

# Transport and Movement

## Purpose

To provide balanced and sustainable transport for people of all ages, means and mobility.

## Rationale and Evidence

### National Policy

Paragraph 109 of the NPPF states:

*'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.*

Paragraph 102 requires transport issues to be considered from the earliest stages of plan-making and refers to a range of issues, including impacts on transport networks, walking, cycling and public transport, environmental impacts of traffic and transport infrastructure, patterns of movement and design.

### Local Policy

The Local Plan Policy WLP8.21 – Sustainable Transport, requires development proposals to be designed from the outset to incorporate measures that will encourage people to travel using non-car modes to access home, school, employment, services and facilities.

### Planning Rationale

The main A12 road from London into the southern area of Lowestoft ends at the town's harbour bascule bridge. This connects to the A47 which runs around the centre of the town, before exiting the town and crossing the county border into Norfolk (towards Great Yarmouth).

Lowestoft Railway Station is centrally located within walking distance of the beach and the town centre. It provides services to Ipswich on the East Suffolk Line and to Norwich along the Wherry Line. Both Ipswich and Norwich provide high speed connections to London Liverpool Street. The City of Norwich offers an airport which connects internationally via Schipol.

However, overall, transportation to Lowestoft is poor. Poor transportation infrastructure discourages tourism and business growth, because it is so difficult to get workers, supplies, and goods in and out of the town.

For the town to serve current business needs, accommodate growth and attract development focussed on the North Sea, significant investment in Lowestoft's road infrastructure and its access routes via the A12 and A47 is necessary. These involve unlocking pinch points and re-routing traffic away from congested areas, including:

- New crossing over Lake Lothing
- Upgrades to Urban Traffic Management Control System
- Improvements to the A47/A12
- Junction and Access Improvements to Enterprise Zones

Public transportation in town is limited to buses and taxis. Lowestoft's central axis runs down Yarmouth Road, High Street and down through London Road South to Pakefield. The new Tom Crisp road runs about a half mile west and also feeds traffic north south. Public transport runs down these main roads north/south but is very weak east to west.

A key characteristic of Lowestoft is that around 80% of people who work in the town also live there<sup>1</sup>. 6% of Lowestoft residents use public transportation to get to work. Nationally, in towns like Lowestoft, there are 1.24 cars/vans per household. 64% of Lowestoft residents use a car to travel to work. The national average for car ownership is 43% (one car or van).

As a compact and relatively flat town, cycling is a major transportation mode through town and again, the north/south links for a cyclist are good, but the east/west links are very poor. Most journeys are short and could be made without the car. However, cycle paths are inadequate and poorly laid out, with good paths being isolated in sections and suddenly disappearing altogether. A new pedestrian and cycle bridge has been proposed to cross Lake Lothing.

The Suffolk County Council Transport Plan estimates that 80% of people living within Lowestoft also work in the town which means that many journeys are short<sup>2</sup>.

The policy requires a balanced approach to transport provision in new development, including emphasis on pedestrian convenience and cyclists. It is intended to augment Local Plan Policy WLP8.21.

## TM1: Balanced Transport Provision

- 1. Development that generates additional journeys must incorporate a balanced and sustainable provision of transport options, meeting the following requirements proportionate to the scale and nature of the scheme.**
- 2. The needs and convenience of pedestrians and cyclists must be prioritised, including:**
  - **Supporting ease of movement and making connections to surrounding pathways, as required by policy EP1.**
  - **Designing for low vehicle speeds, varied provision of parking and ensuring that the public realm is not dominated by traffic and parking, as required by Policy EP1;**

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<sup>1</sup> <https://www.eastsuffolk.gov.uk/business/regeneration-projects/lowestoft-transport-and-infrastructure-projects/>

<sup>2</sup> ([www.suffolk.gov.uk/roads-andtransport/public-transport-bus-pass-and-transport-planning/transport-planningstrategy-and-plans/](http://www.suffolk.gov.uk/roads-andtransport/public-transport-bus-pass-and-transport-planning/transport-planningstrategy-and-plans/)).

- **Including convenient links within the layout of new development to nearby public transport facilities.**
- 3. Secure, covered storage for cycles and scooters must be provided, including facilities for every new dwelling.**
  - 4. Electric charging points should be provided as part of car parking provision.**
  - 5. Car-free development will be supported in or near to the Town Centre, as defined in Policy ETC1, or on public transport routes.**

#### *Interpretation and Guidance*

The requirement for secure, covered storage for cycles, scooters and other personal transport may be addressed through collective facilities for apartments or employment or community development. For houses, each dwelling should normally have its own facility.

The policy ensures that sustainable transport options are designed into new development, avoiding over-reliance on motor vehicles. Priority should be given to pedestrian convenience, especially in the layout of new development. Some parts of the policy only apply to development that includes new layout. The requirement for secure, covered storage and electric charging points would also apply to changes of use or new single dwellings.

No figure is given for the extent of provision of electric charging points (though a minimum of one point is required to comply with the policy). However, it is important to consider that development without adequate provision will become unviable in a relatively short period of time.

This policy and Policy EP1 encourage a varied approach to parking, so that the public realm is not dominated. This may best be achieved through mixed provision of garages, hard standing spaces and on-street. For apartments, parking could be incorporated into the ground floor.