

SUFFOLK COUNTY COUNCIL

TRANSPORT RECOVERY PLAN 2020

PHASE 2



**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. The £250m is being allocated in two phases, phase 1 was allocated in May, with Suffolk County Council being awarded 112% of its original allocation based on its strong and ambitious bid.

Phase 2 was confirmed on 13 November 2020. Suffolk was originally allocated £1.34m, however we are delighted to announce that we have been granted £1.685m. This ranks Suffolk as the highest percentage increase in allocation of grants in England.

The guidance issued with phase 1 funding allocation was very clear, we were to make these changes quickly and efficiently and a number of suitable interventions suggested such as 'pop-up cycle lanes, encouraging walking and cycling to school, reducing speed limits, introducing modal filters (road closures to motorised uses) as well as improved cycle parking and changes to public spaces to make them more accessible for people.

Alongside this, many people have become accustomed to working from home. We continue to support businesses as they find new ways of working, and we would encourage those who can work from home to do so on as many days as possible so that journeys on both public transport and by road are managed to ensure social distancing requirements are maintained. 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 safe choice for shorter journeys.

With phase 2 funding we now have the opportunity to take time to consult up front before decisions are made on whether to move forward with schemes. Phase 2 funded schemes, if agreed, will be delivered in a combination of permanent and temporary ways. Where temporary measures have been implemented in phase 1 and proving successful, we will look to make these permanent. In these circumstances we will prepare material and undertake full consultation in advance of any works to ensure all public and stakeholder views are taken into account. Where new measures are outlined we will implement them as temporary 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 the economic recovery but also the wider, longer-term health, social and environmental benefits of active travel.



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
- Free cycle training for all
- Engagement with schools
- Consideration of school streets
- Consideration of play streets
- Updated town cycle maps and include walking routes
- Work with charity to promote pop up bike repairs
- Travel demand management campaigns

We are also seeking to work closer with key partners and stakeholders that will help to change the culture and enable people to work in a way that places active travel at the heart of their business, employees and the environment.

WHAT HAVE WE ACHIEVED SO FAR

PHASE 1 SCHEMES

In phase 1 we delivered a number of ambitious projects, which we are now starting to see the benefits. Below is a list and brief description of the work done to date.

IPSWICH WATERFRONT

Key east/west route for walking and cycling restricted to reduce motorised traffic usage on a narrow road. This has created more space to travel actively as well as creating a place for waterside businesses to have additional outdoor seating areas.



MILNER STREET, IPSWICH

Motorised traffic restricted road as part of a key walking/cycling route from the hospital to the town centre.

WELLESLEY ROAD, IPSWICH

Motorised traffic restricted road at the railway bridge as part of a key walking/cycling route from

the hospital to the town centre, close to a primary school.



FUCHSIA LANE, IPSWICH

Motorised traffic restricted road at the railway bridge as part of a key walking/cycling route particularly for people travelling to and from a nearby high school.

PORTMAN ROAD (SOUTH), IPSWICH

Road closed 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.

RUSHMERE AREA, IPSWICH - LOW TRAFFIC NEIGHBOURHOOD

We have closed two residential streets as through routes to motorised users that have created safer walking and cycling routes. These measures have been installed as trials with ongoing public engagement.

PRINCES STREET, IPSWICH

A key walking/cycling route from the railway station to the town centre, these temporary trial measures comprise reallocation of road space to provide wider walking and cycling routes, including a modal filter at the junction with Chalon Street.



BRIDGE ST SLIP ROAD, IPSWICH

Closure to motorised vehicle users. 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. Bridge Street also intersects with Ipswich Waterfront route.

VARIOUS LOCATIONS 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 crowding and social distancing being compromised.

COLCHESTER ROAD/VALLEY ROAD, IPSWICH

This is a key cycling route around the northern side of Ipswich. Temporary measures are to enhance existing cycle lanes through provision of light segregation.

BIXLEY ROAD/HEATH ROAD, IPSWICH

Installation of 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 and provides separation of walking and cycling along footways that are narrow in places.

VARIOUS LOCATIONS IPSWICH

Additional cycle parking installed at key locations around the town centre. These are to supplement the existing cycle parking facilities, and will be provided initially on a temporary bases with the intention of providing permanent solutions.



COMPIEGNE WAY TO TOWN CENTRE, BURY ST EDMUNDS

Reallocation of road space to provide a segregated cycle lane on Northgate Street.

BEETONS WAY, BURY ST EDMUNDS

Enhanced and extended the existing cycle facilities on this route which hosts two high schools and three primary schools. Modal filters installed on relevant side roads to reduce traffic and prioritise walking and cycling.



RISBYGATE STREET, BURY ST EDMUNDS

Parkway Roundabout to St Andrews Street north side mandatory cycle lane installed.

LOWESTOFT ROAD, BECCLES

Upgrading and extension of existing cycle infrastructure including some light segregation linking Beccles with nearby Worlingham.

HAMILTON ROAD / HIGH ROAD FELIXSTOWE

Upgrading and extension of existing cycle infrastructure including some light segregation.



WHAT DO WE PLAN TO DO NEXT?

PHASE 2 SCHEMES

IPSWICH

IPSWICH WATERFRONT

In phase 1 we deployed emergency measures to restrict access by motorised vehicles. This has been very successful in providing space for people to actively travel and we have seen more of the space being used for outdoor dining. In phase 2 we will make the measures permanent by repurposing existing parking bays to provide a wider active travel corridor on one side and on the other we shall provide planters and parklets to support businesses with pleasant, outdoor dining areas through a new traffic regulation order that will be drafted to remove unauthorised motorised traffic (access for deliveries and servicing will be maintained).

BRIDGE STREET

As part of our phase 1 measures we reallocated road space to create an improved route for walking and cycling to and from the town centre. This has been well received however we have identified that two existing signalised crossings are located away from desire lines. In this phase we wish to widen these onto the desire lines created at the same time as making the temporary measure permanent.

UPPER BROOK STREET/UPPER ORWELL STREET CYCLE AND BUS GATE

Alongside the emergency active travel funded schemes, we have worked closely with our colleagues at Ipswich Borough Council to deploy

'safer spaces' These are locations where we have reallocated road space to improve streets for social distancing to be maintained. This has proved successful with stakeholders asking if this could be considered a longer term option. We would like to test this with an experimental order, replacing the current cones and barriers with planters and making small adjustments to the existing road to improve the pedestrian experience. This will be through planters, seating (where appropriate) and parklets. Alongside this, we have had to temporarily remove some bus services from Upper Brook Street. In order to maintain their punctuality and to provide additional cycling improvements we will install a bus gate on the adjacent road, Upper Orwell Street. This will give buses (and cyclists) improved access. We shall also look to create new disabled parking spaces in locations that continue full accessibility to the town centre.



SIGNAL TIMINGS OUTSIDE SCHOOLS

We will review all of the signalised crossings in Ipswich with a view to reduce waiting times to cross. We will begin this work immediately, focussing on locations outside and on key routes to schools. We will also look at signal timings at signalised junctions using our established traffic management system against existing traffic flows to prioritise active travel modes wherever possible.

EAST SUFFOLK

HAMILTON ROAD, FELIXSTOWE

Alongside the emergency active travel funded schemes, we have worked closely with our colleagues at East Suffolk Council to deploy 'safer spaces' where road space has been reallocated to improve streets for social distancing to be maintained. This location has proved very successful with stakeholders asking if this could be considered a longer term option. We would like to test this with an experimental order, replacing the current cones and barriers with planters, seating, parklets and cycle parking.

DELL ROAD/VICTORIA ROAD, LOWESTOFT

A scheme that ranks highly on our list of cycling schemes in Suffolk, this involves providing some of the missing links from Oulton Broad station towards the town centre. Parts of the route already exist, however there is a section along Dell Road where there is unnecessary through traffic which also passes a primary school. We would like

to install modal filters to remove the through motorised traffic and create a low traffic street which encourages walking and cycling. Linked to this are some minor improvements to the section of existing infrastructure from Dell Road to Tom Crisp way where we would like to remove staggered barriers and overhanging vegetation.

MILL ROAD AND LONDON ROAD SOUTH, LOWESTOFT

At the end of the east/west link that forms part of the Dell Road improvement listed above the route breaks where it arrives at Mill Road and continues up London Road South to the Bascule Bridge. This scheme looks to provide that route through reallocation of road space on London Road South to provide a two-way off road cycle facility. This will include changes to the signalised junction with Mill Road and access for motorised vehicles to this street that will provide a continuous off road facility for active travel.



CENTRAL SUFFOLK

STOWMARKET TOWN CENTRE

Building on the facilities we currently have we propose to build and enhance the route through the town centre. The route would start at the junction of Ipswich Street and Stickland Street and join up with the junction at the top of Crowe Street. This would enhance the national cycle route 51. This area marks the beginning of the retail and hospitality part of the town centre.

GAINSBOROUGH ROAD TO RECREATION ROAD, STOWMARKET

This will link the Mid Suffolk Leisure Centre and Stowmarket High School to the town centre. The proposal is to install modal filters on these and adjacent roads to restrict motorised use to residents, using routes that are already being used by cyclists. This route will link on to the improved link through the town centre as detailed above.

MARKET HILL TO THE CROFT, SUDBURY

Alongside the emergency active travel funded schemes, we have worked closely with our colleagues at Babergh and Mid Suffolk District Council to deploy 'safer spaces' where road space has been reallocated to improve streets for social distancing to be maintained. We want to build on the facilities we currently have and enhance the route through to the town centre. This will allow more cyclists to access the town centre from the croft.



WEST SUFFOLK

HIGH STREET, HAVERHILL

Alongside the emergency active travel funded schemes, we have worked closely with our colleagues at West Suffolk Council to deploy 'safer spaces' where road space has been reallocated to improve streets for social distancing to be maintained. A temporary traffic order has been in place here to restrict traffic between 10am-4pm. This is working well so we would like to enhance this by moving to an experimental traffic order repurposing parking bays for improved cycle access and installing seating, planters and parklets. Alongside this we will reduce waiting times at all toucan crossings in the town.

BRENTGOVEL STREET/LOOMS LANE, BURY ST EDMUNDS

Building on the work delivered in phase 1 we are proposing to consult on continuing the east / west link that includes these streets. This would also link to the cycle scheme on Northgate Street.



BURY ST EDMUNDS

We will review all of the signalised crossings in Bury St Edmunds with a view to reducing the waiting times to an absolute minimum for pedestrians and cyclists. We will begin this work immediately, focussing on locations outside and on key routes to schools. We will also look at signal timings at signalised junctions using our established UTM system against existing traffic flows to prioritise active travel modes wherever possible.

COUNTY WIDE SCHEMES

HIGH QUALITY PERMANENT CYCLE PARKING

We want to provide high quality cycle parking in clear and obvious locations so that people can leave bikes in urban areas in the knowledge they are protected by the weather and covered by CCTV. In phase 1 we delivered 200 additional temporary cycle parking places in key urban locations including Ipswich, Stowmarket and Sudbury. As temporary, we have been able to move and relocate these until they are positioned for maximum impact and usage. We now want to upgrade these to permanent cycle parks of considerable size to accommodate the expected demand. These will be enclosed structures with signing & lighting (from a sustainable means). We would like to include as standard in these facilities basic cycle maintenance tools such as pumps, keys etc. so people can carry small scale running repairs.

SOFT MEASURES

We will continue with our package of soft measures (funded separately to this project) such as offering free cycle training and bike maintenance vouchers and working with public health Suffolk and local GPs to promote active travel. We are also developing VMS (variable message signs) sign campaigns as well as documents that will help to educate the public on what Low Traffic Neighbourhoods and Mini-Hollands are. In addition, we are reviewing our current local design standards to align with LTN01/20 and the [Gear Change vision](#).

We are also developing new and exciting partnerships with various organisations that will assist and embed the behavioural changes we are seeking. Examples include:

- Partnering with Cycling UK
- Local charities to provide Dr Bike sessions
- Development of cycle hub in Ipswich

LOVE TO RIDE

We have established a partnership with Love to Ride that will encourage more people to take up cycling through behavioural change. We are already in conversations about what this may look like for Suffolk and we are working across directorates with public health to develop what the authorities requirements are and how we can benefit from this. We will use and access the data from Love to Ride that can provide us with an insight to peoples active travel habits and help us to shape our infrastructure over the longer term.

LOVE TO RIDE

SCHOOL STREETS AND PLAY STREETS

We will be developing policies and looking to trial both School Streets and Play Streets in the appropriate settings. If successful we will look to roll this offer out widely across Suffolk to support schools and communities to provide safe and healthier streets.

MONITORING AND EVALUATION

We continue to monitor the effectiveness of the measures we put in place in phase 1 in a variety of ways. We have set up a dedicated page on our website www.suffolk.gov.uk/walkingandcycling where we seek to obtain the views of the public on the measures implemented. We will continue to conduct postal surveys where appropriate and make adjustments. We are also collecting analytical data from cycle counters installed at point closures and from our automated traffic counters around various locations where we are comparing traffic volumes and speeds. We are also linking up with a Live Labs project SCC is involved in to look at data being collected from the on-street equipment at street lights on routes we have got measures in place.



THE TIMELINE

The Government's timeline is that phase 2 schemes have to be implemented or at the very least committed to by end of this financial year (end of March 2021)

Reflecting on the feedback received from phase 1 schemes we want to give more opportunity for people to comment and provide feedback on proposals before decisions are made on whether to move forward with schemes.

There are a number of key tasks to undertake in the lead up to each scheme - see right.

Start times for each scheme will vary as will the duration of tasks based on circumstances.

Projects that will require pre-installation engagement: (description defines scheme)

1. Ipswich Waterfront
2. Bridge Street, Ipswich
3. Upper Brook Street/Upper Orwell Street, Ipswich
4. Hamilton Road/High Road, Felixstowe
5. Dell Road/Victoria Road, Lowestoft
6. Mill Road/London Road South, Lowestoft
7. Ipswich Street, Stowmarket
8. St Peters Road/Chilton Road, Stowmarket
9. Market Hill, Sudbury
10. High Street, Haverhill
11. Brentgovell Street/Looms Lane, Bury St Edmunds
12. Permanent cycle parking

THE PROCESS

Develop plans and material for engagement

Consultation with key stakeholders (elected members, district, town and parish councils, businesses, public)

Design/Refinement of scheme following feedback

Legal orders – Traffic Regulation Orders

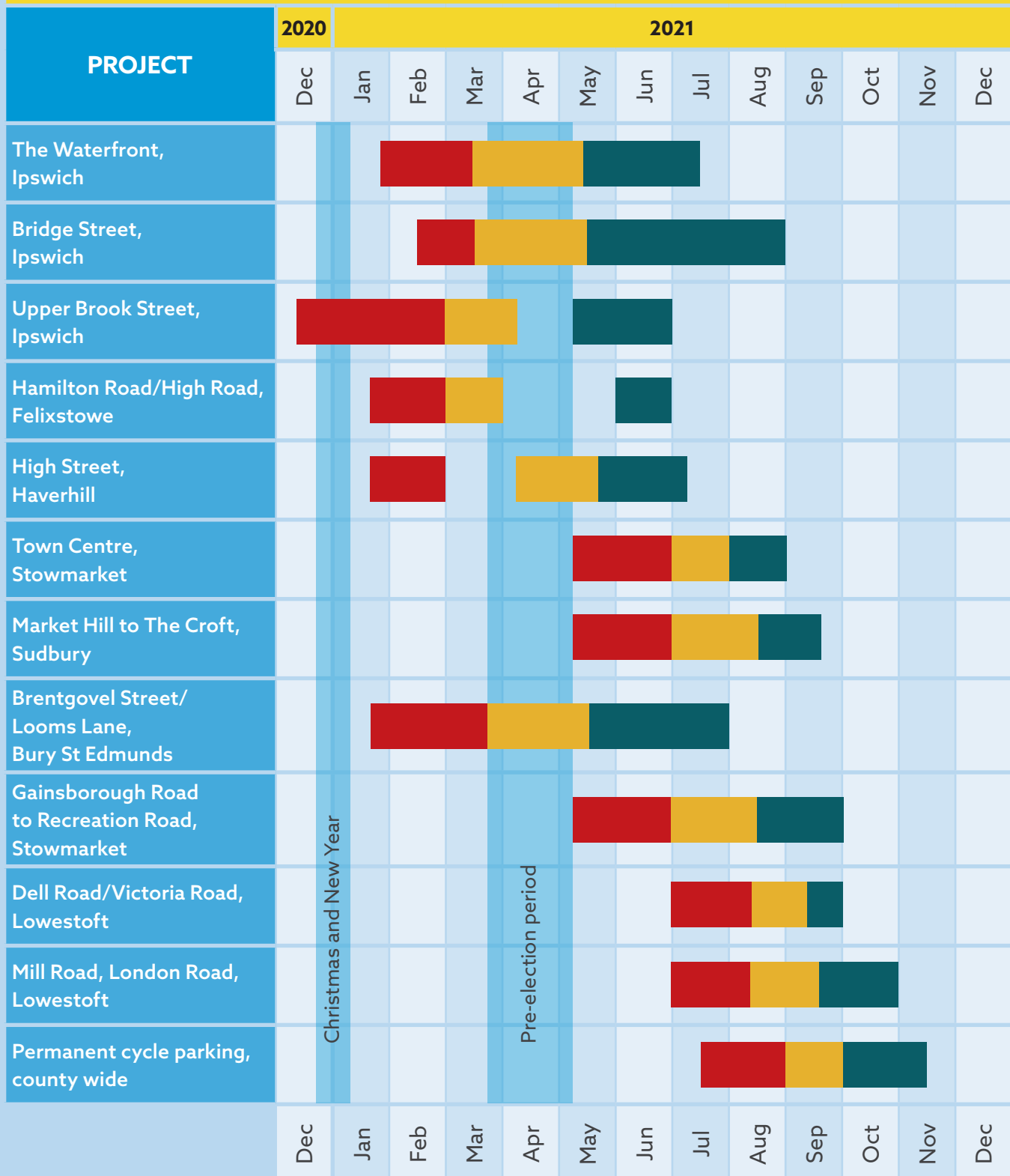
Works planning

Delivery

Further engagement

Decision making

ACTIVE TRAVEL FUND - PHASE 2 INDICATIVE PLAN



HOW TO HAVE YOUR SAY

With each scheme that we undertake consultation on, you will have the opportunity to provide us with your views to help us develop the scheme and to decide whether to move forward with its implementation. This will be via an online survey – a hard copy survey can be posted to those who request one.

The list of key stakeholders we will engage with is in Appendix A.

For temporary schemes a similar process will be in place where there will also be a QR code on 'Have your say' signage at the site of each scheme.

Once the temporary changes have been in place for several weeks we will also write to residents in the immediate vicinity to request their feedback and we will publicise the survey widely to maximise the opportunity for a wider community response.

After 6 months we will need to decide if these changes are going to become permanent. The feedback provided will help inform Suffolk County Council's decision on each of the schemes.

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
#LetsMakeAChangeForTheFuture

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

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