

## Summary of North Felixstowe Citizens Panel – Workshop 3

Held on:

22<sup>nd</sup> April 2024

### Present

Name	Inits.	Company	Inits.
Jeni Watts	JW	East Suffolk Council	ESC
Seb Burchell	SB	LDA Design	LDA
Tom Shopland	TS	LDA Design	LDA
Jon Tricker	JT	Phil Jones Associates	PJA
Colin Young	CY	Phil Jones Associates	PJA
Lydia Green	LG	Phil Jones Associates	PJA
Andrew Cassey	AC	Quiet Lanes Suffolk	QL
Richard Holland	RH	Travel Watch	TW
Citizens Panel	CP		

### Introduction to the citizen's panel:

On Monday the 22<sup>nd</sup> of April, LDA Design and East Suffolk Council hosted the third workshop (of five) of the North Felixstowe Citizens Panel.

The third workshop's theme looked at the topics of travel and connectivity, focusing on themes such as active travel and sustainable transport.

### Recommendation responses and overview of the presentations:

The session began with the usual introduction from the lead facilitator, before LDA delivered a presentation explaining how the panel's recommendations have been responded to by the wider masterplanning team at LDA Design. They explained why recommendations had been accepted, undecided or rejected by the design team and where the accepted recommendations would be included in the outline planning application. For example, some of the accepted recommendations would be evidenced in certain parts of the masterplan, whilst other recommendations would be included in other parts of the application such as the design code. In addition, they added there were some recommendations that would require a decision later in the planning process.

LDA concluded their presentation with a dot voting activity – an exercise to determine which of the accepted recommendations, from the previous session, were the group's priority. The dot voting activity revealed that the topics of phasing (the stages in which the development is built/landscape is created), tree planting, pathways for active travel, and keeping Gulpher Road as a quiet lane were the highest priorities for the group. Their presentation finished with a slide on how the citizens panel could impact today's session.

Jon Tricker, Placemaking Director of PJA, then spoke with the group about their ambitions for the neighbourhood. Highlighting the importance of compact neighbourhoods, mobility hubs, filtered permeability and the variety of street types, he showed examples of PJA's work in similar projects around the UK. He finished his presentation outlining the three questions that he would like the group to consider in the activity after the break. They are as follows:

1. How can we deliver sustainable transport and manage car use?
2. How do we deal with Candlet Road?
3. How do we best connect to town?

The panel were invited to ask questions they had relating to PJA's presentation. The first two questions clarified concerns over emergency access and removing parking spaces. PJA reassured the group that all schemes are designed in coordination with the emergency services. PJA also stressed that they were not looking to remove parking spaces, but instead, they would provide a mix of streets and travel choices for the future residents of the neighbourhood.

Another member of the panel enquired about whether crime had been considered as part of the design of streets. PJA highlighted that streets would be overlooked thereby encouraging safety. LDA also mentioned that streets and spaces would have to comply with secured by design principles - a police-led design initiative.

The panel also expressed some concerns over the suggestion of improving cycle and pedestrian movement along Candlet Road. Their concerns focused on the topics of safety, speed, landscape, access, and lorry/delivery vehicle use. PJA and LDA responded by stating that we are exploring options with how we could calm traffic on Candlet Road, such as reducing the speed limit. They also addressed the walkability of the route and the importance of introducing safe cycling and walking infrastructure. The topic of Candlet Road was discussed in greater detail in the second half of the session.

The first half of the session finished with two speakers from local voluntary groups providing an overview of their group's work in Felixstowe. Andrew Cassy from Quiet Lanes Suffolk gave an insight into how the group formed, the power of community action and the work their doing to preserve Suffolk's Quiet Lanes for the enjoyment of all. On completion of designations in Jan 2023, 382 Quiet Lanes in 129 parishes had been formalised, totalling more than 480 km of designated lanes.

Richard Holland from Felixstowe Travelwatch was the second guest speaker and spoke about the groups involvement in promoting public transport, specifically bus travel, in the last 40 years. He spoke about the bus industry including how local bus companies had formed and encouraged the panel to use bus transport to preserve the frequency of buses in the area.

Throughout the session, the group was encouraged to write questions down on post-it notes that would be passed to the wider design team.

## **Activity 2:**

After a comfort break the lead facilitator asked the group to take part in an activity that would produce the recommendations for the design team to respond to. The panel split off into four groups and began working through the three questions outlined earlier by PJA – two groups covered the first question.

The recommendations were as follows:

### **1. How can we deliver sustainable transport and manage car use?**

(Group 1)

- a. Improving cycle facilities
- b. Separation of walking and cycling routes from the road network.
- c. West to East cycling provision.
- d. Cycle parking in the town.
- e. Acknowledge that Candlet Road will always be busy within the design.
- f. Considered approach to crossing Candlet Road (school children) instead of simply along it (such as an extra bypass).

- g. Reconsider use of underpass on Gulpher Road.
- h. Prioritise walkability to the train station.

(Group 2)

- a. Improved cycle routes, with better parking infrastructure and security to lock up your bikes.
- b. Designing routes that can be used by mobility scooters and pavements – issue of space on existing pavements.
- c. Bike hire scheme.
- d. Improved bus routes, and frequency – connecting to all points of town, including destinations (e.g shops, sea fronts and areas of residency).
- e. Park and ride scheme.
- f. Better train connections.
- g. Some one-way roads for traffic control.
- h. More electric charging points.
- i. Car sharing schemes.

## 2. How do we deal with Candlet Road?

- a. Extend the cycle route to Candlet Road to the new roundabout at Candlet – further to Dockspur roundabout if possible.
- b. Footbridge or cycle bridge connecting developments either side of Candlet Road, near the area of the new roundabout – or to provide a pedestrian crossing nearby.
  - i. The need for this is emphasised by the footpath that goes across the new roundabout.
- c. Reduce speed limit to 30mph (from the new Candlet Rd heading into town).
- d. Acknowledge that Candlet Road is the gateway to Felixstowe.
- e. Provide green barrier along either side of Candlet Road.
- f. Ban HGV lorries 10am and 8pm on Candlet Road.
- g. Consider the Opstack contingency plan when looking at Candlet Road.
- h. Attractive housing to be visible from the road.
- i. Narrow the road at Beatrice Avenue. so it's better for cycles and created a dedicated space for cycles.
- j. No more traffic lights on Candlet Road.

## 3. How do we best connect to town?

- a. Focus on the key corridor of Candlet Road, Beatrice Avenue and Garrison Lane.
- b. Beatrice Avenue is an attractive route to walk/cycle down.
- c. Candlet Road should still be able to handle HGV traffic.
- d. Better signage (to destinations at key roundabouts and junctions) – opportunity to move traffic off Candlet Road and down to the beach via A14 (Port of Felixstowe Road).
- e. Avoid focusing on Grange Road as its unsuitable for going into town with school traffic and speed humps.
- f. Routes like Garrison Lane are preferable for cycling as they are long, straight and wide so there is enough room cyclists.

Other comments about on how we best connect to town:

- There are only 3 petrol stations.
- Lots of people leave Felixstowe to go shopping.

There was an intention to deliberate and 'dot-vote' each of the recommendations as a group, however this was not possible due to time constraints.

## Closing remarks

The lead facilitator thanked the group for participating. They outlined the theme for the next session (housing and community facilities) and set some optional homework for the panel to speak to five people with different housing needs to try and get perspective on what kind of homes and community facilities they are looking for.

