IPSWICH NORTHERN ROUTE Consultation

Friday 5 July to Friday 13 September 2019

We want to hear your views on how we can create better journeys and deliver future growth across Suffolk.

www.ipswichnorthernroute.org.uk
We want to deliver better, more reliable journeys for people travelling across Suffolk. We also want to help to enable Suffolk’s growth prospects and support our growing population and economy.

Working together, Suffolk County Council, Babergh and Mid Suffolk District Councils, East Suffolk Council and Ipswich Borough Council with support from West Suffolk Council are exploring options to create a new road to the north of Ipswich that would enable better journeys across Suffolk as well as enable future growth.

We have identified three potential routes for a new east/west link between the A12 and A14 corridors - an inner corridor from Martlesham to Claydon, a middle corridor from Woodbridge to Claydon, and an outer corridor from Melton to the A140 near Needham Market.

This consultation is the first step in the process to present the emerging options and allow members of the community to comment on the project.

The result of this consultation will feed into a Strategic Outline Business Case for the project and will inform whether or not the project continues.

We want you to feel able to make an informed response to the consultation. This booklet explains how we have arrived at our route options, where you can find more detail and how you can let us know what you think using our questionnaire.
Why we are consulting

*We want to consult the local community in order to understand the needs, impacts, issues and benefits Ipswich Northern Route could bring.*

The project is in the early stages and no final decisions have yet been made. Future work would be needed to develop a preferred route, develop emerging growth ambitions, make a submission for planning approval and secure funding, before delivery.

This consultation is the first step in the process to understand views of local people, businesses and other organisations on the indicative route and junction options. There will be further consultation with more detail if the project proceeds.

Following the steps below, the earliest a new road could be delivered would be 2027.
In order to support growth in the longer term whilst also supporting the existing communities, residents and businesses in Suffolk, we need to consider carefully the infrastructure that may be needed.

This project is needed to improve existing journeys, support the local economy, and provide capacity for future growth. By delivering more reliable journeys, additional cycling and walking facilities and a link to new houses and businesses, the project will enhance Suffolk as a great place to do business and an attractive place for people to live.

In 2016 an initial study was undertaken to look at transport conditions across the wider Ipswich area, both now and in the future. This work showed that the road network suffers from frequent and severe delays, constraining growth and reducing productivity. In particular, the work highlighted issues of congestion on the A14, supporting the No More A14 Delays campaign. It also identified problems relating to the Orwell Bridge crossing and traffic in Ipswich, impacting on nationally important assets such as the Port of Felixstowe.

Further work has since been undertaken to assess a wide range of options that could deliver the transport improvements needed for the wider Ipswich area. This work identified a new road as the most effective way to facilitate growth and deliver transport improvements.

This work has helped develop a set of project objectives to guide our work. They are:

- Improve businesses' and people's experience of using the A14 and provide additional route resilience.
- Support the existing local economy through improved connectivity, making Suffolk the best place to do business.
- Provide additional travel options, helping to optimise existing road capacity in Ipswich, leading to environmental improvements.
- Directly support new homes and jobs growth to ensure the future success of Suffolk.

Creating better journeys and delivering future growth across Suffolk
Support the existing local economy through improved connectivity, making Suffolk the best place to do business.

- Enable economic growth for wider Ipswich area and Suffolk by improving connectivity and accessibility
- Support economic growth in Suffolk as set out in the Local Enterprise Partnership’s Economic Strategy for Norfolk and Suffolk, including the Suffolk Energy Coast
- Support the delivery of the economic opportunities identified in the Local Enterprise Partnership’s Local Industrial Strategy for Norfolk and Suffolk

Provide additional travel options, helping to optimise existing road capacity in Ipswich, leading to environmental improvements.

- Reduce congestion within Ipswich town centre and on the A1214 corridor
- Improve opportunities for sustainable trips in the greater Ipswich area, including walking and cycling.
- Improved air quality and reduce noise on existing roads

Directly support new homes and jobs growth to ensure the future success of Suffolk.

- Provide additional transport capacity for planned and future residential and employment growth in the wider Ipswich area
- Enable the delivery of around 10,000 to 15,000 additional homes across Suffolk, supporting Suffolk’s housing ambitions
- Optimise the environmental benefits of the project and support low carbon development.

Improve businesses’ and people’s experience of using the A14 and provide additional route resilience.

- Positive impact on the A14, particularly for junctions with existing capacity issues and between Copdock roundabout, J55, and Seven Hills roundabout, J58
- Improve connections for vehicles accessing the north of Suffolk and Norfolk from the A14 and A12
- Reduce congestion and improve resilience of the road network when the Orwell Bridge is closed

Provide additional travel options, helping to optimise existing road capacity in Ipswich, leading to environmental improvements.

- Reduce congestion within Ipswich town centre and on the A1214 corridor
- Improve opportunities for sustainable trips in the greater Ipswich area, including walking and cycling.
- Improved air quality and reduce noise on existing roads

Directly support new homes and jobs growth to ensure the future success of Suffolk.

- Provide additional transport capacity for planned and future residential and employment growth in the wider Ipswich area
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- Optimise the environmental benefits of the project and support low carbon development.
Identifying options

**Identification of option**

We identified 31 options which could meet our objectives.

- **Buses** e.g. additional routes and Bus Rapid Transit
- **Rail** e.g. new rail stations, increased capacity and frequency
- **Road** e.g. new roads to the north and east, junction improvements and a tunnel under the River Orwell
- **Smart Technology** e.g. integrated transport

**Initial assessment**

We assessed the options to find out which would provide the most benefits in relation to our objectives. We also assessed the options against the following categories:

- Scale of Impact;
- Practicable feasibility;
- Affordability, and
- Public Acceptability.

**Top options**

The assessment scores identified the top five highest scoring options to be new road links to the north of Ipswich between the A14 and the A12. The routes were a mix of single and dual carriageways. Alternative options may still provide benefits and may still be delivered alongside a new road.

**Corridors refinement**

Three corridors were identified

- **Inner**
  A southern route providing greater connectivity with Ipswich

- **Middle**
  A route between the Inner and Outer Routes with greater potential to serve east-west routes and connections with Ipswich

- **Outer**
  A predominantly east-west route to the north of Ipswich, including options around Coddenham.

In the following pages we provide more detail on the routes. We explored the three routes as dual carriageways, in order to assess the maximum footprint against the constraints in the area. However, going forward a single carriageway may still be considered.
Identified route options

The image below shows a possible cross section of the Ipswich Northern Route.

It is proposed that the road will include additional provision for a shared route for pedestrians and cyclists, or local improvements to existing public rights of way to improve access to more sustainable walking and cycling routes.

We are looking to maintain connectivity with key roads along the routes, these are shown on the route plan (see page 10). The details of these will be progressed when a preferred route is selected.

We are aware that some private accesses and Public Rights of Way may be affected by the route options. We are consulting to gain a better understanding of how people use existing routes to identify possible solutions that seek to minimise severance.

Land and Property

The delivery of the project (should this be progressed) will require the acquisition of land and rights over, or access to, land owned or occupied by a number of people and organisations.

Various environmental surveys will need to take place in and around that land to inform the project and determine a route selection.

If you think that any of the presented indicative routes may have a potential to impact on your land, property or access at this stage, please note that this does not necessarily mean that this impact is definite. The project is in the early stages of development, the preferred route is still to be determined and the alignment may change.

We are keen to engage with potentially affected property and landowners. If you have any concerns about the potential impact on your property, please contact us using the details provided in the ‘Have your say’ section and we will be happy to discuss them with you.

There are processes in place to protect your financial interests, should your land be required. Compensation may be payable where land and/or interests in land are acquired, with provisions also available for land impacted for large infrastructure projects, by the physical effects of the scheme once the road is open. We will continue to engage with you as more detail becomes available.
As the project is still in the early stages, the route alignments have been developed to avoid or minimise their impact on local constraints, such as the environment, communities and utilities.

To show the potential areas where change may be possible, sections of purple shading have been added to the map below, these areas are known as the limits of deviation. These areas vary along the route as they are dependent on local constraints and design considerations.

The map also shows the routes with some of the key environmental constraints that have been identified.
Assessment of constraints

We have undertaken a desktop study to identify the potential environmental constraints in the area. Going forward, the design of the proposed route will require further detailed environmental assessment work in order to avoid, minimise and mitigate potential effects on the environment.

Landscape

The area of the proposed routes is mainly characterised by agricultural landscape with arable farmland, vegetation and woodlands.

The proposed routes are not located within Areas of Outstanding Natural Beauty (AONB). However, Suffolk Coast & Heaths AONB, which is located less than 1km from the Middle Route and the Inner Route, will be considered further as the project progresses. The proposed routes cross three distinct National Character Areas. These are South Norfolk and High Suffolk Claylands, South Suffolk and North Essex Clayland, and Suffolk Coast and Heaths.

Biodiversity and nature

The proposed routes are likely to cross habitats that may support protected species. The proposed routes have been designed to avoid designated sites including Ancient Woodland, SSSIs and LNRs. The design also avoids other notable habitats which are located along the proposed routes.

The area considered for the proposed routes comprises three Groundwater Source Protection Zones. The proposed routes cross the River Gipping, the River Lark and the River Fynn, and some of their tributaries. These are associated with flood zones.

Air quality and noise

The proposed routes run close to villages and towns including Claydon, Ipswich, Grundisburgh, Woodbridge and Martlesham. The proposed routes are not located within an Air Quality Management Area and do not fall within any Defra Noise Important Areas which are designed to manage air quality and noise issues. One of the objectives of the project is to improve air quality and reduce noise emissions from traffic occurring on existing roads (particularly in North Ipswich). However, a number of human and ecological points along the potential routes might get exposed to increased noise, vibration, light nuisance, dust and exhaust emissions during construction and operation of the proposed project. This will be a key area of assessment, including options to minimise the impacts, as the project develops.

Cultural heritage

Suffolk has a rich historical heritage and the proposed routes have been designed to avoid listed properties (Grade I, Grade II* and Grade II), for example Shrubland Hall Grade I Registered Park and Garden and also Scheduled Monuments. The proposed routes also avoid four built conservation areas located in Whitton, Grundisburgh, Tuddenham and Coddenham. There are no world heritage sites or registered battlefields within the vicinity of the proposed routes.

There is the potential for archaeological finds in this area, as recently identified by the East Anglia offshore Wind project. This is an area that will be investigated further as the project develops.
Route options

We would like your views on the routes and junction options. The current routes are indicative at this stage and further work will be required until exact alignments can be confirmed. The costs of route options are in the order of £500m to £560m and indicate the project would be good value for money.

The map below shows the route options for the Ipswich Northern Route, together with the key roads connecting into the main routes; from the north and north-east, linking into Ipswich. It is anticipated that these will be connected by roundabouts. The connecting roads are:

- Henley Road (C441)
- Westerfield Road (B1077)
- Tuddenham Road/Grundisburgh Road
- Rushmere Road

Interchanges with key connecting roads would improve connectivity with rural communities and provide more options for traffic entering Ipswich town centre.

Each route alignment will now be considered in more detail, and further consideration will be given to the junctions where these routes link to the A12, A14 and connecting roads.
The Outer Route is the most northern option. The option comprises a new road connecting the A140 to the west with the A12 Woods Lane junction to the east.

Around the village of Coddenham we are presenting two possible route options, one to the north and another to the south, effectively acting as a local village relief road, intercepting the B1078.

How it meets the objectives

- Generates most of its benefits from strategic east-west journeys that do not start or finish in Ipswich.
- By improving east-west links, the route would help promote economic growth in the Suffolk Energy Coast.
- Interchanges with key connecting routes would improve connectivity for outlying villages
- Provides a relief road to Coddenham

Environmental considerations

The Outer Route has been designed to minimise impact on protected ecological habitats such as Ancient Woodland and SSSIs, Listed Buildings and Scheduled Monuments. It has also been designed to avoid, where possible, built infrastructure including commercial and residential properties.

The route options around Coddenham intend to minimise impact on the historic centre of Coddenham, with several listed properties, and neighbouring Shrubland Hall, a Grade I designated Park and Garden.

To the eastern extents, the Outer Route crosses the River Lark and one of its tributaries before joining the A12 near Woodbridge.
The Middle Route would be further south of the Outer Route. It comprises a new road between the A14 near Claydon, and the A12 at Woodbridge.

There are two options to connect with the A14 and A12. More information on these options is on page 14.

How it meets the objectives

- Provides benefit for strategic east-west journeys including some that start or finish in Ipswich.
- By improving east-west links, the route would help promote economic growth on the Suffolk Energy Coast and the Port of Felixstowe.
- Interchanges with key connecting routes would improve connectivity for local villages improving route choice and accessibility to the A14 and A12.
- Distributes traffic into Ipswich town centre more evenly, easing congestion connecting roads from the A14 (Norwich Road) and A12 (Main Road).

Environmental considerations

The Middle Route has been designed to avoid listed buildings, scheduled monuments and protected ecological habitats such as Ancient Woodland, Rede Wood LNR and Riverside House Meadow, Hasketon SSSI.

It has also been designed to avoid as much as possible built infrastructure including commercial and residential properties, for example south of Witnesham and crossing with Wood Farm Road.

The Middle Route crosses a number of utilities including the East Anglia One and Three cable route, the electricity overhead pylons and the gas distribution network.

It also crosses the River Fynn and the River Lark before diverting in two options which are connecting with the A12.
The Inner Route is the closest to Ipswich and comprises a new highway route between the A14 near Claydon, and the A12 near Martlesham.

How it meets the objectives

- Provides excellent opportunities to improve trips in and around Ipswich as well as more strategic east-west journeys.
- Improving east-west links, with opportunity to provide greatest relief to the A14 during times the Orwell Bridge is closed, and alleviating unnecessary congestion in the centre of Ipswich
- Supports local growth in Ipswich as well as the Suffolk Energy Coast and the Port of Felixstowe.
- Distributes traffic into Ipswich town centre more evenly, easing congestion on connecting roads from the A14 (Norwich Road) and A12 (Main Road).

Environmental considerations

This route options crosses a number of utilities near Witnesham including the East Anglia One and Three cable route, the electricity overhead power line and the gas distribution network.

From the connection with the B1113, this route option crosses the River Gipping and one of its tributaries. Further east, the route stays south of the River Fynn and has been designed to avoid listed buildings, scheduled monuments and protected ecological habitats such as Ancient Woodlands and SSSIs. This option specifically avoids a Grade II Listed Building - Kesgrave Hall and Sinks Pit Valley Kesgrave SSSI.
**Junctions linking to A14**

**Outer Route – A140 / A14 Junction 51**

This option includes construction of a new roundabout on the A140 at the existing junction with the B1078 Needham Road and Coddenham Road. From the roundabout, the Outer Route includes options to the south or north of Coddenham.

National Cycle Route 51 passes through the existing junction and there are facilities for cyclists using this route. The design will look to include appropriate provision for cyclists as part of the development of a roundabout design.

**Middle Route and Inner route – B1113 / A14 Junction 52**

This option involves creating a roundabout on the existing B1113 Bramford Road junction, using the existing section of dual carriageway to connect to the A14 Claydon junction. This option would include crossing over the A14, railway and River Gipping.

**Middle Route and Inner Route - J52, Claydon, and J53, Ipswich Anglia Retail Park**

This option involves the construction of a new grade separated junction on the A14 mid-way between the existing junctions 52 Claydon and 53 Bury Road (Asda), requiring the diversion of the existing slip roads to the new junction.

**Discounted options**

We considered a range of different junction options, including a connection with Junction 53, Bury Road (Asda). This option has been discarded due to the constraints of surrounding properties, presence of significant utility infrastructure, and potential traffic impacts on what is already a busy junction.
**Junctions**

**Junctions linking to A12**

**Outer Route – A12 / A1152 Woods Lane roundabout, Woodbridge**

This option proposes a connection to the existing roundabout. The roundabout will need to be enlarged to accommodate increases in traffic flows. The existing cycle facilities will be reviewed and appropriate provision made for cyclists across the whole junction.

**Middle Route – New roundabout south of Dobbies/Wyevale Garden Centre**

This option would involve creating a new roundabout south of the Dobbies/Wyevale Garden Centre, to the west of the A12. It would seek to minimise impact on neighbouring residential properties adjacent to the A12, and would allow the existing section of single carriageway of the A12, to the south of the Dobbies/Wyevale Garden Centre, to be increased to dual carriageway.

**Middle Route – existing roundabout near Seckford Golf Centre**

This option proposes to connect to the existing A12 roundabout, south of Seckford Hall. This alignment would have a significant impact on the Seckford Hall golf course.

**Discounted options**

We have looked at an option to join the A12 at existing A12/B1079 roundabout junction. This option has been discounted due to the impact on residential and commercial properties and the traffic impact on an already busy junction.
Inner Route – A12 / A1214 Main Road roundabout, Martlesham

This provides opportunity to form a connection at the existing A12 / A1214 roundabout. This option is likely to upgrade the junction to a roundabout on a bridge over the road, although an option to increase the size of the roundabout and widen the existing approaches to improve capacity and minimise congestion is also being considered. The existing Park & Ride would be relocated to accommodate these changes.

Inner Route – A12 north of the Park & Ride site

This option would involve the construction of a grade separated junction with the A12 to the north of the River Fynn, making the most of the elevated section of A12, with the new junction passing underneath the A12. This option reduces impact on the woodland surrounding Kesgrave Hall and loss of the existing Park & Ride, also creating opportunities for traffic to flow more freely, reducing pressure on the existing A12 junctions.

Travel times

Computer-based transport modelling has been used to assess the potential impacts of the routes and how it could change the traffic movements across the region.

The model was created using a range of data sources such as road traffic surveys (on existing usage), predictions of developments in the area and information on road layout, dimensions and speeds. The method used for modelling is a national standard.

The table below shows the estimated percentage changes in travel times (peak times) for different west-to-east journeys for the points below with each of the routes options in place, in 2027.

<table>
<thead>
<tr>
<th>Journey</th>
<th>Outer Route</th>
<th>Middle Route</th>
<th>Inner Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>Needham Market - Melton</td>
<td>-39%</td>
<td>-19%</td>
<td>-11%</td>
</tr>
<tr>
<td>Needham Market - Adastral Park</td>
<td>-14%</td>
<td>-16%</td>
<td>-25%</td>
</tr>
<tr>
<td>Bramford - Melton</td>
<td>-19%</td>
<td>-36%</td>
<td>-29%</td>
</tr>
<tr>
<td>Bramford - Adastral Park</td>
<td>-2%</td>
<td>-11%</td>
<td>-23%</td>
</tr>
</tbody>
</table>
The map below shows predicted estimated percentage change to traffic flow by route in 2027 compared to the levels we would see on those roads in 2027 if nothing was done.
Have your say

The consultation is your opportunity to express your views on the project. There is more information available as part of the consultation on the website www.ipswichnorthernroute.org.uk

You can also register to be kept up to date on the project. This consultation will run for ten weeks from Friday 5 July to Friday 13 September 2019

There are several ways you can respond to the public consultation:

- Complete questionnaire online at www.ipswichnorthernroute.org.uk
- Attend a public consultation event and complete a questionnaire

You can also call our customer service number on 0345 603 1842 (8.30am to 17.30pm, Monday to Friday (excluding bank holidays)) or email us at ipswichnorthernroute@suffolk.gov.uk to request a hard copy of the questionnaire and information.

Working together:

Suffolk County Council
Babergh and Mid Suffolk District Council
East Suffolk Council
Ipswich Borough Council

With support from West Suffolk Council

If you need help to understand this information in another language please call 03456 066 067.

If you would like this information in another format, including audio or large print, please call 03456 066 067.