

Ipswich Walking, Wheeling and Cycling Routes

Consultation Report Summer 2024



Consultation Summary



Figure 1: example poster used to advertise the consultation

In Summer 2024, Suffolk County Council consulted with the public and key stakeholders on three walking and cycling schemes in Ipswich. The consultation was open for eight weeks from 9th July to 13th September.

The routes being consulted on were a result of successfully securing funding from Active Travel England to enhance walking, wheeling and cycling across the county. The route upgrades will include measures to help more people to walk, wheel and cycle, such as cycle lanes, new and improved crossings and safer junctions.

The consultation was the second phase of engagement, following on from an earlier phase in 2023 where we asked for ideas on the routes proposed to inform more detailed design. In this second phase of engagement, we shared some design proposals for each of the schemes and asked for feedback on these from the general public and stakeholders.

We received 384 responses to the surveys and 65% of survey respondents thought that the proposals would encourage them to walk, wheel and cycle more.

Next steps are now to finalise the designs, taking into account the feedback received, before beginning the delivery and construction of the schemes in 2025.

Project Summary

Suffolk County Council is making changes to make it safer, easier and more enjoyable for everyone to walk, wheel and cycle in their everyday lives. The three schemes that formed a part of this consultation were all located in the east of Ipswich:

The three projects described are part of a package of schemes that Suffolk County Council are working on. We have received funding from Active Travel England to deliver these schemes and a number of others across Suffolk.

These schemes form part of a network of routes across the County for walking, wheeling and cycling, which are set out in our Local Cycling and Walking Infrastructure Plan (LCWIP).

[For more detailed information and visuals for each of the schemes, the information is still available to view online here.](#)

Nacton Road

We want to improve this route for people travelling between the town centre and the eastern suburbs and Ransome's industrial estate. The proposals include wider pavement to allow for walking and cycling, new crossings and a potential redesign of the junction at Rands Way.

Woodbridge Road

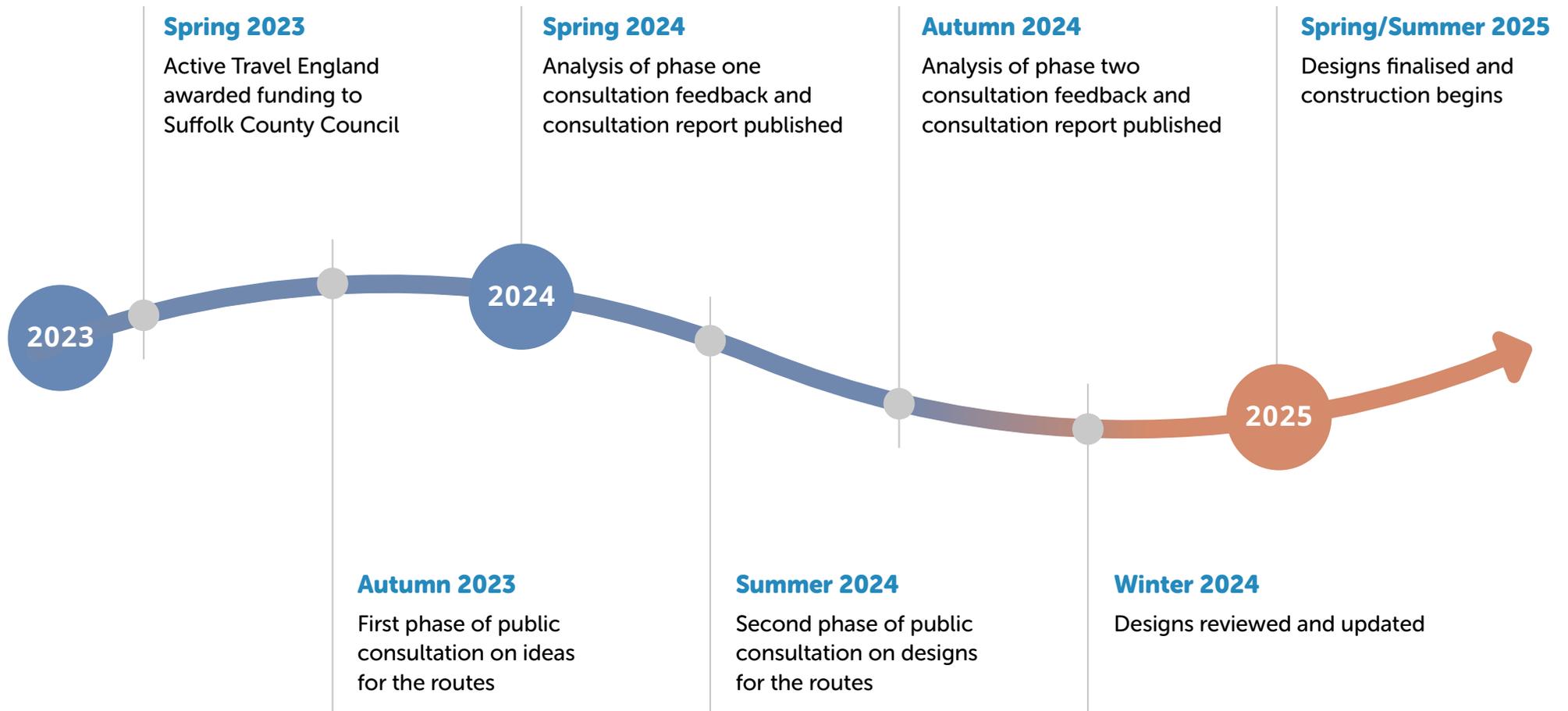
We propose to improve this link between Ipswich and Kesgrave, making it easier for all road users to travel along. The proposals include wider pavements to allow for walking and cycling, segregated cycle paths and improved crossings.

Ipswich Hospital to Waterfront

We want to create a safe and easy to use route for walking and cycling that connects the waterfront and the hospital by making some improvements along the existing route. The proposals include improvements to some of the busier and harder to navigate junctions along the route to make these safer for walking and cycling.



Project timeline



The consultation

The public consultation took place over the summer of 2024 between 9th July and 13th September. It included engagement with local residents and businesses as well as other stakeholders with an interest in the area.

The objectives of the consultation were to:

- **Share information** on the project with the public to make them aware of potential future changes in their area
- **Get feedback** from local residents and businesses who are familiar with the routes and use them on a regular basis, to help us to understand if any changes to the designs are needed
- **Continue stakeholder engagement** following on from the phase one consultation and understand if any changes to the designs are needed

The consultation followed the guidance in Suffolk County Council's consultation and engagement charter.

Consultation Methods

Publicity

Details of each of the schemes was made available on a dedicated webpage. This was intended to be easy to use for the general public and stakeholders. It included both interactive and static maps of each of the schemes, as well as visualisations of some sections of each of the routes to show how they might look.

Poster and leaflets were distributed in the local area to advertise the consultation. A press release was shared and picked up by the local press and via social media channels.

Survey

Surveys were available to complete via the website for each of the schemes. It was also possible to request a paper copy of the survey. The survey asked questions to gauge support for the various interventions proposed within each scheme. There was also space for open comments.

Drop-in sessions and walkthroughs

Three drop-in sessions were held to give the public the chance to come and speak to a member of the team and ask any questions.

- Saturday 20th July, 15.00-18.00
Murrayside Community Centre , IP3 9JL
- Thursday 25th July, 15.00-18.30
Rushmere Parish Village Hall , IP4 3PD
- Wednesday 31st July, 15.30 - 18.30
St John's URC Church , IP4 5JD

Before each of the drop-in events, neighbourhood walkthroughs also took place. These were led walks to visit the locations of the proposals and get further feedback on them.

Stakeholder Engagement

We offered and hosted online workshops with key stakeholders relevant to the project, which Sustrans officers supported. They introduced and gave overviews for each proposal package before taking questions and feedback from the participants.

A list of local stakeholders was taken from existing contacts Sustrans had made through work on the Active Travel Fund Suffolk project and divided into eight discrete interest groups (Blue Lights, Businesses, Community Active Travel, Community Transport, Disability Support, Public Transport (bus), Utilities, and Waste Management).

School Engagement

Workshops were delivered with school pupils at three of the schools on or near the routes: Murrayfield primary school, Cliff Lane primary school and Clifford Road primary school.

At each of the workshops, the children were asked about their general experiences of active travel and had the opportunity to mark up a map to suggest improvements for walking and cycling in the neighbourhood around their school.

They were interested and engaged in sharing their ideas and provided a useful perspective on the proposals.



Consultation findings

Summary

1948 people accessed the website with the details of the schemes, with the majority accessing this in the first three weeks of the consultation.

We received **384** responses across the surveys

115
people

Nacton Road

128
people

Woodbridge Road

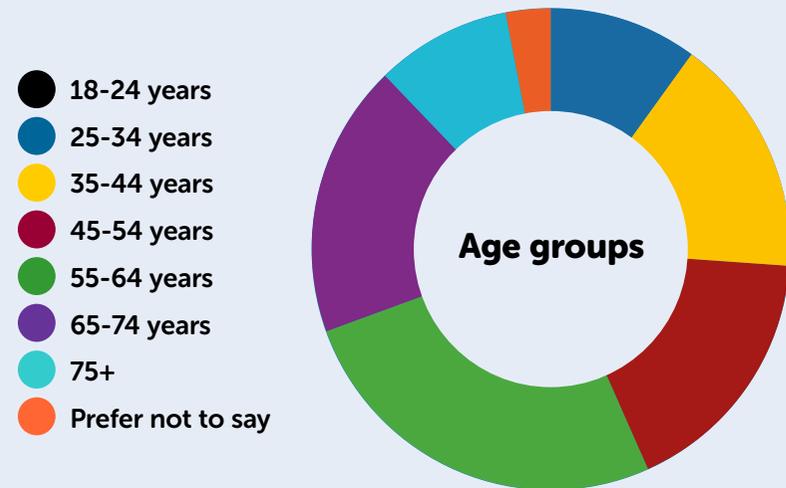
141
people

Hospital to waterfront route

Figure 2: age of survey respondents

Demographics of respondents

Female **53%** Male **42%**



13% of respondents to the survey stated that they had a disability

82% were White British

This is broadly representative of the Ipswich population as a whole

Responses where demographic information was not disclosed have been removed from the results.

For those that completed the survey, they were asked:

Which mode of transport do you currently use in the area and how often do you travel?

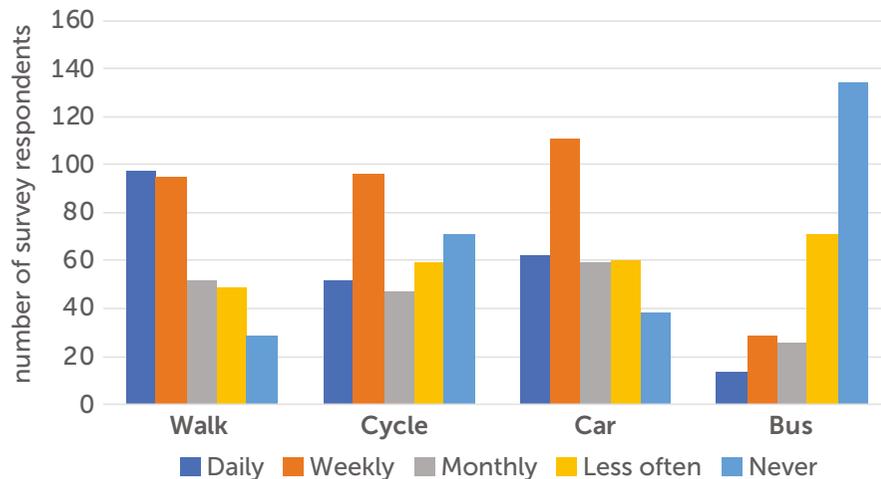


Figure 3: transport choices of survey respondents

There was a mix of different travel modes used, with walking being used more for daily trips, car and bike used more for weekly trips and the bus used less frequently or not at all.

How important are these factors to you when deciding how to get around?

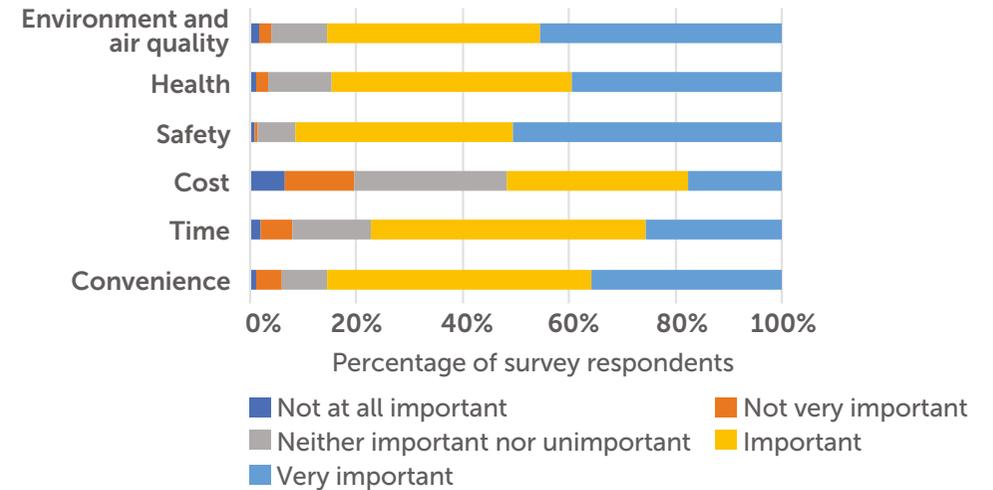


Figure 4: factors important to survey respondents

All the factors we asked about were shown to have some importance to respondents, with cost and time being the least important and safety, healthy, environment and air quality and convenience being the most important.

In addition to the survey responses, we also spoke to a large number of local school children and interested stakeholders.

We engaged with over 240 children from three local primary schools to gain feedback on the proposals.

Three stakeholder workshops took place as part of the consultation, with seven participants in total.

Findings

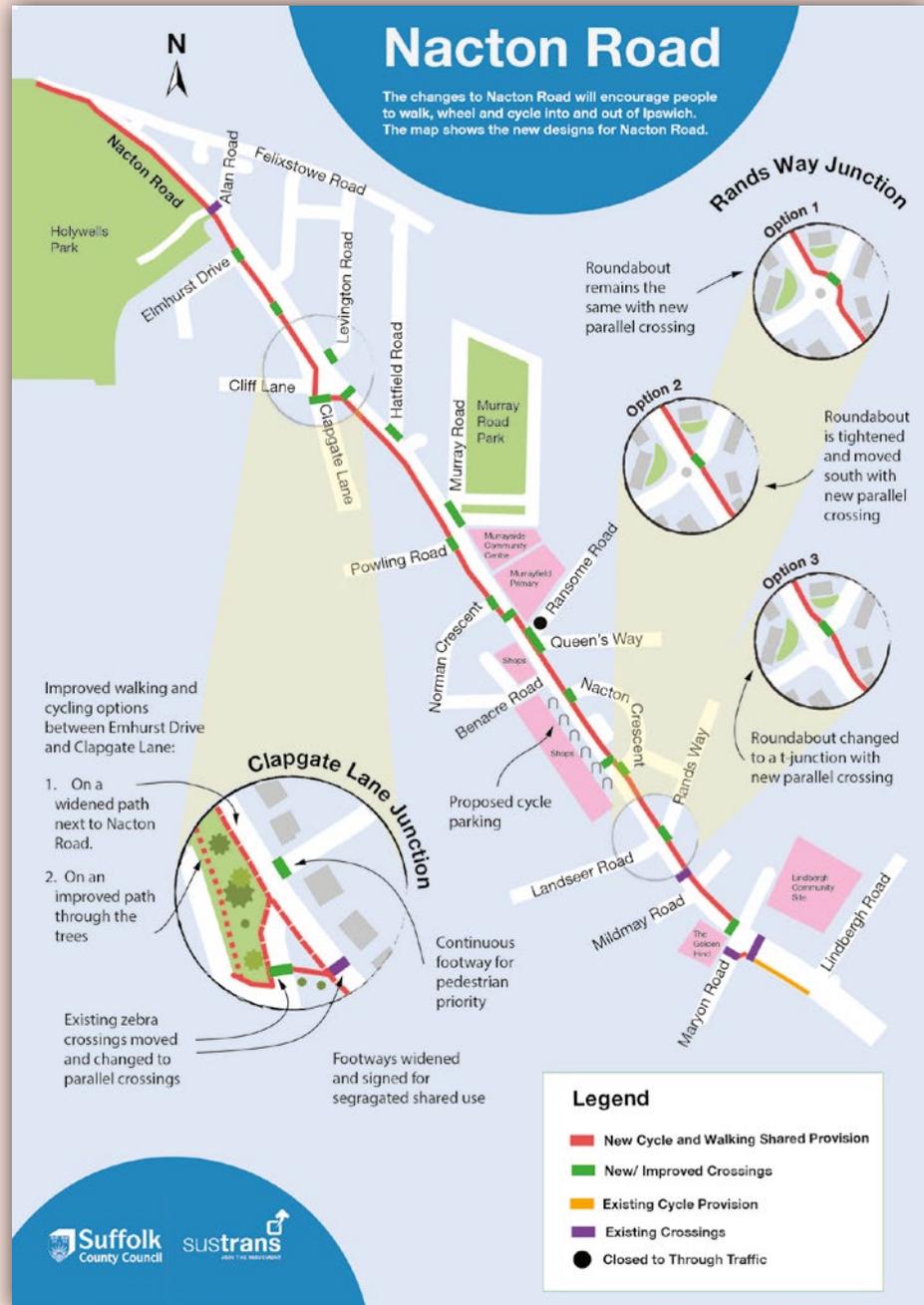
Nacton Road

We asked about proposals focussed on the stretch of Nacton Road between Felixstowe Road and Maryon Road.

They incorporated three key elements:

- Widen and improve the quality of a number of the pavements along the route. This will provide space for those cycling as well as improving the environment for those walking and wheeling, whilst retaining sufficient space on the road for two way vehicle movements and most on street parking requirements.
- Improve many of the crossings across side roads, reducing the distance required to cross, giving more priority to those walking, wheeling and cycling and providing level access. Access will still be retained for the majority of existing vehicle movements.
- Improve busier junctions and add in new crossings in some locations, such as at Rands Way and Clapgate Lane.

Figure 5: Nacton Road overview map



You told us...

- **115 people** responded to the survey for Nacton Road
- **180 children** from Murrayfield primary school and Cliff Lane primary school gave feedback
- **60% of survey respondents** said that the proposals were likely or very likely to encourage them to walk or cycle more
- **80% of survey respondents** (Q5) agreed that Nacton Road needed some improvements for walking and cycling and there was some support for all elements of the proposals. 60% of respondents thought that the proposals were likely or very likely to encourage them to walk or cycle more.



Figure 6: Q6: Which parts of the proposals do you think will make it easier to walk/wheel/cycle along Nacton Road? (n=64)

Residents who completed the survey and talked to us at events and the scheme walkthrough told us:

- Closing off Ransome Road might lead to anti-social behaviour or create congestion elsewhere
- Visibility is poor when walking or cycling over the side roads off Nacton Road and is made worse by parked cars.
- The existing zebra crossing going to Clapgate Lane is well used and an important connection
- You were concerned about the risk of conflict between people walking and cycling on a shared use path
- Existing pavement parking can restrict space for walking and cycling
- Traffic speeds sometimes feel too high on the road
- Vehicles do not always stop at existing crossing points
- The crossing point over Rands Way should be on the desire line for walking and cycling

The priorities for school children from Murrayfield primary school as drawn on their maps were:

- More crossing points (57% of children drew a zebra crossing and 39% drew a signal controlled crossing)
- Slower vehicle speeds (37% drew speed bumps to show this)
- More space for walking and cycling (48% drew additional cycle lanes and footways)

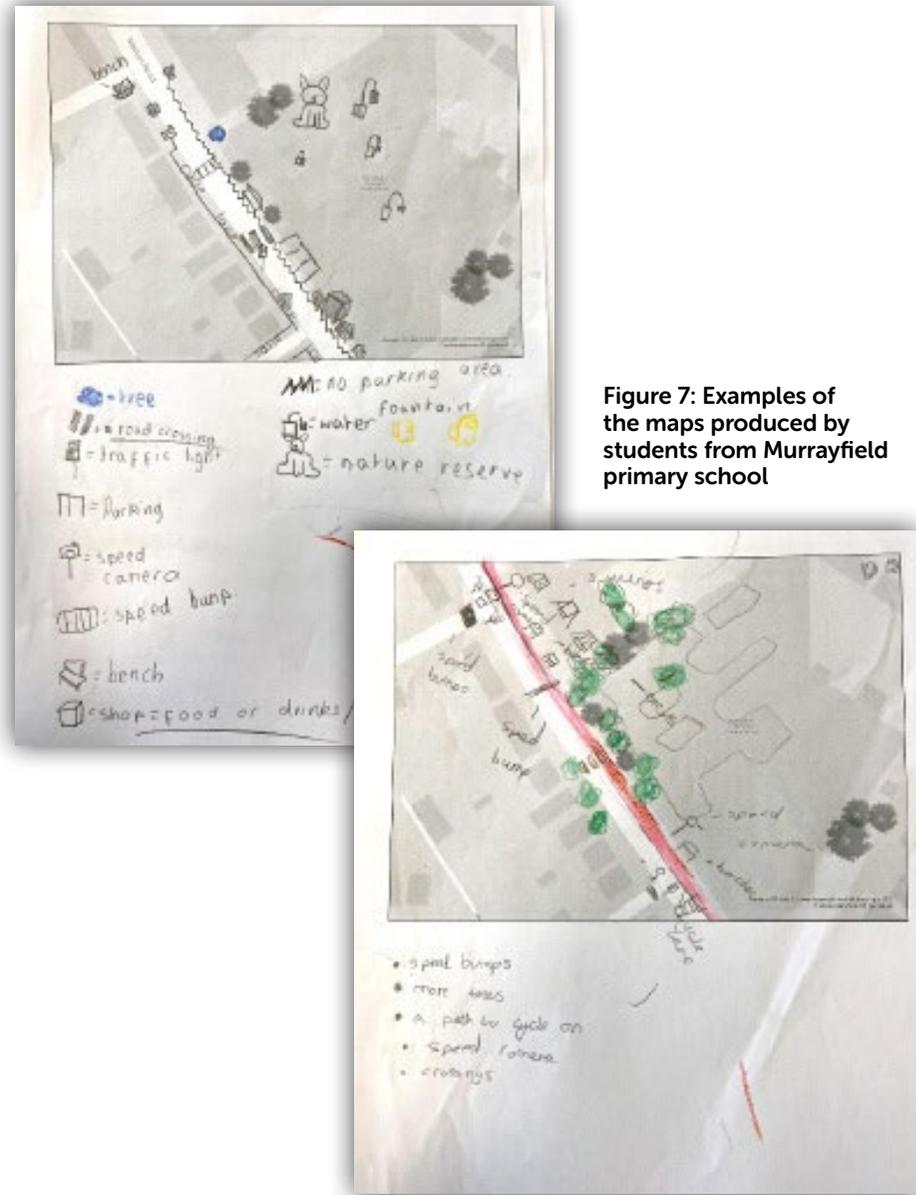


Figure 7: Examples of the maps produced by students from Murrayfield primary school

What we plan to do

We are now reviewing the plans based on the feedback received. Key parts of the Nacton Road scheme that we are looking at include:

Reviewing if we should retain the proposed modal filter on Ransome Road

Reviewing the location of the proposed zebra crossing on Clapgate Lane

Ensuring sufficient safe crossing points near Murrayfield primary school

Management of on street parking and how to ensure good visibility out of side roads

How to manage traffic speeds along Nacton Road

Whether the proposed crossing over Rands Way can be relocated to be more on the desire line

Ensuring the proposals create safe conditions for both cyclists and pedestrians all the way along the route

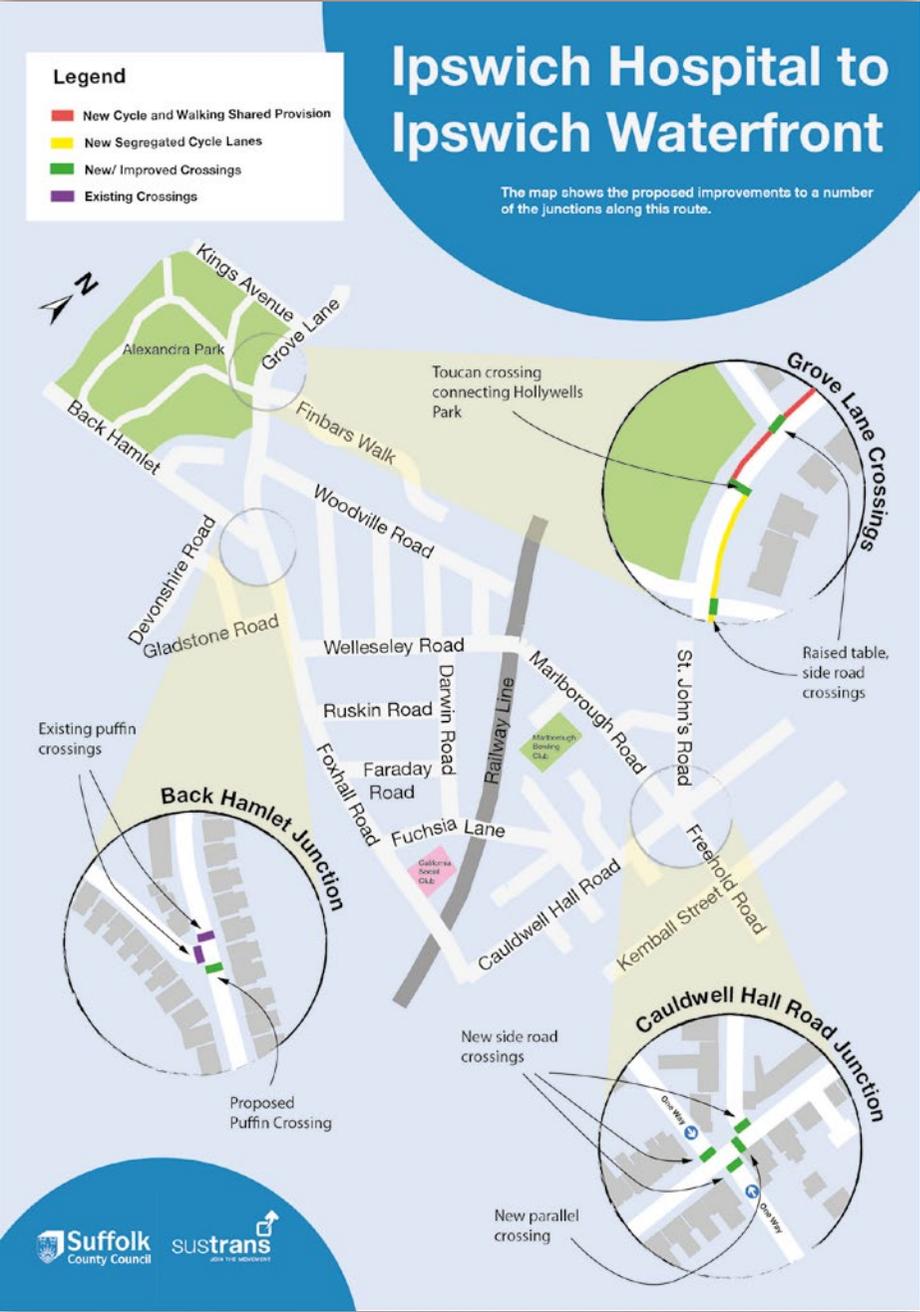


Figure 7: Hospital to waterfront overview map

Findings

Ipswich Hospital to the Waterfront

We asked you about proposals focussed on the route between Ipswich hospital and the waterfront area. The route runs along Back Hamlet, Grove Lane, Foxhall Road, Wellesley Road, Marlborough Road, Cauldwell Hall Road, Freehold Road and Newbury Road.



The proposals focussed on four key sections of the route:

- Kings Avenue/Grove Lane/Finbars Walk: add a new signalised crossing, two-way cycle lanes going up and down the hills and widening the pavement where possible
- Back Hamlet/Grove Lane: add a new signalised crossing over Foxhall Road, add advanced stop lines for cyclists at the junction
- Foxhall Road: improvements to pavements outside the shops, improved crossing for walking and cycling over Wellesley Road and Gladstone Road
- Marlborough Road/Cauldwell Hall Road/Freehold Road: new crossing over Cauldwell Hall Road, improved crossings over Marlborough Road and Freehold Road combined with making these entrances/exits one way

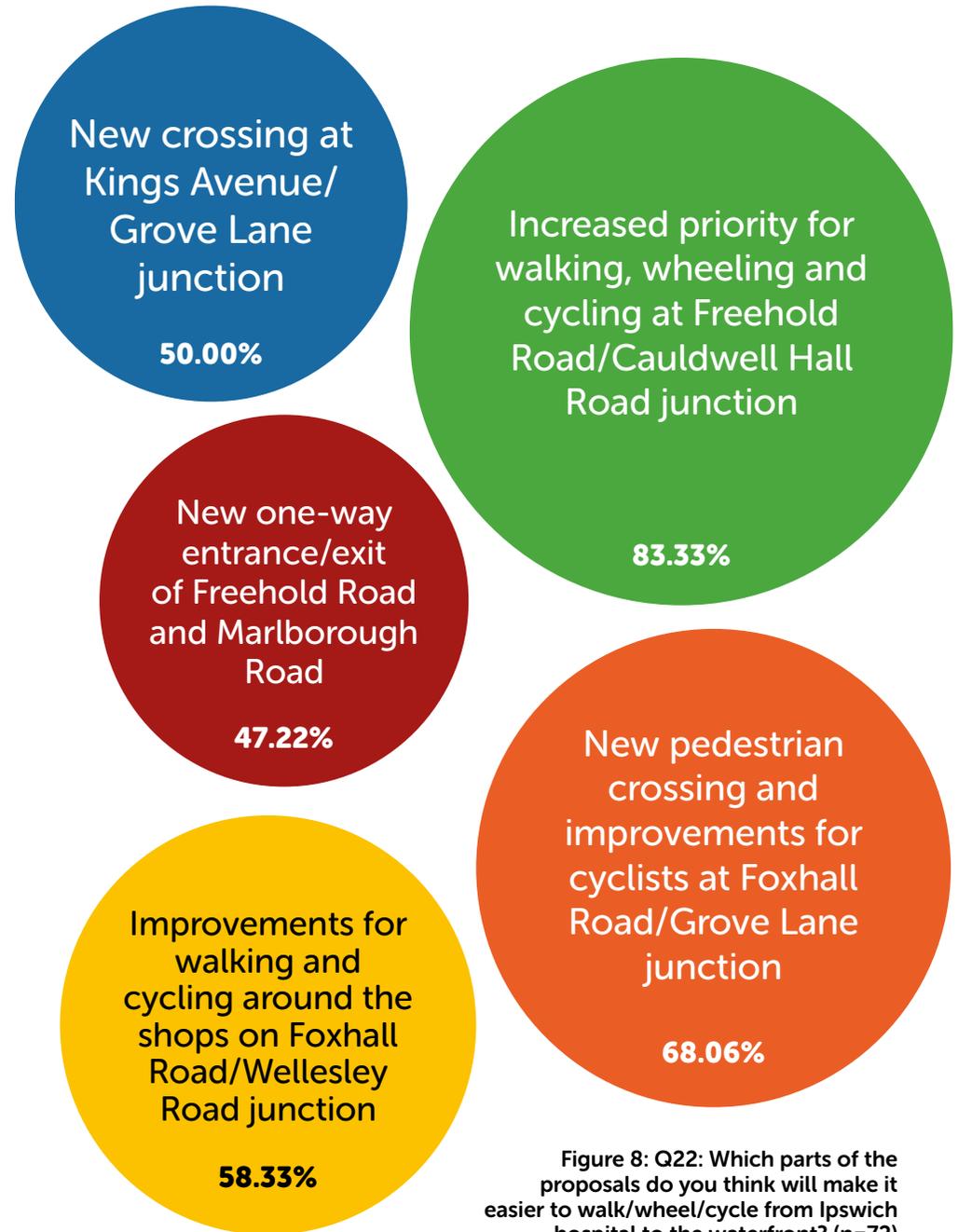


Figure 8: Q22: Which parts of the proposals do you think will make it easier to walk/wheel/cycle from Ipswich hospital to the waterfront? (n=72)

You told us...

- **141 people** responded to the survey for the hospital to waterfront route
- **64% of respondents** said that the proposals were likely or very likely to encourage them to walk or cycle more
- **76% of the respondents** (Q21) agreed that the route needed some improvements for walking and cycling and there was some support for all elements of the proposals
- **60 children** from Clifford Road primary school gave feedback.

Residents who completed the survey and talked to us at events and the scheme walkthrough told us:

- There are often high vehicle speed on Cauldwell Hall Road
- They welcome the relocated crossing on Cauldwell Hall Road and questioned if a signalised crossing would be safer
- They were concerned about potential increases in traffic on streets around Marlborough Road
- They would like to St Johns Road made one way as it is already quite narrow and difficult to pass on
- Speed humps on Freehold Road should be redesigned to be more cycle friendly
- Back Hamlet does not always feel safe for cycling due to high vehicle speeds
- They would prefer the crossing over Grove Lane to be closer to the park entrance
- They weren't sure about the benefit of the cycle lanes on Grove Lane when on the east side of the road
- Vehicle speeds coming along Foxhall Road are often quite high

The priorities for school children from Clifford Road primary school were:

- Safer crossing points and 90% support for an improved crossing over Cauldwell Hall Road
- Slower vehicle speeds
- Less pavement parking and parking on zigzags outside the school
- More cycle and scooter parking, as well as places to sit and rest

What we plan to do

We are now reviewing the plans based on the feedback received. Key parts of the hospital to waterfront scheme that we are looking at include:

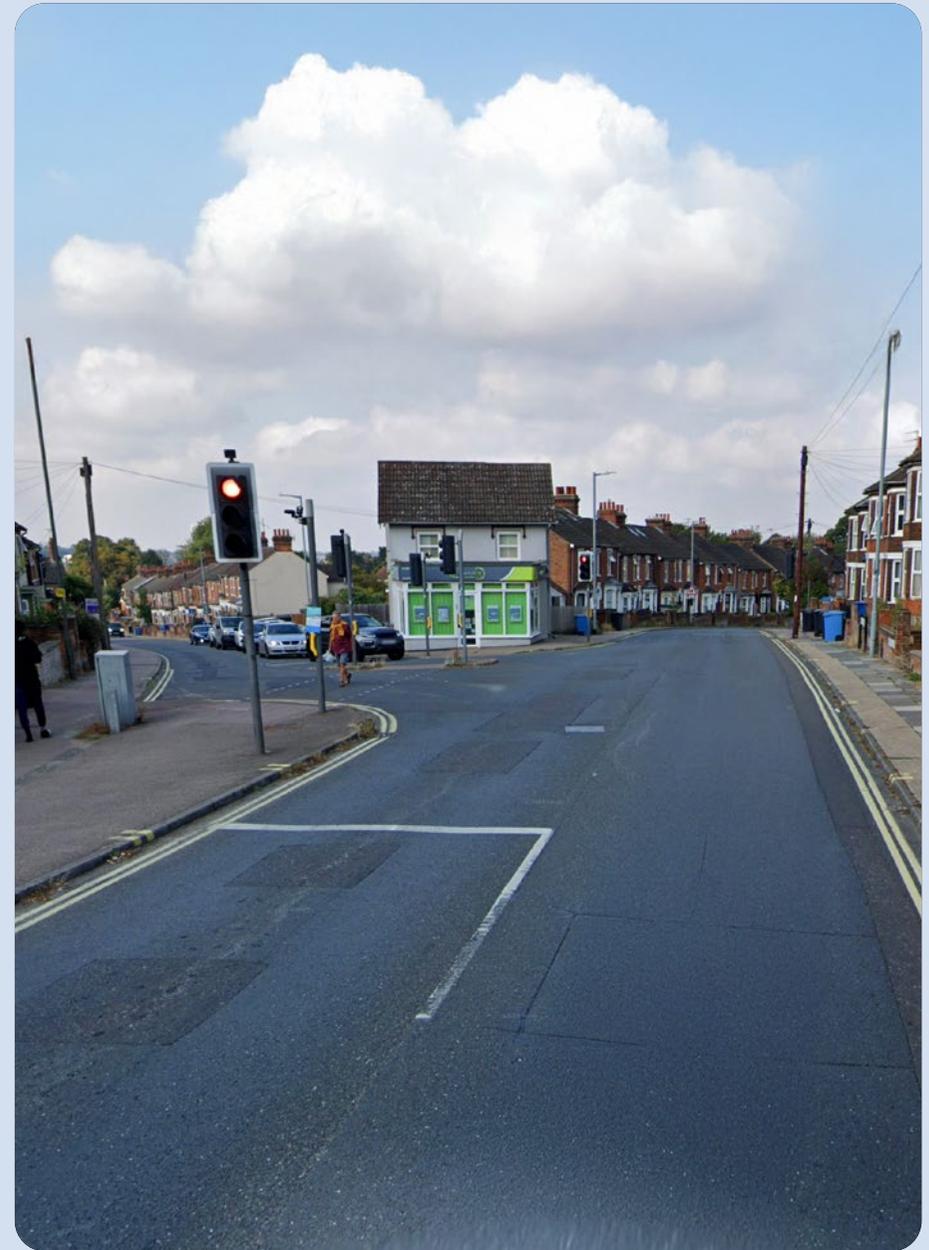
Reviewing if the crossing over Cauldwell Hall Road should be a zebra crossing or signalised

Reassessing if we can fit in the crossing over Cauldwell Hall Road without having to make both Marlborough Road and Freehold Road one way

Ensuring we retain the tightening of radii on St Johns Road to raise vehicle awareness of pedestrians and cyclists and to reduce speeds

Reviewing the location of the crossing point and cycle lanes on Grove Lane

Reviewing the potential for a 20mph zone on Foxhall Road and on Back Hamlet



Findings

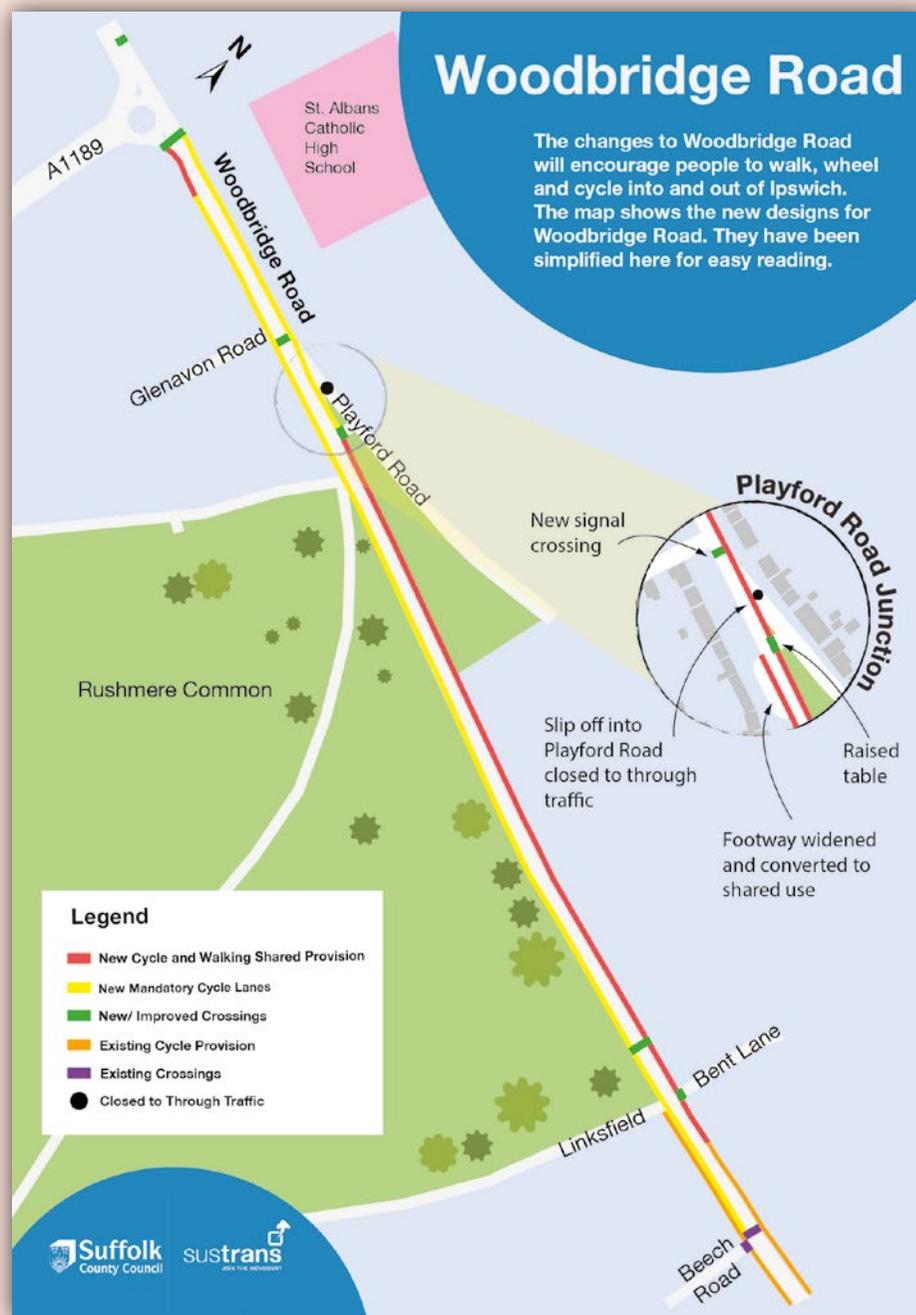
Woodbridge Road

We asked you about proposals focussed on the stretch of Woodbridge Road between the Heath Road roundabout near the hospital and the junction with Beech Road east of Rushmere Common.

They incorporated three key elements:

- Dedicated continuous cycle path running westbound into town to allow people cycling to travel separately from vehicles and pedestrians.
- Widened pavements on the northside to allow enough space for shared use between pedestrians and cyclists travelling east.
- New and improved crossings, including improving the existing pedestrian crossing at the roundabout and adding in two new signalised crossings along Woodbridge Road.

Figure 9: Woodbridge Road overview map



You told us...

- **128 people** responded to the survey for Woodbridge Road
- **71% of respondents** said that the proposals were likely or very likely to encourage them to walk or cycle more
- **83% of the survey respondents** (Q13) agreed that Woodbridge Road needed some improvements for walking and cycling. There was some support for all elements of the proposals, though less for the removal of the right turn lane into Glenavon Road and the changes to the Heath Road roundabout crossing point.

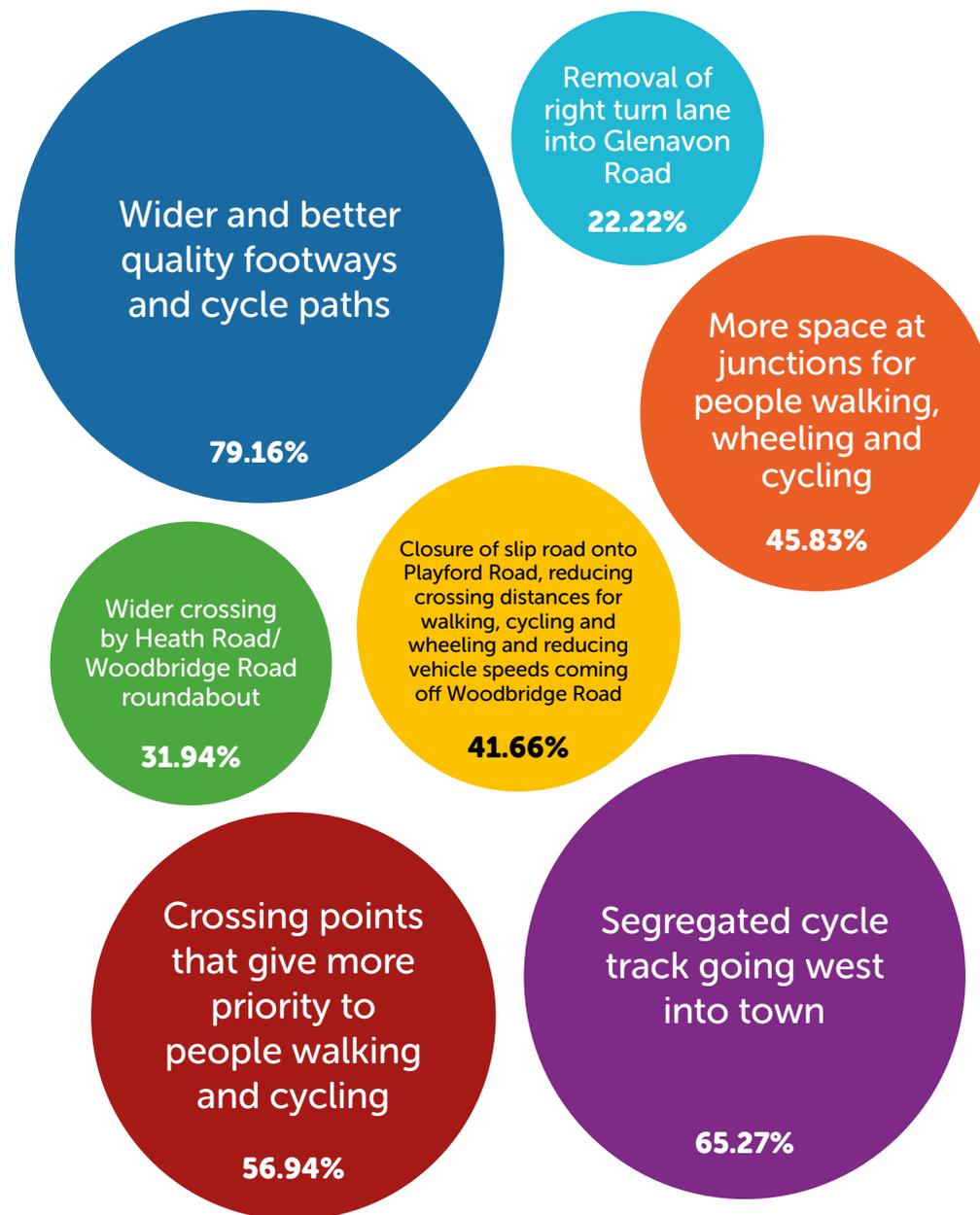


Figure 10: Q14: Which parts of the proposals do you think will make it easier to walk/wheel/cycle along Woodbridge Road? (n=72)

Residents who completed the survey and talked to us at events and the scheme walkthrough told us:

- There is a need for cyclists to be segregated from vehicles due to high traffic speeds
- They were not sure about the need to move the bus stop near off Heath Road roundabout or to change the crossing here
- They were concerned that removing the right turn lane to Glenavon Road and the Playford Road slip road would increase traffic volumes on Woodbridge Road
- It wasn't clear how this route links to the hospital to waterfront route and that onward connections were important



What we plan to do

We are now reviewing the plans based on the feedback received. Key parts of the Woodbridge Road scheme that we are looking at include:

Reviewing the need to change the crossing and move the bus stop by the Heath Road roundabout

Reviewing the location of the signalised crossing by Playford Road

Reviewing the location of the signalised crossing to the east side of Rushmere Common

Considering how signage and wayfinding can be improved for onward journeys

Review where either a shared use path or a segregated cycle track is most appropriate along the route



Next Steps

Now the consultation is complete, we will review the designs as set out above and update these with any necessary changes.

We will then move to working on fully detailed designs ready for construction, which we hope will begin during 2025.

We would like to thank everyone who has taken the time to get involved in the projects so far – your feedback has been invaluable to us in shaping the proposals.

We will post any further updates on our website as the projects progress.



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