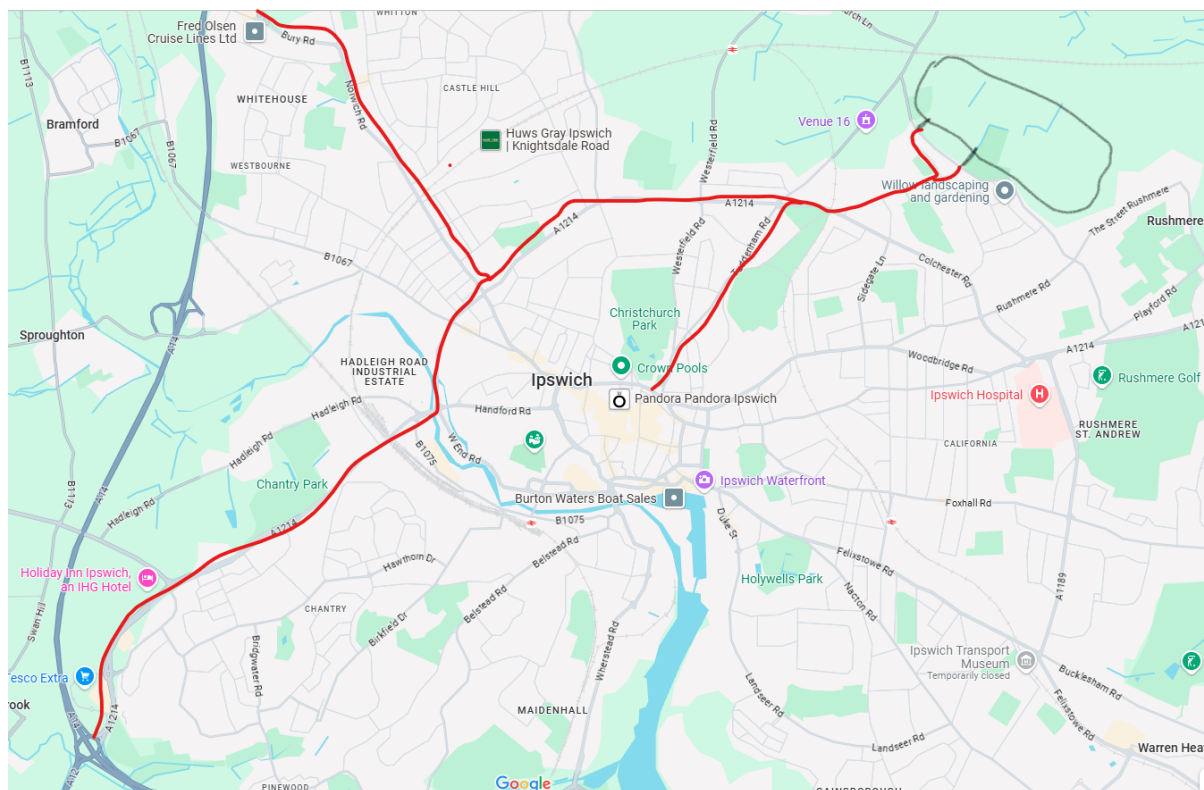


## Routes to the Humber Doucy Lane Development

Submission to Inquiry 3350673/4 by Cllr Sandy Martin, 11/02/2025

- 1) Main Routes – Most residents will access the development by car. In the absence of any improvement of existing routes, these are the routes they are most likely to use.

### To Cambridge & Midlands



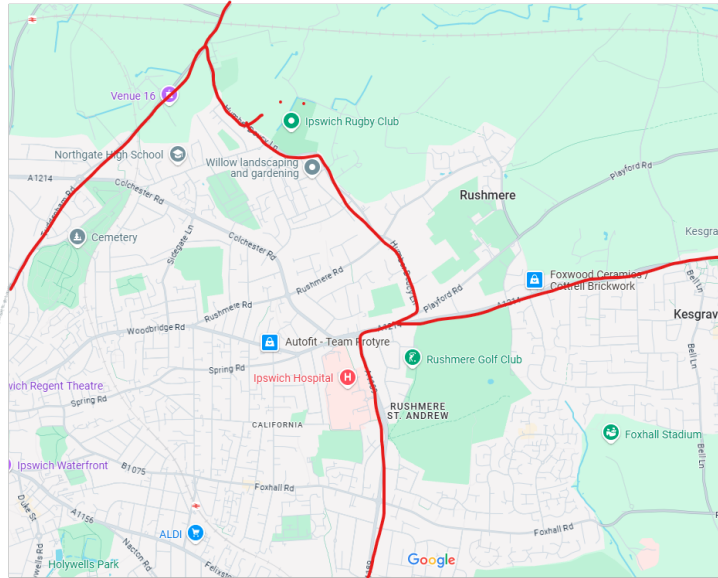
### To Colchester & London

The shortest route using main roads to the main destinations of the UK will be to access the A1214 Ring Road via Sidegate Lane and Sidegate Lane West, with a probable preference for accessing the development via Inverness Road.

The shortest and most convenient route to Ipswich town centre will also use Sidegate Lane and the lower section of Tuddenham Road (as marked). My expectation is that well over half of all the traffic entering and exiting the development will use Sidegate Lane.

- 2) Other Routes – For other destinations, and at times of congestion, these other routes might also be used.

#### Alternative Route to East and North Suffolk



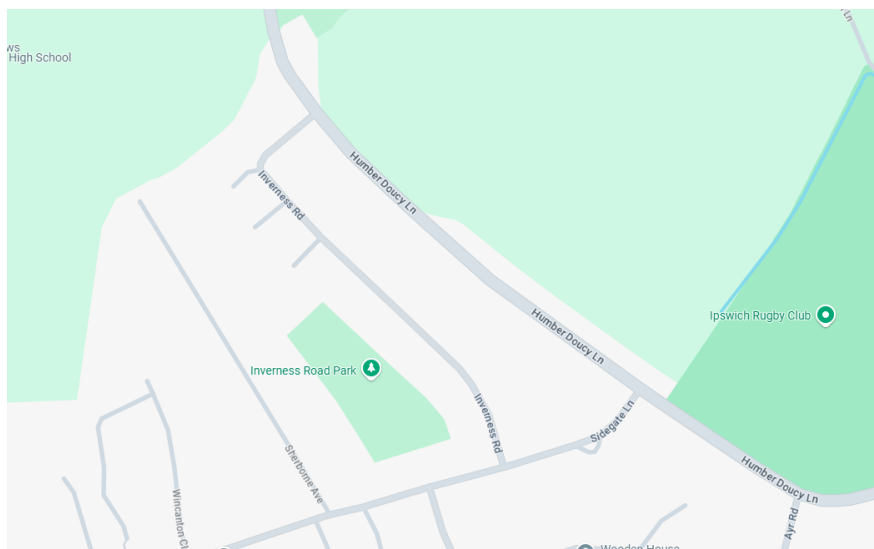
Alternative Route to Town Centre

To Felixstowe

To E&N Suffolk

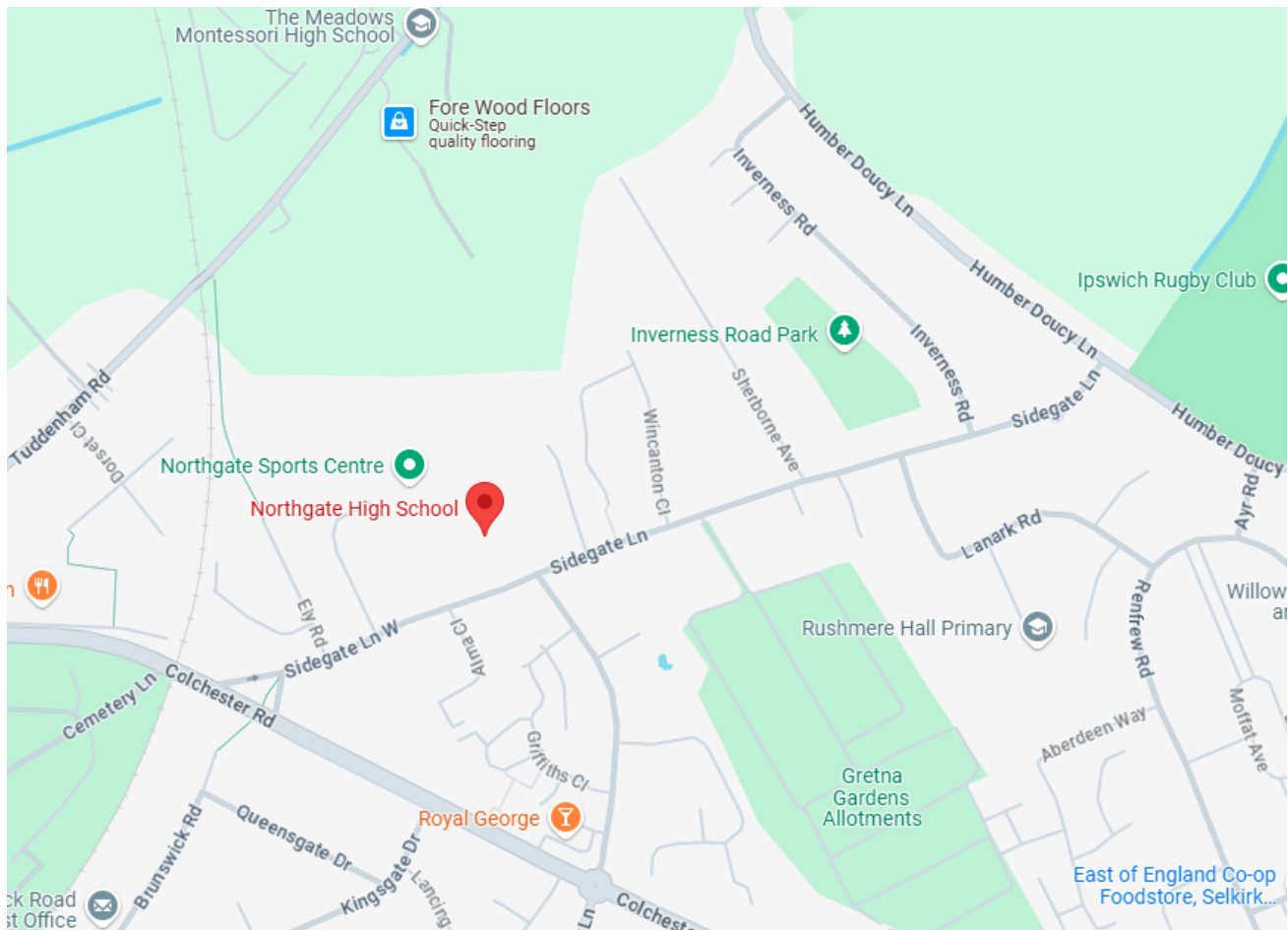
The alternative routes will make use of Humber Doucy Lane, which is narrow with blind entrances and corners, and Tuddenham Road which is narrow with blind humpback bridges and no pedestrian footways, and a narrow and difficult junction onto Humber Doucy Lane.

#### 3) Inverness Road



The proposed access to the development opposite Inverness Road will lead most traffic to use this road to access Sidegate Lane. It is a narrow street of prefabricated bungalows and the majority of the residents are elderly and disabled. Access to the site must be redesigned to avoid the use of Inverness Rd, other than for buses, pedestrians and cyclists.

#### 4) Sidegate Lane



The predominant route for traffic to and from the development will be via Sidegate Lane and Sidegate Lane West.

Northgate High School has all its entrances and exits onto these two roads. It is one of the largest schools in Suffolk and is due for major expansion to accommodate children from current developments. The vast majority of students have to cross the road outside the school, either on foot or on bicycles.

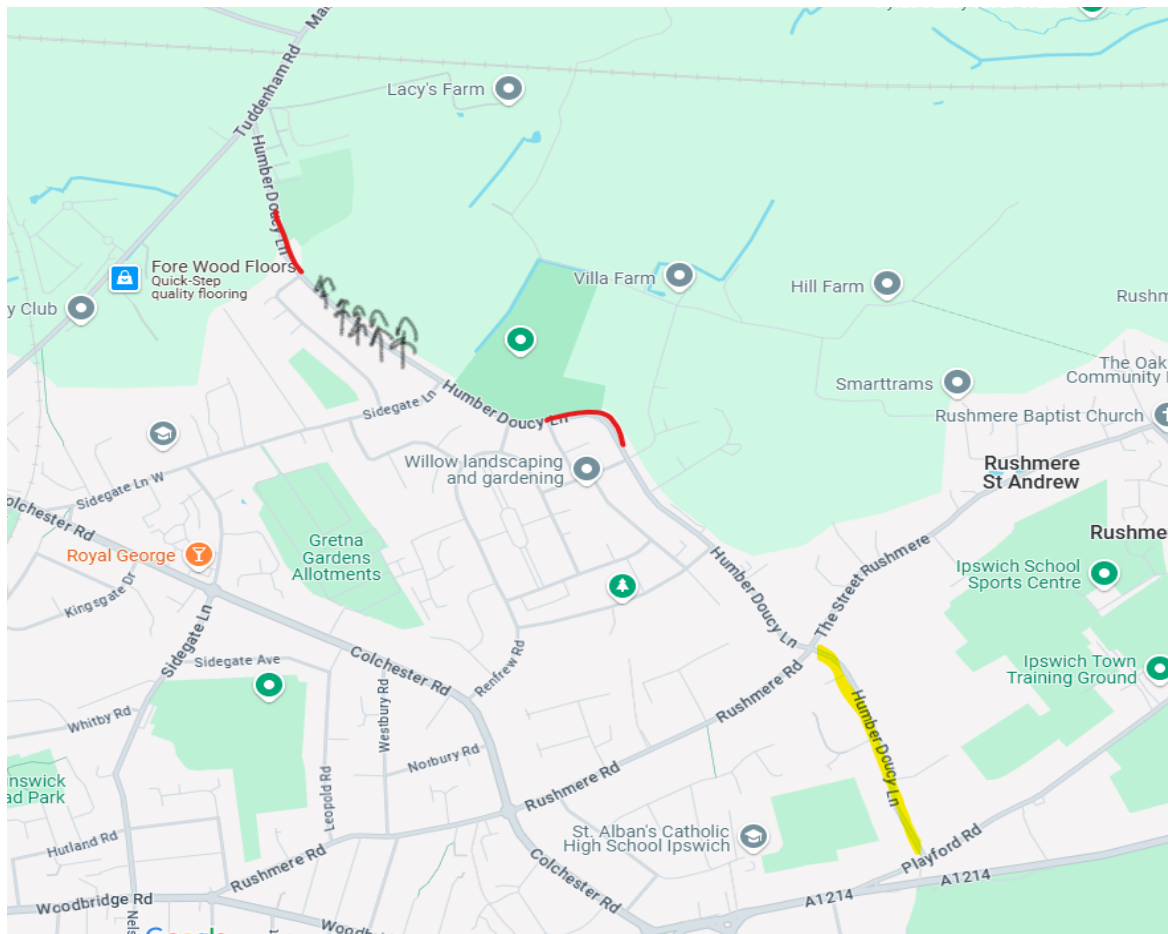
Because Sidegate Lane & Sidegate Lane West form a long straight road, there is often speeding of traffic. There are a high number of elderly and disabled people living on Sidegate Lane. Vehicle movements at the junction between Colchester Road and Sidegate Lane West are difficult for a pedestrian to predict. The straight slip-road from Colchester Road onto Sidegate Lane West enables traffic to enter the road at 40mph or more, near to the point at which the majority of students are crossing the road.

The Royal George section of Sidegate Lane, leading to the roundabout on Colchester Road, will act as a route to the town centre. This section has a large development of council flats and houses, with a high number of young families, a homeless families unit, and a residential care home. It is a major bus route, with many of the residents crossing the road to access the bus stops.

There must be a comprehensive set of traffic-calming and pedestrian safety measures agreed for Sidegate Lane and Sidegate Lane West in order to maintain safe access to Northgate School, the homeless families unit, bus passengers and the residents of these streets. This should include:

- The complete closure of the slip-road from Colchester Road onto Sidegate Lane West
- An improved cycle-route for students crossing Colchester Road at Sidegate Lane West and accessing Brunswick Road
- A signalised pedestrian and cycle crossing (toucan or similar) to the West of the Royal George roundabout, to complement the crossing on the East side of the roundabout
- A pedestrian crossing (zebra) with speed table on the Royal George section of Sidegate Lane, south of the Orkney/Shetland Road junction
- A pedestrian crossing (zebra) with speed table on the East side of the Sidegate Lane/Sidegate Lane West junction, to complement the zebra crossing on the West side and enable students to cross the road safely from either side of the junction
- Speed calming measures to reduce vehicle speed around the Lanark Road and Inverness Road junctions with Sidegate Lane
- An improved junction between Sidegate Lane and Humber Doucy Lane, with safe provision for cyclists and pedestrians
- Mandatory 20mph speed limit for the whole of Sidegate Lane and Sidegate Lane West north of Colchester Road, and contiguous no-through-roads including Inverness Road.

## 5) Humber Doucy Lane (HDL)



Humber Doucy Lane allegedly gets its name from the oak trees under which French prisoners of war sheltered during the early 1800s (ombre douce) – marked on the map above. These are very large and venerable oaks. It would be inconceivable to chop them down in order to facilitate this development, but because their trunks are up to 5 feet across and they grow right up to the edge of the carriageway, they make visibility for vehicles driving onto Humber Doucy Lane very problematic.

HDL also has several blind or semi-blind corners, especially the ones marked in red on the map, which will make the proposed main access difficult and dangerous.

There is no pedestrian footway between Inverness Road and Tuddenham Road.

Although there is a continuous pedestrian footway between Rushmere Road and the junction with Inverness Road, the section running parallel to Inverness Road is in a dip, susceptible to surface-water flooding in heavy rain, and of very poor surface quality, making access difficult for the many elderly and disabled residents.

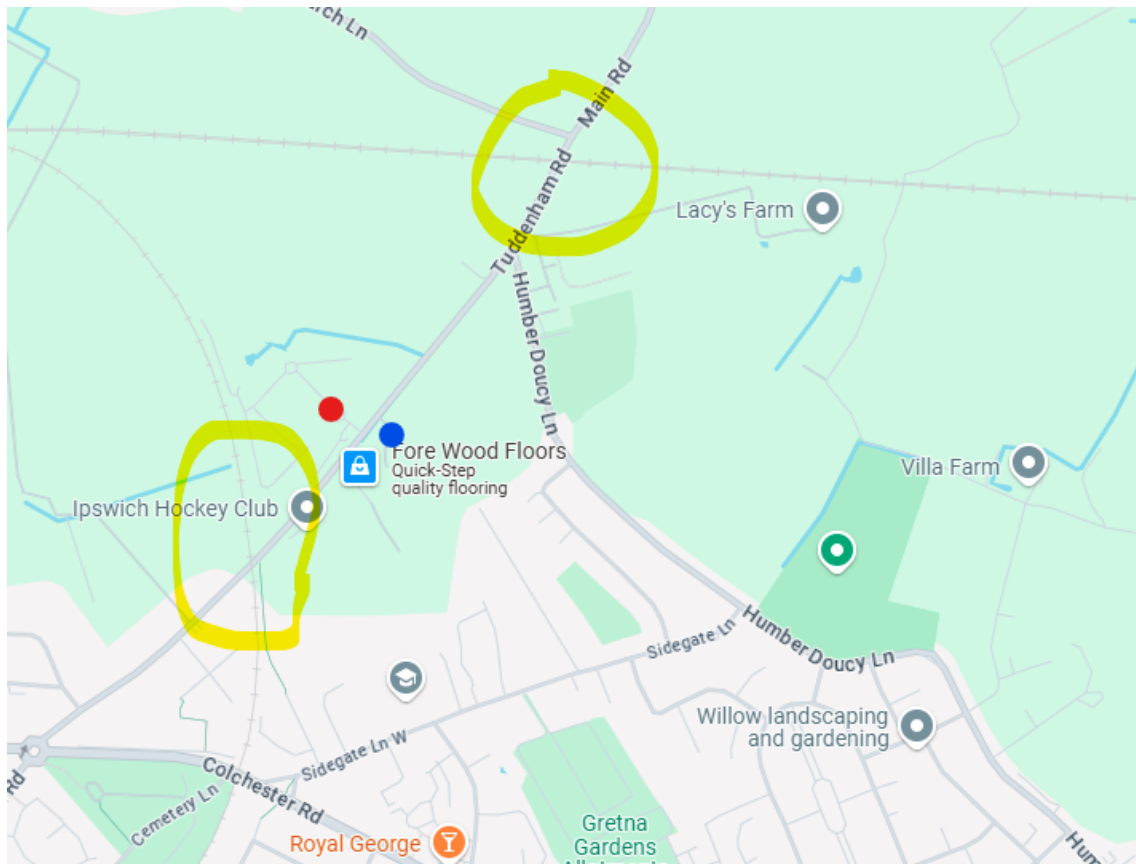
HDL is used as an unofficial North-East bypass for Ipswich, avoiding the congestion on Colchester Road in peak periods, and there are regular instances of speeding.

The southern section of HDL (marked yellow on the map) is very narrow indeed, without pedestrian footways, and is unsuitable as a through-route for vehicles.

The development must be conditional on the following improvements:

- Traffic-calming and a 20mph limit along the whole length of Humber Doucy Lane
- A pedestrian footway between the Inverness Road junction and the Tuddenham Road junction
- Drainage improvements and resurfacing of the segregated footway parallel to Inverness Road, to enable two-way cycling, pedestrians and wheelchairs
- Safe pedestrian and cycle crossings of HDL from the each of the development access points
- The southern section of HDL is not part of my County Council Division.

## 6) Tuddenham Road



Tuddenham Road is used as an alternative route into Ipswich from north and east Suffolk, avoiding congestion on the A1214. It is also used as part of an unofficial northern bypass, accessing Church Lane from Tuddenham Road and Humber Doucy Lane (junction marked in yellow above).

This section has two hump-backed rail bridges (marked) with very limited visibility. Visibility at the junction between HDL and Tuddenham Road is also problematic.

There is Ipswich's major cemetery (marked with a red spot) and the Montessori School (marked with a blue spot).

The stretch of the road between the bridges has bus stops but no pedestrian footways.

The development must be conditional on the following improvements:

- Extension of the 30mph limit to north of the Church Lane junction
- A roundabout at the access from the development onto Tuddenham Road
- A toucan crossing on the south side of that roundabout
- Continuous footways on both sides of Tuddenham Road between Humber Doucy Lane and the south side of the Felixstowe branch line (southern of the two bridges)
- No left turn from Humber Doucy Lane onto Tuddenham Road and no right turn from Tuddenham Road into Humber Doucy Lane – or alternatively, a roundabout at this junction.
- Traffic calming measures along Tuddenham Road
- A toucan crossing, or alternatively a zebra crossing with a raised table, at the entrance to the Montessori school

- 7) With a high level of retirees, council house tenants and disabled people, this area of Ipswich requires adequate bus services. The developers need to work with the County Council to ensure that the local bus service can be enhanced, and in particular that the frequency can be increased in order to induce residents of the new development to use it.

## Conclusions

I do not object to the principle of the development, but to the lack of any identified measures to ensure that access to the development does not endanger existing residents and users of the affected streets, and in particular school children, elderly people and disabled people.

None of the streets or junctions that will be used to access the development are currently adequate for their current levels of traffic, and their safety must be significantly enhanced if they are to accommodate increased traffic.

Car traffic from the development will not be significantly ameliorated unless there are safe routes for pedestrians and cyclists from the development along the routes identified. In particular, safe cycle access for students from the development to Northgate School will make a significant contribution to sustainable transport.

If the development is allowed on appeal, it will be legally problematic to hold the developers to any commitments they have supposedly made during the course of the Inquiry. A fresh application needs to be made with clear, specific and binding commitments to access improvements as outlined.