

Date: 24<sup>th</sup> May 2016  
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Dear Martin,

### **IPSWICH CORE STRATEGY MODELLING REPORT**

On the basis of the evidence provided in the WSP/ Parsons Brinckerhoff modelling study report on the Ipswich Core Strategy, Suffolk County Council as the highway authority is now able to give an informed view of the impact of the local plan proposals in Ipswich.

The study has indicated that, as might be expected, there is likely to be an increase in traffic volumes, journey time and travel distance by 2031 as well as an increase in the number of junctions at which demand exceeds capacity at peak times. This means that there will be longer queues and delays at those locations. This outcome is to be expected given the scale of background and proposed local plan growth and is not dissimilar to the position in other towns and cities across the country given the need for additional housing and jobs.

The modelling work has shown the average increase in travel time per vehicle trip across the network would be 90 seconds in the AM peak and 120 seconds in the PM peak. This increase in average travel time is not considered severe given existing day to day fluctuations.

The modelling work has not considered local mitigation measures that will be required in association with specific developments as they progress through the planning process. The nature of such mitigation will be identified at planning application stage. The report has not highlighted any locations where such local mitigation would not be possible.

The development impacts are also likely to be mitigated by continued emphasis within the planning process and in local transport investment on sustainable travel solutions.

Highway mitigation at the strategic level is also possible within the life of the plan. The proposed Upper Orwell Crossings project (formerly known as the Wet Dock Crossing) has been provisionally allocated funding by the Government start of construction is planned for 2019/20. Studies are ongoing into the need for additional road capacity to the north of Ipswich and for improvements to the A14 junctions around Ipswich. It is possible that improvements identified through these studies could be in place during the plan period.

Given the evidence presented in the report, I conclude that from the highway authority's perspective there is no reason to find the Ipswich Core Strategy unsound on transport issues.

Yours sincerely

Dave Watson  
Transport Strategy Manager  
Resource Manager