

# SUSTAINABLE ACCESS STRATEGY FOR THE HOPE CENTRE, IPSWICH

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The site will be accessed throughout the week. It is recognised that the peak traffic generated by the use of the building as a place of worship will be on Sunday's between 10am-1pm.

The site is not served by a private car park. However it is ideally located in Ipswich town centre. As a result a wide range of travel options are available for people accessing the building. These are detailed below:

## 1. PEDESTRIANS

- 1.1 The central location of the site means that the site is within walking distance of a large number of households.
- 1.2 The site is very well served by pedestrian footways and a toucan crossing is available directly opposite therefore pedestrians can approach the site safely.

## 2. CYCLES

- 2.1 The site is in a good location for users to access the site on bicycle. Wrapping around the building is a traffic-free route (shared pedestrian/cycle way) see drawing no. **HC2-5A Block Plan** & image below:



- 2.2 The site is accessed via St. Margaret's Street which benefits from on-road cycle /bus lane. A toucan crossing is available directly opposite the site therefore cyclists can approach the site safely. See drawing no. **HC2-5A Block Plan** & image below:



- 2.3 The site is approximately 250m north off main National Cycle Network Route no.1.
- 2.4 Directly opposite the site is a bank of 12 cycle hoops able to accommodate 24 cycles.



- 2.5 Safe cycle access can be achieved and there is enough provision in the area to accommodate the need generated by the use of the site as a place of worship.

### 3. PUBLIC TRANSPORT

#### 3.1 BUS STOPS

##### **Closest bus stop – Majors Corner**

Directly opposite the site

Regular service on Sunday a wide range of destinations across Ipswich

##### **Tower Ramparts main bus station**

0.2 mile/5 min walk

Regular service on Sundays for 'Ipswich Buses' serving a wide range of destinations across Ipswich including Park & Ride service:

##### **Buttermarket main bus station**

0.4 mile/7 min walk

Serving villages around Ipswich with a range of destinations across Suffolk including Park & Ride service.

#### 3.2 RAILWAY STATION

##### **Ipswich Railway Station**

1.0 mile/20 mins walk

- 3.3 There is excellent provision of public transport and stops close to the site. This will encourage the use of public transport for journeys to the site.

## 4. CAR PARKING

4.1 Several local businesses have been approached by Hope Church Ipswich. No opportunities arose to partner in sharing/renting car parking spaces.

4.2 There are several public pay and display car parks within walking distance of the site:

**Regent car park** – 73 spaces – 0.1 mile/2min walk

**Bond Street car park** – 14 spaces - 0.1 mile/2min walk

**Upper Orwell Street South car park** – 37 spaces - 0.1 mile/2min walk

**Upper Orwell Street North car park** – 54 spaces - 0.1 mile/2min walk

**William Street car park** – 77 spaces - 0.3 mile/7min walk

**Crown car park** – 536 spaces - 0.4 mile/9min walk

**Fore Street car park** - 30 spaces - 0.3 mile/7min walk

**Euro Car Park Ipswich, Great Coleman Street** - 88 spaces - 0.2 mile/4min walk

**Ipswich Blackfriars car park** – 513 spaces – 0.3 mile/7min walk

4.3 There are ample options for car parking close to the site to accommodate the journeys generated by the use of the site as a place of worship.

## 5. COMMUNICATION OF TRAVEL PLAN

### 5.1 WEBSITE

The website for the Hope Church Ipswich points visitors of the site to the local pay & display car parks, and nearby bus stops. This information will be available on the Hope Church Ipswich website at <https://hopeipswich.co.uk/plan-a-visit>.

### 5.2 MEMBERS EMAIL/LETTER

Members of the church have been informed of the travel options available.

Furthermore members have been encouraged to:

- be considerate of our neighbours when parking for Sunday morning gatherings.
- walk/cycle to the Hope Centre where possible
- share car journeys

## 6. CONCLUSION

6.1 The site is able to be travelled to safely and sustainably. Existing infrastructure is sufficient for the journeys generated by the building for use as a place of worship.