

Local Transport Plan 2025-2040



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Chris Chambers
Cabinet Member for
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Suffolk County Council

FOREWORD

I am pleased to present the fourth Local Transport Plan for Suffolk, which outlines the challenges and opportunities for the future of transport. It supports four objectives



Our Local Transport Plan progresses our 2019 climate emergency pledge to collaborate with partners to make Suffolk carbon neutral by 2030.

Transport is a major contributor to green-house gas emissions which are detrimental to both our planet and to the health and well-being of the people of Suffolk.



The growing population and increasing average age in Suffolk will lead to more people using our highway network.

We must embrace the opportunity to change the way we travel and to provide a healthier environment with infrastructure that enables more walking, wheeling, and cycling, which will reduce harmful travel-related emissions and improve our physical and mental well-being. Providing infrastructure that enables effortless changing between these, and bus, train, and zero-emission motorcycle and car travel is important for the future of mobility and to ensure equitable choice.

We will work with Transport East and others to deliver the vision for the eastern region, which is "...for a thriving Eastern region with safe, efficient and net zero transport networks advancing a future of inclusive and sustainable growth for decades to come."

Whilst there are challenges, we must look forward and develop options to travel sustainably for the benefit of everyone and for future generations.



INTRODUCTION

Our Local Transport Plan presents our vision for transport in Suffolk, highlighting the challenges and opportunities and the measures available to respond to them.

Every Local Transport Authority must produce and adopt a Local Transport Plan. This is the fourth for Suffolk, which moves forward our Local Transport Plan 2011 to 2031.

Our Local Transport Plan develops further the long-term vision and provides a set of objectives that will inform transport policy and investment decisions in Suffolk up to 2040. Our Local Transport Plan provides essential policy direction that informs local planning authorities' Local Plans for growth and development.



Suffolk Local Transport Plan 2011-2031

The third Local Transport Plan was developed at a time when the UK economy was recovering from the recession of 2008 and 2009.

It contained an ambitious list of major infrastructure projects that we delivered with our partners between 2011 and 2024.

We delivered several highway infrastructure projects that unlocked commercial and residential developments. The Bury St Edmunds Eastern Relief Road was completed in 2017, and it enabled the completion of a business park, the new Sybil Andrews Academy school and an improved A14 junction. The Beccles Southern Relief Road was completed in 2018 and connects the industrial estates with the A145 so motor traffic no longer needs to pass through the historic core of Beccles. The Gull Wing Lowestoft bridge provided a third crossing over Lake Lothing in 2024 reducing road traffic congestion in the town, regenerating the area, and attracting new investment for Lowestoft's economy. The Haverhill Northwest link road, between the A143 and the A1307, relieves road traffic congestion in the centre of Haverhill, and enabled the construction of several thousand new homes. All these projects included active travel infrastructure enabling sustainable travel choices to be made.

We supported Network Rail in their completion of several important railway infrastructure projects. The Beccles Loop (2012) provides more capacity on the East Suffolk Line by creating more passing spaces on the single-track section. The Ipswich Chord (2014) allows more direct train movements west of Ipswich station. Improvements on the Felixstowe branch between Trimley and Levington were completed in 2019 and provide more rail-freight capacity for the Port of Felixstowe, Britain's biggest and busiest container port.



National Highways completed improvement schemes to the Strategic Road Network that also benefitted our local highway network. The A11 was dualled between Fiveways (Mildenhall) and Thetford (2014) and its Fiveways Roundabout was provided with partial signal control to better balance traffic flows making traffic movements more efficient. This is an interim solution and the A11 Fiveways is a pipeline scheme for National Highways Roads Investment Periods beyond 2030 where more comprehensive solutions will be investigated. The same is true for the A14 Junction 55 Copdock Interchange at its junction with the A12 south to London through Essex, where the signalisation solution will be succeeded by a more effective intervention with greater longevity.

Active Travel schemes were an important part of our third Local Transport Plan and an extensive package of improvements, called Travel Ipswich, were completed in 2015. These involved junction improvements in Ipswich town centre that created new and improved walking and cycling routes around the town, bus priority and capacity improvement alongside urban traffic management control through traffic signals. Similar pedestrian and cycling improvements were installed in towns across Suffolk, including Bury St Edmunds, Lowestoft, and Bungay.

Finally, the improvements to the A12 between Ipswich and Lowestoft, including a bypass for Farnham and Stratford St Andrew, were secured from the Sizewell C Nuclear Power Station project, a Nationally Significant Infrastructure Project that will be one of the largest construction projects in the UK programmed over ten to twelve years.

Alongside the strategic transport improvements, a range of local transport improvements were delivered through sustainable transport packages, radial routes funding, developer-funded schemes, and active travel funding.



SUFFOLK LOCAL TRANSPORT PLAN 2025-2040



The scope

Our fourth Local Transport Plan is informed by national, regional, and local policies and best practice relevant to transport planning in Suffolk. These establish the context within which transport operates and integrates into wider society, and the challenges and opportunities presented by improvements to the transport network.

The [Suffolk Climate Emergency Plan](#) is effective to 2030 and provides an important milestone during the life of our Local Transport Plan. The Suffolk Climate Emergency Plan recognises transport contributed 30% of CO₂ emissions in 2021 and provides the Low Carbon Transport theme. For compliance with [The Paris Agreement](#) and [The Climate Change Act 2008](#), and to support [National Adaptation Plans](#), it commits to reducing the demand for travel, making active travel and public transport individual's first choices, then shifting the remaining travel to zero carbon transport solutions, which includes electric vehicles. The Suffolk Climate Emergency Plan commits to delivering our low carbon transport goals through our Local Transport Plan to inform Suffolk's contribution to the regional and national net zero targets for 2040 and 2050.

The Local Plans adopted or in development by the local planning authorities in Suffolk provide the basis for housing and employment growth across Suffolk. The interaction between spatial and transport planning frameworks provides benefits, or presents risks, to priorities across service areas. Therefore, collaborative land-use and transport considerations are fundamental for the effective delivery of policies and schemes. Our

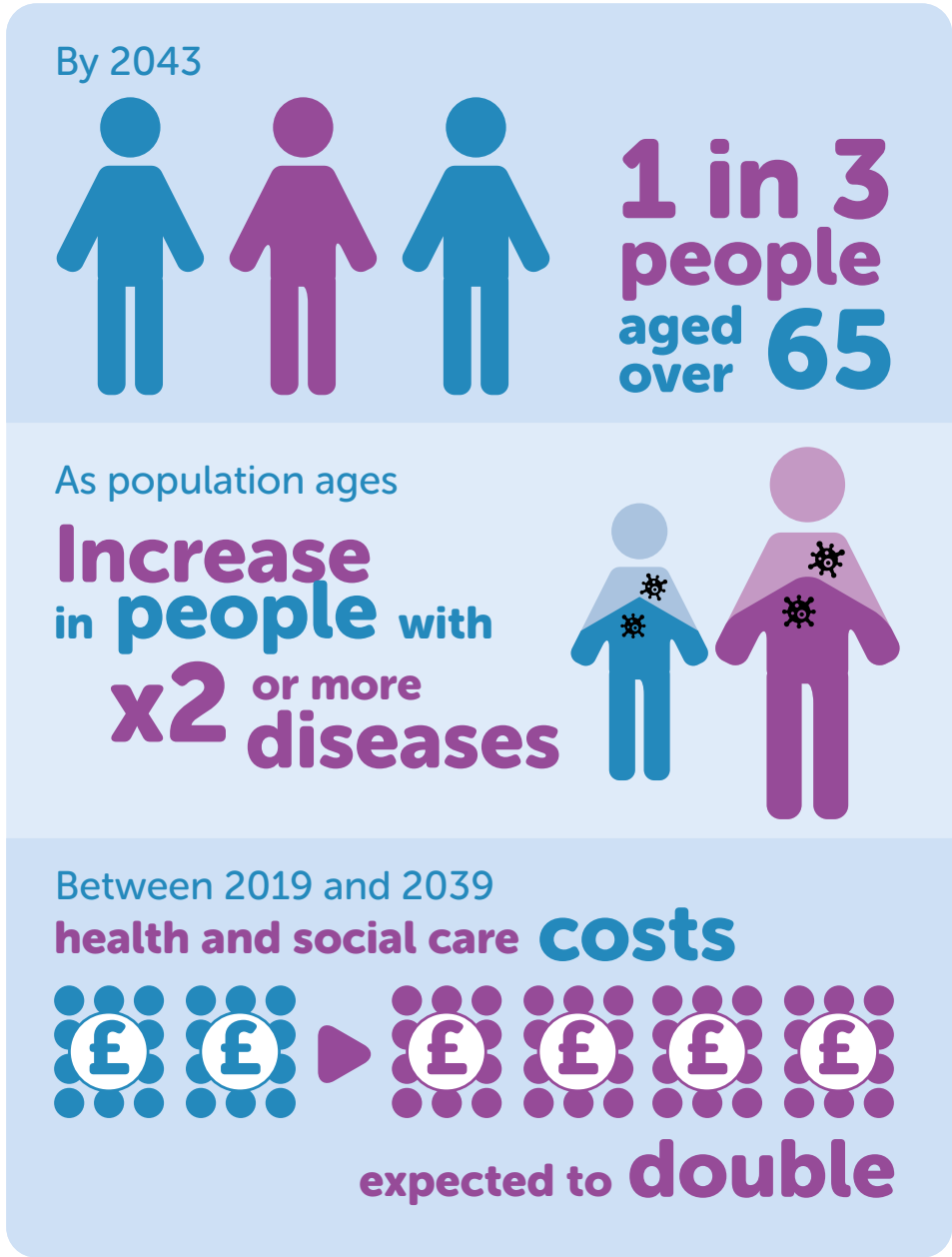


Local Transport Plan will ensure the 'avoid trips, shift modes, and improve fuels' transport decarbonisation principles are appropriately applied in the planning and delivery of residential, commercial, and mixed-use development projects.

The [Suffolk Economic Strategy](#) sets a vision "To secure Suffolk at the forefront of the UK's green evolution, becoming an epicentre of clean technology convergence, innovation, and robust economic growth". The strategy details inclusive growth by ensuring that every individual has the opportunity to thrive and contribute, by leveraging Suffolk's strengths in clean energy, agri-food and drink, and ports and logistics. It advocates boosting infrastructure and connectivity by creating a spatial planning framework that integrates housing, transport, utilities, and green infrastructure; and supporting efforts to secure rail and road infrastructure for enhanced transport links.

The [State of Suffolk - Healthy Suffolk](#) forecasts a rise in the proportion of Suffolk's older population to 1 in 3 aged over 65 by 2043. As our population ages, the proportion of people with two or more diseases is likely to increase and include chronic conditions such as dementia, which is expected to double by 2039. The State of Suffolk report indicates a doubling of the costs of health and social care between 2019 and 2039. Additionally, the rise in proportion of people aged 65 or over is accompanied by a decline in the proportion of working age population (16- to 64-year-olds). The forecast changes in demographics and the effect on health could negatively impact the provision of mobility services if not carefully considered.

A place-based approach has been adopted to identify challenges and opportunities in Suffolk's main urban areas. Given approximately one-third of Suffolk's population live outside of these main areas, a rural area transport plan provides the framework for low carbon transport interventions that address rural mobility challenges.



DRIVERS OF CHANGE



The climate emergency

We must act to avoid the adverse impacts on the planet associated with climate change.

The [Net Zero Strategy: Build Back Greener](#) charts an indicative pathway to meeting the emission target up to Carbon Budget 6 in 2037 and puts the country on course for net zero by 2050. The strategy includes reductions in domestic transport emissions in relation to passenger and freight movements.

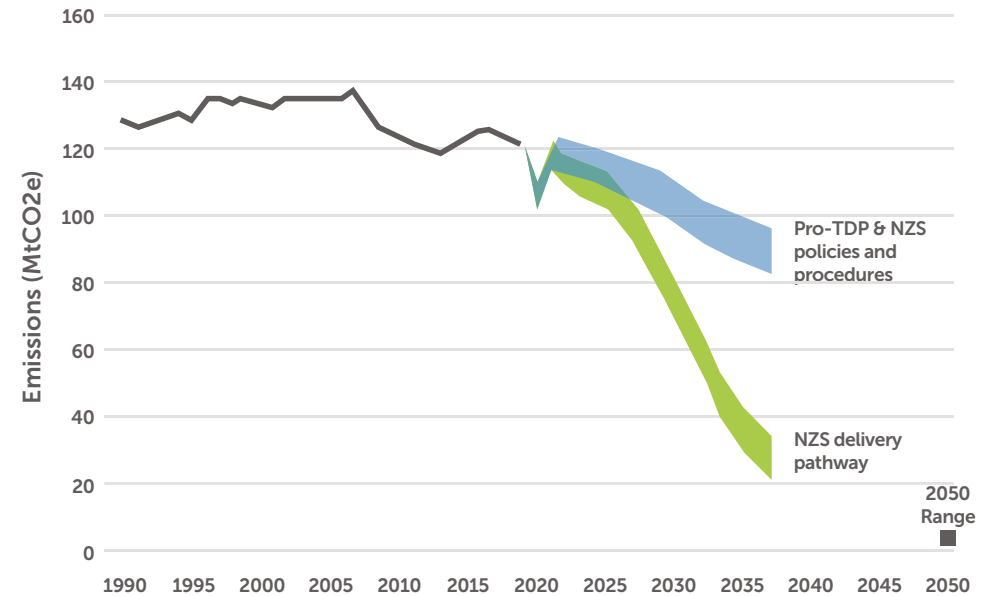


Figure: Indicative domestic transport emissions pathway to 2037. (Source: [Net Zero Strategy: Build Back Greener](#))

The [Decarbonising transport: a better, greener Britain](#) provides the plan for achieving the reduction in domestic transport emissions needed.

The plan details a range of interventions that will deliver net zero including reducing demand for motor car use, the rollout of zero-emission vehicles, and the efficient movement of freight on strategic and local transport networks. The plan considers technological advances in relation to fuel types and service improvements that could become enablers to carbon neutrality in the future. Local transport authorities, through their local transport plans, are central to the delivery of the plan.

In 2019, Suffolk's public sector leaders committed to pursue net zero strategies that put Suffolk on a path to net-zero by 2030. The commitment requires a transformational change as to why, when, and how people choose to travel in and through Suffolk.

Domestic transport was responsible for 27% of the UK's total greenhouse gas emissions in 2019. The scope to reduce emissions in the transport sector is substantial because there was a 19% reduction from 2019 in 2020 when travel behaviour was disrupted by a global pandemic. With travel and transport featuring in everyday lives, there is tangible opportunity to reduce CO₂ emissions whilst realising the benefits of more active lifestyles. Our transport planning policies integrate opportunities for change with the provision of mobility services, infrastructure maintenance, network planning, service design, and programmes that allow individuals to choose to travel sustainably.

The net zero pathway requires the rebalancing of travel options that encourage a shift to active travel modes for shorter trips. Evidence indicates that the proportion of walking and wheeling trips must increase from 13% to 16%, and cycle trips from 5% to 8% to achieve net zero in Suffolk. The proportional increases must shift from car trips and not passenger transport solutions.

The [Decarbonising transport: a better, greener Britain](#) sets targets that complement the Active Travel England objective for half of all journeys in towns and cities to be walked, wheeled, or cycled by 2030. We support this objective and will deliver schemes that contribute to its achievement.



Changing travel patterns

For a brief time, travel patterns changed because of a global pandemic and to a lesser extent following a sharp increase in the cost of living during the years that followed. These factors influenced how and when people chose to travel and the options they had available to them. Working from home and hybrid working became more typical for many sectors across Suffolk and data to 2024 indicated that bus and train commuter numbers were lower than pre-pandemic levels. The sustained reduction of passenger numbers present challenges to the viability of bus and train services, particularly those serving rural areas with low population densities. Bus recovery grant funds supported Suffolk's bus services during the early 2020s, but bus services contend with uncertain futures beyond 2025 because reduced opportunity exists for passenger transport, which prevents access to employment, education, essential services, and retail and leisure facilities.

The global pandemic also increased active travel patterns proving it is possible for many. More people in Suffolk took to walking, wheeling, and cycling for leisure and utility trips and as social-distancing measures were relaxed, more people embraced Suffolk's natural environment. The observed behaviours revealed positive determinants for health that contributed to a range of physical and mental health benefits. The observed active travel behaviours resulted in a corresponding drop in car use, mileage, and CO₂ emissions revealing that active travel can be realised for many.

The global pandemic and resulting factors disrupted the global supply chain changing the landscape in which everyone operated including individuals, businesses, and local transport authorities. Car vehicle miles dropped by approximately 700 million miles in 2020 with a marginal drop for light commercial vehicles and no change for heavy goods vehicles. The resulting economic disruption presented challenges to the delivery of strategic objectives.

The cost of car travel is continually reported about in the media with car insurance premiums, fuel, and parking fees of particular interest. When added to the cost of obtaining a driving licence, purchasing a car and its ongoing maintenance, car ownership is increasingly less achievable for some, yet considered necessary by many to access further education and work. Active travel includes walking, wheeling, and cycling, requires no licence or age requirement, and it is unaffected by negative economic factors. Local highway authorities encourage active travel and passenger transport choices, but decisions are based on an individual's travel options with choice determined by their specific circumstances. Our Local Transport Plan must create the appropriate circumstances with highway infrastructure and mobility services to influence the sustainable travel choices that were proven possible during the global pandemic and are more inclusive, especially in terms of age and costs.

Suffolk's economy

Gross Domestic Product per capita, unemployment rates, and other metrics are used to understand the health of the Suffolk economy.

In Suffolk

£30,709 Gross Domestic Product per capita

compares poorly with the national average of **£37,076 (2022)**



Average earnings **£33,541 (2024)**

compares well with the national average of **£35,495**

3.7% Unemployment

low compared with the national average of **4.4% (2024)**



largest contributor in England

when ordered by **Gross Domestic Product**,

and the ninth when ordered by **Gross Domestic Product per capita**.

These metrics indicate that Suffolk has a greater output per individual than many counties in England.

The Suffolk economy has higher than national levels of economically active people, but lower skilled employment opportunities and lower median pay. Disparities in pay between male and female full-time workers broadly reflect national trends, although male full-time worker pay dipped and female full-time worker pay rose during the early 2020s.

Productivity across Suffolk is lower than the national average in all districts except Ipswich, where it is marginally higher. The most prominent sectors in Suffolk include accommodation and food services, and retail, which are deemed to have lower productivity than others.

Gross Value Added (Balanced) for Suffolk (2019) £m

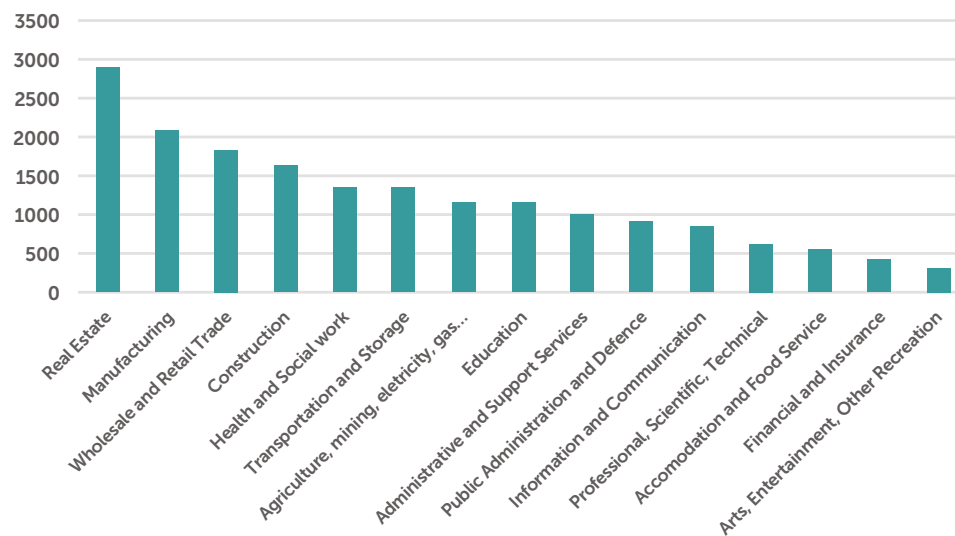


Figure: Gross Value Added by sector for 2019

Deprivation (determined by the Ministry of Housing, Communities and Local Government) is disparate throughout Suffolk, however, there are larger concentrations in urban areas, particularly within Lowestoft and Ipswich. From the economic perspective, the focus must be enabling Suffolk’s residents to access employment, education, essential services; and regarding travel management, sustainable travel infrastructure and improvements to public transport must contribute towards a levelled economy.

Suffolk is designated to host nationally significant energy projects including Sunnica Energy Farm (solar) on its boundary with Cambridgeshire; East Anglia ONE, East Anglia ONE North, East Anglia TWO and East Anglia THREE off the coast of east Suffolk; and Sizewell C nuclear power station on Suffolk’s east coast. The construction of these projects is beneficial for Suffolk’s economy, and effective and efficient transport planning for material and personnel is essential to prevent potentially negative impacts

Percentage employment by major group (Dec 2021)

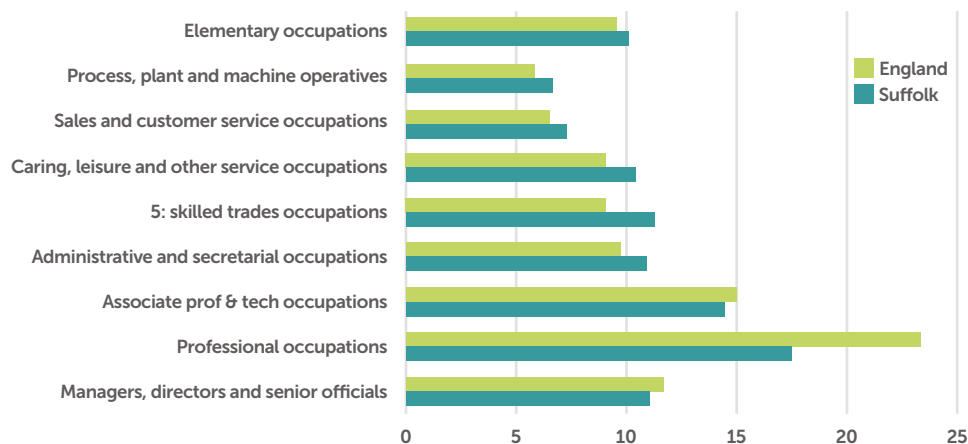


Figure: Employed by industry for 2022 to 2023

on communities and natural environments near the project areas. To illustrate the scale of planning required, the Sizewell C project is forecast to host twenty thousand jobs over its ten-to-twelve-year construction with its build-cost estimated at more than £30 billion.

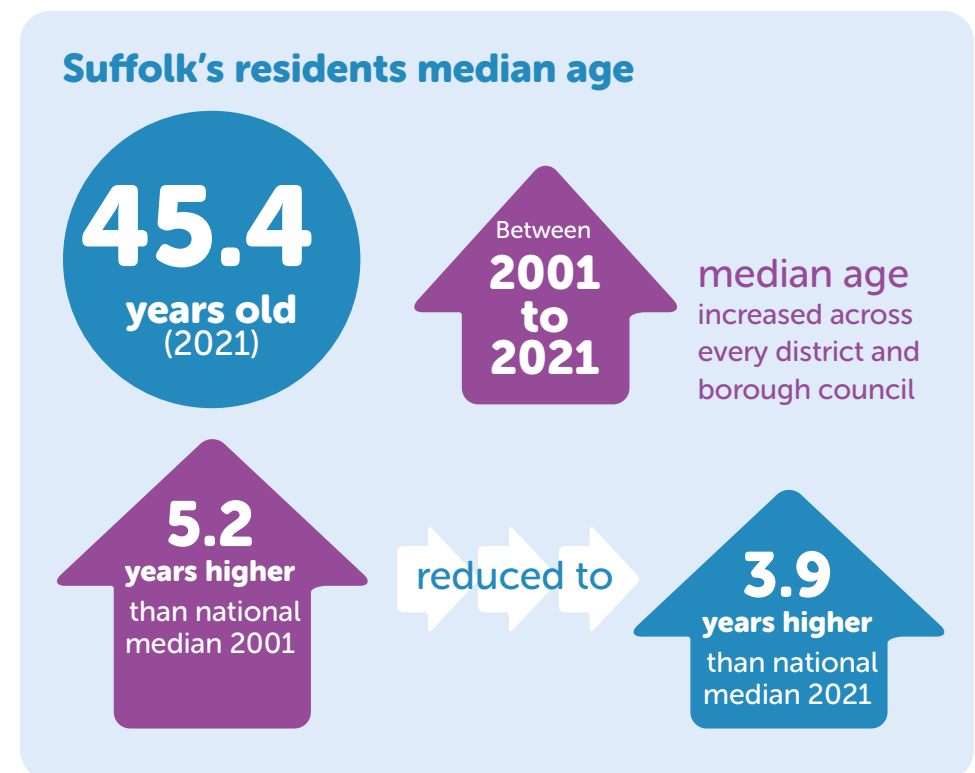
Suffolk hosts Britain's biggest and busiest container port. The Port of Felixstowe manages more than four million twenty-foot equivalent units and services around two thousand ships each year to and from more than seven hundred ports around the world. In addition to road, rail, short sea feeder and roll-on roll-off freight services leaving and arriving at Felixstowe, about 2,500 personnel work at the port making it an important contributor to Suffolk's economy.

The [Suffolk Economic Strategy](#) outlines ambitious plans for future growth across Suffolk. The strategy will be delivered by local partners across business, business support organisations, local authorities, public health, education providers and the voluntary, community and social enterprise sector, all of which are committed to it.

The travel and transport related challenges set by the nationally significant infrastructure projects and important facilities like the Port of Felixstowe, must be managed appropriately to ensure their economic benefits are felt by Suffolk's residents, whilst their substantial demands on transport infrastructure are not.

Suffolk's residents

Suffolk has a lower proportion of working age adults at 59.3% compared with the England average of 63.0%. Suffolk's working-age population (16-64 years) is not distributed evenly across Suffolk with higher proportions of over 65s in the administration areas of East Suffolk and Babergh councils. Furthermore, access to jobs and services is limited because of travel distance or lack of transport provision or infrastructure.



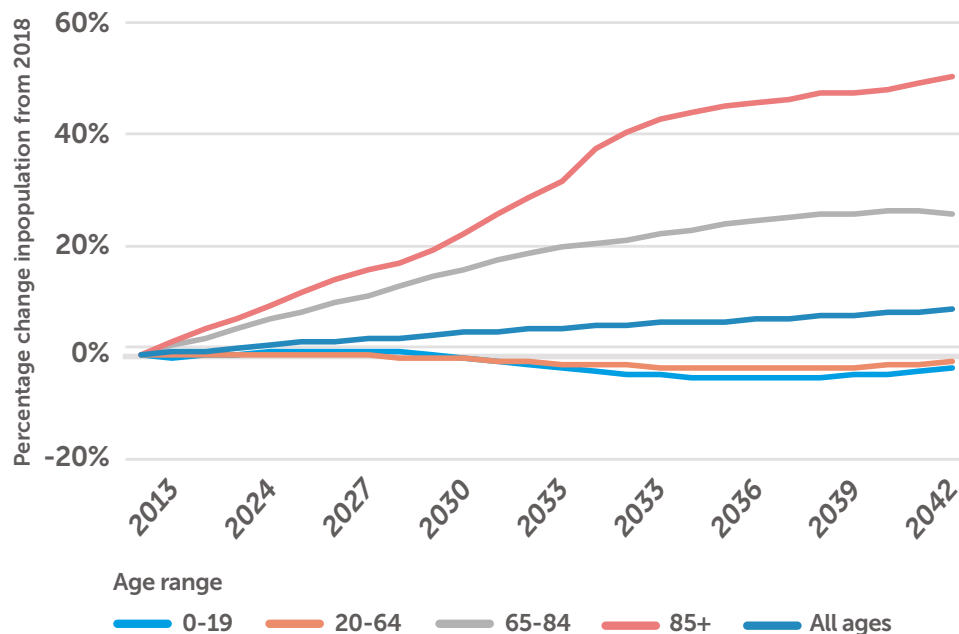


Figure: Population projections for Suffolk between 2018-43, all ages, selected age groups (Source: Population projections for local authorities: Table 2 - Office for National Statistics)

Suffolk’s residents are statistically healthy with the average life expectancy rising higher than the average for England. The Office for Health Improvement and Disparities (in 2022) reported life expectancy in Suffolk as 83.7 years for females (83.2 England) and 80.5 years for males (79.3 England); however, life expectancy is influenced by deprivation. Males in the most deprived quintiles of Suffolk live an average of seven years less than males living in the least deprived quintiles of Suffolk; whilst women, living in Suffolk’s most deprived quintiles live 5.4 years less than females in the least deprived quintile.

Between 2018 and 2043, Suffolk’s population is forecast to increase by 8.2%, with the largest increase anticipated for the over 85s to 50.3%. The under 20s is forecast to decrease by 2.5% and the 20-64s forecast to decrease by 1.3%.

Our older members of society tend to access more frequently health and social services, so it is important we ensure services remain accessible as the average life expectancy increases. Historically, a greater proportion of older people reside in coastal areas and those of working age in and around urban centres.

Our [Joint Local Health and Wellbeing Strategy](#) identifies the challenges and priorities, and defines our approach to make Suffolk a place where everyone can lead a longer, healthier, and happier life.

The forecast demographic changes in Suffolk present challenges, with implications for service demand, housing needs, and travel choices.

Demographic data provides insights that inform our delivery of infrastructure and mobility services. For example, younger travellers are likely to adopt active travel and public transport solutions, whereas older travellers are more likely to have access to a motor car. Residents of any age might have additional considerations in the context of cognitive and physical abilities, which might limit sustainable travel options for some and prevent preferred choice. Therefore, infrastructure delivery and the provision of mobility solutions must consider many variables to successfully deliver a mobility network with equitable access for all.

Transport East

Transport East is our Sub-national Transport Body providing a single voice on strategic transport requirements for local transport authority partners across Suffolk, Norfolk, Essex, Southend-on-Sea, and Thurrock.

Our regional approach recognises that some infrastructure and mobility services cross local transport authority administrative boundaries and rely on collective effort of regional and national partners to unlock opportunities and realise the benefits of strategic transport improvements. Through the use and application of Transport East's regional data sources, enhanced capability and expertise, Suffolk will benefit from additional resource and exert greater influence on Central Government and lobby more effectively for large-scale transport funding to the benefit of residents and businesses in Suffolk.

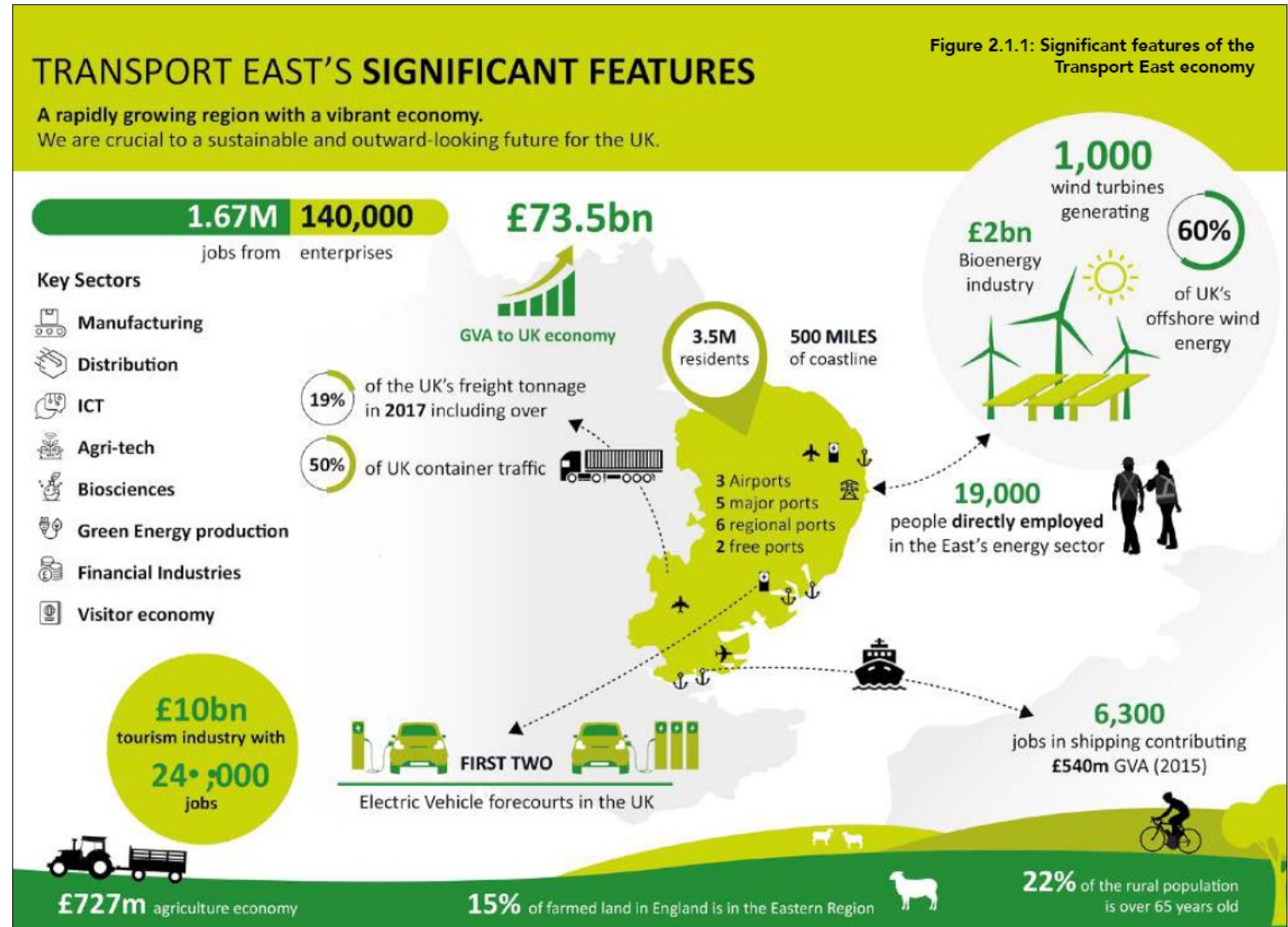


Figure: Transport East significant features (Source: Transport East Transport Strategy 2023-2050)

The [Transport East Transport Strategy 2023-2050](#) details a vision for the future of transport up to 2050 and four strategic priorities that will enable the delivery of the vision. We share Transport East’s vision and priorities for the region and our policies align to tackle the most pressing travel, transport and infrastructure issues ensuring we maximise the opportunities presented by the unique national and international roles our county and region plays.

Our Local Transport Plan reflects the vision and priorities of Transport East and includes policies and interventions that contribute to achieving the goals set out within the Transport Strategy, which are:

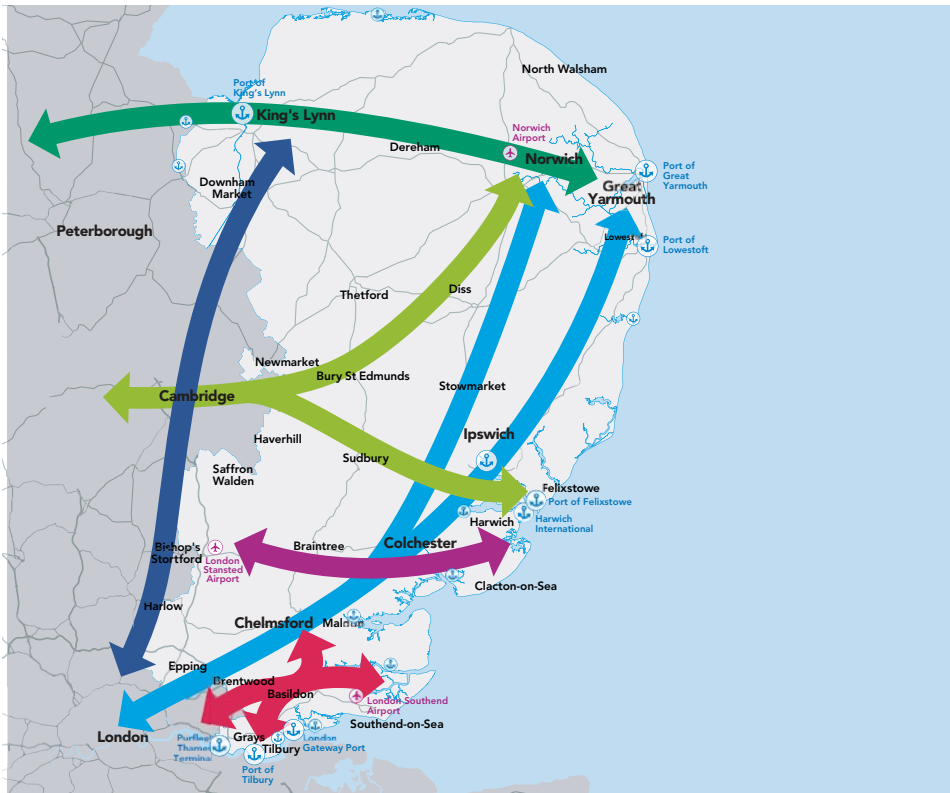


Figure: Strategic corridors in the Transport East region

<p>Decarbonisation to net zero</p>	<ul style="list-style-type: none"> • Reduce demand for carbon intensive trips • Shift modes • Switch fuels • Zero carbon growth
<p>Connecting growing towns and cities</p>	<ul style="list-style-type: none"> • Improve connections and access within our urban centres • Deliver faster and more reliable connections between our growing places and to the rest of the UK • Fully integrate transport networks , services and operation
<p>Energising coastal and rural communities</p>	<ul style="list-style-type: none"> • Increase accessibility for rural communities • Improve connections along our coastline
<p>Unlocking international gateways</p>	<ol style="list-style-type: none"> 1. Improve connectivity, journey time and reliability to ports and airports 2. Move goods and people sustainably to ports and airports 3. Increase the use of alternative fuels for ports and airports

Figure: Transport East priorities (Source: [Transport East Transport Strategy 2023-2050](#))

Corporate Strategy for Suffolk County Council

Our [Corporate Strategy](#) priorities are to:

- **promote and support the health and wellbeing of all people in Suffolk**
- **strengthen our local economy**
- **protect and enhance our environment**
- **provide value for money for the Suffolk taxpayer**



We are an 'anchor institution' and a significant employer and purchaser of goods and services supporting Suffolk's supply chains. We use our assets, resources, leadership, and influence to impact positively on our residents' health and wellbeing and reduce inequalities.

As a large county with rural, urban, and coastal communities, transport and mobility solutions are essential for delivering these priorities and for securing the best possible outcomes for Suffolk's communities.

An efficient and reliable transport network is an important driver of the economy, and we will continue to identify necessary improvements to support wider objectives. For example, the Orwell Bridge is of national significance providing links between the Port of Felixstowe through Essex to London and the southeast and through Cambridgeshire to the midlands and the northeast. When it is closed for any reason, there is no resilience provided by alternative infrastructure so the national, regional and local economies are negatively impacted.



The increase in active travel and sustainable transport solutions are critical for protecting and enhancing environmental objectives. The climate adaptation of travel infrastructure is important, for example, investing in flooding and drainage alleviation. Sustainable transport solutions improve air quality, contributing to supporting the good health and wellbeing of Suffolk communities.

Our vision



In 2040, Suffolk's transport emissions will have reached net zero because a connected and integrated network of sustainable transport solutions will have boosted economic growth and opportunities for us and our businesses. We will be healthier, happier, and our quality of life will be significantly improved through place-based enhancements that are designed to enable us to thrive.



OUR PRIORITY THEMES

Our Local Transport Plan has four themes that provide the context within which our vision will be realised, and our policies and interventions developed to 2040. The themes support national, regional, and local policies and are supported by a comprehensive set of objectives by which progress will be monitored.



They are:



**Decarbonisation
of transport**



**A strong, sustainable,
and fair economy**



**Health, wellbeing,
and social inclusion**



Creating better places



KEY THEME

Decarbonisation of transport





Decarbonisation of transport

Climate change caused by human activity increases the concentration of greenhouse gases in the atmosphere leading to extreme weather events, which for Suffolk include heavy rainfall, droughts, and heatwaves. These cause disruption on our transport network from impacts like flash flooding, landslips, and equipment failures. Our diminishing biodiversity increases the risk of crop and animal diseases, and contaminated water supplies.

The [Suffolk Climate Emergency Plan](#) highlights the transport sector as an important contributor for achieving a net zero Suffolk. The transport sector accounted for 30% of Suffolk's CO₂ emissions in 2022, 23% for homes, and 26% for industrial and commercial energy use.

Our Local Transport Plan commits to achieving net zero by 2040 for travel by our residents and those visiting Suffolk, which aligns with regional targets. Decarbonising travel means reducing the number and length of trips by petrol, diesel, and hybrid motor vehicles. This includes reducing the need to travel, then shifting car-drivers to walking, wheeling, cycling, and passenger transport travel solutions. Where car-drivers are not able to avoid travel or move away from car-travel, increasing car occupancy and changing to non-fossil fuel vehicles such as battery powered ones, commonly referred to as electric vehicles or EVs, will be facilitated.

The pathway to net zero in the [Suffolk Climate Emergency Plan evidence report](#) balances reducing car-use and replacing fossil fuel powered vehicles with zero carbon emission vehicles. The approach taken by our Local Transport Plan follows the Avoid – Shift – Improve approach and aligns with the outcomes of The Suffolk Climate Emergency Plan and reflects decarbonisation plans and strategies at a national and regional level.





Spatial planning to reduce the need to travel

Spatial planning provides opportunities to reduce the need to travel by ensuring housing and other new development is located with or provides walking, wheeling, cycling, and passenger transport infrastructure to employment, education, essential services, and retail and leisure facilities.

Walking and cycling statistics indicate that many people can walk a mile or cycle three miles (further with an e-bike) when travelling to work, the shops, or other destinations.

Collaborating with partners at Transport East and Suffolk’s planning authorities, the evidence and strategic vision provided in our Local Transport Plan will support development in sustainable locations with strong links to the wider sustainable transport network.

Reducing the demand for carbon intensive trips will contribute to achieving net zero in Suffolk.

Connected communities and working from home

An essential principle of reducing travel demand is to ensure that most people’s day to day needs are accessible by a short walk, wheel, or cycle from home, and for some jobs work from home some of or all the time.

Working from home is not an option for everyone, but we encourage it where the opportunity exists to reduce transport CO₂ emissions. Research indicates the increase in a mix of travelling to work and working from home, known as hybrid working, varies across professions.

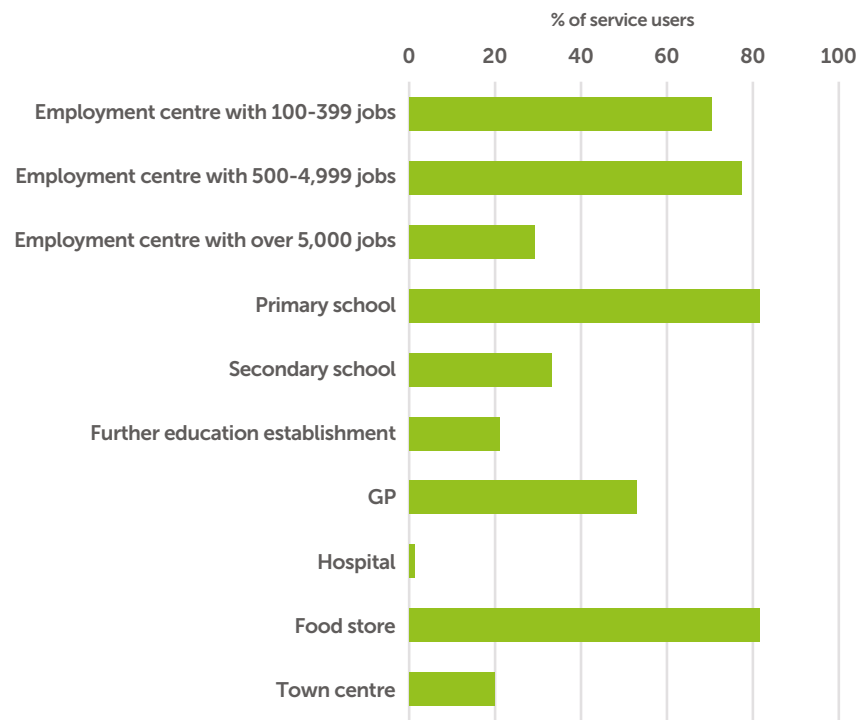
Figure: Hierarchy for decarbonising transport



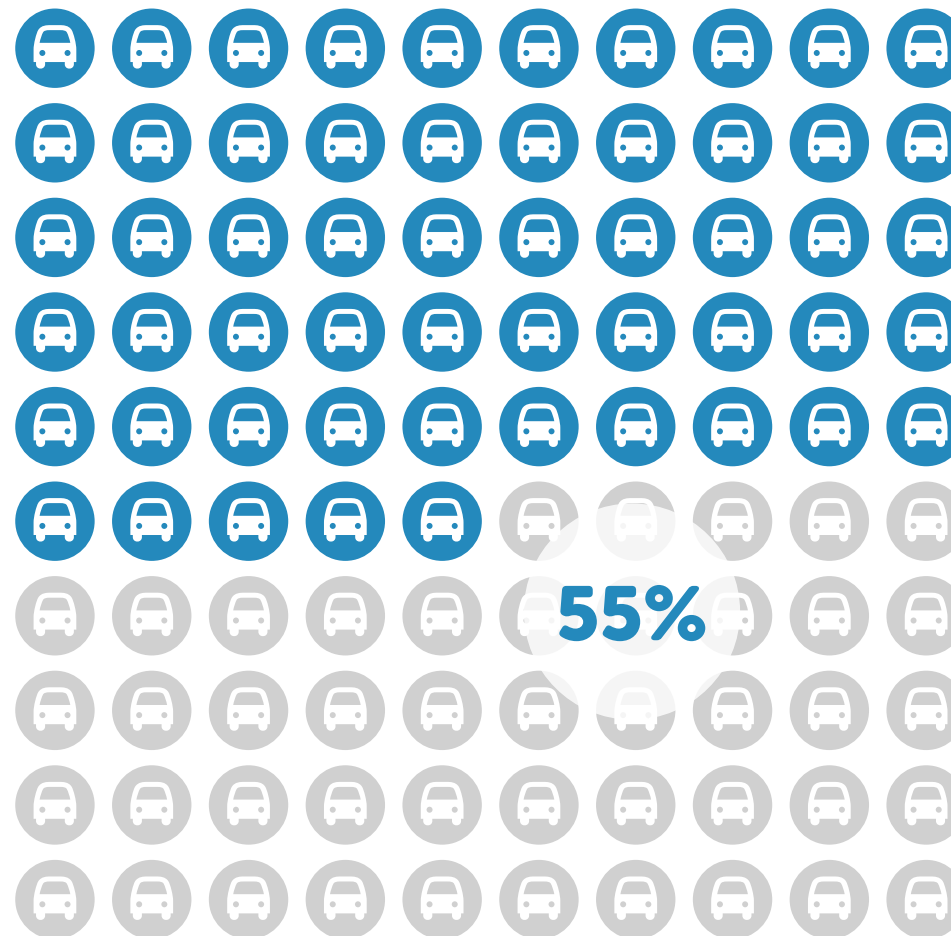
Figure: Suffolk Population's access to essential Services (Source: Suffolk Observatory)



Figure: Service users within 15 minutes travel time by public transport or by walking to key services for Suffolk (2019)



Method of travel to work is driving a car or van for Suffolk (2021)



Suffolk is a rural county characterised by low population densities. A third of residents live in rural Suffolk and many travel into urban centres for employment, education, and essential services. Many communities in rural Suffolk are considered to live in 'transport deserts'; areas where there is little or no realistic alternative to travel by motor car, and where poor digital connections limit the ability to work productively from home. Transport deserts perpetuate inequalities, hinder economic growth, and entrench car-dependence, creating significant barriers to decarbonising travel.

Solutions cannot be achieved through transport interventions alone; spatial planning considerations, digital infrastructure installations, and upgraded power networks will be essential for delivering change for our rural communities. We will collaborate with partners to explore solutions to reduce car dependency in rural Suffolk.



Active travel for shorter trips

Improving the appeal of active travel will provide benefits for the whole highway network and contribute to the reduction of carbon emissions. Increasing the uptake of active travel will improve the viability of more sustainable bus and train services as part of multimodal journeys.

Providing an extensive network of convenient and safe walking, wheeling, and cycling routes will facilitate more active travel choice. The increasing availability of e-bikes and e-cargo bikes will make cycling more attractive for more people, increase the distance achievable for cycle trips and the trip purposes that can be satisfied. Journey times for walking and cycling are more reliably repeatable than those by bus and car.

In addition to implementing and enhancing active travel infrastructure in and around urban areas, improving appropriate sections of our public rights of way highway network will improve rural mobility between towns and villages. There are additional health benefits associated when travelling in the natural environment on dedicated active travel infrastructure, as well as being segregated from the higher speed carriageway network.

We will continue to work in partnership with local, regional, and national active travel organisations to promote, incentivise, and encourage walking, wheeling, and cycling as part of people's everyday routines.

Our [Suffolk Local Cycling & Walking Infrastructure Plan](#) and our [Suffolk Green Access Strategy 2020-2030](#) both work towards meeting national and local targets for increasing the number and proportional split of active travel trips, which supports the delivery of our [Joint Local Health and Wellbeing Strategy](#).



Bus journeys and the transition to a zero-emission fleet

Greater uptake of bus travel by car drivers is essential for achieving the mode shift requirements of The Suffolk Climate Emergency Plan. Eight passengers on a bus is more CO₂ efficient per person than an individual travelling by petrol, diesel, or hybrid motor car.

Improvements to the quality, frequency and coverage of bus services will increase passenger numbers and provide options for individuals to access employment, education, essential services, and retail and leisure facilities via an integrated sustainable transport network.



Across Suffolk, 15.5 million passenger journeys were made on bus services in 2019/20, showing a growth on the previous two years. That growth provides confidence that there was a growing appetite for bus travel across Suffolk and that bus operators must work hard to regain customers following the challenges of 2020's global pandemic.

Fixed-route services with buses running to a timetable provide a suitable transport solution in densely populated areas where demand is higher and there is potential to grow passenger numbers; however, lower demand in rural areas often means that fixed-route services struggle for financial viability. Therefore, demand responsive and community transport services provide the essential connection for rural areas with the wider transport network.

Our [Bus Service Improvement Plan](#) sets aspirations, obligations, and interventions to help increase passenger numbers and its travel proportion. The Enhanced Partnership, comprising bus operating companies and us, provides the mechanism for the delivery of our obligations and interventions. Our Local Transport Plan promotes the delivery of measures and initiatives through collaboration with bus operating companies and numerous stakeholders to prioritise interventions that will provide the greatest benefits.

The Enhanced Partnership will plan the transition to zero-emission bus fleets. We will collaborate with bus operating companies to understand how the transition to zero-emission bus fleets is best achieved. For example, through supporting the provision of adequate electric bus charging infrastructure or refuelling stations for different fuel types; and with applications for funding opportunities, and liaison with National Highways.



Passenger rail for longer trips

The railway network is an essential part of the whole mobility system providing fast, direct, and sustainable services that connect places in Suffolk and beyond. The strategic role of the railway network is described in the Transport East [State of Rail Report](#).

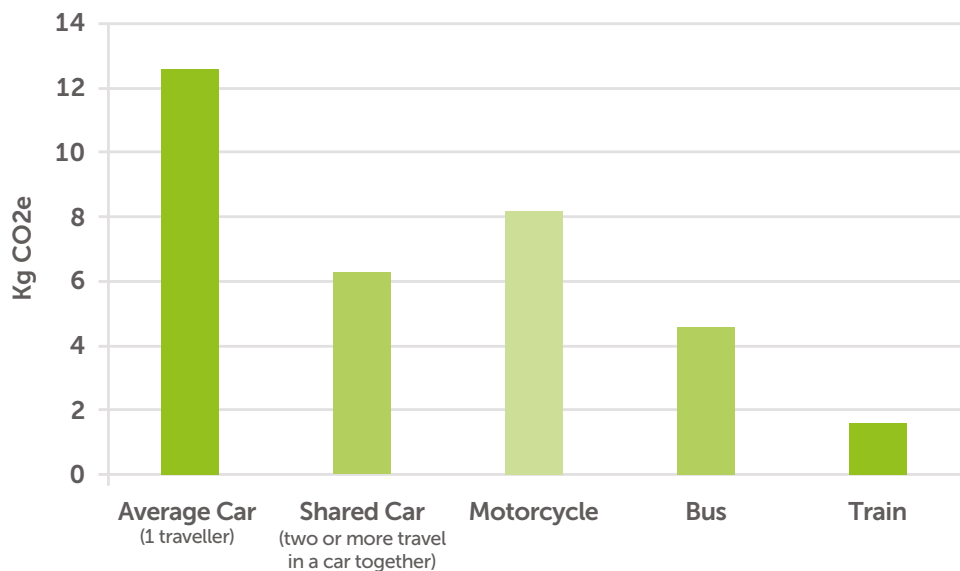


Figure: Norwich to Ipswich Kilograms of CO₂ for Different Modes (Source: Department for Energy Security and Net Zero and Department for Business, Energy & Industrial Strategy)

When comparing journey emissions for Ipswich to Norwich, conversion factors reveal the equivalent emissions for train journeys are significantly lower than by motor car, and other non-active travel solutions.

We are not the railway authority, but we are an important stakeholder and will exert influence alongside Transport East and others to champion improvements to the railway network and train services.

Several variables affect the attractiveness of train travel and its integration with the rest of the mobility system ensures multimodal journeys are inclusive, reliable and affordable. Some variables are affected by national and/or regional decisions; however, station facilities and access to stations are influenced locally.

Greater Anglia's 2019 fleet upgrade increased comfort, punctuality, and reliability. We will continue to collaborate with Greater Anglia and other stakeholders to facilitate access to train travel, especially integrating mobility services for walking, wheeling, cycling, and bus travel.

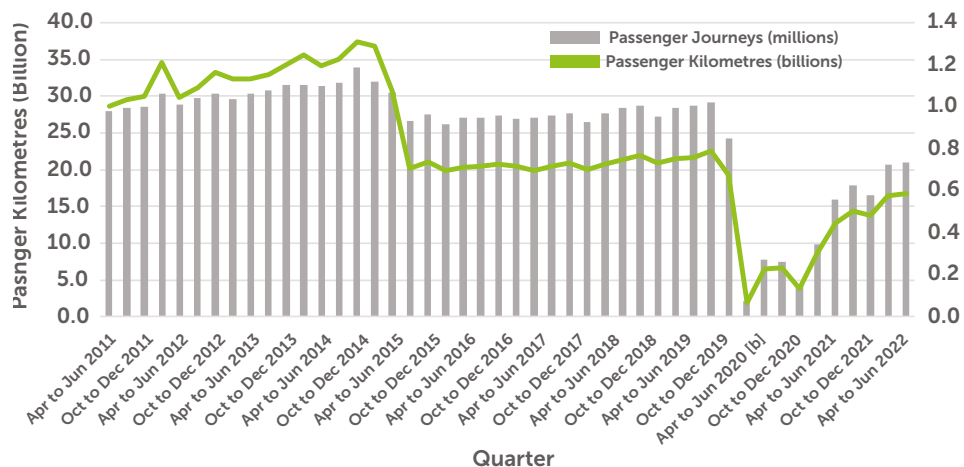


Figure: Greater Anglia Passenger Journeys (Source: Office of Road and Rail).



Rail freight capacity and decarbonisation

Shifting freight from road to railway will achieve lower emissions across the sector. Rail freight trains emit 25% of CO₂ than the same journey undertaken by lorries and lower still if lines are electrified. A single freight train can replace a mile of lorries.

Suffolk hosts the Port of Felixstowe, the biggest and busiest container port in the UK, which handles over four million Twenty-foot Equivalent Units each year. The port is served by the Felixstowe branch line which provides approximately seventy-six train paths per day. The Felixstowe to the West Midlands and North line, via Ely or the Great Eastern Main Line, carries around 63% of the eastern region's rail freight and is one of the UK's major freight routes. Network Rail estimates that each additional daily train path to and from Felixstowe would result in around 14,600 fewer single lorry trips per day, equating to more than three million lorry miles on the road each year.

Railway capacity improvements have been delivered but capacity pinch points remain. Haughley Junction represents a major pinch point for both the Felixstowe to Nuneaton freight corridor and the Great Eastern Mainline. Investment is needed for junction and line capacity improvements, electrification, and to resolve level crossing issues. An enhancement scheme has been developed and we continue to advocate and lobby for improvements to this vital part of the railway network.

The [Ely area capacity enhancement](#) programme will unlock considerable additional capacity for freight and passenger train services. The programme will provide capacity improvements through Ely that can increase the number of off-peak passenger and freight services from 6.5 to 10 trains per hour.

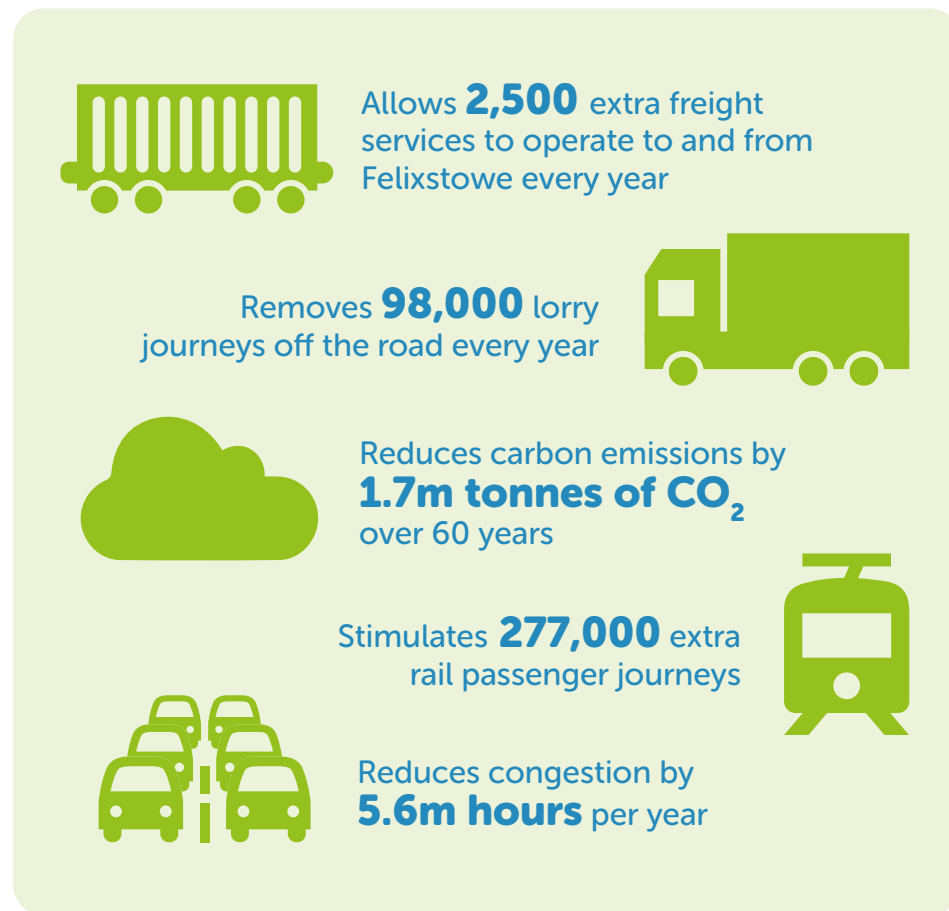


Figure: Decarbonisation benefits of Ely area capacity enhancement (Source: [Keeping trade on track](#))

The Felixstowe branch line towards the Great Eastern Mainline is one of several sections along the Eastern freight corridor between Felixstowe and Nuneaton which are not electrified. This corridor has been identified for electrification, which will allow cleaner, greener freight journeys linking the Port of Felixstowe, Britain's biggest and busiest container port and part of Freeport East, to other interchanges along the route.



Support and incentivise sustainable travel

Meeting net zero targets will require a collective effort and a change in the way we live our daily lives. Improving infrastructure and services to travel sustainably will facilitate choice for convenient walking, wheeling, cycling, and passenger transport options, which will contribute to meeting net zero targets. Understanding how, why, and when individuals choose to travel is important to be able to offer suitable and sustainable alternatives to single occupancy motor car trips; whether it is through targeted infrastructure improvements, greater provision of public transport services, or by spreading awareness of carbon-free mobility solutions that exist. Individuals have different journey purposes and therefore different travel needs. By recognising this fact and tailoring incentives to reflect individuals' diverse needs, we will have more opportunity to provide suitable alternatives to single occupancy motor car trips, essential for engendering long-term, sustained shifts in travel behaviour.

Travel plans will be produced, implemented, and monitored through engagement with schools, businesses, and other organisations to continually focus engagement for the largest trip generators in Suffolk.

School travel plans will encourage children and their parents at primary school, and older children at high school to travel to school via active travel or other sustainable transport solutions. By encouraging sustainable travel habits at an early age, individuals are more likely to continue this learnt behaviour into adulthood. Initiatives and mobility solutions for primary school children are different to those at high school, primarily due to the age of children and the level of responsibility empowered to them. As of 2022, a total of forty-one schools were actively working with us and more have gained recognition through the [Modeshift STARS](#) accreditation scheme. We will invite all of Suffolk's schools to collaborate with us and promote sustainable travel to school choices.

Travel plans for businesses and other organisations encourage people to switch from carbon intensive commutes to sustainable travel options. Bike Fix sessions, e-bike loans, and cycle training courses are examples of the schemes delivered by our Local Transport Plan 2011 to 2031. Initiatives like these increase people's confidence and enjoyment of cycling and demonstrate that sustainable transport can be convenient and integrated into a multimodal commute. Initiatives that highlight the opportunities to travel sustainably also support more sustainable business operations including the use of e-cargo bikes as a replacement for vans to deliver goods, or to transport freight and materials around larger sites. We have supported businesses in Suffolk to adopt more sustainable operations during our previous Local Transport Plan and we will continue to do so during this one.

Evidence reveals that travel plans encourage a considerable number of people to travel sustainably achieving a reduction in car trips by at least 8%, or up to 18% with targeted marketing.

Shared mobility initiatives

Continuing trends relating to motor car use and dependence on motor car travel will perpetuate unsustainable behaviours and continue the inefficient use of the highway network. Analysis shows that the average car spends 96% of its time parked and that trend has remained broadly consistent for the past few decades. This is split by cars parking at home for about 73% of the time and parking away from home for approximately 23% of the time.

The rural nature of Suffolk means trips to access employment, education, essential services, and retail and leisure facilities are often longer, and 39% of Suffolk's population lack viable alternatives to the motor car for some or all day. Active travel is often less convenient due to journey distances and fixed-route public transport services struggle with commercial viability due to dispersed settlement patterns and population densities.



The effect is that car dependency becomes entrenched, car ownership levels remain high, and many not able to own a motor car are prevented access to employment and education opportunities, essential services, and retail and leisure facilities.

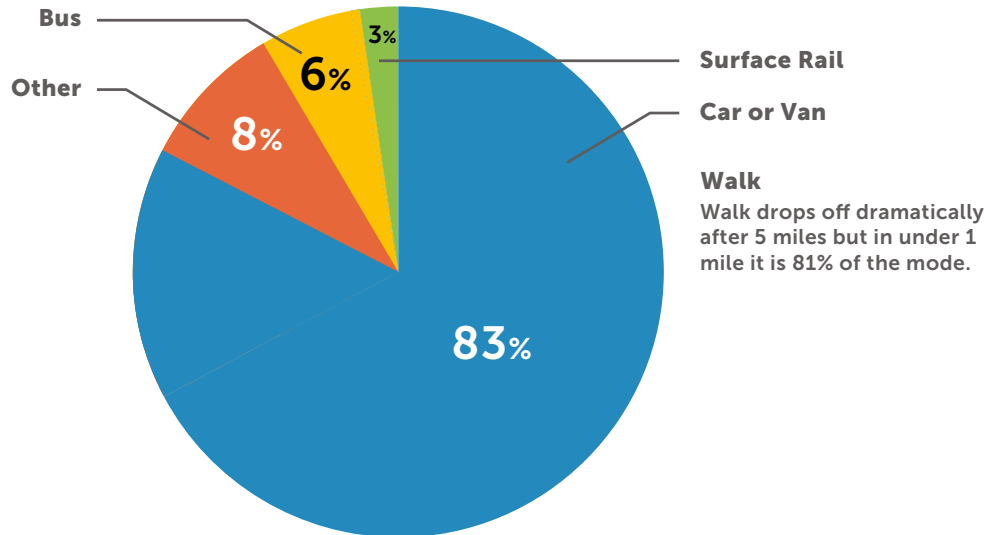


Figure: Journeys between 5 and 10 miles by mode (Source: National Travel Survey 2023)

Reducing the need for a household to own a car or multiple cars reduces the quantity of emissions generated, and reduced demand for on-street car parking also frees up much needed space on streets and in town centres for people, so highway space can be used to support active travel or public transport infrastructure.

According to the [CoMoUK Car Club Annual Report UK 2023](#), up to 32 privately owned motor cars were replaced by each car club vehicle, with an estimated 169,632 cars removed from UK roads.

Key findings 2023

CAR CLUB MEMBERS

↑ 4% on 2022

784,304 total members

299,989 of which were active, private members ↑ 5% on 2022

FLEET SIZE

5,301 vehicles

4,513 of which were publicly accessible

REDUCING CAR MILEAGE

153 miles

After joining a car club, each car club member, on average, reduces their total car mileage by 153 miles per year

LOW CAR LIFESTYLES

74% of members used the car club between 1 and 5 times a year

REDUCING PRIVATE CAR OWNERSHIP

14-32 In 2023, each car club vehicle in the UK replaced between 14 and 32 private cars

FREED UP PUBLIC SPACE

134 ha 134 hectares, or land equivalent to almost the size of Hyde Park, was freed up across the UK by the car reduction due to car clubs

ACCESS TO OPPORTUNITIES

28% of car club members with a constraining health condition wouldn't be able to travel by other means for the most common trip that they use the car club for

CAR CLUBS ARE A USEFUL TOOL FOR TRIPS WHICH CAN'T BE DONE BY OTHER MODES

- 50%** of respondents would not have been able to go to their destination without a car
- 44%** of respondents needed the car club to carry luggage or bulky items
- 48%** of respondents said they would have used another form of car such as taxi or car hire if the car club wasn't available
- 20%** of car club members used car clubs for journeys that they wouldn't have been able to make otherwise

SUSTAINABLE TRAVEL CO-BENEFITS

- 35%** of car club members were using a bicycle at least once a week (compared to 14% of English average¹)
- 88%** of car club members were walking for 20 minutes or more at least once a week (compared to 78% of English average²)
- 48%** of car club members were using a bus at least once a week (in London 62%, outside London 39%, compared national average in England of 20%³)
- 48%** were using a train or tram at least once a week (in London 69%, outside London 31%, compared national average in England of 8%⁴)

1 DfT: National Travel Survey: Mode of travel, NTS0313
2 NTS0312
3 NTS0313
4 NTS0313





The [Local Government Association’s Shared micromobility within the UK](#) report confirms shared micromobility solutions provide access to e-scooters, bikes and e-bikes and/or cargo bikes without the need to own one. Shared micromobility solutions are an important contributor to transport decarbonisation by providing flexible, affordable and environmentally friendly transportation as an alternative to motor cars, which improves air quality, and reduces road traffic and parking congestion.

We will collaborate with transport infrastructure and mobility services providers to identify opportunities for shared micromobility and mobility solutions and introduce them where demand exists. This includes introducing zero-emission car clubs to reduce motor car ownership. Initiatives of this nature are an important part of decarbonising the transport sector, particularly in rural areas where (currently) zero-emission transport options are limited.

Transition from fossil fuels

Whilst individuals must first choose active travel and passenger transport services for most trips, the remaining car use requires a large scale shift from fossil fuel vehicles to zero-emission vehicles to achieve net zero targets. Legislation phases out the sale of new petrol and diesel fuelled cars and vans from 2030 with all new cars, motorcycles, and vans to be zero-emission at the tailpipe by 2035.

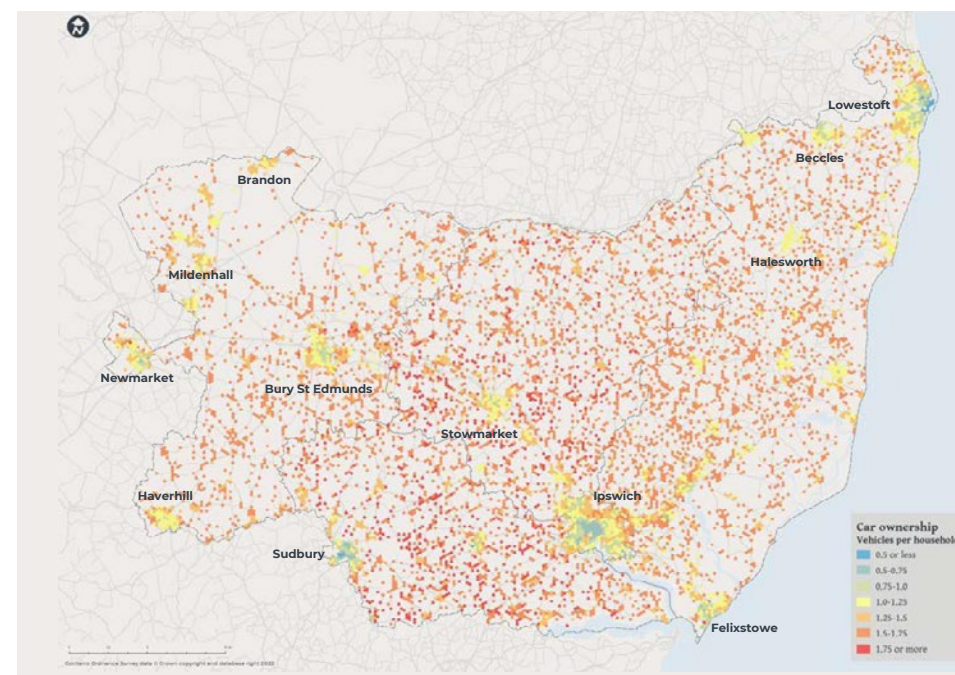


Figure: Car ownership – vehicles per household (Source: Suffolk EVReady Report)

Electric vehicle ownership has increased steadily from under 1,000 vehicles in 2015 to nearly 7,000 vehicles in 2023 in Suffolk, in-line with the national trend. The forecast growth is 120,000 electric vehicles in Suffolk by 2030. To manage this substantial shift, a rapid roll out of electric vehicle





charge points is required. Whilst electric vehicles contribute to transport decarbonisation, their increased weights over their petrol, diesel, and hybrid class equivalents will have a detrimental effect on our carriageways and footways requiring higher maintenance costs. Highway maintenance at increased frequencies will have a negative impact on carbon emissions and our local environments. Therefore, transition from fossil fuels must first be to walking, wheeling, and cycling, supported by e-bikes, electric motorbikes, and zero-emission bus and train travel, followed by zero-emission cars transporting more than one person.

Evidence suggests that there is a greater propensity to own an electric vehicle among more affluent members of society and uptake is projected to be more in urban areas.

There is potential for existing car parks to contribute to decarbonisation by increasing the availability of electric vehicle charging points alongside enhanced and new infrastructure facilitating active travel and last mile deliveries.

Local Authority	Number of vehicles in Suffolk (petrol, diesel)	Existing EV ownership (including plug-in hybrids)	Percentage of EVs against total car number (%)
Babergh	83,500	971	1.16
East Suffolk	189,600	2,393	1.26
Ipswich	52,100	988	1.9
Mid Suffolk	91,800	1,513	1.65
West Suffolk	129,400	1,738	1.34
Total	546,300	7,603	1.39

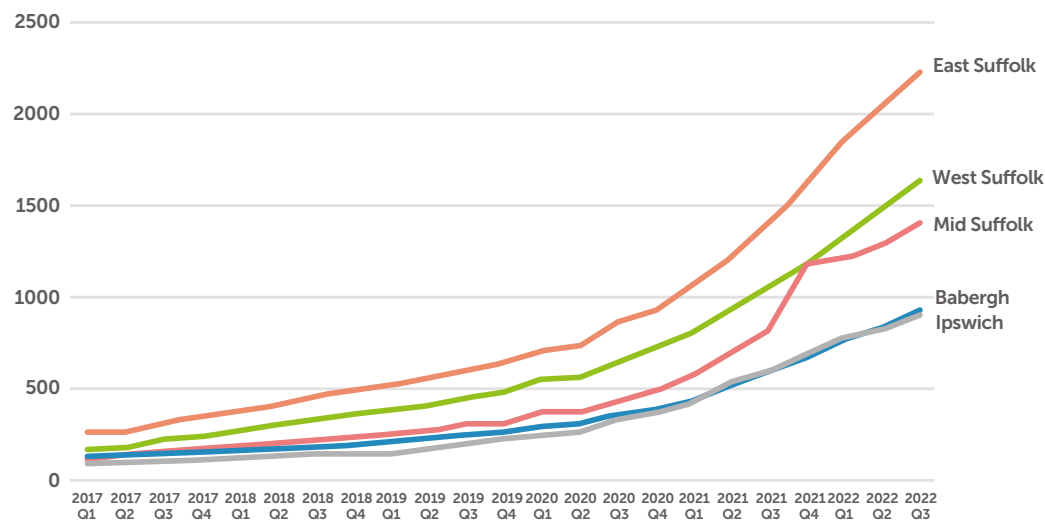


Figure: Electric vehicle ownership (Source: Suffolk Electric Vehicle Charging Infrastructure Strategy)

Figure: Department for Transport (Source: VEH0132: Licensed Ultra Low Emission Vehicles)

The [Taking charge: the electric vehicle infrastructure strategy](#) incentivises the rollout of electric charge points across the UK. Our Suffolk Electric Vehicle Charging Infrastructure Strategy describes the opportunities to support the growth of the charging network, building on the [Plug In Suffolk](#) roll out.

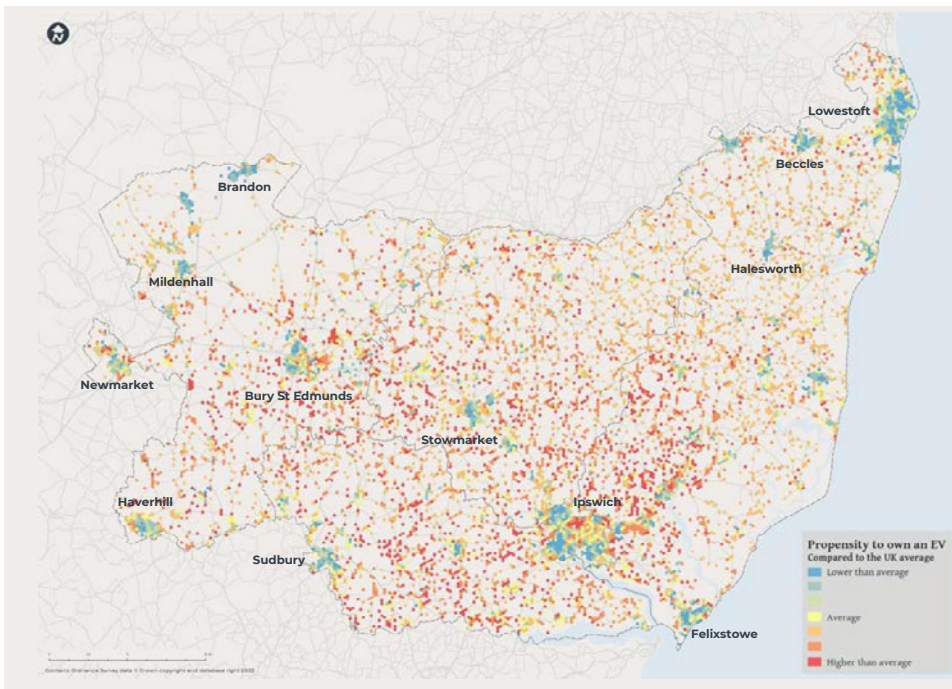


Figure: Propensity to Own an electric vehicle (Source: Suffolk EVReady Report)

The rural nature of Suffolk presents challenges in developing an accessible and cost-effective charging network. Our [Suffolk Electric Vehicle Charging Infrastructure Strategy](#) forecasts demand for electric vehicle charging based on expected uptake in different areas of Suffolk, and the constraints on the road and power networks that influence the rollout and the expected scale of public and private investment required to meet the demand.

“Our vision is to enable a comprehensive, robust and accessible charging network for residents, businesses and visitors in the county.”

Our strategy considers the requirements for home, community, and destination charging that will influence the types of interventions and the most effective delivery mechanisms. For example, home and community charge points will be secured through planning conditions whereas the demand for destination charge points will provide commercial opportunities.

During the early years of our Local Transport Plan, initial focus facilitates the accelerated delivery of the electric vehicle charging infrastructure to build a network. Latterly, our focus will facilitate the delivery of zero-emission transport solutions as they become available.

Many road freight transportation operators require higher ranges from their lorries than expected from motor cars, so battery power is less likely to be the successful efficient and effective power source. Research and trials testing innovative technologies are likely to continue for years; however, it is likely the successful solution will prove to be more dependable than the internal combustion engine because of fewer moving parts being at risk of failure; and cost-efficiency will improve.

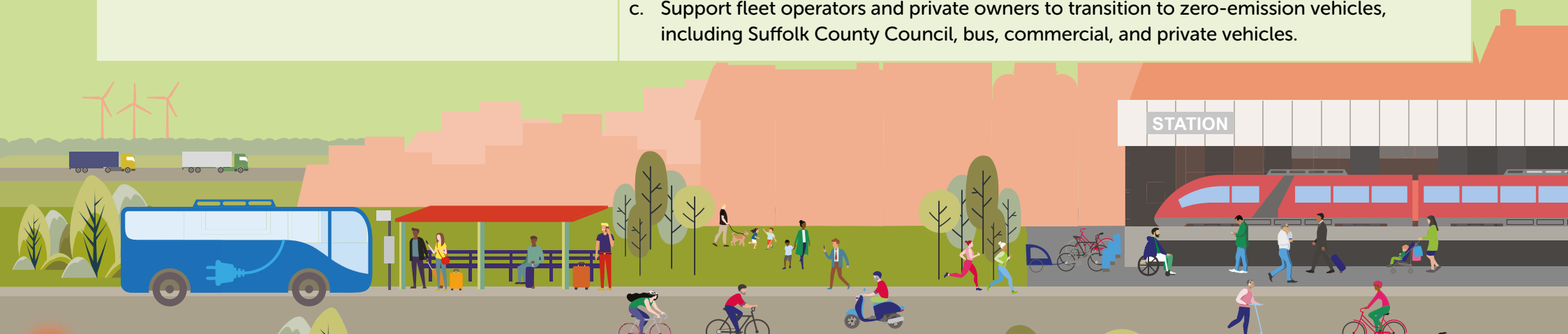
Hydrogen fuel is the emerging zero-emission option for the higher demands of road freight transportation. It avoids the additional weight of battery storage, and hydrogen fuel provides the higher range for increased freight capacity required by road freight transportation operators. In 2023, there were fifteen hydrogen refuelling stations in the UK and this figure must increase significantly if hydrogen powered vehicles are to become a viable zero-emission option. We will support the development of hydrogen powered transport solutions and the installation of supporting infrastructure.



Decarbonisation of transport objectives

Travel and transport carbon emissions will be net zero by 2040

Objective	Plan
<p>1. Enable active travel to be the most convenient for shorter journeys.</p>	<ul style="list-style-type: none"> a. Reduce the need to travel and when necessary, ensure active travel is first choice and integrated with other mobility services. b. Prioritise and deliver active and accessible travel infrastructure to develop the network and its integration with other mobility services.
<p>2. Enable bus and train services to be convenient travel options.</p>	<ul style="list-style-type: none"> a. Enhanced Partnership led Bus Service Improvement Plan interventions. b. Collaborate with bus service operators and the local train operating company and railway infrastructure provider to integrate mobility services.
<p>3. Promote rail-freight for journeys beyond Suffolk.</p>	<ul style="list-style-type: none"> a. Collaborate with national and regional stakeholders to promote and deliver infrastructure improvements to the railway network to increase capacity for freight (and passenger) services.
<p>4. Transition away from fossil fuel powered vehicles.</p>	<ul style="list-style-type: none"> a. Collaborate with others on the delivery of shared micromobility and mobility services. b. Promote the development and deployment of zero-emission fuel infrastructure. c. Support fleet operators and private owners to transition to zero-emission vehicles, including Suffolk County Council, bus, commercial, and private vehicles.





KEY THEME

A strong, sustainable, and fair economy





A strong, sustainable, and fair economy

About access

Fundamentally, transport supports the movement of people and goods between destinations and markets. An efficient transport network ensures that users can access those destinations with minimal delay and be able to confidently predict travel times. We will promote equitable access to transport for people across Suffolk, regardless of their location or socio-economic status, to ensure access to employment, education, essential services, and retail and leisure facilities.

Freight

The Port of Felixstowe is a nationally strategic facility making freight traffic an important part of Suffolk's economy. With the Port of Ipswich at the head of the River Orwell, the two ports along with Gateway 14, the largest business, innovation, and logistics park in East Anglia, form part of the Freeport East designation. Suffolk also hosts the Port of Lowestoft, Britain's most easterly port. Suffolk has an important agri-food and drink economy, so freight traffic is a high proportion of the overall traffic

make-up, particularly on the Strategic Road Network and our local roads during harvest season. Large vehicles are between 15% and 25% of the monthly traffic over the Orwell Bridge, highlighting the bridge's importance within our highway network.

The importance of strategic freight traffic is recognised at a regional level. Goal 10 of the Transport East Transport Strategy 2023-2050 is to improve capacity, journey time and reliability for freight and passenger surface access to ports. We will collaborate with others to ensure the lifespan of the freight management network is understood and solutions addressing constraints and resilience are appropriately implemented.

Freight can be moved by sea, railway, and highway, so there is opportunity to reduce the proportion of road traffic freight, particularly for abnormal indivisible loads. National plans identify the economic and environmental benefits of rail freight. Improvements to the Felixstowe branch line between Trimley and Derby Road in Ipswich has increased railway capacity, but there remain several constraints along the Felixstowe to West Midlands and North freight corridor, including Haughley and Ely junctions, which limits the growth of railway services in the eastern region. Without investment in the railway network, growth at the Port of Felixstowe will result in more heavy goods vehicles on the highway network.

Road traffic freight is not restricted to the strategic road network, so the local highway network must facilitate lorries servicing essential services and businesses in addition to those accessing employment, education, essential services, and retail and leisure facilities. The [Future of mobility: urban strategy](#) identifies that innovation that supports more efficient movement of goods will be important to reducing congestion.



Active travel

Access to employment and retail is important for supporting Suffolk's economies. The Living Streets [The Pedestrian Pound](#) report reveals that well planned improvements to public spaces boost footfall and trading, and that investing in better streets and spaces for walking provides a competitive return compared with other transport projects. Ensuring an attractive and safe environment for those walking, wheeling, and cycling support objectives around decarbonisation and reduces the burden on the UK economy caused by a lack of physical activity.

It is important that everyone be considered when improving our highway network and developing transport schemes to ensure that impacts are understood and inform good decision making.



Secure investment in local transport networks and services that stimulate sustainable economic growth and boost pay, employment and productivity

Local economies are constrained by poor connectivity, perceptions of car-dominance and congestion. Access to employment opportunities is limited in rural areas for several reasons including poor public transport provision. Employment density in urban areas is consistently 1.8 times that of rural areas in Suffolk.

Improved access for pedestrians and cyclists, by creating better spaces with more intuitively navigable high streets and town centres, will contribute to the regeneration of places across Suffolk. Evidence reveals that well-planned walking networks in urban areas contribute to a 40% increase in footfall for retail and leisure experiences.

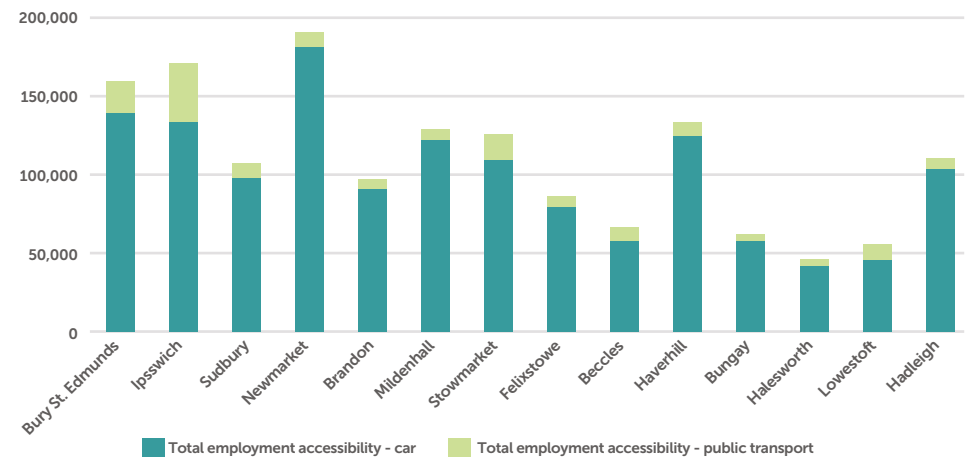


Figure: Access to Employment by Public Transport and Car for Suffolk towns (Source: [National Infrastructure Commission \(nic.org.uk\)](#))



Our [Suffolk Local Cycling & Walking Infrastructure Plan](#) promotes infrastructure provision that increases walking, wheeling, and cycling. [Gear change](#) states that people must be provided with direct, continuous routes on desire lines, which means walking, wheeling, and cycling infrastructure must be high-quality to secure funding.

The National Travel Survey reveals the most common bus journey purpose is for shopping followed by access to leisure then education. Passenger transport services are an efficient way of moving lots of people around at the same time. Therefore, their desired destinations must be readily accessible by passenger transport services providing access to employment, education, essential services, and retail and leisure facilities. A Department for Transport analysis of thirty-three major transport bus schemes found that they delivered benefits of more than four times their costs and that the Bus Service Operators Grant delivered benefits of between 2.7 and 3.7 times the costs, which proves the high value for money achieved by passenger transport schemes.

New development is important for providing access to facilities and stimulating economic activity. We must ensure that new development is appropriately located and serviced by walking, wheeling, cycling, and passenger transport infrastructure solutions.

Lobby for strategic railway improvements that benefit residents and businesses

Since the introduction of our Rail Prospectus, aspirations linked to improvements in train travel across Suffolk and beyond have been recognised, including the £1.4 billion investment in new Greater Anglia rolling stock which has delivered improved punctuality, and enhanced passenger experience with more spacious seating and easier access for wheelchair users.

However, capacity issues linked to increased passenger services between Ipswich and Cambridge with Peterborough, and freight services between Felixstowe the West Midlands and the North, prevent Suffolk and the region from building on its economic output and its residents from connecting to places of employment and leisure. Limited line capacity further restricts the potential economic impact from the development of [Freeport East](#) and aspirations for reducing road freight as part of [The Suffolk Climate Emergency Plan](#) by using the railway as an alternative to lorries on the highway network.





The case for improved railway infrastructure

The Haughley junction and [Ely area capacity enhancement](#) programmes are important for increasing rail freight and passenger services capacity. These infrastructure upgrades will improve train services for Suffolk, the wider region and beyond. Whilst there have been improvements to the Felixstowe branch line between Trimley and Derby Road in Ipswich, there remains capacity, resilience and performance issues associated with the adjoining routes along the Great Eastern Mainline and towards Cambridge and Peterborough. An outline business case for the Ely area capacity enhancement programme was produced by Network Rail and submitted to the Department for Transport in March 2022, and it determined a Benefit



Cost Ratio of 4.89. This equates to £4.89 return to the UK economy for every £1 invested in the enhancements. The designed scheme facilitates approximately 2,900 additional freight services from Felixstowe each year, removing 98,000 lorry journeys from the road network; and provides an additional 277,000 passenger journeys every year to improve connectivity and service frequencies, and reduce journey times. This includes an hourly service between Ipswich and Peterborough.

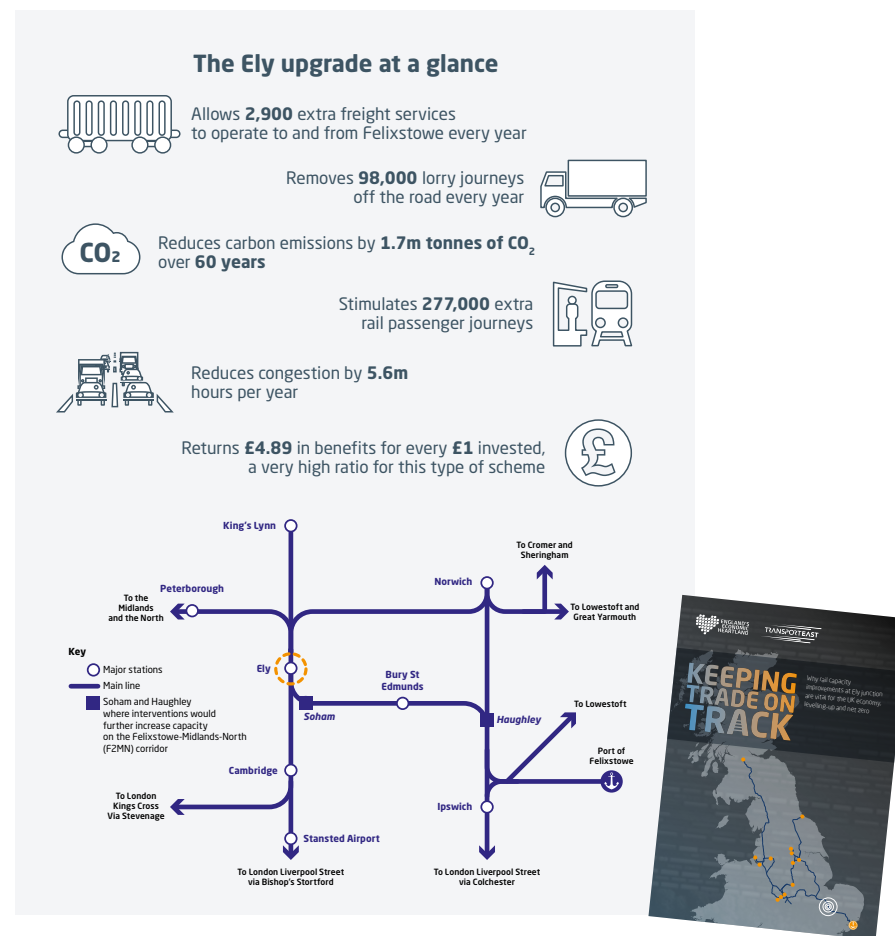


Figure: Ely upgrade at a glance (Source: Keeping trade on track (transporteast.gov.uk))



The construction scale and financial costs for enhancements to the Haughley junction are small in comparison to Ely junctions, but it enables the enhancements at the Ely junction to increase capacity for freight and passenger services along the region's primary freight route whilst also improving performance and resilience in support of the Great Eastern Mainline. Funding is approved and we will continue to support the delivery of the Ely area capacity enhancement programme and this supporting Haughley junction scheme.

East West Rail is a nationally significant railway project that re-establishes the link between Oxford and Cambridge. It improves connections between East Anglia, central, southern, and western England. Initial preliminary studies into the benefits for the eastern region established a potential £17.5 billion increase to the region's economy with a boost to economic output of an additional 120,000 jobs across East Anglia linking high value economies across locations in Suffolk with Cambridge and Oxford. The new line has the potential to create a direct link for passengers and freight to reach the southwest of England with onward links to the north and south coasts, whilst creating a diversionary path providing greater resilience for freight travelling from and to the eastern region. We have developed an outline business case to extend the East West Rail project beyond Cambridge and on to Ipswich, and we will continue to lobby for the delivery of East West Rail beyond Cambridge, so its opportunities are available, and its benefits are experienced by Suffolk's residents and businesses.

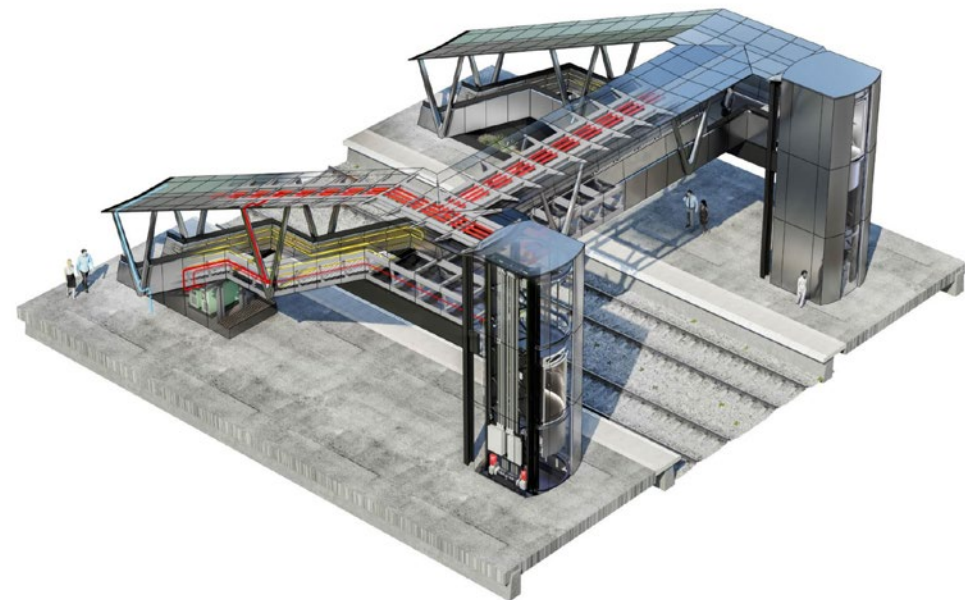
Station facilities and access for all

Station facilities across Suffolk and on its borders vary widely, and the same is true for access to stations via other transport solutions. Limitations exist for bus interchange, modern and secure cycle parking facilities, and off-street car parking. With partners, we will enhance stations across Suffolk

and on our borders to provide step-free access to the railway network. A handful of stations within Suffolk and on its borders need improvements including footbridges and lifts to allow access between platforms. Working with partners, plans for developing and introducing these improvements will be delivered throughout this local transport plan period. The stations identified for future improvement include:

- **Needham Market**
- **Beccles**
- **Halesworth**
- **Marks Tey (connects Sudbury with London and Ipswich)**

Additionally, stakeholders associated with Thurston Station are collaborating with partners to improve access between the platforms along the Ipswich to Cambridge and Peterborough railway line to ensure the safety of passengers by removing the existing ground crossing.





Lobby for strategic road improvements that unlock sustainable growth and improve productivity in Suffolk

The strategic road network facilitates the transporting of goods when the railway network cannot, and a reliable highway network encourages investment in the region. Strategic road improvements facilitate more consistent journey times, make roads safer, and provide connectivity between places.

The Strategic Road Network must be part of a resilient highway network across East Anglia to support nationally significant infrastructure projects such as the renewable and nuclear energy sectors. The network must also support other sectors operating in Suffolk including agri-food and drink, ports and logistics, ICT digital creative, life science and biotech, financial services, advanced manufacturing and engineering, construction, health and social care, and the visitor economy. Our highway network must provide suitable routes for Abnormal Indivisible Loads facilitating delivery to destination in accordance with national policy and statutory guidance. The Strategic Road Network is not always suitable for the transporting of Abnormal Indivisible Loads due to structures that cannot accommodate such heavy loads, so they are routed around our local road network through our towns and villages inconveniencing communities.

The [Strategic Road Network](#) is the most heavily used part of the national road network, and it is managed and maintained by National Highways. National Highways recognises the importance of the Strategic Road Network in moving people and goods, and funds improvements through its [Route Investment Strategies](#). Its [Road to Zero Harm](#) road safety initiative aligns with our vision that nobody should be killed or seriously injured on our highway networks.

Through its [Net zero highways plan](#), National Highways acknowledges motor vehicles powered by non-fossil fuels, modal shift, and demand management interventions will contribute to net zero targets. Managing and balancing travel demand on the strategic, major, and local networks will improve the efficiency of the whole highway network. Interventions that enable those who can change their motor car trips into walking, wheeling, cycling, and passenger transport trips benefits every highway user. Trips of various lengths made by the appropriate travel or transport solution result in better journeys for everyone because they are facilitated by the strategic, major, or local highway network, rather than displacement between the three. Delays on the Strategic Road Network results in strategic traffic displacing onto local roads and vice versa. Displacement on our major and local road networks has a detrimental impact on town and village communities, their economy, and those walking, wheeling, and cycling.

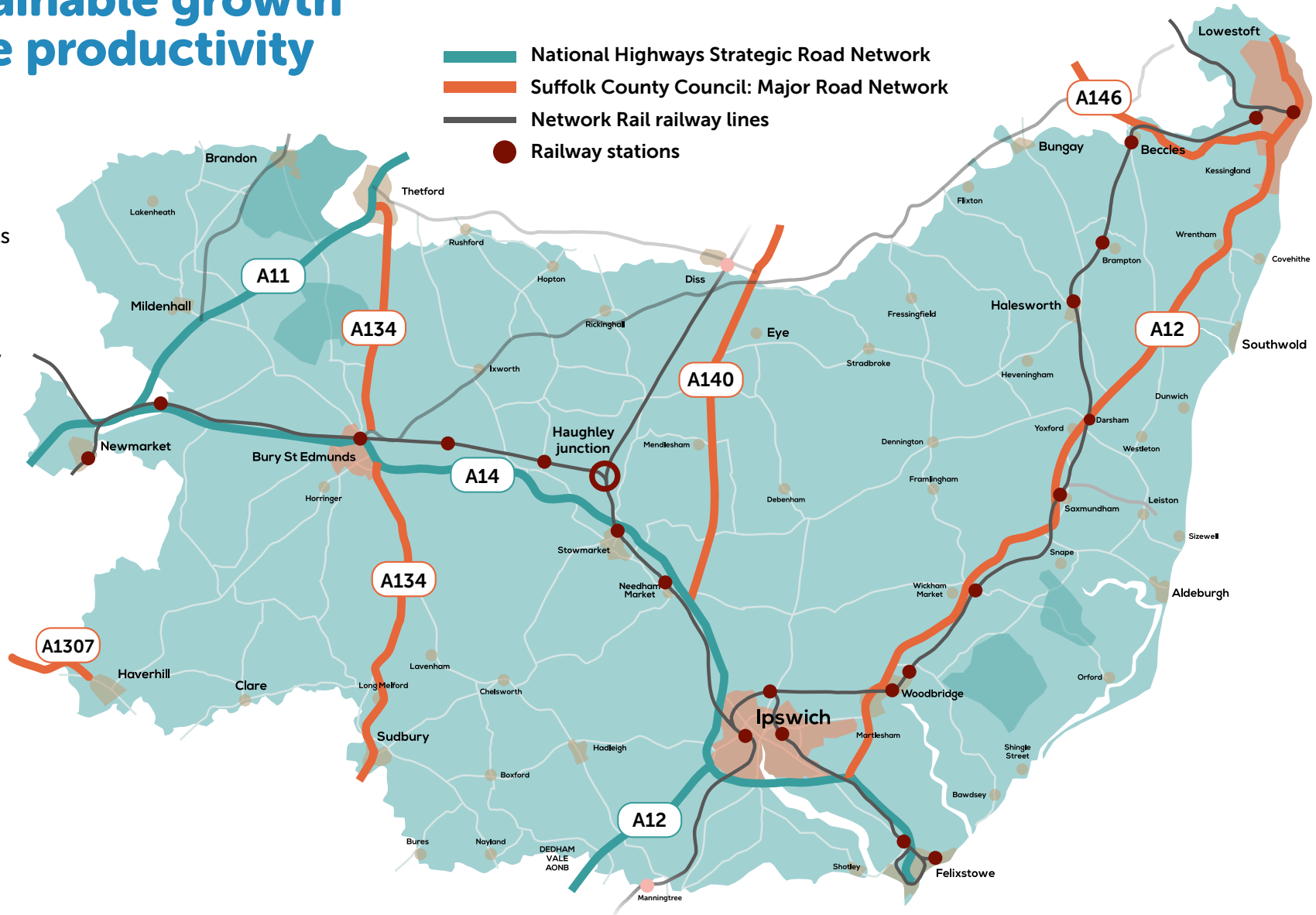
We will continue to collaborate with National Highways to achieve our road safety and decarbonising travel objectives, and with partners lobby for an A14 that can accommodate with resilience the forecast growth linking Felixstowe and the county with the midlands and beyond. We will ensure improvements to Suffolk's Strategic Road Network include its delivery of proposals for the A14 Junction 55 Copdock Interchange and the A11 Fiveways junction, both of which are included in the pipeline of schemes to be investigated for the Roads Investment Period beyond 2030.





Major road improvements that unlock sustainable growth and improve productivity

We manage the Major Road Network, which is strategically important for Suffolk and beyond. The major road network connects towns and cities and their economies by supporting access to employment, education, essential services, and retail and leisure facilities, and enabling the transportation of goods.



The Transport East [Transport Strategy 2023-2050](#) identifies several strategic road schemes including the Gull Wing Lowestoft bridge, the A12 strategic package of works, and improvements to a number of A14 junctions.

We will continue to identify locations where highway network improvements are needed, identify investment opportunities, and lobby Central Government and others to fund the delivery of those improvements.

We will continue to support Suffolk's inclusive and sustainable economic growth which includes identifying appropriate site-specific transport strategies and infrastructure requirements. When the need for transport infrastructure is identified, and where mitigation is needed that cannot be mitigated through sustainable transport or demand management solutions, appropriate improvements to the highway network will be negotiated.

All highway infrastructure schemes impact their local environments, and our commitment toward biodiversity net gain in accordance with The Suffolk Climate Emergency Plan, mean that environmental impact assessments will be the foundation for scheme development. All highway infrastructure schemes will be subject to environmental assessments, which identify negative impacts so appropriate mitigation can be developed ensuring the delivery of our carbon reduction commitments.





Collaborate with partners to improve public transport connectivity through increased coverage and frequency of services, simpler fares, and integrated ticketing

Bus passenger numbers declined nationally, regionally and in Suffolk due predominantly to social-distancing laws introduced during a global pandemic. Between 2018 and 2020 in the east of England, bus passenger numbers dropped to 63% and the distance travelled on local bus services dropped to 86%. The increase in people working from home benefits decarbonisation aspirations and highway network efficiency and maintenance demands, but bus services running with fewer passengers reduces their commercial viability and risks the longevity of provision.

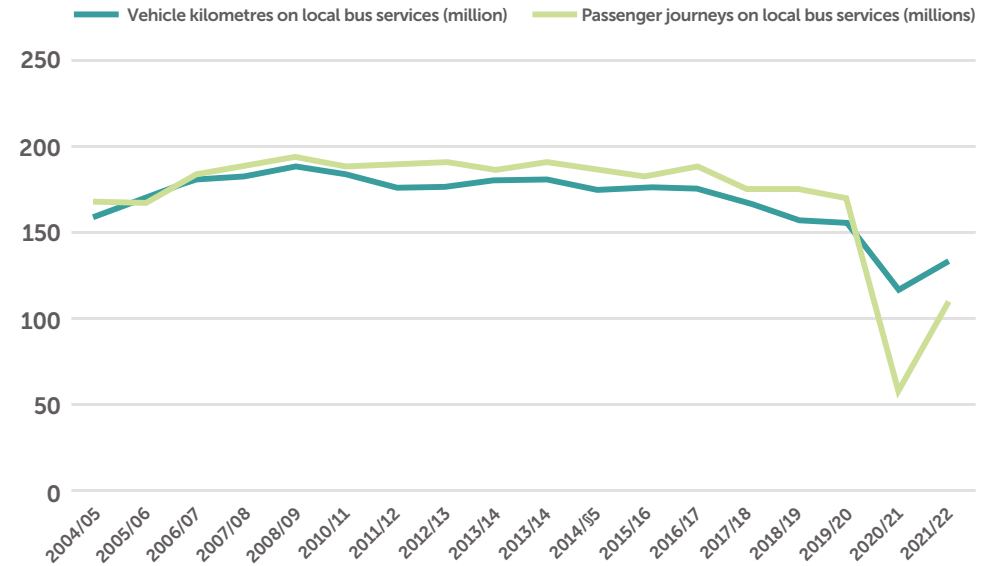


Figure: Change in Bus Passenger Journeys or miles for the East of England (Source: Department for Transport)

The volume of motor car traffic reveals there is demand for travel, and passenger transport services that satisfy that demand will make them commercially viable and optimise the efficiency of the highway network if car drivers can be incentivised to switch to bus travel. However, this is challenging given the disparate population densities of Suffolk.

We published our first [Bus Service Improvement Plan](#) in 2021 which set obligations to increase the frequency and coverage of services and to simplify ticketing and fare structures making bus travel more convenient. Our [second Bus Service Improvement Plan](#) published in 2024 confirms our vision is to provide “a comprehensive bus service which is sustainable, safe and convenient to use, and which will improve the quality of life for all”. These and other improvements alongside joined-up marketing activities with train operating companies and others will make bus travel more convenient.





“Our ambition is for an integrated ticketing approach to allow you to buy a through journey for local bus, train and metro with a single tap on your smartphone”. The National Bus Strategy – [Bus Back Better](#).

We will collaborate with community groups, local councils, and bus operating companies to collectively increase demand for bus use and make services commercially viable. This will reduce the burden on public sector expenditure that supports socially necessary services. Demand requires increases in the frequency of services and the times of operation especially evenings and weekends. Demand in rural areas will be satisfied by responsive transport services where fixed-route timetabled services are less likely to be commercially viable.

Multimodal ticketing is important for linking public transport services and improving the convenience of bus travel. We will engage bus and train operating companies through the Enhanced Partnership to explore viable options enabling the roll out of multimodal ticketing across Suffolk and beyond.

Fare capping is an integral part of multimodal ticketing solutions to ensure passengers get a fair deal, and enhance bus travel competitiveness against other transport solutions. The most convenient solution links demand responsive transport services with high frequency bus corridors, fixed-route park-and-ride services, and/or train services, which enables a seamless transition between transport services.

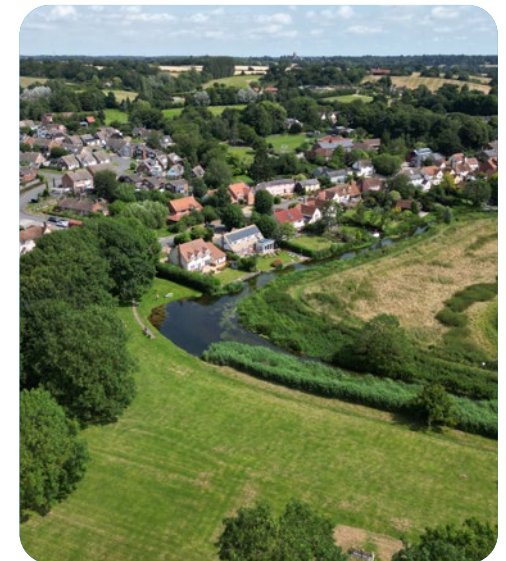
We will collaborate with others to integrate bus and train ticketing with shared transport solutions that include bikes, scooters, and cars, to provide the whole mobility system that facilitates multimodal journeys. This is Mobility as a Service in its purest form.

Community Rail Partnerships will contribute to understanding where demand exists for connections between bus and train services, and we will collaborate to provide evidence for bus and train operating companies to integrate services to satisfy passenger demand.

Maximise the opportunities presented by Suffolk’s unique qualities to secure investment and spread prosperity across the county

Suffolk has unique qualities, and each town, village, and area has its requirements and attractions. There is a no one size fits all set of transport interventions that can be applied across Suffolk, but the objectives remain consistent.

[Suffolk Growth](#) reports on the economic impact of tourism in Suffolk, given Suffolk is a tourist destination. The tourism industry (in 2019) contributed over £2.1 billion to the Suffolk economy, was linked to over forty thousand jobs and generated more than thirty-six million trips to, from and within Suffolk. While a global pandemic temporarily reduced overall value and volume of the visitor economy, forecasting models indicate a return by 2025.



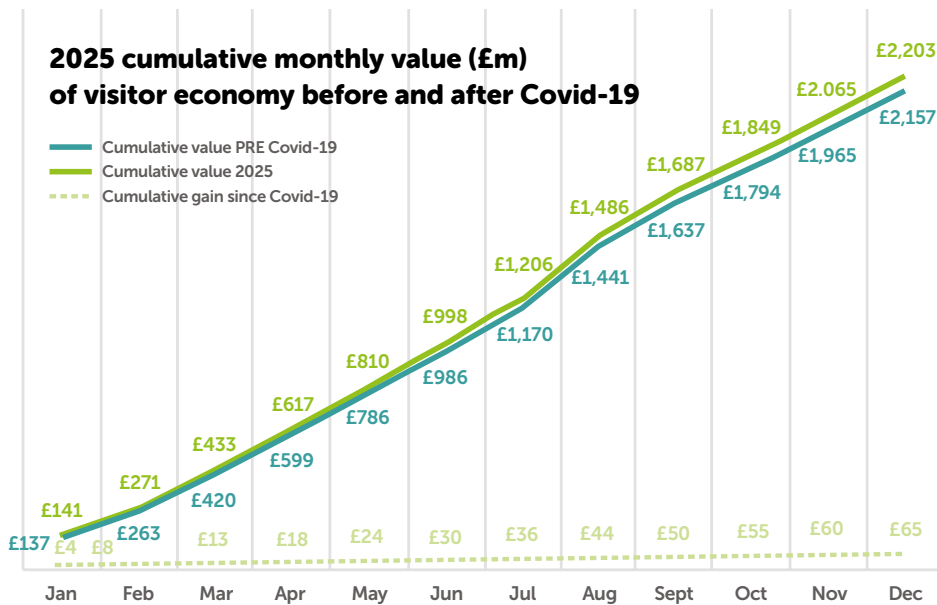


Figure: 2025 cumulative monthly value (£m) of visitor economy (Source: Suffolk Growth July 2021)

Suffolk’s tourism sector produces seasonal travel demand which makes planning transport services complicated. One example is the east coast of Suffolk where travel demand increases across the summer months. Tourists travel predominantly by motor car due to dispersed attractions in rural and coastal locations, however, much of the Suffolk’s coast and heaths National Landscape is accessible by bus and train services with the [East Suffolk Lines](#) railway stations located in many towns between Ipswich and Lowestoft and Ipswich to Felixstowe. The [Suffolk & Essex Coast & Heaths National Landscape](#) is an area of outstanding natural beauty and hosts tourist destinations with our green access highway network supporting walking and cycling routes out into the most rural parts of the coast and heaths National Landscape. The [Broads National Park](#) is Britain’s largest protected wetland and third largest inland waterway. It straddles the north Suffolk boundary and receives more than seven million visitors each year who enjoy its heritage and wildlife, and walking, wheeling, cycling, and boating attractions.

Consumer surveys from Visit East of England revealed that 66% of visitors travelled to Suffolk from the Southeast, East Midlands and from the Eastern region, with 86% using a motor car as their main way to travel. Whilst commuting by train across the region has not recovered to pre-pandemic levels, train travel for leisure has fully returned to levels previously seen. Travel by tourists has its own transport challenges, and a study on the Suffolk visitor economy identified the need to decarbonise travel associated with tourism to meet net zero.



Across Suffolk there are several historic market towns with narrow streets and architecturally significant buildings. These towns were not designed for the late twentieth century transport solutions. These environments create a sense of place and must be protected, so allowing all motor vehicles to be driven through them at all times is not always appropriate. Travel by pedestrians, cyclists and drivers of motor vehicles must be carefully considered and their demand prioritised and optimised within the constraints of each town’s street geometry and patterns.

The visitor economy in Suffolk is home to an increasing number of events and festivals that attract large audiences, increase demand on our transport infrastructure, and negatively impact travel experiences when capacities are exceeded. Latitude Festival, Lowestoft’s First Light Festival, and the Suffolk Show attract tens of thousands of visitors, and the Aldeburgh Festival, and music events in Ipswich’s parks attract thousands. Horse racing at



Newmarket and the Tour of Britain international cycle road race attract thousands of visitors too, and all these events and many more increase demands on the whole mobility system, which is provided based on average daily demands, especially passenger transport services.

Access to Suffolk’s towns and visitor destinations requires better integration of train and bus services supported by shared mobility solutions including e-scooters, bikes, and e-bikes, alongside improvements to the public realm for town locations and infrastructure to facilitate access to the countryside. Accessible walking, wheeling, and cycling routes facilitated by inclusive infrastructure remains a priority to support the sustainable growth of Suffolk’s visitor economy alongside supporting and enhancing the quality of life for all those living, learning and working in Suffolk. We will collaborate with others to ensure mobility services integrate well across Suffolk’s towns, villages and places of interest and beauty.

Improve access to education and training to improve skills across Suffolk’s economy

The [Suffolk Community Foundation Hidden Needs](#) report highlights a trend of increasing deprivation within Suffolk. Whilst this deprivation is predominantly in urban areas, 28% of the population live in rural areas.

The Hidden Needs Report also reveals that whilst the unemployment rate in Suffolk is below national levels, the rate amongst 18- to 24-year-olds has been climbing like that of England.

We want to ensure that access to education is available to all, and that the mobility system does not prevent younger people from achieving the skills they need. The 0- to 16-year-olds walk, wheel, cycle, and use passenger transport services, especially the bus, whereas 17- to 20-year-olds tend to use passenger transport services more, most likely due to travel distances because there are fewer further and higher education centres.

More than half of the journeys to school for 11- to 16-year-olds over two miles are travelled by bus, with 68% of all journeys travelled by foot or bus.



Figure: Time in minutes by public transport or walking to the nearest secondary school.



(Source: National Travel Survey)

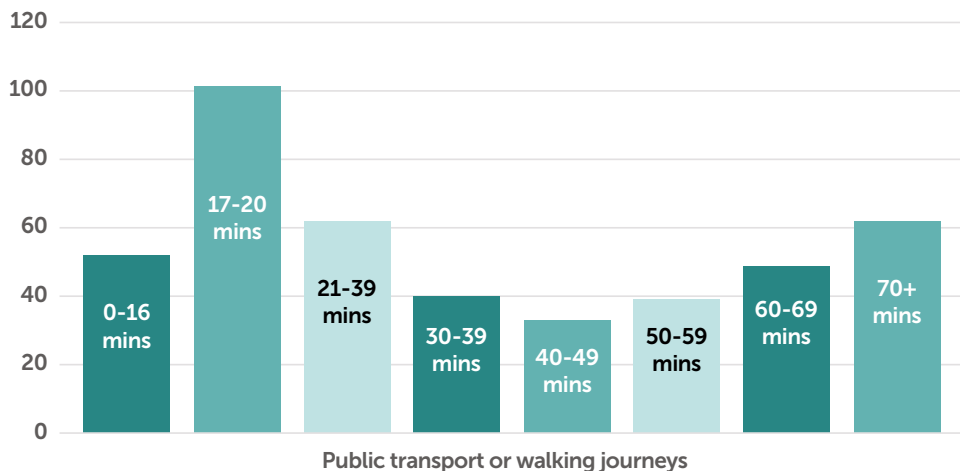
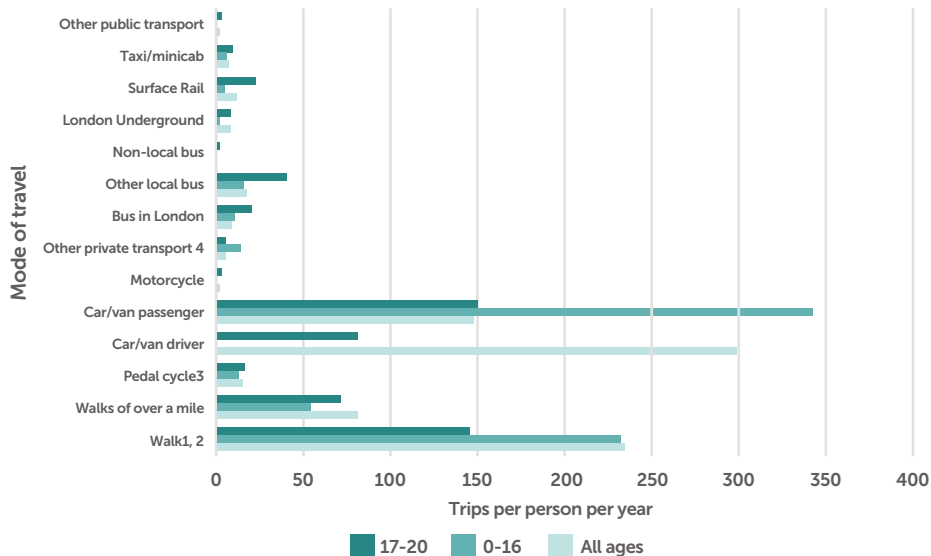


Figure: Trips by transport mode (Source: National Travel Survey)



Data reveals the use of bus services increases for over 60s with similar levels of use to under 16s.

Access to appropriate transport solutions prevents some adults, who are at most risk of long-term unemployment, from securing some employment opportunities. Some transport solutions facilitate some people furthest from work to travel to training and education that was previously not an option for them.

The [Suffolk Growth Technical Skills Legacy report](#) aims to close the skills gap by increasing the technical skills supply by ten percent before 2027. Providing access to training supports this aim which benefits the Suffolk economy.

The [Learn Suffolk](#) adult learning service’s report, [Highlighting our impact 2022-23](#) confirms the number of learners who travelled within a mileage range to reach an approved learning centre within Suffolk.

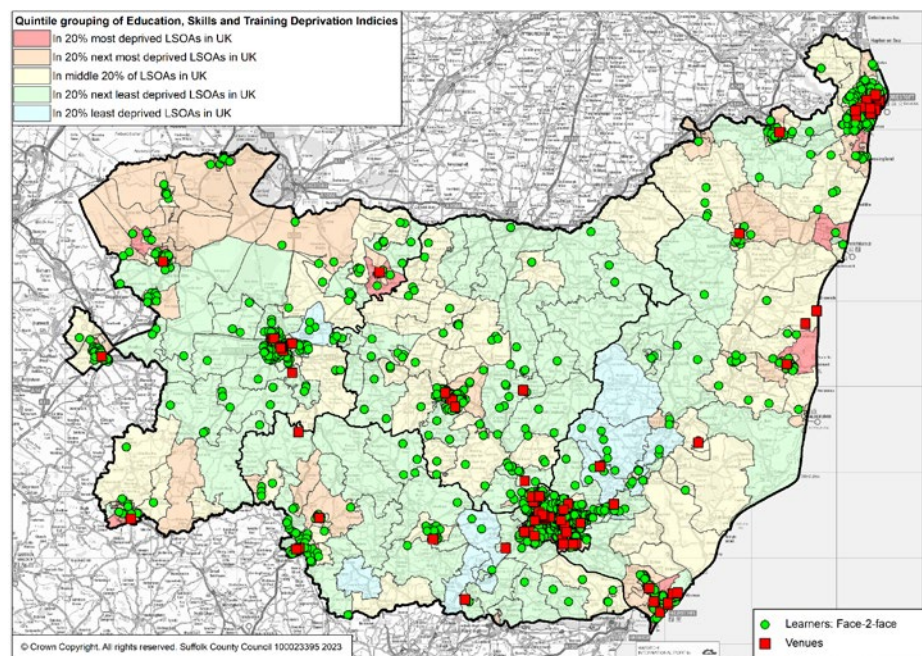


Figure: Distribution of the community venues and learners across Suffolk in 2022-23

542
courses
delivered
across Suffolk

86
venues
22 direct
64 partnership

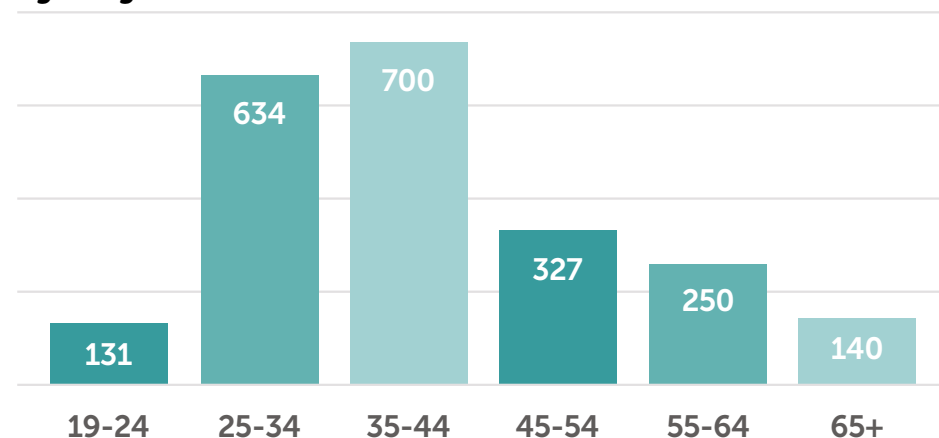
68
online
courses
delivered

42% learners declared a learning difficulty, disability or health issue on enrolment.

21% learners come from ethnicities other than white British

Distance from home to venue	Number of learners	%
Under 1 mile	1,132	53
1-3 miles	623	19
3-5 miles	127	6
5-10 miles	176	8
10-25 miles	174	8
25 miles or more	11	1
Total number of learners who joined face-to-face learning	2,148	

Age range



The [Better Broadband for Suffolk](#) scheme introduced superfast broadband infrastructure to more than 98% of Suffolk residents. Broadband services mean learners can avoid travel when accessing online education and skills training courses. The proportion of premises in Suffolk with speeds of over thirty megabytes per second is between 95% and 99%; however, some households will not subscribe to superfast broadband services, or have the equipment required to access the education, training, and services they need. Whilst broadband infrastructure is beyond the scope of this Local Transport Plan, we will liaise with learning and training providers to ensure the mobility system provides best opportunities to access their approved learning centres so individuals can achieve the education and skills they seek.



Enhance connectivity and mobility to improve public spaces and support town centre economies

Many public spaces have been redesigned to accommodate the motor car which has reduced the quality of place for people making them uncomfortable spaces to spend time in. Some people avoid these spaces due to motor traffic noise, fumes, and reduced green space.

Connectivity and mobility in town centres has a substantial impact on the vitality of town centre economies. Public spaces that adhere to the principles of the [Healthy Streets](#) approach, discussed in the Health, Wellbeing & Social Inclusion theme of our Local Transport Plan, are proven to encourage more visits to town centres and increase spend per visit. Town centre environments that are walkable, have good cycle links to



surrounding residential areas and good access for public transport enable people to access them more conveniently for shopping, work, and leisure. Such towns make more efficient use of the highway network and encourage sustainable travel choices providing benefits described in the other Local Transport Plan themes.

The [Living Streets The Pedestrian Pound](#) report confirms well-planned improvements to public spaces boost footfall and trading by up to forty percent, and pedestrians spend more than people arriving by motor car.



Highway space designed for walking, wheeling, cycling, and public transport users are more efficient for the travelling public meaning more people move around in the same space. Figure on page 52 illustrates the relative road space occupied by different vehicle types. Innovative micromobility solutions provide more travel options for people in urban areas. Evidence indicates that up to 67% of urban car trips are less than three miles and could be replaced by micromobility solutions, and the same applies for Suffolk's town centres. Micromobility will form an important part of highway management and transport planning as the sector develops.

Bus services make more efficient use of road space and reduce road traffic and parking congestion, which costs UK urban economies at least £11 billion per year. Individuals choosing to travel by bus instead of their cars stimulate economic activity by reducing demand for town centre car parking, which frees up space for redevelopment and regeneration opportunities, including improvements to the public realm and cultural heritage.

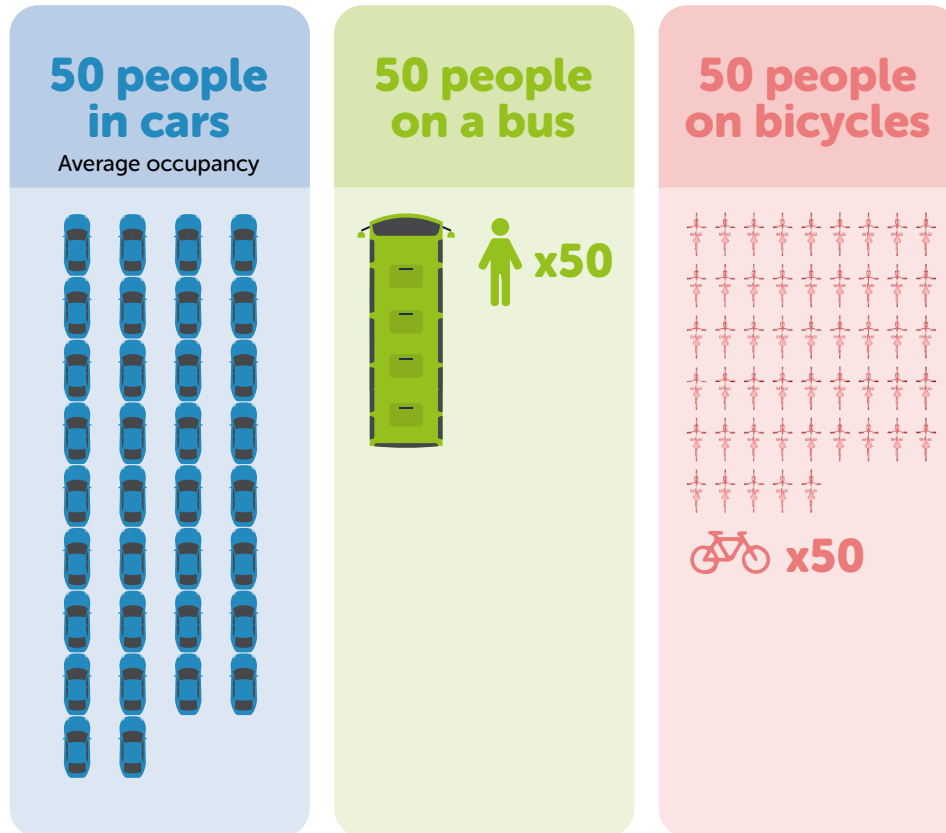


Figure: Examples at relative road space by alternative mode

Support Local Plan growth to deliver sustainable housing and employment, and infrastructure and services that meet the needs of their communities

Local planning authorities must develop and maintain Local Plans, setting out a long-term vision for the employment and housing growth in their areas. Local Plans and neighbourhood plans include information on transport infrastructure and other forms of mitigation to ensure growth will be delivered sustainably, and walking, wheeling, cycling and passenger transport is prioritised. Ensuring new developments are integrated into established communities that have sustainable access to employment, education and essential services is fundamental for low carbon growth that meets the needs of communities alongside satisfying carbon neutral objectives locally, nationally, and globally.

The [National Planning Policy Framework](#) states that the planning system should limit the need to travel and offer viable travel options. The framework states that the Local Highway Authority and other infrastructure providers should be actively involved in the creation of Local Plans and neighbourhood plans to ensure aligned strategies. Our Local Transport Plan will shape the travel components of our planning authorities' Local Plans.

Local Plans across Suffolk indicate that focusing on only new development related trips is not enough. It is necessary to reduce the average number of trips per person by car at peak travel times. This will create network capacity enabling the trips likely to be taken by additional housing and job growth planned for the future population of Suffolk.



Local Plans

A Local Planning Authority must produce and adopt a Local Plan that sets out planning policies and proposals for new development. We are a statutory consultee for areas we are responsible for, so as the Local Highway Authority we respond about travel, transport, and highway related matters.

We encourage local planning authorities to adopt the ‘avoid-shift-improve’ approach to local planning. To locate residential development with employment, education, essential services and retail and leisure facilities is the preferred approach; however, to locate new development

with inclusive and convenient connections via mobility infrastructure and services is the alternative.

All Local Plans in Suffolk will undergo review following the application of higher housing targets for the region to support the delivery of 1.5 million homes nationally, over the next five years. The targets for Suffolk must be prioritised on land that appropriately considers existing highway infrastructure to ensure commercially viable mobility services can be provided so residents can choose sustainable travel options.

Local Planning Authority	Plan start	Plan end	Housing	Job creation	Weblink
Babergh District Council	2018	2037	7,904		Babergh and Mid Suffolk Joint Local Plan
Broads Authority	2015	2036	57		Local Plan for the Broads
East Suffolk Council	2018	2036	9,756	6,500	Suffolk Coastal Local Plan
East Suffolk Council	2014	2036	8,223	5,000	Waveney Local Plan
Ipswich Borough Council	2018	2036	8,280	9,500	Ipswich Local Plan
Mid Suffolk District Council	2018	2037	10,165		Babergh and Mid Suffolk Joint Local Plan
West Suffolk Council	2010	2031	6,800	7,300 (to 2026)	Forest Heath area Local Plan
West Suffolk Council	2010	2031	11,480		St Edmundsbury area Local Plan



A strong, sustainable, and fair economy objectives

Secure investment and spread prosperity across the county

Objective	Plan
5. Secure investment to deliver local transport schemes and public realm improvements	a. Deliver integrated transport schemes offering mobility services to employment, education, essential services and retail and leisure facilities. b. Develop and deliver transport schemes that encourage walking, wheeling, and cycling, and integrate with passenger transport services.
6. Collaborate with local planning authorities to secure investment and promote Suffolk's unique character	a. Influence Local Plans and neighbourhood plans to minimise travel need and facilitate active travel and passenger transport infrastructure that complements street patterns and architecture.
7. Promote transport infrastructure that unlocks inclusive economic growth	a. Develop the highway network to integrate with other mobility infrastructure to facilitate inclusive economic growth.
8. Improve network resilience to support sustainable economic growth	a. Collaborate with policy makers and mobility infrastructure providers to optimise capacity for integrated networks' efficiency.





KEY THEME

Health, wellbeing, and social inclusion





Health, wellbeing, and social inclusion

A well-planned transport network, designed with people movement in mind promotes the health and wellbeing of individuals. It is proven that there are a range of social, economic, and environmental factors related to travel choice that are far more impactful on an individual's health than any health and care service can be.

Integrating physical activity into people's everyday travel habits support healthy behaviours while improving access to employment, education, and essential services, which is beneficial to socio-economic and clinical factors. Wider environmental factors are improved by reducing or mitigating the harmful effects of transport-related emissions and pollutants.

Data reveals that healthy life expectancy at birth among Suffolk residents was 64.4 years among females and 67.0 years among males in 2019. These figures surpass the national average though female healthy life expectancy is lower in Suffolk than the East of England average.

Although individuals are living longer, healthier lives, as the population ages there is an increasing prevalence of chronic and acute conditions that negatively impact on quality of life, public services, and the wider economy. The Healthy Streets approach will be enhanced with consideration to design for maintenance optimising benefits for individuals and their health and wellbeing.

We will deliver transport interventions based on the improving quality of life to ensure that travel choice improves public health and supports individuals living longer in good health.

The [Healthy Streets](#) approach assesses the positive or negative impacts of street design. The method must be used in network planning activities to guide decision-making by informed consideration of interactions between the transport network and the health outcomes of individuals. The Healthy Streets approach will be enhanced with consideration to design for maintenance optimising benefits for individuals and their health and wellbeing.



Figure: The 10 healthy streets indicators ([Source: Healthy+Streets+Indicators](#))



The 10 Healthy Streets Indicators:

- **Everyone feels welcome** – streets must be welcoming places for everyone to walk and wheel, and spend time with other people.
- **Easy to cross** – severance is bad for our health, for our communities and for our businesses, safe crossing points should be provided where they are needed and will be used.
- **Shade and shelter** – shade and shelter protect us and keep us comfortable in all types of weather, street design should consider opportunities to provide individuals with shade, for example tree canopy cover.
- **Places to stop and rest** – seating supports active travel, particularly for those with limited mobility, and encourages social interactions. Benches and parklets should be integrated into street design.
- **Not too noisy** – reducing road traffic noise creates places in which individuals are willing to spend time and interact. The removal or minimisation of vehicular traffic should be considered as part of street design.
- **People choose to walk or cycle** – street design should make walking, wheeling, cycling, and passenger transport use more convenient than the motor car.
- **People feel safe** – street design should slow road traffic speed and provide adequate space for everyone to walk and wheel, and spend time with other people. Anti-social behaviour should be discouraged by natural surveillance and appropriate lighting.
- **Things to see & do** – streets need to be visually appealing and provide a reason for individuals to use them to access shops and services as well as to interact with others.
- **People feel relaxed** – navigating streets should be easy and intuitive with clear wayfinding and plenty of space for pedestrians and cyclists.
- **Clean air** – streets should be designed to minimise air pollution.





It is important to consider the social value of transport in conjunction with the financial implications of support for non-transport services. For example, supporting a rural bus service is likely to reduce costs to public health and social care services by providing access to education, employment, and care services; an essential transport solution for people living in deprivation. We will continue to develop the approach for assessing social value within the context of connectivity, accessibility, and transport services to ensure that the broader range of impacts of mobility services will inform funding and investment decisions. The wider determinants of health will guide decision-making in relation to the support for public transport services.

Facilitate increased active travel in all age groups and levels of ability

The [UK Chief Medical Officer](#) recommends that individuals of all ages engage in regular physical activity for good health and wellbeing.

The recommended levels of physical activity are:

- **5 to 18 years old** – moderate to vigorous intensity physical activity for around 60 minutes per day spread across the week.
- **19 to 64 years old** – should aim to be physically active every day. Each week, adults should accumulate 150 minutes of moderate intensity activity exercise or 75 minutes of vigorous intensity physical activity (or a combination of both).
- **Older adults** – should participate in daily physical activity for physical and mental health, wellbeing, and social benefits. Older adults should aim to accumulate 150 minutes of moderate intensity aerobic per week.

In Suffolk, 65% of adults and less than 20% of 5- to 16-year-olds meet the recommended levels of physical activity. Low levels of physical activity are a contributor to disease and disability among the population of Suffolk and the cost to Suffolk's economy is estimated at £135 million per year. Nationally, less than half of trips that are under two miles are walked or cycled.

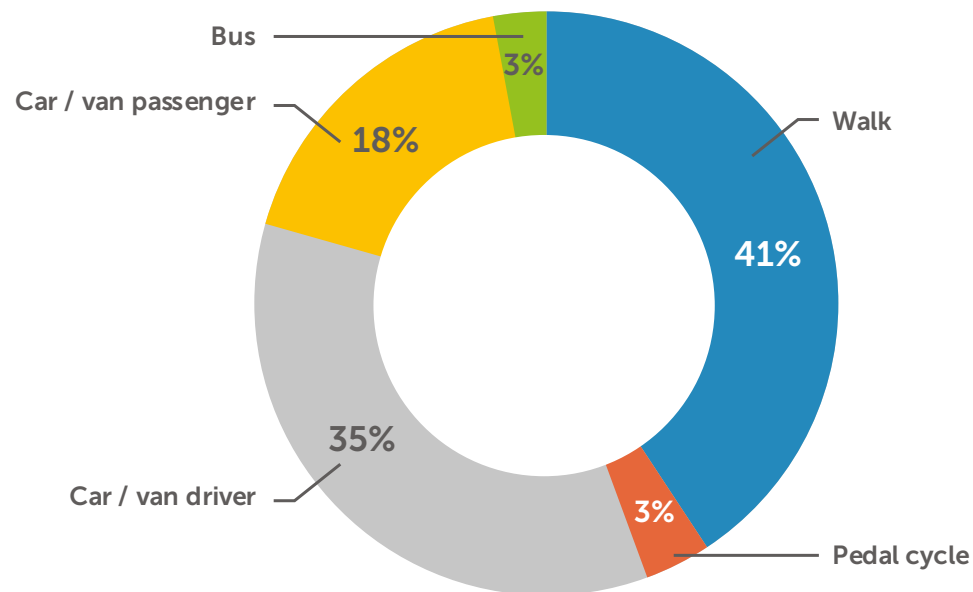


Figure: Method of travel for trips less than two miles



Suffolk trips per person per year

Figure: Proportion of Trips between one and two miles by modes (Source: National Travel Survey)

Year	Main mode	Under 1 Mile	1 to 2 Miles
2023	Walk	184	64
2023	Pedal cycle	3	4
2023	Car or van driver	25	64
2023	Car or van passenger	14	35
2023	Motorcycle	0	0
2023	Other private transport	1	1
2023	Bus in London	1	3
2023	Other local bus	1	4
2023	Non-local bus	0	0
2023	London Underground	0	0
2023	Surface Rail	0	0
2023	Taxi or minicab	0	2
2023	Other public transport	0	1
2023	All modes	228	179

0 isn't zero, but the figure is so low it is rounded down to 0.

Average distanced travelled by trip length and mode

(miles per person per year for Suffolk)

Year	Main mode	Under 1 Mile	1 to 2 Miles
2023	Walk	82	78
2023	Pedal cycle	0	77
2023	Car or van driver	1	6
2023	Car or van passenger	14	81
2023	Motorcycle	8	45
2023	Other private transport	0	1
2023	Bus in London	0	1
2023	Other local bus	0	4
2023	Non-local bus	0	5
2023	London Underground	0	0
2023	Surface Rail	0	1
2023	Taxi or minicab	0	0
2023	Other public transport	0	2
2023	All modes	107	224

0 isn't zero, but the figure is so low it is rounded down to 0.



Active travel includes walking, wheeling, and cycling, and it is promoted for achieving recommended levels of physical activity. Initiatives developed and delivered over the course of our Local Transport Plan must incentivise active travel to school, to work and for other utility and leisure trips. Behavioural change programmes and improvements to infrastructure will prove most beneficial for facilitating active travel choice.

We will continue to engage with schools about travel planning initiatives including active travel passenger transport, and car sharing solutions and their effect on health and air quality. Our School Streets and Junior Road Safety Officer initiatives encourage children and their parents to walk, wheel, or cycle to school.

Doctors' social prescribing pilots and programmes and similar initiatives will be tested in partnership with us and public health authorities to encourage active travel as a means of preventing poor health conditions associated with low physical activity and for managing chronic health conditions.

Promote mobility services and place-based solutions to tackle social isolation and loneliness issues

Social isolation and loneliness are separate but related issues. Social isolation is defined by a separation from social or familial contact, community involvement or access to services, whereas loneliness an individual's personal, subjective sense of lacking these things.

Many people in Suffolk feel socially isolated and analysis indicates that social isolation tends to be higher in coastal communities in East Suffolk and on the outskirts of towns across Suffolk.

The number of people aged 65 and over living alone is forecast to increase from approximately 64,000 (in 2017) to 100,000 (56%) in 2035. The Suffolk Healthy Ageing Needs Assessment (2018) cites this increase as potentially having a substantial impact on the prevalence of loneliness among older people living in Suffolk.

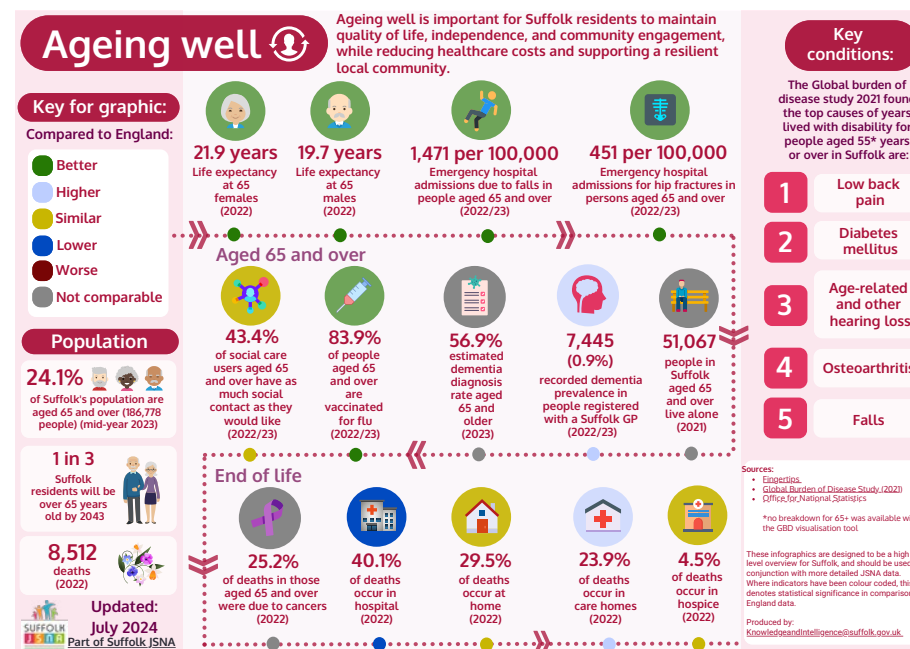


Figure: Aging well (Source: Healthy Suffolk)

Studies indicate that loneliness is more prevalent among younger age groups with some evidence suggesting people aged between 16 and 24 years old feel lonely more often than those in older age groups. Estimates suggest that as many as 130,000 residents in Suffolk sometimes, often, or always feel lonely with prevalence highest among people aged under 35.

There are many factors that lead to social isolation and loneliness. A lack of transport connectivity hinders opportunities for social or familial contact and restricts access to employment, education, essential services and



retail and leisure facilities. Some evidence suggests a link between physical inactivity and loneliness and social isolation.

A lack of rural transport connectivity, particularly in coastal communities, reduces opportunities for individuals to socially engage with others. The issues are more acute among those who do not have access to a motor car and where public transport services are limited in frequency.

Car-dominated urban environments reduce the opportunity for social interaction and deter individuals from visiting town centres. Car-dominance is a barrier to social interaction, particularly when individuals are concerned about road safety and air quality, among others regarding car-dominance in urban environments.



Where essential services are not delivered locally, our transport initiatives and those with partners must improve connectivity and access to essential services in both rural and urban areas. Highway improvements in town centres must enhance the sense of place and promote opportunities for social interaction. In residential areas, transport infrastructure schemes will be delivered to provide quieter, safer streets that encourage a sense of community among residents.

Develop schemes and initiatives that tackle deprivation and health inequalities

Affordable access to opportunities is at the centre of the relationship between transport and inequality. Transport provides access to employment, education, health services and social support networks; it also contributes to a healthy lifestyle through active travel. However, motor transport is also responsible for negative environmental and social impacts including increased particulate matter, reduced social space and worsening severance. People in more deprived areas are more likely to be killed on the roads than those living in more affluent areas. The [Parliamentary Advisory Council for Transport Safety](#) reports “Most people who die on the roads are much more likely to be killed in a car, or by a car, than any other mode. By contrast, pedestrians and cyclists are rarely involved in collisions that result in the death of other road users.”

Cost is an obstacle to the use of transport, and if too expensive, individuals are unable to make the journeys they need to improve their prospects. High transport costs are a major disincentive for staying in training or accessing and staying in work.

Access to work is improved by more accessible and affordable travel options. Passenger transport and cycling widen travel horizons for



disadvantaged individuals, and roads and railways increase the range of employment opportunities that are accessible through travel over longer distances. Investment in strategic infrastructure solutions removes capacity constraints in transport networks improving access to various locations resulting in increased investment and improved employment opportunities.

It is important that transport forms part of a wider picture to stimulate economic activity, particularly its relationship to supporting geospatial planning and urban redevelopment. Transport and regeneration policy will work together to facilitate accessibility and connectivity between residential areas and places of employment, education, essential services and retail and leisure facilities. Designing and delivering active travel and bus services infrastructure ahead of residential and commercial properties will provide convenient and realistic travel options as occupation takes place. In some cases, enhancing and upgrading our public rights of way highway network will facilitate regular trips and establish links to our green access highway network. This approach reflects highway user hierarchy and encourages sustainable travel choice from the first phase of development delivery.

Suffolk in its entirety is comparatively less deprived than most of England sitting 53rd out of 151 upper tier authorities. However, deprivation exists in Suffolk, with some areas ranked within the top ten percent of the most deprived areas in England.

The relationship between travel and deprivation is complex; however, the 2021 Census reveals individuals living in areas of Suffolk with higher levels of deprivation are less likely to work from home and more likely to travel less than five kilometres to work.

Locations with higher proportions of houses of multiple deprivation are less likely to travel by motor car and more likely to walk, cycle or use passenger transport. These findings are consistent with the 2011 census for Suffolk. Census data from 2011 revealed the proportion of houses of multiple deprivation increased as car ownership rates decreased. This all suggests a greater reliance on passenger transport and active travel solutions.

Improve air quality and reduce transport-related noise pollution where they pose a risk to human health

Road transport emissions are the largest source of air pollution in urban areas in the UK, accounting for about 35% of nitrogen oxide and 12% of particulate matter emitted. The Transport East [Transport Strategy 2023-2050](#) cites 42% of the region's carbon emissions come from transport (the largest sector), with 96% of those emissions generated on our roads.

Poor air quality is associated with several harmful health impacts and disproportionately affects vulnerable members of society. The effect of





poor air quality on public health differs depending on an individual's stage of life. Poor air quality leads to developmental issues for some children and young people, a range of chronic health conditions in adults, and accelerated health decline in older people. Long-term exposure to air pollution is associated with premature death, and it is estimated that up to 50,000 individuals in the UK die prematurely because of human-caused air pollution.

Air quality monitoring is undertaken and reported annually by district and borough councils in Suffolk. Where nitrogen dioxide and particulate matter pollutants exceed legal limits, district, and borough councils must declare [Air Quality Management Areas](#) and formulate [Air Quality Action Plans](#). The [Environment Act 2021](#) includes stronger targets and actions to address air quality issues in future monitoring and action plans.

Where there are declared Air Quality Management Areas across Suffolk and transport-related emissions and pollutants contribute to the issues experienced in these areas, we will proactively collaborate with district and borough councils to address exceedances.



Zero emission cars, motorcycles and buses will reduce tail pipe emissions over the long term; however, particulate matter caused by tyre wear and brake dust will remain an issue during and after vehicle fleets transition to zero-emission. Targets for the reduction of particulate matter in relation to concentration and exposure are being established and will inform the development of schemes and policies through our Local Transport Plan.

Improvements to the transport network will resolve transport-related pollution by reducing motor traffic congestion, vehicle idling and pinch points that require deceleration and acceleration, particularly in built up areas where vehicle emissions are near residential dwellings and places of high footfall.

Therefore, air quality strategies developed during this local transport plan period will recognise the limitations and potential inequities of relying on only transitioning to zero-emission vehicles, and strategies will focus on reducing the demand for motor car use in favour of active travel, micromobility, and passenger transport solutions.

Noise pollution has a negative effect on health and wellbeing, and the [World Health Organization](#) suggests that transport-related noise from roads and railways has been demonstrated to adversely affect the cardiovascular system, mental health, and school pupil performance. The estimated annual social cost of urban road noise in England is £7 billion to £10 billion, which places noise pollution at a similar magnitude to road accidents.

Generally, noise pollution is not an issue in Suffolk with estimates for the percentage of the population exposed to significant road, railway and air transport noise being well below the national average during both the day and night. However, there are locations where noise pollution is an issue, for example, data reveals noise complaints in Ipswich are at 9.5 per 1000 compared to Mid Suffolk at 2.9 per 1000. Those impacted by traffic related noise pollution are more likely to live near busy roads in areas of deprivation and we will ensure appropriate mitigation is applied for infrastructure delivery and mobility services provision, be it by us or others managing travel, or working in and around the highway network.



Promote access to the natural environment

Evidence suggests that access to the natural environment, including the coast and waterways reduces health inequalities and contributes to positive physical and mental health outcomes. Most people in England can experience nature close to home; however, those on lower incomes, from ethnic minority groups, and older age groups are less likely to visit the natural environment frequently. Data indicates a quarter of children spend time outside less than once a month.

Approximately a third of Suffolk’s population live in rural areas. Access and proximity to green space is unequally distributed and the opportunity to benefit from time spent in the natural environment is not evenly felt by Suffolk’s population.

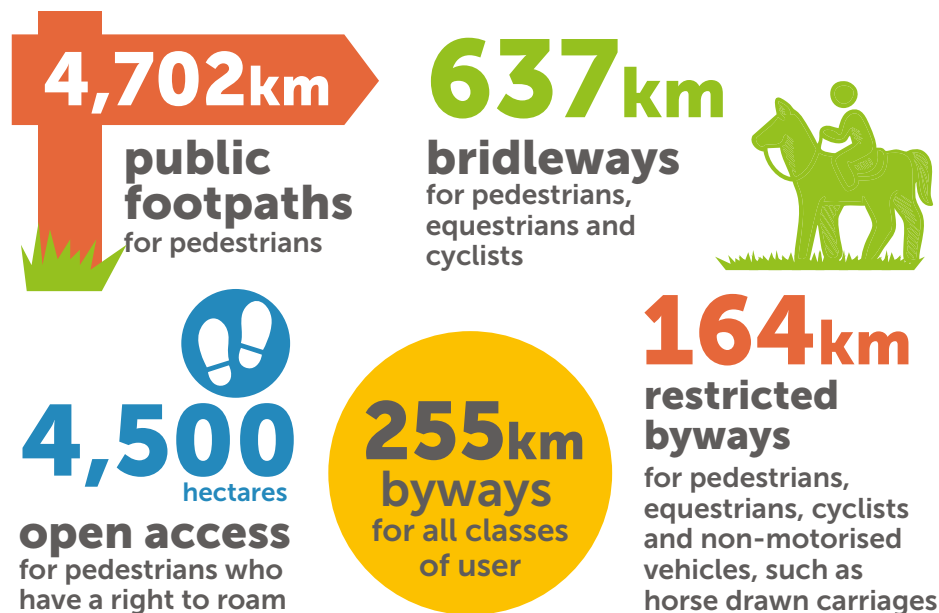


Figure: Public rights of way by length

Suffolk’s [Green Access Network](#) provides access to the natural environment and comprises public rights of way, quiet lanes, and leisure routes. Suffolk’s green access highway network is one of the most extensive in England with more than 3,500 miles of footpaths, bridleways, restricted byways, and byways, and 4,500 hectares of open access, compared with approximately 4,000 miles of roads in Suffolk.



Suffolk’s highway network will be considered holistically with the user in mind. Routes should provide for the highest possible designation of user for as long as needed to connect destinations. For example, bridleways that connect to footpaths should only do so at a point that is a logical destination for cyclists and horse riders, otherwise the whole route is ineffective for them.

Our [Green Access Strategy 2020-2030](#) (Rights of Way Improvement Plan) details a range of objectives to manage, maintain and promote access to green space via the Green Access Network.

Working with Suffolk’s communities will ensure our Green Access Network is enjoyed, and improvements are made where they will provide most value. Engagement with communities will promote use of our network and encourage more people outdoors and into Suffolk’s countryside.

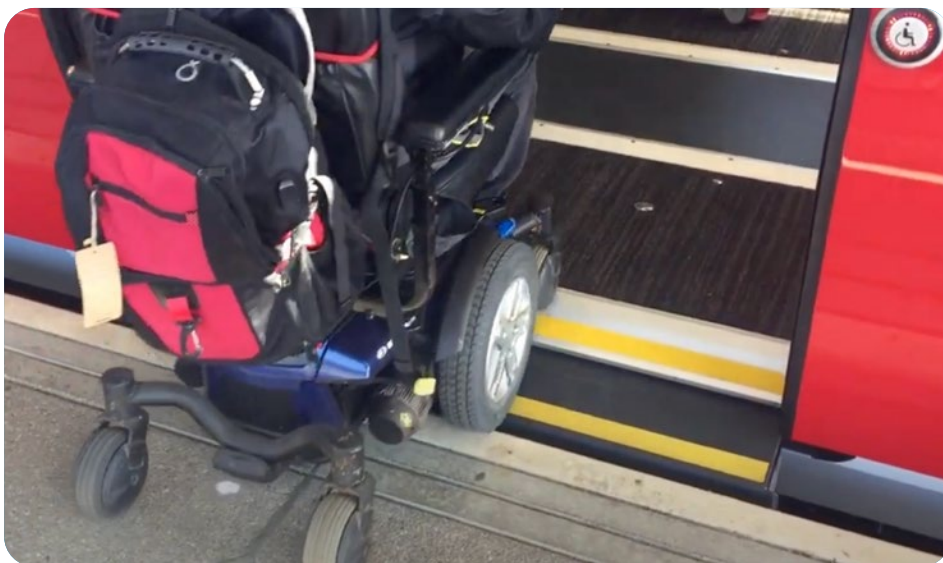
Our Local Transport Plan’s schemes and initiatives will contribute to the objectives of the Green Access Strategy ensuring that the two plans work together to realise the benefits of improved access to green space.



Deliver transport infrastructure and services that provide for all and strive for equality in transport provision

The shift to sustainable travel needed to achieve the overarching aims of our Local Transport Plan requires an understanding of how people interact with the transport network and the real and perceived barriers individuals face when determining their travel choices. The issues can be categorised as related to infrastructure or related to transport services.

The quality of active travel infrastructure is an important determinant for the level of use expected on a route. The Department for Transport's [Cycle infrastructure design \(LTN 1/20\)](#) sets out that cycle and walking routes should be safe, direct, coherent, comfortable, and attractive. Audits



considering a range of criteria beyond conventional scheme assessments include personal safety and the comfort and attractiveness of routes, so provide a good starting point for scheme design and assessment. It is vital that all potential users, including individuals using adapted cycles or mobility aids, and those from different demographics are considered in the initial stages of scheme development. Ideal walking and cycling routes should be:

- Intuitive to follow with adequate, but not excessive, signage
- Well-lit with good natural surveillance and secure end-to-end storage for cycles
- Free from obstacles such as guard rails and steps because they prevent access for all users
- Well-maintained and well-presented to improve the appeal and safety
- Sufficiently wide, offering segregation from, and priority over, vehicular traffic
- Planned to mitigate natural barriers to walking and cycling

Transport services will be designed with the user in mind. Service information must be easy to understand, and passenger satisfaction will be a primary metric to assess the performance of services. Services that do not meet the standards expected by passengers may deter potential or repeat customers and lead to access issues or unsustainable travel choices. Equally, services that do not adequately consider the differing needs of individuals could risk losing existing or failing to attract potential users. For example, transport services can lack the flexibility to accommodate trip-chaining, which is when a series of trips are taken for different purposes. This disproportionately affects women who have a higher tendency to chain trips.

The wider rollout of demand responsive services will provide a more inclusive and sustainable alternative to the motor car for many potential users and alleviate some of the issues experienced with timetabled bus services.



Assessing equity of schemes

It is important that all users are consulted when improving our highway network and developing transport services to ensure that respective impacts are understood and inform decision making.

As of 2021, females undertake a greater proportion of their journeys by foot and bus than males, but much lower by cycle.

(Source: National Travel Survey)

Our transport policy is subject to an [Equality Impact Assessment](#) to understand its impact on individuals with protected characteristics. This includes understanding how schemes can affect different user groups in quite separate ways, and where some groups will benefit more than others.

Data reveals lower motor car ownership levels and trip rates for lower income households and that trip rates are higher amongst white UK adults, therefore highway infrastructure schemes for the motor car are less likely to benefit those living in poverty.

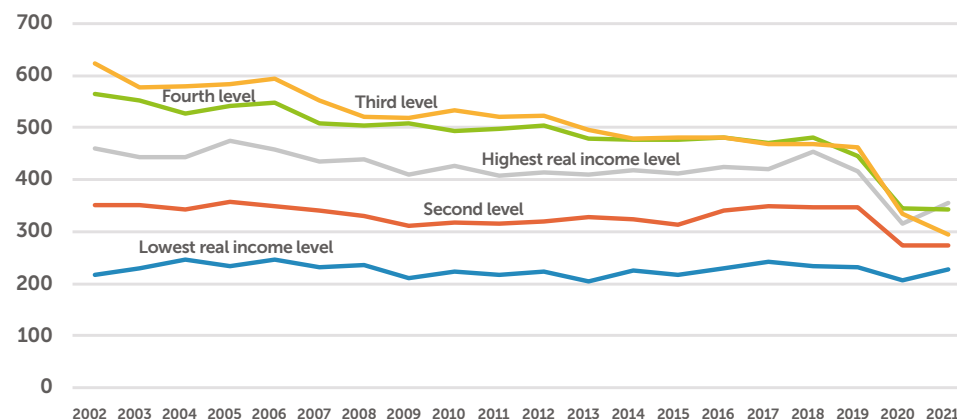


Figure: Annual Car Trips by Income Level. (Source: National Travel Survey)

Transport schemes must deliver equitable travel opportunities by offering viable travel options with infrastructure delivery that provides connectivity between locations for all of us.





Health, wellbeing, and social inclusion objectives

Enable Suffolk to be a place where everyone can lead a longer, healthier, and happier life

Objective	Plan
9. Increase levels of physical activity through active travel	a. Develop the active travel network to simultaneously facilitate travel whilst improving physical and mental health.
10. Reduce the levels of social isolation and deprivation, and support individuals to lead independent lives	a. Increase levels of amenity within the communities.
11. Enable individuals to have the confidence to travel safely using their preferred mode and not feel restricted by their travel options	a. Deliver mobility infrastructure and services that provide individuals with the confidence to travel safely.
12. Improve road safety by adopting Vision Zero	a. Collaborate with partners to improve road safety and commit to a Vision Zero approach.
13. Improve air quality by decarbonising travel	a. Deliver interventions encouraging zero emission travel





KEY THEME

Creating better places





Creating better places

We will create places that encourage walking, wheeling, and cycling, and facilitate passenger transport and zero-emission vehicle travel choices to deliver tangible improvements for our residents and businesses, and for those visiting Suffolk.

Our urban areas must be reconfigured, with high streets and town centres designed to prioritise walking, wheeling, and cycling while enabling access for passenger transport services. Arterial routes will be redesigned and space reallocated towards sustainable transport solutions with better infrastructure for pedestrians, cyclists, and bus passengers. Our aim is for walking, wheeling, cycling and bus travel to become faster and as convenient as car trips, which will provide equitable travel options. Individuals choosing to replace their car trips with active travel and passenger transport will contribute to the reduction of parking and traffic congestion creating better places for people and businesses to prosper whilst contributing to a net zero carbon Suffolk.

Urban principles

Area Transport Plans for Suffolk's fifteen main towns deliver projects contributing to our Local Transport Plan themes. Our area plans provide a greater degree of detail for transport improvements in their respective areas. Area plans will be reviewed regularly and evolved to reflect the changing nature of their area by adapting to emerging challenges and opportunities over the course of this Local Transport Plan period.



Suffolk's area plan towns are often where the greatest opportunity exists to deliver interventions that reduce vehicle emissions, grow the economy, and improve public health outcomes.

The fifteen area plan towns have been selected based on population, existing transport issues and opportunities, and the impact of planned growth on the local highway network. Area Transport Plans are available for Beccles, Brandon, Bury St. Edmunds, Felixstowe, Hadleigh, Haverhill, Ipswich, Lowestoft, Mildenhall, Newmarket, Saxmundham, Stowmarket, Sudbury, and Thurston. Given approximately a third of Suffolk's population live outside of these main areas, a rural area transport plan provides the framework for low carbon transport interventions that address rural mobility challenges.



Deliver active travel infrastructure that provides direct, safe, coherent, attractive, and comfortable networks that are accessible to all

High quality active travel infrastructure will increase walking, wheeling, and cycling. Cycle routes forming a well-planned network which is safe and serves places where people want to go will give individuals the confidence to cycle more trips more frequently. Pedestrian zones and suitable walking routes will be at the heart of place-making in Suffolk's urban areas.

The [Transport Decarbonisation Plan](#) sets out an ambitious commitment to deliver a world class cycling and walking network in England by 2040. Our Local Transport Plan supports the commitment, and we will continue to develop and maintain a short, medium, and long-term pipeline of walking and cycling schemes via our [Local Cycling & Walking Infrastructure Plan](#).

The reallocation of road space to rebalance active travel options is important for achieving real change and schemes will be delivered in accordance with [Cycle infrastructure design \(LTN 1/20\)](#) guidance to develop a network that influences active travel choice. The guidance states that cycle routes should be direct, safe, coherent, attractive, and comfortable and it details the standards by which local transport authorities should design, deliver, and maintain cycle infrastructure.

Complementary measures such as wayfinding signage and sheltered secure cycle parking serve an important part of network planning to encourage active travel choice.



Through our Area Transport Plans and Local Cycling & Walking Infrastructure Plan, our Local Transport Plan will ensure that these measures are always integral to network planning considerations.

Active travel infrastructure in and around urban areas must be connected to our established public rights of way and green access highway networks with upgrades to it where deemed necessary. This will improve rural mobility through better active travel infrastructure connections providing travel options for individuals living and working in rural areas.

Broader, more ambitious interventions to connect communities must be developed and promoted throughout the course of the plan to provide safer, quieter communities for residents.



Deliver bus priority measures to improve bus journey times and journey time reliability

The [National Bus Strategy for England](#) details a range of measures to get bus patronage back to levels experienced prior to the global pandemic and then to increase the proportion of those travelling by bus with migration from car travel. An important part of these measures is to provide faster and more reliable services that integrate seamlessly with travel solutions that are accessible and inclusive by design.

We will collaborate with bus service operators and relevant stakeholders through the Enhanced Partnership to deliver bus priority measures on urban routes that experience road-traffic congestion to improve bus journey times and journey time reliability. By prioritising bus movements on important corridors, we will increase the convenience of bus travel and improve passenger satisfaction. Encouraging more people to travel by bus will give operators confidence to increase service frequencies and broaden service coverage.

We will develop and deliver infrastructure using a network-based approach that benefits multiple operators and communities. This recognises that most delay to bus journeys is experienced in urban areas, but also that improvements in urban areas can benefit users whose trips originated in rural areas.

The reallocation of road space in urban areas will be critical for achieving positive results for bus services. We will deliver a range of interventions to promote bus use including new and extended bus lanes, traffic signal priority, measures to enforce bus lanes and bus gates, and improved waiting facilities that integrate with other travel options.

Bus Rapid Transit routes provide express services between origin and destinations, particularly on inter-urban routes and areas where there is significant demand for bus services. Our Area Transport Plans will consider the potential for Bus Rapid Transit routes including through new development sites.

	Local authority supported (in Millions)	Commercial (in Millions)	Total (in M)	Proportion supported (%)
East of England	10.85	67.24	78.09	13.9%
Bedford	0.22	2.17	2.38	9.1%
Cambridgeshire	1.48	8.50	9.97	14.8%
Central Bedfordshire	0.43	2.39	2.82	15.2%
Essex	3.01	15.34	18.35	16.4%
Hertfordshire	1.63	8.68	10.31	15.8%
Luton	0.13	4.20	4.33	3.0%
Norfolk	2.37	10.38	12.75	18.6%
Peterborough	0.16	2.35	2.51	6.5%
Southend-on-Sea	0.24	2.63	2.87	8.3%
Suffolk	0.90	8.92	9.82	9.1%
Thurrock	0.30	1.69	1.99	15.0%

Figure: Vehicle miles on bus services by Highway Authority, and by service type England (November 2023) (Source: [Department for Transport \(live.com\)](#))



East of England	79.4
Bedford	87.1
Cambridgeshire	56.2
Central Bedfordshire	78.3
Essex	88.4
Hertfordshire	88.8
Luton	99.4
Norfolk	66.2
Peterborough	66.2
Southend-on-Sea	99.3
Suffolk	63.5
Thurrock	95.1

Figure: Proportion of population within 1km walking distance of a bus stop with one bus service per hour between 7am and 7pm for 2019 (Source: Department for Transport)

Create transport hubs to improve integration between travel solutions

Barriers to travel on passenger transport include the inconvenience of connections with disjointed service timetables and poor quality or no secure cycle parking. Inconveniences deter individuals from using public transport for all or part of their journey. Suppressed demand caused by inconveniences will not encourage the necessary patronage required to ensure passenger transport services are commercially viable. We will improve the convenience of passenger transport services by effectively integrating travel solutions so increases in patronage result in increases to service frequencies and network coverage.

We will work with Network Rail and Great British Railways, and bus, train, micromobility, and taxi operating companies to improve the integration of travel by providing mobility hubs at railway stations to ensure that opportunities are taken to connect modes and facilitate sustainable travel. Opportunity exists to combine demand responsive transport solutions with timetabled services in the form of high-quality bus stops on passenger transport corridors.

Infrastructure upgrades connecting walking and cycling routes will be delivered where they facilitate access to mobility hubs. Convenient and secure cycle parking provision will meet and stimulate demand for cycling to and from stations. E-bike charging points will be integrated into cycle parking provision and mobility hubs will host e-bike sharing schemes where demand exists. Wayfinding signs individuals on to destinations of interest and must be included in planning for modal integration.





Siting bus stops close to entrances for railway stations for easy access for passengers on connecting services makes them more accessible. Service information must be current and clearly displayed in a prominent position close to station entrances.

Travel integration opportunities, including mobility hubs, will be explored for new or existing park-and-ride sites and other suitable locations. Electric vehicle charging points will be considered for park-and-ride sites so car drivers can conveniently switch to bus travel to avoid driving motor cars into town centres.

Deliver upgrades to the highway network that optimise travel choice

The [Department for Transport data](#) reveals an increase in driving licence ownership in the over 60 and over 70 categories since 2003. The increase is likely from individuals obtaining licences in the latter half of the twentieth century rising through the age groups, which will likely result in older individuals having access to a motor car compared with the same age groups three or four decades ago. This provides independent travel choice for older individuals needing to access employment, essential services, and retail and leisure facilities, but it is less favourable for operating commercially viable bus services which will disadvantage children, younger adults and those without a driving licence.

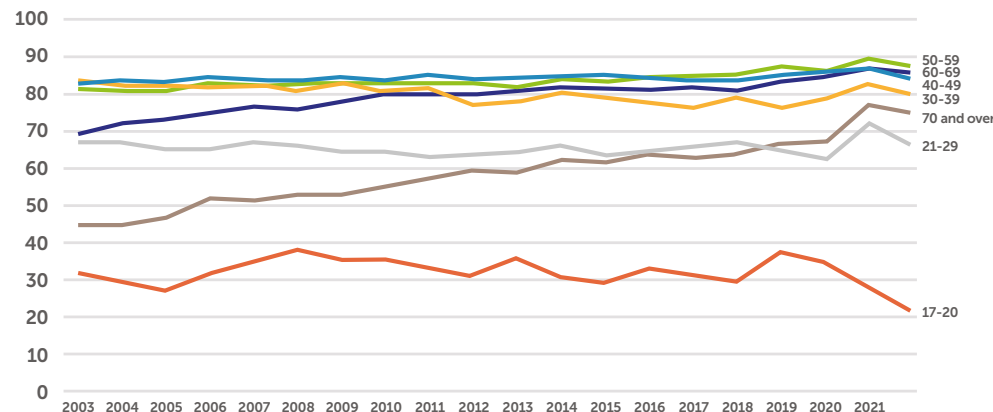


Figure: Adults holding a full car driving licence by age and sex, aged 17 and over (Source: [National Travel Survey \(live.com\)](#))

Our Local Transport Plan provides equity for travel options, so individuals do not feel like car travel is their only option for all trips. The reallocation of road space to reprioritise sustainable travel options including walking, wheeling, cycling and buses will provide equity of travel options enabling various transport choices for different journey purposes. Therefore, new highway capacity improvement schemes for motor vehicles will be considered only where the negative carbon impact is outweighed by considerable benefits to other priority areas that cannot be achieved through schemes that focus on demand management.

The delivery of carriageway capacity improvements may be acceptable if it is needed to provide safe access to a larger development site and equivalent access cannot be achieved through sustainable transport infrastructure. It may also be appropriate in cases where alleviating congestion at a critical bottleneck cannot be achieved economically, or otherwise, by providing sustainable travel options. However, in those cases, every road scheme must include active travel and passenger transport improvements as an integral part of planning to maximise the opportunity for sustainable travel to reduce car dependency. Additional interventions such as road user charging, and workplace parking levies may be considered to optimise sustainable travel choice.



It is sometimes difficult for individuals to choose sustainable travel options because the highway network is designed for cars and larger motor vehicles. The [Census data for travel to work by distance](#) indicates up to 60% of those travelling to work from some districts travelled more than ten kilometres. When excluding commuting by train, many individuals are likely to have greater reliance on the motor car. Appropriately redesignating road space will ensure the highway network apports space for all transport options which improves network efficiency and reduces the need for highway schemes to be designed for travel by motor vehicles alone.

Evidence from the 2021 Census also reveals that journeys to work in urban areas are shorter than those in rural areas indicating increased potential for drivers to change from car travel. For many individuals, distances up to ten kilometres can more easily be travelled by cycling and bus given the appropriate highway design and bus service provision.

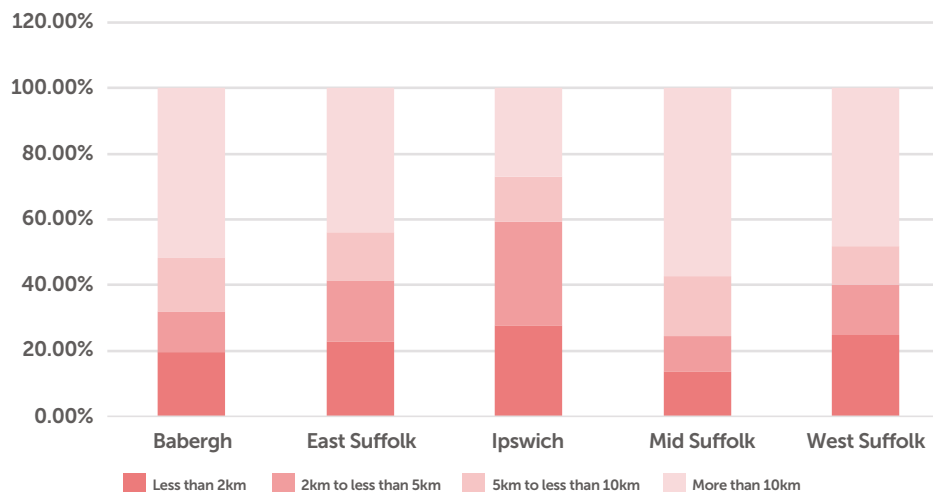


Figure: Proportion of Journeys to Work by Different Distances ([Source: 2021 Census Method used to travel to work by distance travelled to work](#))

Deliver solutions that rationalise the movement of freight on local roads

The way freight is transported around Suffolk has changed over the years and the continued rise in online shopping has increased the number of vans and light commercial vehicles on our roads along with the number of trips undertaken and distances travelled. Coupled with concerns around the movement of heavy goods vehicles, it is increasingly important to consider how freight moves around, and goods are delivered in town centres and rural communities.

Light goods vehicle trips on the road network in Suffolk has steadily increased since 2013. While being an important contributor to the Suffolk economy, the proliferation of home deliveries by light commercial vehicles increases the vehicle-miles travelled, contributes to congestion and poor air quality and, in some cases, causes road safety concerns due to frequent short-term stops. Delivery vehicles often park on footways and cycleways which obstructs those walking, wheeling, and cycling and often results in them entering the road risking conflict with cars and larger vehicles travelling at higher speeds.

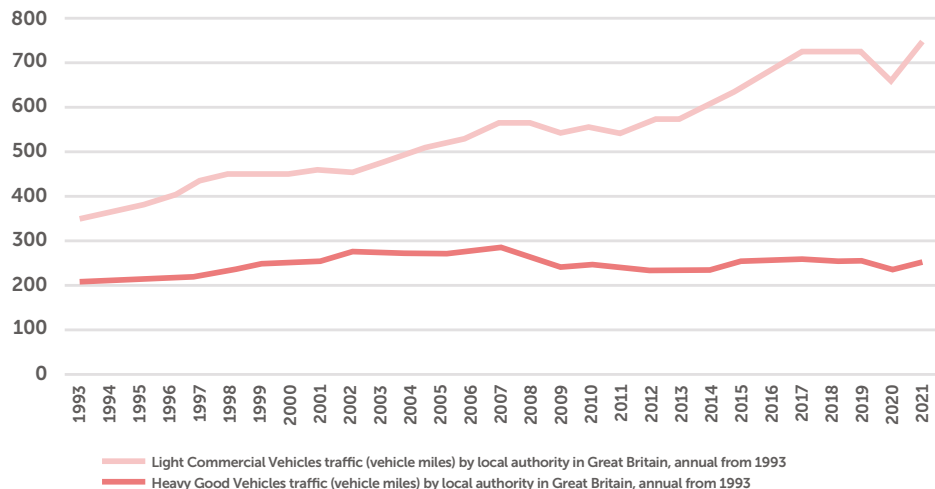


Figure: Light commercial and heavy goods vehicle traffic (Source: Department for Transport Final Van Statistics)

Department for Transport data reveals that ultra-low emission vehicles are used for trips making lots of stops closer to their base, which includes home delivery services. This use is likely to grow, and light commercial vehicles will become zero emission in line with regulatory requirements. This will contribute to decarbonisation targets; however, road traffic congestion and highway maintenance liabilities along with parking on footway and cycleway practices must be addressed by other interventions.

Opportunities exist to rationalise the movement of freight and consolidate last mile deliveries onto zero-emission cargo and e-cargo bikes, and electric utility vehicles. Through engagement with industry and the delivery of infrastructure that enables freight consolidation, businesses will be supported to consider sustainable solutions that provide benefits to our local transport network and to their business operations.

We will encourage innovation in operations to alleviate undesirable impacts on Suffolk’s highway networks while providing sustainable, efficient, and effective delivery services.

Cargo and e-cargo bikes, and other micromobility solutions will not be appropriate for some organisations. Town centres often require access for heavy goods vehicle deliveries for bulk orders and larger goods. Many of Suffolk’s town centre streets are not designed for the movement of heavy goods vehicles and the volume of heavy goods vehicle traffic negatively impacts the quality of space and healthy streets approach to street design.

Consideration must be given to the location and times of loading and unloading for the servicing of premises. Highway designs must provide safe access to premises while improving the conditions of the highway network for all highway users, particularly during busy times.

Heavy goods vehicle routes will be monitored to determine their suitability and we will develop interventions where there are proven heavy goods vehicle road safety issues on the highway network.





Deliver climate change mitigation and biodiversity net gain

Climate change will have negative impacts on the highway network, particularly because of flooding and extreme weather patterns reducing its reliability and increasing the need for maintenance.

We will consider the impacts of our projects on carbon emissions and ensure mitigation appropriately addresses the negative impacts they may have on the environment. We will adapt to climate change effects to ensure the maintenance and enhancement of our highway assets are appropriate with the resources available.

“The science could not be clearer: by the middle of this century the world has to reduce emissions to as close to zero as possible, with the small amount of remaining emissions absorbed through natural carbon sinks like forests, and new technologies like carbon capture. If we can achieve this, global emissions of greenhouse gases will be ‘net zero’.

(Source: Net Zero Strategy: Build Back Greener)

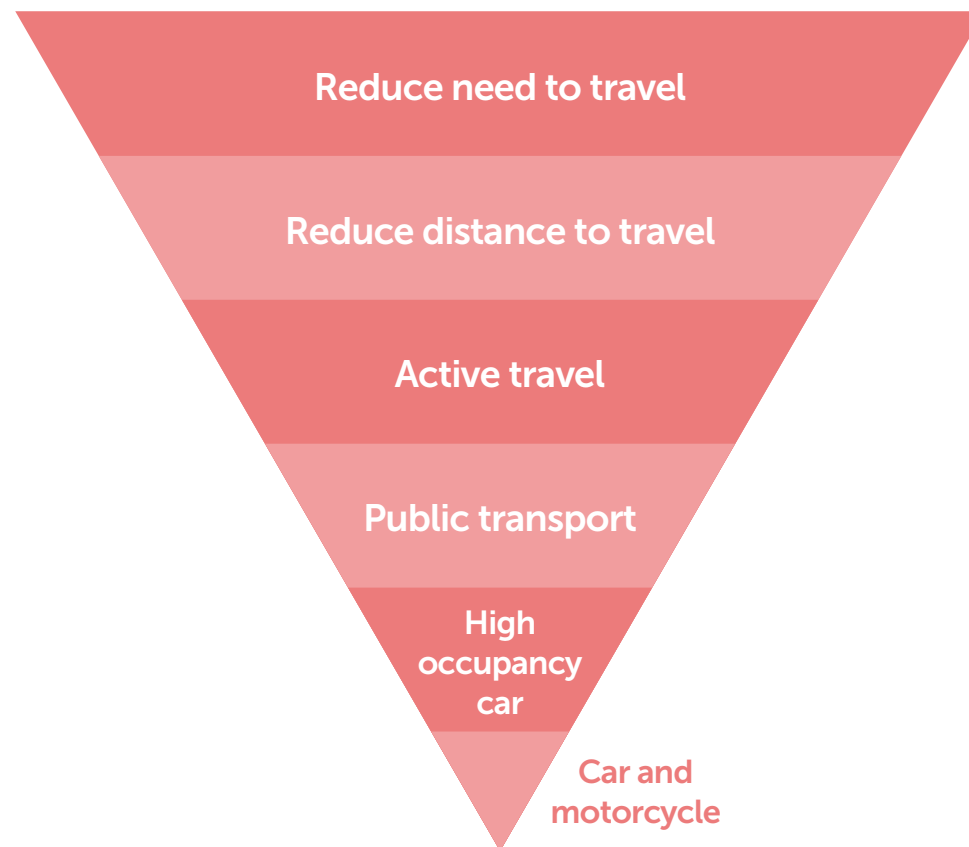


Figure: Hierarchy of Transport Changes for decarbonisation (Source: Suffolk Climate Emergency Plan technical report)

Natural capital is living and non-living aspects of ecosystems that benefit society, and includes forests, rivers, and minerals. Suffolk has a wealth of natural capital that offers a wide variety of benefits across several areas, and the value of its loss to deliver transport infrastructure and mobility services will be understood and mitigated when relevant.



We will positively enhance the biodiversity value of our land assets, which includes the management of roadside verges to enhance their biodiversity value, protecting and maintaining roadside nature reserves, appropriate maintenance of public rights of way and street lighting, and the replacement, protection, and introduction of highway trees, and with guidance to developers.

Our [Flood Risk Management Strategy](#) provides the guiding principles for sustainable drainage systems, including our expectation for new development. Importantly and when appropriate, multifunctional, above ground sustainable drainage systems must be used to deliver drainage enhancement for biodiversity, improvements in water quality, and amenity benefits.

Managing town centre car parking and prioritising sustainable travel solutions

Town centre car parking is prevalent across Suffolk and typically comprises a mix of regulated and un-regulated on-street parking places, and public and privately owned and operated car parks.

The economic value of town centre car parking has been researched much. Studies indicate that the perception among business owners and their workers is an overestimate of the level of footfall resulting from town centre car parking and the amount spent by car drivers. Conversely, businesses underestimate the proportion of individuals walking, wheeling, and cycling into town centres along with those arriving by bus or train. Studies have shown spend by active travellers and passenger transport users is typically more than car drivers. East Suffolk Council's Economic Development & Regeneration team has much insight into travel and spend profiles supporting the observations of wider research about town centre management and place-making.



Car parking takes up land that is higher value in town centres with higher potential use for more economically productive purposes. On-street parking places will be redesignated for active travellers and buses or regulated to provide for specific vehicle types or designated use, for example loading and unloading. Off-street parking places must be reconfigured to provide parking for cycles, e-bikes, motorcycles, and cars, and where appropriate provide additional services such as delivery lockers and town centre delivery consolidation points. One car parking space will accommodate parking for eight cycles so providing cycle parking is a more efficient use of space.

The overprovision of car parking spaces encourages car travel to town centres which contributes to a range of issues across society. Excessive town centre car parking provision leads to higher levels of congestion, poorer air quality, noisier environments and it increases road safety concerns. Providing the 'wrong kind' and too much town centre car parking competes with environmental and healthier lifestyle policies and objectives. An undersupply of off-street car parking leads to issues on the



highway network, including parking congestion on unregulated residential roads causing a nuisance for residents and their visitors; and parking on pavements causing obstruction for pedestrians, especially those with children in pushchairs, and those using mobility aids and wheelchairs.

We will collaborate with partners to rationalise and consolidate car parking provision, so it is managed appropriately with consideration to highway efficiency and all its users including those walking, wheeling, cycling, and traveling by passenger transport. This approach will include intercepting car trips before entering town centres to reduce congestion and create town centre environments favourable for their communities and their visitors. On average cars are larger than their equivalent classes in decades past, therefore, parking spaces must be sized to accommodate modern vehicle sizes where car parking provision is necessary.

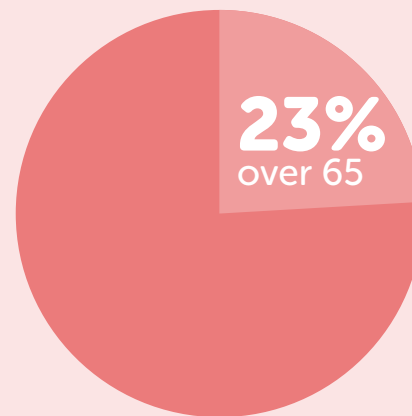
There is opportunity to optimise travel choice for walking, wheeling, cycling, and passenger transport by reconfiguring car parks to support and encourage travel by transport options alongside cars.

Prepare the network for future mobility needs

The [Future of mobility: urban strategy](#) describes the opportunity to transform travel and the places in which we live. We will take a place-based approach to transport planning and use innovative technology to improve people’s lives and support decarbonisation objectives. The introduction of innovative technology will require legislation, and we will engage on innovative technologies and lobby to protect Suffolk’s interests.

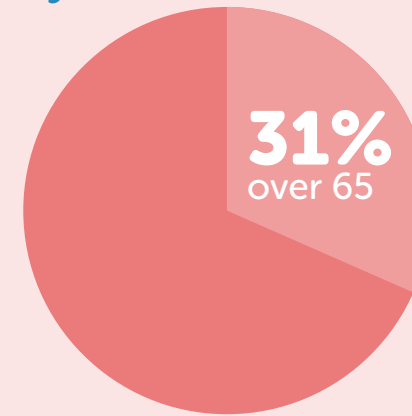
Suffolk’s over 65 year old population

In 2018



5% higher than national average

By 2043



7% higher than national average

The forecast increase in the over 65s population will require travel solutions that may be assisted by technology.



Successfully proven technological improvements in mobility will be deployed, and whilst they represent an opportunity for improved travel options and experience, they might cause disruption if not appropriately deployed.

We will ensure our highway infrastructure will accommodate the move towards connected autonomous vehicles. With National Highways and neighbouring local transport authorities, we will work to provide a common approach for realising shared strategic ambitions that support sustainable and inclusive growth throughout Suffolk, as well as nationally and regionally. We will accurately digitise our highway networks and traffic regulation orders to ensure autonomous vehicle systems will safely, accurately, and legally move around our highway network. We will ensure parking management systems comply with industry standards such as the [National Parking Platform](#) and [ISO/TS 5206-1:2023 - Intelligent transport systems – Parking](#), and emerging standards and legislation to design for autonomous vehicles to ensure our highway network facilitates the efficient movement of all highway users including those choosing to travel by car.

Given the wider benefits they offer, walking, wheeling, and cycling is unlikely to be replaced by innovative technology as the main ways to travel for short trips. The integration of bus and train travel is important as part of the whole the transport system and mobility as a service.

758,556 people in 2018

All ages

375,033 males

383,523 females

49.4%

50.6%

818,018 people in 2040

All ages

403,933 males

414,085 females

49.4%

50.6%

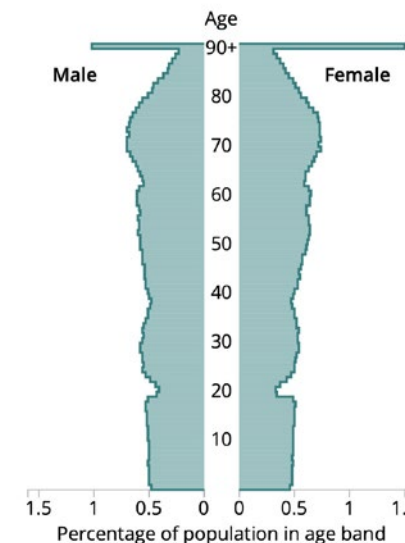
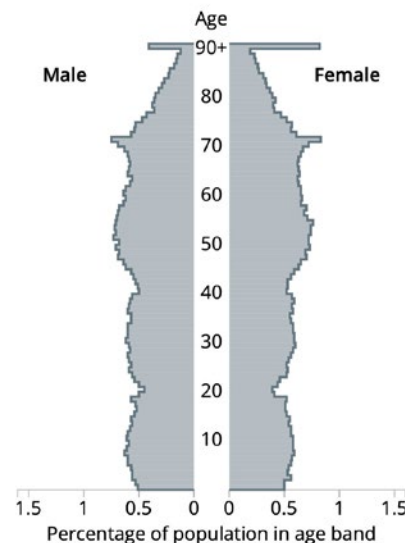


Figure: Forecast Suffolk Population 2018 versus 2043
(Source: Suffolk Observatory – Population Projections ONS)

We will make best use of technology and legislative powers to improve journey experience and optimise travel options with other objectives, particularly those relating to decarbonisation and healthier lifestyles.



Rural and coastal transport planning

Rural and coastal locations have different challenges for transport planning than urban locations. Rural mobility is likely to be harder to decarbonise given the limited passenger transport options experienced by many communities.

Living in a less built-up, less densely populated area typically means demand is reduced and economies of scale are not realised by passenger transport service providers. Often, this results in reduced access to facilities and services and a reduced provision of shared transport options because they are not commercially viable. However, rural settlements have attractive public rights of way networks that provide greater access to greenspaces, connect different facilities, and provide alternatives to travelling on the road network. The [National Travel Survey 2021](#) data reveals that those living in rural areas make many more trips and travel more miles by car and motorcycle than those living in more urban areas, suggesting that greater distances must be travelled to access employment, education, essential services and retail and leisure facilities.

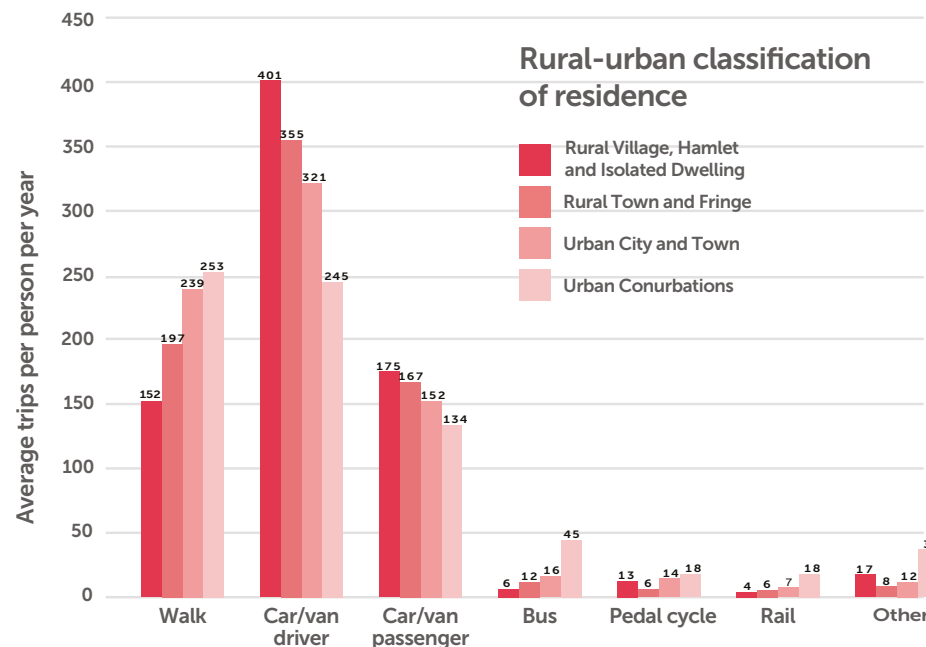


Figure: Rural-urban classification of residence - Average number of trips and distance travelled (Source: [National Travel Survey 2021 - GOV.UK \(www.gov.uk\)](#))

Smaller settlements often have different challenges relating to car use. Research by Transport East reveals that congestion is less of a perceived problem, whereas speeding vehicles is perceived a bigger issue.

The primary components for rural transport within Suffolk are:

- Decarbonisation of transport movements
- Better accessibility to employment, education, essential services and retail and leisure facilities
- Promote planning policies to reduce the need to travel
- Maintain the highway network and improving its connectivity, resilience, and reliability
- Reducing the negative impacts of transport on communities



Develop the Green Access Network to ensure accessibility for all

Encouraging active travel in rural settings often provides a distinct set of challenges to similar initiatives delivered in urban settings. There is no dedicated footway or segregated cycleway provision for pedestrians or cyclists adjacent carriageways on many rural routes and higher road speeds mean that road safety is a concern. This results in fewer travel options, placing more importance on passenger transport provision, which is limited due to commercial viability caused by lower passenger demand.

The Green Access Network comprises Suffolk's Public Rights of Way network, local and national trails, quiet lanes, leisure routes and other formal and informal walking, cycling and horse-riding routes. Routes that are accessible for all levels of mobility and maintained to appropriate standards create better connections between settlements and destinations,



provide the backbone of rural active travel, and are critical to an inclusive network. A well-designed and maintained green access network is essential for offering a sustainable alternative to independent car travel for many shorter trips, supporting rural decarbonisation, Suffolk's economies, and healthier lifestyles.



Green access networks often tie-in with commuter corridors offering the greatest benefits to influencing travel patterns. However, leisure routes for walking, cycling and horse-riding will continue to provide opportunities for people to access the natural environment and boost the Suffolk economy by making tourism more attractive. The local cycling and walking infrastructure plans and active travel strategies developed by councils in Suffolk will support the case for investment in the green access network encouraging more active travel across Suffolk.

To maximise the value of the green access network, a comprehensive approach to protecting, maintaining, and improving the routes is needed. We will consider routes for their function, use and potential when determining investment priorities. For example, if part of a route is suitable for cycling, investment will make the whole route suitable for cycling and integrate with [The National Cycle Network](#) where appropriate.

An important part of the green access network is the Quiet Lane designation. Quiet lanes are designated and signed on rural roads to encourage drivers to be aware of and considerate to pedestrians, cyclists, and horse-riders. The designation provides greater awareness to the presence of different road users, so those walking, wheeling, cycling, and horse-riding feel safe to travel and explore the countryside.



Collaborate with partners to improve road safety and commit to a Vision Zero approach

The number of collisions reported on Suffolk's roads continues the downward trend from 2011. However, approximately 25 collisions result in fatalities on Suffolk's roads each year, with approximately 225 collisions resulting in seriously injured casualties.

Road casualty report

2023 road casualties in Suffolk - comparison with the previous 3 years



Driver 24 and under
234
-24.0%



Pedal cyclist
196
-11.7%



Driver 65 and over
199
-8.3%



Pedestrian
130
-8.9%



Powered 2 wheelers
119
-17.7%



Pedestrian 65+
219
-5.3%



Our approach to road safety is multi-agency collaboration between us and relevant partners. The [Suffolk Roadsafe Board](#) comprises representatives from Suffolk Fire and Rescue Service, Suffolk Constabulary, the East of England Ambulance Service, Public Health, National Highways, and Suffolk Police and Crime Commissioner. Road safety is also reliant on the users of the highway network responding to instructions and travelling with respect and care.

In 2024, with Suffolk Constabulary and Suffolk Police and Crime Commissioner as partners, we piloted a speed warning scheme that uses automatic number plate recognition devices to identify vehicles that exceed speed limits and sent the registered keepers a notification that their vehicle was detected doing so along with additional information on the matter. The scheme educates drivers about the dangers of excessive speed to deter them from driving too fast. Parish and town councils can register for [Speed Prevention in the Community](#) and purchase speed indication devices or temporary vehicle activated speed signs, both of which assist in educating drivers.

Perceptions of poor road safety for non-motorised travel mean individuals believe they have no option but to drive. Often, active travel solutions are perceived to be dangerous which negatively impacts individuals choosing walking, wheeling, and cycling options. However, based upon the five years to 2022, pedestrians accounted for around 9% and cyclists a further 10% of all casualties on the roads in Suffolk with drivers and passengers in motor vehicles accounting for 66% of casualties. Motor vehicles are involved in almost all of the road traffic collisions where approximately 250 collisions result in fatalities or seriously injured casualties on Suffolk's roads each year. [The Parliamentary Advisory Council for Transport Safety](#) reports "Most people who die on the roads are much more likely to be killed in a car, or by a car, than any other mode. By contrast, pedestrians and cyclists are rarely involved in collisions that result in the death of other road users." Pedestrian and cyclist casualties are more prevalent in urban areas than rural over the same period.



Children and young people aged between 10 and 19 years old are the largest proportion for slight injuries because of a collision while walking or cycling. However, the distribution of collisions resulting in severe or fatal injuries to pedestrians and cyclists is more evenly spread across age groups.

Approximately 33% of individuals killed or seriously injured while traveling by car were aged between 15 and 29 years old and 23% were aged between 15 and 24 years old. The trend is consistent among all severities with younger drivers and passengers most represented in collisions resulting in slight, serious and fatal injuries. Fewer male than female drivers and passengers travelling by car have been slightly injured in collisions though more male drivers and passengers have been seriously injured or killed whilst travelling by car.

Our Local Transport Plan targets a reduction in collisions that result in severe injuries or fatalities towards zero. We will build on our projects and initiatives that embed road safety considerations throughout the development of schemes and enhance education and awareness initiatives to improve engagement with high-risk groups.



We are committed to the five pillars of Road Safety

Pillar 1

Safer Roads & Roadsides



Individuals expect roads to be designed, constructed, and maintained to be safe for all users. Collision trends in Suffolk reveal that those walking, wheeling, cycling, and motorbiking are disproportionately at risk of injury. Furthermore, the risk or perceived risk of travelling in these ways acts as a barrier for some to choose them. It is essential that routes are improved to prevent collisions from occurring and lessen the severity of injuries when collisions do occur. Engineering solutions may be developed to mitigate road safety issues where the most effective measure is to improve the road layout.

Pillar 2

Safer Road Users



Local Transport Plan 2011-2031 interventions removed road traffic collision cluster sites. Whilst the numbers of pedestrians and cyclists for all casualties on the roads in Suffolk is very low compared with the number of drivers and passengers in motor vehicles, statistically, children are more prevalent to injury whilst walking and cycling, and younger adults have been more likely to be injured while travelling by car.





Pillar 3

Safer Speeds



Collision data over a five-year period to 2023 shows that exceeding the speed limit or travelling too fast for the conditions contributed to 5% of serious injuries and 8% of fatalities on Suffolk's roads. These figures have been static over the same period with no trends apparent.

Our speed limit policy sets out the criteria by which speed limits will be determined in Suffolk and joint initiatives with partner organisations will continue to be an important part of our road safety approach.

Empowering communities to feedback speeding concerns and evidence targets enforcement to address issues.

Speed awareness courses will continue to support improved awareness of the risks associated with excessive speeds and reduce repeat offences.

Pillar 4

Safer Vehicles



Though vehicle safety standards are determined at a national level, highway authorities have a role in planning for emerging technology on their highways. The introduction of connected and autonomous vehicles has the potential to improve road safety alongside wider societal benefits. However, the rollout will likely require amendments to our highway network to ensure that technology and infrastructure are compatible.

Pillar 5

Post-Crash Response



The immediate response to collisions is primarily the responsibility of the emergency services. We will support more complex investigations and develop remedial measures to prevent similar collisions occurring.

The [National Highways](#) road safety strategy is the [Road to Zero Harm](#) and complements our approach towards [Vision Zero Network](#) approach to reducing road traffic casualties.



Engage with industry to limit the impact of lorries and other large vehicles on communities

The freight and logistics sector supports small, medium, and large businesses, many of which would not be able to operate without the efficient delivery of goods and materials. The sector is critical for supply chains in some of the more prominent industries in Suffolk's economy and directly and indirectly supports many jobs.

The freight and logistics sector supports international trade via the ports in Suffolk. The Transport East [Transport Strategy](#) aims to create more reliable freight journeys with Goal 10 aiming to improve connectivity for freight to international gateways; however, many roads in Suffolk are not designed to standards that accommodate lorries. The negative impact on rural communities is a particular concern. Some Suffolk communities are concerned about a range of topics from road safety and severance issues to noise and air pollution, and anti-social behaviour. A lack of adequate lorry parking facilities means that drivers often park at inappropriate locations, especially overnight. Evidence suggests that the poor conditions lorry drivers experience leads to issues with recruitment and retention in the industry, causing negative impacts on the wider economy.

We will optimise the movement of freight and logistic services on our highway network for the benefit of Suffolk's economy and minimise the adverse impacts lorry traffic has on Suffolk's communities. Through the publication, and periodic updating, of the [recommended lorry route map](#), and continued engagement with the industry, we will keep lorry traffic on the most suitable routes for their journey purpose. Changes to lorry routes will avoid relocating the problem to another community and be balanced against the costs in longer distance journeys for the industry both economically and in terms of reducing emissions.



The [Strategic Road Network](#) and the [Major Road Network](#) will remain the most appropriate routes for longer distance journeys, connecting destinations and supporting local, regional, and national supply chains. Where there is a need to access a specific site, access routes will continue to be defined based on demand for lorry traffic and their suitability in comparison with other potential routes.

Through construction management plans for major projects, or projects where particularly sensitive issues are identified, we will ensure heavy vehicles are directed along the most suitable roads and minimise the amount of construction traffic travelling, particularly at unsociable hours.

We will collaborate with Suffolk's local planning authorities and National Highways to deliver driver rest facilities that meet the needs of the freight industry to address the issues experienced by Suffolk's communities.



Support development site layouts that prioritise the movement of active travel and bus routes

The [Suffolk Design: Streets Guide](#) (Suffolk Design guide) details our approach to the principles of strategic design to address the car-centric based approach which is often to the detriment of other highway users. It embraces the principles enshrined in [The Highway Code](#) and [Manual for streets](#) that prioritise walking, wheeling, cycling and passenger transport services above motor vehicle use. The Suffolk Design guide provides a basis for designers to deliver streets that reflect the wider objectives of:

- increasing their social value
- improving accessibility
- helping to achieve a low carbon future
- ensuring better air quality
- enhanced biodiversity

The Suffolk Design guide blends national and local policy and guidance documents into a Suffolk context.



Guided by a set of over-arching principles, and a checklist, it provides the designer with the means to assess streets. Consideration for both the “place” and “movement” functions of streets are stipulated. It embeds the Highway Code’s hierarchy of road users in its approach and provides methodology for identifying movement corridors. The fundamental aspects of routes and their design specifications are described, providing a template to work from.

The Suffolk Design guide ensures the delivery of well-designed places by prioritising walking, wheeling, cycling, and access to passenger transport over independent car travel. It ensures the highway network is designed for all travel options optimising decarbonisation contributions by designing out barriers preventing choice for sustainable travel solutions.

The core function of a street is to enable mobility; therefore, streets need to be safe and attractive to encourage individuals to choose active travel options before travel by bus or motor car. Facilitating this change will promote greater access for all, reduce congestion, improve air quality, and enhance public health.



By providing design principles, we outline not only the factors to be considered for the range of users of a street but ensure streets will fulfil their functions as effectively as possible. Also, the Suffolk Design guide includes the consideration of the following:

- [sustainable drainage](#)
- [crime prevention](#)
- [street furniture](#)
- [street lighting](#)
- [trees](#)
- [materials](#)
- [maintenance](#)
- [utilities](#)

The Suffolk Design guide is a tool and reference to critically assess street designs to ensure our streets are both flexible and resilient to future demands, and it provides the principles and the methodologies for good street design. It ensures design disciplines are considered holistically early in the design process to avoid later conflict that can adversely impact the quality of a development.

The [Suffolk Parking Guidance](#) provides advisory parking standards for developments in Suffolk, including design and scale and must be considered when preparing a planning application.

Maintenance of highway assets will evolve with emerging national policy and best practice with a focus on decarbonising maintenance operations

The local highway network, including footpaths and bridleways, as well footways, cycleways, and carriageways, is one of the most valuable assets managed and maintained by us.

The network provides access to employment, education and essential services and it is often the only way people can access their everyday needs, particularly in rural areas. Well-maintained active travel infrastructure will encourage more people to walk and cycle, promoting physical activity and a shift to sustainable travel choices. Highway asset management operations are informed by many factors, and Central Government funding allocations are increasingly being linked to highway authorities demonstrating efficient and effective services aligned with asset management principles and best practice. Therefore, we will continue to innovate our condition monitoring and preventative maintenance processes to drive forward efficiencies and provide confidence that funding our maintenance operations provides value for money. Our use of innovative technology to capture and analyse information related to the condition of highway assets and the degradation over time will continue to inform our planned maintenance programme and we will continually innovate our processes.

We operate a risk-based approach in line with the [Well-Managed Highway Infrastructure Code of Practice](#). Our approach meets statutory obligations and national recommendations related to asset management and provides a mechanism for reactive maintenance to ensure the highway network



mitigation, biodiversity measures and maintenance procedures (that reduce raw material use, pollution, and waste) will alleviate issues. For example, the roadside nature reserves can be preserved and enhanced through cyclical maintenance operations.

Highway asset management operations are informed by our corporate objectives, customer and highway user satisfaction, need, available budget, asset need, and risk considerations. Our investment programmes will ensure asset management packages align with communities' and transport planning priorities, which include footway, cycleway, busway, carriageway and drainage renewal and improvement schemes.

Infrastructure delivered by developers will unlock, enable, or mitigate the impact of new developments and commuted sums will offset the costs of non-standard infrastructure maintenance.

remains fit for purpose. Our processes and practices will evolve to reflect prevailing national policy, priorities, and best practice for transport planning for the road user hierarchy. Our asset management approach has prioritised carriageway repairs and resurfacing to the detriment of all other highway types. With national transport planning rebalancing walking, wheeling, cycling and bus travel alongside independent car travel, we must rebalance our financial resources to maintain the local highway network in its entirety.

We will decarbonise maintenance operations by introducing zero-emission vehicles and through greater use of sustainable processes and materials such as recycled aggregates.

Network resilience is an essential element of highways maintenance planning. Climate change has increased the risk of flooding, and more extreme weather events, especially high winds and heat waves place a greater risk to highway assets. Improved management of drainage assets and the use of sustainable materials alongside integrating climate change

Examples of inadequate maintenance on active travel infrastructure





Creating better places objectives

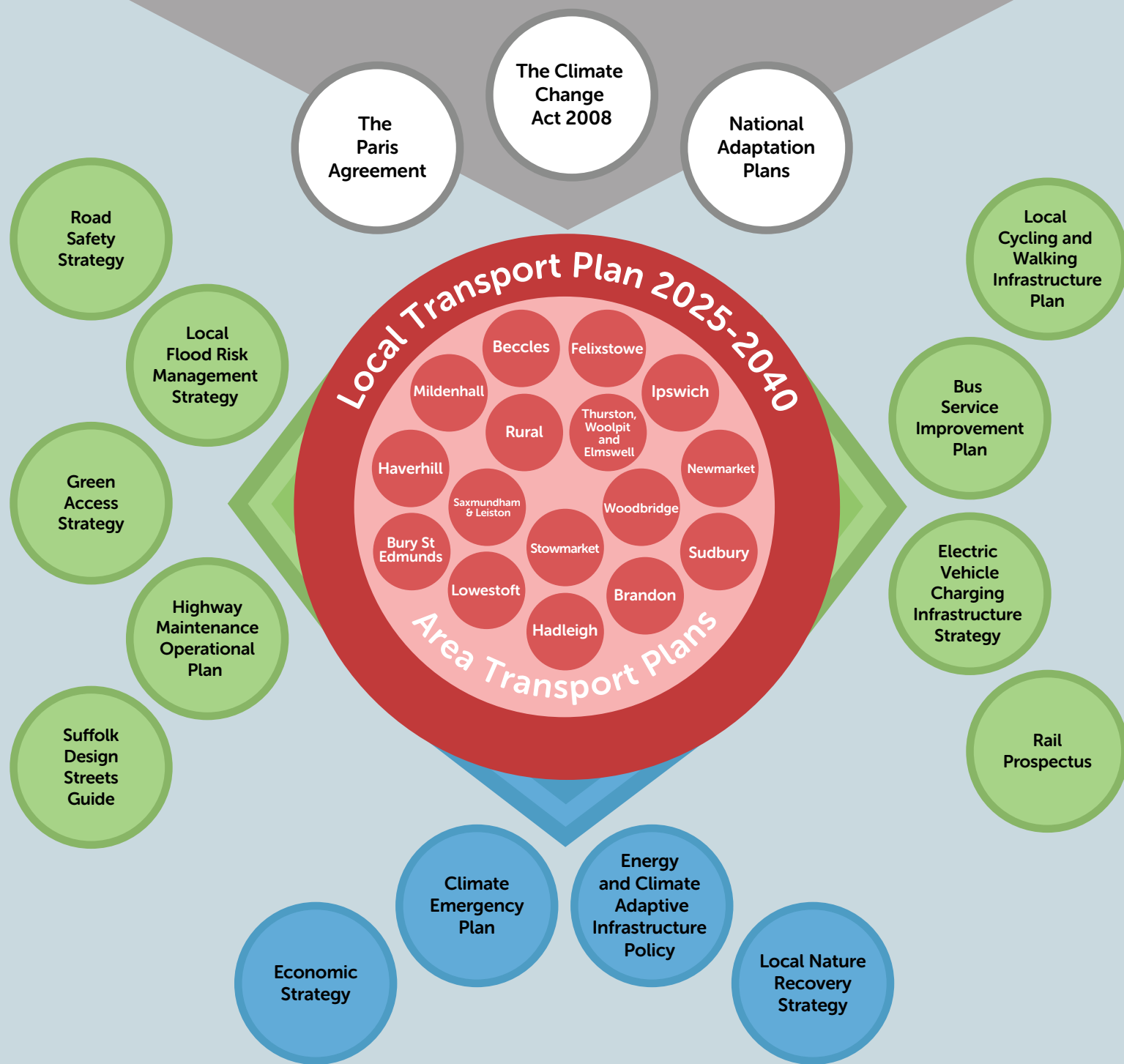
Improve public realms and the transport network for communities

Objective	Plan
14. Improve access to passenger transport services and promote projects that improve service punctuality and reliability	<ul style="list-style-type: none"> a. Deliver bus priority measures to improve bus journey experience including journey times, punctuality, passenger experience, and simplifying fares and ticketing. b. Improve the integration of modes including walking, wheeling, cycling, buses, taxis, and trains at transport mobility hubs.
15. Deliver transport schemes that have a positive impact on our natural and built environments	<ul style="list-style-type: none"> a. Deliver climate change mitigation and biodiversity net gain and install sustainable drainage systems in all transport infrastructure schemes.
16. Improve urban and rural rights of way and promote access to Suffolk’s countryside	<ul style="list-style-type: none"> a. Promote improvements to the green access network through planning applications and external funding, ensuring access to the natural environment for everyone.
17. Ensure heavy goods and large vehicles are on the most suitable roads	<ul style="list-style-type: none"> a. Maintain the recommended lorry route map to ensure it remains current. b. Mitigate evidence-based lorry movement issues where practical intervention is appropriate.
18. Reflect road user hierarchy when resourcing maintenance activities	<ul style="list-style-type: none"> a. Maintenance of highway assets to evolve with transport planning policy and best practice to deliver avoid, shift, and improve principles. b. Decarbonising maintenance operations



Delivering the Local Transport Plan

The previous sections of our Local Transport Plan set out how we will respond to travel and transport challenges across Suffolk up to 2040. We will deliver our Local Transport Plan via supporting plans and strategies including [our fifteen Area Transport Plans](#).



Area transport plans for Suffolk's fifteen main towns provide a greater degree of detail for transport improvements in their respective areas and deliver projects contributing to our Local Transport Plan themes. Area transport plans will be reviewed regularly and evolved to reflect the changing nature of their area by adapting to emerging challenges and opportunities over the course of this Local Transport Plan period.

Suffolk's area plan towns are where the greatest opportunity exists to deliver interventions that reduce vehicle emissions, grow the economy, and improve public health outcomes; however, given approximately a third of Suffolk's population live outside of these main areas, our rural area transport plan provides low carbon transport interventions that will be delivered at appropriate scale to address rural mobility challenges.

The implementation of our Local Transport Plan will be funded by several sources that include Government funding and grants (directly or in collaboration with government agencies), developer funding contributions, transport operator investment, and Suffolk County Council budgets. The area transport plans identify projects that deliver our themes and objectives, and the speed of delivery is dependent upon securing the necessary funding at appropriate times and with due consideration to the balance of capital and revenue budgets. Whilst our Local Transport Plan provides long term focus for transport planning and management and informs the compilation of business cases for private and public sector investment, funding travel and transport projects for the longer-term always present as uncertain. Therefore, travel and transport interventions must be scalable to fit with the funding available on variable timelines.



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