Barratt David Wilson Homes & Hopkins Homes Ltd

Humber Doucy Lane, Ipswich

Framework Travel Plan

230597

MARCH 2024

RSK GENERAL NOTES

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1 INTRODUCTION

1.1 Introduction

This framework travel plan has been prepared by RSK on behalf of of Barrat David Wilson Homes and Hopkins Homes ('the Applicant') in support of a hybrid planning application ('the Application') seeking full planning permission for the means of external access/egress to and from the site; and outline planning permission (all matters reserved) for a mixed use development for up to 660 dwellings (Use Class C3), up to 400 sq m (net) of non-residential floorspace falling within Use Class E and/or Use Class F2(b), an Early Years facility, and associated vehicular access and highway works, formal and informal open spaces, play areas, provision of infrastructure (including internal highways, parking, servicing, cycle and pedestrian routes, utilities and sustainable drainage systems), and all associated landscaping and engineering works .

This travel plan, focused on the residential development, sets out the Applicant's commitment to reduce the number of vehicle trips generated by the development and identifies key principles which will be developed through the travel plan. This framework travel plan is also supported by a Transport Assessment (TA).

This report aligns with both national and local transport policy, in seeking to provide sustainable development with good access to jobs and facilities, to encourage non-car modes of transport, to ensure that the highways impact of new developments is acceptable or mitigated against and to promote good site design with appropriate parking levels.

As explored further in the following sections of this travel plan, it can be seen that the site has moderate existing levels of accessibility by all the main non-car modes of transport, which will be improved by the development proposals. Access to the site by foot and cycle would be of a good standard, and both bus and train connections are also available, thereby enabling access to the site from a range of local destinations. The development therefore contributes towards the policy aims of being sustainably located.

It is anticipated that this framework travel plan will evolve into a separate Residential Travel Plan (RTP) (which will remain the responsibility of the developer).

1.2 Travel plan approach

A travel plan is an important tool for delivering sustainable access to a development. Residential travel plans focus on a single origin (home) and aim to provide a long-term strategy to positively influence travel patterns in favour of sustainable modes.

Implementing a travel plan can bring a number of benefits to a site, including helping to minimise the potential increase in traffic resulting from a development, helping to manage and reduce carbon emissions, and assisting with promotion of healthy lifestyles. As a result, a travel plan forms a key stage in the forward planning process. A travel plan is a 'living document' that should be regularly reviewed to ensure its effectiveness.

This travel plan focuses on influencing greater use of sustainable transport by residents when travelling to and from the site, and will establish and promote the sustainable transport links available for residents. The travel plan will also suggest measures to reduce reliance on single occupancy private vehicle use and to reduce the overall distance that residents need to travel.

The following document highlights measures that will encourage healthier lifestyles to encourage uptake of a range of modes of transport, with a focus on the most sustainable, including cycling, walking and public transport. The document includes objectives, targets, measures and an implementation plan, along with monitoring and review commitments.

The travel plan will focus primarily on commuter travel and travel to schools, but will also address journeys for other purposes such as health and leisure to make these more sustainable, where viable.

2 TRAVEL PLAN BACKGROUND

2.1 Overview

Travel plans are dynamic, living documents that should be updated regularly to ensure that the objectives and targets represent the current situation in respect of travel and access. A development-related travel plan will normally be prepared alongside a transport assessment (TA) or transport statement (TS).

Travel plans are designed to be flexible to suit individual sites and their individual local characteristics. As such, they should be developed with consideration for the scale of the development and the likely impact on travel behaviour as a result of any potential measures. They should be updated regularly to ensure that the aims and objectives represent the current situation in respect of travel and access.

The main objective of this framework travel plan is:

'To assist in limiting the impact of the development on the local highway network and environment by minimising the associated single car occupancy usage and providing the most effective and meaningful range of sustainable travel measures for residents and visitors.'

2.2 Travel plan benefits

Travel plans can result in a variety of benefits to the occupiers of a development and the wider community, as well as address a range of issues, including:

- Promote healthy lifestyles and sustainable, vibrant communities;
- Helping children to learn, by encouraging travel by active modes on journeys to and from school and thereby helping pupils to be alert upon arrival;
- Provide adequately for all users, with a variety of mobility needs;
- Reduce demand for car parking, thereby enabling more efficient land use;
- Reduce pressure on highway capacity, particularly at peak times;
- Improve social inclusion;
- Cut carbon emissions and their contribution to climate change;
- Reduce road danger and protect vulnerable road users; and
- Improve local air quality, while reducing noise pollution.

A travel plan provides benefits to all parties, including residents, those in education, and the local authority, which can help in gaining widespread commitment to its implementation and continuing operation.

2.3 Policy context

Travel plans are secured through a policy framework that extends from national through to local level when dealing with new development proposals. Travel plans are currently secured within the planning system within the context of the government's **National Planning Policy Framework (NPPF).**

The NPPF aims to provide a framework within which locally-prepared plans for housing and other development can be produced. The framework aims to streamline the planning process, making it more accessible at neighbourhood and community level and simplifying the decision-making process.

The NPPF aims to promote sustainable transport, and ensure that transport issues are considered from the earliest stages of plan making and development proposals so that:

- The potential impacts of development on transport networks can be addressed.
- Opportunities from existing or proposed transport infrastructure and changing transport technology and usage are realised.
- Opportunities to promote walking, cycling and public transport use are identified and pursued.
- The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account.
- Patterns of movements, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

The document states that all developments which generate significant amounts of movement should be required to provide a travel plan, and that the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Planning Practice Guidance (PPG) is in place to support the NPPF. The PPG on "**Travel Plans, Transport Assessments and Statements**" was provided in 2014. The PPG provides advice on when these documents are required, and what they should contain.

The document states that travel plans should where possible be considered in parallel to development proposals, and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.

The primary purpose of a travel plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes.

Travel plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements, all of which should be proportionate.

Travel plans should address all journeys resulting from a proposed development by anyone who may need to visit or stay, and they should to fit in with wider strategies for transport in the area.

A further key national policy document for travel plans was published by the Department for Transport in April 2009 and is entitled "**Good Practice Guidelines: Delivering Travel Plans through the Planning Process**". This document updates previous guidance following significant changes in travel planning and an increased awareness of how transport affects other aspects of life, such as climate change and health.

The guidelines identify that travel plans are an important tool for delivering sustainable access as part of a new development and encouraging sustainable travel behaviour from the outset. The document provides assistance in the preparation of a travel plan, including when a travel plan is required and what it should contain, as well as how travel plans should be evaluated, secured, implemented and then monitored and managed long term.

The document also outlines the responsibilities of the developer, occupier, local transport operators, highways and planning authorities in the implementation of the travel plan.

The government requires Local Transport Plans (LTPs) to demonstrate a contribution to delivering "shared priorities" and places emphasis on outcome indicators relating to accessibility, road casualty reduction, public transport patronage, congestion reduction and air quality. Local authorities must show that their LTPs contribute to the achievement of their broader policy aims and service delivery as set out in their community strategies.

Moving to a regional perspective, the **Suffolk Local Transport Plan (SLTP) (2011-2031)** lays out the policy objectives and expectations on existing and future developments in the county in regard to transport planning. The publication sets out a long term transport strategy and usefully collates a number of transport issues relevant to the proposed development at Humber Doucy Lane, Ipswich.

For example, the SLTP expresses the challenges associated with residential growth on the north and eastern fringes of Ipswich, stating that this development will place increased pressure on radial routes leading to the town centre employment areas.

Furthermore this is encouraged to be mitigated through the use of effective Travel Plans, integration with existing Local Development Plans, and ensuring sustainable development of transport infrastructure (e.g. reduce car dependency through implementation of active travel linkages).

At a local level, the **Ipswich Local Plan (ILP) (2018-2036)** functions as a key local policy / delivery publication to ensure the council is able to deliver the sustainable growth of housing and employment in the locality. Among the publications core aims are to assist developers by providing 'policy expectations' for future development.

The publication supports a strategic coordinated approach to development, highlighting the impacts and offering proposed mitigation measures concerning Transport in reference to major residential developments such as Ipswich Garden Suburb and the proposed development – Humber Doucy Lane.

There is also notable reference made to sustainable transport linkages between the new development and employment areas, this intended to be achieved through generation of sound Travel Plans.

Other inclusions worthy of note pertaining to the proposed development include smarter choices of travel and reducing car dependence through effective transport implementation.

Additionally, the **Suffolk Coastal Local Plan (SCLP) 2020** is intended to guide development, define growth expectations in sectors such as housing and provide a set of strategic / non-strategic policies to support sustainable development in the Suffolk Coastal locality. The SCLP additionally emphasises the importance of improving linkages between residential developments and employment areas, impact of noise along new transportation networks ensuring transport networks are 'linked' and inter-supporting – e.g. bus networks accessible by bike or on foot.

2.4 Conclusion

In general, the national, regional and local transport policy documents set out above follow similar themes and promote common aims which are to provide sustainable development with good access to jobs and facilities, to encourage non-car modes of transport, to ensure that the highways impact of new developments is acceptable or mitigated against and to promote good site design with appropriate parking levels.

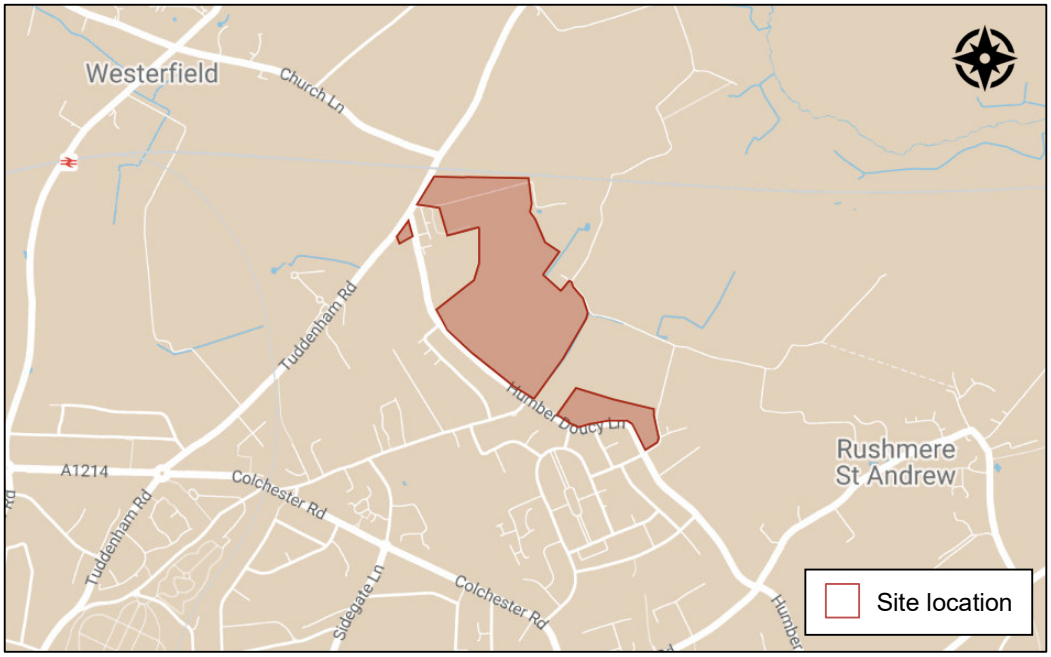
This travel plan has been developed in line with national, regional and local transport policy and guidance.

3 SITE CONTEXT

3.1 Site location

Humber Doucy Lane is situated approximately 3 km northeast of Ipswich Town Centre, from the mid-point of the site to the mid-point of the Town Centre. The site comprises three parcels of land to the north and east of Humber Doucy Lane, as shown in Figure 3.1.

Figure 3.1: Site location



Source: Google My Maps data © 2024

The largest, central parcel forms an irregular-shaped agricultural field, extending to approximately 22.5 ha. The northern-most 9.9 Ha portion of the field lies within the administrative area of East Suffolk Council, with the remainder falling within that of Ipswich Borough Council.

Immediately to the north of this parcel, beyond a hedged boundary and an unmade track, lies a smaller, triangular-shaped agricultural field, extending to approximately 2.3 ha, adjoining Tuddenham Road to the west and abutting the East Suffolk Railway Line to the north.

To the south-east of the main land parcel, separated by a narrow strip of land, lies a further, irregular shaped parcel of land extending to approximately 2.73 Ha in area, abutting the hedged boundary to Humber Doucy Lane to the south and the narrow lane of Seven Cottages Lane and Tuddenham Lane to the east and north.

A smaller parcel is located to the south of the Tuddenham Road / Humber Doucy Lane priority junction. All three parcels sum up to 31.66 ha. The majority of land within the red line boundaries is located within Ipswich authority, with 9.7 ha of the biggest parcel located within the East Suffolk District.

3.2 Local highway network

3.2.1 Humber Doucy Lane

Figure 3.2: Humber Doucy Lane facing north

Source: Google Streetview. Image captured: Apr 2023.

Humber Doucy Lane is predominantly a northwest-southeast single carriageway road, connecting to Tuddenham Road to the north and terminating at Playford Road to the south. Humber Doucy Lane is subject to a 30mph speed limit. The road provides access to a number of residential properties, as well as Rushmere St Andrew Village Hall and Rushmere Community Hub towards its junction with Rushmere Road. As a local distributor road with residential frontage access on its the south side, Humber Doucy Lane benefits from ample street lighting and protective bollards located near lay-by parking spaces, as well as segregated footpaths along the majority of the western side of the carriageway. In the vicinity of the proposed main site access, the carriageway is approximately 5.3 – 5.5 m in width.

No formal pedestrian crossings are present within the vicinity of the site. Furthermore, the portion of Humber Doucy Lane between the roundabout with Rushmere Road / The Street Rushmere and the junction with Playford Road lacks adequate pedestrian footpaths, and in some places narrows to approximately 4.8 m in width.

Two bus stops are located immediately north of the crossroad junction of Humber Doucy Lane where it intersects with Seven Cottages Lane and Roxburgh Road at the southern boundary of the Site. 'Roxburgh Road' bus stop comprises a 'Flag and Pole' information point. Two bus stops are located northwards, on the Humber Doucy Lane situated between the Ayr Road and Sidegate Lane. 'Rugby Club' bus stop also comprises one 'Flag and Pole' information point with no shelter. Further detail on bus stop locations and accessibility is provided in Section 4.5

3.2.2 Tuddenham Road

Figure 3.3: Tuddenham Road facing north

Source: Google Streetview. Image captured: Jul 2023.

Tuddenham Road is a main road, linking Ipswich with the satellite village of Tuddenham. The full length of the Tuddenham Road is 1.8 miles (2.9 km) from the south intersecting South Colchester and A1214 Roundabout to Tuddenham village.

With a road width of approximately 5.5 m Tuddenham Road runs along a short portion (approximately 232 m) of the northern most boundaries of the Site, where Humber Doucy Lane terminates at its most northerly point. Approaching from the east, the portion comprises a rail bridge within the national speed limit zone, which becomes a 30 mph zone approximately 26 m before the junction with Humber Doucy Lane. The rail bridge is approximately 6.5 m wide.

At the junction, a private business entrance is situated directly adjacent from Humber Doucy Lane in addition to the entrance of a Veterinary Clinic, approximately 15 m east of Humber Doucy Lane. Other notable accesses include agricultural accesses located immediately west of the rail bridge which access from Tuddenham Road.

Tuddenham Road is largely bounded by vegetation in the form of trees, hedges, grass banks and verges of varying width and size. There are no bus stops within the vicinity of the junction with Humber Doucy Lane, with the closest located at Millennium Cemetery Ipswich and The Meadows Montessori High School.. There are no pedestrian footpaths or streetlighting amenity along this portion of the Tuddenham Road.

3.2.3 Seven Cottages Lane

Figure 3.4: Seven Cottages Lane facing east

Source: Google Streetview. Image capture: Apr 2023.

Seven Cottages Lane is a minor road at the southeastern boundary of the Site, intersecting at a crossroads junction with the Humber Doucy Lane and Roxburgh Road. The road has an approximate width of 3.6 m. The length of the road relevant to the southern / eastern boundaries of the Site is approximately 186 m.

Seven Cottages Lane links a minor residential development with the Humber Doucy Lane and terminates at the north, at a junction intersecting Lamberts Lane and Tuddenham Lane. Beyond the residential properties to the east of the Site the road is bounded on either side by vegetation, trees, hedges and grass verges of varying width and size.

There is no streetlighting, bus stops, pedestrian footways, protective bollards or parking amenities on the road.

3.2.4 Sidegate Lane and Sidgegate Lane West

Figure 3.5 - Sidegate Lane facing southwest

Source: Google Streetview. Image capture: Sept 2023.

Sidegate Lane is a predominantly residential road linking Colchester Road with Humber Doucy Lane east/west. The road is approximately 6.5 m in width and spans a length of 0.6 Miles (0.9 km). As a predominantly residential fronted street allowing for local distribution of traffic in the area, Sidegate Lane comprises of ample streetlighting, 1.7 – 2.0 m wide pedestrian footpaths and landscaped areas in the form of grass verges, trees and bushes on either side of the road.

Approximately 600 m to the southwest of its junction with Humber Doucy Lane, SIdegate Lane spits into Sidegate Lane West, which continues southwest and links to Colchester Road via a Y-shaped priority-controlled junction, and Sidegate Lane which continues southeast linking to Colcehster Road via the Sidegate Lane / Colchester Road roundabout.

Sidegate Lane is subject to a 30 mph speed limit with the exception of a school safety zone with a 20 mph speed limit extending immediately west and east of the Northgate High School for a length of 0.2 Miles (0.3 km) on Sidegate Lane West. The entry and exit of the school safety zone is marked by speed bumps at the western and eastern extents.

There is a total of eight bus stops on Sidegate Lane, split four southbound and four northbound. The two northern most and most southerly stops consist of a bus shelter and ‘Flag and Pole’ information point. All northbound stops and one southbound stop (opposite Northgate High School) consist of ‘Flag and Pole’ information point only. A bus turning circle is provided on the southbound carriageway approximately 70 metres south of Humber Doucy Lane and the Site boundary. Further detail on bus stop locations and accessibility is provided in Section 4.5

3.2.5 Inverness Road

Figure 3.6: Inverness Road facing southeast

Source: Google Streetview. Image capture: Sept 2023.

Inverness Road is a 5 m wide residential road which runs in between Humber Doucy Lane to the north and Sidegate Lane to the southeast. Inverness Road is subject to a 30 mph speed limit. As a residential road, Inverness Road comprises of ample streetlighting, 1.6 m wide pedestrian footpaths and landscaped verges.

There are a total of four bus stops – two northbound and two southbound) on Inverness Road comprising 'Flag and Pole' information points. Further detail on bus stop locations and accessibility is provided in Section 4.5

3.2.6 A1214 Colchester Road

Figure 3.7 - Colchester Road facing east

Source: Google Streetview. Image capture: Aug 2023

Colchester Road comprises part of the main A1214 and links between the A1071 / A1214 Roundabout (southeast) and the A1214 Northwest. The full extent of the road is approximately 1.7 miles (2.7 kilometres).

The Colchester Road intersects various roads by way of priority-controlled T / staggered junctions and roundabouts.

Colchester Road is approximately 9-10m wide inclusive of on-carriageway cycle lanes and typically 1.5m wide segregated footways, street lighting and verges (containing grass and other landscaping) on either side of the road.

The road also benefits from active travel infrastructure in the form of a cycle lane on both east and westbound carriageways, running along the full extent from the Rushmere Road intersecting roundabout, and the A1214 roundabout intersecting with Tuddenham Road.

In regard to public transport provision, there are a total eight bus stops along the extent of the Colchester Road comprising (named, location and infrastructure provision) as follows:

- Baptist Church (2), located immediately east of Sidegate Lane West, 'Flag and Pole' information points and laybys
- Colchester Road (1), westbound carriageway, immediately west of the Colchester Road / Sidegate Lane roundabout opposite The Royal George, comprising a 'Flag and Pole' information point with layby.

- Colchester Road (1), eastbound carriageway, immediately east of the Colchester Road / Sidegate Lane roundabout, comprising a 'Flag and Pole' information point with layby.
- Norbury Road (2), east and westbound carriageway, located immediately southeast of Norbury Road, comprising of two 'Flag and Pole' information points and bus stop road markings.
- Crofton Road (2), east and westbound carriageway, located to the northwest of the A1071 Woodbridge Road / A1214 Colchester Road roundabout, comprising of two 'Flag and Pole' information points and bus stop road markings. The westbound stop also includes a shelter.

3.2.7 Rushmere Road

Figure 3.8: Rushmere Road facing southeast

Source: Google Streetview. Image capture Aug 2023.

Rushmere Road is a predominantly residential road linking Humber Doucy Lane and The Street Rushmere in the east to Colchester Road and Woodbridge Road to the south. The carriageway is approximately 6.5 m in width and spans a length of 0.9 miles (1.5 km). As a local/district distributor road with residential frontage access, Rushmere Road comprises of streetlighting, pedestrian footways and landscaped vegetation in the form of grass verges, trees and bushes on either side of the road. Rushmere Road is subject to a 30 mph speed limit.

3.2.8 The Street Rushmere

Figure 3.9: The Street Rushmere facing east

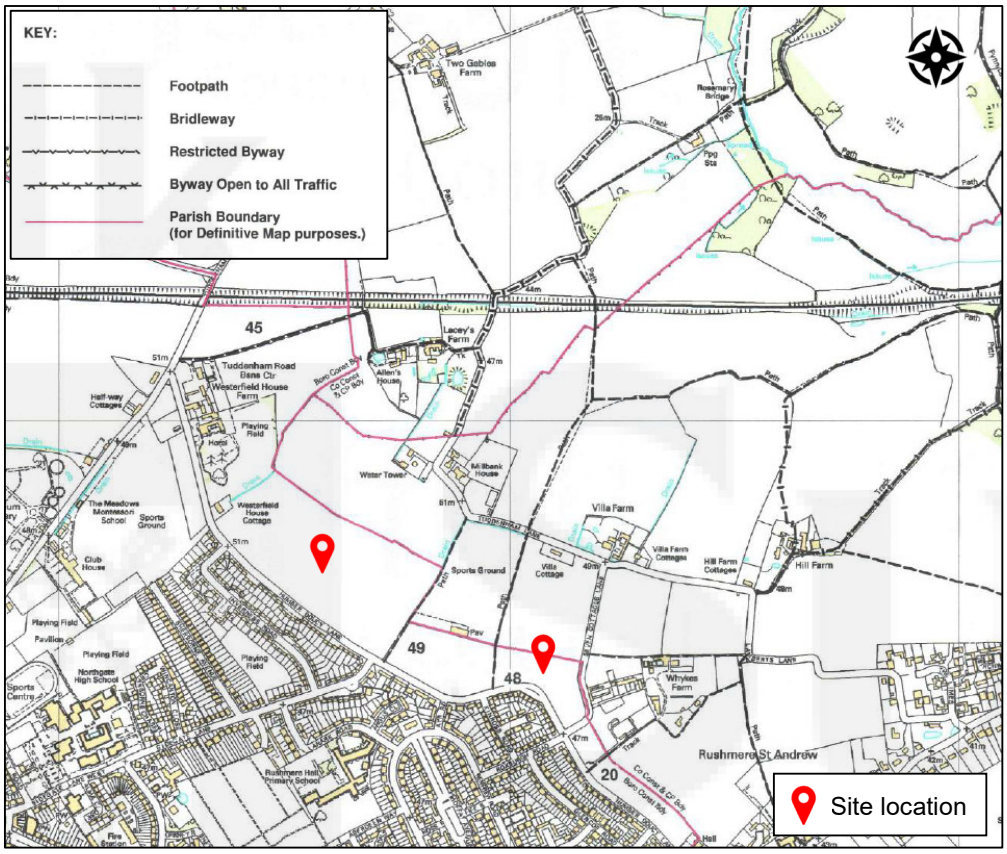
Source: Google Streetview. Image capture Aug 2023.

The Street Rushmere acts as a local/district distributor road. In the vicinity of Humber Doucy Lane, The Street Rushmere is a rural road that becomes residential as it continues east into Rushmere St Andrew. The carriageway is approximately 5 m in width and a segregated footpath is present along the northern edge of the carriageway, separated from the road by a grass verge. The road is subject to a 30 mph speed limit and street lighting is present along the northern edge of the carriageway.

3.3 Public Rights of Way

There are several Public Rights of Way (PRoWs) within the immediate vicinity of the site. Figure 3.10 highlights their locations. The full definitive map of PRoWs from the former county borough of Ipswich from SCC is provided in Appendix 1. Footpaths 45, 49, 48 and 20 are located closest to the site, providing access to settlements and areas to the north of Humber Doucy Lane, such as Tuddenham.

Figure 3.10: Public Rights of Ways (Ipswich)



Source: Suffolk County Council. Contains Ordnance Survey data, 2016

4 ACCESSIBILITY

4.1 Pedestrian accessibility

The existing site offers moderate accessibility for pedestrians. Humber Doucy Lane bounds the site on the West side to a large extent and benefits from ample street lighting, is subject to a 30 mph speed limit and an unbroken pedestrian footway along its southern edge over the extent of development site (1.7 m wide) boundary opposite. This footway is segregated from the road via grass verges, vegetation, and trees, further improving pedestrian safety.

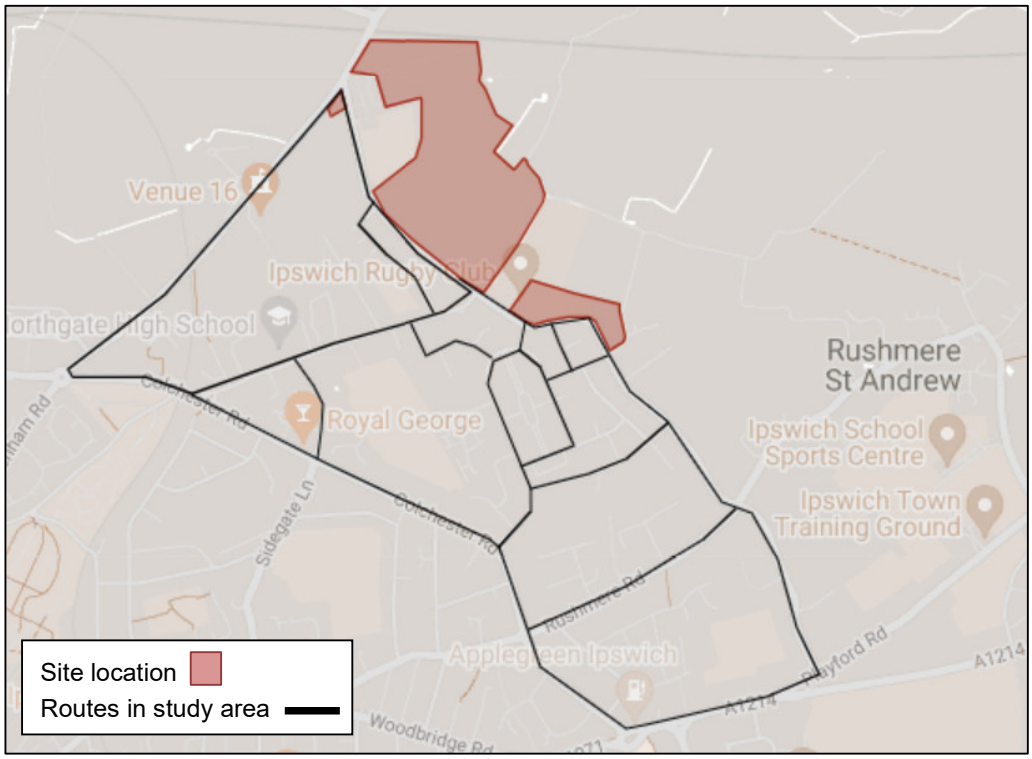
There is no segregated pedestrian infrastructure from Tuddenham Road to Humber Doucy Lane on the North boundary of the development site.

There is good pedestrian accessibility to / from Humber Doucy Lane towards Colchester Road and Ipswich Town beyond – Sidegate Lane, Ayr Road and Roxburgh Road and other surrounding streets are all subject to 30 mph speed limits, with pedestrian footways on either side which are lit by streetlighting, and in general segregated from the road carriageway by verges where the streetscape width permits. An example of where segregation is not provided is on Humber Doucy Lane between Kinross Road and Rushmere Road / The Street Rushmere roundabout.

4.2 Pedestrian accessibility audit

An audit of the pedestrian infrastructure along routes that would be used by residents of the Proposed Development to access local services and amenities in the surrounding area was undertaken between 9am and 3pm on Tuesday 31 October 2023. Observations on the following six categories were recorded: general information, infrastructure, crossings, safety, traffic and aesthetics and available amenities. A summary of the findings of the audit are organised according to these categories in the following subsections below. The study area is shown in Figure 4.1.

Figure 4.1: Pedestrian accessibility audit study area



Source: Google My Maps. Map data © 2024

4.2.1 General information

The types of land uses were recorded, indicating the area was primarily residential, with a limited number of small commercial sites. Of particular note, discussed in further detail in paragraph 3.2.1, was the absence of footways to the north of Tuddenham Lane towards the junction with Humber Doucy Lane (Figure 4.2), the northern end of Humber Doucy Lane towards the junction with Tuddenham Road (Figure 4.3) and also to the southern end of Humber Doucy Lane between the Rushmere Road / Humber Doucy Lane roundabout and the junction with Playford Road (Figure 4.4).

Figure 4.2: Tuddenham Road (north)

Source: RSK, October 2023.

Figure 4.3: Humber Doucy Lane (north)

Source: RSK, October 2023.

Figure 4.4: Humber Doucy Lane (south)

Source: RSK, October 2023.

4.2.2 Infrastructure

The audit revealed the types, widths, conditions, obstructions present and connectivity of the pedestrian infrastructure along each of the audit routes. Although each of the routes had good quality footways present along the route, one of the routes, Humber Doucy Lane, had a footway on only one side of the street for the majority of its length.

The average width of pedestrian infrastructure along each of the routes ranged from 1.5 to 2 m. However in some areas these were narrower, at 1 m, at Playford Road (Figure 4.5) for example, or wider, at 2.5 m on some sections of Colchester Road (Figure 4.6) and Sidegate Lane.

Figure 4.5: Footpath at Playford Road

Source: RSK, October 2023.

Figure 4.6: Footpath at Colchester Road

Source: RSK, October 2023.

Minor issues related to infrastructure conditions were noted, including uneven surfaces. However, these were noted as not significant enough to create a barrier for walking, cycling or other forms of mobility such as wheelchairs and prams. The most significant barriers to movement, however, were noted in the temporary obstructions categories. Measures to stop cars parking on grass verges were observed on Sidegate Lane (Figure 4.7) and Renfrew Road (Figure 4.8). This suggests that at certain times of the day, for example school pick-up and drop-off, many cars park on the grass verges, and possibly kerbside. This would be classed as a partial barrier to movement.

Figure 4.7: Measures to stop grass verge parking on Sidegate Lane

Source: RSK, October 2023.

Figure 4.8: Measures to stop grass verge parking on Renfrew Road

Source: RSK, October 2023.

4.2.3 Crossings

The Proposed Development is located on Humber Doucy Lane, a two-way semi-rural road which acts as local/district distributor, used by school children, dog walkers and local residents. Crossings are generally uncontrolled with tactile paving and dropped kerbs provided. During the audit it was noted that no crossing treatment (dropped kerbs and/or tactile paving) are provided at the junctions with the following side roads: Roxburgh Road, Dumbarton Road, Summerfield Close and the western edge of Ayr Road.

Most minor roads in the vicinity of the Proposed Development had some form of crossing infrastructure, such as tactile paving and dropped kerbs.

On the more major routes, such as Colchester Road, controlled crossing by way of traffic signals (Figure 4.9) and pedestrian refuge islands were present. On Sidegate Lane West, a zebra crossing was observed in the vicinity of the school (Figure 4.10).

Figure 4.9: Signalised crossing on Colchester Road

Source: RSK, October 2023.

Figure 4.10: Zebra crossing on Sidegate Lane West

Source: Google Streetview. Image capture: Sept 2023.

4.2.4 Street furniture, road markings and wayfinding

During the audit, the presence of street furniture and signage were recorded. These related to the comfort and legibility of the walking routes. The audit evaluation found that most routes did not have street furniture, e.g. benches, low walls to sit on or public toilets.

On Colchester Road and Sidegate Lane West, street signage and road markings were present, well maintained and clearly visible.

Minimal to no road markings were visible on Rushmere Road (Figure 4.11), the section of Humber Doucy Lane between the side road with Roxburgh Road and 153 Humber Doucy Lane (Figure 4.12), Renfrew Road and Sidegate Lane between Sidegate Lane West and Colchester Road.

Figure 4.11: Lack of road marking on Rushmere Road

Source: Google Streetview. Image capture: Aug 2023.

Figure 4.12: Lack of road markings on a section of Humber Doucy Lane

Source: RSK, October 2023.

4.2.5 Personal safety

Issues of personal safety relate to the auditor's perception of how safe the route felt according to the presence of people in the street, surveillance from surrounding properties and the presence of street lighting. Street lighting was present along every route with some form of pedestrian infrastructure (e.g. dedicated pedestrian footway or in the instance of Humber Doucy Lane south of Rushmere Road to Playford Road, a pedestrian lane on the edge of the carriageway). It should be noted, however, that the audit took place during the day and therefore the perceived quality of the lighting provision was not verified. All walking routes were visible from the majority of surrounding houses.

4.2.6 Road traffic

Traffic safety was evaluated in a number of ways. The presence of traffic management infrastructure and signage, such as speed bumps, chicanes, kerb buildouts and school speed zones, were recorded for each audited route.

Grass verges separate the footways from the carriageway on routes including:

- Southern end of Tuddenham Road,
- Northern end of Sidegate Lane (both sides),
- Renfrew Road (both sides),
- Colchester Road (south side),
- Rushmere Road and
- Northern section of Humber Doucy Lane.

It was noted during discussions at and feedback from the public exhibition events that the perceived high speed of vehicles on Humber Doucy Lane has been identified as a local concern.

At present, any actual issues have not been addressed by the LHA. It was noted during the audit that no traffic safety measures were recorded on the section of Humber Doucy Lane between the Rushmere Road roundabout to the south and the junction with Tuddenham Road to the north. Additionally, the absence of footpaths towards the southern end of Humber Doucy Lane between the Rushmere Road roundabout and the junction with Playford Road was noted.

4.2.7 Aesthetics and amenities

The audit recorded observation relating to the aesthetics and amenities of the routes. These related to the overall attractiveness of the route; whether the route was free of graffiti or discarded rubbish; whether it was free of excessive air pollution; and whether there was any excessive noise. Each of the routes was found to be positive in regard to these factors.

4.3 Access to services

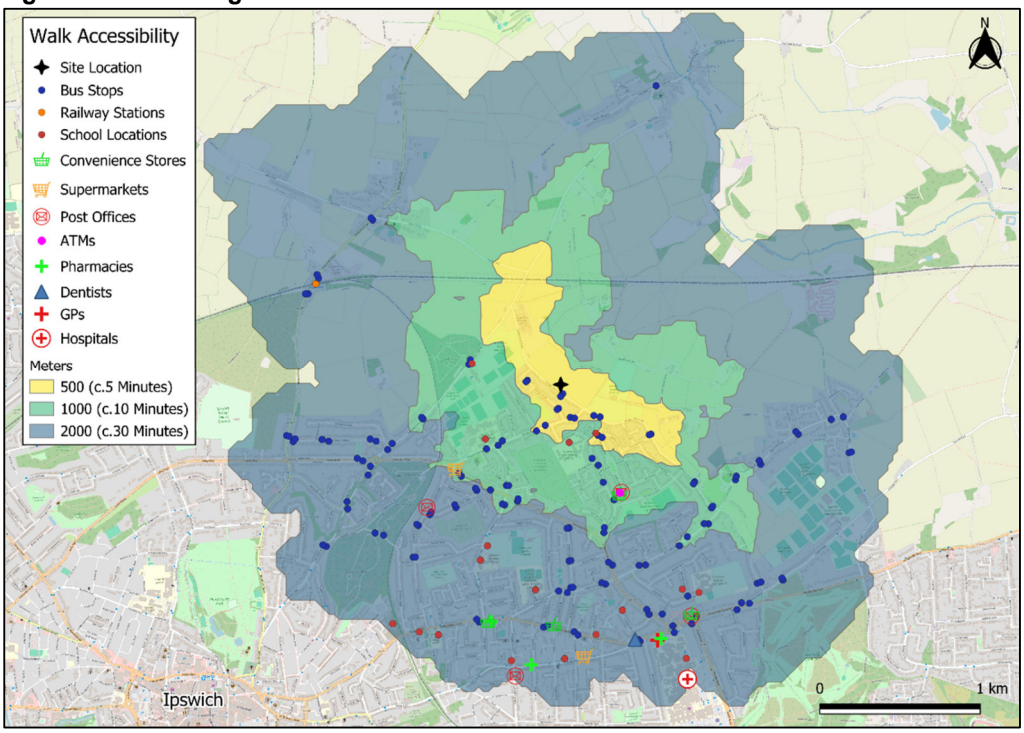
Nearly three-quarters of all journeys in the UK are under five miles in length (Source – National Travel Survey 2022: Mode share, journey lengths and trends in public transport use, DfT December 2023). Shorter distance trips offer the greatest opportunity for changes in travel behaviour. The Chartered Institution of Highways and Transportation (CIHT) publication, Planning for Walking (April 2015), indicates that:

- *"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating" and also,*
- *"The power of a destination determines how far people will walk to get to it. For bus stops in residential areas, 400 metres has traditionally been regarded as a cut-off point and in town centres, 200 metres (Department of Environment NI, 2000). People will walk up to 800 metres to get to a railway station, which reflects the greater perceived quality or importance of rail services."*

CIHT guidance indicates a maximum distance of 2 km is considered reasonable for commuting trips on foot. Basemap's TRACC travel time analysis tool which runs on ESRI's ArcGIS software has been used to assess the accessibility of the development, in regard to amenities within walking distance (up to 2 km) from the site.

Figure 4.13 below indicates walking isochrones (distances) of 500 m, 1 km and 2 km from the site and key destinations that are accessible. A larger scale copy of the figure is provide in Appendix 2.

Figure 4.13: Walking isochrones



Source: Basemap TRACC tool/ESRI ArcGIS. OpenStreetMap , 2024.

Local grocery and convenience shopping is accessible within 1 km of the site (10 mins on foot) Local shopping offering includes the Co-op on Selkirk Road and the Co-op on Colchester Road.

Medical facilities are in moderate proximity of the development site at Humber Doucy Lane, with Ipswich Hospital located 1.2 miles to the south (approximately 30 mins on foot). A GP, dentist and several pharmacies are also located within 2 km of the site, to the south of the site towards Ipswich.

Other services such as a post office and ATM machines are also located within 1 km of the site (10 mins on foot), on Selkirk Road.

The development site benefits from good accessibility to local schools, with primary schools (e.g. Rushmere Hall Primary and St Christopher's Academy) situated within 1 km (10 mins on foot) of the site. Northgate High School situated on Sidegate Lane, is also located less than 1 km from the site.

There is a moderate offering of green and recreational space in the vicinity of the site, such as the Gretna Garden allotments, Dumbarton Road Recreation Ground, Inverness Road Park and Christchurch Park.

4.4 Cycling accessibility

Existing cycling accessibility to the development site on Humber Doucy Lane is moderate. Figure 4.14 Figure 4.14 illustrates a portion of Ipswich's cycling and walking routes within the vicinity of the site. A full version is provided in Appendix 3.

Humber Doucy Lane benefits from adequate street lighting and segregated pedestrian footways, however there is no segregated cycling infrastructure presented. Positively, Humber Doucy Lane has adequate residential parking infrastructure, in the form of driveways, lay-by parking bays and informal grass verge parking, all of which minimise impact to other road users such as cyclists and reduce risk of potential road hazards (e.g. parking on the road).

Other routes leading from Colchester Road to Humber Doucy Lane lack segregated cycling infrastructure – Sidegate Lane, Ayr Road and Roxburgh Road. However, they benefit from adequate street lighting and residential parking to lower the occurrence of road hazards caused by on-street parking.

There is no dedicated cycling infrastructure to the north of Tuddenham Road. However, on-road cycle lanes are present at the Valley Road / Tuddenham Road roundabout to assist cyclists entering the roundabout.

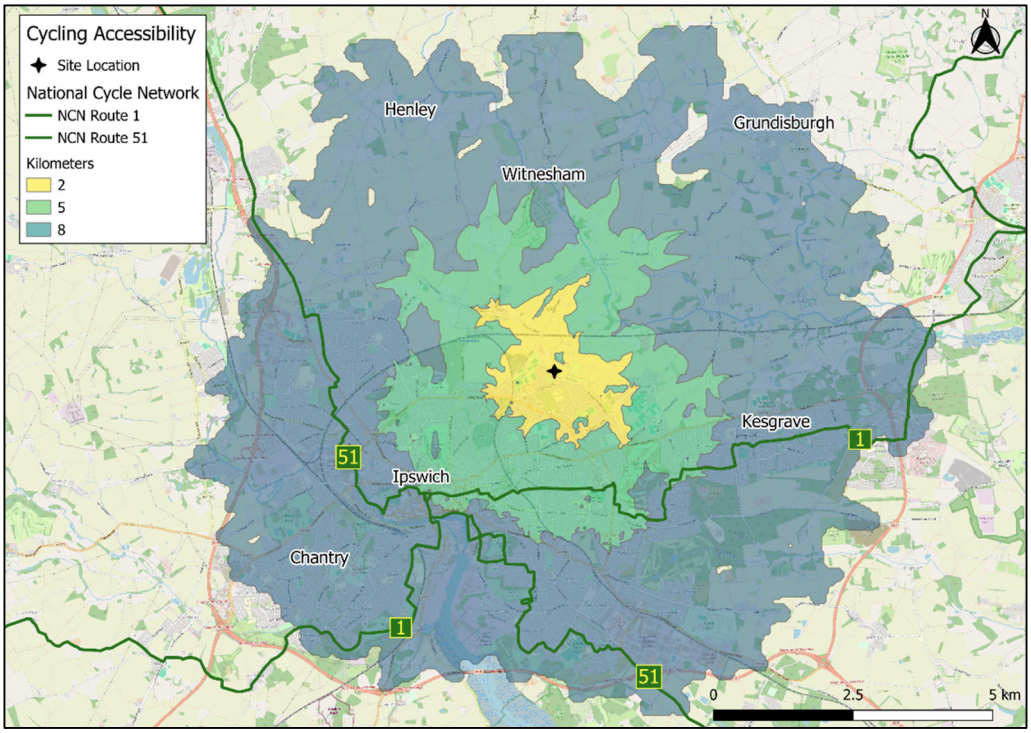
The nearest accessible urban cycling infrastructure is situated on Colchester Rd / A1214 to the southwest of the development site.

Figure 4.14: Ipswich cycling network map

Source: Suffolk County Council. Data shown on map is correct as of 26.09.20.

Figure 4.15, created using Basemap's TRACC tool, indicates destinations that are accessible from the site, using existing cycling infrastructure, within typical cycle distances of 2 km (8 minutes), 5 km (19 minutes) and 8 km (30 minutes). A larger scale copy of the figure is provided in Appendix 2.

Figure 4.15: Cycling isochrones



Source: Basemap TRACC tool/ESRI ArcGIS. OpenStreetMap, 2024.

National Cycle Network (NCN) Routes 51 and 1 are located within an 8 km cycle of the site, however can be used to reach Kesgrave and Chantry from central Ipswich. Desitnations to the north of the site that can be reached within an 8 km cycle include Henley, Witnesham and Grundisburgh.

Many of the facilities (supermarkets, pharmacies, GPs, etc) highlighted in Figure 4.13 can be accessed within a 5 km (19 minute) cycle from the site. Schools are located even closer, accessible within a 2 km (8 minute) cycle.

4.5 Public transport

4.5.1 Bus

The development site at Humber Doucy Lane is moderately accessible by public transport with a total 4 bus stops in the vicinity. The locations of the existing bus stops are shown in Figure 4.13. Two are located immediately north of the crossroads at the southern boundary of the site, where Humber Doucy Lane intersects with Roxburgh Road, two are located northwards on the Humber Doucy Lane situated between Ayr Road and Sidegate Lane (Rugby Club). The bus stop infrastructure for each of the four stops consists of simple ‘Flag and Pole’ information points with road markings for bus traffic to stop.

Nearby roads in the vicinity of the development site such as Sidegate Lane, Inverness Road and Renfrew Road are moderately to highly accessible to/from central areas via public transport and are within reasonable walking distance of the Humber Doucy Lane.

A summary of the bus services in the vicinity of the Proposed Development is provided in Table 4.1, while the bus routes are illustrated in Appendix 4.

Table 4.1: Bus services

Service	Route	First Bus	Last Bus	Frequency
59 Village Links	Ipswich – Rushmere St Andrew	*Mon - Sat* *Dep.* Old Cattle Market Bus Station - 09:45 *Arr.* Rushmere St Andrew – 10:13	*Mon - Sat* *Dep.* Old Cattle Market Bus Station – 15:00 *Arr.* Rushmere St Andrew – 15:28	Approx. every hour (Mon-Sat)
6 Rushmere Riders	Ipswich – Copleston	*Mon – Sat* *Dep.* Tower Ramparts Bus Station – 06:00 *Arr.* Ipswich Hospital – 06:18 *Sun* *Dep.* Tower Ramparts Bus Station – 08:45 *Arr.* Ipswich Hospital – 09:02	*Mon - Sat* *Dep.* Tower Ramparts Bus Station – 18:10 *Arr.* Ipswich Hospital – 18:31 *Sun* *Dep.* Tower Ramparts Bus Station – 18:45 *Arr.* Ipswich Hospital – 19:02	Approx. every 30 minutes (Mon-Sat) Approx. every hour (Sun)
5/5E (evenings only) Foxhall Five	Ipswich – Copleston Ipswich – Northgate (evenings only)	*Mon - Sat* *Dep.* Tower Ramparts Bus Station – 06:00 *Arr.* Ipswich Hospital – 06:12 *Sun* *Dep.* Tower Ramparts Bus Station – 08:00 *Arr.* Ipswich Hospital – 08:15	*Mon - Sat* *Dep.* Tower Ramparts Bus Station – 22:50 *Arr.* Woodbridge Road – 23:15 *Sun* *Dep.* Tower Ramparts Bus Station – 22:50 *Arr.* Woodbridge Road – 23:15	Approx. every 15 – 20 minutes during the day and every hour during the evening (Mon – Sat) Approx. every 30 minutes during the day and every hour during the evening (Sun)
70/70A Village Links	Ipswich - Woodbridge	*Mon - Sat* *Dep.* Old Cattle Market Bus Station – 08:30	*Mon - Sat* *Dep.* Old Cattle Market Bus Station – 18:00	Approx. every 1 – 2 hours

		Arr. Woodbridge Turban Centre – 09:04	*Arr.* Woodbridge Turban Centre – 19:00	
11 A/B School	Whitton – Northgate High School	Schooldays only *Dep.* Castle Hill, Meredith Road – 07:25 *Arr.* Rushmere, Northgate School – 08:17	Schooldays only *Dep.* Rushmere, St Albans School – 15:25 *Arr.* Castle Hill, BP Garage – 15:38	N/A

Source: National Rail. Correct as of February 2024.

4.5.2 Rail

Ipswich Bus and Train Network is illustrated in Appendix 4.

The closest railway station to the proposed development is located approximately 2 miles northwest of Humber Doucy Lane, located in Westerfield. Westerfield railway station is on a branch line off the Great Eastern Main Line. Westerfield railway station is currently managed by Greater Anglia. Which also operates all trains serving the station.

The typical weekday service operating at Westerfield railway station is summarised in Table 4.2.

Table 4.2: Rail services (Westerfield)

Operator	Route	Typical frequency
Greater Anglia	Felixstowe – Trimley – Derby Road – Westerfield - Ipswich	1x per hour in each direction
	Lowestoft – Oulton Broad South – Beccles – Brampton – Halesworth – Darsham – Saxmundham – Wickham Market – Melton – Woodbridge – Westerfield - Ipswich	Limited peak-hours only – full hourly service on Sundays

Correct as of February 2024

However, the most accessible railway stations to the proposed development, in terms of reaching the station by sustainable transport methods using existing infrastructure (e.g. via cycling or bus), are Ipswich railway station and Derby Road railway station.

Ipswich railway station has extensive facilities including self-service ticket machines, ticket counters, a convenience store, two cafes, a multi-storey car park, taxi stand, bus station and ATMs. The whole station is now fully accessible, with lifts having been installed in 2011. There are 12 cycle stands and 70 cycle parking spaces located in the West End car park. A secure cycling parking compound providing 106 spaces is located on Platforms 1 and 2.

Facilities at Derby Road railway station are limited. The station is unstaffed so tickets can be purchased from the ticket machine. There is one cycle stand on Platform 1 (for trains towards Ipswich), just along from the waiting shelter. There are also two cycle stands on Platform 2 (for trains towards Felixstowe), located in between the ramp / steps that lead to / from the platform and former station buildings.

The services operating at Ipswich railway station and Derby Road railway station on a typical weekday are summarised in Table 4.3 and Table 4.4.

Table 4.3: Rail services (Ipswich)

Operator	Route	Typical frequency
Greater Anglia	London Liverpool Street – Colchester – Manningtree – Ipswich – Diss - Norwich	1x per hour in each direction
	London Liverpool Street – Stratford – Chelmsford – Colchester – Manningtree – Ipswich – Stowmarket – Diss - Norwich	1x per hour in each direction
	London Liverpool Street – Stratford – Shenfield – Chelmsford – Hatfield Peverel – Witham – Kelvedon – Marks Tey – Colchester – Manningtree - Ipswich	1x per hour in each direction
	Ipswich – Stowmarket – Bury St. Edmunds – Soham – Ely – March – Manea – Whittlesea – Peterborough	Every two hours in each direction
	(Harwich International) – Ipswich – Needham Market – Stowmarket – Elmswell – Thurston – Bury St. Edmunds – Kennett – Newmarket – Dullingham - Cambridge	1x per hour in each direction
	(Harwich International) – Ipswich – Woodbridge – Melton – Wickham Market – Saxmundham – Darsham – Halesworth – Brampton – Beccles – Oulton Broad South - Lowestoft	1x per hour in each direction
	Ipswich – Westerfield – Derby Road – Trimley – Felixstowe	1x per hour

Source: National Rail. Correct as of February 2024.

Table 4.4: Rail services (Derby Road)

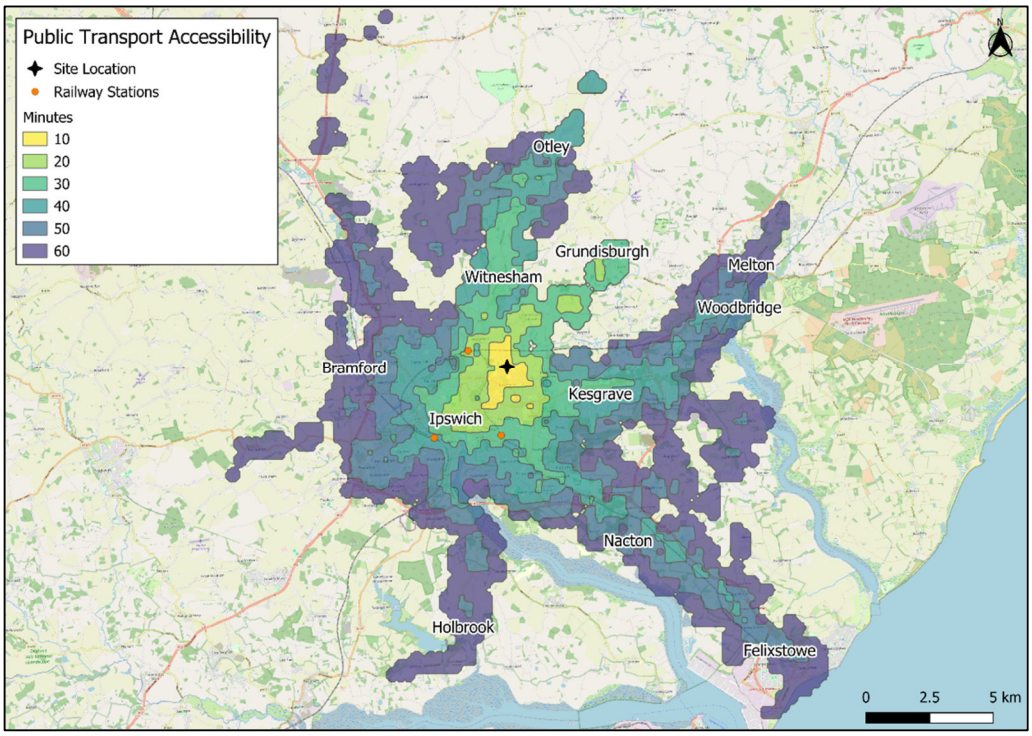
Operator	Route	Typical frequency
Greater Anglia	Felixstowe – Trimley – Derby Road – Westerfield - Ipswich	1x per hour in each direction

Source: National Rail. Correct as of February 2024.

4.6 Public transport accessibility summary

Figure 4.16 below has been created using the Basemap TRACC travel time analysis tool to assess the accessibility of the development via public transport, for up to approximately 60 minutes journey time. A larger scale copy of the figure is provided in Appendix 2.

Figure 4.16: Public transport isochrones



Source: Basemap TRACC tool/ESRI ArcGIS. OpenStreetMap, 2024.

Central Ipswich, Kesgrave and Witnesham can all be accessed within 30 – 40 minutes from the site via public transport. Bramford, Holbrook, Nacton, Felixstowe, Woodbridge, Melton and Otley can all be accessed within 50 – 60 minutes from the site via public transport.

Westerfield railway station is located within 20 minutes of the site via public transport, whereas Derby Road railway is station is within 30 minutes of the site and Ipswich railway station is within 40 minutes.

The Proposed Development includes a public transport strategy and associated infrastructure improvements to increase the attractiveness of public transport as a viable sustainable alternative to the private car. Details are set out in Section 5.5.

4.7 Benefits of the location of the development site

In summary, the development site at Humber Doucy Lane is moderately accessible on foot and by bicycle. There is a range of amenities and services likely to cater to the new development in reasonable travel distance to/from the site. There are numerous schools (primary / secondary) located in close distance to the site. Additionally, there is a moderate offering of convenience stores, healthcare facilities and postal services in proximity to the site.

There is a lower availability of public transport and cycling infrastructure in the vicinity of the site. There is limited dedicated cycling infrastructure in the surrounding area of the site, with the nearest example on Colchester Rd / A1214. There are a moderate number of bus stops in the vicinity of the development site, however, likely not proportionate to the increased demand reasonably expected from a development of this scale. Additionally, the infrastructure for the bus stops on Humber Doucy Lane are impractical, with no pull lanes or shelters at stops.

The Proposed Development includes a public transport strategy and associated infrastructure improvements to increase the attractiveness of public transport as a viable sustainable alternative to the private car.

4.8 Existing travel patterns

2021 Census data on the mode share of journeys to work for existing local residents is shown in Table 4.5. The Middle Layer Super Output Area (MSOA) Ipswich 004 was used.

Table 4.5: Mode shares for existing journeys to work from 2021 Census

Mode of travel	%
Work mainly at or from home	30%
Underground, metro, light rail, tram	0%
Train	1%
Bus, minibus or coach	2%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	49%
Passenger in a car or van	4%
Bicycle	4%
On foot	9%

5 DEVELOPMENT PROPOSALS

5.1 Description of development

Humber Doucy Lane is situated approximately 3 km northeast of Ipswich Town Centre, from the mid-point of the site to the mid-point of the Town Centre. The site comprises three parcels of land to the north and east of Humber Doucy Lane. The key drivers for the development of Humber Doucy Lane are based on the principles of sustainable cross-boundary development, fulfilling local housing needs arising across the relevant authorities, on the edge of the Ipswich urban area, whilst respecting the East Suffolk vision for its rural areas.

Key requirements from the two Site Allocation policies include:

- Delivery of affordable housing;
- An expectation of around 600 homes;
- Provision of a suitable transition to the wider countryside, including contributing to the provision of a Green Trail;
- Separation to surrounding settlements and protection of heritage assets;
- Providing sustainable drainage systems;
- Provision of appropriate community facilities and open space;
- On-site suitable accessible natural greenspace ;
- Access from Humber Doucy Lane and provision of relevant highway / public transport measures; and
- Biodiversity net gain.

The Proposed Development consists of a hybrid planning application seeking: Full Planning Permission for the means of external access/egress to and from the site. Secondly, outline planning permission (with all matters reserved) for a mixed use development for up to 660 dwellings (Use Class C3), up to 400 sq m (net) of non-residential floorspace falling within Use Class E and/or Use Class F2(b), an Early Years facility, and associated vehicular access and highway works, formal and informal open spaces, play areas, provision of infrastructure (including internal highways, parking, servicing, cycle and pedestrian routes, utilities and sustainable drainage systems), and all associated landscaping and engineering works.

5.2 Existing site

The existing site comprises undeveloped land. Up until the adoption of the most recent Local Plans, the land was designated as countryside. There is no existing vehicular access into the site. Existing pedestrian access into the site takes the form of PROWs, detailed in Section 3.3.

5.3 Proposed site

The Proposed Development comprises residential accommodation for up to 660 households, which is in broad accordance with the requirements of the respective Development Plan policies. The existing site is illustrated is provided in Appendix 5.

5.3.1 Access

The Access Strategy for the development is shown in Appendix 6.

5.3.1.1 Pedestrians

Access for pedestrians is proposed from four locations on Humber Doucy Lane. From west to east, the accesses comprise the following:

- Controlled crossing facilities incorporated into the proposed signalised access junction, connecting the proposed segregated cycle / footways within the larger parcel to existing footways on Inverness Road and Humber Doucy Lane;
- A new segregated pedestrian and cycle path running the entire length of the main site parcel frontage from the main site access to Sidegate Lane. This new path will be located behind the existing mature hedgerow;
- A tiger crossing located to the west of Sidegate Lane, connecting the proposed segregated cycle / footways within the main site parcel to the existing shared footpath/cycle way on Humber Doucy Lane and the wider network accessible in the vicinity of the site;
- A controlled crossing connecting the existing shared footpath/cycle way on Humber Doucy Lane to the proposed segregated cycle / footways within the smaller parcel to the east; and
- Pedestrians will also be able to access the smaller parcel to the east via new footpaths provided in the design of the proposed vehicular access to this parcel of land that connect to the internal footpaths.

Additional pedestrian connection points are shown in Appendix 7.

5.3.1.2 Cyclists

Similar to access for pedestrians, access for cyclists is proposed from the same four locations on Humber Doucy Lane. Additional cycle connection points are also shown in Appendix 8.

5.3.1.3 General vehicular traffic

In terms of general vehicular site access, three accesses are proposed. From west to east, the proposed accesses are as follows:

- Priority controlled T-junction onto Tuddenham Road serving only the northern-most development parcel (see Appendix 6 for the proposed layout);
- Signalised junction onto Humber Doucy Lane into the main larger development parcel (see Appendix 6 for the proposed layout); and
- Priority controlled T-junction onto Humber Doucy Lane into the eastern parcel (see Appendix 6 for the proposed layout).

The design of the accesses ensures that intervisibility is provided between drivers, pedestrians and cyclists, offering pedestrian priority and suitable visibility splays for vehicles emerging onto Tuddenham Road and Humber Doucy Lane. An Access and Vehicular Parameter Plan is illustrated in Appendix 9.

5.3.1.4 *Buses*

Access for that buses forms part of the overall access strategy for the Proposed Development. This will be facilitated via the new proposed signalised site access junction onto Humber Doucy Lane into the main larger development parcel or via a new bus gate which is proposed and located opposite the junction of Sidegate Lane on Humber Doucy Lane. Details are illustrated in Appendix 6. As detailed in Section **Error! Reference source not found.**, local bus companies have been appraised of the development proposals by the Public transport Officer of SCC who has been engaged in consultation during the Proposed Development design process. At this stage, it is not known what buses that are currently servicing the routes and stops on Humber Doucy Lane, Inverness Road, Sidegate Lane and Renfrew Road will divert/extend into the site. However, the access proposals and strategy that has been developed in consultation with Officers of SCC, permits flexibility in terms of allowing buses to route through the site. A Public Transport Parameter Plan is provided in Appendix 10.

5.3.1.5 *Emergency access*

Additional access for emergency vehicles to the main larger development parcel is provided via the proposed bus gate.

5.3.2 Internal site layout

The three new vehicular site access junctions have been designed to be sufficient for the development demand. An internal road loop is being provided in each of the three parcels to facilitate access to individual areas within the site, whilst also providing a suitable route for buses within the main parcel.

The internal road network will provide a suitable hierarchy acknowledging national design criteria to promote enhanced streets, informal streets and pedestrian-priority streets with appropriate active frontage in parts to reinforce a low-speed residential environment. An overarching masterplan concept has been developed which underpins the access and movement strategy by planning for people and in so doing creating places for people, in contrast to planning for cars which has always historically resulted in places dominated by cars.

New pedestrian and cycle routes will be provided within the site, acknowledging local guidance regarding the separation of users where appropriate. These direct and attractive routes will form a separate active travel network within the site which may in part run alongside the vehicular routes. All active travel routes within the site will be appropriately lit, surfaced, be generally overlooked and be of high quality to ensure access on foot and by cycle is maximised, with opportunities to connect to the active travel network at numerous points thereby enabling permeability.

The proposed pedestrian and cycle network comprises of several layers and works for a primary “fast” movement within the road corridors and informal “slow” movement within the green corridors. Primary links include prposed improvements to the footways and a new cycle lane along Humber Doucy lane, that will run parallel to the road behind the existing hedgerow in order to retain this important natural asset.

Other primary pedestrian and cycle routes will be provided along the spine road and along the section of the road that connects the spine road to the bus gate / emergency access to provide pedestrian and cycle access to Sidegate Lane.

Informal, or leisure routes are proposed to provide links through the green corridors and connect to the existing PRoWs and Quite Lanes. Informal pedestrian and cycle routes along a 'Green Trail' will curve around the development from the western edge, and more informal paths along the site boundary will provide a continuous loop around the site.

5.3.3 Car parking

Residential parking can have a significant impact on landscape and townscape. In line with achievement of quality urban designs principles, parking layouts should be designed into schemes from the outset to ensure that features such as cars, garage doors or cycle stores do not dominate the street scene and that parking spaces are appropriately utilised.

The Proposed Development will deliver car parking in accordance with Policy DM22 of the Ipswich Local Plan and Policy SCLP7.2 of the Suffolk Coastal Local Plan which refer to 2023 SCC standards (Table 5.1) to ensure that a balance is found between ensuring the sufficient parking is provided to meet demand whilst adhering to the principles of sustainable travel by not providing an over-supply of parking.

Table 5.1: Local parking standards

Use	Vehicle	Cycle	Powered Two-Wheeler Parking	Disabled
	Minimum*	Minimum	Minimum	Minimum
1 bedroom	1 space per dwelling	2 secure covered spaces per dwellings. (Satisfied if garage or secure area is provided within curtilage of dwellings to minimum dimensions)	N/A	N/A if parking is in curtilage of dwelling as Visitor / unallocated.
2 bedrooms	2 spaces per dwelling**			
3 bedrooms	2 spaces per dwelling			
4+ bedrooms	3 spaces per dwelling			
Visitor / unallocated	0.25 spaces per dwelling (unallocated)	If no garage or secure area is provided within curtilage of dwellings then 2 covered and secure spaces per dwelling in a communal area for residents plus 2 spaces per 8	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	

		dwellings for visitors		

*Standards exclude garages under 6m x 3m (internal dimensions) as a parking space but can include under croft parking and car ports providing, they have no other current or potential use.

**Reduction in this figure may be considered with robust and degreed highway mitigation.

Full parking provision for the Proposed Development will be determined at the reserved matter stage. However, the scheme will be designed based on the requirement for reducing off-site impacts of the development. The parking provision will be prepared in accordance with the 2023 SCC standards. Electric vehicle charging points will also be provided which will encourage the use of more environmentally friendly vehicles, as per the 2023 SCC standards.

5.3.4 Cycle parking

As per the 2023 SCC standards, cycle parking will be incorporated into the design of Proposed Development. As set out in Section 7 of the Suffolk Guidance for Parking document, the number of spaces required is expressed as minimum standards to reflect the sustainable nature of this mode of travel and its importance in meeting SCC's commitment to making the county of Suffolk carbon neutral by 2030 and in broad accordance with Local Transport Note 1/20.

Design of the cycle parking will follow the recommendations within the 2023 SCC standards.

5.3.5 Servicing and refuse collection

Servicing and refuse collection would take place on-site. The internal road network in each parcel will be designed to accommodate the movement and turning requirements of servicing and refuse / recycling vehicles, maximising the opportunity to provide the ability for vehicles to enter, turn and exit in forward gear.

5.3.6 Development construction

At this stage, contractors have not yet been appointed and therefore detailed methodology of construction has not yet been determined. However, it is expected that modern methods of construction will be adopted, where possible, to minimise environmental impacts and traffic volumes.

Construction traffic will be managed by the contractor, using a range of management measures to minimise risks and disruption. These will be contained within a Construction Traffic Management Plan (CTMP), which will include, for example, details of working hours, layout of construction areas, routing for traffic and any necessary road closures. It is anticipated that the provision of a draft CTMP will be secured by planning condition and provided as part of the reserved matters.

5.4 Proposed pedestrian and cycling improvements

The development proposals have looked to ensure that the Proposed Development is incorporated into and utilises all available pedestrian and cycling linkages to the wider surrounding area, and that by reducing traffic speeds on Humber Doucy Lane, will ensure that access to the existing education, retail and community facilities is readily and safely accessible by sustainable transport modes.

The main vehicular access road into the site will include a segregated cycle/footpath lined with trees, creating a safe access route that connects to existing PRoWs and supports sustainable transport use.

To increase pedestrian and cyclist safety on Humber Doucy Lane, a segregated foot/cycle path will be provided within the development, separated from the carriageway by the existing hedgerow, both in the main, larger and eastern development parcels.

Furthermore, the proposed signalised access junction and controlled crossings will act as traffic control measures to slow and create breaks in the existing traffic flow on Humber Doucy Lane. The proposed crossings also link to existing footpaths on Humber Doucy Lane to facilitate the safe movement of people southwards towards the existing facilities and amenities.

5.5 Proposed public transport improvements

Reviews of the existing bus infrastructure detailed in Chapters **Error! Reference source not found.** and 4, and responses from local residents who attended the public exhibitions, highlighted that the existing bus stops on Humber Doucy Lane were not accessible or suitable for all, in terms of location and bus stop infrastructure.

As mentioned in Section 5.3.1.4, a new bus gate access into the development is proposed. In addition to this, two bus stops are proposed within the site thus ensuring that all the proposed residential dwellings are within 400m walking distance of a regular bus service. Indicative locations of the proposed bus stops developed in consultation with Officers of SCC, are shown in Appendix 10.

RSK LDE's drawing no. 890695-RSK-ZZ-XX-DR-C-0004-P02. Proposed Access Strategy, Sheet 4 of 6 in Appendix 6 illustrates a proposal to relocate the existing bus stop on Humber Doucy Lane to the southwestern corner of the eastern development parcel to accommodate the proposed access and controlled crossing. A new and adequate section of footway will be constructed at its new location to accommodate the relocated bus stop infrastructure.

6 ROLES & RESPONSIBILITIES

6.1 Introduction

As stated above, the framework travel plan provides an overall structure for the management of travel measures for the Humber Doucy Lane development. It is intended that the framework travel plan will guide the subsequent preparation of an RTP. The RTP will set out the measures that will be implemented to encourage sustainable travel amongst the development's residents. The RTP will be introduced prior to occupation of any dwellings.

As travel planning is an ever-evolving process, some of the measures and initiatives in this framework travel plan may become redundant in the future before the RTP has been produced.

It is recognised that travel plans are 'working' documents which will need updating from time to time to take account of the latest best practice. Therefore, the travel plans will be evolving documents that will change and develop over time to reflect the changing characteristics of the site in relation to resident turnover and changing travel plans.

The following sections outline the roles and responsibilities in the production and maintenance of travel plans.

6.2 Local planning authority

There are two local planning authorities responsible for determining the planning application, Ipswich Borough Council (IBC) and East Suffolk Council (ESC). In this context, the local planning authorities are responsible for discharging the travel plan related planning conditions / obligations.

6.3 Local highway authority

Suffolk County Council (SCC) will be responsible for determining with the developer the appropriate measures and outcomes for the RTP. SCC will be responsible for future monitoring of the plans. The SCC's role is to provide advice to the local planning authority and the developer on all future reviews of the travel plan

6.4 Applicant

The Applicant (or developers) will provide a Travel Plan Co-ordinator (TPC) to administer the RTP.

A TPC could be from within the company / organisation and will be responsible for promoting and implementing the measures associated with the plan and ensure that all survey work required for monitoring is completed at the appropriate time. It should be noted that the appointment of a TPC need not be a new appointment but may be a matter of extending the job profile of an existing employee.

The TPC will be appointed and in place at least 60 working days before the first dwelling occupation date, and the TPC post will be appointed by the development consortium for at least three years after the full occupation date.

The workings of the travel plan should be reviewed at least annually. The organisation will be required to submit via its TPC a written report to SCC within an agreed period after each monitoring date.

Additionally, on any specific target date mentioned in the approved travel plan, the organisation should supply to SCC some evidence of achievement (or else reasons for the variance and proposed corrective action). Any revision to the travel plan required as a result of monitoring should be done in agreement with the authorities involved and clearly recorded as an agreed amendment.

6.5 Travel plan co-ordinator

The role of the TPC will include some or all of the following:

- To promote and encourage the use of modes other than the car, including publicity and the production of travel information packs;
- Ensure that relevant information is provided to all intended users of the travel plan and that information / website and is kept up-to-date;
- Arrange and record the level of on-street car parking arising as a consequence of the development;
- Survey and record the level of usage of any external cycle stands for the Class E and F uses at intervals set out in the travel plan to establish potential need for additional facilities;
- Maintain records of car sharing arrangements;
- Seek regular feedback from local bus operators to establish levels of demand for bus services and any potential improved services;
- Arrange a travel survey to be undertaken of all residents on the site, identifying both travel needs and current travel modes at least annually;
- Liaise with public transport operators and officers of the planning and highway authorities and arrange regular meetings with all interested parties; and
- Organised workshops to provide information for existing and new residents.

7 TRAVEL PLAN MEASURES

7.1 Introduction

This chapter outlines the measures which are considered appropriate for the RTP.

7.2 Measures

Table 7.1 summarises the measures that could be considered for the RTP.

Table 7.1: Residential travel plan measures

Measure (Action)	Comments
Appointment of Travel Plan Coordinator	Nominated person to oversee the development and application of the travel plan prior to the handover process to residents. Other roles will include: • Issuing of welcome packs; • Providing advice on local transport information and raising awareness; • Point of contact for residents and their travel issues and concerns; • Undertake any necessary data collection; • Communicate with community groups; • Assist with the developer on the handover process; and • Issue update on travel plan to SCC as required.
Reducing the need to travel	Ensuring that properties can be provided with a high speed broadband connection that will facilitate working from home.
Promotion of sustainable transport benefits and opportunities	Primarily through the production and issue of travel information packs.
Public transport contacts, routes and timetables	Primarily through the production and issue of travel information packs.
Walking and cycling routes, training and contacts	Primarily through the production and issue of travel information packs.
Sustainable travel vouchers	Travel information packs may contain a voucher to be redeemed at a local bike shop or against a public transport season ticket.
Car sharing	Promotion of car sharing sites primarily within the travel information pack.
Development layout / sustainable travel facilities	The design of the site to maximise permeability for sustainable transport whilst reducing the permeability to the private car.

Personalised travel planning	Personalised travel planning may be offered to tailor travel information packs to specific individual's journeys.
Special events	The TPC may organise special events aimed at the further promotion of sustainable travel.

8 SMART TARGETS

8.1 Overview

The aim of travel plans will be to reduce the reliance on car use for travel to / from the site, and us such this will mean reducing the number of single occupation vehicle journeys and increasing the number of journeys made by more sustainable modes of transport.

To provide a focus for achieving this aim, specific targets for modal split will be set and monitored on a regular basis. As an example, such targets could possibly take the following format:

- Number of car vehicle trips per occupied unit per weekday will not exceed X;
- Number of weekday vehicle trips generated daily by the site once fully occupied will not exceed X; and / or
- Number of peak hour trips.

Recent history has shown that travel plans are more likely to be successful if SMART targets are adopted and targeted. SMART targets are Specific, Measurable, Achievable, Realistic and Timed.

9 TRAVEL PLAN FINANCE

9.1 Overview

The developers of the Humber Doucy Lane site commit to fully funding the preparation and implementation of the RTP.

The developers will appoint a TPC no later than 60 working days before dwelling occupation. The TPC will be appointed until at least three years after the full occupation of the development.

The developers will meet SCC's reasonable costs as incurred in monitoring the RTP.

10 MONITORING, MARKETING, REVIEW AND IMPLEMENTATION

10.1 Introduction

Travel plans are not intended to be static documents but are intended to be updated as required throughout the lifetime of the plan. This framework travel plan for the Humber Doucy Lane site is anticipated to evolve into an RTP and the document will continue to evolve beyond that.

The development consortium through the TPC is responsible for the maintenance and management of the RTP and will undertake ongoing monitoring and evaluation of residential travel issues and develop the RTP and report back to SCC.

The monitoring process will incorporate the collation of a variety of data in order to confirm progress on travel modal splits, the uptake of proposed initiatives and other transport related issues at the site.

10.2 Initial travel surveys

To ascertain initial travel behaviour at the site and establish and aid in choosing relevant sustainable travel measures in the finalised RTP, the TPC will undertake an occupier travel survey.

Questionnaires within welcome packs will be distributed to all houses. The responses to the questionnaires will accord with the indicators suggested, and will include the following general information:

- Proportion of people travelling to / from the site by different modes of transport;
- Reason for choosing transport mode;
- Potential for getting people to change mode of transport; and
- Why alternative modes may be attractive to people.

The data collected by the survey will provide an overview of occupier travel behaviour and attitudes, which will form the basis for keeping to the initial targets specified and the targets and measures to be included within future revision of the RTP.

10.3 Monitoring, marketing and review

Subsequent occupier travel surveys will be required to identify if changes in travel habits have occurred, therefore assessing the effectiveness of the RTP. Moreover, the survey will allow refinement of any targets that will be set for issue to SCC.

A defined on-going programme of monitoring will need to be undertaken. This will take the form of the occupier travel surveys, which should assist in identifying an early warning of any notable deviation from RTP targets. If this situation arises the TPC should consider the use of further measures to manage the trip generation down to targeted levels.

The form and content of the monitoring survey may include the following additional information:

- The proportion of people that have changed their mode of travel;
- Why a change in mode was made;
- Awareness of the RTP; and
- Feedback on the RTP.

The developers will seek to publicise the RTP through their Travel Plan Coordinator and through sales office and online. Welcome packs will also be offered to every purchaser giving them various details such as contacts, routes, operators and incentives.

10.4 Implementation plan

It is anticipated that the RTP would be implemented in accordance with the following timetable in Table 10.1.

Table 10.1: Residential travel plan implementation plan

Timescale	Measures / tasks to be implemented
0-6 months	• Appoint Travel Plan Coordinator; • Issue travel information packs; • Undertake initial travel survey; • Set initial measures and targets; and • Issue travel plan to SCC for approval.
6-12 months	Fully implement all measures outlined in the RTP.
12 months	Subsequent monitoring of the travel plan.
24 months	Subsequent monitoring of the travel plan.
36 months	Subsequent monitoring of the travel plan.
3 yearly intervals	Continued monitoring of the travel plan.

11 SECURING AND ENFORCING

It is envisaged that the RTP will also be conditioned by means of a S106 Agreement signed between IBC, ESC, SCC and the developers (and any other relevant parties).