

SUFFOLK COUNTY COUNCIL

TRANSPORT RECOVERY PLAN 2020



**STICK WITH IT
SUFFOLK**



Covid-19 has had a dramatic impact on all our lives.

**ONE OF THE
POSITIVES
TO COME OUT
OF THE CRISIS
IS A LARGE
INCREASE
IN PEOPLE
WALKING
AND CYCLING**

Whether that be for commuting, leisure or as part of their daily exercise, this has resulted in dramatic improvements in air quality as well as supporting people's health and wellbeing.

The Government has recognised this and provided highway authorities across the country with emergency funding to make temporary changes to our road network that provide roads that are safer for everyone to use by walking and cycling whilst maintaining social distancing. This £250m funding is the first stage of a £2bn package, itself part of the £5bn announced in February for walking, cycling and public transport in England. Suffolk has been allocated £1.685m in two tranches. The first tranche is £337k and must be spent within 8 weeks of receipt from the Government.

The guidance issued with this funding allocation is very clear, we are to make these changes quickly and efficiently and they have provided a list of suitable interventions.

Installing **'pop-up' cycle facilities** with a minimum level of physical separation from other traffic; widening existing cycle lanes. Facilities should be segregated as far as possible, i.e. with physical measures separating cyclists and other traffic.



Using cones and barriers: to widen footways along lengths of road, particularly outside shops and transport hubs; to provide more space at bus stops to allow people to queue and socially distance.

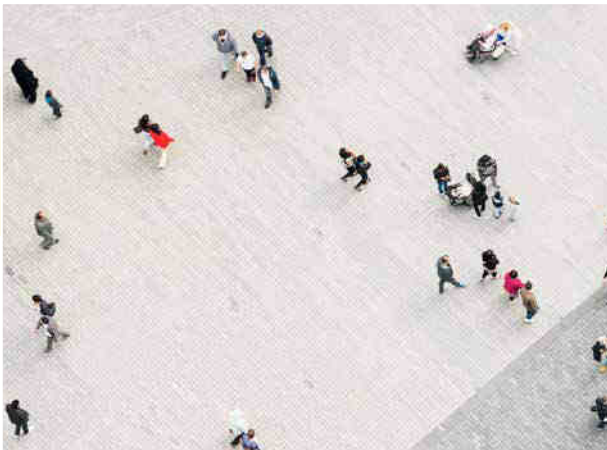


Encouraging walking and cycling to school, for example through the introduction of timed restrictions to through traffic at the start/ end of the school day.



Reducing speed limits in addition to other measures.

Introducing pedestrian and cycle zones: restricting access for motor vehicles at certain times (or at all times) to specific streets, or networks of streets, particularly town centres and high streets.



Modal filters (also known as filtered permeability); closing roads to motor traffic, for example by using planters or large barriers.



Providing additional cycle parking facilities at key locations, such as outside stations and in high streets, to accommodate an increase in cycling, for example by repurposing parking bays to accommodate cycle racks.



Changes to junction design to accommodate more cyclists – for example, extending Advanced Stop Lines at traffic lights to the maximum permitted depth of 7.5 metres where possible.

Whole-route' approaches to create corridors for buses, cycles and access only on key routes into town and city centres.



Identifying and bringing forward permanent schemes already planned, for example under Local Cycling and Walking Infrastructure Plans, and that can be constructed relatively quickly.

We would encourage those who can work from home to do so on as many days as possible, and journeys on both public transport and by road are managed to ensure social distancing requirements are maintained and safety is enabled on footways to allow pedestrians safe passing. We must continue to suppress the need to use private motor vehicles in urban areas, so that walking and cycling can continue to be a realistic safe choice for shorter journeys.



WHEN WILL IT HAPPEN?

Schemes will be delivered temporarily in the first instance as trials to test and learn, as despite the best efforts of officers, it is difficult to fully anticipate the likely pressures and demands on infrastructure until we are able to better understand the demands for travel in a recovery phase. Any changes could be adapted to ensure that they meet local needs and do not result in unintended consequences and that they meet the key objectives of supporting public health, providing safe environments and supporting the recovery.

The current work of the Cycling Policy Development Panel, which has been set up to improve cycling infrastructure in the county – and was set up before the pandemic, has been the starting point for our plans and has identified priorities for schemes. The measures are not unusual, but ones that we would consider using anyway. Officers have already been considering the potential for implementation of this sort and have developed options that can be implemented quickly. We have already begun to deliver schemes such as Ipswich Waterfront and modal filters at Milner Street and Wellesley Road also in Ipswich.

However, it is not just the physical infrastructure on our highway that is going to create safe active travel improvements, it is also the soft measures, which include:

- Updates to our cycling maps
- Marketing campaigns to encourage people to walk and cycle more

We are also seeking clarification from Government on funding that has been made available to help people get their bikes repaired and we will keen to access that source to support the people of Suffolk to cycle more.

Feedback

During trials we would welcome feedback. Contact us using the details below including if any adjustments should be made or made permanent.

Email us: transport.schemes@suffolk.gov.uk

Write to us: Cycling and Walking Measures, Transport Strategy Team, Suffolk County Council, Endeavour House, 8 Russell Road, Ipswich, Suffolk IP1 2BX.

Alternatively, you can visit our website: www.suffolk.gov.uk/walkingandcycling



LOCATIONS WHERE EMERGENCY MEASURES ARE PLANNED IN SUFFOLK

We are planning to implement temporary emergency measures at the following locations. If you have any feedback regarding these schemes, please do get in touch with us.



IPSWICH WATERFRONT

Close to motorised traffic, by experimental traffic order. Key east/west route for walking and cycling closed to provide a motorised traffic free route on a narrow road. Supports social distancing and active travel.

MILNER STREET, IPSWICH

Close at one end (with Rope Walk) as an experiment as part of a key cycling route from the hospital to the town centre. A known rat-run for motorised users avoiding traffic lights. Supports active travel route.

WELLESLEY ROAD, IPSWICH

Close the road to motorised through traffic at the railway bridge. The bridge is narrow and one-way for vehicles already. Closing this as part of an experimental order allows us to remove motorised traffic on another part of the hospital to town centre route. This location is linked to Milner Street (above).

FUCHSIA LANE, IPSWICH

Close railway bridge to motorised traffic. The width of the road over the bridge is approx. 3m with no footways. It is located on a well used walking and cycling route between a residential area and a high school. Supports social distancing and active travel.





PORTMAN ROAD (SOUTH), IPSWICH

Close road as a through route to motorised users at the junction with Princes Street. Suspension of on street limited waiting parking to provide pop-up lightly segregated cycle lanes. Supports active travel.

PORTMAN ROAD (NORTH), IPSWICH

Suspension of on street limited waiting parking to provide pop-up cycle lanes with light segregation. Closure of Portman Road between Crescent Rd and St Matthews Primary School and between Dalton Rd and Handford Rd to close through route. This will provide space for social distancing as well as provide a key cycle lane from the north west of the town centre to the railway station.

RUSHMERE AREA, IPSWICH

Low Traffic Neighbourhood - We are closing a number of through routes on this residential area approx. 1 mile from the town centre as an experimental TRO. This will provide safer walking and cycling routes and remove through traffic. Supports active travel and social distancing as many footways in this area are less than 2m wide.

ELM STREET, IPSWICH

We are looking to remove the on street pay and display parking, make the street one-way for motorised traffic and provide temp cycle lanes on both sides of the road. This location links to Portman Road schemes and provides part of a key east/west town centre cycle facility.





PRINCES STREET, IPSWICH

This is a key walking/cycling route from the railway station to the town centre. The temporary measures comprise reallocation of road space to provide wider walking and cycling routes. This includes providing modal filters on some side roads, mandatory cycle lanes.

COLCHESTER ROAD/VALLEY ROAD, IPSWICH

This is a key cycling route around the northern side of Ipswich that has been identified through our LCWIP for Ipswich. Temporary measures are to enhance existing cycle lanes through provision of light segregation. Supports active travel and a safer cycling provision.

BIXLEY ROAD/HEATH ROAD, IPSWICH

Installation of temporary cycle lanes through reallocation of road space away from motorised vehicles. This provides a missing link on the outer ring road of Ipswich, linking in with Colchester Road and Valley Road. This supports active travel and provides separation of walking and cycling along footways that are narrow in places, therefore also permitting appropriate social distancing.

BRAMFORD LANE, IPSWICH

Installation of a modal filter at the railway bridge. The road narrows at this location and has been used as rat-run for a long period of time. Closing this route to through traffic will enhance an already busy walking route to nearby schools but also enhance a key cycling commuter route from the north west of the town into the centre and vice versa.





BRIDGE ST SLIP ROAD, IPSWICH

This short section of road has been used as a way for motorised traffic to miss out a roundabout at this junction. It is located on a key walking and cycling route from the south of the town (Wherstead Road) into the town centre via the historic St Peters Street. Closing this rat run to motorised traffic will provide more space for walking and cycling, social distancing with an opportunity to provide much improved cycle parking at this location longer term.

ROSEHILL AREA, IPSWICH

Low Traffic Neighbourhood - We are closing a number of through routes on this residential area less than 1 mile from the town centre as an experimental TRO. This will provide safer walking and cycling routes and remove through traffic. Supports active travel and social distancing as many footways in this area are less than 2m wide.

VARIOUS LOCATIONS ACROSS IPSWICH TOWN CENTRE

Reduction in waiting times at puffin and toucan crossings to ensure people do not have to wait long which could lead to congestion and social distancing being compromised. This also supports people to travel more actively. At present these measures are being installed as trials but are likely to become permanent.

VARIOUS LOCATIONS ACROSS IPSWICH

Additional cycle parking - We are looking to install additional cycling parking at key locations around the town centre, in line with some of our proposed modal filters. These are to supplement the existing cycle parking facilities and whilst being provided on a temp basis using 'toast rack' style the intention will be to enhance or provide permanent solutions.

COMPIEGNE WAY TO TOWN CENTRE, BURY ST EDMUNDS

Provision of a segregated cycle lane between these two locations which links the existing cycle facilities to the north of this location to the town centre. This will be via temporary pop-up cycle lanes with light segregation that could be made permanent if successful.



BEETONS WAY, BURY ST EDMUNDS

Along this route there are two high school and three primary schools. Some cycle facilities existing however these will be enhanced to mandatory cycle lanes with light segregation. The facilities will also be extended along the entire length of the road including temporary narrowing of side roads and closing some side roads to motorised vehicles to reduce conflict with walking and cycling.

RISBYGATE STREET, BURY ST EDMUNDS

Cycle facilities already exist on part of this route that goes from West Suffolk College to the town centre. There is a section, from Parkway Roundabout to St Andrews Street where no facilities exist. Through the suspension of on street parking and reallocation of road space we shall be installing a temporary cycle lane to complete the route.

CANNON STREET – BURY ST EDMUNDS

Low Traffic Neighbourhood - We are closing a number of through routes on this residential area close to the town centre as an experimental TRO. This will provide safer walking and cycling routes and remove through traffic. Supports active travel and social distancing as many footways in this area are less than 2m wide.

LOWESTOFT ROAD, BECCLES

Some advisory facilities exist on this on road. We plan to make those sections mandatory and provide light segregation as well as looking to narrow side road entries or close them where possible. We will also extend the facility to link with nearby Worlingham where simple and easy interventions are possible.





HIGH ROAD, FELIXSTOWE

There are existing advisory cycle lanes on part of this road that helps to provide a link from the town centre/railway station to the east of Felixstowe and Felixstowe Ferry. We will upgrade these advisory lanes to mandatory and provide some light segregation. We will also extend the existing facilities by a further 900m to Cliff Road.

STOWMARKET

Provision of additional cycle parking in the town centre, locations to be confirmed.

SUDBURY

Provision of additional cycle parking in the town centre on Market Hill and other locations to be confirmed.



The following projects will be considered if funding remains after delivering the above mentioned schemes:

Ipswich

We are working with local community groups and cycle shops to provide a temporary cycle 'hub' on the waterfront that will permit people to hire/try out different bikes and get some basic advice and minor maintenance for their bikes.

Yarmouth Road, Ipswich

As identified in our LCWIP, this temporary scheme involves reallocation of road space to provide lightly segregated cycle facilities along its length. This supports active travel and provides separation of walking and cycling along footways that are narrow in places, therefore also permitting appropriate social distancing.

CONTACT US

To keep up to date with the latest information on our active travel improvements for walking and cycling:

Visit:

www.suffolk.gov.uk/walkingandcycling

Follow us on twitter:

@SuffolkCC @SuffolkSpokes

If you would like to speak to us about any of the information included in this document please contact us:

Email:

transport.schemes@suffolk.gov.uk

Telephone:

0345 606 6171

Address:

Cycling and Walking Measures, Transport Strategy Team, Suffolk County Council, Endeavour House, 8 Russell Road, Ipswich, Suffolk IP1 2BX

