

Cycle Ipswich response to Major Scheme Bid

Document Information		
1.0	Initial publication	21 st September 2009
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Purpose of document

The purpose of this document is to provide a response by Cycle Ipswich to the Suffolk County Council major bid proposal 'Ipswich – Transport fit for the 21st Century', specifically Appendix F¹

The objective is to provide specific statements to assist SCC in the development of the route schemes to support delivery.

About Cycle Ipswich

Cycle Ipswich is a campaign group who aim to improve the experience of cycling in the greater Ipswich area. Comprising approximately 140 members, we engage with the local community, political groups, police and other cycle interest groups.

Our aims and objectives are:

1. To promote cycling in Ipswich through active participation in and management of campaigns
2. To enable change in public infrastructure to support cycling
3. To act as a consultation body for cycle policy
4. To provide a forum for open discussion on the many issues affecting cyclists in Ipswich

Introduction to this response

This document is intended to answer the request for specific statements that assist in the delivery of the scheme.

Each route has been walked or cycled by a member of Cycle Ipswich. Some routes have had more than one review, in this case the information has been presented by each author.

For most routes, a full commentary is provided. At the end of the document a comprehensive checklist of the salient points has been provided.

Cycle Ipswich would like to recognise the input from groups members: Ray Wand, Alex Oldman, Des Pawson, Liz Pawson, Mike Havard, Sandy Martin, Peter Miller, Kevin Ablitt, Alex334 in compiling this response.

Following up on this response

It is hoped that the points raised in this response will be analysed and incorporated into the implementation of the major scheme. It is recognised that clarification may be required and Cycle Ipswich would seek to make representatives available to meet with officials as necessary.

¹ <http://www.suffolk.gov.uk/NR/rdonlyres/31C30DD1-1CE6-45F6-AB2E-8EB9856A225F/0/AppendixFWalkcyclerroute.pdf>

Route 1 – Blue – Majors corner to the Waterfront

Appendix F: “The Blue route provides an important extra link between the town centre at Major’s Corner down Upper Orwell Street and Fore Street to the Waterfront. It enhances the existing links with the southeast of the town. . Along the route, there are plans for measures to change kerb levels and improve pavement evenness.”

This route was walked from the complex set of cycle junctions at Majors Corner down Upper Orwell Street, which is against the direction as described in Appendix F.

There is a complex set of on-road markings and off-road cycle paths at the Majors Corner junction, specifically to enable bike traffic to progress from the Regent/Odeon island into Upper Orwell Street.

The Blue route is along Old Foundary Road and into Upper Orwell Street. The engineers should consider the best options for cyclists intending to follow the route as described, since there are several obstacles. Such as:

- Vehicles entering Old Foundary Street from St Helen Street via the traffic light controlled junction
- Traffic entering Old Foundary Street should be traffic calmed, and the flow of cyclist into Upper Orwell should be given due consideration.
- All on-road traffic at this point is against a one-way system.

We welcome the proposal for the enhancement of southbound on-road advisory cycle markings.

At Wherry Quay, the route joins with existing National Cycle Network route. Wherry Lane is a shared use alley way taking pedestrian and cycle traffic between the Waterfront and Salhouse Street. Since the Waterfront entrance is signed only with a small sign when approached from the East, and that many pedestrians seems surprised to have a bike using the alley way, we recommended that this section have additional signing to communicate the nature of the shared use. There are bollards in the alley way that could advise of shared use and space for a sign when approaching on the Waterfront from the west.

At the junction of Salhouse Street and Fore Street, there is an existing toucan crossing beside the Lord Nelson Pub, enabling cyclists to cross into Fore Street. There have been observations of cyclists jumping the lights northbound and crossing the carriageway against the traffic, to beat the lights. Reconfiguration of the toucan lights to respond more quickly to user operation, may in part fix this issue. The northbound approach to the toucan crossing has a shared use pavement (the road is one-way at this point). There is a ‘squeeze’ just at the point of the crossing, incorporating a narrowing of the pavement (due to an encroaching building – an old bank), the pavement carries on around a blind corner of the building and presents a possibility of collision with a pedestrian.

At the junction with the Nelson Public house, the westbound on road cycle markings are worn, and the nature of the road turn means that cars and lorries frequently cut into the cycle path. Some consideration of the flow of cycle traffic from the University should be considered in this scheme, to enable traffic from Fore Hamlet to gain safer access to Fore Street. Advanced Stop Lines at the junction with the Lord Nelson in the westbound carriageway at Fore Hamlet could also assist with cycle traffic needing to cross lanes to enter Fore Street.

Fore Street itself requires significant attention to make the proposed shared use provision work in both directions. At the junction with Star Lane, southbound cycle traffic wanting to carry-on into Fore Street is disadvantaged by the traffic flow turning left. Here the proposed Advanced Stop lines would help, as long as there are a set of traffic lights installed.

It is not clear from the proposals if the southbound on-road cycle markings on Fore Street will continue in the section between Starr Lane and Salthouse junctions. If so, then consideration needs to be made to the available space for such a cycle path. The road has been deliberately set for one-way traffic and my observations suggested that there is not enough space for on-road contra flow cycle path. Neither is the pavement wide enough for shared use.

Fore Street itself is very historic and offers a variety of challenging road surfaces for cyclists. A key principle that engineers should consider is that the cycle path should be as smooth as possible, unless drawing attention to road hazards. The removal of section of raised granite sets in on-road cycle path would be preferred here.

Route 2 – Red - Northgate Street / Upper Brook Street to College Street

Appendix F: “The Red route runs from the top of Northgate Street, east of Tower Ramparts bus station through commercial and retail developments and down to the Waterfront via Upper Brook Street, Lower Brook Street and College Street. The proposals will allow for the route to be fully pedestrianised during the shopping day, and enhance the attractiveness of this shopping street. Along the route, there are plans for measures to alleviate crowding, change kerb levels and improve pavement evenness.

This route was surveyed in two parts. First on 20 July and then the Junction of Northgate with St Margarets Plain on 27 July.

The introductory text (Page 11) states this is a “primary route to the waterfront” both for pedestrians and cyclists. However on Page 7 under a heading of Red Route the text suggests “the proposals will allow for *the route* to be “fully pedestrianised during the shopping day”. Unfortunately this is in conflict with the large scale map given to me which suggests only Upper Brook Street is to be pedestrianised (note incorrect caption on the map which suggests Upper Orwell Street is to be pedestrianised). How do we feel about this because despite the current conflict with buses intruding into the contra flow cycle lane, cycling is permitted along the entire length throughout the day? On the assumption that it is intended cycling will be restricted in Upper Brook Street and the latter is therefore the intended option, the notes have been written up on this basis.

The recently completed engineering of the entrance to Northgate from the west has significantly improved access from St Margarets Plain for cyclists



Figure 1 Junction of Northgate Street with St Margarets Plain showing new cycle layout

However accessing Northgate from the north and west via Borough Route 12 and Borough Route 12A via Fonnereau Road still presents a problem for cyclists (see the following pics.)



Figure 2 Junction of Fonnereau Road with St Margarets Plain showing entrance to Northgate



Figure 3 Junction of Fonnereau Road with St Margarets Plain showing filter lane markings for vehicles turning right into Fonnereau Road

The problem here is that cyclists have to make a right turn across the traffic stream proceeding east from Crown Street to St Margarets Plain when the right turn filter is often full of vehicles waiting to make a right turn into Fonnereau Road and traffic is proceeding west to east from St Margarets Street/St Margarets Plain. However the question to be asked is it worth spending money to give cyclists some protection at this junction by say converting the path to shared usage and the pedestrian crossing of St Margarets Plain to the east of the junction to a toucan if it will only be possible to cycle down Northgate as far as the Junction of Carr Street and Tavern Street before dismounting during “shopping hours” (presumably 10.30am to 4.30pm) to wheel the bike to the

southern end of Upper Brook Street before riding on to the Waterfront? The comments on this route should also be compared with the notes on the Yellow Route which will offer unrestricted access to the Waterfront from the north and west but not from the east and north which would require the Red Route to be unrestricted.



Figure 4 Junction of St Margarets Plain and Northgate looking from the east

Northgate to Lower Brook Street junction (Sheet 1 of 1)

As stated in the text all the works between the junction of St Margarets Plain and Northgate through to the southern end of Upper Brook Street have now been completed. However if Upper Brook Street is to be pedestrianised between the hours of 10.30am and 4.30pm presumably new signage will need to be introduced at this location stating this is the case?



Figure 5 Northgate looking south near the Central Library showing the well used Sheffield stands outside the Library



Figure 6 Parking Bay and contra flow cycle lane looking south on Northgate to the Junction of Carr Street and Tavern Street



Figure 7 Existing signage in Tavern Street restricting cycling to between the hours of 4.30pm to 10.30am which presumably it is intended will also apply to Upper Brook Street when it is “pedestrianised”?

The following photos have been included to illustrate some of the problems currently experienced by cyclists of buses intruding into the contra flow cycle lane which will be eliminated if the proposals for the bus gyratory system are introduced



Figure 8 Upper Brook Street near the Junction with Buttermarket



Figure 9 Bus waiting at Traffic Lights at Junction of Upper Brook Street with Carr Street and Tavern Street. A bit of a squeeze if you happen to be cycling south!



Figure 10 Same location. A bit more room perhaps but still intimidating?

We wish to highlight that we are not blaming the bus drivers who are often put in an impossible situation. If a vehicle is not parked tight against the kerb in one of the loading bays this forces the buses out to avoid hitting wing mirrors etc and inevitably because of the width of the road they are forced to intrude into the cycle lane to the alarm of any cyclist travelling south!



Figure 11 Junction of Dogs Head Street and Lower Brook Street looking south



Figure 12 Lower Brook Street near Rosemary Lane looking south



Figure 13 Junction of Lower Brook Street with Starr Lane and Foundation Street

Lower Brook Street

Some correspondents [to the Cycle Ipswich chat forum] have expressed concern that the proposed changing of Lower Brook Street to one way traffic southbound will increase the hazard but with the traffic calming measures proposed and the fact it appears to already be in the 20mph Town Centre Zone will this not help to alleviate any problems that may arise?

Starr Lane (not Starr Street as suggested in the text)

If Starr Lane is made one way south bound presumably this will mean no traffic will be able to enter Lower Brook Street from Starr Lane and this will help cyclists make the right turn necessary from the carriageway to mount the shared use pavement at the junction before using the new proposed Toucan Crossing to cross Starr Lane and then enter Foundation Street

Foundation Street

According to the text, *“this area currently has a planning application”*. The text also suggests *“this may provide a shared use with restricted vehicle access”*. If cyclists and pedestrians are to proceed safely from the new Toucan to the new proposed Toucan on College Street to access Foundry Lane and the Waterfront should not the preferred option be for the path to be widened in Foundation Street and along College Street to permit shared usage thus avoiding any contact with vehicles using Foundation Street even if access is ultimately restricted?

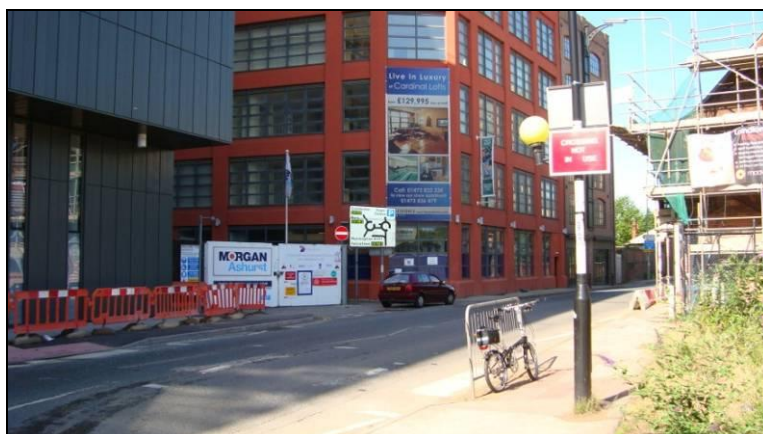


Figure 14 College Street near Foundry Lane showing the location of the proposed Toucan Crossing to replace the current Zebra Crossing

College Street

The text suggests “IBC have proposals for Foundry Lane. Presumably none of these proposals will inhibit access by cyclists to the Waterfront?”

Foundry Lane will then link this route into NCN 51 which runs along the Waterfront

Conclusions:

Nothing much in the proposals has changed since the report on this Route for our initial submission to IBC in August/September 2008; except the works in Northgate and Upper Brook Street have now been completed.

Overall the proposals for the Route are to be welcomed. However it would be helpful if dialogue could take place to discuss the following:

1. Access into Northgate from Fonnereau Road
2. The pedestrianisation of Lower Brook Street thus disrupting direct cycling access to the Waterfront during “shopping hours”
3. Introduction of a 20mph speed limit over the entire length of the Route (it is not clear whether one currently applies or not)
4. Some clarification of the other points raised in the notes

Route 3 – Green – Woodbridge Road via education quarter to Waterfront via Grimwade Street

Appendix F: “The Green route runs from Woodbridge Road through the Education Quarter to the Waterfront via Grimwade Street. It will integrate with the Duke Street roundabout CIF2 Scheme. Along the route, there are plans for measures to change kerb levels and improve pavement evenness.

This route was walked from the Waterfront to Argyle Street on Sunday 6th September in good weather. The route improvements described in Appendix F are essentially widening of pavements to provide shared use pathways; on-road cycle paths and Advanced Cycle Stop lines.

The primary comment would be about the “pinch” provided at the end of Grimwade Street with the junction with Fore Street, where the proposed shared use cycle path turns a sharp corner, and would present both pedestrians and cyclists with a danger of collision with people moving the other way around the corner. This problem corner is illustrated in Figure 15, beside the pink building.



Figure 15 Junction of Grimwade St with Fore St

The remaining provision described in Appendix F is a combination of on-road and shared use cycle paths along the Route from Argyle Street downwards to Grimwade Street. The proposals are clear and concise and warrant little additional comment.

We should draw attention to the importance of the Brown route and would urge particular attention to details of cycle traffic flow along the Brown Route, including its intersection with the Green Route.

Route 4 –Purple – Ipswich rail station via Princes Street to the Willis building

Appendix F as follows: “The Purple route runs from Ipswich Railway station to the town centre along Princes Street corridor via Ipswich Village and the Willis Building. This is an important corridor, which is shared by walk cycle and bus traffic. A key element of the route is the creation of at grade crossings at the Civic Drive junction, and the elimination of the little used underpasses. Along the route there are plans for measures to alleviate crowding, change kerb levels and improve pavement evenness”

We are looking at making the route from the station to the town into one that is 'fit for a Prince'. Princes Street is certainly wide enough for some good treatment and the eastern pavement is nice and wide. Removing the Civic Drive roundabout is a bold move and will greatly increase the feeling of space and safety at the junction. The pavement surface from Commercial Road to Civic Drive is however very old and is currently a mixture of paving, concrete and probably tarmac as well. It would respond well to a more consistent surface treatment which isn't mentioned in the plans. Some thought should also be given to whether shared use of segregated paths would be appropriate or possibly on-road lanes.

However the implementation of the whole scheme will make a huge difference to the town for both pedestrians and cyclists and it has the full support of Cycle Ipswich. We have a good relationship with the both the borough and the county council in relation to this scheme and they have already made a number of significant alterations (and improvements) based on our earlier consultation.

This route was walked on the 26th August 2009 from the Railway station to the Willis Building.

It is noted that the starting point for this route, as part of the major scheme bid, is the junction with Commercial Road and heads North passing Chancery Lane, then the junction with Portman Road and across Civic Drive roundabout to Museum Street junction by the Willis building.

Ipswich Railway Station to West End Road, over the bridge

As a cyclist travelling into town, opportunities for improvement of this route begin on the Princes Street bridge. From the cycle racks at the station, you enter the traffic flow on Burrell Road. Then to follow the pink route, there is the challenge of crossing the traffic into Princes Street. Advanced Stop Lines on Burrell Road/Princes Street junction would help.

On the bridge itself, there is no marked cycle path, and the street furniture to join the shared use footpath makes navigating the junction very unsafe. See Figure 16 for the traffic light controllers, traffic lights and pedestrian crossing lights. There is also a confusing “END” label and another cycle path marker.



Figure 16 Burrell Road Princes Street junction

The proposed addition of a pedestrian crossing on the West End Road Princes Street junction is noted, but offers little to aid cyclist flow along the route. At this point many cyclists will have moved to use the shared use bus lane.

West End Road to Portman Road

The recent improvements to the Chancery Road junction are very successful, though the inductive loop traffic sensors on Princes Street have still not been upgraded to detect bikes. We have had frequent reports of cyclists waiting for several traffic light cycles to cross the junction. Perhaps these loops can be looked at as part of the scheme?

The western side of the section of the route between Chancery Road and Portman Road has a shared use footpath/cycle path which then directs cyclists over a drop kerb to join the main carriageway. Following the route, then becomes something of a challenge with a series of shared use pathway and on-road cycle paths to the Civic Drive roundabout.



Figure 17 Chancery Road to Portman Road

The shortening of the Portman Road junction and the introduction of a 20 mph raised entry treatment is welcomed.

We would encourage further consideration of cycle traffic flow right into Chalon Street, to follow Cecelia Street and Wolsey Road to join the Yellow route, because we believe that this is a key commuter route.

On the eastern side of the road, there is an existing shared use cycle path cycle path that requires resurfacing but little more attention. There is also an on-road cycle path that requires no further attention.

Civic Drive junction

Appendix F does not describe in text detail the full scheme of changes at this junction. Generally we welcome the improvements for conversion from a roundabout to a traffic light controlled junction. The artists impression suggests the application of colour coded cycle lanes. Because of traffic density, we are concerned that other cars and lorries may encroach on on-road cycle traffic when turning at this junction, presenting increased risk of accident. We recommend that additional protection to cyclists be incorporated such as:

- Protected cycle paths with kerbs between cycle path and carriageway in the corners of the junction – these may even allow left turn cycle traffic to manoeuvre the junction without observing traffic lights
- Colour coded cycle paths around the corners and straight over the junction, to highlight to drivers the cycle traffic

We would encourage the bid team to investigate if the UTMC can incorporate advance cycle traffic phasing, which would give a few seconds priority for cycle traffic to manoeuvre the junction. This would involve the incorporation of cycle traffic lights.

Route 5 - Pink – Ipswich Railway Station to Waterfront

From Appendix F *“The Pink route runs from Ipswich railway Station to the Waterfront, heading eastwards from the Princes Street junction past Cardinal Park to Bridge Street. It links the Waterfront and Ipswich Village. Along the route, there are plans for measures to change kerb levels and improve pavement evenness.”*

Commercial Road junction

The junction from Commercial Road slip road towards Station advance cycle lane and reservoir looks good.

Junction with Princes Street and Commercial Road and Chancery Road (not West End Road as in the document).

We have some difficulty in relating to the position of the new 2m cycle lane but understand that it is the station side of the road, i.e. not the Post office side, then on to a reservoir. This appears to work, but the text describes reconstructing the verge of the island on the southwest side of Commercial Road to take the 2m lane. However there are good mature trees on the island which would need to be removed to make this happen. Also they speak of this cycle lane being 70m long. This would appear to then cross the slip road going off to the station which would at least indicate that the cycles have a passage, we are not sure if this is what they mean. We feel that this cycle lane should be marked in GREEN. If they mean on the Post office side then the cycle lane would be continually cut across and obstructed by cars parking outside of the Post office.

East along Grafton Way to Cardinal Park

Shared pavement already works until you get to Cardinal Park bus & disabled only entrance where there is a new post sign saying END. There needs to be another post sign on the island to indicate that this shared route continues on East . THIS COULD, PERHAPS BE IPSWICH BOROUGH'S RESPONSIBILITY CAN SOMETHING BE DONE?

Junction of Grafton Way and Commercial Road

Where Grafton Way meets Commercial Road, IE the bit where it becomes a gyratory system, they speak of Toucan crossings (PLURAL) replacing crossings that are not controlled. We feel that this means 3 Toucan crossings but it is not clear, They certainly will slow down the Race Track.

The rest going towards Bridge Street works well.

I think these are already in place but there is currently still a curious anomaly whereby if you are going along Princes Street towards the station in the bus/cycle lane, the main traffic lights (for buses and cycles) don't turn green along with the toucans (which is what used to happen before these new fangled things were there). Yet the toucans do change as if something is detecting the presence of my bike..

Of course if I see the toucans are green I ride across but it doesn't "look" or "seem" right to run the red light like that....

Route 6 –Orange - Princes Street to Norwich Road

From Appendix F “The Orange route runs from Norwich Road to Princes Street via Portman Road, with a section branching off along Great Gipping Street and over Civic Drive to Elm Street. Along the route, there are plans for measures to introduce street lighting, change kerb levels and improve pavement evenness.

This route was walked on 24th July.

Area 1 Barrack Corner – Sheet 1 of 3

The proposed Toucan Crossing would seem to be an excellent solution to enable cyclists to cross the Norwich Road in safety and will offer a safer if longer Route into the Town Centre via London Road/ Portman Road. The other proposals would seem to be very helpful to cyclists but to clarify what are “conservation kerbs”?



Figure 18 This picture shows the existing crossing which will be replaced by the proposed new Toucan Crossing



Figure 19 Proposed sighting of the proposed new Toucan Crossing at Junction of Barrack Lane and Norwich Road

Area London Road to Handford Road – Sheet 2 of 3



Figure 20 Portman Road/ London Road looking south towards St Matthew's Church Lane



Figure 21 Portman Road looking south towards Handford Road

Area 3 Handford Road Junction with Portman Road



Figure 22 Portman Road looking south at Junction with Handford Road

We would prefer a controlled crossing at the junction of Handford Road and Portman Road.

Area 4 Handford Road to Portman Road



Figure 23 Portman Road at Junction with Canham Street looking towards the Football Ground



Figure 24 Portman Road at Junction with Sir Alfred Ramsey Way

We note that the route from West End Road to Portman Road has not been included the Major Scheme Orange Route for development purposes. This is surprising since the spur to Elm Street has been included and as both form part of National Cycle Route 51. This change would provide a connection with the north and west of the Town via existing cycling facilities

As you will see from the pictures much of the work has already been done by significant improvements to the road surface for pedestrians and cyclists. However as this Route will be used extensively by residents and visitors alike using Route 51 to come into Ipswich from the west and north i.e. from Bramford and Whitehouse Estate. Further improvement to the route especially in Constantine Road to bring the road surface up to the same level and the provision of enhanced pedestrian and cycling facilities will be very much appreciated.



Figure 25 Existing improved road and pedestrian facilities in Sir Alfred Ramsey Way



Figure 26 Junction Sir Alfred Ramsey Way and Constantine Road



Figure 27 Constantine Road looking towards West End Road



Figure 28 Junction of West End Road and Constantine Road at Toucan Crossing bringing Route 51 into the Town Centre from Bramford / Whitehouse Estate via the Riverside Path



Figure 29 Constantine Road and Route 51 looking towards Endeavour House



Figure 30 Constantine Road at Junction with Russell Road



Figure 31 Constantine Road at Junction with Russell Road looking towards West End Road

Would the implementation team consider improvements to the lane markings on the junction of Constantine Road and Russell Road, by the provision of give-way markings, allowing cyclists to go straight at the end of Russell Road.



Figure 32 Junction of Constantine Road with Portman Walk/Sir Alfred Ramsey Way



Figure 33 Junction of Portman Walk with Sir Alfred Ramsey Way looking north on Route 51



Figure 34 Gipping Street showing existing cycling provisions



Figure 35 Elm Street and Route 51 signage

Conclusions

The scheme as contained in the proposals and the rationale behind them are to be welcomed but perhaps with some revisiting of certain of the technical detail particularly the proposed crossing of Handford Road. We looked at the ideas from the perspective of a new or inexperienced cyclist and using the Sustrans criteria of the route being safe for an unaccompanied 12 year old to cycle with reasonable care. In this context the traffic calming measures and the proposed introduction of 20mph limits where indicated in the text are especially to be welcomed and a real step in the right direction. Why not a blanket 20mph limit for all *cycle routes within the boundary of the overall scheme*? Worthy of debate perhaps and a start to the wider application of 20mph limits on cycle routes within the Borough?

Route 7 – Brown - Museum Street to Rope Walk east

From Appendix F “The Brown route runs from the Buttermarket shopping centre eastwards along Dogs Head Street, Tacket Street and Rope Walk to St. Helen’s Street, crossing the Red Blue and Green routes. It enhances and extends the existing eastern approach to the town centre. Along the route, there are plans for measures to change kerb levels and improve pavement evenness.

This route crosses the Red and Green routes

Although this route is only approximately 0.7 miles long it is an important East –West/West –East link and in part includes NCN Route 1 and NCN Route 51. At the western end it overlaps the Yellow Route as far as the proposed connection alongside the Willis Building with Cromwell Square.

Museum Street (Sheet 1 of 3)



Figure 36 Junction of Museum Street with Princes Street and Friars Street looking towards the Willis Building

The suggested solution here is for a raised platform with a change of layout of the junction to slow traffic to help pedestrians cross this junction. This may also help cyclists by slowing traffic particularly as a significant amount of east west traffic along Friars Street seems to make a right turn down Princes Street towards the junction with Civic Drive/Franciscan Way whereas many cyclists travelling west to east are following the Road round to their right to continue up Museum Street or to continue on NCN 51 across Civic Drive. It is not clear whether the raised table will have a coloured green finish to make motorists more aware of cyclists at this busy junction especially at peak times but is there any merit in suggesting this?



Currently NCN Route 51 turns right into St Nicholas Street but could this change if the Yellow Route proposals to take cyclists alongside the Willis Building to Cromwell Square are implemented especially as the Brown Route will form part of the Bus Gyratory Scheme?

St Nicholas Street / Falcon Street

The text comments that the granite sets may be removed at the entrance to St Nicholas Street. Aesthetically pleasing they may be but a jarring experience to ride on and slippery in adverse weather conditions. It is to be hoped they are removed as suggested!



Figure 37 Falcon Street looking east towards Dogs Head Street and the Junction with Silent Street

Silent Street



Figure 38 Silent Street looking south towards the St Nicholas Street/ Cutler Street Junction

Currently cyclists are permitted to cycle south to north but this picture suggests the road width would thwart any aspirations to provide a contra flow cycle lane north to south from Dogs Head Street as commented on in the text. As can be seen from the picture people also tend to walk in the road because of the narrowness of the pavement

Dogs Head Street



Figure 39 Dogs Head Street showing exit from the Bus Station on the right

From casual observation most buses exit the Bus Station at dead slow speed because of the number of pedestrians using the crossing outside the Falcon in Dogs Head Street and the pedestrian crossing at the exit of the bus station but any signage which will create awareness of cyclists as suggested in the text is to be welcomed.



Figure 40 Junction of Dogs Head Street with Tacket Street and Lower and Upper Brook Streets (Red Route)

Tacket Street (Sheet 2 of 3)



Figure 41 Tacket Street looking east towards Cox Lane and Orwell Place

Orwell Place



Figure 42 Orwell Place looking east at the Junction with Foundation Street

The relocation of the pedestrian island towards the junction suggested in the text would not seem to affect cyclists in any way as the sight line will still be good.

Orwell Place Junction



The re-sighting of the advanced stop line for cyclists to prevent incursion by buses turning right into Orwell Place from Fore Street as suggested in the text is to be welcomed and will improve cyclist safety at this junction.

Eagle Street



Figure 43 Eagle Street looking east towards the Junction with Water Bond Street and Rope Walk

If Eagle Street becomes part of the bus corridor it would seem any shared use scheme may be impossible to implement. In any case we are not clear how a shared use scheme would actually work at this location?

We propose that the phasing of lights at the Orwell Place/ Fore Street and Eagle Street / Bond Street junctions to prevent cyclists racing between the lights.

Rope Walk (Sheet 3 of 3)



Figure 44 Rope Walk at the Junction with Waterworks Street/Bond Street looking east towards Grimwade Street

The suggestion in the text of a 1.2 metre advisory cycle lane alongside a narrower path on the north side appears to be a good one as Rope Walk is used by a significant number of cyclists. It also forms part of NCN Route 1. However it would appear only one lane east bound is being suggested which is slightly odd? Don't cyclists coming east to west merit similar protection? Will the IBC proposals for the Grimwade Street Junction and Rope walk east resolve these issues?



Figure 45 Rope Walk west at the Junction with Grimwade Street and Rope Walk east

According to the text “this junction forms part of the proposals designed by IBC, which have been reviewed and incorporated with the Faber Maunsall design proposals for Rope Walk”. Unfortunately we cannot comment because we don't know what these are. In any case this still doesn't explain why only an east bound cycle lane is proposed for Rope Walk east!



Figure 46 Rope Walk west looking east towards Milner Street



Figure 47 Rope walk west at the Junction with St Helens Street looking north and towards Milner Street

The above shows the start of the western end of the Brown Route



Figure 48 View looking east into Rope Walk west from the same location

Comments

This is only a short route but we don't see any difficulty navigating it for a reasonably experienced cyclist. However a novice or inexperienced cyclist plus perhaps parents with children may find parts of it intimidating purely due to the volumes of traffic including buses on the route from the junction with Princes Street to the junction of Tacket Street with Upper Orwell Street/ Fore Street as it forms part of the current bus gyratory or has significant bus movements. This is not likely to change as the plans for the future bus gyratory will include not only this stretch but also the Route from Eagle Street to the junction of Rope Walk west with Grimwade Street. This then begs the question as indicated earlier. What protection will cyclists have travelling west bound in Rope Walk east have faced with buses coming at them along Rope Walk proceeding east? Can the road width cope with the proposals especially with the number of cycle movements likely per day along this heavily used section of the Route?

Route 8- Yellow - Henley Road

Appendix F: “The Yellow route runs from the junction between Henley Road and Fonnereau Road north of the town centre, down St. George’s Street and Museum Street and over Princes Street to Cutler Street via the Willis Building. It provides an important extra route through the west of the town centre. Along the route, there are plans for measures to change kerb levels and improve pavement evenness.

This is an important Route as it links with Borough Route 12 from the North and West of Ipswich (Whitton Estate, Castle Hill and the Dales) as well as the Christchurch Park Cycle Route bringing cyclists into Town from the Westerfield Road and the surrounding residential area.



Figure 49 Existing Toucan Crossing on Henley Road outside Ipswich School and link to Christchurch Park Cycle Route



Figure 50 Henley Road near Junction with Anglesea Road looking towards St Georges Street showing gradient

Henley Road/Fonnereau Junction – Sheet 1 of 4



Figure 51 Henley Road at Junction with St Georges Street showing adverse camber to cyclists proceeding south



Figure 52 Junction of Henley Road with St Georges Street showing right turn cyclists will need to navigate



Figure 53 Junction of Henley Road / Fonnereau Road with St Georges Street showing High Street Junction and entrance to St Georges Street

We are sure that experienced cyclists will have little difficulty negotiating this junction except perhaps in adverse weather conditions when the right turn will be more difficult. However despite the assurances given in the text of Appendix F (page 40) and the solutions suggested we are not convinced this is a particularly safe junction for the novice and inexperienced cyclist and those parents cycling with children due to the gradient, adverse camber on the road, the alignment of the junction and the fact that there is no protection for any cyclist turning right across the traffic flow from Fonnereau Road/ High Street and the necessity to be acutely aware of speedy following traffic before making any signalled right turn manoeuvre. This junction will be especially difficult in bad weather and with children. We hope we are not being over sensitive but even with the modifications suggested in the text is it really a junction that could be negotiated by an unaccompanied 12 year old or a novice cyclist in reasonable safety? Bearing in mind it is suggested that the Red Route in Upper Brook Street will be fully pedestrianised “during shopping hours” (see Page 7 of Appendix F and my separate note regarding the Red Route) it would seem it is intended the Yellow Route will be the primary Route to be used to access the Waterfront from the north and west during those hours and therefore has increased importance from an access point of view for cyclists coming from that part of Town. Therefore cannot a more effective solution be found for this Junction although we appreciate the road width is a significant problem



Figure 54 St Georges Street at Junction with Dykes Street



Figure 55 St Georges Street looking towards St Matthews Street crossing

The text suggests “any worn carriageway markings need to be refreshed”. As this is intended to be a major cycling access route to the Town Centre it is to be hoped the badly worn carriageway will also “be refreshed” as part of the Scheme or as part of normal maintenance.



Figure 56 St Georges Street looking south showing location of proposed new Toucan Crossing to replace staggered Pedestrian Crossing

The text suggests” the proposed development behind the British Heart Foundation building on St Georges Street may affect the walking and cycling proposals along and into St Georges Street and as a consequence may affect the proposals for the St Matthews Street crossing.”

If this intended to mean temporary disruption to the Route may take place during development we can probably live with that but not abandoning of the proposals concerning the crossing particularly as the Red Route will only give restricted cycling access to the Waterfront between 10.30am and 4.30pm. We need the Yellow Route proposals to remain intact!

Westgate Street



Figure 57 Westgate Street looking east near St Matthews Street crossing



Figure 58 Westgate Street at Junction with Museum Street showing existing crossing it is proposed will be replaced by a Toucan Crossing

The text of Appendix F needs some clarification. We believe that cycling is only permitted in Westgate Street east to west and west to east between the hours of 4.30pm and 10.30pm. The text suggests that in future 24 hour two way cycling will be permitted along the entire length of Westgate Street with demarcation paving laid to show where cyclists should ride presumably to create a “share with care” concept for the whole street? Have we understood this correctly? Although “off route” and not included in the Scheme if this is considered safe and not a potential

area of conflict with pedestrians why can't this proposal be extended to Tavern Street and Carr Street thus creating a 24 hour east /west and west/ east central through cycle route?

Museum Street -Sheet 3 of 4



Figure 59 Museum Street looking south towards Junction with Arcade Street

Our group has experienced the problem suggested in the text of a bus trying to turn out from the stop and encroaching into the cycle lane on Museum Street. It would therefore be very helpful if one of the Disabled Parking Bays was removed to help prevent this happening. As an alternative is there no room for the “bus cage” to be moved back towards Westgate Street?

The proposed cycle sign improvements are welcomed on this section.

Arcade Street / Museum Street Junction



Figure 60 Junction Museum Street and Arcade Street – suggested alternative route to the Town Centre

Arcade Street/ Princes Street/Queen Street



Figure 61 Museum Street looking south towards Junction with Elm Street

Museum Street – From Arcade Street Junction to Elm Street Junction



Figure 62 Junction Museum Street and Elm Street

Elm Street / Museum Street Junction

Comments on the route along Friars Street and Falcon Street are included in the “Brown Route” proposals and will be dealt with separately.



Figure 63 Willis Building and Junction of Museum Street with Friars Street and Princes Street

Willis Building to Cutler Street – Sheet 4 of 4



Figure 64 Proposed Route alongside Willis Building

Presumably this will require the footway to be converted to “shared use” for this section of the route to be viable?



Figure 65 Cromwell Square

Cromwell Square

The text mentions the route will run “eastbound around Cromwell Square”. Does this mean the existing footway will be converted to “shared use” thus preventing the necessity of cyclists getting involved with motorists parking in Cromwell Square?



Figure 66 St Nicholas Street looking south towards Cutler Street from Cromwell Square

This already forms part of the current routing for NCN Route 51 which proceeds via St Peters Street to the Toucan Crossing at Star Lane and then the Toucan Crossing at College Street to reach the Waterfront at St Peters Dock.



Figure 67 Cutler Street looking towards Cardinal Park

Conclusions and Comments

The Yellow Route actually finishes at the Toucan Crossing on Greyfriars Way so in real terms it is a route to Cardinal Park not the Waterfront as suggested but it does provide a route to link into NCN Route 51 which does take cyclists to the Waterfront.

Overall a route with no real problems we could see except:-

1. the junction at Henley Road/ Fonnereau Road with St Georges Street which I think needs further consideration;
2. concern about the number buses and volumes of traffic in Museum Street which could potentially increase as the bus gyratory is implemented;
3. clarification regarding 24 hour cycling in Westgate Street (and Tavern and Carr Streets;

4. clarification regarding the proposed development at the rear of the British Heart Foundation and the potential impact on the route and the infrastructure proposals;
5. possible implementation of a 20mph speed limit over the entire Route. It was not clear to me whether any of the Route currently has a 20mph limit. If I missed them my apologies!

Checklist

This section is to assist those who are implementing the scheme to address the salient points raised in the text.

Generally we would support the introduction of a 20 mph speed limit on all parts of the route.

Route 1 Blue Majors Corner to the Waterfront	
Squeeze at traffic controlled crossing at junction of Salthouse Street and Fore Street	
Signage through Wherry Lane	
Provision of ASL on Fore Street to link with other routes	
Provision of ASL at junction of Fore Street and Starr Lane	
Route 2 Red Northgate/Upper Brook Street to College Street	
Access into Northgate from Fonnereau Road	
Clarification on the policy regarding pedestrianisation of Upper Brook Street	
Improving cycle flow at the right turn from Crown Street into St Margrets Plain	
Improve safety on contra-flow cycle lane along Upper Brook Street	
Implement 20 mph speed limit	
Route 3 Green Woodbridge Road via Education Quarter to Waterfront via Grimwade Street	
Cycle path routing around corner of Grimwade Street and Fore street when travelling southbound	
Treatment of intersection with Brown route	
Route 4 Purple Ipswich Railway station via Princes Street to Willis Building	
General smoothing of surface and kerb levels along entire route in both directions	
Provide more details on the roundabout development including cycle flow	
Colour coded cycle ways	
UTMC to incorporate green wave cycle priority phasing	
Route 5 Pink Ipswich Railway Station to Waterfront	
Provision of green colour coded on road cycle paths	

Improved cycle route signage at Cardinal park	
Route 6 Orange Princes Street to Norwich Road	
Clarify if conservation kerbs will improve cyclist comfort	
Surface treatment and levelling in Constantine Road	
Give-way markings at junction of Constantine Road and Russell Road	
20 mph speed limit on this route	
Route 7 Brown Museum Street to Rope Walk East	
Coloured road surface at junction to clarify cycle path	
Remove granite sets from cycle area of St Nicholas Street	
Improved cycle signage at Dogs Head Street	
The repositioning of ASLs the junction of Orwell Place from Fore Street	
Reprogramming of the light phasing of the Orwell Place/ Fore Street and Eagle Street / Bond Street lights to prevent cycle races for green lights	
Marked cycle paths in both directions on Rope Walk	
Route 8 Yellow Henley Road	
Attention to the safety of the junction at Henley Road/ Fonnereau Road with St Georges Street	
Address our concern about the number buses and volumes of traffic in Museum Street which could potentially increase as the bus gyratory is implemented	
Clarification regarding 24 hour cycling in Westgate Street (and Tavern and Carr Streets	
Clarification regarding the proposed development at the rear of the British Heart Foundation and the potential impact on the route and the infrastructure proposals	
20 mph speed limit on this route	