

8. Transport



Anglia bus

Introduction

- 8.1 The Government forecasts increased demand for travel by car and freight movement by lorry, with more trips being made and increasing distances travelled. At the same time there is a greater awareness of the need to manage this growth, for environmental and economic reasons, while providing for the necessary movement of people and goods. The Transport White Paper "A New Deal For Transport: Better For Everyone", published in July 1998, included over 50 new initiatives aimed at producing an integrated transport policy. Key to this policy is:
- (a) integration within and between different types of transport, so that each contributes its full potential and people can move easily between them;
 - (b) integration with the environment, so that our transport choices support a better environment;
 - (c) integration with land use planning at national, regional and local level, so that transport and planning work together to support more sustainable travel choices and reduce the need to travel;
 - (d) integration with our policies for education, health and wealth creation, so that transport helps to make a fairer, more inclusive society.
- 8.2 The trunk road review document "A New Deal For Trunk Roads in England" highlights five themes that should be addressed by transport policy. These are: integration; accessibility; safety; economy and environmental impact. These criteria are echoed in "A New Deal For Transport: Better For Everyone" where integration, accessibility, economic development, efficiency, environmental sustainability, fairness and safety are referred to as wider objectives for transport policy.
- 8.3 Taking this background into consideration the following five themes are the basis of transport policy in this Plan:
- (a) accessibility: making it easier for all people to reach the places they wish to go, by bringing facilities closer to people and reducing the need to travel as well as transferring trips to modes other than the private car;
 - (b) economy: promoting competitiveness and supporting economic development, enhancing the viability and vitality of communities and promoting best value for money by maximising efficiency in the use of resources;
 - (c) environment and health: sustaining and enhancing the natural and built environments and improving the quality of life for those affected by transport;
 - (d) safety: ensuring a high standard of safety and personal security for all using the transport network;
 - (e) integration: bringing together transport planning with land use planning to reduce the need to travel and encourage mixed use development, encouraging travel by sustainable modes by integrating public transport and promoting concepts such as park and ride and cycles on trains.
- 8.4 An assessment framework based on these themes has been used to establish the list of major transport infrastructure schemes identified in policy T12 of this Plan.
- 8.5 It is important to ensure that Government guidance set out in PPG1 "General Policy and Principles", PPG6 "Town Centres and Retail Development" and PPG 13 "Transport", which is summarised in paragraphs 2.3 to 2.6, is reflected fully in the Plan. The transport aims and objectives and policy CS10 in the county strategy have been framed accordingly. The transport policies retain and build upon many of the principles in the previous Structure Plan.
- 8.6 Many other national policies have influenced this plan and account has been taken of, among others, the National Cycling Strategy (1996), the Road Traffic Reduction Act (1998), the Transport Act 2000 and "Transport 2010" (July 2000)
- 8.7 The first full Local Transport Plan for Suffolk (LTP) was submitted to the former Secretary of State for the Environment, Transport and the Regions in July 2000. The policies in this Structure Plan form the framework for the LTP, which aims to deliver an integrated set of policies and proposals that cross-relate to other policy areas both within and beyond the responsibilities of the County Council. It examines in more detail how the Structure Plan's transport policies will be implemented. It also constitutes the framework for seeking funding for capital projects over the period 2001-2006, together with an outline of major schemes proposed in the period 2006-2011.
- ### Current Trends
- 8.8 Since 1993, traffic flows have continued to increase, with annual growth rates of 2.8% between 1993 and 1995, 2.3% between 1995 and 1997, and 3.2% between 1997 and 1999. Subsequent data indicates a lower growth rate of

0.5% between 1999 and 2000, which is likely to be due to the effects of the fuel strike in autumn 2000.

- 8.9 LTP monitoring data for Suffolk shows that 63% of all journeys monitored were made by car or motorcycle, 4% by bus or train, 4% by bicycle and 26% on foot. 60% of all journeys of less than one mile were undertaken on foot whereas 6% of all journeys over one mile were undertaken by public transport (rail, bus, taxi and coach). The most frequent trip purpose was for shopping, followed by journeys to work and for recreation.

An Integrated Approach

- 8.10 The development of an integrated transport policy follows the lead set by Government in its White Paper. Policy CS10 defines the approach and sets down the need to integrate land use and transport planning. Integration will also be required at a regional level, with regional policies being developed to ensure consistency towards new infrastructure investment, control of development and car parking provision.
- 8.11 The development of an integrated public transport system, with improved provision for inter-modal travel such as park and ride and cycles on public transport, also forms part of an integrated transport policy. The County Council has worked in partnership with rail operators to ensure cycles can be carried on all trains in Suffolk.
- 8.12 The County Council will exercise its responsibilities for the maintenance and improvement of the county transport network by implementing strategies for particular areas and routes embracing all forms of transport, but with particular emphasis on modes other than the private car and lorry.
- 8.13 Over the past 20 years considerable investment has been made in the Primary Route Network. In most areas traffic is generally free flowing and capacity is above the level of use. Therefore the County Council expects to direct future investment mainly to management and maintenance of the network, resolving local safety and environmental problems and focussing on routes identified as suitable for lorry traffic. Promotion of measures to reduce car dependency and encourage alternatives to the car including walking and cycling will be a high priority. Rail and bus services need to be maintained and expanded, and supported where necessary and possible, particularly in rural areas. The extent to which the change in the balance of investment assists in achieving the objectives of the Structure Plan will be an important test of the new approach. The use

of performance indicators and targets, as set out in the LTP, will be of value in undertaking the monitoring process described in section 12.

- 8.14 Suffolk's towns generate many journeys within compact areas that may lead to congestion and environmental problems, especially at peak periods, and impair the efficiency of local business. Nevertheless the concentration of population, jobs, services and facilities, particularly in the largest towns, offers opportunities for packages of measures consistent with advice in PPG13 that can benefit a large proportion of the county's population. In addition, re-use of urban sites will meet other objectives of the Structure Plan, as recognised in policy CS7. The County Council in partnership with District and Borough Councils will develop traffic management strategies that take an integrated approach to urban transport and complement the development strategy for each town. Earlier experience gained in promoting urban transport packages for Ipswich, Bury St. Edmunds and Lowestoft will be valuable in reviewing and updating transport strategies for Suffolk's towns in the form of Local Action Plans (LAP). The development of telecommunications as an alternative to the use of private cars is encouraged and supported.
- 8.15 Traffic management is essential to make best use of existing roads but reductions in levels of traffic will only occur if more journeys are made on foot, by cycle and by bus. In urban areas many journeys are less than two miles long and would be best carried out on foot or on cycles. The County Council will try to increase the attraction of these alternatives when designing transport schemes and investment proposals. The rural and dispersed settlement pattern of Suffolk means many trips are made by car because of the lack of any real alternative. However, many of these trips end in urban locations. Park and Ride schemes in appropriate locations are seen as one way of promoting the use of public transport for at least part of the journey.
- 8.16 The Local Transport Plan 2001-2006 includes at paragraph 16.4.1 a series of overall aims and objectives for rural transport, such as improving infrastructure for public transport services, reducing the impact of traffic on rural communities, and recognising accessibility problems in rural areas. Paragraphs 16.6.25 to 16.6.33 look at how Local Action Plans may be developed within rural areas, and the practical and geographical scope of such Plans, with the emphasis on relatively low cost measures to reduce the impact of traffic, improve road safety, and promote sustainable transport modes.

Additional funding for rural public transport provision is being allocated by the Government and public transport is a priority in the Transport White Paper.

8.17 Policies elsewhere in this Plan are intended to ensure that the approach to land use is integrated with the transport strategy. Thus as far as possible, new development should be located where there is good access by foot, cycle or public transport, allowing people to choose means of transport other than private motor vehicles.

8.18 The following two policies set out the overall approach to transport policy and cover both urban and rural areas.

T1 In allocating transport investment high priority will be given to the improvement of environmental conditions, safer travel, efficient and effective use of existing infrastructure, reduced overall levels of car and lorry traffic, the integration of different modes of travel, improved accessibility by sustainable modes and provision for the mobility impaired.

T2 The County Council will develop transport strategies and programmes for their implementation which reflect the following sequence of priorities between different means of travel:

- (a) walking and cycling; public transport (including Park and Ride, bus services, railways and community cars and buses); rail freight; water borne transport;
- (b) taxis, private hire vehicles and car pooling;
- (c) essential motor vehicles (to support economic activity and where there is no reasonable alternative), heavy goods vehicles and powered two wheel vehicles;
- (d) other motor vehicles.

Measures under this policy will include the following:

- (i) improved routes and facilities for pedestrians and cyclists;
- (ii) improved levels of integration between different modes of travel;
- (iii) improvements to aid the effectiveness of public transport and rail freight movements;

- (iv) traffic and lorry management;
- (v) management of parking for cars and heavy goods vehicles;
- (vi) new or improved infrastructure, including additional road and rail capacity, where this complements the above measures.

Walking and Cycling

8.19 Walking and cycling are efficient, economical and healthy means of travel that can be used to undertake many shorter trips, particularly if attractive conditions, e.g. safe and direct routes, are available in which to do so. The development of the European and National Cycle Network in Suffolk is being promoted by Sustrans and will lead to a series of linked traffic-free paths and traffic-calmed minor roads connecting many urban and rural parts of Suffolk with a country-wide and European-wide network of routes. The Sustrans routes together with a network of routes promoted by the County Council will enable increased use of cycles for commuting, shopping and leisure purposes.

- T3 The County Council will encourage and facilitate an increase in walking and cycling by**
- (a) developing and promoting a network of high standard walking and cycling routes linking key activities such as town, village and local centres, educational establishments, public transport interchanges, employment areas, sports and community centres, tourist attractions, open space and residential areas;
 - (b) building, maintaining and improving pedestrian and cycle facilities on this network;
 - (c) promoting safe travel to school;
 - (d) supporting the objectives of The National Cycling Strategy and the development of the National Cycle Route and the European Cycle Network;
 - (e) developing cycle parking standards that promote adequate, well-located and secure cycle parking at new developments and encourage similar standards at existing development;
 - (f) encouraging public transport operators to convey cycles;

(g) creating footpaths, bridleways and cycle routes for recreational purposes as opportunities and resources permit. The network will include long distance as well as local routes and nature trails. Particular attention will be given to the creation of circular routes starting and finishing in or near towns or public transport stops.

8.20 The main objectives of the National Cycling Strategy, which the County Council supports, are to achieve convenient cycle access to key destinations; improve cycle safety; provide for increased cycle use; reallocate space to cycling; provide cycle parking facilities; reduce cycle theft; raise the status and awareness of cycling; and encourage and enable cycling among school children.

Public Transport

8.21 The availability and use of public transport and the integration of transport modes are important ingredients in determining locational policies designed to reduce the need for travel by car. Public transport termini and interchanges, particularly rail stations, should be the preferred location for development attracting many trips. The County Council proposes to prepare public transport “accessibility profiles” to help identify such locations, including possible new ones.

8.22 An increase in the use of public transport is at the heart of the Transport White Paper. To help deliver the increase, the Government promotes the concepts of “Quality Partnerships” and “Quality Contracts” in public transport provision. Quality Partnerships involve the County Council and other local authorities providing traffic management schemes that assist buses with public transport operators improving service delivery. Superoute 66 and 88 radiating from Ipswich and other services have been developed in Quality Partnerships, and others will be pursued.

8.23 Quality Contracts will require primary legislation but will allow operators to bid for exclusive rights to run bus services on a route or group of routes, with the County Council setting service specification and performance targets.

8.24 Public transport provision for the mobility-impaired and isolated rural communities requires a different approach to that of mainstream services. Projects such as dial-a-ride and community car and bus schemes can greatly

increase accessibility for these groups in a sustainable manner.

8.25 Public transport will be a feature of area and route transport strategies with specific schemes being brought forward through the Local Transport Plan. Opportunities for joint promotion and funding of services will be considered, including cross-boundary services.

8.26 Park and Ride schemes can form part of an integrated solution to address local transport problems, particularly in the major towns where they can help promote sustainable travel patterns and improve the accessibility and attractiveness of town centres. They are likely to be successful when developed as part of a comprehensive Local Action Plan, including measures to control long stay parking in the town centre. Key success factors for Park and Ride include the location of sites, frequent and high quality bus services supported by comprehensive bus priority measures, and high quality and secure sites with associated facilities which are well signed. Well-sited Park and Ride schemes will encourage car users to leave their cars outside a town and to use public transport.

8.27 The measures set out in policy T4 will make public transport more accessible and more attractive to potential users and as such will contribute significantly towards achieving the intentions of the five themes set out in paragraph 8.3. Because of the importance of this element of the transport strategy, many of these measures will be implemented simultaneously. Particular attention will be given to measures in the larger towns. These towns offer the greatest potential for increasing the proportion of journeys made by public transport, and this has been a factor in identifying these towns in the county strategy as locations for further housing and employment development. However it is recognised that for many in the rural areas, public transport remains a vital lifeline, and it will be important to ensure that adequate provision is made here as well.

T4 The County Council will encourage and facilitate an increase in the use of public transport. Measures will include:

(a) seeking and securing, through partnership, improvements in local and national bus, rail and waterborne infrastructure and services;

(b) seeking and securing the provision of improved and accessible passenger facilities at bus stops, railway stations and interchanges

and encouraging integration between bus and rail services and between public transport and other modes;

- (c) developing “Quality Partnerships” and “Quality Contracts” with bus operators to secure better services and vehicles and integrated networks;
- (d) improving information provision at bus stops, railway stations and in other suitable locations, and making use of new technology, including the internet;
- (e) improving access for buses in towns including bus priority measures;
- (f) developing and securing park and ride facilities and services as appropriate;
- (g) seeking protection from development where appropriate for existing and proposed bus and rail infrastructure through local plans;
- (h) supporting the development of innovative approaches to public transport including community projects.

- (b) enable and encourage efficient and safe use of walking, cycling and bus routes;
- (c) minimise the impact of through traffic on shopping, residential, tourist and conservation areas;
- (d) maintain and improve the vitality and viability of existing town centres;
- (e) aid the development of a network of “quiet lanes” throughout the County;
- (f) reduce excessive speeds;
- (g) support implementation of lorry management strategies including the promotion of a county lorry route network.

8.30 A Lorry Management Plan has been developed, Lorry Zone Studies have been completed, and a countywide Lorry Route Network has been identified. The objectives of the Lorry Management Plan are to accommodate lorries safely and minimise their impact in environmentally-sensitive and other unsuitable areas, discourage the inappropriate location of operating centres and discourage the use of minor roads by ensuring positive lorry routeing policies to influence highway and bridge improvement and maintenance programmes.

Traffic Management

8.28 Traffic management is essential to make best use of existing roads. It can help to control the environmental impact of traffic, improve safety for all road users and lead to reductions in speed, although the need to avoid as far as possible the displacement of impacts elsewhere requires an area based approach. Consideration will be given to lowering speed limits to reduce the risk of accidents involving pedestrians and cyclists and designating “home zones” in urban areas.

8.29 In rural areas, traffic management measures could be used to create “quiet lanes”. These are minor roads with low traffic levels that could be closed to motor vehicles to encourage and enable safer travel by walkers, cyclists and horseriders. They will be developed in line with policy T3(d) and (g).

T5 The County Council will implement traffic management schemes which:

- (a) will reduce the adverse environmental, social, health and safety impact of vehicular traffic;

Freight

8.31 The efficient movement of freight is an essential requirement of economic prosperity. In recent years the amount of freight transported by road has risen markedly. This increase in road freight movements has led to growing pressure on the environment and a need for greater investment in maintenance of the road network. Partnerships with the private sector to identify potential sites for rail served depots and trans-shipment, both for rail-to-road and road-to-road transfers, will be encouraged.

T6 The County Council will encourage:

- (a) a shift of road borne freight to rail, water and pipeline;
- (b) suitable proposals for trans-shipment and rail served depots. Sites for these uses including existing rail sidings and rail access will be safeguarded unless their use can be shown to be operationally unnecessary in the longer term. Following consultation with the

Strategic Rail Authority, Railtrack, freight operators and potential customers, Borough and District Councils should include in local plans proposals for additional depots to meet new demands and to replace existing inappropriately located facilities. Where such needs are demonstrated and suitable sites cannot be found within existing settlements, proposals may be identified outside existing built up areas, subject to no material conflict with environmental and other transport policies.

Parking

- 8.32 Government Planning Policy Guidance promotes a shift in the approach to parking, away from simply accommodating forecast demand for public and private provision. Control of parking is seen as one means of influencing the scale and distribution of car borne travel, as part of a sustainable transport strategy, while maintaining the accessibility of town centres. The need for regional policies is recognised if consistency is to be achieved across competing centres.
- 8.33 Priority in the use of town centre parking should be given to drivers and riders with shopping, business and service requirements i.e. short-stay, rather than to commuters, i.e. long-stay. This helps to secure the vitality and viability of town centres and can lead to reduced car dependency for peak hour trips to work. Such parking should serve different uses, thus meeting the needs of centres as a whole. Long-stay parking other than for essential operational requirements should be restricted, in parallel with improved public transport and better access for cyclists and pedestrians, although provision of such parking at railway stations may be appropriate. On-street and off-street public and private parking should be provided and managed in such a way as to ensure a consistent approach. Charging policy will be relevant to such an approach, as will parking restrictions and provision associated with new development. In all cases the individual circumstances of the town centre will be considered as part of Local Action Plans being developed in line with the Local Transport Plan.
- 8.34 As part of the process of influencing the scale and distribution of car-borne travel, the level of private parking permitted with new development will be controlled according to location within the built up area and the ability to access the development by

means other than the private car. Financial contributions from developers to fund public transport, walking and cycling measures will be sought as an alternative to the provision of parking on-site. As with contributions for other purposes, such as education and community facilities, dealt with in paragraph 5.3, they should be fairly and reasonably related in scale and kind to the proposed development, taking into account the characteristics of the site in question and the implications for development costs. The contribution should reflect the difference between the number of spaces actually to be provided, and the maximum set for such a development under the Suffolk Advisory Parking Standards (SAPS).

- 8.35 The current SAPS are being reviewed, and are intended to be agreed by all of Suffolk's local authorities, and adopted as Supplementary Planning Guidance. To assist in operating this approach the Supplementary Planning Guidance will also provide criteria for the definition of areas where parking to be provided with new development would normally be below the maxima set out in SAPS. Provision of parking at these lower levels will be achieved through the development control process, using planning conditions and Section 106 agreements.
- 8.36 The level of private off street parking to be provided with new residential development can vary according to the quality of access by means other than the private car to a broad range of facilities. In some cases off-street parking could be omitted altogether. This will be most likely in major town centres associated with the creation of mixed use developments.
- 8.37 Lorry parking on street may harm residential amenity where dedicated facilities do not exist. Coaches can cause problems when entering and parking in historic centres and coastal tourist resorts. The County Council will continue to investigate these problems and explore solutions in association with other responsible bodies. Local plans should make allocations for any new facilities.

T7 General

Policies for the provision and management of all types of parking will seek to secure a co-ordinated approach within individual town centres and the consistent application of parking policy amongst competing centres at a regional, county and local level.

- T8 Public parking (public or private ownership)**
- (a) Public parking, including parking for the mobility impaired, cyclists, motor cyclists, HGVs and coaches, will be provided and managed as indicated in Local Plans and local transport plans. Parking provision will be made in association with private development where opportunities arise.
 - (b) A reduction in the levels of public car parking in town centres will be sought where adequate alternatives to the private car exist (including pedestrian and cycle networks, public transport provision and park and ride). Reductions in short stay parking will only be sought where the vitality and viability of the town centre will not be adversely affected.

- T9 Development-related private car parking**
- (a) The scale of off street private parking to be provided in association with new development will:
 - (i) reflect the type, scale and trip attraction of the development, its location, and its accessibility by means other than by car;
 - (ii) be specified in the Suffolk Advisory Parking Standards as agreed by the Suffolk local authorities.
 - (b) Car parking provision for new development will comply with the following principles:
 - (i) levels which exceed the specified Suffolk Advisory Parking Standards will not be acceptable;
 - (ii) in order to restrain car travel consistent with the Local Transport Plan, levels below those in the specified Suffolk Advisory Parking Standards will be required for non-residential developments where adequate alternatives to the private car exist or will be provided as part of the development, and the local economy will not be adversely affected;

- (iii) the provision of off street car parking for new residential development as specified in the Suffolk Advisory Parking Standards may be reduced or omitted in areas with good access to a broad range of facilities by walking, cycling, or public transport.

In respect of lower levels of parking provision consistent with clauses (ii) and (iii), the local authorities may seek financial contributions towards the cost of alternatives to the provision of on-site parking at the levels specified in the Suffolk Advisory Parking Standards. The alternatives include pedestrian and cycle facilities; public transport services; park and ride facilities; public car park improvements and provision, and implementation of green transport plans. Financial contributions may also be sought to implement traffic management measures to overcome the undesirable consequences of on-street parking when parking provision permitted within a new development is below that specified in standards. In addition, in no circumstances will the provision of parking be so low that on-street parking associated with the development would create a highway safety or amenity problem.

- (c) redevelopment or alternative use of existing private non-residential car parking will be sought in Local Plans and as part of the development control process where necessary to bring provision into conformity with the Suffolk Advisory Parking Standards.

T10 Cycle parking

Sufficient secure cycle parking will be provided in new developments to meet the Suffolk Advisory Parking Standards agreed by Suffolk local authorities.

Primary Route Network

8.38 The Primary Route network in Suffolk comprises trunk roads and some principal roads, the latter being the responsibility of the County Council. Following the "Roads Review" in July 1998, responsibility for the A12 Ipswich to Lowestoft and the A140 has been transferred to the local highway authority. The Primary Route network is illustrated on the Key Diagram and comprises the following:

Trunk Roads	A11	whole route
	A12	south of Ipswich
	A12	north of Lowestoft
	A14	whole route
Principal Roads	A12	Ipswich to Lowestoft
	A131	whole route
	A134	north of Sudbury
	A140	whole route
	A142	north of A14
	A143	north-east of Bury St Edmunds
	A146	whole route
	A1065	whole route
A1117	north of A146	

Trunk Roads

- 8.39 Policy T11 lists Trunk Road Targeted Programme of Improvement (TPI) schemes in Suffolk following Government announcements in July 1998. The inclusion of the A14 Haughley New Street-Stowmarket Improvement in the TPI as part of the Government's 10-year plan for transport was announced in March 2001. This announcement came too late for the scheme to be the subject of a statutory modification to the Structure Plan; consequently the scheme is not referred to in policy T11.
- 8.40 The County Council will seek to ensure that there is an appropriate link from the A11 Fiveways to Thetford Improvement to the Thetford Southern Relief Road referred to in paragraph 8.54.
- 8.41 The County Council supports the multi-modal studies on the trunk road network, including the A12 south of Ipswich, the A14 in Cambridgeshire and the A47 east of Norwich.
- 8.42 The A140 and the A12 between Ipswich and Lowestoft have been detrunked, with control transferring to the County Council in June 2001. These are important intra-regional routes connecting Ipswich with Norwich, and Lowestoft and Great Yarmouth. The County Council intends to develop strategies for both routes and identify improvements which will be implemented through the LTP.

8.43 The Bascule Bridge over Lake Lothing in Lowestoft may need replacing at some future date. In responding to Government proposals to detrunk the A12 between Ipswich and Lowestoft, the County Council pressed for retention of Trunk Road status for the A12 from the southern end of the bridge northwards. This has ensured that the financing of any replacement bridge will be the responsibility of the Highways Agency.

T11 The following major Trunk Road schemes in Suffolk are proposed in the Department for Transport, Local Government and the Regions' road programme:

A11 Fiveways - Thetford Improvement

A14 Rookery Crossroads grade separated junction

Regional Transport Network Investment

- 8.44 The County Council supports the priorities for investment and improvements to the road and rail network set out in Regional Planning Guidance.
- 8.45 The strategic priorities for road and rail infrastructure are:
- the provision of high-standard road and rail links to support regeneration of the north and east of the region;
 - infrastructure to support the sustainable economic growth of the Cambridge Sub-Region and other key development locations identified in sections 4 and 5;
 - improved east-west links across the region;
 - the relief of key bottlenecks on the road and rail networks;
 - the achievement of safety and environmental improvements for communities.
- 8.46 Improvements to the strategic road network (in priority order) are:
- i) the completion of the dualling of the A11 to Norwich, and the improvement of the A47 between Norwich and Great Yarmouth;
 - ii) improvements to the A14;
 - iii) improvements to the A47 between the A1 and Norwich.

- 8.47 Rail investment priorities are:
- Thameslink 2000;
 - Channel Tunnel Rail Link, including Stratford International Station;
 - East Coast Main Line upgrade;
 - an East-West rail link through London, such as CrossRail;
 - the upgrade of the line from Felixstowe to Ely, Peterborough and Nuneaton to provide extra capacity for rail freight from Felixstowe to the North and Midlands, so avoiding London;
 - East-West rail link north of London by the reinstatement of lines between Cambridge and Bedford.

County Transport Network Investment

- 8.48 Planning policy guidance requires the Structure Plan to indicate the timescale and priorities for proposed transport improvements. Existing transport proposals should also be reviewed; where these are not likely to be taken forward during the lifetime of the Plan, the effects of blight should be removed by abandoning them.
- 8.49 The previous Structure Plan listed road schemes that were in the County Council's programme at the time the Plan was prepared. Some have been completed. The County Council has abandoned others. Its current proposals are set out in policy T12.

T12 The following improvements to the county transport network are expected to be implemented during the Plan period:

Public transport schemes (not in priority order)

**East Suffolk Rail Line: passing loop at northern end
Park and ride sites for Ipswich at Martlesham; in the Wherstead Road corridor; in the Nacton Road/Felixstowe Road corridor**

Short term road schemes (in priority order)

**Stowmarket B1115 Relief Road
Lowestoft Southern Relief Road and related measures
A131 Sudbury Western Bypass and related measures
Lowestoft Northern Spine Road phase 5**

Long term schemes (not in priority order)

**Improved access to, within and around Ipswich Port
A1065 Brandon Bypass**

Development-related schemes

**Bury St Edmunds Eastern Relief Road
Haverhill Northern Relief Road**

- 8.50 Possible Park and Ride schemes for towns other than Ipswich will be investigated during the Structure Plan period.
- 8.51 The strategic importance of the Port of Ipswich is acknowledged, and in order to secure and develop its role, the County Council will encourage the provision of improved access. Improved access to, within and around Ipswich Port can potentially contribute towards the following objectives: improved road and rail links between the port and the existing road and rail Trans-European Networks; catering for increased movement of goods through the port; reducing the environmental impact of port-related goods traffic on local residential roads within Ipswich; providing enhanced facilities for local transport movements within the town; and contributing to regeneration in the context of the redevelopment of the Wet Dock and the East Bank, including the relocation of the port downstream on the east bank of the River Orwell. An East Bank Link Road is shown on searches as a means of seeking to ensure that it is secured as an option for providing such improved access. The East Bank Link Road is currently being promoted by developers.
- 8.52 The County Council rolls forward its priorities for transport investment in its Local Transport Plan and Annual Monitoring Report.
- 8.53 A number of schemes are likely to come forward as part of proposals to service development. Many of these would be wholly funded by the development to which they are related. Examples include the Haverhill Northern Relief Road and the Bury St Edmunds Eastern Relief Road, both of which are identified in the St Edmundsbury Borough Local Plan. These are listed in policy T12.
- 8.54 A Southern Relief Road for Thetford is proposed in Norfolk County Council's Structure Plan. Suffolk County Council supports the principle of such a scheme. A bypass to Fordham is proposed in Cambridgeshire County Council's Structure Plan. Suffolk County Council supports the principle of such a scheme.

- 8.55 Suffolk County Council is a member of a consortium seeking to promote improved east-west rail links from East Anglia to the south west of England. The route would link Felixstowe/Ipswich and Lowestoft/Great Yarmouth/Norwich with Cambridge, Letchworth, Bedford, Milton Keynes, Aylesbury, Oxford and Swindon. It would enable passengers to move between these towns without travelling via London and would also allow connections to be made with a wide range of inter-city services along the route. The scheme is supported in Regional Planning Guidance for East Anglia and for the South-East. Implementation is expected to be in two phases, with the part affecting East Anglia being the second phase. As the investment required to implement this project in Suffolk is likely to involve upgrading of existing infrastructure rather than new construction, the scheme is not referred to in policy T12.
- 8.56 A related principle is to provide a direct link from the Felixstowe line to the Ipswich-Norwich/Cambridge line, avoiding the necessity for freight trains travelling from Felixstowe to the north and west to reverse in Ipswich Yard. Consideration is being given to the possible routeing and financial consequences of such a proposal and its role in meeting the Local Transport Plan objectives. It would be consistent with the Freight Routeing Strategy of Railtrack and the Strategic Rail Authority as part of the project to route freight trains to/from Felixstowe westwards via Nuneaton rather than via the North London line.
- 8.57 In the light of Government policy, changes to County transport policy and funding likely to be available, the County Council has reviewed its transport proposals. In line with PPG13 the following schemes with policy status in the previous Structure Plan are unlikely to be implemented during the lifetime of this Plan and are listed to confirm their abandonment:
- A134 A1141 Junction to Sicklesmere
 - A146 Barnby-Carlton Colville Phase 1
 - A144 Bungay Bypass
 - A1092 Cavendish Bypass
 - A1092 Clare Bypass
 - A1302 Cullum Road widening, Bury St. Edmunds
 - A146 Dualling of Barnby-Carlton Colville Phase 2
 - A134 Dualling of Compiegne Way, A14 to Northgate Street, Bury St. Edmunds
 - A1302 Dualling of Parkway (North)/Tayfen Road, Bury St. Edmunds
 - A143 Great Barton Bypass
 - A1071 Hintlesham Bypass
 - A143 Holywater Meadows Link, Bury St. Edmunds
 - A143 Horringer Bypass
 - A1101 Mildenhall Relief Road
 - A134 Newton Bypass
 - A1302 Parkway Junction improvements, Bury St. Edmunds
 - A134 Rougham Road Dualling, Bury St. Edmunds
 - A131 Sudbury Southern Link Road
 - A1092 Stoke by Clare Bypass
 - A1302 Tayfen Meadows Link, Bury St. Edmunds
- 8.58 A series of assessment criteria based on the five themes set out in paragraph 8.3 were used to determine the transport proposals to be included in policy T12, and those listed for abandonment in paragraph 8.57. The scale of Government funding likely in the Structure Plan period is consistent with the programme of schemes listed in policy T12. However, should additional funding come forward within the Plan period, other schemes will be assessed using the same methodology to ascertain whether they should be accorded priority within the programme. In terms of the assessment undertaken at the time this Plan was prepared, the following schemes demonstrated a net beneficial effect in contributing towards the achievement of the aims and objectives of the county transport strategy, and were accorded the highest priority after those now included in policy T12:
- A1101 Mildenhall Relief Road
 - Beccles Southern Bypass
 - A144 Bungay Bypass
- 8.59 All currently uncommitted schemes will be subject to reassessment as part of future Structure Plan reviews.

Design Standards

- 8.60 Policy ENV3 emphasises the intention to ensure high standards of siting, design and landscaping in all new development, including transport schemes. The following policy reinforces this point in respect of the environmental, residential amenity and safety impacts of transport schemes. The County Council will promote mitigating measures in connection with new transport schemes.

T13 All new transport projects including road schemes and alterations or improvements to existing roads will be located and designed to minimise adverse impact on and wherever possible enhance the landscape, built environment, ecology, archaeology and natural resources of the County. New residential development should be designed in such a way that traffic within the development will travel at an average speed of 20 mph or less.

Control of Development

- 8.61 Policy T14 reflects the emphasis in the plan objectives on access to development by means other than private car or lorry. In the context of the policy, a way of demonstrating the objective of minimising the need to travel and encouraging journeys by modes other than the private car would be the preparation of green travel plans by employers. These plans should include details of reducing staff trips by car both to and from work and whilst at work. Visitor movements and deliveries should also be considered. Changes to work pattern arrangements to encourage flexible working hours and home working would also be expected.
- 8.62 Major developments are those likely to result in significant increases in the volume or changes in the type of traffic using the local transport network.

T14 Major development will not be acceptable unless a comprehensive transport impact assessment has been completed which demonstrates how the proposed development both contributes to the objective of minimising the need to travel and encourages journeys to be made by modes other than the private car. Except in the case of residential developments, such an assessment should include a green travel plan. Where justified, developers will be required to make appropriate and staged provision for public transport, cyclists and pedestrians and parking, before occupation of the development. The scale and purpose of financial contributions sought in this context will be defined by reference to the transport impact assessment.

In assessing development proposals the County Council will consider :

- (a) the number of trips likely to be generated;

- (b) the adequacy of existing or proposed access;
- (c) the adequacy of the surrounding network; and
- (d) the scope for access by means other than the private car and lorry.

Proposals generating a significant volume of trips will only be acceptable where adverse effects on safety, traffic flow and the environment can be satisfactorily overcome. Developments involving the movement of substantial volumes of bulk material will be expected to provide or have access to rail or waterborne handling facilities for the great majority of such traffic.

Seaports

- 8.63 Policy T15 reflects the strategic importance of Felixstowe, Ipswich and Lowestoft ports both as elements of the county's transport infrastructure and to the national and local economies. Felixstowe is Britain's leading deep sea port, while Ipswich and Lowestoft are smaller operations with short and near sea links, where recreational and other uses are also being introduced. The Felixstowe Dock Act 1988 authorised extensions to the Port of Felixstowe in the Suffolk Coast and Heaths AONB, some of which have yet to be implemented. Measures to increase the proportion of freight handled by rail would be supported in accordance with policy T6.

T15 Proposals to help maintain or expand facilities and services at:

- (a) the Ports of Ipswich and Lowestoft;
- (b) the Port of Felixstowe, within the development area authorised by the Felixstowe Dock Act 1988

will be acceptable where there is no material conflict with residential amenity, or other policies for transport or protection of the environment.

Airfields

- 8.64 Since the closure of Ipswich Airport, Suffolk has had no licensed airfield. There are a number of small scale airfields operating in the County but these are generally constrained by location and/or planning conditions. Policy T16 applies to any proposals for civil aviation facilities. This policy will

be kept under review to ensure that it provides an appropriate strategic framework in the light of emerging national and regional guidance on aviation.

T16 Proposals for civil aviation airfields/ airports must:

- (a) be closely related to and have suitable links to the trunk road and public transport networks;
- (b) avoid conflict with the operational requirements of existing airfields;
- (c) minimise the loss of the best and most versatile agricultural land;
- (d) avoid material adverse impact on Areas of Outstanding Natural Beauty and areas of special landscape value;
- (e) minimise disturbance to residential areas.