Suffolk County Council

Rural Area Transport Plan

www.suffolk.gov.uk/LTP

Contents

Map of Suffolk 3

Introduction 4

Statistics for the rural transport plan areas 5

Reasons for change 6

- Decarbonisation of transport 6
- A strong, sustainable, and fair economy 7
- Health, wellbeing, and social inclusion 8
- Creating better places 9

Objectives 10

Our approach to transport planning for rural mobility 11

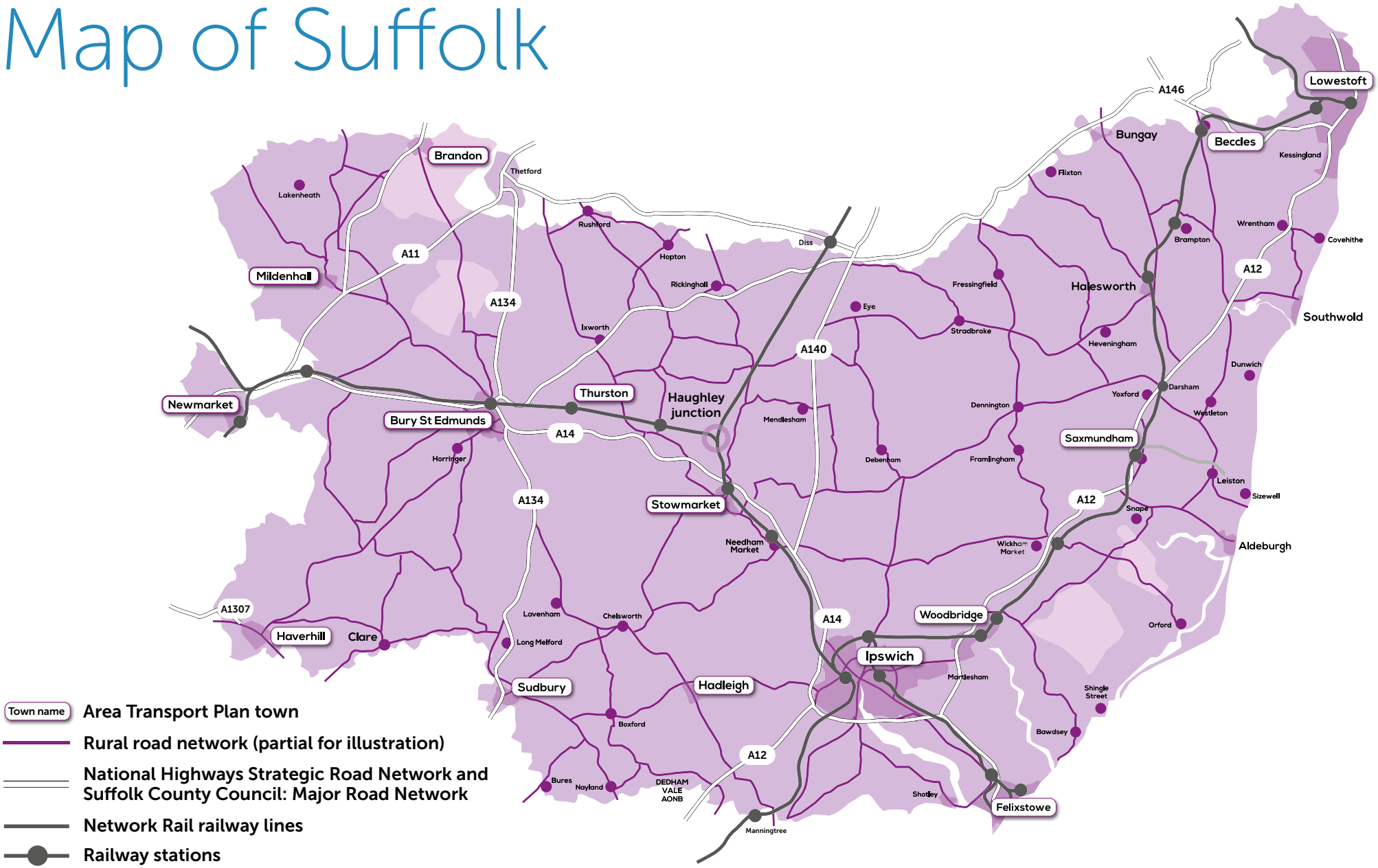
- Avoid trips 12
- Shift modes 12
- Improve fuels 19

Our plans for rural mobility 20

- Active travel 21
- Passenger transport 22
- Mobility hubs 23
- Lorries 24
- Connecting communities – Rural Challenges 25
- Connecting communities – Rural Opportunities 26

Implementation plan 27

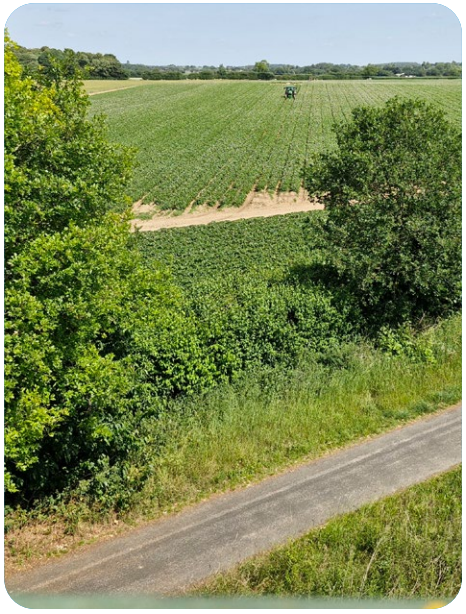
Map of Suffolk



Introduction

Our Rural Area Transport Plan supports our Local Transport Plan 2025-2040 by providing focus on rural mobility like our Area Transport Plans provide a focus on mobility for their respective locations. Suffolk has many towns of various sizes and about a third of its population are classified as living in rural areas comprising smaller towns, villages, and hamlets. Travelling from such places without a motor car can be less than convenient because passenger transport services tend to operate less frequently, especially fixed route timetabled bus services. Our Rural Area Transport Plan considers how rural mobility must provide access to employment, education, essential services and retail and leisure facilities so rural communities are ensured opportunities like those living in or closer to the larger towns in Suffolk.

Our Rural Area Transport Plan outlines our approach to enhance rural mobility through active travel, passenger transport, and shared mobility infrastructure and services. Interventions will focus on developing safe and accessible walking, wheeling, and cycling infrastructure, improving passenger transport connectivity, and introducing convenient integration via mobility hubs. Mobility hubs focus the integration of multi-modal transport solutions and will improve rural mobility positively impacting the quality of life for rural residents by connecting communities, preventing rural isolation, and stimulating rural economies. Travel and transport interventions that make rural mobility easier without a car will also contribute to the Suffolk Climate Emergency Plan commitment to achieve net zero by 2030.



Statistics for the rural transport plan areas

Suffolk's rural population is almost double the national average with approximately 40% of Suffolk's residents classified as living in a rural setting[1] compared with England's average of approximately 21%. The population not included within the population of the fifteen area transport plans is 273,009.

Rural population
304,275 residents

14% of people are 15 years old or younger

28% of people are over the age of 65

48% of households are classed as deprived

Data Census 2021

Travel patterns

8.7% of households don't own a vehicle

14% of people travel less than 5km to work

6% of commuters walk or cycle to work

38% of people work mainly from home

Less than **1%** take the bus

Less than **1%** take the train

56% drive a car or van to work

Less than **2%** of school children cycle to school

From a mobility services delivery perspective, the statistics indicate there will be a challenge for rural transport and health and social care service providers due to the large geographic area that must be covered. Without appropriate mobility service interventions, the outcome is likely continued single-occupancy motor car travel that negatively impacts the commercial viability of timetabled bus and train services, and shared mobility solutions, as well as the environment and the integrity and longevity of the carriageway network.

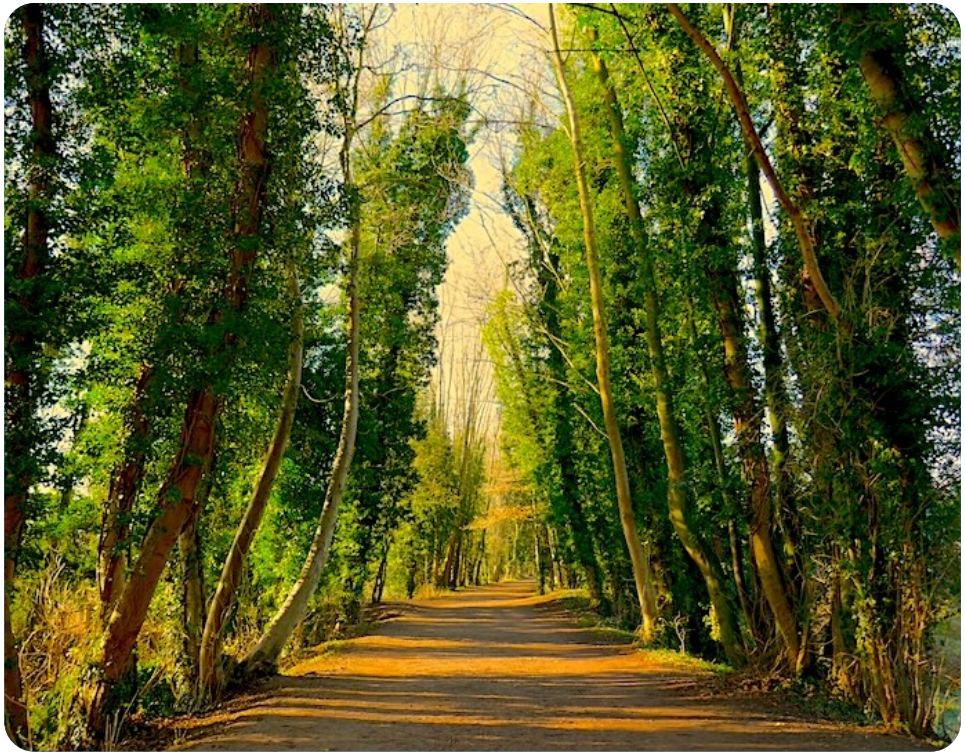
1 https://www.suffolkobservatory.info/wp-content/uploads/2023/03/Demographic-socialeconomic_characteristics_Suffolk_population.pdf

Reasons for change

Decarbonisation of transport

Many living in rural and coastal areas tend to travel further than those living in or closer to urban areas to access employment, education, essential services and retail and leisure facilities. Personal transport solutions, most typically the motor car, provide increased convenience and shorter journey times than passenger transport services, so many individuals travel varied routes without time and route constraints which increases vehicle emissions. Bus services typically operate on fixed routes at set times over longer distances to achieve commercial viability, which also increases vehicle emissions. Often, bus services pass by and/or have destinations that match train stations with bi-mode powered trains that can carry more people with fewer carbon emissions.

Many believe battery electric vehicles are the zero carbon emission transport solution that will resolve rural mobility issues, however, the affordability to purchase or lease one, then to maintain, insure, and charge it means battery electric vehicles are not going to be the sustainable and inclusive transport solution for everyone. Battery electric vehicles remain part of the rural mobility solution for reducing carbon emissions, especially as part of car clubs. Like petrol and diesel-powered motor cars, battery electric cars produce particulate matter contaminants, and they are heavier than internal combustion engine powered equivalent classes, so their application must not be a simple replacement of all petrol and diesel cars with battery electric ones. Therefore, providing infrastructure and services that connect micromobility, passenger transport, and shared mobility solutions to reduce journey times and deliver efficient sustainable travel alternatives to the motor car must be the inclusive carbon-free mobility solution to and from rural and coastal communities.

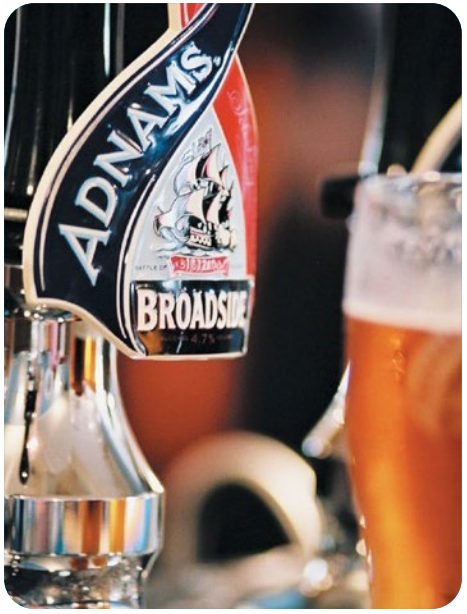


A strong, sustainable, and fair economy

Given Suffolk hosts energy generation and transmission nationally significant infrastructure projects in its rural and coastal areas, some communities will benefit from the employment opportunities and housing developments delivered near the projects. However, many will still require equitable access to employment, education, essential services and retail and leisure facilities to, from and beyond the fifteen area transport plan locations, so efficient and effective rural mobility providing travel connections remains a priority.

The Suffolk Economic 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. These sectors require multidisciplined capacity and capability, so mobility services must contribute to closing the skills gap by connecting rural and coastal communities with colleges and employers providing access to education, training, and apprenticeships.

The Get Suffolk Working Plan supports the ambition to raise the national employment rate to 80% by addressing economic inactivity. The plan sets out the interrelationship between work, health, and skills, and confirms access to jobs and training is hindered by transport and digital connectivity barriers, particularly for rural and coastal communities where employment in the tourism sector is seasonal. This further emphasises the importance of shared mobility services and their integration, especially to ensure young people, low-income households, and those with disabilities are not disproportionately affected by poor travel options.



Health, wellbeing, and social inclusion

The delivery of our Rural Area Transport Plan must be informed by our Public Health and Communities team's Healthy Suffolk initiative and our Joint Local Health and Wellbeing Strategy, which includes:

- our health and climate change (decarbonisation, air quality)
- closing the inequalities gap
- starting well (childhood obesity and asthma)
- being well in mid-life (health behaviours including physical activity)
- ageing well

Our local transport plan objectives focus on increasing physical activity, reducing social exclusion, increasing confidence to travel using preferred modes, improving road safety, and reducing air pollution through emissions reduction contributing to Healthy Suffolk objectives. These, alongside promoting access to the natural environment, provide opportunities to co-design measures, interventions, and initiatives that tackle deprivation and reduce health inequalities within mobility solutions and services.

Whilst many rural and coastal communities tend not to be exposed to harmful traffic-related air quality and noise issues, some residents of those communities will be. And whilst many will have access to the countryside and coastal walks via a network of footpaths, bridleways and quiet lanes, not everyone may be able to benefit from the good health and wellbeing opportunities on their doorstep. A lack of and poor rural mobility solutions negatively impacts travel opportunity and isolates

some individuals from their friends, family members, and some pastimes. Rural mobility is not only important for rural and coastal communities to access opportunities hosted by larger settlements, but also for those living in larger settlements to access the good health and wellbeing benefits that the countryside, river and coastal leisure opportunities provide.

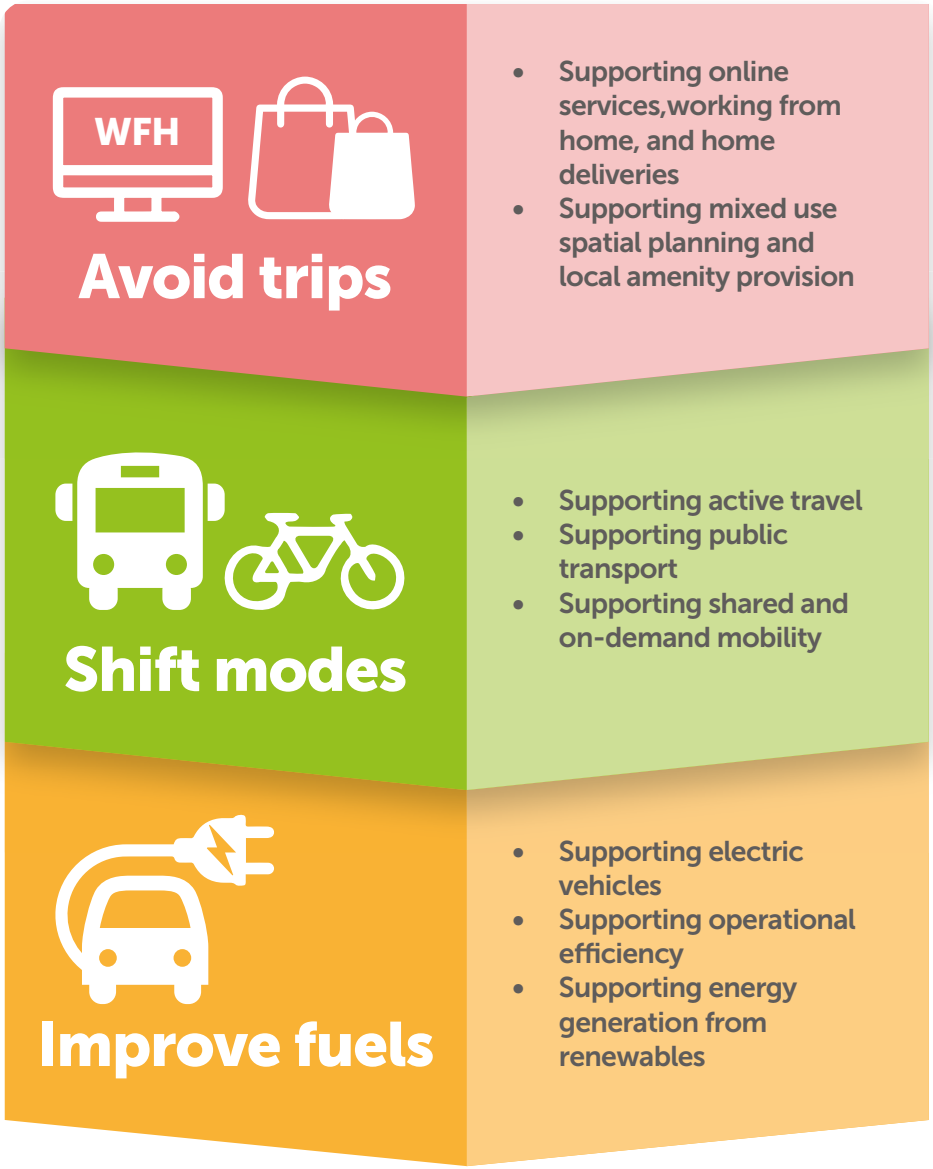
Creating better places

There are opportunities to enhance how individuals move around their respective locality and how they connect with neighbouring towns and villages. Walking, wheeling, and cycling are travel options in rural and coastal areas if the highway infrastructure conveniently and safely facilitates them. The rural carriageway network often does not provide environments conducive for comfortable active travel, typically lacking footways and cycleways, with unrestricted speeds at national limits. Improvements to rural and coastal rights of way and quiet lanes coupled with upgrades of footways to bridleways will create better and connected places via a segregated network of active travel infrastructure.

Inappropriate speeds through villages and past schools are often reported by communities. Speeding and/or perceived speeding by motor vehicles has a negative effect on communities. Our 20 mph policy provides a balanced approach that empowers communities to request 20 mph speed limits in accordance with defined criteria that ensures any implemented schemes are successful in reducing vehicle speeds, road noise and traffic related pollution, make communities feel safer when walking, wheeling, and cycling around their locality, and create better places to live and work for those communities. Speed Prevention in the Community provides options and initiatives that might help communities to address their vehicle speeding concerns.

Objectives

- Enable active travel to be the most convenient for shorter journeys
- Enable bus and train services to be convenient travel options
- Transition away from fossil fuel powered vehicles
- Collaborate with local planning authorities to secure investment and promote Suffolk's unique character
- Increase levels of physical activity through active travel
- Reduce the levels of social isolation and deprivation, and support individuals to lead independent lives
- Enable individuals to have the confidence to travel safely using their preferred mode and not feel restricted by their travel options
- Improve road safety by adopting Vision Zero
- Improve access to passenger transport services and promote projects that improve service punctuality and reliability
- Improve urban and rural rights of way and promote access to Suffolk's countryside
- Ensure heavy goods and large vehicles are on the most suitable roads



Our approach to transport planning for rural mobility

There are many interventions that can be introduced to improve rural mobility and deliver on the objectives of our Local Transport Plan; however, travel solutions must be geographically specific and consider each communities' needs to access employment, education, essential services and retail and leisure facilities. Intervention types include the following, but their application may not be appropriate for some communities and those that are must be tailored to satisfy the overarching principles of travel management, which is first to avoid trips, then to shift modes, and lastly to improve fuels.

Avoid trips

Some trips need not be made if their purpose can effectively be satisfied by online services; and trip distance can be minimised if appropriate spatial planning is applied. Many individuals can access online services including shopping and healthcare; and many office workers can work from home some or all the time. Whilst working from home is time efficient for the individual and cost-effective for employers, it takes away from trips that make passenger transport and shared mobility solutions commercially viable, so those individuals who cannot access services online become disadvantaged and more isolated. Certainly, younger individuals in education, and further and higher education must travel to school, college, or university, and these trips cannot be avoided. Therefore, the next level of intervention is to determine how essential services and facilities can be delivered locally and walked, wheeled, or cycled to. Appropriate spatial planning by planning authorities is essential for local amenity provision, and community hubs facilitate the provision of the essential services reducing the distances travelled by service-users and the need for passenger transport solutions.

Shift modes

Facilitating active travel by providing appropriate infrastructure is the next level of intervention for travel management. Walking, wheeling, and cycling are more inclusive travel solutions for many individuals and offer good health and wellbeing benefits in addition to cost-efficient travel. Recognising that many rural carriageway networks typically lack footways and cycleways, and that carriageways have national speed limits, we will connect communities through the delivery of our Local Cycling and Walking Infrastructure Plan and Green Access Strategy which provide active travel infrastructure away from the carriageway network.

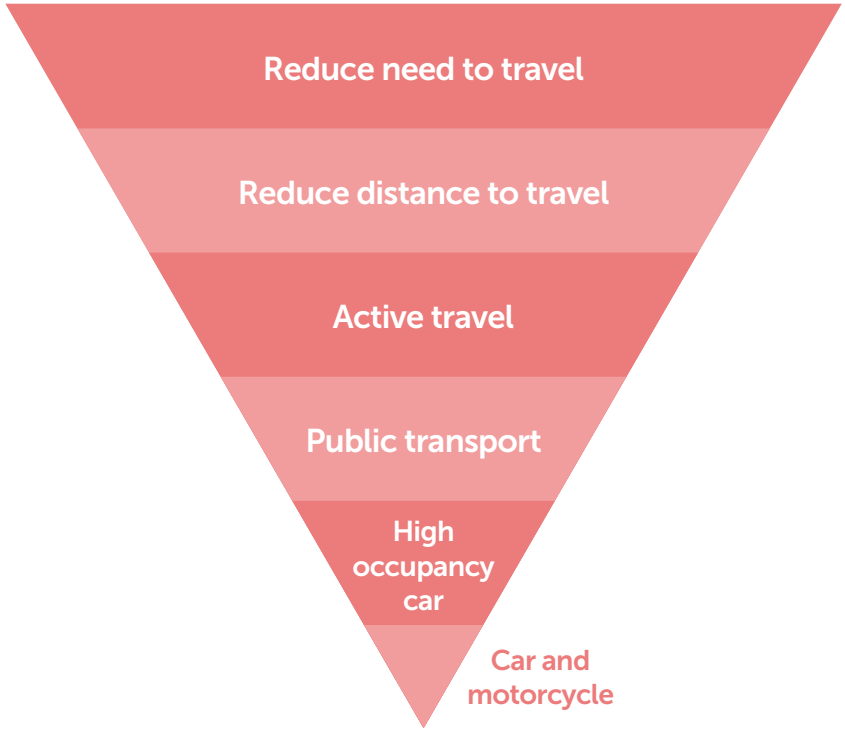


Figure: Hierarchy of Transport Changes for decarbonisation
{Source: Suffolk Climate Emergency Plan technical report)

Green Access Strategy 2020-2030

Our Green Access Strategy is our rights of way improvement plan that monitors the extent, condition, and use of the public rights of way network and highlights our responsibility for maintaining and improving it.

Its objectives are to:

- record, protect, and maintain the network
- improve, develop, and connect the network and open access spaces
- understand users' requirements and promote use of the network via branding and events
- promote green access for good health and wellbeing, and healthier communities
- contribute to Suffolk's sustainable and inclusive economic growth

And we will:

- collaborate with planners and developers to integrate green access into new developments
- encourage planning authorities, and town, and parish councils to prioritise green access in planning
- assist district, borough, town, and parish councils to improve green access
- improve access information for the public
- create new and upgrade rights of way where necessary

A ‘Quiet Lane’ is a nationally recognised designation for narrower roads where motor traffic volumes are lower. Motor vehicle drivers are encouraged to drive considerately because the carriageway will have people and horses sharing the space which is likely very constricted. Drivers are responsible for the safety of those walking, wheeling, cycling and horse-riding as stated in the road hierarchy of The Highway Code. The Quiet Lanes Suffolk project identified and designated some country lanes as Quiet Lanes making them safer for highway users to choose active travel for leisure, utility, and commuting trips. Additionally, the Walk Wheel Cycle Trust has expanded its Quietways programme to improve the The National Cycle Network in rural and coastal areas.

Benefits from public rights of way, quiet lane, and quietway networks include improved quality of life for communities, tourism opportunities, and public health savings from improved physical and mental health through active travel. However, there are occasions when the weather, particularly heavy rainfall, make some of the network inaccessible and climate change will likely exacerbate this.

Public rights of way, quiet lane, and quietway networks must appropriately connect towns, villages, and hamlets for rural and coastal communities, and be usable in all weather and seasons to facilitate access to employment, education, essential services and retail and leisure facilities throughout the year. We will support communities by enhancing public rights of way and quiet lane networks that provide viable travel options which in turn will positively contribute to achieving our Local Transport Plan objectives.

Local cycling and walking infrastructure plan

Our Local Cycling and Walking Infrastructure Plan aims to make it safer, easier, and more enjoyable for everyone to walk, wheel, and cycle in and around the county. Our 2019 declaration of the climate emergency strengthened our rationale for encouraging and facilitating more active travel to reduce the number of short distance single occupancy motor car trips.

Our overarching objective is to reduce unnecessary motor car trips by significantly increasing in number walking, wheeling, and cycling trips, which will promote healthier and more sustainable lifestyles. The benefits of active travel are more typically presented for urban settings often citing improved air quality and noise levels through reduced road-traffic congestion alongside healthier lifestyles; however, the same are true for rural and coastal mobility given longer average distances are travelled by motor car. Active travel for longer distances is typically part of convenient multi-modal trips between origin and destination.

In addition to active travel solutions for urban environments, our cycling and walking infrastructure plan supports the objectives of district and borough councils and our Green Access Strategy by addressing rural mobility needs such as:

Prioritising rural routes
Identify for improvement footpaths, bridleways, quiet lanes, and carriageways to make rural routes better connected and maintained, with wayfinding that ensures they are convenient for walking, wheeling, and cycling trips.

Creating new routes
Develop new walking and cycling routes, potentially via mobility hubs, to better connect communities with employment, education, essential services and retail and leisure facilities.

Promoting local businesses
Individuals walking, wheeling, and cycling can see more and stop frequently. Smaller towns, villages, and hamlets with a retail or leisure offer, including farm shops, are examples of local businesses that will benefit from active travel trips. Many motor car drivers are more likely to travel via faster roads that bypass towns and smaller settlements missing opportunities to support local businesses.

Addressing safety concerns
Identify and mitigate safety related risks such as poor visibility of the highway ahead and higher speed roads. This will inform more direct and dedicated active travel infrastructure provision. Education for all highway users is important for understanding and addressing road safety concerns.

Encouraging active travel
Promote the benefits of active travel to encourage an individual's choice. In addition to personal health and financial savings, those choosing active travel selflessly contribute to environment and air quality improvements, alongside other socially responsible and economic benefits.

Micromobility

Micromobility includes walking, wheeling, and cycling with walking and wheeling forming part of every trip taken, be it walking or wheeling alone, or walk/wheel – bus or train – walk/wheel, or walk/wheel – car or motorbike – walk/wheel.

Micromobility is often referred to as 'active travel' because physical effort is exerted even if it is assisted by battery powered transport solutions such as e-bikes and e-scooters.

Active travel is a more inclusive way to travel than the motor car because no age or licence requirement exclude individuals from travelling this way. Cycling requires small capital outlay and maintenance costs, which are negligible compared with owning or leasing and maintaining a car. Maintenance and fuel costs for car travel is higher for those living in rural and coastal areas due to the longer distances (on average) travelled, which contributes to both rural deprivation and social exclusion.

Demand Responsive Transport

Demand responsive transport connects rural and coastal communities with timetabled bus and train services improving access to employment, education, essential services and retail and leisure facilities.

Demand responsive transport is a passenger transport solution where smaller vehicles, often minibuses, are requested by passengers up to one week in advance of travel. Minibuses operate on flexible routes and times to satisfy the specific travel needs of its passengers. Minibus operators consolidate travel requests to optimise routes to pick up and drop off many passengers efficiently.

Demand responsive transport has several benefits over fixed-route transport solutions including serving a wider catchment and more accessible services due to its flexible-route format. Pre-planning routes to specific pick-up points where passengers will be waiting provides a more direct and faster journey than fixed-route services that follow routes where passengers might be waiting. Typically, the costs of operating demand responsive services are lower because smaller vehicles travel optimised routes to pick-up known passengers which ensure well-used capacity. This means vehicle emissions are lower for demand responsive transport solutions because services are 'sharing journeys' which reduces single occupancy motor car trips.

Connecting Communities

Buses

Bus services operate on fixed routes with specific stops so passengers can board or alight. Buses tend to be single or double-decker requiring wider carriageways and appropriate clearance under bridges, utilities infrastructure, and vegetation. They operate to a timetable so potential passengers can ascertain if a service meets their travel needs and decide whether to use it. Therefore, the commercial viability of bus services requires the serving of larger population densities; however, for rural and coastal communities this means longer routes and travel times, which inconvenience potential passengers, especially those who want to use services daily. Whilst bus services can be flexible in the setting of routes and timetables, they are not necessarily the most convenient solution for all rural and coastal travel.

Trains

Train services operate on the Great Eastern Main Line from London to the south and Norwich to the north with stations in Suffolk at Ipswich, Needham Market, and Stowmarket; the East Suffolk Line between Ipswich and Lowestoft with a branch line to Felixstowe serving five of our area transport plan towns; and the Mid Suffolk line between Ipswich and Newmarket serving a further three of our area transport plan towns, which with Brandon and Sudbury means twelve of the fifteen area transport plan towns are served by trains.

Four community rail partnerships operate in Suffolk under the Community Rail Network, which supports the partnerships to be effective in connecting communities with their railways to deliver social, environmental, and economic benefits. The East Suffolk Line and Cambridge to Ipswich community rail partnerships are hosted by Suffolk County Council which collaborates with Greater Anglia as the train operating company, and the Community Rail Network.

For efficient and effective rural mobility, demand responsive transport and fixed-route bus services must integrate well with each other and train services, so multi-modal trips can be travelled conveniently.

Mobility hubs

Mobility hubs are facilities where all modes of transport can be integrated. Railway stations are good examples of mobility hubs often comprising cycle parking, bus stops, taxi ranks, and motorcycle and car parks. However, mobility hubs can comprise the integration of any mobility services, which for rural mobility might be as simple as cycle parking at bus stops served by demand responsive transport and fixed-route timetabled bus services.

Mobility hubs can host shared mobility solutions such as e-scooters, e-bikes, and car clubs. They might also host micro-consolidation centres for deliveries or delivery lockers so individuals can collect their shopping at the point they change modes.

The scalability of mobility hubs for some or all modes of transport based on the locality is beneficial for the communities they serve. Mobility hubs ensure the provision of appropriate and improved rural mobility services that facilitate the 'shift modes' component of the hierarchy for decarbonising transport.

Improve fuels

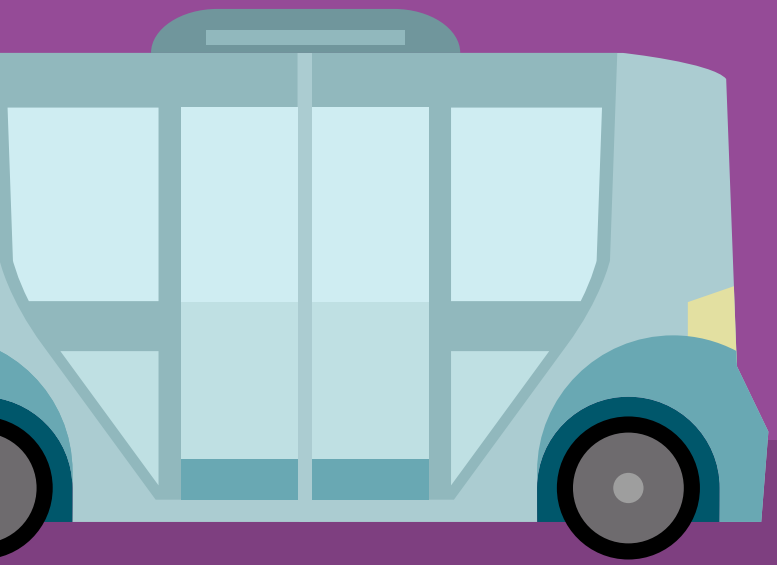
Many rural areas do not have local refuelling stations and those that are available tend to have higher fuel costs than urban equivalents, which disadvantages many living in rural areas whose car fuel costs tend to be higher from the longer distances they travel.

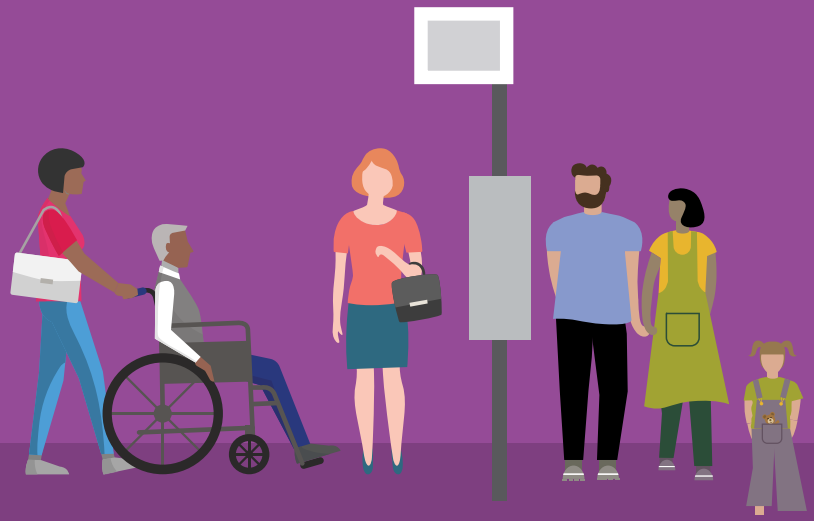
After service provision that avoids trips, then shifting car drivers to active travel and passenger transport services, the provision of infrastructure to facilitate non-fossil fuel motor vehicle use is the final stage of the hierarchy to decarbonise transport.

Battery electric cars are the earliest mass-produced alternatives to the internal combustion engine powered cars and publicly accessible chargepoint infrastructure is being installed at pace in communities to facilitate battery electric vehicle ownership. However, from a transport planning perspective, replacing the power source of a car does not address the motor traffic congestion or carriageway network maintenance issues, the commercial viability of passenger transport services, or other vehicle emissions such as particulate matter. Nonetheless, access to chargepoint infrastructure is important for rural communities to facilitate travel by battery electric car and ensure the cost per mile is similar to that of urban areas.

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.

Our plans for rural mobility





Active travel

Develop safe, accessible, and connected routes

Deliver safe and well-maintained active travel links between origins and destinations via mobility hubs where appropriate.

Improve rural routes

Allocate funding to enhance and provide active travel infrastructure where there are gaps in the rights of way and quiet lane network and demand supports the case for investment.

Develop inclusive design

Promote and deliver active travel infrastructure that is accessible for all.

Improve wayfinding

Promote and deliver clear signage and wayfinding systems.

Introduce mobility services

Introduce and promote shared transport solutions such as e-scooters, bikes and e-bikes, (and car clubs) where appropriate, supported by services such as cycle parking, equipment lockers, and maintenance stands.

Collaborate with communities

Involve local communities including those with specific needs in the planning and implementation of initiatives that encourage active travel and foster a supportive environment for pedestrians and cyclists.

Educate

With partner organisations, raise awareness of the health, environmental, and economic benefits of active travel.

Encourage the uptake of cycling training Bikeability

Offer Bikeability training, including adult learn to ride, adult bike fix classes, and cargo bikes with child seats, so all can build confidence and skills that contribute to safer riding.

Promote the use of electric bikes

Enable individuals to more ably overcome distance and gradient challenges sometimes experienced by active travel.

Facilitate active travel champion

Create a network of volunteers that support their communities to build mobility resilience and the confidence to take walk, wheel, and cycle around their local areas and natural environment.

Passenger transport

Promote integrated ticketing solutions

With partner organisations, develop integrated ticketing for end-to-end journeys.

Optimise technology applications

Encourage the deployment of technology for improved data collection such as integrated ticketing and in-app services to provide evidence-based travel planning solutions; and to improve the passenger experience with solutions for travel information at stations and mobility hubs, and onboard announcers and screens.

Enhance passenger transport connectivity

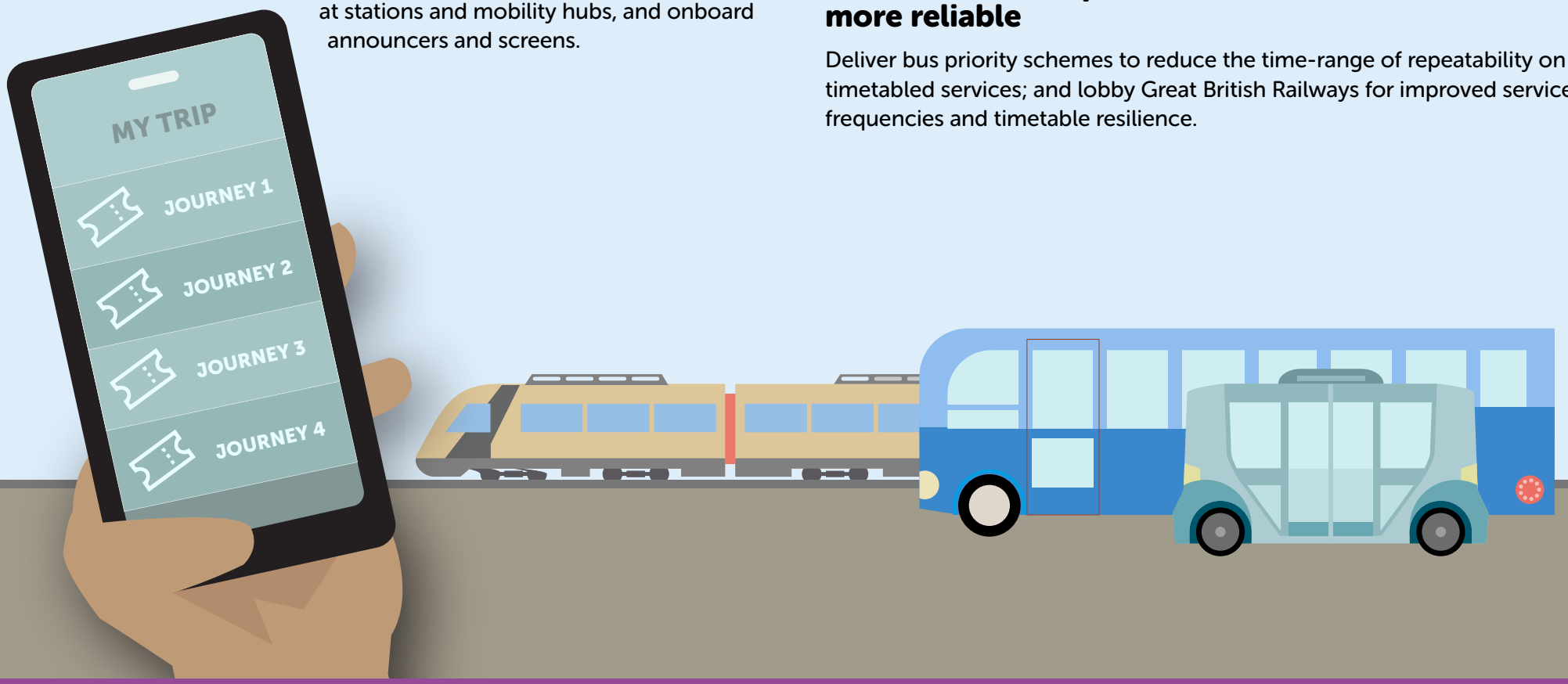
Allocate funding for interventions that more easily link transport modes at increased frequencies via appropriate routes to ensure there are convenient ways to get to and from work, education, essential services and retail and leisure facilities.

Collaborate with partners to make services convenient

Work with bus operators to reduce route lengths and journey times and to better integrate with micromobility and train services.

Collaborate with partners to make services more reliable

Deliver bus priority schemes to reduce the time-range of repeatability on timetabled services; and lobby Great British Railways for improved service frequencies and timetable resilience.



Mobility hubs

Introduce shared mobility transport solutions

Involve rural and coastal communities in determining the stated demand for micromobility, car-share, and battery electric car club schemes to inform the commercial viability for deployment.

Support innovative mobility solutions

Explore and implement new technologies and services to improve rural transport options, such as demand-responsive transport, car-sharing, and electric vehicle charging infrastructure.

Connected autonomous vehicles

Determine the feasibility and role of driverless electrically powered shuttle services as part of a mobility hub network that introduces a variety of convenient travel options.

Gateways and community hubs

Collaborate with service providers to determine the effectiveness of co-ordinating essential services' delivery at or close to mobility hubs, especially education, healthcare, banking, and library services. The co-location of retail and leisure services in the vicinity of mobility hubs will also contribute to the respective local economies.

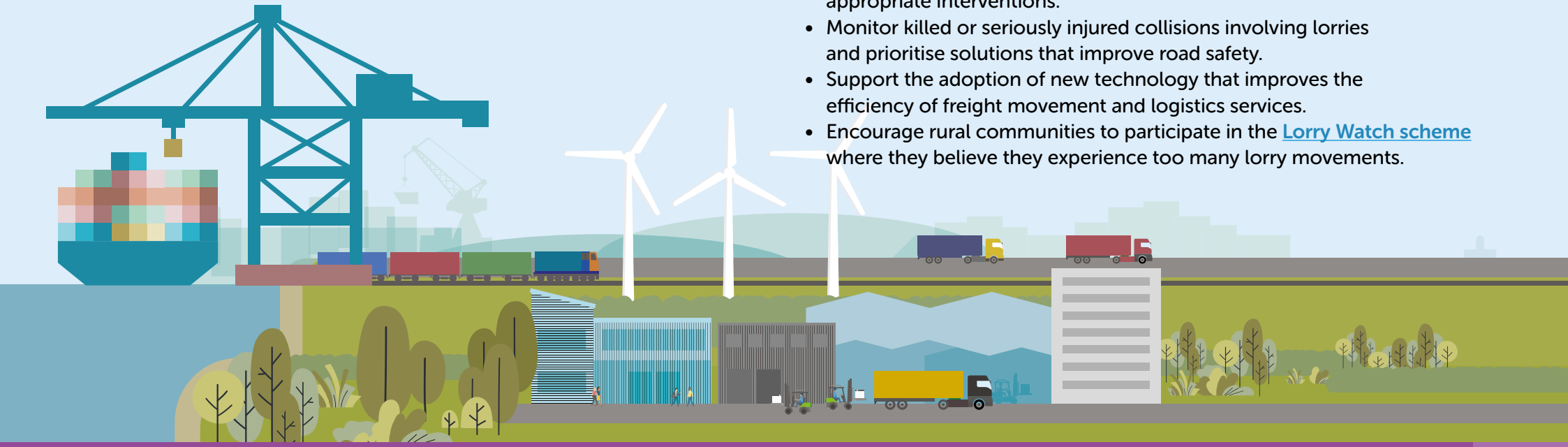
Lorries

The Suffolk Economic Strategy confirms clean energy, agri-food and drink, and ports and logistics are important sectors for Suffolk and its communities. It is inevitable that lorries will be present in many rural and coastal localities to service retail and businesses; transport materials and products associated with farming; to move products and materials to and from logistic consolidation companies and industrial parks; and to build the energy-based nationally significant infrastructure projects and housing developments such as garden neighbourhoods.

Freight and logistics service providers operate on national, strategic, and major road and rail infrastructure, with lorries travelling through smaller settlements on the local highway network only to deliver to and collect from local businesses and retail, many of which will support and serve their local communities. Nonetheless, lorries using narrower roads passing through smaller settlements make the highway environment less comfortable for those walking, wheeling, and cycling on the same networks.

We produce the Recommended Lorry Route Network Map to assist freight and logistics service providers with using the most suitable roads in our county. Our Local Transport Plan 2025 - 2040 promotes rail over road for freight movement, but rail for freight movement within Suffolk from its ports and gateways is problematic due to limited national, strategic, and major road and rail infrastructure serving the county with freight movements from ports and hubs to Suffolk's local businesses often at distances of sixty miles or less, including those in rural and coastal communities. We will:

- Promote the use of rail over road for freight movement in the logistics sector.
- Promote the use of non-fossil fuelled lorries, vans, and utility vehicles, and help to deliver appropriate highway infrastructure for last-mile deliveries by e-cargo bikes.
- Work with freight and logistics operators to support appropriate service delivery on the most suitable parts of the highway network.
- Identify locations where the local highway network is less than suitable for necessary lorry movements and develop appropriate interventions.
- Monitor killed or seriously injured collisions involving lorries and prioritise solutions that improve road safety.
- Support the adoption of new technology that improves the efficiency of freight movement and logistics services.
- Encourage rural communities to participate in the Lorry Watch scheme where they believe they experience too many lorry movements.



Connecting communities

Rural Challenges

Falling population of school age children mean that primary school has been closed.

Reduced rural bus services mean that buses no longer pass through the village and the bus stops are no longer used.

Many of the properties in the centre of the village have no off road parking, which causes congestion and makes it harder for residents to transition to electric vehicles. Delivery drivers have to also park on the road, but often residents are not home to accept parcels.

The village does not have any walking or cycling infrastructure, meaning a lot of shorter trips are carried out by car, adding to the congestion in the core.

Lorries pass through the centre of the village because there are no other suitable roads.

Local facilities such as the pub, market, and community centre have closed or are struggling to stay open.

Connecting communities

Rural Opportunities

Contributions from developments and others in the area enable bus services to be reinstated and bus stops to be refurbished.

The primary school has reopened, including a School Street scheme, which means children do not have to travel outside of the village now. Reintroducing the regular bus services have helped older children to get to school and college too.

At the community centre electric vehicle charging points have been added, so that residents can charge off road at night, and parcel lockers have meant that resident do not miss parcels and do not have to travel to logistics centres to collect them.

As the traffic has reduced due to the new link road the main street now has cycle lanes and a pedestrian crossing to encourage more active travel for shorter trips around the village.

A small housing estate on the outskirts of the village has provided a new link road, which has taken lorries out of the village centre.

The pub and the market have also reopened, and the shop and community centre are both much more successful now. Greater opportunities in the village mean that more trips can stay within the local area, avoiding the need to drive longer distances.

Implementation plan

Our Rural Area Transport Plan does not identify specific schemes for implementation like our town-based area transport plans do, therefore, no specific funding is detailed in this section.

The objectives detailed within this rural area transport plan will be delivered through the collaboration of many organisations and communities co-designing services for their locality. Rural mobility solutions will be funded by central and local governments, bus and train operating companies, shared mobility service providers, and development opportunities.

Central government funding will include those from Department for Transport, Active Travel England, Office for Zero Emission Vehicles, and Department for Environment, Food and Rural Affairs. Examples leading up to 2025 included the Active Travel Fund, Bus Service Improvement Plan, Local Electric Vehicle Infrastructure, and the On-Street Residential Chargepoint Scheme.

Local government funding will include Local Transport Plan, Local Cycling Walking Infrastructure Plan, and Green Access Strategy: Public Rights of Way Improvement Plan allocations, and locality funds. The Suffolk Climate Emergency Plan provided by local enterprise, the health and police services, and public sector leaders will provide some balanced priority to optimise schemes' delivery.

Developer funding will include Community Infrastructure Levy, Section 106 agreement of the Town and Country Planning Act 1990, Section 38 and section 278 agreements of the Highways Act 1980, and Development Consent Order of the Planning Act 2008.

If you need help to understand this information in another language please call **03456 066 067.**

Se precisar de ajuda para ler estas informações em outra língua, por favor telefone para o número abaixo. 03456 066 067 **Portuguese**

Jeżeli potrzebujesz pomocy w zrozumieniu tych informacji w swoim języku zadzwoń na podany poniżej numer. 03456 066 067 **Polish**

إذا كنت بحاجة إلى المساعدة في فهم هذه المعلومات بلغة أخرى، الرجاء الاتصال على 03456 066 067 **Arabic**

Jeigu jums reikia sios informacijos kita kalba, paskambinkite 03456 066 067 **Lithuanian**

Dacă aveţi nevoie de ajutor pentru a înţelege această informaţie într-o altă limbă, vă rugăm să telefonaţi la numărul 03456 066 067 **Romanian**

Если для того чтобы понять эту информацию Вам нужна помощь на другом языке, позвоните, пожалуйста, по телефону 03456 066 067 **Russian**

If you would like this information in another format, including audio or large print, please call **03456 066 067**.

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