

Ipswich Local Plan – Ipswich Traffic Appraisal Modelling Suite (ITAMS) Forecast Modelling Report, WSP / Parsons Brinckerhoff (May 2016)

Ipswich Borough Council Explanatory Note

May 2016

Ipswich Borough Council and Suffolk County Council commissioned WSP / Parsons Brinckerhoff to undertake traffic modelling of the Ipswich Local Plan which comprises the Core Strategy and Policies Development Plan Document Review and the Site Allocations and Policies (Incorporating IP-One Area Action Plan) Development Plan Document.

The purpose of this note is to assist readers in understanding the purpose of the modelling and the data used in the modelling.

Purpose of the modelling

The purpose of the traffic modelling is to identify the traffic effects of the Local Plan as a whole on the road network as a whole, to highlight where any significant issues may arise. Traffic modelling at the planning application stage would be required to identify the specific impacts of any development. This will be affected by locations of access, the form of access at those junctions and the internal layout of the development.

Data used in the modelling

The transport modelling is based upon the Local Plan as submitted to the Secretary of State on 14th December 2015. Sections 4.5 and 4.6 of the report explain the figures that have been used. The paragraphs below explain the rationale behind the figures used.

'Specifically assessed development' is that where a known site, along with the number of homes or jobs, is applied to the model. 'Background growth' can be used to assess the traffic effects of an increase or decrease in housing or jobs in a broad location.

Residential development

The Inspector's Interim Findings report dated 19th April 2016 recommends that policy CS7 'The Amount of Housing Required' is modified to show the objectively assessed housing need for Ipswich as 'at least the 'starting point' of 10,435 dwellings'. The submitted Local Plan identified an objectively assessed housing need of 13,550 dwellings. Officers of the Council have considered which figure should be modelled in the transport assessment and concluded that 13,550 would be the more appropriate as it is clear that the objectively assessed need will be greater than 10,435.

The 13,550 dwellings has been modelled as follows:

- 3,343 completed, under construction, permitted or with a resolution to grant permission as at 1st April 2015. The precise locations of these and number of dwellings were input to the model;
- 4,629 dwellings proposed for allocation including 2,700 at Ipswich Garden Suburb to 2031. The precise locations of these and number of dwellings were input to the model;
- 1,800 windfall dwellings. As the locations of these are not known it was considered appropriate to 'spread' these out across the Borough as part of the background growth;
- 3,778 residual need for which the Council will work with neighbouring authorities. Again, as the precise locations of these are not known the figure was added into the

background growth. Detailed modelling of the transport implications of locations identified to meet this need will be undertaken as part of future work on future joint or aligned Local Plans.

It was also considered appropriate to model the remaining 800 dwellings at Ipswich Garden Suburb which are anticipated to come forward beyond 2031 in order that the total effects of the development can be considered, as the Local Plan seeks to allocate the entire site.

Employment development

The transport effects of all allocations for employment uses, or a mix of uses including employment, proposed through the Local Plan have all been modelled. The Council acknowledges in its response to matter 2.4 (paragraph 43) that it is allocating more employment land than is numerically required in order to provide potential occupants with choice in sites and locations. The Council and the consultants considered two options for the modelling – either model all employment allocations and a lower level of background employment growth than would occur outside of the allocations; or model a proportion of employment allocations and level of background employment growth which would be more closely aligned with employment growth expected to occur outside of the allocations. The former option was selected as it would enable specific locations to be modelled and would highlight any issues which may be related to site allocations within a locality.

Wet Dock Crossing

As funding for the Wet Dock Crossing scheme (now known as the Upper Orwell Crossings project) has been announced¹, the modelling has assumed that the Wet Dock Crossing is in place in 2031. The Business Case for the Wet Dock Crossing² included a proposal for a single lane gyratory at Star Lane. It has therefore been necessary to model the effect of the Local Plan with either a single lane or two lane gyratory as this has yet to be implemented. It should be noted however that these are not Local Plan options and the decision to proceed with either option is beyond the scope of the Local Plan.

¹ <http://www.newanglia.co.uk/2016/03/16/government-green-light-for-ipswich-wet-dock-crossing/>

² <https://www.suffolk.gov.uk/assets/Roads-and-transport/public-transport-and-transport-planning/Ipswich-Wet-Dock-Crossing-Business-Case-Final-24-12-2015.pdf>