

2024





Lowestoft Area Transport Plan

DRY
DRAFT





KEY

-  Area boundary
-  Built up areas
-  Railway station
-  Bus station

Introduction

Lowestoft is a coastal town based in East Suffolk and is the second largest town in Suffolk. It is the most easterly UK settlement. Lowestoft is a key tourist destination for its history and culture as well as for its beaches, sea front and Ness Point which is the most easterly point in the United Kingdom

The plan area which includes the settlements of Carlton Colville, Kirkely, Gunton, Corton and Oulton Broad has a total population of 72,320 residents¹. This is expected to grow in the coming years with large-scale developments planned in the central area and in both the northern and southern ends of the town, in particular Lowestoft Garden Village and the residential development on the edge of Carlton Colville.

The recently completed construction of the new Lake Lothing Crossing that links Waveney Drive on the south side of Lowestoft to Denmark Road and Peto Way on the north side cements a stronger north-south arterial route, which will create opportunities for regeneration and attract new investment for the local economy in Lowestoft. The Gull Wing Bridge will be the third crossing in Lowestoft alongside the Bascule Bridge and Mutford Bridge. Lake Lothing will provide capacity for more travel modes needed to accommodate planned growth.

The plan area includes a variable network of walking, wheeling and cycling routes and provision is to a higher standard in the more modern parts of the town such as along the waterfront and in the north and the northeast where National Cycle Routes 517 and 1 pass through. However, separation and accessibility issues exist in other parts of the town including the town centre and the west.

The local bus service provision connects surrounding communities and other urban areas to Lowestoft, however, often only hourly services. Lowestoft benefits from access to three rail stations: Lowestoft Train

Station, Oulton Broads South and Oulton Broads North. The stations provide services to Felixstowe and Ipswich on the East Suffolk line and services to Norwich on the Wherry line.

The geographic plan area means currently a large proportion of residents in the town and surrounding settlements can access the town centre within 15 minutes at average cycle speeds and 40 minutes at average walking speeds².



Lowestoft
population

72,320
residents

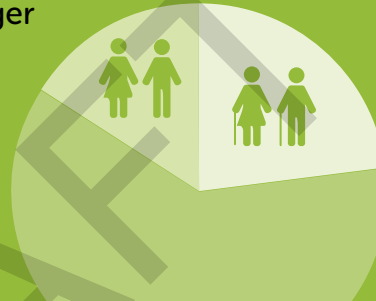


16%

of people
are 15 years old
or younger

25%

of people
are over the
age of 65



59%

of households are
deprived in one or
more dimensions



Travel patterns

23%

of households
don't own a
vehicle



51%

of people travel
less than 5km
to work



14%

of people
walk, wheel or
cycle to work



18%

of people
work mainly
from home



**School
travel**



14%

of pupils cycle to
school in areas of
Lowestoft³

Less than

2%



take the bus

Less than

1%



take the train



58%



drive a car or van to work

73%

of people who have
the opportunity
to travel to work
by active modes
choose other forms
of travel

Reasons for change



Decarbonisation of Transport

In the Lowestoft area, 17% of commuters travel to work by walking, wheeling and cycling or by bus or train. In order to meet Suffolk’s pathway to net zero, the proportion of commuter trips across Suffolk undertaken by these modes should rise to 35%⁴. Furthermore, the government targets half of all journeys undertaken by active travel modes in towns across the country⁵. Existing infrastructure and sustainable transport services restrict people’s sustainable travel options.



Health, Wellbeing and Social Inclusion

There are areas of deprivation across the plan area, most notably in residential areas to the southeast. The number of people in the Lowestoft area reported to be in good or very good health is also below the Suffolk average, and a significant proportion of school children are either overweight or obese by Year 6⁶. Transport-related exclusion means a lack of suitable transport provision limits people’s ability to fulfil everyday needs⁷. Access to good quality public transport services and infrastructure which supports walking, wheeling and cycling will encourage residents to access services and travel actively.





A Strong, Sustainable and Fair Economy

The new Lake Lothing Crossing in Lowestoft coupled with several employment allocations in the town and the growing sustainable energy sector will create opportunities for regeneration and attract new investment for the local economy. The third crossing will also provide capacity for more sustainable travel modes, reducing congestion in the town centre and improve accessibility.



Creating Better Places

There are opportunities to enhance how people access and interact with the town centre, waterfront and local green spaces. Improved provision for walking and cycling in the town, most notably connectivity between the four district quarters outlined in East Suffolk's Town Centre Masterplan: Station Quarter, Heart of Lowestoft, Innovation Axis and Historic Quarter, will help to create healthier, more attractive and more accessible streets.



Summary of objectives

The Lowestoft Area Transport Plan will support the development of sustainable travel options for the town's residents and visitors, so they become more attractive and realistic choices for everyone.

Enable active travel to be the default choice for shorter trips

Improve bus punctuality and reliability

Improve the integration of modes

Maximise growth opportunities

Support town centre economies



OBJECTIVE

Enable active travel to be the default choice for shorter trips

A network of key walking and cycling routes in Lowestoft has already been identified in the Local Cycling and Walking Infrastructure Plan (LCWIP), which is closely aligned with the East Suffolk Cycling and Walking Strategy.

We will implement the following initiatives to make active travel the default choice for shorter trips:

Invest in a core walking zone

We will increase the number of residents walking by improving the condition, space and appearance of pedestrian infrastructure. Proposed improvements will link to a wider vision for the town and regeneration plans via the Town Centre Masterplan.

Prioritise walking routes

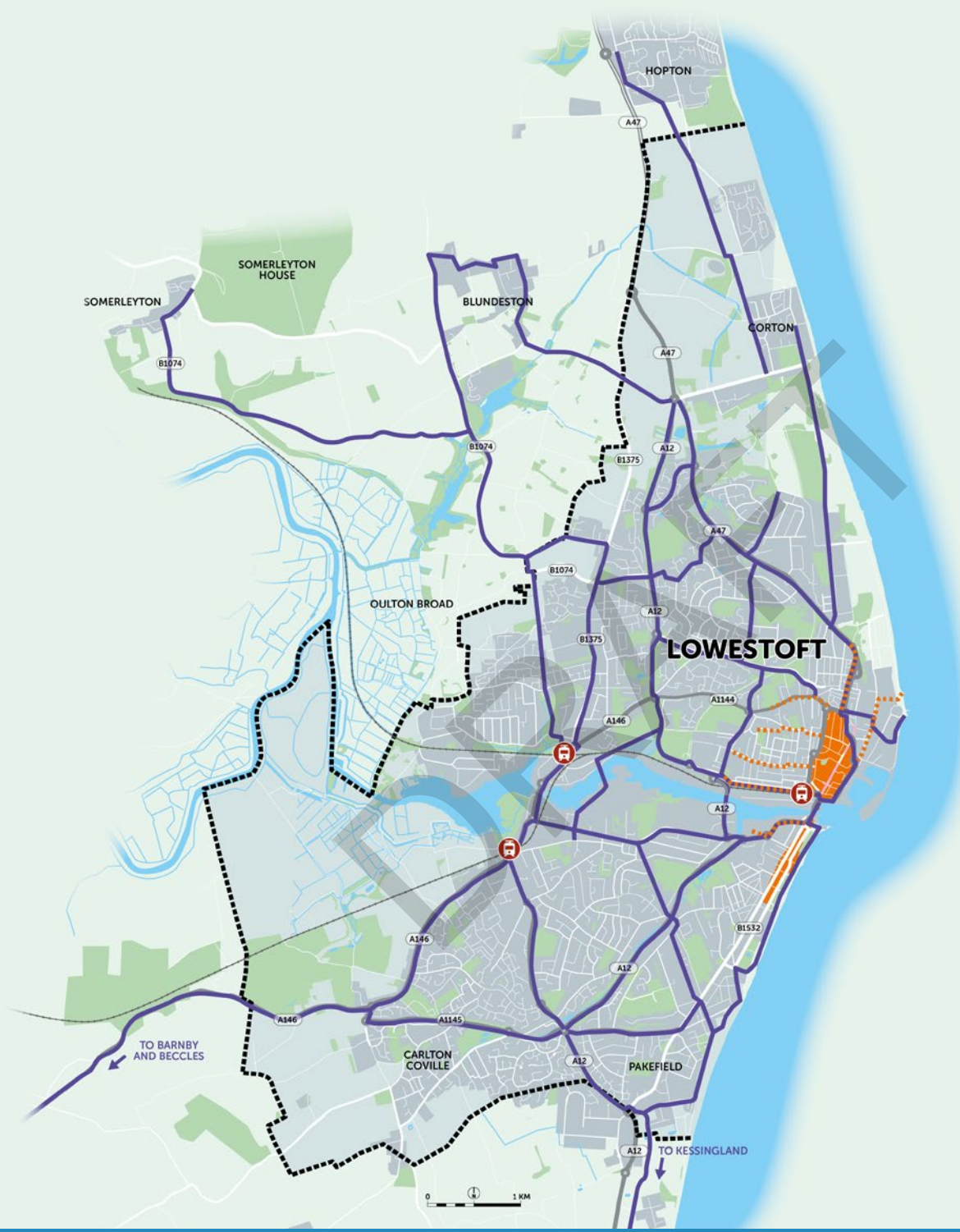
We will improve footways, crossing points and wayfinding signage along key walking routes in the town. We will focus on linking the core walking zone. Key routes include St Peter's St, Love Road and Norwich Road. As well as from Whapload Road to the sea front, Denmark Road to the railway station and along on A47/A12.

Prioritise cycle routes

To encourage more residents to cycle for short and medium trips (under 5 kms), we will introduce a number of installations including high-quality segregated cycle paths, priority crossing points for cyclists, modal filters and other traffic-calming measures to reduce speed and make cycling safer. We will also increase the number of secure cycle parking options. Key routes include links to Lowestoft's key services and facilities as well as connections to Corton, Hopton, Blunderston, Flixton, Somerleyton, Oulton Broads, Barnby, Carlton Colville and Kessingland.

We will ensure the new third crossing, Gull Wing Bridge, supports active travel connections through central Lowestoft and to the town centre, creating better pedestrian and cycle connections between the Broads, East of England Park and North Denes and South Beach through to Pakefield.





KEY

-  Area boundary
-  Built up areas
-  Railway station
-  Bus station
-  Improved core walking zone
-  Improved walking routes
-  Improved cycle routes

OBJECTIVE

Improve bus punctuality and reliability

A range of bus services operate in Lowestoft including connections to Norwich, Gt Yarmouth, Felixstowe and Ipswich. A town circular connects communities with the town centre. A demand responsive service links passengers to smaller villages on the outskirts.

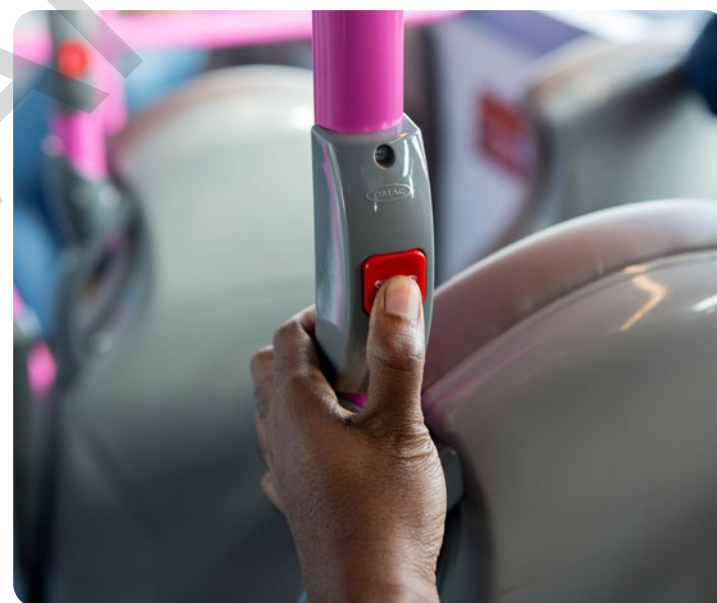
We will support greater coverage and frequency of services with an aspiration to achieve:

- Town service – half-hourly
- More flexible bus services that better meet local community demands
- Interurban connections – at least 2 hourly with an aspiration of hourly
- Demand responsive services – daily connections

The current town bus services do not directly service the two rail stations in Oulton Broad. This service would benefit those travelling to a rail station for onward journeys as well as those visiting the area for work or leisure purposes.

Consideration will be given to bus services meeting the needs in the town's planned growth areas and connectivity to key services and facilities.

We will also continue to promote bus travel as a more sustainable way of connecting into Lowestoft as we transition away from diesel buses to our Zero Emissions Bus Plan. This move will help alleviate local air quality issues, particularly around schools at drop off and pick up times.



OBJECTIVE

Improve the integration of modes

The main transport hubs in Lowestoft are the bus station located on Gordon Road and the railway stations in Lowestoft on Demark Road and Oulton Broad South on Beccles Road and Oulton Broad North on Bridge Street.

We will support the redevelopment of the bus station on Gordon Road to enhance modal integration and provide inclusive infrastructure that enables a choice of travel options for bus passengers. This will include improving waiting facilities at the bus station, such as shelters, passenger information (preferably real-time) and sufficient high-quality cycle parking.

Facilities at the railway stations are limited. We will support measures to provide provision for adapted cycles, electric vehicle charging points and easy access to a taxi rank and/or bus stop.

Improvements to the wider active travel network for the bus station and railway stations will be explored to ensure coherent connections to walking, wheeling and cycling routes are made to key services and facilities.

We will work with providers to promote the existing PlusBus discounted travel card scheme and encourage other providers to take part. This can currently be used by passengers using trains at Lowestoft railway station.

We will look at options to prioritise buses at the junctions near the Bascule Bridge to stop delays and prioritise sustainable travel connectivity to the town centre and other key areas.

We will continue to support our colleagues at East Suffolk Council with the installation of electric vehicle charging points, with more charging points at places people visit regularly. This will include maximising opportunities at district run / owned carparks.

Electric vehicle car clubs will be delivered and promoted throughout the course of the plan, the first of which is proposed on Stanley Street.

We will also collaborate with partners to rationalise and consolidate car parking provision in Lowestoft, so it is managed appropriately with consideration to highway efficiency and all its users including those walking, wheeling, cycling, and traveling by public transport.



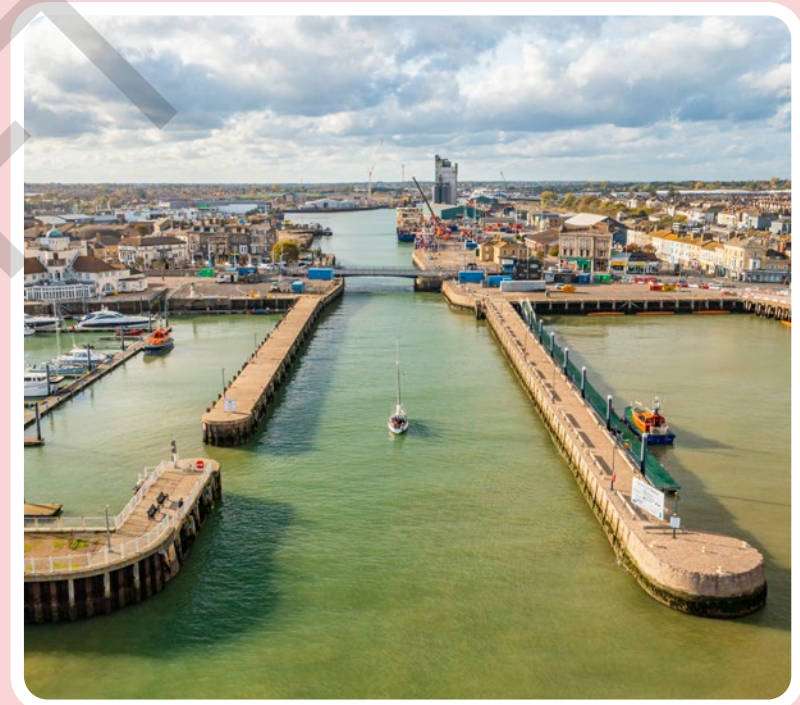
OBJECTIVE

Maximise growth opportunities

Strategic plans for growth are largely focussed at the northern and southern ends of the town, as well as within the centre. Key sites include:

- North of the town and east of the A47, the Lowestoft Garden Village is allocated for 1300 new homes, Development is not expected to begin on site until a masterplan has been agreed.
- Two smaller sites are also allocated for residential development towards the north of the town. These sites are both off Oulton Lane and allocated for 150 and 190 new homes
- In the central area, Kirkley Waterfront and Sustainable Urban Development Neighbourhood site for 1,380 new homes. An opening pedestrian and cycle bridge at Brooke Peninsula connecting to Normanston Park is also proposed to reduce the need to travel by car and link to existing open spaces.
- In the south, land south of the Street, on the edge of Carlton Colville, is allocated for 900 new homes. As part of this development, improvements to Bloodmoor roundabout needs to be provided.
- Also in the vicinity of the site above, south Lowestoft industrial estate is allocated for further employment uses. Vehicular access should be from Hadenham Road and/or Tower Road only and cycle and pedestrian access should be provided from Church Road.
- Oakes Farm on the west edge of Carlton Colville for sports and leisure uses and commercial uses should incorporate a cycle route from Wood Lane to Chapel Road and protect a future A146 Barnby bypass

Through the Local Transport Plan, the priority will be to mitigate the impact of new developments through careful consideration with the Local Planning Authority over spatial planning and a shift to active and sustainable modes. However, where severe impacts cannot be mitigated through sustainable travel measures alone, capacity improvements may be required to fully mitigate new developments.



OBJECTIVE

Support town centre economies

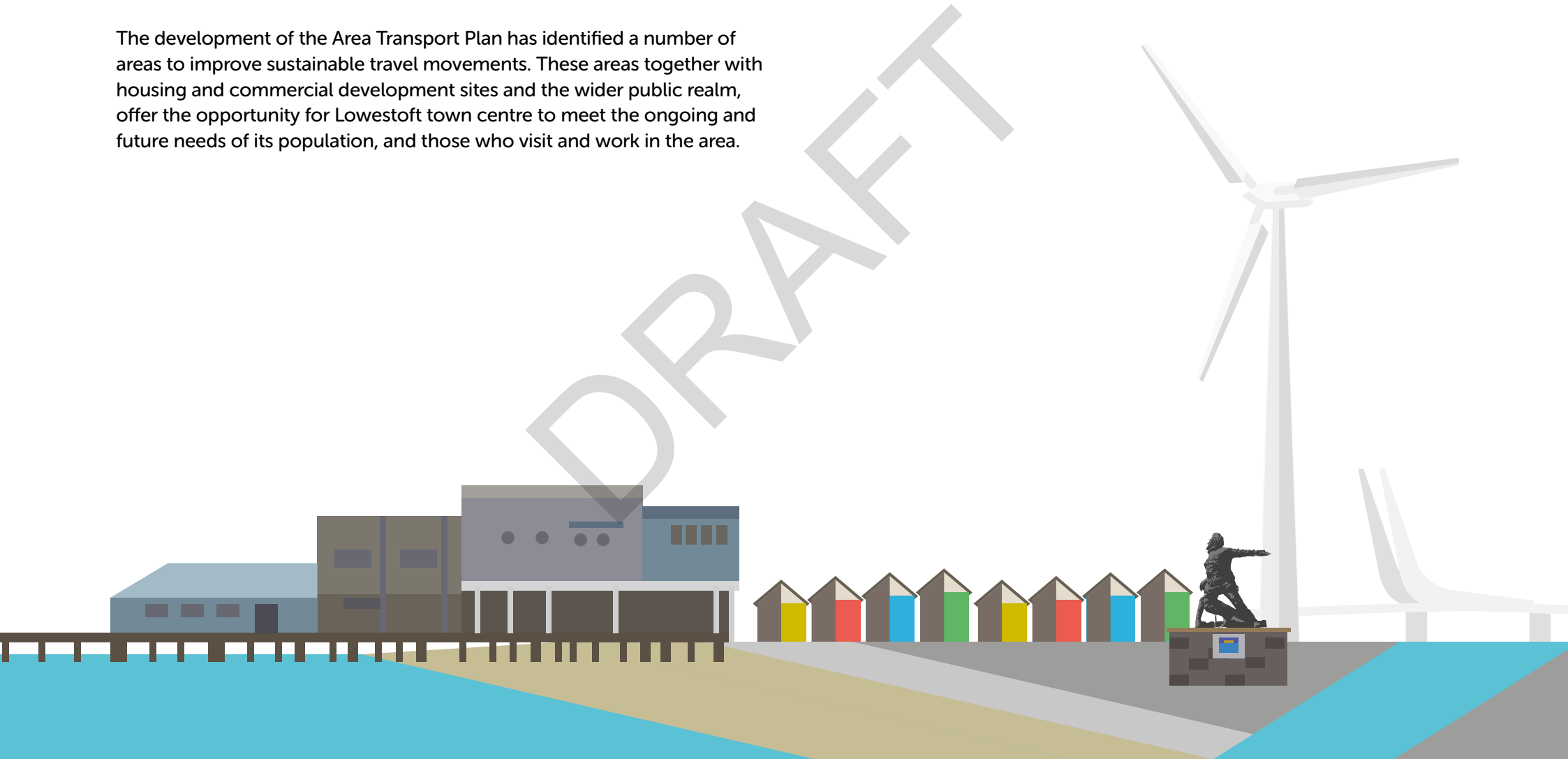
The town centre area which is the key Core Walking Zone has become largely car-free and is a safe and accessible environment for all residents and visitors. Through the development of the Lowestoft Town Centre Masterplan, this area is to be known as the hub that serves all the communities that form Lowestoft and reconnect the different places and initiatives to unlock Lowestoft’s full economic and social potential.

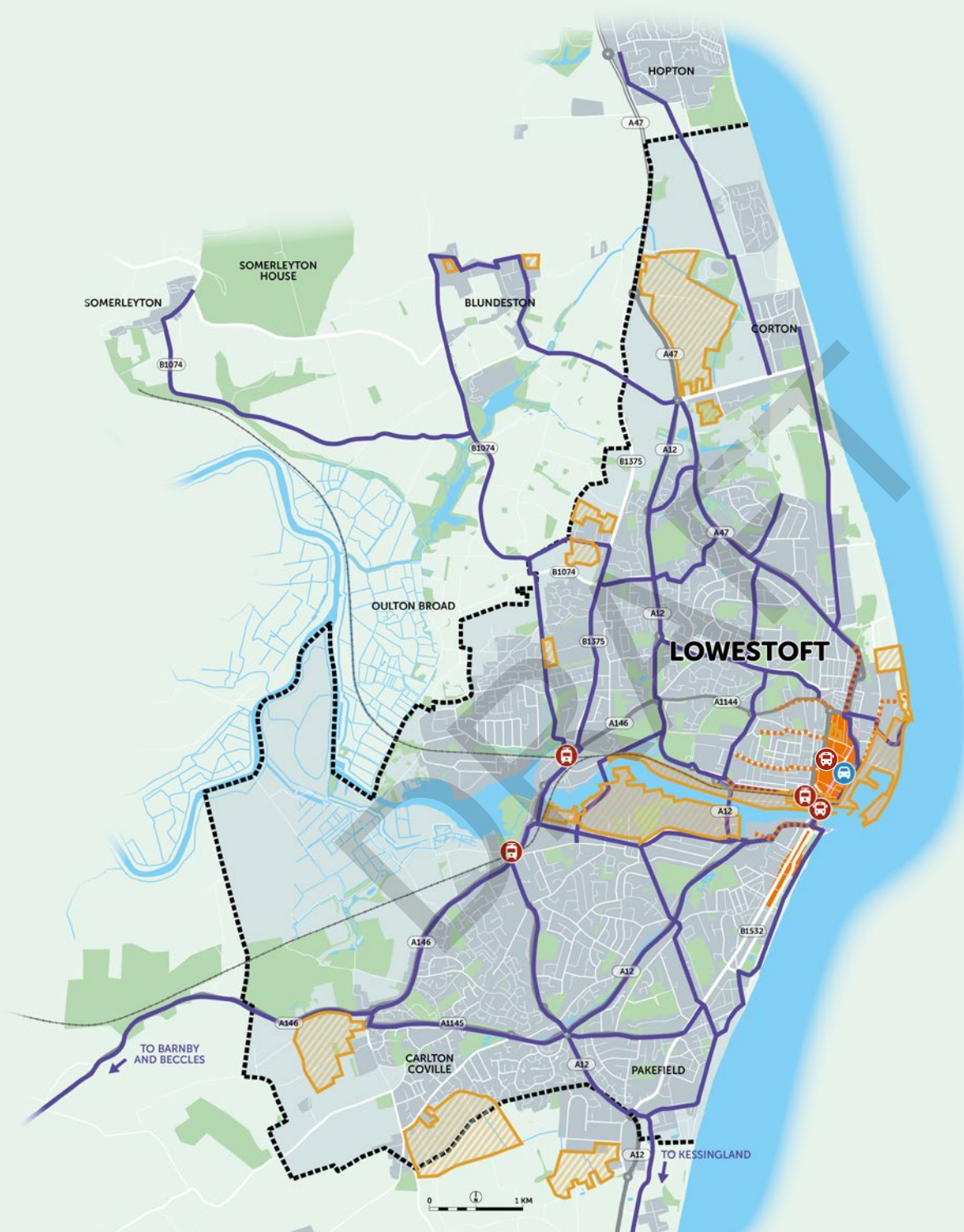
We will continue to work with stakeholders such as East Suffolk Council to deliver the Town Centre Masterplan by supporting the design of key public spaces, so they complement the character of the area they are in. This will include increased seating and social spaces, more trees and planting and co-ordinated and accessible signage and lighting. We will also improve the walking, wheeling and cycling accessibility to and from the areas.



Our plans for Lowestoft

The development of the Area Transport Plan has identified a number of areas to improve sustainable travel movements. These areas together with housing and commercial development sites and the wider public realm, offer the opportunity for Lowestoft town centre to meet the ongoing and future needs of its population, and those who visit and work in the area.





KEY

- Area boundary
- Built up areas
- Railway station
- Bus station
- Improved core walking zone
- Improved walking routes
- Improved cycle routes
- Development areas (approximate)
- Third party Improvement Schemes

- Transport hubs
- Increased cycle parking
- More electric vehicle charging
- Improvements to public realm
- Improvements to key bus stops
- New e-car club
- More active school runs

Implementation plan

The table below indicates the county council's priorities for investment over the next five years including schemes funded through the county council's budgets, government funding and developer funding. The table does not include schemes delivered by 3rd parties.

Location	Description	Indicative Capital Investment
Lowestoft	LCWIP high priority routes	£1,000,000
Lowestoft	Modal integration at transport hubs	£300,000
Lowestoft	Town centre walking and cycling improvements	£400,000

References

- Office for National Statistics, Census Data (2021)
www.ons.gov.uk/visualisations/customprofiles/build/
- [Travel Time Map | Drive Time Radius & Other Modes](#)
- Office for National Statistics, Census Data (2011)
[Propensity to Cycle Tool - Suffolk \(pct.bike\)](#)
- Suffolk Climate Emergency
[Suffolk-Climate-Emergency-Plan-Summer-23.pdf](#)
([greensuffolk.org](https://www.greensuffolk.org))
- Gear Change. A bold vision for cycling and walking
<https://assets.publishing.service.gov.uk/>
- Transport Related Social Exclusion in England
www.transportforthenorth.com
- [National Child Measurement Programme \(2021/2022\) - National child measurement programme - GOV.UK](#) (www.gov.uk)