

Shaping our Future – Active Travel Workshop

14.11.2019

An interactive session led by the East Suffolk Greenprint Forum and attended by representatives of organisations including East Suffolk Community Rail Partnership, East Suffolk Council, Felixstowe Town Council, Martlesham Parish Council, Orwell Housing Association, Suffolk County Council, Trimley St Martin Parish Council, and Waldringfield Parish Council, to share ideas and identify opportunities for enabling our communities, schools, employees, visitors and others to travel in and around East Suffolk more sustainably in the light of the climate emergency we are facing.



Key messages from presentation on the overview of what data is telling us about the changing picture of travel modes by Andrew Cassy

Against a baseline of 1996 data the following have all gone UP

- + more people in employment
- + Population has grown (since 1996)
- + Rail 56% increase in trips + a 23% increase in distance travelled per person
- + Bike 37% increase in distance travelled per person
- + Car miles driven per capita by 65yr olds+ increased by +12% 2004-2014
- + 'Baby boomers' retiring with higher car ownership levels

Whilst the following have gone DOWN

- 20% fewer commuter trips per week
- City centre traffic decreased, more people using public transport to reach centre
- If younger people continue to travel and drive less as activities change growth will be much lower

Salient points, based on the Future of Travel Demand results, based on baseline comparison against 1996 data, include that:

- People are travelling less
 - 16% fewer trips
 - 22 hours less travelling than a decade ago
 - 10% fewer miles travelled than in 2002
- Society is changing
 - Over 60's travelling more car miles than 2002 across all area types
 - Under 60's travel less - more so for under 30's
 - Precarious employment
 - Rising insurance costs
 - Starting families later
 - Living at home longer
 - More urban living
 - Preferences have changed
 - Online shopping growing 10%+ pa
 - 30% decrease in physical shopping trips
 - Delivery van deliveries grew 50% from 2012 to 2015
 - Fast food deliveries growing 10%pa

The following sources of data were used and are available:

National Travel Attitudes Survey 2019

<https://www.gov.uk/government/statistics/national-travel-attitudes-study-ntas-2019-wave-1>

National Travel Survey 2018

<https://www.gov.uk/government/statistics/national-travel-survey-2018>

All Change; The Future of Travel Demand (2018)

<http://www.demand.ac.uk/commission-on-travel-demand/>

Greenprint Travel Project Overview

Andrew Cassy and Daniel Wareing also presented an outline of the Active and Sustainable Travel Project proposed by the East Suffolk Greenprint Forum covering:

- ▶ Quiet Lanes Phase 2
- ▶ Campaign to recruit volunteer drivers for Community Transport schemes
- ▶ Project to establish more walking buses in schools in East Suffolk
- ▶ Project to establish basic cycle ability training in safe places

ESC air quality education project

Daniel Wareing then outlined the anti-idling and air quality awareness sessions conducted at schools by ESC's Environmental Protection team raising awareness of the impact on air quality and the health of children and others resulting from excessive car idling outside schools during the school drop off and collection times.

In the course of these sessions advice was offered to all parents including drivers and non-drivers and this led to many one-to-one conversations about the issues many of which raised the sorts of obstacles to walking and cycling mentioned above.

The team also held two air quality workshop sessions at East Suffolk House and Riverside attended by 52 pupils and teachers from 10 local schools which reinforced a desire amongst many pupils to aspire to greener travel if only they felt enabled to do so.

Output from delegates

At the workshop we asked delegates to consider the following questions and offer their feedback, and the responses were captured as follows, as far as possible linking responses to an overarching theme, issue or type of action/idea.

Q.1 What else can we all do in the context of the climate emergency?	Type of action
Need clear measurable local targets that can demonstrate progress	Action Plan
Look at the big picture local / Suffolk / UK	Action plan
Share school bus services	Shared / public travel
See public transport as an essential service not a drain on public resources. Provide it cheaply in and between towns.	Shared / public travel
Get on your bike for journeys up to 5km	Active travel
Stop duplication and share resources	Collaboration
Organise local co-ordination of delivery times	Collaboraton
Travel less! More localism! Therefore less mental health problems and better community cohesion = joined up thinking!	Collaboration
Reduce car travel	Deprioritise cars
I need a viable alternative to driving solo in my 4x4 to remote places, how can I change?	Deprioritise cars
French villages have introduced low cost movable impediments to traffic to slow it down and affirm equal rights for NMUs - would it need more than agreement from traffic departments to introduce these?	Deprioritise cars

Private cars - whether electric or not - aren't the answer	Deprioritise cars
Public info campaign on idling engines and how damaging it is	Education
Farmers and landowners need to be more aware of the outcomes of their actions	Education
Buy less stuff!	Education
Words matter! Environment really means surroundings both natural and built; biosphere means realm of living things and the services they provide e.g. tree shading - 19C lower tarmac temp where shaded so less verge mowing and denser hedges please	Education
Next day delivery is likely to lead to one product in a vehicle - ask people to think if they could wait for standard delivery time	Education
Prioritise change and make behavioural change easy and cheap	Incentives / support
Tax breaks for sole traders to switch to electric vehicles	Incentives / support
Renewable energy projects need to be pro-actively promoted to individuals and small companies	Incentives / support
We probably already know what we should be doing! Sustainable transport, diet, recycle etc. Make it easier / cheaper investment	Incentives / support
Work to promote more goods by rail e.g. concerted government effort to improve rail system at Haughley, Ely etc	Infrastructure
Tree planting initiatives, clean our air	Offset
Plant more trees	Offset
How can the ESC decision to allow the destruction of Coronation Wood at Sizewell fit with climate emergency?	Policy
Sizewell - get everything onto rails. If not integrated more traffic on roads is caused	Policy

Q2 In your organisation or community, what are the travel challenges?	Issue
Air pollution high levels but not high enough when averaged out to be an AQMA	Air quality
Weight - we need to tackle the obesity crisis	Obesity
New housing estate in Melton with no bus or cycle lane provision, no shops nearby everything is a car journey away!	Planning
Retail areas are designed for cars - no cycle or pedestrian friendly spaces	Planning
Up to 33 level crossings or foot crossings are threatened with closure or rerouting if Sizewell C opts for rail deliveries	Planning
Sizewell C will clog up all of our roads - Elephant in the Room	Planning
Poor connectivity between rural and urban public transport and with schools	Planning
People driving just 200-300 yards up to the village hall	Poor individual choice
Cuts to local bus services including to the hospital impact on vulnerable people	Public transport resourcing
Not enough buses. Nearest regular service is 2 miles away	Public transport resourcing
Reduced public transport in rural areas	Public transport resourcing
Trying to save/expand bus services will not work when the economics are fundamentally against them	Public transport resourcing
Concessionary bus users don't matter because of the funding mechanism	Public transport resourcing
Max 33% bus usage is sustainable for concessions, demographics are against this	Public transport resourcing
Congestion increases costs, buses are obvious solution	Public transport resourcing

Large vehicles and increased size of cars means less carriageway space for cyclists who are being pushed off the road	Safety
As a cyclist and ex-horse rider the roads are terrifying! Why are rural roads still 60mph?	Safety
It could be up to 15 years before it's safe to walk or cycle on lanes in Suffolk Coastal if Sizewell C goes ahead	Safety
Young people - social mobility - ok for affluent families but not those on low incomes	Society

Q3 What are your ideas to address those challenges?	Type of idea
Electric cargo bikes - grants are available	Active travel
Electric bike hire for all	Active travel
More bike lanes	Active travel
Proper connectivity of cycle routes	Active travel
Plan cycle lanes with cyclists in mind, not with cars in mind	Active travel
Cycle network for East Suffolk - a PROPER one	Active travel
Behavioural change through emphasis on the health and wider benefits - needs focus and continual messages	Education
More buses to link to more trains and more stops and lines	Integrated active & sustainable travel
Cheap fold up bike schemes to feed into better public transport	Integrated active & sustainable travel
All buses and trains need to carry bicycles	Integrated active & sustainable travel
Lobbying for lower default speed limits on rural roads	Lobbying for law change
Reduce speed limits in Suffolk	Lobbying for law change
Reduce speeds on national roads - Holland is a current example	Lobbying for law change
Consider introducing flat 30mph speed limits in areas of low commercial activity Wilford peninsula east of A1152/B1078 roads	Lobbying for law change
Better local hubs to reduce distances we need to travel	Planning
Suffolk Carshare scheme - is it being used? Are people aware of it?	Shared / public travel
Demand Responsive Transport schemes need paid drivers, not volunteers - need to treat people with respect	Shared / public travel
Better connectivity network for buses	Shared / public travel
Use school mini-buses for local transport during the day	Shared / public travel
Shuttle buses at regular times	Shared / public travel
Community transport needs to be developed	Shared / public travel
Consider share vehicle small bus/taxi approach - flexible in terms of pick up points e.g. in Lowestoft (rather than large often empty buses)	Shared / public travel
Electric buses e.g. Polperro electric bus converted from milkfloat - brilliant!	Shared / public travel
Capped daily fares for young people on buses	Shared / public travel
Link up bus network with schools	Shared / public travel
We need publicly funded buses, a degree of nationalisation	Shared / public travel
Electric bus from Sutton Hoo to Melton Station, Woodbridge Station, Longshed Whisstocks	Shared / public travel
Need to improve East Suffolk Line train service - speed, frequency etc	Shared / public travel
More rail lines and investment	Shared / public travel
More train station stops to serve towns and outlying areas	Shared / public travel

Mindset change onto rail and buses to make it more friendly and accessible	Shared / public travel
Fund making public transport everywhere disabled accessible and make it easy default choice	Shared / public travel
We need a fundamental rethink of public transport as an investment.	Shared / public travel
Free or very cheap shuttle services along main roads	Shared / public travel
A train stop at Ravenswood	Shared / public travel
Shuttle buses for schools	Shared / public travel

Q4 What support is needed to address those challenges?
Bring back the local shop as a criteria in planning
Bring support services to local communities - then people would not have to travel as much
More funding for improved walking and cycling routes and investment in public transport
Funding of buses by the District Council (as buses are funded by IBC)
More collaboration between public authorities and stakeholder organisations

All of the feedback above will be shared with relevant stakeholder organisations and authorities.

In addition we asked delegates for their views on the proposed travel-related projects put forward by the Greenprint Forum and their feedback will be valuable in helping to develop the full business case Stage 2 proposal.

Feedback on Greenprint proposals
Green=positive Red=negative Blue=suggestion Black=observation
1 Quiet Lanes
Quiet Lanes need a benefit analysis
Quiet Lanes need to be connected up
Link Quiet Lanes with Sustrans cycle routes
How will we promote Quiet Lanes?
Make sure Quiet Lanes are part of local walks - this could be an opportunity to promote them
Calculate the benefits of Quiet Lanes, not just the costs
Make sure we use community volunteers as much as possible in developing the Quiet Lanes
Quiet Lanes are OK but not a significant solution to current problems
Conectivity network (e.g. Exeter cycle routes) benefits of cycling
Yes to more Quiet Lanes please!
Resurrect the Quiet Lanes publicity and use social media (boosted with finance) to publicise elements of it in relevant areas
Own experience of Gulpher Road Quiet Lane - drivers pay little regard to signs; are bigger signs required?
Better comms - use social media and local groups to raise awareness

2 Cycle tuition
Funding children to learn to ride a bike? Where are the parents and older siblings?
Fully support learning to ride a bike initiative - needs to include awareness raising of routes and particularly safe routes and secure cycle parking
If new funding is available - sustain the bikeability scheme in primary schools (I believe SCC now having to charge for them)
We can't do it all, parents should be helping children - they may need help financially though to buy the bikes
3 Walking buses
Women work nowadays. Walking bus is great for non-working mums they could help the workers by looking after their kids
Walking buses=great these poor nature and fresh air deprived generation
Also promote Park & Stride for those who live too far to walk
Great idea, engage schools, engage working parents with time constraints
Depend on reliable parents and decent cleared pavements
Relies on there being adequate footpaths
Trimley St Martin did this some years ago. Eventually novelty wore off and weather issues it went pear shaped
Need to change peoples' dependence on cars to go to work and drop kids off on way
4 Community Transport
Rural buses are important for preventing isolation. People talk while waiting for buses! We have a village bus community, they know who is ill etc by who turns up and doesn't
Needs to be more than Mon-Fri 9-4. Then it would be used by young people. And don't call it dial a ride
People not aware volunteer drivers needed - I wasn't!
Needs to be agile, and bookable when you need it eg introduce online booking, why don't they have an App?
Feel strongly that drivers need to be paid and treated with respect
Support CT schemes to have enough drivers to provide reliable service - otherwise individuals/organisations won't use them
Pressure government to liberalise restrictions on CT schemes operating published timetable (Bus Act 1985 issues)
5 20mph
Yes to Woodbridge 20mph zone, already doing this in Babergh and Bristol bring it on!
Possible but less important to me as unsure how much it works
Foster more zones in towns and also car free days in suitable areas (believe this was quite successful in Woodbridge)
6 General
The proposals are lovely but more fundamental change is needed

If we want people to walk more we need paths to be clear of foliage to allow people to pass safely. 1m is not wide enough

The proposals are nice but they are not sufficient. More fundamental initiatives required e.g. shuttle services

All brilliant schemes

Finally, Sue Hall asked all delegates for their one, single idea that they would like to see achieved and these were (in no particular order):

1. Consume less
2. Promote individual renewable energy
3. An East Suffolk cycle network
4. Environmentally friendly ways to get around
5. Fast buses
6. Share everything
7. Transport!
8. Stop Sizewell C
9. Being able to cycle more safely
10. Improvements to East Suffolk railway line
11. Polperro-style electric bus/milkfloat conversion for Melton housing
12. Grow your own – more allotments!
13. Joined up transport
14. Make public transport free
15. Empower communities through neighbourhood planning
16. All levels of government working together
17. Better public transport system
18. Cycle network that works
19. Renationalise public transport
20. Bring all of the above together through an East Suffolk Transport Strategy with strands including:
 - a. Bus priority network
 - b. Cycle priority network
 - c. Pedestrian priority network
 - d. Integrated transport