

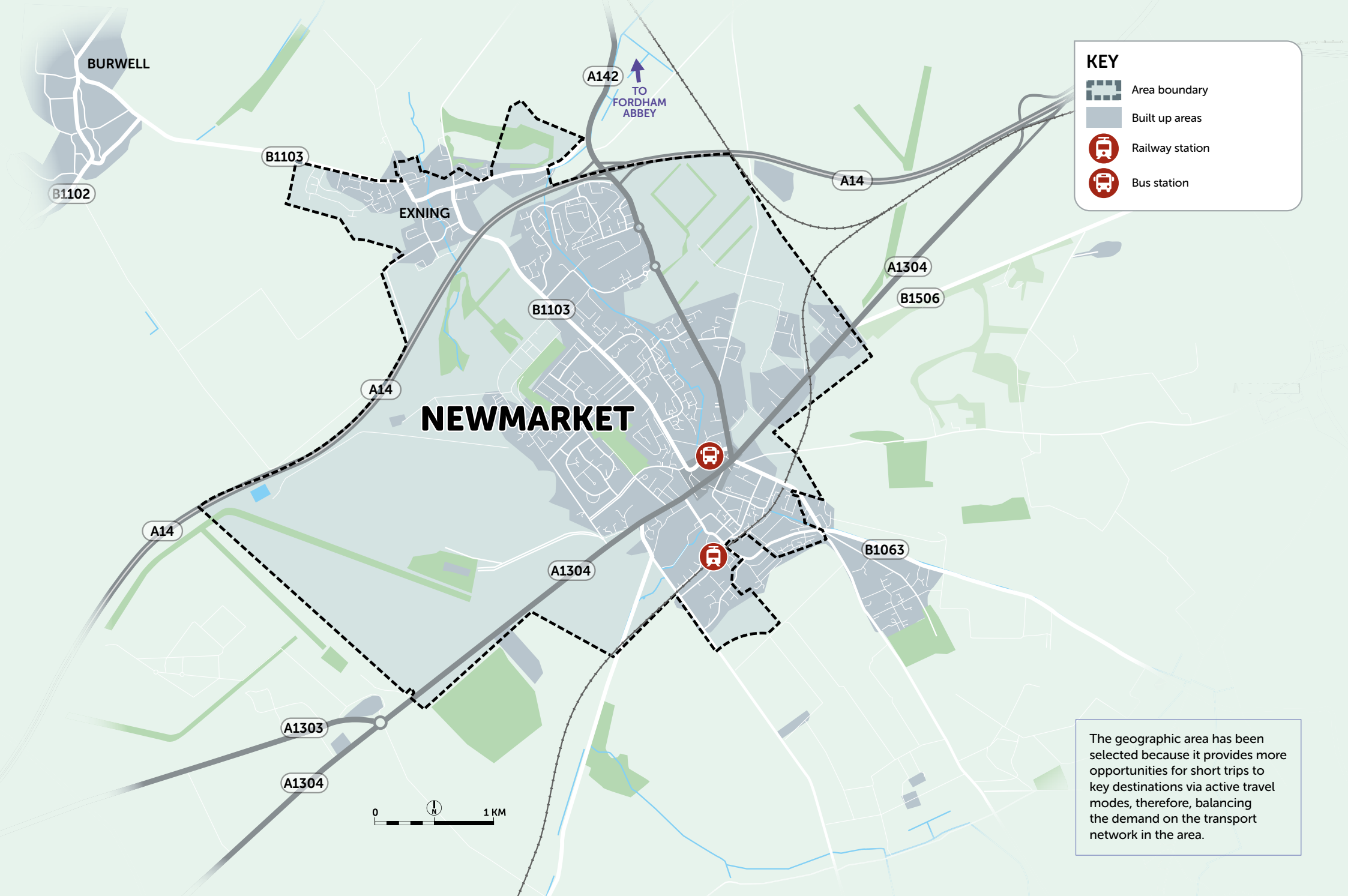
2025



Newmarket Area Transport Plan



www.suffolk.gov.uk/LTP



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

Newmarket is the third largest town in West Suffolk and its functional area includes the surrounding settlement of Exning.

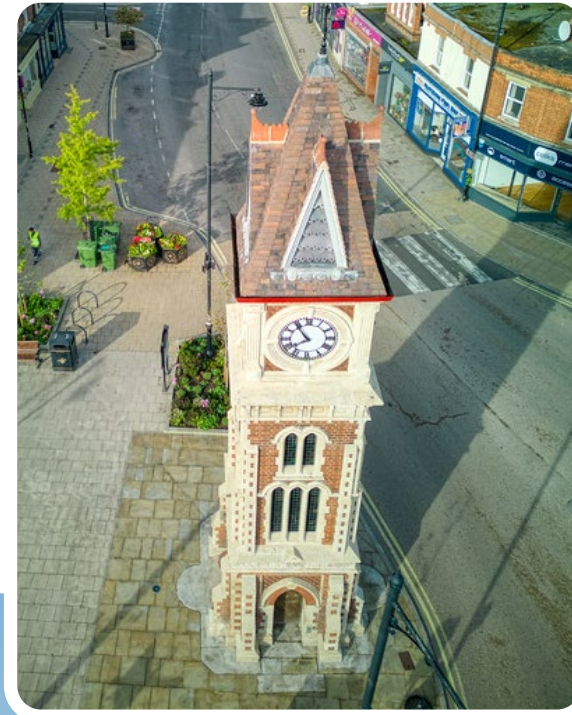
The residential population of the town plan area is 18,549¹ which is expected to grow in the coming years with large-scale developments north of Newmarket.

Newmarket is famous worldwide for horseracing. The town is the largest racehorse training breeding centre in the country and is home to many of the major British horseracing institutions. The town has two large racetracks, the Rowley Mile and the July Course, which hold horseraces over the course of the year. It is estimated that one in three jobs in the town are related to the horseracing industry².

The plan area includes a variable network of walking, wheeling and cycling routes. Provision is not provided along all the key routes into the town centre. The town's 'Yellow Brick Road' which is used by racehorses to access the Training Grounds until 1pm most days also provides an off-road active travel route for pedestrians and cyclists around the town, though access to the route is limited in places.

Newmarket's bus service does make connections to surrounding communities and other urban areas. It also features a town circular service. However, improvements could be made to frequency, hours of operation and coverage. Rail services connect to Cambridge via Ely and Ipswich via Bury St Edmunds with hourly services to each destination.

Within the geographic area, at average cycling speeds, most households within the area can access the town centre within 15 minutes. A large proportion of residents can reach the town centre at average walking speeds within a similar timeframe³.



Statistics for the Newmarket transport plan area

Newmarket area population

18,549
residents

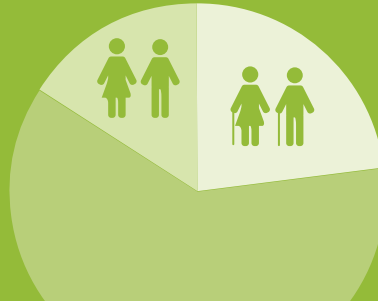


16%

of people are 15 years old or younger

15%

of people are over the age of 65



49%

of households are classed as deprived



2,500
horses stabled

3,200
jobs



(Data: Newmarket's Horse Breeding and Racing Cluster 2022 Local Impact Report)

Travel patterns

21%

of households don't own a vehicle



52%

of people travel less than 5km to work



16%

of people walk, wheel or cycle to work



23%

of people work mainly from home



Less than

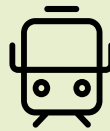
1%



take the bus

Less than

1%



take the train



53%



drive a car or van to work

School travel



Travel to school patterns highlight that there are pockets in the town where pupils cycle to school.

On Average in Newmarket 4% of pupils cycle to school and those from Exning it is 7% ⁴

Newmarket

4%

Exning

7%

Data Census 2021

Reasons for change



Decarbonisation of Transport

In the Newmarket area, 18% 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%⁵. Furthermore, the government targets half of all journeys undertaken by active travel modes in towns across the country⁶. Existing infrastructure and sustainable transport services restrict people’s sustainable travel options.



Health, Wellbeing and Social Inclusion

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. Increasing physical activity through walking, wheeling and cycling more trips will help to improve the health of the population in the Newmarket area.





A Strong, Sustainable and Fair Economy

The horseracing industry makes a considerable contribution to the local economy being directly responsible for around 3,200 jobs and supporting around 8,500² jobs in the wider economy, including those related to tourism. The transport network requires specific measures to ensure that all road users can navigate the town safely while accommodating large number of movements by horses and their riders.



Creating Better Places

There are opportunities to enhance how people interact with the town centre. Improved provision for walking, wheeling and cycling in the town centre, most notably along the High Street and at the Clock Tower as well as connections to the bus station and railway station, will help to create healthier, more attractive and more accessible streets. These benefits would further be enhanced by relocating the town's market to the High Street area and minimising the impact of lorry movements on the town centre.



Summary of objectives

The Newmarket 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.



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

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

OBJECTIVE

Enable active travel to be the default choice for shorter trips

A network of key walking and cycling routes in Newmarket have already been identified in the Local Cycling and Walking Infrastructure Plan.

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 the town centre including improvements to the layout of the High Street. This will improve accessibility as well as safety and will all be developed in conjunction with relevant plans for the area.

Prioritise walking routes

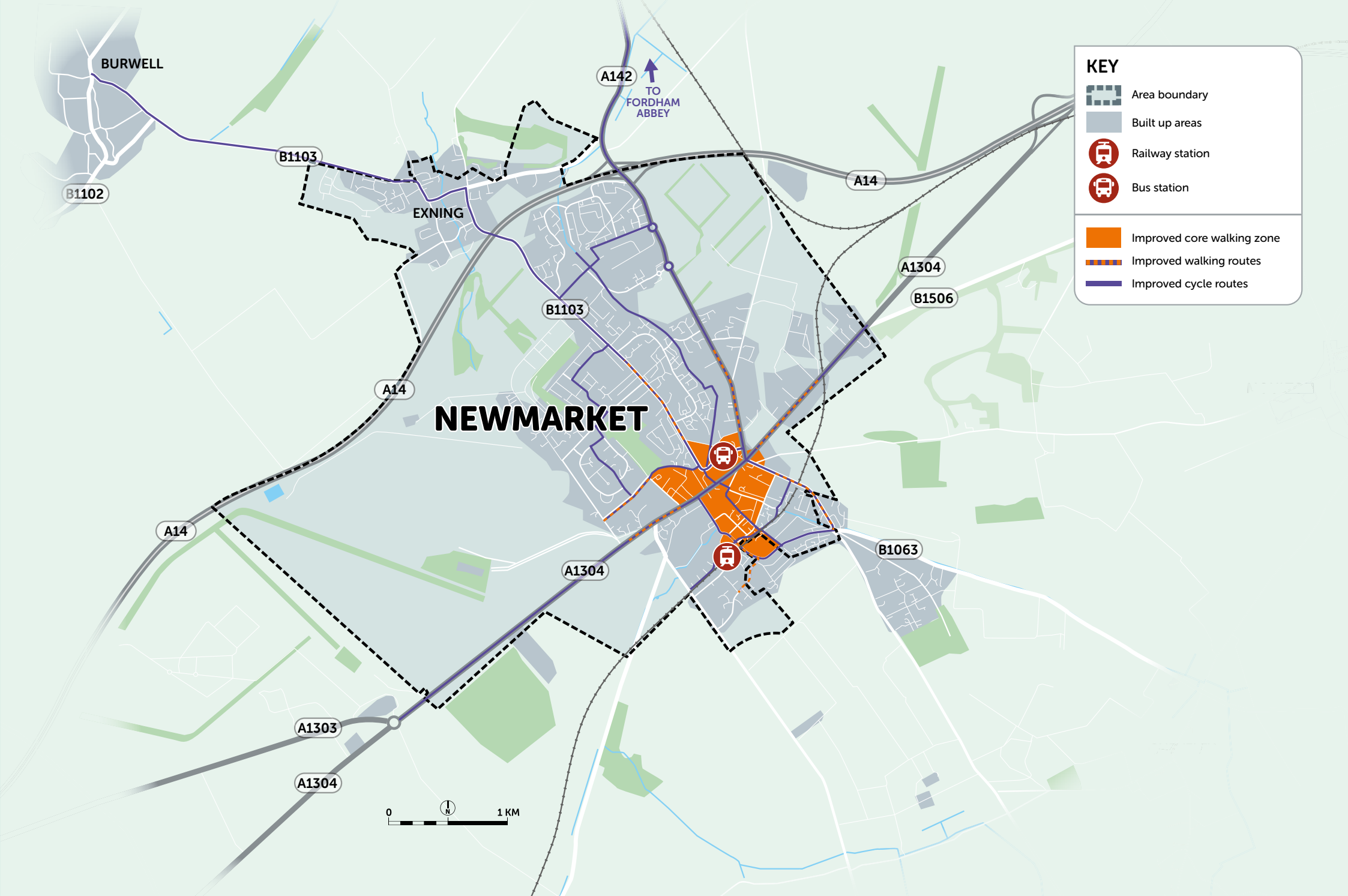
We will improve footways, crossing points and wayfinding signage along key walking routes in the town. Key links include those between the bus station, town centre, railway station and racecourses.

Prioritise cycle routes

To encourage more residents to cycle for short and medium trips (under 5 km), we will introduce a number of improvements which could include 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. Key improvements will include to the cycle corridors of Exning Road, Fordham Road, Bury Road and Old Station Road. We will also look to work with partners to improve active travel links north of Newmarket into Cambridgeshire

The active travel links will incorporate the 'Yellow Brick Road' in central Newmarket with the possibility of extending this via Wellington Street, Sun Lane, Park Lane and Green Road. Measures will support horses accessing and moving along these routes.





KEY

-  Area boundary
-  Built up areas
-  Railway station
-  Bus station
-  Improved core walking zone
-  Improved walking routes
-  Improved cycle routes

OBJECTIVE

Improve bus punctuality and reliability

A range of bus services operate in Newmarket including connections to Cambridge, Bury St Edmunds, Mildenhall and Ely. A town circular connects communities with the town centre. A demand responsive service links passengers to rural villages around Newmarket and to the railway station and key services.

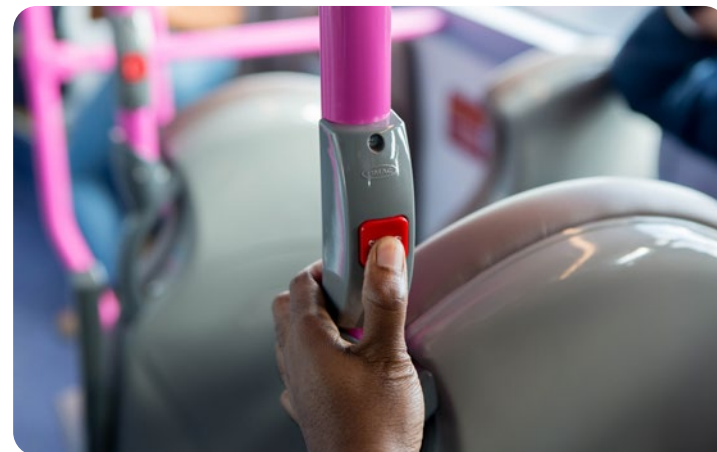
We will support greater coverage and frequency of services with an aspiration to achieve:

- Town service – half-hourly
- More flexible bus services that better meet local community demands. This would include the bus station, railway station and racecourses, especially needed on race days.
- Interurban connections to Bury St Edmunds, Mildenhall and Cambridge (hourly / 2 hourly)
- Demand responsive services – daily connections

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
- Rethinking how buses navigate the town centre, which could be supported by relocated waiting facilities

We will continue to promote bus travel as a more sustainable way of connecting into Newmarket 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 hubs in Newmarket are at the bus station located on Crockford Road just off the High Street and the railway station on Station Approach which is an average 15-minute walk to the town centre.

We will support improvements to the waiting facilities at the bus station, inclusive of shelters, passenger information (preferably real-time) and sufficient high-quality cycle parking.

Facilities at the rail station are limited. We will support measures to provide provision for adapted cycles, electric vehicle charging points and easy access to a taxi rank or bus stop.

Improvements to the wider active travel network which connects to the railway station and bus station will be explored to ensure coherent connections to walking, wheeling and cycling routes are made to key services and facilities.

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

Electric vehicle car clubs will be delivered and promoted throughout the course of the plan, the first of which is proposed on All Saints Road.

We will also collaborate with partners to rationalise and consolidate car parking provision in Newmarket, 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 strategic site located in the north of the town just south of the A14 which is allocated for 400 new dwellings.

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. Analysis of forecast growth on the transport network indicates that the A14, junction 37 – Exning interchange is likely to experience capacity as a result of new developments



OBJECTIVE

Support town centre economies

We will support improvements to Newmarket by reviewing the attractiveness of the streets and spaces within the town centre. We will continue to work with West Suffolk Council to support the design of the High Street.

The Core Walking Zone includes the High Street, The Avenue, Old Station Road, Fordham Road, Exeter Road, Palace Street and the alleyways that connects the retail environment with the carparks, railway station and bus station. In this area, we will support giving greater priority to pedestrians. We will look at the use of increased seating and social spaces, more trees and planting and co-ordinated lighting.

We will help to remove barriers to access the town centre by creating clear, safe and direct pedestrian and cycling routes. In particular at the Clock Tower to improve the gateway to the High Street. Improvements to signage and other mechanisms will be considered to deter motor traffic diverting from the A14 to travel through the town centre.

We will support a town wide signage strategy to be implemented in conjunction with the Horse Safety Zone, which would seek to make drivers, pedestrians and cyclists aware that they are entering Newmarket, and they should expect to encounter horses on, or crossing the road, and of the behaviours they should demonstrate.

We will also continue to support partners in Cambridgeshire to create a complete network of safe horse walks and crossings in the area following the recent upgrade to Suffolk's horse crossing to improve safety.



OBJECTIVE

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

Suffolk's recommended lorry route map highlights key strategic routes that pass-through Newmarket on the A14, A11, B1506 and B1085 with local access routes serving destinations within the town. Concerns about lorry movements, particularly during peak times and those traveling from / to Soham and Haverhill have been compounded by the perception that lorries and large vehicles are not using the Newmarket bypass but are cutting through the town centre.

We will continue to monitor lorry movement throughout the town via our lorry route plan. Along with National Highways we will support an area wide signage review and improvements to signage directing motor vehicles, lorries and large vehicles to the most appropriate roads to use.

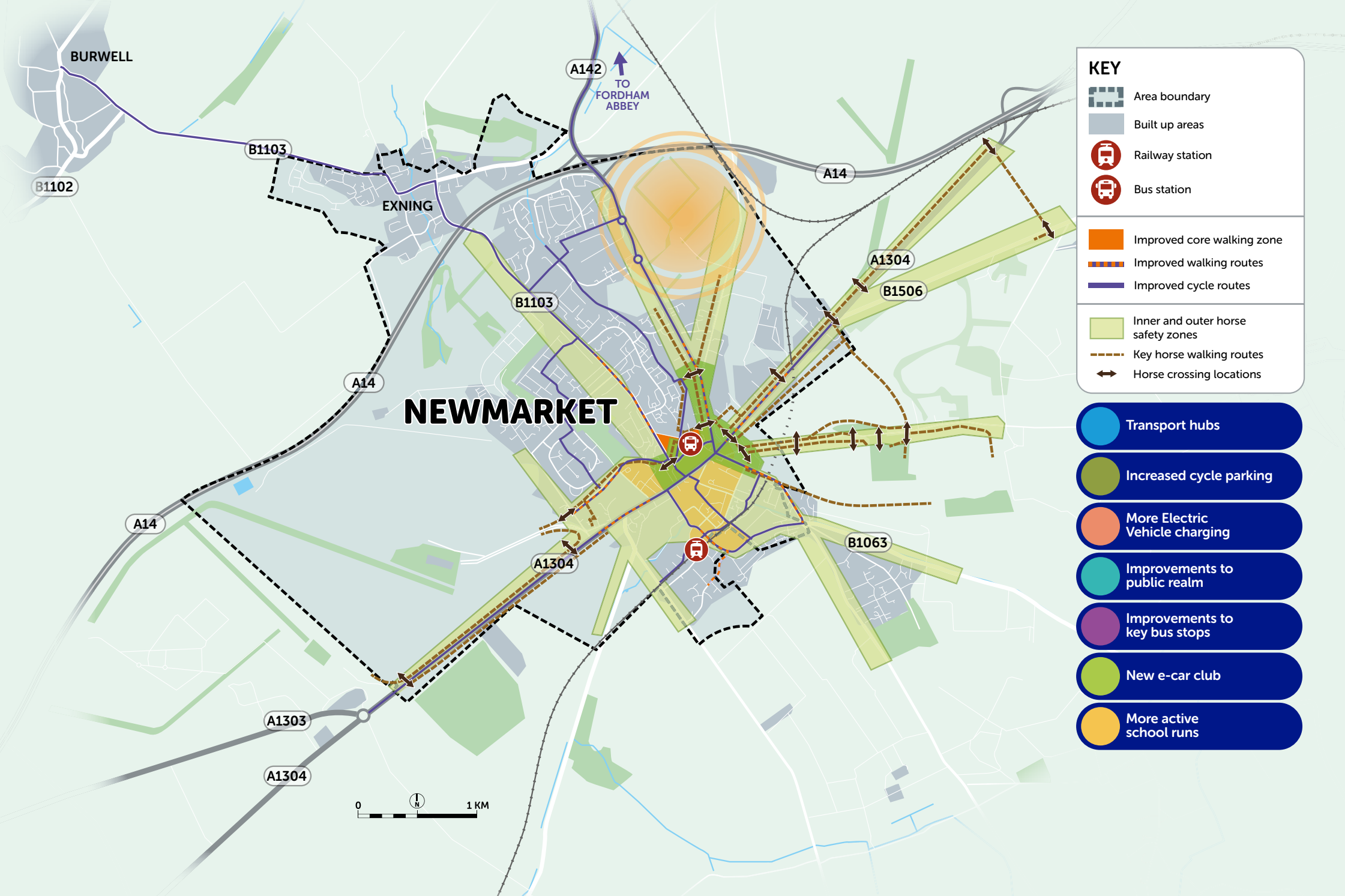
We will also support businesses within the area to make and receive their deliveries more efficiently which may include options such as e-cargo bikes and electric vehicles, contributing to making our transport network more sustainable.








Our plans for Newmarket








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





KEY

-  Area boundary
-  Built up areas
-  Railway station
-  Bus station
-  Improved core walking zone
-  Improved walking routes
-  Improved cycle routes
-  Inner and outer horse safety zones
-  Key horse walking routes
-  Horse crossing locations

-  Transport hubs
-  Increased cycle parking
-  More Electric Vehicle charging
-  Improvements to public realm
-  Improvements to key bus stops
-  New e-car club
-  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
Newmarket	Exning Road to Burwell cycle route	£300,000
Newmarket	Yellow Brick Road access improvements	£100,000
Newmarket	LCWIP high priority routes	£320,000

References

- Office for National Statistics, Census Data (2021)
www.ons.gov.uk/visualisations/customprofiles/build/
- West Suffolk Council Transport Mitigation Report
https://www.westsuffolk.gov.uk/planning/Planning_Policies/neighbourhood-planning/upload/NNP-final.pdf
- Travel Time
<https://app.traveltime.com>
- Office for National Statistics, Census Data (2011)
[Propensity to Cycle Tool - Suffolk \(pct.bike\)](#)
- Suffolk Climate Emergency Plan
<https://www.greensuffolk.org>
- Gear Change. A bold vision for cycling and walking
<https://assets.publishing.service.gov.uk>
- Emerging West Suffolk Local Plan
www.westsuffolk.gov.uk/planning/Planning_Policies/local_plans/ws-local-plan-review.cfm

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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