Local Cycling & Walking Infrastructure Plan (2020)

DRAFT v9

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Contents

Introduction

This Ipswich Local Cycling and Walking Infrastructure Plan (LCWIP) sets out a series of measures and programmes to achieve a transformational change in levels of cycling and the attractiveness of walking in Ipswich.

Ipswich is a developing area, in 2018 it was named the second best performing urban centre in the UK, behind Cambridge and with significant growth in housing and jobs in the period to 2036 we need to provide a transport network that focuses on moving people quickly and efficiently.

Creating the conditions for greater use of sustainable travel is imperative. We have ambitious plans to change behaviours and encourage alternatives to the private car that will maximise the use of the network, improve air quality and begin to address some of the issues raised when we declared a climate emergency across Suffolk.

Walking is already normal behaviour in Ipswich for many journeys, used not only 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 LCWIP builds on Ipswich's current levels of cycling and even higher levels of walking to create an environment where cycling and walking will become the norm for travel within Ipswich.

Governance

The proposed governance reflects geographical focus on Ipswich and includes representation from Ipswich Borough Council and Ipswich Vision. The Ipswich Vision board is constituted of political members and representation from the Chamber of Commerce, the University of Suffolk, New Anglia LEP and the Ipswich Central Business Improvement District. Graeme Mateer, Head of Transport Strategy, Growth, Highways and Infrastructure will fulfil the Senior Responsible Owner role. The LCWIP will be reviewed annually to ensure the contents remain current.

Within the project team are those involved in designing, implementing and monitoring the improvements. This includes Suffolk Highways who provide the design, construction and maintenance of the highway within the County. Additional stakeholders will supplement the project team if proposals include specific areas of interest (e.g. The River Action Group).

The Project Board and Project Team

Membership of the Project Board (awaiting confirmation)

Ipswich Borough Council elected representatives

Suffolk County Council elected representatives

Ipswich Borough Council officers

Suffolk County Council officers

Senior Responsible Officer – Graeme Mateer Head of SCC Transport Strategy

Membership of the Project Team (awaiting confirmation)

Ipswich Borough Council elected representatives

Suffolk County Council elected representatives

Ipswich Borough Council officers

Suffolk County Council officers

Sustrans representative

Suffolk Highways representative

Cycle Ipswich representative

New Anglia Local Enterprise Partnership representative

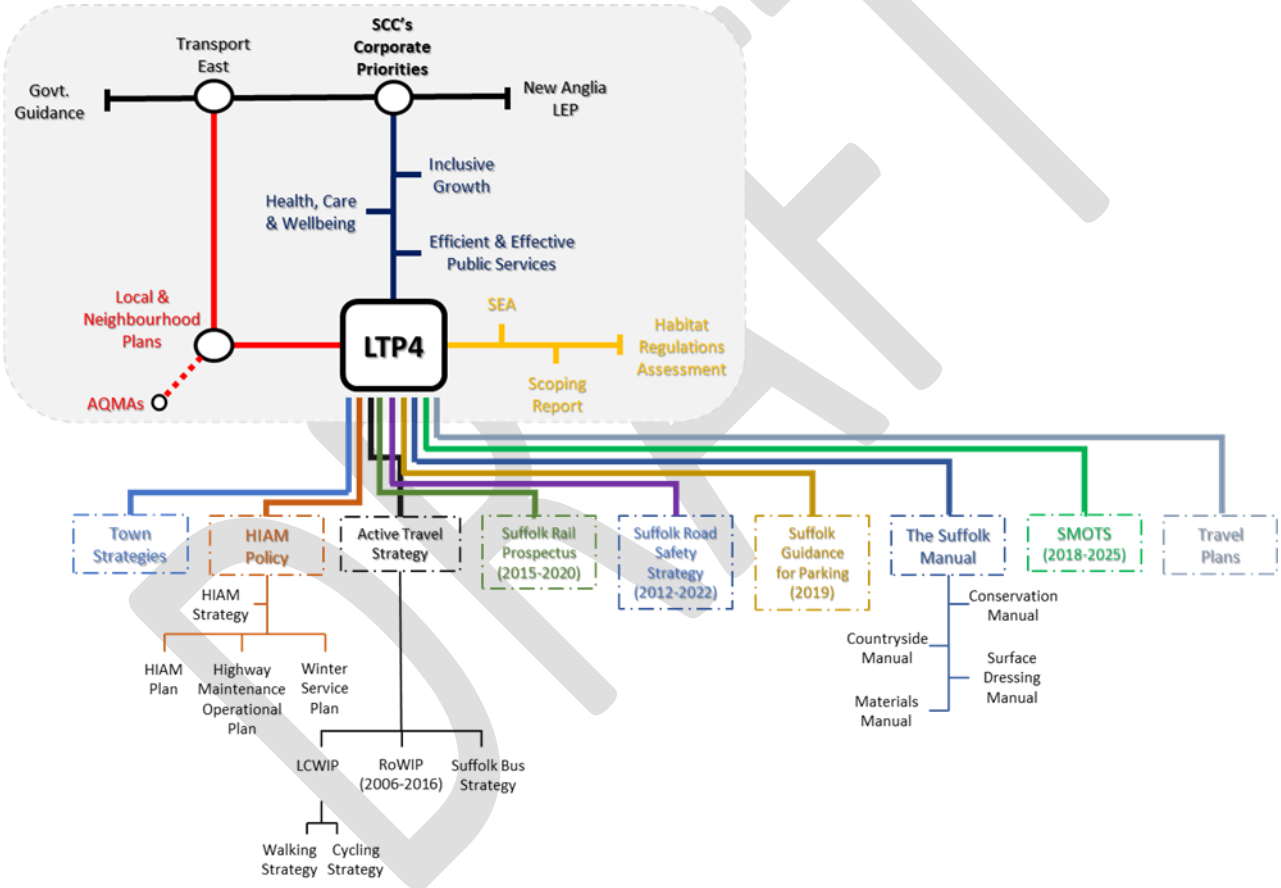
Ipswich Vision representative

The Policy Background

This LCWIP is designed to support several Suffolk County Council policies. The measures within the LCWIP set out an ambitious programme of actions to transform these policies into reality. There are key external policies, such as Transport East's Strategic Transport Plan and New Anglia Local Enterprise Partnership (NALEP) Economic strategy that play a vital role in shaping our own priorities.

Within Suffolk County Council, districts, boroughs and parishes we have a range of policies and priorities. The diagram below sets out the key ones in relation to transport and this LCWIP. These include Sustainable Modes of Transport to School (SMoTS), Highways Infrastructure Asset Management (HIAM) and Rights of Way Improvement Plan (RoWIP). ***does this also need to include Suffolk Developers Guide, under HIAM?***

refresh diagram with updates



Suffolk County Councils Local Transport Plan, updated in 2020 identified 5 key priorities:

1) Supporting people to access jobs and opportunities

2) Reducing emissions and the impact on the environment from our transport system

3) Encouraging & supporting active/sustainable travel

4) Promoting the adoption of innovative technologies and approaches to the movement of goods and people

5) Supporting Suffolk's economy

This LCWIP needs to deliver against these priorities in Ipswich and the measures identified in later chapters will need to provide a clear convenient and concise network of walking and cycling routes throughout the town which are safe and attractive.

As the LCWIP develops further it will be important to engage with the Ipswich Taskforce, comprising MP's, elected members and business leaders in the town. The taskforce has been formed to identify and make recommendations to Suffolk County Council as Highways Authority, putting in place interventions to enable people and vehicles to move more efficiently on Ipswich's streets and roads, to transform the environment for cycling, walking and public transport and to improve the public realm and provide an enhanced quality of life.

Baseline data – What is the current position

Ipswich is the county town of Suffolk and will be experiencing some of the highest growth in the county. In the 2011 Census, the wider Ipswich area recorded a population of over 178,000, Ipswich Borough having a population of over 137,000. Population projections[1] suggest an ageing population, with the need to encourage people to remain active as they grow older and the need to provide transport to combat social isolation. Ipswich households without access to vehicles is recorded at 26% in the 2011 census[2] good active transport options essential to reduce social inequality.

The adopted Ipswich Local Plan provides for 9,777 additional dwellings to 2031, with further growth in the neighbouring districts around the town.

The continued growth of the area with the limited highway capacity will exacerbate congestion if travel patterns follow the current trend. Air quality has been negatively impacted over a long period with its associated health impacts, as reported in the air quality status reports[3]. Many peak time journeys are relatively short and undertaken by car. The expectation from the continuation of current trends is of a greater level of congestion, a deterioration in air quality, more delays and longer traffic queues. This will also negatively impact economic growth in the town. Traffic modelling has shown that traffic will grow by over 20% by 2036, causing additional pressures on the major interchanges at A12/A14 at Copdock, Seven Hills Interchange and the Orwell Bridge. These pressures are unsustainable and necessitate a shift to more sustainable patterns of travel.

Significant housing growth is also proposed with the Ipswich Garden Suburb 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

[1] https://www.suffolkobservatory.info/population/population-projections/

[2] https://www.nomisweb.co.uk/census/2011/QS416EW/view/1946157241?rows=cell&cols=rural_urban

[3] https://www.ipswich.gov.uk/airqualitymanagement

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 that are attending.

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 network are some of the barriers identified. Attending to these issues and providing more safe and secure cycle parking, good lighting and well covered CCTV will all contribute to modal shift.

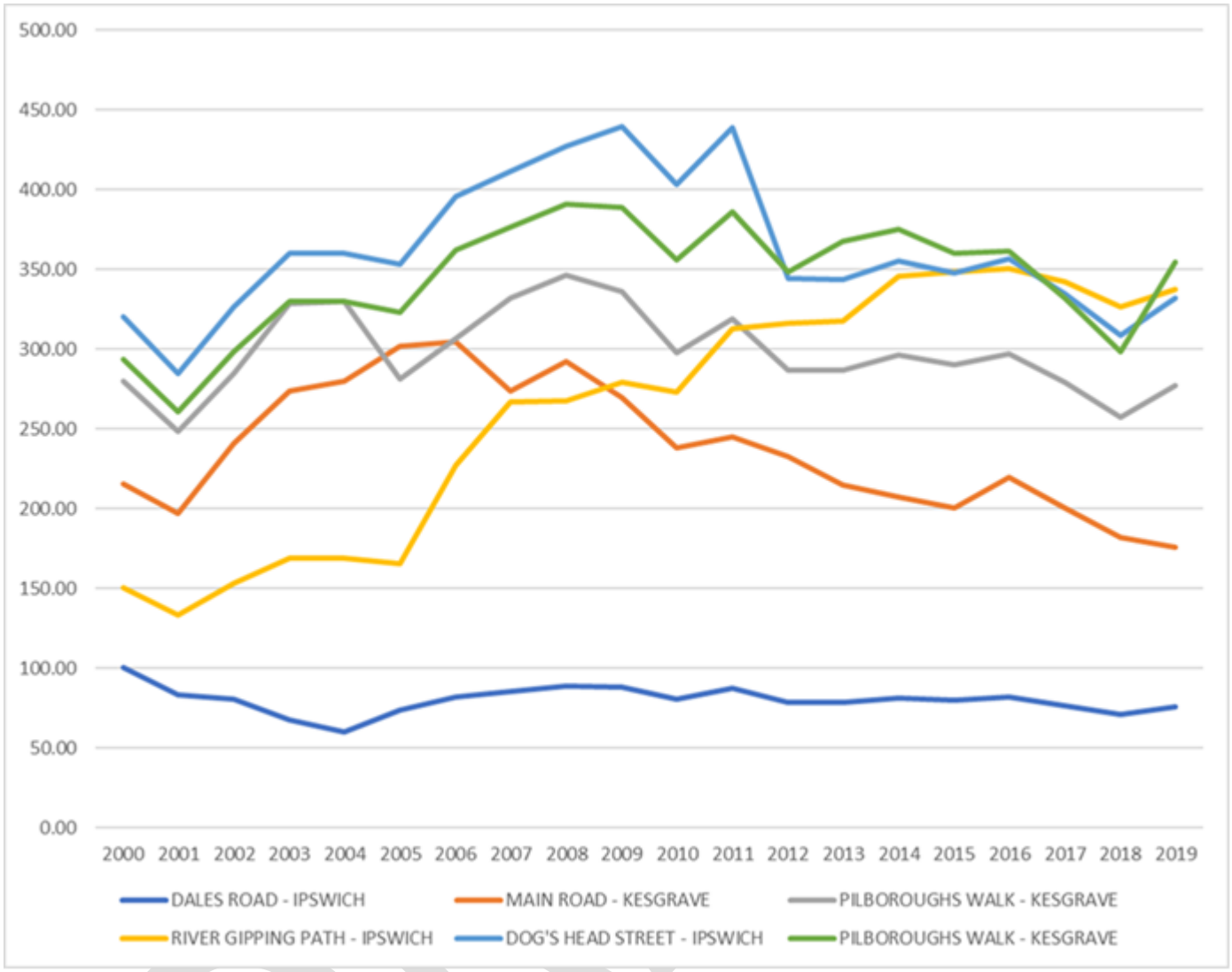
Despite the issues the town has a relatively high proportion of people cycling (12%), however over 60% of people in Ipswich commute to work by private car. Work carried out in 2019 to assess the impact of Ipswich's and neighbouring local planning authorities local plans known as the Ipswich Strategic Planning Area (ISPA)[4] identified in excess of 48,000 combined AM and PM journeys taking place in the peak periods that were less than 2.5km (1.5 miles) in length and 43,000 journeys that were 2.5km-8.5km in length, both of which are a distance suitable for cycling.

The absolute number of trips summing together the AM and PM peak is as follows:

Trip type	0-2.5km	2.5km-8.5km	8.5km+	Total
Urban-urban	48,075	43,707	19,235	111,017
Urban-rural / rural-urban	1,524	27,644	80,976	110,144
Rural-rural	2,443	11,536	58,096	72,076
Total	52,042	82,887	158,307	293,236

We have seen cycling levels vary across Ipswich over time. We have a small number of operational cycle counters placed in locations around the town and these have been recording numbers of cyclists passing these locations over an extended period. The table below shows variations in cycling over a 20 year period and includes the original and relocated sites on Pilboroughs Walk.

[4] https://www.suffolk.gov.uk/assets/Roads-and-transport/public-transport-and-transport-planning/ISPA-Transport-Mitigation-v13F.pdf



The nature of walking and cycling is such that people can take various of routes to many different destinations. Day by day these routes can vary and whilst the above data gives us a sense of what occurs we understand that if people chose a different route then this will change the overall results if they by-pass the counters.

For example, there appears to be a steady decline in cycle numbers on Main Road, Kesgrave over a sustained period however that might be offset by the creation of new and additional routes during this time which may have resulted in people adopting a new route which we do not have the data recorded.

National statistics issued by Government shows that the proportion of people walking has only changed by 1% since 2002. However, evidence suggests that those who do walk are more likely to walk slightly longer distances. The picture is similar for cycling with a 5% reduction in trips. Again though, people are prepared to cycle 50% further[5] .

[5] Department for Transport statistical statement released on 31 July 2019 entitled Walking and Cycling Statistics: 2018.

Maintenance

Maintenance needs to be a key consideration when undertaking any improvement works with alignment to both the Highways Maintenance Operational Plan and Highway Infrastructure Asset Management Plan being paramount.

Cyclical work programmes play a key role in the useability of assets to support walking and cycling. Accessibility to drainage, routine street cleansing and spread widths following winter treatments can have significant impact on key routes around the town. Consideration for the accessibility to routes and use of schemes should be made to ensure they are fit for purpose throughout all weather seasons with sufficient funding to ensure they can be maintained effectively within current policy.

The Benefits of Walking and Cycling

There are many benefits to encouraging people to walk and cycle over use of motorised forms of transport. NICE, the National Institute for Health and Care Excellence, states[6]:

Increasing how much someone walks or cycles may increase their overall level of physical activity, leading to associated health benefits.

An increase in walking or cycling can also help:

- Reduce car travel, leading to reductions in air pollution, carbon dioxide emissions and congestion.
- Reduce road danger and noise.
- Increase the number of people of all ages who are out on the streets, making public spaces seem more welcoming and providing opportunities for social interaction.
- Provide an opportunity for everyone, including people with an impairment, to participate in and enjoy the outdoor environment.

Air Quality

Poor air quality is considered the largest environmental risk to public health in the UK[7].

Epidemiological studies have shown that long-term exposure to air pollution (over years or lifetimes) reduces life expectancy, mainly due to cardiovascular and respiratory diseases and lung cancer. Short-term exposure (over hours or days) to elevated levels of air pollution can also cause a range of health impacts, including effects on lung function, exacerbation of asthma, increases in respiratory and cardiovascular hospital admissions and mortality.

In 2010, the Environment Audit Committee considered that the cost of health impacts of air pollution was likely to exceed estimates of £8 to 20 billion.

[6] National Institute for Health and Care Excellence Physical activity: walking and cycling - Public health guideline [PH41] - https://www.nice.org.uk/guidance/ph41

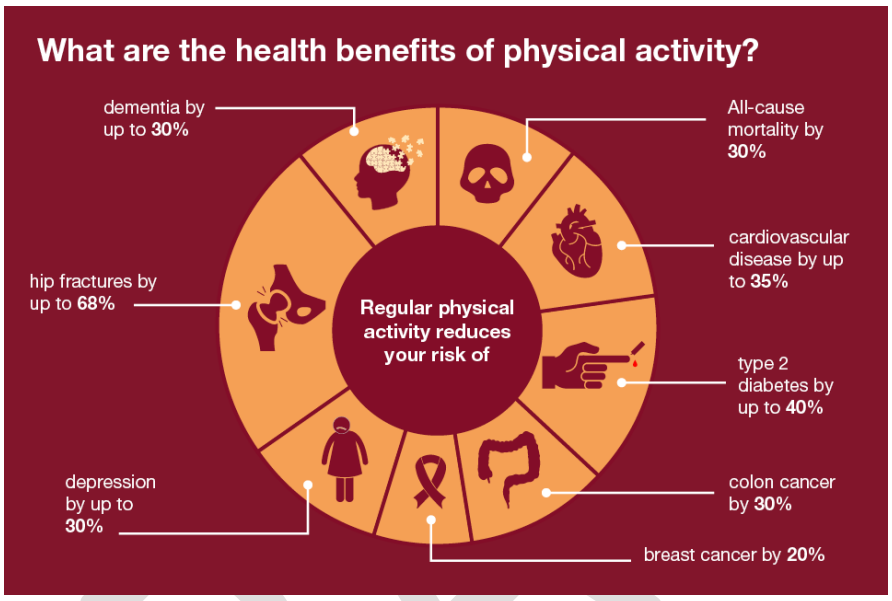
[7] Public Health England, Guidance: Health matters: air pollution, November 2018 https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution

Health benefits of exercise

According to Public Health England[8], physical inactivity is responsible for one in six UK deaths (equal to smoking) and is estimated to cost the UK £7.4 billion annually (including £0.9 billion to the NHS alone).

Unfortunately, our population is around 20% less active than in the 1960s. If current trends continue, it will be 35% less active by 2030.

Physical activity has significant benefits for health, both physical and mental, and can help to prevent and manage over 20 chronic conditions and diseases, including some cancers, heart disease, type 2 diabetes and depression.



Around 1 in 3 (34%) of men and 1 in 2 (42%) of women are not active enough for good health.

Men are more likely to report being active at the recommended level than women.

Physical activity varies with age and life stage. People tend to get less active with age, especially in older years.

And people with disabilities or long-term conditions are twice as likely not to be active enough for good health.

Recommended physical activity guidelines

The UK Chief Medical Officers' Guidelines[9] recommend that each week adults undertake at least 150 minutes moderate intensity activity, 75 minutes' vigorous activity, or a mixture of both plus muscle strengthening activities on two days.

Children and young people between the age of 5 and 18 years should engage in moderate to vigorous intensity physical activity for at least 60 minutes and up to several hours every day.

[8] Public Health England, Physical activity: applying All Our Health, October 2019
https://www.gov.uk/government/publications/physical-activity-applying-all-our-health/physical-activity-applying-all-our-health

[9] Department of Health and Social Care, UK Chief Medical Officers' Physical Activity Guidelines, Sept 2019
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/832868/uk-chief-medical-officers-physical-activity-guidelines.pdf

Both adults and all children and young people should minimise the amount of time spent being sedentary (sitting) for extended periods.

The Ipswich Picture

Inactivity levels in Ipswich are greater than both Suffolk and England levels. According to the Active Lives Survey[10] (May 2018-May 2019), 26.9% of adults in Ipswich are considered to be inactive (are active for less than 30 minutes a week). This compares to 25.5% for Suffolk as a whole and 24.8% for England.

Those meeting Chief Medical Officer (CMO) guidelines (150 minutes/week) in Ipswich falls below both Suffolk and England levels. 58.1% of adults meet CMO guidelines whilst the figures in Suffolk is 62.3% and in England is 63.2%.

Social and Economic Benefits

Places that embraced walking and cycling tend to be happy, healthy, educated and are economically stable. Residents in towns where people can connect and engage through physical activity, tend to foster stronger communities with greater interaction and engagement.

The Climate Emergency

Suffolk County Council has reaffirmed its commitment to Creating the Greenest County, as well as declaring a Climate Emergency. Transport is a significant contributor to greenhouse gas emissions, and compared to other sectors, has not achieved reductions in emissions. The LCWIP therefore will play a key role in helping to achieve the Council's aims to be Carbon Neutral by 2030.

Transport emissions will grow further if no action is taken. In the longer-term technological changes such as improved vehicle efficiency and the greater take up of electric vehicles will help reduce emissions associated directly with transport. However, other particulates such as from brakes and tyres will not be addressed by changes in fuel. In the short to medium term the adoption of more sustainable ways of travel for people and goods will be required if there are to be significant cuts in transport emissions, or a reduction in the need to travel.

In Ipswich, transport will have significant influence on our ambition to make Suffolk the greenest county in England because of the high level of emissions attributed to transport and the cost to the environment of large-scale infrastructure projects. Our Local Transport Plan (LTP) highlights the principal ways in which we will develop projects that will contribute towards the reduction of carbon emissions. Included in this list is a commitment to

- encouraging the use of more sustainable forms of transport
- more sustainable processes and use of materials to reduce impact of construction and maintenance on biodiversity, geodiversity, historic buildings and archaeological assets

[10] A rolling survey of adult (16 yrs+) sport and physical activity levels in England led by Sport England. The overall sample size is around 198,250 people each year with a minimum annual sample size for each English local authority of 500.

The county council and our district and borough council partners also have a key role in planning and encouraging better sustainable connectivity between home, leisure, retail and employment. New developments will be required to provide facilities for walking and cycling to access local employment sites and the wider transport networks.

Our Approach

Our LTP sets out an urban strategy that we will use and adopt in all built up areas across Suffolk. In many urban areas our network is already constrained by the space available. We identify that we will be prioritising sustainable modes of travel in these areas such as walking, cycling and public transport and will do this by reviewing our network and redefining it, providing segregated cycle and pedestrian routes wherever we can.

We will ensure walking and cycling routes follow the core design principles described in LTN 1/20[11] of being Coherent, Direct, Safe, Comfortable and Attractive and adopting the principles within the LTN 1/20 guidance.

Hierarchy of provision

To give some clarity in this area we are adopting the following hierarchy to the provision of cycle infrastructure in Ipswich. All cycle facilities will be provided broadly in accordance with the design standards as established in the Department for Transport LTN/120 cycle infrastructure design[12]

1) Segregated cycle and pedestrian facilities
2) Shared cycle/pedestrian facilities – only when segregated can't be provided because of highway widths
3) On carriageway, mandatory cycle lanes, with vertical separation such as wands
4) On carriageway, advisory cycle lanes - only when limitations on the overall space available mean that motor vehicles will sometimes need to enter the cycle lane

Our view, and that of the Government's Gear Change vision, is that to encourage more people to walk and cycle, specific space needs to be allocated to them within our highway network. It must be a space that they can feel safe in with good visibility, lighting etc. and be segregated from motorised vehicles. Our LTP clearly sets the tone in terms of modal shift and as a result all schemes that are considered must consider the needs of walking and cycling above those of motorised users. This will require a fundamental change in the way we design the network with low traffic neighbourhoods, filtered permeability and Copenhagen style crossings becoming standard design features that provide the necessary priority for active travel modes. These measures will be reinforced through the Suffolk Design guide, a document that sets quality standards for new buildings, public spaces and neighbourhoods throughout the county.

We must also consider soft measures to support the physical improvements. The ISPA work on the Transport Mitigation Strategy[13] identified the need for a package of Smarter Choices to deliver a range of initiatives to help organisations and developers reducing reliance on single occupancy car use while enhancing sustainable

[11] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906344/cycle-infrastructure-design-ltn-1-20.pdf
[12] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf
[13] https://www.suffolk.gov.uk/assets/Roads-and-transport/public-transport-and-transport-planning/ISPA-Transport-Mitigation-v13F.pdf

alternatives. These measures will; increase physical activity (and quality of life) and boost social inclusion. Key soft measures we promote are.

Local Links

The Local Links scheme supports businesses, schools, and developers in Ipswich to promote walking and cycling use through free information and advice; match-funding and training. These incentives will enable and support inclusive growth; increase physical activity, improve mental health well-being and improve air quality.

Travel Plans

A Travel Plan is a package of actions designed by an organisation or developer to encourage sustainable transport options. They are a requirement through the National Planning Policy Framework for all developments that will have an impact on the highway.

Travel Plans can take many forms, but the most common in Ipswich are:

- **School Travel Plans -** helping children, parents and staff travel to and from schools without relying on private car use
- **Residential Travel Plans -** are required for all developments that will have an impact on the highway. Travel plan packs of information are provided to new residents to inform and incentivise them to use non-car modes of travel
- **Workplace Travel Plans -** can help organisations develop their own transport strategy focussed on sustainable transport modes.

Powered two+ wheelers

Ranging from electric bicycles, tricycles and cargo bikes to mopeds, scooters, mobility scooters and motorbikes, powered two+ wheelers offer an affordable alternative to the car and can be especially valuable where public transport is limited. Powered two+ wheelers have a clear role to play in increasing mobility and helping to reduce the demands on the highway network, especially in our urban centres. We will look to facilitate reliable business goods deliveries through the provision of alternative delivery options, which reduce congestion and improve the public realm in which those businesses exist.

Targets

This LCWIP is an ambitious plan to increase walking and cycling in Ipswich. The Government's Cycling and Walking Investment Strategy[14] issued in 2017 set out key objectives to significantly increase walking and cycling in England to 2025. Our key objectives are to.

- Increase cycling in Ipswich in line with Government Targets
- Increase Walking in Ipswich particularly for journeys of less than 2.5km

[14] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908257/cycling-walking-investment-strategy-document.pdf

Both these objectives are based on providing the facilities and infrastructure that allow people to choose these modes as their mode of choice therefore they need to be at the core of all transport related projects and infrastructure considered for the town.

What will be key in realising and delivering against these targets will be the need for soft measures to accompany the infrastructure improvements. This will be carried out through various measures including surveys with businesses and additional on street monitoring. This will provide us with an opportunity to reflect and prioritise projects through the plan to ensure we achieve our objective.

Scheme Assessment Methodology

We have developed a methodology that allows us to identify, asses and score schemes which allows us to prioritise for delivery. We have followed Government guidance as well as other nationally recognised best practice to create these 10 steps detailed below. This methodology concentrates on cycling facilities which often align with walking requirements, but tools such as the Walking Route Audit Tool[15] provide a further level of detail specifically to enable the assessment of walking facilities.

Step 1
Review existing scheme lists – remove completed, duplicated, superseded schemes

Step 2
Score schemes using Multi Criteria Assessment Framework tool (data gathering)

The Multi Criteria Assessment Framework tool uses a range of criteria related to local and strategic growth, future mobility, modal choice, demand management, safety considerations and impact on the environment. Scores are given for known positive and negative impacts against the criteria to provide an overall score for each scheme. The assessments are made against a 7 point scoring system with +3 representing a very beneficial impact and -3 a very adverse impact.

The criteria used within Multi Criteria Assessment Framework are designed to be suitable across all types of transport schemes, this does include an objective for Future Mobility for future trends in mobility e.g. autonomous vehicles which is not relevant to cycle schemes hence a score of 0 (neutral)

[15] https://www.gov.uk/government/publications/local-cycling-and-walking-infrastructure-plans-technical-guidance-and-tools

Objective Theme	Description
Deliver Local Growth	Delivers local connectivity to enable inclusive and sustainable growth.
Future Mobility	Caters for future trends in the operation of transport in Suffolk. Promotes emerging transport technology to widen travel choices and reduce congestion, making best use of existing infrastructure.
Modal Choice	Encourages a shift to more sustainable transport modes within Suffolk.
Deliver Strategic Growth	Supports strategic growth proposals including first mile last mile connectivity.
Demand Management	Reduces demand for car travel particularly single occupancy vehicles.
Safety	Improves safety for all highway users including those groups identified as being more vulnerable or prone to accidents.
Environment	Improves environment and has positive impact on health and well being.

Step 3
Record known schemes on cycle maps. The list of existing schemes for an area are plotted onto a map to illustrate the distribution (network planning)

Step 4
Produce a “tube map” for Ipswich, using origin and destination data to show direct desire lines across the towns. The Ipswich one is below, using the tube map concept showing the direct routes (not to scale), this helps identify the key routes

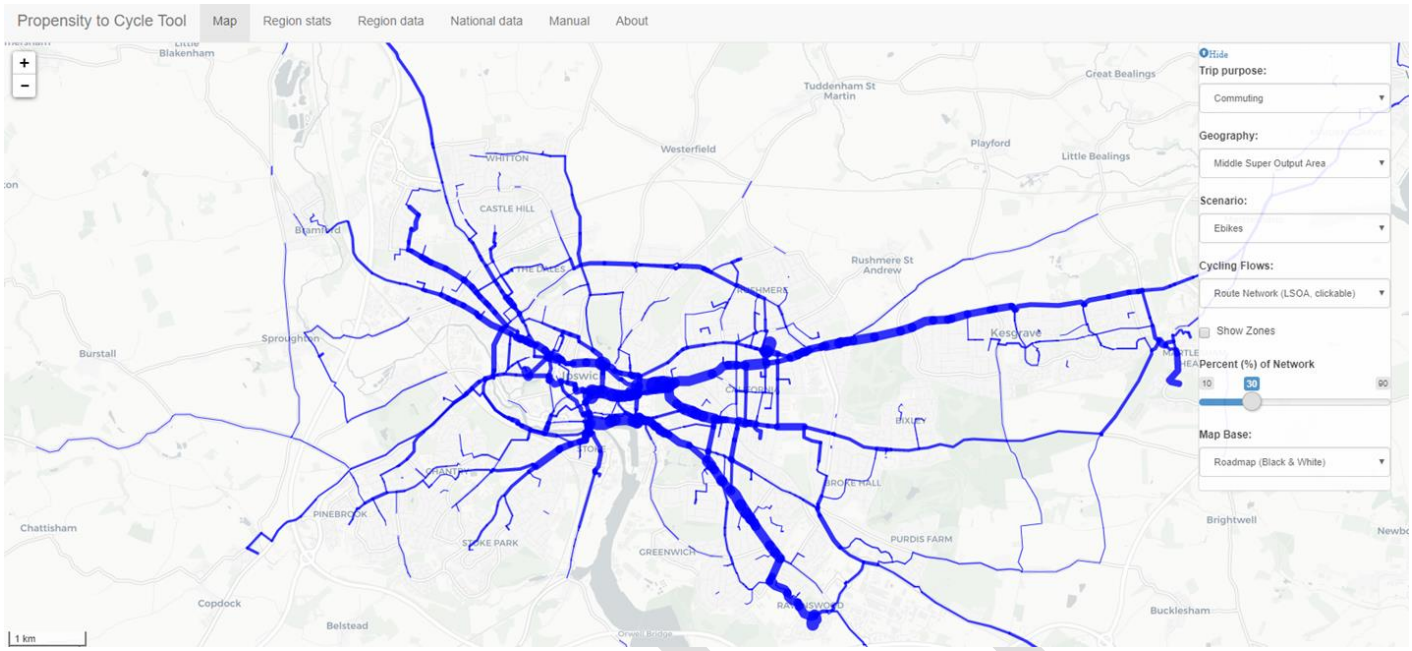
Step 5

Check schemes against key routes, to align schemes on the routes within the highway network. Using the plots of schemes and the tube map the schemes were consolidated into corridors and any schemes outside of corridors were investigated to see if they provided value to the overall network

Step 6

Use Propensity to Cycle Toolkit[16] to determine potential of the routes to increase the numbers of cyclists and consider deliverability of the scheme. The propensity to cycle toolkit provides an indication of cycling potential based on 2011 census data, the hilliness of the area and assuming scenarios such as the provision of Dutch style segregated cycling facilities. The output provided indicates the relative value of routes by the width of the line. The following map is a sample of the output available from the tool.

[16] www.pct.bike.com



Step 7

Calculate approximate scheme cost, using a costing per linear metre. The estimated costs are based on recent examples from cycle infrastructure in Suffolk and include design, build and traffic management. These are high level estimates based on the length of the scheme. The next stage will be to undertake feasibility studies to confirm the estimated costs which would include a view on any existing infrastructure, identifying any land acquisition or significant construction issues.

Step 8

Use Active Mode Appraisal Tool to provide Benefit Cost Ratio for routes. The Active Mode Appraisal Tool is provided by the Department for Transport as Transport Analysis Guidance (TAG) on the appraisal of interventions aimed at active modes, for example walking and cycling. The tool uses a variety of inputs including the forecasted numbers of pedestrians and cyclists, the length of the route, estimated costs and expected asset lifespan. Several assumptions are required when providing the input and we have applied sensitivity testing on the inputs to help understand the impacts. The guidance acknowledges that the Active Mode Appraisal Tool is most useful in assessing the effectiveness of one cycling and/or walking scheme against another, using similar input assumptions. The Benefit Cost Ratio obtained from the algorithms within the tool also contain assumptions e.g. a route is provided within the context of a network of routes. The Benefit Cost Ratios obtained from the tool are often much higher than ordinarily expected, reflecting the value of pedestrian and cycling provision and the nature of the sensitivity of the inputs.

The Department for Transport Value for Money Framework (2015)[17] indicates a Benefit Cost Ratio of 4 or above as indicating very high value for money.

[17] https://www.gov.uk/government/publications/dft-value-for-money-framework

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

Step 9
Review the updated list to identify the highest value schemes deliverable within the next 5 years and to go forward to additional feasibility study as part of the 5 year plan. The scheme list is updated with the benefit cost ratio values and used in addition to the Multi Criteria Assessment Framework and a deliverability score to identify the schemes for the 5 year plan.

Step 10
Repeat as part of the ongoing rolling process

We have developed this by working alongside Sustrans. It does rely upon historic data such as the 2011 census and estimation of the numbers of cyclists and costs to build infrastructure. While there is an element of subjectivity using the methodology does provide a useful tool to allow comparison between the merit of schemes.

During the Emergency Active Travel measures during the Covid 19 pandemic we have adopted trials of schemes which has allowed for modifications to be made in the light of experience and feedback to the changes.

The methodology has been used to identify what we are describing as our principle network, the routes we feel are most important as a first step in developing a town wide, safe and segregated walking and cycling plan. We will continue to use this methodology to assess the suitability of new and additional projects that further link the principle routes to key destinations and residential areas and we will also work with developers to ensure they provide routes within their developments and adequate links to our developing network to ensure connectivity throughout.

Proposed Interventions & Network Development

Interventions

We have researched best practice looking at several other Local Authorities and London Boroughs to identify several interventions that we feel would allow us to develop a network that supports walking and cycling in Ipswich. This included site visits to well established projects such as in Waltham Forest, London to allow us to view current best practice and to present ideas on concepts with the learning from other local authorities.

Some of these interventions are list below. This list is not exhaustive and interventions maybe combined in certain circumstances:

- Speed limits – Evidence of speed reduction increases driver awareness
- Modal Filters – Closing 'rat runs' and through routes to motorised vehicles. See Appendix A for ideas for Ipswich town centre
- Low traffic neighbourhoods
- Widened footways, reallocation of road spaces to support walking and cycling on key routes
- Segregated cycle lanes
- Fully segregated off road walking and cycling routes
- School streets

Network development

Through the five year rolling programme of cycling schemes in Suffolk, we have identified several key projects that we would like to see delivered. These will provide a principle network of cycling infrastructure across the town that will promote cycling as a natural choice of transport. These will focus on the work we have undertaken using the propensity to cycle tool alongside local knowledge of the network.

We recognise that whilst these routes provide excellent routes for people to commute or visit the town centre for work or leisure, there will need to be further work to identify routes that connect people through their communities, linking up residential areas with school, local shops and outdoor spaces. This, secondary level of network, will be crucial in providing the opportunity for people to make short journeys by walking or cycling and it will be vital that they link to the principle network, providing a seamless, coherent and easy to follow routes around the town.

Funding & Implementation Plan

Funding

There are various opportunities to secure funding, and it will be important that we proactively seek those opportunities. This LCWIP clearly sets out Suffolk County Councils intentions for walking and cycling in Ipswich and we must now secure the funding to deliver these projects.

The main sources of funding that are available:

- Local Transport Plan – SCC will allocate a proportion of its annual LTP funding towards the development and delivery of cycling across Suffolk.
- Central Government Funding – Usually this funding is part of a bidding process. This LCWIP sets out our position and the schemes identified put us in a strong position to be successful
- S106 / Community Infrastructure Levy Funding – Secured from developers for traffic mitigation measures. We can use this plan to identify where development can directly contribute and secure funding as necessary
- New Anglia Local Enterprise Partnership – Through Local Growth Fund allocation or specific bidding opportunities

We will work alongside local interest groups such as Cycle Ipswich as well as national bodies such as Sustrans UK and Cycling UK to ensure our plans are robust and ready for delivery at the earliest opportunity.

Implementation Plan

Ipswich area schemes have been developed as part of those identified in the five year rolling programme across Suffolk. Evaluation and analysis of their potential will be via the LCWIP project team meetings. The five year rolling programme is available online[18].

[18] https://www.suffolk.gov.uk/coronavirus-covid-19/advice-on-travel/active-travel-improvements-for-cycling-and-walking/