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Ipswich Local Cycling and Walking Infrastructure Plan

Adopted 16 July 2025

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1. INTRODUCTION:

WHAT IS THE LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP)?

- 1.1 Local Cycling and Walking Infrastructure Plans (LCWIP's) are the Government's strategic approach to identifying cycling and walking improvements required at the local level, to increase the number of trips made on foot or by cycle.
- 1.2 This Ipswich Local Cycling and Walking Infrastructure Plan (LCWIP) sets out a series of measures to help achieve an inclusive transformational change in the attractiveness and uptake of walking, wheeling¹ and cycling in Ipswich.
- 1.3 The term 'wheeling' defined by the Department for Transport (DfT) and Active Travel England refers to people who use wheelchairs, mobility scooters, pushchairs and those by scooter, rollerblades and similar forms of wheeled mobility who may not identify with walking, which this document will refer to for these modes of transport moving forward.

WHAT IS ITS PURPOSE?

- 1.4 The purpose of this Ipswich (LCWIP) is to increase the uptake in walking, wheeling and cycling. This in turn has benefits for mitigating climate change, improving health and wellbeing, reducing congestion on the roads, improving air quality, benefitting the local economy, such as supporting a Vibrant Town Centre, and making quieter and more attractive and community-focused places in which to live.
- 1.5 In 2021, 49% of trips of less than 5 miles made in towns and cities were made by car, with around a quarter of all car trips in England less than 2 miles in distance. Many of these trips could be walked, wheeled or cycled, which would help to reduce the 68 megatons (Mt) of carbon dioxide equivalent (CO₂e) emitted from cars in 2019². Whilst the move towards zero emission motor vehicles forms part of the solution, it cannot on its own deliver the change needed. Road traffic was predicted to grow by 22% from 2015 to 2035, much of it in urban areas where building new roads is physically difficult and disadvantages communities.
- 1.6 Creating the conditions for greater use of sustainable travel is imperative, however it may not always be suitable for all individual personal circumstances. This Ipswich LCWIP acknowledges this and sets out plans to incrementally change behaviours and encourage alternatives to the private car that will maximise the use of the network when the opportunity arises. These efforts will improve air quality and begin to address the climate emergency and the need to de-carbonise travel.
- 1.7 Walking is already normal behaviour in Ipswich for many journeys. It is used in conjunction with other modes, such as bus, car and bicycle especially in the town centre, but also for the whole journey from home to many everyday destinations. The Ipswich

¹ <https://www.gov.uk/government/publications/the-second-cycling-and-walking-investment-strategy/the-second-cycling-and-walking-investment-strategy-cwis2> & <https://assets.publishing.service.gov.uk/media/652e5d136972600014ccf984/active-travel-england-standing-advice-note-active-travel-and-sustainable-development.pdf>

² <https://www.gov.uk/government/publications/active-travel-local-authority-toolkit/active-travel-local-authority-toolkit>

LCWIP builds on Ipswich's current levels of cycling and walking to create an environment which enables cycling and walking to become the norm for shorter journeys within Ipswich.

1.8 Increasing opportunities for walking, wheeling and cycling will also help to achieve the objectives of the Borough Council's Corporate Plan³ and support sustainable growth identified through the adopted Ipswich Local Plan 2022⁴.

1.9 The Ipswich LCWIP will set out a high-level strategic vision and objectives for active travel, and a prioritised list of new routes and route improvements proposed. The detailed lists will provide the basis for funding bids and feed into the Ipswich Town Plan part of the Suffolk Local Transport Plan.

1.10 Preparation of a Ipswich LCWIP will comply with the requirements of the DfT's Gear Change Vision⁵ ('Gear Change') and its Local Cycling and Walking Plans Technical Guidance for Local Authorities⁶ ('Technical Guidance').

OUTPUTS AND OUTCOMES OF THE LCWIP

1.11 The primary outputs of the Ipswich LCWIP align with the Department for Transport's Guidance which require the following:

- identifying opportunities for new walking, wheeling and cycling routes and schemes where needed within Ipswich; and
- a prioritised programme of improvements to existing walking, wheeling and cycling routes.

1.12 In delivering these key outputs, the Ipswich LCWIP also provides an opportunity to specifically identify:

- Potential School Streets schemes⁷ – to help improve road safety and improve air quality outside schools during the morning drop-off and after school pick-up if an issue has been raised by the school;
- Opportunities for 'Mobility as a Service' (MaaS) schemes - MaaS is a term used to describe digital transport service platforms that enable users to access, pay for, and get real-time information on a range of public and private transport options without the need to own the means of transport (e.g. cycle hire schemes);
- Improvements to infrastructure and other opportunities to widen walking and wheeling opportunities for individuals with disabilities and to also ensure that it is inclusive to all; and
- Any other 'soft' measures needed to support behaviour change.

³ <https://www.ipswich.gov.uk/sites/www.ipswich.gov.uk/files/ibc- corporate strategy 0.pdf>

⁴ <https://www.ipswich.gov.uk/localplanadoption>

⁵ Gear Change https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf

⁶ Local Cycling and Walking Plans Technical Guidance for Local Authorities https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf

⁷ https://www.livingstreets.org.uk/media/4313/school_streets_toolkit.pdf

1.13 Through delivering the outputs described, the Ipswich LCWIP will achieve the following outcomes:

- Improve the Ipswich economy and having a 'Vibrant Town Centre' (Corporate Priority 1) by reducing congestion on the roads;
- Link up with healthy living programmes that the Borough Council are promoting and delivering (e.g. Feel Good Suffolk, Move More to Feel Better, Park Walks, etc.)
- Improve the sustainability of Ipswich by facilitating sustainable travel choices;
- Make Ipswich an enjoyable place to live, work and study, by reducing congestion on the roads through encouraging the uptake of active modes of travel (walking, cycling and wheeling) and improving the town's air quality for all;
- Improve the health of Ipswich residents; and
- Improve the safety of the walking, wheeling and cycling infrastructure to make it more inclusive and increase its attractiveness.

1.14 The Ipswich LCWIP will be periodically reviewed to ensure that new changes to national guidance on active modes of travel are considered, in addition to reviewing the completion of identified schemes.

GEOGRAPHICAL SCOPE

1.15 The scope of this 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 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.

1.16 There will also be cross-boundary linkages to routes identified through the Babergh/Mid Suffolk LCWIP⁸ and the East Suffolk Cycling and Walking Strategy⁹, which have already been prepared and published. The Borough Council will be the authority responsible for overseeing the Ipswich LCWIP, but there will need to be cross boundary liaison at the delivery stage in recognition of the interactions between the town and its surrounding areas, including significant cross-boundary travel to work flows (gross inflow 27,516 and net inflow 6,171 – source, NOMIS/ONS/ 2011 Census)¹⁰<https://www.nomisweb.co.uk/census/2011/wu03uk/chart>.

DELIVERY MODEL

1.17 Delivery of the Ipswich LCWIP routes and improvements will necessarily be opportunity-led. This means that elements of the plan could be delivered alongside new development, or as national funds become available for specific types of projects. Having a county-wide list of prioritised routes 'ready to go' will place Ipswich and Suffolk in a

⁸ <https://www.babergh.gov.uk/environment/sustainable-travel/>

⁹ <https://www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/east-suffolk-cycling-and-walking-strategy/>

¹⁰ <https://www.nomisweb.co.uk/census/2011/wu03uk/chart>

stronger position to bid for and secure delivery funding when opportunities arise. The LCWIP preparation process of identifying and prioritising routes and improvements is a step towards scheme design and detailed assessment which will need to take place before delivery.

1.18 Implementation of the Ipswich LCWIP will need to draw on a range of funding sources and, in doing so, reflect prescribed eligibility criteria for the various funds. Potential sources of funding include:

- Suffolk Local Transport Plan – for those schemes identified through the Ipswich Area Transport Plan which forms the detailed, local level proposals of the Local Transport Plan;
- IBC Funding (e.g. Towns Fund, Defra funding for air quality improvement schemes);
- Bids for one-off national funding schemes (e.g. Active Travel Fund);
- Highway Authority mainstream budgets for works such as road and footway maintenance; and
- Developer contributions or direct delivery within/adjacent to development sites (through Section 278 agreements).

KEY INTERCONNECTIONS

1.19 The Ipswich LCWIP collates walking and cycling schemes previously identified through the following Ipswich Borough Council documents that are identified in more detail in **Appendix 1**:

- The adopted Ipswich Local Plan¹¹,
- Ipswich Cycling Strategy Supplementary Planning Document (SPD)¹², and
- Ipswich Town Centre & Waterfront Public Realm Strategy SPD¹³.

1.20 ‘Wheeling’ has not been explicitly considered previously through Ipswich documents, although the Ipswich Local Plan addresses ‘Improving Accessibility’ (Policy CS5) and the Town Centre and Public Realm SPD addresses the principles of ‘Design for All’.

1.21 Planned public consultation on the Ipswich LCWIP may identify further enhancements needed to the walking, wheeling and cycling network in Ipswich. Where appropriate, the report will be updated and new routes considered in the first instance through the Local Plan review. In the longer term, they may be scored and assessed using the same framework that scored and prioritised the schemes carried into this report in **Appendix 2**.

1.22 Following consultation and finalisation of the Ipswich LCWIP, Ipswich Borough Council will work with Suffolk County Council (as Highway Authority) to assess the schemes put forward through the Ipswich LCWIP to ultimately deliver them in consultation with the central government executive agency, Active Travel England, or through the other mechanisms listed in paragraph 1.17 above.

¹¹ <https://www.ipswich.gov.uk/localplanadoption>

¹² https://www.ipswich.gov.uk/sites/www.ipswich.gov.uk/files/cycling_strategy.pdf

¹³ https://www.ipswich.gov.uk/sites/www.ipswich.gov.uk/files/town_centre_and_waterfront_public_realm_spd_1.pdf

2. METHODOLOGY OUTLINE

REVIEW OF POLICY AND GUIDANCE

2.1 This Ipswich LCWIP is designed to support national, regional, county-wide and local policies. The measures within it set out an ambitious range of actions to give effect to the policies through supporting people to make more sustainable travel choices.

NATIONAL POLICY

2.2 At a national level, there are two key strands of policy relevant to the Ipswich LCWIP. Land use policy is set out in the National Planning Policy Framework (NPPF), December 2024. The NPPF (December 2024) requires planning policies and decisions to aim to achieve healthy, inclusive and safe places which promote social interaction, are safe and accessible, and enable and support healthy lifestyles. Planning policies should provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).

2.3 The relevant national transport policy is set out through the Department for Transport's (DfT's) Gear Change and Decarbonising Transport. This aims to "transform the role cycling and walking can play in our transport system" through infrastructure improvements and changes in behaviour to encourage more of the shorter journeys to be completed by walking and cycling.

2.4 The government set up an agency called Active Travel England to ensure walking, wheeling and cycling are, or become, the preferred choice for everyone to get around in England. More detailed guidance is also provided to inform the design of schemes, for example, Manual for Streets¹⁴ and Cycle Infrastructure Design: Local Transport Note 1/20 (2020, DfT)¹⁵.

REGIONAL POLICY

2.5 At a regional level one of Transport East's four strategic priorities is to decarbonise transport by creating a net zero carbon transport network.

2.6 Suffolk County Council has in place a range of relevant policies and priorities. The primary policy context for the Ipswich LCWIP is provided by the 2019 Ipswich Strategic Planning Area (ISPA) Transport Mitigation Strategy¹⁶. Its purpose is to collectively address the transport impacts arising from planned growth across Ipswich and its neighbouring authority areas, by encouraging a modal shift from the private motor vehicle to sustainable transport. The Suffolk Local Transport Plan to 2040¹⁷, which was adopted in February 2025 identifies the key themes below, which will provide the strategic context for the Ipswich LCWIP:

- Decarbonisation of Transport;

¹⁴ <https://assets.publishing.service.gov.uk/media/5a7e0035ed915d74e6223743/pdfmanforstreets.pdf>

¹⁵ <https://assets.publishing.service.gov.uk/media/5ffa1f96d3bf7f65d9e35825/cycle-infrastructure-design-ltn-1-20.pdf>

¹⁶ <https://www.suffolk.gov.uk/asset-library/imported/ispa-transport-mitigation-v13f.pdf>

¹⁷ [Suffolk's local transport plan - Suffolk County Council](#)

- A strong, sustainable and fair economy;
- Health, Wellbeing and Social inclusion; and
- Creating better places.

A more detailed Area Plan for Ipswich also forms a part of the Local Transport Plan.

LOCAL POLICY

2.7 At the Borough level, the Ipswich Local Plan 2022 sets out land use policies which require and support improvements and opportunities to increase walking, wheeling and cycling. The Ipswich Borough Council Corporate Strategy, 'Proud of Ipswich: Championing our community and revitalising our town' identifies corporate priorities for 'A Thriving Town Centre' and 'A Carbon Neutral Council', which are also relevant to the Ipswich LCWIP.

2.8 A full list of relevant policy and supporting detail is included in **Appendix 3**.

WHAT EVIDENCE HAS BEEN USED AND HOW HAS DATA BEEN GATHERED?

2.9 Ipswich is a thriving, historic and diverse urban centre. Some key statistics that are relevant to this Ipswich LCWIP are as follows:

- Population of 139,700 according to the 2021 Census¹⁸;
- A growing elderly population, with the number of individuals aged 65 and over rising by 16.5% since 2011¹⁹ (although this is a lower percentage than the Suffolk average and national average);
- However, the population of Ipswich is relatively young –16.5% of the Ipswich population is aged 65 and over, compared with 18.4% across England and 23.6% in Suffolk²⁰;
- There has also been a population increase of 1.5% of the 15-64 age group and a 6.8% increase of children aged under 15²¹;
- 19% of residents in Ipswich are recognised as disabled under the 2010 Equalities Act²²;
- 66.4% of adults and 51.8% of children and young people in Ipswich are now classed as active²³;
- 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 third²⁴;
- 24.8% of Ipswich households do not own a car or van, with the majority of such households in the IP-One area²⁵;

¹⁸ <https://www.ons.gov.uk/visualisations/censuspopulationchange/E07000202/>

¹⁹ <https://www.ons.gov.uk/visualisations/censuspopulationchange/E07000202/>

²⁰ [Population - LTLA | Ipswich | Report Builder for ArcGIS \(suffolkobservatory.info\)](https://population-ltla-ipswich-report-builder-for-arcgis.suffolkobservatory.info)

²¹ <https://www.ons.gov.uk/visualisations/censuspopulationchange/E07000202/>

²² <https://www.ons.gov.uk/census/maps/choropleth/health/disability-age-standardised/disability-4a/not-disabled-under-the-equality-act?lad=E07000202>

²³ <https://fingertips.phe.org.uk/profile/physical-activity/data#page/1/gid/1938132899/pat/6/ati/501/are/E07000202/iid/93014/age/298/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1>

²⁴ <https://www.mrc-epid.cam.ac.uk/blog/2018/05/22/active-travel-reduce-risk-heart-disease/>

²⁵ <https://www.ons.gov.uk/census/maps/choropleth/housing/number-of-cars-or-vans/number-of-cars-3a/no-cars-or-vans-in-household?lad=E07000202>

- The Adopted Ipswich Local Plan Review 2018-2036 identifies land for the construction of 8,280 additional dwellings to 2036²⁶;
- There are three Air Quality Management Areas (AQMAs) in Ipswich²⁷; and
- 35.5% of Ipswich residents travel less than 5km to work, with 16.7% travelling less than 2km to work²⁸.

2.10 Due to growth also taking place on the peripheries of Ipswich, there will need to be suitable walking and cycling infrastructure to allow these future residents to be able to access the facilities and services outside the central area. The majority of the remaining 75.2% of households that own a car in Ipswich are mainly on the peripheries of the town, where a combination of improvements to the cycling infrastructure, protecting accessible local facilities such as the local and district centres, and behaviour change initiatives can help encourage a modal shift away from cross-town car travel to reduce congestion and improve air quality. The Ipswich LCWIP has been identified as a measure to improve air quality in the 2023 Air Quality Annual Status Report (https://www.ipswich.gov.uk/sites/www.ipswich.gov.uk/files/21668_24700_asr_template_england_2023_final.pdf).

2.11 The continued growth of the town, where options to increase highway capacity are limited, will exacerbate congestion if future travel patterns follow the current trend. Air quality has been impacted over time, with its associated health impacts, as reported in the air quality status reports (<https://www.ipswich.gov.uk/environmental-health/environmental-protection/air-quality-management>).

2.12 Significant housing growth is also proposed with the Ipswich Garden Suburb and Humber Doucy Lane to the north, Brightwell Lakes on the eastern fringe and Wolsey Grange to the west. These will also add pressure on radial routes into the town centre further highlighting the need for a fully integrated sustainable network to be developed connecting to these locations. The advent of the University, Suffolk New College and Suffolk One sixth-form college has transformed the town's educational offering. They play a vital role in achieving Suffolk's ambitions to raise skills levels and educational attainment and, as they continue to grow, it is important that we also consider the transport implications of these to provide clear, safe and sustainable routes to support the students who are attending.

2.13 Ipswich has an extensive network of walking and cycling facilities across the town. However, there are several issues associated with this infrastructure which will influence people's desire to use them. Speed of adjacent traffic, volumes of traffic, mixing pedestrians and cyclists in the same areas and having a coherent, well signed network are some of the perceived barriers. Attending to these issues and providing more safe and secure cycle parking, good lighting and well-placed CCTV coverage will all contribute to modal shift.

SUFFOLK LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

²⁶ <https://www.ipswich.gov.uk/localplanadoption>

²⁷ <https://www.ipswich.gov.uk/airqualitymanagement>

²⁸ <https://www.ons.gov.uk/datasets/TS058/editions/2021/versions/1/filter-outputs/1ff166f3-d2f0-404d-8780-de683dac7c49>

2.14 Suffolk County Council produced a countywide LCWIP in 2024²⁹ to utilise the 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.

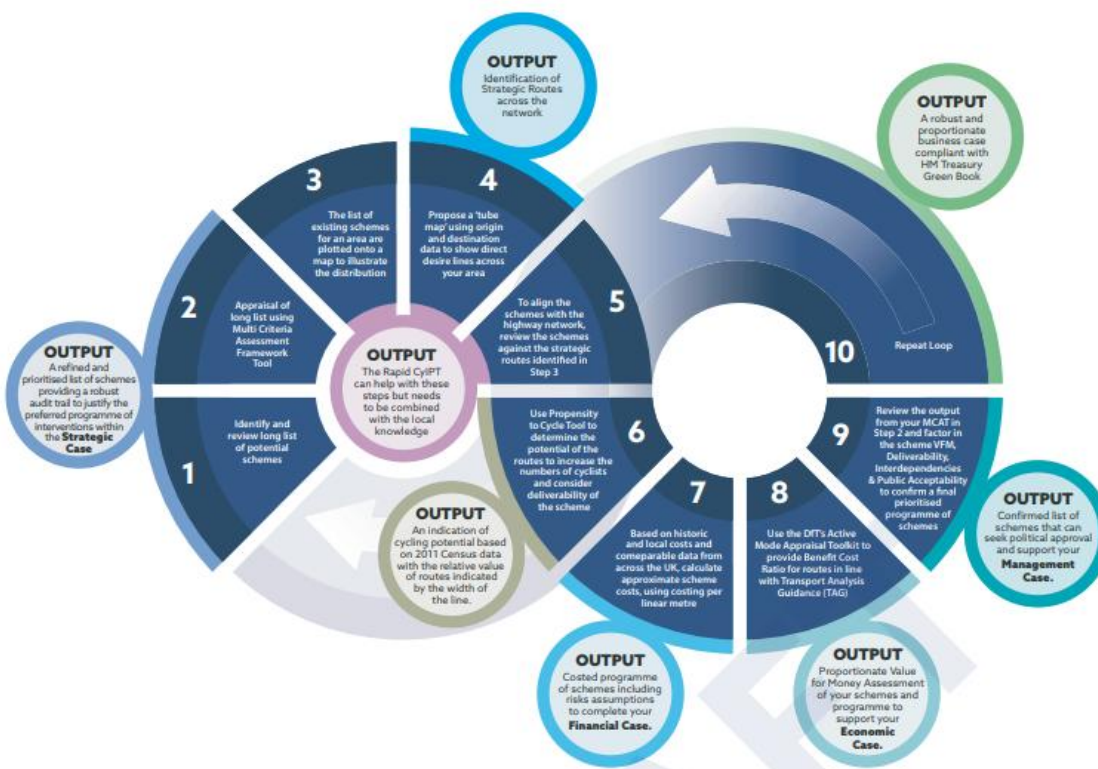


Figure 1 – Suffolk LCWIP Steps in the Methodology (source WSP)

IPSWICH LOCAL PLAN REVIEW 2018-2036

2.15 The Ipswich Local Plan Review 2018-2036³⁰ was adopted in March 2022. The Core Strategy and Policies Development Plan Document Review sets out transport considerations for new developments and for strategic sites such as Ipswich Garden Suburb. The Site Allocations and Policies (Incorporating IP-One Area Action Plan) Development Plan Document (DPD) Review includes some policies for additional cycling infrastructure schemes from the Cycling Strategy SPD, in addition to identifying a number of walking infrastructure schemes. Furthermore, the Site Allocations DPD maps the locations of walking and cycling improvements in the eight IP-One Opportunity Areas.

²⁹ <https://storymaps.arcgis.com/stories/4b0713ff2b1049e19ffb896c47898fda>

³⁰ <https://www.ipswich.gov.uk/services/adopted-ipswich-local-plan-2018-2036>

IPSWICH CYCLING STRATEGY SPD

- 2.16 A Cycling Strategy SPD³¹ was adopted by the Council in 2016. It sets out a vision for cycling in Ipswich and provides further detail on the IBC planning policies relevant to cycling. The objectives are listed in **Appendix 3** of this document.
- 2.17 Chapter 6 of the SPD identifies potential schemes to enhance the cycle network in Ipswich. The schemes that have not been completed have been carried forward into this Ipswich LCWIP.

IPSWICH TOWN CENTRE AND WATERFRONT PUBLIC REALM STRATEGY SPD

- 2.18 The Town Centre and Waterfront Public Realm SPD³² was adopted by the Council in 2019. It sets out some objectives to improve the quality of streets and public spaces in the Town Centre and Waterfront.
- 2.19 Chapter 4 of the SPD identifies 40 public realm enhancement projects, which contain elements to encourage walking, wheeling and cycling. The schemes that have not been completed have been carried forward into this Ipswich LCWIP.

HOW AND WHEN HAVE STAKEHOLDERS BEEN INVOLVED?

- 2.20 The preparation of the Ipswich LCWIP has involved discussions with Suffolk County Council (as Highway Authority) in Summer 2020 and from 2022 onwards, as they are responsible for implementing the design and delivery of active travel schemes across Suffolk. Since 2023, Sustrans have also been involved with the Ipswich LCWIP work in their capacity as a national lead in supporting and encouraging active travel. They were commissioned to appraise and help prioritise the walking, wheeling and cycle schemes identified in the adopted Local Plan and SPD's. These discussions involved Ipswich Borough Council supplying further detail and map layers on the locations and requirements of potential walking and cycling schemes identified in both the Cycling Strategy SPD and the adopted Ipswich Local Plan Review 2018-2036 for consideration in the Suffolk LCWIP. The adopted Ipswich Local Plan and Supplementary Planning Documents have all been subject to full public consultation as an integral part of their preparation processes.
- 2.21 It is expected that the following stakeholders will be involved to assist at the consultation stage of this Ipswich LCWIP:
- The public;
 - Ipswich Borough Council elected representatives;
 - Suffolk County Council elected representatives;
 - Ipswich Borough Council officers;
 - Suffolk County Council officers;
 - Sustrans representative;
 - Suffolk Highways representative;

³¹ https://www.ipswich.gov.uk/sites/www.ipswich.gov.uk/files/cycling_strategy.pdf

³² https://www.ipswich.gov.uk/sites/www.ipswich.gov.uk/files/town_centre_and_waterfront_public_realm_spd_1.pdf

- Transport East representative;
- Active Travel England representative;
- Ipswich disability, equality and community group representatives;
- Ipswich local walking and cycling group representatives; and
- Ipswich Vision representative.

PROPENSITY TO CYCLE TOOL (FOR THE CYCLING ROUTES)

2.22 A national Propensity to Cycle Tool (PCT) (<https://www.pct.bike/>) has been developed to assist transport planners in identifying new schemes. The PCT is a web-based mapping application that is focused on cycling to work based on commuting data acquired from the 2011 Census at a Middle or Lower Super Output Area. Recently a 'school travel trip purpose feature' has been added to help assess the propensity to cycle to school. The map includes features that display cycling flows from origin to destination, along with scenarios illustrating how cycling rates could rise with network improvements or shifts in public behaviour.

APPROACHES TO PRIORITISING IMPROVEMENTS

FOR WALKING:

2.23 The DfT's Local Cycling and Walking Infrastructure Plans: Technical Guidance for Local Authorities³³ puts forward the three recommended steps to identify and prioritise walking schemes:

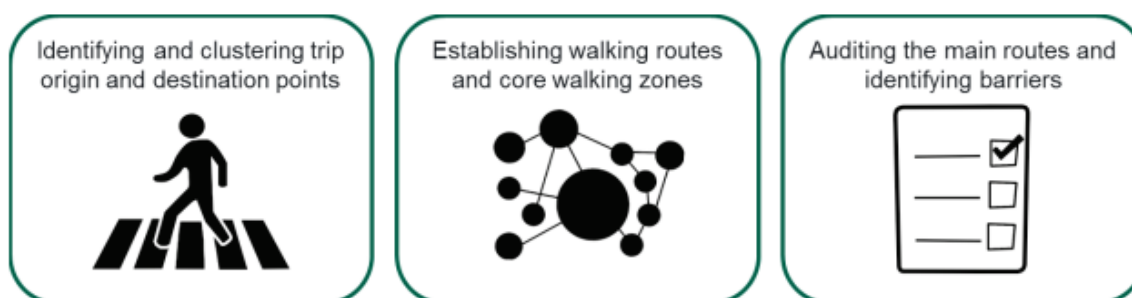


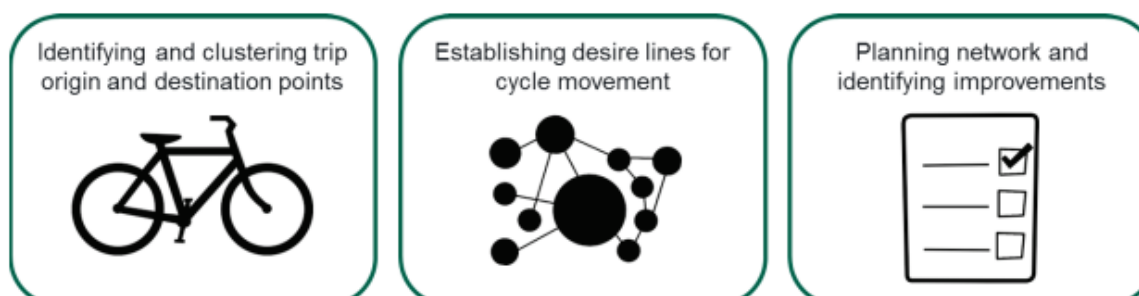
Figure 2 - DfT's Local Cycling and Walking Infrastructure Plans: Technical Guidance for Local Authorities Walking Stage Summary

2.24 Active Travel Wales (<https://www.gov.wales/active-travel-act-guidance-walking-and-cycling-route-audit-tools-appendix-h>) identified a Walking Route Audit Tool (WRAT) that has been used by the DfT to score potential walking schemes between 0 to 5 based on the following criteria:

- Attractiveness;
- Comfort;
- Directness;
- Safety; and
- Coherence.

FOR CYCLING:

2.25 The DfT's LCWIP guidance also puts forward the three recommended steps to identify, cost and prioritise cycle schemes:



³³ <https://assets.publishing.service.gov.uk/media/5f32aa668fa8f57ac88dc9dc/cycling-walking-infrastructure-technical-guidance-document.pdf>

Figure 3 - DfT's Local Cycling and Walking Infrastructure Plans: Technical Guidance for Local Authorities Cycling Stage Summary

2.26 With cycle network planning, the Route Selection Tool needs to be used to score potential cycling schemes between 0 to 5 based on the following criteria:

- directness;
- gradient;
- safety;
- connectivity; and
- comfort.

ASSESSMENT OF SCHEME SUITABILITY:

2.27 A process chart has also been published to determine the suitability of a cycle scheme, which could also be used for walking schemes:

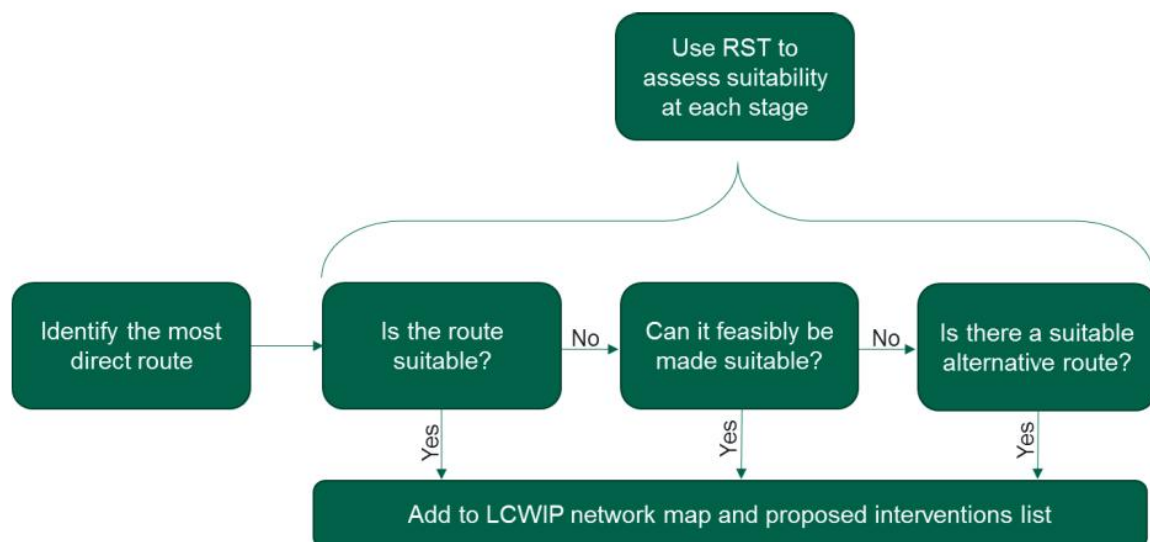


Figure 4 - DfT's Local Cycling and Walking Infrastructure Plans: Technical Guidance for Local Authorities Figure 9: Route Selection Process

PRIORITISATION

2.28 The DfT's LCWIP guidance puts forward the three recommended steps to identify, cost and prioritise cycle schemes:

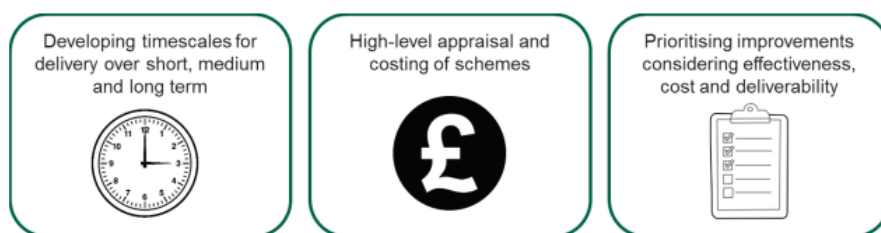


Figure 5 - DfT's Local Cycling and Walking Infrastructure Plans: Technical Guidance for Local Authorities Prioritising Improvements Stage Summary

2.29 For Ipswich, the starting point in the methodology is compiling routes or improvements identified through adopted documents, to build on work already undertaken. This existing work includes proposals developed through a combination of: evidence base review, discussion with the Highway Authority, detailed, structured public surveys, the identification of projects that would best catalyse environmental improvements across the Town Centre and Waterfront and extensive public consultation. Thus, a list of schemes has been compiled based on:

- i. schemes identified through the adopted Ipswich Local Plan Review (2018 – 2036);
- ii. schemes identified in the Cycling Strategy SPD 2016; and
- iii. schemes identified in the Town Centre and Waterfront Public Realm SPD 2019.

2.30 The routes and schemes identified in these documents were allocated a route number between 1 and 85; further detail on the route or scheme can be found in **Appendix 1** and a map showing their locations in **Appendix 4**.

2.31 These schemes have also been compared against the Suffolk County Council LCWIP work undertaken in 2020-2021 and their 202 Suffolk LCWIP.

2.32 The long list of potential schemes will need to be assessed, scored and prioritised using the Multi Criteria Assessment Framework (MCAF) in **Appendix 2**, to be allocated to the levels of priority below:

- High priority – high scoring routes and schemes that would have the most impact on encouraging active travel. These are the routes or improvements that would be prioritised in bidding for any available funding;
- Medium priority – routes and schemes that would have a positive impact on encouraging active travel; and
- Low priority – would primarily need to seek funding and delivery through new development (e.g. S106, S38 & S278).

2.33 The high, medium and low priority approach has been discussed with Sustrans and Suffolk County Council as an alternative approach to the DfT LCWIP Guidance. This is to create consistency with the Suffolk LCWIP 2024, maximising the focus on the impact of the schemes, instead of delivering the quick and easy schemes that may not benefit the uptake of active travel to the same extent. These individual routes can also be combined to form a larger route to support design and funding opportunities to allow some flexibility in scheme delivery.

2.34 Triple weighting has also been applied to the following Multi Criteria Assessment Framework factors, which have close links with the Ipswich Borough Council Corporate Objectives and Planning Policies:

1. Access to jobs and education;
2. Connectivity to retail and leisure destinations;
3. Links to Other Identified Schemes;
4. Modal shift;
5. Road safety; and
6. Air Quality.

2.35 The full report on the route assessment and scoring process undertaken and resulting recommendations from Sustrans is available in **Appendix 7**.

2.36 Further consultation was undertaken with the Ipswich Borough Council Portfolio Holders for Planning & Museums; Environment & Transport and Parks & Climate Change. The feedback was fed into the long list of potential schemes, which have been assigned as either a high, medium or low priority. The ranked list is identified in **Appendix 5**.

COST AND DELIVERABILITY

2.37 The methodologies outlined above include a further step which generally relates to identifying the improvements or interventions needed on the route in more detail (e.g. through a route audit) and making an approximate costing of the measures. This does not amount to a detailed design, but allows value for money assessments to be made for the schemes and for any 'show stoppers' to be identified that could impact on deliverability.

2.38 To date, this work has not been undertaken for the high priority routes and schemes. Where schemes are linked to planning applications, they are likely to undergo design and costing work through the planning application process. For other routes or schemes, the Council will work towards more detailed assessments of the high priority routes and schemes as funding opportunities arise.

2.39 Suffolk County Council has already consulted the public on three fully designed improvement schemes in Ipswich: Nacton Road, Woodbridge Road and the Hospital to the Waterfront.

3. OUTPUTS FOR WALKING

GUIDING PRINCIPLES

3.1 Walking is an important mode of travel for short journeys and longer journeys also, as people need to be able to walk to public transport interchanges and also walk from them on to their final chosen destination. The ability to walk varies between people and circumstances and equality is an essential element that needs to be taken into consideration. According to the DfT the definition of walking also includes people who jog³⁴.

3.2 For Ipswich, there needs to be safe, direct, attractive, well surfaced routes that are suitable for all, with clear way marking.

THE VISION FOR WALKING

3.3 Walking has a key role to play in mitigating the transport impacts in Ipswich to enable growth. Much of Ipswich is already walkable as most roads have a footway. Whilst this does not rule out the addition of new routes, much of the emphasis is likely to be on improvements that can be made to the design, attractiveness and usability of existing routes. Policy CS20 (Key Transport Proposals) of the Local Plan includes the enhancement of walking infrastructure as one of the key transport proposals to mitigate the traffic impacts within Ipswich of planned growth within the Ipswich Strategic Planning Area. Furthermore, the DfT's Decarbonising Transport sets a challenge to make walking one of the natural first choice modes of travel, in addition to cycling and public transport.

3.4 There is much existing published guidance on designing streets for active travel, including:

- DfT Inclusive Mobility guidance.³⁵ To ensure individuals of all abilities can fully access the public realm, the DfT published the Inclusive Mobility guide. This guide was developed in consultation with disabled people and representative groups to help improve footway design. This design guide will have a key role to play in the vision for walking in Ipswich.
- Pedestrian Comfort Guidance to ensure footways and crossings are suitable for the volume and users of the area in question³⁶. This design guide was developed for London, but it does offer some good practice and guidance for parts of Ipswich that have high levels of footfall.
- Safe by Design for Women guidance³⁷ to improve the safety of women and girls. This offers women's perspective of the safety implications of the first and last mile of a journey that would normally involve walking, which can be applied to Ipswich.

³⁴ <https://www.gov.uk/government/publications/the-second-cycling-and-walking-investment-strategy/the-second-cycling-and-walking-investment-strategy-cwis2#fn:4>

³⁵ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1044542/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf

³⁶ <https://content.tfl.gov.uk/pedestrian-comfort-guidance-technical-guide.pdf>

³⁷ <https://www.snclavalin.com/~media/Files/S/SNC-Lavalin/documents/transportation/get-home-safe.pdf>

- A 'Healthy Streets' approach³⁸ which combines the concepts of public health, urban design and transport planning. This approach consists of designing streets to reflect the 10 Healthy Street Indicators as show below:

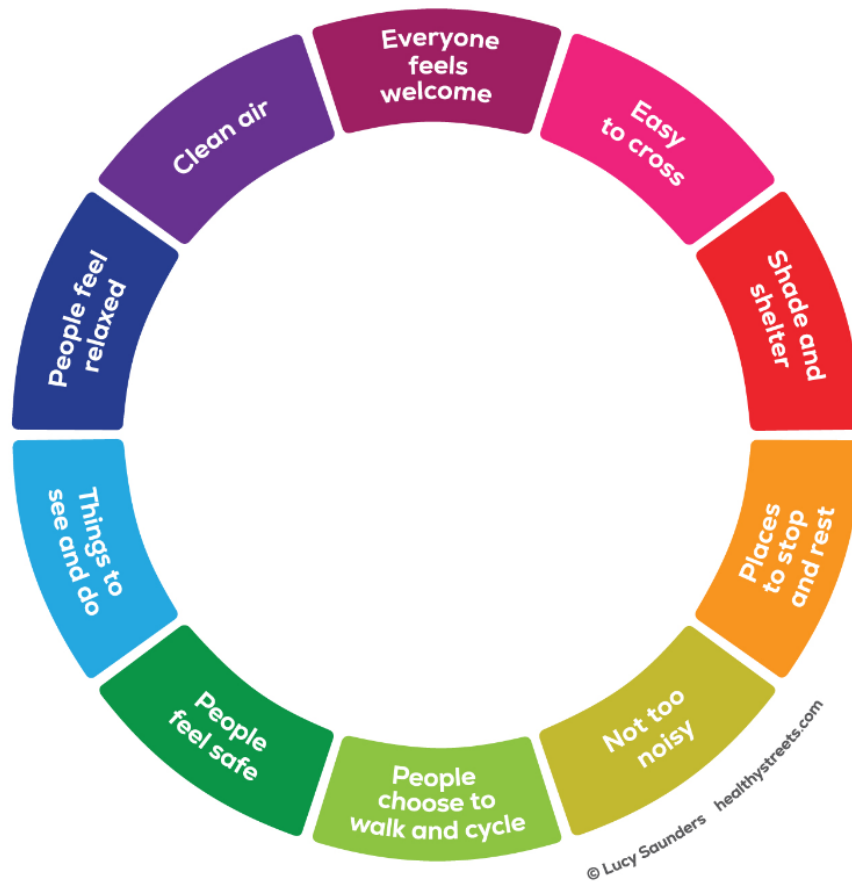


Figure 6 – The 10 Healthy Streets Indicators (Source Healthy Streets³⁹)

3.5 The vision for walking in Ipswich consists of:

- aiming to ensure that walking routes are designed to be inclusive for all;
- connecting the key destinations in the Town Centre and Waterfront;
- connecting residential suburbs to the Town Centre and Waterfront;
- connecting residential areas to large institutions e.g. the hospital and university;
- encouraging improvements to walking routes to and around schools (e.g. School Street schemes, where appropriate);
- encouraging opportunities for first and last mile connections to transport hubs such as bus stops and railway stations;
- requiring connections to/from Ipswich Garden Suburb and other major developments on the periphery of the town to be designed into development and delivered;
- supporting the 'Connected Town Centre' approach within the Town Centre and around the district centres, so that people can access local services conveniently;

³⁸ <https://www.healthystreets.com/what-is-healthy-streets>

³⁹ <https://www.healthystreets.com/what-is-healthy-streets>

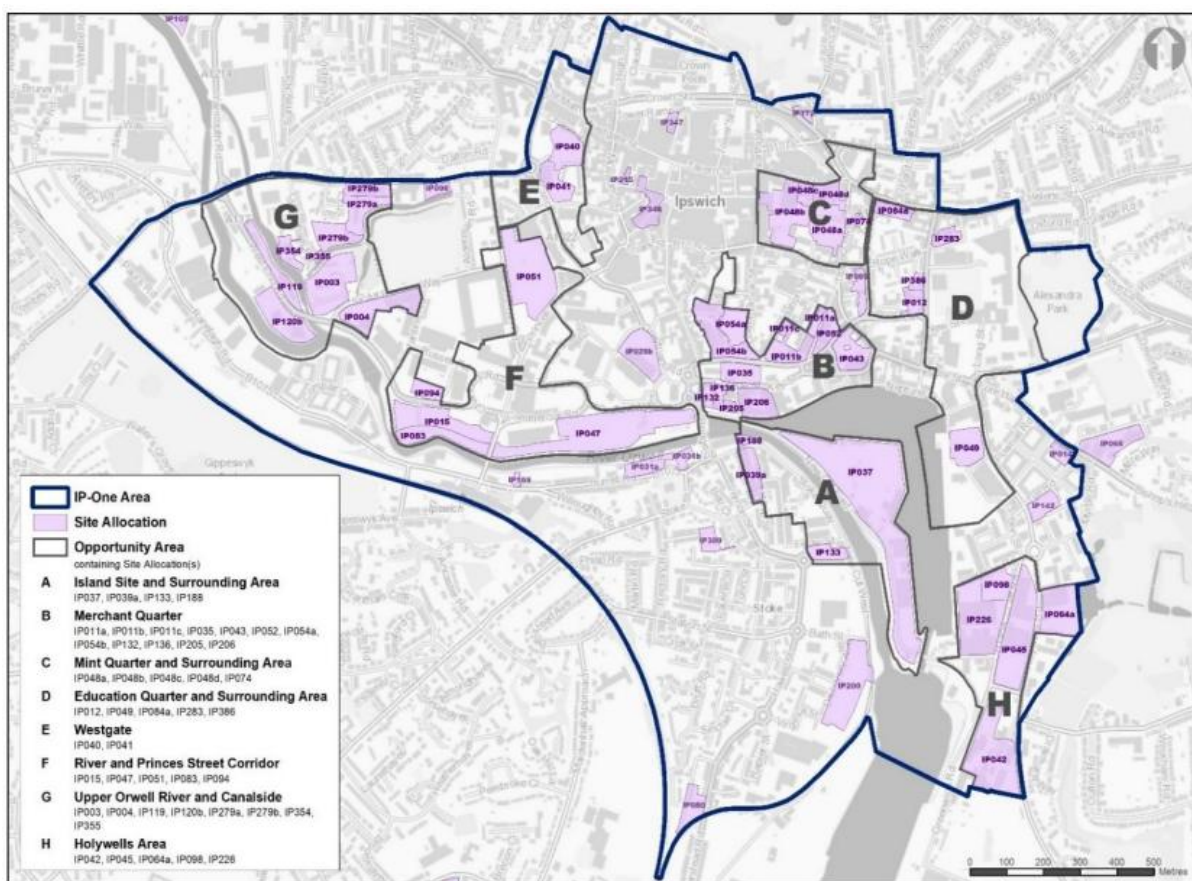
- encouraging recreational walking for health and routes to green spaces (e.g. promoting the Feel Good Suffolk “Be Active” measures);
- identifying where improved lighting, road markings and wayfinding (e.g. replicating the Colchester ‘Elephants’⁴⁰ to key destinations) are needed to improve legibility and safety for drivers and pedestrians; and
- encouraging the application of the Healthy Streets Approach and Inclusive Mobility where routes are being designed or improved.

EXISTING IPSWICH POLICY SUPPORTING WALKING

3.6 The Site Allocations and Policies (incorporating IP-One Area Action Plan) Development Plan Document (the ‘Site Allocations Plan’) which forms part of the Ipswich Local Plan set out walking route improvements required through policies SP8 (Sustainable Travel Infrastructure Outside the IP-One Area) and SP32 (improving Pedestrian and Cycle Routes in the IP-One Area).

3.7 The Site Allocations Plan also identifies eight Opportunity Areas covering areas within central Ipswich which include new and improved pedestrian and cycle routes to encourage walking and cycling.

3.8 The map below shows the location of all eight opportunity areas:



⁴⁰ <https://www.colchester.gov.uk/info/cbc-article/?catid=find-information&id=KA-02017>

Figure 7 – Map of Opportunity Areas A-H including site allocations (Source Ipswich Local Plan Review 2018-2036 Site Allocations and Policies (Incorporating IP-One Area Action Plan) DPD Review)

3.9 There is an example below from Merchant Quarter that includes the walking and cycling public realm improvements as identified by the green dots:



Figure 8 – Merchant Quarter - Development Opportunities (Source Ipswich Local Plan Review 2018-2036 Site Allocations and Policies (Incorporating IP-One Area Action Plan) DPD Review)

3.10 A map that includes all eight Opportunity Areas is in **Appendix 6**.

3.11 The Local Plan is supported by Ipswich Central's vision of "The Connected Waterfront Town Centre"⁴¹ of the town centre and waterfront becoming a 'Connected Town Centre'. This would allow a pedestrian to access all of the goods and services they need within an easy walking distance.

3.12 To support the connected Waterfront Town Centre, the Ipswich Town Centre and Waterfront Public Realm Strategy SPD (2019) provides some further public realm design guidance to enhance the public realm and allow it to be accessible to all. The SPD provides a map of the Key Location Projects and Supporting projects that will need to become part of the LCWIP below:

⁴¹ <https://ipswichcentral.com/about/connectedtown>

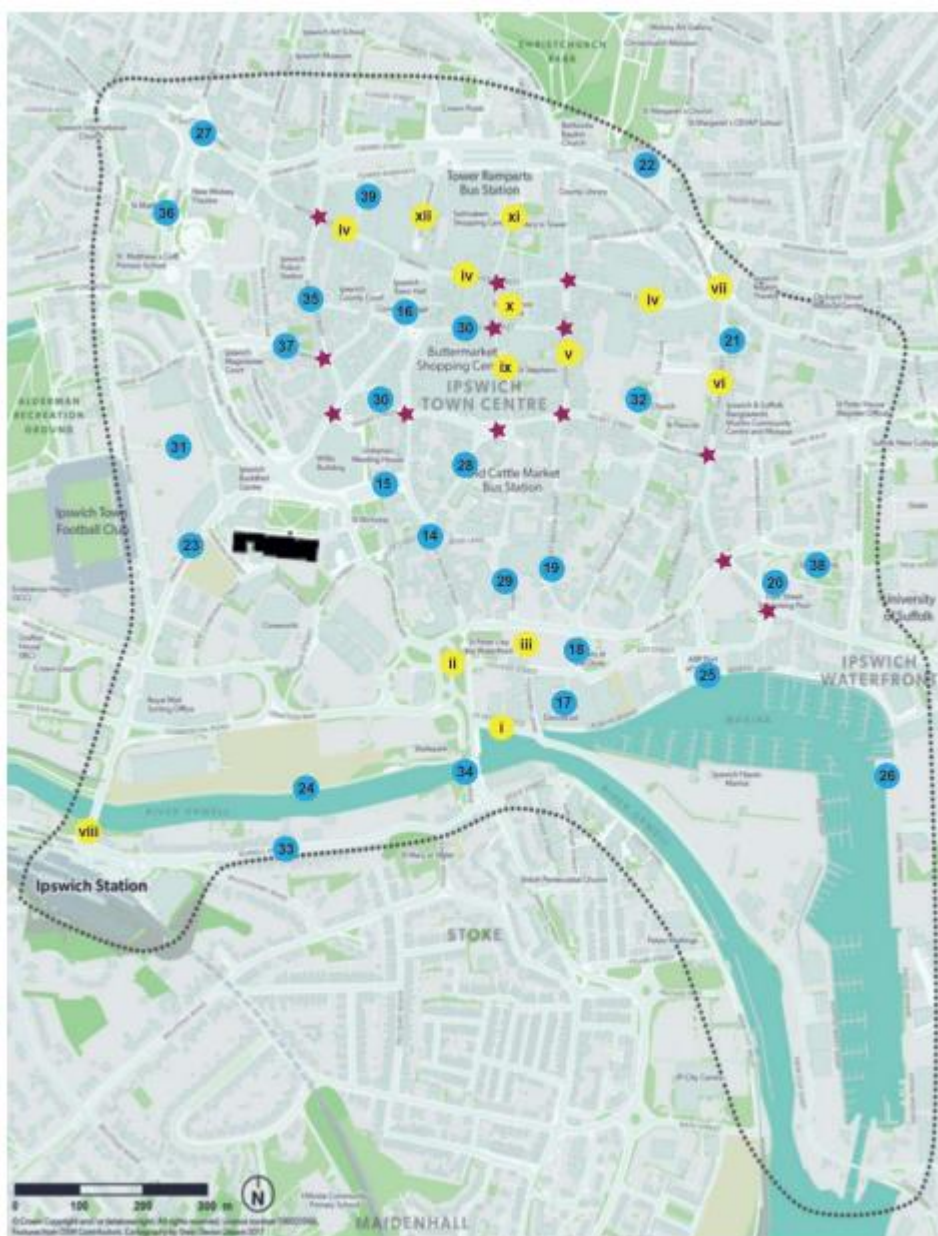


Fig 2: Key Location Projects No's i – xii; Local Node Project ★; and other Supporting Projects 14 – 40;

Figure 9 – Ipswich Town Centre and Waterfront Public Realm Strategy SPD Identified Projects Map

3.13 All of Ipswich is covered by either Ipswich Urban Character SPD's⁴² or Conservation Area Character Appraisals⁴³, which will need to be taken into consideration with any walking enhancements. For example, they identify key viewpoints which should be incorporated into routes (under the requirements of Policy DM12 Design and Character).

BARRIERS TO WALKING IN IPSWICH

- Physical barriers

⁴² <https://www.ipswich.gov.uk/content/urban-character-supplementary-planning-document>

⁴³ <https://www.ipswich.gov.uk/content/about-our-conservation-areas>

- The geography of Ipswich is one of the main barriers, as both the River Orwell and River Gipping can restrict the opportunities to walk direct routes. Also, the Great Eastern Main Line and East Suffolk railway lines can act as barriers for direct walking routes. Roads can also act as a barrier, as busy roads with few direct crossing points and cul-de-sacs can reduce the desirability of walking. Some of the areas outside of the town centre require walking up and down hills, that might restrict walking opportunities for some or in certain circumstances.
- Perceived personal safety concerns and fear of crime⁴⁴
 - Atkins have produced a guidance document for women's and girls' safety, 'Get Home Safe: Safe by Design for Women by Women'⁴⁵ which found that only 49% of women felt safe when walking in the dark, especially on first and last mile journeys on foot.
- Other highway issues,
 - Shared footways and cycleways that do not have demarcation on the path that meets Active Travel England's requirements.
 - Capacity at crossing points for waiting pedestrians can be an issue before or after a major event takes place in Ipswich.
 - The physical condition and surface water on footways and roads can affect walking.
 - Pavement parking on narrow footpaths can prevent walking, especially for pedestrians with disabilities or pushchairs.
 - The Transport for London Pedestrian Comfort Guidance for London Guidance⁴⁶ provides some guidance on improving the walking experience for pedestrians.

PRIORITISED PROGRAMME OF WALKING INFRASTRUCTURE IMPROVEMENTS

3.14 From the walking routes and schemes identified in the existing Ipswich Borough Council Local Plan and SPDs, a programme of walking infrastructure improvements will be identified, scored and prioritised, and included in this Ipswich LCWIP. It is expected that the design of the schemes in consultation with Suffolk County Council as the Highway Authority (which will form a future phase of work) will take into consideration the guidance referred to previously (e.g. the 10 Healthy Street Indicators).

BEHAVIOUR CHANGE INFRASTRUCTURE ACTIVATION MEASURES:

3.15 To help maximise the utilisation of new or improved walking infrastructure in Ipswich, the following behaviour change measures could be implemented:

⁴⁴

<https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/bulletins/perceptionsofpersonalsafetyandexperiencesofharassmentgreatbritain/16februaryto13march2022>

⁴⁵ <https://www.snclavalin.com/~media/Files/S/SNC-Lavalin/documents/transportation/get-home-safe.pdf>

⁴⁶ <https://content.tfl.gov.uk/pedestrian-comfort-guidance-technical-guide.pdf>

- Travel Planning (e.g. participation with Modeshift STARS, personalised travel planning);
- School-focused initiatives (e.g. Modeshift STARS, Junior Road Safety Officer Scheme, Sustrans Big Walk and Wheel, Walk to School Week, Clean Air Day);
- Walking engagement events (e.g. led walks);
- Promoting the Feel Good Suffolk “Be Active”⁴⁷ measures to help encourage walking;
- Raising awareness of the Suffolk Highways Reporting Tool⁴⁸ to identify and report highway defects that deter walking;
- Raising awareness about the laws around pavement parking⁴⁹, to ensure a minimum footway width of 1.2 metres is provided for pavement users;
- Provision of emergency call points to the police where appropriate;
- Measures to tackle inclusion and accessibility barriers; and
- Business grants to provide facilities or equipment to encourage walking.

⁴⁷ <https://feelgoodsuffolk.co.uk/be-active/>

⁴⁸ <https://highwaysreporting.suffolk.gov.uk/>

⁴⁹ <https://www.suffolk.gov.uk/roads-and-transport/parking/parking-on-pavements-and-verges>

4. OUTPUTS FOR WHEELING

GUIDING PRINCIPLES

- 4.1 The term “wheeling” in the realm of active travel includes people who use wheelchairs, mobility scooters and mobility aids and who may not identify with walking⁵⁰, in addition to trips made with pushchairs, scooter, rollerblades and similar forms of wheeled mobility as a form of travel⁵¹.
- 4.2 Inclusive design plays a key part in ensuring that the needs of all people are considered, so that there are no barriers that can result in the social exclusion of an individual.
- 4.3 For Ipswich, the routes must be safe, direct, comfortable, attractive and green with no non-essential physical obstructions (e.g. non-essential street furniture).

THE VISION FOR WHEELING

- 4.4 The DfT produced an Inclusive Mobility best practice guide in 2021⁵² for the creation of an inclusive environment for all, which also included the needs of wheelchair and mobility scooter users. Furthermore, wheeling helps contribute to Active Travel England's objective of having 50% of all journeys in towns and cities by 2030 undertaken by walking, wheeling and cycling.
- 4.5 To help ensure this objective is met, new active travel schemes in Ipswich will consider the needs of wheelchair and mobility scooter users, in addition to other forms of wheeled mobility such as pushchairs and kick scooters (e-scooters are currently illegal to use on the public highway in Ipswich). This may be achieved through development management or through responding to Highway Authority consultations.
- 4.6 According to the 2021 Census, 19% of people in Ipswich are classed as having a disability under the 2010 Equality Act. 7.8% of people have their day-to-day activities ‘limited a lot’⁵³. It is likely that some of these people will require the use of a wheelchair or mobility scooter to undertake their day-to-day activities.
- 4.7 The 2021 Census also shows that 3.5% of children in Ipswich are aged up to two years old and may require the parent or carer to use of a pram or pushchair to transport the child.
- 4.8 It is expected that the vision will focus on:
- Ensuring inclusive design in all active travel schemes;
 - Ensuring that there is adequate space for wheelchair users and personal assistants;

⁵⁰ <https://www.gov.uk/government/publications/the-second-cycling-and-walking-investment-strategy/the-second-cycling-and-walking-investment-strategy-cwis2#fn:1>

⁵¹ <https://assets.publishing.service.gov.uk/media/652e5d136972600014ccf984/active-travel-england-standing-advice-note-active-travel-and-sustainable-development.pdf>

⁵² <https://assets.publishing.service.gov.uk/media/61d32bb7d3bf7f1f72b5ffd2/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf>

⁵³ <https://www.ons.gov.uk/census/maps/choropleth/health/disability-age-standardised/disability-4a/disabled-under-the-equality-act-day-to-day-activities-limited-a-lot?lad=E07000202>

- Reducing the number of non-essential obstructions and clutter on streets that affect wheelchair and other wheeled mobility users (e.g. location of street furniture, advertising board placement, etc);
- Promoting good surface quality, lighting, road markings and maintenance of active travel infrastructure by raising concerns with Suffolk Highways; and
- Ensuring where possible that there is a suitable alternative route for wheelchair and other wheeled mobility users if it is not possible to make adaptations to the direct route (e.g. because of gradient or lack of space).

EXISTING IPSWICH POLICY SUPPORTING WHEELING

4.9 Policy CS5 (Improving Accessibility) of the Core Strategy and Policies Development Plan Document (DPD) Review supports the need for inclusive and age-friendly design of buildings, public spaces, highways and transport infrastructure.

BARRIERS TO WHEELING IN IPSWICH

4.10 Transport for All conducted a survey with disabled people in 2020⁵⁴, which concluded that 81% of disabled people were concerned about post-COVID street design. The main concerns raised were:

- Cluttered pavements;
- Uneven pavements;
- Narrow pavements;
- Lack of dropped kerbs;
- Lack of markings on shared surfaces;
- Confusing layout; and
- Changes to layout and crossings.

4.11 Furthermore, engagement undertaken between October and December 2023 with charities and organisations in Ipswich that represent the protected characteristic groups identified in the 2010 Equality Act identified the following concerns:

- Surface quality;
- Footway gradients;
- Colour of surface, such as making kerbs stand out from the footway; and
- Street clutter (e.g. advertising boards, bins, etc) causing obstructions.

PRIORITISED PROGRAMME OF INFRASTRUCTURE IMPROVEMENTS FOR WHEELING

4.12 From the walking routes identified in the existing Ipswich Borough Council policy and SPD documents, a programme of walking infrastructure improvements will be identified, scored and prioritised, and included in this Ipswich LCWIP.

4.13 For wheeling, it is particularly important that the design of schemes takes into consideration the DfT Inclusive Mobility Guidance.

⁵⁴ <https://www.transportforall.org.uk/wp-content/uploads/2021/02/Travel-Talks-Streetscapes.pdf>

4.14 Management and maintenance of routes is also especially important for wheeling. Engagement with protected characteristics groups in Ipswich conducted in 2023 identified surface quality and street clutter as concerns. Mechanisms exist, such as the Suffolk Highways Reporting Tool⁵⁵, which may need sign posting to ensure problems are logged swiftly as they arise.

BEHAVIOUR CHANGE INFRASTRUCTURE ACTIVATION MEASURES:

4.15 To help improve the experience for users of wheeled forms of mobility, the following behaviour change measures should be implemented:

- Travel Planning (e.g. participation with Modeshift STARS, personalised travel planning);
- School-focused initiatives (e.g. Modeshift STARS, Junior Road Safety Officer Scheme, Sustrans Big Walk and Wheel, Clean Air Day);
- Measures to tackle inclusion and accessibility barriers, which could include local guidance for temporary objects (e.g. advertising boards) placed on the public highway;
- Promoting the Feel Good Suffolk “Be Active”⁵⁶ measures to help encourage wheeling;
- Raising awareness of the Suffolk Highways Reporting Tool⁵⁷ to identify and report highway defects that deter wheeling;
- Raising awareness about the laws around pavement parking⁵⁸, to ensure a minimum footway width of 1.2 metres is provided for pavement users; and
- Business grants to provide facilities or equipment to encourage wheeling.

⁵⁵ <https://highwaysreporting.suffolk.gov.uk/>

⁵⁶ <https://feelgoodsuffolk.co.uk/be-active/>

⁵⁷ <https://highwaysreporting.suffolk.gov.uk/>

⁵⁸ <https://www.suffolk.gov.uk/roads-and-transport/parking/parking-on-pavements-and-verges>

5. OUTPUTS FOR CYCLING – THE VISION AND NETWORK PLAN

GUIDING PRINCIPLES

- 5.1 If it is not possible for a journey to be completed by walking, cycling should be the next option. Cycling is strongly encouraged and supported by the DfT's Gear Change, Decarbonising Transport and the Cycle Infrastructure Design Local Transport Note 1/20 ('LTN 1/20'). There is strong evidence to support the health benefits of cycling.
- 5.2 LTN 1/20 is the key guidance document in ensuring cycling is accessible to all, ensuring the design is coherent, direct, safe, comfortable and attractive. There is also reference to creating cycle infrastructure that is wide enough for all cyclists, including cargo bikes and adapted cycles.
- 5.3 Another important element to encouraging cycling is the provision and quality of cycle parking (that can also be used for cargo bikes and adapted cycles) and equipment storage, changing and wash facilities. LTN 1/20 also makes reference to the cycle parking and other facilities that is suitable for various origin and destination points that will form a key element to this Ipswich LCWIP.

THE VISION FOR CYCLING

- 5.4 As with walking, cycling has a key role to play in the mitigation of transport impacts in Ipswich. The enhancement of cycle infrastructure is supported by Policy CS20 Key Transport Proposals of the Core Strategy and Policies Development Plan Document (DPD) Review, in addition to DfT's Gear Change and Decarbonising Transport national strategies. Furthermore, the DfT produced LTN 1/20 that provides cycle infrastructure design guidance for highway design, parking and wayfinding. There is also the requirement for cycle route design to be accessible to recumbents, trikes, handcycles, and other cycles used by disabled cyclists. It is expected that any cycle scheme identified in this Ipswich LCWIP will be designed in accordance with the requirements of LTN 1/20 and the DfT's Inclusive Mobility guidance mentioned previously in this report as far as possible.
- 5.5 It is expected that the vision will focus on identifying schemes to support the following:
- connecting the key destinations in the Town Centre and Waterfront;
 - connecting residential suburbs to the Town Centre and Waterfront;
 - connecting residential areas to large institutions e.g. the hospital and university;
 - encouraging improvements to cycle routes to schools and measures to encourage cycle safety outside the schools (e.g. School Street schemes);
 - improving connections to transport hubs such as bus stops and stations and railway stations;
 - requiring connections to/from Ipswich Garden Suburb and other major developments on the periphery of the town to be designed into development and delivered;
 - supporting the 'Connected Town Centre' approach within the Town Centre and around the district centres;
 - encouraging recreational and leisure cycle routes;
 - securing accessible cycle parking for conventional, adapted and cargo bikes;

- encouraging the provision of public bike repair stands⁵⁹ to improve rider confidence when cycling longer cycle routes;
- identifying where improved lighting, road markings, use of coloured cycle lanes and wayfinding are needed to improve legibility and safety for cyclists, drivers and pedestrians; and
- supporting Park and Ride modal shift measures and supporting new Park and Ride sites (e.g. Nacton Road) to increase road capacity and road safety for cyclists.

BARRIERS TO CYCLING IN IPSWICH

- Physical barriers:
 - The physical barriers to cycling are very similar to those for walking, based on the geography of Ipswich (rivers, railway lines and roads).
- Topography:
 - Ipswich town centre is located in a natural bowl which means that all journeys from the town centre to the suburbs require an uphill journey of varying gradient, often on busy arterial roads. Some of the hills in Ipswich may have more of an impact on cyclists, as cyclists are likely to travel longer distances than walkers, which will need to be considered in the design and some of the supporting behavioural change initiatives.
- Road Safety and speed:
 - LTN 1/20 advises that safety for cyclists is mainly determined by separating cyclists from fast moving motor traffic. Junctions and side roads are also perceived as areas of potential conflict between cyclists and motor traffic.
 - Shared footways and cycleways do not have demarcation on the path that meets Active Travel England's requirements.
- Theft of bike:
 - Lack of secure cycle parking across the Borough.
 - This can sometimes leave the rider stranded without any other means of transport to get home or to their destination.
- Cycling confidence and ability of the rider.
- Personal appearance / comfort:
 - for example arriving at the destination hot and sweaty.
- Ethnicity:
 - Transport for London have produced research that identified a number of cultural barriers for ethnic minority groups in participating in cycling⁶⁰. According to the 2021 Census, the percentage of the Ipswich population that identifies as a non-white ethnic group is 15.7%.

⁵⁹ <https://www.sustrans.org.uk/our-blog/opinion/how-bike-maintenance-stations-can-help-businesses-along-the-national-cycle-network/>

⁶⁰ <https://content.tfl.gov.uk/barriers-to-cycling-for-ethnic-minorities-and-deprived-groups-summary.pdf>

- Engagement with specialist cycling organisations undertaken during autumn 2023 also identified the following additional barriers:
 - Poor design of cycle paths (too narrow, crossing roads, fragmented);
 - Low priority of active travel users compared with motor vehicles;
 - Lack of park and cycle facilities to allow combined-mode trips;
 - Lack of strategic cross-town cycling routes;
 - Road safety and personal injury concerns; and
 - Cycle parking security.

CYCLE NETWORK MAP

5.6 As part of this Ipswich LCWIP, cycling desire lines have been demonstrated to identify the cycle desire lines for journeys to work and school using the Propensity to Cycle Tool⁶¹. The images below are related to some of the scenarios:

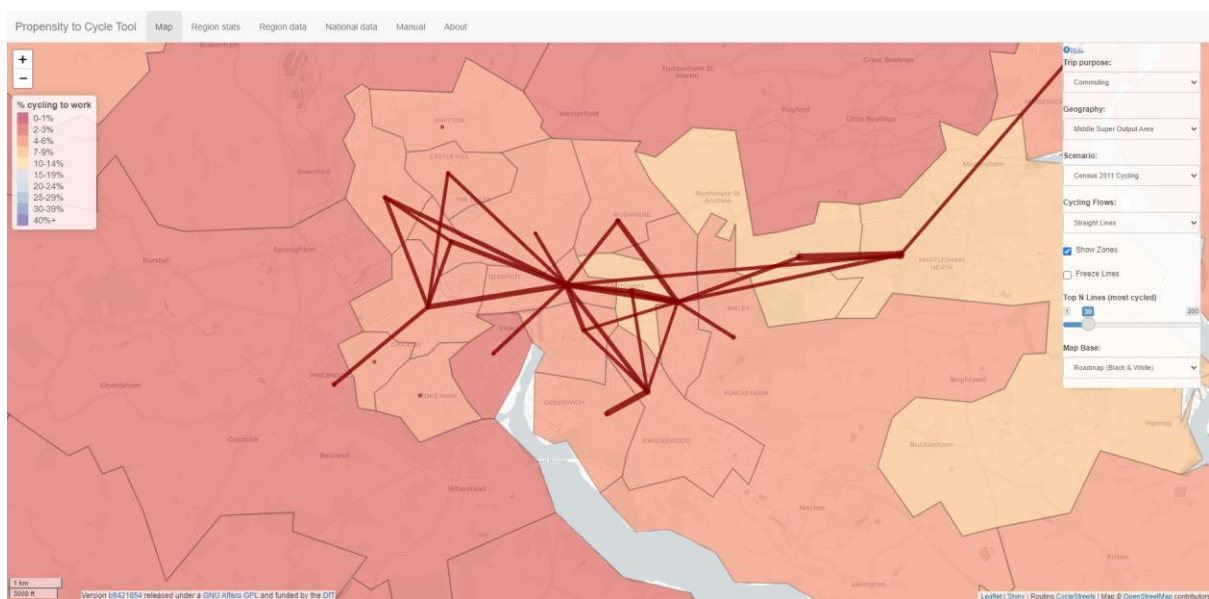


Figure 11 – Map of Cycle commuting based on 2011 Census origin-destination data scenario (Source Propensity to Cycle Tool):

⁶¹ <https://www.pct.bike/>

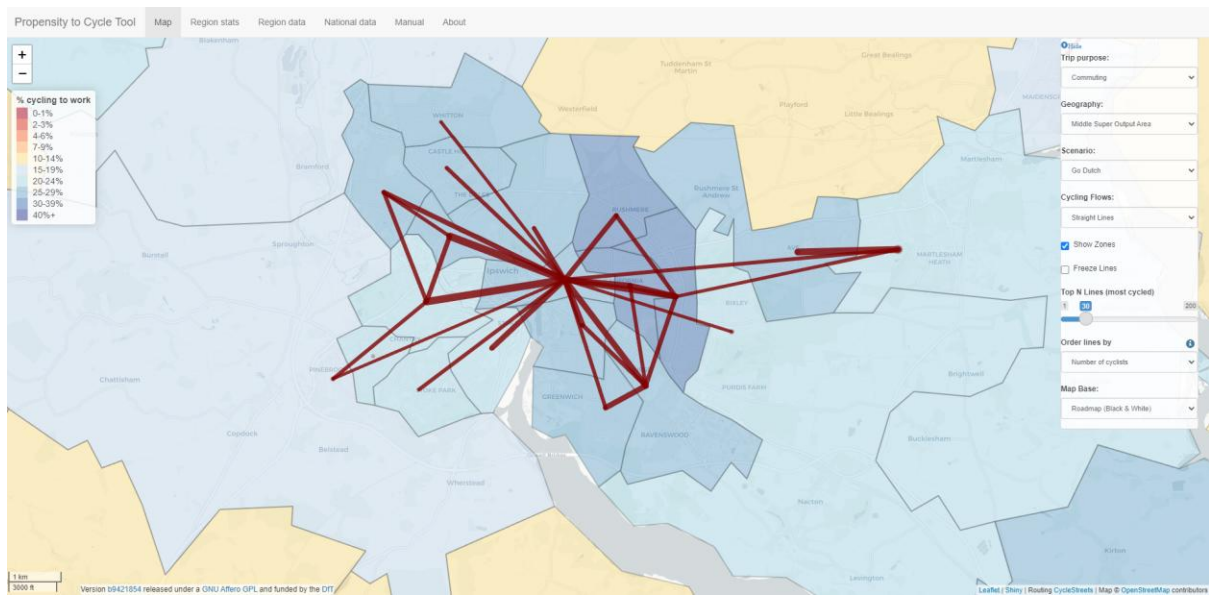


Figure 12 – Map of Cycle commuting if a “Dutch” scenario⁶² to cycling was applied to Ipswich (Source Propensity to Cycle Tool):

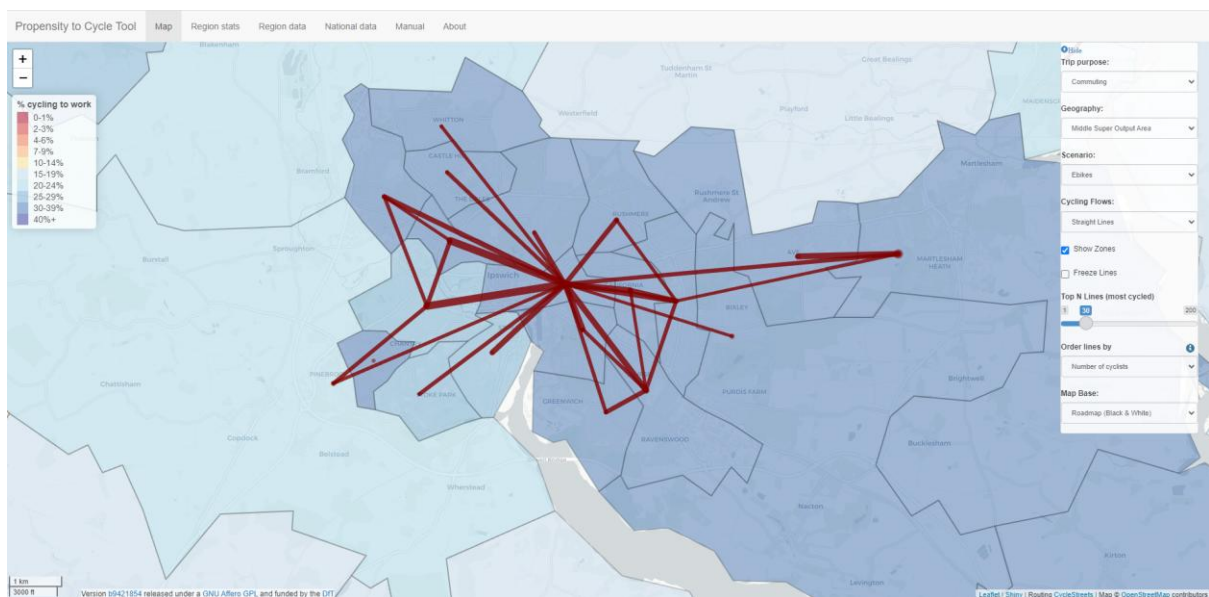
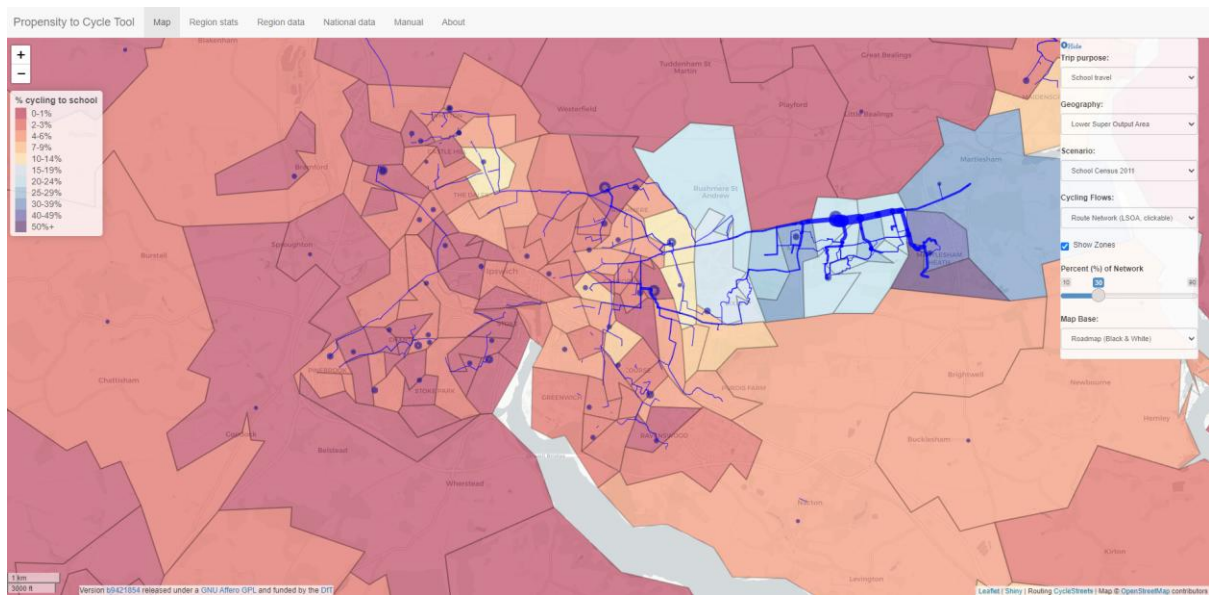


Figure 13 – Map of e-bike scenario that builds upon the “Go Dutch” approach, but uses e-bikes to help overcome hills and other gradients (Source Propensity to Cycle Tool):

⁶² “Go Dutch” Propensity to Cycle Tool Scenario draws on Dutch Travel Survey data to estimate what cycling levels one would observe if England acquired Dutch cycling infrastructure and Dutch cycling culture, but kept its current trip distances and hilliness.



*Figure 14 – Map of propensity of cycling to schools in Ipswich (no-scenarios applied)
(Source Propensity to Cycle Tool)*

PRIORITISED PROGRAMME OF CYCLING INFRASTRUCTURE IMPROVEMENTS

5.7 Analysis from the Propensity to Cycle Tool, in addition to the Ipswich LCWIP consultation, will help develop a prioritised programme of cycling infrastructure improvements in Ipswich, that are identified, scored, and prioritised to be included in the final Ipswich LCWIP.

BEHAVIOUR CHANGE INFRASTRUCTURE ACTIVATION MEASURES

5.8 To help maximise the utilisation of new cycling infrastructure in Ipswich, the following behaviour change measures should be implemented:

- Travel Planning (e.g. participation with Modeshift STARS, personalised travel planning);
- School-focused initiatives (e.g. Modeshift STARS, Junior Road Safety Officer Scheme, Sustrans Big Walk and Wheel, Clean Air Day);
- Cycling training and skills courses (for children, adults and families);
- Cycle and e-cycle hire and cycle library schemes;
- Measures to increase cycle parking using more creative designs, and improve cycle parking security in accordance with the 'Secured by Design' police initiative;
- Cycling engagement events;
- Measures to tackle inclusion and accessibility barriers;
- Promoting the Feel Good Suffolk "Be Active"⁶³ measures to help encourage cycling;
- Raising awareness of the Suffolk Highways Reporting Tool⁶⁴ to identify and report highway defects that deter cycling;

⁶³ <https://feelgoodsuffolk.co.uk/be-active/>

⁶⁴ <https://highwaysreporting.suffolk.gov.uk/>

- Business grants to provide facilities or equipment to encourage cycling using conventional bikes and cargo bikes; and
- Measures to encourage Park & Ride modal shift, as the service from the two sites at Copdock and Martlesham have the potential to reduce vehicle traffic, to improve safety and road space for cyclists.

6. DELIVERY AND ACTION PLAN

- 6.1 The Ipswich LCWIP has been developed in consultation with Suffolk County Council (as Highway Authority). Sustrans were commissioned to advise on and undertake the route assessment work from the list of schemes identified in **Appendix 1**. Sustrans is a charity which promotes walking, wheeling and cycling to create healthier places. Sustrans also manage the National Cycle Network and therefore have relevant direct experience and expertise in the field of active travel.
- 6.2 Collaborative working with the County Council and Sustrans on the Ipswich LCWIP has allowed aspects of the Ipswich work to align where appropriate with the County-wide approach (recognising that the two documents have varying aims and scope). It has also provided local input from Ipswich Borough Council regarding the walking and cycling schemes required to support the development of the sites allocated through the Adopted Ipswich Local Plan Review 2018 – 2036. Furthermore, Ipswich Borough Council has two further Supplementary Planning Documents that have identified potential walking and cycling schemes that have gone through a public consultation process. The Cycling Strategy SPD, which was adopted in 2016, identified various cycling schemes that can be reviewed or included in the Ipswich LCWIP, if the scheme is yet to be delivered. The Town Centre and Waterfront Public Realm SPD identified some public realm improvements that had benefits for walking, cycling and wheeling. The schemes identified in the Local Plan Review and the SPD's have been collated, scored and prioritised in consultation with Suffolk County Council and Sustrans. The Sustrans report describing the assessment process can be found in **Appendix 7** and the complete list of the prioritised schemes in **Appendix 5**.
- 6.3 It is expected that these schemes can be put forward to secure funding for design and delivery when the opportunity arises (e.g. when Active Travel England funding tranches are open for Local Authority bids, through Section 106 contributions, Section 278 works, etc).
- 6.4 There will be a commitment to work closely with partners of the Ipswich Vision, to ensure that the Ipswich LCWIP plays a key part in achieving the connected Waterfront Town Centre vision.
- 6.5 A public consultation will take place in Winter 2024-2025 to request feedback on the Ipswich-wide vision to encourage walking, wheeling and cycling, the existing walking and cycling infrastructure and identify any gaps in the schedule of routes and improvements captured from the Local Plan and SPD's.
- 6.6 In response to the consultation, this vision document will be amended as appropriate and adopted. The comprehensive list of prioritised walking and cycle schemes will be put forward to the Highway Authority for consideration.
- 6.7 The Council will seek opportunities to enable any further work needed to identify what specific interventions may be needed based on the prioritisation of the routes.
- 6.8 Any new route improvement suggestions not already picked up through the Ipswich or Suffolk LCWIPs would need to be considered through the Local Plan Review that is scheduled to begin in the Summer of 2025.

6.9 The design of walking, wheeling and cycling routes and improvements will normally fall to the Highway Authority, or developers if the routes fall within new development proposals. Ipswich Borough Council may commission design work for public realm improvements. This LCWIP is not a detailed design guide for active travel measures. However, public consultation has highlighted some design concerns amongst consultees. The following headlines represent design criteria that designers are encouraged to consider alongside published guidance and best practice such as LTN1/20 and Healthy Streets:

- 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;
- Seek to link into routes in neighbouring authority areas where possible to facilitate cross-boundary journeys;
- Incorporate the Suffolk Constabulary Secure by Design principles, where consistent with other objectives.

FUNDING FOR THE LCWIP

6.10 The schemes identified in the Ipswich LCWIP could be funded through the following mechanisms:

- Active Travel Fund Tranches and other DfT external funding opportunities;
- Defra funding for air quality improvements;
- Ipswich Towns Fund;
- Suffolk Local Transport Plan Budget;
- Section 106 Contributions;
- Section 278 New Development Schemes; and
- ISPA Transport Mitigation Strategy Scheme Funding.

6.11 Also, the Ipswich LCWIP schemes will need to be 'activated' through capability or behaviour change measures (e.g. community engagement, cycle training, etc) which could be funded through the following:

- Active Travel England Capability Funding;
- DEFRA Air Quality Funding (e.g. Air Quality Grant Scheme);
- Suffolk Local Transport Plan Budget;
- Public Health Suffolk and Active Suffolk Funding;
- Section 106 Contributions for Travel Plans and Smarter Choices Measures; and
- ISPA Transport Mitigation Strategy Scheme Funding.

GOVERNANCE OF THE IPSWICH LCWIP

6.12 The Ipswich LCWIP has been prepared with input from Suffolk County Council and Sustrans and oversight from the Ipswich Borough Council Portfolio Holders for Planning & Museums, Environment & Transport and Parks & Climate Change.

7. MONITORING AND REVIEW

7.1 The Ipswich LCWIP will be subject to regular review and update, as the completed schemes will need to be removed, in addition to adding new schemes as needed in the future. The monitoring will be undertaken annually and will form part of the Ipswich Authority Monitoring Report (AMR).

7.2 The methodology for monitoring and reviewing the outputs mentioned in Section 1 of this report are as follows:

- The prioritised list of walking, wheeling and cycling routes will be reviewed and monitored each year, to identify the progression of schemes;
- The provision of cycle parking spaces for conventional, adapted and cargo bikes;
- To identify the number of and locations of School Street Schemes in Ipswich;
- To identify the number of MaaS schemes that are relevant to walking, wheeling and cycling operating in Ipswich (e.g. cycle hire schemes);
- Implementation of behaviour change measures that encourage the uptake of walking, wheeling and cycling (e.g. cycle training delivered, smarter choices events, Modeshift STARS Accreditations, Junior Road Safety Officer participation);
- To monitor if there are any improvements in the air quality in Ipswich through the annual air quality status report; and
- Other suitable active travel monitoring data if available.

8. NEXT STEPS

8.1 The next step for the Ipswich LCWIP is to undertake fuller engagement to assess level of buy-in or consensus about the vision and the routes prioritised. It is expected that a public consultation will take place in Winter 2024-2025.

9. APPENDICES

APPENDIX 1 – IPSWICH LCWIP SCHEME DETAIL

Route Prioritisation in rank order resulting from the weighted Multi-Criteria Assessment Framework (blue indicates a link with SCC LCWIP routes and priority – dark blue high priority, mid blue medium priority, light blue potential connection but not a direct route overlap)

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 Sproughton 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 stops).	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 ⁶⁵ 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 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).

⁶⁵ The town centre is an area of central Ipswich defined through the Local Plan. It covers the Central Shopping Area and adjacent areas containing 'main town centre uses' such as offices and leisure uses.

Route Ref	Location	Score	Description	Source document
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 ⁶⁶ (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 Holywells Road and Orwell Quay)	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); 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.

⁶⁶ The Central Shopping Area comprises the Primary, Secondary and Specialist Shopping Zones, which are defined on the IP-One Area Inset Policies Map.

Route Ref	Location	Score	Description	Source document
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.
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.

Route Ref	Location	Score	Description	Source document
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 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 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

Route Ref	Location	Score	Description	Source document
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 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
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.

Route Ref	Location	Score	Description	Source document
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 IBC/East Suffolk Boundary)	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 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

Route Ref	Location	Score	Description	Source document
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 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 (east-west connections)	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); Town Centre & Waterfront Public Realm Strategy SPD Scheme

Route Ref	Location	Score	Description	Source document
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 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 Cornhill area 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 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	55	Map 1 Orange route on Norwich Road from Bury Road to Town Centre. Also relocating light columns from within the off-road cycle lane at Bury Road.	North-West Ipswich to town centre Cycle Strategy SPD Scheme

Route Ref	Location	Score	Description	Source document
	Norwich Rd Junction)			
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
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
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

Route Ref	Location	Score	Description	Source document
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)
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 Rd.	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

APPENDIX 2 – IPSWICH LCWIP MULTI CRITERIA ASSESSMENT FRAMEWORK ('MCAF')

Intervention Name						
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	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

				(e.g. provision of dropped kerbs at crossings, no obstructions, good width of foot/cycle ways, good lighting, good natural surveillance, CCTV provision)		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
	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
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
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APPENDIX 3 – SUPPORTING POLICIES

National:

Cycle Infrastructure Design: Local Transport Note 1/20 (2020) – DfT

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

This provides some national guidance on the design standards for cycle infrastructure that Local Authorities are to apply in their highway design.

Decarbonising Transport: A Better Greener Britain (2021) - DfT

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf

Increasing walking and cycling is one of the key commitments to help decarbonise transport and help the United Kingdom achieve its legal commitment of being net zero by 2050.

Gear Change: A Bold Vision for Cycling and Walking (2020) – Department for Transport (DfT)

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf

The government are looking to take an opportunity to “transform the role cycling and walking can play in our transport system” through infrastructure improvements and changes in behaviour to encourage more shorter journeys to be completed by walking and cycling.

Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (2021) – DfT

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1044542/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf

This focuses on inclusive design to the public realm and is accessible to all uses, especially for disabled individuals and individuals that require mobility aids.

Local Cycling and Walking Infrastructure Plans: Technical Guidance for Local Authorities (2017) – DfT

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf

Local Cycling and Walking Infrastructure Plans are linked to the Cycling and Walking and Investment Strategy that require Local Authorities to develop walking and cycling improvements over a 10-year period. This technical guidance helps Local Authorities assess their existing walking and cycling infrastructure networks and provides the methodology to help identify and develop improvements to encourage a greater uptake in walking and cycling.

Manual for Streets 1 (2007) – DfT

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1072722/Essex_Manual_for_Streets_Redacted.pdf

Manual for Streets provides technical guidance on reducing the dominance of motor vehicles in new residential estates that can affect the development's sense of place.

Manual for Streets 2: Wider Application of the Principles (2010) – The Chartered Institute of Highways and Transport (CIHT)

<https://tsrgd.co.uk/pdf/mfs/mfs2.pdf>

Manual for Streets 2 expands builds upon Manual for Streets 1 in providing technical guidance on how to encourage walking, cycling and public transport use outside of residential streets on the wider highway network, in addition to assessing the impact of motorised vehicles on placemaking.

National Planning Policy Framework (2024) – Ministry of Housing Communities and Local Government (MHCLG)

[National Planning Policy Framework](#)

Paragraph 109, part c) requires that opportunities to promote walking, cycling and public transport are identified and pursued at the earliest stages of plan making. Also paragraph 111, part d) requires planning policies to “provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans)”

Planning Practice Guidance (2014) - MHCLG and Department of Levelling Up, Housing and Communities (DLUHC)

<https://www.gov.uk/government/collections/planning-practice-guidance>

The Travel Plans, Transport Assessments and Statements section of the guidance focuses on delivering measures in new developments to promote and encourage the uptake of sustainable travel.

Sub-regional:

Transport East Transport Strategy

<https://www.transporteast.org.uk/strategy/transport-strategy/>

Transport East are a sub-national transport body who are in the process of implementing a Transport Strategy and Delivery Plan for Essex, Norfolk, Suffolk, Southend-on-Sea and Thurrock. One of the four strategic priorities is to decarbonise transport by creating a net zero carbon transport network, as 42% of the region's carbon emissions come from transport.

Suffolk:

Health and Wellbeing Suffolk – Preparing for the Future: Transitional Joint Health and Wellbeing Strategy 2022-2023

https://www.healthysuffolk.org.uk/uploads/Transitional_JHWS.pdf

There is a vision in Suffolk “to work with our communities and partners to put in place the building blocks required to make Suffolk a place where everyone can lead a longer, healthier and happier life”. Increasing physical activity by individuals moving more can help prevent poor health, which reduces the health burden on the National Health Service (NHS).

Move More Feel Better: A physical activity and movement strategy for Suffolk 2024-2029

https://www.ipswich.gov.uk/sites/www.ipswich.gov.uk/files/move_more_to_feel_better_0.pdf

This is a system-wide strategy informed by and developed in collaboration with Suffolk’s physical activity and movement system. This has a goal of “Supporting people to lead healthy active lives”; a vision of “Suffolk to be a beacon for physical activity and movement where every resident is able to lead an active and healthier life”; and a mission to “Work together to ensure everybody, especially those in greatest need, have the opportunity to move more”.

Local Cycling Walking Infrastructure Plan for Suffolk

<https://storymaps.arcgis.com/stories/4b0713ff2b1049e19ffb896c47898fda>

SCC have produced a Suffolk-wide LCWIP which identifies a list of schemes across Suffolk, with some of these schemes being in Ipswich.

Suffolk Green Access Strategy: Rights of Way Improvement Plan (ROWIP) 2020 – 2030

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.

<https://www.suffolk.gov.uk/asset-library/imported/suffolk-green-access-strategy-2020-2030.pdf>

Suffolk County Council Transport Mitigation Strategy for the Ipswich Strategic Planning Area

<https://www.suffolk.gov.uk/asset-library/imported/ispa-transport-mitigation-v13f.pdf>

The Ipswich Strategic Planning Area (ISPA) is a partnership that involves officers and councillors of Ipswich Borough Council, Babergh & Mid-Suffolk District Councils, East Suffolk Council and Suffolk County Council working together to unlock economic growth. As part of this partnership, a collective ISPA Transport Mitigation Strategy has been set up to reduce road congestion that would prevent this economic growth by encouraging a modal shift from the private motor vehicle to sustainable transport.

Suffolk Design Streets Guide 2022 Edition

<https://www.suffolk.gov.uk/asset-library/imported/5647-21-Suffolk-Design-Street-Guide-v26.pdf>

This provides an interpretation of national design guidance to produce a consistent approach to street design and placemaking for new developments in Suffolk. There is also a focus on making the approach to movement inclusive, with a focus on making streets accessible for individuals of all abilities.

Suffolk Guidance for Parking

<https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/parking-guidance>

This provides guidance on the parking provision requirements for new development in Suffolk. There is a focus on ensuring that new vehicle parking provision does not conflict with non-motorised users of the highway, such as pedestrians and cyclists.

Suffolk's Local Transport Plan 2011 – 2031

[https://www.suffolk.gov.uk/roads-and-transport/transport-planning/transport-planning-strategy-and-plans#:~:text=The%20Suffolk%20Local%20Transport%20Plan%20\(LTP\)%2C%20which%20was%20agreed,strategic%20towns%20for%20particular%20focus.](https://www.suffolk.gov.uk/roads-and-transport/transport-planning/transport-planning-strategy-and-plans#:~:text=The%20Suffolk%20Local%20Transport%20Plan%20(LTP)%2C%20which%20was%20agreed,strategic%20towns%20for%20particular%20focus.)

The existing (2011-2031) Suffolk Local Transport Plan focuses on two separate parts. Part 1 is focused on the 20 year transport strategy for Suffolk, which has a commitment to reducing road congestion through encouraging the uptake in sustainable transport. Part 2 focuses on the transport implementation strategy, where there is a dedicated Ipswich section, which makes reference to the need to encourage more walking and cycling in town to reduce road congestion and improve air quality. It is to be noted that consultation has started on the fourth version of the Local Transport Plan, that covers the period to 2040 has commenced⁶⁷.

Ipswich:

Adopted Ipswich Local Plan Review 2018 – 2036

<https://www.ipswich.gov.uk/localplanadoption>

The following policies support the development and implementation of an LCWIP in Ipswich:

- CS5 – Improving Accessibility
- CS20 – Key Transport Proposals
- DM10 – Green and Blue Corridors
- DM12 – Design and Character
- DM21 – Transport and Access in New Developments
- DM22 – Car and Cycle Parking in New Development
- SP8 – Sustainable Travel Infrastructure Outside the IP-One Area
- SP32 – Improving Pedestrian and Cycle Routes in the IP-One Area

⁶⁷ <https://www.suffolk.gov.uk/roads-and-transport/transport-planning/suffolks-local-transport-plan>

- SP33 – Transport Proposals in the IP-One Area
- ISPA2: Strategic Infrastructure Priorities – part d) improved cycle and walking routes
- CS5: Improving Accessibility – development being located and designed to enable safe and convenient access on foot and bike. Also prioritising the development of an integrated cycle network
- CS20: Key Transport Proposals – part f) enhancing cycling and walking infrastructure. The Council will support further measures to facilitate cycling and walking in the Borough, including crossings of the river and railway lines to improve connectivity between residential communities and jobs, services or facilities and transport hubs, and to prioritise pedestrians and cyclists in Ipswich Town Centre
- DM10: Green and Blue Corridors – The Council will seek to establish and enhance green and blue corridors within the Borough and linking to adjacent open spaces and walking, cycling or riding routes. Development proposals which relate closely to riverbanks will be required to provide for the improvement of public pedestrian and cycle paths along the site boundary relating to the river where appropriate and should enhance its appearance. The Council will seek to establish and extend a publicly accessible green trail around the edge of the Borough as illustrated on Plan 6 in order to address the need within the Borough for access to Natural and Semi Natural Greenspace. The green trail will provide an ecological corridor and a recreational resource for people to use. Development at the edge of the built up area will be required to provide links within the green trail as part of their on-site open space provision.
- DM12: Design and Character – part c) include useable public spaces for all (including pedestrians, cyclists and people with disabilities) that are easily understood and easy to pass through. Part h) also applies as it ensures good public realm design that enhances the streetscape and protects and reinforces a sense of place, through the appropriate use of public art, bespoke paving, street furniture and soft landscaping
- DM21: Transport and Access in New Developments – part e) prioritise available options to enable and support travel on foot, by bicycle or public transport, consistent with local strategies for managing the impacts of growth on the transport network, and ensuring that any new routes are coherent and in accordance with the design principles of Policy DM12 and local walking and cycling strategies and infrastructure plans. Part g) also applies as there is a need to protect the public rights of way network and take appropriate opportunities to enhance facilities and routes. Part h) ensures safe and suitable access for all users, including people with disabilities and reduced mobility
- DM22: Car and Cycle Parking in New Development – requires all new development to have regard to the adopted parking guidance and be fully integrated into the design of the scheme, to provide secure and convenient facilities and create a safe and attractive environment. Also there is a requirement for the provision of integral secure cycle parking in any new car parks in the Town
- SP8: Sustainable Travel Infrastructure Outside the IP-One Area – The Council will seek opportunities to deliver specific sustainable travel infrastructure improvements outside the IP-One Area through safeguarding sites/routes where necessary, new developments and/or seeking funding opportunities

- SP32: Improving Pedestrian and Cycle Routes in the IP-One Area – The Council will support improvements to pedestrian and cycle routes within the IP-One Area and linking the Town Centre to residential areas and beyond. It will seek opportunities to deliver the following specific improvements through safeguarding routes where necessary, new developments and/or seeking funding opportunities
- SP33: Transport Proposals in the IP-One Area – The Council also supports measures to improve pedestrian and cycle access between the Waterfront and Central Shopping Area

Some of the allocated sites identified in the Site Allocations and Policies (Incorporating IP-One Area Action Plan) Development require improvements to the walking and cycle infrastructure. This will benefit the new residents and employees of these sites.

Cycling Strategy SPD July 2016

https://www.ipswich.gov.uk/sites/www.ipswich.gov.uk/files/cycling_strategy.pdf

The current Ipswich Cycling Strategy identifies some enhancements to the existing cycle network in Ipswich with the following objectives:

- Ensuring all new developments facilitate cycling for all;
- Setting the framework for the creation of a safe, cohesive, attractive cycle network, including provision for parking cycles, throughout Ipswich where practical;
- Supporting improved provision for cycling within existing development;
- Strengthening and reinforcing the existing role of the Council in promoting cycling.

Furthermore, the SPD required all new development to consider:

- How those cycling will access the development;
- How they will cycle within and around the development;
- How they will store or park their cycle; and
- How the facilities in the development will encourage and facilitate cycling.

The SPD included some detail on how cycle infrastructure should be designed, to ensure that it does not conflict with pedestrians or highway users, in addition for stating the requirements for secure cycle parking.

The enhancements that have not yet been implemented have been carried forward into the preparation of this Ipswich LCWIP.

Ipswich Town Centre and Waterfront Public Realm Strategy SPD July 2019

https://www.ipswich.gov.uk/sites/www.ipswich.gov.uk/files/town_centre_and_waterfront_public_realm_spd_1.pdf

The public realm projects identified in this SPD could encourage more walking, wheeling and cycling within Ipswich Town Centre and the Ipswich Waterfront.

The enhancements that have not yet been implemented have been carried forward into the preparation of this Ipswich LCWIP.

Ipswich Urban Character SPD's 2015-2019

<https://www.ipswich.gov.uk/content/urban-character-supplementary-planning-document>

This identifies the eight 'urban character areas' in Ipswich which needs to be taken into consideration for any new development in these areas.

Local Cycling & Walking Infrastructure Plan (2020) DRAFT

https://www.ipswich.gov.uk/sites/www.ipswich.gov.uk/files/scc_lcwip_v9_2020.pdf

This is the current framework for the Ipswich LCWIP that was produced by Suffolk County Council produced in 2020. The framework makes reference to the requirement for an LCWIP, in addition to identifying a 'tube map' concept to identify the key walking and cycling origins and destinations.

Low Emissions SPD December 2021

https://www.ipswich.gov.uk/sites/www.ipswich.gov.uk/files/low_emissions.pdf

This supports planning applications by expanding upon the requirements of Policy DM3 by providing thresholds and a process for new developments that would have an impact on air quality which are mainly within the IP-One area. Measures needed to reduce the air quality impact include; offering transport mitigation measures to increase the uptake in sustainable travel and reducing car parking provision.

Proud of Ipswich: Championing our community and revitalising our town Ipswich Borough Council Corporate Strategy

https://www.ipswich.gov.uk/sites/www.ipswich.gov.uk/files/ibc_corporate_strategy_0.pdf

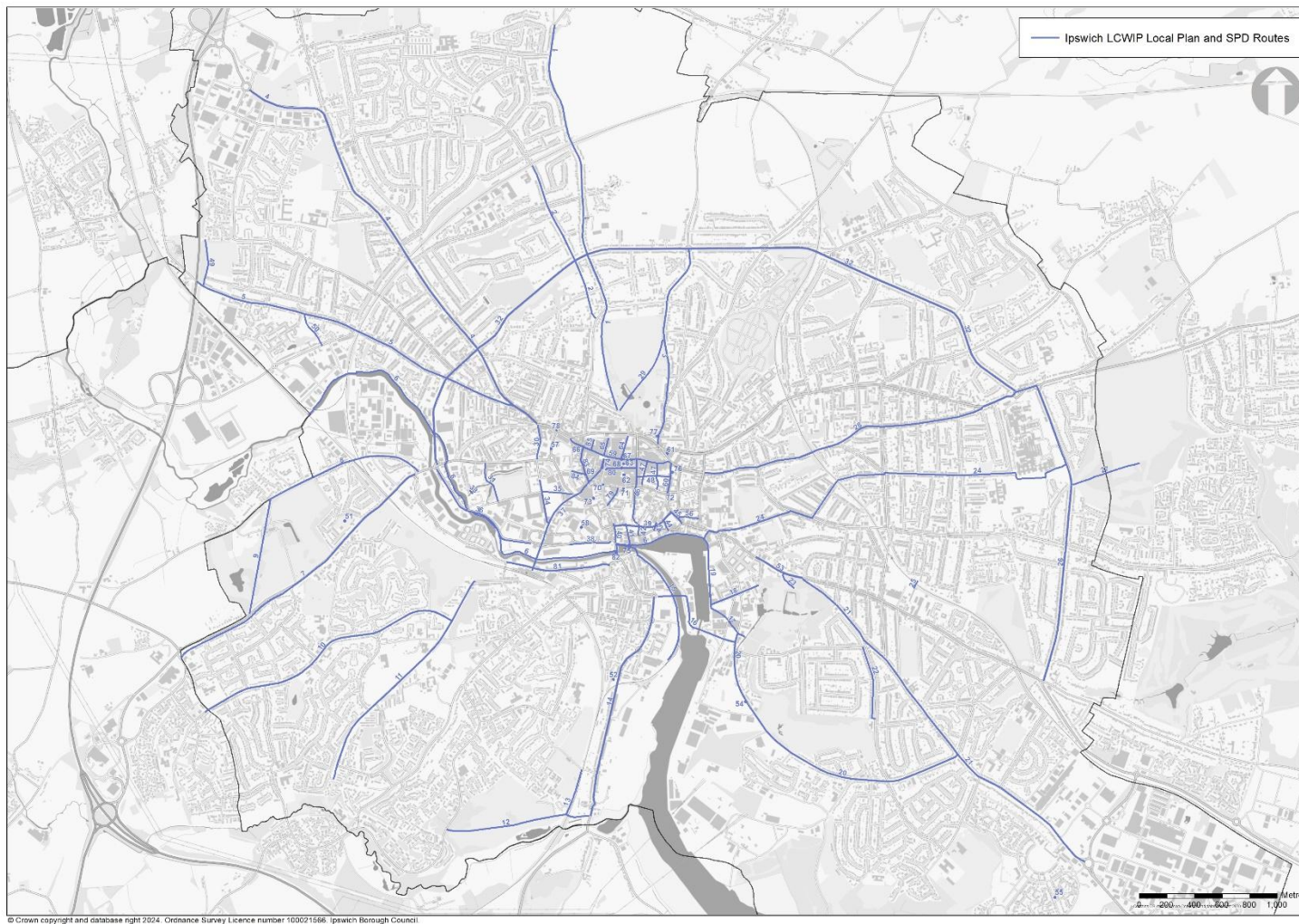
This identifies five priorities (A thriving town centre; Meeting the housing needs of our community; A carbon neutral council; Promoting community wellbeing and fairness in Ipswich; and A financially sustainable council providing good quality services) that has some links with improved walking and cycling improvements in Ipswich.

Air Quality Action Plan 2025 – 2030

<https://democracy.ipswich.gov.uk/documents/s42822/E-24-34%20Appendix%206%20-%20Air%20Quality%20Action%20Plan%202025-2030.pdf>

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.

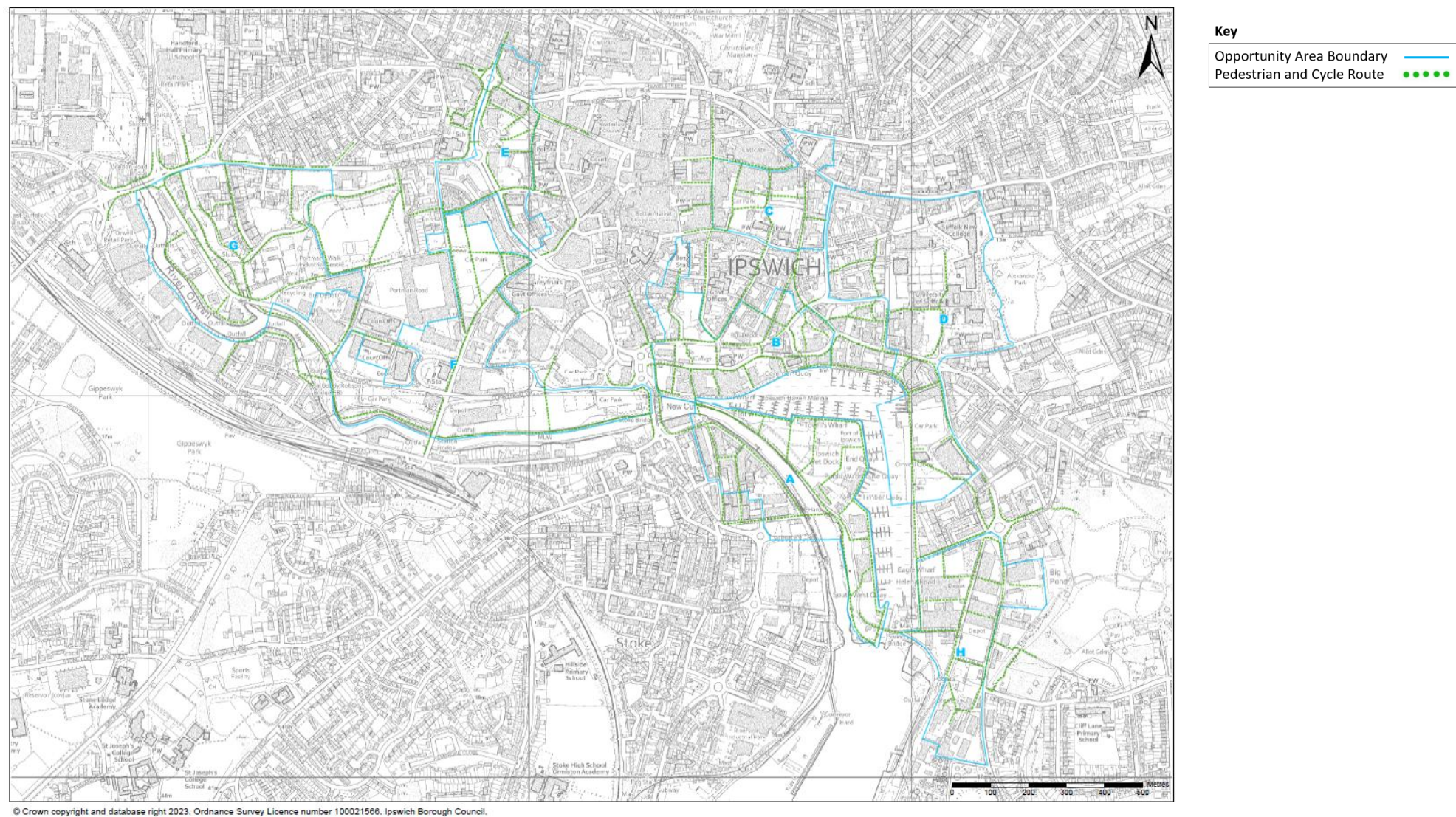
APPENDIX 4 – MAP OF IPSWICH LCWIP ROUTES AND SCHEMES



APPENDIX 5 – LIST OF PRIORITISED SCHEMES

Rank	Priority	Route #	Location	Score
1	High	21	Nacton Road	73
2	High	42	Foundation Street (Between College Street and Star Lane)	73
3	High	6	Gipping River Path (Between Sproughton Enterprise Park and the University)	72
4	High	26	Heath Road (Between Felixstowe Road and Ipswich Hospital)	72
5	High	28	Woodbridge Road/ Spring Road	71
6	High	43	Lower Orwell Street B164	71
7	High	20	Landseer Road	70
8	High	59	Westgate Street to Carr Street	70
9	High	60	Upper Orwell Street	70
10	High	16	Island Site (Between Holywells Road and Felaw Street)	69
11	High	24	Ipswich Hospital to Waterfront	69
12	High	45	Fore Street (Between Salthouse Street and Star Lane)	69
13	High	14	Wherstead Road	68
14	High	19	Orwell Quay (Between Patteson Road and University)	68
15	High	37	Princes Street (Between Cornhill and Ipswich Rail Station)	68
16	High	39	Star Lane	68
17	High	65	Lloyds Avenue	68
18	High	76	St Michael's Church Area	68
19	High	57	Civic Drive Surface Crossing (linking to walking and cycling route to High Street cultural hub)	66
20	High	81	Burrell Road	66
21	Medium	61	Major's Corner	72
22	Medium	78	Norwich Road/Crown Street/Civic Drive Roundabout Area	71
23	Medium	17	Holywells Park (South-West Entrance) to Waterfront (Between Holywells Road and Orwell Quay)	68
24	Medium	34	Portman Road South (Between Great Gipping Street and Princes Street)	67
25	Medium	36	West End Road (not using Gipping Path)	67
26	Medium	44	Slade Street	67
27	Medium	47	Connecting Carr Street to Tacket Street and Cox Lane (north-south connections)	67
28	Medium	29	Christchurch Park Cycle Route (Between Westerfield Road and Finneres Road)	66
29	Medium	53	Bishops Hill	66
30	Medium	56	University of Suffolk & Suffolk New College	66
31	Medium	64	Tower Street and Tower Ramparts	66
32	Medium	1	Henley Road (Between Defoe Road and Finneres Road)	65
33	Medium	7	London Road (Between Scrivener Drive Junction to Ranelagh Road Junction)	65
34	Medium	84	Elm Street	65
35	Medium	15	New Cut/Stoke Quay (Between Griffin Wharf and Bridge Street)	64
36	Medium	30	Portman Road North (Between Norwich Road and Handford Road)	64
37	Medium	33	Cullingham Road to Portmans Walk	64
38	Medium	52	Bruff Road to Wherstead Road	64
39	Medium	2	Dale Hall Lane (Between South of Railway Line and Henley Road)	63
40	Medium	74	Cornhill to Giles Circus	62
41	Medium	3	Westerfield Road	61
42	Medium	27	Heath Walk (Short Section Between Heath Road and IBC/East Suffolk Boundary)	61
43	Medium	75	Dance East Square	61
44	Medium	77	St Margaret's Green	61
45	Medium	82	Stoke Bridge	61
46	Medium	18	Holywells Park (North-West Entrance) to Waterfront (Between Myrtle Road and Orwell Quay)	60
47	Medium	35	Portman Road to Civic Drive	60
48	Medium	34	Landseer Road (Near Duke Street)	60
49	Medium	83	Museum Street	60
50	Medium	8	Hadleigh Road (Between Chantry Park and London Road Junction)	59
51	Medium	40	St Peter's Street	59
52	Medium	48	Connecting Upper Brook Street to Upper Orwell Street (east-west connections)	59
53	Medium	85	Providence Street	59
54	Medium	5	Bramford Road (by A14 to town centre)	58
55	Medium	38	Grafton Way (Between Commercial Road and Bridge Street)	58
56	Medium	46	Lower Brook Street and Upper Brook Street	58
57	Medium	35	Ravenwood to Nacton Road	58
58	Medium	66	Museum Street and Westgate Street Junction	58
59	Medium	58	Cardinal Park	57
60	Medium	69	Museum Street and Elm Street Junction	57
61	Medium	72	Upper Orwell Street/Orwell Place/Eagle Street and Fore Street Junction	57
62	Medium	80	Buttermarket	57
63	Medium	10	Hawthorn Drive (Between Sprites Lane and Birkfield Drive)	56
64	Medium	23	Holywells Park (North Entrance) to Bishops Hill	56
65	Medium	32	Ipswich Circular	56
66	Medium	67	Tower Street and Tavern Street Junction	56
67	Medium	73	Cromwell Square	55
68	Low	41	St Peter's Dock to Turret Lane	70
69	Low	4	Norwich Road (Including Bury Road (Between Anglia Retail Park Roundabout and Old Norwich Road Junction)	55
70	Low	11	Birkfield Drive (Between Cambridge Drive and Gippeswyk Avenue)	55
71	Low	31	Bibb Way (Between Handford Road and Sir Alf Ramsey Way)	55
72	Low	50	Sproughton Road to Bramford Road	54
73	Low	62	Arras Square	54
74	Low	63	St Lawrence Church Area	54
75	Low	70	Friars Street and Queen Street Junction	54
76	Low	71	Dogs Head Street and Old Cattle Market Junction	54
77	Low	12	Bourne Park (Between Stoke Park Drive and Wherstead Road)	53
78	Low	25	Foxhall Road to Felixstowe Link	52
79	Low	49	Bramford Road to Bramford Lane	52
80	Low	51	London Road to Lavenham Road/Kelly Road	52
81	Low	79	Silent Street	52
82	Low	13	Bourne Park (Between Corporation Avenue and Unnamed Road connecting Montgomery Road to Wherstead Road)	51
83	Low	22	Clappgate Lane (Between Benacre Road and Cliff Lane)	51
84	Low	9	Chantry Park (Between London Road to Hadleigh Road)	50

APPENDIX 6 – OPPORTUNITY AREA MAP (SITE ALLOCATIONS DEVELOPMENT PLAN DOCUMENT)



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

Registered charity no. 326550 (England and Wales)
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.

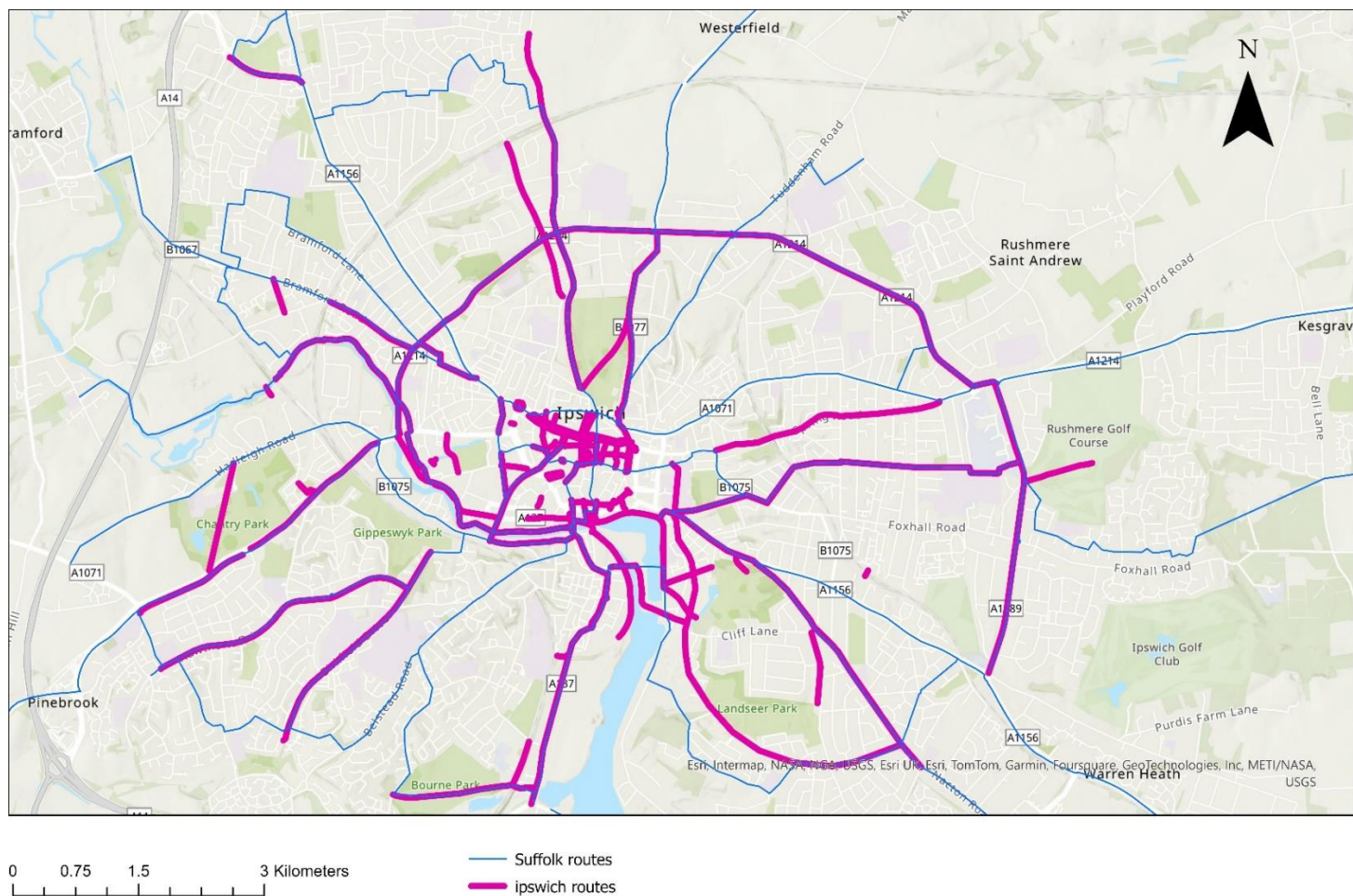


Figure 1 Ipswich and Draft Suffolk LCWIP (2024) Routes Overlaid (**The Draft Suffolk LCWIP (2024) routes have not been finalised and are subject to change**)

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.

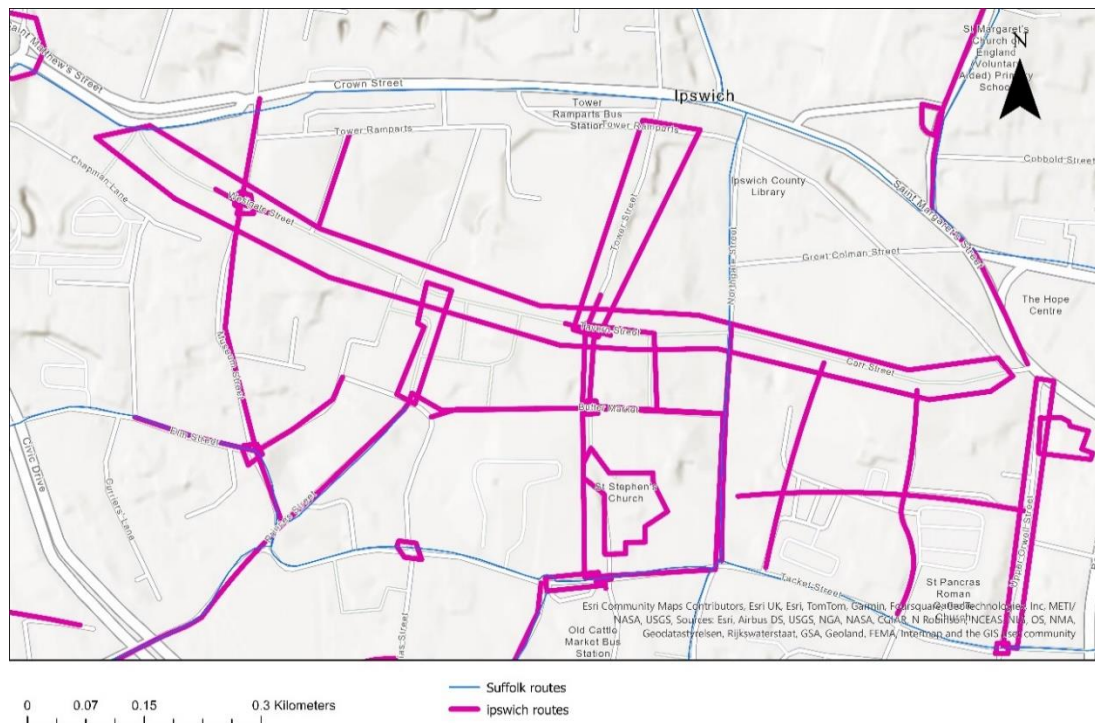


Figure 2 Ipswich town centre detail

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.

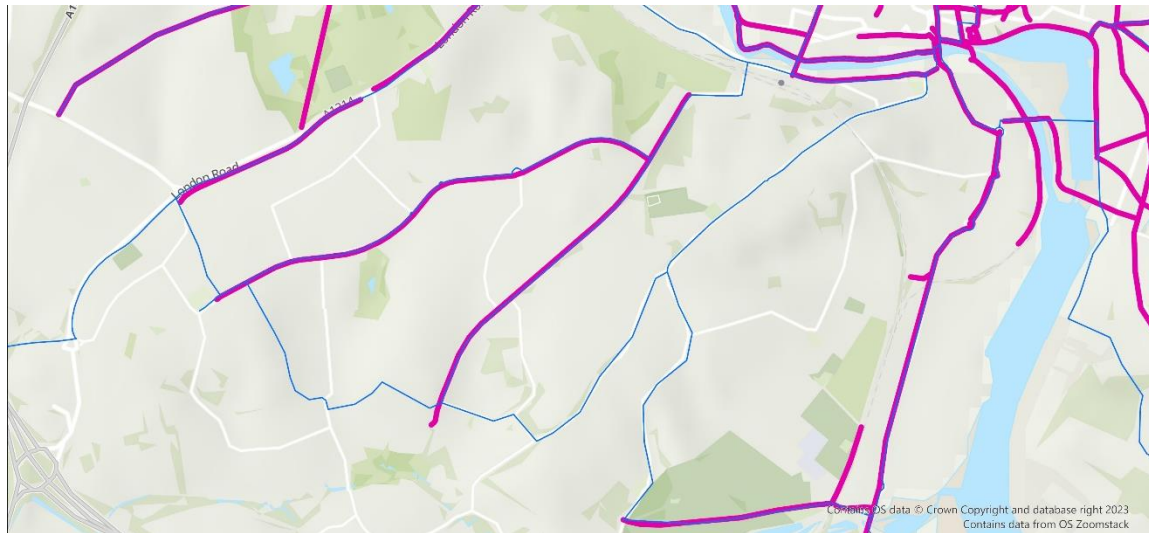


Figure 3 Chantry and Pinewood

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.

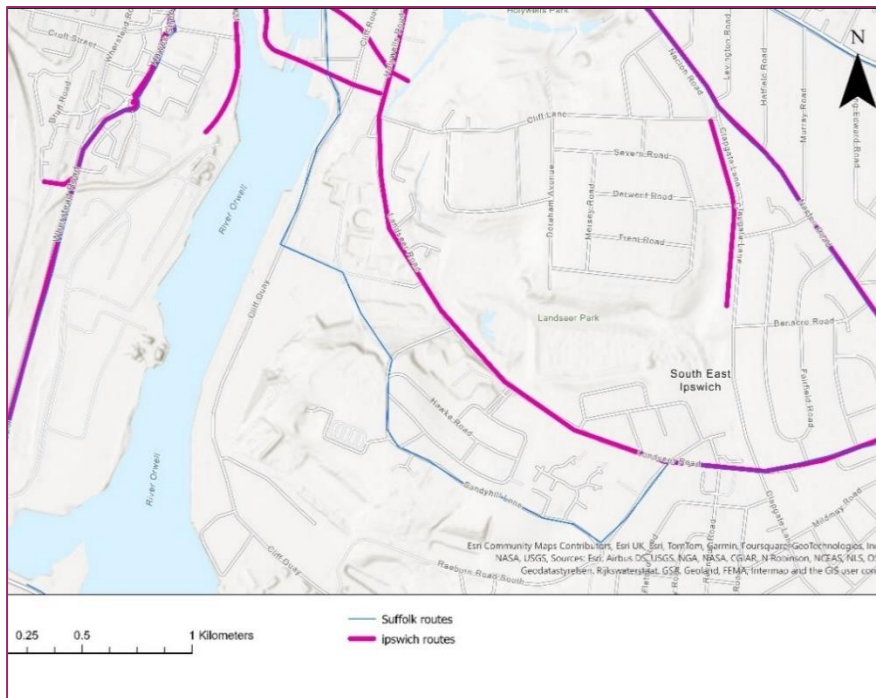


Figure 4 Landseer Road

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

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	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

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				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

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				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

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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

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				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

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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

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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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