

Consultation on the Draft Ipswich Local Cycling and Walking Infrastructure Plan

The public consultation on the Draft Ipswich Local Cycling and Walking Infrastructure Plan (LCWIP) was conducted between 23 January 2025 and 6 March 2025.

Detailed consultation responses were received from:

- Suffolk Wildlife Trust
- Natural England
- Ipswich Borough Council Environmental Protection Team
- Historic England
- Northern Fringe Protection Group
- East Suffolk Council
- East of England Co-op
- Suffolk Constabulary
- Suffolk County Council
- Councillor Tim Lockington
- Four Private Individuals

The comments are reproduced below, and the Council's response provided.

An online questionnaire was also used for the consultation where there is a summary of the findings from are also presented. Respondents are thanked for their input.

Summary of responses received

Respondent	Summary of comment(s)	IBC Response
Suffolk Wildlife Trust	<p>The climate crisis and the biodiversity crisis must be tackled together, and the integration of greenspace as part of local cycling and walking infrastructure provides a significant opportunity to improve sustainable transport links, connect people with nature, and create connecting habitats for wildlife.</p> <p>We are pleased to see consideration for biodiversity and Biodiversity Net Gain is made within the draft document, and encourage Ipswich Borough Council to explore and pursue opportunities to integrate and enhance green infrastructure with cycling, walking and wheeling infrastructure to realise the additional benefits this could bring for air quality, attractiveness to users and enjoyment of cycling, walking, and wheeling – potentially</p>	<p>Comment welcomed. The document covers links to green infrastructure at a high level (e.g. through general principles). The design stage would provide a more detailed opportunity to design in biodiversity gains. This would be carried out by the Highway Authority but guidance such as the 'Active Travel England Green and Blue Infrastructure' picks up on the importance of climate and biodiversity considerations.</p> <p>To ensure that route design incorporates appropriate biodiversity provision where possible, the following advice from the 'Active Travel England Green and Blue Infrastructure' guide has been added to Section 6.9:</p> <p><u>'Green infrastructure, biodiversity and climate change - active travel routes should incorporate green infrastructure features and provide attractive green routes to green (open grassland or treed) space and blue (near water) spaces. Green spaces should be designed to be inclusive, safe, welcoming, well-managed and accessible for all'</u></p>

	increasing use – and mental health and wellbeing.	
Natural England	Natural England welcomes the work done in this draft Local Cycling and Walking Infrastructure Plan. We consider that it does not pose any likely risk in relation to our statutory purpose, and so do not wish to comment on this consultation.	Comment noted – no change required.
Ipswich Borough Council Environmental Protection Team	Page 10 – Reference to four AQMAs. The revocation of AQMA 4 has been agreed at Executive.	On a follow up with the consultee, the Air Quality Management Area (AQMA) was not AQMA 4, but AQMA 1 instead, which covers the junction of Norwich Road, Chevallier Street and Valley Road. The revocation order has been made on 22 January 2025. Therefore, the bullet point in paragraph 2.9 has been updated from: ‘There are four Air Quality Management Areas (AQMAs) in Ipswich (note – AQMA 4 is under consultation to be revoked);’ To: <u>‘There are three Air Quality Management Areas (AQMAs) in Ipswich.’</u>
	Para 2.11 – Since the Council’s website has been updated, the link is now: Air Quality Management ipswich.gov.uk	Weblink updated in paragraph 2.11 to: https://www.ipswich.gov.uk/environmental-health/environmental-protection/air-quality-management
	Page 40 – emphasise what SCC routes are (I assume these are in white). It might be worth clarifying the difference between what an SCC route and IBC route is.	Reword with “ <i>SCC LCWIP Route</i> ” to be clearer. Appendix 1 table key updated to: ‘Route Prioritisation in rank order resulting from the weighted Multi-Criteria Assessment Framework (blue indicates a link with SCC <u>LCWIP</u> routes and priority’
	Page 56 – Air Quality criteria. How have you defined little/modest and substantial air quality impacts? With the draft AQAP, Defra now require us to try and quantify AQ impacts more in terms of expected concentration reductions. I wondered if your criteria might need ‘firming up’ ? In the AQAP we defined (note Defra are still to	The appraisal using the Multi Criteria Assessment Framework (MCAF) has been completed for this edition of the LCWIP. The criteria were developed in consultation with councillors, Sustrans and Suffolk County Council. The MCAF air quality factor awarded a higher score if the route was in close proximity or went through an Air Quality Management Area (AQMA). However, a quantified approach could be explored for future updates to the

	<p>comment on our draft AQAP so they may comment on how we have defined low/medium/high emission reductions):</p> <p>Low (<1 µg/m³) benefit to NO₂</p> <p>Medium (1-5 µg/m³) benefit to NO₂</p> <p>High (>5 µg/m³) benefit to NO₂</p> <p>It should be noted that our AQAP is in relation to NO₂ concentrations, and not PM. I think your criteria might benefit from referencing both types of pollutants if it is firmed up.</p>	<p>LCWIP to align more closely with the Air Quality Action Plan (AQAP).</p>
	<p>Appendix 3 – Supporting Policies. Referring to the draft AQAP, in the section relating to Ipswich policies. As it stands, the “Development and implementation of Local Ipswich Cycling and Walking Infrastructure Plans, and work to improve existing cycle routes” is a key measure within the AQAP so there should probably be some reference to the AQAP in the LCWIP.</p>	<p>The following weblink and reference to the Air Quality Action Plan (AQAP) document has been added to Appendix 3:</p> <p>https://democracy.ipswich.gov.uk/documents/s42822/E-24-34%20Appendix%206%20-%20Air%20Quality%20Action%20Plan%202025-2030.pdf</p> <p><u>‘The Air Quality Action Plan (AQAP) has been produced as part of the statutory duties of Ipswich Borough Council required by the Local Air Quality Management framework. It outlines the actions we will take to improve air quality in Ipswich between 2024 - 2029. The AQAP sets out how the local authority will exercise its functions in order to secure the achievement of the air quality objectives.’</u></p>
Historic England	<p>At this stage, we do not have any specific comments but would be interested in reviewing subsequent consultations on these and related documents. I would appreciate confirmation of receipt of this email.</p>	<p>Comment noted – no change required. Acknowledgment of receipt sent as requested.</p>
Northern Fringe Protection Group	<p>1. Figure 10 – Ipswich Cycling ‘Tube Map’ needs to include the proposed Humber Doucy Lane development as</p>	<p>This is a map that was produced by SCC in 2020 for an earlier version of the SCC LCWIP, which has since been superseded.</p>

	<p>active travel routes will need to be delivered in order for the site to be developed. A planning application for the site is being examined by the Planning Inspectorate upon Appeal. The outcomes of this process need to be incorporated into the LCWIP accordingly.</p>	<p>'Northgate' could represent Humber Doucy Lane in this context. However, in the revised SCC LCWIP a route (IP42 Sidegate Lane) has been added which can be viewed on their LCWIP map at: https://storymaps.arcgis.com/stories/4b0713ff2b1049e19ffb896c47898fda.</p> <p>Please note that the revised map accessible from this link has superseded the Tube Map in the Suffolk County Council Ipswich LCWIP. This map has been removed from the Ipswich LCWIP at the request of SCC's consultation response later in this document, as it is now outdated.</p>
	<p>2. Figure 11 derived from 2011 census is obsolete. An up to date replacement needs to be developed rather than rely on 14 year old data.</p>	<p>This is an extract from the Propensity to Cycle Tool, which is an external source. 2011 Census Data is used, as the 2021 Census Origin-Destination data (https://www.ons.gov.uk/visualisations/censusorigindestination/) is taken at the time of COVID-19 restrictions and does not apply mode of travel unlike the 2011 Census which is used for this tool. This Figure will need to be retained until suitable and DfT compliant replacement data source is made available.</p> <p>No change to final draft LCWIP.</p>
	<p>3. Figure 12 needs to be enhanced to include the large Ipswich Garden Suburb and Humber Doucy Lane developments.</p>	<p>As mentioned previously the Propensity to Cycle Tool is an external source, whereby outputs are not within the control of the Borough Council. As this is based on Census outputs, no data can be provided as Humber Doucy Lane has not obtained planning consent and therefore has not been occupied. This Figure will be retained until suitable and DfT compliant replacement data can be provided.</p> <p>No change to final draft LCWIP.</p>
	<p>4. Figure 14 needs to be refined to include the large Ipswich Garden Suburb and Humber Doucy Lane developments, especially as the Ipswich Garden Suburb will no longer include a High School.</p>	<p>As mentioned previously, the Census data does not exist for the Propensity to Cycle Tool to plan the routes from commenced or proposed developments outside of Census survey windows. This Figure will be retained until suitable and DfT compliant replacement data can be provided.</p> <p>No change to final draft LCWIP.</p>
	<p>5. APPENDIX 1 – DRAFT IPSWICH LCWIP SCHEME DETAIL needs to be updated to reflect that high school children from the Ipswich</p>	<p>The developer funding and obligations for these outline planning permissions were based on a secondary school to be located within Ipswich Garden Suburb in accordance with the Ipswich Garden</p>

	<p>Garden Suburb will need to travel from the Garden Suburb sites to Northgate and Ormiston high schools as Suffolk County Council will no longer deliver a high school on the Ipswich Garden Suburb. New and/or improved safe walking and cycling routes will need to be provided as a priority. In particular, this includes:</p> <ul style="list-style-type: none">a) From the Ipswich Garden Suburb along Defoe Road to Ormiston Academy.b) From Red House Farm along the full length of Westerfield Road to the Valley Road roundabout.c) From Tuddenham Road roundabout to Northgate High School, via Sidegate Lane West. Especially over the rail bridge on Colchester Road.d) From Northgate High School, an improved safe crossing point across Sidegate Lane West to the pedestrian crossing on Colchester Road is required.e) A safe pedestrian and cycle crossing point by the hump back rail bridge on Tuddenham Road to allow safe travel from Red House Farm to and from Northgate High School.	<p>Suburb Supplementary Planning Document and Policy CS10. Given the policy context it was never required to secure these links to the secondary schools outside the Ipswich Garden Suburb. Nevertheless, these routes could potentially be investigated for the new Local Plan and/or subsequent updates to the LCWIP as the consultation was focused on existing routes and schemes that have previously been subject to a public consultation through Local Plan or supplementary planning document preparation:</p> <ul style="list-style-type: none">a) No route has yet been identified connecting the Ipswich Garden Suburb to Ormiston Academy.b) SCC have an LCWIP scheme for Westerfield Road (IP32 - Westerfield Rail Station to Tuddenham Road).c) Route 32 partially covers a route between Tuddenham Road and Northgate High School. SCC LCWIP scheme IP42 (Sidegate Lane) covers the remaining section.d) Sidegate Lane West crossing point should fall within SCC LCWIP scheme IP42. A Local Plan policy could potentially be used to support this if there is a new growth site in the area.e) The humpback rail bridge crossing should fall within SCC LCWIP scheme IP30 (Tuddenham Road from Greshams Sports club to St Margaret's Street Area). <p>Site-specific Local Plan policies could potentially be used to support this if there are further sites coming forward in the area. No change to final draft LCWIP.</p>
6. APPENDIX 1 – DRAFT IPSWICH LCWIP SCHEME DETAIL needs to be updated to incorporate the new and	These routes could potentially be investigated for the new Local Plan and/or subsequent updates to the LCWIP as the consultation was focused on existing routes and schemes that have previously	

	<p>improved cycle and pedestrian routes that will be required to deliver the Humber Doucy Lane site. These should include:</p> <ul style="list-style-type: none"> a) Cycle routes from HDL to Rushmere Primary School and Northgate High School. b) Shared safe pedestrian and cycle route along the full length of Humber Doucy Lane. c) Shared safe pedestrian and cycle route along the full length of Tuddenham Road between Church Lane and the Valley Road roundabout. d) Improvements to the main cycle route from Side Gate Lane West into the town centre. As a priority this should include the stretch of Belvedere Road running from Cemetery Lane to Tuddenham Road, which has a pavement that is too narrow for buggies and mobility scooters and has no protection for cyclists. This is the most dangerous section of the route into town and must be improved to allow a seamless safe cycling and walking route into town. 	<p>been subject to a public consultation which did not consider the listed schemes at the time of consultation:</p> <ul style="list-style-type: none"> a) SCC LCWIP Route IP42 on Sidegate Lane should provide connectivity from Humber Doucy Lane to both Northgate High School and most of the distance to Rushmere Primary School. b) New policy in the Local Plan could encourage an improved active travel route for the length of Humber Doucy Lane if there is further growth in the area. c) Church Lane is outside the Borough Council Authority Area, however new local Plan Policy could be used to improve the route if there is further growth in the area. d) For Sidegate Lane West to Tuddenham Road a new policy could be considered if there is further growth in the area. <p>It also needs to be noted that Suffolk County Council (as Highway Authority) did agree common ground with the Appellant for the Humber Doucy Lane Appeal (https://www.eastsuffolk.gov.uk/assets/Planning/Major-Sites/Humber-Doucy-Lane-appeal-inquiry-core-documents/Statement-of-Common-Ground/SoCG4-DRAFT-Highways-and-Transport-Final-copy-for-signing.pdf) on some active travel improvements to connect the Humber Doucy Lane site to Northgate High School and Rushmere Primary School and on Humber Doucy Lane, however this is subject to formal approval by the Planning Inspectorate in the outcome from the planning appeal. No change to final draft LCWIP.</p>
	<p>7. APPENDIX 5 – LIST OF PRIORITISED SCHEMES needs to be updated for the same reasons stated in Points 5 and 6.</p>	<p>There are no connecting routes to the Borough Council's LCWIP schemes, but further growth could justify new policy to fill in the gaps. SCC LCWIP route IP18 (Christchurch Park to St Peter's Dock) does connect to the Borough Council's town centre routes from the north.</p>

		Maintenance issues need to be reported to SCC using the Highways Reporting Tool (https://highwaysreporting.suffolk.gov.uk/). No change to final draft LCWIP.
	8. APPENDIX 7 – Sustrans Report needs to be updated for the same reasons stated in Points 5 and 6.	This cannot be updated as this is the report from an external and independent consultant used to inform the Ipswich LCWIP. No change to final draft LCWIP.
	9. Route 6 needs to be updated to reflect the proposed changes to Lloyds Avenue. Making this route pedestrian only removes one of the main routes into the town centre from Castle Hill and St Margarets Wards, which is unhelpful in this respect.	There is no route in the Draft Ipswich LCWIP that connects Castle Hill and St Margarets directly to Lloyds Avenue. However, the Suffolk LCWIP does include routes that connects the two areas (IP10, IP12 and IP18) to the town centre. No change to final draft LCWIP.
	10. Point 9 means the only cycling routes into the town centre, from this direction, on High Street and Northgate Street are both contra-flow routes with narrow cycle lanes below recommended widths and are on major bus routes. Both routes are badly maintained by the Highway's Authority, especially around the crossing points with Westgate Street, due to the buses. These routes need to be improved with a regular maintenance plan put in place to make them safe for cyclists. Both the current design and condition of these two cycle routes are major barriers to safe cycling into the town centre from north Ipswich.	There are no connecting routes to the Borough Council's LCWIP schemes, but future growth in this area could justify new policy to fill in the gaps. Connecting residential areas in Ipswich to the Town Centre and Waterfront is given prominence through the vision for cycling mentioned in the second bullet point in Paragraph 5.5. The Suffolk LCWIP route IP18 (Christchurch Park to St Peter's Dock) does connect to the Borough Council's town centre routes from the north. Maintenance issues in this area need to be reported to SCC using the Highways Reporting Tool (https://highwaysreporting.suffolk.gov.uk/). No change to final draft LCWIP.
East Suffolk Council	Support for Key Proposals:	
	Integration with the East Suffolk Cycling and Walking Strategy: The recognition of cross-boundary linkages	Comment welcomed. No further action required.

	between Ipswich and East Suffolk, particularly routes extending towards Kesgrave and Martlesham, is welcomed. Ensuring strong connections to these areas will support active travel for commuting, leisure, and access to services.	
	Health and Wellbeing Benefits: The emphasis on improving health through increased walking and cycling participation is strongly supported. The integration with existing health programmes aligns with East Suffolk Council's own ambitions to promote active and healthy lifestyles.	Comment welcomed. No further action required.
	Commitment to Periodic Review and Adaptation: The plan's commitment to ongoing review and adaptation, ensuring alignment with national policy and funding opportunities, is welcome. This will help ensure that the plan remains up to date and effective in addressing future challenges and opportunities in active travel.	Comment noted. No further action required.
	Linkages to Suffolk-Wide Transport Strategies: We appreciate the LCWIP's alignment with wider transport plans, including the Suffolk Local Transport Plan and the Transport East Strategy. This integration is crucial for ensuring that active travel routes function effectively within the broader transport network.	Comment noted. No further action required.
	Strengthening Cross-Boundary Connections: the plan acknowledges linkages with East Suffolk, which is welcomed, however there is scope to further strengthen these connections. In particular, improvements to	Two of the three routes closest to the A1214 and A1156 are high priority (Routes 26 and 28). Route 32 that links the two A roads to the north of Ipswich is of medium priority. It needs to be noted that cross-boundary links were considered in the MCAF appraisal of the identified routes. No further action required.

	<p>cycle and pedestrian access along key transport corridors, such as the A1214 and A1156, should be prioritised to facilitate safer and more direct travel routes.</p>	
	<p>Enhanced Wayfinding and Infrastructure: The provision of clear and consistent wayfinding signage on key routes leading into and out of Ipswich would benefit both local residents and visitors.</p> <p>Secure and accessible cycle parking at key transport interchanges, such as train stations and park-and-ride sites, should be expanded to encourage multi-modal travel options.</p>	<p>The Borough Council are responsible for the upkeep of some of the wayfinding signs located within the Town Centre and Waterfront. Opportunities for improving the wayfinding for walking are included in paragraph 3.5.</p> <p>Paragraphs 5.5 and 5.9 have been amended to highlight the need for secure and accessible cycle parking at transport hubs and other key destinations to encourage multi-modal travel:</p> <p>5.5 – new bullet point added: <u>‘securing accessible cycle parking for conventional, adapted and cargo bikes’</u>.</p> <p>5.9 – new bullet point added: <u>‘Measures to increase cycle parking using more creative designs and improve cycle parking security’</u>.</p>
	<p>Consideration of Rural and Coastal Linkages:</p> <ul style="list-style-type: none"> • Many East Suffolk residents travel into the centre of Ipswich for work, education, and leisure. Ensuring that active travel options extend into rural and coastal areas will be important for enabling a wider modal shift away from car dependency. • Exploring options for dedicated cycle lanes or safe cycling corridors along key commuting routes from rural areas into Ipswich would be beneficial. 	<p>Routes 3, 21, 24, 26, 27, 28 and 32 provide connectivity from East Suffolk and its rural areas to the centre of Ipswich. The design of these schemes would be a future consideration when funding becomes available. No further action required at this stage.</p>
	<p>Collaborative Funding Opportunities:</p> <ul style="list-style-type: none"> • We welcome the identification of a 	<p>Comment noted and the potential for dialogue on joint schemes is welcomed.</p>

	<p>broad range of funding opportunities within the LCWIP and East Suffolk Council would be open to further dialogue on potential joint schemes where appropriate.</p>	
	<p>Monitoring and Engagement:</p> <ul style="list-style-type: none"> The plan includes a commitment to review progress periodically, which East Suffolk Council supports. However, we would encourage consideration of opportunities to utilise all forms of monitoring data available, including data collection on active travel usage. Continued engagement with East Suffolk Council and the other neighbouring authorities will be essential to ensure that the needs of residents who travel between areas are effectively addressed. 	<p>Comment noted. An additional bullet point has been added to section 7.2: "<u>Other suitable active travel monitoring data if available</u>" to accommodate new data being made available.</p> <p>Engagement currently takes place through regular cross-boundary transport and infrastructure meetings to help inform the district and county LCWIP's.</p>
	<p>Route specific comments:</p> <p>East Suffolk Council welcomes the level of detail set out in the consultation document which precisely shows the location and extent of the identified walking and cycling routes within Ipswich. In general, East Suffolk Council supports the routes identified LCWIP map, however we would strongly encourage consideration of extending routes to the edge of the East Suffolk boundary to ensure that future improvements to cycling and walking infrastructure create a cohesive network between</p>	<p>Comments noted. Further consideration to extending the routes will be undertaken during the Local Plan review. In the meantime SCC have identified some routes in their Suffolk LCWIP (https://storymaps.arcgis.com/stories/4b0713ff2b1049e19ffb896c47898fda) such as IP14, IP16, IP19, IP30, IP32 and IP42 that connect Ipswich LCWIP routes to East Suffolk routes. No further action required at this stage.</p>

	<p>the two LPAs. This would better align with the commitments through the Ipswich Strategic Planning Area to deliver measures to support modal shift in and around Ipswich. East Suffolk Council notes that a green trail is proposed which would extend outside of Ipswich Borough and therefore is further reasoning to link infrastructure to the green trail in order to maximise its use.</p>	
	<p>The LCWIP map identifies route 27 as a cross-boundary link between the two LPAs. Route 27 would link to the Ipswich to Melton Key Corridor via IM1 as set out in the East Suffolk Cycling and Walking Strategy 2022. The intention to link LCWIP routes to East Suffolk Cycling and Walking Strategy proposals is welcomed and support by East Suffolk Council, however in this instance, East Suffolk Council would encourage consideration that all alternative routes are thoroughly explored and not ruled out, should there be any issues in the future with current identified route. For example, East Suffolk Council would also suggest that a route extending from route 28, along the A1214, should be considered as another method of linking Ipswich and the green trail to the Ipswich to Melton Key Corridor.</p>	<p>The routes identified in the Ipswich LCWIP have been restricted due to the LCWIP only identifying the routes that have been subject to public consultation in the Local Plan and SPD's. However, the Suffolk County Council LCWIP identifies Route IP16 as a medium priority which would make the connection between Ipswich LCWIP route 28 (Woodbridge Road) and the route eastwards into East Suffolk. No further action required.</p>
	<p>The LCWIP map identifies route 21 as the main walking and cycling connection between Ipswich and Felixstowe. Whilst East Suffolk Council supports the intention to improve cycling and walking infrastructure between the two settlements, it is important that schemes</p>	<p>Comment noted. The routes identified in the Ipswich LCWIP are restricted due to the LCWIP only identifying the routes that have been subject to public consultation in the Local Plan and SPD's. Further consideration to extending the routes will be undertaken during the Local Plan review. In the meantime SCC have identified some routes in their Suffolk LCWIP</p>

	<p>with Ipswich are aligned with proposals in East Suffolk to ensure a connected routes between Ipswich and Felixstowe. Route 21 does not connect to the Ipswich to Felixstowe Key Corridor that is set out in the East Suffolk Cycling and Walking Strategy 2022. East Suffolk Council therefore encourages consideration of an LCWIP route that directly links to IF1 of the Ipswich to Felixstowe Key Corridor.</p>	<p>(https://storymaps.arcgis.com/stories/4b0713ff2b1049e19ffb896c47898fda) such as IP14, that connect Ipswich LCWIP routes to Felixstowe Key Corridor routes (IF1, IF2, IP3, IF4, IF7, IF11, etc) identified in the East Suffolk Cycling and Walking Strategy 2022. No further action required.</p>
	<p>East Suffolk Council also notes that there is no identified LCWIP route shown on the LCWIP map that connects Ipswich to the SCLP12.24: Land at Humber Doucy Lane. East Suffolk Council would therefore encourage Ipswich Borough Council to consider opportunities to provide cycling and walking links between this site and Ipswich Town Centre and green trail proposal.</p>	<p>The recent Humber Doucy Lane Planning Appeal did identify some active travel improvements. However, these improvements are subject to formal approval by the Planning Inspectorate in the outcome from the planning appeal. Also, connecting residential areas in Ipswich to the Town Centre and Waterfront is given prominence through the vision for cycling mentioned in the second bullet point in Paragraph 5.5. No change to final draft LCWIP.</p>
	<p>Whilst we welcome the detailed route mapping that clearly sets out the proposed route we would highlight that the numbering of these routes is very small and can be difficult to spot and read. In the interests of usability and accessibility we would recommend that the route numbers are increased in size.</p>	<p>Comment noted. Numbers on map increased in size to improve readability.</p>
	<p>Conclusion - Overall, East Suffolk Council strongly supports the Draft Ipswich LCWIP and recognises the positive impact it will have on promoting sustainable travel, improving public health, and reducing congestion. By further strengthening cross-boundary linkages, enhancing infrastructure</p>	<p>Comment noted. No further action required at this time.</p>

	provision, and ensuring ongoing collaboration, we believe the proposals can deliver even greater benefits for residents of both Ipswich and East Suffolk.	
Private Individual	I am very happy to see the Gipping Path up there at no 3 of the priority list. This is an incredibly under-invested and under appreciated corridor, with very much potential. Creating this path has been in the Local Plan since at least 1997. The council needs to buy the disused Network Rail corridor from Ranelagh Road to Princes Street, and under the bridge, to link with the new path by the Galliard Homes development. I have a digital copy of the 1999 River for All document if you want it.	Support for the prioritisation of this route is welcomed. Site IP083 'Banks of the River upriver from Princes Street' is already owned by Ipswich Borough Council and allocated through the Local Plan for public open space (Policy SP31). Repurposing of the disused railway tunnel under Princes Street would be a matter for the new Local Plan review. No further action required at this stage.
	I was dismayed to not see a desire for roll-out of 20mph limits in the document, this would help hugely and would reduce the need for some cycle- specific infrastructure. 20 mph has proven safety benefits.	The implementation and enforcement of speed restrictions is the responsibility of Suffolk County Council (as Highway Authority). They would be responsible for consulting on any changes through a Traffic Regulation Order to amend speed limits within Ipswich. The recently adopted Ipswich Area Transport Plan, which is part of the Suffolk Local Transport Plan does refer to reducing traffic speeds to encourage cycling. No further action required.
	There is insufficient mention of dropped kerbs. There are several places, even in the heart of the town centre, where these are lacking, and we need a strategy for removing the rest.	The lack of dropped kerbs is covered in the Wheeling Barriers (Paragraphs 4.10 and 4.11), as this may be an issue with individuals that do not use a wheeled mobility aid. The level of provision of dropped kerbs in an area is one of the criteria that was appraised in the MCAF for all routes (see Appendix 2), where the lack of provision would generate a higher score for prioritising the improvements of a scheme. No further action required.
	There should be an aspiration to reduce the areas where cycling is allowed on pavements - especially around Princes St / Commercial Way / Russell	Route 37 which is a high priority scheme in the Draft Ipswich LCWIP does make reference to a segregated cycle section over the Princes Street bridge to address the concerns around cycling being permitted on the pavements in this area.

	Road etc. This is a cheap stop-gap and better than nothing but it is not proper provision.	The other roads are not identified in the LCWIP and could be considered in future Local Plan policy. No further action required.
	Need a pedestrian / cycle bridge from Great Whip Street to Foundry Lane, to entice people to visit the south side of the Orwell waterfront. The walk via Stoke Bridge is longer, noisy and unattractive and is a big disincentive. Then extend the desire line via Turret Lane - this is a great route to the town centre.	The pedestrian/cycle bridge between Great Whip Street and Foundry Lane is already included (Route 15) in the Draft Ipswich LCWIP. In addition to this the St Peter's Port Key Location Project (iii.) identified in the Ipswich Town Centre and Waterfront Public Realm SPD identifies a walking and cycling route from the Waterfront to Foundry Lane. In addition to this, the Suffolk LCWIP (https://storymaps.arcgis.com/stories/4b0713ff2b1049e19ffb896c47898fda) does have a route (IP18) that connects the Waterfront to the Town Centre via Foundation Street and Lower Brook Street. No further action required.
East of England Co-op	Route 4 (Norwich Road) - There is already a cycle lane on the northern side of Norwich Road however introducing a cycle lane on the southern side could potentially interrupt the existing access and parking outside of the funeral branch and would cause the Co-op concern; it is important that cycle lanes do not interrupt access arrangements into this parking area.	An advisory cycle lane already exists on the southern side of Norwich Road outside the Local Centre where the Co-op Funeral branch is located. This cycle lane bypasses the car parking spaces, where vehicles would need to give way to passing cyclists on Norwich Road. Any future improvements will require a detailed design of the scheme that will also be subject to a public consultation to allow further comments and suggestions from the public. No further action required.
	Route 26 (Heath Road) and Route 28 (Woodbridge Road / Spring Road) - The Co-op foodstore is located on Woodbridge Road and therefore has access off Heath Road, Colchester Road, Woodbridge Road, and Spring Road, and thus would be impacted by cycling improvements along both Route 26 and Route 28. There are existing cycling routes around the Co-op foodstore, but they are intermittent. By improving these routes into a	There are already some advisory cycle lanes and shared foot/cycleways outside the Local Centre where the Co-op Foodstore is located. However, any schemes or improvements developed as part of this LCWIP will need to be part of a detailed design process that will involve a public consultation to seek feedback around visibility and road safety. No further action required.

	<p>continuous lane without gaps, more people may be encouraged to walk and cycle instead of using private cars. However, since Co-op delivery vehicles also use these routes, this could increase the risk of potential accidents due to limited visibility and lack of clear markings, especially around the roundabout. With the Co-op foodstore located directly in front of a roundabout (as shown below in Figure 4), the interaction between cyclists, pedestrians, and large vehicles raises safety concerns. Roundabouts create complex traffic conditions where larger vehicles must merge and navigate multiple lanes, increasing the likelihood of conflicts with pedestrians and cyclists.</p> <p>The feasibility of separate lanes versus shared paths needs to be assessed, particularly at this junction if a cycle lane is pursued here.</p>	
	<p>Route 20 (Landseer Road) - The Co-op is supportive of any enhancements which would encourage the use of quieter routes, as it would take a number of cyclists off the main route of Landseer Road, where delivery vehicles use these routes on a daily basis and this is therefore encouraged from a safety perspective.</p> <p>However, it is unclear in terms of what the creation of a radial 'cycle priority route' along Clapgate Lane would entail. Since the Co-op foodstore is located exactly at the junction and lorries and large vehicles also use these roads to access the Co-op, there</p>	<p>An advisory cycle lane already exists that bypasses the parking outside the Local Centre on Clapgate Lane, where the Co-op Foodstore is located. Any schemes developed as part of this LCWIP will need to be part of a detailed design process that will involve a public consultation to seek feedback around visibility and road safety. No further action required.</p>

	could be an additional risk to cyclists if Clapgate Lane becomes 'a cycle priority route.'	
	<p>Route 21 (Nacton Road) - At the junction of Nacton Road and Benacre Road is a Co-op funeral branch, as shown below in Figure 6. With parking areas in front of the Co-op and other services along this part of Nacton Road, encouragement of cycling along this part of the road could hinder access to these services and their associated parking. The two Co-op services located further south along Nacton Road, include the petrol filling station (with foodstore) and the Co-op daily store, incorporating funeral and travel services. There is already a cycle lane running along both sides of Nacton Road in this location. It is unclear what the cycle priority route would entail, however given the location of the petrol filling station in this location, it is clear that this a route that requires access by a car or larger vehicle.</p>	<p>Advisory cycle lanes already exist between Maryon Road and the Thrasher Roundabout where the Co-op petrol filling station is located. For the Co-op Funeral branch, SCC have already designed a walking and cycling scheme on Nacton Road that can be found at https://storymaps.arcgis.com/stories/2910577cb40142b38547e8dea5ffa224. Any future improvements will require a detailed design of the scheme that will also be subject to a public consultation to allow further comments and suggestions from the public. No further action required.</p>
	<p>Route 24 (Ipswich Hospital to Waterfront) - It is not clear at this stage, whether the improvements will affect Foxhall Road, however it should be noted that the street is narrow and is therefore already constrained from a delivery vehicle point of view.</p>	<p>SCC have already designed a walking and cycling scheme that connects Ipswich Hospital to the Waterfront that can be found at https://storymaps.arcgis.com/stories/2910577cb40142b38547e8dea5ffa224. No further action required.</p>
	<p>Route 2 (Dale Hall Lane) - As shown on Figure 9, the Co-op food store located at Dales Road is not exactly on the planned route mentioned in the SPD and LCWIP documents.</p>	<p>For the design of this scheme, consideration of the vehicular access for businesses in the Dales Local Centre, would be a key consideration which would be subject to public consultation. Route 2 in the Ipswich LCWIP does include the caveat "where space allows" for any</p>

	<p>However, there is rear parking associated with the store which is accessed off Dale Hall Lane as shown within Figure 10. A cycle lane across the access here would present risks and cause Co-op concern. Equally, the nearby junction of Dale Hall Lane and Dales Road already has a pedestrian crossing at the junction, and therefore a cycle lane in this location where delivery vehicles are often turning onto Dales Road to access the loading area at the front of the store on Dales Road, also requires careful consideration.</p>	<p>provision of cycle lanes on Dale Hall Lane. No further action required.</p>
	<p>Route 32 (Ipswich Circular) - While the road width may accommodate additional cycling provisions, the junction itself presents potential safety risks due to the interaction between cyclists, pedestrians, and heavy vehicles, including delivery lorries accessing the Co-op. The increased number of cyclists and pedestrians using the route could lead to conflicts at crossing points, reduced visibility for turning vehicles, and potential congestion, particularly during peak hours and high delivery periods. An additional cycle lane would therefore require careful design and signage, particularly in relation to where delivery vehicles stop outside of the Co-op.</p>	<p>Outside the Co-op Colchester Road Foodstore there is already a mix of mandatory and advisory cycle lanes. However, safety is a primary concern in making route improvements. Any design for this scheme would need to take account of national design guidance such as LTN1/20 which addresses safety. This national guidance and Active Travel England's design considerations are referred in the 'Barriers to Cycling' section of the LCWIP. Once designed, measures would also be subject to a public consultation, which would allow any concerns around the conflict between vehicles, pedestrians and cyclists to be addressed. No further action required.</p>
	<p>Route 10 (Hawthorn Drive) - Figure 12 shows the location of the Co-op daily foodstore on Hawthorn Drive which is accessible from Shepherd Lane. The Co-op do not have</p>	<p>The scheme details for Route 10 are flexible as "on or off-road cycle provision on Hawthorn Drive" has been identified. Safety is a primary concern in making route improvements. Any design for this scheme would need to take account of national</p>

	<p>any particular concerns here, as access to the store is not directly off Hawthorn Drive. It is noted that the Council's SPD states that the street is wide enough to accommodate the cycle upgrades.</p> <p>Further along Hawthorn Drive there is a Co-op foodstore and funeral branch located within the same row of shops (Figure 13). The shared parking area for the row of shops is directly off Hawthorn Drive. A cycle lane across the access here would present risks and cause Co-op concern, as delivery vehicles turn into the same area as the customer parking which is space constrained.</p>	<p>design guidance such as LTN1/20 which addresses safety. This national guidance and Active Travel England's design considerations are referred in the 'Barriers to Cycling' section of the LCWIP. Once designed, measures would also be subject to a public consultation, which would allow any concerns around the conflict between vehicles, pedestrians and cyclists to be addressed. No further action required.</p>
Suffolk Constabulary	<p>The principle of promoting road safety (and air quality) under the School Streets Scheme is welcomed and supported.</p>	<p>Comment welcomed. No further action required.</p>
	<p>It would be encouraging to see cycle security given greater prominence within this policy. Suffolk Constabulary would welcome the opportunity to work in partnership with IBC to develop a cycle security policy to reduce crime and the fear of crime. This in turn may encourage more people to make use of cycles for local journeys. Possible solutions could include increased promotion of Secured By Design (SBD) approved cycle storage products for new and existing developments. Also innovative solutions such as considering making SBD/Sold Secure approved locks available for hire at IBC locations to complement the owners own security.</p>	<p>The Borough Council will welcome any opportunity to work with Suffolk Constabulary around improving planning policies around cycle security, especially on the upcoming review of the Ipswich Local Plan.</p> <p>The fifth bullet point on paragraph 5.9 has been amended to include reference to Secured by Design as follows:</p> <p><u>"Measures to increase cycle parking using more creative designs, and improve cycle parking security in accordance with the 'Secured by Design' police initiative;"</u></p>

	<p>P40 – encouraging cycling on the Gipping River path between Sproughton Enterprise Park and the University. The need to widen that path along its entirety prior to encouraging further cycling is essential. It is also recommended that the entire route is covered by CCTV and lighting. The routes for pedestrians and cyclists should be clearly segregated and emergency call points should be situated along this path.</p>	<p>The Cycling Strategy SPD requirements refer to the need to widen the path in sections (Stoke Bridge to Princes Street and Princes Street to Sir Bobby Robson Bridge) and lighting that does not have a negative effect on the County Wildlife site alongside the river. The comments around installing CCTV and emergency call points are noted. Any future improvements will require a detailed design of the scheme that will also be subject to a public consultation to allow further comments and suggestions from the public and other consultees.</p> <p>The following bullet point has been added to paragraph 3.15 to refer to the provision on emergency call points:</p> <p><u>Provision of emergency call points to the police where appropriate;</u></p>
	<p>P41 – the proposal to replace the roundabout/underpasses at the Civic Drive/St Matthew's Street/Berners Street raises concerns. The changes to the Princes Street/Civic Drive junction raised safety concerns after a number of incidents at the junction. It is also noted that pedestrians frequently cross the road against the red lights putting themselves and cyclists (and drivers) at risk. The installation of emergency help points within the existing subway under Civic Drive/St Matthew's Street/Berners Street would complement the recent upgrade in lighting and would help to reduce the fear of crime at this location.</p>	<p>Comment noted about the concerns of the long-term project, which is a proposal (Supporting Project 27) outlined in the adopted Town Centre and Waterfront Public Realm Strategy SPD. Any future improvements will require a detailed design of the scheme that will also be subject to a public consultation to allow further comments and suggestions from the public. Reference to providing the emergency call points are supported by the amendment to Paragraph 3.15. No further action required.</p>
	<p>P42/p44 ASB has been an issue around the waterfront area and there is a concern that any additional seating around Orwell Quay may facilitate further ASB. Any additional seating should be carefully considered prior to installation to ensure that there is sufficient natural (and formal surveillance) and that its location would not</p>	<p>Comment noted. Any design that includes seating, which is encouraged through the Healthy Streets principles in the Orwell Quay area would require a public consultation and would need to consider natural surveillance. No further action required.</p>

	disproportionately impact on dwellings or businesses in the area. It is recommended that seating is linked to local businesses where possible in order to encourage natural guardianship over the area and allow the seating to be removed/stored inside when not in use.	
	P46 - it is noted that seating and festoon lighting is proposed for Providence Street. This is an area with very limited natural or formal surveillance or natural footfall and the addition of lighting and seating could encourage people to gather and act in an anti-social manner. Seating is not supported in this area.	The Providence Street scheme (Route 85) is identified on page 48 of the Draft LCWIP. The full details from the scheme which is derived from Scheme 39 of the Town Centre and Waterfront Public Realm Strategy SPD are that the seating is to be provided in the space that the retail units that are located off Tower Ramparts use for car parking. The SPD also mentions that there is an aspiration to remove the wall between the car park and Providence Street to create more of an open public space with more active frontage and natural surveillance to address the concerns around natural surveillance. Any future improvements will require a detailed design of the scheme that will also be subject to a public consultation to allow further comments and suggestions from the public. No further action required.
	P49 It is noted that additional seating is proposed for Buttermarket. Due to the number of vacant premises along this road, there is limited natural surveillance/footfall in this area. It is recommended that any additional seating is not installed until there is a greater footfall in the area with the majority of the retail units occupied.	The scheme that this refers to (Route 80) is a medium-term scheme and would therefore need to consider the situation in the area before a scheme is designed to be consulted on. It needs to be noted that the former BHS retail unit has been re-occupied with Sports Direct and Flannels the new occupants, bringing extra footfall to the Buttermarket. Any future improvements will require a detailed design of the scheme that will also be subject to a public consultation to allow further comments and suggestions from the public. No further action required.
Suffolk County Council	Active Travel - SCC Active Travel team are supportive of the methodology that IBC has used to identify routes in the LCWIP. As is noted in the LCWIP document, SCC's Active Travel team have worked closely with IBC and Sustrans to ensure that the LCWIP and the methodology	Comment noted and welcomed. No further action required.

	used for it is appropriate and provides a valid set of priority routes. It complements the County's own LCWIP and, with some minor amendments, provides clarity as to the different status and focus of each.	
	<p>Paragraph 1.15, remove 'where routes align' to help with clarity of the sentence, and insert the following additional text at the end of the sentence:</p> <p><i>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.</i></p>	<p>The following text has been removed from Paragraph 1.15:</p> <p>Where routes align</p> <p>The following text has been added to Paragraph 1.15:</p> <p><u>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.</u></p>
	<p>Add in reference to Ipswich ATP at end of paragraph 2.6:</p> <p><i>A more detailed Area Plan for Ipswich also forms a part of the Local Transport Plan</i></p>	<p>The Paragraph 2.6 has been amended to the following to reflect the adoption of the adopted Local Transport Plan and the Ipswich Area Transport Plan:</p> <p><u>The Suffolk Local Transport Plan to 2040, which was adopted in February 2025 identifies the key themes below, which will provide the strategic context for the Draft Ipswich LCWIP:</u></p> <ul style="list-style-type: none"> <u>Decarbonisation of Transport;</u> <u>A strong, sustainable and fair economy;</u> <u>Health, Wellbeing and Social inclusion;</u> <u>and</u> <u>Creating better places.</u> <p><u>A more detailed Area Plan for Ipswich also forms a part of the Local Transport Plan.</u></p>
	<p>Remove Ipswich tube map at paragraph 5.6 as this now out of date.</p>	<p>Paragraph 5.6 has been deleted to reflect the comment by SCC:</p> <p>5.6 The 2020 Draft Suffolk County Council LCWIP for Ipswich produced an indicative 'Tube Map' that shows some of the walking and cycling desire lines that can help provide the foundations for the updated Suffolk County Council LCWIP. In contrast, the Draft Ipswich LCWIP includes cross town routes but also focuses on more localised improvements, particularly in the town centre.</p>

		<p>The Figure 10 image and caption has also been deleted:</p> <p>Figure 10 – Ipswich Cycling ‘Tube Map’ (Source Local Cycling & Walking Infrastructure Plan (2020) V9)</p>
	<p>SCC's 2024 LCWIP was agreed for adoption at Cabinet on 25th February. Update references throughout the document to state that this has now been agreed for adoption and remove references to the previous version</p>	<p>Comment noted and all references to the SCC LCWIP updated accordingly.</p> <p>Paragraph 1.15 has been amended to:</p> <p>The scope of this Draft Ipswich LCWIP extends to the area of Ipswich within the Borough boundary. Some of the list of prioritised routes and route improvements may form a part of the county-wide LCWIP prepared by Suffolk County Council, which reflects both local and strategic route priorities. The aim for the Draft Suffolk LCWIP (2024) is to identify higher level strategic routes across the towns in the county, whereas for the Borough Council the routes are more focused on interconnecting routes and spaces.</p> <p>Paragraph 2.14 has been deleted:</p> <p>Suffolk County Council produced a countywide LCWIP in 2021 to utilise the potential of the public highway and rights of way network for walking and cycling. A 2024 update to this has gone out to public consultation in October 2024. The emerging Suffolk County Council LCWIP identifies a network of strategic routes in key urban locations, the routes having been prioritised through a range of metrics that contribute towards strategic objectives. Suffolk County Council will endorse routes identified by District and Borough councils where they align with SCC's priorities, and there is a commitment to work with the District and Borough Councils in Suffolk to obtain more detailed understanding of the local priorities. The process through which the Suffolk LCWIP was prepared is described through the following diagram.</p> <p>The following text that addresses the comments has been inserted to Paragraph 2.14:</p> <p><u>Suffolk County Council produced a countywide LCWIP in 2024 to utilise the</u></p>

		<p><u>potential of the public highway and rights of way network for walking and cycling. The Suffolk County Council LCWIP identifies a network of strategic routes in key urban locations, the routes having been prioritised through a range of metrics that contribute towards strategic objectives. Suffolk County Council will endorse routes identified by District and Borough councils where they align with SCC's priorities, and there is a commitment to work with the District and Borough Councils in Suffolk to obtain more detailed understanding of the local priorities. The process through which the Suffolk LCWIP was prepared is described through the following diagram.</u></p> <p>The footnote has also been updated to the following link to the adopted LCWIP:</p> <p>https://storymaps.arcgis.com/stories/4b0713ff2b1049e19ffb896c47898fda</p> <p>Paragraph 2.31 has been amended to remove the reference to the public consultation:</p> <p>These schemes have also been compared against the Suffolk County Council LCWIP work undertaken in 2020-2021 and their 2024 public consultation Suffolk LCWIP.</p> <p>The first sentence on Paragraph 6.2 has been deleted:</p> <p>Suffolk County Council has also been preparing a county-wide LCWIP (2021) and have adopted A new Suffolk LCWIP (2024) following their autumn consultation, in October 2024.</p> <p>The following weblink in the 'Local Cycling and Walking Infrastructure Plan for Suffolk' section in Appendix 3 has been removed as this links to the superseded Suffolk LCWIP:</p> <p>https://www.suffolk.gov.uk/coronavirus-covid-19/advice-on-travel/improvements-for-walking-cycling-and-wheeling#:~:text=Local%20Cycling%20and%20Walking%20Infrastructure%20Plan%20for%20Suffolk,and%20walking%20across%20the%20County</p>
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	<p>Public Health</p> <p>Section 2.9 lists key statistics for Ipswich - It would be useful to see some health and demographic stats included as these will be relevant to the groups that have been consulted with. This section has a stat on disability, but other relevant stats could be:</p> <ul style="list-style-type: none"> • Current levels of physical activity • Prevalence of heart disease and mental health which can be impacted by levels of physical activity • Prevalence of respiratory admissions in the areas the schemes are proposed, would be useful to then compare if respiratory admissions go down in line with increases of active travel and subsequent reductions in traffic (if indeed that does happen). 	<p>Comment noted. The following bullet points have been added to Section 2.9:</p> <ul style="list-style-type: none"> • <u>66.4% of adults and 51.8% of children and young people in Ipswich are now classed as active (source: https://fingertips.phe.org.uk/profile/physical-activity/data#page/1/qid/1938132899/pat/6/ati/501/are/E07000202/iid/93014/age/298/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1)</u> • <u>The prevalence of coronary heart disease in the Ipswich Lower Tier Local Authority area is 3% with a 106.6% coronary heart disease admission rate to hospital. Walking and cycling can reduce the risk of cardiovascular disease by almost a third (source: https://www.mrc-epid.cam.ac.uk/blog/2018/05/22/active-travel-reduce-risk-heart-disease/)</u>
	<p>Section 2.20 lists potential stakeholders that will be consulted with: 'Ipswich disability, equality and community group representatives'. It would be beneficial to list these as it will help to identify if any have been missed, and could also be useful for evaluation.</p>	<p>Comment noted. Disability, equality and community organisations that were consulted on the advice of Ipswich Borough Council Community Services. However, the Borough Council do not have the consent of these organisations to publish their names in the LCWIP. The feedback has therefore been summarised anonymously in this LCWIP Consultation report.</p> <p>The Draft Ipswich Local Cycling and Walking Infrastructure Plan Equality Impact Assessment that was supported the Draft</p>

		LCWIP referred to “47 local organisations that represented the protected characteristics groups” being consulted for their views on an Ipswich LCWIP in late 2023. No further action required.
	<p>In the EIA it says, ‘47 local organisations that represented the protected characteristics groups, where eight responses were received’.</p> <p>It is queried what groups didn’t respond and why – how can we increase participation to ensure the views of all groups are represented.</p>	<p>Feedback noted. The Borough Council considered the Ipswich Borough Council Community Engagement Strategy (https://www.ipswich.gov.uk/sites/ipswich/files/2024-10/Community%20Engagement%20Strategy.pdf) that identifies ways of engaging with represented groups. Unfortunately it is not possible to understand the reasons for the non-responses from the protected characteristic groups consulted.</p> <p>As mentioned in the previous comment, the Borough Council do not have the consent to publish the names of the organisations that did not respond to the consultation. No further action required.</p>
	<p>Section 7.2: For monitoring and evaluation, it would be good to see some specific outcomes monitored that reflect an increased take-up of walking and cycling amongst a range of demographic groups. For example, if we know physical activity levels are low in a particular cohort can we demonstrate that participation has increased over the course of the projects? Or if we know levels of heart disease are high in a particular area in which a scheme is proposed, can we evidence that these groups have been engaged with and as a result whether their levels of walking/ cycling have increased, and their health outcomes improved.</p>	<p>The following additional bullet point has been added to Paragraph 7.2 to make reference to further monitoring methodology that may be unknown at this stage:</p> <ul style="list-style-type: none"> • <u>Other suitable active travel monitoring data if available.</u>
	<p>Public Rights of Way SCC Rights of Way team welcomes all additional pedestrian cycle routes, particularly routes 8 and 12 as this will offer connections onto the wider PROW network beyond Ipswich such</p>	<p>The support for routes 8 and 12 is welcomed. No further action required.</p>

	as Sproughton and Wherstead.	
	<p>SCC would suggest that IBC reach out to the neighbouring boroughs to ensure LCWIP ambitions align, for example Babergh have already suggested connections into Ipswich from both Sproughton, Hadleigh, Wherstead as well as Shotley. These wider network routes should be taken into consideration by IBC to ensure future network proofing as a way of bringing people into and out of Ipswich from the surrounding towns/villages, not just from within Ipswich.</p>	<p>As part of this LCWIP, The Borough Council have worked with Babergh and Mid Suffolk District Council, East Suffolk Council and SCC in identifying cross-boundary connections. This approach has been regularly discussed through the Ipswich Strategic Planning Area Transport Mitigation Strategy, as it has strong links in achieving the modal shift objectives. No further action required.</p>
	<p>SCC would also suggest this could be applied to the East of Ipswich through any potential links from Martlesham/Brightwell Lakes through to Heath Rd Ipswich. Any links towards Barham / Claydon would also be welcome.</p>	<p>Comment noted as per previous response. No further action required.</p>
	<p>Alongside the existing PROW network there are some existing tunnels and bridges which could be considered for enhancing connectivity through walking and cycling under the LCWIP such as the bridge over the A14 leading to Wherstead (Jimmy's Farm), these existing structures could provide useful connections into and out of Ipswich.</p>	<p>The Public Rights of Way mentioned are outside of the Borough Council's boundary, which this LCWIP will not be able to influence. No further action required.</p>
	<p>Strong engagement at the earliest opportunity with the SCC PROW team would be welcome.</p>	<p>When an identified route from the Ipswich LCWIP is progressed to the design stage a public consultation will be required. For any routes and schemes that concern the Public Rights of Way Network within the Borough's boundary, the SCC Public Rights of Way Team will be consulted. No further action required.</p>
	<p>It would also be suggested to reference the Green Access Strategy Guide as there is no mention of this in the draft</p>	<p>The following text has been added to Appendix 3 to incorporate the Green Access Strategy as a supporting policy:</p>

	document but could provide useful guidance.	<p><u>Suffolk Green Access Strategy: Rights of Way Improvement Plan (ROWIP) 2020 – 2030</u></p> <p><u>The Rights of Way Improvement Plan contains a statement of the action that Suffolk County Council (as the highway authority) plan around maintaining and improving the public rights of way network in Suffolk.</u></p> <p>https://www.suffolk.gov.uk/asset-library/imported/suffolk-green-access-strategy-2020-2030.pdf</p>
	Transport - SCC Transport team has been involved in the preparation of this document, and is welcoming and supportive of this document.	Comment welcomed. No further action required.
Councillor Tim Lockington	<p>I very much support the intention and ideas to encourage active lives and physical activity in and around our Town through the designation of recommended pedestrian and cycling routes.</p> <p>In my critique I am drawing on my past experience as a retired Consultant geriatrician and Parkinson's disease specialist and (currently) as president of Ipswich and East Suffolk Parkinson's Disease UK, Vice Chair of the Trustees of Headway Suffolk and Trustee of the Ipswich Dementia Action Alliance.</p>	Comment noted and the feedback is welcomed. No further action required.
	<p>I believe, with respect to pedestrian engagement, that in order to give confidence to users with frailty or specific physical or sensory impairments where enabling activity is of particular importance to maintain fitness and reduce dependency including:-</p> <ol style="list-style-type: none"> 1. People with visual impairment 2. People with poor foot clearance due to gait 	<p>Paragraphs 3.4, 4.4, 4.5 and 4.13 all make reference to the DfT Inclusive Mobility Guidance (https://assets.publishing.service.gov.uk/media/61d32bb7d3bf7f1f72b5ffd2/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf) which specifies the standards that are expected in the design for any schemes that come forward.</p> <p>For maintenance of pedestrian surfaces, Suffolk Highways has a website (https://highwaysreporting.suffolk.gov.uk/)</p>

	<p>problems such as general physical frailty or conditions such as stroke, drop foot, Parkinson's Disease, spinal disorders</p> <p>3. People using hand-propelled or motorised wheelchairs, parents using buggies etc</p> <p>It will be necessary to specify standards and contracts that maintain safe pedestrian surfaces that can instil confidence for such people planning an active walk.</p>	<p>that allows councillors and members of the public to report highway issues. This includes being able to report footway issues by selecting the 'Pavement' option that allows the reporting of pavement defects that can affect a disabled individuals mobility. The promotion of this online reporting system has been included in the walking, wheeling and cycling behaviour change sections. No further action required.</p>
	<p>Therefore, I believe</p> <ol style="list-style-type: none"> 1. In relation to current Highway's standards of pavement repair, and clearance of litter/detritus/pavement weeds etc. there will need to be a higher ongoing maintenance specification than at present. 2. In relation to roads where a degree of pavement parking is inevitable because of narrow roads, measures will be needed to inform vehicle owners with respect to illegal encroachment of the pedestrian pavement corridor and to enable access for wheelchairs at all times. 3. This could include the piloting of lines on pavements to assist enforcement of pavement obstruction rules. 	<p>Comment noted. For highway maintenance issues, Suffolk County Council are the Highway Authority and they have an online reporting tool (https://highwaysreporting.suffolk.gov.uk/) to raise concerns over the conditions of the pavement. This online tool has been referenced in the LCWIP.</p> <p>For pavement parking the following bullet point has been added to Paragraph's 3.15 and 4.15 to raise awareness about pavement obstructions:</p> <p><u>Raising awareness about the laws around pavement parking, to ensure a minimum footway width of 1.2 metres is provided for pavement users:</u> (https://www.suffolk.gov.uk/roads-and-transport/parking/parking-on-pavements-and-verges);</p> <p>For the use of piloting lines on pavements, this has been used in London and was also an option for a previous Department for Transport Consultation called "Pavement Parking: Options for Change" (https://www.gov.uk/government/consultations/managing-pavement-parking/pavement-parking-options-for-change), which is yet to publish the findings. The use of this initiative would require a change in law of pavement parking, or for the Highway Authority to trial such a scheme (e.g. through an Experimental Traffic Regulation Order). No further action required.</p>

	<p>With respect to pedestrians with limited stamina</p> <ol style="list-style-type: none"> 1. there will need to be consideration of interval placement of street furniture to enable rest pauses. 2. Such street furniture needs to be supportive of people with reduced lower body strength who will need street furniture with arms to facilitate sit to stand. 	<p>The LCWIP refers to the 10 Healthy Streets Indicators, where one of the indicators is for “Places to stop and rest”, which encourages the placement of seating in appropriate locations (in consultation with Suffolk Constabulary) for the design of a scheme, which will be subject to a public consultation. No further action required.</p>
	<p>In addition, concerning a specific cycle route proposed for my Ward, within Christchurch Park, the route linking Christchurch Park to Fonnereau Road (rank 28) is unnecessary and potentially dangerous because of the steep gradients involved since there is a clear cycle route across the Park from Westerfield Road to the Bridleway and thence to Fonnereau Road (North and South)</p>	<p>Comment noted. This scheme is taken from the Ipswich Cycling Strategy SPD which states the following requirements: <i>“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.”</i></p> <p>For this scheme to come forward, a detailed design will need to be produced that considers the concerns raised around the gradients, which will form part of a public consultation. No further action required.</p>
Private Individual (via online questionnaire)	<p>Q. Do you agree with the ambitions (please see Draft Ipswich LCWIP ‘Outputs and Outcomes’ paragraphs 1.11-1.14) for walking, wheeling* (which refers to people who use wheelchairs, mobility scooters, ...</p> <p>A. <i>Too much priority is given to cyclists</i></p>	<p>Comment noted, however there are two dedicated sections on walking (Section 3) and wheeling (Section 4). Many of the long distance routes will naturally be focused on cycling, but there are a number of schemes taken forward from the Ipswich Town Centre and Waterfront Public Realm Strategy SPD, which focus on improving accessibility for individuals who walk or used wheeled mobility. No further action required.</p>
	<p>Q. What would your top 5 be from the list of schemes, and why?</p> <p>A. <i>None, the top 5 are very busy traffic roads and are not wide enough for more cyclists, there is no assumption the public will use bikes more</i></p>	<p>It is acknowledged that three of the top five routes (Nacton Road, Heath Road and Woodbridge Road) would share the same desire line as motor vehicles. Regarding the concerns around width, the designs of the schemes will need to consider all users of the highway and will be part of a public consultation. The highest priority scheme is the Nacton Road route, which SCC have previously consulted on at: https://storymaps.arcgis.com/stories/2910577cb40142b38547e8dea5ffa224. No further action required.</p>

	<p>Q. What barriers need to be overcome to enable you to walk, wheel or cycle?</p> <p><i>A. None, you assume wrongly we want more bikes on the roads who do not pay road taxes</i></p>	<p>The LCWIP responds to national targets to increase cycling through organisations such as the Department for Transport and Active Travel England. Roads are funded through general taxation rather than Vehicle Excise Duty, which is a tax on vehicle ownership, and rates depend on the vehicle type and first registration date. No further action required.</p>
	<p>Q. What routes or improvements would need to be identified?</p> <p><i>A. Remove cyclists from the waterfront area</i></p>	<p>Comment noted. The Waterfront is an important east-west route for cyclists that provides a safer alternative to using the gyratory and avoids the need for cyclists to share the same roads with motorised vehicular traffic. No further action required.</p>
Private Individual (via online questionnaire)	<p>Q. What routes or improvements would need to be identified?</p> <p><i>A. Not sure about bikes in Christchurch park. And there's a gap around Soame Street in your plan. Also, may be easier to put cycle infrastructure along Tuddenham Road than Westerfield Road (or as well) as there are fewer cars parked on that road.</i></p>	<p>Comments noted. The Christchurch Park scheme is taken from the Ipswich Cycling Strategy SPD which states the following requirements: "<i>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.</i>"</p> <p>The Tuddenham Road cycle route has been identified in the SCC LCWIP (Route IP30) https://storymaps.arcgis.com/stories/4b0713ff2b1049e19ffb896c47898fda</p> <p>For these schemes to come forward, a detailed design will need to be produced, which will form part of a public consultation. No further action required.</p>
Private Individual (via online questionnaire)	<p>Q. What would your top 5 be from the list of schemes, and why?</p> <p><i>A. I would add majors corner as a big junction connecting Ipswich centre for those cycling in from East Ipswich</i></p>	<p>Comment noted. Majors Corner (Route 61) is the highest scoring medium priority LCWIP route. No further action required.</p>
	<p>Q. What barriers need to be overcome to enable you to walk, wheel or cycle?</p> <p><i>A. Your statements concentrate on educating people to walk or cycle, as a cyclist, my experience is that you need to educate drivers to slow down & give more space to other road users. As</i></p>	<p>The Behaviour Change Infrastructure Activation measures for walking, wheeling and cycling are there to encourage less confident individuals to use active modes of travel more, as they may be more likely to use a private motor vehicle for their journeys down to personal confidence. This is acknowledged and encouraged by Active Travel England. A number of schemes have been taken from the Ipswich Town Centre and Waterfront Public Realm</p>

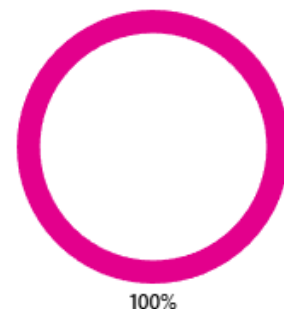
	<p><i>a walker I love to walk everywhere, I don't need to be educated. I need to feel safe while walking or cycling. Empty buildings promote anti social areas which intersect walking routes. Improved safety on public transport would help join up routes. It feels very vulnerable on public transport with no staff around. My point is that there is way more to address on safety & improving the town rather than educate people to walk or cycle.</i></p>	<p>Strategy SPD, which looks towards public realm improvements to overcome empty buildings and improve natural surveillance. No further action required.</p>
	<p>Q. What routes or improvements would need to be identified?</p> <p>A. <i>There needs to be something worth going to within the town first, why would i cycle into town where there is nothing to do, plus the town does not feel safe either. Improve facilities too.</i></p>	<p>Comment noted. The Council has other strategies to regenerate the town centre, such as "The Regeneration Fund – Plans for Ipswich Town Centre" element of the Ipswich Towns Fund (https://www.ipswich.gov.uk/business/ipswich-towns-fund). The focus of the Ipswich LCWIP is simply on measures that supports active travel across the town. No further action required.</p>

Online Questionnaire Analysis:

The following questions did not provide the open-ended text responses that were covered previously.

1. Are you responding as an individual or an organisation?

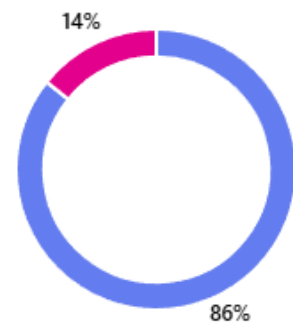
● Organisation 0
● Individual 7



4. Do you agree with the ambitions (please see Draft Ipswich LCWIP 'Outputs and Outcomes' paragraphs 1.11-1.14) for walking, wheeling* (which refers to people who use

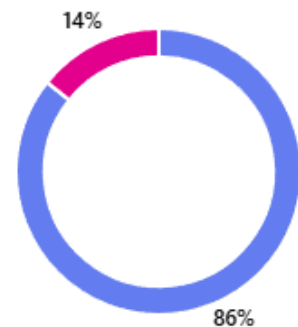
wheelchairs, mobility scooters, pushchairs, non-motorised scooters, rollerblades and similar forms of wheeled mobility who may not identify with walking) and cycling identified in the Draft Ipswich LCWIP?

● Yes 6
● No 1



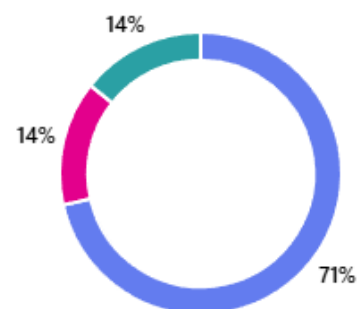
6. Do you agree with the visions for walking, wheeling and cycling identified in the Draft Ipswich LCWIP (please see Draft Ipswich LCWIP pages 19, 26 and 29 for walking, wheeling and cycling visions)?

● Yes 6
● No 1



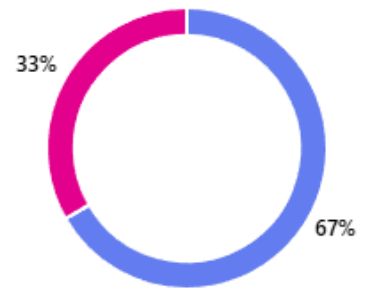
8. Do you agree with the top 5 ranked routes or improvements in the Draft Ipswich LCWIP?

● Yes 5
● Partially 1
● No 1



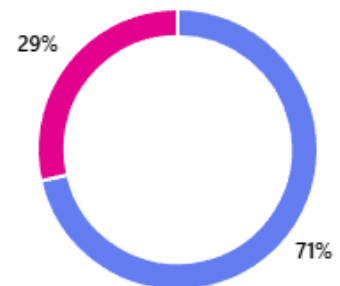
10. Do you agree with the routes in the LCWIP listed as high priorities?

● Yes 4
 ● No 2



11. Do you think the proposed schemes in the Ipswich LCWIP would enable you to walk, wheel or cycle more frequently?

● Yes 5
 ● No 2



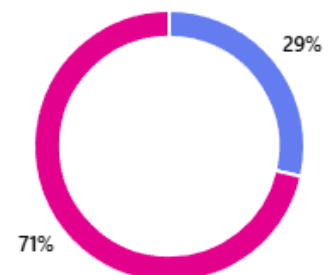
13. Optional question (to help inform the Ipswich Local Plan review in 2025 where we may be able to consider additional routes). Do the routes and improvements identified through the Draft Ipswich LCWIP link to the places you need to get to?

● Yes 4
 ● No 3



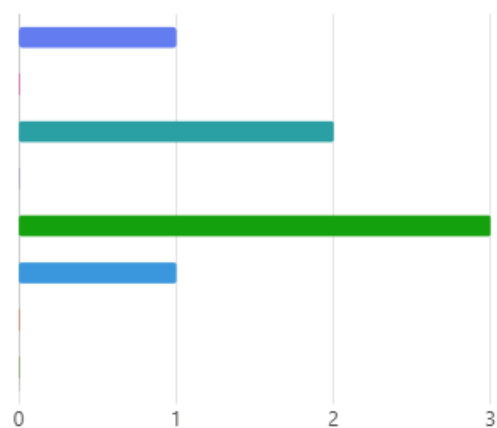
15. Optional - What is your sex?

● Female 2
 ● Male 5
 ● Prefer to self-describe 0
 ● Prefer not to say 0



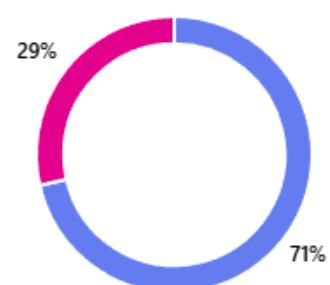
16. Optional - What is your age?

18-24	1
25-34	0
35-44	2
45-54	0
55-64	3
65-74	1
75+	0
Prefer not to say	0



17. Optional - Do you have a disability or long-term health condition?

No	5
Yes	2
Prefer not to say	0



18. Optional - What ethnic group do you identify with?

Ethnic Group	Responses
White	1
White British	4