



DECISION REPORT

Report Title:	Humber Doucy Lane, Ipswich – Experimental Traffic Order
Report Date:	31 July 2023
Lead Councillor(s):	Cllr Richard Smith
Local Councillor(s):	Cllr Paul West
Report Author:	Carl Ashton, Transport Planning Manager

Brief summary of report

1. This report reviews the results of a survey carried out with residents in the area of Humber Doucy Lane, Ipswich on options to restrict the level of motorised through traffic on the lane on a trial basis to assess the impact. The survey was commissioned by local County Councillor, Paul West following a previous informal survey conducted by the county councillor in November/December 2022 following concerns raised by residents in Humber Doucy Lane relating to the speed, volume and size of vehicles and the lack of dedicated pedestrian/cycle footways.

Action recommended

That the Cabinet Member for Economic Development, Transport Strategy and Waste and the Head of Transport Strategy approves Option C (No change from the current situation)

Reason for recommendation

2. Suffolk county council received a total 368 responses to the survey. With the results as follows:
Option 1 - Humber Doucy Lane/Playford Road Junction (Full Closure to Motorised Vehicles at this location) – **63 in favour**
Option 2 - Humber Doucy Lane / Playford junction – (Access from Humber Doucy Lane travelling into Playford Road to be maintained, but no motorised vehicle access to be allowed from Playford Road travelling into Humber Doucy Lane) – **22 In favour**
Option 3 - No motorised traffic restrictions at either location – No change from current situation – **283 in favour**
3. Based on the responses received, the most favourable option is Option C, no change from current situation.

Alternative options

4. At this stage, officers have only been asked by the county councillor to look at the three options surveyed which were based on a previous survey undertaken by the county councillor.

5. A number of the comments made by those who responded to the survey made suggestions about alternative solutions that could be considered such as 20mph zones and other traffic calming along the lane.

Who will be affected by this decision?

6. All highway users including pedestrians, cyclists and motorists as well as public transport operators and Ipswich Borough Council refuse collection.

Main body of report

Background

7. This survey was carried out following initial concerns raised by residents of Humber Doucy Lane relating a lack of adequate space for pedestrians along with high volumes of traffic. The area in question covered the length of Humber Doucy Lane between Rushmere Road and Playford Road, including Summerfield Close and Summerfield Court only.
8. Based on these initial concerns, the County Councillor for Bixley Division surveyed residents within the area described above in 2022, to gauge support for trialling interventions. Whilst officers do not have access to those results, it was reported that there was support, 3 to 1, in favour.
9. Officers were instructed to propose detailed options and consult with the same residents on a preferred option that could be taken forward as an Experimental Traffic Order (ETO). This is where a change or restriction to the highway is made on an experimental basis. The beginning of such an experimental order signifies the start of a consultation where residents are able to express their views as to how the trial is working. This can be for a minimum of 6 months and up to 18 months by which time a decision needs to be made as to whether it is made permanent or not.
10. Three options were proposed to survey residents, a plan showing the options is contained in Appendix B:

Option 1

Humber Doucy Lane/Playford Road Junction (Full Closure to Motorised Vehicles at this location). This option fully restricts all motorised access from Playford Road into Humber Doucy Lane and vice versa. This proposal would remove all through traffic from this section of the lane. Whilst this option is the most severe with regards to restricting motorised traffic at this location, it is likely to result in the best outcome for those who walk, wheel and cycle along the lane as traffic volumes will be reduced and limited to those who live on and off this section of Humber Doucy Lane

Option 2

Humber Doucy Lane / Playford junction – (Access from Humber Doucy Lane travelling into Playford Road to be maintained, but no motorised vehicle access to be allowed from Playford Road travelling into Humber Doucy Lane. This option retains some motorised access through the junction by allowing vehicles to exit Humber Doucy Lane onto Playford Road. This option was proposed to alleviate some concerns that motorised vehicles would not be able to turn around at the end of Humber Doucy Lane. It also reduces the impact on refuse collection whilst still reducing the overall number of vehicles that uses this section of Humber Doucy Lane.

Option 3

No motorised traffic restrictions at either location – No change from current situation. It was felt important to offer residents the option of not making any changes to the lane. This option therefore retains the status quo of no motorised traffic restrictions.

Stakeholder Engagement

11. The survey was hand delivered on 26 May 2023 to the same residents that were surveyed in 2022 by the county councillor. As per the survey in 2022, the county councillor requested that the number of surveys delivered to each property corresponded with the number of adults registered to that property on the electoral register. 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 for residents outside the area surveyed to express their views.
12. At the same time the survey was delivered, specific contact was made with Ipswich Wanderers FC, Rushmere Parish Council, Ipswich Borough Council (Refuse collection team) and First Buses whose No.59 service uses this section of Humber Doucy Lane. Each of these key stakeholders were encouraged to express their views of the proposals. Ipswich Wanderers were concerned about the impact it would have on accessing their facilities on matchdays and were not supportive of any changes, Rushmere Parish Council were concerned about the impact of displaced traffic on the surrounding road network, Ipswich Borough Council refuse were content with the proposals on the proviso that if a physical motorised restriction was deployed, that it included a removable bollard for which they had the key and finally First Buses supported option 2.
13. Approximately 125 surveys were issued by Suffolk County Council with a deadline to respond of 30 June 2023.
14. A second, adapted version of the survey began to circulate amongst the local community that was issued to residents in the surrounding area, outside of those surveyed by Suffolk County Council. Whilst it is recognised that the aim of this was to encourage residents from further afield to respond, it did contain some misinformation about the proposals and a clear attempt to influence those responding to favour option 3. For example, it made reference to permanent closures, something that at this stage isn't proposed.
15. However, in presenting the results, Suffolk County Council have included all responses, regardless of whether they were received from the official survey or the adapted one. The County Council have also included all emailed surveys and general emails from residents expressing their preferences. Many people also emailed their survey directly to us.
16. A total of 368 responses were received during the consultation period. These came from a wide area of Ipswich and the surrounding area with at least one response received from the following streets;

The Street

Lamberts Lane

Playford Road

Humber Doucy
Lane

Summerfield Close

Summerfield Court

Rushmere Road

The Willows

Dumbarton Road
Chestnut Close
Digby Road
Playford Lane
Laburnum Gardens
Birchwood Drive
Bent Lane
Seven Cottages
Lane
Tuddenham Lane
St Andrews Church
Close
Ladywood Road
Woodbridge Road
Woodbridge Road
East
Holly Lane
Colchester Road
Glenavon Road
Fawley Close
Melbourne Road
The Limes
Henley Road
Sherbourne Ave
Mayfield Close
Claverton Way
Christchurch Street
Playford Lane
Goring Road
The Mills

17. There were also twenty responses where the address of the responded isn't known.

18. The results are as follows:

Option 1

Humber Doucy Lane/Playford Road Junction (Full Closure to Motorised Vehicles at this location) – **63 in favour (17%)**

Option 2

Humber Doucy Lane / Playford junction – (Access from Humber Doucy Lane travelling into Playford Road to be maintained, but no motorised vehicle access to be allowed from Playford Road travelling into Humber Doucy Lane) – **22 In favour (6%)**

Option 3

No motorised traffic restrictions at either location – No change from current situation – **283 in favour (77%)**

Officer comments

19. Options 1 and 2, whilst they would create and encourage people to walk, wheel and cycle, they currently don't feature on SCC's list of proposals for improving the network.

20. It is considered that based on the above and the results of the survey, that no experimental traffic order should be made and as such allowing the status quo to remain.

Human Rights Act 1998

21. The objections need to be considered in the context of the Human Rights Act 1998, which prohibits public authorities from acting in a way that 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).

19 Other rights may also be affected including individuals' rights to respect for private and family life and home.

20 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.

21 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.

Public Sector Equality Duty (PSED)

22 Throughout the planning, design, and consultation of this proposed experimental traffic order traffic we have considered the impact of the proposals on those with protected characteristics. Motorists that would not have been able to use Humber Doucy Lane would be able to use other surrounding roads. We do not think this significantly impacts those who need to drive due to a disability as the alternative route is close by.

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 Andrew Cook reviewed the report and made the decision set out below:

Decision made:

Option C – No change to the existing road network is the preferred option based on the responses received from the public. The decision is to therefore confirm Option C as the course of action.

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

Date:



05/09/2023

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Signature of the Executive Director, Growth, Highways
and Infrastructure

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Date:



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05/09/2023

Appendix A – Letter Sent to Residents by Suffolk County Council

Date: 26 May 2023
Tel: 0345 603 1842
Email: transport.schemes@suffolk.gov.uk



The Occupier

Dear Occupier

Humber Doucy Lane, Ipswich (between Rushmere Road and Playford Road)

The County Council has received a request to consider measures on Humber Doucy Lane between Rushmere Road and Playford Road to remove through traffic. This request had been made by the County Councillor for Bixley Division on behalf of residents of this part of Humber Doucy Lane following an informal survey in which a majority of residents surveyed supported closing the lane at a given location to through traffic.

The County Council is now putting forward two options for consideration. One of the options is a closure to motorised traffic at the junction of Humber Doucy Lane and Playford Road. This was the option that received the most support on Councillor West's informal survey whilst the other option now being put forward is a partial closure at this point.

Before the County Council considers implementing a scheme, we would like to hear your views so that we can take them into account. We would like you to complete the enclosed questionnaire ranking the options in order of your preference and return to us no later than **30 June 2023**. We will then assess the responses received and feedback the results as soon as possible thereafter. A FREEPOST envelope is enclosed. 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>

If the County Council proceeds with either option, it will be implemented on a trial basis for a 6-month period. During the trial, residents would still be able to provide feedback and the County Council would monitor the impact the scheme is having. If the scheme is not working as intended, the measures would be adapted or removed at short notice.

These proposals would support the Government's Active Travel programme. Suffolk County Council recognises the benefits to individuals, the community and the environment of Active Travel and will continue to consider and deliver schemes that help people feel safer in their communities walking and cycling.

To keep up to date with Suffolk County Council's latest information on active travel improvements, please visit the Suffolk Active Travel webpages at: www.suffolk.gov.uk.

Yours faithfully,

Transport Strategy
Suffolk County Council

Follow us on Twitter: @Suffolkcc or @TWTGSuffolk

Survey – Humber Doucy Lane, Ipswich

Road you live on..... House no (optional).....

Please state your preference in priority order (from 1 - 3; 1 being the most preferred option and 3 being the least preferred option):

- ☐ Option 1 – Humber Doucy Lane/Playford Road Junction - FULL CLOSURE TO MOTORISED VEHICLES AT THIS LOCATION
- ☐ Option 2 – Humber Doucy Lane / Playford junction – ACCESS FROM HUMBER DOUCY LANE TRAVELLING INTO PLAYFORD ROAD TO BE MAINTAINED, BUT NO MOTORISED VEHICLE ACCESS TO BE ALLOWED FROM PLAYFORD ROAD TRAVELLING INTO HUMBER DOUCY LANE
- ☐ Option 3 – No motorised traffic restrictions at either location – NO CHANGE FROM CURRENT SITUATION

Any other comments, please outline in the box below:

Appendix B – Plan of Proposals

