

APPENDIX 9: TEMPORARY DIVERSION FRAMEWORK

Ipswich Garden Suburb

Pedestrian/Cycle Railway Bridge- Temporary Footpath Diversion Framework relating to Footpath 18

22 October 2019

131041/N54c

Introduction

1. Vectos are retained by Crest Nicholson and CBRE to provide transport advice in relation to Ipswich Garden Suburb. This note has been prepared on behalf of both Crest Nicholson who are seeking to develop the land to the north of the railway line and CBRE who are seeking to develop the land to the south of the railway line. The note sets out the framework which will be followed for the preparation of a strategy for the temporary diversion of Footpath 18 if and when such a strategy is submitted in accordance with the provisions of the respective planning agreements relating to the Crest Development and CBRE Development (as defined below)
2. A resolution to grant consent (16/00608/OUT) has been made for a mixed use development the key components of which are up to 1,100 residential dwellings, a local centre comprising A1-A5 use and a community centre, a primary school, sports facilities and a Country Park, two new vehicular accesses from Henley Road, one vehicular access from Westerfield Road and provision of access points to allow for pedestrian/cycle bridge over the railway and for a vehicular bridge over the railway (**Crest Development**).
3. The S106 Agreement relating to the Crest Development's planning application has been drafted and is under discussion.
4. There is a separate proposal for housing to the south of the railway line that has been submitted for planning consent by CBRE. A resolution to grant consent (14/00638/OUTFL) has been made for mixed use development as follows: " means the mixed use development to be provided on the site comprising up to 815 dwellings and district centre (with up to 6040 sqm of floor space in the following use classes: A1 retail (not exceeding 4,540 sqm), financial services (A2), restaurants, pubs and takeaways (A3, A4, A5), business uses (B1a), dwellings and institutional residential uses (C2,C3) and non-residential institutions (including health centre (D1) and leisure uses (D2)); a primary school (D1); vehicular access from Westerfield Road (x2) and Henley Road (cycle, pedestrian, emergency vehicle, temporary bus route only); provision of public amenity space; provision of infrastructure (including highways, parking, cycle, pedestrian routes, utilities and sustainable drainage systems); landscaping and engineering works (including ground remodelling and enabling works). works proposed will affect Tree Preservation Orders and public right of ways within the site".

5. Both of the applications for the Crest Development and the CBRE Development reflect and incorporate the existing footpath (Footpath (FP) 18 Ipswich described as **FP18** in this Framework document), known as the Fonnereau Way, which pre-dates the existence of the railway. The route was confirmed by the Secretary of State for Environment, Food and Rural Affairs in 2012.
6. The remainder of the Ipswich Garden Suburb consists of the Redhouse Farm site, located to the east of Westerfield Road, and the Ipswich School site, located immediately to the south of the Fonnereau Village site. To date, no planning application has been submitted for either of these sites
7. The strategy will review the provision of the pedestrian/cycle bridge that would cross the railway line on the line of the Fonnereau Way FP18. This framework provides a structure and summary of what the strategy will cover and how the strategy will outline how and when the proposed temporary diversion of the FP18 to the Westerfield Road Level Crossing would occur. The strategy will consider whether such a diversion would address public safety concerns and would provide adequate connectivity pending provision of a permanent bridge. The development sites, FP18, and railway line in relation to one another will be demonstrated on a plan to be appended to the strategy.

Background

8. The S106 Agreements for both the Crest and CBRE sites require the pedestrian/cycle bridge to be in place prior to the occupation of the 700th unit on each of the respective developments.
9. However, if the footbridge has not been constructed prior to 500 units being delivered on either side, then a detailed temporary diversion strategy will be produced by Crest and/or CBRE. The strategy will be submitted to Ipswich Borough Council and Suffolk County Council for agreement and will clearly outline the statutory mechanism and timescales for diverting FP18 and over what period.
10. The existing Westerfield Level Crossing provides for vehicular and pedestrian access along Westfield Road, being currently equipped with full barriers, CCTV, signage, lights and an audible warning.
11. During the summer of 2019 Network Rail completed improvements to the Westerfield Road level crossing to replace the historical half barriers with full barriers as part of a programme of a number of similar improvements with the stated objective being:-
“These modern level crossings provide additional safety for everyone wishing to cross the railway, either as a motorist or a pedestrian.”¹
12. The improvements have made the Westerfield Road level crossing even safer to use.

¹ <https://www.networkrailmediacentre.co.uk/news/improved-level-crossing-safety-on-the-felixstowe-branch-line>

13. The strategy will assess the temporary diversion of FP18 based on a proposal that existing and future users of FP18 would be routed away from the Westerfield FPS Crossing to instead cross at the Westerfield Station Level Crossing. A proposed route is shown on the plan reference VD19107-SK100 Rev B attached to this note at **Appendix A**. The strategy will address safety concerns raised by Network Rail as a result of more people wishing to cross the railway line in this location, as well as ensuring the safety and appropriate connectivity for existing footpath users

Development Phasing

Crest Development

14. The Crest Development is located to the north of the railway line and will comprise a mix of uses including residential, non-residential (primary school, visitor centre and local centre) and a country park. The Crest Development site itself will be split predominantly in half with the residential uses built in the western half of the site, nearest to the existing dwellings to the west of Henley Road. The country park largely will be located in the eastern half of the site. Community facilities will be located within the centre of the residential phases in the form of a Local Centre and Primary School.
15. It is proposed that the residential uses and the country park will be constructed in separate phases. The order and timing of completions per annum (including cumulatively) of the proposed residential phases will be set out in the strategy.
16. The strategy will also set out a summary of the non-residential uses and county park phases and anticipated delivery timeframes.
17. As well as the development phasing that the strategy will set out, the information presented in **Table 1** summarises the proposed infrastructure delivery phases for the Crest Development:

Table 1: Current Infrastructure Phasing

Deliverables	Timing (prior to)
Northern primary access	1 st occupation
Primary school services	180 th occupation (or later date as agreed)
Pedestrian / cycle bridge	700 th occupation
Southern primary access	549 th occupation
Vehicular bridge	700 th occupation
Visitor centre	1200 th occupation of IGS site
Local centre	Subject to Section 106 agreement

CBRE Development

18. The CBRE Development site is located to the south of the railway line. Again, due to the scale of the development, it will be constructed in phases. The order and timing of completions

per annum (including cumulatively) of the proposed residential phases will be set out in the strategy.

Journey Times, Desire Lines & Distances for Existing FP18 Users

19. FP18 runs through the Ipswich Garden Suburb in a broadly north-south alignment, linking Valley Road to the south and Lower Road to the north and beyond. FP18 crosses the railway line at an uncontrolled crossing, with there being further PRoW links to Picton Avenue to the south and The Grove to the west via FP71 and FP72.
20. A survey of usage of this part of FP18 will be undertaken. A summary of the journey distances and times through the Ipswich Garden Suburb using the existing PRoW network will be provided in the strategy and the routes will be shown on a plan attached to the strategy. The method of calculation of journey times will be set out in the strategy.

Journey Times, Desire Lines & Distances

21. The strategy will contain a section which will assess separately for the Crest Development and the CBRE Development:
 - the location of the Crest Development/CBRE Development site in the context of existing local facilities and the connections with those facilities by foot and by cycle.
 - the safety and accessibility characteristics of alternative routes to using FP18, including whether the route comprises a safe route for pedestrians to school within the statutory minimum distances.
 - the amenities on the Crest Development/CBRE Development site that will be built in the appropriate phases and how accessible they will be to new residents and whether there will be a need or desire for new residents to cross the railway to access facilities including secondary schools and Country Park. In the event of demonstrated need, assessment will be made of desire lines, distances and timings involved in crossing the railway from the Crest Development/CBRE Development site to the primary destinations south/north of the railway that are within walking distance for residents to the north/south of the railway line, comparing the existing route, the temporary diversion and that of the pedestrian bridge (once constructed).
 - Whether the extended use of the proposed temporary diversion adversely affects the opportunities for encouraging sustainable travel at the Crest Development/CBRE Development site.
22. Any benefits of reduced walking distances for parts of the Crest Development/CBRE Development need to be considered in the context of the predicted number of pedestrian and cycle trips at the Crest Development/CBRE Development site.

Trip Impact

23. In order to understand the potential number of pedestrians and cyclists that may use the new Fonnereau bridge, the AM and PM peak hour forecasted trips (with mode shift targets) presented in the respective TA (in connection with each of the Crest Development/CBRE Development) will be utilised. These trips allow for all journey purposes including education, shopping, leisure & recreation, as well as commuting. These will be reproduced in the strategy along with details of the split of trips based on the proportion of the total residential units within each phase of the Crest Development/CBRE Development site to create details of the number of walking and cycling trips by each phase.
24. To determine the demand for commuting pedestrian trips from the Crest Development/CBRE Development to destinations south/north of the railway line the strategy will use relevant Census Journey to Work data based on the origins (residents) of the combined neighbouring Middle Super Output (MSOA) Areas (Ipswich 001 and 002 which are the most appropriate comparisons to the Crest Development/CBRE Development site. This data shows the destinations of walking and cycling trips to work (i.e. to which MSOA trips are made) and allows those areas to the south/north of the railway line and/or within the Town Centre to be identified. This methodology focuses on walking and cycling trips of residents to destinations where people work. From this data, each destination MSOA will be identified in the strategy together with the most appropriate route from the Crest Development/CBRE Development site such that proportions of pedestrian and cycle trips to the Town Centre can be determined and set out in the strategy. The anticipated number of pedestrian trips that are anticipated to travel south/north from each phase of the Crest Development/CBRE Development site will be assessed in the strategy.
25. The strategy will assess the level of pedestrian/cyclist demand and what impact it would have on the use of Henley Road bridge or Westerfield Road crossing by pedestrians or cyclists, and if there would be any material increase in the safety risk of pedestrians using these links.

Demand for Crossing of Railway

26. In addition to the users of FP18, the strategy will assess the actual demand for new and existing residents crossing north to south of the railway and vice versa and when this demand will materialise in the context of each of the Crest Development and CBRE Development. This will be in context of the phasing of delivery of both the Crest Development and CBRE Development; existing facilities; secondary schools; Country Park; proposed facilities to be provided as part of either the Crest Development and/or CBRE Development. The strategy will assess how the demand and temporary diversion crossing may affect new residents modal shift.

Safety

27. A proposed diversion route is shown on the attached plan and would be on segregated routes including passing through the Country Park to the north of the railway line or along the existing adopted footway on Westerfield Road. The route along this section of Westerfield Road will be enhanced through the provision of a toucan crossing and widening of the existing footway during the first phase of the CBRE Development. The strategy will assess the safety of the proposed diversion route through the use of the Westerfield Road level crossing and the diversion of the PROW to facilitate such use.

Delivery of Temporary Diversion of PROW (Footpath 18)

28. A signed route shown indicatively on Drawing VD19107-SK100 Rev B attached to this strategy (**Temporary Diversion Route**) would be assessed in the strategy to divert the PROW users to cross at the Westerfield Station AHB Level Crossing instead of the Westerfield FPS Crossing.
29. The strategy will set out which legislative route to secure the diversion, the stages and timetables involved, including any additional authorisations required if the temporary period needs to be extended.
30. The strategy will provide further information, but it is anticipated that signage and information boards would be erected at the places shown on Drawing VD19107-SK100 Rev B attached to this strategy (or at alternative locations as may be required pursuant to any necessary statutory consents obtained) to advise the public of the following:
- the route of the Temporary Diversion Route;
 - when the Temporary Diversion Route is going to be in place for use,
 - that it is only a temporary diversion and the estimated period the Temporary Diversion Route is to be in place for;
 - reasons for the closure of the railway crossing and when the new Pedestrian and Cycle Railway Bridge is expected to be in place;
 - additional time and calories used by taking the Temporary Diversion Route, and
 - such other information associated with the Temporary Diversion Route as may reasonably be required by Ipswich Borough Council or the County Council.
31. Barriers would be erected (the specification of which shall be agreed in writing with the County Council) at the points identified on Temporary Diversion Strategy Drawing as X1 and X2 (or such other location as may be agreed in writing with the County Council or set out in the statutory consent) in order that the public would be prevented from using and are redirected away from the Westfield FPS Crossing so that they use the Temporary Diversion Route.
32. Construction of the stretch of new footpath shown indicatively on the Temporary Diversion Strategy Drawing as pink dashed lines so as to join into the existing track which is shown on the Temporary Diversion Strategy Drawing as blue dashed lines (together referred to as the

New Proposed Footpath Link) would be undertaken in accordance with the specification shown on the Temporary Diversion Strategy Drawing.

33. Implementation of the Temporary Diversion Route may not be required if the pedestrian/cycle bridge is constructed in advance of the triggers set out in the S106 Agreements for the Crest Development and CBRE Development.
34. The s106 Agreements for both the Crest Development and CBRE Development set out in detail the responsibilities for delivery and cost of the works, obtaining any necessary statutory consents and securing access for the works on both sites. This will also be set out in the strategy for clarity.

Plans to be appended to the Strategy

A: The locations of the Crest and CBRE development sites, FP18, and railway line in relation to one another

B: Drawing showing a proposed Temporary Diversion Route and specification for the New Proposed Footpath Link (as shown indicatively on Drawing VD19107-SK100 Rev B).

C: Drawing showing journey routes through the Ipswich Garden Suburb using the existing PRow network and their primary destinations and the distance measurements of those routes.

D: Comparison of routes identified in Appendix C and distance changes when using the existing PRow or with the temporary diversion route.

E: Raw Census data

APPENDIX A TO FRAMEWORK
DRAWING SHOWING A PROPOSED TEMPORARY DIVERSION ROUTE AND
SPECIFICATION FOR THE NEW PROPOSED FOOTPATH LINK DRAWING
VD19107-SK100 REV B

**APPENDIX 10: IGS OFF SITE PEDESTRIAN AND CYCLE IMPROVEMENTS (DRAWING
AND NOTE)**

FONNEREAU VILLAGE: S106

OFF-SITE PEDESTRIAN & CYCLE IMPROVEMENTS

- 1.1 The proposed Fonnereau Village development will provide up to 815 dwellings along with a district centre and a primary school. The proposed development includes pedestrian and cycle infrastructure within the site and adjacent to its boundaries, including crossings of Valley Road. The S106 agreement includes a contribution to off-site highway improvements for the benefit of pedestrians and cyclists.
- 1.2 Off-site pedestrian and cycle infrastructure improvements will be provided to ensure connectivity between the site and the existing pedestrian/cycle network, in particular on routes between the development site and town centre. The pedestrian/cycle routes between the Fonnereau Village site and town centre will primarily be via the Westerfield Road corridor, along with a secondary corridor through Christchurch Park.
- 1.3 The financial contribution referenced in the S106 will be used by Suffolk County Council to facilitate improvements (i.e. provision of pedestrian/cycle specific signage, lighting, road markings, surface improvements and creation of shared footway/cycleways), together with contributions from Henley Gate and Red House Farm, on the routes listed below:
 - Westerfield Road between Valley Road and Bolton Lane;
 - Bolton Lane/St Margaret's Green;
 - The Avenue;
 - Kingsfield Avenue;
 - Park Road between Westerfield Road and The Avenue;
 - Christchurch Park: north-south pedestrian and cycle routes through the park.
- 1.4 There are also contributions towards improvements of pedestrian and cycle crossing facilities on the following roads (design and locations to be determined by Suffolk County Council):
 - Westerfield Road south of Valley Road; and
 - Park Road in the vicinity of The Avenue.
- 1.5 It is recognised that the proposed development will be implemented over a number of years and local circumstances may change. It is therefore considered that there needs to be some flexibility on where the proposed contribution may be targeted. The S106 contribution could therefore be used to fund alternative improvements to those identified which improve pedestrian/cycle connectivity to the site, subject to these being agreed by Ipswich Borough Council, Suffolk County Council and CBRE/Mersea Homes.





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| Pedestrian & Cycle Enhancement (S106) | |
|  | Public Highway Routes |
|  | IBC Park Routes |

Off-Site Pedestrian And Cycle Enhancements

Plan S106-1
October 2019

