

BABERGH DISTRICT COUNCIL

FROM: HEAD OF TECHNICAL SERVICES

REPORT NUMBER E182

TO: STRATEGY COMMITTEE

DATE OF MEETING 10 November 2005

SUFFOLK 'PROVISIONAL' LOCAL TRANSPORT PLAN for 2006 - 2011

1. SUMMARY

- 1.1 Suffolk County Council have produced their 'provisional' Local Transport Plan.
- 1.2 The Plan proposes to identify the transport issues and objectives in Suffolk for the next five years, and explain the process for implementing these objectives
- 1.3 Suffolk County Council are now formally consulting on the content of the Plan in order to help prioritise transport issues in the county. As a major consultee, Babergh has therefore been invited to comment.
- 1.4 Although the majority of the proposals have a limited effect on the Babergh district, the comments attached as Appendix 3 to this report are a worthy response

2. RECOMMENDATIONS

- 2.1 That the comments made on specific issues within the Babergh District, as listed in Appendix 3, be forwarded to the County Council as part of the Council's formal response to the consultation process.

The Committee is able to resolve this matter.

3. FINANCIAL IMPLICATIONS

- 3.1 There are no financial implications at this stage.

4. KEY INFORMATION

- 4.1 It is not intended to reproduce the whole of the Plan (a copy of which has been placed in the Members Room), but the main chapter headings are as follows:

- The planned housing and development for Ipswich.
- The major economic regeneration for Lowestoft.
- The increasing movements into Cambridgeshire.
- The cross Suffolk freight movements.
- The high volumes of traffic including HGV's in Suffolk market towns.
- The level of access to key services in rural areas.
- The continued maintenance of the network of roads and pavements throughout Suffolk.

4.2 The key objectives within the Plan for the Babergh area are Objectives 1 & 4:

OBJECTIVE 1 -

Encourage the sustainable growth of the Haven Gateway and Cambridge sub-regions

OBJECTIVE 4 –

Maintain viable communities in market towns, villages and rural areas throughout Suffolk.

These are explained in greater detail in Appendix 1 to this report.

4.3 The Plan will also form part of Suffolk County Council’s vision of transport requirements over the next 20 years. This vision is being incorporated within their 20-year Strategy, which is being developed with District Council ‘Local Strategic Partnerships’ and key stakeholders.

4.4 The main purposes of this Strategy is to:

- Establish a framework for developing more sustainable transport through a combination of demand management and developing more sustainable transport solutions.
- Set out the transport priorities for Suffolk and their relationship to regional transport issues.
- Ensure that transport improvements support the County’s development and regeneration objectives.
- Provide a context for securing funding for transport improvements
- To link to the Government’s priorities of improved accessibility, management of congestion, greater safety and better air quality.

4.5 The Strategy divides the county into six sub regions:

- Haven Gateway (including Ipswich and Felixstowe)
- Lowestoft
- Great Yarmouth
- Bury St Edmunds sub-region
- Cambridge sub-region
- Rural Suffolk sub-region

4.6 The schemes proposed within the Plan for the Babergh District are shown in Appendix 2 to this report. Although there appears to be a large number of projects the monetary value is not very high.

4.7 Having given full consideration to the content of the Plan it is considered that there are several other key issues for Babergh that are not included. These are listed in Appendix 3 to this report for consideration.

5. **BACKGROUND PAPERS REFERRED TO:**

Suffolk County Council ‘Provisional’ Local Transport Plan (copy available in the Members Room)

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LTP OBJECTIVE	INTERVENTIONS
<p>Objective 1</p> <p>Relieve congestion in and around Ipswich and Bury St Edmunds town centres</p> <p>Improve public transport, walking and cycling particularly in town centres</p> <p>Develop sustainable modes of travel between West Suffolk and employment opportunities in Cambridge</p> <p>Significantly improve bus and rail interchanges and facilities in Ipswich and ensure that the transport network caters to the needs of all users</p>	<ul style="list-style-type: none"> • <i>Ipswich – Transport for the 21st Century</i>: major scheme including Urban Traffic Management Control, better bus station facilities, RTPI, improved pedestrian and cycle routes in and around town centre, possible extension to shuttle bus service. • Through the Bury St Edmunds Transport Strategy. • Develop an integrated (with cycle routes and public transport) Public Rights of Way (PRoW) network from surrounding catchments to town centres. • Review car parking policies, develop employer travel plan at major town centre employers, target school travel plans at schools in congestion location and high care mode share, accident diversion plans. • Traffic management schemes to better assist the high movement of vehicles. • Quality bus partnerships. • Enhance PRoW network for access to services and recreation. • Complete high quality cycle routes from key locations across the town centre. • Improve facilities for bus users, cyclists and pedestrians, high quality cycle routes and improved cycle parking. • Enforcement of speed – mobile safety cameras. • Ticketing options: Youth Card and Over 60's concessionary card. • UTMC – improve reliability of bus services. • Develop road user hierarchy. • Carry out safety audits for cyclists and pedestrians. • Accessibility priority for Forest Heath: production of Action Plan in 2006. • Develop a new rail stop at Bury St Edmunds. • Partnership with cross border Local Authorities to improve bus and rail services. • Improve rail services from Ipswich to Bury St Edmunds. • Increase bus services between Newmarket to Cambridge and Haverhill to Cambridge. • <i>Ipswich – Transport for the 21st Century</i>: better bus station facilities. • Improve accessibility through low floor buses, raised kerbs. • Passenger lifts: access to all platforms at Ipswich Rail Station. • Improve bus waiting facilities: bus shelters, seating, RTPI. • Enhance information and marketing of public transport services. • Multi operator ticketing schemes. • Develop Quality Bus Partnerships. • Better integration of cycles on buses and trains. • Improve integration between bus and rail services.

LTP OBJECTIVE	INTERVENTIONS
<p>Objective 4</p>	<ul style="list-style-type: none"> • Seasonal park and ride • Appropriate weight restrictions • Route signing for HGV's to minimise vehicles on inappropriate roads. • Formalise existing discussion with freight companies by developing Freight Quality Partnerships. • Develop Public Rights of Way network to improve accessibility for walking, cycling and horse riding. • Demand responsive bus services in place of traditional less flexible services: enhance marketing and publicity. • Extend 20 mph zones to rural schools. • Speed management tools: SID, Vehicle Activated Signs, speed camera.
<p>Minimise the impact of traffic and transport infrastructure (including air quality) in market towns, villages, tourism honeypots and rural areas to protect the county's environment and built heritage</p> <p>Maintain and improve Suffolk's transport network to support businesses and communities</p>	<ul style="list-style-type: none"> • Work in partnership with AONBs and other partners to implement transport improvements, review car parking policies and encourage sustainable travel through marketing, improved services and publicity. • Work with developers to ensure that new developments minimise the impacts of the private care in areas of high natural heritage value. • Viability of bypass options against weight restrictions in towns and villages. • Continue to support the Lorry Management Study. • Complete, in partnership with Sustrans, National Cycle routes in Suffolk. • Develop integrated Public Rights of Way and rural footway network. • Viability of bypass options against weight restrictions in towns and villages. • Feasibility studies for new rail stations at Great Cornard, Leiston and Claydon. • Vehicle emissions standard on all buses. • Continue applying Encheck (environmental assessment) on all schemes. • Increase verge cutting to twice yearly. • Continue to repair dangerous defects within 24 hours. • High quality resurfacing (value for money) to maximise life of roads and minimise road repairs. • Apply skid resistance surfacing in high priority safety areas. • Safeguard existing aggregate rail freight sites at Bury St Edmunds and Barham. • Promote PRow as a safe and healthy method of transport.

Appendix 2

Scheme Name	2006/07	2007/08	2008/09
20's Plenty (Advisory) schemes Rural	90	90	90
Implementing safe routes to school	110	110	110
Local safety schemes	2,000	2,000	2,000
Other schemes on de-trunked routes	0	2,000	2,000
Other schemes on principal roads	1,442	1,405	1,318
Other schemes on non principal roads	4,367	4,455	4,678
Haven Gateway - encourage modal shift	30	50	50
Low emission / alternative fuel vehicles	150	150	150
CT demand responsive booking scheme	50	50	0
Kickstart schemes	30	30	30
Safe Routes to school	325	325	325
Monks Eleigh A1141 / B1115 rumble strips	1	0	0
Hartest The Row pedestrian improvements	1	0	0
ROW new or improved pedestrian bridges	25	25	25
ROW pedestrian improvements	50	50	50
ROW cycling improvements	25	25	25
Countywide cycle schemes	100	250	250
Countywide footway improvements	250	250	250
Countywide walking schemes	650	650	650
Countywide signalled crossings	300	400	400
Countywide unsignalled crossings	300	400	400
Countywide traffic management	1,000	1,000	1,000
Countywide road junction improvements	160	160	160
Countywide other schemes	200	200	200
Travel plans	2	4	2
National and Suffolk route signage	0	0	0
New Opportunities cycling scheme	0	0	0
Countywide strategic cycle routes	100	100	120
Countywide strategic cycle routes	100	100	100
Sudbury Tudor Road zebra	6	0	0
Exceptional schemes shared spaces	0	0	2,000
Non-LTP safety schemes	200	200	200
Non-LTP traffic management	200	200	200
Non-LTP pedestrian facilities	0	0	0
Non-LTP pedestrian facilities	50	50	50
Non-LTP cycling schemes	150	150	150
Non-LTP bus infrastructure	20	20	20
Non-LTP public transport interchanges	0	0	0
Non-LTP park and ride	0	0	0
Non-LTP road schemes	20	20	20
Non-LTP maintenance of structures	500	500	500
Non-LTP maintenance of street lighting	250	250	250
Non-LTP other schemes	20	20	20
Non-LTP capitalised maintenance	2,500	2,500	2,500

Appendix 2

Scheme Name	2006/07	2007/08	2008/09
Non-LTP road maintenance enhancement programme	3,000	3,000	3,000
Major scheme preparation other schemes	0	0	0
Major scheme preparation Ipswich	0	0	0
Transport innovation fund electronic PT ticketing	150	100	0
Transport innovation fund shared spaces	150	100	0
Assessment of SCC bridges	215	215	215
Interim measures	125	125	135
Non strengthening structural maintenance	175	175	175
C442 Sproughton Bridge	0	350	0
B1068 Thorington Bridge	0	0	300
C705 Brent Eleigh Bridge	0	250	0
Quality Bus Partnerships	100	100	0
Superoute 66 RTPi upgrade	130	0	0
RTPi	50	300	500
New bus shelter programme - countywide	70	70	70
Bus stop posts and flags upgrade programme	30	40	40
Timetable case upgrade programme	10	20	20
Area Offices Devolved Budget	30	30	30
Sudbury bus - rail interchange	250	0	0
Sudbury - Friars Street/Station Road street surface	2	0	0
EAPTIS development contribution	50	50	50
Strategic Monitoring	65	65	65

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APPENDIX 3

1. Decriminalised Parking

Suffolk County Council are slowly implementing a policy to introduce decriminalised parking in all the major towns in the County. This will obviously apply to Sudbury & Hadleigh at some stage in the near future. The Plan does not indicate when SCC would wish to introduce it, and neither does it cover the issues that Babergh will face in this event.

2. Residents Parking

This issue is not covered in the Plan, although it does have links to off-street parking and any introduction of decriminalised parking

3. Sudbury Western By-Pass

Although this was covered in the last Transport Plan, there are no specific items in this one to address the problems that remain in Sudbury because of the Government's rejection of this scheme.

4. Congestion in Sudbury, Hadleigh and Lavenham

Although the Plan aims to link to the government's priorities of improved accessibility, management of congestion, greater safety and better air quality it does not specifically deal with the issues faced by these market towns.

5. Sudbury Seasonal Park and Ride

The pilot park & ride scheme in Sudbury over the last two Christmas periods has proved not to be cost effective. The Plan does not address the issue nor promote any alternative proposal.

6. Economic Development

It is considered that, in terms of economic development:

- There is insufficient priority for rural areas in a predominantly rural county.
- There are good economic reasons to maintain and improve rural roads.
- There is a need to enhance the connections to market towns from their hinterlands to sustain access to services and jobs
- There is a need to enhance links between market towns and larger towns to access services and jobs
- The aim to reduce the import of traffic to market towns is contrary to regional planning and economic strategies to strengthen market towns as rural service centres

7. Belle Vue Junction, Sudbury

The LTP includes a proposal to explore a ‘Shared Space’ ethos at this main entrance to the town i.e. ‘the intersection will require redesign as a coherent element of public space with careful integration into the wider fabric of the town’.

8. Air Quality

As part of a contribution to an earlier draft of the Plan, the Council has already provided comments to SCC through the Suffolk Air Quality Management Group including specific consideration of:

- (i) Air quality and traffic management issues in Cross St/Ballingdon, Sudbury
- (ii) Proposals for assessing the impact of major new developments, including Chilton Woods
- (iii) Procedures for assessing the impact of new minor traffic management measures
- (iv) Recommendations for future monitoring.

However, although ‘air quality’ has been introduced as a new chapter in accordance with Government guidance, these items have now either been removed from the Plan or the text diluted. There is therefore very little, if anything contentious in the air quality chapter. It is perhaps no longer correct for SCC to claim that ‘the content has therefore been agreed and endorsed by each authority’. There is in fact a missed opportunity to address public concerns, particularly in relation to congested areas in Market Towns.

Note: It is understood that references to certain traffic management issues may be “re-introduced” in the March 2006 LTP as funding for specific schemes is finalised – this might include Cross St/Ballingdon, Sudbury.

9. Rights of Way

Babergh officers are concerned that high-level issues in relation to rights of way have not been addressed in the Plan. These include:

- Cycle commuter links between centres of population and schools, particularly in the planning process for larger developments. Proposals for the Sudbury area are included in the Babergh Local Plan
- Public access to the countryside through recreation, wildlife and open access sites
- Development of an asset management plan for the public rights of way network
- Establishing priorities with land managers regarding their responsibilities to reduce the number of complaints. Paths should be accessible and suitably fit for usage by walkers.
- The involvement of Babergh in the partnership Suffolk County Council have with Countryside Landowners and Business Association, National

Farmers Union, Farm and Wildlife Advisory Group and Suffolk Agricultural Association to promote countryside access and good land management

- The improvement in future planning across the A12 and A14 via the Greenways Countryside Project
- Closer working with Parish Councils
- Improved integrated public transport for recreation and tourism in respect of the Dedham Vale Shuttle bus project
- The loss, or extension of, public rights of way
- Reference to outreach strategies for schools and community groups to promote the use of the network and countryside
- The development of a 'Definitive Map for Public Rights of Way'.