

Response to the “East Suffolk Cycling and Walking Strategy 2021” – East Suffolk Council

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Background

I have read through [the strategy](#) and looked at the recommendations being made. I understand that WPC do not intend to respond to the strategy, whereas nearby Martlesham PC are currently working on their response and will submit comments.

I'd be happy to make my comments to the council as an individual and equally happy to make a joint response as GW, if I can ascertain how to register on the council site as GW, and assuming that the response is agreed by the consensus within GW. My response would be as follows:

Response

The strategy as stated simply doesn't go anywhere near far enough. There are a number of exciting and positive things within the recommendations. However, they are limited to the 'Key Corridors', which in respect to Waldringfield means that no new provision is being recommended whatsoever. Further, where recommendations are made on the 'Key Corridors', it is not apparent that cycling and walking routes will be totally physically separate and at a safe distance from vehicular traffic, as the routes seem to utilise existing roads in many places.

The recommendations, though positive, would only bring a limited amount of East Suffolk up to the standard of many European Countries some 20+ years ago. As a response to a declared 'Climate Emergency' this strategy is woefully short of what is needed. A modal shift in means of transport from high energy car use to one where walking and cycling dominates, requires:

- All areas of East Suffolk to be included in new or improved route provision, not just people served by 'Key Corridors'
- Brave and innovative changes that seriously incentivise people across all of East Suffolk to favour cycling and walking over other forms of transport wherever possible. Even if that means compulsory land acquisition* and diversion of budgets away from road building.

Note. * Land acquisition doesn't appear to be a problem when major infrastructure projects such as the creation of the M25, or HS2 are concerned. Taking such measures in a Climate Emergency must be seen as justified.