

April 2025

Copdock to Capel St Mary Walking, Wheeling and Cycling Route

Consultation Summary Autumn 2024



Consultation Summary



Figure 1: example leaflet used to advertise the consultation

In Autumn 2024, Suffolk County Council consulted with the public and key stakeholders on a walking and cycling scheme between Copdock and Capel St Mary villages. The consultation was open for eight weeks from 28th October and 20th December 2024.

The route being consulted on was a result of successfully securing funding from Active Travel England to enhance walking, wheeling and cycling across the county. For this particular scheme, funding was granted for just the design work and not its construction, which will need to be funded from other sources.

The consultation was the second phase of engagement, following on from an earlier phase in 2023 where we asked for ideas on the route proposed to inform more detailed design. In this second phase of engagement, we shared some design proposals for each of the schemes and asked for feedback on these from the general public and stakeholders.

We received 186 responses to the surveys. 58% of survey respondents thought that the proposals would make it easier and safer for walking and cycling and 18% were not sure.

Next steps are now to finalise the designs, taking into account the feedback received, and then to explore sources of funding to be able to deliver and construct the scheme.

Project Summary

Suffolk County Council is making changes to make it safer, easier and more enjoyable for everyone to walk, wheel and cycle in their everyday lives. The scheme that formed a part of this consultation is located between the villages of Copdock and Capel St Mary.

This route is around 3.5 miles and starts at Whights Corner on London Road in Copdock and finishes at the junction of The Street and Cedar's Lane in Capel St Mary. London Road has plenty of space to improve the existing walking and cycling paths. The improvements will create a better link between Copdock and Capel St Mary and will help to reduce vehicle speeds along the Street in Capel St Mary. Finally, the planned improvements will connect into the cycle route to and from the Ipswich Park and Ride service.

[For more detailed information and visuals for each of the schemes, the information is available to view online.](#)

The improvements we're proposing aim to:

- Give you more options to walk, cycle or wheel for local journeys
- Make it easier and safer for you to walk and cycle by providing more space, upgrading crossings and creating safer junctions
- Improve air quality and reduce noise pollution for local residents
- Make the roads less busy for those who have to use them

Why has this route been chosen?

We have received funding from Active Travel England to design this scheme and a number of others across Suffolk. It forms part of a network of routes across the County for walking, wheeling and cycling, which are set out in our Local Cycling and Walking Infrastructure Plan (LCWIP).



We asked people about proposals focussed on the following locations

Whights Corner: Convert to a signal junction and install a new signalised crossing at the junction for pedestrians and cyclists

London Road segregated cycling: Change one side of the dual carriageway (the northside) into a segregated path for walking and cycling use only. Access to private driveways and side roads will not be affected.

Copdock village hall crossing: Put a new signalised crossing outside Copdock village hall to make it safer to cross the road.

Roman Road shared use: Create a new shared use path for pedestrians and cyclists. Narrow the road just after the layby on Roman Road to slow vehicles down. Existing vehicle movements on the road will be retained.

Copdock to Capel St Mary link: The section of the route between the end of Roman Road and London Road, Capel is in private ownership and so we are still working out how we can create a safe route for pedestrians and cyclists here

The Street, Capel village entrance: Add a parallel crossing for pedestrians and cyclists and traffic calming measures to slow traffic coming off the A12 entering Capel village.

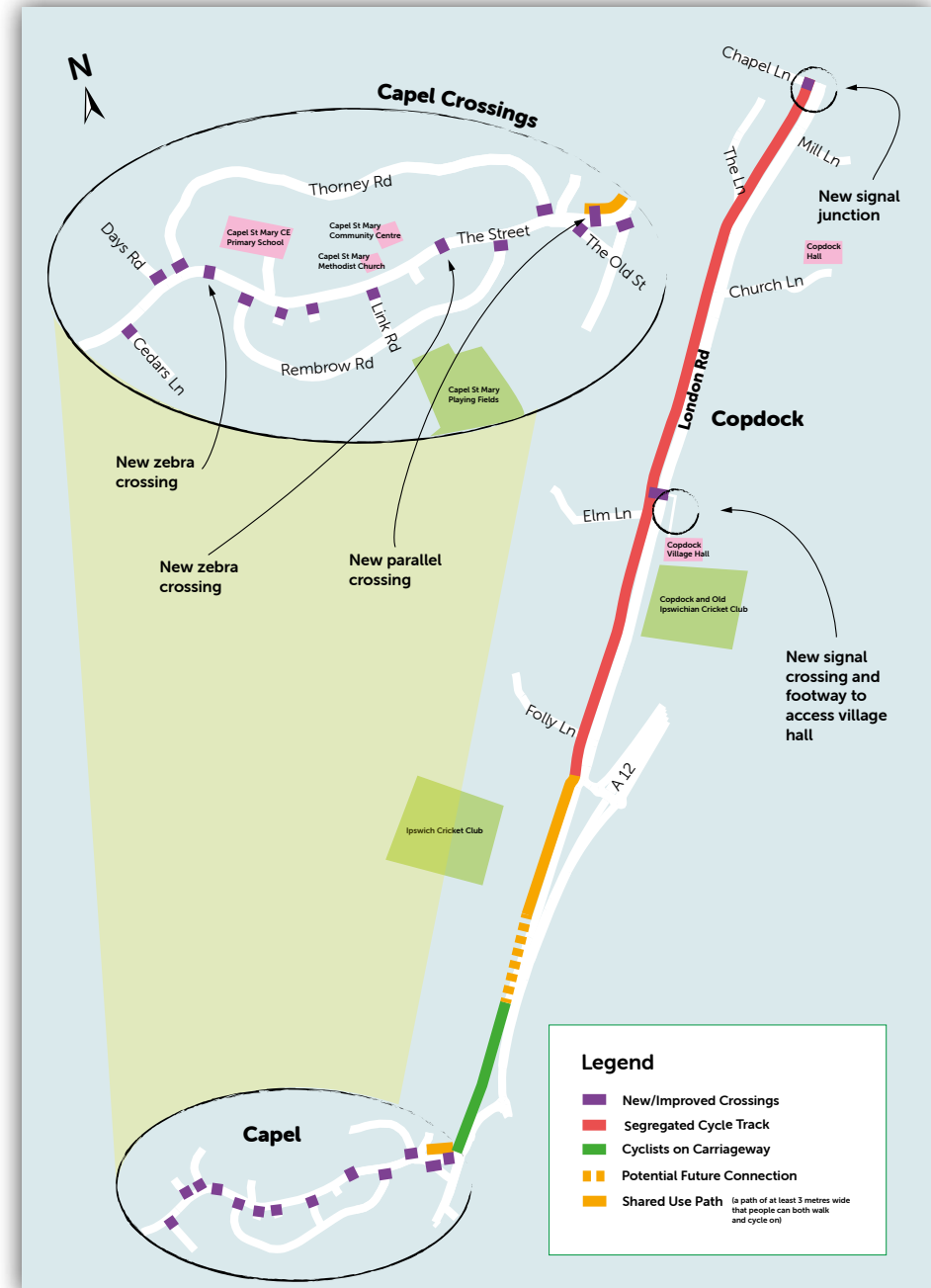
Thorney Road zebra crossing: Add a parallel crossing for pedestrians and cyclists and traffic calming measures to slow traffic coming off the A12 entering Capel village.

Rembrow Road crossing: New zebra crossing over Rembrow Road

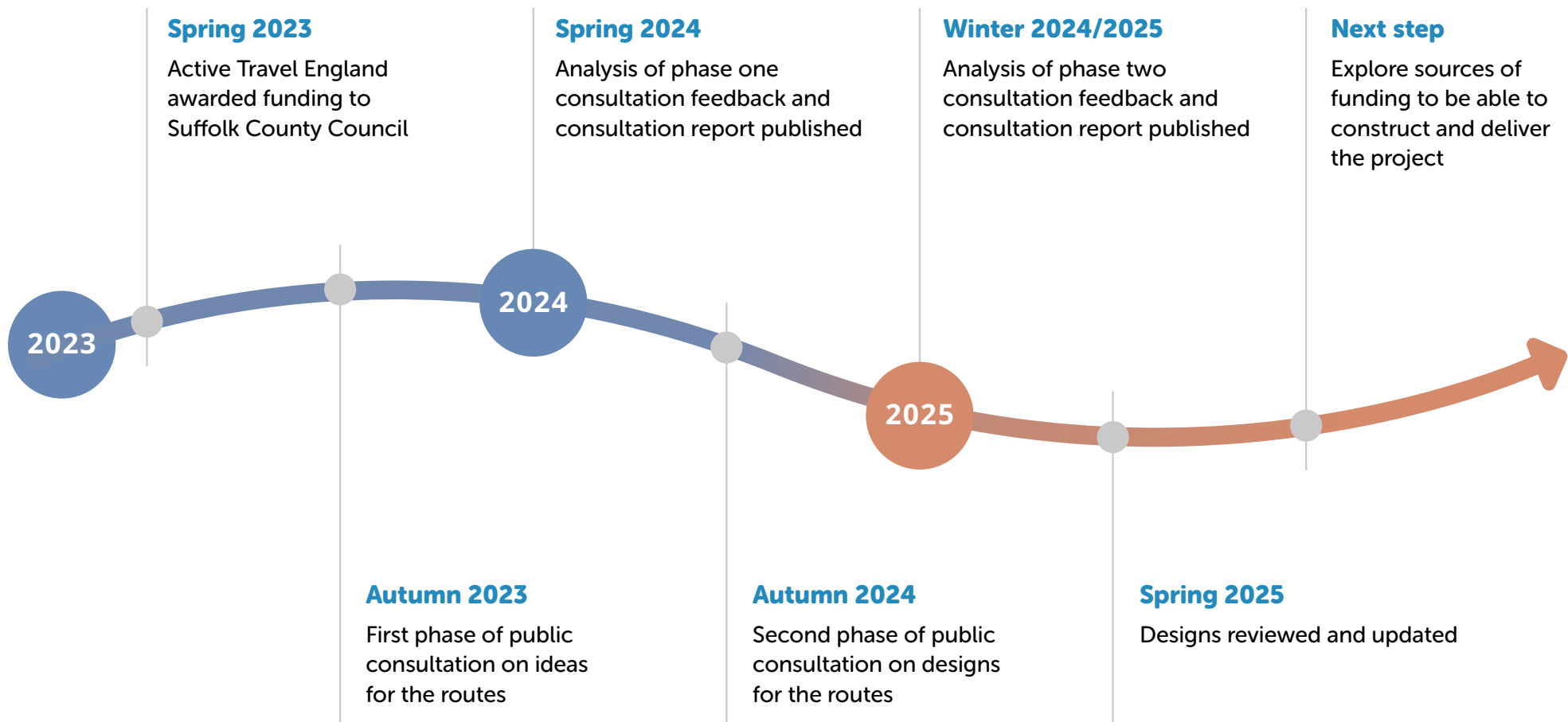
Crossing at Capel St Mary shops: Install a new zebra crossing outside Capel St Mary shops

Capel St Mary side road crossings: Create crossings across the side roads along The Street to make them easier for cyclists and pedestrians to cross.

Figure 2: Copdock to Capel St Mary overview map



Project timeline



The consultation

The public consultation took place over the Autumn of 2024 between 28th October and 20th December. It included engagement with local residents and businesses as well as other stakeholders with an interest in the area.

The objectives of the consultation were to:

- **Share information** on the project with the public to make them aware of potential future changes in their area
- **Get feedback** from local residents and businesses who are familiar with the routes and use them on a regular basis, to help us to understand if any changes to the designs are needed
- **Continue stakeholder engagement** following on from the phase one consultation and understand if any changes to the designs are needed

The consultation followed the guidance in [Suffolk County Council's consultation and engagement charter](#).

Old London Road, Copdock



Consultation Methods

Publicity

Details of the scheme was made available on a dedicated [webpage](#). This was intended to be easy to use for the general public and stakeholders. It included both interactive and static maps of each of the schemes as well as visualisations of some sections of the routes to show how it might look.

Posters and leaflets were distributed in the local area to advertise the consultation. All residents in Copdock were directly notified of the consultation via a leaflet, as the scale of change proposed in this village was considered more significant than that in Capel St Mary. A press release was shared and picked up by the local press and via social media channels.

Survey

Surveys were available to complete via the website. It was also possible to request a paper copy of the survey. The survey asked questions to gauge support for the various interventions proposed. There was also space for open comments.

Drop-in sessions

One drop-in session was held at Copdock Village Hall on London Road to give the public the chance to come and speak to a member of the team and ask any questions. It was well attended with over 80 attendees. Residents also had a chance to use the Betastreet 360 software at this event to help them to visualise their route and develop their own designs.

Stakeholder Engagement

Local stakeholders were emailed about the consultation and offered an opportunity to feed back or chat to a member of the team about the proposals. We also spoke to Copdock and Capel St Mary parish councils about the proposals to get their views.

Local stakeholders were mapped out from existing contacts and using local knowledge of the area.



Drop-in session at Copdock Village Hall

Consultation findings

Summary



people accessed the website and viewed the details of the schemes

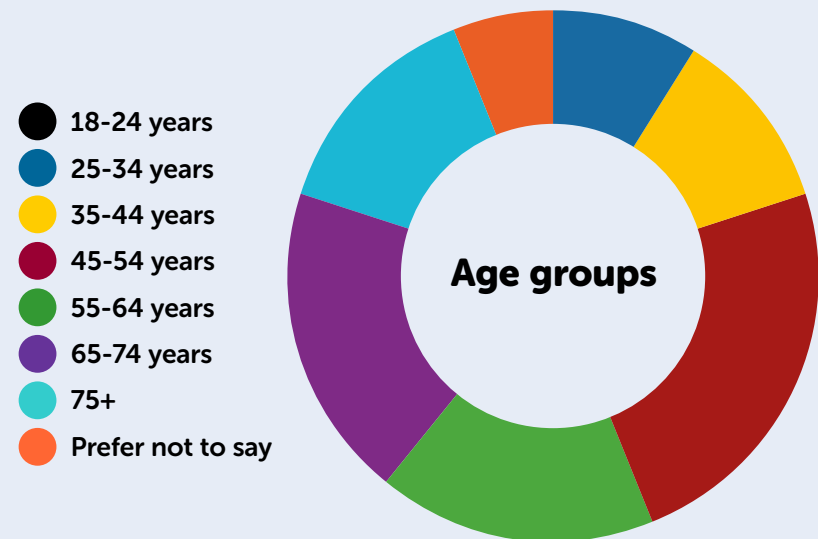
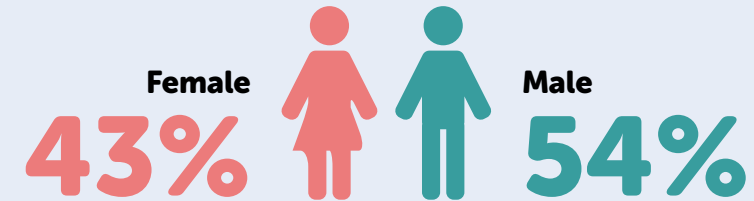


We received

responses to the survey

Figure 2: age of survey respondents

Demographics of respondents



8% of respondents to the survey stated that they had a disability

99% were White British

Responses where demographic information was not disclosed have been removed from the results.

For those that completed the survey, they were asked:

How do you currently travel along the route?

The majority (86%) stated that they drive, with nearly half also walking or cycling on the route.

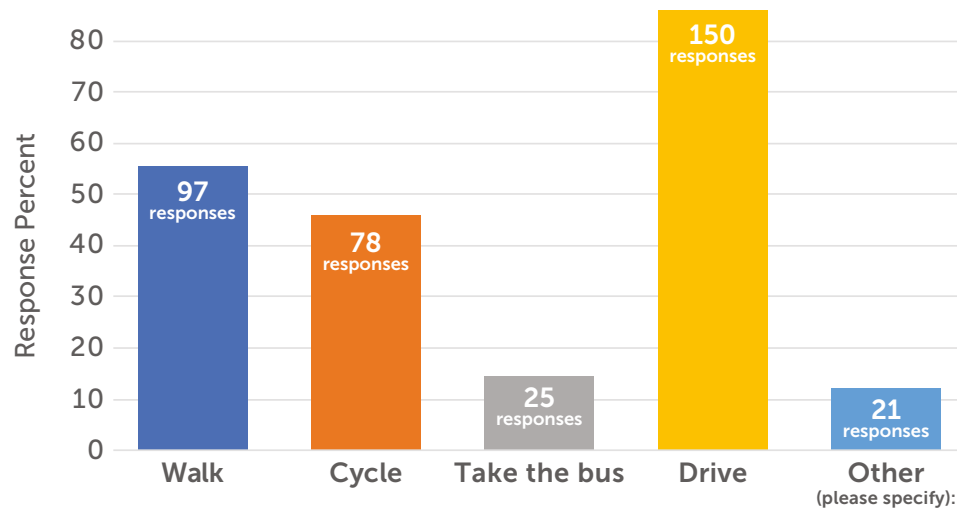


Figure 3: How do you currently travel along this route.

In addition to the survey responses, we also received comments from Copdock parish council and a combined response from the site owners and operators of Copdock and Washbrook playing fields.

Whight's Corner, Copdock



The Street junction with The Old Street, Capel St Mary

Findings

You told us....

- **58% of survey respondents** thought that the proposals would make it easier and safer for walking and cycling and 18% were not sure.
- **Survey respondents** were asked which parts of the route needed the most improvements to make it easier and safer to walk, wheel or cycle along the route, as shown in the graphic.

Of the changes proposed, there was most support for changing one side of the dual carriageway on London Road into a **segregated path** for walking and cycling (65%), followed by a **new signalised crossing** over London Road outside Copdock village hall (57%).

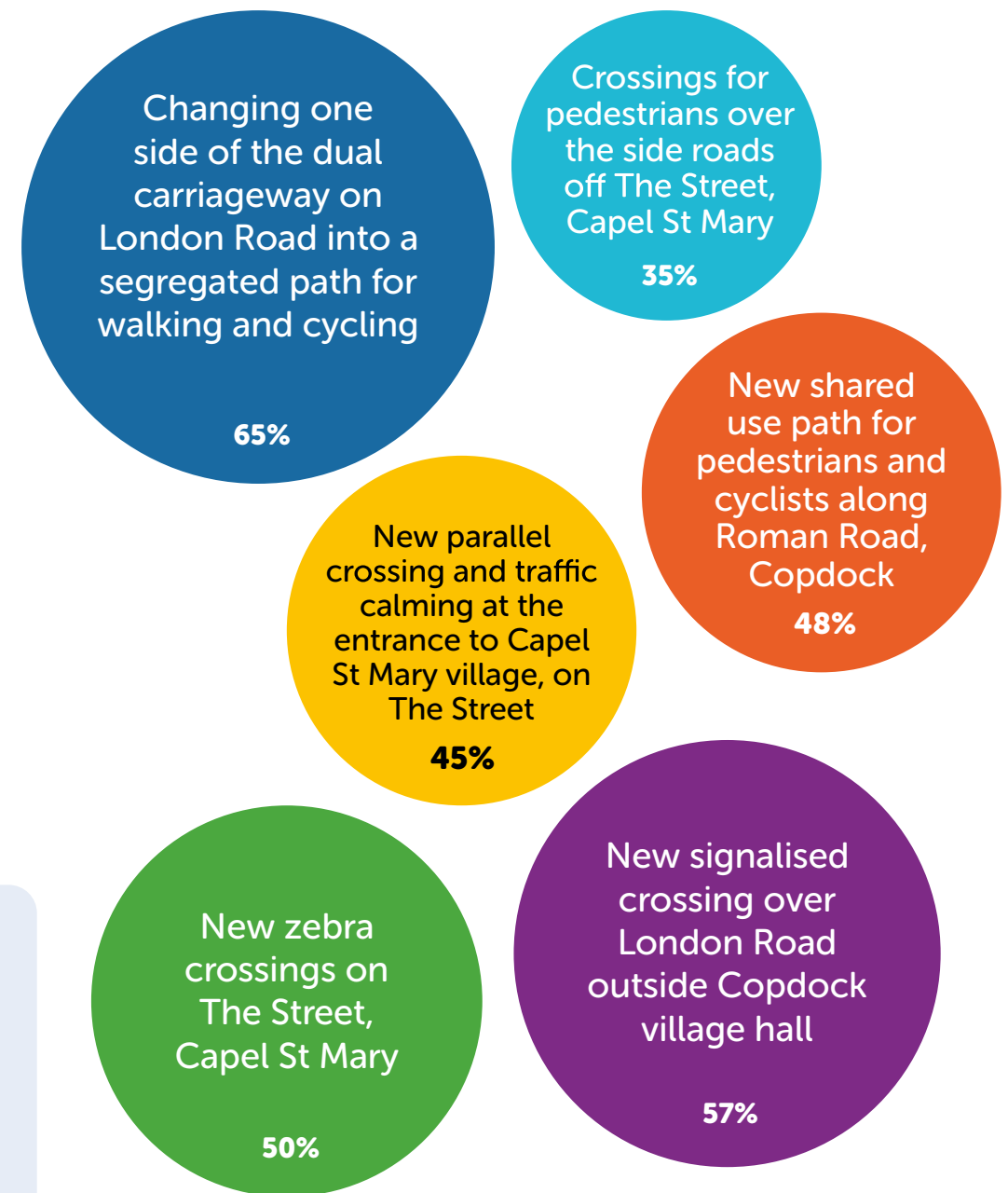


Figure 4: Q6: Which parts of the proposals will make it easier and safer to walk/wheel/cycle along the route?

Residents who completed the survey and talked to us at the event gave feedback on how they experience the route at present, telling us that:

It currently does not feel safe to walk or cycle along London Road	There have already been a number of accidents and fatalities on London Road
Vehicles often drive above the speed limit on London Road	Incidents of anti-social behaviour and 'reckless joy riding' have been seen in the Whight's corner area
Maintenance of existing paths on the route is important	There is a need for London Road to create more of a sense of place for villagers
Hedgerows along the route need more frequent cutting back to maintain visibility of vehicles	There are concerns over visibility at the existing crossing point in Capel St Mary near the shops
There is not currently enough width for vehicles to wait safely in the centre verge	There are concerns over current levels of noise and pollution through Copdock village
Existing users sometimes get confused by the road layout and will drive the wrong way down the dual carriageway section	The entrance to Copdock village hall sometimes gets very busy

Residents provided feedback on the proposed designs and told us::

The crossing for the village hall should be on the other side of Elm Lane to be on the desire line and because of poor visibility at the top of the hill	There are concerns that the proposals for London Road will make it more difficult for pedestrians to cross and that vehicles will find it harder to get out of their driveways
To ensure that there is a footpath running up to any new crossing point from the village hall in Copdock	We should consider reducing the speed limit to 40mph on London Road
To consider some cycle parking by Copdock village hall	The zebra crossing near Capel St Mary primary school also needs improving
Residents living near Elm Lane noted that it might work better to retain the slip road on London Road here	To consider including bays for deliveries and bin collections between Folly Lane and Elm Lane
More needs to be done to change culture and reduce speeds on London Road to ensure it's safer	To make sure the designs allow enough space for HGVs to turn off London Road to their destination
To make sure the designs allow residents living on London Road to get into and out of their driveways safely, whilst it still being a safe space for people walking and cycling	Improvements should also include the route from Whights corner to the park and ride under the underpass and link to existing walking and cycling routes

What we plan to do

We are now reviewing the plans based on the feedback received.
Key points that we are focussing on within the review include:

Ensure the design gives the easiest possible access to Copdock village hall and review the location of the proposed crossing.

Ensure that residents on London Road are able to access their driveways whilst minimising potential conflict with people walking and cycling.

Ensure that there is sufficient room for HGVs to turn in and out off London Road where necessary.

Consider extending the designs past Whight's corner to link up to the existing network at the park and ride site.

Review the details of the designs to consider how to encourage reduced speeds on London Road so that it is a safe space for everyone to use.

Review the design of the existing zebra crossing outside Capel St Mary primary school.

Next Steps

Now the consultation is complete, we will review the designs as set out above and update these with any necessary changes.

We will then move to working on fully detailed designs ready for construction, which we hope will begin during 2025.

We would like to thank everyone who has taken the time to get involved in the projects so far – your feedback has been invaluable to us in shaping the proposals.

We will post any further updates on our website as the project progresses.



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

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 **recycle**
for Suffolk

