





2025

# Felixstowe Area Transport Plan





**KEY**

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

The geographic area has been selected because it provides more opportunities for short trips to key destinations via active travel modes, therefore, balancing the demand on the transport network in the area.

# Introduction

Felixstowe is the largest settlement in the Suffolk Coastal area. The functional area of Felixstowe includes the Trimley villages. The area serves many important functions in respect of community and education provision alongside a range of shopping opportunities and facilities for residents and the surrounding communities.

Felixstowe benefits from its coastal location and is home to an attractive resort providing a range of complementary resort attractions and traditional seaside activities. It is a popular tourist destination.

Felixstowe is also home to the largest container port in the country which provides a variety of economic opportunities and jobs locally as well as supporting national and international economies.

The resident population of the plan area is 30,190 residents. It has one of the highest populations of those over 65 (28%) in Suffolk as well as the lowest of under 15s (14%)<sup>1</sup>.

The population is expected to grow in the coming years with large-scale developments planned to the north of the town as a result of the North Felixstowe Garden Neighbourhood and further expansion at Felixstowe Port.

The plan area includes a variable network of walking, wheeling and cycling routes and provision is to a higher standard in the more modern parts of the town most notably along the sea front where National Cycle Routes 51 passes through. Severance and accessibility issues exist in other parts of the town including from the north down to the docks.

There is a bus service provision connecting surrounding communities and other urban areas to Felixstowe often only hourly services. Felixstowe railway station is on the Felixstowe branch line with connectivity to Ipswich with 1.5 / 1 hourly services.

The geographic area means at average cycling speeds, most households within the area can access the town centre within 20 minutes. A large proportion of residents can reach the town centre at average walking speeds within a similar timeframe<sup>2</sup>.



Statistics for the Felixstowe transport plan area

# Felixstowe population

# 30,190 residents



# 14%

of people are 15 years old or younger

# 28%

of people are over the age of 65



# 55%

of households are deprived in one or more dimensions



## Travel patterns

# 18%

of households don't own a vehicle



# 59%

of people travel less than 5km to work



# 13%

of people walk, wheel or cycle to work

# 26%

of people work mainly from home



Just over

# 1%



take the bus

Less than

# 1%



take the train



# 55%



drive a car or van to work

## School travel



Pockets of

# 13%

of school children cycle to school in Felixstowe (from the Trimleys).

Less than

# 5%

of school children cycle to school in other areas of Felixstowe<sup>3</sup>

# Reasons for change



## Decarbonisation of Transport

In the Felixstowe area, 15% of commuters travel to work by walking, wheeling and cycling or by bus or train. In order to meet Suffolk’s pathway to net zero, the proportion of commuter trips across Suffolk undertaken by these modes should rise to 35%<sup>4</sup>. Furthermore, the government targets half of all journeys undertaken by active travel modes in towns across the country<sup>5</sup>. Existing infrastructure and sustainable transport services restrict people’s sustainable travel options.



## Health, Wellbeing and Social Inclusion

Nearly a third of the population of Felixstowe are over 65 which means many are in a position where they can enjoy more active trips, while connecting with nature and the local community all via improvements to the active travel infrastructure<sup>6</sup>. Increasing physical activity is linked to improved mental and physical health outcomes at all stages of life and prevention of chronic and acute health conditions.





## A Strong, Sustainable and Fair Economy

The pedestrianisation of Hamilton Road and the towns recently installed modern wayfinding system has encouraged those visiting the sea front to explore Felixstowe further. Economic and employment opportunities at the container port and significant growth in housing, employment and public facilities in the north of Felixstowe presents a challenge to the existing transport network and an opportunity to encourage greater levels of sustainable travel.



## Creating Better Places

There are opportunities to enhance how people interact with the town centre and access green space. Improved provision for walking and cycling in the town centre and more connectivity to the sea front and port area, will help to create healthier, more attractive and more accessible streets. The public rights of way network can help to provide access to green space.



Enable active travel to be the default choice for shorter trips

Improve bus punctuality and reliability

Improve the integration of modes

Maximise growth opportunities

Support town centre economies

# Summary of objectives

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



## OBJECTIVE

# Enable active travel to be the default choice for shorter trips

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

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

### Invest in a core walking zone

We will increase the number of residents walking by improving the condition and appearance of pedestrian infrastructure along St Andrews Road, Gainsborough Road, Ranelagh Road, Hamilton Gardens, Undercliff Road West, Tomline Road and Leopold Road. This will improve accessibility as well as safety and be developed in conjunction with relevant plans for the town centre area.

### Prioritise walking routes

We will improve footways, crossing points and wayfinding signage along key walking routes in the town. We will focus on linking the core walking zone to the east with the south and west of the town including Langley Avenue, Sportfield Pavillion, the promenade and Felixstowe Port.

### Prioritise cycle routes

To encourage more residents to cycle for short and medium trips (under 5 kms), we will introduce a number of installations including high-quality segregated cycle paths, priority crossing points for cyclists, modal filters and other traffic-calming measures to reduce speed and make cycling safer. We will also increase the number of secure cycle parking options. The key cycling routes will link Trimley St Martin in the north with Landguard Fort in the south via the town centre and railway station as well as Felixstowe Ferry Golf Club in the east to Trimley St Mary and Ferry Lane in the west. Provision has also been made to connect the sea front to the town centre via Cobbold Road and Maybush Lane as well as connections to the Port of Felixstowe.







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-  Improved core walking zone
-  Improved walking routes
-  Improved cycle routes
-  East Suffolk Active Travel Recommended Routes

OBJECTIVE

## Improve bus punctuality and reliability

A range of bus services operate in Felixstowe including connections to Ipswich and Harwich. A demand responsive service links passengers to smaller villages around Felixstowe and to the rail station and key services.

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

- Town service – half-hourly
- More flexible bus services that better meet local community demands
  - An east to west route
  - Connections to the Medical Centre on Grove Road
- Bus service frequency requirements
  - Town services – half hourly
  - Interurban connections hourly / 2 hourly
  - Demand responsive approach – daily connections

Review the provision for a shuttle bus service for employees of the Port / Freeport East which will connect to the town centre and rail station as well as residential developments in the Felixstowe area.

Complementary measures will also be explored to alleviate delays to buses including addressing vehicle parking either blocking access to bus stops or general progress along bus routes and the use of virtual bus priority at key traffic signals.

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



## OBJECTIVE

## Improve the integration of modes

The main transport hub in Felixstowe is at the railway station located on Railway Approach. Consideration will also be given to other built-up area locations, notably at the port and at the new North Felixstowe Garden Neighbourhood earmarked for development via East Suffolk Council's Local Plan.

For the railway station we will support measures to improve modal integration and provide inclusive infrastructure that enables a choice of travel options for station users. This includes enhanced electric vehicle charging provision and sufficient high-quality cycle parking.

We will support cycle parking at key bus stops throughout the plan area. This will include parking facilities at Great Eastern Square, where all buses stop in Felixstowe.

Improvements to the wider active travel network which connects to the railway station and Great Eastern Square will also be explored to ensure coherent connections to the LCWIP are made to key services and facilities.

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

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



OBJECTIVE

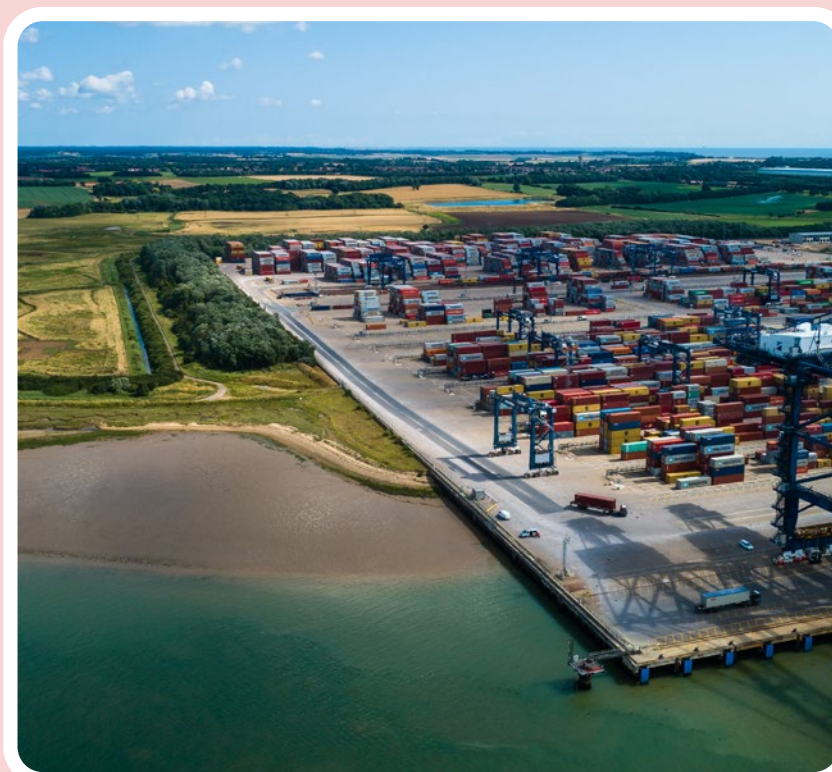
## Maximise growth opportunities

Plans for growth in the area plan are mainly focused on the following strategic sites:

- North Felixstowe Garden Neighbourhood is the largest site in the town allocated for development of up to 2000 dwellings. A masterplan will be prepared for the site. The main access is proposed via Candlet Road, with the aspiration to retain Gulpher Road as a 'quiet lane.'
- There is an existing permission for 560 dwellings on the 'land at Candlet Road' and the Plan expects that this development link to the masterplan for the North Felixstowe Garden Neighbourhood
- Adjacent to the Garden Neighbourhood site, Land North of Conway Close and Swallow Close is allocated for 150 dwellings. This states the importance of linking to existing public rights of way and considering the potential impact on the 'quiet lane' of Gulpher Road.
- To the north of Felixstowe in Trimley St Martin, there are two sites allocated for residential development. Land off Howlett Way is allocated for 360 dwellings. It is stated that primary vehicle access should be onto Howlett Way only and there should be no vehicle access onto Church Lane. Links should be made to existing Public rights of Way. Next to this site is land adjacent to Reeve Lodge, High Road which is allocated for a further 150 dwellings and primary school.

- Employment land at the Port / Freeport East. The provision of a greater number of jobs in the town, to match the housing expansion should increase the opportunities for trip internalisation within the local area, increasing the potential for sustainable transport to increase its share of the overall trip profile.

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



## OBJECTIVE

## Support town centre economies

We will endeavour to further improve the connection to the sea front and promenade area with the town centre to create a better-connected town. This will include linking Orford Road and Sea Road as well as Bent Hill, which are all included in the Core Walking Zone, by expanding the modern way-finding system directing people to places of interest.

These areas would also benefit from increased seating and social spaces, more trees and planting and co-ordinated lighting.

Aesthetically pleasing safety measures on the sea front and promenade area will be considered for wheeled modes so they cannot go over the edge onto the beach.

All improvements will complement the recently completed investment into the South Seafront area (edge of Orford Road) where the Martello Park has delivered new homes, a play area and new carparking facilities.



# Our plans for Felixstowe







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





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-  Improved core walking zone
-  Improved walking routes
-  Improved cycle routes
-  East Suffolk Active Travel Recommended Routes
-  Development areas (approximate)

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

# Implementation plan

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

| Location   | Description   | Indicative Capital Investment |
|------------|---|-------------------------------|
| Felixstowe | Maidstone Road / Grange Road walking and cycling improvements | £1,318,000                    |
| Felixstowe | Town centre walking and cycling improvements                  | £300,000                      |
| Felixstowe | LCWIP high priority routes                                    | £450,000                      |

## References

- Office for National Statistics, Census Data (2021)  
[www.ons.gov.uk/visualisations/customprofiles/build/](https://www.ons.gov.uk/visualisations/customprofiles/build/)
- Travel Time  
<https://app.traveltime.com>
- Office for National Statistics, Census Data (2011)  
[Propensity to Cycle Tool - Suffolk \(pct.bike\)](#)
- Suffolk Climate Emergency  
[Suffolk-Climate-Emergency-Plan-Summer-23.pdf \(greensuffolk.org\)](#)
- Gear Change. A bold vision for cycling and walking  
<https://assets.publishing.service.gov.uk/>
- How to travel better: a beginner's guide to sustainable travel in 2023 and beyond  
<https://www.nationalgeographic.com/travel/article/how-to-travel-better-a-beginners-guide-to-sustainable-travel-in-2023-and-beyond>

Thank you to Suffolk's District and Borough Councils and Town and Parish Councils who have provided photos for the Area Transport Plans.



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