

Route Assessment Summary Report

Prepared for Ipswich
Borough Council



23 September 2024

Photo credit: Brian Morrison

We work for and with communities, helping them come to life by walking, wheeling and cycling to create healthier places and happier lives for everyone. www.sustrans.org.uk

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SC039263 (Scotland).

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1. Introduction

Sustrans was approached by Ipswich Borough Council to assist them with the development of a Local Cycling and Walking Infrastructure Plan (LCWIP). The LCWIP will outline a clear vision and objectives for walking, wheeling, and cycling within the Borough, alongside a prioritised list of proposed route improvements. These 85 routes are drawn from key local planning documents, including the Ipswich Local Plan (2022), the Cycling Strategy Supplementary Planning Document (2016), and the Town Centre and Waterfront Public Realm Strategy Supplementary Planning Document (2019).

The LCWIP is being developed in line with guidance from the Department for Transport (DfT). It will feed into the Suffolk-wide LCWIP which will serve as a strategic framework for securing funding to deliver these active travel improvements and bring a range of benefits, including improved public health, reduced congestion, and enhanced air quality. The Suffolk LCWIP is in the process of being updated. The draft of this updated version has been used to compare the routes against the Ipswich LCWIP in section 4. Following public consultation on this in autumn 2024, prior to the Ipswich LCWIP, further changes may be made.

2. Methodology Overview

The Council's joint Planning and Transport Working Group approved a set of criteria to assess and score the 85 proposed routes. These criteria form a Multi-Criteria Assessment Framework (MCAF) which serves as a flexible tool for evaluating routes based on key factors such as accessibility, deliverability, and environmental impact.

Sustrans was tasked with using this MCAF to assess and score the routes. This was the first step of a three-step process:

- Assessing and scoring each of the 85 routes using the MCAF.
- Performing a comparison of the routes identified in the Ipswich and Draft Suffolk (2024) LCWIPs to identify any overlap and differences.
- Performing a value for money assessment for the routes using the DfT's Active Mode Appraisal Toolkit (AMAT).

The original brief included a requirement to perform a detailed audit of 10 of the routes. It was agreed to review this later due to the prioritisation of the routes not yet being known and the cost to perform the audits depends on the complexity and scale of the routes to be audited. The audit process would use the Active Travel England Review tools to assess the routes, and a report would be produced including recommendations and photographs.

3. Assessment and Scoring

The MCAF assesses routes against 18 criteria, grouped into eight key themes:

1. **Effectiveness** (e.g., road safety, accessibility),
2. **Policy** (alignment with adopted policies),
3. **Deliverability** (e.g., feasibility, links to other schemes),
4. **Dependencies** (e.g., legal and planning requirements),
5. **Transport Impacts** (effects on traffic including the bus network, and highway capacity),
6. **Commercial Factors** (cost and affordability),
7. **Economic Growth and Levelling Up** (e.g., access to jobs, education),
8. **Environmental Impacts** (e.g., potential for modal shift and air quality improvements).

The data used to perform the assessment were derived from multiple sources, these include:

- Suffolk Local Transport Plan (2011)
- Ipswich Local Plan (2022)
- Ipswich Cycle Strategy SPD (2016)
- Ipswich Town Centre and Waterfront Public Realm SPD (2019)
- Ipswich Geospatial Portal
- Google StreetView
- Google Earth
- OpenStreetMap
- <https://www.crashmap.co.uk/>
- Department for Transport

The Sustrans team reviewed each route and scored each factor accordingly to produce an overall score for the route. An example of a completed score sheet can be found in Appendix A.

As anticipated, the resultant Appendixt scores had some clustering and the difference between the highest and lowest scoring routes was only 11 points. Further differentiation was required to produce a wider range of scores and the decision was taken to add greater weighting to 6 factors. The factors were chosen due to alignment with the Council’s active travel vision and priorities:

- Road Safety
- Access to Jobs and Education
- Modal Shift
- Air Quality
- Connectivity to Retail and Leisure Destinations
- Links to Other Identified Schemes.

This approach is commonly used elsewhere when further differentiation to aid prioritisation is necessary, and the approach is in line used by Suffolk County Council during the 2024 LCWIP revision process.

Depending on the scores, the routes are further categorised into High Medium and Low priority. Which routes fall into which category can be influenced by local context.

4. Comparison with Draft Suffolk LCWIP (2024) Ipswich Routes

It should be noted that routes that the Sustrans team have assessed using IBC's Multi-Criteria Assessment Framework tool have been pulled from a list which has been collated from key local planning documents mentioned in the Introduction, whereas the routes that were identified for the Draft Suffolk LCWIP (2024) were determined through a different process. This process involved plotting straight lines connecting origins (homes) to destinations (shops, existing and future employment areas, etc.) and analysing the demand and the various factors covered by the Propensity to Cycle Tool such as hilliness and population density. The routes were further refined by an iterative process between SCC and Sustrans incorporating local knowledge and priorities. This being the case, we did not expect the Suffolk and IBC routes to closely align with each other but did expect a degree of overlap. The aim for the Draft Suffolk LCWIP (2024) is to identify higher level strategic routes across the towns in the county, whereas for IBC the routes are more focused on interconnecting routes and spaces.

4.1 Overview Comparison

Figure 1 overleaf shows the IBC and Draft Suffolk LCWIP (2024) routes overlaid. The Ipswich routes are shown by the thick pink lines, and Suffolk routes are thin blue lines. The overlapping routes appear purple. As the map shows, the Suffolk routes extend outside the Ipswich Borough Boundary e.g. to Kesgrave, this reflects the county-level scale of the Draft Suffolk LCWIP (2024). Figure 2 shows the greater detail of the Ipswich network.

IMPORTANT: At the time of writing, the following maps showing the Draft Suffolk LCWIP (2024) routes are indicative only as they have not yet been agreed and are subject to change.

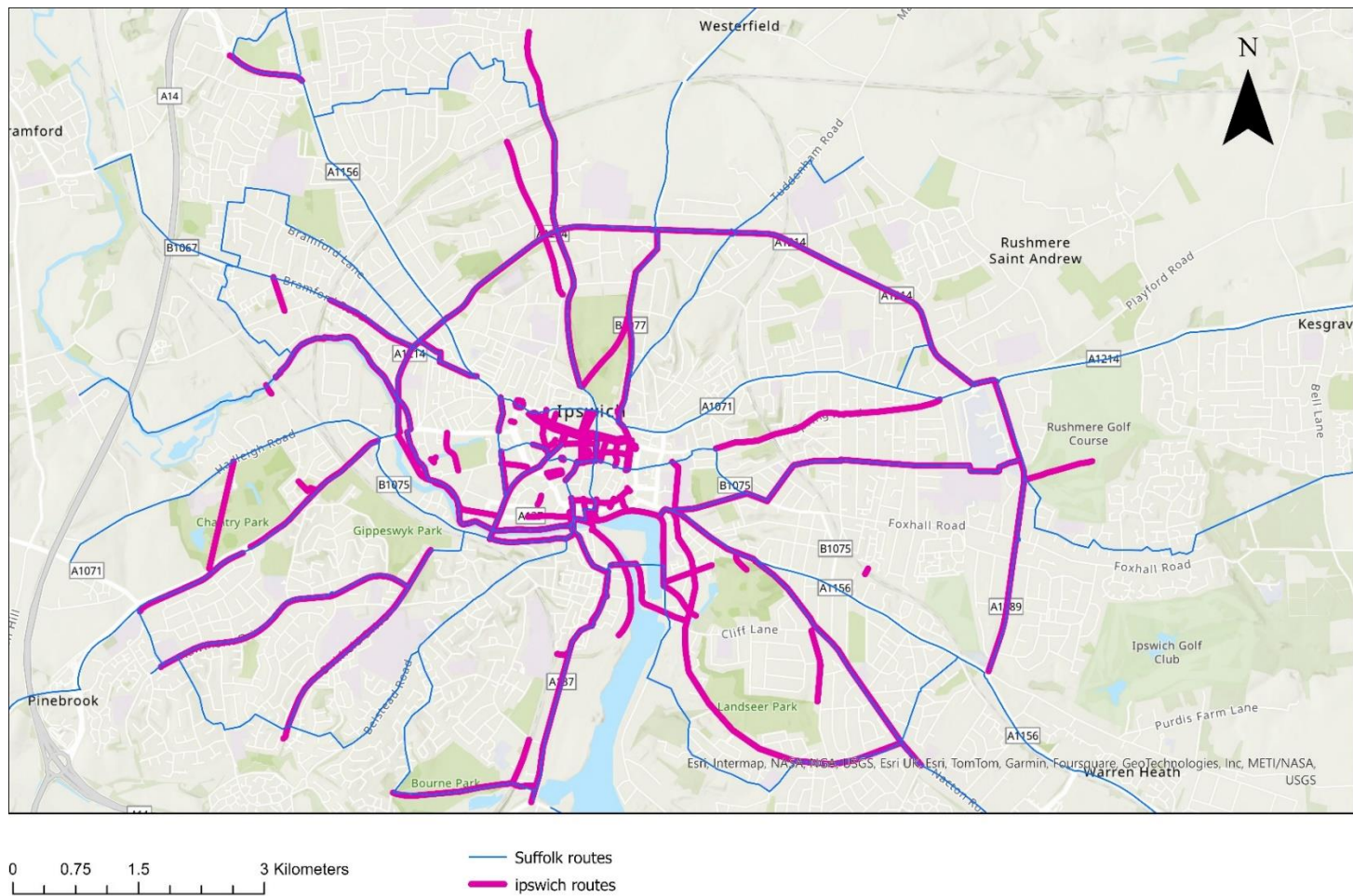


Figure 1 Ipswich and Draft Suffolk LCWIP (2024) Routes Overlaid (*The Draft Suffolk LCWIP (2024) routes have not been finalised and are subject to change*)

4.2 Ipswich Detail

The Ipswich network has more local detail, especially in the town centre. This includes specific junction treatments and area-based schemes.

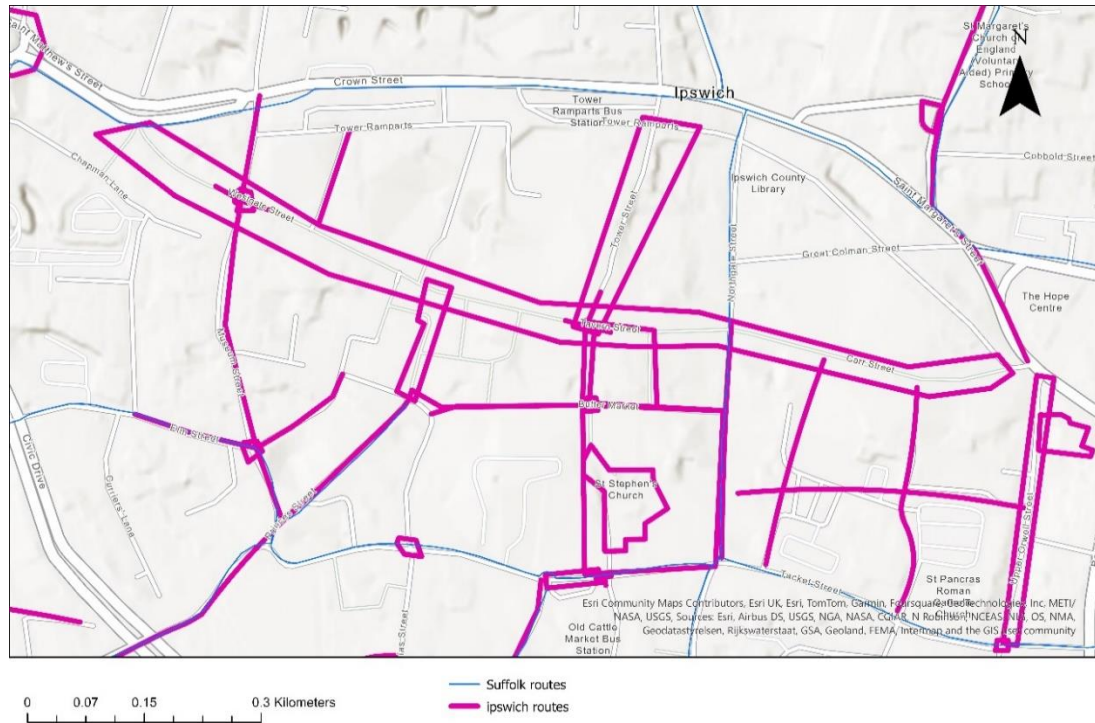


Figure 2 Ipswich town centre detail

4.3 SCC Links

The SCC LCWIP routes tend to loop and connect with one another, as can be seen across Chantry and Pinewood. The SCC LCWIP therefore not only connects the town centre to suburban areas, but also links up those suburban areas.

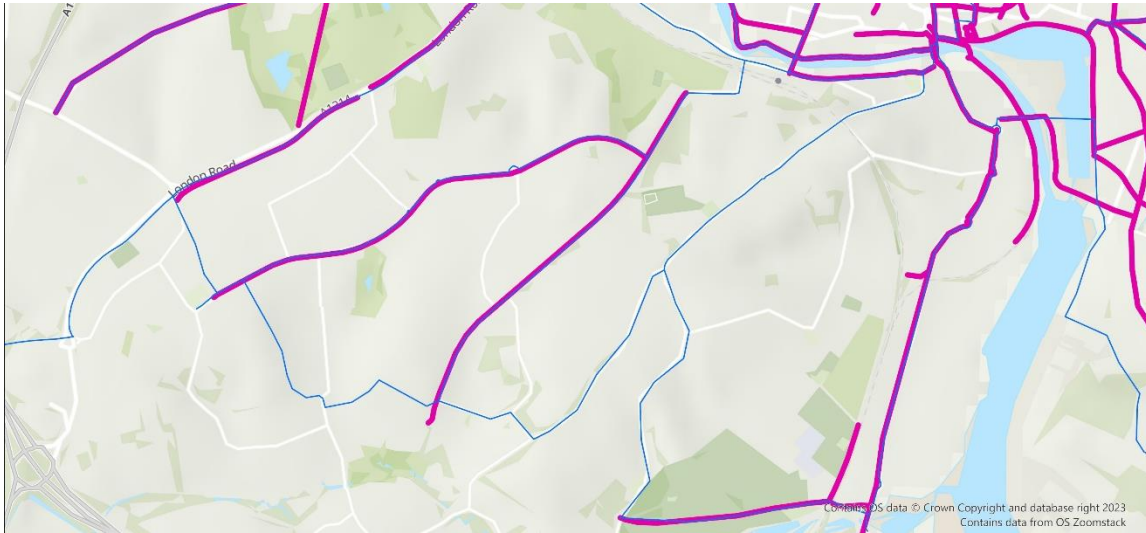


Figure 3 Chantry and Pinewood

4.4 Landseer Road Example

In some instances in Ipswich, the Draft Suffolk LCWIP (2024) adopts a quieter, albeit less direct route, whereas the Ipswich network adopts a direct route along a main road. The latter option presents more significant political and financial barriers but would likely see a greater modal shift owing both to these limitations as well as the route's directness. A prominent example can be seen on Landseer Road.

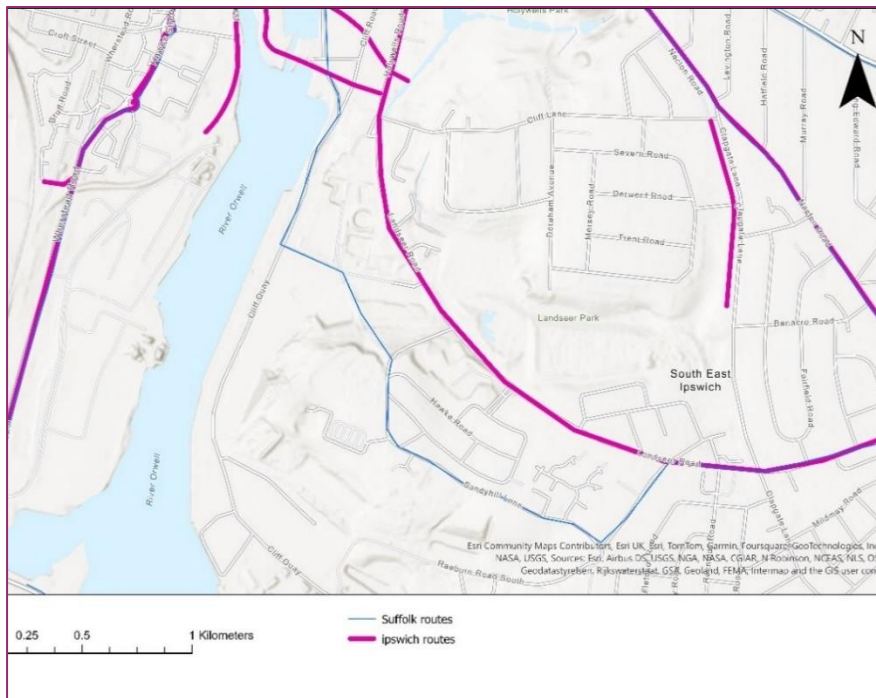


Figure 4 Landseer Road

5. Value for Money Assessment using AMAT

The Department for Transport's Active Mode Appraisal Toolkit is a spreadsheet-based tool used to help assess the benefits of walking and cycling projects. It helps decision-makers evaluate the positive impacts these projects can have, such as improving health, reducing pollution, cutting travel times, and boosting the local economy. By using the toolkit, planners can better understand whether investing in walking or cycling initiatives is a good idea and how much value they might bring to a community. The Active Mode Appraisal Toolkit Guide can be found here:

<https://assets.publishing.service.gov.uk/media/631744188fa8f50220e60d1a/active-model-appraisal-toolkit-user-guidance.pdf>.

As detailed intervention information and costs were not available for each of the 85 routes, the decision was made to test the tool with the top scoring 16 to check the validity of the outputs before continuing with the remaining 69. Assumptions had to be made about the type of intervention and a cost was calculated using the Sustrans Cost Estimator tool. This tool is used to cost schemes when applying for funding, normally when the solution is finalised, detailed designs have been developed and costs can be calculated with a greater degree of accuracy.

5.1 Value for Money Categories

The table below is from Active Mode Appraisal Toolkit Guide and shows the Value for Money categories for the Benefit Cost Ratio (BCR) scores. The BCR values for the 16 routes are shown in Table 2.

VfM Category	Implied by....
Very High	BCR greater than or equal to 4
High	BCR between 2 and 4
Medium	BCR between 1.5 and 2
Low	BCR between 1 and 1.5
Poor	BCR between 0 and 1
Very Poor	BCR less than or equal to 0

Table 1 Value for Money Categories from the Active Mode Appraisal Toolkit Guide

5.2 BCR Scores

Route Name	Route no.	BCR
Gipping Corridor - Gipping River Path (Between Sproughton Enterprise Park and the University)	6	8.52
Gipping Corridor - Holywells Park (South-West Entrance) to Waterfront (Between Holywells Road and Orwell Quay)	17	5.41
Gipping Corridor - Orwell Quay (Between Patteson Road and University)	19	4.32
South East Ipswich / Ransomes Europark / Ravenswood to Town centre - Nacton Road	21	4.88
North Ipswich / Ipswich Garden Suburb to Town centre - Christchurch Park Cycle Route (Between Westerfield Road and Fonnereau Road)	29	8.55
IP-One area - St Peter's Dock to Turret Lane	41	4.28
IP-One area - Foundation Street (Between College Street and Star Lane)	42	5.44
IP-One area - Lower Orwell Street B164	43	4.35
IP-One Area - Lower Brook Street and Upper Brook Street	46	4.41
Stoke Park / Wherstead Road to Station, Waterfront and Town Centre - Bruff Road to Wherstead Road	52	5.77
IP-One Area - University of Suffolk & Suffolk New College	56	10.51
IP-One Area - Upper Orwell Street	60	4.28
IP-One Area - Major's Corner	61	4.31
IP-One Area - Lloyds Avenue	65	8.63
IP-One Area - St Michael's Church Area	76	10.13
IP-One Area - Elm Street	84	10.49

Table 2 Top 16 Routes Benefit Cost Ratio Scores

As the table above shows, all 16 routes scored with a BCR value over 4, putting them all in the “Very High” Value for Money category. As many assumptions had to be made regarding the intervention for each route, at this stage in the process the outputs were not likely to be reliable enough due to the additional information that only a detailed scheme design can provide. This step of the process should be revisited when a route or scheme has been identified to come forward, where audits can be completed and further design details are known. Hence the decision was made not to repeat the process for the 69 remaining routes.

6. About Sustrans

6.1 Our Experience

Sustrans is the charity making it easier for people to walk and cycle. We are engineers and educators, experts, and advocates. For over 30 years our clients and partners have appointed us to work on building traffic-free multi-use paths on highways, disused railway lines, canal towpaths and riverbanks throughout the UK. We are known for developing and continuing to grow and maintain the National Cycle Network, which features more than 16,000 miles on road and shared-use paths across the UK.

Sustrans produces several documents containing guidance on the design and construction of multi-user paths and other traffic-free shared-use infrastructure, including Sustrans' Design Manual "Handbook for Cycle-Friendly Design", "Making Ways for the Bicycle, Guidelines and Practical Details" and the Connect2 "Greenway Design Guide". Sustrans' regional staff have extensive experience of the design and operation of traffic-free paths that accommodate horse riders. We are experienced at delivering feasibility studies and developing business cases to maximise funding opportunities that will fund the realisation of the schemes.

We make the case for walking and cycling by using robust evidence and showing what can be done. We are grounded in communities and believe that grassroots support combined with political leadership drives real change, fast. Our experience and expertise of working in partnership on multidisciplinary projects includes designing walking and cycling networks, re-designing streets, to encouraging more people to travel sustainably, we make sure community engagement is at the heart of everything we do. From small villages to more complex urban environments, and in specific settings such as schools and workplaces, our experienced local specialists work with communities across the UK to make sure proposed interventions meet local need.

6.2 More about us

We are experts: With 30 years of pioneering experience, we are market leaders in delivering effective community engagement

We are people-focused: We support and enable our clients to meet the needs of communities, working to identify and develop a range of holistic solutions

We innovate: We lead the way in developing and implementing cutting edge, best value for money solutions that get results

We are grounded in local communities: Our local specialists and 4,000 volunteers enable us to build long lasting, trusted relationships with communities

Our community engagement services: Our unique approach brings together expertise in behaviour change, community engagement and infrastructure design, allowing us to create programmes tailored to your needs:

Infrastructure design: We work with communities in the design and development of walking and cycling routes and networks. This ensures that schemes meet the needs of the local people and develops community wide understanding and support.

Community-led design: We work with local people to identify and address issues with their streets and public spaces, using temporary and permanent interventions to create safe, attractive places to live, where people come first. We work with communities to help them re-claim their streets as social spaces, encouraging them to take ownership of their neighbourhoods.

Change the way people travel: We work intensively with communities to address the psychological, as well as physical barriers, preventing people from changing the way they travel. Our projects enable people to choose to travel sustainably and actively, reducing car trips and having a real impact on health.

6.3 Data Collection and Monitoring

We will estimate usage using ArcGIS to analyse the potential demand based on local population, and comparative data that we hold from the National Cycle Network. We have an extensive dataset of walking and cycling usage on the NCN across the UK. We can then use this usage estimate to model the benefits of usage using the DfT's AMAT tool.

Our Research and Monitoring Unit (RMU) is a team of research, evaluation, and Geographic Information Systems (GIS) specialists. We are a centre of excellence for walking and cycling monitoring, evaluation, appraisal, data analysis, GIS and research.

We have extensive experience modelling and forecasting walking and cycling usage and using these usage estimates to develop Benefit Cost Ratios. This has fed into successful business cases to fund active travel schemes via the Department for Transport, Transport Scotland, and the Welsh Government.

We also have extensive experience designing and implementing Monitoring & Evaluation plans for active travel routes across the UK in urban and rural settings. Major programmes include evaluation of the Cycle City Ambition programme in England and the Community Links programme in Scotland.

We also have experience monitoring and evaluating tourism and leisure routes and Greener Greenways.

Appendix A – MCAF Template and Example

MCAF Template

Theme	Factor	Appraisal Indicators	Critical	1 Score	2 Score	3 Score
Effectiveness	Optimisation of active travel infrastructure.	If the existing walking and cycling infrastructure is segregated from vehicular traffic		Active modes of travel are fully segregated from motorised traffic	Active modes of travel are partially segregated from motorised traffic (e.g. on-road cycle lanes) but the condition of segregated active travel infrastructure is poor (e.g. obstructions on footway, damaged foot/cycle ways)	No active travel infrastructure exists
	Road safety	Incidents involving pedestrians or cyclists in the past five years (this will be based on Crashmap data - https://www.crashmap.co.uk/)		No road safety incidents recorded in the last five years involving pedestrians or cyclists	One or more slight incidents have been recorded in the last five years involving pedestrians or cyclists	One or more serious or fatal incidents have been recorded in the last five years involving pedestrians or cyclists
	Accessibility for protected characteristic groups	If the scheme will improve the accessibility for the protected characteristic groups identified in the 2010 Equality Act		Existing pedestrian and cycle infrastructure is acceptable for some protected characteristic groups (e.g. provision of dropped kerbs at crossings, no obstructions, good width of foot/cycle ways, good lighting, good natural surveillance, CCTV provision)	Existing pedestrian and cycle infrastructure is not accessible for many of the protected characteristic groups	Existing pedestrian and cycle infrastructure is not accessible for all of the protected characteristic groups
Policy	Policies supporting scheme	If the scheme has been identified in any transport or spatial planning policy documents		Not identified in any IBC or SCC policy documents or identified in a draft/emerging policy or strategy	Identified in adopted IBC SPD's and in the Ipswich Implementation Plan map in the current Local Transport Plan	Identified in the adopted IBC Local Plan
Deliverability	Land Ownership	The ownership of the land the scheme is known		Land is in the ownership of a third party	Land is in the ownership of IBC or SCC (but not the Highway Authority)	Land is in the ownership of the Highway Authority

Theme	Factor	Appraisal Indicators	Critical	1 Score	2 Score	3 Score
	Feasibility of the scheme	The level of disruption a scheme will have on the local community		The scheme is significant, which will involve some significant road closures and traffic management	The scheme is simple (e.g. schemes that do not require significant road closures or traffic management)	The scheme can be completed with no road closures, or traffic management
	Links to other identified schemes	The number of other identified schemes in the Ipswich LCWIP that would benefit from the scheme		There are no other schemes that will benefit from this specific scheme	One or two schemes will benefit from this specific scheme	Three or more schemes will benefit from this specific scheme
	Implementation period	The intervention can be delivered within 6 months, 6-12 months or over 12 months		The intervention can be delivered after 12 months	The intervention can be delivered between 6-12 months	The intervention can be delivered within 6 months
Dependencies	Legal Orders	Risk of objection(s) to any legal orders required considering known opposition, extent and number of legal orders and impact on road users.		High risk of objection(s)	Moderate risk of objection(s)	No legal orders required
	Other dependencies	Risk of other dependencies affecting the deliverability of the intervention such as land requirements and planning processes		High risk of adverse impact from dependencies	Moderate risk of adverse impact from dependencies	No other dependencies
Transport Impacts	Vehicular traffic impacts	The impact of the intervention on vehicular traffic on highway capacity after the scheme has been completed	Severe impact on vehicular traffic	Significant impact on vehicular traffic	Moderate impact on vehicular traffic	Little or no impact on vehicular traffic
Commercial	Affordability of the intervention	The intervention is estimated as low (£0 > £50k), medium (£50k > £250k) or high cost (>£250k)		> £250k	£50k > £250k	£0 > £50k

Theme	Factor	Appraisal Indicators	Critical	1 Score	2 Score	3 Score
Grow and level up the economy	Access to jobs and education	The potential of the intervention to improve access to jobs and education (e.g. identified employment areas and schools)		No improved access to jobs and/or education	Modest improvements to access to jobs and/or education	Clear and substantial improvements to access to jobs and/or education
	Cross-boundary accessibility	The potential to improve cross-authority boundary accessibility and reduce social isolation as a result of the intervention		Little or no potential for improved cross-boundary links	Evidence of modest potential for improved cross-boundary links	Evidence of significant potential for improved cross-boundary links
	Connectivity to retail and leisure destinations	The potential to improve access to retail and leisure destinations in Ipswich (e.g. Local Centres, District Centres, Greenspaces, Town Centre, Waterfront)		No improved connectivity to any retail and leisure destinations	Improved connectivity to Local Centres, District Centres and Parks identified in the adopted IBC Local Plan	Improved connectivity to both Local Centres, District Centres and Parks identified in the adopted IBC Local Plan and Town Centre and Waterfront
Environmental Impacts	Modal shift	The potential to reduce the demand for car use		Little or no potential to reduce demand for car use	Modest potential to reduce demand for car use	Substantial potential to reduce demand for car use
	Green infrastructure and biodiversity	The potential to improve or enhance green infrastructure	Green infrastructure will need to be removed to accommodate scheme, but unable to be replaced which would result in a biodiversity net loss	Green infrastructure will need to be removed to accommodate scheme, but mitigation can be secured off site	Scheme will not affect existing green infrastructure in the area	New or additional green infrastructure will be installed for the scheme to achieve a biodiversity net gain
	Air Quality	The potential impact of the intervention on air quality		Little or no potential to improve on air quality	Modest potential to improve air quality	Substantial potential to improve air quality

Completed MCAF for Route 10 Hawthorne Road

Theme	Factor	Initial Score	Triple Weighted Score	Comments
Effectiveness	Optimisation of active travel infrastructure.	3	3	No segregated cycle lanes or shared use. Pavement is quite damaged.
	Road safety	3	9	1 serious incident.
	Accessibility for protected characteristic groups	2	2	Dropped kerbs and tactile pavement is not very present. There is street lighting, but this is not pedestrian focused, however there is good natural surveillance. There are minimal obstructions which slightly impact width.
Policy	Policies supporting scheme	2	2	In SPD scheme.
Deliverability	Land Ownership	1	1	Some parcels of land are IBC owned but not the majority.
	Feasibility of the scheme	2	2	There is enough space on existing footway/verge that traffic management would be suitable.
	Links to other identified schemes	2	6	One scheme (Birkfield Drive) connects to this one.
	Implementation period	2	2	
Dependencies	Legal Orders	2	2	There is some risk of objection due to some access to homes but there is enough space to not impact vehicle movements.
	Other dependencies	2	2	Purchases won't be needed if land is owned, and planning permission is needed.
Transport Impacts	Vehicular traffic impacts	3	3	Road space would not be reduced.

Commercial	Affordability of the intervention	1	1	£1.4 million
Grow and level up the economy	Access to jobs and education	1	3	No nearby employment or education sites.
	Cross-boundary accessibility	2	2	
	Connectivity to retail and leisure destinations	2	6	Connected to district centre and parks.
Environmental Impacts	Modal shift	2	6	Removing unsafe sections could lead to increase modal shift but there are only two distinct destinations, and it doesn't connect to other routes.
	Green infrastructure and biodiversity	1	1	Verge would need to be removed but mitigation could be secured off site (replace bollards with trees, etc).
	Air Quality	1	3	It is not in an AQMA.

Effectiveness	8	14
Policy	2	2
Deliverability	7	11
Dependencies	4	4
Transport Impacts	3	3
Commercial	1	1
Grow and level up the economy	5	11
Environmental Impacts	4	10
TOTAL	34	56

Appendix B - Results

The following table shows the resulting scores following the MCAF assessment and increased weighting for the 6 selected factors.

Route Ref	Location	Score	Description	Source document
21	Nacton Road	75	Ravenswood to town centre. Creation of a radial 'cycle priority route' along an existing road such as Nacton Road or Clapgate Lane.	Cycle Strategy SPD Scheme
42	Foundation Street (Between College Street and Star Lane)	75	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.	Cycle Strategy SPD Scheme
6	Gipping River Path (Between Sroughton Enterprise Park and the University)	72	Enhancements to this route represent an opportunity to provide an attractive, safe, fully off-road route across the town. Specific improvements also listed, e.g. path widening in places.	Cycle Strategy SPD Scheme
26	Heath Road (Between Felixstowe Road and Ipswich Hospital)	72	Creation of a continuous cycle lane around the ring road (at present there are sections where the cycle lanes stop).	Cycle Strategy SPD Scheme
61	Major's Corner	72	Removal of highway furniture that causes obstructions for pedestrians. Highway geometry work to increase pedestrian space.	Town Centre & Waterfront Public Realm Strategy SPD Scheme
28	Woodbridge Road/ Spring Road	71	Provision of cycle lanes / paths where space allows	Cycle Strategy SPD Scheme

Route Ref	Location	Score	Description	Source document
43	Lower Orwell Street B164	71	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.	Cycle Strategy SPD Scheme
78	Norwich Road/Crown Street/Civic Drive Roundabout Area	71	Short-term - Remove guardrails on footways; Improve street and underpass lighting; Wayfinding improvements; Footway surface improvements. Long-term – Remove roundabout and underpasses to provide surface crossings.	Town Centre & Waterfront Public Realm Strategy SPD Scheme
20	Landseer Road	70	Ravenswood to town centre. 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)	Cycle Strategy SPD Scheme
41	St Peter's Dock to Turret Lane	70	Provision to cross Star Lane and Key Street / College Street as a continuation of routes from the north to the waterfront. Enhance pedestrian linkage between Town Centre and Waterfront with upgraded public realm.	Local Plan policies SP19, SP32, SP33; Cycle Strategy SPD and Town Centre & Waterfront Public Realm Strategy SPD Scheme
59	Westgate Street to Carr Street	70	Two phases of public realm improvements needed to match the improvements at the Cornhill. This will include the provision of benches to encourage walking	Town Centre & Waterfront Public Realm Strategy SPD Scheme
60	Upper Orwell Street	70	Reduce carriageway space to allow footways to be widened. A review of street lighting provision is also needed	Town Centre & Waterfront Public Realm

Route Ref	Location	Score	Description	Source document
				Strategy SPD Scheme
16	Island Site (Between Holywells Road and Felaw Street)	69	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	Local Plan scheme (SP32, SP33, SP35).
24	Ipswich Hospital to Waterfront	69	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. Provision for cycling across Rushmere Heath to enhance cycle connections to Kesgrave and Martlesham.	Local Plan scheme & Cycling Strategy SPD.
45	Fore Street (Between Salthouse Street and Star Lane)	69	Provision to cross Star Lane and Key Street/College Street as a continuation of routes from the north to the waterfront (could close Foundation Street to vehicular traffic to create a link). Improve pedestrian and cycle access, public realm and the pedestrian environment between waterfront and Central Shopping Area (e.g. wider footways, decluttering).	Local Plan (SP19, SP32, SP33); scheme; Cycling Strategy SPD; Town Centre & Waterfront Public Realm Strategy SPD Scheme
14	Wherstead Road	68	Provision for cyclists at roundabouts along Wherstead Road / Hawes Street; facilities to re-join carriageway where off-road provision ceases and to cross side roads. 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.	Cycle Strategy SPD Scheme
17	Holywells Park (South-West Entrance) to Waterfront (Between	68	Provision of enhanced pedestrian/cycle permeability through the opportunity area, connecting the waterfront with Holywells Park. Providing a link to Holywells Park from the eastern end of the Gipping route, using the waterfront as an alternative to Duke Street.	Policy SP25 Opportunity Area H – Holywells (Local Plan);

Route Ref	Location	Score	Description	Source document
	Holywells Road and Orwell Quay)			Gipping Corridor Cycle Strategy SPD Scheme
19	Orwell Quay (Between Patteson Road and University)	68	Providing a clear route for cyclists along the waterfront, through separation from pedestrians and vehicles where possible. Highway surface improvements, improved wayfinding and provision of seating.	Cycling Strategy SPD scheme and Town Centre and Waterfront Public Realm SPD scheme.
37	Princes Street (Between Cornhill and Ipswich Rail Station)	68	Provision of a direct and legible route from the station to the Central Shopping Area. This could include priority phases for cyclists at junctions and a segregated cycle route over the Princes Street bridge. Pedestrianisation of Princes Street north. Legible exit from the station forecourt and signage for key destinations. Additional detailed measures.	Cycling Strategy SPD scheme and Town Centre and Waterfront Public Realm SPD scheme.
39	Star Lane	68	Development to address street frontages and if possible, allow for widening on Star Lane to accommodate tree planting, cycle provision or wider footways. Improvements to the public realm. Move pedestrian crossing of Star Lane to suit pedestrian desire lines and declutter street furniture.	Policy SP19 Opportunity Area B – Merchant Quarter (Local Plan); Town Centre and Waterfront Public Realm SPD scheme.

Route Ref	Location	Score	Description	Source document
65	Lloyds Avenue	68	Footway surface improvements to enable pedestrian priority. Declutter street furniture and install improved cycle parking.	Town Centre & Waterfront Public Realm Strategy SPD Scheme
76	St Michael's Church Area	68	Street lighting improvements.	Town Centre & Waterfront Public Realm Strategy SPD Scheme
34	Portman Road South (Between Great Gipping Street and Princes Street)	67	Provision of a direct and legible route from the station to the Central Shopping Area. This could include priority phases for cyclists at junctions and a segregated cycle route over the Princes Street bridge. Pedestrianisation of Princes Street north. Legible exit from the station forecourt and signage for key destinations.	Cycle Strategy SPD scheme.
36	West End Road (not using Gipping Path)	67	Providing separation for cyclists along West End Road.	Cycle Strategy SPD scheme.
44	Slade Street	67	Public access through the site (IP043) to improve permeability and pedestrian routes between the Town Centre and waterfront. Provision to cross Star Lane and Key Street / College Street as a continuation of routes from the north to the waterfront. Enhance pedestrian linkage between Town Centre and waterfront with upgraded public realm.	Policy SP19 Opportunity Area B – Merchant Quarter (Local Plan); policies SP32, SP33, SP043.
47	Connecting Carr Street to Tacket Street and Cox Lane (north-south connections)	67	Improved pedestrian connection with new urban space. Enhanced pedestrian permeability east-west and north-south across the area. Provision of integrated seating, declutter highway furniture from footway (Christ Church/Cox Lane).	Policy SP20 Opportunity Area C – Mint Quarter and Surrounding

Route Ref	Location	Score	Description	Source document
				Area (Local Plan); Town Centre & Waterfront Public Realm Strategy SPD Scheme
29	Christchurch Park Cycle Route (Between Westerfield Road and Fonnereau Road)	66	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.	North Ipswich / Ipswich Garden Suburb to town centre Cycle Strategy SPD Scheme
53	Bishops Hill	66	Bus stands exist within the cycle lanes towards the town centre on Bishop’s Hill.	SE Ipswich / Ransomes Europark / Ravenswood to town centre – Cycle Strategy SPD Scheme
56	University of Suffolk & Suffolk New College	66	Enhanced pedestrian and cycle permeability through the area and linking into wider networks. Street lighting improvements and review of pedestrian areas to possibly introduce informal seating.	Policies SP16 & SP21 Education Quarter (Local Plan); St Clements Churchyard Town Centre & Waterfront Public Realm

Route Ref	Location	Score	Description	Source document
				Strategy SPD Scheme
57	Civic Drive Surface Crossing (linking to walking and cycling route to High Street cultural hub)	66	Improved pedestrian and cycle routes linking St Matthew's Church, the new Wolsey Theatre, Westgate Street and the proposed cultural hub at High Street. Includes surface level pedestrian/cycle crossing across Civic Drive and upgraded lighting.	Policies SP22 and SP32 (Local Plan); also Cycle Strategy SPD and Town Centre & Waterfront Public Realm Strategy SPD Scheme
64	Tower Street and Tower Ramparts	66	Footway surface improvements, street lighting improvements and replacement of seating to create a pedestrian priority route between Tavern Street and Tower Ramparts Bus Station.	Town Centre & Waterfront Public Realm Strategy SPD Scheme
81	Burrell Road	66	Audit and upgrade footways, design vehicle crossovers to prioritise pedestrians over vehicles, review cycle infrastructure to enable a east-west connection and walking connectivity along Burrell Road between the rail station and Stoke Bridge.	Town Centre & Waterfront Public Realm Strategy SPD Scheme
1	Henley Road (Between Defoe Road and Fonnereau Road)	65	Provision of continual cycle lanes / paths along Henley Road and Dale Hall Lane (where space allows). Enhancement of the bridleway at Fonnereau Way (between Henley Road and Fonnereau Road), including improved surfacing and lighting.	North Ipswich / Ipswich Garden Suburb to town centre Cycle Strategy SPD

Route Ref	Location	Score	Description	Source document
				Scheme (also Ipswich Garden Suburb SPD chapter 6).
7	London Road (Between Scrivener Dr Junction to Ranelagh Road Junction)	65	Promotion of the quieter parallel route for cycling outbound between Robin Drive and Scrivener Drive, with connection to Suffolk One. Improvements to surface to cycle lanes and paths on London Road.	Copdock, Pinewood and Suffolk One to Chantry Park, Hadleigh Road and town centre Cycle Strategy SPD Scheme
84	Elm Street	65	Integrated seating and street lighting improvements.	St Mary at the Elms space - Town Centre & Waterfront Public Realm Strategy SPD Scheme
15	New Cut/Stoke Quay (Between Griffin Wharf & Bridge St)	64	Investigate provision of a dockside cycle & pedestrian 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. Improved legibility for cyclists crossing Stoke Bridge. Improvements through St Peter's Dock.	Policies SP35 and SP18 Island Site (Local Plan); Cycle Strategy SPD Scheme.
30	Portman Road North (Between Norwich Rd and Handford Road)	64	Creation of through routes for cyclists between Norwich Road and Handford Road including through permitting access for cyclists through roads closed to through traffic.	North-West Ipswich to town centre Cycle Strategy SPD Scheme

Route Ref	Location	Score	Description	Source document
33	Cullingham Road to Portmans Walk	64	Improved pedestrian and cycling links from Handford Road to Sir Alf Ramsey Way. New foot/cycle connection to Handford Road, via Bibb Way or Cullingham Road.	Policy SP24 Opportunity Area G (Local Plan); Cycle Strategy SPD Scheme.
52	Bruff Road to Wherstead Road	64	Linked to the allocation of site IP080 at 240 Wherstead Road, consideration of the possibility of providing a pedestrian and cycle link through to Wherstead Road from the existing housing to the west and improve the appearance of the subway.	Policy SP26, Local Plan
2	Dale Hall Lane (South of Railway Line to Henley Road)	63	Provision of continual cycle lanes / paths along Henley Road and Dale Hall Lane (where space allows).	North Ipswich / Ipswich Garden Suburb to town centre Cycle Strategy SPD Scheme
74	Cornhill to Giles Circus	62	Paving treatment	Town Centre & Waterfront Public Realm Strategy SPD Scheme
3	Westerfield Road	61	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).	North Ipswich / Ipswich Garden Suburb to town centre Cycle Strategy SPD Scheme
27	Heath Walk (Short section between Heath Rd and	61	Provision for cycling on current public right of way across Rushmere Heath, to enhance cycle connections between Martlesham / Kesgrave and Ipswich.	East Ipswich and Ipswich Hospital to the

Route Ref	Location	Score	Description	Source document
	IBC/East Suffolk Boundary)			town centre Cycle Strategy SPD Scheme
75	Dance East Square	61	Public realm improvements to enable small-scale events to be run.	Town Centre & Waterfront Public Realm Strategy SPD Scheme
77	St Margaret's Green	61	Redesign public realm to enable new seating opportunities.	Town Centre & Waterfront Public Realm Strategy SPD Scheme
82	Stoke Bridge	61	Upgrade footway surfacing, replace street lighting, declutter pedestrian guardrails and review geometry of Bridge Street/Vernon Street/Burrell Road to improve pedestrian and cycle movement.	Stoke Bridge Town Centre & Waterfront Public Realm Strategy SPD Scheme
18	Holywells Park (NW entrance) to Waterfront (Myrtle Rd to Orwell Quay)	60	Providing a link to Holywells Park from the eastern end of the Gipping Path route, using the waterfront as an alternative to Duke Street.	Gipping Corridor Cycle Strategy SPD Scheme
35	Portman Road to Civic Drive	60	Improve pedestrian permeability east/west through the site between Sir Alf Ramsey Way and Friars Bridge Road. Provide a clear pedestrian and cycle route through the car park. Provide suitable lighting, surfacing and wayfinding. Review of cycle infrastructure and possible provision of new or improved cycle lanes and cycle priority.	Policy SP45 Old Cattle Market, Portman Road (Local Plan); also Town Centre & Waterfront

Route Ref	Location	Score	Description	Source document
				Public Realm Strategy SPD Scheme
54	Landseer Road (Near Duke Street)	60	Bus stands exist within the cycle lanes towards the town centre end of Landseer Road.	Cycle Strategy SPD Scheme
83	Museum Street	60	Extend the footway on one or both sides dependent on highways space, footway surface improvements, improve segregation for contraflow cycle lane, review the possibility to relocate buses from this street.	Museum Street Town Centre & Waterfront Public Realm Strategy SPD Scheme
8	Hadleigh Road (Between Chantry Park and London Road Junction)	59	Creation of a pedestrian and cycle bridge across the River Gipping in west Ipswich; promote use of the Gipping Path to Ipswich Village, waterfront, University Campus Suffolk & east Ipswich. Create a cycle link between Hadleigh Road and London Road through Chantry Park. Improved legibility/signage for cyclists at junction with Yarmouth Road.	Policy SP8 Local Plan scheme; also Cycle Strategy SPD Scheme
40	St Peter's Street	59	Enhance pedestrian linkage between Town Centre and waterfront with upgraded public realm. Measures to improve pedestrian and cycle access between the Waterfront and Central Shopping Area. Pedestrian routes through St Peter's Churchyard. Widen footways, surface improvements, and tightening of road geometry to meet pedestrian desire lines.	Policies SP19 and SP33 (Local Plan); also Town Centre & Waterfront Public Realm Strategy SPD Scheme.
48	Connecting Upper Brook Street to Upper Orwell Street	59	Improved pedestrian connection with new urban space. Enhanced pedestrian permeability east-west and north-south across the area. Provide high quality pedestrian and cycle access. Provision of integrated seating, declutter highway furniture from footway.	Policies SP20 and SP36 The Mint Quarter (Local Plan);

Route Ref	Location	Score	Description	Source document
	(east-west connections)			Town Centre & Waterfront Public Realm Strategy SPD Scheme
85	Providence Street	59	Conversion of additional parking spaces for seating areas, introduction of festoon street lighting in existing trees.	Providence Street Space Town Centre & Waterfront Public Realm Strategy SPD Scheme
5	Bramford Road (by A14 to town centre)	58	Provision of continual cycle track on main routes, as far as is practical. Creation of 'cycle priority routes' between radial routes. 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 as an alternative to cycling along Bramford Road.	North West Ipswich to town centre Cycle Strategy SPD Scheme
38	Grafton Way (Between Commercial Road and Bridge St)	58	High-quality cycle and pedestrian links should be provided through the site which help connect the Princes Street Bridge area to the Waterfront area, and where both on and off-road cycle lanes / paths exist along Grafton Way, rationalise to just one form of provision.	Land at Commercial Road (Local Plan) & IP-One area Cycle Strategy SPD Scheme
46	Lower Brook Street and Upper Brook Street	58	The pedestrianisation of Upper Brook Street and carriageway surface improvements and provision of cycle route signage. Pedestrian priority improvements at junctions, widen footways to increase pedestrian space and declutter street furniture.	Local Plan Policy SP32 and multiple schemes from Town Centre & Waterfront

Route Ref	Location	Score	Description	Source document
				Public Realm Strategy SPD
55	Ravenswood to Nacton Road	58	Provide high-quality pedestrian and cycle access to support access to services and facilities within and beyond Ravenswood in accordance with Policies CS5, DM12 and DM21.	Sites off Nacton Road, South Ravenswood (Local Plan)
66	Museum Street and Westgate Street Junction	58	Pedestrian priority improvements at junctions, widen footways to increase pedestrian space and declutter street furniture.	Local Node Projects, Town Centre & Waterfront Public Realm Strategy SPD Scheme
58	Cardinal Park	57	Improved pedestrian links through Cardinal Park linking the station and Central Shopping Area.	Policy SP32 Improving Pedestrian and Cycle Routes (Local Plan)
68	Dial Lane and Buttermarket Junction	57	Pedestrian priority improvements at junctions, widen footways to increase pedestrian space and declutter street furniture.	Local Node Projects, Town Centre & Waterfront Public Realm Strategy SPD Scheme

Route Ref	Location	Score	Description	Source document
69	Museum Street and Elm Street Junction	57	Pedestrian priority improvements at junctions, widen footways to increase pedestrian space and declutter street furniture.	Local Node Projects, Town Centre & Waterfront Public Realm Strategy SPD Scheme
72	Upper Orwell St/Orwell Place/Eagle St and Fore St Junction	57	Pedestrian priority improvements at junctions, widen footways to increase pedestrian space and declutter street furniture.	Local Node Projects, Town Centre & Waterfront Public Realm Strategy SPD Scheme
80	Buttermarket	57	Replace surface in footways to match the Cornhill and provision of benches.	Buttermarket Town Centre & Waterfront Public Realm Strategy SPD Scheme
10	Hawthorn Drive (Between Sprites Lane and Birkfield Drive)	56	On or off-road cycle provision on Hawthorn Drive.	Pinewood / Belstead to station and town centre Cycle Strategy SPD Scheme
23	Holywells Park (North Entrance) to Bishops Hill	56	Enabling cycling through Holywells Park from Bishops Hill (at the Bishops Hill entrance cycling is currently not permitted).	SE Ipswich/ Ransomes Europark / Ravenswood to

Route Ref	Location	Score	Description	Source document
				town centre Cycle Strategy SPD Scheme
32	Ipswich Circular	56	Creation of a continuous cycle lane around the ring road (at present there are sections where the cycle lane stops), with priority for cyclists at junctions where practical, including continuation of on-road cycle lanes to pass side roads.	Yarmouth Rd, Valley Rd, Colchester Rd etc. (ring road) - Cycle Strategy SPD Scheme
67	Tower Street and Tavern Street Junction	56	Pedestrian priority improvements at junctions, widen footways to increase pedestrian space and declutter street furniture.	Local Node Projects, Town Centre & Waterfront Public Realm Strategy SPD Scheme
4	Norwich Road (including Bury Rd)- Anglia Retail Park roundabout to Old Norwich Rd Junction)	55	Map 1 Orange route on Norwich Road from Bury Road to Town Centre. Relocating light columns from within the off-road cycle lane at Bury Road.	North-West Ipswich to town centre Cycle Strategy SPD Scheme
11	Birkfield Drive (Between Cambridge Dr & Gippeswyk Ave)	55	Off-road provision along Birkfield Drive where road, pavement and verge widths allow, whilst maintaining the 'green' appearance of the route.	Pinewood / Belstead to station and town centre Cycle Strategy SPD Scheme

Route Ref	Location	Score	Description	Source document
31	Bibb Way (Between Handford Road and Sir Alf Ramsey Way)	55	Improved pedestrian and cycling links from Handford Road to Sir Alf Ramsey Way via Bibb Way or Cullingham Road.	Policies SP24 and SP37 (Local Plan); also IP-One Area Cycle Strategy SPD scheme.
73	Cromwell Square	55	Public realm improvements to improve pedestrian link visibility from Willis Building to Unitarian Church.	Local Node Town Centre & Waterfront Public Realm Strategy SPD Scheme
50	Sproughton Road to Bramford Road	54	The layout (of development at site allocation IP033, Stocks site) should ensure that there are links from the site to the existing footpath links bounding the site.	Policy SP13 Land at Bramford Road (Stocks Site) (Local Plan)
62	Arras Square	54	Footway surface and street lighting improvements.	Town Centre & Waterfront Public Realm Strategy SPD Scheme
63	St Lawrence Church Area	54	Pedestrian priority improvements at junctions, widen footways to increase pedestrian space and declutter street furniture.	Town Centre & Waterfront Public Realm Strategy SPD Scheme

Route Ref	Location	Score	Description	Source document
70	Friars Street and Queen Street Junction	54	Pedestrian priority improvements at junctions, widen footways to increase pedestrian space and declutter street furniture.	Local Node Project, Town Centre & Waterfront Public Realm Strategy SPD
71	Dogs Head Street and Old Cattle Market Junction	54	Pedestrian priority improvements at junctions, widen footways to increase pedestrian space and declutter street furniture.	Local Node Project, Town Centre & Waterfront Public Realm Strategy SPD Scheme
12	Bourne Park (Between Stoke Park Drive and Wherstead Road)	53	Resurfacing National Cycle Route 1 through Bourne Park with a surface which is good for cycling.	Stoke Park/Wherstead Road to station, waterfront and town centre Cycle Strategy SPD Scheme
25	Foxhall Road to Felixstowe Road Link	52	Provision of a link over the railway line between Foxhall Road and Felixstowe Road.	Policies SP8 and SP10 (Local Plan); Cycle Strategy SPD Scheme
49	Bramford Road to Bramford Lane	52	Bridleway 12 is recorded along the site's western edge; bridleway links are required at the route's northern end to a) connect to the urban footpath leading to Morgan Drive, and b) eastwards to link to Bramford Lane.	Policy SP11, Land Opposite 674-734 Bramford Road (Local Plan)

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51	London Road to Lavenham Road/Kelly Road	52	S106 contributions as appropriate will be required towards air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development.	Policy SP14 Former School Site, Lavenham Road (Local Plan)
79	Silent Street	52	Highway surface improvements and pedestrian priority on footways.	Town Centre & Waterfront Public Realm Strategy SPD Scheme
13	Bourne Park	51	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.	Cycle Strategy SPD Scheme
22	Clapgate Lane (Between Benacre Road and Cliff Lane)	51	Creation of a radial 'cycle priority route' along an existing road such as Nacton Road or Clapgate Lane. Promotion of quieter routes which run alongside Clapgate Lane as an alternative to either Nacton Road or Landseer Road	Cycle Strategy SPD Scheme
9	Chantry Park (Between London Road to Hadleigh Road)	50	Creation of a link for cycling through between Hadleigh Road and London Road through Chantry Park and support recreational cycling within Chantry Park.	Copdock, Pinewood and Suffolk One to Chantry Park, Hadleigh Road and town centre Cycle Strategy SPD Scheme

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