

Suffolk County Council

IPSWICH NORTHERN ROUTE

Route Options Consultation Report



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EXECUTIVE SUMMARY

OVERVIEW

Ipswich Northern Route aims to improve existing journeys across Suffolk, support the local economy and enable future growth. The project would enhance Suffolk as a place for business and as an attractive place for people to live by creating reliable journeys, additional cycling and walking facilities and a link to new houses and businesses.

The aim of the consultation was to raise interest and awareness of the project and create an understanding of its scope, need and benefit. The consultation was the first step in the process to understand views of local people, businesses and other organisations on the indicative route and junction options.

Following the appraisal of options to deliver these objectives, three potential route options for a new east/west link between the A12 and A14 corridors were identified as the best solution to meet these ambitions.

Working together, Suffolk County Council, Babergh and Mid Suffolk District Councils, East Suffolk Council and Ipswich Borough Council with support from West Suffolk Council, undertook a 10-week public consultation, between 5 July 2019 and 13 September 2019, on the early stage proposals for Ipswich Northern Route.

The high-level results of the consultation have fed into a Strategic Outline Business Case for the project. This Consultation Report provides the full overview of the consultation, undertaken and analysis of feedback received.

PROJECT PROPOSALS PRESENTED FOR CONSULTATION

Three potential routes for a new road were taken to consultation – an outer corridor from Melton to the A140 near Needham Market, a middle corridor from Woodbridge to Claydon, and an inner corridor from Martlesham to Claydon. Alternative options for junctions connecting the routes to the A12 and A14 were presented as part of the consultation alongside provisional environmental information.

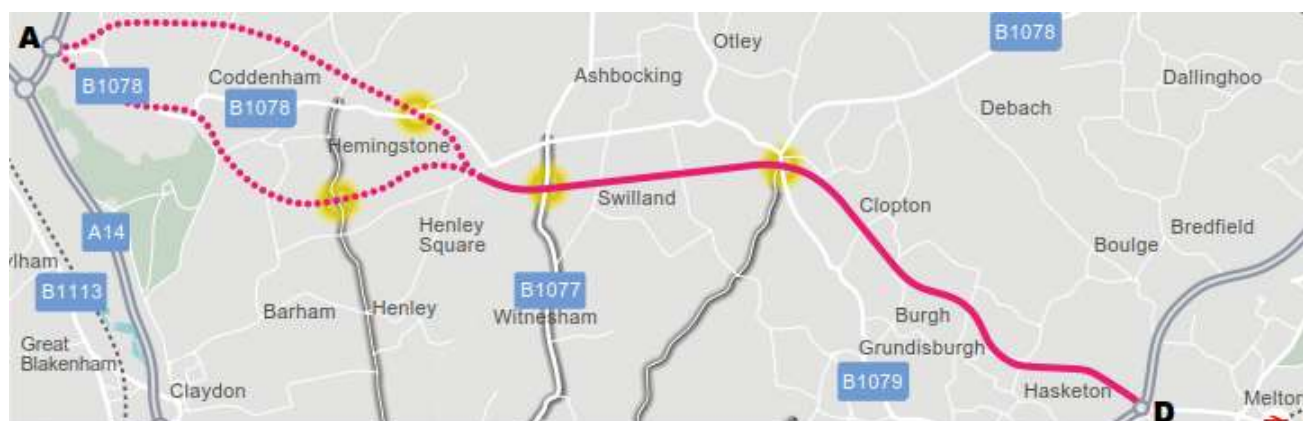
Figure E-1 - Route options taken to consultation



The Outer Route

This route would connect the A140 to the west (Junction A) with the A12 Woods Lane Junction to the east (Junction D), as shown in Figure E-2. This option is the furthest north of Ipswich, with two possible route options presented around the village of Coddesham, one to the north and one to the south which would act as a local village relief road, intercepting the B1078.

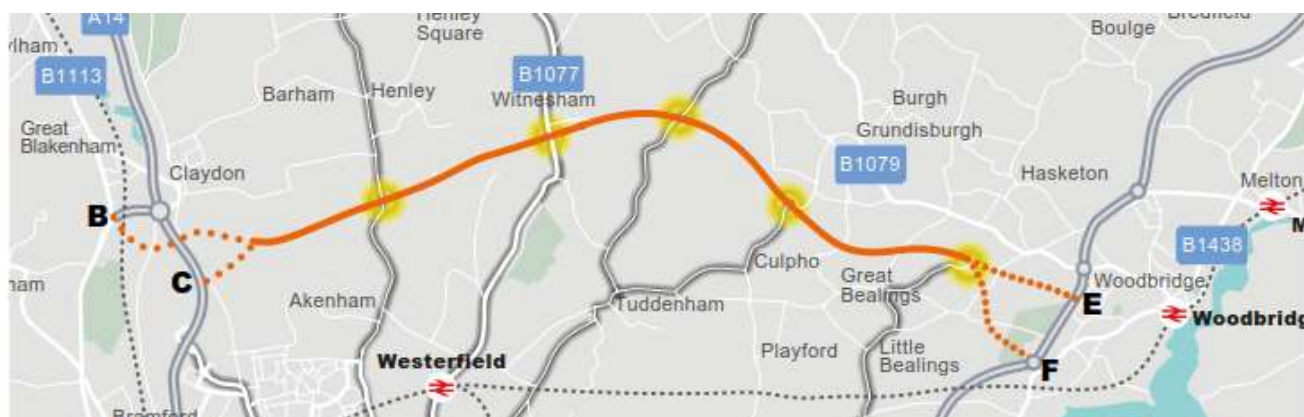
Figure E-2 - The Outer Route



The Middle Route

This route would lie further south than the Outer Route and comprises a new route between the A14 near Claydon to the A12 at Woodbridge, as shown in Figure E-3. Two junction options were considered at each end of the route (Junction B or C to the west and Junction E or F to the east).

Figure E-3 - The Middle Route



The Inner Route

This route would be the closest of the three to Ipswich, connecting the A14 near Claydon to the A12 near Martlesham, as shown in Figure E-4 below. Two junction options were considered at each end of the route (Junction B or C to the west and Junction G or H to the east).

Figure E-4 - The Inner Route



CONSULTATION ACTIVITIES

Following the publication of broad corridors in 2016, the consultation was the first step in the process to present emerging options and to allow local people, businesses and other organisations to comment on the project.

A range of methods were used to inform the public of the consultation, including public events, stakeholder and landowner briefings, unmanned exhibitions, social media, posters, articles in local newspapers and local radio interviews. Additionally, a brochure, questionnaire and Q&A were developed for the consultation. This consultation material was available online via Ipswich Northern Route's website, www.ipswichrouternroute.org.uk, at public events and were on deposit at key locations.

Public events were held at 11 locations throughout the area of the three proposed route options. The events took place on a range of weekday and weekend dates and times and gave members of the public an opportunity to view information and speak to members of the project team. In total 2,206 people attended the public events. In addition, the proposals were presented at a number of stakeholder events for councillors, Ipswich Borough Council area committee meetings and the Ipswich and Suffolk Chambers of Commerce.

CONSULTATION RESPONSES

In total, 4,547 responses to the consultation were received. The majority of these (4,286 responses, 94%) were from people completing the questionnaire which was available online and in hard copy. The rest of the responses (253 in total) were provided as emails and letters, these were received from members of the public, businesses and organisations. Table E-1 shows the breakdown of responses received.

Table E-1 - Responses to Public Consultation

Method of responses	Number
Questionnaires completed online	3,753
Questionnaires hard copies	533
Other responses received (letters and emails)	253
Petitions	3
Late responses	5
Total	4,547

The consultation has demonstrated there are a number of issues to be considered in relation to the local community, businesses and stakeholders interested in and potentially affected by the project. There were some respondents in favour of the project, particularly those in and close to Ipswich, who would benefit directly from the project and experience limited negative impacts; however, the consultation drew out strong public opinion challenging the project that should be taken into consideration, especially concerns raised by local residents directly affected by the proposed routes.

When asked in the questionnaire, *“do you agree or disagree that an Ipswich Northern Route would improve journeys across Suffolk”*, overall over a quarter (26%) of respondents agreed (selecting agree or strongly agree), whilst over two thirds (68%) did not agree (selecting disagree and strongly disagree).

When asked *“to what extent do you support or oppose the three routes and junction options”*, there was general opposition to each of the options, with over 70% either opposing or strongly opposing the options. The most opposed was the Outer Route, with 80.9%, while 78% were opposed to the Middle Route and 72% to the Inner Route.

Analysis of comments to free text questions in the questionnaire and in letters and emails received reflected similar views. There were substantial concerns about the environment, particularly the impact on wildlife, archaeology and the countryside. Issues about there being a climate emergency and noise and air quality were also raised.

Regarding traffic, people expressed their belief that there are alternative solutions to traffic issues instead of this project. A substantial number of responses also felt the Orwell Bridge needs addressing separately and the Ipswich Northern Route project would not solve the problems when the Orwell Bridge was closed.

Another key theme that emerged from the letters and emails was the assertion that the project's objectives around economic growth and additional future housing growth are not needed.

An active opposition campaign group, the Stop! campaign, has emerged, particularly from the rural areas to the north of Ipswich, who oppose the project in its entirety. This opposition was concentrated around those who lived and worked along the alignment of the proposed route options. There were also some key stakeholders, for example the MP for Central Suffolk and North Ipswich and a number of the affected parish councils, who are also against the project.

Some key stakeholders, including Suffolk Chamber of Commerce and Ipswich Borough Council were also very supportive of the project and the economic and transport benefits it would bring. A petition in favour of the project and in particular the Inner Route was received from campaign group Orwell Ahead.

If the decision is taken to continue the project, the project team would work closely with key stakeholders, including the Stop! Campaign, to fully understand their issues, explain the project and decision making process, and to identify potential mitigations which may help lessen concerns, where possible.

NEXT STEPS

The Council will consider the results of the consultation alongside the outcomes of the Strategic Outline Business Case, to inform the decision of whether or not to proceed with the project to the Outline Business Case stage.

It should also be noted that work on the SOBC commenced in 2018 and was well progressed when, in March 2019, the Council declared a Climate Emergency. This will also be a factor to be considered in the decision making process.

1 ABOUT THE PROPOSALS

1.1 INTRODUCTION

- 1.1.1. Ipswich Northern Route is a proposed new road to the north of the town that would link the A12 to the A14 to deliver better journeys and deliver future growth for Suffolk.
- 1.1.2. The project is being jointly promoted by Suffolk County Council, Babergh and Mid Suffolk District Councils, East Suffolk Council and Ipswich Borough Council, with the support of West Suffolk Council.
- 1.1.3. The project is in the early stages of development and further work would be needed to identify a preferred route, develop route detail, make a submission for planning approval and secure funding, before delivery.
- 1.1.4. A public consultation was undertaken from Friday 5 July to Friday 13 September 2019 as the first step in the process to understand views of local people, businesses and other organisations on the indicative route and junction options. There would be further consultation with more detail if the project proceeds.
- 1.1.5. The result of this consultation has fed into a Strategic Outline Business Case (SOBC) for the project and if the decision is made to continue the project to the next stage, would be used to inform the preferred route and design development.
- 1.1.6. This Consultation Report provides details on what was consulted on, who we consulted with, and how we conducted the consultation. This report also provides detail on the consultation feedback received.

1.2 PROJECT OVERVIEW

- 1.2.1. The Suffolk Public Sector Leaders Group¹, has provided funding to develop the project up until the SOBC. The Group includes representatives from the local authorities involved, including Suffolk County Council, Babergh and Mid Suffolk District Councils, East Suffolk Council, West Suffolk Council and Ipswich Borough Council.
- 1.2.2. Prior to the development of the proposed routes presented at the consultation, work was undertaken to understand the need and potential options for addressing the issues identified.

¹ The Suffolk Leader Group is made up of the leaders and Chief Executives of all local authorities in Suffolk, the Police and Crime Commissioner and Head of Communications at Suffolk County Council, plus representatives from the Suffolk Constabulary, East Suffolk and Ipswich CCG and West Suffolk CCG and NHS Great Yarmouth and Waveney CCG. More information on the Suffolk Leaders Group can be found <https://www.suffolk.gov.uk/council-and-democracy/suffolk-public-sector-leaders-group/>

- 1.2.3. Stage 1 of this process was completed in 2016 and culminated in the production of a Stage 1 Study Interim Report, which presented information on the transport conditions across Ipswich, both now and in the future. Results showed that the road network is prone to frequent and severe delays, constraining growth and reducing productivity. The study highlighted congestion issues along the A14. In addition, the study acknowledged the extent of severe congestion occurring during times when the Orwell Bridge is fully or partially closed, and general traffic issues within Ipswich that impacts on nationally important assets such as the Port of Felixstowe.
- 1.2.4. The Stage 1 report identified the need for an intervention to address immediate and future transport needs, with an initial focus on a new route to the north of Ipswich. It identified three potential strategic route corridors as having the greatest potential to meet the project objectives and provide traffic relief, with a recommendation to the Suffolk Public Sector Leaders Group to take these forward to Stage 2 for further detailed assessment. As part of the report an initial local authority stakeholder meeting was held in Ipswich on the 18 October 2016 to discuss the project objectives, and review existing constraints affecting both urban development expansion, and implementation of the Ipswich Northern Route. The findings of this workshop are considered within the Stage 1 Study Interim Report.
- 1.2.5. The workshop, hosted by Suffolk County Council and consultants WSP, was attended by representatives (councillors and officers) from the following local authorities:
- East Suffolk Council (Suffolk Coastal & Waveney District Council)
 - West Suffolk Council (Forest Heath & St Edmundsbury)
 - Ipswich Borough Council
 - Suffolk County Council
 - Babergh and Mid Suffolk District Councils
- 1.2.6. The Stage 1 Study Interim Report was publicly released in January 2017 and made available on Suffolk County Council's website. It is now available on the Ipswich Northern Route website <https://ipswichnorthernroute.org.uk/document-library/2016-2017-ipswich-northern-route-options-assessment/>
- 1.2.7. For Stage 2, a broader range of options were considered for assessment against the developed project objectives, including improvements to public transport services and infrastructure, traffic management, rail, and smart technology.
- 1.2.8. As part of the Stage 2 process, the objectives were developed and refined by Suffolk County Council in partnership with the local Borough and District Councils, to encompass Suffolk's future housing and the Local Enterprise Partnership's Economic and Industrial strategies.

- 1.2.9. In total, a long list of 32 separate options was generated, including consideration of the 'Do Nothing' scenario, which provided a baseline for assessment assuming forecast growth in housing and employment, but without any major changes to transport infrastructure. The options were evaluated using the Department for Transport's model known as the Early Assessment Sifting Tool (EAST), which included assessment against the project objectives.
- 1.2.10. Having assessed the options, the work identified that the provision of a new strategic road link to the north of Ipswich best met the project objectives and responded to the growing demands on the local and national transport infrastructure. This work informed the route options which were considered for public consultation.
- 1.2.11. A commitment was made in February 2019 by Suffolk County Council to undertake a public consultation on the route details, alignment options and junction options with the A14 and A12 in summer 2019. A copy of this press release is included in Appendix J.
- 1.2.12. The final Options Appraisal Report forms part of the SOBC, however, information on the option assessment process was requested at consultation events. Therefore, an interim high-level summary² was produced and made available during the consultation on the Ipswich Northern Route website. This did not form part of the consultation material and was not required to complete the questionnaire.

1.3 OBJECTIVES

- 1.3.1. Creating a new road between the A14 and A12 would improve existing journeys, reduce congestion, reduce travel times and enable future growth in Suffolk.
- 1.3.2. A range of objectives were developed for the project to help guide its works, as outlined below:

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.

² The Options Appraisal Report -Summary is available https://ipswichnorthernroute.org.uk/wp-content/uploads/2019/08/2019_08_09-OAR-Summary-FINAL.pdf

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.

1.4 THE OPTIONS TAKEN TO CONSULTATION

1.4.1. The proposals taken to consultation, developed from the work in 2016 and the Stage 2 options appraisal work, provide a solution which would meet with the developed objectives for the project.

1.4.2. The proposals were summarised in a consultation brochure (Appendix A).

1.4.3. Three potential routes for a new road were presented as part of the consultation. Each route included options for junctions and highlighted the possible interchanges with potential connecting roads, which would improve connectivity with rural communities and provide more options for traffic heading to or from Ipswich.

- An Outer Route – the most northern option which would connect the A14 near Coddensham via the A140 (A) to the A12 at Woods Lane Junction to the east (D). This route would generate most of its benefits through strategic east to west journeys that do not start or finish in Ipswich.
- A Middle Route – this option is south of the outer route and connects the A14 near Claydon (B & C) to the A12 near Woodbridge (E & F). This route would provide benefit for strategic east to west journeys, including some that start or finish in Ipswich.
- An Inner Route – this option is the closest to Ipswich and connects the A14 near Claydon (B&C) to the A12 near Martlesham (G&H). It is the closest to Ipswich and would provide excellent opportunities to improve trips in and around Ipswich as well as more strategic east to west journeys.

1.4.4. Several junction options for linking the new road to the A14 and A12 were identified and presented as part of the consultation.

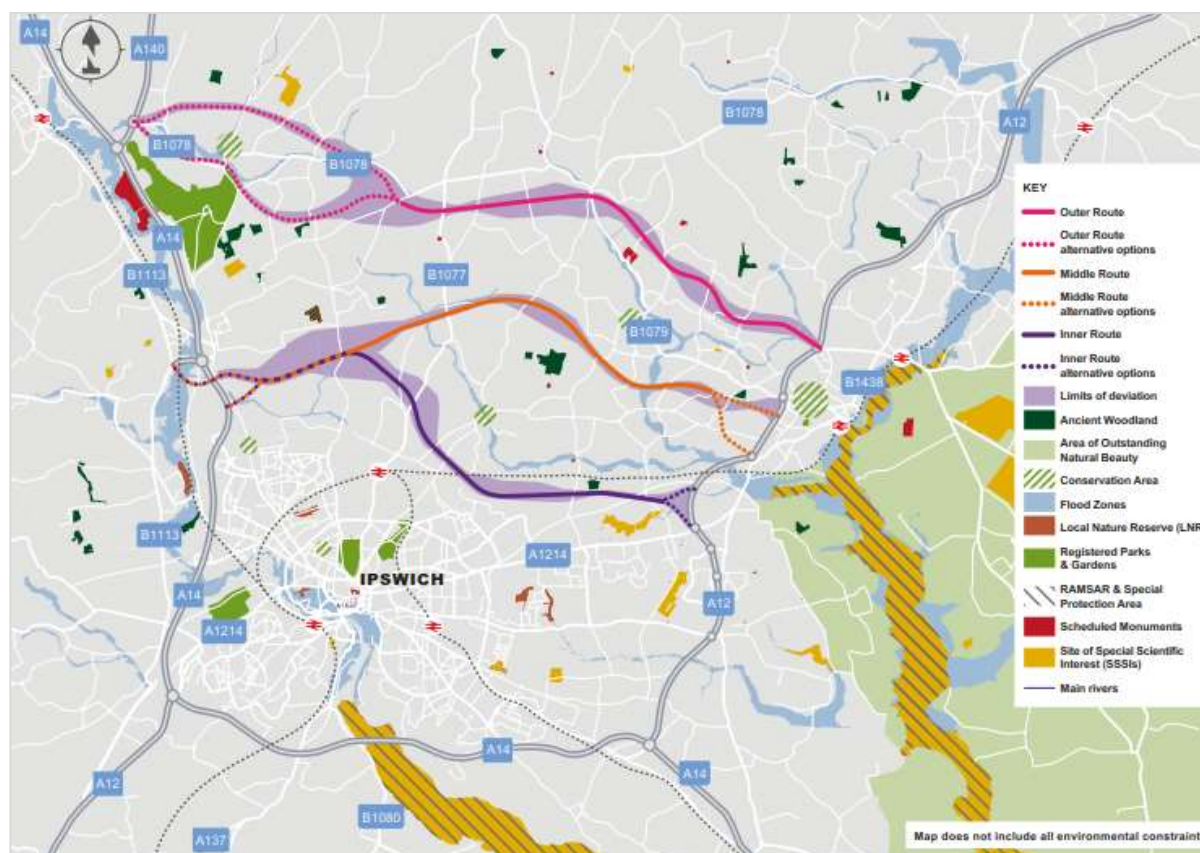
1.4.5. Figure 1-1 shows the three route options with junction options as presented in the consultation material.

Figure 1-1 - Map of routes taken to consultation



1.4.6. All route options were developed to avoid or minimise their impact on local constraints, such as the environment, communities and utilities. Following initial desk-top work to identify such constraints, a map was produced and presented at consultation. In addition, this map (Figure 1-2) shows the limits of deviation along the routes.

Figure 1-2 - Environmental constraints map



1.5 REASONS FOR CONSULTING

- 1.5.1. It was considered important to provide an opportunity for the public, businesses and organisations to comment on the developing proposals and for this feedback to form the SOBC and inform future decisions on the project.
- 1.5.2. The consultation was carried out in order to understand views on impacts, issues and benefits of the Ipswich Northern Route as part of developing the SOBC and, if the decision is taken to continue, inform the Outline Business Case.

2 OVERVIEW OF THE CONSULTATION

2.1 PURPOSE AND OBJECTIVES OF THE CONSULTATION

- 2.1.1. The consultation was the first step in the process to present the emerging options and allow local people, business and other organisations to comment on the project.
- 2.1.2. The purpose of the consultation was to seek views on proposals for creating a new road that links the A14 to the A12 to the north of Ipswich.
- 2.1.3. The consultation and engagement activities were delivered in line with this purpose.
- 2.1.4. The aim of the consultation was to raise interest and awareness of the project and create an understanding of its scope, need and benefit.
- 2.1.5. The consultation was publicly committed to in February 2019 and then confirmed in July 2019. The consultation period ran from Friday 5 July to Friday 13 September 2019, for ten weeks.

2.2 WHO HAS BEEN CONSULTED

- 2.2.1. The consultation provided an opportunity for the following to have a say on the project proposals:
 - Landowners, residents and businesses that may potentially be impacted by the possible route corridors
 - Wider business community
 - Residents across Suffolk
 - Elected representatives including Members of Parliament, county, district, borough, town and parish councillors
 - Other relevant specialist groups and organisations, for example environment, haulage, economic and community stakeholders
 - Minority and seldom heard groups
- 2.2.2. Stakeholder identification was conducted to identify the wide variety of groups and organisations who have interest in and or influence on the project, this included 36 parish and town councils, as well as groups such as the Suffolk Chamber of Commerce. Whilst not exhaustive, this provided a substantial base of interested groups and individuals who may be interested in the consultation or could help promote it. Table 2-1 lists the parish councils contacted about the consultation.

Table 2-1 – Table of town and parish councils notified about the consultation

Name	Name
Akenham Parish Meeting	Hasketon Parish Council
Ashbocking Parish Council	Hemingstone Parish Council
Barham Parish Council	Henley Parish Council
Baylam Parish Meeting	Little Bealings Parish Council
Bramford Parish Council	Little Blakenham Parish Council
Bredfield Parish Council	Martlesham Parish Council
Boulge Parish Meeting	Melton Parish Council
Burgh Parish Meeting	Needham Market Town Council
Claydon & Whitton Parish Council	Nettlestead Parish Meeting
Clopton Parish Council	Otley Parish Council
Coddenham Parish Council	Pettistree Parish Council
Creting St Mary Parish Council	Playford Parish Council
Darmsden Parish Meeting	Rushmere St Andrew Parish Council
Debach Parish Meeting	Swilland and Witnesham grouped Parish Council
Gosbeck Parish Council	Tuddenham St Martin Parish Council
Great Bealings Parish Council	Ufford Parish Council
Great Blakenham Parish Council	Westerfield Parish Council
Grundisburgh & Culpho Parish Council	Woodbridge Town Council

2.3 LANDOWNER ENGAGEMENT

- 2.3.1. The delivery of the project would require the acquisition of land, property and rights over, or access to, land owned or occupied by a number of people and organisations.
- 2.3.1. Some initial work was undertaken ahead of the consultation to identify people with land interests in close proximity to the three routes using Land Registry searches based on the indicative route options. These individuals were contacted by letter and invited to specific landowner events to discuss the proposals. Three all day events were held specifically for landowners and were by invitation appointment only. The dates are included in Table 2-2. A copy of the letter issued to landowners can be found in Appendix B.

Table 2-2 - Schedule for events for landowners

Location	Date	Time
Needham Market Community Centre School St, Needham Market, IP6 8BB	Wednesday 10 July	10:00 – 20:00
Woodbridge Community Hall Station Rd, Woodbridge, IP12 4AU	Thursday 11 July	10:00 – 19:30
Kesgrave War Memorial Community Centre Twelve Acre Approach, Kesgrave, IP5 1JF	Friday 12 July	10:00 – 20:00

- 2.3.2. In total 61 meetings were held in person on the three above dates with those with land interests who could be directly affected by the project. These land interests are classified as ‘directly’ where their land is believed to be needed to be acquired for the indicative routes. This was considered a proportionate approach for this early stage of the project.
- 2.3.3. The land referencing work was done at a high level due to the early stage of the route development, meaning it was not possible to be definitive about the identification of all land interests. One landowner made themselves known during the consultation and had not received a landowner letter. This person was contacted by telephone. A further landowner was unable to attend the specific landowner events and was contacted by telephone to discuss the project.
- 2.3.4. The meetings and telephone calls gave those with a land interest an opportunity to find out more about the potential land acquisition process and to discuss the potential impact of the project on their land holdings and farming operations.
- 2.3.5. During the Public Consultation events, residential property owners who were concerned about the potential proximity of the routes to their property sought information about the types of compensation available to them and when this opportunity would arise. Contact details were taken from 67 people (mainly from attendance at the public consultation events but also from word of mouth), all of whom were contacted by telephone, email or in writing by land specialists, with multiple attempts made to contact all the parties.
- 2.3.6. Of the 67 people that requested information, 52 people responded and confirmed call-back requests (others responded advising call-backs were no longer desired or had already attended a landowner consultation meeting instead).

- 2.3.7. The calls discussed the potential impacts on those people's land and property and the statutory provisions for payment of compensation arising if the project progressed, as well the indicative timing of the key stages of the project, and the indicative nature of the route alignments as identified in the consultation materials. The property owners were informed that the land specialists could not provide them with professional advice.

2.4 SELDOM HEARD GROUPS

- 2.4.1. The project conducted an initial Equalities Impact Assessment (EIA) screening completed on 6 August 2018. This ensured the project sufficiently allowed people from all protected characteristic groups to take part in the consultation, as well as giving us early indication of any specific EIA issues with the project as a whole. There was a commitment made for a full Equality Impact Assessment to be carried out for the project should it proceed to consent and construction. A copy of the EIA screening is found in Appendix C.
- 2.4.2. The stakeholder identification included seldom heard groups. The Suffolk County Council equalities officer holds a distribution list for representatives of most of the seldom heard organisations and groups in Suffolk, including Suffolk Coalition of Disabled People, Ipswich & Suffolk Council for Racial Equality (ISCARE) and One Voice 4 Travellers. The information about the consultation was sent to them all.
- 2.4.3. The consultation brochure included a translation panel, allowing people to contact the project if they wanted the information in another language or format, e.g. audio or large print.
- 2.4.4. Following a request from the Suffolk Learning Disability Partnership Board, an Easy Read form of the brochure and questionnaire was produced – a copy of these can be found in Appendix D. This material was added to the website on 21 August 2019. It was circulated on two appropriate Suffolk websites to reach as many people as possible.
- 2.4.5. Suffolk Learning Disability Partnership Board were given an extended deadline of Friday 20 September 2019 to provide comments on the project.

2.5 WHAT WAS CONSULTED ON

- 2.5.1. The level of detail in the consultation reflected the early stage of the work. The consultation materials provided an overview of the routes and junctions and environmental work. The detail of the mapping used reflected the early stage of the project and the absence of a preferred or developed route alignment; providing limited background detail to minimise concern from land and property owners by suggesting more certainty than exists at this stage in the project process. Summary information was provided on other alternative junctions that were considered and then rejected or found unviable with the reasonings behind this.
- 2.5.2. Background information for the highway element of the project was provided, which included:
- Environmental constraints

- Indicative form of the road
- Likely junction connection options to A14 and A12 (with two junction options on A14, one on A140 and five on the A12, eastern end of the routes)
- Two route options around Coddenham for the outer route
- Information on junction options with the potential intersection points connecting routes into Ipswich
- A range of project benefits covering all options, but not option specific.

- 2.5.3. One of the project objectives was to enable the delivery of additional homes across Suffolk. The Ipswich Northern Route is not required for the delivery of the current planned local growth; and the size, location and form of additional growth would be considered at a later stage as part of the future local plan review process. It was important to highlight that additional growth would be enabled by the project, however no detail relating to additional growth was available to enable inclusion within the consultation material, reflecting the early stage of the project.
- 2.5.4. A Q&A document provided further information on the project and its background.
- 2.5.5. In response to enquiries at events and to the project during the consultation, additional information was added to the Ipswich Northern Route's website. This included a summary of the Options Appraisal Report, the Local Model Validation Report and documentation relating to the previous 1995³ project and its consultation; this information was for interest only and did not form part of the consultation material and was not required to complete the consultation questionnaire.
- 2.5.6. The Q&A document was also updated to reflect frequently asked questions received. Those people who had asked to be kept updated on the project were contacted by email when these additional documents were added. A copy of the Q&A document can be found in Appendix E.

³ In 1993 orders were published for a Kesgrave bypass. Following a public inquiry in 1994 the Secretary of State agreed with the inquiry inspectors that this bypass should not proceed. Separately a full Ipswich bypass was taken out of the County Structure Plan following instruction of the Secretary of State for the environment in December 1994. Suffolk County Council then accepted that a project might not be needed until 2006 but also consulted on options in 1995 to remove uncertainty.

2.6 CONSULTATION MATERIALS AND PUBLICITY

2.6.1. Public Events

2.6.2. A series of consultation events were conducted in the first four weeks of the consultation period between 5 July 2019 and 13 September 2019. The events were concentrated at the start of the consultation period to avoid the school summer holiday period.

2.6.3. The events adopted a 'drop-in' style and were held in community buildings across the wider Ipswich area, as detailed in Table 2-3. The events attracted a footfall of 2,206 people.

Table 2-3 - Schedule for public events

Location	Date	Time	Approximate number of attendees
Grundisburgh Village Hall 6 Ipswich Rd, Woodbridge, IP13 6TJ	Tuesday 9 July	15:00 – 19:00	511
Needham Market Community Centre School St, Needham Market, IP6 8BB	Wednesday 10 July	15:00 – 19:00	71
Woodbridge Community Hall Station Rd, Woodbridge, IP12 4AU	Saturday 13 July	10:00 – 15:00	255
Kesgrave War Memorial Community Centre, Twelve Acre Approach, Kesgrave, IP5 1JF	Tuesday 16 July	15:00 – 19:00	163
Witnesham Village Hall Church Ln, Witnesham, IP6 9JD	Wednesday 17 July	15:00 – 19:00	351
Coddenham Community & Sports Centre Maryday Cl, Coddenham, IP6 9JD	Friday 19 July	15:00 – 19:00	192
Ipswich Library Northgate St, Ipswich IP1 3DE	Saturday 20 July	10:00 – 15:00	135
Tithe Barn Community Centre, Lower Street, Sproughton, IP8 3AA	Monday 22 July	15:00 – 19:00	50
Henley Community Centre Church Meadows, Henley, IP6 0RP	Tuesday 23 July	16:00 – 20:00	253
Martlesham Pavilion The Drift, Martlesham, IP5 3PL	Friday 26 July	15:00 – 19:00	91
Claydon and Barham Community Centre Church Lane, Claydon, IP6 0EG	Saturday 27 July	10:00 – 15:00	134
TOTAL			2,206

- 2.6.4. The events were held over a variety of time slots including evenings/weekends to allow a wide range of people to attend. The events gave the public the opportunity to view the proposed route option maps, junction options and speak to officers about the project. Representatives from the project's technical team and the county, district and borough councils were in attendance at the events.
- 2.6.5. There were a series of banners, using material from the consultation brochure, for people to view and tablets at every event to give attendees the ability to complete the online questionnaire or view the project website. The banners can be seen in Appendix I.
- 2.6.6. Presentations were also given to the South East, South West, North West, North East and Central Area Committees of Ipswich Borough Council which members of the public could attend. In total, approximately 170 people attended these briefings.
- 2.6.7. **Stakeholder briefings**
- 2.6.8. Three councillor briefings took place prior to the consultation for all councillors from the partner councils. On 4 and 5 July 2019 presentations took place at Endeavour House and on 4 July also at East Suffolk House. Mid Suffolk District Council Cabinet was briefed on the 8 July. Members of the project team gave an update to councillors on what to expect from the consultation and talked them through the consultation document and the website.
- 2.6.9. During the consultation a series of stakeholder briefings were undertaken.
- Suffolk Chamber of Commerce, Transport and Infrastructure Board, 16 July 2019
 - Endeavour House, exhibition available for all councillors and staff (Suffolk County Council, Babergh and Mid Suffolk District Councils), 18 July 2019
 - Ipswich Chamber of Commerce, Board, 15 August 2019
- 2.6.10. **Website**
- 2.6.11. As a jointly promoted project by the county and district councils, a standalone website and brand, linked to but separate from the partner local authorities, was developed for the project. This branding was used on consultation materials and the website www.ipswichnortherroute.org.uk
- 2.6.12. The website was set-up in order to provide current and up-to-date information relating to the progress of the project. This went live in early July 2019 to promote the drop-in events. All consultation material was hosted on the website during the consultation and has remained available since (although the link to complete a questionnaire was removed at the end of the consultation period). There is also a mechanism to sign up for email updates on the project. In total, 1,931 people have registered to receive updates either via the website or indicating in their consultation questionnaire response. The website and updates help ensure that all stakeholders and local residents are kept aware of the latest developments relating to the project.

2.6.13. Consultation brochure and questionnaire

2.6.14. The consultation brochure was an 18-page booklet which outlined the three route options identified, the junction options, the key environmental constraints and the predicted traffic flow. It also contained information on the consultation period and how people could have their say. Brochures were available at all public events as well as on the project website, where they could be downloaded and/or printed. They were also available at deposit points. Copies were mailed out on request to telephone callers. A copy of the consultation brochure is in Appendix A.

2.6.15. Q&A Document

2.6.16. A document was produced with questions and answers to provide explanations of key aspects of the project including process, costs, growth and land. This document was updated once during the consultation period to add further questions or clarification received as the consultation period went on. A copy of the Final Q&A is in Appendix E.

2.6.17. Posters

2.6.18. Two posters were produced during the consultation, one to promote the public events and one to promote the unmanned exhibition and deposit points. The posters about the consultation event were sent either by post or email on 25 June to parish councils to put up in their local area. They were also sent to libraries, health centres and post offices. The second poster about the unmanned exhibition and deposit points was sent to the same distribution list at the end of July. Posters were also used on social media to promote the consultation. Appendix F and Appendix G include copies of the posters.

2.6.19. Deposit location

2.6.20. Following the consultation events, consultation brochures and questionnaires, and a post box to put completed questionnaires in, were put at five locations:

- All Saints Church, Little Bealings
- Winesham Baptist Church, Ipswich
- St Mary's Church, Coddensham,
- Kesgrave War Memorial Community Centre
- St Mary's Church, Grundisburgh

2.6.21. The materials were in place from 12 August 2019, for four weeks. The locations were advertised on the project's website, press, social media, and on posters placed around Ipswich and the surrounding area. The locations were monitored and consultation material and questionnaires replenished up to the end of the consultation period.

2.6.22. Exhibition Tour

2.6.23. After the consultation events were conducted, the information boards were used for an exhibition tour. The tour was advertised on the project's website, social media, and on posters sent to parish councils, libraries, post offices and doctor's surgeries in the study area. The locations and dates of the tour are detailed in Table 2-4 below. Images of the exhibition are in Appendix I.

Table 2-4 - Schedule for exhibition tour

Location	Date	Time
Endeavour House 8 Russell Road, Ipswich, IP1 2BX	Monday 5 August – Friday 9 August	Monday – 08:00 – Friday 17:00
Woodbridge Library New Street, Woodbridge, IP12 1DT	Monday 12 August – Friday 16 August	Monday 1000 – 1600 Tuesday 0930 – 1930 Wednesday 0900 – 1730 Thursday 0900 – 1730 Friday 0900 – 1930
Riverside Offices (Foyer Area) 4 Canning Road, Lowestoft, NR33 0EQ	Monday 19 August – Friday 23 August	Monday – 08:00 – 17:00 Friday
Ipswich Town Hall Cornhill, Ipswich, IP1 1DH	Tuesday 27 August – Friday 30 August	Monday – 10:00 – 16:00 Friday
Stowmarket Library Milton Road, Stowmarket, IP14 1EX	Tuesday 2 September – Friday 6 September	Tuesday 08:30 – 18:45 Wednesday 08:30 – 17:45 Thursday 08:30 – 17:45 Friday 08:30 – 18:30
Endeavour House (Foyer Area) 8 Russel Road, Ipswich, IP1 2BX	Monday 9 September – Friday 13 September	Monday – 08:00 – 17:00 Friday

2.6.24. Social media

2.6.25. Social media was used as a tool to widely promote the dates and events of the consultation as well as providing a link to the questionnaire.

2.6.26. Paid Facebook advertising was used throughout the consultation to drive traffic to the project's website and consultation material. The advertising was focused on those in the Ipswich area.

2.6.27. Twitter was the primary platform used to provide information before, during and after the events and to answer queries and comments from people. More information on social media has been provided in Appendix K.

2.6.28. **Media**

2.6.29. A press release was issued on 1 July 2019 announcing the dates of the consultation and detailing the public event locations.

2.6.30. A further press release was issued on Friday 2 August 2019, halfway through the consultation period. It contained information on the completed events, details of the exhibition tour, and acted as a reminder to ensure the public had the opportunity to have their say before the closing date. A copy of the press releases can be found in Appendix J.

2.6.31. **Third party promotion**

2.6.32. The project engaged interested parties to help promote the consultation. Information was sent to 36 parish and town councils (the list is included in Table 2-1) ahead of the consultation also in addition to information relating to the exhibition tour and deposit locations.

2.6.33. All schools in the area were emailed links to the project website with relevant information and asked to share it in their newsletters to parents.

2.6.34. Dr Daniel Poulter, Member of Parliament for Central Suffolk and North Ipswich also sent a letter to residents, dated 10 July, about the consultation. His letter stated concerns with the project but encouraged residents to engage with the consultation. A copy of the letter sent to residents is included in Appendix L.

2.7 **METHODS OF RESPONDING**

2.7.1. A questionnaire was produced with 24 questions. Questions 1 to 16 covered questions about the project, asked how the respondent travels and requested information about the respondent, this included free text questions. The remaining questions were optional standard demographic questions allowing the project to understand which groups of people were responding to the consultation. A copy of the questionnaire is included in Appendix A.

2.7.2. The public were encouraged to submit their views using an online questionnaire located on the project website www.ipswichnorthernroute.org.uk, paper copies were available on request at events and at deposit locations, to ensure those with limited or no internet access had the ability to provide feedback. They were given out or posted, with a free post envelope for respondents to return their questionnaires.

3 CONSULTATION METHODOLOGY AND ANALYSIS

3.1 METHODOLOGY

- 3.1.1. All online questionnaires were processed directly through the consultation management system, Smart Survey, which was linked directly from the Ipswich Northern Route website. Questionnaires received in hard copy were manually entered into the portal.
- 3.1.2. Letter or email consultation responses were managed separately.
- 3.1.3. Raw data from the closed questions (tick-box) responses have been used to create charts in this report. Data from the open-ended questions (free text responses), emails, and letters required further processing in order to identify themes in the data.
- 3.1.4. In total there were 17 closed questions and 12 places for free text answers, some of these were parts of questions where, 'please specify' options were requested.
- 3.1.5. Open responses were required to go through a process called 'coding', whereby a statement in a comment box are grouped by a set of codes which are grouped by common issues.
- 3.1.6. The code frame is a list of the codes which represent the different themes and areas of comment raised by respondents. This is created by reviewing a sample of the responses and identifying common themes and areas of comment.
- 3.1.7. The code frames underwent a series of reviews during the analysis to ensure that any new codes that emerged in the data were incorporated.
- 3.1.8. The same coding methodology has been applied to analyse detailed responses submitted in the form of letters and emails, although the list of issues varied slightly. This is because the list of issues for the free-text questions in the questionnaire was developed in line with the order of questions, whereas the emails and letters were grouped under a number of high level themes.
- 3.1.9. In total, 4,286 questionnaires were received, this included a number of partially completed responses. An additional 577 were received, which were either blank or largely incomplete. All of those identified as partially complete were checked by one of the consultation analysts.
- 3.1.10. The analysis section from the questionnaires is presented in Chapter 4 and is based on the total number of questionnaires received (4,286). As the questions were not compulsory, not all respondents completed all questions, therefore each chart shows the number of respondents who provided a response to the relevant question. For some questions more than one answer could be given, therefore the maximum responses could exceed 4,286.

3.2 OVERALL LEVEL OF RESPONSE

- 3.2.1. In total, 4,547 responses to the consultation were received. Responses were accepted until the 20 September 2019 to allow for any last postal responses. Five further late responses were received after this date.
- 3.2.2. The main response mechanism used was the questionnaire, to which there were 4,286 responses (accounting for 94% of the total). Of these, the majority (3,753 responses, 82%) were submitted online. A further 533 (12%) hard-copy responses were received, either by post, left at consultation events or at deposit points. These were subsequently entered into the Smart Survey portal.
- 3.2.3. In addition, 253 (6%) emails and letters were received. Of these, 140 were from members of the public and 117 from stakeholder, organisations and businesses. These have been analysed using the same coding methodology as described above. Table 3-1 provides a breakdown of the responses received.

Table 3-1 – Breakdown of consultation responses received

Method of responses	Number	%
Questionnaires completed online	3,753	82%
Questionnaires hard copies	533	12%
Other responses received (emails and letters)	253	6%
Petitions	3	<1%
Late responses	5	<1%
Total	4,547	

3.3 PETITIONS

- 3.3.1. Three petitions were received during the consultation, as outlined below:
- Swilland and Witnesham Grouped Parish Council with 254 signatures.
 - Stop! Campaign, 4,500 signatures (to be verified).
 - Orwell Ahead, 719 signatures 552 signatures after verification
- 3.3.2. The Swilland and Witnesham Parish Council opposed the proposed Ipswich Northern Bypass routes.
- 3.3.3. Orwell Ahead is a campaign to champion the wider Ipswich and Orwell Corridor economic area, as outlined on their website www.orwellahead.co.uk. Its petition was in favour of a dual carriageway 'inner option' route and supported the project.

- 3.3.4. The Stop! Campaign signatures exceeded the threshold of 3,675 signatures (0.5% of population of Suffolk in 2010), therefore it will be heard at a council meeting.
- 3.3.5. The Stop! campaign was created during the consultation by concerned residents who then campaigned against the project. They were endorsed by Dr Daniel Poulter, MP for Central Suffolk and North Ipswich. As well as organising a petition, the group attended most of the consultation events, undertook media engagement and created a guide to completing the consultation questionnaire and commissioned a report on the consultation, available on their website (<https://stopipswichnorthernbypass.co.uk/>).
- 3.3.6. The Stop! campaign has opposed the scheme in its entirety due to the impact on the countryside, environment and rural way of life. The group has raised concerns in its literature about the case for the project, the value for money and benefits realisation (namely the evidence that road building leads to growth). They also believe the road would allow for a new town north of Ipswich. Appendix M includes the Stop! campaigns document on the 10 reason against the project.
- 3.3.7. The number of signatures on these submitted petitions have not been included in our total of responses received. However, the petitions have been included in the analysis of the consultation and the issues raised are addressed in this Consultation Report. In addition, Suffolk County Council's Democratic Services team are processing the petitions through the council's agreed approach to petitions, <https://www.suffolk.gov.uk/council-and-democracy/consultations-petitions-and-elections/starting-a-petition/>. Only one petition met the threshold to be heard at a future council meeting.

3.4 ADDITIONAL QUESTIONNAIRE

- 3.4.1. Several parish councils held extraordinary meetings to enable a response to the consultation. Rushmere Parish Council held a meeting about its response to the consultation which included responses to a separate survey created by Rushmere St Andrew Parish Council in relation to the Ipswich Northern Route. There were 82 paper questionnaire responses to this survey.
- 3.4.2. This response and accompanying survey analysis has been counted as one response. The results are shown in Appendix O.

3.5 FREEDOM OF INFORMATION

- 3.5.1. Seven Freedom of Information and Environmental Information Regulations requests were made to Suffolk County Council during the consultation. These have not been counted as consultation responses but have been processed and responded to according to legal requirements.

3.6 RESPONDENT LOCATION

- 3.6.1. Respondents were given the option to provide postcode information, 2,552 respondents (nearly 60% of questionnaire respondents) provided this information. Out of these responses, 2,231 were valid postcodes that could be plotted on a map. This information is shown geographically in Figure 3-1 and Figure 3.2.
- 3.6.2. Figure 3-1 shows that responses were spread in the wider Ipswich area, specifically those in proximity to the route options or near potential connecting roads, as well as the town itself. This is as expected as responses have come from those most likely to be impacted (positively and negatively) by the project.
- 3.6.3. Figure 3-2 shows that whilst the majority of respondents were in Ipswich and the area to the north, there were also a number of responses from those throughout Suffolk, with a particular concentration in Felixstowe.

Figure 3-1 - Geographic distribution, based on post codes, of respondents with route option plan

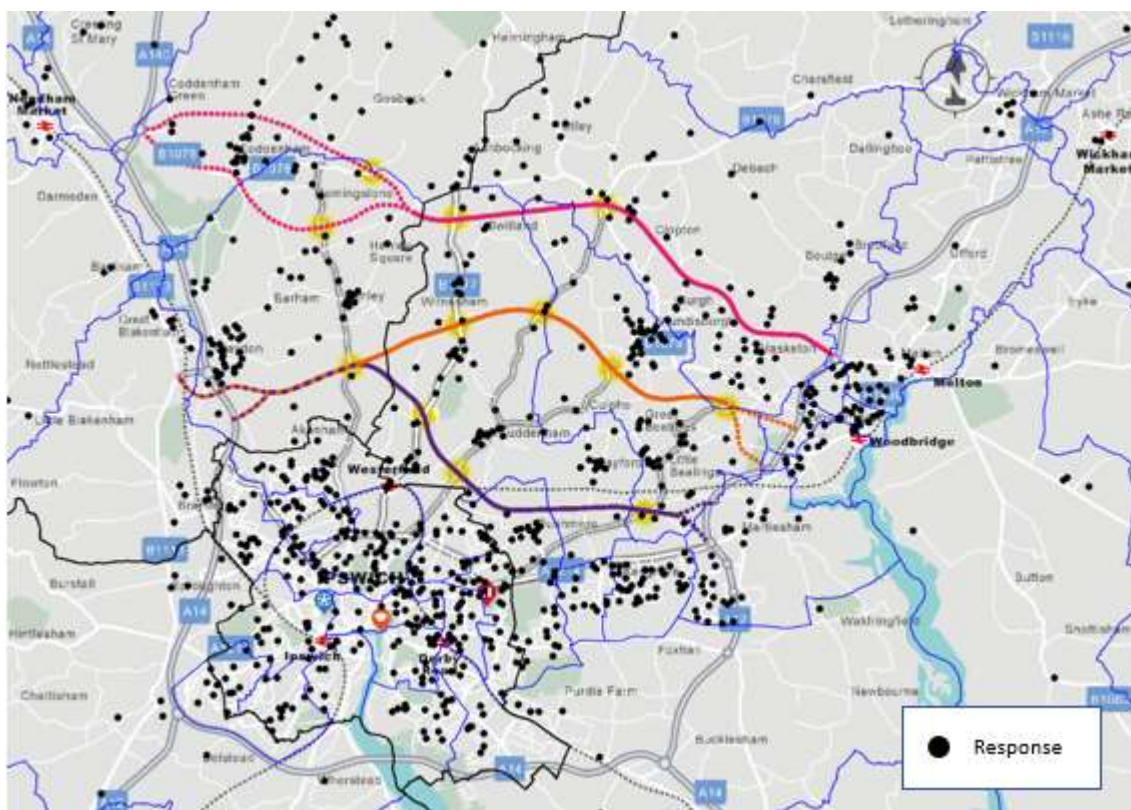
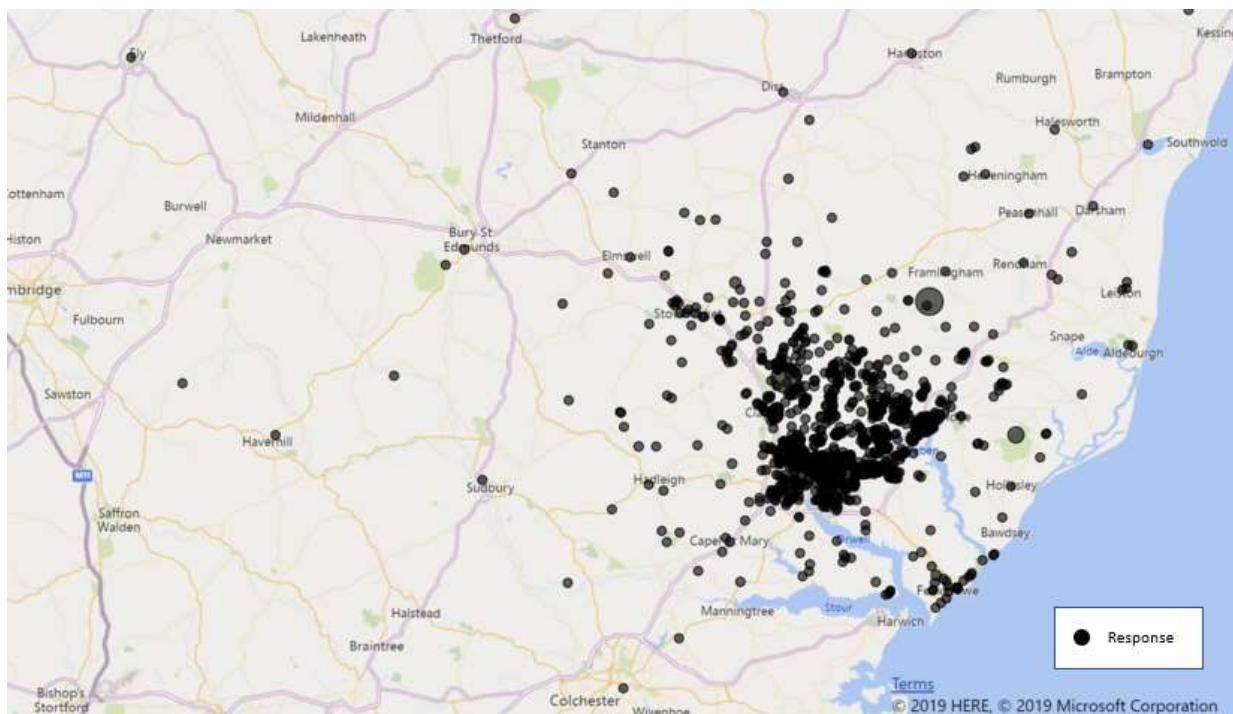


Figure 3-2 - Geographic distribution, based on post code, of respondents in Suffolk



- 3.6.4. Postcode information is used to analyse a number of the questionnaire responses in the Consultation Report. It should be noted not all of those who responded provided postcode information, so the graphics do not represent all the responses.

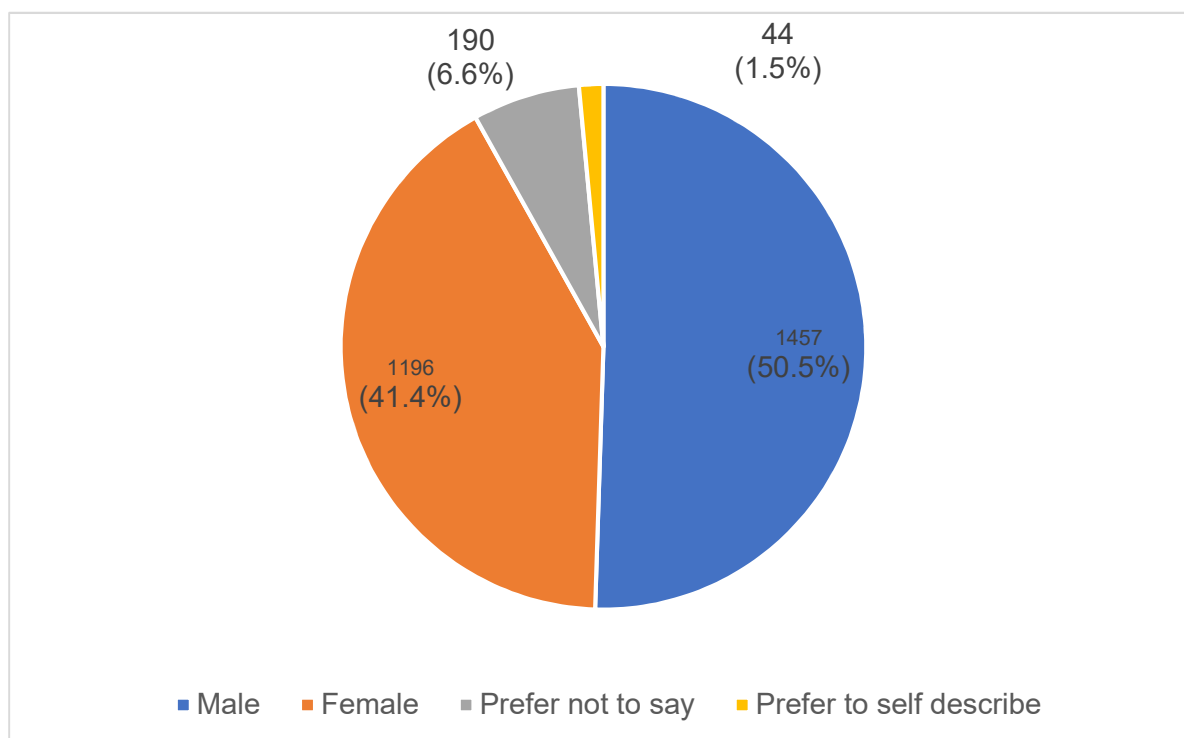
3.7 RESPONDENT DEMOGRAPHICS

- 3.7.1. The questionnaire collected various standard demographic information from respondents. It is important to understand the respondents' demographic make-up, in order to help show the consultation was fair and the respondents represent a broad spectrum of society in Suffolk. The headline findings are presented below, with further analysis in Appendix N.
- 3.7.2. The demographic questions were non-mandatory. Up to 2,887 (67%) respondents completed at least some of these questions. The number of respondents who provided a response to the relevant question are shown by each graph.
- 3.7.3. In general, the information shown below and in Appendix N shows that the make-up of respondents to the consultation were broadly in line with the demographics of the Suffolk area, with the exception of under 16-year olds in the age category as explained in section 3.7.6. The results also show that those from traditionally seldom heard groups were able to access and input into the consultation.

Question 18: What gender do you identify with?

3.7.4. Of the respondents who provided details of their gender (2,887 respondents), there was a greater percentage of men (50.5%) compared to women (41.4%), as shown in Figure 3-3. This reflects a very similar gender balance for Suffolk as a whole⁴, where 49.3% of the Suffolk population is male and 50.7% female.

Figure 3-3 - The gender identity of respondents



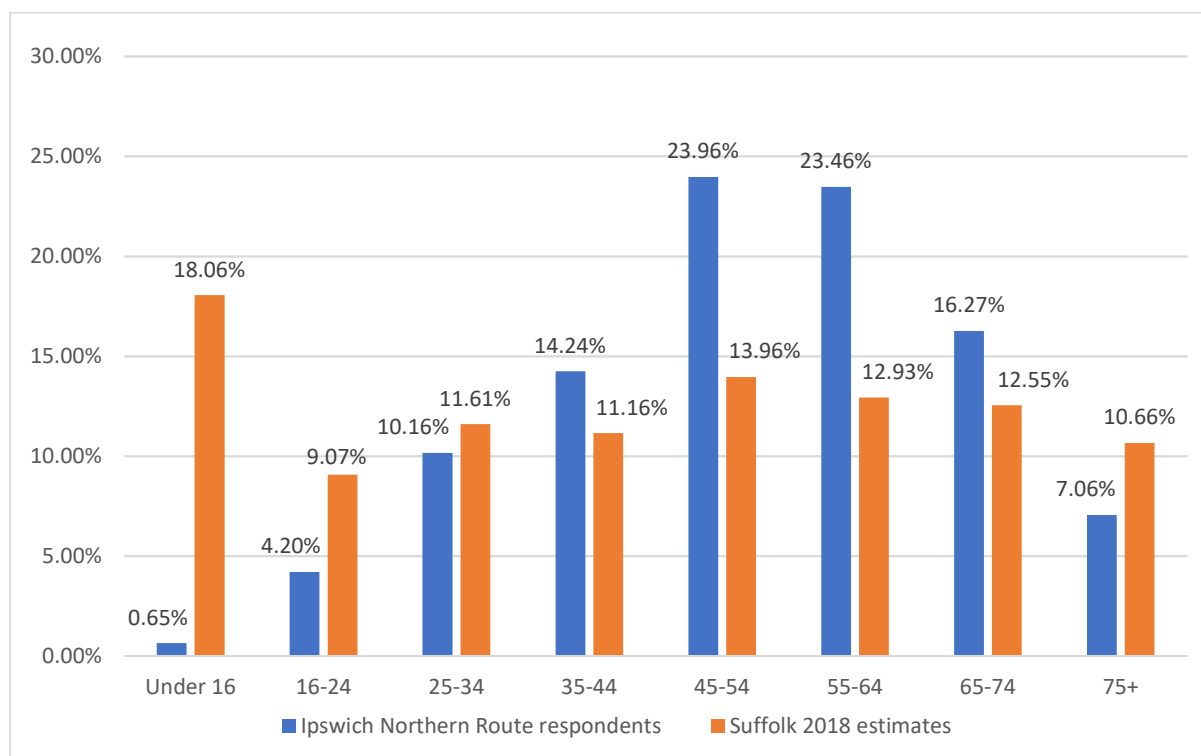
n= 2887 responses (67% of all questionnaire respondents). Percentages exclude those did not tick an answer.

⁴ Suffolk Demographic Profile: <https://www.suffolk.gov.uk/assets/council-and-democracy/our-aims-and-transformation-programmes/Suffolk-Diversity-Profile.pdf>,

Question 19: What age group do you fit into?

- 3.7.5. Respondents were asked to select which age profile they fitted into. A total of 2,886 (67%) respondents answered this question.
- 3.7.6. Figure 3-4 shows that almost half of the respondents (47%) who disclosed their age were aged between 45 and 64. It also shows that the age groups between 35 and 74 are overrepresented in the consultation responses compared to Suffolk as a whole. In contrast, younger age groups are under-represented in the consultation – less than 5% of respondents were aged 24 and under, compared to 27% for the whole of Suffolk.

Figure 3-4 - Respondent's age group



n = 2886 responses (67% of all questionnaire respondents). Percentages exclude those who ticked 'prefer not to say'.

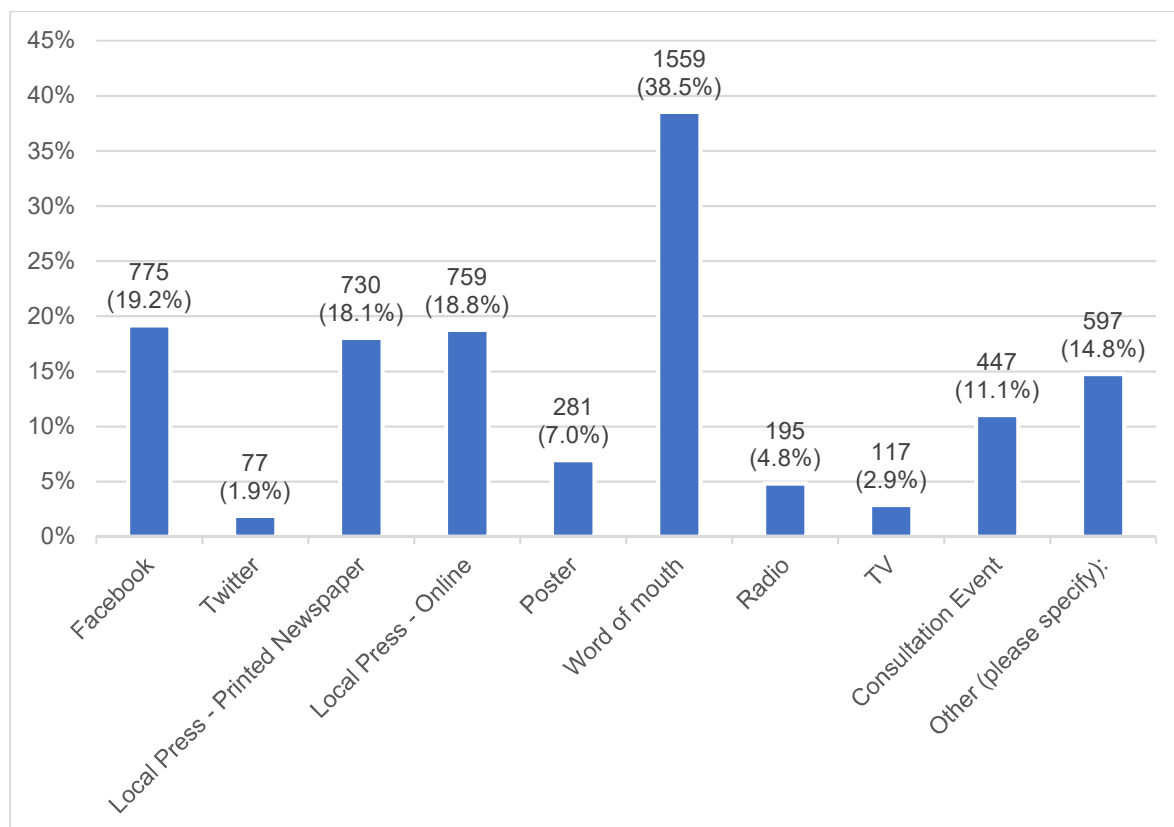
3.8 HOW PEOPLE HEARD OF THE CONSULTATION

3.8.1. The questionnaire asked how respondents had heard about the public consultation in order to understand which methods of communication were most effective.

Question 1: How did you hear about this consultation?

3.8.2. Figure 3-5 shows that word of mouth was the most popular option with over a third (39%) of respondents selecting this option. The online and printed local press also played a key role in promotion, accounting for 37% of responses (18.1% and 18.8% respectively). A notable number of respondents (19%) also claimed Facebook as one of the main ways they heard about the consultation. The consultation events (11.1%) and posters (7%) were also relatively effective channels for promotion. This shows the multi-channel approach to promoting the consultation helped raised awareness in a range of different respondents.

Figure 3-5 - How respondents heard about the consultation



n= 4045 responses. Results are based on the amount of options ticked (respondents could select more than one method).

- 3.8.3. A relatively large number of respondents (597 or 15% of the total) chose 'Other'. A number of these (167) referred to a letter from their MP (as explained in section 2.6.34 and Appendix L). Dr Daniel Poulter wrote to a number of residents in the area of the routes stating his concerns with the project. A further 105 respondents stated their parish or town council. Other responses include internal staff newsletter, via the Stop! campaign, email from school or landowner letter.

4 QUESTIONNAIRE RESPONSES

4.1 OVERVIEW

- 4.1.1. This chapter presents the findings of the consultation questionnaire, which aimed to:
- Understand how respondents currently travel
 - Explore whether respondents feel the objectives of the scheme are important
 - Identify respondents' views on the routes and junction options presented at the consultation
- 4.1.2. This chapter includes analysis of all the questionnaire responses from members of the public, organisations and businesses who completed the questionnaire.
- 4.1.3. Analysis for each question is presented in this chapter and is based on the total number of questionnaire respondents received ($n= 4,286$). Noting that not all questions were answered by respondents and that some questions enabled more than one response, therefore the total responses can be less or more than the number of questionnaire respondents.

4.2 TRAVELLING PATTERNS

- 4.2.1. Respondents were asked to comment on their current travel patterns, including where they were travelling to/from and which method of transport they used.

Question 2: Thinking of your main journeys this week please tell us which method of transport you used?

- 4.2.2. A total of 3,783 respondents (88% of total questionnaire respondents) answered this question. The type of journey included to/from work, to/from education, shopping, leisure, to visit friends/family and business trips. Table 4-1 shows the modes of transport that respondents use for different journey purposes. The base number is the total number of options ticked by respondents.
- 4.2.3. Overarching trends include the following:
- The journeys most likely to be made by car are for shopping (75.9%). Compared to 15.3% to education
 - The journey most likely to be made by bus is for shopping (4.2%)
 - The journey most likely to be done by train are business trips (9.6%)
 - People are most likely to walk when undertaking leisure activities (15.6%)

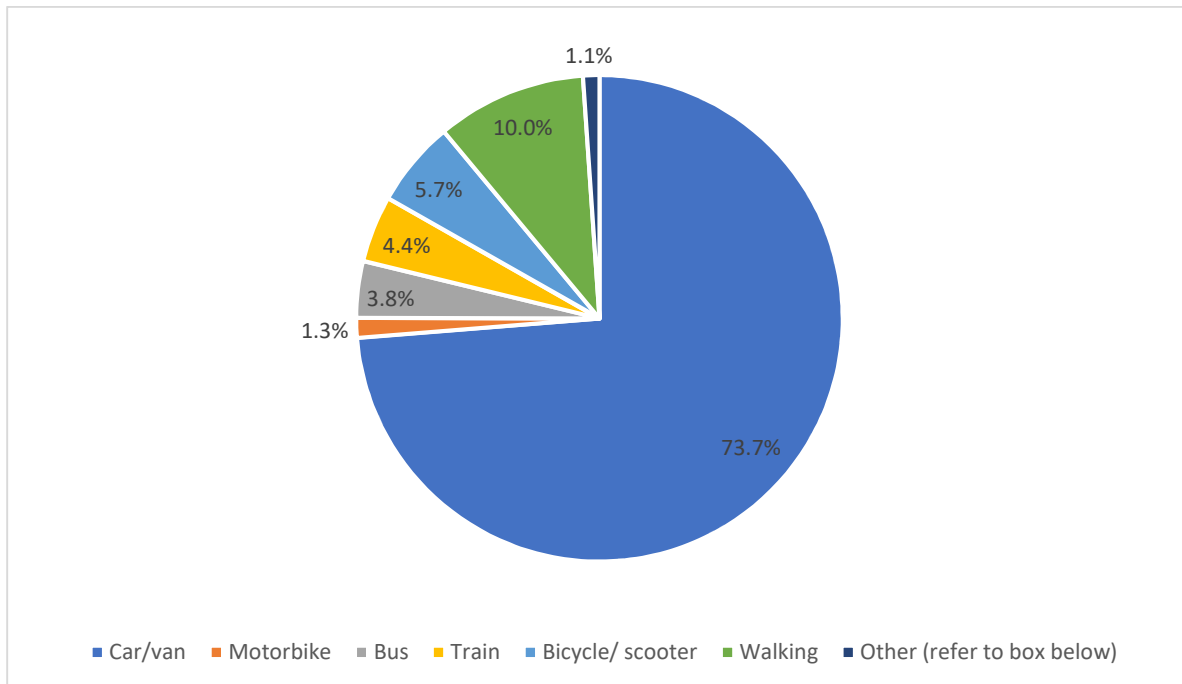
Table 4-1 - People's responses to types of journey and method of travel

Purpose	Car/van	Motorbike	Bus	Train	Bicycle/ scooter	Walking	Other (refer to box below)	Not applicable
To/from work (n=2467)	55.8% (1827)	1.0% (34)	2.6% (85)	4.1% (135)	5.5% (181)	5.3% (172)	1.0% (33)	24.7% (808)
To/from education (n=691)	15.3% (389)	0.7% (17)	4.0% (101)	0.7% (19)	2.0% (51)	4.3% (109)	0.2% (5)	72.7% (1844)
Shopping (n=3239)	75.9% (2625)	0.6% (22)	4.2% (145)	0.5% (17)	3.4% (119)	7.9% (272)	1.1% (39)	6.4% (220)
Leisure (n=3260)	62.1% (2140)	1.8% (61)	3.1% (107)	2.2% (76)	8.9% (308)	15.6% (537)	0.9% (31)	5.3% (184)
To visit friends/ family (n=3083)	70.9% (2386)	1.1% (38)	2.0% (67)	3.4% (114)	4.1% (139)	9.3% (312)	0.8% (27)	8.4% (284)
Business trips (n=1470)	39.6% (1109)	0.5% (14)	1.0% (29)	9.6% (269)	0.6% (17)	0.5% (14)	0.6% (18)	47.5% (1328)
Overall (n=14,210)	73.7% (10476)	1.3% (186)	3.8% (534)	4.4% (630)	5.7% (815)	10.0% (1416)	1.1% (153)	

The percentages exclude those who ticked 'Not applicable'. Results are based on the amount of options ticked.

- 4.2.4. As shown in **Figure 4-1**, the data shows that the most common mode of travel across all journey purposes is car or van (73.7%), followed by walking (10%) and bicycle/scooter (5.7%). Relatively few people (8.2%) used public transport, including train or bus.

Figure 4-1 - Most popular modes of travel across all journey purposes



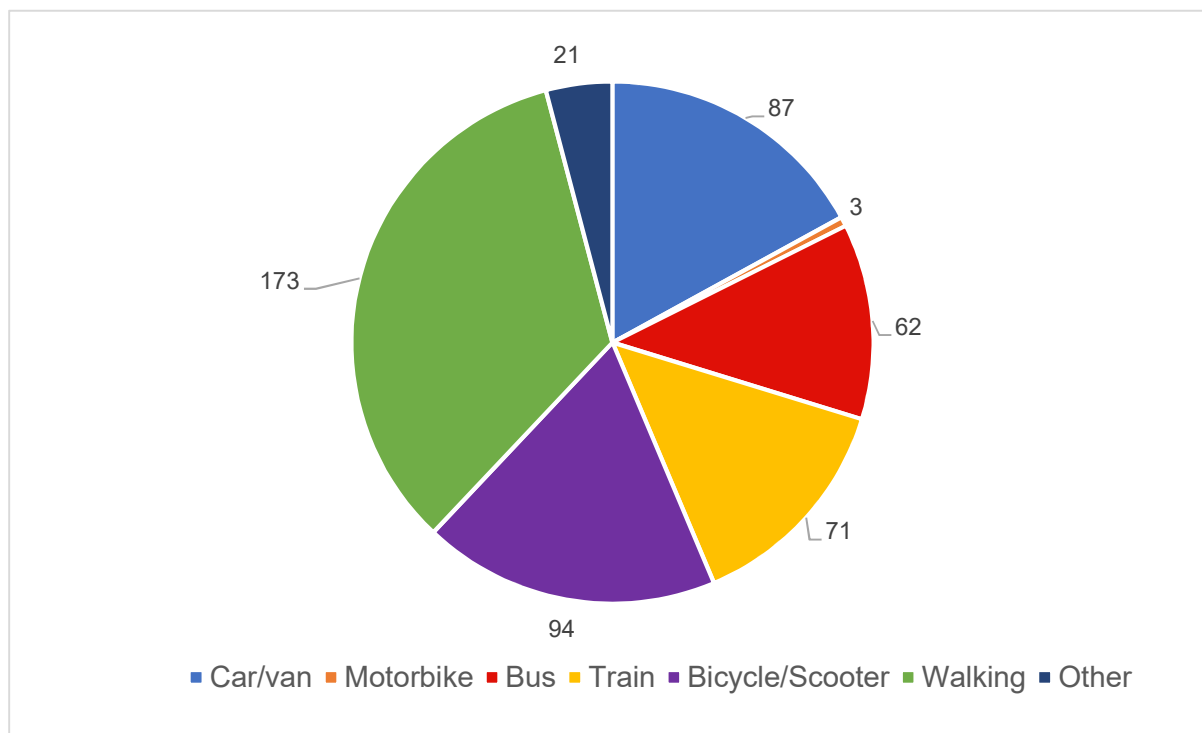
The percentages exclude those who ticked 'Not applicable'. Results are based on the amount of options ticked.

Question: Please use this box to tell us about any other methods of transport you may have used for any of these journeys.

- 4.2.5. As part of Question 2, respondents were given the opportunity to provide information on any other methods of transport used for journeys. A total of 847 provided comments in the comments box. Of these responses, 327 (38%) stated they used more than one method of transport for some or all the journeys listed in this question. As people were naming more than one mode of transport, these have not been added to the overall results shown in Table 4-1 which are based on only one method of transport per respondent per journey. The remaining 331 (39%) responses were comments unrelated to the question and were typically about the types of journeys made.

4.2.6. Figure 4-2 shows the results of the secondary modes of transport mentioned by respondents. In total 511 secondary modes of transport were given by respondents. It shows that walking and bicycle were popular additional modes of transport.

Figure 4-2 - Type of secondary transport used for respondent's journeys

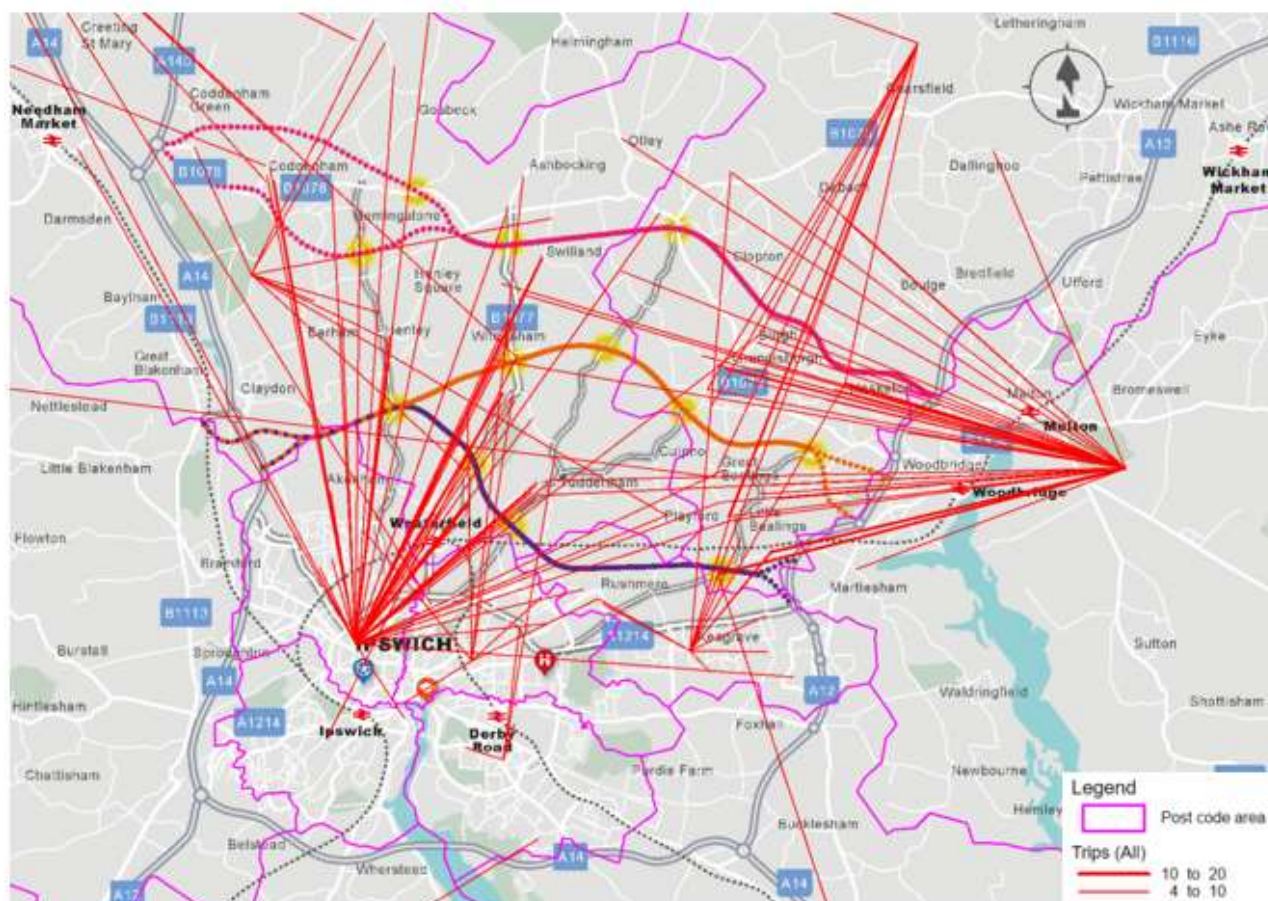


n= 511 responses

Question 3: Please tell us the destination or area you are travelling to, if possible, with the post code.

4.2.7. In order to ascertain the common routes people who responded to the consultation were using, the questionnaire asked the destination or area respondents were travelling to for work, education, shopping, leisure, visiting friends and family and for business trips. A total of 3,008 people (70%) responded to this question. The results were plotted geographically. Figure 4-3 represents 4,655 journeys which were detailed in the responses. The thicker red lines represent more journeys. The map shows that a significant number of journeys are made from wider Ipswich and the surrounding villages into Ipswich. There are also significant numbers of people travelling from Woodbridge area west into Ipswich.

Figure 4-3 - Journeys travelled by respondents



n=3008 responses (70% of all questionnaire respondents)

Question 4: Please tell us your opinion of the journeys you have completed in Q2 and Q3 above?

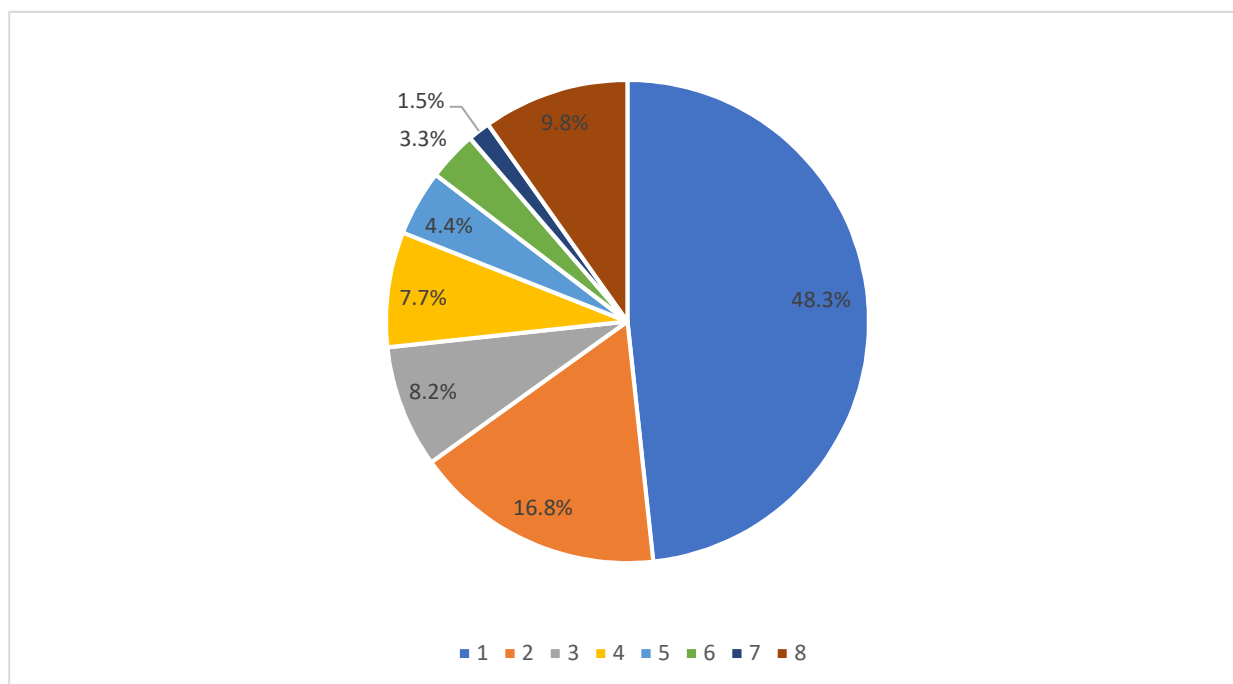
- 4.2.8. Respondents were then asked in the questionnaire to provide their opinion on the journeys they provided information on in questions 2 and 3, this was a free text question. In total, 2,785 people (65%) provided a comment in this comment box. The top seven results are shown in Table 4-2 and Figure 4-4.
- 4.2.9. Nearly half of respondents (48.3%) stated they had no issues. Of those that responded, the majority who stated they had no issues or easy access to where they need to go, had provided information on their travelling for leisure, shopping or visiting friends and family rather than work and business.
- 4.2.10. Of those who did mention travel difficulties, 16.8% of respondents mentioned congestion particularly at peak times and notably around Martlesham, Henley Road and Copdock Interchange; whilst 8.2% mentioned congestion around Ipswich. A total of 7.7% of respondents expressed their preference to travel more sustainably by either walking, cycling or taking public transport.
- 4.2.11. A notable number of respondents (4.4%) have experienced issues on the A14, specifically when the Orwell Bridge is closed. Others mentioned they travel through the country lanes even if it makes the journey time longer (3.3%) and some respondents expressed concerns about cyclist safety (1.5%). These issues link to the objectives of the scheme.
- 4.2.12. Those whose answers fall into the 'Other' category (278 respondents) included respondents' opinions on the proposed routes, what type of road they would prefer (i.e dual carriageway rather than single lane), comments on condition of roads and their opinion of cycle routes in or around Ipswich, as well as comments on their journeys further afield (such as to London, Cambridge or the Midlands) especially those made by train.

Table 4-2 – Respondents’ views on recent journeys taken

Rank	Category	Number	% of responses
1	No issues/easy access to where I need to go (except when there are roadworks) - can choose when to travel	1,346	48.3%
2	Can experience congestion (especially at peak times) e.g. round Martlesham/Henley Road/Copdock Interchange	469	16.8%
3	Journeys in/around Ipswich are always congested (especially at Copdock Interchange/when accidents happen)	228	8.2%
4	Prefer/would like to travel sustainably e.g. walk, cycle, bus - but public transport not always available	215	7.7%
5	Experience problems on A14 e.g. when Orwell Bridge closed	123	4.4%
6	Use country lanes (which makes journey longer) but less congested	88	3.3%
7	Not safe for cyclists	38	1.5%
8	Other (including comments about route proposals or details of where they are travelling to, traffic lights/roundabouts cause congestion, condition of roads)	278	9.8%
	Total	2,785	100.0%

n=2,785 responses (65% of all questionnaire respondents)

Figure 4-4 - Most popular responses to opinion of journeys by respondents



4.2.13. The results of this section of the questionnaire showed that the majority of respondents relied heavily on their cars to undertake their key commute and leisure journeys. Despite this vehicle usage, the experience of journeys ranged with a substantial number feeling there were no issues with their journeys and others experiencing congestion, especially during peak times.

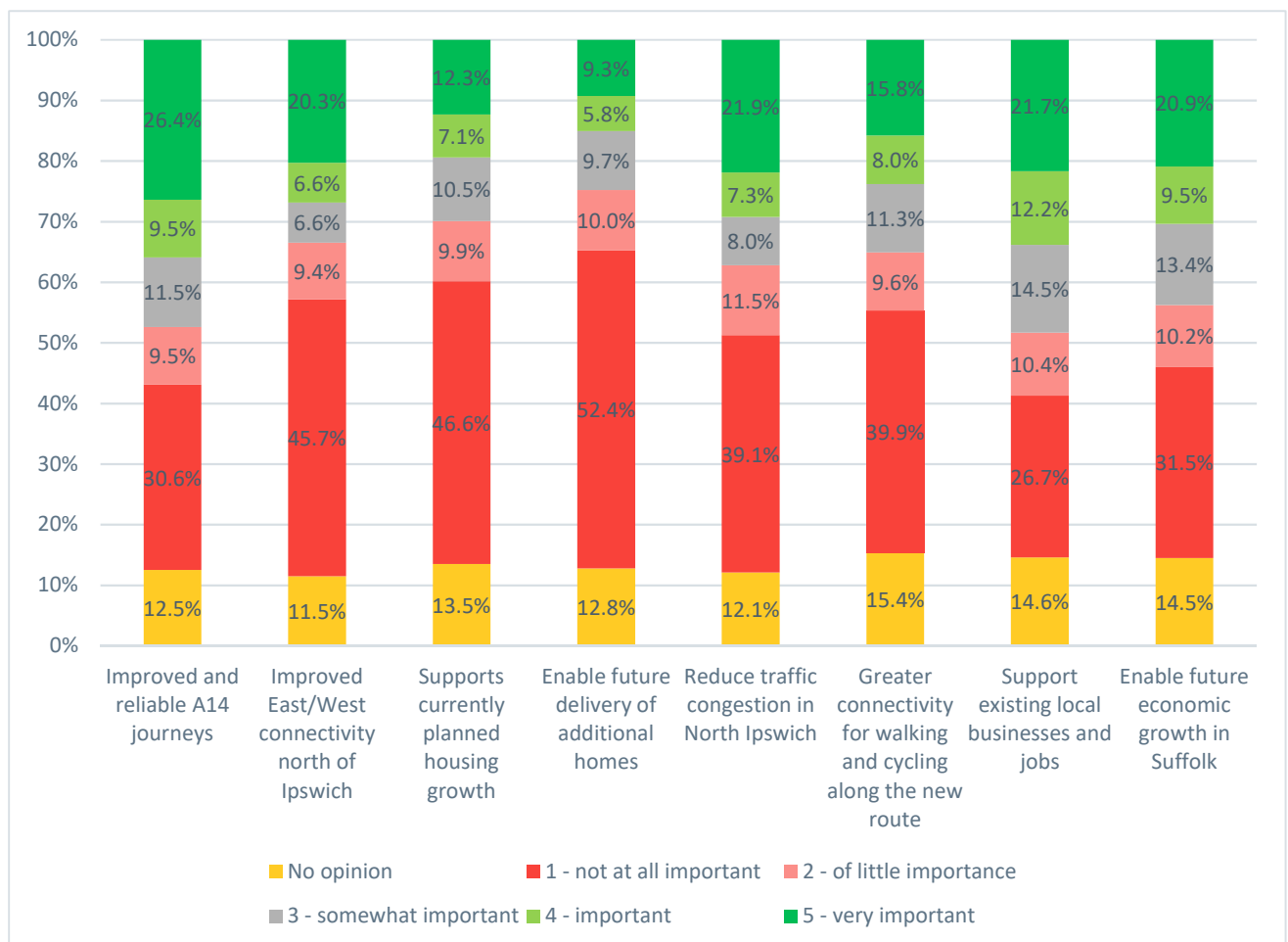
4.3 VIEWS ON THE OBJECTIVES AND NEED FOR THE PROJECT

Question 5: We are in the early stages of the scheme. How important are the following factors to you, on a scale of 1 to 5 (where 1 = not at all important and 5 = very important) in terms of choosing the route?

- 4.3.1. People were asked how important certain factors of the project were to them. The factors offered in the questionnaire were based on the project's objectives which were included in the consultation brochure.
- 4.3.2. Respondents were asked to respond using a fixed five-point scale (very important through to not at all important) plus 'not applicable'. A total of 3,710 (87%) respondents answered this question and the results are shown in Figure 4-5. Table 4-3 condenses the scale to three options for ease of review, this puts those that responded either 1 or 2 as little to no importance and those that put 4 and 5 to very important.

- 4.3.3. Over a third of respondents (35.9%) felt improved and reliable A14 journeys were important or very important. A third (33.9%) identified supporting existing local businesses and jobs and 30.4% stated enable future economic growth in Suffolk were important or very important. This shows that as well as the transport benefits of a project, respondents would like to see wider reaching objectives which impact the local economy.
- 4.3.4. Factors that respondents believed to be least important (scoring either 1 or 2) focus on the connection to housing growth: 62.4% believed that enabling future delivery of additional homes was not important and 56.5% believe supporting current housing growth was not important
- 4.3.5. The majority also felt improved East/West connectivity north of Ipswich (55.10%) and reduce traffic congestion in North Ipswich (50.6%) was not important.

Figure 4-5 – Importance of factors in route choice



n=3,710 responses (87% of all questionnaire respondents).

Table 4-3 – Summary of importance of factor in route choice Q5

Factor	Little to no importance	Somewhat important	Important and Very important	No opinion
Improved and reliable A14 journeys	40.10% (1455)	11.50% (418)	35.90% (1298)	12.50% (452)
Improved East/West connectivity north of Ipswich	55.10% (1995)	6.60% (238)	26.90% (974)	11.50% (416)
Supports currently planned housing growth	56.50% (2036)	10.50% (379)	19.40% (700)	13.50% (487)
Enable future delivery of additional homes	62.40% (2250)	9.70% (349)	15.10% (544)	12.80% (463)
Reduce traffic congestion in North Ipswich	50.60% (1825)	8.00% (290)	29.20% (1052)	12.10% (236)
Greater connectivity for walking and cycling along the new route	49.50% (1773)	11.30% (404)	23.80% (855)	15.40% (553)
Support existing local businesses and jobs	37.10% (1327)	14.50% (518)	33.90% (1214)	14.60% (524)
Enable future economic growth in Suffolk	41.70% (1491)	13.40% (478)	30.40% (1087)	14.50% (517)

4.3.6. The results have been mapped using the postcode information provided by respondents, as shown in Figure 4-6 through to Figure 4-9. As noted in paragraph 3.6.1 not all people provided postcode information (nearly 60%), so this graphic does not represent all the responses. Figure 4-6 shows that those who value improved and reliable A14 journeys are concentrated in Ipswich with pockets of support along A14. The factors about housing growth are concentrated to the north of Ipswich around the proposed routes and specifically in the villages of Woodbridge, Grundisburgh, Coddensham, Claydon and Great Bealings.

4.3.7. The maps below present, by colour, the importance people assigned to the factors (green meaning very important and red meaning not at all important. Some of the maps show small pie charts which are a result of multiple responses from a post code. For example, a small pie chart showing red and amber is because that particular post code had responses that strongly disagree and others that disagreed.

Figure 4-6 - Geographic representation, based on post codes, of views on “improved and reliable A14 journeys”

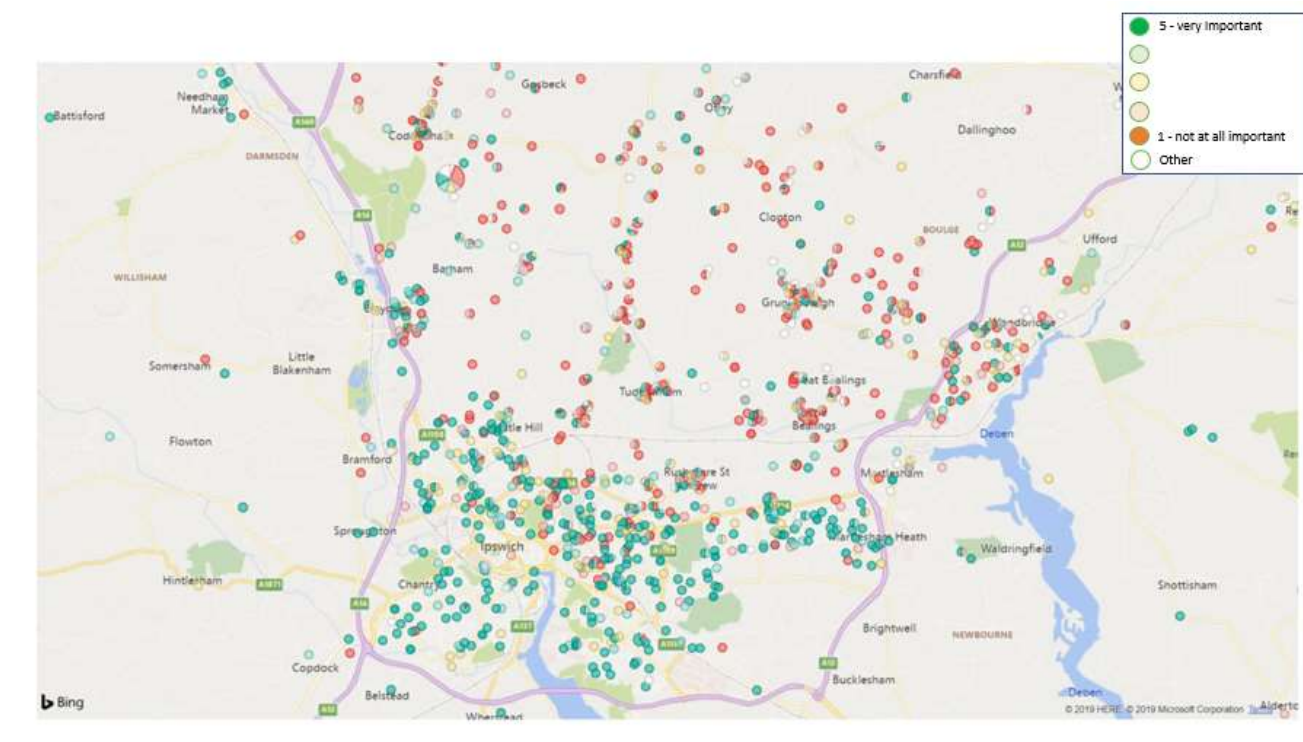


Figure 4-7 - Geographic representation, based on post codes, of views “supports existing local businesses and jobs”

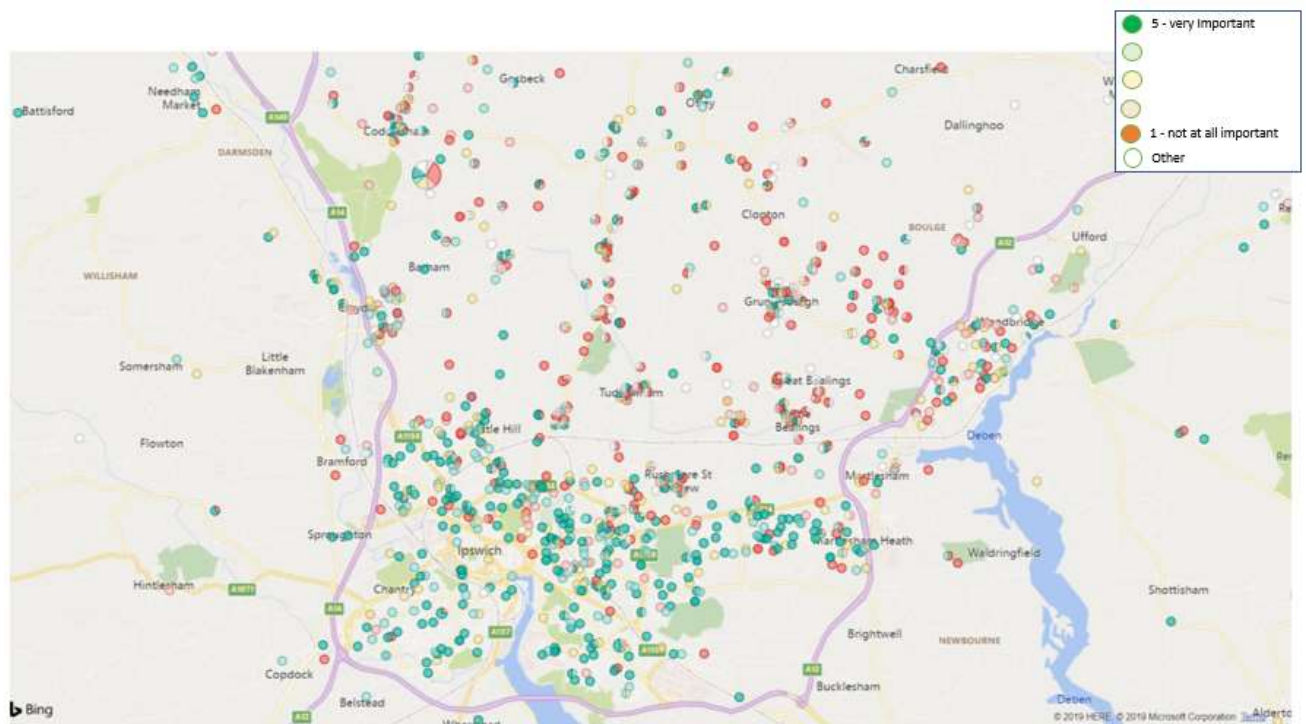


Figure 4-8 - Geographic representation of views, based on post codes, “supports currently planned housing growth”

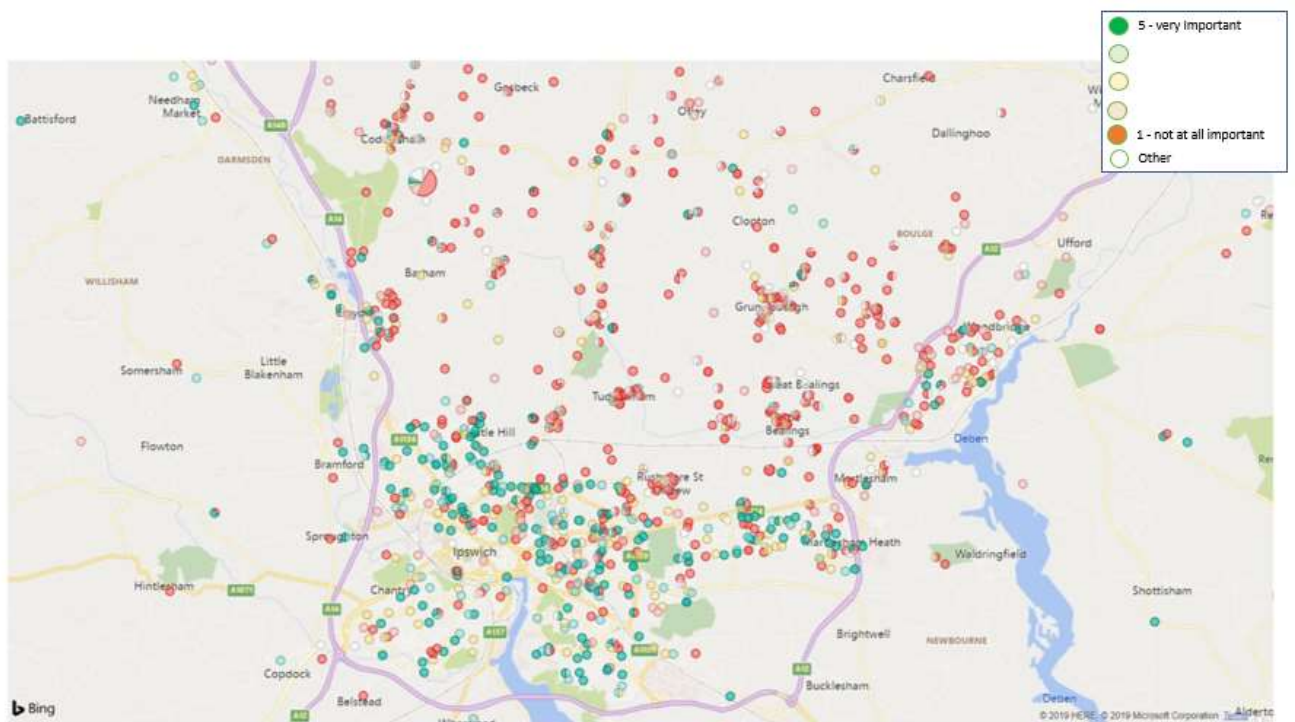
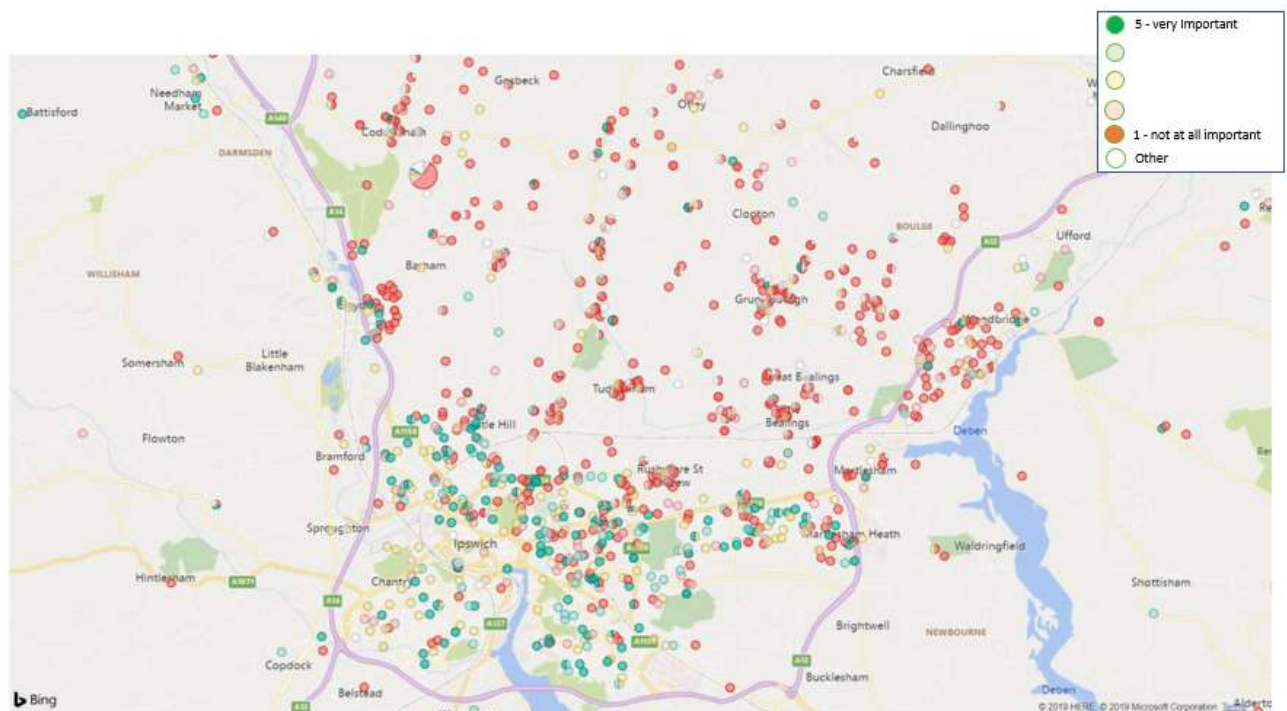


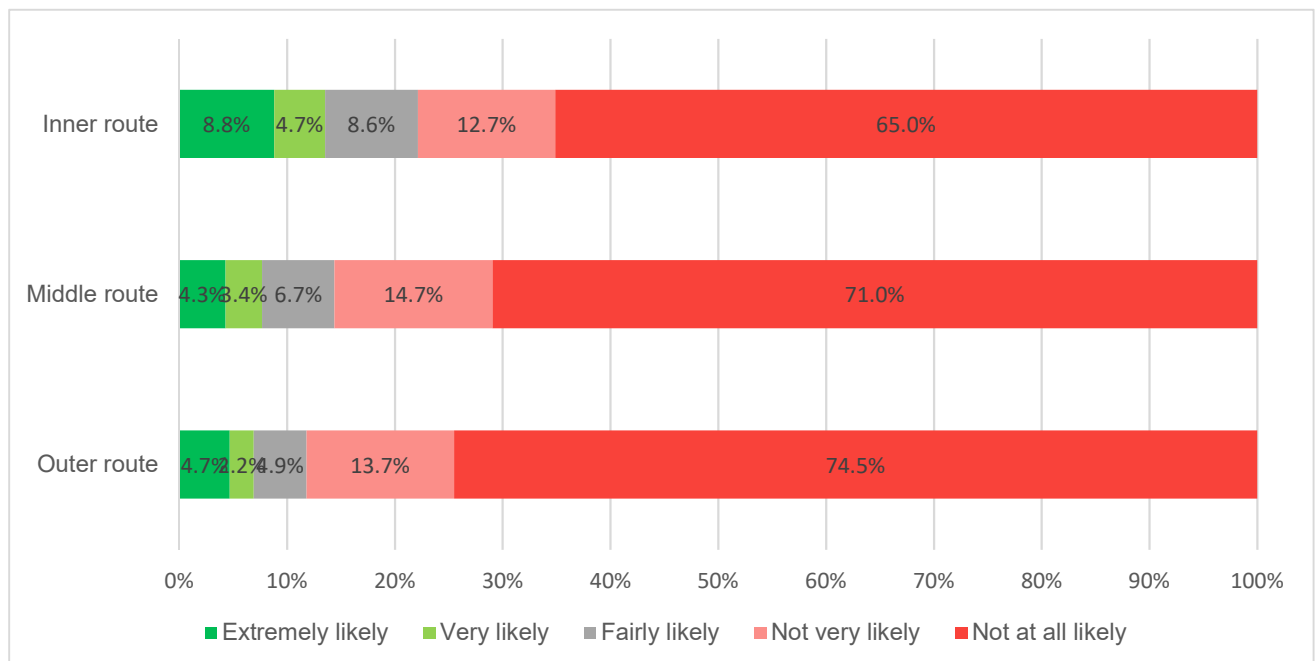
Figure 4-9 - Geographic representation of views, based on post codes, “enable future delivery of additional homes”



Question 6: The Ipswich Northern Route aims to include provision for pedestrians and cyclists to improve opportunities for sustainable modes of travel. Please indicate how likely you would be to use (part of) each route for cycling or walking.

- 4.3.8. One of the key objectives of the project is to improve opportunities for sustainable travel in the wider Ipswich area, including walking and cycling. As such, a question asking how likely people would be to use (part of) each route for cycling and walking was included in the questionnaire.
- 4.3.9. Respondents were asked to respond using a fixed five-point scale (from extremely likely through to not at all likely). A total of 3,605 (84%) respondents answered this question and the results are shown in Figure 4-10.
- 4.3.10. Over three quarters of respondents said they would not be likely to use any of the routes for cycling or walking. The results reflect the general oppositions to the routes shown in the next section and reflects the general trend towards cars as the main mode of transport, which was reported in the analysis of question 2. This showed 10% of journeys by respondents was done by walking and only 5.7% by bicycle or scooter. Figure 4-10 shows responses against each route option.

Figure 4-10 – Respondents’ views on the likelihood of cycling and walking on the new routes

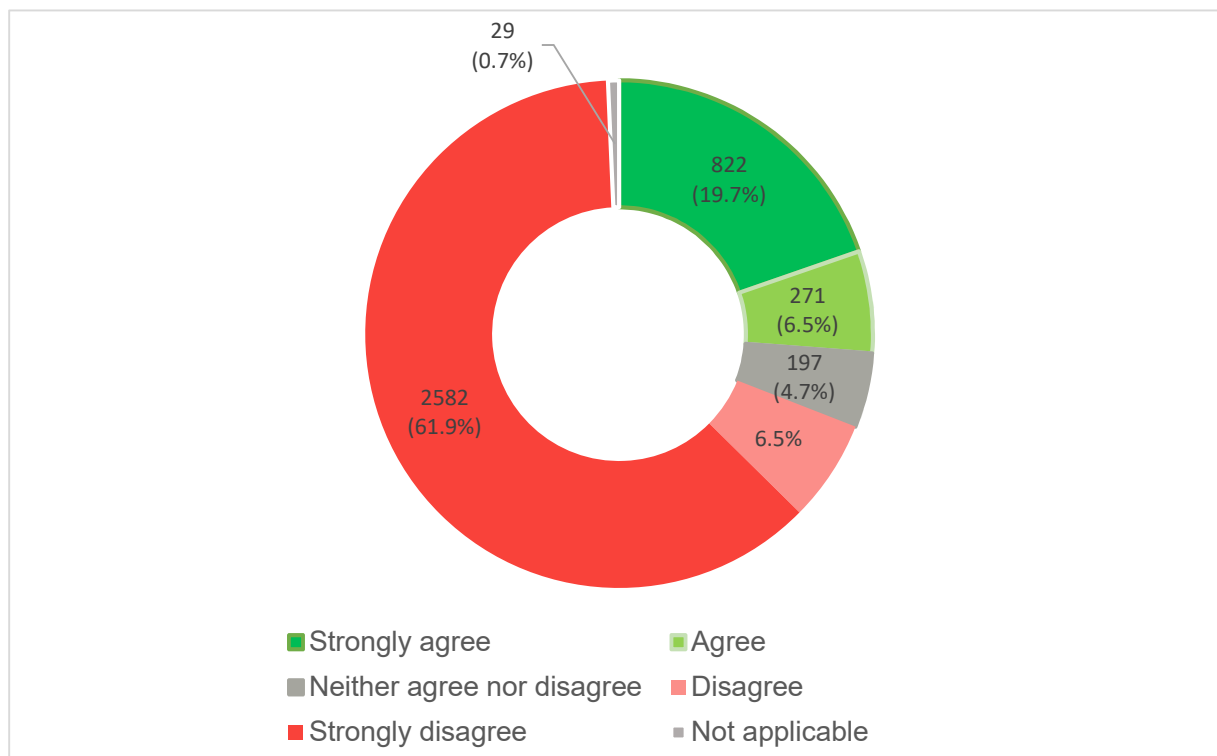


n= 3,605 responses (84% of total questionnaire respondents)

Question 7: To what extent do you agree or disagree that an Ipswich Northern Route would improve journeys across Suffolk?

- 4.3.11. Question 7 of the questionnaire asked to what extent the respondent agrees or disagrees that an Ipswich Northern Route would improve journeys across Suffolk.
- 4.3.12. Respondents were asked to respond using a fixed five-point scale (from strongly agree to strongly disagree) plus ‘not applicable’. Almost all questionnaire respondents answered this question (4,171, 97%).
- 4.3.13. As shown in Figure 4-11 61.9% strongly disagreed that an Ipswich Northern Route would improve journeys across Suffolk, with a further 6.5% selecting disagree. In comparison over a quarter (26.2%) agreed or strongly agreed the project would improve journeys across Suffolk.

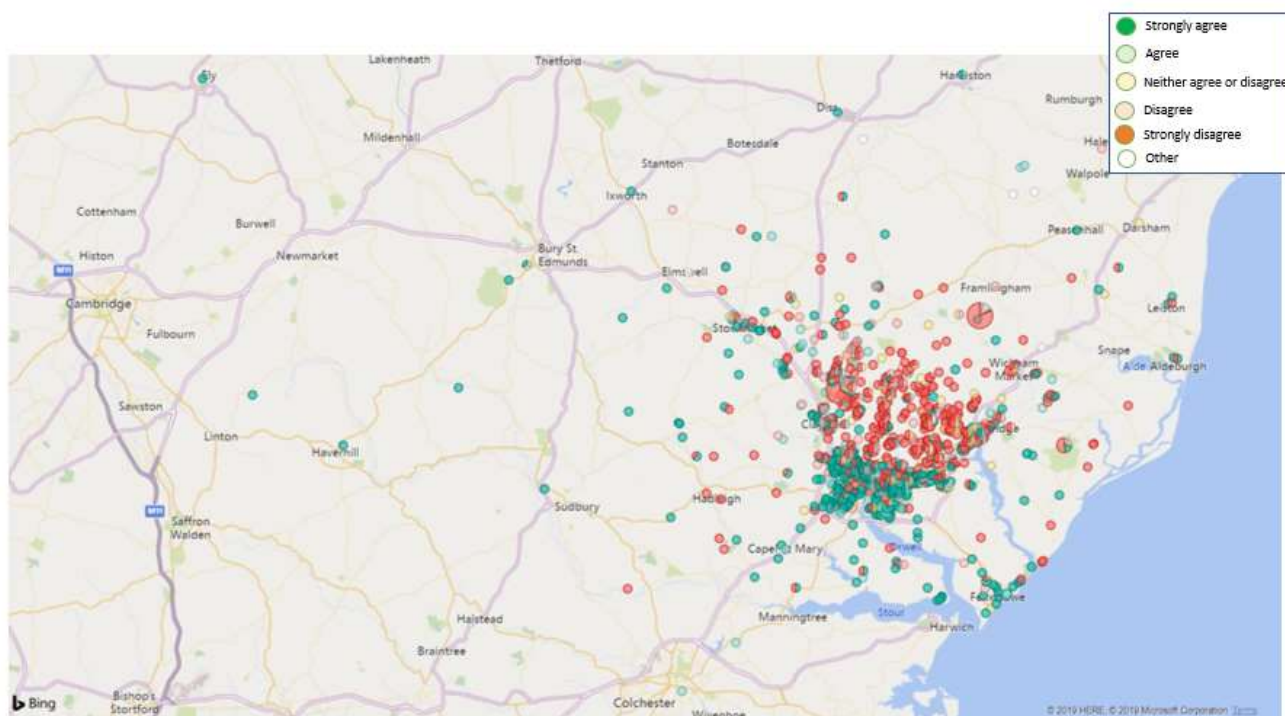
Figure 4-11 - Views on whether the Ipswich Northern Route would improve journeys



n= 4,171 responses (97% of total questionnaire respondents).

4.3.14. Figure 4-12 shows respondents' views to question 7 geographically, based on the post code information, where provided. This shows, in general, those located near the new route options are against the potential of it improving journeys, whilst those in Ipswich and places south, like Felixstowe, believe the project would improve journeys across Suffolk.

Figure 4-12 Views on whether the INR would improve journeys across Suffolk by postcode



4.4 VIEWS ON ROUTE AND JUNCTION OPTIONS Q8

- 4.4.1. The consultation presented three route options for the Ipswich Northern Route (inner, middle and outer) and a series of junction options for connecting into the A12 and A14 (as outlined in Figure 4-13). As discussed in paragraph 1.4.6, this is an early stage of a project and the routes are likely to change, therefore limits of deviation were included in the consultation material.
- 4.4.2. In this section, people were provided with the opportunity to show if they supported or opposed the route or junction options and then provide some extra context on their response in the form of open text.

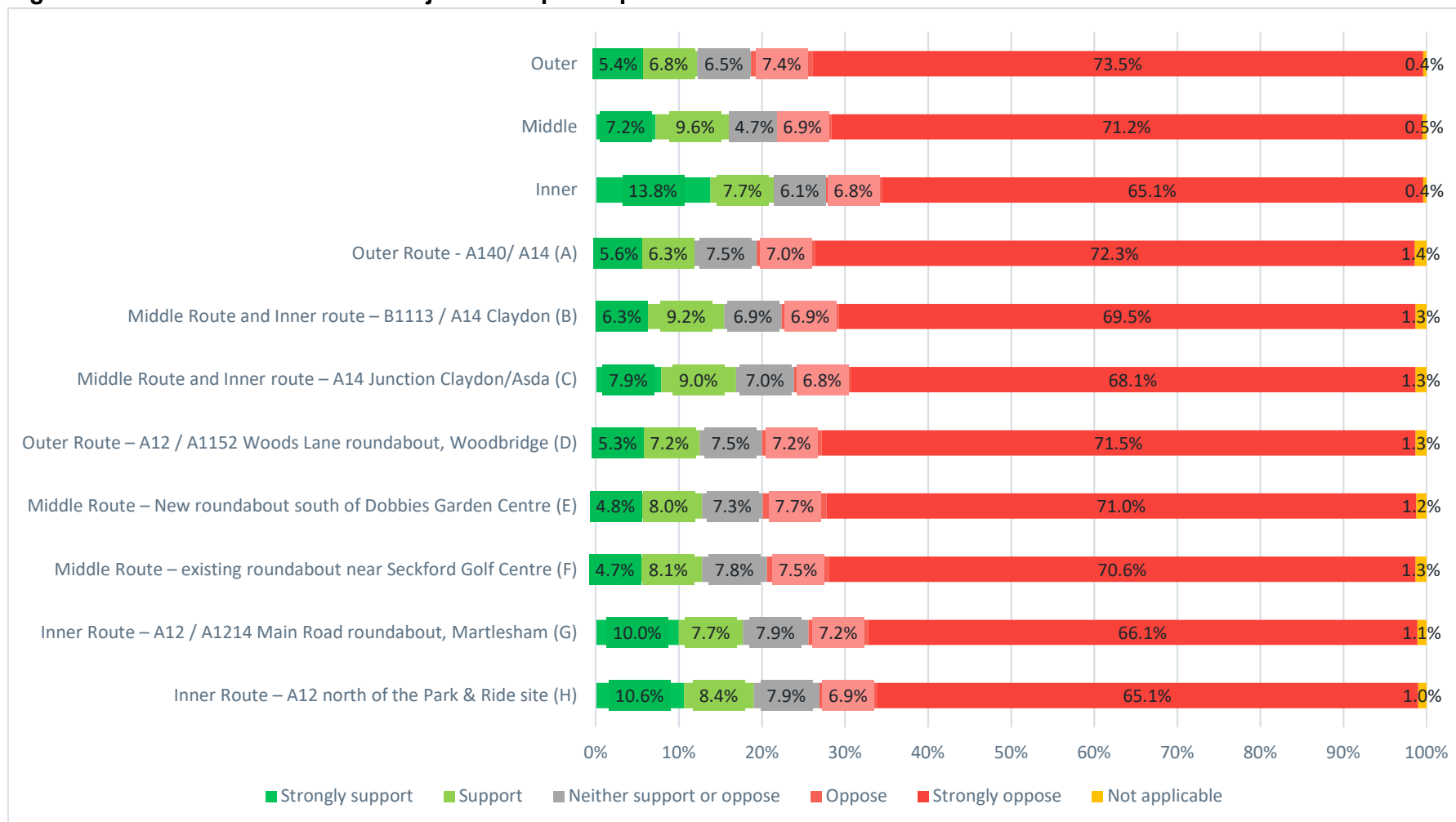


- 4.4.3. Respondents were asked to respond using a fixed five-point scale (1 being strongly support and 5 being strongly oppose) plus 'not applicable'. A total of 4,034 (94%), respondents chose to answer this question and results are shown in Figure 4-14 .
- 4.4.4. The results showed that there is opposition to all three routes. The most opposed is the Outer Route, with 80.9% opposed or strongly opposed to the route. Following this, 78.1% are opposed to the Middle Route and 71.9% to the Inner Route.
- 4.4.5. Further analysis was undertaken to breakdown the figures for support and opposition for each of the three routes by age group. This showed those aged 25 -34 and 35 -44 as less opposed to the proposed routes than those in the 65 and over age range. For those between 25 and 44, 70% strongly opposed the Outer Route, 66% the Middle Route and 60% the Inner Route. Compared to 65 and over 74 year olds, who opposed the Outer Route strongly by 84%, Middle Route by 82% and Inner 73%.
- 4.4.6. The views on the three routes largely reflected the views provided on the junction options. The least popular junctions were Junction A (Outer Route - A140/ A14), with 79.3% opposed or strongly opposed; Junction D (Outer Route – A12 / A1152 Woods Lane roundabout, Woodbridge); and Junction E (Middle Route – New roundabout south of Dobbies Garden Centre) with 78.7%.

4.4.7. Responses to the junction options are shown below:

- A14 junction for the Middle and Inner Routes, Junction C was supported most in this case, with 16.90% in support compared to 15.5% for Junction B
- A12 junction for the Middle Route there was no difference in support, but slightly more opposed Junction E (78.7%) compared to Junction F (78.1%)
- A12 junction for Inner Route, Junction H was supported by 19% of respondents, compared to 17.7% for Junction G

Figure 4-14 - Views on the route and junction options presented at consultation



- 4.4.8. The responses to views on the route options proposed have been mapped. In general, as shown on Figure 4-15 through to Figure 4-17, those north of Ipswich and close to the proposed route are opposed to the options, whilst those in Ipswich are more supportive of all routes.
- 4.4.9. Those in Ipswich were opposed to the Outer Route (Figure 4-15), compared to the other two route options.

Figure 4-15 - Views on the Outer Route by postcode

Outer

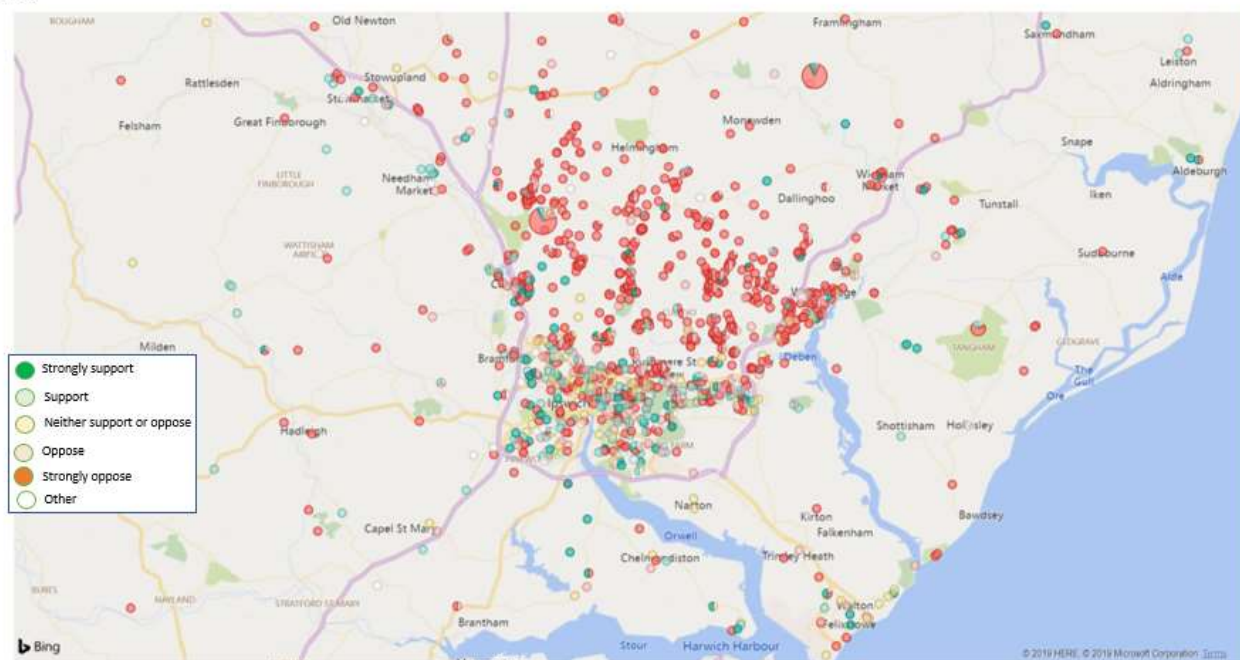


Figure 4-16 - Views on the Middle Route by postcode

Middle

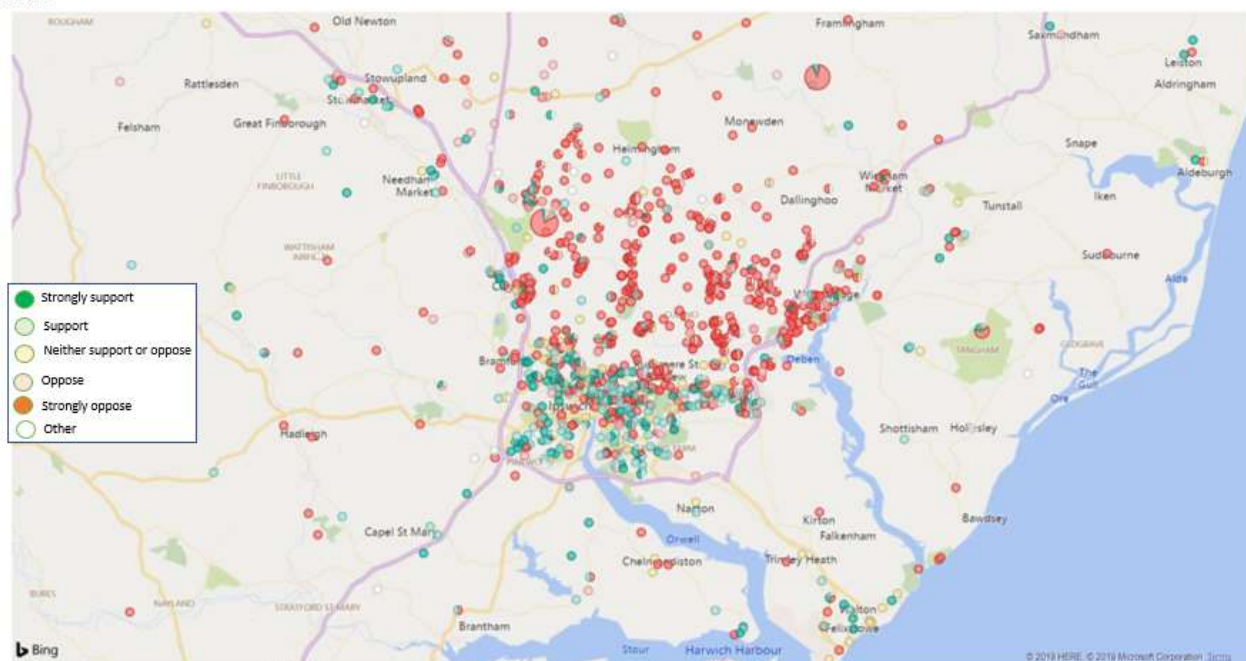
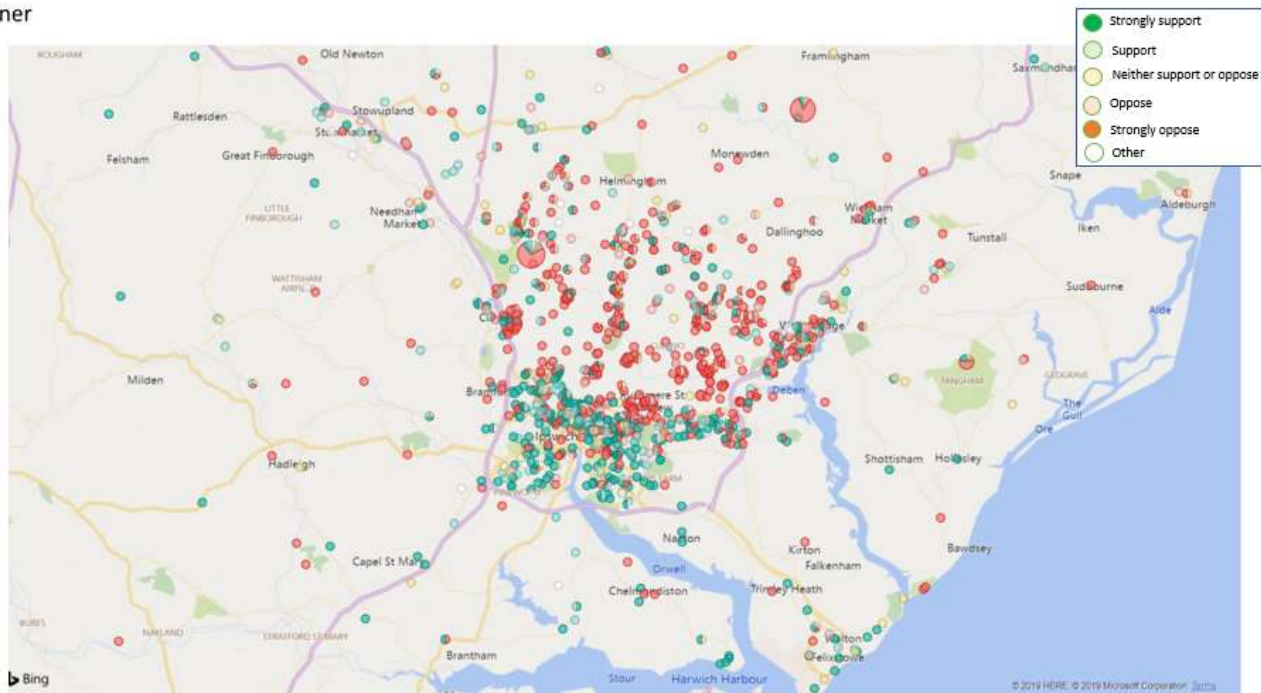


Figure 4-17 - Views on the Inner Route by postcode

Inner



Question 9: Do you have any comments/suggestion on the three routes and junction options? Please write your response next to relevant route.

- 4.4.10. Question 9 provided people the opportunity to provide more information about their response to question 8 in free text. These comments have been grouped thematically to identify common issues / views.
- 4.4.11. The tables have been colour coded to demonstrate the sentiment, ie positive, negative and neutral comments.

Outer Route

- 4.4.12. A total of 1,836 (43%) respondents provided additional comments on the Outer Route, as shown in Table 4-4.
- 4.4.13. Over a third of respondents (37.1%) who commented on the Outer Route raised concerns about the environment, loss of farmland, and the effect of the route on villages and communities. Nearly one in five of the comments (21.8%) were general comments opposing the route. A total of 13.9% felt the Outer Route was too far north of Ipswich or Felixstowe and would not provide the traffic benefits when the Orwell Bridge is closed. Some felt that the route would create more congestion or move congestion elsewhere (8.9%) and others took this opportunity to oppose all routes in general (6.9%).
- 4.4.14. Those who supported this route (4.7%), stated the route avoids villages that are already congested and it provides opportunities for growth. There were also those (less than 1%) who believe this option presents the least disruption to villages.
- 4.4.15. A number of respondents preferred money to be spent on improving existing roads or public transport service (2.7%), some respondents suggested other cross-country options (1.1%) and others made suggestions for how it should be configured (less than 1%).

Table 4-4 – Comments on the Outer Route

Category	Number	% of responses
Concern about effect on environment/loss of farmland/effect on villages/communities	682	37.1%
Oppose/disagree/don't want/waste of money	401	21.8%
Too far north/from Ipswich or Felixstowe/not beneficial for Orwell Bridge closures	255	13.9%
Would create more congestion/move congestion from one area to another	163	8.9%
Oppose all routes/don't want	127	6.9%
Support (avoids villages where there is already congestion, provides opportunities for growth)	87	4.7%
Prefer money to be used to improve existing roads/better public transport/other services	49	2.7%
Other	28	1.5%
Route provides good cross-country option	21	1.1%
Must be dual carriageway/connecting routes need upgrading/use slip roads not roundabouts	15	0.8%
Positive effect/least disruption on villages	8	0.4%
Total	1,836	100.0%

n= 1,836 responses (43% of total questionnaire respondents)

Middle Route

- 4.4.16. A total of 1,876 (44%) respondents provided additional comments on the Middle Route, as shown in Table 4-5.
- 4.4.17. Over a third of respondents (37.6%) who commented on the Middle Route raised concerns about the environment, loss of farmland, and the effect of the route on villages and communities. Nearly one in three of the comments (27.8%) were general comments opposing the route. Respondents (9%) also raised concerns the route would create more congestion or pollution.

Table 4-5 – Comments on the Middle Route

Category	Number	% of responses
Concern about effect on environment/loss of farmland/effect on villages/communities	706	37.6%
Oppose/object/not needed	521	27.8%
Likely to create more congestion & pollution/more congestion elsewhere	169	9.0%
Blank/no comment	129	6.9%
Not as beneficial for Ipswich (too far away)	70	3.7%
Support (best option)	68	3.6%
Good second choice/compromise	62	3.3%
Prefer money spent improving existing roads e.g. Copdock interchange/public transport	42	2.2%
Use existing roads/connecting roads would also need improvements/use current roadworks	29	1.5%
Fails to address congestion problems e.g. A12 at Martlesham	22	1.2%
Other	21	1.1%
Not as good as Inner Route	20	1.1%
Would ease congestion in Ipswich	12	0.6%
Provides good link to A14	4	0.2%
Would improve villages	1	0.1%
Total	1,876	100.0%

n= 1,876 responses (44% of total questionnaire respondents)

Inner Route

- 4.4.18. A total of 2,035 (47%) respondents provided extra comments on their opinion to the Inner Route, as shown in responses are categorised in Table 4-6.
- 4.4.19. Over a third of the responses (35.2%) reiterated their opposition for the route in their free text responses, stating the option is not the solution, would bring more houses which is not wanted and more congestion. Just under a third (30.5%) raised concerns about the environment, loss of farmland, and the effect of the project on villages and communities. In contrast, the third most common theme was support for the inner route as the best choice of the options and provided reasons for their support. This was expressed in a range of responses which mentioned the route would ease congestion, enable housing, supports walking and cycling, good for countryside.

Table 4-6 – Comments on the Inner Route

Category	Number	% of responses
Oppose route - Northern route not the solution/don't want more houses/ more congestion	716	35.2%
Concern about effect on environment/loss of farmland/effect on villages/communities	621	30.5%
Support route – with specific reason it is best choice (would ease congestion, enable housing, supports walking & cycling, good for countryside)	336	16.5%
Too close to existing traffic problems eg Martlesham	87	4.3%
Improve current road infrastructure (eg Copdock interchange) instead/public transport instead	70	3.4%
Good relief route - should ease congestion	49	2.4%
Too far south - too disruptive/would impact on future housing (eg Ipswich Garden suburb)	31	1.5%
Support- although don't agree with route	29	1.4%
Other	25	1.2%
Would only benefit Ipswich not whole of Suffolk/too close to Ipswich	18	0.9%
Must be dual carriageway	14	0.7%

Category	Number	% of responses
Support - with no further information on reason for support	12	0.6%
Useful as diversion when Orwell Bridge closed	11	0.5%
Need a better solution to Orwell Bridge closures/alternative suggestions	11	0.5%
Need all three routes - plan for the future	2	0.1%
No opinion	2	0.1%
Too near schools	1	0.0%
Total	2,035	100.0%

n= 2,035 responses (47% of total questionnaire respondents)

Junction A: Outer Route – A140/A14

4.4.20. There were 1,105 (26%) comments provided on Junction A: Outer Route – A140/A14. 40.1% opposed the junction. Nearly a third of the respondents (28.1%) raised concerns about the environment, loss of farmland, and the effect of the junction on villages and communities and 10.3% stated they believed the junction would create more congestion and air pollution. Only 6.2% felt that the Junction was too far north to be beneficial and provided no connection to A14.

Table 4-7 – Comments on Junction A: Outer Route – A140/A14

Category	Number	% of responses
Oppose/don't agree/don't want	443	40.1%
Concern about effect on environment/loss of farmland/effect on villages/communities	310	28.1%
Would increase congestion/pollution	114	10.3%
Too far north to be beneficial (no connection to A14)	69	6.2%
Support/agree/best option as avoids villages	60	5.4%
Don't build - upgrade existing infrastructure instead (eg A14 at Copdock) and improve public transport	32	2.9%

Category	Number	% of responses
Not happy with junction at A140 - already busy/existing junctions would need upgrading	29	2.6%
Other	24	2.2%
Need slip roads & dual carriageway not roundabouts/traffic lights	11	1.0%
Not ambitious enough – should be more like similar projects elsewhere in Europe	7	0.6%
Two junctions so close could cause more delay/congestion	6	0.5%
Total	1,105	100.0%
<i>n= 1,105 responses (26% of total questionnaire respondents)</i>		

Junction B: Middle and Inner Route– B1113/A14 Claydon

4.4.21. In total 1,044 respondents (24%) provided comments on Junction B: Middle and Inner Route– B1113/A14 Claydon. As with Junction A, this junction has general opposition from 41.4% of respondents. Nearly a third (28.6%) raised concerns about the environment, loss of farmland, and the effect of the junction on villages and communities, this is the highest percentage for the all the junctions. Another 11.3% stated concerns about more congestion and air pollution as concerns for the junction option.

Table 4-8 – Comments on Junction B: Middle and Inner Route– B1113/A14 Claydon

Category	Number	% of responses
Oppose/don't agree/don't want	432	41.4%
Concern about effect on environment/loss of farmland/effect on villages/communities	299	28.6%
Would cause more congestion/pollution	118	11.3%
Support/seems logical as uses existing infrastructure	70	6.7%
Other	33	3.2%
Don't build - upgrade existing infrastructure instead eg A14 at Copdock and improve public transport	30	2.9%
Not suitable - junctions too close together	24	2.3%
Too far north/too far away to benefit Ipswich	21	2.0%
Filter lane/slip road needed not roundabout/traffic lights	10	1.0%
Current road too small	5	0.5%
Improves accessibility to eg incinerator, Snoasis	2	0.2%
Total	1,044	100.0%

n= 1,044 responses (44% of total questionnaire respondents)

Junction C: Middle and Inner Route: A14 Claydon/Asda

- 4.4.22. In total, 1,010 (24%) respondents provided comments on Junction C. Middle and Inner Route: A14 south of Claydon. The responses were very similar to those received for Junction B, with 41.8% in general opposition, which is the highest for all the junctions. In addition, 28.1% raised concerns about the environment, loss of farmland, and the effect of the junction on villages and communities and 11.9% stating the junction would create more congestion.
- 4.4.23. A total of 10% (compared to 6.7% for Junction B) felt Junction C was a good solution and would help flow of traffic and ease congestion.

Table 4-9 – Comment on Junction C: Middle and Inner Route: A14 Claydon/Asda

Category	Number	% of responses
Oppose/don't want/don't need	422	41.8%
Concern about effect on environment/loss of farmland/effect on villages/communities	284	28.1%
Would create more congestion (junction already busy)/air pollution or move congestion and pollution elsewhere	120	11.9%
Support/seems logical/would help flow of traffic/ease congestion	102	10.1%
Does not use existing road junctions/update existing road infrastructure and public transport instead	29	2.9%
Other	18	1.8%
Need slip road/filter lane not lights/roundabout	14	1.4%
Creates three junctions too close together	9	0.9%
Too far north to be beneficial to Ipswich	9	0.9%
Less environmental damage	3	0.3%
Total	1,010	100.0%

n= 1,010 responses (24% of total questionnaire respondents)

Junction D: A12/A1152 Woods Lane Roundabout, Woodbridge

- 4.4.24. In total 1,081 (25%) responses were received about Junction D: A12/A1152 Woods Lane Roundabout, Woodbridge. A substantial number of respondents, 40.3%, opposed the junction and stated it was not wanted or needed. Over a quarter, 25.7%, raised concerns about the environment, loss of farmland, and the effect of the junction on villages and communities. In contrast 4.8% felt it had less environmental impact and would support.
- 4.4.25. There were also comments about the existing congestion on this stretch of road which would make this junction less viable (12.8%) and the impact it would have on congestion around Woodbridge (6.5%).

Table 4-10 – Comments on Junction D: A12/A1152 Woods Lane Roundabout, Woodbridge

Category	Number	% of responses
Oppose/don't want/don't need	436	40.3%
Concern about effect on environment/loss of farmland/effect on villages/communities	278	25.7%
Already too much congestion on this stretch of road	138	12.8%
Would create congestion around/impact Woodbridge negatively	70	6.5%
Support	52	4.8%
Too far north/too far away to be of benefit when Orwell Bridge closed	47	4.3%
Don't build - upgrade existing infrastructure instead eg A14 at Copdock and improve public transport	30	2.8%
Other	16	1.5%
Improvements/upgrade needed for junction	8	0.7%
Filter roads/slip roads not roundabouts/traffic lights needed	6	0.6%
Total	1,081	100.0%

n= 1,081 responses (25% of total questionnaire respondents)

Junction E: Middle Route – New roundabout South of Dobbies Garden Centre

- 4.4.26. For the two junction options for the Middle Route onto A12, comments were similar. In total, 1,060 (25%) respondents provided comments on Junction E: Middle Route – New roundabout South of Dobbies Garden Centre.
- 4.4.27. Once again, a substantial number of respondents provided general opposition comments (40%) and over a quarter (27.4%) raised concerns about the environment, loss of farmland, and the effect of the junction on villages and communities. Congestion on the existing road was cited by 15.8% as a concern. There was 4.8% in favour, who felt the junction would improve access and ease congestion.

Table 4-11 – Comments on Junction E: Middle Route – New roundabout South of Dobbies Garden Centre

Category	Number	% of responses
Oppose/don't want/don't need	424	40.0%
Concern about effect on environment/loss of farmland/effect on villages/communities	290	27.4%
Already too much congestion/moves congestion elsewhere	168	15.8%
Support/seems sensible/improves access/eases congestion	51	4.8%
Don't build - upgrade existing infrastructure instead eg A14 at Copdock and improve public transport	32	3.0%
Would have negative impact on Woodbridge	26	2.5%
Too far north to benefit Ipswich/lorries etc won't use	25	2.4%
Filter/slip roads best not roundabouts/traffic lights	17	1.6%
Other	14	1.3%
Would need dualling to avoid congestion	11	1.0%
Best for avoiding villages	2	0.2%
Total	1,060	100.0%

n= 1,060 responses (25% of total questionnaire respondents)

Junction F: Middle Route – Existing roundabout near Seckford Golf Centre

4.4.28. In total, 1,042 (24%) respondents provided comments on Junction F: Middle Route – Existing roundabout near Seckford Hall and Golf Course. There were 39.8% of the comments opposing the junction and but slightly more than Junction E (28.5%) raised concerns about the environment, loss of farmland, and the effect of the junction on villages and communities. Congestion on the road, especially Woodbridge was raised by 17%, which is more than Junction E. In contrast those in favour was 5.4%, slightly more than Junction E.

Table 4-12 – Comments on Junction F: Middle Route – Existing roundabout near Seckford Golf Centre

Category	Number	% of responses
Oppose/don't want/don't need	415	39.8%
Concern about effect on environment/loss of farmland/effect on villages/communities	297	28.5%
Would create more congestion& pollution/already congested (especially round Woodbridge)	177	17.0%
Support - reduces congestion, uses existing infrastructure and is safer for walking/cycling	56	5.4%
Don't build - upgrade existing infrastructure instead eg A14 at Copdock and improve public transport	34	3.3%
Too far north to be of benefit to Ipswich	22	2.1%
Other	20	1.9%
Need filter/slip roads not roundabouts/traffic lights	7	0.7%
Would ruin golf course	7	0.7%
Needs to link to dual carriageway round Woodbridge	4	0.4%
Too close to other roundabouts	3	0.3%
Total	1,042	100.0%

n= 1,042 responses (24% of total questionnaire respondents)

Junction G: Inner Route – A12/A1214 Main Road Roundabout

- 4.4.29. In total 1,154 (27%) respondents provided comments about Junction G: A12/A1214 Main Road Roundabout. The junction was the least contentious of all the options, with a third (34%) opposed the junction. Nearly a quarter (23.1%) of comments were concerned that the existing junction was already congested and 23% raised concerns about the environment, loss of farmland, and the effect of the junction on villages and communities.
- 4.4.30. There were supportive comments from 8.4% and a further 3.4% stated the option is logical to ease congestion especially when Orwell Bridge closed.

Table 4-13 – Comments on Junction G: Inner Route – A12 / A1214 Main Road Roundabout, Martlesham

Category	Number	% of responses
Oppose/don't want/don't need	392	34.0%
Existing junction already congested- would create more (especially at A12/Martlesham)	266	23.1%
Concern about effect on environment/loss of farmland/effect on villages/communities	265	23.0%
Support - safer for walking/cycling and most logical/preferable to others	97	8.4%
Most logical route to ease congestion especially when Orwell Bridge closed	45	3.9%
Don't build - upgrade existing infrastructure instead eg A14 at Copdock and improve public transport or build a tunnel	40	3.5%
Other	22	1.9%
Filter/slip roads/flyover needed not roundabouts/traffic lights	18	1.6%
Less disruptive to countryside	6	0.5%
Have both Inner Routes	3	0.3%
Total	1,154	100.0%

n= 1,154 responses (27% of total questionnaire respondents)

Junction H: Inner Route – A12 North of the Park and Ride Site

4.4.31. In total 1,104 (26%) respondents provided comments on Junction H: Inner Route – A12 North of the Park and Ride Site. Those who opposed the junction provided 36% of comments. Nearly a quarter, 24.7% raised concerns about the environment, loss of farmland, and the effect of the junction on villages and communities. There were fewer concerns (17%) raised about how the junction would affect congestion at Martlesham and Woodbridge, compared to Junction G.

Table 4-14 – Comments on Junction H: Inner Route – A12 North of the Park and Ride Site

Category	Number	% of responses
Oppose/don't want/don't need	397	36.0%
Concern about effect on environment/loss of farmland/effect on villages/communities	273	24.7%
Would create more congestion at Martlesham /negative impact on Woodbridge	188	17.0%
Logical choice - current road infrastructure can cope with this/would be of most uses	76	6.9%
Support	75	6.8%
Don't build - upgrade existing infrastructure instead eg A14 at Copdock and improve public transport or build a tunnel	34	3.1%
Other	22	2.0%
Concern about the impact on the Park and Ride	16	1.4%
Filter/slip roads/flyover needed not roundabouts/traffic lights	13	1.2%
Inner Route too close to Ipswich	7	0.6%
Suggestion for split/change of route	3	0.3%
Total	1,104	100.0%

n= 1,104 responses (26% of total questionnaire respondents)

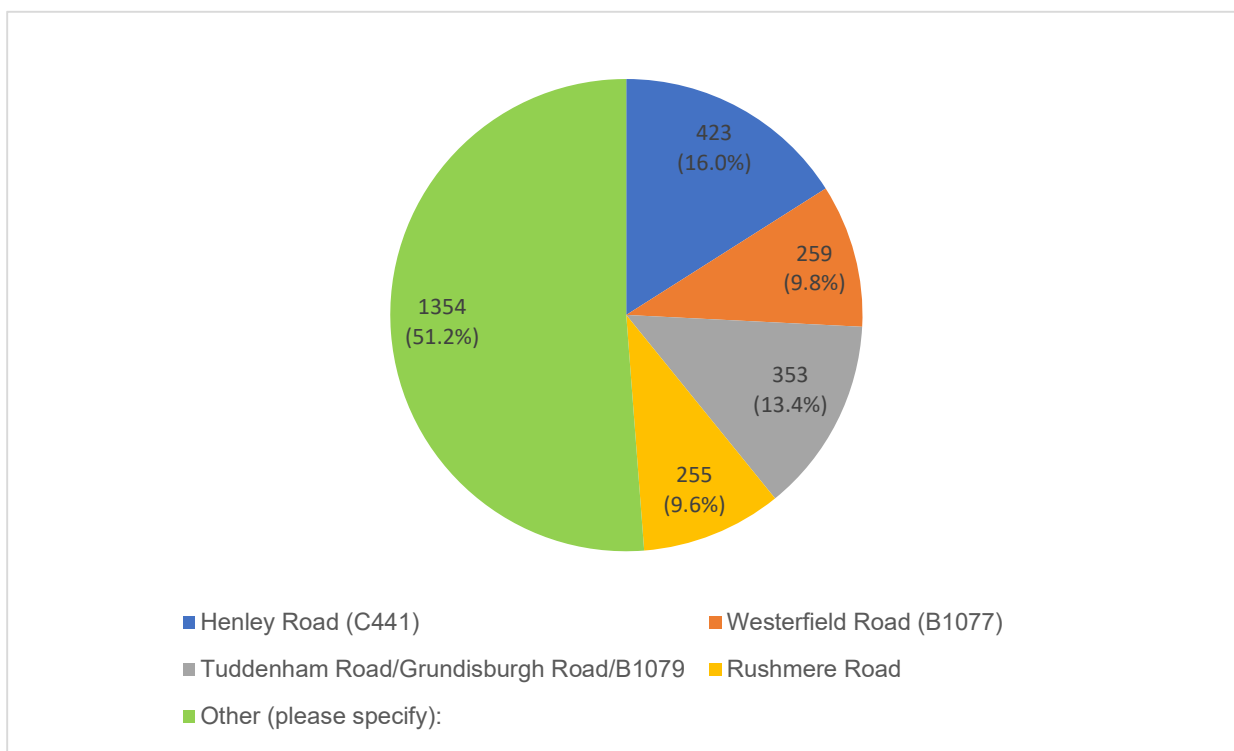
4.5 VIEWS ON POTENTIAL KEY CONNECTING ROUTES

- 4.5.1. It was anticipated that people would be interested in knowing how a new road would connect into the existing highway network. At the early stage of the project, details were not provided on the connections between the new routes and potential key connecting roads. In the consultation literature potential key connecting roads were identified and the statement that “*key connecting roads would improve connectivity with rural communities and provide more options for traffic entering Ipswich town Centre*”.
- 4.5.2. One of the aims of the consultation was to gather views and potential concerns regarding potential key connecting roads, namely Henley Road (C441), Westerfield Road (B1077), Tuddenham Road/Grundisburgh Road, and Rushmere Road. This was covered by questions 10 and 11 of the questionnaire.

Question 10: There are four key connecting roads to the new route options. Which key connecting roads would you use to access the new route?

- 4.5.3. A total of 2,644 (62%) respondents chose to answer the question. Out of the key connecting roads proposed in the questionnaire, Henley Road received the highest level of selection with 423 (16%) respondents expressing their preference. This is followed closely by Tuddenham Road/Grundisburgh Road/B1079 (13.4%). Westerfield Road and Rushmere Road received similar support levels, with 9.8% and 9.6% of respondents expressing their preference, respectively. See Figure 4-18 below.
- 4.5.4. However, it is important to note that more than half (51.2%) selected 'Other' connecting roads outside of what was proposed in the questionnaire.

Figure 4-18 - Views on the potential key connecting roads respondents would use to access the new Road



n= 2,664 responses (62% of all questionnaire respondents)

- 4.5.5. Of those who responded 'Other', 1,326 (31%) respondents provided further comments. The majority of these respondents (70.1%) reflected their general opposition to the project or stated they wouldn't use the road. There were a variety of answers and roads provided by respondents, as shown in Table 4-15.

Table 4-15 – Comments detailing other connecting roads proposed by respondents

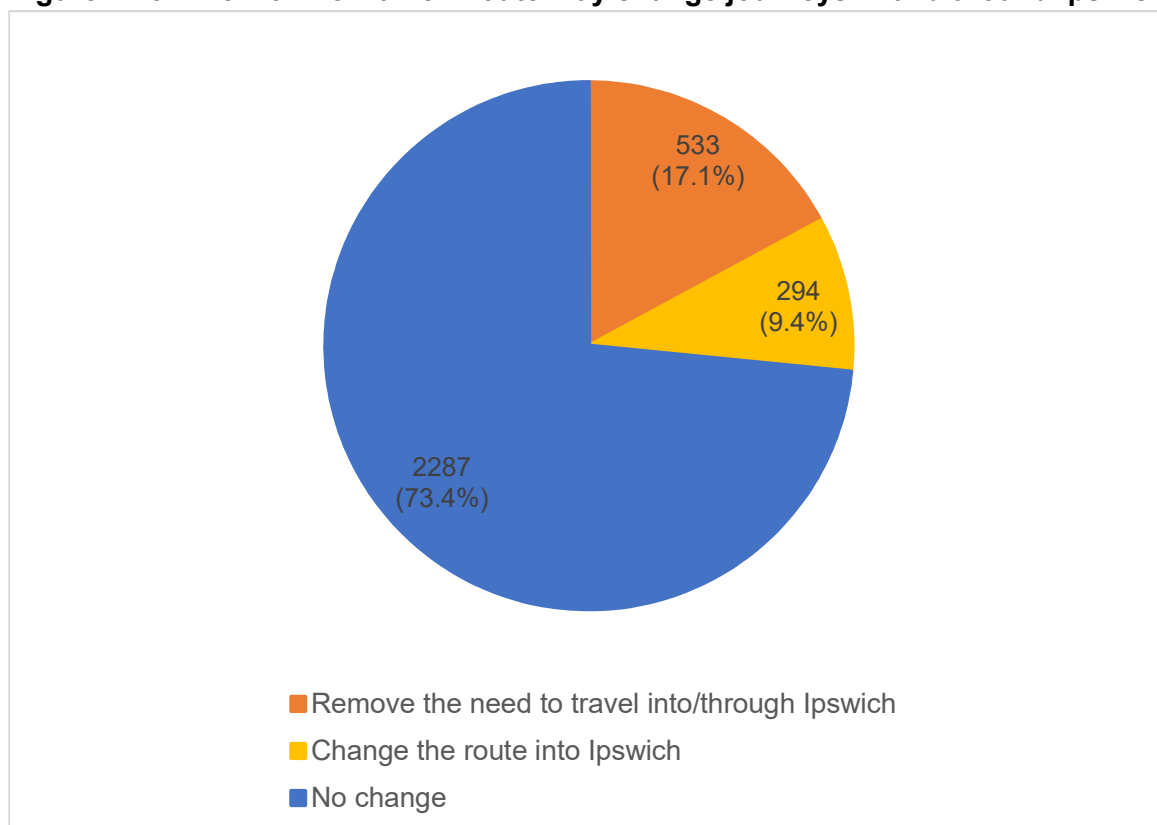
Category	Number	% of responses
None/wouldn't use	930	70.1%
Other/not stated	174	13.1%
A12/A14	71	5.4%
More than one/several/all 4/depends on where travelling to	36	2.7%
Join A14 at Claydon	28	2.1%
Martlesham	13	1.0%
B1078 at Clopton	9	0.7%
Don't know	8	0.6%
Little/Great Bealings	8	0.6%
Westerfield Road	7	0.5%
Woodbridge	7	0.5%
A140	6	0.5%
Depends which route chosen	5	0.4%
At Kesgrave	5	0.4%
Rushmere Road	5	0.4%
B1113	4	0.3%
J52/53	3	0.2%
B1079	2	0.2%
Norwich Road	2	0.2%
A1152	1	0.1%
Playford Road	1	0.1%
B1077	1	0.1%
Total	1,326	100.0%

n=1,336

Question 11: There are four key connecting roads to the new route options. How would the new route options change your vehicle journeys in and around Ipswich?

- 4.5.6. A total of 3,114 (73%) respondents answered question 11. Almost three quarters (73.4%) of those who responded to this question said the new route would not change their journeys in and around Ipswich. The response to this question largely reflects opposition to the route options presented in other questions.
- 4.5.7. A notable number of respondents (533, 17%) said the proposed connecting roads would remove the need for them to travel into or through Ipswich and 9.4% said it would change their route into Ipswich.

Figure 4-19 - View on how a new route may change journeys in and around Ipswich



n= 3,114 responses (73% of all questionnaire respondents)

4.6 VIEWS ON ENVIRONMENTAL CONSTRAINTS

- 4.6.1. As part of the Options Assessment Report and the development of the route alignments, initial environmental constraints were identified as part of a desk top study. Detail of the work undertaken and sources used would be included in the SOBC. An environmental constraints map was produced which helped to refine the alignments position of the junctions. A summary of the environmental constraints map was included in the consultation brochure, as shown in Figure 1-2.

Question 12: We recognise there would be environmental considerations around the construction and operation of the Ipswich Northern Route. What comments, if any, do you have?

- 4.6.2. A total of 2,965 (69%) respondents answered this question. The themes identified from these comments are shown in Table 4-16.
- 4.6.3. Over half (54.4%) of the comments received were concerns regarding the general loss of countryside, rural life, devaluation of homes and disruption to villages, wildlife and tourism.
- 4.6.4. Others raised concerns about the about the potential increase in pollution (including noise levels) and congestion (including a situation when congestion is displaced to another area) (13.3%) and 6.8% stated there should be focus on the benefits of the countryside and Suffolk's ambition to be the Greenest County.
- 4.6.5. The range of comments reflect the views raised in many respondents' previous answers.

Table 4-16 – Comments on environmental considerations

Category	Number	% of responses
Concerns regarding the loss of countryside/rural life/devaluation of homes/disruption to villages/wildlife/tourism	1,612	54.4%
Concerns about increased pollution (including noise levels) and congestion (including congestion is displaced to another area)	393	13.3%
Any of the routes would harm environment - do not build - focus on the benefits of the countryside and Suffolk's ambition to be the Greenest County	202	6.8%
There is a need to consider more sustainable alternatives to road building eg better public transport which would lead to less cars on roads	159	5.4%
Do not build a road- upgrade existing roads/use existing construction routes or build a tunnel	106	3.5%
None/route needs to be built	89	3.0%
Inner Route shorter so less environmental impact/more cost effective	74	2.5%
Reduction in congestion in Ipswich would outweigh the environmental impact, especially when Orwell Bridge is closed	71	2.4%
Environmental damage should be prevented during construction eg. - raising or lowering the road in protected areas, landscaping, planting wildflowers, using recycled materials	66	2.2%

Category	Number	% of responses
Oppose/don't want	62	2.1%
Concerns about the long-term environmental impact - can trees be planted to off-set this? How would the large population of deer in the area affect this?	39	1.3%
Other	38	1.3%
Reduction in congestion would benefit environment	22	0.7%
Ensure as few junctions and roundabouts as possible to keep traffic flowing	9	0.3%
Prefer route with better links cross county avoiding towns/villages	9	0.3%
Outer Route best for expansion/ease pressure on Ipswich/least damage to countryside	9	0.3%
Would make travel time longer	6	0.2%
Plan for future - build all three routes	1	0.0%
Total	2,965	100.0%

n=2,965 responses (69% of all questionnaire respondents)

Question 13: Is there anything else you would like to tell us?

- 4.6.6. Respondents were given the opportunity to provide further general comments about the Scheme. There were 2,356 (55%) respondents who provided comments, many of which mirror comments already made for previous questions. Nearly a quarter of respondents (23.8%) stated they did not want the road to be built or raised concerns about the environment, loss of farmland, and the effect of the project on villages and communities. The results are shown in Table 4-17.
- 4.6.7. Responses to suggestions such as the provision of a tunnel and a new route over the EA One cable route, were provided in the project Q&A update.

Table 4-17 – Additional comments provided by respondents

Category	Number	% of responses
Don't build - upgrade existing infrastructure instead eg A14 at Copdock and improve public transport to encourage sustainable travel	561	23.8%
Concern about effect on environment/loss of farmland/effect on villages/communities	560	23.8%
Oppose any route (including comments about previous attempts)	395	16.8%
Would create more stress and congestion (especially on linking roads)	222	9.4%
Other (including comments about the consultation process)	154	6.5%
Support any route/understand the need to build	153	6.5%
Don't waste money on roads - spend the money on other things eg social care, health, schools/improvements to Ipswich town centre	88	3.7%
Support Inner Route - others are too far away to provide any benefit/route is cheaper to build	45	1.9%
Don't delay - as alternative needed when A14 is closed/to ease overall congestion	41	1.7%
Orwell Bridge closures (eg for bad weather, accidents or maintenance) need to be taken into account	40	1.7%
Build a tunnel under the River Orwell for less impact on countryside/more practical to remove congestion	24	1.0%
Needs to be done but must be dual carriageway and graded with no roundabouts or traffic lights	21	0.9%
Oppose Outer Route - too far away to benefit Ipswich/passes too close to respondents' homes	19	0.8%
Don't waste money on provision for cyclists & pedestrians as no-one would want to travel in this way next to a bypass	15	0.6%
Save money by building along current construction work, for example EA One Cable Route	9	0.4%
Support Outer Route	7	0.3%
Include designated route for HGVs	2	0.1%
Total	2,356	100.0%

n=2356 (55% of total questionnaire respondents)

4.7 SUMMARY

- 4.7.1. Based on the consultation responses received via questionnaires, it is apparent views on the need and objectives for an Ipswich Northern Route are polarised.
- 4.7.2. Over a third of respondents feel improved and reliable A14 journeys and supporting existing local businesses and jobs were important or very important. The factors respondents believed to be least important focus on the connection to housing growth: 62.4% believed that enabling future delivery of additional homes was not important and 56.5% believed supporting current housing growth was not at important.
- 4.7.3. In general, those within Ipswich were more supportive of the objectives and those in the area to the north of Ipswich, who would be more directly affected by the route proposals, are more opposed to the need for the project.
- 4.7.4. The majority, over two thirds (68.4%) of respondents did not agree that an Ipswich Northern Route would improve journeys across Suffolk, but a quarter (26.2%) agreed it would improve journeys.
- 4.7.5. Overall the results showed that there is opposition to all three routes presented at consultation. The most opposed is the Outer Route, with 80.9% opposed or strongly opposed to the route. The Inner Route was least contentious with 71.9% opposed, whilst the Middle Route was 78.1% opposed.
- 4.7.6. Similar issues were raised by respondents across the free text answers of the questionnaire, namely concern about the environment, loss of farmland and the effect of the project on villages and communities and general opposition to the proposals.
- 4.7.7. There were comments in favour of each route and junction option. The Inner Route got the most supportive comments. Others supportive comments were about general support for a solution to meet the objectives to ease congestion and future needs.

5 SUMMARY OF LETTERS AND EMAILS

5.1 INTRODUCTION

- 5.1.1. This section outlines the consultation responses received by letter and emails.
- 5.1.2. The 253 letters and emails received as part of the consultation have been reviewed and comments grouped into themes. The responses raised similar issues and concerns as found in the free text answers of the questionnaire.

5.2 OVERVIEW OF RESPONSES FROM STAKEHOLDERS AND ORGANISATIONS

- 5.2.1. At the beginning of the consultation, the project wrote to a number of organisations inviting them to review the proposals. These organisations included parish councils, statutory stakeholders and interest groups, for example environment, haulage, economic and community stakeholders.
- 5.2.2. During the consultation period, responses were received by a range of organisations either directly in the form of letters and emails or answered through the questionnaire and indicated they were writing on behalf of an organisation. The table below provides a breakdown of the 117 responses received from organisations and businesses.

Table 5-1 – Responses from stakeholders

	Letters or emails	Questionnaire	Total
Local authorities	1	0	1
MPs	3	0	3
Parish and Town Council	25	12	37
Other organisations	22	54	76
		Total	117

n=117 responses

- 5.2.3. These responses included ones from:
- **Local authorities:** Ipswich Borough Council
 - **MPs:** Dr Daniel Poulter, MP for Central Suffolk & North Ipswich; Sandy Martin, MP for Ipswich and Dr Thérèse Coffey, MP for Suffolk Coastal
 - **Transport bodies, businesses and organisations:** British International Freight Association (eastern region), Freight Transport Association, Ipswich Buses

- **Business and economic groups:** New Anglia LEP, Suffolk Chamber of Commerce, Orwell Ahead
- **Parish and Town Councils:** Akenham, Ashbocking, Barham, Bredfield, Burgh, Campsea Ashe, Charsfield, Claydon and Whitton, Clopton, Coddensham, Creting St Mary, Cretingham, Monewdon and Hoo, Debach, Great Bealings, Grundisburgh and Culpho, Hasketon, Haughley, Hemingstone, Henley, Kesgrave, Levington and Stratton Hall, Little Bealings, Marlesford, Martlesham, Melton, Needham Market, Nettlestead, Otley, Pettaugh, Playford, Rushmere, Swouldand and Winesham, Tattingstone, Thurston, Tuddenham St Martin, Waldringfield, Westerfield
- **Statutory parties:** Environment Agency, Historic England and Natural England
- **Cycling and walking interest groups:** CTC Suffolk (Cycling UK), Sustrans
- **Health:** Ipswich and East Suffolk Clinical Commissioning Group
- **Environmental interest groups:** Suffolk Coastal Friends of the Earth, Suffolk Preservation Society, Suffolk Wildlife Trust, Woodland Trust, Sinfield Nature Conservation Trust, Suffolk branch – Butterfly Conservation, Save our Country Spaces
- **Education:** Ipswich School, Otley and Winesham schools governing body
- **Other key groups:** Northern Fringe Protection Group, The Ipswich Society, Woodbridge Society
- **Key Businesses:** Bloor Homes; Jackson-Stops estate agency; Pegasus group for Persimmon Homes, Trinity College, Cambridge

5.2.4. In general, the opinion of key stakeholders varied and provided a range of views on the project.

5.3 WRITTEN RESPONSES FROM STAKEHOLDERS

- 5.3.1. There were 117 responses from stakeholders, the issues raised in these responses largely reflected those in the questionnaires and public written letters. Comments were read in full and analysed, with common issues identified and themed.
- 5.3.2. Whilst the number of negative comments were higher than positive comments received by stakeholders, there were notable positive comments from influential stakeholders. Ipswich Borough Council provided a formal response to the consultation as one of the impacted councils. It confirmed its support for the project and its preference for the inner. Sandy Martin, MP for Ipswich, also supported the Inner Route.
- 5.3.3. Suffolk Chamber of Commerce stated its support for the transport and economic benefits of the project. It noted its preference for the middle option because they believe it would provide the best opportunity for economic growth and developing the Ipswich area. The Freight Transport Association, one of Britain's largest trade associations, uniquely provides a voice for the entirety of the UK's logistics sector, also supported the scheme in its consultation response.

- 5.3.4. In contrast, both Dr Daniel Poulter, MP for Central Suffolk & North Ipswich and Dr Thérèse Coffey, MP for Suffolk Coastal have expressed their opposition to the project in their consultation responses.
- 5.3.5. Table 5-2 shows the breakdown of comments from stakeholders. Environmental concerns, especially around wildlife, archaeology and countryside, including Fynn Valley, were raised by 10.6%. The national or county climate emergency and reference to CO₂ emissions associated with the use or construction of the road was raised by 6.2% and concerns about air quality, noise, light or pollution impacts and/or reference to impact on quality of life as a result of construction or use of the road by 4.8% of stakeholders.
- 5.3.6. There were a number of stakeholder (8.4%) which raised comments about potential alternatives to address congestion in Ipswich, including reference to improved public transport and rail improvements and/or the need to improve the A12 and A14.
- 5.3.7. The view that the route/s would provide benefit to current traffic flows in the villages and for east/west movements was supported by 2.6% of respondents.
- 5.3.8. Regarding comments on the route options, 5.9% opposed all options, 1.8% specifically mentioned opposition to the Outer Route and 1.8% supported all.

Table 5-2 – Issues raised in key stakeholder written responses

Issue	Number of comments from stakeholder	%
Specific or general reference to the impact on the environment, including Fynn Valley. Also impact on wildlife and archaeology	29	10.6 %
Support for different alternatives to address congestion in Ipswich, including reference to improved public transport and rail improvements and also includes reference for the need to improve the A12 and A14	23	8.4%
Where the national or county climate emergency is referenced, including reference to carbon neutral. Reference to CO ₂ emissions associated with use or construction of the road	17	6.2%
Orwell Bridge only infrequently closes and not a significant issue to require a new route.	16	5.9%
Oppose all options	16	5.9%
Reference to increased traffic associated with additional housing. Also reference to CPRE's " The impact of road project in England" report, roads attract more cars and Induced demand	14	5.1%
The level of growth is not supported or needed; is considered as included to pay for the road.	14	5.1%

Issue	Number of comments from stakeholder	%
Reference to air quality, noise, light or pollution impacts and/or reference to impact on quality of life as a result of construction or use of the road	13	4.8%
Transport Modelling including, access to/ copy of the traffic model; OAR report; inclusion of local plan development traffic; new locations for traffic flow and reference to induced demand not being considered at this stage	10	3.7%
Reference to the lack of information about the location and level, with concern about the impact on villages. That growth is already in the local plan and additional isn't needed. A view that whatever the route, Ipswich would grow to meet the road, it would form a growth boundary.	10	3.7%
Poor consultation / material: There was no opportunity to object outright in the questionnaire. The lack of availability of hardcopy questionnaires. The view that a preferred route had already been identified; that the public should have been consulted before this stage and influenced the short list of options.	10	3.7%
A new road is not needed to enable economic growth and that the route is not seen as needed by business. Lack of information relating what economic development would come forward. The proposals would have a negative impact on the tourist economy	9	3.3%
Direct or inferred references to impact on communities due to the alignment or use.	8	2.9%
Reference to no evidence of benefit to congestion in Ipswich. Reference to lack of benefit with the outer route	8	2.9%
Refers to concerns about connections shown in the consultation brochure and increased traffic through villages as a result of the road. Specific references to current issues on the A12 at Martlesham	8	2.9%
Reference to the importance of agriculture/value of agricultural land, and the impact of the route on this, reducing the food production. Also a reference to the importance of agriculture with respect to Brexit.	8	2.9%
View that the route/s would provide benefit to current traffic flows in the villages and for east/west movements	7	2.6%
Reference to the cost of the project and how this would be funded, in particular referencing the need for additional housing to cover the local contribution. Also reference that the source of funding should have been established at this stage.	6	2.2%
Oppose Outer Route	5	1.8%
Support all options	5	1.8%
The view that there was not sufficient communication of the consultation or the events. Requests for councillors or the project team to add in public events in new locations/ to attend parish and public meetings.	5	1.8%

Issue	Number of comments from stakeholder	%
Concerns about impact of the process on current or imminent plans to sell property, both in terms of ability to sell and the price achievable. Assumptions made about the proximity of the routes to properties added to this concern. The question of blight and compensation, the expectation that this should be available now.	4	1.5%
Support Inner Route	4	1.5%
Reference to drainage or pollution of the water course	5	1.3%
Oppose Middle Route	3	1.1%
Lack of detail of routes in the consultation material. Reference to proximity of route and homes and listed buildings. Concern about area covered by limits of deviation.	2	0.7%
Reference to the high cost of the project, often quoted at £1bn, and that this would be better used on other public services or transport improvements.	2	0.7%
Concern about impact of the route on their land/business including building business and ability to operate as they currently do.	2	0.7%
Support Middle Route	2	0.7%
Need to do things differently, including how we think about growth and the assumption that building roads is the solution. A view that a new way of thinking is needed.	2	0.7%
Concern about the lack of timetable to a decision for the project or for a preferred route. Uncertainty about the project and routes and stress this is causing homeowners.	2	0.7%
Reference to the need for lessons learnt from the Upper Orwell Crossing project, including experience of large schemes go over budget. That the Upper Orwell Crossing project would have solved the problems in Ipswich and should be delivered instead as also cheaper.	2	0.7%
The view that Kier were instrumental in assessing the need for growth as it would benefit their housebuilding side of the business. Questions over who funded the work and that the work was a waste of taxpayers' money	2	0.7%
Impact on Public Rights of Way, including walking, cycling, riding in the area and change in access to the countryside	1	0.4%
Oppose Inner Route	1	0.4%
	273	100%

n=117 responses

5.4 WRITTEN RESPONSES FROM INDIVIDUALS

- 5.4.1. In total, 136 letters and emails were received from individuals. The responses from these letters and emails have been separated from those stakeholders. A lot of the letters contained multiple issues which have been identified accordingly. Table 5-3 shows the break-down of the issues raised by individuals. The table has been colour coded to demonstrate the sentiment, ie positive, negative and neutral comments.
- 5.4.2. In general, there was a range of issues raised by individuals, many of which reflected the general tone and issues raised by respondents in the consultation questionnaires. There was significant repetition of comments made in the Stop Campaign literature and Dr Daniel Poulter MP's letter. It should be noted some of the comments directly contrasted with the information provided in the project's consultation brochure, for example the costs of the project.
- 5.4.3. The impact on the environment was a key concern for respondents, with 11.6% raising specific or general reference to the impact on the environment, including Fynn Valley and impact on wildlife and archaeology. A further 5.9% referenced concerns about air quality, noise, light or pollution impacts and/or reference to impact on quality of life as a result of construction or use of the road, and 5.8% raise issues about the proposals in light of the national or county climate emergency and to CO₂ emissions associated with the use or construction of the road.
- 5.4.4. The Orwell Bridge was raised by 8.5% of respondents, who stated the closure of the bridge was infrequently and should not be used to justify the project. A further 7.7% said there were alternative solutions to address congestion in Ipswich, including references to improved public transport and rail improvements and the need to improve the A12 and A14.
- 5.4.5. The project objective about supporting growth was rejected by 6.9% of respondents.
- 5.4.6. Regarding the route options, 6.4% opposed all the routes. There were a few individuals who supported the Inner Route.

Table 5-3 – Issues raised in written responses from individuals

Issue	Number of comments from public emails/letters	%
Specific or general reference to the impact on the environment, including Fynn Valley. Also impact on wildlife and archaeology	133	11.6%
Orwell Bridge only infrequently closes and not a significant issue to require a new route.	97	8.5%
Support for different alternatives to address congestion in Ipswich, including reference to improved public transport and rail improvements. Also includes reference for the need to improve the A12 and A14	88	7.7%
The level of growth is not supported or needed; is considered as included to pay for the road.	79	6.9%
Oppose all options	73	6.4%
Reference to air quality, noise, light or pollution impacts and/or reference to impact on quality of life as a result of construction or use of the road	68	5.9%
Where the national or county climate emergency is referenced, including reference to carbon neutral. Reference to CO ₂ emissions associated with use or construction of the road.	66	5.8%
Reference to the high cost of the project, often quoted at £1bn, and that this would be better used on other public services or transport improvements.	64	5.6%
Reference to no evidence of benefit to congestion in Ipswich. Reference to lack of benefit with the outer route	62	5.4%
Where direct or inferred reference to impact on communities due to the alignment or use.	58	5.1%
Reference to increased traffic associated with additional housing. Also reference to CPRE's "The impact of road project in England" report, roads attract more cars and Induced demand	41	3.6%
Reference to the importance of agriculture/value of agricultural land, and the impact of the route on this, reducing the food production. Also a reference to the importance of agriculture with respect to Brexit.	36	3.1%
Refers to concerns about connections shown in the consultation brochure and increased traffic through villages as a result of the road. Specific references to current issues on the A12 at Martlesham	30	2.6%

Issue	Number of comments from public emails/letters	%
A new road is not needed to enable economic growth and that the route is not seen as needed by business. Lack of information relating what economic development would come forward. The proposals would have a negative impact on the tourist economy	29	2.5%
Transport Modelling including, access to/ copy of the traffic model; OAR report; inclusion of local plan development traffic; new locations for traffic flow and reference to induced demand not being considered at this stage	26	2.3%
Concerns about impact of the process on current or imminent plans to sell property, both in terms of ability to sell and the price achievable. Assumptions made about the proximity of the routes to properties added to this concern. The question of blight and compensation, the expectation that this should be available now.	26	2.3%
Poor consultation / material: There was no opportunity to object outright in the questionnaire. The lack of availability of hardcopy questionnaires. The view that a preferred route had already been identified; that the public should have been consulted before this stage and influenced the short list of options.	26	2.3%
Impact on Public Rights of Way, including walking, cycling, riding in the area and change in access to the countryside	20	1.7%
Reference to the lack of information about the location and level, with concern about the impact on villages. That growth is already in the local plan and additional isn't needed. A view that whatever the route, Ipswich would grow to meet the road, it would form a growth boundary.	18	1.6%
The view that Kier were instrumental in assessing the need for growth as it would benefit their housebuilding side of the business. Questions over who funded the work and that the work was a waste of taxpayers' money	18	1.6%
Lack of detail of routes in the consultation material. Reference to proximity of route and homes and listed buildings. Concern about area covered by limits of deviation.	10	0.9%
Concern about impact of the route on their land/business including building business and ability to operate as they currently do.	9	0.8%
Oppose Outer Route	9	0.8%
Concern about the lack of timetable to a decision for the project or for a preferred route. Uncertainty about the project and routes and stress this is causing homeowners.	8	0.7%
The view that there was not sufficient communication of the consultation or the events. Requests for councillors or the project team to add in public events in new locations/ to attend parish and public meetings.	8	0.7%

Issue	Number of comments from public emails/letters	%
Support Inner Route	7	0.6%
Reference to the need for lessons learnt from the Upper Orwell Crossing project, including experience of large schemes go over budget. That the Upper Orwell Crossing project would have solved the problems in Ipswich and should be delivered instead as also cheaper.	7	0.6%
Reference to drainage or pollution of the water course	5	0.4%
Reference to the cost of the project and how this would be funded, in particular referencing the need for additional housing to cover the local contribution. Also reference that the source of funding should have been established at this stage.	5	0.4%
Oppose Middle Route	5	0.4%
Need to do things differently, including how we think about growth and the assumption that building roads is the solution. A view that a new way of thinking is needed.	5	0.4%
Oppose Inner Route	4	0.3%
View that the route/s would provide benefit to current traffic flows in the villages and for east/west movements	3	0.3%
	1143	100%

n=136 responses

6 CONCLUSION

6.1 EFFECTIVENESS OF THE CONSULTATION

- 6.1.1. A comprehensive first informal consultation on the proposed Ipswich Northern Route was undertaken between 5 July 2019 and 13 September 2019.
- 6.1.2. The aim of the consultation was to raise interest and awareness of the project and create an understanding of its scope, need and benefit. The consultation was the first step in the process to understand views of local people, businesses and other organisations on the indicative route and junction options. The outcomes of the consultation have informed Suffolk County Council, Babergh and Mid Suffolk District Councils, East Suffolk Council, Ipswich Borough Council and West Suffolk Council of the opinions of those interested and impacted by the proposals.
- 6.1.3. In this consultation, 4,547 responses to the consultation were received. The majority of these (4,286 responses) were from people completing the questionnaire which was available online and in hard copy. In addition, 253 letters and emails were received by members of the public, business and stakeholders.
- 6.1.4. Postcode data shows that responses were spread throughout the wider Ipswich area, specifically those in proximity to the route options or near potential connecting roads, as well as in Ipswich itself.
- 6.1.5. The public and stakeholders had a variety of opportunities to engage in person with the Ipswich Northern Route project team during the consultation. There were 11 formal exhibitions which were attended by 2,206 people as well as unmanned exhibitions at six locations. Three landowner specific events were held. Presentations were given to Ipswich Borough Council's South East, South West, North West, North East and Central Area Committees, the Suffolk Chamber of Commerce Transport and Infrastructure Board, Ipswich Chamber's Board and to local councillors.
- 6.1.6. To support these events and for those people unable to attend an event, a consultation brochure along with questionnaire and Q&A document was created. These were available at the events and on the Ipswich Northern Route website. The consultation was thoroughly promoted using posters, local media and social media. An easy-read version of the consultation brochure and questionnaire was also produced in response to a request from a local stakeholder.
- 6.1.7. Third parties, including local parish councils and the local MP, Dr Daniel Poulter, were also successful in promoting the consultation and encouraging involvement.
- 6.1.8. When asked how respondents had heard about the consultation, people mentioned the range of publicity channels as well as word of mouth.
- 6.1.9. The data shows that there was sufficient advertising of the consultation for respondents if they wished to engage.

SUMMARY OF RESULTS

- 6.1.10. This consultation has engaged with a range of people, businesses, organisations and stakeholders who are interested and could be impacted by the project. The consultation engaged with people who use all different modes of travel but who predominately use the car. This is expected due to the reliance on cars in the wider Ipswich area.
- 6.1.11. The consultation has demonstrated there are a number of issues to be considered in relation to the local community, businesses and stakeholders interested in and potentially affected by the project. There were some respondents in favour of the project, particularly those in and around Ipswich, who would benefit directly from the project and experience limited negative impacts; however, the consultation drew out strong public opinion challenging the project, especially concerns raised by local residents who could be affected by the proposed routes.
- 6.1.12. The consultation mobilised some people into groups, namely the Stop! Campaign who were opposed to the project, but also the Orwell Ahead campaign which was supportive of the project and how it would contribute to the development of the Ipswich economic area.
- 6.1.13. Some key stakeholders, including Suffolk Chamber of Commerce and Ipswich Borough Council were also very supportive of the project and the economic and transport benefits it would bring.
- 6.1.14. Part of the vision for the project is to deliver better, more reliable journeys. As part of the questionnaire, people were asked to what extent the respondent agrees or disagrees that an Ipswich Northern Route would improve journeys across Suffolk, 61.9% strongly disagreed that an Ipswich Northern Route would improve journeys across Suffolk, with a further 6.5% selecting disagree. In comparison over a quarter (26.2%) agreed or strongly agreed the project would improve journeys across Suffolk.
- 6.1.15. When asked “to what extent do you support or oppose the three routes and junction options”, there was general opposition to each of the options with over 70% either opposing or strongly opposing the options. The most opposed is the Outer Route, with 80.9% opposed or strongly opposed to the route, while 78% are opposed to the Middle Route and 72% to the Inner Route.
- 6.1.16. A number of the issues raised echoed the concerns of the Stop! Campaign, the project team aims to create open dialogue with those supportive and against the project if it progresses. The project would aim to work closely with key stakeholder to highlight the benefits of the project and with the Stop! campaign to fully understand their issues, explain the project and decision making process, and to identify potential mitigations which may help lessen concerns, where possible.

NEXT STEPS

- 6.1.17. The Council will consider the results of the consultation alongside the outcomes of the Strategic Outline Business Case, to inform the decision of whether or not to proceed with the project to the Outline Business Case stage.

- 6.1.18. It should also be noted that work on the SOBC commenced in 2018 and was well progressed when, in March 2019, the Council declared a Climate Emergency. This will also be a factor to be considered in the decision making process.

