

Transforming Cities Fund *Call for Proposals*



Application Form

Applicant Information

Bidding City Region: Ipswich

Bid Manager Name and position:

Graeme Mateer, Transport Strategy Manager

Contact telephone number: 01473 264451

Email address: Graeme.Mateer@suffolk.gov.uk

Postal address:

Endeavour House,
8 Russell Road,
Ipswich,
IP1 2BX

Additional evidence, such as letters of support, maps or plans should be included in an annex.

The use of statistics, from both government bodies and well-respected independent sources, is encouraged. The suitability and validity of these will be scrutinised as part of the bid.

SECTION A – Definition and challenges

This section will seek a definition of the bidding city. City regions should:

- Explain the city geography, with a clear city region identified
- Indicate workday population (the Fund seeks to target the larger city regions in England)
- Describe the key transport challenges across the city region at a high level. This could include a discussion of productivity, or how transport connectivity is affecting this.
- Further evidence to support this argument – such as congestion, air quality or journey time impacts.

A1. Constituent Local Authorities: Ipswich Borough Council and Suffolk Coastal District Council

A2. Geographical area:

Please provide a short description of area covered by the bid (in no more than 100 words)

The city region includes Ipswich and its built up periphery, including Kesgrave, Martlesham Heath, Woodbridge, Claydon and Felixstowe. A third of a million people live within 15 miles of the town centre and enjoy thriving commercial and educational sectors, cultural festivals, theatres, museums and excellent sports facilities. There is a growing and significant cluster of highly skilled finance, insurance and legal services, and a fast growing telecoms and digital presence. Adastral Park in Martlesham Heath is a globally significant ICT cluster and home to BT's R&D HQ. The Port of Felixstowe is the UK's largest container port and the Port of Ipswich is the UK's busiest grain export port.

Please append a map(s) showing the location of the city region and its boundaries.

A Map is included as an annex, along with an Evidence Report identifying the issues and priority areas.

A3. Population

Please include the **workday** population of the city region and relevant references.

Population of approximately 223,000 in 2011 using Census Data (ONS Crown Copyright Reserved).

A4. Discussion of key transport challenges:

Ipswich is the major urban centre for Suffolk and is one of the fastest growing cities in the country (UK Powerhouse study, covering the third quarter of 2017, ranks Ipswich in fifth place nationally in terms of year-on-year growth in Gross Value Added (<https://www.irwinmitchell.com/ukpowerhouse>). It has seen 11% GVA growth since 2009. Ipswich is a growing historic centre, with a medieval street layout, and faces the challenges of limited land availability, a high density of important heritage buildings and a narrow central core. The network is typified by tight urban streets constrained by historic buildings. As a result, there is severe congestion in the town centre, affecting the journey times and reliability for

bus passengers and road users and on key transport corridors. There are also five AQMAs within the town affecting people's quality of life.

This means that in order to have a significant impact, network wide change is required. Sustainable travel improvement schemes have been implemented and are being continued by the Upper Orwell Crossings, but there is still more that can be done. In 2008 the East of England Development Agency identified that by 2021 congestion in Ipswich would cost the economy £17 million annually.

There are approximately 156,000 movements across Ipswich on a typical weekday, including 68,000 across the Orwell Bridge, which has seen 12.5% growth since 2011. The 2011 census indicates Ipswich has a net increase in commuters of over 6,000.

Ipswich itself also suffers from a topography which means that all journeys away from the core are substantially uphill making sustainable transport modes less attractive. Through the centre of Ipswich there is a railway line that bends through the town in a horseshoe shape, which severely limits the ability to develop direct routes, and a wide river mouth causing further severance. Currently there are only three river crossings within the town, which results in traffic being funnelled along specific key corridors with limited alternatives and restricted east west capacity. Parts of Ipswich also suffer from deprivation and limited access to jobs and education, meaning access to transport is vital for inclusive economic growth.

The Ipswich Borough has limited greenfield land availability within the boundary and therefore growth is being supported by the three surrounding districts, which means it occurs on the fringes of the town – beyond 5km; the distance in which sustainable journeys tend to be undertaken, and therefore congestion is only likely to increase as a result of growth on these key corridors, where options are more limited.

Ipswich is forecast to see significant growth, the recent OAN identified a need for 11,420 homes and there is currently planning permission for 1,1915 of 3,500 houses at Ipswich Garden Suburb, while within Suffolk Coastal and on the fringes of Ipswich there are 2,000 homes permitted at Adastral Park, as well as significant growth in Felixstowe.

Suffolk also faces significant challenges as a result of an ageing population, the population of Suffolk is estimated to grow by 96,900 people by 2027, of which 78,300 will be over 65, this will mean that there will be 2.1 people of working age for every retired person by 2027, compared to 3.2 in 2005. This results in a significant change in travel patterns and need to keep the population active and able to access facilities.

Please limit responses in section A4 to 500 words.

SECTION B: Who & Where

This section will seek detail on the city's key priority areas to invest in, and motivations. City regions should:

- Identify and prioritise **the main corridors or places for investment**, and why. This could include highlighting where opportunities for growth, productivity or business are within these areas of the city region.
- Identify **who would be affected** by this investment and how user needs are recognised.

Maps identifying the priority areas can be appended as an annex to this section.

Please limit responses to 500 words.

Suffolk County Council have recently implemented improvements to the town's accessibility by sustainable modes and its urban realm. To continue the inclusive economic growth the city region needs to build on this success, by providing a joined-up network for all.

In July 2015 Ipswich Vision published the document 'Turning our town around' which set out a number of priority areas for action, including a town centre that will: attract investment; recognises the need for change; and that will appeal to those beyond its immediate catchment. The Vision commits to connecting the Waterfront with the town centre and railway station.

The New Anglia LEP sets out its ambitions, themes and priority places within its Economic Strategy. These include 'a well-connected place', 'an inclusive economy with highly skilled workforce', and Ipswich as a priority place. Ipswich is identified as 'a place of huge potential growth', 'one of the fastest growing urban areas in the UK' and the 'home to several major global assets including Felixstowe and Martlesham Heath in East Suffolk'.

Within Ipswich there are four Local Enterprise Zone sites spread across the town to support the delivery of the newly developed Ipswich Vision, which form the blueprint for regeneration within the town. The sites include 600,000 sq ft of new builds at Futura Park, Princes Street Office District, Waterfront Island, which is likely to see significant investment following opening of the Upper Orwell Crossing, and Sroughton Enterprise Park.

There are a number of key employment areas within the City Region, these include Ipswich Town Centre, Whitehouse Industrial Estate, Futura Park/Ransomes, Adastral Park and Felixstowe Port, which employ in total approximately 58,000 people and represent the economic backbone of the area. It is important to ensure good access to these locations. The region also includes the main retail centre for a large surrounding area.

The town centre includes 27,000 employees with a further 18,000 on the key corridors into the town, these include the Enterprise Zones which are yet to reach their full potential, one of which will be unlocked by the delivery of the Upper Orwell Crossing. Clearly effective movement to/from and within the town's core is of vital importance to the area economy, and the town is reaching a critical development point.

For the majority of employees in the area, travel distances are less than 5km in length. This means that the fund can be focussed on improving permeability for local journeys, thereby increasing capacity on the corridors for medium and long-distance journeys and effectively providing a network for all people. By removing people from the A14, we will have the added impact of reducing congestion for commercial traffic associated with the nationally important Port of Felixstowe.

The key corridors have been identified as those providing links to the town centre and to the key employment destinations, both Local Enterprise Zones and existing employment areas, as well as

those affecting AQMAs. These correspond with having high peak hour traffic flows. Much of Ipswich's congestion is within the core of the town, which is where the bus network is most detrimentally affected, and by delivering a more joined up town centre for all modes we can provide a more attractive offer, and importantly alleviate congestion on the key corridors, which is often associated with the core town junctions.

SECTION C: Ambition for change

This section will seek evidence of how investment will tackle these challenges, and wider fit with existing plans. City regions should:

- **Articulate their vision for improved connectivity** from the Fund and how this links to the assessment of need outlined in the previous sections.
- **Demonstrate support from stakeholders** for investment in the identified areas, such as from the relevant Local Enterprise Partnership(s), employers and transport providers. This could also include **commitments of further local and private funding**.
- Highlight ambition to align with existing funding streams and to **utilise new approaches and powers available** to improve public transport.
- Demonstrate how the Fund would link to **wider long term plans** and spatial strategies around housing, local growth, productivity and air quality.

Supporting letters may be attached as an annex.

Please limit responses to 500 words.

The Suffolk Local Authorities, through the Suffolk Framework for Inclusive Growth, have signed up to driving forward economic growth, infrastructure investment and residential growth. This means investing in infrastructure that enables and supports development, including securing investment in the transport network and an invest to grow strategy for the Ipswich area.

Suffolk County Council's key priorities are Inclusive Growth; Health, Care and Wellbeing; and Efficient and Effective Public Services. As set out within the Local Transport Plan, in urban areas there are three strands to our approach; reducing the demand for car travel; more efficient use and better management of the transport network; and where affordable – infrastructure improvements, particularly for sustainable transport.

The Ipswich Vision, which involves seven key organisations, has produced a shared Vision to support growth which improves the county town. The Vision includes aims for a single bus station hub, and pedestrianisation of large parts of the town centre (Museum Street, High Street, Upper Brook Street and Northgate Street). The Vision also aims to see Star Lane gyratory remodelled in the wake of the delivery of the Upper Orwell Crossing. Finally, the Vision aims to see improved access and facilities for cyclists.

IBC Vision sets out that 'Pedestrians, cyclists and public transport users will come first in Ipswich town centre. Traffic management measures in conjunction with improvements for pedestrians, cyclists and buses will ensure effective links between the wider Ipswich area and the town centre, and help keep congestion down and accessibility easy in the centre. Additional short stay parking and enhanced park and ride will provide for car-borne shoppers, visitors and the workforce'

The delivery and opening of the Upper Orwell Crossing, will be a catalyst for change, and means that there is a real opportunity to provide an improved sustainable transport network. Suffolk County Council have already committed significant funds to the £100 million project. Development work is progressing on Ipswich Northern Routes, a transformative scheme that will further unlock the huge growth potential of the region. Both schemes provide a catalyst for network change and economic growth, presenting a unique opportunity for the town to alleviate congestion, whilst delivering a comprehensive package of works to open up the town as an attractive place for investment. TCF funding would represent opportunity to exponentially increase the benefits and lock in the gains across the city region.

The vision is therefore to provide a transport network that benefits all user – not to alienate the car journey, but to provide a step change and make sustainable transport journeys attractive, subsequently alleviating congestion and ensuring that necessary vehicle movements can travel along the key corridors, and within the town centre, unhindered and access the key employment destinations, supporting the town's significant growth ambitions.

The benefits of the approach will mean an improvement to the health of our population and the access of the elderly and vulnerable population to services – this will reduce the reliance on health care and subsequently allow the county council to offer an improved service, reflecting our three priorities.

The three-strand approach for achieving this is through:

Making more facilities accessible by walking and cycling;
Improving bus journey times – especially in the town centre; and
Connecting new communities to the transport network.

Initiatives could include:

- Improvements to the town centre gyratory system, potentially linked to a new single bus hub, including improving the speed of public transport through the town centre. Suffolk County Council currently have a QBP with First Bus, and have committed to improving bus journey times across the town. We would look to further develop how we work with the bus operators and additional improvements that could be made across the city region.
- Develop new rail stations located to respond to growth and improve connectivity.
- Improved linkages between the town centre and Adastral Park.
- Improved linkage between the town centre, railway station and waterfront, through direct sustainable transport corridors.
- New bridges and routes for sustainable journeys through points of severance.
- Demand Responsive Transport to supplement our existing levels of transport service and provide links on the network, that do not currently exist.
- Increased availability of electric bikes including charging points and cycle parking.
- Improving our five existing rail stations as transport hubs – including improved cycle parking, signage, information and permeability to sustainable modes.

Letters of support from the New Anglia LEP, Suffolk Chamber of Commerce, Ipswich Borough Council and Greater Anglia have been provided as an annex to this submission.

When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published:

Submission of proposals:

Proposals must be received no later than 2359 on **Friday, 8 June 2018**.

An electronic copy only of the bid including any supporting material should be submitted to:
TCFproposals@dft.gsi.gov.uk

Enquiries about the Fund may be directed to TCFenquiries@dft.gsi.gov.uk