

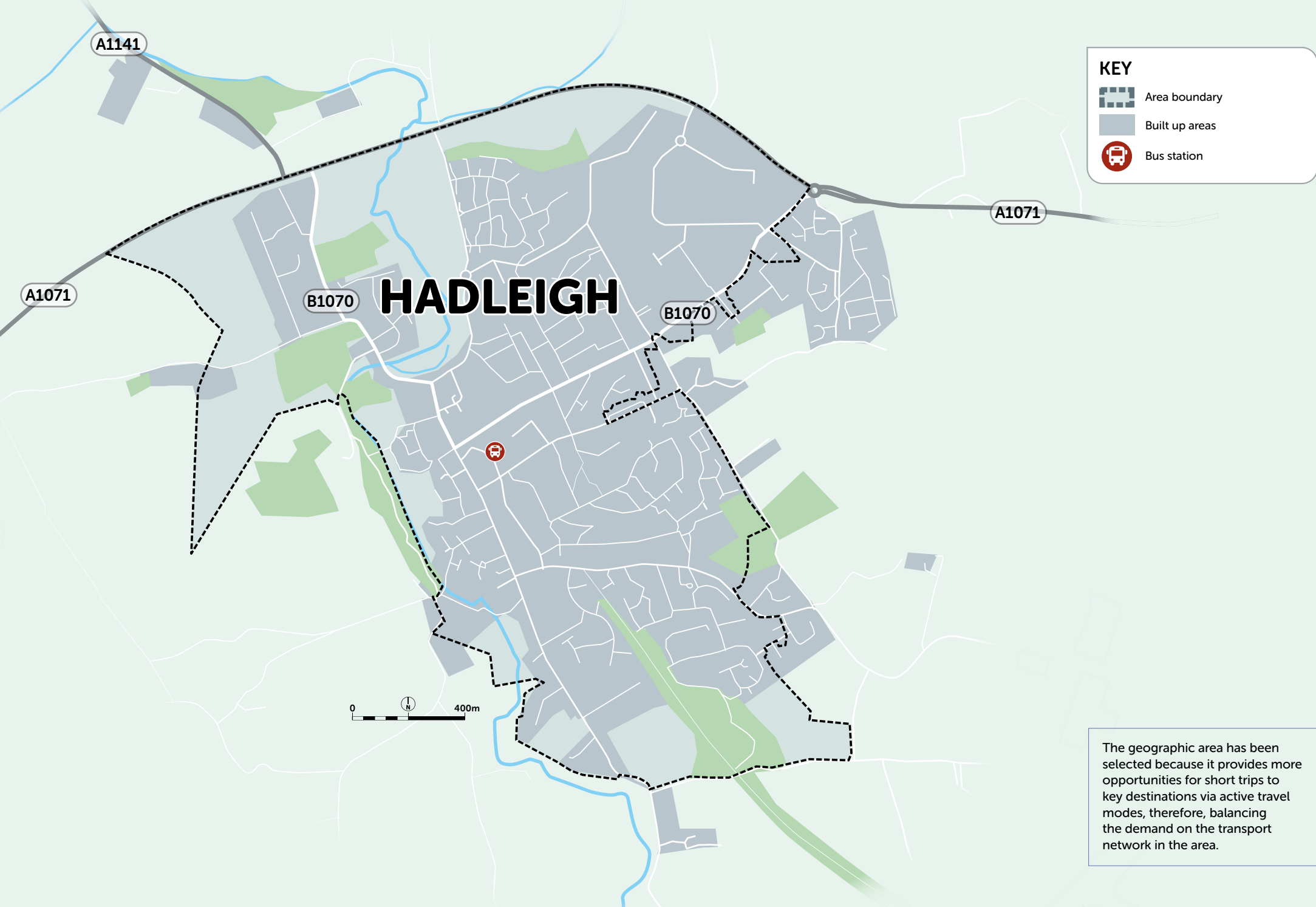
2025






Hadleigh Area Transport Plan



www.suffolk.gov.uk/LTP



KEY

-  Area boundary
-  Built up areas
-  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.

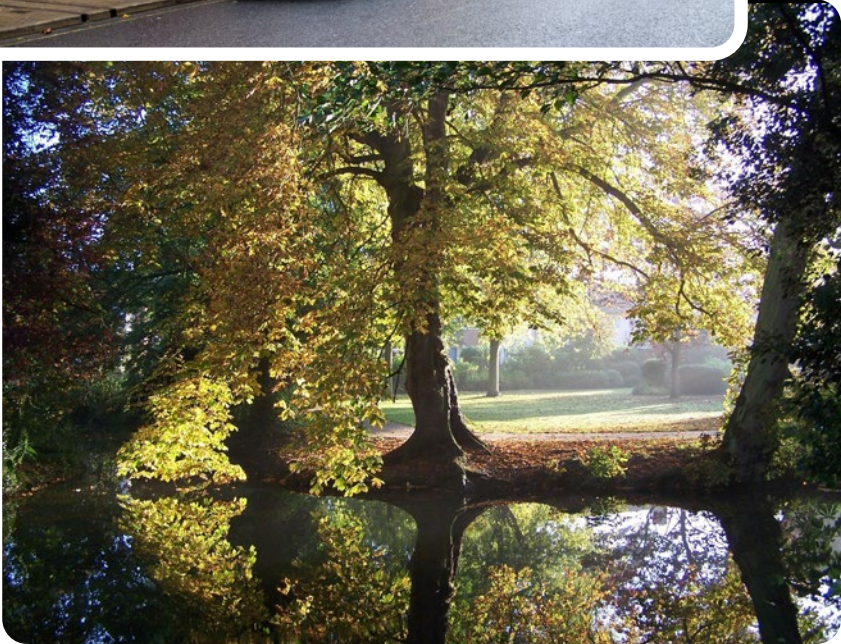
Introduction

Hadleigh is a town in the district of Babergh. It is situated next to the River Brett, between the towns of Sudbury and Ipswich. The town is characterised by its listed buildings and The Guildhall with its narrow streets and pavements.

The resident population of the plan area is 8,764¹. Development sites have been submitted to Babergh District Council for consideration through the Babergh and Mid Suffolk Joint Local Plan Part 2 Development Plan Document. These sites are located in the west and to the southeast of the area plan. There is due to be a further southern expansion to the residential development site to the east of Hadleigh, Rose Manor.

Currently, there is a limited network of walking, wheeling and cycling infrastructure in Hadleigh as well as a limited bus service provision connecting surrounding communities and other urban areas to Hadleigh. National Cycle Route 1 is part of Hadleigh's Railway Walk on the outskirts of the town which is a traffic-free shared-use path.

At average cycling speeds, many living, working and shopping in the area can access the town centre within 15 minutes. A considerable proportion of residents can reach the town centre at average walking speeds within a similar timeframe².



Statistics for the Hadleigh transport plan area

Hadleigh
population

8,764
residents

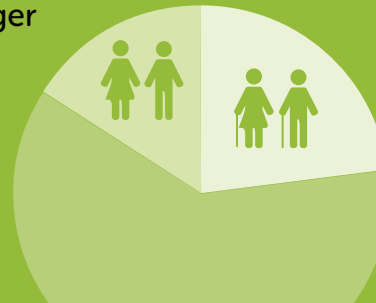


17%

of people
are 15 years old
or younger

27%

of people
are over the
age of 65



51%

of households are
deprived in one or
more dimensions



Travel patterns

13%

of households
don't own a
vehicle



47%

of people travel
less than 5km
to work



13%

of people
walk, wheel or
cycle to work



25%

of people
work mainly
from home



**School
travel**



Less than

5%

of school children
cycle to school in
Hadleigh³

Less than

2%



take the bus

Less than

1%



take the train



55%



drive a car or van to work

Reasons for change



Decarbonisation of Transport

In the Hadleigh area, 16% 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 must rise to 35%⁴. Furthermore, the government targets half of all journeys undertaken by active travel modes in towns across the country⁵. Existing infrastructure and sustainable transport services restrict people’s sustainable travel options.



Health, Wellbeing and Social Inclusion

Physical activity is linked to improved mental and physical health outcomes at all stages of life and the prevention of chronic and acute health conditions. Walking, wheeling and cycling will improve the health of those living, working, and visiting the Hadleigh area.





A Strong, Sustainable and Fair Economy

In the context of a shift towards a low carbon economy, developing the local workforce will help to attract world class businesses and support. This will help residents achieve a higher quality of life and create stronger and more self-reliant communities.



Creating Better Places

Creating better places will enhance how people interact with the town centre and access green space. Improved provision for walking and cycling in the town centre, most notably at the High Street, Magdalen Road, Angel Street and Station Road, will help to create healthier, more attractive and more accessible streets. The public rights of way network provides access to green space such as to the Railway Walk Trail and River Walk.



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 Hadleigh Area Transport Plan will support the development of sustainable travel options for the area'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

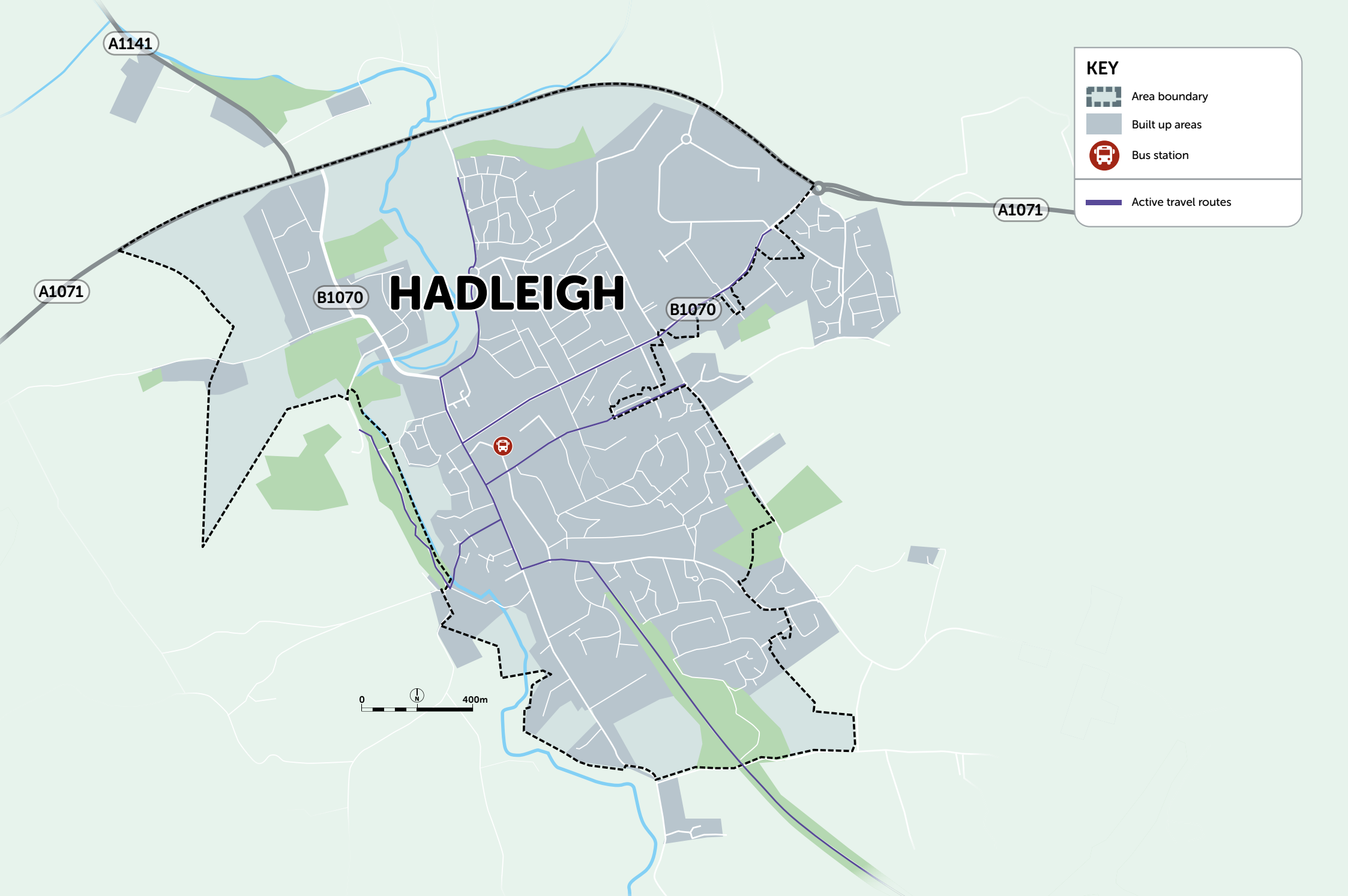
Nearly 50% of commuters in Hadleigh travel less than five kilometres to work of which 29% walk, wheel or cycle. Evidence indicates potential to increase further the number of commuters travelling actively to their workplace.

We will support improvements to primary walking links between the town centre, the bus station, supermarkets, places of employment, schools and the Railway Walk as well as those that connect to the High Street, Angel Street, Station Road, Calais Street and Aldham Mill Hill. The High Street would also benefit from a continuous footway, and an improved crossing point. Footway widening would be beneficial between the High Street, Angel Street and Duke Street.





We will support cycling infrastructure that focuses on a combination of high-quality segregated cycle provision and reducing traffic speeds and vehicle numbers to levels suitable for mixed-traffic cycling. Primary cycling routes include the High Street, links to local residential areas and neighbouring villages, schools and the shared-use traffic-free Railway Walk to the southeast and links across the A1071.

In addition, we will support the increasing need for pedestrian and cycle connections that serve new developments planned in Hadleigh.





KEY

-  Area boundary
-  Built up areas
-  Bus station
-  Active travel routes

OBJECTIVE

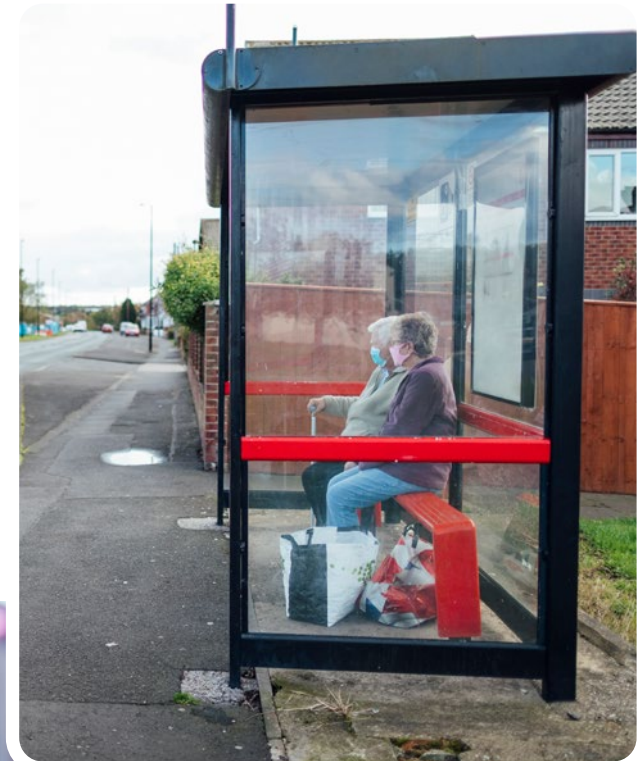
Improve bus punctuality and reliability

Bus services in Hadleigh include connections to Bury St Edmunds, Sudbury and Ipswich. Other services connect Hadleigh to Bildeston and Wattisham. A town circular connects communities with the town centre. A demand responsive service links passengers to surrounding villages.

We will encourage greater coverage and frequency of services to achieve:

- A town service
- Interurban connections with at least a 2-hourly services and an aspiration of hourly services to Bury St Edmunds, Colchester and Ipswich
- Demand responsive community services running several times a day linking residents living in outlying villages

We will continue to promote bus travel as a more sustainable way of connecting into Hadleigh 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 Hadleigh is the bus terminal located on Magdalen Road a short walking distance from the town centre and High Street area.

We support measures to improve the bus terminal area to make it into a multi-mode transport hub. New facilities must include adequate waiting facilities inclusive of shelters, passenger information (preferably real-time) and sufficient high-quality cycle parking.

There is scope to improve journey times and reliability of bus services through rethinking how buses navigate the town centre, which could be supported by relocated waiting facilities and targeted junction improvements such as at the junctions of High Street with Calais Street; High Street with Angel Street; and Highlands Road with Tayler Road.

We will continue to support Babergh and Mid Suffolk District Councils with the installation of electric vehicle charging points and support residents to travel sustainably with the delivery of electric vehicle car clubs.

We will also collaborate with partners to rationalise and consolidate car parking provision in Hadleigh, 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

Development continues to be built as planning permissions are implemented across the town.

- In the west, the former Babergh District Council offices are being redeveloped for 55 dwellings.
- In the east, land northeast of Frog Hall Lane, is allocated for approximately 250 dwellings with land for employment use. This site would be accessed by the area's spine road, which is close to a key public right of way route to the countryside, so a suitable crossing would be required. The site currently has planning permission for 273 dwellings and is under construction.

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



OBJECTIVE

Support town centre economies

The High Street is the heart of the town for Hadleigh and the primary destination for retail. There is great potential to improve the town centre experience by reducing traffic speed and enhancing walking and cycling routes and the public realm. Greater connectivity will help to increase accessibility and inclusivity of routes to ensure anyone who wants to access the town centre can do so conveniently.

A comprehensive wayfinding signage strategy directing people to the primary and interesting locations such as the bus terminal, town centre, The Guildhall and green spaces and trails.

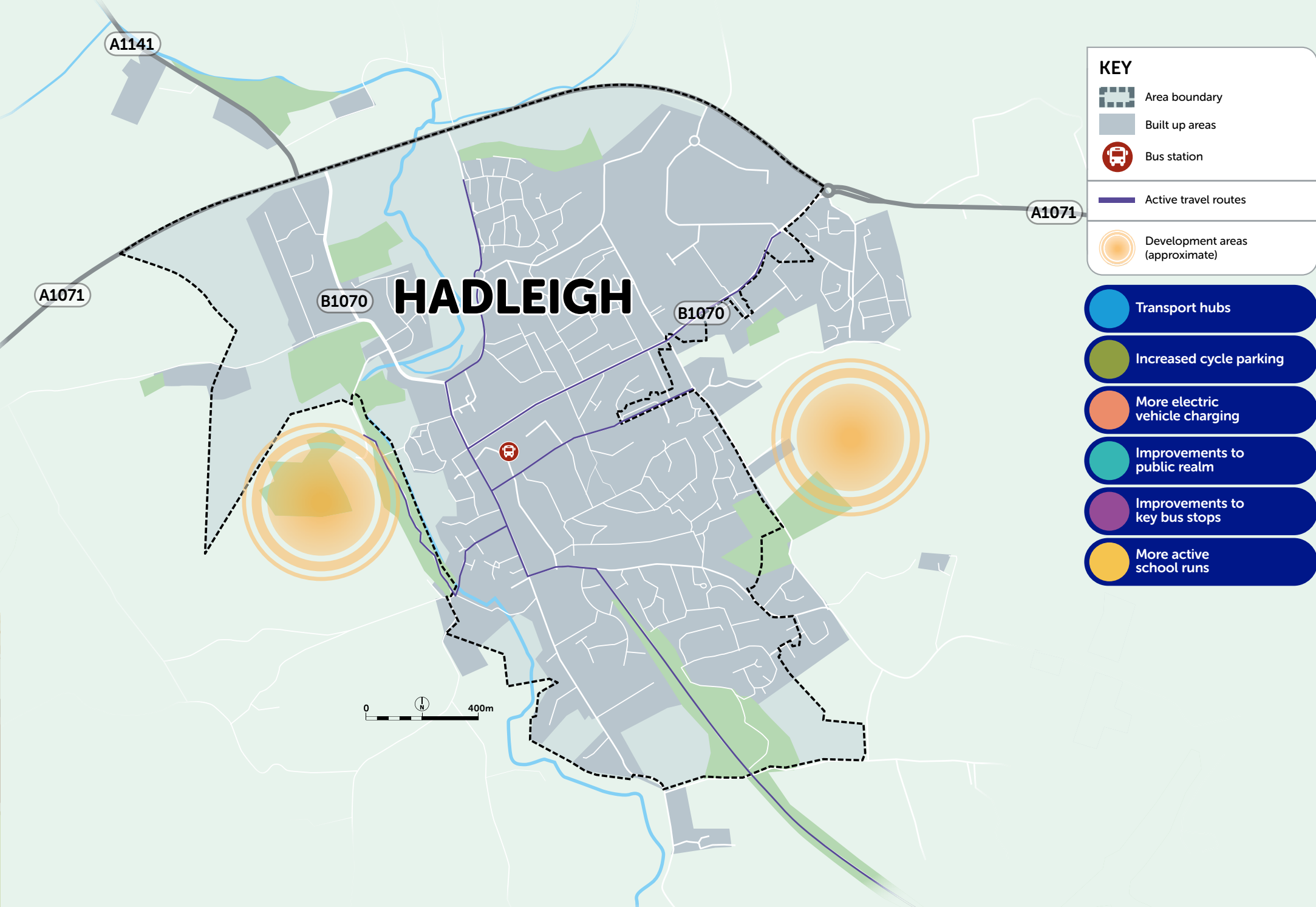
We will collaborate with Hadleigh Town Council and others to support the delivery of measures included within their Town Centre Plan to improve provision for residents and visitors.



Our plans for Hadleigh

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 Hadleigh to meet the ongoing and future needs of its population, and those who visit and work in the area.





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
Hadleigh	Town centre walking and cycling improvements	£510,000

References

1. Office for National Statistics, Census Data (2021)
www.ons.gov.uk/visualisations/customprofiles/build/
2. Hadleigh Town Council Transport Study Report
[Hadleigh-Transport-Study-Report.pdf](#)
3. Office for National Statistics, Census Data (2011)
[Propensity to Cycle Tool - Suffolk \(pct.bike\)](#)
4. Climate Emergency Plan
[Climate Emergency Plan v2 2023-10-18 \(suffolk.gov.uk\)](#)
5. Gear Change. A bold vision for cycling and walking
<https://assets.publishing.service.gov.uk/>

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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