

- 9.1 Responsibility for transport is shared between central Government, Suffolk County Council and the District Council. Central Government exercises its responsibilities through the Department for Transport (DfT) and the Highways Agency (responsible for trunk roads and motorways). The County Council, as Local Transport Authority, is responsible for the rest of the road network in Suffolk, and for providing for the needs of pedestrians and horse riders. The County Council also has a role in providing public transport and can co-ordinate, subsidise or fund certain services and infrastructure, such as bus priority schemes and non-profitable bus services.
- 9.2 Using the development control process, the District Council has important planning responsibilities that affect transport through the allocation of land for, and the control of, the location, scale and form of new development. The District Council's land-use planning function will involve identifying new footways and cycle routes, amongst other things. In addition, the District Council has responsibility for bus and rail concessionary passes, the licensing of taxis and the provision of transport infrastructure grants. It can use its legal powers to divert, create or extinguish footpaths, and it can provide off-street car parks. In recent years Babergh has put forward bids for transport funding under the Local Transport Plan (LTP), central Government's Rural Bus Challenge Fund and the Rural Transport Partnership.
- 9.3 Other organisations, such as Network Rail, the Strategic Rail Authority, and train and bus operator organisations have specific transport responsibilities.
- 9.4 There has been considerable new advice, policy and legislation from the Government since the Babergh Local Plan Alteration No. 1 was adopted in 1995. The Transport White Paper "A New Deal For Transport: Better For Everyone" (July 1998) heralded a major shift in the Government's approach to transport, and the Transport Act 2000 has now been introduced. The White Paper included over 50 initiatives designed to produce an integrated approach to transport provision. Traffic authorities must now prepare Local Transport Plans that look ahead over five years and to integrate these with local plans.

- 9.5 The Primary Route Network in the district, as defined in the Local Transport Plan, comprises the A14 and A12 trunk roads, the A134 Sudbury to Bury St. Edmunds and A131 Sudbury to Braintree roads. These form part of the Eastern Region Primary Route Network.
- 9.6 The A134, A1071 and A137 through the district are important links to the Haven Ports of Felixstowe, Ipswich and Harwich. In the rural areas of the district, there are many minor routes serving small communities by B and C Class roads and also by significant stretches of unclassified roads.
- 9.7 There are two railway lines in the district – the main London to Norwich line and the Sudbury to Marks Tey branch line.

Objectives

- 1. To encourage an effective and efficient transport system that provides greater opportunities for choice for all members of the community; and to balance the needs of the car against the needs of public transport and non-motorised users such as cyclists and pedestrians.
- 2. To reduce the environmental impact of travel and to limit the growth of road traffic.
- 3. To encourage the use of modes of transport other than the private car.
- 4. To make adequate provision for all transport modes in new developments that recognises the wider strategy for such modes.
- 5. To safeguard land for highways and other transport proposals.
- 6. To help reverse the decline in use of public transport.
- 7. To reduce the need for travel through improved land use and development strategies through better integrated planning.

Policy Context

- 9.8 Through PPGs, the Government has emphasised the contribution that the planning system can make to protecting and enhancing the environment by promoting sustainable development.
- 9.9 PPG12: Development Plans states that the Government expects transport and planning authorities to adopt a fully integrated approach to transport; it also expects local plans to include specific policies and proposals where these have land-use implications. PPG12 also states that local plans should elaborate on the detail of transport proposals where a particular proposal has been identified at the regional or strategic level.

- 9.10 PPG13: Transport emphasises the interdependency of transport and land-use planning issues. It sets out several land-use policy options aimed at influencing travel demand, including residential density; settlement size and structure; neighbourhood planning; and access to transport infrastructure. PPG13 also refers to other related transport policy measures that complement land-use policies, such as parking controls, park and ride, traffic calming; provision for pedestrians and cyclists; and public transport priority measures.
- 9.11 PPG13 stresses that road building alone is unlikely to relieve congestion, so more weight needs to be placed on measures to manage demand and encourage acceptable alternatives to the private car. It also implies a greater emphasis on public transport by encouraging authorities to include public transport investment proposals with their annual bids for Transport Supplementary Grant, contained in Local Transport Plans.
- 9.12 RPG6: East Anglia to 2016 points out that East Anglia faces several problems. Its rural nature, and dispersed population, militates against good public transport services. Poor transport links add to the remoteness of the north and east and the rapid growth experienced in East Anglia has put much of its infrastructure under pressure.
- 9.13 RPG6 also stresses the need for an integrated and sustainable approach to transport and identifies the following transport-related objectives:
- minimising the need to travel;
 - reducing reliance on the private car;
 - promoting walking, cycling and public transport; and
 - encouraging improvement in communications that support the sustainable development of the region.
- 9.14 RPG6 acknowledges that cars will remain vital to the quality of life in rural areas, but around one in five households in East Anglia lack regular access to a car. It advises that innovative and socially inclusive solutions for improving accessibility be developed through Local Transport Plans. Three Transport Need Surveys were undertaken in Babergh in 2001. These revealed that one in three households (35%) were dependent upon non-car modes of transport.
- 9.15 The Suffolk Structure Plan 2001 provides specific guidance on implementing an integrated transport policy and identifies the following as the key to achieving this integration:
- integration in and between different types of transport so that each contributes its full potential and people can move easily between them;

- integration with the environment so that transport choices support a better environment;
- integration with land-use planning at national, regional and local level, so that transport and planning work together to support more sustainable travel choices and reduce the need to travel;
- integration with policies for education, health and wealth creation so that transport helps make a fairer, more inclusive society.

9.16 In addition, the Suffolk Local Transport Plan 2001, for which Suffolk County Council is responsible, contains the following main elements:

- an analysis of transport issues, problems and opportunities;
- aims and objectives consistent with, amongst other things, the Suffolk Structure Plan 2001;
- a long-term strategy to tackle issues and problems and to realise opportunities;
- a five-year implementation programme of schemes and policy measures to implement the strategy; and
- performance indicators, targets and other outputs to assess whether the Plan is delivering its objectives.

9.17 The main aims of the Local Transport Plan (LTP) are to achieve:

- accessibility;
- economy;
- sustainability;
- safety; and
- integration.

The aims and objectives of the LTP are to be achieved through a series of integrated transportation strategies known as Local Transport Action Plans (LTAPs). These LTAPs will be developed and implemented in partnership with all stakeholders, such as local authorities (District, Town and Parish councils), public transport providers, representatives from the business communities and other interested bodies and individuals.

Walking

9.18 Walking, like cycling, can make a valuable contribution to a sustainable transport strategy and has clear advantages for health. This is recognised in Government guidance, and national and regional policy.

9.19 Walking can be encouraged by the close proximity of different land-uses, the provision of a convenient route; and a safe and pleasant environment in which to walk. Traffic management measures, which may reduce the speed or impact of motor traffic, can also improve the walking environment.

- 9.20 Through appropriate layout and design, new development offers the opportunity to create safe, convenient and pleasant routes for walking, as do good links between the proposed development and other nearby development and uses.
- 9.21 To encourage walking, new developments will need to make attractive provision for pedestrians including disabled people and parents with children. Larger developments must provide for a choice of pedestrian routes through the site and must not present barriers to movement, in other words, “permeability”. Particular regard will be had to the objectives and provisions of the Safe Routes to Schools concept.

TPO1 Priority will be given to the needs of pedestrians in relation to all developments, seeking the provision of direct, convenient and safe routes to provide maximum accessibility. Larger scale developments must aim to provide permeability and choice to facilitate pedestrian movements particularly to town centres and to provide routes that are shorter than those available to motorists. Where possible, new routes should be created through developments to serve the wider public, rather than users of the development alone.

- 9.22 Rural footpaths and public rights of way provide links between villages and the countryside. On the edge of Hadleigh, Sudbury, and the urban fringe of Ipswich within Babergh (Pinewood) they also allow town dwellers access to the countryside. Thus the network of rural paths (footpaths, restricted byways, bridleways and roads used as public paths) is an important resource for the recreational needs of walkers, cyclists and horse riders.
- 9.23 These public rights of way are protected under the Highways Acts. Where new development affects a public right of way, it is important that the development accommodates the route. Suffolk County Council has produced a Best Practice guide on dealing with public rights of way in developments. This has been adopted by the District Council as Supplementary Planning Guidance and will be taken into account when development proposals are considered. There will be a presumption in favour of retaining the definitive route of the public right of way. Any “stopping up” or diversion cannot lawfully take place unless the necessary orders have been confirmed under the relevant legislation. “Stopping up” or diversion will not normally be supported by the District Council as local planning authority.

TP02 Where development affects a public right of way, it must be accommodated in the development in a way that will maintain its visual character and encourage and sustain its use. In all new development, which affects a public right of way developers will be expected to provide new connections into public rights of way, and extend the network where possible. Developers will also be expected to meet Best Practice guidance where development proposals affect public rights of way.

Cycling

- 9.24 With its emphasis on sustainable transport, the Government is promoting cycling as a non-polluting form of transport, which also promotes better health. The Government's commitment is set out in the National Cycling Strategy which aims to double the number of cycle trips between 1996 and 2002 and to quadruple cycle trips between 1996 and 2012.
- 9.25 The District Council can help increase cycle use: partly by ensuring that new developments are located and designed to facilitate short-distance trips from home to work, education and local facilities; and partly by improving the highway network for use by cyclists. Such improvements to the network can be achieved through traffic management measures and by creating dedicated cycle facilities. In partnership with Suffolk County Council, the District Council will prepare a cycling strategy for the towns of Sudbury and Hadleigh.
- 9.26 The District Council will seek to ensure that existing cycle routes are not adversely affected by proposed new development.

TP03 The provision of cycle routes and other cycling facilities in new developments will be required for any development where key cycle links can be created. The provision of cycle parking areas and associated amenities in town centres will also be encouraged.

- 9.27 Sudbury is the largest settlement in the Babergh District and the area where most major growth over the Plan period is to be accommodated. It is therefore appropriate to secure a cycling policy that reflects this.

TP04 Contributions will be sought towards the implementation of the following cycle routes shown on the Proposals Map:

- the proposed Chilton Mixed-Use Development with Sudbury town centre, including the provision of a new grade-separated crossing of Springlands Way. The District Council will expect this link to be provided by the developers of the Chilton development;
- the proposed Chilton Mixed-Use Development with Acton. The District Council will expect this link to be provided by the developers of the Chilton development;
- Great Cornard with Sudbury town centre through the riverside area;
- Churchfield Road to Newton Road, improving a road currently used as a public path with surfacing and crossing facilities at Northern Road;
- Newton Road to Poplar Road; and
- Middleton Road through Kone Vale to Valley Walk.

9.28 Closure of the former sugar beet factory at Sproughton provides the opportunity to increase the area for general employment in that part of the Ipswich policy area within Babergh. Discussions are already underway to improve the cycle route between Sproughton village and Ipswich over the existing footpath running alongside the River Gipping. Improvement of this route for cyclists and pedestrians will help facilitate more use of sustainable modes of transport to this new employment area as this is developed and may be able to link in with National Cycle Route 51 which passes nearby.

TP05 Contributions will be sought towards the implementation of the following cycle route:

A cycle/footpath running alongside the perimeter of the former sugar beet factory at Sproughton.

9.29 The availability of public transport contributes significantly to the economic and social wellbeing of the area. The co-ordination of numerous services operating in the Babergh District will continue to be encouraged and it is hoped that any serious deficiencies can be identified and solutions put forward in partnership with the County Council through its transport policies and programmes. The District Council will encourage the co-ordination and improvement of the bus services in the district and the establishment of 'self-help' schemes in the rural areas.

Public Transport

- 9.30 In recent years the Council have given financial assistance to community transport schemes operating in the following areas:

Hadleigh,
Lavenham,
Sudbury and Great Cornard,
The Shotley Peninsula.

Railways

- 9.31 There are currently two railway lines in the district – the main London to Norwich line and the Sudbury to Marks Tey branch line.
- 9.32 The Sudbury to Marks Tey line is heavily grant aided, but still provides an essential local service and links Sudbury and Bures St. Mary with Inter-City train services, bringing economic advantages. The District Council is a member of the Essex and South Suffolk Community Rail Partnership and actively supports the line's development, including the provision of an additional halt and station car park at Great Cornard. The rail halt is proposed between the track and the employment site at Baker's Mill, Bures Road, Great Cornard. A bid for funding of this additional rail halt is included in the LTP 2001-2006.
- 9.33 The District Council strongly supports the retention and improvement of the Sudbury-Marks Tey Railway Line. The District Council have made a submission (2002) to the Strategic Rail Authority to include a new Rail Halt for Great Cornard in the new Anglia franchise which was, at that time, being prepared. It is expected that any new train operating company will need to account for this new halt as part of the new Anglia franchise which was finalised in 2004.

TP06 Development contributions will be sought to provide for an additional halt and station car park at Great Cornard, adjacent to the eastern boundary of the Baker's Mill site, Bures Road.

- 9.34 The District Council recognises the benefit of securing the re-opening of the rail link between Sudbury and Cambridge.

Buses

- 9.35 Core route bus services, operated by a number of independent operators, provide services on an hourly frequency between Colchester and Bury St Edmunds, and Haverhill at peak times, (Monday to Saturdays 0600 to 1800). Sudbury Town services, which encompasses Ballingdon, Great Cornard and Long Melford, operate every thirty minutes during the day, (Monday to Saturdays). Most of the remaining services in the Babergh District operate as tendered services to Suffolk and Essex County Council. Suffolk County Council's Local Transport Plan outlines a minimum level of public transport service to each rural settlement within the Babergh district. The County Council, in its capacity as the Local Transport Authority will attempt through partnership with the private sector, community transport operators and PHV/Taxi operators to maintain a level of public transport service as dictated by the Minimum Level of Service.
- 9.36 The District Council has the responsibility for the provision of a concessionary fare scheme which enables the disabled, those who cannot drive due to medical reasons and those aged 60 years and over to claim a free pass. The pass entitles them to purchase half price single and return tickets on all local bus services that operate through Suffolk. The District Council has the power to extend this entitlement to 16 and 17 year olds.
- 9.37 Increasing accessibility to the Public Transport System operating in and around towns such as Sudbury and Hadleigh will assist in enhancing their viability as an alternative mode of transport. The lack of adequate evening services in particular is considered a major deterrent to Public Transport use and will be actively pursued with a view to providing such services.
- 9.38 The District Council supports the principle of park and ride and has co-operated with the County Council to identify suitable sites for park and ride car parks in the District. This has led to the opening of a successful park and ride facility at the Copdock Interchange, immediately adjacent to the retail park. Expansion of this facility may be acceptable, subject to environmental considerations. Elsewhere in the District, park and ride does not seem viable. However, the District Council will support the principle of a park and ride facility for Sudbury if a viable scheme is put forward.

Park and Ride

TP07 Expansion of the Copdock park and ride facility to provide extra capacity for cars is acceptable and will be assessed against the following criteria:

- the need for further capacity in relation to overall transportation proposals for the Ipswich area;

- the landscape and biodiversity impact on the surrounding area;
- air quality effects on the surrounding area;
- traffic congestion and highway safety; and
- the quality of the design and landscaping.

9.39 Both the Suffolk Structure Plan 2001 and Suffolk Local Transport Plan identify the need to provide a new Park and Ride site within the Wherstead corridor. The County Council are supportive of the site which the District Council has identified. The site lies within the mineral consultation area shown in the Suffolk Minerals Local Plan and the case for extraction of minerals from the site in order to avoid sterilisation will need to be considered before any planning permission is issued for the park and ride development.

TP08 4.0 hectares of land north of the A14 at Wherstead are proposed for a park and ride facility. It is a requirement of this allocation that:

- structural landscaping is provided on the north, west and south boundaries of the site;
- tree planting is integrated in the car park itself; and
- a suitable and landscaped access is provided to the A137.

Transport Improvements

9.40 The following Local Transport Action Plans are either proposed or have been produced for areas within the Babergh District:

- Sudbury including Great Cornard (under review);
- Hadleigh adopted (2001);
- Capel St. Mary;
- Suffolk Coast and Heaths Area of Outstanding Natural Beauty; and
- A1092 including Long Melford and Glemsford.

9.41 The District Council will encourage the provision of road, cycleway and footpath improvements where this:

- improves public safety;
- protects communities and the built environment from the effects of large volumes of traffic;

- provides relief roads in urban areas which enable pedestrian, cycle or public transport priority schemes to take place; and
- improves accessibility, particularly through walking and cycling.

When consulted on proposed schemes, the District Council will consider the potential environmental costs against benefits, including level of traffic relief and need.

Traffic Calming

9.42 The District Council recognises the benefit of traffic calming to pedestrians, cyclists, other road users and the environment. Measures such as speed humps, speed tables, narrowing of the carriageway and chicanes are used to reduce traffic speeds where the safety and comfort of others is threatened, e.g. in town centres, near schools and in some residential areas. They also have a role in crime prevention. Isolated measures do not usually achieve a significant effect. Where a single route is calmed, traffic may simply divert to adjacent roads. An area-wide approach is preferred. Traffic calming may also benefit new developments such as housing. The measures must always contribute to the appearance of the area.

9.43 Traffic calming schemes will be promoted where one or more of the following benefits can be achieved:

- a reduction in the incidence or severity of road accidents;
- an improvement to the physical appearance of the local area;
- cutting out “rat-run” for through traffic in areas where this is inappropriate, including residential areas and bypassed settlements;
- creating a better and safer environment for pedestrians, cyclists and the disabled; and
- contributing to a reduction in air and noise pollution.

TP09 The District Council, in co-operation with the Transport Authority, will help identify and encourage the implementation of traffic calming schemes.

The design of traffic calming measures should achieve an improvement to the physical appearance of the local area and create a safer environment for pedestrians, cyclists and the disabled.

Traffic calming measures on new developments will be required to achieve a safe and satisfactory environment for pedestrians and road users and should be treated as an integral part of the design.

Transport in Sudbury and Great Cornard

- 9.44 Sudbury town centre comprises a medieval network of attractive streets that are often narrow and offer few alternative routes for motor vehicles, particularly through the town's historic core. The town has seen major growth since the Second World War, but still relies on this medieval highway network.
- 9.45 Further development to the south and west of the town is constrained by the River Stour and its water meadows. This has resulted in the highway access to Sudbury from the southwest being concentrated in the A131 corridor. Sudbury and the adjoining urban areas of Great Cornard, Ballingdon and Bulmer suffer from high volumes of traffic passing many houses and historic buildings.
- 9.46 Since the Sudbury Eastern Bypass was opened in 1986, attention has focused on the need for further road improvements for the town. The District Council is working closely with Suffolk County Council in developing a LTAP for Sudbury and Great Cornard. The LTAP will identify objectives and targets for transport in the area.
- 9.47 Transport objectives identified from previous transport strategy work for Sudbury as set out in the LTP, are as follows:
- to provide a transport network that meets the needs of Sudbury and Great Cornard and which encourages walking, cycling and the use of public transport;
 - to provide safe and continuous pedestrian and cycle facilities between the main residential areas and the town centre, leisure facilities, railway station, major employment centres and schools to improve these facilities; and also between Sudbury and Great Cornard and surrounding communities;
 - to reduce the impact of traffic, particularly in sensitive locations;
 - to promote safe and secure cycle parking in the town centre and at leisure facilities, major employment centres, railway stations and schools;
 - to promote transport measures that reduce the number of road casualties;
 - to remove through traffic from inappropriate routes;
 - to promote improved personal security and safety on all transport modes, and safe routes to school;
 - to improve accessibility, frequency, quality and reliability of bus services in and around Sudbury and Great Cornard;
 - to promote transport interchange facilities for cycle, bus and rail passengers;
 - to maintain safe and convenient short-stay parking adjacent to the town centre area particularly for the mobility impaired;
 - to encourage alternative modes of travel via the management of long-stay off-street car parking on the periphery of the town centre and the railway station;

- to promote transport measures which protect and enhance the quality of the Conservation Area and buildings of special architectural or historic interest;
- to provide effective access to industrial and commercial centres for servicing and delivery;
- to improve the provision of information and awareness of transport alternatives and availability; and
- to ensure the integration of future developments by providing effective pedestrian, cycle and public transport links.

9.48 The LTAP was being developed on the basis of the provision of a Western Bypass for Sudbury with associated measures in the town to deal with problems of through traffic. However, the Bypass has been rejected by Ministers who concluded that the positive transport economic benefits are outweighed by the adverse environmental impact. Ministers indicated that measures should be implemented in the town centre to reduce and manage the impact of high traffic volumes. Ministers recognised that these measures may not meet in full the objectives of the bypass and that the situation should be monitored over a number of years before any further consideration is given to bypassing the town.

9.49 The District Council feels that the provision of a proper link between the A134 and A12 (T) roads, in addition to the provision of the Sudbury Western Bypass, is an essential element in tackling the transport issues in Sudbury town centre. The A134/A12(T) link lies outside the Babergh District and in Essex. In partnership with Suffolk County Council, the District Council will encourage Essex County Council to provide for this link in its LTP.

9.50 The Council supports the provision of a western bypass for Sudbury. In order to safeguard the opportunity to build a Western Bypass, given the comments of Ministers it is considered appropriate to continue protecting its route.

TP10 The alignment of the route of the Sudbury Western Bypass, as shown on the Proposals Map, will be protected from any development.

9.51 Recent measures have been undertaken in Sudbury and Great Cornard on corridors to improve access for specific modes of travel and key locations, in particular:

- Melford Road for all modes;
- A131 Middleton Road traffic signals;

- improvements along the A131 for pedestrians; and
- Bures Road, Great Cornard - speed reduction measures.

9.52 All transport measures will need to take account of the town's extensive rural hinterland and consider the reliance of these areas on cars for their jobs and services. This reliance primarily arises from the difficulty of generating sufficient trips to achieve good public transport services.

9.53 The Sudbury and Great Cornard LTAP will seek to:

- provide safe and continuous pedestrian and cycle facilities between the main residential areas and the town centre, leisure facilities, railway station, major employment centres and schools, and also between the area and the surrounding communities;
- promote safe and secure cycle parking in the town centre and at leisure facilities, major employment centres, railways and schools;
- reduce the impact of vehicle traffic, particularly in sensitive locations;
- promote transport measures that reduce the number of road accidents;
- remove through traffic from inappropriate routes; and
- promote transport interchange facilities for cycle, bus and rail passengers.

TP11 A transportation strategy, in the form of a Local Transport Action Plan, will be implemented in Sudbury and Great Cornard to provide a transport network that meets the needs of the area, encourages walking, cycling and the use of public transport and reduces vehicle movements particularly in the town centre area and impacts on the key Traffic Reduction Area (kTRA).

Transport in Hadleigh

9.54 In 2001, the population of Hadleigh was 7,000. This represents a growth of 5% since the 1991 Census. The road network in Hadleigh consists of many narrow roads and footways, particularly in the historic centre.

9.55 There are regular bus services linking Hadleigh with Ipswich, but poor services linking Hadleigh to other towns and villages. Many people therefore depend on their cars.

- 9.56 The County Council has carried out survey work on modes of transport for journeys to work by residents of the town, and journeys into Hadleigh by people who live outside but are employed in the town. The results show that around 75% of all regular journeys to work, from or into Hadleigh, were made by car (including 8% as a passenger) compared with only 2% of people travelling regularly by bus, and approximately 11% each by cycling and walking. Just over half of internal trips were by car (including 9% as a passenger) compared with 0% by bus, 8% by cycle and 37% walking. (Note: the above is an extract from the results for regular journeys, and therefore the percentages do not add up to 100%).
- 9.57 A working party involving representatives from the County Council, District Council, Police, Hadleigh Town Council, Hadleigh Society, the business community and disabled people has been considering traffic management and environmental issues in the town. A LTAP for the period 2001-2006 has been produced for Hadleigh. The LTAP will be reviewed periodically with the first review expected around April 2003.
- 9.58 Recent traffic management work in Hadleigh has included constructing a footway in Station Road; providing pedestrian crossing facilities with speed reduction measures in Magdalen Road, and prohibiting motor vehicles from using Frog Hall Lane as a through route. Mini roundabouts have been built at the junctions of High Street with Angel Street and Angel Street and Magdalen Road.
- 9.59 The Hadleigh LTAP has identified the following as the main local traffic objectives:
- to improve conditions for pedestrians, cyclists and the disabled;
 - to improve facilities for cyclists;
 - to encourage better provision of bus services to neighbouring villages;
 - to promote sustainable transport choices;
 - to promote accessibility to the town centre and off-street parking areas;
 - to discourage traffic from using inappropriate routes; and
 - to manage effectively local transport assets.
- 9.60 The working party has identified a five year programme of measures to meet the local transport objectives for Hadleigh. These include traffic management, highway improvements, and measures designed to encourage walking, cycling and using public transport rather than the car.

9.61 A transportation strategy, in the form of a Local Transport Action Plan, is being implemented in Hadleigh and will include:

- speed reduction measures on housing estate roads;
- additional pedestrian crossing facilities in Magdalen Road;
- improving traffic flows to car parks, to encourage traffic away from the main shopping area;
- introducing and improving pedestrian links between the car parks and bus stops and town centre;
- improving disabled facilities, including dropped kerbs and parking facilities;
- audit of and improvements to directional road signs;
- reducing congestion in Benton Street;
- improving town centre pedestrian signs;
- improving pedestrian safety which may include widening of footpaths and vehicle reduction in George Street; and
- parking study and parking management in the town centre to enhance short stay parking.

Urban and Village Roads

9.62 The adverse effects of traffic are more noticeable in towns and villages. Such problems may include the growing volume of traffic on narrow streets, lorries in sensitive areas and pressure on specific junctions. Traffic problems in Hadleigh and Sudbury town centres are dealt with in detail in their respective chapters. Elsewhere, detailed investigation has not been carried out, but the District Council will use the Local Plan, together with its role as a partner in the LTAPs, as a method of monitoring public concern and bringing problems to the attention of the Transport Authority.

9.63 The District Council has identified several villages with traffic and car parking problems. The District Council considers the Transport Authority should keep these under review, regarding the need for traffic management or other ways of dealing with such problems. These villages include Brantham, Newton, Bildeston and Lavenham.

9.64 The District Council will support measures to overcome traffic and car parking problems in towns and villages, and as opportunities arise will work in partnership with Suffolk County Council, town and parish councils and developers to take effective action. It will continue to consult the Transport Authority on access for emergency vehicles.

Car Parking

9.65 The District Council currently provides both town centre car parks in Sudbury and Hadleigh and car parks at the major tourist locations. Its public car parks are located at:

Hadleigh Town Centre,
Sudbury Town Centre,

East Bergholt,
Lavenham,
Pin Mill.

- 9.66 The provision of adequate off-street parking space for shoppers and visitors in the town centres is important, but this needs to be balanced against the need to encourage people to use transport other than the car, in the interests of promoting sustainable development. The District Council is currently reviewing the use and function of all its car parks to ensure that they are benefiting the principal stakeholders – namely shoppers, tourists and local people. This review is in the context of seeking to ensure that all modes of transport take account of the need to secure a healthy and vibrant town centre, and to support alternative modes of travel.
- 9.67 In the 1999 Local Plan Issues Report, the District Council made it clear that it was seriously addressing the need to redress the balance between car and other forms of transport. The District Council is reviewing all possibilities, including examining how any income generated from car parking could be used to make improvements to other forms of sustainable development. This might include:
- supporting the District Council’s concessionary bus pass scheme;
 - supporting community and voluntary transport ventures, such as the highly successful Hadleigh Community Mini-Bus;
 - improving town centre cycle parking facilities and providing new cycle routes; and
 - supporting bids for extra Government funding for local transport initiatives.
- 9.68 In Sudbury and Hadleigh, the District Council has introduced waiting restrictions in the public car parks closest to the town centre to ensure that these are not used by long-term parkers to the detriment of shoppers and short-stay visitors. In 1997, the District Council introduced a package of measures, including charges, which has helped manage the tourist car parks. Long-stay parking on the edge of the town could be considered in conjunction with a Park and Ride Strategy, particularly for Sudbury.

TP12 The District Council will positively manage its public car parks. Priority will be given to short-stay parking in Town Centres. Long-stay parking should take place on the edge of or outside Town Centres.

- 9.69 In the main town car parks improved management will take place, including:

North Street, Sudbury,
Girling Street, Sudbury,
The Station, Sudbury,
Station Road, Sudbury,
High Street, Hadleigh,
Magdalen Road, Hadleigh,
Toppesfield Hall, Hadleigh.

Lorry Parking

- 9.70 Casual on-street parking of heavy goods vehicles can cause amenity problems, particularly in residential streets. The District Council currently provides lorry parks in the places where they are most required, namely the towns of Hadleigh and Sudbury, where there are large industrial estates and casual parking is most likely to occur.
- 9.71 In considering suitable locations for alternative facilities, the District Council will take account of the problems of security and the importance of ensuring that such facilities are sited to ensure they are used.

Hadleigh

- 9.72 The lorry park is incorporated into the public car park on Magdalen Road, with restrictions on use in order not to coincide with times of heavy demand by car drivers.
- 9.73 The District Council is aware of local residents' concerns that conflict with residential amenity makes this an inappropriate location for a lorry park. The District Council will, with others, explore alternative sites for a lorry park.

TP13 The District Council will retain the use of part of the Magdalen Road car park, Hadleigh, for overnight parking of lorries until a suitable alternative site for lorry parking is available.

Sudbury

- 9.74 A combined area for heavy goods vehicles and buses is provided adjacent to the Station Road car park. Concern has been expressed locally in the past about the suitability of its location in an area which is becoming increasingly used by pedestrians. The provision of an alternative lorry park on an industrial estate, and the use of this land for car parking has been suggested.

9.75 The District Council does not consider that the lorry park should be relocated for the following reasons:

- at most, 20 lorries have been recorded using the park. These arrive early evening and depart before 9:00 a.m. There is, therefore, little or no conflict between lorry and pedestrian movements;
- provision still needs to be made for waiting buses and coaches;
- the net gain in car parking spaces would be small and would not justify the high cost of providing a facility elsewhere; and
- there is considerable doubt as to whether an edge-of-town or industrial estate park would be used.

TP14 The District Council will monitor the effects of lorries at Station Road Lorry Park, Sudbury. Should a conflict between lorry, pedestrian and car movements become evident, the District Council will consider the possibility of providing a lorry park elsewhere in the town, such as on an industrial estate.

9.76 Adequate provision needs to be made to access all new development, particularly other than by the car. As part of contributing towards car restraint, and together with the County Council, the District Council has published Supplementary Planning Guidance on parking standards, which set maximum standards for developments that should not be exceeded.

New Development

9.77 Specific cycle parking provision will not be required for residential development if properties offer suitable secure storage. Consideration will be given to the opportunities to reduce access by car; the improvement of pedestrian, cycle and public transport facilities; and the implementation of green transport plans. For large developments, a Transportation Assessment will be expected to accompany applications for planning permission.

TP15 Proposals for all types of new development will be required to provide parking in accordance with parking standards adopted as Supplementary Planning Guidance. Provision of car parking below these standards will be considered in relation to the type, scale and trip generation or attraction of the development; and its location and accessibility by means other than the car.

The District Council will consider opportunities for improving accessibility of the development by means other than the car.

Parking standards may be reduced if this can be achieved. The development will not be permitted if existing car parking provision is so low that on-street parking associated with the development would create a highway safety or amenity problem.

Green Transport Plans

9.78 In September 2002 the District Council adopted the Suffolk Advisory Parking Standards as Supplementary Planning Guidance.

9.79 The Government wants to help raise awareness of the impact of travel decisions and promote the widespread use of 'green' travel or transport plans. PPG13 advocates their use and sees their relevance to planning in the delivery of sustainable transport objectives, including:

- reducing car usage (particularly single occupancy journeys) and increasing use of public transport, walking and cycling;
- reducing traffic speeds and improving road safety and personal security, particularly for pedestrians and cyclists; and
- more environmentally friendly delivery and freight movements, including home delivery services.

9.80 Travel Plans must be submitted alongside planning applications that are likely to have significant transport implications. Travel Plans should where necessary be supported by a Section 106 agreement that has provision for an independent assessment of the plan, a monitoring review in terms of its effectiveness at regular intervals and sanctions in the event of non-performance.

TP16 Occupiers of new and extensions to existing developments employing more than 25 people will have to prepare and implement a Travel Plan and set targets, supported where necessary by legal agreement, that will encourage:

- reducing car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling;
- reduced traffic speeds and improved road safety and personal security, particularly for pedestrians and cyclists; and
- more environmentally friendly delivery and freight movements including home delivery services.

9.81 The former DLTR/now Department for Transport, published Good Practice advice on transport assessment. Applicants would be advised to consider the available guidance at an early stage in preparing their planning application.

TP17 All applications for major developments, as defined in best practice guidance, will be expected to be accompanied by a transport assessment which considers the modal split of journeys to and from the site and details of proposed measures to improve access by walking, cycling and public transport.

Current best practice guidance on major developments is defined by central government in their notes for completion of the PS2 form.

9.82 There has been pressure in the district for flying-related recreational activities. The policies relating to noise set out in Chapter 2, together with the policies in Chapter 9, are considered adequate to control flying-related developments. At a different scale, there could be pressure for a sub-regional airport in the Ipswich area, although technical requirements will severely restrict the options available. There are already a number of airfields within the district including Elmsett airfield.

Airports

TP18 Proposals for general aviation airports will be considered against Local Plan policies for the protection of the environment and in the light of:

- a full study conclusively demonstrating an overriding need and demand for such a facility to be located in the Ipswich Sub-Region and substantiating its economic viability and any services solely as a facility for flying activities;
- a study demonstrating that alternative sites have been fully investigated, including redundant and under-used military sites, and proven to be less satisfactory;
- an environmental impact assessment;
- the need to avoid operational conflicts with existing airfields;
- suitable links with the trunk road and public transport network; and
- disturbance to residential areas.

Proposals in or impinging on Areas of Outstanding Natural Beauty and Special Landscape Areas, or associated with any development not required for the operational needs of an airport will not be permitted.

Boxford Community Car Park

9.83 The parish and community councils in Boxford responded to both the Babergh Local Plan Alteration No. 2 Issues Report (1999) and First Deposit Draft (2001) documents indicating that there is strong local support for a new car park next to the primary school, with provision for bus turning. The aim is to alleviate pressures resulting from on-street car parking in the village. The new car park would provide for school, parish council and community parking, all of which is currently concentrated in a relatively congested area of the village.

TP19 Approximately 0.3 hectares of land adjacent to Boxford C.E.V. Primary School, are allocated for a community car park. Proposals for development are expected to:

- incorporate a high quality landscaping scheme on the perimeter and in the site;
- ensure the car park surface is acceptable to the Environment Agency; and
- ensure the car park layout is designed to accommodate bus and turning facilities.

This scheme will require on-street parking restrictions to be introduced to resolve existing areas of on-street congestion.