

## ACTIVE TRAVEL MEASURES DECISION REPORT

<b>Report Title:</b>	Cavendish Street, Ipswich
<b>Report Date:</b>	28 November 2023
<b>Lead Councillor(s):</b>	Cllr Richard Smith & Cllr Paul West
<b>Local Councillor(s):</b>	Cllr Elizabeth Johnson
<b>Report Author:</b>	Ellie Brown – Active Travel Planner

### Brief summary of report

1. This report reviews the results of a survey carried out with residents in the area of Cavendish Street, Ipswich to restrict the level of motorised through traffic. Following a previous survey conducted in November 2020, a motorised traffic restriction at the bottom of Cavendish Street at White Elm Street has been in place since November 2022. In September of 2023, 10 months after the ETOs installation, residents were surveyed to see if they'd like to see this closure become permanent. Results from the most recent survey show a strong consensus for the implementation of a Permanent Traffic Regulation Order to close Cavendish Street to through traffic at the junction between Cavendish Street and White Elm Street.

### Action recommended

That the Cabinet Member for Economic Development, Transport Strategy and Waste and the Head of Transport Strategy approve the implementation of a Permanent Traffic Regulation Order to close Cavendish Street to through traffic at the junction between Cavendish Street and White Elm Street.

### Reason for recommendation

2. The delivery of the scheme will contribute to several strategic objectives of Suffolk County Council (SCC) and its partners. Objectives include the Local Transport Plan (LTP) and the Climate Emergency Plan.
3. The delivery of the scheme supports the delivery of the prioritised cycling and walking rolling five-year plan endorsed by SCC Cabinet in June 2020.
4. Residents of Cavendish Street approached Suffolk County Council to seek an experimental closure of their road.
5. The scheme has support from the local County Councillor, Cllr Elizabeth Johnson.

### Alternative options

6. Do not implement a TRO However, this would represent a missed opportunity to implement an active travel scheme that would benefit local residents.

7. Extend the trial for a further 6 months and conduct another survey afterwards to see if they would like to see the TRO made permanent.

### **Who will be affected by this decision?**

8. All highway users including pedestrians, cyclists and motorists and Ipswich Borough Council refuse collection.

## **Main body of report**

### **Background**

9. In 2020, Cavendish Street residents, and the then local County Councillor (Cllr Mandy Gaylard), approached Suffolk County Council to seek the implementation of an ETO to restrict motor vehicle access through their road. The request came at a time when the County Council was delivering Active Travel schemes across the county, as part of the Government's £2bn Active Travel Fund. The Government fund was made available to create more social-distance space during the Covid pandemic and to improve current poor facilities across the UK for walking and cycling, which had been an announced Government commitment.
10. The first tranche of funding saw SCC being allocated £376,519, and the funding was used across Suffolk to implement trial restrictions to motorised vehicles. This included schemes in Ipswich.
11. In November 2020, Suffolk County Council issued a survey to residents to seek their opinions on the implementation of the ETO and the location of it. Four options were listed in the letter to the residents, they included a do nothing, a motorised traffic restriction at White Elm Street, a motorised traffic restriction on Alan Road, or motorised traffic restrictions at both locations (White Elm Street and Alan Road).
12. The response to the survey showed that 82% of residents were in favour of an ETO at both locations. However, further discussions with Ipswich Borough Council and Suffolk Highways demonstrated that the ETOs at both locations would cause problems for refuse collection and winter maintenance. It was agreed that a solution would be to implement a closure in one location, and it was proposed that an ETO at White Elm Street junction with Cavendish Street should be implemented. The new County Councillor for the area, Cllr Elizabeth Johnson, was also supportive of this approach.
13. As the survey results were still valid, it was agreed that another survey of residents was not required. Approval was given by the Cabinet Member for Economic Development, Transport Strategy and Waste. The County Council wrote to residents to inform them that an ETO to restrict vehicular access at the junction of White Elm Street and Cavendish Street would be implemented.
14. The ETO was planned to be in place from November 2022 for a maximum of 18-months. After 10 months, residents were approached again to seek their views on making the ETO permanent.

### **Stakeholder Engagement**

15. The survey was delivered on 25 September 2023 to the same residents that were surveyed in November 2020 by the County Council. See Appendix A for a copy of the survey delivered. A copy of the survey and the plan of the proposals were also placed on SCC's website to allow residents outside the area surveyed to express their views.
16. 213 surveys were issued by Suffolk County Council with a deadline to respond by 31 October 2023.

17. A total of 77 responses were received during the consultation period. These came from the surrounding local area with at least one response received from the following streets: Cavendish Street, Devonshire Road, Rosehill Road, Elizabeth Court and Padbrook Court.
18. 73% of responses were in favour of making the traffic order permanent. 26% of responses voted against the implementation of the TRO and 1 resident voted to extend the trial period by a further 6 months.

Street Name	Sent	Received	% Received	Yes	Yes %	No	No %	Other
Cavendish Street	147	57	39%	47	82%	9	16%	1
Devonshire Road	47	14	30%	8	57%	6	43%	0
Rosehill Road	9	3	33%	1	33%	2	67%	0
Elizabeth Court	4	2	50%	0	0%	2	100%	0
Padbrook Court	6	1	17%	0	0%	1	100%	0
<b>Total</b>	<b>213</b>	<b>77</b>	<b>36%</b>	<b>56</b>	<b>73%</b>	<b>20</b>	<b>26%</b>	<b>1</b>

### Meeting Policy Commitments

19. The implementation of the TRO will further enforce the County Council's commitment to improve infrastructure for walking and cycling and encourage a move by Suffolk residents towards using active travel. This is included in SCC's endorsed policies and action plans, such as the Suffolk Local Transport Plan (LTP), Suffolk Climate Emergency Plan, Air Quality Action Plan and SCC's Corporate Strategy.

### Ipswich Growth

20. In addition to meeting the commitments of SCC's policies, the schemes in Ipswich will help to support growth on a strategic level across the borough. The Ipswich Strategic Planning Area (ISPA) includes the geographical area of the whole of Ipswich Borough and surrounding villages that form parts of Babergh and Mid Suffolk and East Suffolk. SCC's transport mitigation proposals for the ISPA sets out the interventions needed to address the severe impacts of the growth forecast in the ISPA. SCC modelled the impact of planned development on the IPISA transport network and concluded that a minimum modal shift of 10% would be required alongside targeted capacity improvements to mitigate against a severe impact of the planned development. Within this, cycling and walking should be considered the primary means of mobility for journeys under 5 kilometres in length.

### Public Sector Equality Duty

21. The provisions of this TRO have been considered in the context of the Equality Act 2010, having due regard to the need to –
  - a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

### Human Rights Act 1998

22. The objections need to be considered in the context of the Human Rights Act 1998 which prohibits public authorities from acting in a way which is incompatible with the European Convention on Human Rights. Some specific convention rights have relevance:

- a) Article 8 identifies that ‘everyone has the right to respect for his private and family life, his home and his correspondence.’ However, through the process of consultation, individuals affected by any proposed change can express their opinions and thereby ensure appropriate participation ‘in a democratic society in the interests of national security, public safety or the economic well-being of the country, for the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others’; and
  - b) Peaceful enjoyment of possessions (including property), subject to the State’s right to enforce such laws as it deems necessary to control the use of property in the public’s wider interest (First Protocol Article 1).
18. Other rights may also be affected including individuals’ rights to respect for private and family life and home.
19. Regard must be had to the fair balance that has to be struck between the competing interests of the individual and of the community as a whole. Both public and private interests are to be taken into account in the exercise of the Council’s powers and duties as a traffic authority. Any interference with a Convention Right must be necessary and proportionate.
20. In this case, officers consider that any interference with an individual’s Convention Rights is justified in order to secure the significant benefits in improving access and road safety.

#### Sources of further information

Appendix A – Letter sent to residents by Suffolk County Council Appendix B – Plan of proposals
---

# FORMAL DECISION OF THE CABINET MEMBER FOR ECONOMIC DEVELOPMENT, TRANSPORT STRATEGY AND WASTE AND THE HEAD OF TRANSPORT STRATEGY

Councillor Richard Smith and Graeme Mateer reviewed the report and made the decision set out below:

## Decision made:

1. That the Cabinet Member for Economic Development, Transport Strategy and Waste and the Head of Transport Strategy approve the implementation of a Permanent Traffic Regulation Order to close Cavendish Street to through traffic at the junction between Cavendish Street and White Elm Street.

Signature of the Cabinet Member for Economic Development,  
Transport Strategy and Waste


Date:



30/01/2024

Signature of the Head of Transport Strategy

Date:



30/01/2024

## Appendix A – Letter Sent to Residents by Suffolk County Council



Date: 25<sup>th</sup> September 2023

Tel: 0345 603 1842

Email: [customer.services@suffolk.gov.uk](mailto:customer.services@suffolk.gov.uk)

Dear Occupier,

### **Cavendish Street, Ipswich – Trial Motor Traffic Restriction**

In December 2022, Suffolk County Council implemented a trial motor traffic restriction of Cavendish Street, Ipswich, close to the junction with White Elm Street, following support from local residents during a survey held in November 2020. This intervention is intended to create a quieter and safer environment for local residents, and serves to support walking, wheeling and cycling into Ipswich town centre, places of education and the waterfront.

Before the County Council takes the decision of whether to make permanent this experiment, we would like to hear your views so that we can take them into account. We would like you to complete the enclosed questionnaire and return to us in the self-addressed envelope by no later than 31<sup>st</sup> October 2023. We will then assess the responses received. You can also see copies of this letter and a plan at:

<https://www.suffolk.gov.uk/roads-and-transport/transport-planning/consultations-and-studies>

The results of the survey will be made public and will assist Suffolk County Council's decision on whether to make this permanent or for it to be removed.

To keep up to date with Suffolk County Council's latest information on active travel improvements visit the Suffolk Active Travel webpages: [www.suffolk.gov.uk](http://www.suffolk.gov.uk)

Yours faithfully,



## Cavendish Street, Ipswich – Motor Traffic Restriction

Name: .....

Road name: .....

House no: .....

Please tick the option you prefer:

- ☐ Yes – I would like to see the experimental motorised traffic restriction of Cavendish Street, close to the junction with White Elm Street, made permanent.
- ☐ No – I would not like to see the experimental motorised traffic restriction of Cavendish Street, close to the junction with White Elm Street, made permanent.
- ☐ Other – I would like to see the experimental motorised traffic restriction of Cavendish Street, close to the junction with White Elm Street, extended for a further six months.

Please provide any further comments in the box below:

Please return the survey in the freepost envelope provided by no later than **31<sup>st</sup> October 2023**.

More information about the active travel improvements in Suffolk can be found by visiting the active travel webpages on the Suffolk County Council website: [www.Suffolk.gov.uk](http://www.Suffolk.gov.uk)



