

Suffolk Local Access Forum	
Title:	Agenda
Meeting Date:	25 July 2019
Author/Contact:	Anna McGowan
Venue: Main Hall, The Riverside Centre, 6 Great Glemham Road, Stratford St Andrew, Saxmundham IP17 1LL	

- | | | Paper Number |
|-----|---|--|
| 1. | 13.30 Welcome, apologies and housekeeping | |
| 2. | 13.32 Minutes of previous meeting | LAF 19/16 |
| 3. | 13.37 Declaration of interest | |
| 4. | 13.38 Feedback from Regional Access Forum Meeting | LAF19/17 - BH |
| 5. | 13.49 Sizewell C | LAF 19/18
LAF 19/18A
LAF 19/18B
LAF 19/18C - AW |
| | 14.00 Stage 4 Consultation - Presentation | EDF |
| 6. | 14.40 Sunnica Solar Farm | Verbal - AW |
| 7. | 15.00 The England Coast Path | LAF 19/19 - AW |
| 8. | 15.15 Network Rail – Public Rights of Way and Level Crossings | LAF 19/20 - AW |
| 9. | 15.30 Ipswich Northern Route Consultation Paper | LAF 19/21
LAF 19/21A
LAF 19/21B - AW |
| 10. | 15.45 Public Question Time | |
| 11. | 15:50 Any Other Business | |
| 12. | 16:00 Dates of next meeting – 24.10.2019 venue tbc | |

Suffolk Local Access Forum	
Title:	Minutes of Meeting
Meeting Date:	25th April 2019
Author/Contact:	Anna McGowan
Venue:	Mildenhall Cricket Club, Wamil Walk, Wamil Way, Mildenhall IP28 7JU

1. Welcome, apologies and housekeeping

Present: Barry Hall (BH) (Chair), Jane Hatton (JH), Monica Pipe (MP), John Wayman (JW), Roland Wilson (RW), Margaret Hancock (MH), Derek Blake (DBL), Susan Mobbs (SM), Suzanne Bartlett (SB), Claire Phillips (CP)

SCC Officers Present: Anna McGowan (AM) (Minutes), Andrew Woodin (AW), David Falk (DF), Steve Kerr (SK), Mary George (MG)

Apologies: David Barker (Vice Chair) (DB), Cllr Jane Storey (JS), Cllr Diana Kearsley (DK), Gordon Merfield (GM), Anthony Wright (AWR)

Members of the Public: Mr & Mrs Hawkins

2. Minutes of previous meeting (LAF19/10)

The minutes of the meeting held on 24/01/2019 were reviewed with the following amendments:

1. Suzanne Bartlett
6. DBL was very supportive of Walkers are Welcome
8. Norfolk LAF – Ken Hawkins, Vice-Chair of NLAF

DK recently informed SLAF she is stepping down as District Councillor leaving SLAF in this capacity, but is interested in becoming a SLAF member in her own right.

Updates -

MH attended the CRP meeting in March, where there were discussions about SZC.

Action point 4. Network Rail: Gipsy Lane Diversion Order - SK sent Statement of Case to the Inspectorate by deadline of 13th February 2019.

3. Declaration of interest

There were no declarations of interest.

4. Network Rail – Public Rights of Way and Level Crossing

Gipsy Lane - SK gave an update through his paper. SCC submitted its Statement of Case in February, and Network Rail submitted their Statement of Case by deadline of 27th of March 2019 regarding the Diversion Order.

No other Statements of Case have been lodged by third parties.

SCC Officers are drafting Council's Proof of Evidence for 7th May deadline.

There will be a meeting with Network Rail on 26th April to prepare for the Public Inquiry (opening 4th June).

JW congratulated SCC for getting the precise details of dimensions on the culvert.

Action point: BH to attend Public Inquiry on 4th June 2019.

Trimley – the issues regarding alignment, and request for fencing/gates were explained which of the Countywide TWAO were to be confirmed then SCC may have to deal with similar issues countywide.

Nacton – Network Rail want to permanently extinguish both The Routs crossing (private level crossing) which serves private vehicle traffic and pedestrian traffic through to residential areas and commercial businesses - and is the 6th riskiest crossing in England and Wales; and The Shepherd and Dog crossing - less frequently used and is much lower risk.

Network Rail have also indicated they will object to a 2017 planning application submitted to East Suffolk Council (ESC) (formerly Suffolk Coastal District Council), as it will bring further footfall over both crossings.

SCC met with Network Rail and advised they will object to outright closure of public footpath crossing and is encouraging Network Rail to fund provision of a footbridge over the railway. Network Rail will work with Planning Authority and developers on this suggestion though it's not in a position to fund a footbridge.

AW added that the Shepherd and Dog public footpath should be seen as an 'asset with a value' as it serves a relatively large population of Ipswich, giving access to Levington, and has a high conservation value.

General/Countywide – SCC has still not received the date for the release of the Inspector's recommendations, which will be sent to the Secretary of State for Transport for their decision.

5. England Coast Path

AW gave updates from the paper focussing on the stretches in more detail, noting the meeting with Laura Challis and Darren Braine regarding Shotley Gate to Felixstowe Ferry. The estuarine route is being drafted and had clarified the ECP would not be reliant on a ferry service, although the section was complicated, covering 'historic parklands' and the footway over the Orwell Bridge. Natural England is seeking to improve this section.

MH stated that the estuarine route had numerous tourism benefits with many tourism businesses along the route.

SCC discussions are ongoing with a meeting on 5th March 2019 with Essex and Norfolk County Councils on the future management of the ECP. Simon Amstutz, AONB Manager, was present, and produced a new management plan with a statement on the ECP.

6. ROWIP

DF confirmed that this is now in final draft and is due to go to Cabinet after public consultation although this has been postponed because of local elections in May. The

consultation is on the SCC website, and will run for 6 weeks from July-August. The ROWIP will need to be presented to the informal cabinet and the Conservative Group before being presented to Cabinet in September. Following any amendments, it will become official and published between October-November.

7. Sizewell C Stage 3 Consultation

BH explained his meeting with RW and SB and their joint SLAF response to the Stage 3 Consultation (the Consultation had also proposed closures to 12 level crossings). AM confirmed SLAF's response had been acknowledged by email by SZC, but the same SLAF response sent by letter to EDF has not had an acknowledgement to date. AW confirmed SCC had responded jointly with East Suffolk Council to the Consultation, with a push to protect all PRow within 5 miles of the development as this was an area of high valued access. AW requested a communications strategy during construction to explain any closures or diversions and a transit service for the coast path during construction. BH expressed concerns over the change from a jetty to beach landings which could result in more closures to the coast path. RW advised the Ramblers had also made a representation to EDF with similar points to SLAF and SCC. He also noted there will be a 'community pot' but at present it is not known how it can be tapped into; and asked about legacy and continuity. MP asked how this could involve other stakeholders ie. RSPB, National Trust, and suggested making representations to the Member of Parliament. JW asked about figures of pedestrian usage of the crossing along the ESL crossings to be affected ie. the Westerfield crossing.

Action point: AW to find out the process for the Legacy, the programme, and any further opportunities for SLAF to make comments.

8. Regional Local Access Forums

The RLAF Minutes were very detailed. AW pointed out a section on green infrastructure in Natural England's Internal Policy Briefing "Green Infrastructure: Our Natural Future", which condenses planning guidance. It identified "Essentially Green Infrastructure is 'nature doing a job' where it is most needed and adds greatest value" and specifically identified rights of way as being an integral part of green infrastructure.

BH noted that the RLAF is useful for insight for what goes on around the neighbouring counties.

Action point: BH to attend the next RLAF on 10th July 2019.

9. Public Question Time

There were no public questions.

10. Any Other Business

DF provided updates on the Suffolk Walking Festival

- Over 200 tickets were sold on the first day of their release
- Walk Leaders have been provided with walk leader and First Aid training.
- There has been a comprehensive marketing strategy and good engagement with local media, with radio interviews on ICR, BBC Radio Suffolk, Felixstowe Radio.
- Articles have appeared in the Suffolk Magazine, Bury and West Suffolk Magazine, the Bury Free Press, East Anglian Daily Times, and Norfolk and Suffolk Life.

- Regular newsletters are being sent to both Walk Leaders and Walkers.
- Printing costs have been reduced this year by using Leiston Press, who have also provided editorial.
- AM is involved in a lot of the organisation of the Festival.
- A dedicated member in the Green Access Team, Jen, is focussing on the Social Media promotions for the Festival.
- A Suffolk Walking Festival facebook page has been created and used alongside Discover Suffolk.
- Good distribution of brochures around the whole county with Walk Leaders playing their part in promoting too.
- New walks and fresh ideas have been added to this year's programme working with stakeholders ie. walks with Vintage Military Vehicles rides (Eye WaW); walks with sail rides across the Orwell in a Thames Barge (Topsail Charters); walks with a shepherd and sheepdog on Orford Ness Nature Reserve (National Trust).
- The Onelife health walks are going well.
- The Fringe Events are going well.
- The Launch is on 11th May at West Stow Country Park, and will see an even larger turnout than previous year.
- There is a better spread of walks across the county, though a future development could be more walk leaders to organise walks around Newmarket, Mildenhall, and Brandon.
- Research will be carried out during and after the Festival.

SM said she had bumped into a couple whilst walking in the Wye Valley who told her that Suffolk had the best walking festival!

11. Date of Next Meeting

25th July 2019, Assington Village Hall

END

Suffolk Local Access Forum	
Title:	Minutes of Regional Access Forum 10 July 2019
Meeting:	25th July 2019
Author/Contact:	Barry Hall
Venue:	The Riverside Centre, Great Glemham Road, Stratford St Andrew Saxmundham IP17 1LL

East of England Local Access Forums - Chairs & Vice-Chairs Meeting 10th July 2019, Peterborough NE Offices

Attendees

Barry Hall and David Barker – Suffolk
Louis Upton and John Mardle – Central Beds and Luton
Ken Hawkins - Norfolk
Katherine Evans - Essex
Mary Sanders – Cambridgeshire - Chair for the meeting
Marie- Pierre Tighe - Broads Authority
Fiona Taylor - Natural England

Apologies: Martin Sullivan – Norfolk, Ray Booty- Essex, Sue Dobson – Thurrock, Clive Becket –CBC/Luton, Roger Buisson - Cambs, Keith Bacon - Broads

Actions

1. Worcestershire JLAF have resolved to push for a postponement of the CROW cut-off of 2026. We agreed that we would discuss this at our local LAFs and decide whether to also call for postponing the deadline. The Worcs letter will be sent round.
2. The Ministry of Housing Communities and Local Government (MHCLG) was due to report on the progress of the “Parks Action Group” during early 2019. Fiona Taylor (NE) will check if anything has been published.

Meeting Notes

Chair comment- Very sorry to learn of death of the Peterborough Chair – Steve
Chair explained that LGS Services (Ann Griffiths/ Gail Stohr) are no longer servicing the Cambs LAF and all communications should be sent to claf@cambridgeshire.gov.uk. The CC officer is Phil Clark.

Minutes Accepted.

Matters arising from minutes of last meeting

The Future Agricultural Bill (draft Framework Legislation) for the situation after Brexit. Although there has been a sympathetic response from MPs, the bill is bogged down. MPs are a good route to promote a positive response regarding all access issues and bespoke letters from individuals, with local subjects, evidence based, the best way to engage MPs.

Network Rail and closure of railway crossings will be outstanding until November 2019 at least.

Round-up of issues affecting LAFs

Central Beds and Luton - Louis Upton

- East-west Expressway/Railway – both are waiting for decisions on routes
- Central Beds are planning to build over 30,000 houses. Much of this development is being approved, despite the fact that the Local Plan has not been completed (currently with the inspector).
- No site-wide plan re CBC for 7000 houses involving 12 developers (incl. two major ones)
- Definitive Map has limited resources being applied to it, so anything non-critical has to wait years. However, the picture is improving with part-time appointments by both Central Beds and Luton
- Phil Wadey escalated one of his applications with CBC and the inspector directed that CBC should determine the application within one year (but there are no sanctions if CBC miss the deadline).
- Luton RoWIP of Sept 2017 still not easily available for public access
- Keen to increase membership of JLAF to include areas not yet represented e.g. Eastern area

Essex - Katherine Evans

- Draft Green Infrastructure plan issued by CC but no knowledge or consultation with LAF as just sent to a few groups
- Walking Strategy not sent to any officers and Ringway Jacobs - outsourcing group ignored LAF
- Fingerposts are not being replaced – they are statutory, but there is no timescale.

Suffolk - Barry Hall/David Barker

- Network Rail issues
- Planning re Sizewell C- impact on coastal paths/Bridleways and 3rd consultation with no result yet 4th consultation issued due by 21st July 2019
- Northern Bypass- Ipswich
- Green access Strategy- LAF now involved
- Annual report to Council to be submitted
- ROWIP was created with a lot of input from the LAF. Now out to consultation.
- Overall LAF is listened to and consulted

Broads- Marie- Pierre Tighe

- Test and Trial of new “Environmental Stewardship” schemes and report on the state of the Broads
- Proposal for an S26 path creation will be presented to the authority. Negotiation has failed. This is to improve the route of a Long Distance Trail.
- Norfolk LAF linkages to recruit members via social media/local papers
- Membership of 12 with extra 6/8 for specific areas
- National Park and has a website with LAF page designated on it
- AGM report available

Norfolk- Ken Hawkins

- Good administrative support, but LAF is treated as a council committee so can get caught up in bureaucracy
- Active PROW with Ramblers/CPRE/U3A
- RoWIP wider scope published in early 2019. Developed largely by LAF with support from Norfolk CC Officers.
- FWAG (Farmers and Wildlife Advisory Group) formed in 1974 active alongside Parish Councils.
- Lots of permissive access being lost despite efforts to maintain – money is an issue. Some kept via local funding.
- Communications Group raising profile of LAF
- Visions and Ideas Group- Norfolk Trail Group - Natural England Model used with Data counters, Questionnaires- Revealed £13–£17Million generated plus a further £32M in additional money for local economy.
- Greenways project – Former railway lines- convert to NMU – Marriots Way
- LAF has 20 members plus 2 county Councillors
- Walking and cycling champion should report to LAF
- 75 unresolved DMU

Cambridgeshire/Peterborough - Mary Sanders

- Massive developments all round. These include
 - o Reopening the March–Wisbech railway line.
 - o Eddington (University development to the west)
 - o Milton Keynes – Cambridge Arc
 - o A14 a big issue – completes end 2020.
 - o Marshalls Airfield for next 10 years. Then it will move to Duxford, Cranfield or Wyton
- Greenway routes – surfacing issues for walkers/cycles (speed plus normal bikes)/horses
- P'boro/ Cambridge Mayor has 'outlandish' plan for an underground transport system
- New bus routes/Park and Rides
- New Manager at Stagecoach, which might help change
- Reactive not proactive

Natural England – Fiona Taylor

LAFs are still encouraged to produce an Annual Report. In the past this had to be summarised on a proforma and sent to NE. There is currently no formal review, so FT suggested that LAFs should send their annual report in the format they produce it in, but no one in NE is responsible for LAFs or for reading them.

FT gave an update on the status of the English Coast Path around East Anglia. New sections are being published in chapters so that objections do not hold up the whole sections. In some sections (e.g. Weybourne to Hunstanton) there has been a huge volume of representations and objections. This, combined with the need to have new HRANCA documentation, has delayed completion. KE told us that a path in Essex has been diverted and yet the coastal path still has it on the original line. Does this mean that both paths will be legal?

AOB

Essex (KE) circulated some questions on:

- Mitigating against the destruction of public rights of way through natural causes
- The Issue of long Temporary Closure Orders = temporary Traffic Regulation Orders TTROs

Central Beds/Luton JLAF passed these to the Central Beds Senior Definitive Map Officer. His response is appended (NB as noted these are not a formal response from Central Bedfordshire Council, but are the opinion of the officers consulted).

**Appendix****Response to JLAF Query**

By Adam Maciejewski - Senior Definitive Map Officer - 9th July 2019
0300 300 6530 adam.maciejewski@centralbedfordshire.gov.uk

Adam

Can you liaise with your Area ROW officers for CBC's position on the points raised. We require information for our Wednesday Regional LAF meeting.

Thanks

Clive

The following responses do not constitute Central Bedfordshire Council's formal position on these issues: this can only be achieved through an approved and adopted policy. The responses below, which have been hastily gleaned from officers, represent an agreed informal working practice.

A) Mitigating against the destruction of public rights of way through natural causes

Essex Highways state that there is no "spreading room" concept as with the Coastal Path. The legal line of the path can NOT be moved.

So how can we deal with:

(1) existing PROWs that are endangered due to erosion - by the sea and by rivers / watercourses. The Environment Agency is no longer "holding the line" as regards the coastline in some / many locations.

- **Case law says if a path is eroded it is lost. The path would need to be diverted before it went or would need to be re-created afterwards.**

(2) existing PROWs at these "edge" locations are (generally) classified by Essex Highways as field-edge footpaths so they only need to be 1.5m wide. If they are / become fenced then with Essex Highways only cutting upgrowth once a year (on about one-third of the network), these paths become impassable and can be dangerous if there is any form of erosion / edge meandering.

- **Path legal widths are recorded in the Definitive Statement - where recorded. For maintenance purposes the enforceable widths are equal to the legal widths, if recorded, or Sch 12A minimum and maximum widths if not.**

(3) how to protect PROWs that are being proposed for diversion to these "edge" locations. I have tried to get various forms of wording - e.g. x metres from the bank, extra width (3m), anti-erosion agreements - but have generally been completely unsuccessful.

- That is because if the bank moves the path would move and the path's legal position has to be fixed in space and cannot "migrate" over time. Successive legal orders would need to be made to move a path away from an encroaching watercourse.

(4) can anything be put into a ROWIP.

- Yes – a contingency for the authority to act as in Q1 above by periodically making orders to divert paths away from natural hazards (e.g. rivers or sea).

B) The Issue of long Temporary Closure Orders = temporary Traffic Regulation Orders TTROs

1) Are other Highways Authorities also issuing long PROW temporary closure Orders - either as 2 year orders or as "temporary" Orders that are renewed again and again. The net effect is that PROWs are being closed for 2+years.

- Yes, if we have to but we do try to obtain temporary diversion routes where physically possible.

2) If yes, is there anything that can be done? Can we put anything into ROWIP? We are told that there is no right to object to TTROs and any objections, if made, can be ignored.

It is probably advisable to consider the question with regard to the different circumstances of the TTROs:

- a. closures due to development
- b. closures of PROW crossings by Network Rail
- c. closures due to bridges / culverts / embankments needing to be repaired. These closures seem to be a Highways Authority issue - reportedly due to lack of money.

- There is no right to object to a TTRO as this is usually made on the ground of public safety. Something could be put in the RoWIP as guidance of what an authority should do when it receives a TTRO request. It would probably be better as a separate JLAF endorsed council policy though.

C) Coast Path

Update on the England Coastal Path and the EU environment regulations - apologies I have forgotten the correct name - which is holding up the approval of Essex sections of the path

- No response given.

D) ROWIP actions

Where members have an appendix with specific path improvements written into their ROWIP..

(i) has this worked - have they been improved?

- No. This is because CBC currently does not have the staff time to act on RoW action points in such a targeted manner.

(iii) how were the paths / routes selected?

- Paths/routes not selected. However, where officers are working on issues, they do try to take into account network improvements and gains when formulating solutions.
- When CBC produces its own RoWIP (it current has an "Outdoor Access IP") it will select a number of routes to provide long-distance bridleway or cycling connectivity between areas of population or employment.

END

Suffolk Local Access Forum
Title: Sizewell C Stage 3 Consultation
Meeting Date: 25th July 2019
Author/Contact: Andrew Woodin
Venue: The Riverside Centre, Great Glemham Road, Stratford St Andrew Saxmundham IP17 ILL

An Update

The joint response of Suffolk Coastal District Council and Suffolk County Council to EDF Energy's Stage 3 Public Consultation was published on 26 March 2019 and can be found [here](#). SLAF's response was sent to EDF on 27th March 2019 and is attached at appendix A.

Since stage 3 finished, EDF have announced a stage 4 consultation, to run from July 18 until September 27, and which will focus on specific areas including transport and ecology. Further information can be found in the Sizewell C Project Update July 2019 emailed by EDF on Wednesday 10th July and forwarded to SLAF. A copy can be found at appendix B.

At its last meeting, SLAF asked what is the formal process to make their case for green access improvements as part of the legacy for the development. The question was asked of the joint authority leads and it would appear the forum should work with the county council to influence what might form the content of the S.106 planning agreement which might deliver off site improvements, and use what opportunities it can to influence EDF direct.

Presentation

EDF project leads will attend SLAF's meeting and give an overview of stage 4. As those staff are also manning local exhibitions the same day their time will be limited to 30 minutes.

SLAF will be able to consider it's response to stage 4, and whether it can use the additional consultation to reinforce concerns it has already expressed in its stage 3 response. There may also be the opportunity to question EDF further about the process by which the forum can lay out those improvements it believes are necessary to make the development acceptable.

Outage Car Park (DAR)

Since SLAF's last meeting, East Suffolk Council consulted on various matters connected with Sizewell B Power Station Complex and adjoining land included in a planning application from EDF. The documents can be found [here](#) [DC/19/1637/FUL](#), and the county council's response is attached at appendix C.

Further Progress

Since the last SLAF meeting, officers have attended meetings and a workshop on 9th July with EDF's consultants to discuss the impact of Sizewell C on access and recreation. At the workshop, much of the discussion focussed on Lovers Lane and Bridleway 19 (the main north south linear route), and minimising road crossings. It will not be possible to keep the present desire line and the public will have to accept disruption and inconvenience during construction, but some progress was made on keeping this to a minimum,

This disruption, and similarly for the Suffolk Coast Path, reinforces the importance of a strong legacy package for the access network, and at the meeting county council officers used the opportunity to focus on one such improvement, in the form of a direct cycle route from Aldeburgh to Minsmere, including BR19. EDF acknowledged this as a legitimate request, and it will be tracked as a specific improvement request. SLAF may wish to consider whether to pick up on this at stage 4.

END
AW/SCC July 2019

App A



App B



FW_ Sizewell C
Project Update July :

App C



Suffolk Local Access Forum
Title: The England Coast Path
Meeting Date: 25th July 2019
Author/Contact: Andrew Woodin
Venue: The Riverside Centre, Great Glemham Road, Stratford St Andrew Saxmundham IP17 ILL

1. Progress on Establishing The England Coast Path (ECP)

The latest information from Natural England's (NE) on its progress for the ECP in Suffolk and Norfolk is shown on their website. The website was last updated on 21 March 2018.

Stretch name	Progress
Harwich to Shotley Gate	Stage 2 and 3: Develop and Propose
Shotley Gate to Felixstowe Ferry	Stage 2 and 3: Develop and Propose
Felixstowe Ferry to Bawdsey	Stage 2 and 3: Develop and Propose
Bawdsey to Aldeburgh	Stage 2 and 3: Develop and Propose
Aldeburgh to Hopton-on-Sea	Stage 2 and 3: Develop and Propose
Hopton-on-Sea to Sea Palling	Open to the public

The stages to establish Coastal Access are as follows:

Stage 1: Prepare

Initial preparations will begin for the implementation of a new stretch. Natural England will:

- define the extent of the stretch
- ask key organisations about their ideas or concerns about the stretch
- consider the current public access use and the options for the route

Stage 2: Develop

At this stage, Natural England will:

- speak with local landowners and other legal interests on land that may be affected to:
 - ask for views on where they think the route should go
 - offer to 'walk the course' and explain initial ideas
 - discuss any local issues that might need to be addressed
- speak with relevant organisations to make sure that any important sensitive features are protected

Stage 3: Propose

Natural England will finalise proposals for the England Coast Path on this stretch and publish them in a report to the Secretary of State for the Environment, Food and Rural Affairs.

Stage 4: Determine

After the report has been published, there's an opportunity to comment on the proposals. At this time:

- anyone who wishes to comment can make a representation on the report
- owners or occupiers can submit an objection relating to particular aspects of the proposals

See the guidance about how to comment for more information.

Once the period to comment on the proposals has ended, the Secretary of State will decide whether to approve the proposals in Natural England's report. When making a decision, any representations or objections that have been submitted will be considered along with the recommendations from the Planning Inspectorate.

Stage 5: Open

The Secretary of State approves the route of the England Coast Path on this stretch.

Preparations are then made on the ground and the necessary legal paperwork is completed. Once complete, the new public rights of access will come into force on the stretch.

The link to the relevant part of website is [here](#) (updated 26 June 2019)

2. The Stretches in More Detail

Natural England has provided the following updates around the Suffolk coast stretches. Report publication date highlighting has been added by SCC, and the concentration in the autumn and winter of this year suggests county council resources may be put under some pressure. This will need to be considered.

Work is progressing well on the England Coast Path - a new National Trail around all of England's coast.

A European court judgement in April 2018 affected how Natural England could assess the impact of England Coast Path proposals on environmentally protected sites. Progressed slowed as a result however we have now adjusted our approach to ensure compliance with this judgement, and are working hard to ensure as much of the England Coast Path as possible is open by 2020.

Harwich to Shotley Gate - Kim Thirlby, Patrick Welsh & Sally Fishwick. Last updated 09.07.19

- Stage 3 (Propose)
- The Habitat Regulations Assessment (HRA) for the stretch has been drafted, and is being reviewed by senior Protected Sites colleagues.
- The Nature Conservation Assessment (NCA) will be drafted over the summer
- The Coastal Access Report setting out the proposals for improved access to the coast has been drafted and will be reviewed by local and national Coastal Access colleagues over the next couple of months.
- We expect to publish our proposals by November this year.

Shotley Gate to Felixstowe Ferry– Laura Chellis, Araminta Adams & Darren Braine. Last updated 09.07.19

- Stage 2 (Develop) and Stage 3 (Propose)
- Letters showing indicative proposals have been sent to owners and occupiers and responses received.
- Key local stakeholders have been contacted regarding our draft proposals for the exclusion of access under section 25A (salt marsh and mudflats) to ensure these are correct.
- The indicative route is being shared with statutory stakeholders.
- The HRA is underway, the NCA has yet to be drafted.
- We expect to publish our proposals in October this year.

Felixstowe Ferry to Bawdsey – Araminta Jackson, Giles Merritt & Sally Fishwick. Last updated 09.07.19

- Stage 2 (Develop) and Stage 3 (Propose)
- We have now met or contacted all affected landowners on the stretch.
- There are 3 main gaps in access- Waldringfield to Martlesham, around Sutton Hoo and Ramsholt to Bawdsey. We have made progress with all three and agreed a trail alignment in two of the gaps, negotiations at Sutton Hoo are ongoing.
- We've met many key stakeholders including Suffolk CC, National Trust, Deben Estuary Partnership, the Suffolk Coast Forum and the River Deben Association.
- We've mapped most of the stretch using GPS devices. Only Ramsholt to Bawdsey remains to be mapped. These maps form part of our final published proposals that go to the Secretary of State for consideration.
- We are liaising with nature conservation colleagues as well as gathering external advice and opinion to help inform route alignment. The HRA and NCA will commence shortly.
- We propose to exercise our estuary discretion to align the main route of the trail around the estuary crossing at Wilford Bridge.
- We expect to publish our proposals this winter.

Bawdsey to Aldeburgh– David Waldram, Fiona Taylor, Jonathan Clarke & James Lamb. Last updated 09.07.19

- Stage 2 (Develop) and Stage 3 (Propose)
- We are investigating issues and potential alignments arising from Walking The Course.
- 80% of the route has been mapped using GPS device.

- We'll shortly send owners and occupiers our initial proposals for their comments.
- The HRA and NCA are underway.
- We expect to publish our proposals in Spring 2020.

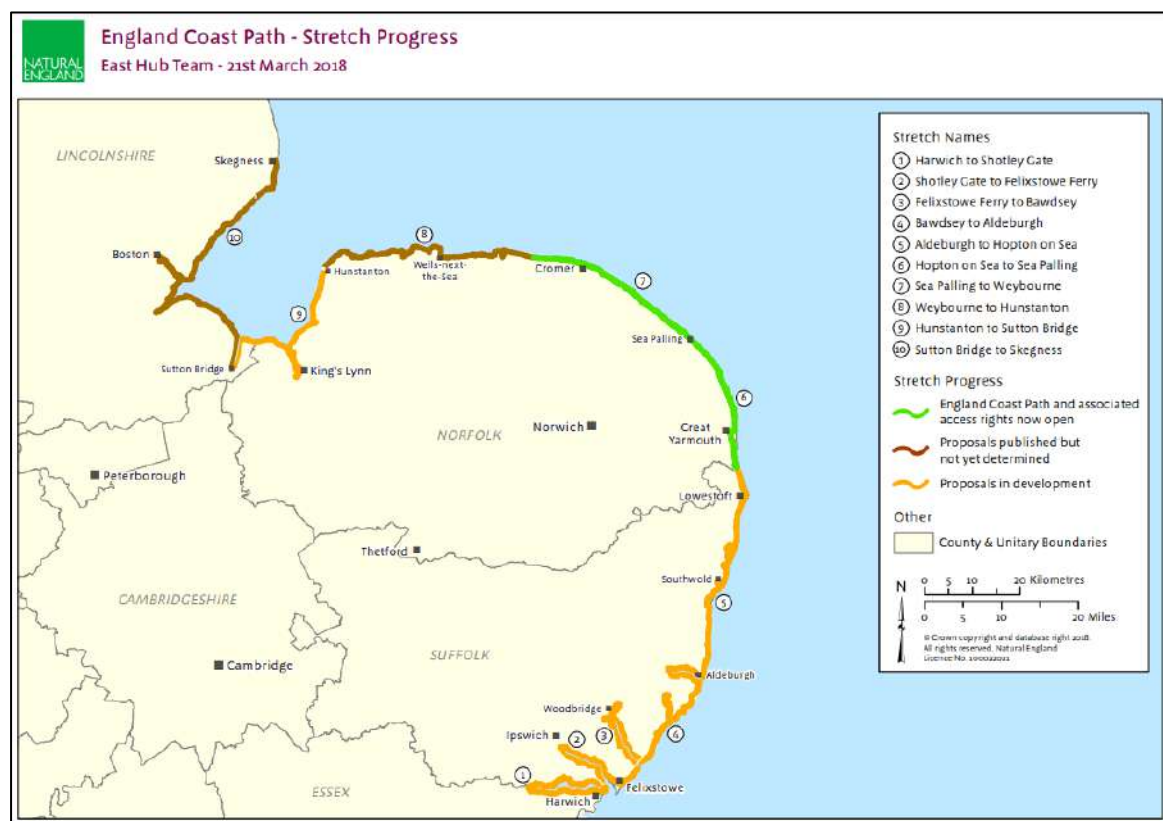
Aldeburgh to Hopton-on-Sea– Fiona Taylor, David Waldram & Sally Fishwick.
Last updated 09.07.19

- The Overview and Report chapters of our proposals have been drafted and are currently being reviewed by local and national Coastal Access colleagues.
- Legal restrictions, exclusions and dedications have been finalised.
- Maps are being updated following re-Trimbling of most of one Report chapter.
- The HRA and NCA are underway.
- We expect to publish our proposals this October/ November.

3. Future Management of the England Coast Path in the East of England

No further work will be undertaken managing and promoting a regional route until further progress has been made on establishing the coast path in the east of England.

4. England Coast Path – Progress Map for the East



Suffolk Local Access Forum
Title: Network Rail – Public Rights of Way Level Crossings
Meeting: 25th July 2019
Author/Contact: Steve Kerr
Venue: The Riverside Centre, Great Glemham Road, Stratford St Andrew Saxmundham IP17 ILL

Introduction

This paper updates the Forum on the main level crossings being addressed by Network Rail (NR) and Suffolk County Council ('the Council' or 'SCC'), and progress on their Transport and Works Act proposals.

Needham Market Gipsy Lane and FP6 Needham Market



Further to the update provided at the Forum's meeting on 24 April 2019, the Public Inquiry opened at 10am on Tuesday 4 June at the Diamond Jubilee Hall, Creeting St Mary.

At the outset several objectors advised the Planning Inspector, Mr Alan Beckett, that they had not received NR's or their consultants' Proofs of Evidence in advance of the Inquiry. Following a short adjournment, the Inspector confirmed that there had been an administrative failure on the part of Inspectorate and this evidence had not been sent to all the objectors, in line with their own published guidance. It subsequently became clear that the objectors would need sufficient time to consider this evidence, some of which was technical and detailed in nature.

Following a discussion amongst the parties, and a request from the landowners to reconvene the Inquiry after their work commitments in the months of July and August, it

was therefore agreed to reschedule the Inquiry until the autumn. The Inquiry will now reopen at 10am on Tuesday 24 September and run until Friday 27 September.

Although some objectors argued that the Creting St Mary venue was inconvenient for Needham Market residents, the Inspector was satisfied that the Hall itself provided a good environment for holding a local inquiry. With the coach transport that had been laid on by NR, he took the view that the railway operator and the Council had taken proactive steps to ensure as many interested parties could attend proceedings. On the day, the coach service was not used.

After the Inquiry had been adjourned, further discussions took place with NR, concerning an alternative footpath route within a fenced corridor diversion alongside the railway boundary fence. This proposal is currently being considered by the railway operator and their consultants, WSP.

Felixstowe Branch Line Improvements – Transport and Works Act Order (TWAO)



At the Forum's last meeting, officers advised the works relating to this TWAO were well advanced.

However, following site meetings with NR and their contractors in early May and again in June with the East Area Rights of Way officer, a further site visit was undertaken on 5 July to inspect the routes being constructed on the ground. It quickly became apparent that the types of sub-base and surfacing materials being used were not appropriate, and overall the standard of works were unsatisfactory and did not meet the construction specifications provided by the Council to the NR project team several months ago.

For several routes the widths being provided by the applicant did not accord with the specified widths in the Order (2 m for footpaths and 3 m for bridleways) and did not have the required crossfalls/camber to allow for adequate drainage. The surface finish was, in places, of very poor quality, uneven and loose with glass, metal, tiles and plastic within the

aggregate and new fencing had been installed, which in some places had the effect of restricting the statutory widths as set out in the Order.

The Council has been in regular correspondence with NR and their contractors and has recently written to the Project team, to insist these defects are rectified. Whilst it would appear that NR and their contractors are taking steps to address the Council's concerns, SCC will be adopting a rigorous validation approach and will not certify the diversionary routes until it is entirely satisfied that these accord with both the alignments and widths as set out in the TWAO, and that these have been constructed to the required standard.

On 19 June SCC escalated its concerns to Steve Day, NR's Liability Negotiations Manager, who is currently discussing these issues with the Project Sponsor for the scheme.

There have also been further repeat requests from the landowner's agents, Bidwells, to install gates and/or bollards on the track that is to form the alignment of a new bridleway linking to the ramped bridleway bridge, in order to prevent unauthorised motor vehicle access and deter fly tipping activities. The Area Office have confirmed these structures are not permissible for such purposes.

The Order provides that once the highway authority is satisfied that the new routes have been constructed to the correct specifications and have been appropriately signed, it is required to certify the routes. Following this, the railway operator is responsible for maintaining the resultant network for a period of 12 months, before handing over the maintenance responsibility to the highway authority. Officers continue to engage with NR to ensure SCC will be in a position to certify the new routes. Concern is expressed as to the amount of officer time that has been absorbed in liaising with NR's Project team to try and get these problems satisfactorily resolved.

Foxhall FP33/Nacton FP1 (Shepherd & Dog and Routs crossings) TWAO application

FP33 Foxhall/FP1 Nacton crosses the operational railway and is bisected by the A14 trunk road.



Further to the update provided at April's meeting, there has been no further approach or update from NR regarding their initial proposal.

General/Countywide**NR's Suffolk Level Crossing Reduction Strategy - Transport and Works Act Order**

Further to the Forum's last update, the county council has not yet received any update regarding the likely date for the release of the Inspector's recommendations, which will be sent to the SoSfT for a decision. Officers have, however, recently met with NR to start scoping the works required for the individual level crossing proposals. The intention is that the works certificate documents will form part of a works delivery pack for each crossing contained in the Order. At this stage, NR are keen to agree these packs for what are being called the 'Day 1' sites, which number 5. Of these, 3 are recorded PROW crossings (S11 Leggetts – FP 12 Haughley/FP 6 Old Newton, S12 Gooderhams – FP 19 Bacton and S18 Cowpasture Lane – Byway 11 Mellis). The other two are S21 Abbots and S22 Weatherby.

The day 1 sites are those where the Order will become effective immediately as no substantive construction or other works are required.

END
SK/SCC July 2019

Suffolk Local Access Forum
Title: Ipswich Northern Routes Transport Study
Meeting Date: 25th July 2019
Author/Contact: Andrew Woodin
Venue: The Riverside Centre, Great Glemham Road, Stratford St Andrew Saxmundham IP17 ILL

Introduction

Suffolk County Council is consulting on potential Ipswich Northern Route (INR) transport scheme options. The consultation runs from Friday 5 July to Friday 13 September 2019 and the brochure is attached at appendix A.

The Stage 1 interim report sets out the existing transport conditions and baseline situation to 2031 in the north of Ipswich, based on the existing planning backdrop and current committed schemes. The report intends to identify constraints and opportunities which may affect the potential design of options to be developed in the next stage of the study.

The INR study aims to consider multi-modal transport opportunities including road, rail, bus, cycle and other strategic interventions in order to facilitate and support the delivery of housing and employment growth in the North of Ipswich. Specifically the aim of the Study is to:

“Strategically review, short list and assess, the strategic viability of transport capacity improvements, in order to facilitate and support the delivery of housing and employment growth in north Ipswich and the wider Ipswich area”

The geographical scope for identification and implementation of INR options focuses on a broad arc to the north of Ipswich, covering an area broadly defined as between the A12 to the east, and the A14 to the west, as far south as the current boundary of Ipswich and as far north as between Coddham (to the west) and just below Ufford (to the West).

A summary of the scheme is attached as appendix B, and the county consultation can be found [here](#), with a dedicated consultation website [here](#).

Impact on Green Access

The draft interim report notes on page 29 that there are “several public footpaths, byway or bridleway are located within the study area” and any infrastructure proposed should look to protect, maintain and where possible enhance the existing public right of way network to maintain current connectivity to the north of Ipswich and in the rural areas, by walking and cycling. The report goes on to note the National Cycle Network exists within the study area providing connection between

the east to west on the local cycle network, and the local highway network also contains some dedicated cycle infrastructure to encourage cycling such as on the A1214 and along the National Cycle Network into town.

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



SLAF may wish to consider a response to the consultation, or whether members with an interest might wish to pick this up (there is no working group for PRoW severance), given the consultation timeframe.

Appendix A



How to Use the...

Appendix B



15-12-2019 Strategic...



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

Introduction

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.

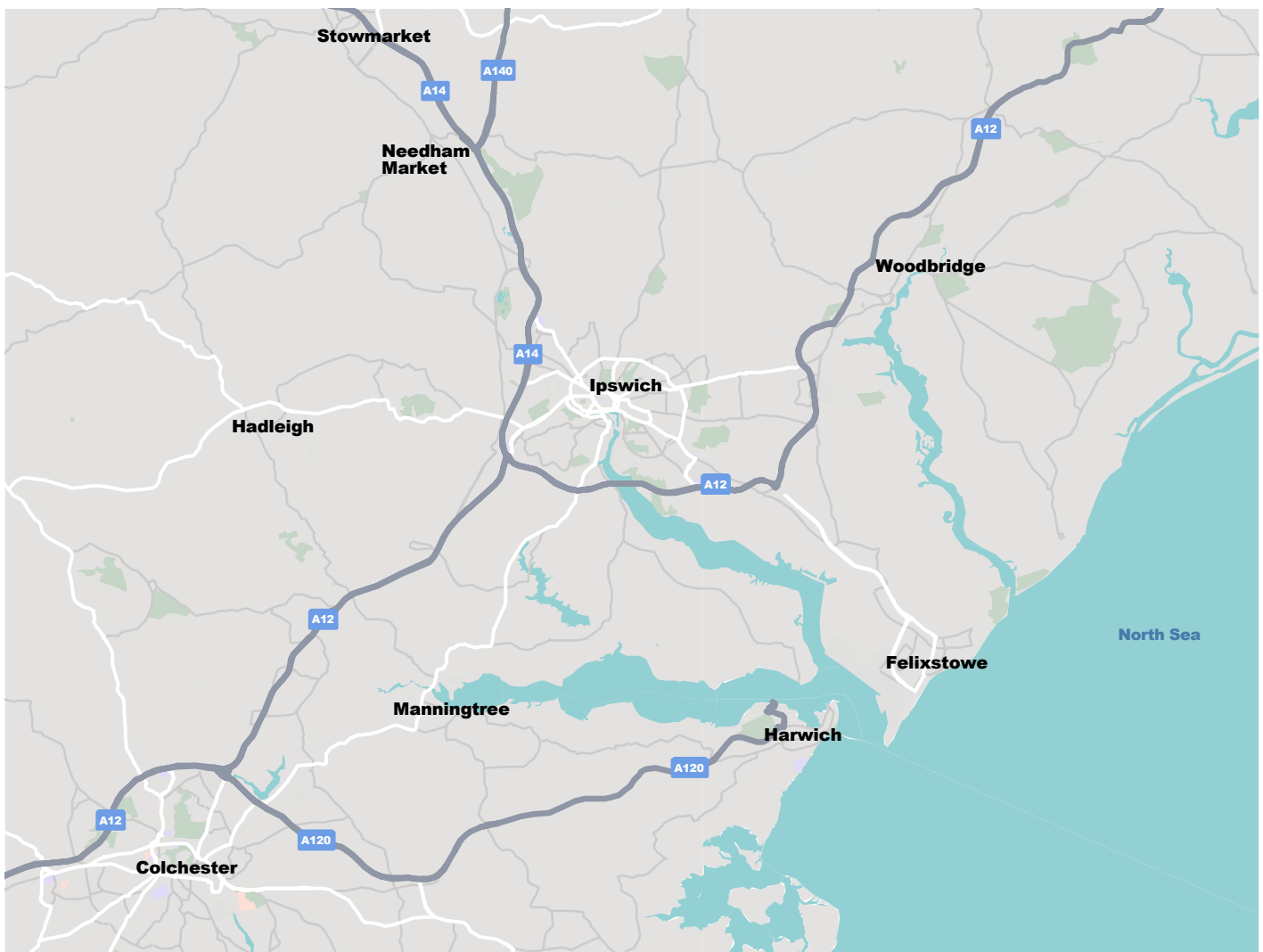
Working together, Suffolk County Council, Babergh and Mid Suffolk District Councils, East Suffolk Council and Ipswich Borough Council with support from West Suffolk Council are exploring options to create a new road to the north of Ipswich that would enable better journeys across Suffolk as well as enable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



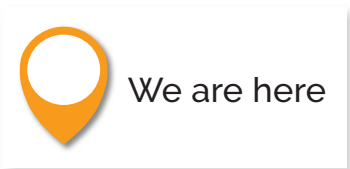
Why we are consulting

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.



Why do we need to consider this project?

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.



- 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

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.

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 Coddendam.

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.

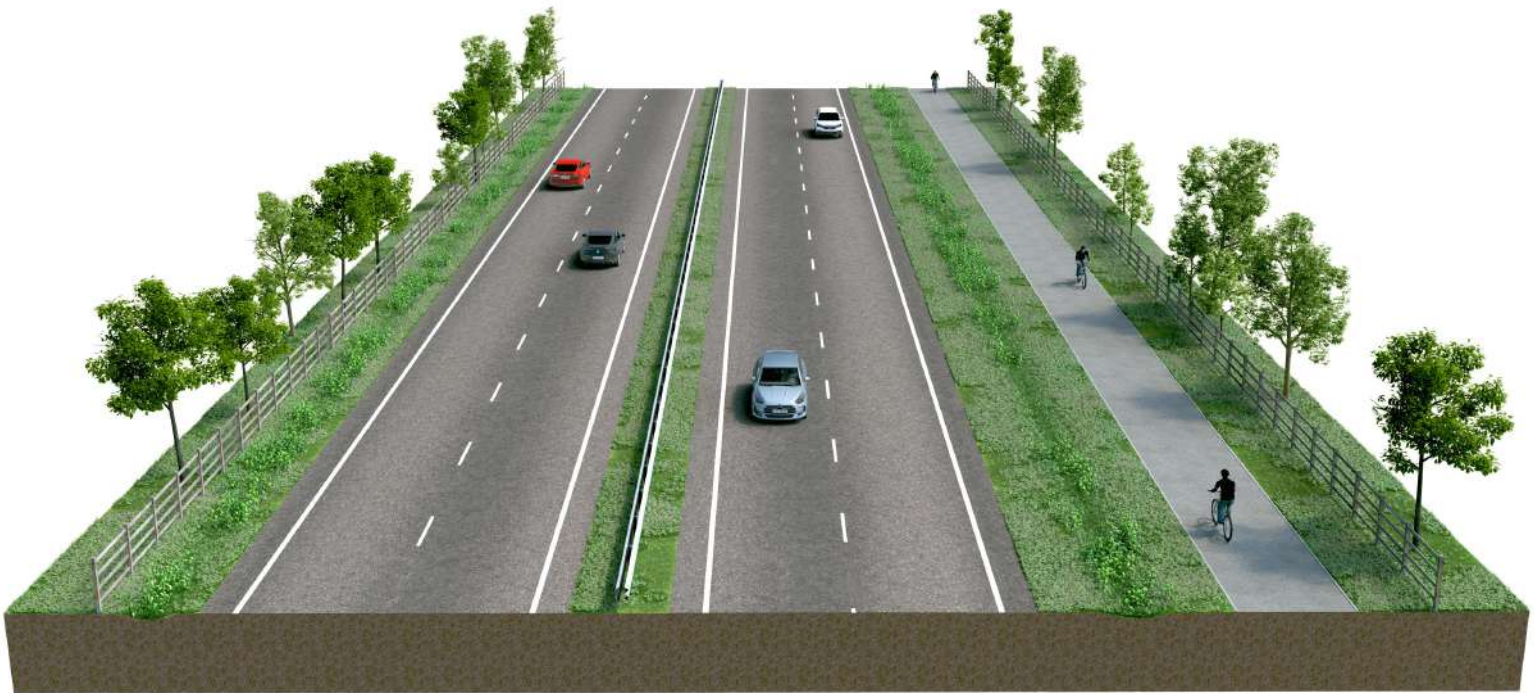
Identified route options

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.

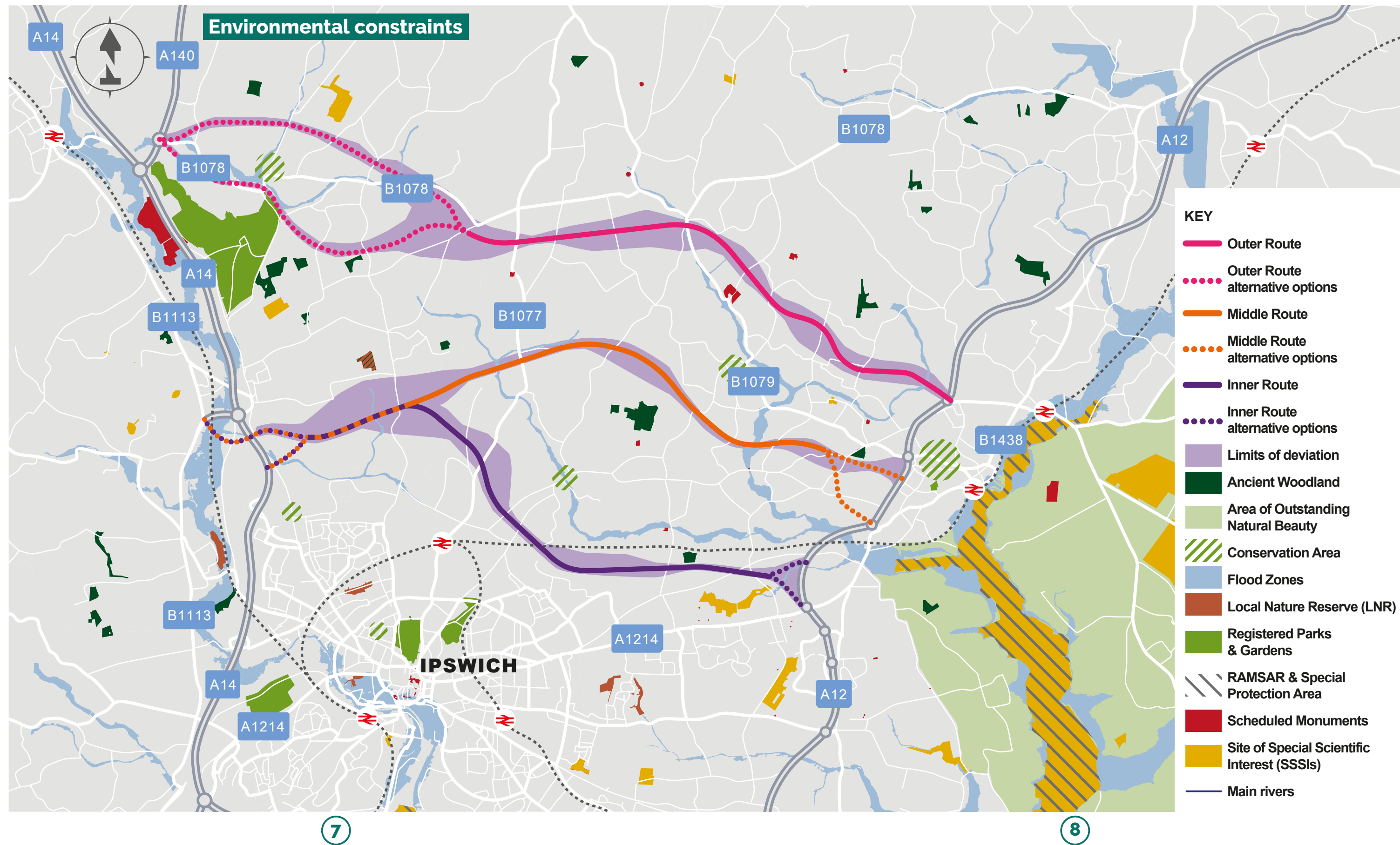
Constraints

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 Coddendam. 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:

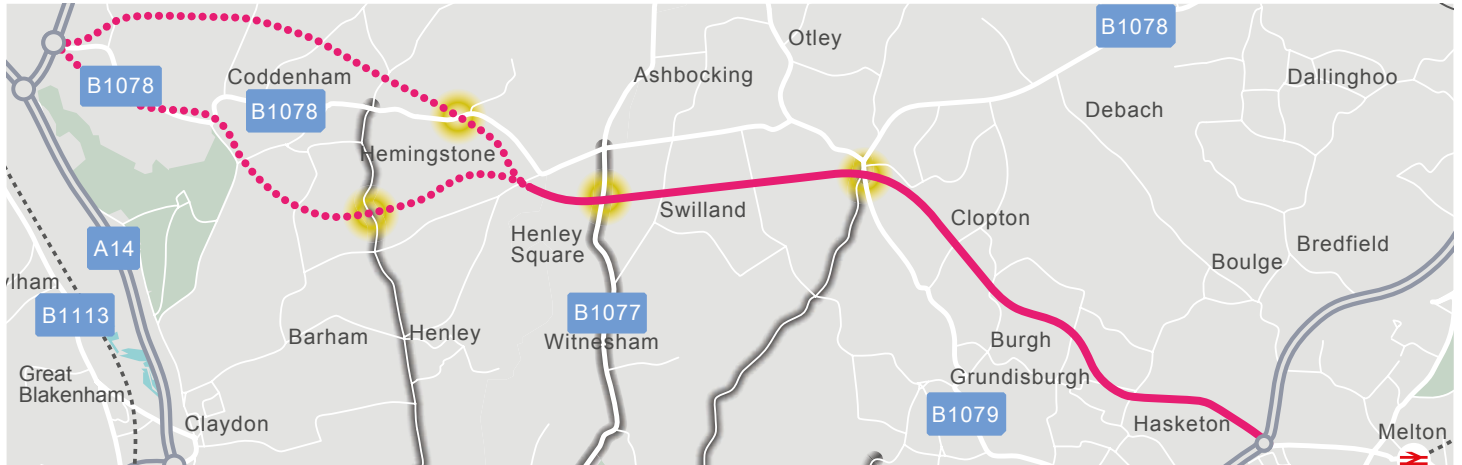
- ➔ Henley Road (C441)
- ➔ Westerfield Road (B1077)
- ➔ Tuddenham Road/Grundisburgh Road
- ➔ Rushmere Road



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.

Outer route



Length of road:
Approximately 18Km



13,800 Estimated
average vehicles per day
to use this route in 2027



Total estimated
annual number
hours saved



Co₂ tonnes
saving over
60 years*



*Calculated saving arising from the reduction in congestion and reduced journey times from the project

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 Coddensham 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 Coddensham

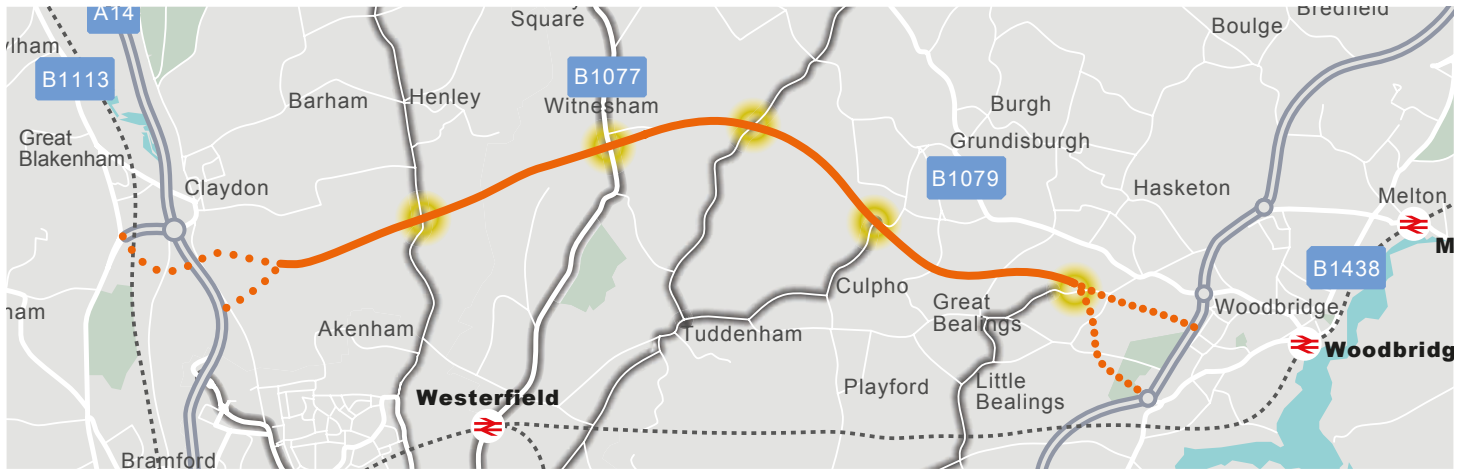
Environmental considerations

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 Coddensham intend to minimise impact on the historic centre of Coddensham, 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.

Middle route



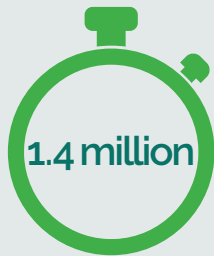
Length of road:
Approximately 13Km



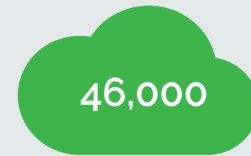
18,100 Estimated
average vehicles per day
to use this route in 2027



Total estimated
annual number
hours saved



Co₂ tonnes
saving over
60 years*



*Calculated saving arising from the reduction in congestion and reduced journey times from the project

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

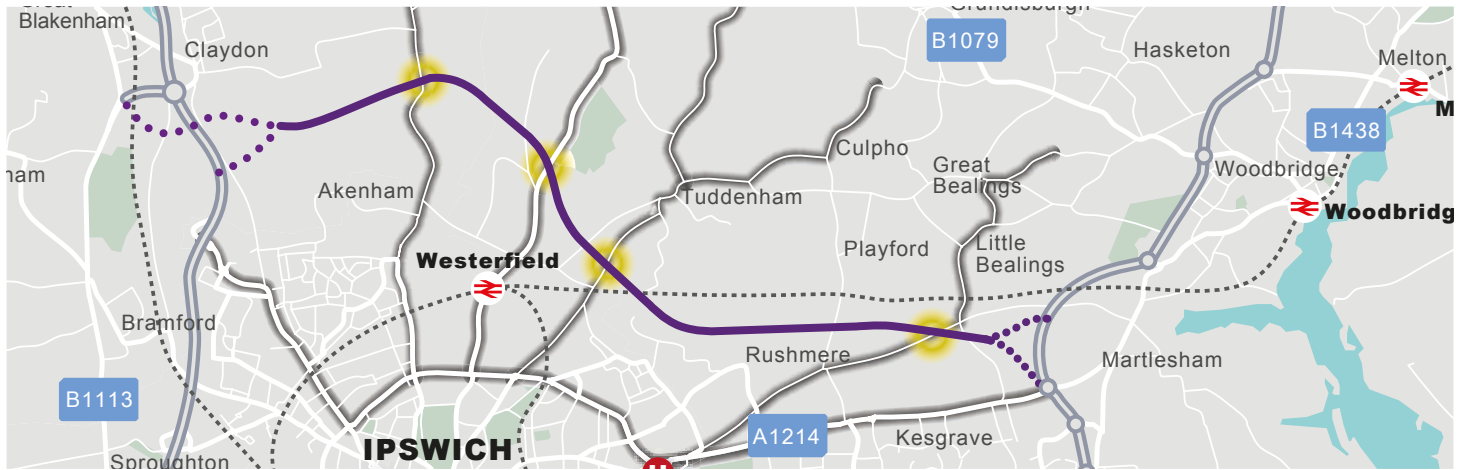
The Middle Route has been designed to avoid listed buildings, scheduled monuments and protected ecological habitats such as Ancient Woodland, Rede Wood LNR and Riverside House Meadow, Hasketon SSSI.

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.

Inner route



Length of road:
Approximately 12Km



23,300 Estimated
average vehicles per day
to use this route in 2027



Total estimated
annual number
hours saved



1.6 million

Co₂ tonnes
saving over
60 years*



110,000

*Calculated saving arising from the reduction in congestion and reduced journey times from the project

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).

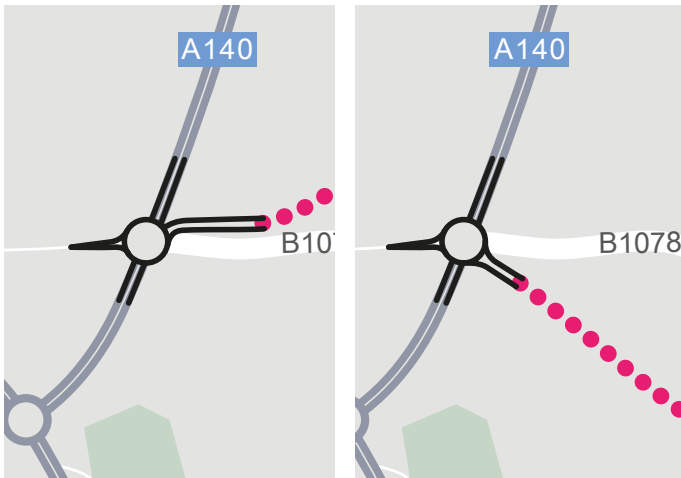
Environmental considerations

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

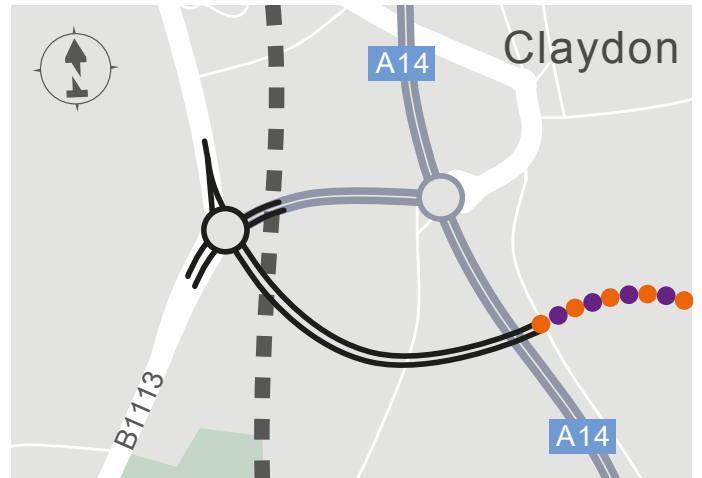
Junctions linking to A14



Outer Route – A140 / A14 Junction 51

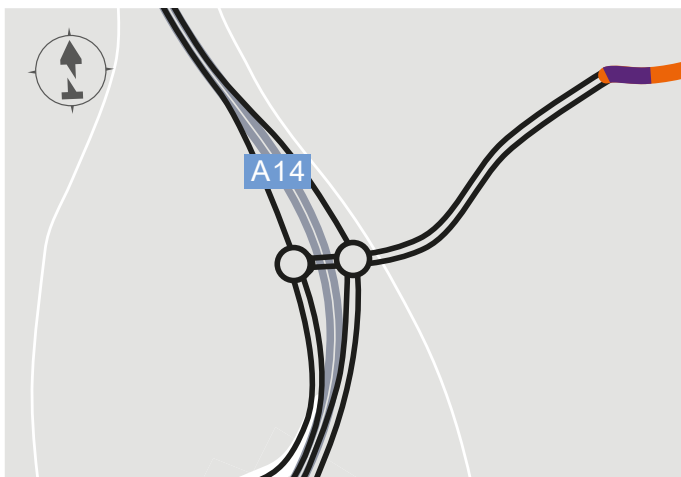
This option includes construction of a new roundabout on the A140 at the existing junction with the B1078 Needham Road and Coddensham Road. From the roundabout, the Outer Route includes options to the south or north of Coddensham.

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.



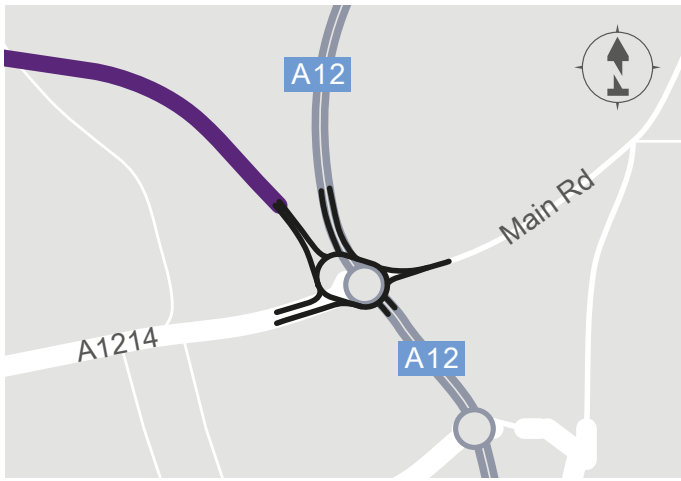
Middle Route – existing roundabout near Seckford Golf Centre

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.



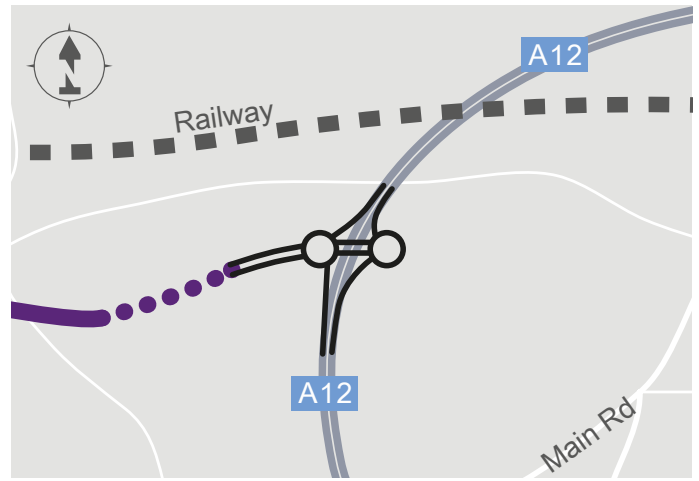
Discounted options

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.

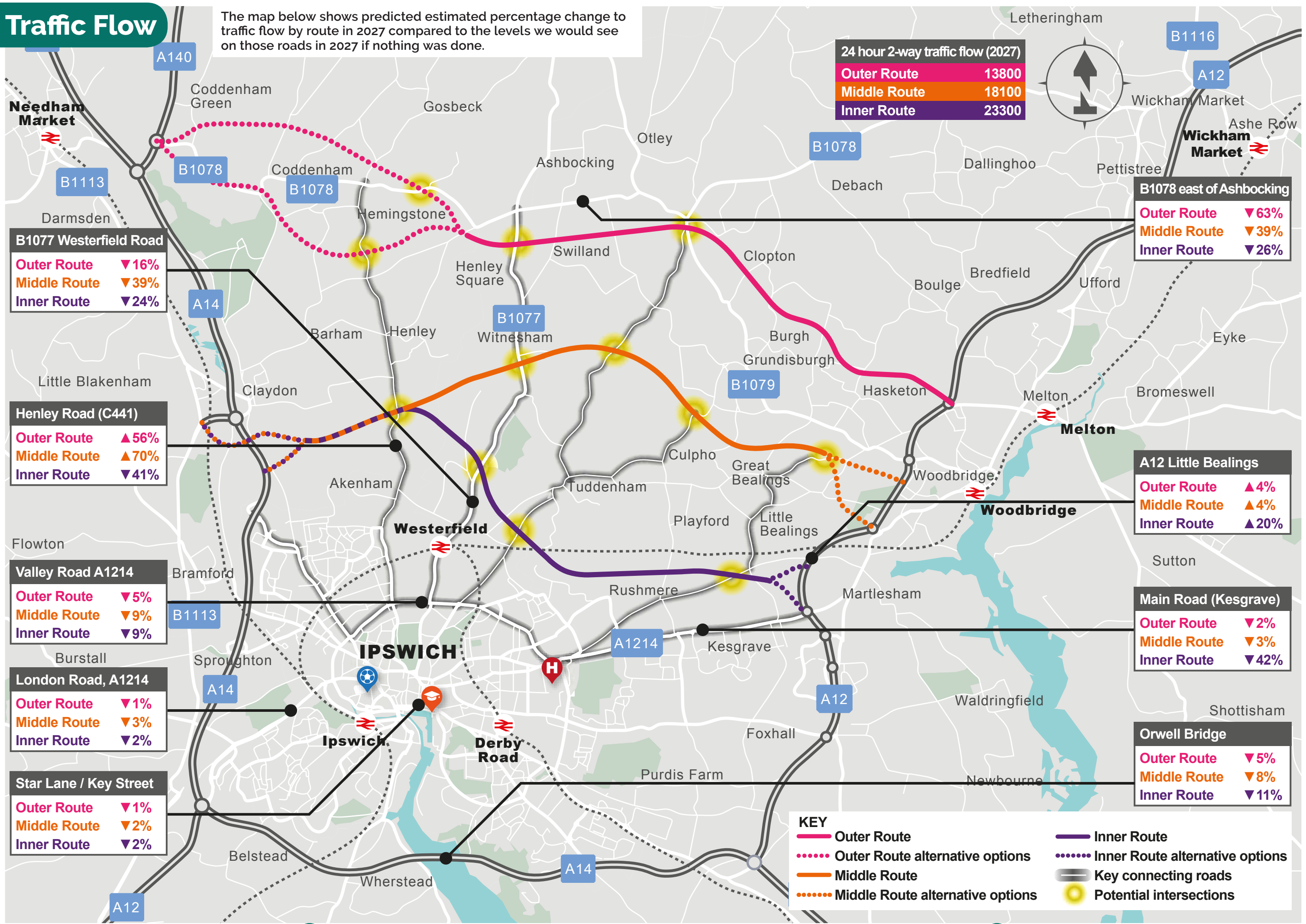
The table below shows the estimated percentage changes in travel times (peak times) for different west-to-east journeys for the points below with each of the routes options in place, in 2027.

Journey	Outer Route	Middle Route	Inner Route
Needham Market - Melton	-39%	-19%	-11%
Needham Market - Adastral Park	-14%	-16%	-25%
Bramford - Melton	-19%	-36%	-29%
Bramford - Adastral Park	-2%	-11%	-23%

Traffic Flow

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.

24 hour 2-way traffic flow (2027)	
Outer Route	13800
Middle Route	18100
Inner Route	23300



B1077 Westerfield Road	
Outer Route	▼ 16%
Middle Route	▼ 39%
Inner Route	▼ 24%

Henley Road (C441)	
Outer Route	▲ 56%
Middle Route	▲ 70%
Inner Route	▼ 41%

Valley Road A1214	
Outer Route	▼ 5%
Middle Route	▼ 9%
Inner Route	▼ 9%

London Road, A1214	
Outer Route	▼ 1%
Middle Route	▼ 3%
Inner Route	▼ 2%

Star Lane / Key Street	
Outer Route	▼ 1%
Middle Route	▼ 2%
Inner Route	▼ 2%

B1078 east of Ashbocking	
Outer Route	▼ 63%
Middle Route	▼ 39%
Inner Route	▼ 26%

A12 Little Bealings	
Outer Route	▲ 4%
Middle Route	▲ 4%
Inner Route	▲ 20%

Main Road (Kesgrave)	
Outer Route	▼ 2%
Middle Route	▼ 3%
Inner Route	▼ 42%

Orwell Bridge	
Outer Route	▼ 5%
Middle Route	▼ 8%
Inner Route	▼ 11%

KEY			
—	Outer Route	—	Inner Route
⋯	Outer Route alternative options	⋯	Inner Route alternative options
—	Middle Route		Key connecting roads
⋯	Middle Route alternative options		Potential intersections

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.

Se precisar de ajuda para ler estas informações em outra língua, por favor telefone para o número abaixo. 03456 066 067

Portuguese

Jeigu jums reikia šios informacijos kita kalba, paskambinkite 03456 066 067

Lithuanian

Jeżeli potrzebujesz pomocy w zrozumieniu tych informacji w swoim języku zadzwoń na podany poniżej numer. 03456 066 067

Polish

Dacă aveți nevoie de ajutor pentru a înțelege această informație într-o altă limbă, vă rugăm să telefonați la numărul 03456 066 067

Romanian

এই লেখাটি যদি অন্য ভাষাতে বুঝতে চান তাহলে নিচের নম্বরে ফোন করুন 03456 066 067

Bengali

Если для того чтобы понять эту информацию Вам нужна помощь на другом языке, позвоните, пожалуйста, по телефону 03456 066 067

Russian

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



EXECUTIVE SUMMARY

WSP | Parsons Brinckerhoff (WSP | PB) has been commissioned by Kier on behalf of Suffolk County Council (SCC) to prepare a strategic study of potential Ipswich Northern Route (INR) transport scheme options.

This Stage 1 interim report sets out the existing transport conditions and baseline situation to 2031 in the north of Ipswich, based on the existing planning backdrop and current committed schemes. The report intends to identify constraints and opportunities which may affect the potential design of options to be developed in the next stage of the study.

The INR study aims to consider multi-modal transport opportunities including road, rail, bus, cycle and other strategic interventions in order to facilitate and support the delivery of housing and employment growth in the North of Ipswich.

Specifically the aim of the Study is to:

“Strategically review, short list and assess, the strategic viability of transport capacity improvements, in order to facilitate and support the delivery of housing and employment growth in north Ipswich and the wider Ipswich area”

The geographical scope for identification and implementation of INR options focuses on a broad arc to the north of Ipswich, covering an area broadly defined as between the A12 to the east, and the A14 to the west, as far south as the current boundary of Ipswich and as far north as between Coddenham (to the west) and just below Ufford (to the West).

Outside of this geographical area for option delivery, the wider study area for highway impact assessment considers the wider regional strategic road network using the Suffolk County Transport Model (SCTM). This enables an assessment of wider impact analysis of INR options across the County.

This interim study identifies that Local Plans and the East Anglia LEP expect significant growth both in terms of housing and employment within the wider Ipswich area. On this basis an evidence base is identified to highlight the importance of improving the integrated transport network and to tackle congestions in order, to and deliver the required residential and employment growth targets.

This report identifies the existing issues of capacity on the highway network, and gaps in public transport infrastructure and the cycle network provision. It has also identifies a growing local proportion of vehicles ownership, especially in rural areas, which encourages people to travel by car, increasing the constraint on network capacity.

The current local and strategic highway network suffers from frequent and severe delays, generating pollution, reducing safety of road users and constraining the local and regional economic market. The congestion on the A14 has also an impact on strategic areas such as the Port of Felixstowe, with particular issues related to the Orwell Bridge Crossing.

In consideration of a high level study of the environmental constraints, three indicative corridors for the potential delivery of a northern relief road have been identified and tested in initial modelling, within the SCTM. These options have been identified as an Outer Route Corridor, Middle Route Corridor and Inner Route Corridor.

From initial modelling analysis, it appears that an Inner Route Corridor and Middle Route Corridor have the largest potential for attracting trips from Ipswich, and the Orwell Bridge Crossing. These options also perform well in terms of reducing overall travel times and distances travelled. An Outer Route Corridor provides more of strategic benefit but provides less benefit to reducing congestion with Ipswich.

In order to conduct a robust comparison between the options, and develop them further, further modelling in the next stage of this study is required as the junction types, sizes and connectivity of the route will have a significant impact on the performance of these options in the model.

Overall, this report has demonstrated that the wider Ipswich area is expected to continue to grow in the future, and action is needed to avoid the adverse impact this will likely have on the local and strategic highway network, potentially limiting housing and employment growth. Indicative northern relief road options have been identified and these will now be developed further, and informed through further modelling, within the second stage of this study.

DRAFT

7.5 INITIAL ROUTE CORRIDOR OPTIONS BEING CONSIDERED

- 7.5.1 Based on the reviewing the environmental and built environment constraints, three indicative route corridors areas have been identified for option development of a Northern Relief Road, each set at varying distances north of Ipswich.
- 7.5.2 It is expected that an integrated transport solution will be the key to deliver expected growth in the area, including bus network improvements within the Town and increased capacity of the local rail offering, through making the most of rail infrastructure already in place (such as Westerfield Railway Station).
- 7.5.3 It is however expected that the trigger for improvements would be led with the development of a northern relief road, based on the evidence identified within this stage 1 report.
- 7.5.4 In this regard, three indicative corridor alignments have been identified to help facilitate further option development in the second stage of the study. For reference the three corridors have been identified as:
- Outer Route Corridor;
 - Middle Route Corridor; and
 - Inner Route Corridor.
- 7.5.5 Figure 7-1 below shows an indicative map of these three corridors. All the corridors link between the A14 and A12 but are spaced at varying distances north of Ipswich, in turn opening up options for different junction connections on the A14 and A12..

Figure 7-1 Initial Indicative Ipswich Northern Route Options

