

Annex A

Transport Assessment Form

Transport Assessment Form

Proposal: Felixstowe South Reconfiguration

Travel Characteristics	<i>Figures</i>	<i>Comments and Details</i>
Journeys per day	<ul style="list-style-type: none"> • 3649 vehs / day (2-way) • 17% light vehs / 83% HGVs 	
Mode Split	<ul style="list-style-type: none"> • Bus - < 1% • Car driver - 79% to 83% • Cycle - 3% to 7% • Walk - < 1% • M/cycle - 3% to 4% • Car passenger - 2% to 5% • Multiple reply / not stated - 6% to 12% 	Mode split is dependent on shift, and is based on current patterns at Port of Felixstowe.
Freight	<ul style="list-style-type: none"> • 370 HGVs / day at 2007 • 844 HGVs / day at 2010 • 1514 HGVs / day at 2023 	Peak period for HGVs is late afternoon
Measures to influence travel	<i>If scheme includes measure</i>	<i>Comment on detail, particularly how issues are being addressed</i>
Access, scale and design	Yes	Access is available by both rail and road for freight users. Staff and visitors will have a choice of modes. Parking is provided for disable people.
Promoting walking and cycling	Yes	The Travel Plan for the site will promote walking and cycling.
Promoting public transport	Yes	Bus use for employees at the site will be encouraged.
Minimise parking	Yes	Parking provision has been minimised, although needs to cater for night-time shift changeovers.
Organisational measures	Yes	Car sharing will be encouraged at the site. Performance will be monitored.
Freight efficiency	Yes	A new rail terminal is incorporated into the scheme. HPUK will continue to work with the SRA and others to minimise the numbers of road-based freight trips.

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Securing travel measures	Yes	A draft travel plan has been developed and will continue to be taken forward with Suffolk County Council and Suffolk Coastal District Council.
Transport Impacts	<i>If impacts are +ve or -ve</i>	
Accessibility	Positive	The development has direct access into the A14(T) and the national rail network.
Safety	Neutral	All road traffic can be accommodated safely. There is no material risk from the movement of containers.
Environment	Generally neutral	Environmental impacts are dealt with in detail in the Environmental Statement for the scheme.
Traffic and highways impacts	Neutral	Assessment of six junctions on the A14(T) shows that, with mitigation as appropriate, generated traffic can be accommodated on the highway network.
Rail, water and air transport	Positive with respect to rail and water transport	The development will have a transshipment level of 24% and the rail share of inland traffic is expected to be 26%. A new rail terminal is included in the proposals.
Overall assessment (to be completed by Local Planning Authority)	<i>Yes or no</i>	<i>If no, what other measures are needed</i>
Access		
Parking		