

Suffolk Walking, Wheeling and Cycling Routes

Autumn 2023 Consultation Summary



Executive Summary

In Autumn 2023, Suffolk County Council consulted with the public on seven potential active travel schemes across the county, in Bury St Edmunds, Felixstowe, Capel/Copdock and Ipswich, plus a number of smaller additional routes connecting into and near Ipswich town centre. The consultation was open for eight weeks from 28th September to the 23rd November

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. Over £10 million was awarded to the Council to be spend on a number of projects, including those forming part of this consultation. 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 formed the first phase of a community and stakeholder engagement process, asking for ideas on the routes proposed to inform more detailed design. It incorporated a survey, drop-in sessions to share information and stakeholder workshops.

We received 570 responses to the surveys and 79% of respondents were supportive of changes at the proposed location to support walking, cycling and wheeling.

Following a review of the responses, more detailed designs will be developed at each of the locations. A further consultation on these more detailed designs will take place before they are finalised.

SUFFOLK! Have your say

If you live, work or spend time in **Ipswich, Kesgrave, Bury St Edmunds, Felixstowe or Capel St Mary**, we want to hear about your experiences walking, wheeling and cycling, and what changes you want to see in your local community.

Tell us your views
Complete the survey
by **23rd November 2023**,
by scanning this QR code
on your phone's camera.

Contact us if you have questions or for help completing the survey
☎ 0345 603 1842
✉ Customer.services@suffolk.gov.uk
🌐 <https://tinyurl.com/4uybe2du>

sustrans
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Suffolk
County Council

Photo credit: J Bewley

Figure 1: example poster used to advertise the consultation

Purpose of the Consultation

The consultation was a first stage consultation, sharing some initial ideas and options for areas having the potential for active travel improvements:

The consultation invited the public to give their views on the potential for active travel improvement in these locations. The aim of these improvements is to help more people to walk, wheel and cycle in the longer term in order to benefit from improved health, air quality, congestion, road safety and to support the local

The following areas were identified:

- **Nacton Road, Ipswich**
- **Woodbridge Road, Ipswich**
- **Princes Street, Ipswich**
- **Ipswich Hospital – waterfront**
- **Capel St Mary to Copdock Park and Ride**
- **Grange Road, Felixstowe**
- **Bury St Edmunds east-west route**
- **Connecting Ipswich – a package of 11 smaller projects across Ipswich**

Consultation Methods

The full details of the consultation and the schemes identified were made available on the StoryMap website. This is intended to be an easy to use web based platform and incorporated maps of each of the areas. Full information is available here [Suffolk Walking, Wheeling and Cycling Routes \(arcgis.com\)](#). Posters and flyers were distributed in the local area to advertise the consultation.

Surveys were available to complete [via the website for each of the individual areas identified](#). It was also possible to request a paper copy of the survey.

In addition to the surveys, a number of stakeholder workshops were delivered with the support of Sustrans to local stakeholders. These included public transport operators, waste management, freight management, disability forums, accessibility forums, healthcare trusts, and the emergency services.



Consultation Findings

Summary of surveys

There was a good response rate to the surveys as shown in the table on page 5, with a total of 570 responses received. The surveys for Bury St Edmunds east-west route; Woodbridge Road, Ipswich and Capel St Mary to Copdock had the highest number of responses.

Across the surveys as a whole, there was an even balance of responses by gender. Most responses came from those between ages of 35 and 74, and 13% of respondents stating that they had a disability. 2% of respondents across the surveys were non-white. Regarding age, there was a higher proportion of respondents between the ages of 35 and 74 years old.

The surveys showed largely positive support on all of the routes for improvements to walking, cycling and wheeling in these locations, with 79% support across all locations.

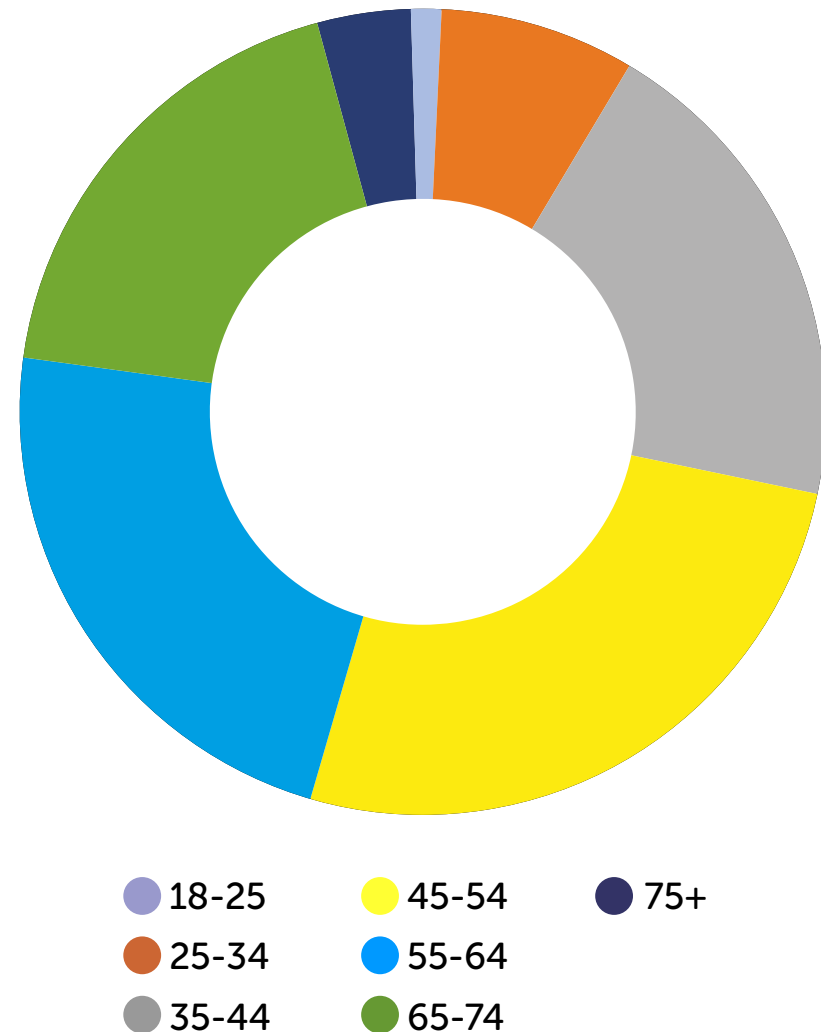


Figure 2: survey response by age

The themes of importance to residents varied by location and area, but tended to focus around both providing sufficient space for walking, cycling and wheeling and around creating environments that help to avoid conflict between users. Many respondents valued segregated space for cycling and were also keen to see more space for walking and wheeling. The need to cut back overgrown footways was often mentioned, suggesting these may not be sufficient in width for all users, and the need for safe crossing points to help to avoid conflict with other modes.

Scheme	No, of responses	% walk or cycle for travel purposes every day	% support or strongly support changes to support walking, cycling and wheeling
Nacton Road, Ipswich	52	26	72
Woodbridge Road, Ipswich	75	31	79
Princes Street, Ipswich	16	31	86
Ipswich hospital to waterfront	44	46	82
Capel St Mary to Copdock	82	10	81
Grange Road, Felixstowe	19	58	74
Bury St Edmunds east-west	158	23	81

Scheme	No, of responses	% walk or cycle for travel purposes every day	% support or strongly support changes to support walking, cycling and wheeling
Connecting Ipswich			
Tuddenham Road, Ipswich	24	35	82
Westerfield Road, Ipswich	23	23	86
Picton Avenue to Ipswich Town Centre	11	55	73
Crown Street to Ipswich waterfront	8	50	75
Birkfield Drive to Ranelagh Road, Ipswich	5	0	60
Star Lane, Ipswich	4	25	75
Rose Lane to Lower Orwell Street, Ipswich	1	0	100
Northgate High School area, Ipswich	11	27	64
Colchester Road and Valley Road, Ipswich	23	17	78
Commercial Way and Grafton Way, Ipswich	2	0	100
East-West Ipswich town centre route	12	17	75

Figure 3: summary of survey responses



Figure 3: Disability workshop led by Sustrans

Summary of workshops

The most common themes discussed within the workshops were around inconsiderate parking, continuity of active travel routes and maintenance of existing infrastructure.

Stakeholders raised concerns around the prevalence of pavement parking and those blocking access to the pavement, which was identified as a particular barrier for those using a wheelchair or with limited mobility. Other also noted the importance of the continuity of active travel routes, so that there is a clear, continuous route available to use and improved connectivity. Regarding the maintenance of active travel infrastructure, users mentioned poor surfaces, overgrown vegetation and general poor upkeep.

With regard to Ipswich, participants discussed the need for improved connections between routes and improved connectivity between the town centre and rail station. In Bury St Edmunds, participants commented on the need for good active travel accessibility from the station and the importance of routes to the hospital. In Felixstowe, participants discussed concerns over high traffic speeds in the area.

Findings by Scheme

- Nacton Road, Ipswich
- Woodbridge Road, Ipswich
- Princes Street, Ipswich
- Ipswich Hospital – waterfront
- Capel St Mary to Copdock Park and Ride
- Grange Road, Felixstowe
- Bury St Edmunds east-west route
- Connecting Ipswich – a package of 11 smaller projects across Ipswich

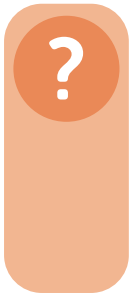


Nacton Road, Ipswich

52
respondents

72%

were **supportive of improvements** to walking, cycling and wheeling in the area



Concerns were raised by respondents around the quality of provision for cyclists on the route and the maintenance of the surface. This included some concerns around overgrown hedges on the route, restricting movement and visibility. Respondents also noted that it did not always feel safe along with route and was busy with, often inconsiderate, vehicles, and poorly maintained footpath, cycle paths and roads.



The most popular solutions proposed by respondents were a segregated cycle lane and footpath; cycling and walking to be given priority, especially at junctions and crossings; and reducing the speed of motor vehicles. Some respondents also noted the importance of cycle parking at facilities along the route.

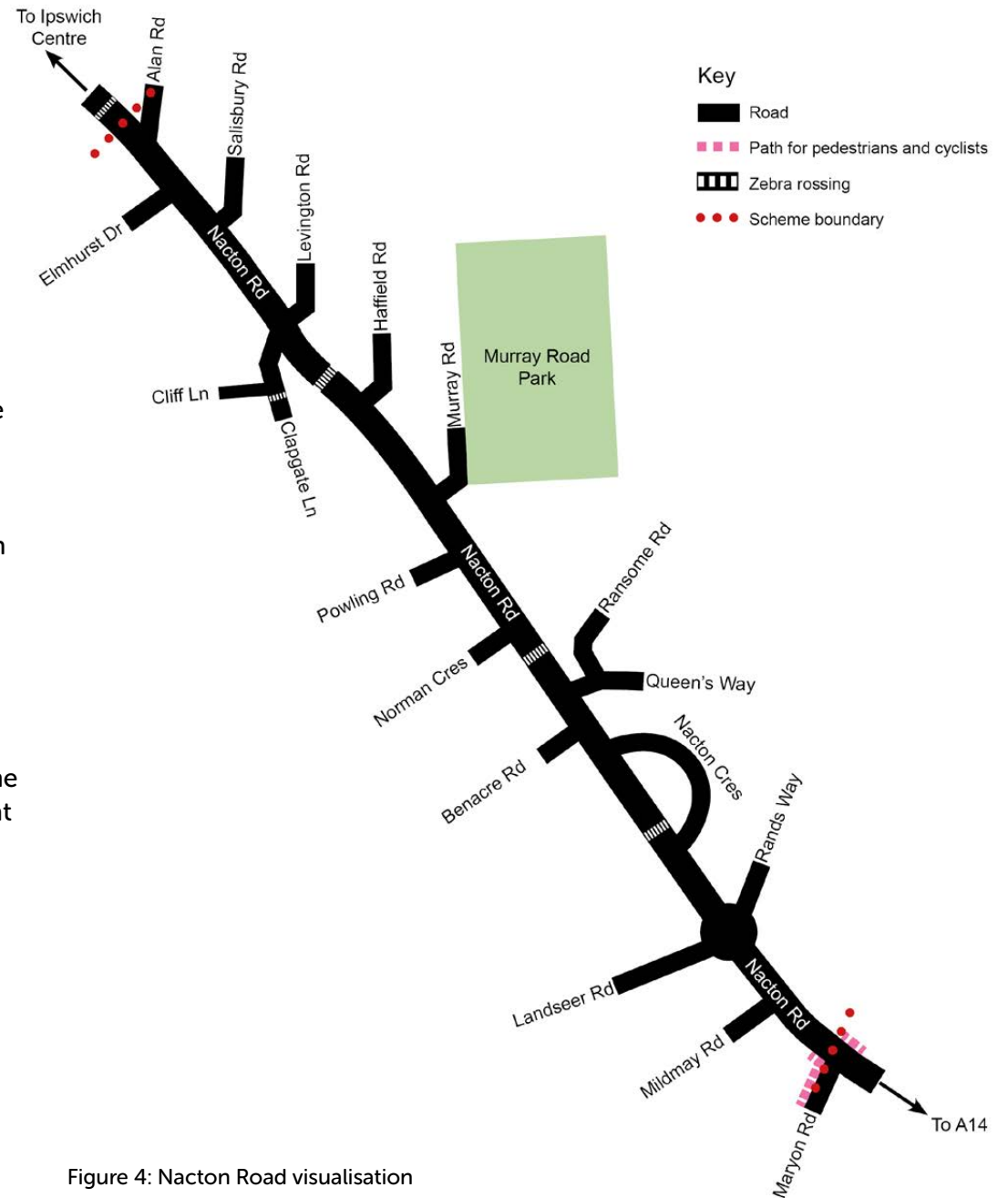
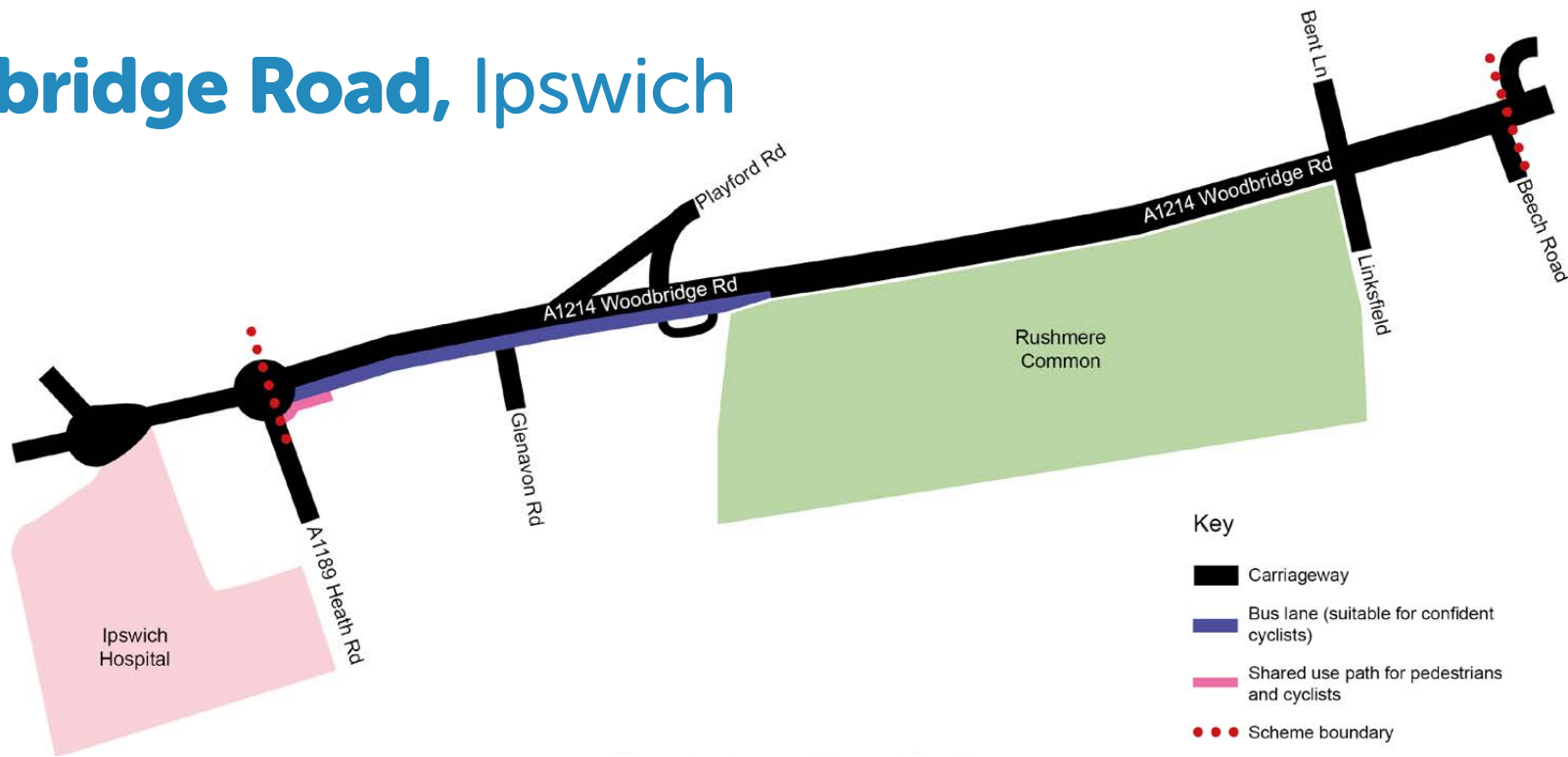


Figure 4: Nacton Road visualisation

Woodbridge Road, Ipswich



Key

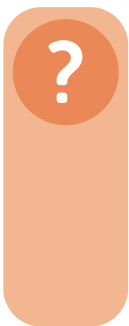
- Carriageway
- Bus lane (suitable for confident cyclists)
- Shared use path for pedestrians and cyclists
- Scheme boundary

Figure 5: Woodbridge Road visualisation

75
respondents

79%

were **supportive of improvements** to walking, cycling and wheeling in the area



Concerns were raised by respondents around the quality of the routes for cyclists and pedestrians and limited space for cyclists on the shared use path. Some cyclists noted that they would therefore cycle on the road, but this can cause conflict between users and does not always feel safe. Respondents also noted that there are some poor links and connections to other routes or for them to be able to complete their journey, as well as limited option to cross over the A12.



The most popular solution proposed by respondents were a segregated cycle lane, with a focus on it being continuous, without the need to frequently stop along the route, and linking to other routes in the town. Respondents noted that this should be of sufficient width, with space also provided for pedestrians and with clear visibility. Respondents also noted the importance of reduced vehicle speeds and given priority to cyclist and pedestrians at crossings.

Princes Street, Ipswich

16
respondents

86%

were **supportive of improvements** to walking, cycling and wheeling in the area



Respondents noted concerns around the quality of the road surface on the route, and safety, with concerns around the lack of lighting and visibility in some locations. A number of respondents commented on the Civic Drive junction and the difficulties of navigating this on a bike. There were also concerns raised around the number of cars on the route.



Solutions proposed included widening of route for pedestrians and ensuring that cyclists are segregated from pedestrians in this location. Improvements to the Civic Drive/Princes St junction for cyclists were also suggested. It was also noted that active travel should be prioritised on the route out from the rail station with improved crossing points for pedestrians in particular.



Figure 6: Princes Street visualisation

Ipswich Hospital to Waterfront

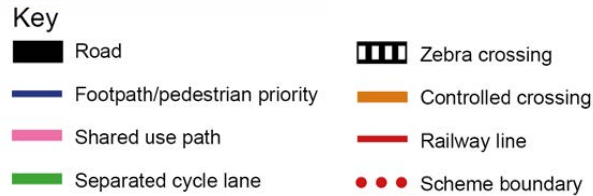
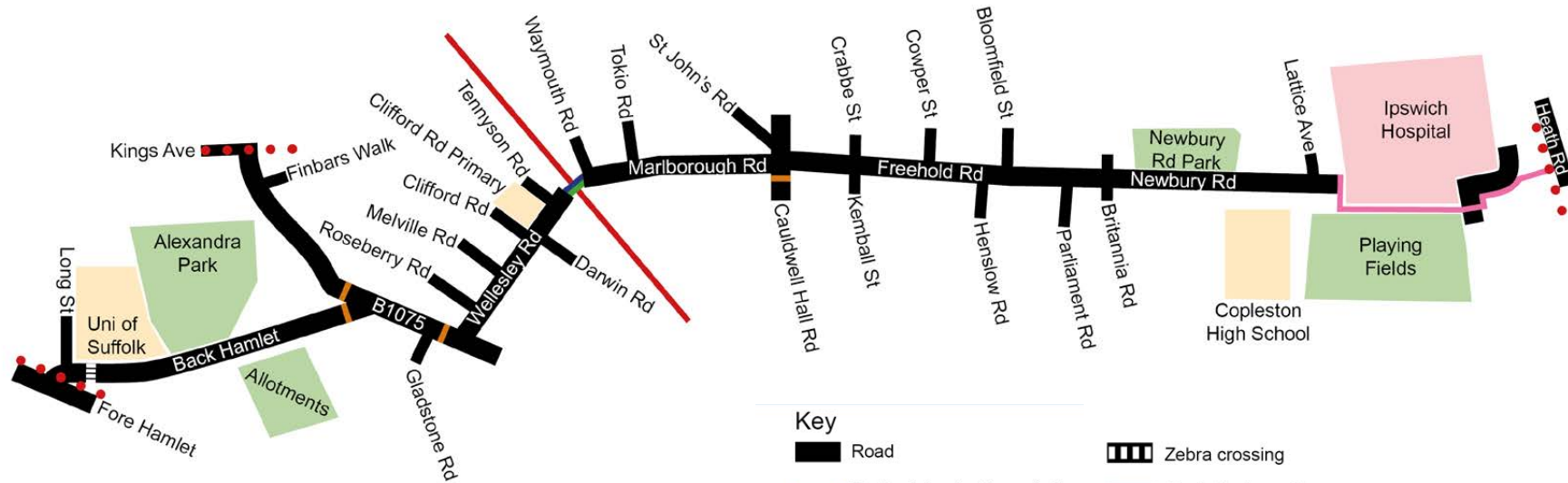


Figure 7: Ipswich Hospital to Waterfront visualisation

44
respondents

82%

were **supportive of improvements** to walking, cycling and wheeling in the area



Respondents noted concerns about the amount and speed and traffic on the roads in this area, making it challenging to walk or cycle safely. They commented on the sometimes narrow roads and a lack of space for cycling. They also noted concerns around the level of cars parked and pavement parking, which makes it harder to get around on foot and by bike.

Respondents appreciated the traffic free bridge between Marlborough Road and Wellesley Road, but still noted concerns about restrictions to access this due to parked cars.



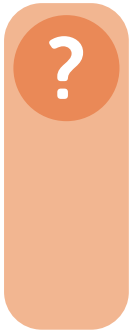
Respondents suggested that there needs to be more dedicated space for walking and cycling in the area. Where there is limited road space, suggestions included giving bikes priority, reducing through traffic and restricting on street parking. Improved signage for cyclists and pedestrians was also suggested.

Capel St Mary to Copdock Park and Ride

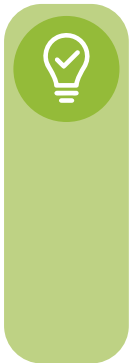
82
respondents

81%

were **supportive of improvements** to walking, cycling and wheeling in the area



Respondents commented on the high vehicle speed on the route making it feel unsafe. They noted that the existing footpath along Old London Road is narrow and overgrown and that there is currently no designated cycle path. Some respondents also mentioned that the underpass for the A14 does not feel safe. It was also noted that it is a relatively long route and so may not be suitable for everyone to walk or cycle, as length of journey time is a factor in people's transport mode choice.



Solutions proposed by respondents included incorporating a segregated cycle path along the route, and widening the footway to provide more space for cyclists and pedestrians. Respondents also noted that there should be an enforced reduction in speeds on the road and the HGVs should be prohibited on Swan Hill to improve safety. Some respondents also noted that improved street lighting and the addition of some crossing points on the route would make it safer and more accessible, as well as improvements to the A14 underpass.



Figure 8: Capel St Mary to Copdock visualisation

Grange Road, Felixstowe

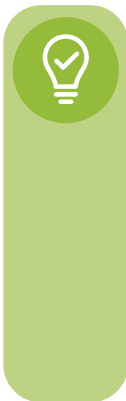
19
respondents

74%

were **supportive of improvements** to walking, cycling and wheeling in the area



Respondents noted concerns around the narrow and uneven pavements in the area and the prevalence of pavement parking, They noted that there was no fully segregated cycling provision, with cars often parked on marked cycle routes and it not feeling safe to cycle. Traffic can also be quite fast moving on the route. Respondents also noted that the area around the school needs improvements to make it feel safer.



Solutions proposed by respondents included wider pavements and fully segregate cycle lanes that are lit and feel safe, avoiding speed bumps. Respondents suggested that there should be no overtaking of cyclists allowed on the humpback bridge. They also noted the need to remove pavement parking and control parking on the road next to junctions. It was suggested that signage to the High School should encourage people to use the main vehicle entrance and make the other entrance drop off only. Some respondents also suggested making the route 20mph to restrict vehicle speeds.

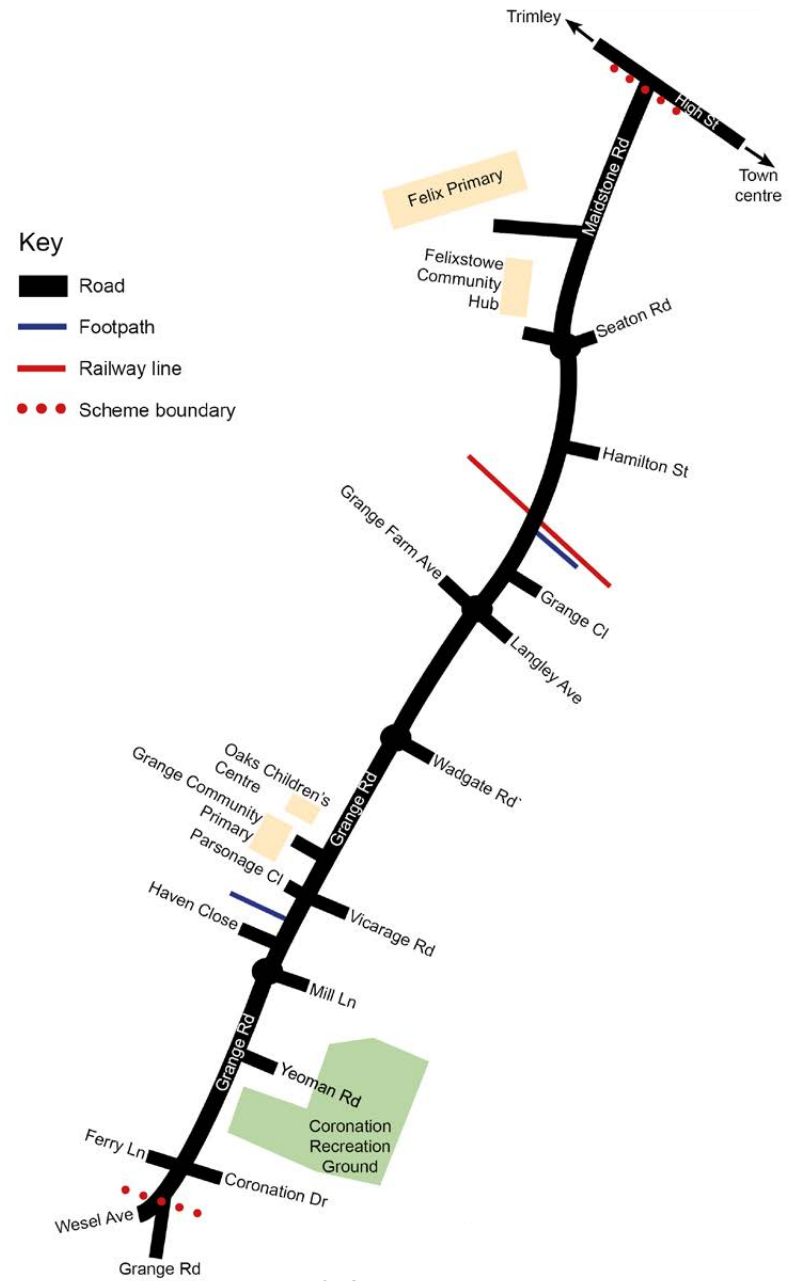


Figure 9: Grange Road, Felixstowe visualisation

Bury St Edmunds east-west route

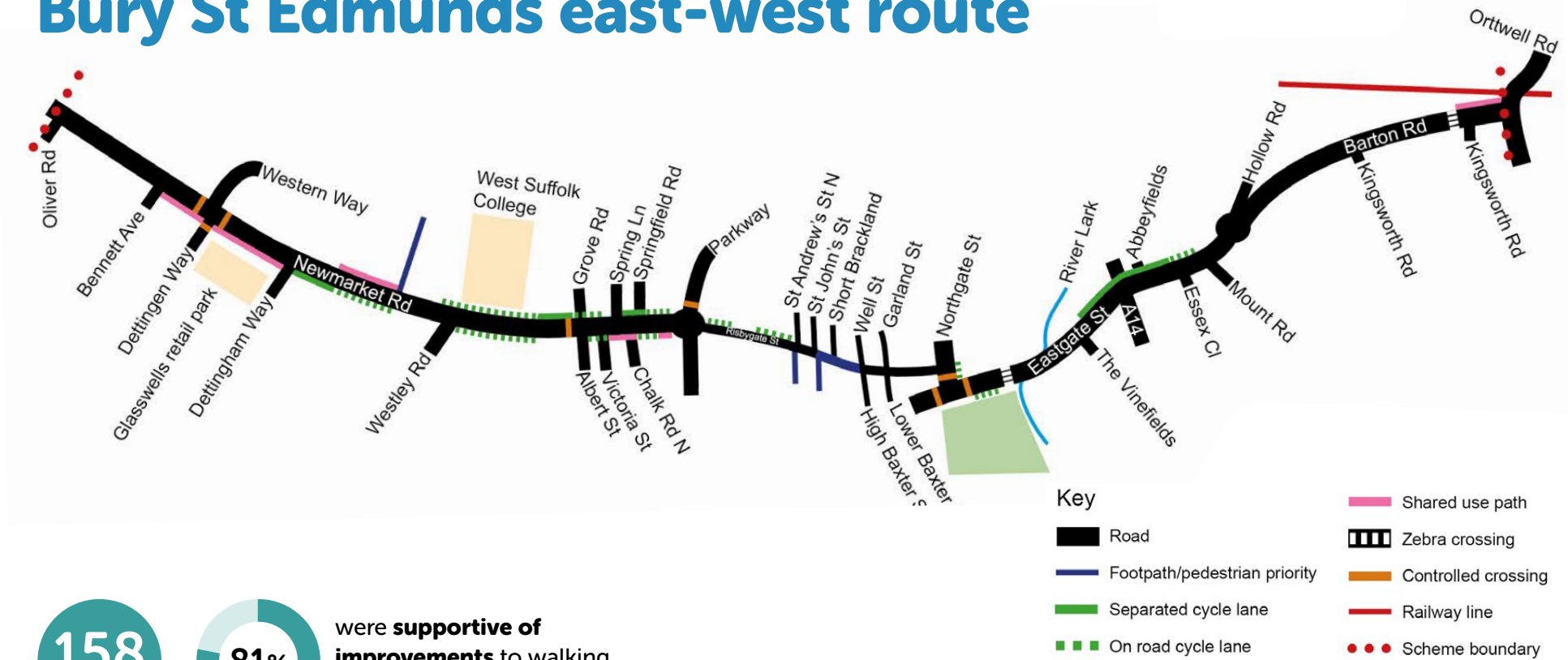


Figure 10: Bury St Edmunds east-west route visualisation

158
respondents

81%

were **supportive of improvements** to walking, cycling and wheeling in the area



Respondents commented on the lack of provision for cycling along the route and the narrow and often poorly maintained and overgrown footpaths. They noted that this makes it harder for them to walk and cycle in the area. Respondents also commented on motorists often driving inconsiderately and above the speed limit, with crossing often favouring them, meaning that walking and cycling does not always feel safe. They also noted that the roads in the area are often very busy.



Solutions suggested by residents include improved infrastructure for cyclists across the town, linking to outlying villages and existing routes. This includes the prioritisation of cyclists at junctions and improved cycle parking near facilities and services. Suggestions also included improved maintenance of footpaths and for these to be separated from cyclists, and improved signage and lighting along the routes.

Connecting Ipswich – a package of 11 smaller projects across Ipswich

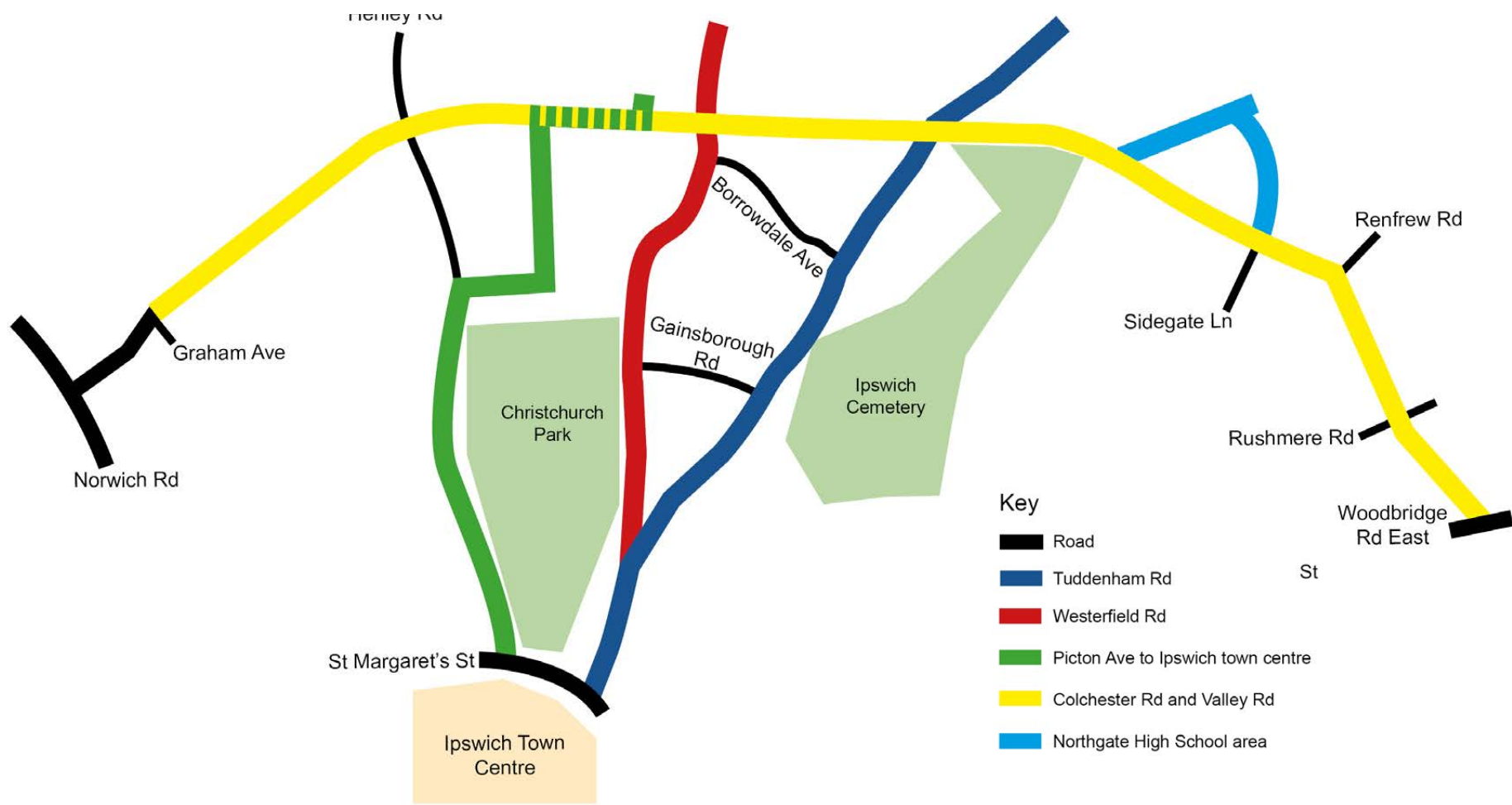
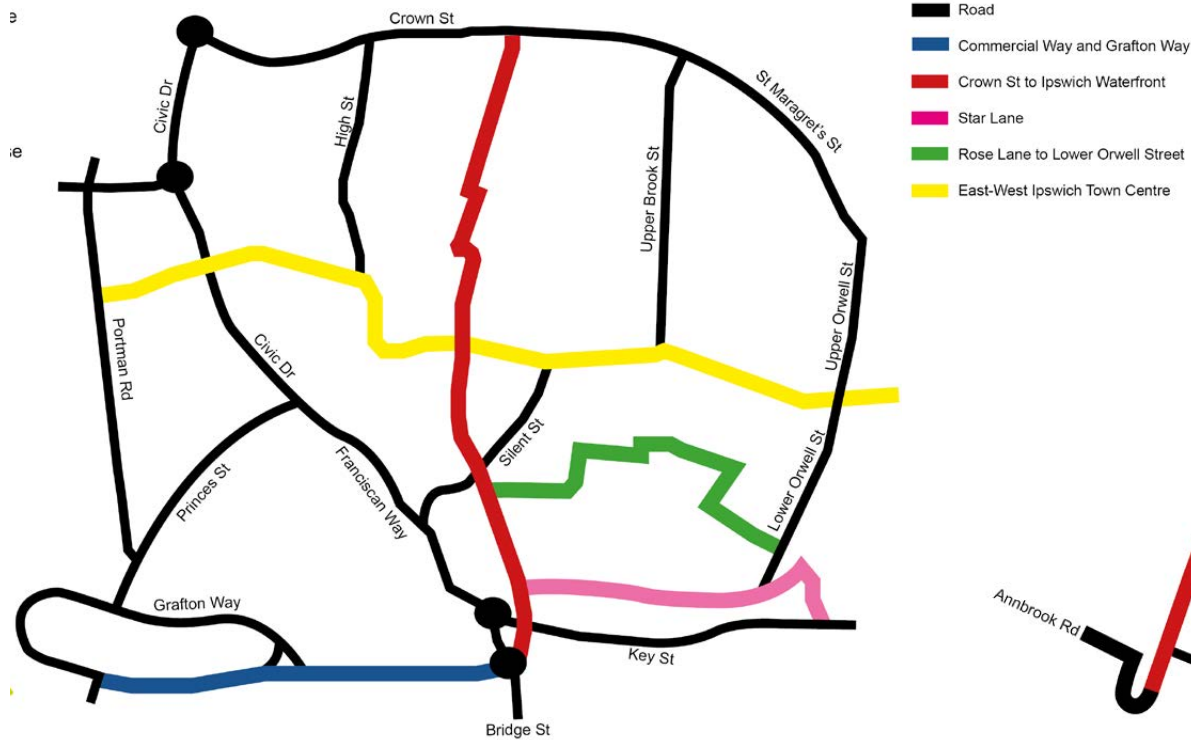


Figure 11: interpretation map showing the proposed north Ipswich routes

Figure 12: interpretation map showing some of the proposed town centre routes



Key

- Road
- Commercial Way and Grafton Way
- Crown St to Ipswich Waterfront
- Star Lane
- Rose Lane to Lower Orwell Street
- East-West Ipswich Town Centre

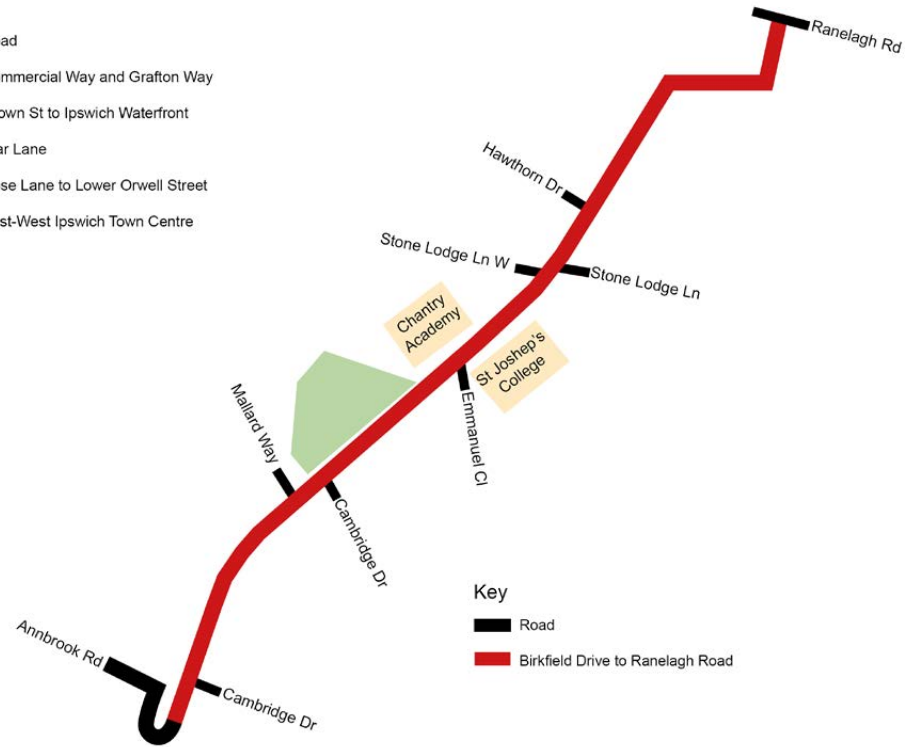


Figure 13: Birkfield Drive to Ranelagh Road visualisation

124
respondents

78%

were **supportive of improvements** to walking, cycling and wheeling in the area



For this package of projects around Ipswich, respondents commented on the overall lack of an integrated cycle network and the need to improve cycle infrastructure, linking to existing routes and ensuring a consistent design. They also noted the poor quality of some of the footpaths, and the need for crossings that prioritise pedestrians and cyclists.



Respondents commented on the often inconsiderate drivers and the high speeds of vehicles on the road. They also noted the prevalence of parked vehicles and the barrier that these can create for both walking and cycling.

Next Steps

Each of the proposed areas will now be further assessed and detailed designs prepared for each location, taking into account the feedback received through the consultation.

Further consultation on the schemes is planned for later in 2024 once more detailed designs have been worked up.

