the existing infrastructure. However, Suffolk County Council, as highways authority, will seek funding from development to mitigate traffic impacts as well as seeking funding from other sources where possible. It should be noted that additional infrastructure also requires additional maintenance.
- 6.12 Map 1 overleaf identifies the routes between key destinations in Ipswich as 'indicative main cycle corridors', potential enhancements to which are discussed throughout this section of the SPD. Please note that the route colours identified in this section are for ease of use of the Supplementary Planning Document and do not represent any current or intended route coding. The routes are also shown as indicative directions of travel and it should not be construed that enhancements would only be sought on the exact routes indicated by the arrows. The Employment Areas shown on Map 1 are those contained in the Proposed Submission Policies Map (Revised September 2015) and the Proposed Submission Local Plan Policies Map IP-One Area Inset (Revised September 2015) as the areas shown on these provide the most up to date indication of employment areas. Further sites are proposed for employment uses through the emerging Site Allocations and Policies (Incorporating IP-One Area Action Plan) development plan document.



All Routes

The enhancements below are relevant across the town, and although specific examples are referenced in the sections above it is considered that the principles below could apply across the town.

- Signage should direct cyclists along the most direct route to a specific destination, and destinations and average time of journey should be indicated on the sign.
- Where clutter exists within existing off-road cycle lanes, such as posts and signs, these should be relocated where possible.
- Traffic calming measures, including speed bumps, should be designed to allow cyclists to pass in comfort.
- On-road cycle lanes should continue past traffic islands.
- Surfacing should be smooth and maintained to a standard which provides comfort for cyclists.
- Where possible and where space allows, segregated cycle routes should replace shared pavements.



Examples of issues common across much of the town including:

Above left: Rough surfacing

Above centre: Signage in the cycle track

Top right: Speed bumps

Right: Signage with no destination shown

Yarmouth Road/ Valley Road/ Colchester Road/ Heath Road/ Bixley Road (ring road) – (Shown in yellow of Map 1)



Colchester Road. The cycle lane is shown on the right and would benefit from more regular ground based cycle symbols.

This route follows the ring road and links residential and employment areas in the west of Ipswich (including Hadleigh Road Industrial Estate), with residential and employment areas in the east of Ipswich (including Ransomes Europark), and the route also includes Ipswich Hospital. The route is likely to be an important link between Ipswich Garden Suburb and destinations across Ipswich.

Current Provision

Provision along the route mostly comprises on-road cycle lanes, with some short sections of off-road provision at roundabouts and through the Hospital grounds. The roads have a 40mph speed limit in most places and pass through a number of relatively major junctions with radial routes. There is not currently provision for cyclists on Bixley Road.

Potential Enhancements

Strategic enhancements to the route could include:

- Creation of a continuous cycle lane around the ring road (at present there are sections where the cycle lanes stops).
- Priority for cyclists at junctions where practical, including continuation of on-road cycle lanes to pass side roads.
- Provision of off-road cycle tracks where space allows and where it is possible to maintain a continuous route.
- Provision of cycling facility on Bixley Road.

Examples of specific issues include:

- Narrow on-road cycle lanes in places.

Gipping Corridor – (Shown in blue on Map 1)

The Gipping Corridor represents a unique opportunity in Ipswich to provide an almost fully off-road cycle route linking key destinations. This route is shown in further detail on Map 2 overleaf. This is a key east – west route following the general route of the River Gipping, linking University Campus Suffolk, the Waterfront, the station, Ipswich village, Hadleigh Road Industrial Estate, Boss Hall Industrial Estate, Farthing Road Industrial Estate (in Babergh District) and residential areas to the west and north west of Ipswich. The Gipping Path crosses the IP-One area (see section below).

Current Provision

The Gipping Path route is almost entirely off-road. It consists of varying types of provision including shared use and segregated use, and routes running alongside roads or alongside the river.

Cycling is currently prohibited along the section between Stoke Bridge and Princes Street, due to the narrowness of the path at this point. The path is surfaced along its length, although of varying quality. Accessing the path from Princes Street involves descending a number of steps. Narrow, steep steps at the railway bridge at the western boundary of the Borough restrict cycling further west.



Above left: Steps leading from Princes Street bridge to path which represent a barrier to cycling along the river.

Above centre: Path between Princes Street bridge and Sir Bobby Robson bridge is too narrow to cycle along.

Above right: A fully off-road cycle route exists in the western part of the route between Yarmouth Road and Boss Hall Business Park.

Potential Enhancements

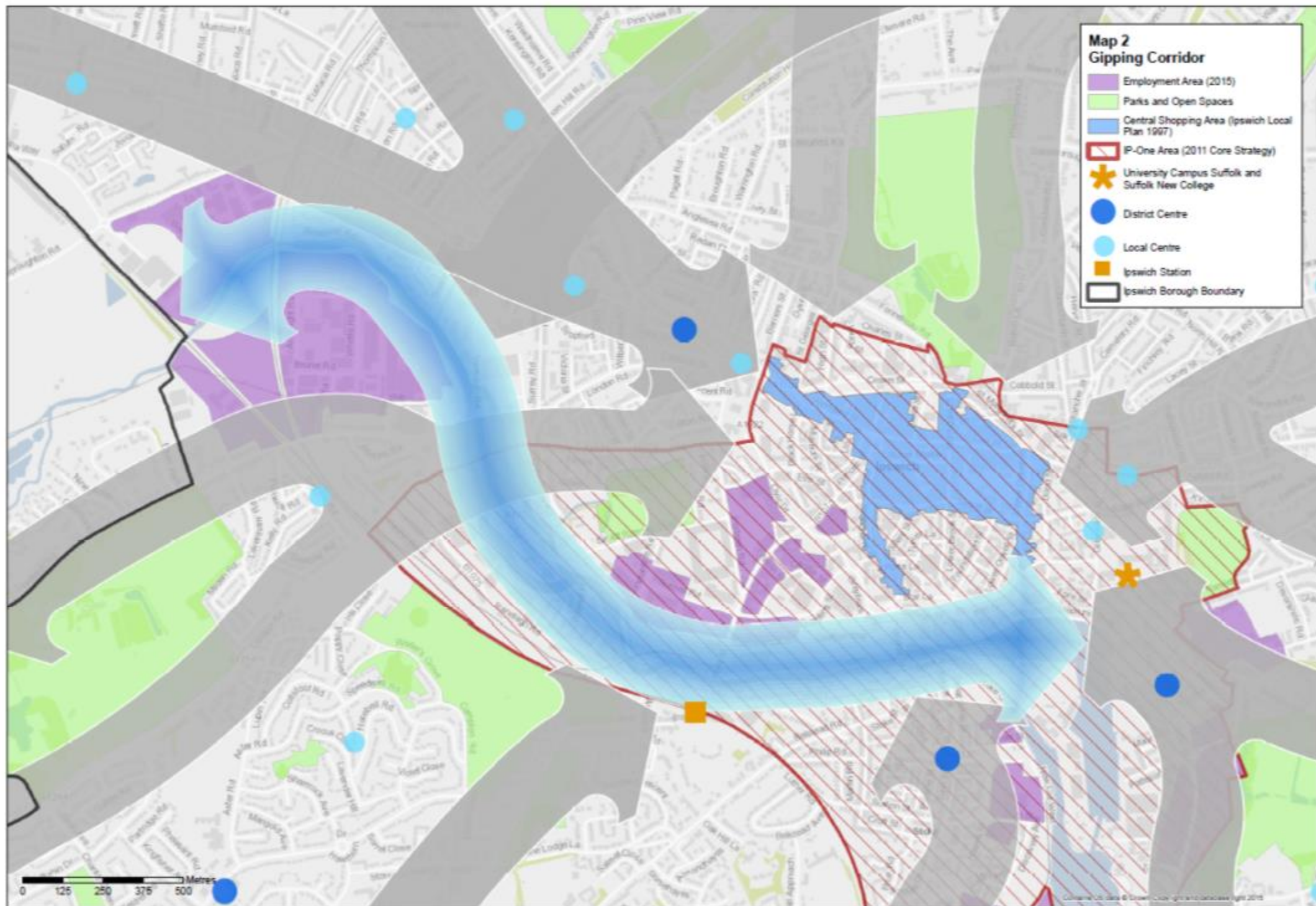
Enhancements to this route represent an opportunity to provide an attractive, safe, fully off-road route across the town. Strategic enhancements to the route could include:

- Providing a clear route for cyclists along the Waterfront, through separation from pedestrians and vehicles where possible.
- Creating easy and legible access from the station onto the cycle tracks.
- Widening and resurfacing of the path and permitting cycling between Stoke Bridge and Princes Street, or providing a cycle track through the land behind the flood defences (as part of proposed site allocation IP047).
- Widening and resurfacing of the path between Princes Street and Sir Bobby Robson Bridge (eastern part as part of proposed site allocation IP083).
- Environmental enhancements and installation of suitable lighting between Stoke Bridge and Sir Bobby Robson Bridge (avoiding light spillage into the River Corridor due to the presence of a County Wildlife Site).

- Widening of the path as it passes the southern boundary of the Beaconsfield Road depot site (as part of proposed site allocation IP105).
- Providing a method of passing under the railway bridge without steps at the railway bridge beyond Boss Hall Industrial Estate.
- Providing a link to Holywells Park from the eastern end of the route, using the Waterfront as an alternative to Duke Street.

Examples of specific issues include:

- Providing separation for cyclists along West End Road.
- Improved legibility for cyclists crossing Stoke Bridge, including defining the entrance to a cycle track from Stoke Bridge crossing in both directions, and improvements through St Peter's Dock.
- Bus stands exist within the cycle lanes towards the town centre end of Landseer Road and on Bishop's Hill.
- Re-positioning of BT box on the corner of Ranelagh Road and Princes Street.



IP-One area – (see Map 3)

This area contains a number of key destinations as well as being a through-route for cross-town journeys. Many of the other corridors identified in the SPD lead into the IP-One area. The IP-One area includes the Central Shopping Area, employment areas around Ipswich Village, the Waterfront, University Campus Suffolk and Suffolk New College and the station (adjoining the IP-one area) as well as residential areas.

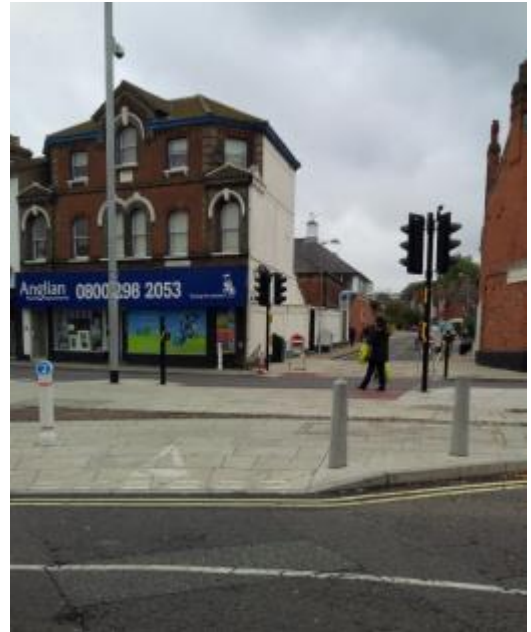
Current Provision

Provision for cyclists in the IP-One area comprises a range of measures including on-road cycle lanes, shared provision on pavements, off-road cycle lanes and cycling contraflows. On pedestrianised streets cycling is currently allowed outside of busy times. The central part of the IP-One area, focussed around the Central Shopping Area as currently identified in the 1997 Ipswich Local Plan⁷ and routes towards the Waterfront and the employment areas at Ipswich Village, has particular issues for those crossing the town or accessing these areas due to the historic street patterns which do not easily lend themselves to direct and easily legible cycle routes.

Particularly within the central part of the IP-One area, many of the roads are one-way although there are cycling contraflows in place north-south on Northgate Street / Upper Brook Street and south-north on Museum Street. The bus stations are situated at Tower Ramparts and at the Old Cattle Market and therefore bus traffic is particularly busy in this part of the town. Many of the streets are narrow and therefore provision of dedicated cycle lanes or paths, or even shared use of pavements, may not be practical in many instances.

In terms of cycle parking in the Central Shopping Area, there are a number of uncovered, unsecure cycle stands throughout the town centre, plus covered provision close to Tower Ramparts. An audit of cycle parking provision in the town centre was conducted by the Borough Council in 2015 – the results are contained in Appendix 3. Secure cycle parking is provided at the station, which also has facilities for bike hire.

⁷ Note that the emerging Site Allocations and Policies (Incorporating IP-One Area Action Plan) development plan document seeks to amend the boundary of the Central Shopping Area.



Various forms of provision for cyclists within the central part of the town:

Top left: Traffic free cycle route along Rope Walk.

Top right: No provision for cyclists on some busy routes, including this section of St Matthew's Street.

Bottom left and centre: Examples of cycle contraflows.

Bottom right: Shared use pavement at Barrack Corner.

As part of a comprehensive approach to development in the IP-One Area, Policy SP15 of the emerging Site Allocations and Policies (Incorporating IP-One Area Action Plan) development plan document identifies a number of cycling improvements for the IP-One Area. These are:

- The provision of safe cycle and pedestrian access across the lock gates at the entrance to the Wet Dock to create a circular route;
- The provision of new foot and cycle bridges across the new Cut linking Stoke Quay to St Peter's Wharf and the Island Site to Mather Way;
- Enhanced walking and cycling links between the railway station and the Waterfront via the river path (see Gipping Path);

- Improved pedestrian and cycling links from Handford Road to Sir Alf Ramsey Way;
- Improved pedestrian and cycle routes linking St Matthew's Church, the new Wolsey Theatre, Westgate Street and the proposed cultural hub at High Street.

Enhancements to the key routes within the IP-One area could include:

- Use of clear signage showing the destination and time / distance, particularly at the station, at main junctions and at points where the main corridors enter the IP-One area, taking care to avoid the creation of 'clutter'.
- Promotion of use of the Gipping Corridor (once enhanced) for east to west journeys through the IP-One area (see Gipping Corridor section).
- Provision of segregated off-road cycle tracks where space allows.
- Where there is insufficient space for a fully segregated off road-cycle track, provide on-road cycle lanes.
- Provision of secure, covered cycle parking serving the Central Shopping Area and Ipswich Village to provide for long term cycle parking (i.e. all day). This could include CCTV monitored provision where it is not practical to provide lockable parking. This should ideally represent a 'cycle hub' with facilities for cycle repairs and maintenance.
- Improvements to existing cycle stands where these require maintenance, replacing or additional provision.
- Linking with routes to south west Ipswich and Ipswich station, provision of a direct and legible route from the station to the Central Shopping Area passing through Ipswich Village. Princes Street represents the most direct route in this regard. This could include priority phases for cyclists at junctions and a segregated cycle route over the Princes Street bridge, subject to assessment of the impact on traffic flows.
- Enhancements to east-west and north-south routes across the town centre, linking with routes into and out of the centre.
- Provision to cross Star Lane and Key Street / College Street as a continuation of routes from the north to the waterfront, including closing Foundation Street to vehicular traffic to create a cycle and pedestrian link between Star Lane and College Street, subject to assessment of impacts on traffic flows.

Examples of specific issues include:

- Improved visibility of cycle contraflows, for all users including pedestrians;
- Where both on and off-road cycle lanes / paths exist along Grafton Way, rationalise to just one form of provision.
- Clear indication to pedestrians that cyclists may be present, particularly at points where conflicts may arise for example where cycle contraflows meet pedestrian crossing points or where shared pavements exist.
- Clear indications to vehicle users that cyclists may be present, through for example use of ground based cycle symbols.

Ipswich Station

Map 3 also shows Ipswich Station and surroundings. Cycle parking is provided at the station and is well used. A facility for bike hire is also available at the station. Princes Street

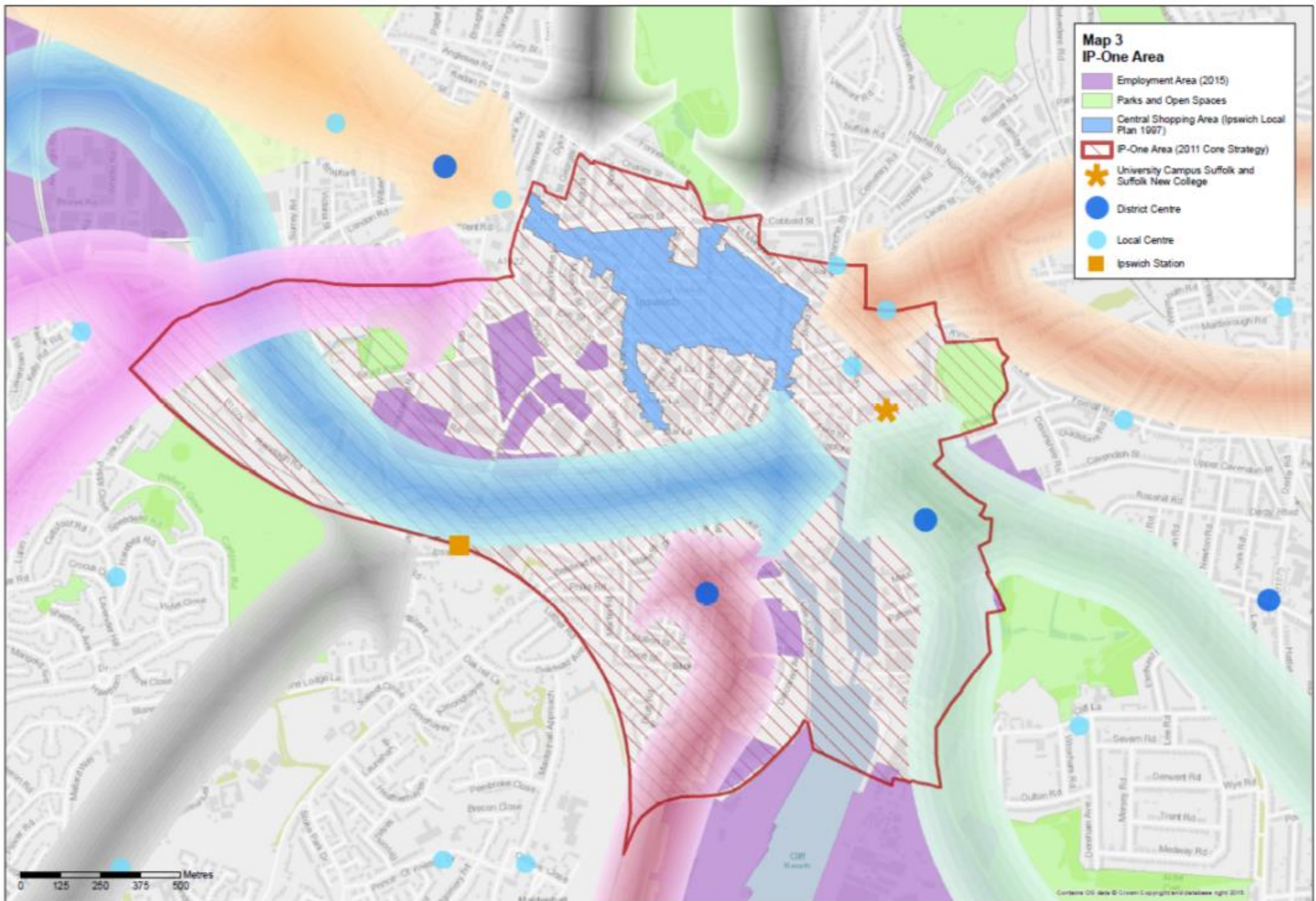
represents a direct route from the station to the Central Shopping Area, via Ipswich Village (see above). Works being carried out to the station forecourt during 2016 are likely to reduce traffic flows in the forecourt and potentially create a more cycle-friendly environment when arriving and exiting the station.

Enhancements around the station could be provided as follows:

- Legible exit from the station forecourt including for crossing Ranelagh Road and Burrell Road.
- Signage for key destinations in the town.
- Clearly signed cycle parking for those arriving at the station by cycle.



Above: Present approach to the station, highlighting potential conflicts between cyclists and pedestrians.



Stoke Park / Wherstead Road to station, waterfront and town centre – (Shown in purple on Map 1)

This route links residential areas in south west Ipswich, via Bourne Park, to the town centre, waterfront and station. This route does not however connect major destinations or residential areas and major enhancements may be difficult due to the nature of the road and uses alongside it. Birkfield Drive may represent a more desirable route for residents of Stoke Park (see grey route). Beyond the Borough boundary the route would continue to Shotley Peninsular.

Current Provision

National Cycle Route 1 provides an off-road, rough surfaced route through Bourne Park (open 24 hours) linking Stoke Park and Pinewood with Wherstead Road. Cycling along Wherstead Road and Vernon Street is with the traffic. Alternatively, National Cycle Route 1 follows Halifax Road, Maidenhall Approach and Station Street which would also connect south west Ipswich with the central area. On street parking exists along much of Wherstead Road.



Wherstead Road. The width of the road and presence of on-street parking reduce the scope for improvements.

Potential Enhancements

Strategic enhancements to the route could include:

- Provision of cycle lanes / paths where space allows and where these would not be obstructed by parked cars.
- Provision for cyclists to continue when passing junctions.
- Investigate provision of a dockside route to link with proposed crossing from St Peter's Wharf to Stoke Quay.

Examples of specific issues include:

- Resurfacing National Cycle Route 1 through Bourne Park with a surface which is good for cycling.
- Resurfacing, widening and lighting of National Cycle Route 1 where it runs alongside the railway between Bourne Park and the access under the railway bridge onto Wherstead Road.

- Provision for cyclists at roundabouts along Wherstead Road / Hawes Street.
- Off-road cycling permitted on footpath in Hawes Street area on relatively narrow footpaths and lacks a facility to re-join carriageway where off-road provision ceases and to cross side roads.

Pinewood / Belstead to station and town centre – (Shown in grey on Map 1)

This route links residential areas in south west Ipswich and Chantry Academy and surrounding schools with the station and town centre.

Current Provision

Advisory cycle lanes are in place along some lengths of Birkfield Drive and this represents a relatively direct route into the town centre. Much of Birkfield Drive is bordered by grass verges and planting rather than being fronted by residential properties, the result of this being few parked cars along its length. Ancaster Road is particularly narrow where it passes under the railway bridge.



Birkfield Drive – potential for off-road provision

Hawthorn Drive also represents a key route through the area which does not have specific provision for cyclists, but has wide roadside verges in many places.

Potential Enhancements

Strategic enhancements to the route could include:

- Off-road provision along Birkfield Drive where road, pavement and verge widths allow, whilst maintaining the 'green' appearance of the route.
- On or off-road provision on Hawthorne Drive.

Examples of specific issues include:

- Provision for cyclists when passing traffic islands along Birkfield Drive.
- Provision for cyclists when crossing junctions along Birkfield Drive.

Copdock, Pinewood and Suffolk One to Chantry Park, Hadleigh Road and town centre – (Shown in pink on Map 1)

This route links Suffolk One and the western parts of Chantry and Pinewood with the western part of the IP-One area.

Current Provision

Provision along Hadleigh Road is mostly on road cycling without cycle lanes with some shared provision on pavements towards the junction with London Road. Provision along London Road is by a combination of on and off-road cycle lanes. Chantry Park lies between Hadleigh Road and London Road. However, cycling is not permitted within the park. Along Handford Road towards Civic Drive there is no specific provision for cycling.



London Road – good example of off-road provision although this is intermittent along the length of the road.

Potential Enhancements

Strategic enhancements to the route could include:

- Promotion of the quieter parallel route for cycling outbound between Robin Drive and Scrivener Drive, with connection to Suffolk One.
- From Handford Road / Yarmouth Road, promote use of the Gipping Path (see light blue route) to Ipswich Village, Waterfront, University Campus Suffolk and locations in the east of the town.
- Creation of a link for cycling through between Hadleigh Road and London Road through Chantry Park and support recreational cycling within Chantry Park.
- Improved legibility / signage for cyclists around the junction with Yarmouth Road and West End Road.
- Creation of a cycle link over the river to the north of Elton Park, connecting south west Ipswich with north west Ipswich (as identified through the emerging Site Allocations and Policies (Incorporating IP-One Area Action Plan) development plan document).

Examples of specific issues include:

- Removal of phone box and BT box from centre of cycle lane on London Road between Yarmouth Road and Hadleigh Road.
- Improvements to surface to cycle lanes and paths on London Road.
- Improve provision for cyclists across junctions with side roads.
- Improve transition between on and off-road cycle lanes

North West Ipswich to town centre – (Shown in orange on Map 1)

This route links north west Ipswich residential areas, the employment areas on Sproughton Road and at White House and Westbourne High School with the centre of the town. The main roads are Norwich Road and Bramford Road.

Current Provision

Provision along Norwich Road consists of a combination of on and off-road cycle lanes and paths and a shared bus and cycle lane, whilst National Cycle Route 51 and other advisory signage would direct cyclists along the parallel Shakespeare Road / Highfield Road / Ashcroft Lane / Mornington Avenue / Kensington Road route which represents a quieter route although requires cyclists to cross a number of junctions. Provision along Bramford Road consists of cycling on-road without cycle lanes, and in many places alongside parked cars. Once within the ring road (see yellow route) there is a general lack of cycle lanes / paths for those cycling into the town from the north west of the town.



Norwich Road – there are some cycle lanes along the route although the traffic can be busy and the lanes are narrow in places.

Potential Enhancements

Strategic enhancements to the route could include:

- Provision of continual cycle track on main routes, as far as is practical.
- Creation of 'cycle priority routes' between radial routes
- Creation of through routes for cyclists between Norwich Road and Handford Road including through permitting access for cyclists through roads closed to through traffic.
- Promotion of the use of Gipping Path (following enhancements) to the station, Waterfront, University Campus Suffolk and locations on the eastern side of the town. In particular this may represent a more attractive alternative to cycling along Bramford Road. To facilitate this, enhancements to routes and junctions from north west Ipswich to the Gipping Path would also be required.

Examples of specific issues include:

- Provision of continual routes for cyclists through busy junctions, particularly where routes from the north west of the town cross the ring road (yellow route).
- In places the width of on-road cycle lanes is less than one metre.
- Relocating light columns from within the off-road cycle lane at Bury Road.

North Ipswich / Ipswich Garden Suburb to town centre – (Shown in black on Map 1)

Dale Hall Lane and Henley Road are key routes from this part of north Ipswich into the centre of the town. These cross Valley Road and continue south where they converge to the north west of Christchurch Park.

Current provision

Provision along Henley Road is on-road and is largely without cycle lanes. Dale Hall Lane does not have specific provision for cyclists. Cycling is permitted along the east – west route through Christchurch Park. Provision north to south is along the road network which is largely without cycle lanes and there is on-road parking along most roads.

As referred to in paragraph 2.6, the Ipswich Garden Suburb Supplementary Planning Document Interim Guidance (September 2014) identifies cycle access points into the Garden Suburb and key cycle routes through the site.



Fonnereau Way is a bridleway providing an off-road north-south cycle track along the length of Christchurch Park.

Potential Enhancements

Strategic enhancements include:

- Provision of continual cycle lanes / paths along Henley Road and Dale Hall Lane (where space allows).
- Consideration of the potential for a north east – south west route through Christchurch Park, whilst maintaining the historic and natural environment and not compromising opportunities for quieter recreational activities.
- Enhancement of the bridleway at Fonnereau Way (between Henley road and Fonnereau Road), including improved surfacing and lighting.
- Provision of continual routes for cyclists through busy junctions, particularly where routes from the north west of the town cross the ring road (yellow route).

Examples of specific issues include:

- Lack of signing through Dale Hall Lane south of Valley Road.
- Address the barrier on the Fonnereau Way bridleway, which is particularly difficult to pass on larger bikes.

Enhancements to routes from Ipswich Garden Suburb into the town centre will be informed largely by the transport assessments which will be produced as part of the planning application process.

Further specific enhancements are likely to arise from transport assessments carried out in relation to development at the Garden Suburb. This may include improvements to routes and junctions between the Garden Suburb and employment areas to the west including to White House and to locations along Sproughton Road. As a principle off-site enhancements should aim to provide continuity between the cycle access points at the Garden Suburb and key destinations such as employment locations, the railway station and the town centre.

East Ipswich and Ipswich Hospital to the town centre (Shown in red on Map 1)

Woodbridge Road, Spring Road, Freehold Road, Foxhall Road, Grove Lane and Back Hamlet are the main direct routes into the centre from the east of Ipswich. These join with the eastern section of the ring road (see yellow route). These routes are joined with a number of north – south roads, many of which have large numbers of parked cars. The route also links Copleston High School with other locations.



Woodbridge Road – there is a short section of cycle lane on the right of the picture.

Current Provision

National Cycle Route 1 follows Newbury Road, Freehold Road, Marlborough Road and Woodville Road to the town centre. Provision for cyclists is mostly on-road without cycle lanes, with on-road parking in many places. A short section of off-road cycle track exists through the hospital grounds. There is on-road parking throughout much of the area.

Potential Enhancements

Strategic enhancements to the route could include:

- Provision for cycling on current public right of way across Rushmere Heath⁸, to enhance cycle connections between Martlesham / Kesgrave and Ipswich.
- Provision of cycle lanes / paths where space allows.

⁸ Please note that only the western most part of Rushmere Heath is within Ipswich Borough, with the majority being within Suffolk Coastal District.

- Creation of a radial ‘cycle priority route’ along an existing radial route such as Freehold Road.
- Creation of ‘cycle priority routes’ linking radial routes
- Provision of a link over the railway line between Foxhall Road and Felixstowe Road (as identified through the emerging Site Allocations and Policies (Incorporating IP-One Area Action Plan) development plan document).

Examples of specific issues include:

- Issues around on-road parking

South East Ipswich / Ransomes Europark / Ravenswood to town centre (shown in green on Map 1)

This corridor links residential areas in south west Ipswich and existing and future employment uses at Ransomes Europark and Futura Park with the IP-One area and with the station and locations in the west of the town by linking with the Gipping Path corridor.

Current Provision

Nacton Road / Felixstowe Road represents the most direct route into the town centre. At the south eastern end of Nacton Road provision is in the form of a range of both on and off-road cycle lanes (in some places both exist). Further towards the town centre provision is largely in the form of on-road provision without cycle lanes. Cycle lanes are provided on parts of Landseer Road which provides a route to University Campus Suffolk and the Waterfront.

Ravenswood has been developed with off-road cycle routes on key routes through the development. National Cycle Route 51 provides a connection through Holywells Park from Cliff Lane to Duke Street. National Cycle Route 51 and a traffic free cycle route currently provide a link through Landseer Park between Landseer Road and Clapgate Lane.



Above: Cycle route through Landseer Park – ground based signage could provide clarity that it is a shared use path.

Right: Nacton Road – cycle lanes exist along parts.



Potential Enhancements

Strategic enhancements could include:

- Enabling cycling through Holywells Park from Bishops Hill (at the Bishops Hill entrance cycling is currently not permitted).
- Promotion of quieter routes which run alongside Clapgate Lane as an alternative to either Nacton Road or Landseer Road.
- For journeys to the station or the west of town, promotion of routes to the Waterfront to join the Gipping Path (once enhancements carried out).
- Creation of a radial 'cycle priority route' along an existing road such as Nacton Road or Clapgate Lane.
- Creation of 'cycle priority routes' between radial routes

Examples of specific issues include:

- Issues around on road parking in places.
- Transitions from on-road to off-road cycle lanes/paths in places.

Chapter 7: Submitting a planning application

- 7.1 Planning applications should be accompanied by information showing the design of any provision for cycling, including details such as the surfacing to be used on cycle routes and the design of cycle parking and storage, demonstrating how the development conforms with the requirements of this SPD. As much detail as possible should be included to minimise the need for conditions to be attached to any planning permission.
- 7.2 Where a transport assessment is required, this should inform the provision of both on-site and off-site improvements in provision.
- 7.3 Where a travel plan is required under Policy DM15, applicants should demonstrate what measures will be used to promote cycling, as per the guidance in Chapter 5 of this SPD.

Validation requirements

- 7.4 The Council's Local Validation List sets out the information required in order for a planning application to be registered. For all major development a Design and Access Statement is required and this should include reference to access for cycling.
- 7.5 For developments of 10 or more dwellings, 1,000sqm or more of non-residential floorspace or where more than 50 people would be employed, the Council will require the submission of a Transport Assessment and Travel Plan. This can be incorporated within the Design and Access Statement. For smaller developments a more simplified Transport Statement may be appropriate. The Transport Assessment or Transport Statement should explain the provision of cycle infrastructure in the context of traffic impacts from the development. The Travel Plan should explain how cycling will be promoted and encouraged amongst users of the development (see 5.19 and 5.20 in particular). Travel Plans should contain targets for modal split and monitoring should identify whether the measures taken are having the anticipated effect.
- 7.6 For all major developments a planning statement is also required which should explain how the development will seek to maximise journeys made by cycle, and how the guidance provided within this SPD has been applied to the development. This should refer to information provided in the Transport Statement.
- 7.7 The Validation List also requires submission of the Sustainable Development checklist. This includes space for explaining the measures proposed to reduce use of the private car.
- 7.8 The Council's Local Validation List can be viewed at https://www.ipswich.gov.uk/sites/www.ipswich.gov.uk/files/Ipswich_Borough_Council_Local_Validation_List.pdf.

Pre-Application advice

- 7.9 The Council provides a pre-application advice service (for a fee) which provides an opportunity to discuss provision for cycling prior to an application being submitted.

Appendix 1: Proposed Submission Policies

Proposed Submission Core Strategy and Policies Development Plan Document Review (November 2014)

POLICY CS1: SUSTAINABLE DEVELOPMENT - CLIMATE CHANGE

In Ipswich a comprehensive approach will be taken to tackling climate change and its implications through:

- a. Requiring all new development to incorporate energy conservation and efficiency measures, to achieve significantly reduced carbon emissions for all new residential and major non-residential development;
- b. Requiring all major developments to achieve a target of at least 15% of their energy requirements to be provided through decentralised renewable or low carbon energy sources where feasible and viable;
- c. Seeking opportunities to develop renewable energy generating capacity including on Council-owned land and buildings;
- d. Supporting the implementation of the Suffolk Climate Action Plan produced by the Suffolk Climate Change Partnership and other appropriate local carbon reduction schemes;
- e. Implementing the IMPACT Carbon Management scheme and reducing carbon emissions from the Council's own operations;
- f. Supporting the protection, caring for and increase in canopy cover across the Borough during the plan period;
- g. Seeking opportunities to utilise parks and open space and ecological networks potential in the mitigation and adaptation against climate change;
- h. Supporting the implementation of the Ipswich Flood Defence Strategy by the Environment Agency;
- i. Requiring building and infrastructure design to incorporate water conservation, capture, recycling and efficiency measures and sustainable drainage systems (SuDS); and
- j. Supporting the implementation of Travel Ipswich to promote 15% modal shift to reduce carbon emissions.

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

POLICY CS5: IMPROVING ACCESSIBILITY

Development should be located and designed to minimise the need to travel and to enable access safely and conveniently on foot, by bicycle and by public transport (bus and rail). This will encourage greater use of these modes. The Council will support the implementation of the Travel Ipswich scheme and will work with the Highway Authority to manage travel demand in Ipswich and in doing so will prioritise the introduction of an integrated cycle network.

POLICY DM17: TRANSPORT AND ACCESS IN NEW DEVELOPMENTS

To promote sustainable growth in Ipswich and reduce the impact of traffic congestion, new development shall:

- a. not result in a significant adverse impact on rights of way or the local road network in respect of traffic capacity, highway safety;
- b. not result in a significant impact on air quality or an Air Quality Management Area;
- c. incorporate electric charging points and a car club scheme where this would be consistent with the scale and location of the development;
- d. promote pedestrian and cycle accessibility to and permeability within the site, ensuring that any new routes are coherent and in accordance with the design principles of policy DM5;
- e. provide high quality, secure cycle storage, and in non-residential developments of more than 1,000 sq. m or where more than 50 people will be employed, high quality shower facilities and lockers; and
- f. have safe and convenient access to public transport within 400m, and facilitate its use through the provision of services, infrastructure and/or tickets where required.

Applicants will be required to demonstrate how the development would improve transport provision and/or how any acceptable adverse impacts would be managed and mitigated.

POLICY DM18: CAR AND CYCLE PARKING

The Council will require minimum standards of car and cycle parking to be complied with in all new development (except in the IP-One area), and will expect parking to be fully integrated into the design of the scheme to provide secure and convenient facilities and create a safe and attractive environment. The Council will also require the provision of secure cycle parking in any new car parks in the town.

Cycle parking across the Borough is required to be secure, sheltered, conveniently located, adequately lit, step-free and accessible.

Outside the IP-One area, car parking must be designed so as not to dominate the development or street scene or to result in the inefficient use of land.

There will be reduced maximum standards of car parking provision for residential development within the IP-One Area, which has frequent and extensive public transport networks, and easy access to a wide range of employment, shopping, and other facilities.

A central car parking core will be defined in the town centre, through the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document. Within the central car parking core, only operational car parking will be permitted in connection with non-residential development, so that the stock of long-stay parking is not increased. New, non-residential long-stay car parks will not be permitted.

Proposed Submission Site Allocations and Policies (Incorporating IP-One Area Action Plan) Development Plan Document Review (November 2014)

POLICY SP9: SAFEGUARDING LAND FOR TRANSPORT INFRASTRUCTURE

Development of the following sites for the uses allocated through other policies in this plan shall incorporate provision for transport infrastructure, as specified in Table 6 below.

The park and ride site at Bury Road is also safeguarded for future re- use for park and ride.

Site	Address	Preferred Options ref	Site Area (ha)	Allocation
IP010a or b	Felixstowe Road	UC010	5.52	Land reserved for a pedestrian and cycle bridge over the railway to link the District Centre with housing areas to the north.
IP059a	Land at Elton Park Works	UC062	2.63	Land reserved for a pedestrian and cycle bridge over the river to link to the river path on the northern bank.
IP037	Island Site	UC038	6.02	Additional vehicular access needed to enable the site's development. Additional cycle and pedestrian connections also required in accordance with policy SP15. Development layout should not prejudice future provision of a Wet Dock Crossing.
IP029	Land opposite 674-734 Bramford Road	UC030	2.26	Link road through the site joining Europa Way and Bramford Road (subject to impact testing).

POLICY SP15: IMPROVING PEDESTRIAN AND CYCLE ROUTES

The Council will support improvements to pedestrian and cycle routes within the IP-One area and linking the town centre to residential areas and beyond. It will seek opportunities to deliver the following specific improvements through safeguarding routes where necessary, new developments and/or seeking funding opportunities:

- The provision of safe cycle and pedestrian access across the lock gates at the entrance to the Wet Dock to create a circular route;
- The provision of new foot and cycle bridges across the new Cut linking Stoke Quay to St Peter's Wharf and the Island site to Mather Way;
- An improved pedestrian environment on key walking routes from the Waterfront to the Central Shopping Area - Turret Lane, Lower Brook Street, Foundation Street and Lower Orwell Street;
- Improved pedestrian links through Cardinal Park linking the station and Central Shopping Area;
- Enhanced walking and cycling links between the railway station and the Waterfront via the river path;
- Improved pedestrian and cycle links from Handford Road to Sir Alf Ramsey Way;
- Improved pedestrian and cycle routes linking St Matthew's Church, the New Wolsey Theatre, Westgate Street and the proposed cultural hub at High Street; and
- The pedestrianisation of Princes Street North, Queen Street and Upper Brook Street.

Please note that some Pre-Submission Main Modifications to the above emerging policies were consulted upon during October and November 2015, including to reflect the Government's latest position on energy efficiency measures, amending DM18 to refer to adopted rather than minimum parking standards (reflecting the Suffolk Guidance for Parking) and an addition to CS20 to refer to cycling as follows 'The Council will support further measures to facilitate cycling and walking in the Borough, as detailed through the Site Allocations and Policies (incorporating IP-One Area Action Plan) development plan document.'

Appendix 2: Suffolk Guidance for Parking

Use class	Suffolk Guidance for Parking – minimum standards
A1 (shops)	1 stand ⁹ per 200m ² gross floorspace
A2 (financial and professional services)	1 stand per 300m ²
A3 (restaurants and cafes)	1 stand per 100m ² (excluding transport cafes) 1 stand per 200m ² (transport cafes)
A4 (drinking establishments)	1 stand per 50 m ²
A5 (hot food takeaways)	1 stand per 50 m ²
B1 (offices other than A2/ light industry)	1 stand per 200 m ²
B2 (general industry)	1 stand per 300 m ²
B8 (storage and distribution)	1 stand per 400 m ²
C1 (hotels, including guest houses and boarding houses)	1 stand per 5 staff plus 1 space per 20 bedrooms
C2 (residential care home)	1 stand per 5 staff
C2 (hospital)	1 stand per 4 staff + 1 space per 10 beds
C2 (treatment centre)	1 stand per 4 staff + 1 space per 10 beds
C2 (residential educational establishment)	1 stand per 5 staff + 1 space per 3 Students
C2A (secure residential institution)	1 stand per 5 full time equivalent staff, Visitor – individual merit
C3 (residential dwellings)	2 secure covered spaces per dwelling. (Satisfied if garage or secure area is provided within curtilage of dwelling to minimum dimensions)
C3 (retirement developments (e.g. warden assisted independent living accommodation))	1 stand per 8 units (visitors)
C3 (visitor provision)	If no garage or secure area is provided within curtilage of dwelling then 1 covered and secure stand per dwelling in a communal area for residents plus 1 stand per 8 dwellings for visitors.
D1 (medical centres)	1 stand per 4 staff + 1 stand for every two consulting rooms
D1 (creche / childcare)	1 stand per 4 staff plus 1 stand per 10 child places
D1 (day care centre)	1 stand per 4 staff
D1 (special schools)	1 stand per 4 staff
D1 (pre-school)	1 stand per 5 staff
D1 (nursery)	1 stand per 5 staff
D1 (children's centre)	1 stand per 5 staff
D1 (education – primary/	1 stand per 5 staff plus 1 stand per 3 pupils. Also consider

⁹ Note that one stand allows two cycles to park

secondary)	scooter parking
D1 (education – further/ higher)	1 stand per 5 staff plus 1 stand per 3 pupils.
D1 (art Galleries, museums, public/ exhibition hall)	1 stand per 4 staff plus visitor parking (individual merits)
D1 (places of worship)	1 stand per 100m ² of public floor area
D1 (libraries)	1 stand per 40m ² of public floor area
D2 (cinema)	10 stand plus 1 space per 10 vehicle space
D2 (other assembly and leisure)	10 stand plus 1 space per 10 vehicle space
D2 (team sports – outdoor sports pitches)	10 stand plus 1 space per 10 vehicle space
D2 (swimming pools, gyms, sports halls)	10 stand plus 1 space per 10 vehicle space
D2 (golf clubs)	10 stands
D2 (other sports facilities)	Individual merit

Varying standards are also provided for a range of sui generis uses.

Appendix 3: Town Centre Cycle Parking Provision Audit (2015)

Cycle Storage Provision in the Town Centre

This note sets out the results and conclusions of an audit of existing provision for cycle storage in the central shopping area and the area to the south associated with the concentration of office uses, plus district and local centres across the Borough. The aim of the audit was to provide recommendations for improvements to existing provision. The focus was on improvements that could be made to cycle storage on highways land. Cycle parking at Crown Pools, understood to not be highways land, has also been considered as issues with current provision have been raised.

Audit of current provision

The audit of current provision in the town centre was undertaken by a Planning Officer from Ipswich Borough Council visiting the known cycle storage areas in the area identified above. This took place at various times on weekdays in the winter. The locations visited are listed below with a brief account of current provision. Each of the locations (numbered) are shown on the map overleaf.

Location	Number of stands	Brief description
1 – Princes Street	8	Stainless steel hoops –very well used and in good condition
2 – Lloyds Avenue	12	Painted Sheffield stands – well used but chipped paint
3 – South west of Crown Pools	4	Painted stands – Good condition but not well used
4 – East of crown pools	4	Stands of varying designs (Painted) – Slightly chipped and not well used at the time although discussions with the Assistant Manager at Crown Pools revealed that there is often greater use. <i>Note these have been replaced and more stands provided during summer 2015.</i>
5 – Northgate Street (outside library)	5	Painted Sheffield stands – Slightly chipped and well used
6 – Butter Market	4	Painted Sheffield stands – chipped and well used
7 – Upper Brook Street	10	Stands for wheel attachment outside Sainsburys (Stainless steel) <i>Note these are understood to be on private land</i>
8 – Tacket Street	4	Stainless steel Sheffield stands – Good condition and well used
9 – Old Cattle Market	6	Stainless steel Sheffield stands – Good condition and well used
10 – St. Stephen’s Lane	1 with space for 4 cycles	Painted stand of unique design – Poor Condition and well used
11 – Tower Street	6	Painted stands – Good condition and not well used
12 – Providence Street	3	Painted stands – Good condition and not well used
13 – Museum Street	5	Painted Sheffield stands – Slightly chipped and well used

14 – Hyde Park Corner	4	Painted stands – Good condition and well used
15 – St Matthews Street roundabout	6	Painted Sheffield stands – Slightly chipped, moderate use
16 – Rear of Wolsey Theatre	2	Sheffield Stands (painted) – Good condition and not well used
17 – Rear of Wolsey Theatre	4	Painted Sheffield stands – Good condition and well used
18 – Car park, rear of Wolsey Theatre	2	Painted Sheffield stands – Good condition and not well used
19 – Majors Corner	12	Stainless steel Sheffield stands – Good condition, moderate use
20 – Upper Orwell Street	4	Painted Sheffield stands – Slightly chipped and not well used
21 – Orwell Place	4	Painted Sheffield stands – Slightly chipped and not well used
22 - UCS	21	Stainless steel Sheffield stands – Survey done outside term time so under used at that time
23 – Civic Drive roundabout (outside Curve bar)	4	Stainless steel Sheffield stands – Good condition and not well used
24 – Cromwell Square	4	Stainless steel Sheffield stands – Good condition and moderate use
25 – St Lawrence Street	2	Painted stands – One broken, so only one usable stand which was in use at the time of the survey
26 – East of Tower Ramparts	8	Stainless steel stands – Covered provision but not well used
27 – Civic Drive (south of Axa)	3	Stainless steel Sheffield stands – Used and in good condition
28 – Police Station, Civic Drive	6	Stainless steel Sheffield stands – Not used but in good condition
29 – Coytes Gardens	8	Painted Sheffield stands – Very well uses but chipped

The geographical distribution of cycle parking is good in the town centre with 163 cycle spaces, however some of the stands are in poor condition and with regard to the quality of the streetscape might be best replaced (these are the painted ones that have been chipped).

District and Local Centres

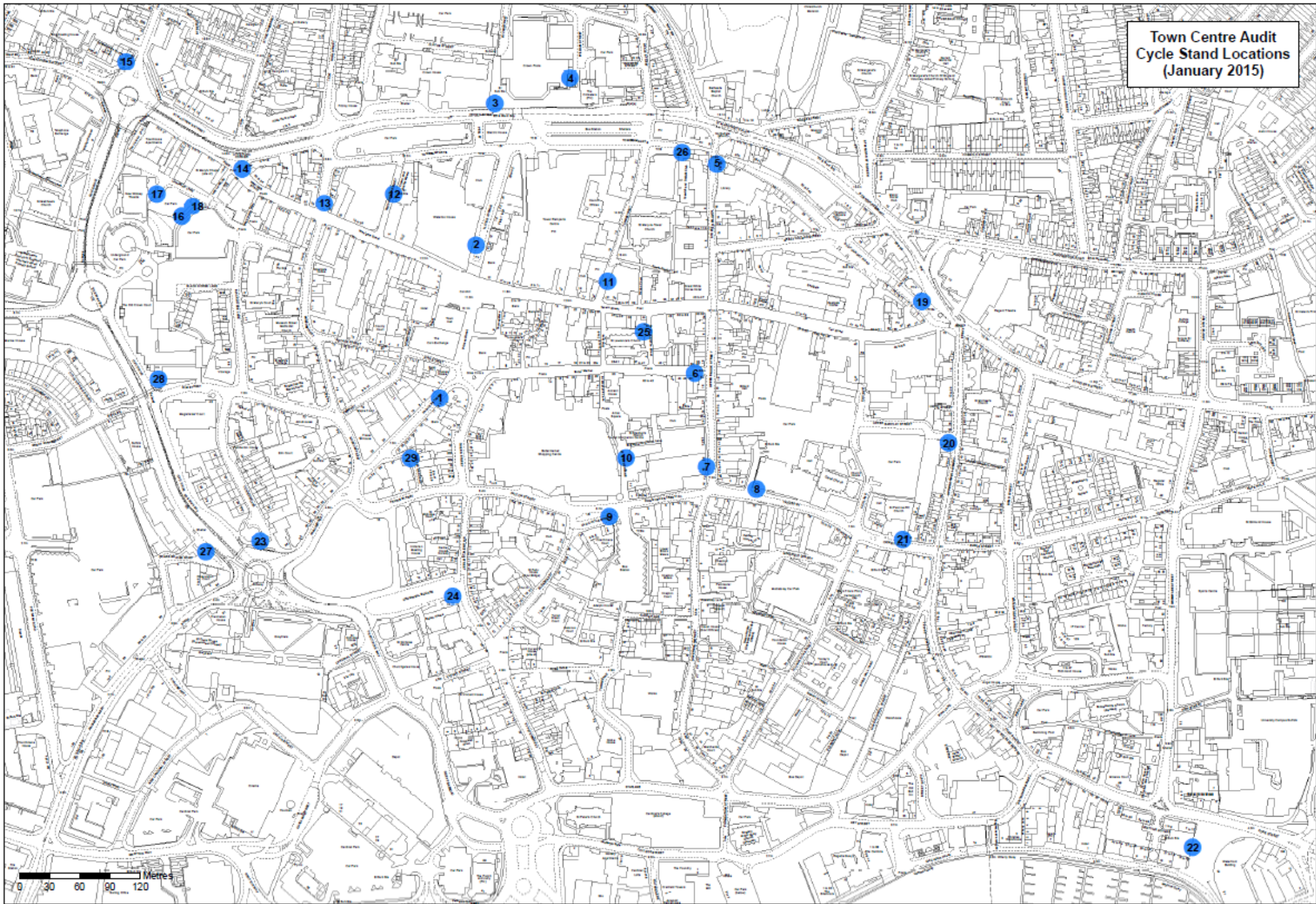
A desk-top based audit of provision at District and Local Centre was also undertaken using Google Streetview. This revealed that the District and Local Centres listed below have no provision and it is recommended that some stands should be provided in these locations. The numbers correspond to the numbering on the plan of District and Local Centres which is attached overleaf:

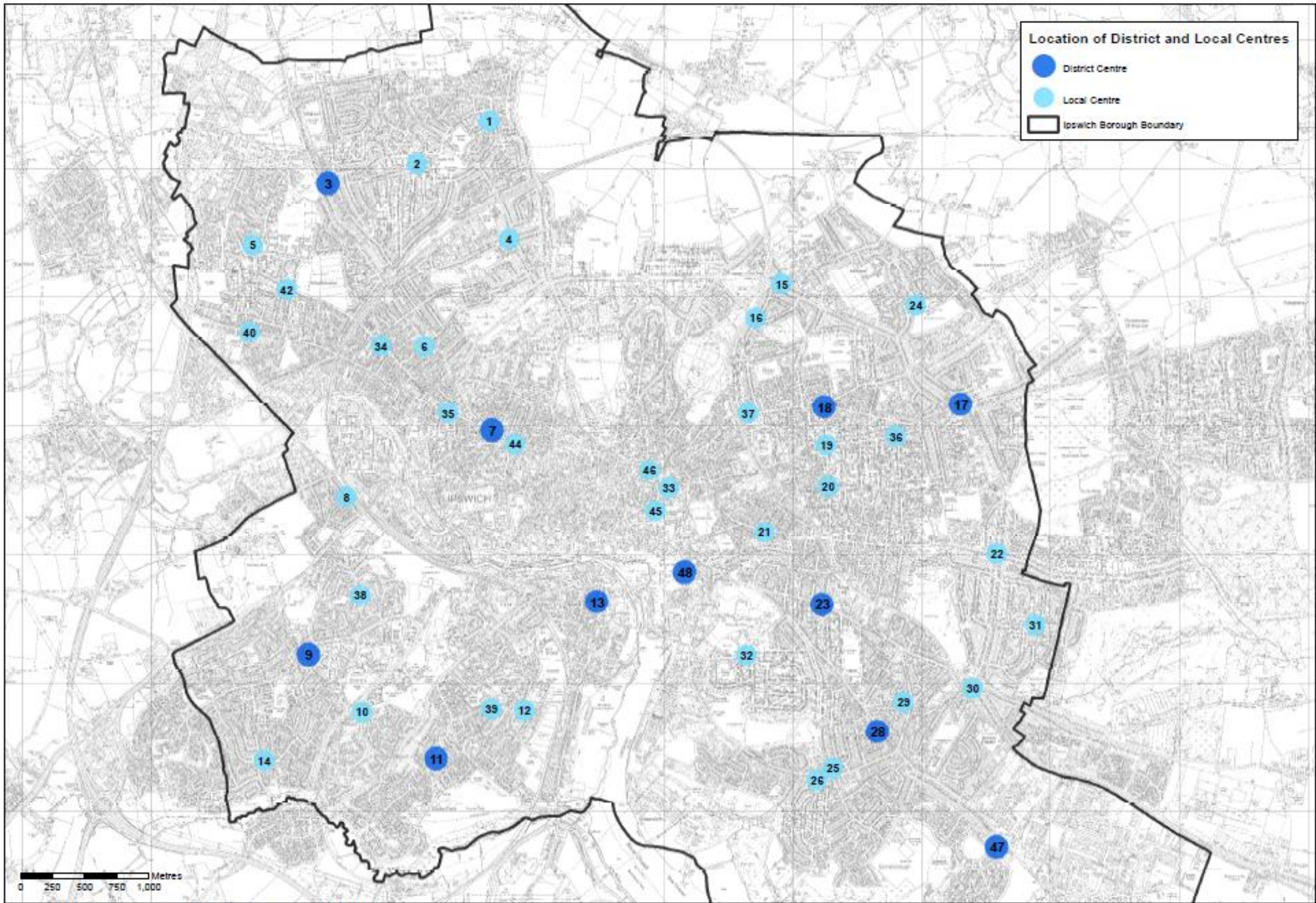
- 6: Norwich Road
- 10: Cambridge Drive
- 14: Ellenbrook Green
- 19: Spring Road
- 21: Foxhall Road
- 23: Felixstowe Road
- 25: Clapgate Lane
- 30: Felixstowe Road

- 32: Cliff Lane
- 33: St Helen's Street
- 35: Bramford Road
- 37: Woodbridge Road
- 38: Lavender Hill
- 39: Prince of Wales Drive
- 42: Bramford lane
- 46: Woodbridge Road

Barrack Corner is between Norwich Road District Centre (number 7) and St Matthews Street Local Centre (number 44) which both have provision. However, Barrack Corner provides a visible space for improving provision within this part of town and it is recommended that cycle parking could be located here.

Town Centre Audit
Cycle Stand Locations
(January 2015)





Appendix 4: Further Information

Making space for Cycling – A Guide for New Developments and Street Renewals (Cyclenation, 2014)

Handbook for cycle-friendly design (Sustrans, 2014)

London Cycle Design Standards (Transport for London)

Cycle Parking (Draft) (Sustrans, 2014)