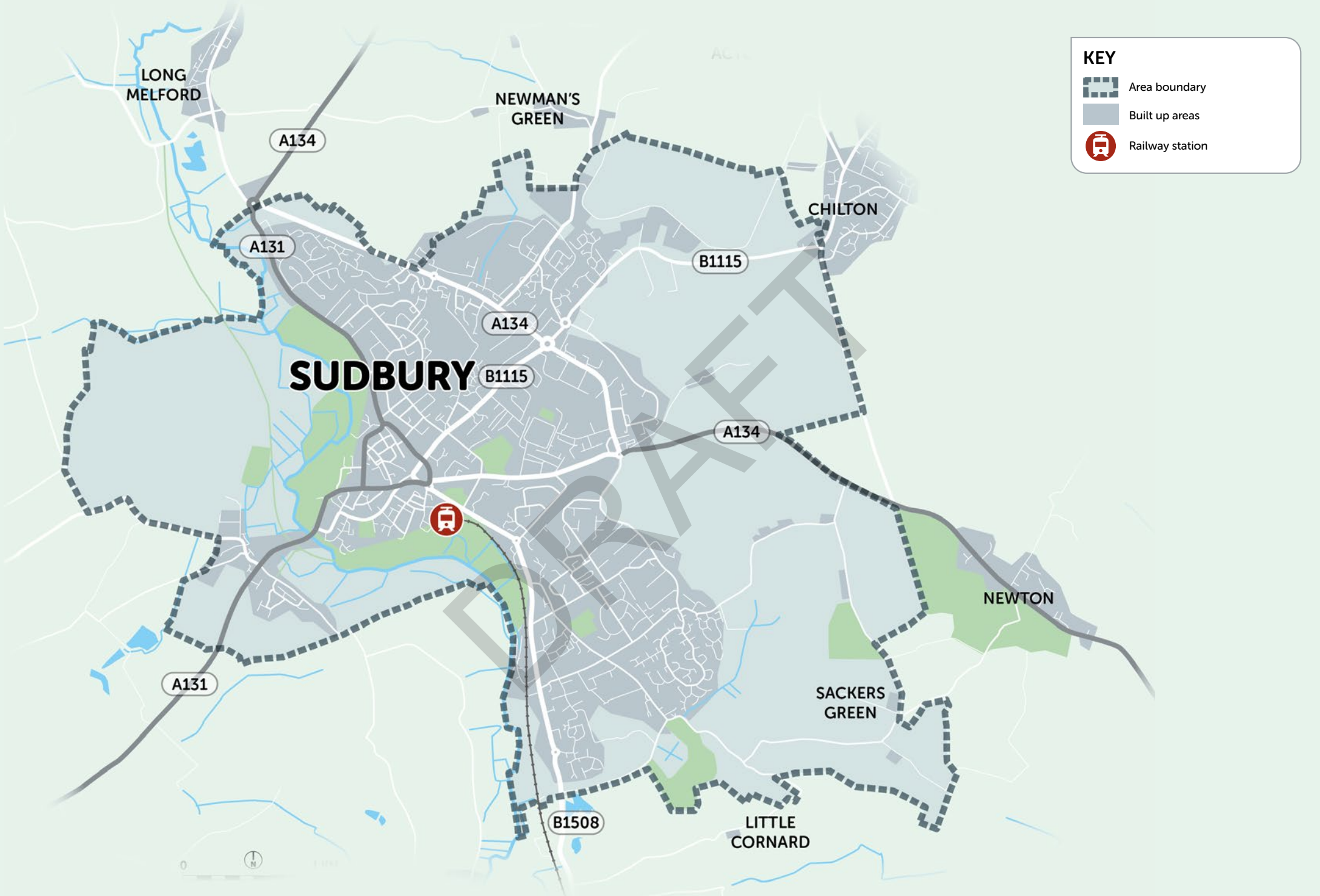


2024

Sudbury Area Transport Plan





Introduction

Sudbury is the largest town in Babergh and its functional area includes surrounding settlements such as Great Cornard. The town is characterised by its historic core, with narrow streets and pavements, surrounded in close proximity by historic buildings.

The resident population of the town plan area is 23,903¹ which is expected to grow in the coming years with large-scale developments, most notably at Chilton Woods.

Sustainable travel options are currently limited with often inadequate walking, wheeling and cycling routes and limited bus service provision connecting surrounding communities and other urban areas to Sudbury. Rail services connect to Marks Tey via Bures and Chappel and Wakes Colne with an hourly service on the single-track branch line.

The geographic area is relatively small and, 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 timeframe².



Sudbury
population

23,903
residents



16%

of people
are 15 years old
or younger

23%

of people
are over the
age of 65



54%

of households are
classified as deprived



Travel patterns

19%

of households
don't own a
vehicle



51%

of people travel
less than 5km
to work



14%

of people
walk, wheel or
cycle to work



21%

of people
work mainly
from home



**School
travel**



Less than

1%

of school
children cycle to
school in Sudbury³

Less than

1%



take the bus

Less than

1%



take the train



57%



drive a car or van to work

Reasons for change



Decarbonisation of Transport

In the Sudbury area, 16% of commuters travel to work by walking, wheeling and cycling or by bus. 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%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

There are areas of deprivation across the plan area, most notably in residential areas to the south and east. These areas tend to link to transport-related social exclusion meaning a lack of suitable transport provision limits people’s ability to fulfil everyday needs⁶. Transport-related air quality issues persist though the highest concentration of emissions on Cross Street appears to have been mitigated.





A Strong, Sustainable and Fair Economy

Retail businesses in Sudbury have shown resilience in the face of economic headwinds. Significant growth in housing and employment is planned to the north of the town and in Great Cornard which 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, most notably at Market Hill and connections to Belle Vue Park, 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.



Summary of objectives

The Sudbury 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

Improve air quality

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 Stowmarket have already been identified in the Local Cycling and Walking Infrastructure Plan (LCWIP).

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. Improvements include linking to a wider vision for the town centre including improvements to the layout of Market Hill, connections to Belle Vue Park and regeneration plans.

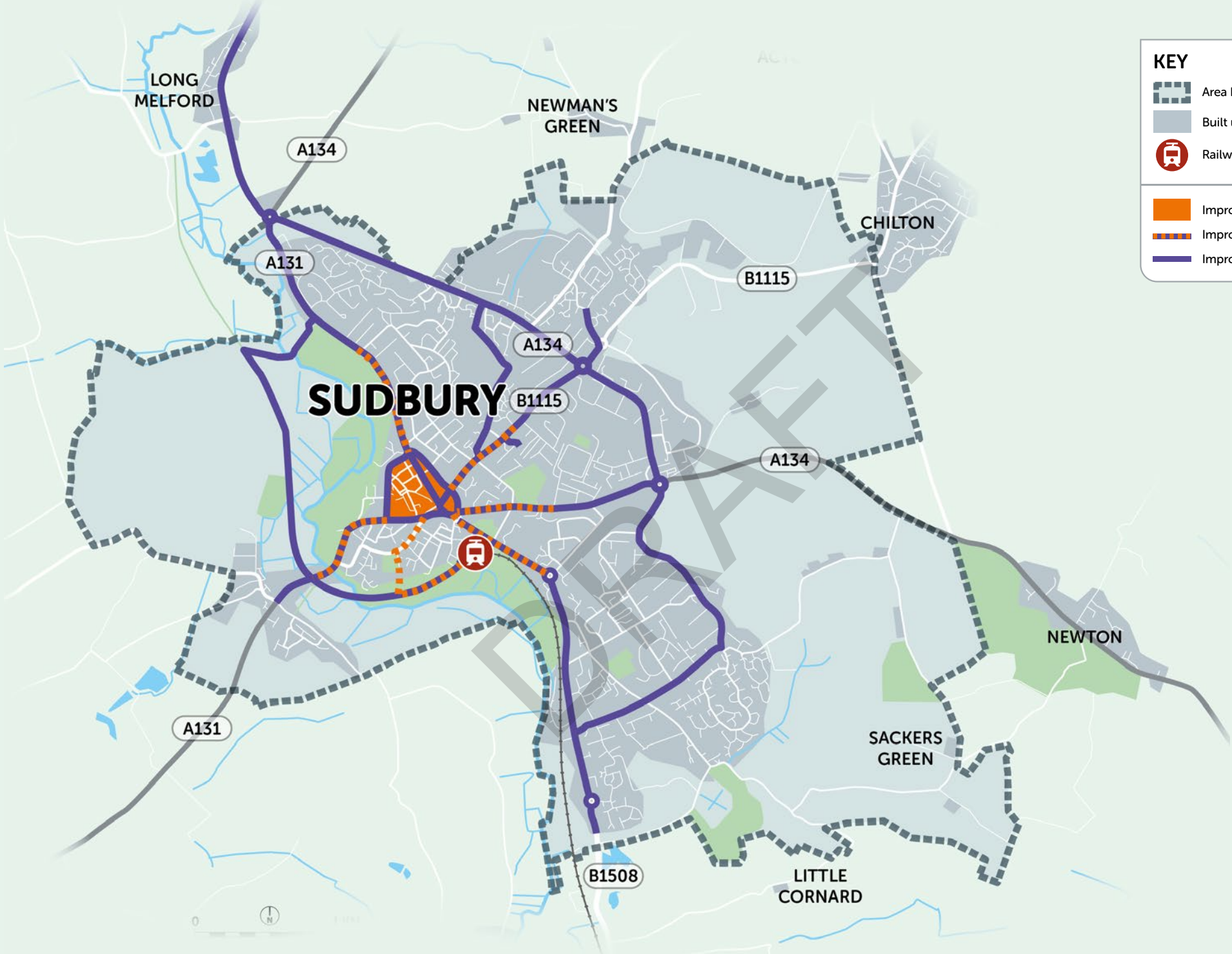
Prioritise walking routes

Priority Walking Routes will be defined by improvements to footways, crossing points and wayfinding signage to bring infrastructure up to a standard conducive to a substantial increase in walking and wheeling trips. Kerbside activity will be managed to ensure that walking routes will not be obstructed by permanent constraints, such as bollards and electric vehicle charge points, and temporary constraints, such as delivery vehicles, are managed effectively.

Priority cycle routes

Priority Cycle Routes will be the focus of investment for converting short and medium length trips to cycling. Interventions will align with design standards that focus on a combination of high-quality segregated cycle infrastructure and reducing traffic speeds and volumes to levels suitable for mixed-traffic cycling. Typical interventions will include cycle lanes and tracks, suitable priority crossing points for cyclists, modal filters and other traffic calming measures and an increase in secure cycle parking. Gun Cotton Way.





KEY

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

OBJECTIVE

Improve bus punctuality and reliability

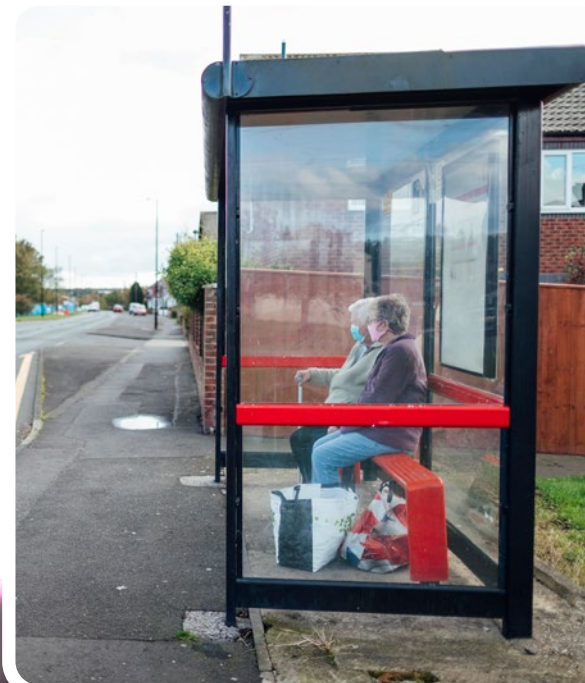
A range of bus services operate in Sudbury including connections to Bury St Edmunds, Colchester and Clare. A service to Ipswich has been truncated to terminate at Hadleigh with an onward connection to Ipswich. Other services connect Sudbury to Bildeston, Long Melford and a town circular connects communities with the town centre. A demand responsive service links passengers to Halstead and villages in between. Services to the north of Sudbury offer additional strategic value given the limitations of the rail network.

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

- Town service – half-hourly
- Interurban connections – at least 2 hourly with an aspiration of hourly
- Demand responsive services – daily connections

The bus gate on Clermont Avenue is not currently in use due to concerns related to turning movements from the Chaucer Road direction. The link, if usable, could provide greater coverage of services on Clermont Avenue and Chaucer Road as well as improvements to the reliability and punctuality of services. The value of the bus gate could be enhanced by the build out and occupation of new 1,250 homes on the Chilton Woods development to the north of the town.

We will look for viable solutions to pinch points that restrict bus service routing, including the bus gate on Clermont Avenue.



OBJECTIVE

Improve the integration of modes

The main transport hubs in Sudbury are the bus station located on Hamilton Road and the rail station a short distance from the town centre.

Facilities at the bus station could be improved to provide a better layout for pedestrians accessing services with a need for wider footways and more joined up walking routes. An increase in cycle access and high-quality cycle parking can help to enable cycle trips to the bus station.

Facilities at the railway station are adequate, with recently installed EV charging points helping people transition to zero emission travel. Working with partners, we want to improve active travel access to the station, including a revised layout that provides coherent walking routes to the platform and an increase in the provision of cycle parking.

We will work with stakeholders to identify opportunities and secure funding to improve the integration of modes at the bus and rail stations.



OBJECTIVE

Maximise growth opportunities

The Chilton Woods strategic allocation in the north of the town is allocated for mixed use development, including 1,150 residential dwellings, employment, school, community facilities, green infrastructure and a new waste recycling centre. Access to these includes the provision of a new distributor road designed to link a new roundabout junction on the A134 with Aubrey Drive. There is also a requirement for improvement to existing walking and cycling links.

In the east of the town, there are plans for 500 new homes and employment uses though no specific site has been confirmed.

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.

Suffolk County Council's analysis of forecast growth on the transport network indicates that the following junctions could require additional capacity as a result of new developments:

- A134 / A131 / B1064
- A134 / B1115
- A134 / Newton Road / Shawlands Avenue
- A131 / Newton Road / Cornard Road / Great Eastern Road (Belle Vue Junction)
- A131 Ballingdon Hill / Bulmer Road



OBJECTIVE

Support town centre economies

Market Hill is situated in the heart of the town and included within the Core Walking Zone. The area is currently used for short-stay car parking and is closed for bi-weekly markets. The area has great potential to improve the town centre experience, particularly in the summer months, with scope for extended outdoor dining and as a place for special events to take place.

Throughout the plan, opportunities to enhance links between the town centre to Belle Vue Park will be explored with a view to supporting footfall between these key destinations.

We will continue to work with partners to maximise the potential for Market Hill to enhance the experience and utility of the town centre.



OBJECTIVE

Improve air quality in Suffolk

The most severe air quality issues in Sudbury have been mitigated through past actions on Cross Street. However, air quality can still be improved through the increased uptake of electric vehicles, including electric buses, in the town.

We will continue to work with Babergh District Council to improve air quality by reducing transport-related emissions on the local highway network. Key measures include support for a transition of the vehicle fleet to zero emission including the delivery and facilitation of electric vehicle charging points, zero emission car clubs and funding to enable zero emission buses.

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



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 Sudbury on the A131 and A134 with local access routes serving destinations within the town. Constraints to the south and west of the town, including the River Stour and the Water Meadows, have previously hindered the case for a bypass meaning that high volume traffic is routed through the town centre.

Concerns about lorry route movements have been compounded by the location of the lorry park near the rail station which induces lorry movements into the town centre. The site is planned for future development which will displace lorry parking to other locations and potentially heighten concerns about lorry parking on other roads in the town.

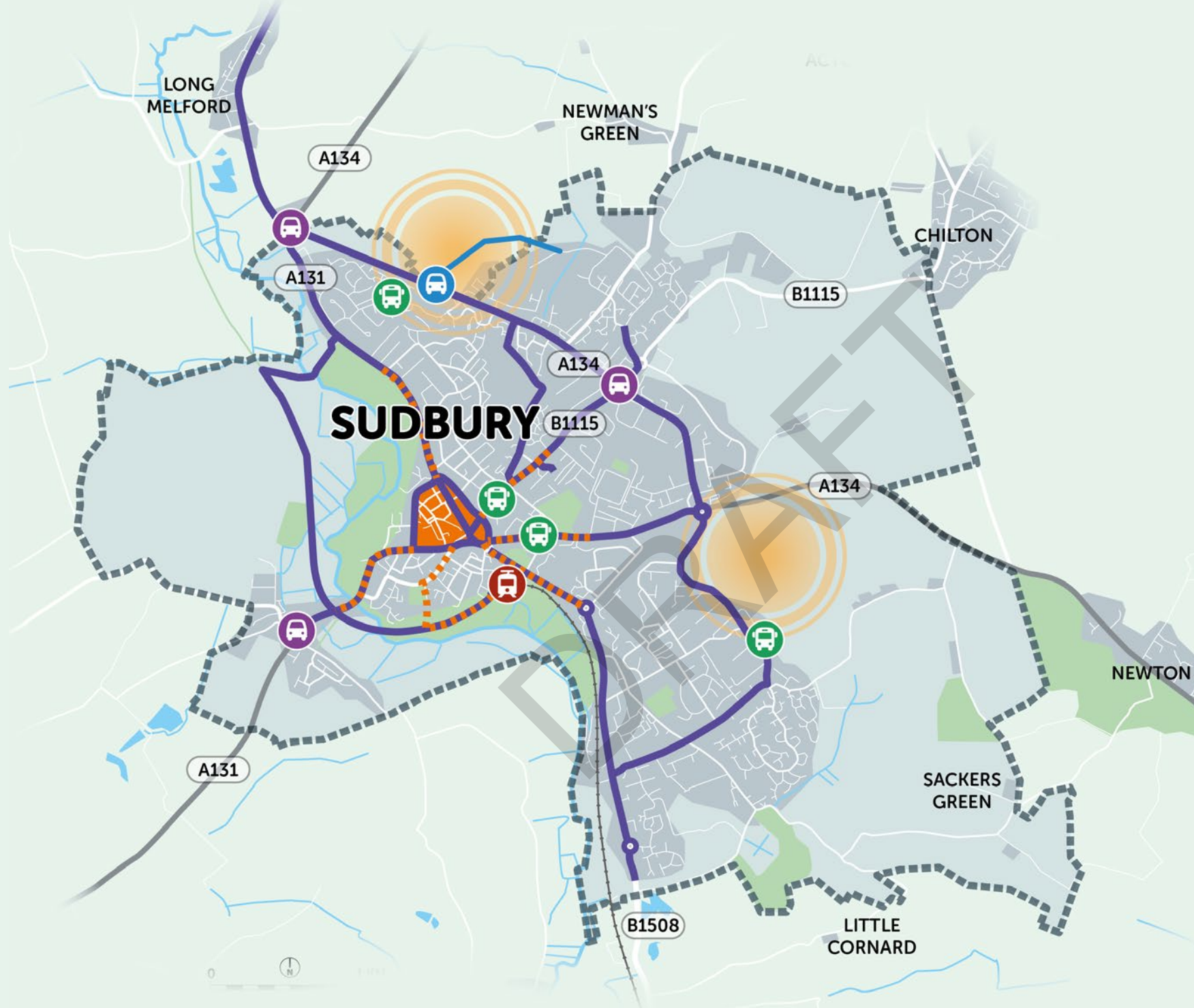
We will seek to address local issues through the town plan though a lack of adequate lorry parking is a national problem and is discussed in more detail in the Local Transport Plan strategy.







Our plans for Sudbury




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 Sudbury 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

-  Development areas (approximate)
-  Bus infrastructure improvements
-  Road improvement schemes
-  Third party Improvement Schemes

-  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
Sudbury	Waldingfield Road corridor walking and cycling improvements	£225,000
Sudbury	Melford Road walking and cycling improvements	£225,000
Sudbury	Acton Lane walking and cycling improvements	£130,000
Sudbury	Town centre walking and cycling improvements	£400,000
Sudbury	Modal integration at transport hubs	£250,000

References

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- Climate Emergency Plan
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- Gear Change. A bold vision for cycling and walking
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- Transport Related Social Exclusion in England
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