

Vision for encouraging walking and cycling as part of promoting sustainable transport in and around Waldringfield

1. Remit

This is a draft Vision Statement. It is for review and comment. As a Vision Statement it is purely aspirant, it sets out the “End-game” for what Greener Waldringfield wants to achieve and is, at this stage, deliberately unconcerned with the practicalities of how to achieve the vision.

2. Principles of The Vision

- To support the wider aims of Greener Waldringfield
- To promote the provision of safe and pleasurable routes for walking and cycling
- To balance the effects of sustainable transport provision with the need to protect the local environment and wildlife
- To support the adoption of healthy lifestyles for those that live in and/or find recreation in and around Waldringfield.
- To align with appropriate organisations (such as SusTrans ¹) in aims and policy where possible
- To integrate village footpaths and cycle routes with established national footpaths and cycle routes where appropriate
- To integrate village footpaths and cycle routes with transport hubs for longer distance travel via public transport (e.g. bus and train)

3. Vision

Waldringfield should be a place in which most of people's daily needs can be met within a short walk or cycle (typically 20 minutes or less). *The benefits of this approach are multiple: people become more active, improving their mental and physical health; traffic is reduced, and air quality improved; local shops and businesses thrive; and people see more of their neighbours, strengthening community bonds. (* -Acknowledgement that this verbiage is taken from the Town and Country Planning Association)

Examples of destinations that should be easily and safely accessible via footpath and / or cycle routes are as follows:

3.1 Communities

- Newbourne
- Hemley

- Martlesham

3.2 Amenities

- Waldringfield Village hall
- Waldringfield Church
- Waldringfield Primary School
- Church Field
- Waller's Reserve and river walk
- Newbourne Springs
- The Play Park Waldringfield
- Newbourne Village hall
- The Play Park Newbourne
- Brightwell Country Park (Twisted Oaks Trail)

3.3 Businesses & Shops

- Beardmore Park Martlesham Heath
- The Maybush Inn
- The Fox Inn
- Nourish Cafe
- The Stables Coffee Shop & Sandwich Bar
- Waldringfield Boatyard and Chandlery
- Katie's Garden Plant Centre
- Frost's Farm Shop
- Virginia Nursery and Farm Shop
- Various other Farm Shop outlets in Newbourne

3.4 Local Workplaces

- Adastral Park Martlesham Heath
- Office Living at Brightwell Barns
- Seven Acres Business Park

4. Walking and Footpaths

All footpaths should be logically placed to interconnect the communities and amenities required at this time, not based upon historical rights or relevance. There should be a trade-off to give back redundant rights that have little modern relevance in favour of ways that support today's needs. Ways should be created to avoid disturbance to sensitive wildlife sights and visual screening should be provided where necessary. Suitable rest sites between communities should be created for those that are less confident about their current fitness. Footpaths should avoid busy roads and only follow roads where adequate separation from road traffic can be provided. Footpaths should be separate from cycle ways wherever possible.

5. Cycle Ways

Cycle ways must avoid busy roads and only follow quiet roads where adequate separation from road traffic can be provided. To that end, dedicated cycle ways should be created that provide adequate separation. By-roads should support use by walkers, cyclists and horse-riders and should be closed to through-traffic. Vehicular use should be restricted to access for residents of that road. Cycle ways should be separate from Footpaths wherever possible.

6. Longer Journeys

For Longer journeys there should be dedicated, safe cycle routes that interconnect communities such as Waldringfield with major towns E.G. Ipswich, Felixstowe and Woodbridge. Safe routes have physical separation from road traffic and traffic management for road crossings that gives priority to cyclists.

7. Transport Integration

In our "ideal world" scenario, Transport Hubs would be designed to link footpaths and cycle ways to public transport for longer journeys. There would be public transport specifically designed around sustainable personal travel. I.E:

- Frequent buses for walkers to gain easy access to major centres such as Ipswich town centre and Railway station
- Buses with half of the load space designed for cycle storage with low level roll-on access for ease of entry and exit. On very busy bus routes there could be dedicated cycle-only-buses to supplement normal buses.

It is hoped that public transport is provided via non-polluting green-fuelled vehicles. The cycle-buses could also offer spaces to mobility aids and provide some charging places for electric cycles and mobility scooters.

8. Follow-Up

Possible actions to follow are;

- Greener Waldringfield review and consensus position attained
- Published Vision (Greener Waldringfield website etc.)
- AND:

8.1 Build Action Plan:

- Publicise and lobby within the local community
- Review existing provision (Footpaths, Quiet Lanes etc.)
- Outline proposals for early / medium / long-term wins
- Identify and engage stakeholders (PC, Landowners etc.)
- Identify and contact supporters (TCPA, Sustrans etc.)
- Lobby political organisations for action / support

¹ [Home - Sustrans.org.uk](https://www.sustrans.org.uk)