



Suffolk County Council

IPSWICH NORTHERN ROUTE

Route Options Consultation Report:
Appendices



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APPENDICES

APPENDIX A – CONSULTATION BROCHURE AND QUESTIONNAIRE



IPSWICH NORTHERN ROUTE Consultation

Friday 5 July to Friday 13 September 2019

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



www.ipswichnorthernroute.org.uk

Introduction

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

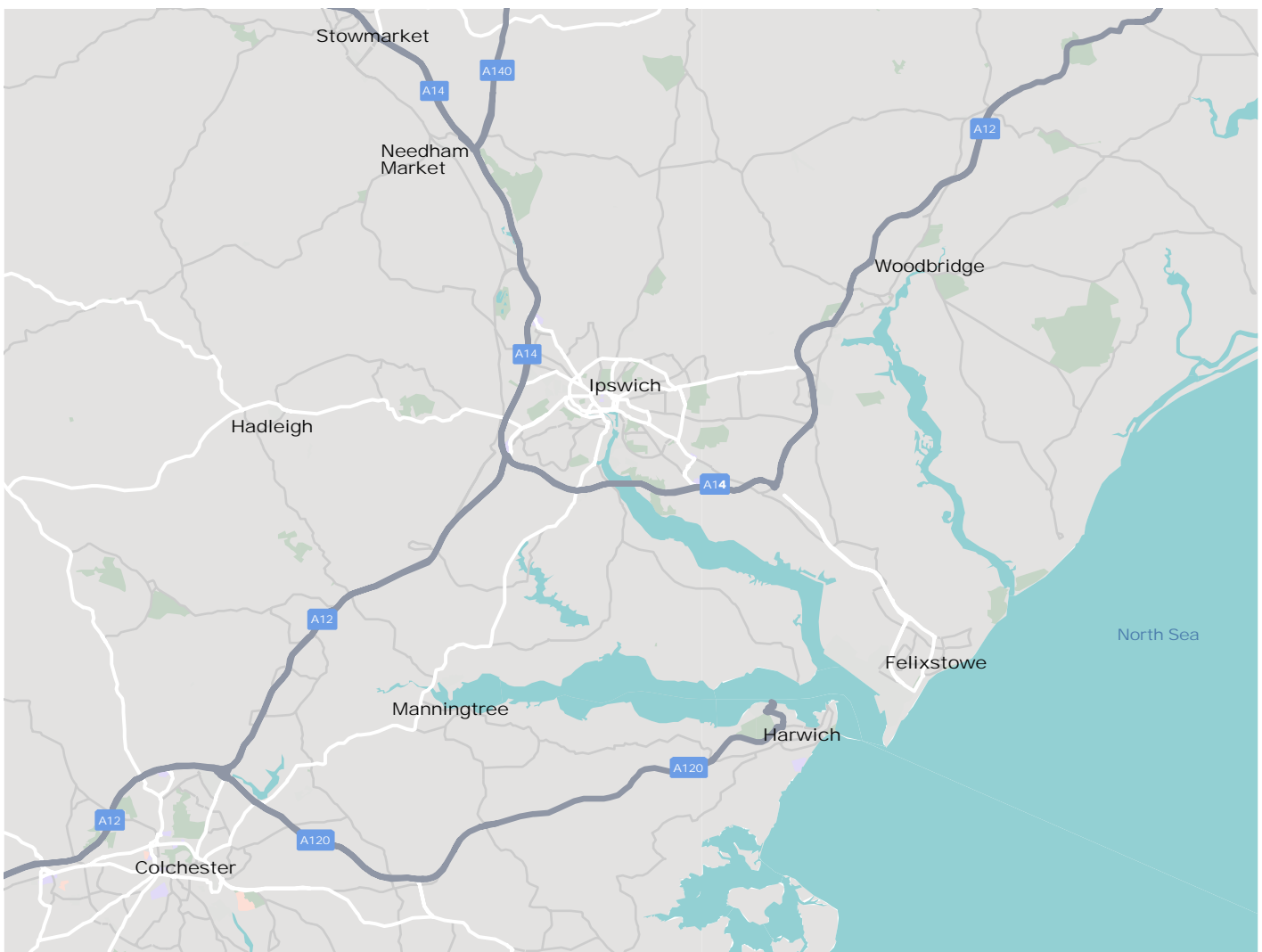
Working together, Suffolk County Council, Babergh and Mid Suffolk District Councils, East Suffolk Council and Ipswich Borough Council with support from West Suffolk Council are exploring options to create a new road to the north of Ipswich that would enable better journeys across Suffolk as well as enable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

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

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

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

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



Why we are consulting

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

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

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

Following the steps below, the earliest a new road could be delivered would be 2027.



Why do we need to consider this project?

In order to support growth in the longer term whilst also supporting the existing communities, residents and businesses in Suffolk, we need to consider carefully the infrastructure that may be needed.

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

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

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

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



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



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

Support the existing local economy through improved connectivity, making Suffolk the best place to do business.



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

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



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

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



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

Identifying options

Identification of option

We identified 31 options which could meet our objectives.



Buses e.g. additional routes and Bus Rapid Transit



Rail e.g. new rail stations, increased capacity and frequency



Road e.g. new roads to the north and east, junction improvements and a tunnel under the River Orwell



Smart Technology e.g. integrated transport

Initial assessment

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

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

Top options

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

Corridors refinement

Three corridors were identified

Inner

A southern route providing greater connectivity with Ipswich

Middle

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

Outer

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

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

Identified route options

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

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

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

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



Land and Property

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

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

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

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

There are processes in place to protect your financial interests, should your land be required. Compensation may be payable where land and/or interests in land are acquired, with provisions also available for land impacted for large infrastructure projects, by the physical effects of the scheme once the road is open. We will continue to engage with you as more detail becomes available.

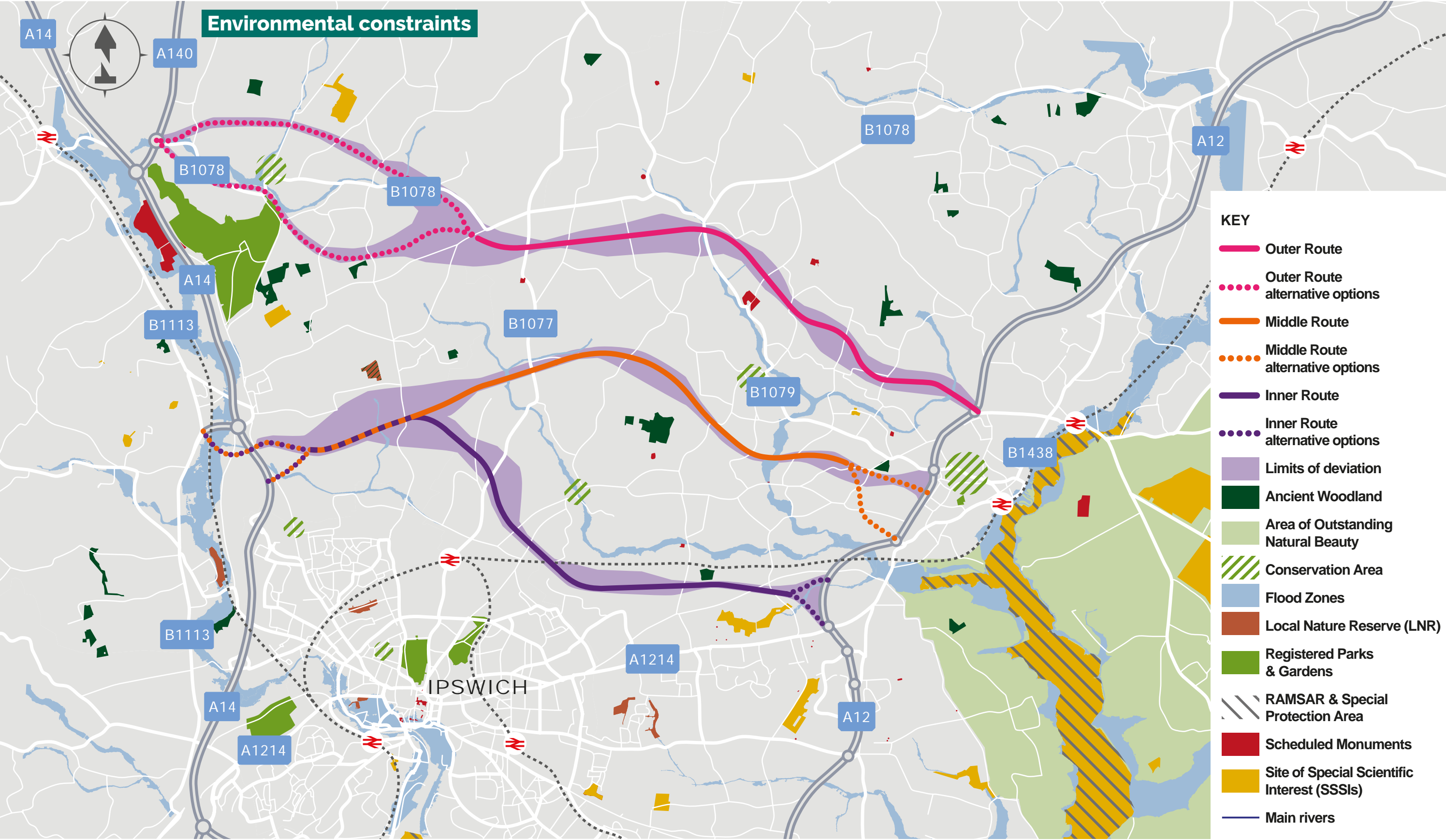
Constraints

As the project is still in the early stages, the route alignments have been developed to avoid or minimise their impact on local constraints, such as the environment, communities and utilities.

To show the potential areas where change may be possible, sections of purple shading have

been added to the map below, these areas are known as the limits of deviation. These areas vary along the route as they are dependent on local constraints and design considerations.

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



Assessment of constraints

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

Landscape



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

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

Biodiversity and nature



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

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

Air quality and noise



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

Cultural heritage



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

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

Route options

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

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

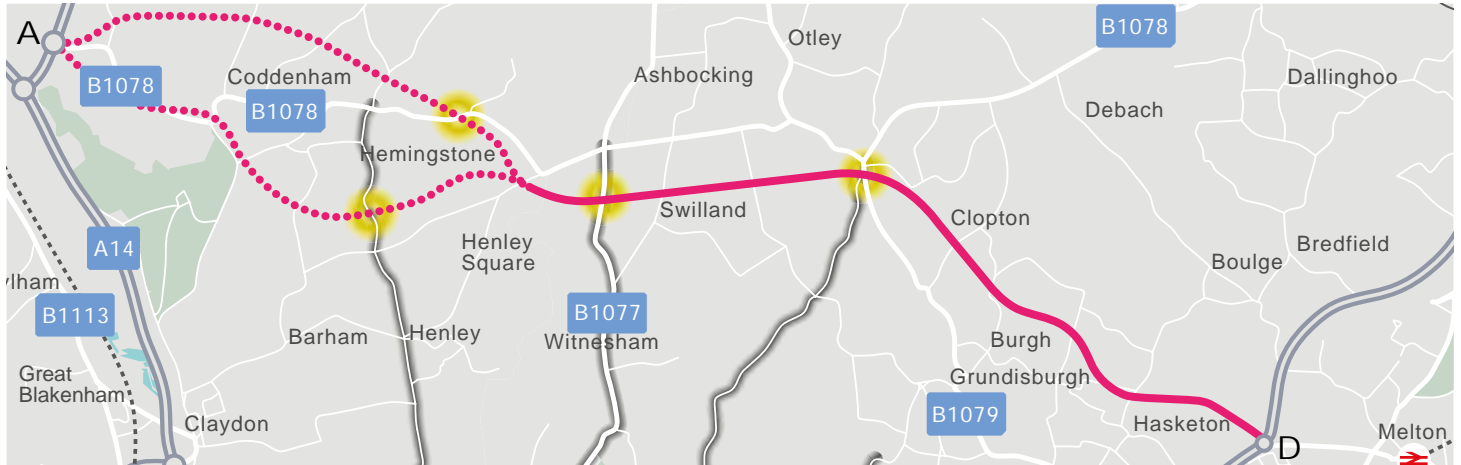
- ➔ Henley Road (C441)
- ➔ Westerfield Road (B1077)
- ➔ Tuddenham Road/Grundisburgh Road
- ➔ Rushmere Road



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

Each route alignment will now be considered in more detail, and further consideration will be given to the junctions where these routes link to the A12, A14 and connecting roads.

Outer route



Length of road:
Approximately 18Km



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



Total estimated
annual number
hours saved



Co₂ tonnes
saving over
60 years*



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

The Outer Route is the most northern option. The option comprises a new road connecting the A140 to the west with the A12 Woods Lane junction to the east.

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

How it meets the objectives

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

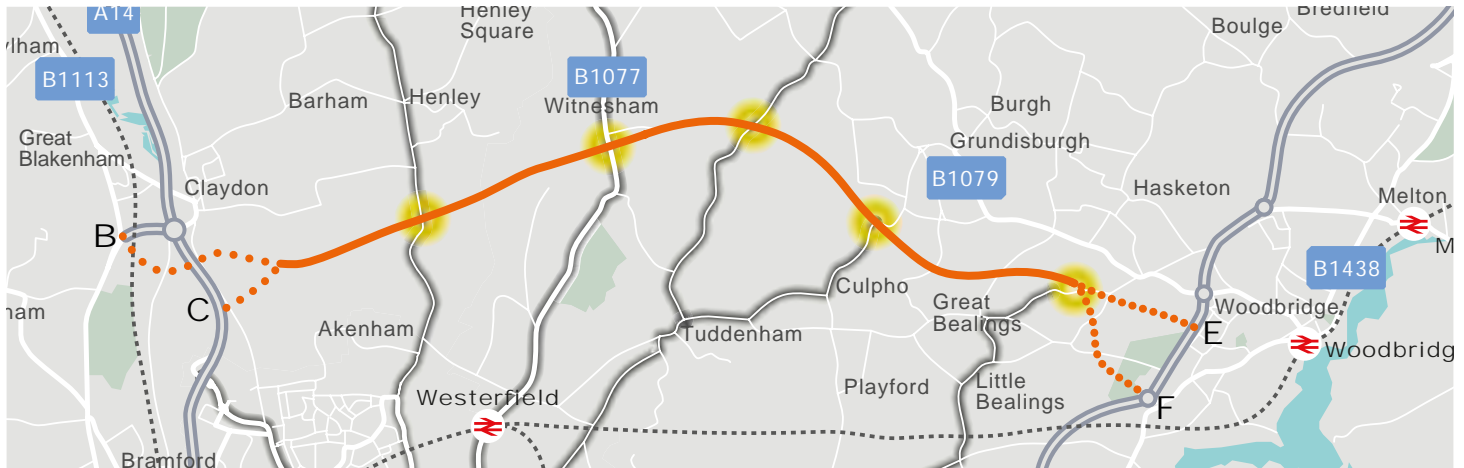
Environmental considerations

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

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

To the eastern extents, the Outer Route crosses the River Lark and one of its tributaries before joining the A12 near Woodbridge.

Middle route



Length of road:
Approximately 13Km



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



Total estimated
annual number
hours saved



Co₂ tonnes
saving over
60 years*

46,000

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

The Middle Route would be further south of the Outer Route. It comprises a new road between the A14 near Claydon, and the A12 at Woodbridge.

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

How it meets the objectives

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

Environmental considerations

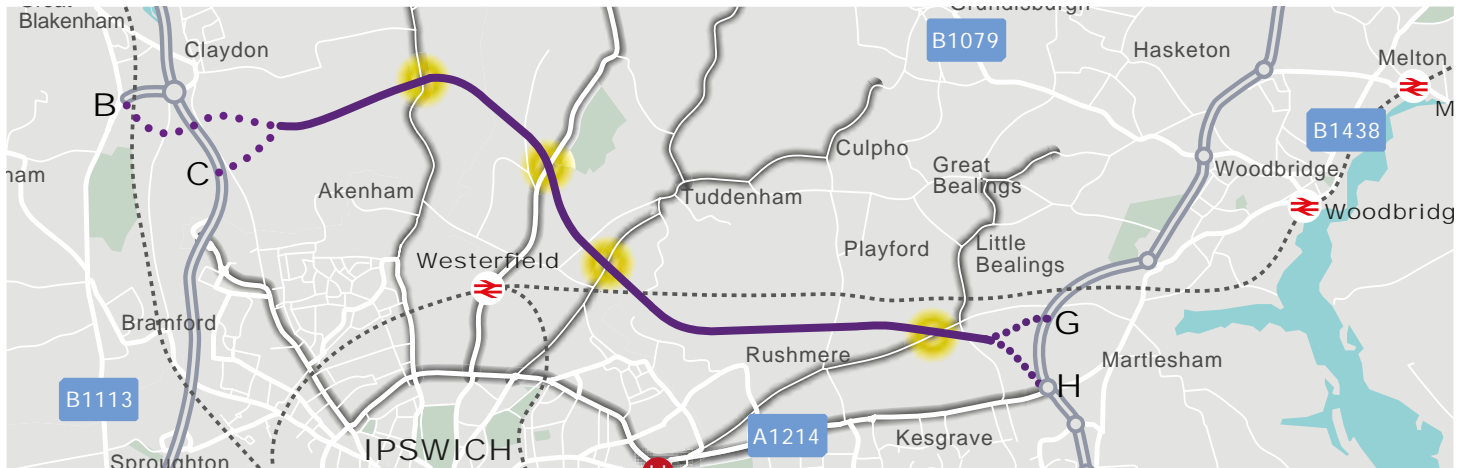
The Middle Route has been designed to avoid listed buildings, scheduled monuments and protected ecological habitats such as Ancient Woodland, Rede Wood LNR and Riverside House Meadow, Hasketon SSSI.

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

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

It also crosses the River Fynn and the River Lark before diverting in two options which are connecting with the A12.

Inner route



Length of road:
Approximately 12Km



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



Total estimated
annual number
hours saved



Co₂ tonnes
saving over
60 years*

110,000

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

The Inner Route is the closest to Ipswich and comprises a new highway route between the A14 near Claydon, and the A12 near Martlesham.

How it meets the objectives

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

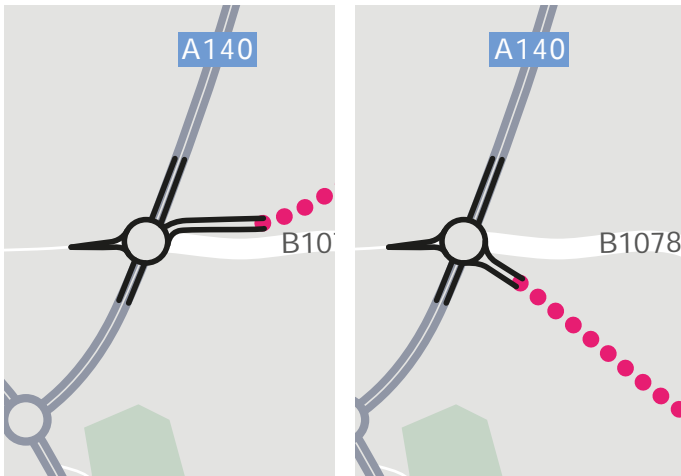
Environmental considerations

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

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

Junctions

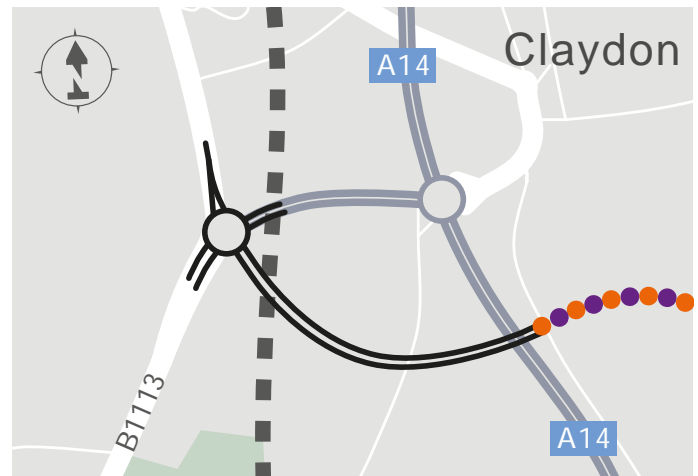
Junctions linking to A14



Outer Route – A140 / A14 Junction 51

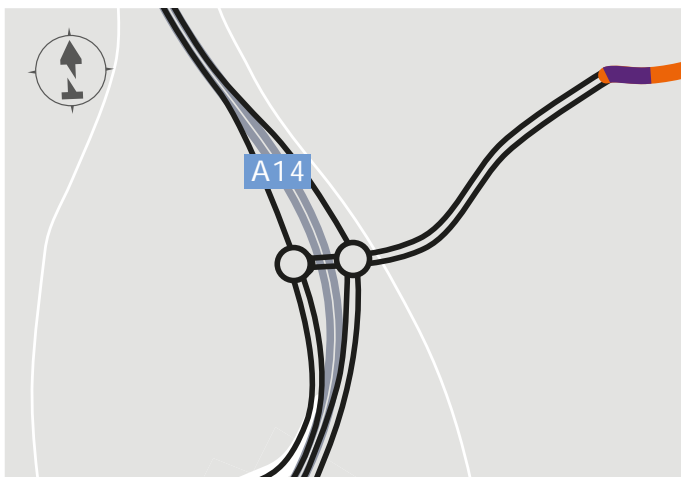
This option includes construction of a new roundabout on the A140 at the existing junction with the B1078 Needham Road and Coddensham Road. From the roundabout, the Outer Route includes options to the south or north of Coddensham.

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



Middle Route and Inner route – B1113 / A14 Junction 52

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



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

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



Discounted options

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

Junctions

Junctions linking to A12



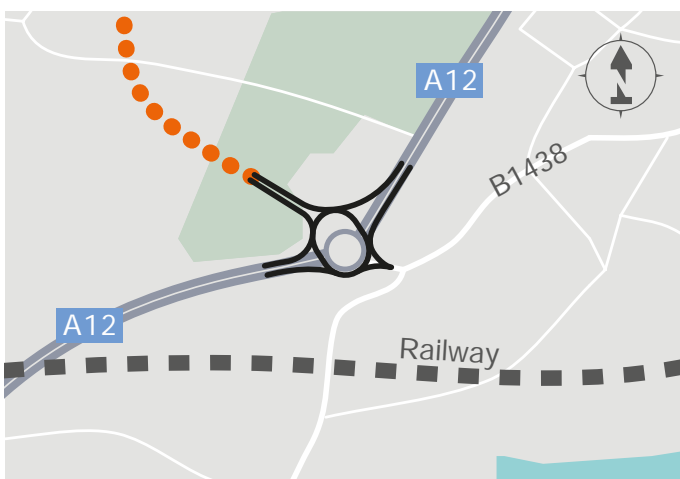
Outer Route – A12 / A1152 Woods Lane roundabout, Woodbridge

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



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

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



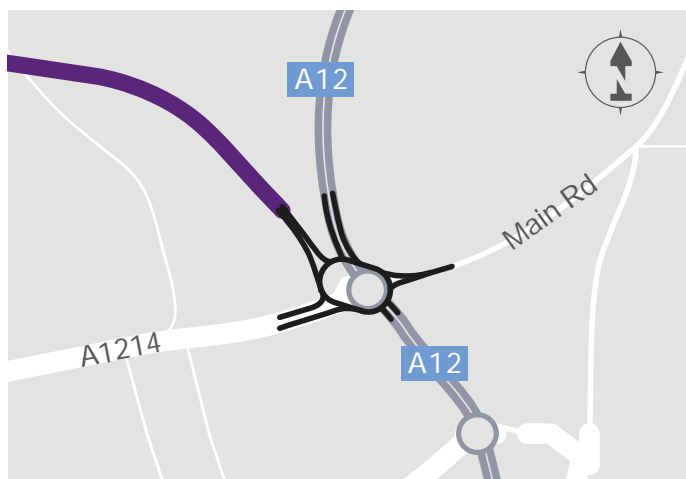
Middle Route – existing roundabout near Seckford Golf Centre

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



Discounted options

We have looked at an option to join the A12 at existing A12/B1079 roundabout junction. This option has been discounted due to the impact on residential and commercial properties and the traffic impact on an already busy junction.



Inner Route – A12 / A1214 Main Road roundabout, Martlesham

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

Inner Route – A12 north of the Park & Ride site

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

Travel times

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

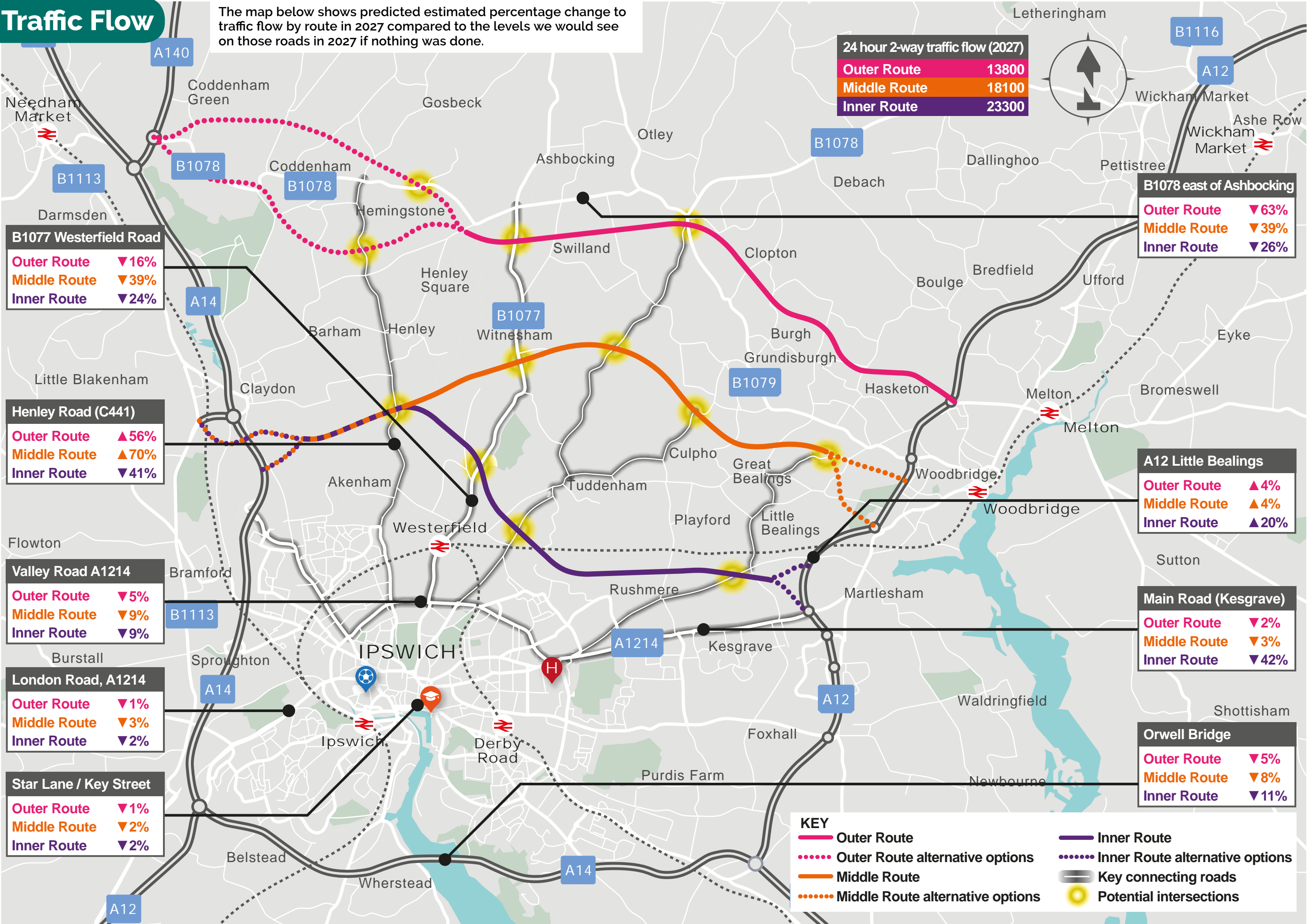
The model was created using a range of data sources such as road traffic surveys (on existing usage), predictions of developments in the area and information on road layout, dimensions and speeds. The method used for modelling is a national standard.

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

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

Traffic Flow

The map below shows predicted estimated percentage change to traffic flow by route in 2027 compared to the levels we would see on those roads in 2027 if nothing was done.



Have your say

The consultation is your opportunity to express your views on the project.

There is more information available as part of the consultation on the website www.ipswichnorthernroute.org.uk

You can also register to be kept up to date on the project.

This consultation will run for ten weeks from **Friday 5 July to Friday 13 September 2019**

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

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

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

Working together:

Suffolk County Council

Babergh and Mid Suffolk District Council

East Suffolk Council

Ipswich Borough Council

With support from West Suffolk Council



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

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

Portuguese

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

Lithuanian

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

Polish

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

Romanian

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

Bengali

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

Russian

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





Ipswich Northern Route Consultation

This questionnaire has been developed for the Ipswich Northern Routes consultation. It aims to ascertain stakeholders' views on the need for the project and presentation route options. It will be supported by a consultation leaflet and consultation events.

About you and how you travel

1. How did you hear about this consultation?

<input type="checkbox"/>	Facebook
<input type="checkbox"/>	Twitter
<input type="checkbox"/>	Local Press - Printed Newspaper
<input type="checkbox"/>	Local Press – Online
<input type="checkbox"/>	Poster
<input type="checkbox"/>	Word of mouth
<input type="checkbox"/>	Radio
<input type="checkbox"/>	TV
<input type="checkbox"/>	Other (please specify):

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

	Car/van	Motorbike	Bus	Train	Bicycle/scooter	Walking	Other (refer to box below)	Not applicable
To/from work	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To/from education	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
shopping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leisure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Social, to visit friends/ family	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Business trips	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

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

	From (please provide your postcode)	To destination/area/postcode (please provide as many as applicable)
Work		
Education		
Shopping		
Leisure		
Visiting friends/ family		
Business trips		

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

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About the Ipswich Northern Route

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?

	1 - not at all important	2	3	4	5 - very important	No opinion
Improved and reliable A14 journeys	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved East/West connectivity north of Ipswich	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Supports current planned housing growth	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Enable future delivery of additional homes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reduce traffic congestion in North Ipswich	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Greater connectivity for walking and cycling along the new route	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Support existing local businesses and jobs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Enable future economic growth in Suffolk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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.

	Extremely likely	Very likely	Fairly likely	Not very likely	Not at all likely
Outer route	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Middle route	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Inner route	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

<input type="checkbox"/>	Strongly agree
<input type="checkbox"/>	Agree
<input type="checkbox"/>	Neither agree nor disagree
<input type="checkbox"/>	Disagree
<input type="checkbox"/>	Strongly disagree
<input type="checkbox"/>	Not applicable

When answering the following question please refer to the map on page 10 of the consultation brochure.

8. To what extent do you support or oppose the three routes and junctions outlined in this consultation?

[illegible]

When answering the following question please refer to the map on page 10 of the consultation brochure.

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

Inner	
Middle	
Outer	
Outer Route – A140 / A14 Junction 51	
Middle Route and Inner route – B1113 / A14 Junction 5	
Middle Route and Inner route – A14 Junction 52-53	
Outer Route – A12 / A1152 Woods Lane roundabout, Woodbridge	
Middle Route – New roundabout south of Dobbies Garden Centre	
Middle Route – existing roundabout near Seckford Golf Centre	
Inner Route – A12 / A1214 Main Road roundabout, Martlesham	

Inner Route – A12 north of the Park & Ride site	

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

<input type="checkbox"/>	Henley Road (C441)
<input type="checkbox"/>	Westerfield Road (B1077)
<input type="checkbox"/>	Tuddenham Road/Grundisburgh Road/B1079
<input type="checkbox"/>	Rushmere Road
	Other (please specify):

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?

<input type="checkbox"/>	Remove the need to travel into/through Ipswich
<input type="checkbox"/>	Change the route into Ipswich
<input type="checkbox"/>	No change

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

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

14. Have you completed this consultation as

- ☐ An individual
- ☐ On behalf of a business or organisation

15. If you are answering on behalf of a business or organisation please provide their name

16. If you would you like to be added to our consultation database to be updated about the project and future opportunities to have your say, including involvement in focus groups, please provide your email address in the box below. Your details will only be stored for the purposes of this consultation and will not be passed to anyone else.

Demographic questions

Please note that this section is optional and you don't have to complete these questions if you don't want to.

If you choose not to answer these questions, please tick the 'Prefer Not to Disclose' option so that we are aware of your choice

By providing this information it allows us to see which groups of people are responding to our consultations and which groups are underrepresented. We can then make extra efforts to reach underrepresented groups so that we can consider the views of all groups who may be affected by our plans. It also helps us ensure that everyone is treated fairly and equitably in everything we do. Without your information, we can't always spot trends and issues which enable us to make appropriate changes or improvements.

All responses to these questions are anonymous; responses are added together and no individuals are identified. Any information provided is governed by the Data Protection Act 2018 and will be treated as strictly confidential.

17. If you choose not to answer any of these questions, please tick the 'Prefer not to disclose' option so that we are aware of your choice.

<input type="checkbox"/>	Prefer not to disclose
--------------------------	------------------------

18. Are you:

<input type="checkbox"/>	Female
<input type="checkbox"/>	Male
<input type="checkbox"/>	Prefer not to say
<input type="checkbox"/>	Prefer to self-describe

19. Which age group do you fit into?

<input type="checkbox"/>	Under 16
<input type="checkbox"/>	16-24
<input type="checkbox"/>	25-34
<input type="checkbox"/>	35-44
<input type="checkbox"/>	45-54
<input type="checkbox"/>	55-64
<input type="checkbox"/>	65-74
<input type="checkbox"/>	75+
<input type="checkbox"/>	Prefer not to say

20. The provision for disability within Equalities legislation defines a person as disabled if they have a physical or mental impairment, which has a substantial and long term (i.e. has lasted or is expected to last at least 12 months) and has an adverse effect on the person's ability to carry out normal day-to-day activities. Do you consider yourself to have a disability according to the terms given in the Equality legislation?

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No

21. If you have answered yes to the above question, please indicate the type of impairment which applies to you from the list below. People may experience more than one type of impairment, in which case please select all that apply. If your disability does not fit any of these types, please mark 'Other'.

<input type="checkbox"/>	Mobility
<input type="checkbox"/>	Hearing
<input type="checkbox"/>	Vision
<input type="checkbox"/>	Learning
<input type="checkbox"/>	Mental Health
<input type="checkbox"/>	Communication
<input type="checkbox"/>	Long standing health condition
<input type="checkbox"/>	Prefer not to say
<input type="checkbox"/>	Other (please specify):

22. To which of these groups do you consider you belong?

<input type="checkbox"/>	Asian or Asian British: Indian
<input type="checkbox"/>	Asian or Asian British: Pakistani
<input type="checkbox"/>	Asian or Asian British: Bangladeshi
<input type="checkbox"/>	Any other Asian background - please specify in the box below.
<input type="checkbox"/>	Black or Black British: Caribbean
<input type="checkbox"/>	Black or Black British: African
<input type="checkbox"/>	Any other Black background - please specify in the box below.
<input type="checkbox"/>	Chinese
<input type="checkbox"/>	Mixed: White and Black Caribbean
<input type="checkbox"/>	Mixed: White and Black African
<input type="checkbox"/>	Mixed: White and Asian
<input type="checkbox"/>	Any other Mixed background - please specify in the box below.
<input type="checkbox"/>	White: English
<input type="checkbox"/>	White: Irish
<input type="checkbox"/>	White: Scottish
<input type="checkbox"/>	White: Welsh
<input type="checkbox"/>	White: British
<input type="checkbox"/>	Gypsy or Irish Traveller
<input type="checkbox"/>	Other White background - please specify in the box below
<input type="checkbox"/>	Prefer not to say
<input type="checkbox"/>	Other (please specify):

23. Your religion or belief - What group do you most identify with?

<input type="checkbox"/>	No religion
<input type="checkbox"/>	Baha'i
<input type="checkbox"/>	Buddhist
<input type="checkbox"/>	Christian
<input type="checkbox"/>	Hindu
<input type="checkbox"/>	Jain
<input type="checkbox"/>	Jewish
<input type="checkbox"/>	Muslim
<input type="checkbox"/>	Sikh
<input type="checkbox"/>	Prefer not to say
<input type="checkbox"/>	Any other religion or belief (specify if you wish)

24. What is your sexual orientation?

<input type="checkbox"/>	Bisexual
<input type="checkbox"/>	Gay man
<input type="checkbox"/>	Gay woman/Lesbian
<input type="checkbox"/>	Heterosexual
<input type="checkbox"/>	No sexuality
<input type="checkbox"/>	Same sex relationship with a man
<input type="checkbox"/>	Same sex relationship with a woman
<input type="checkbox"/>	Prefer not to say
<input type="checkbox"/>	Other (please specify):

Thank you for completing this survey

For more information, please contact us in one of the following ways:

Website <https://ipswichnorthernroute.org.uk/>

Phone: 0345 6031842

Follow on twitter: @northernroute

email: ipswichnorthernroute@suffolk.gov.uk

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

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

Portuguese

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

Lithuanian

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

Polish

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

Romanian

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

Bengali

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

Russian

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



APPENDIX B – LETTER SENT TO LANDOWNERS



Ipswich Northern Route
Growth, Highways and Infrastructure
Suffolk County Council
Endeavour House
8 Russell Rd
Ipswich
IP1 2BX

28 June 2019

ipswichnorthernroute@suffolk.gov.uk
www.ipswichnorthernroute.org.uk

Dear Sir/Madam

Ipswich Northern Route
Landowner Consultation Events

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

Three potential routes have been identified for a new east/west link between the A12 and A14 road:

- an inner corridor from Martlesham to Claydon;
- a middle corridor from Woodbridge to Claydon, and;
- an outer corridor from Melton to the A140 near Needham Market.

The project is in its early stages and no final decisions have been made.

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

We are writing to you, as we understand from Land Registry that you have an interest in land that is potentially affected by the project.

In order to present and explain our proposals, landowners potentially affected by the Ipswich Northern Route project are invited to attend one of three consultation events specifically for landowners. This will provide an opportunity for you to discuss our early stage proposals and what that might mean for you and your property on a one to one basis with our land and property team.

(continued overleaf)



The landowner events will be by appointment only held as follows:

Wed 10 July 10:00am - 8:00pm, Needham Market Community Centre,
School Street, Needham Market, IP6 8BB

Thu 11 July 10:00am - 7:30pm, Woodbridge Community Hall,
Station Rd, Woodbridge, IP12 4AU

Fri 12 July 10:00am - 8:00pm Kesgrave War Memorial Community Centre,
Twelve Acre Approach, Kesgrave, IP5 1JF

Please note that this consultation will not provide a Preferred Route Announcement and we will therefore not be in a position to confirm to you which of the route options is going to be taken forward.

Alongside these events will be a public consultation running between 5 July and 13 September. We encourage landowners to submit their views as part of that consultation, using the questionnaire on the project website, details below:

www.ipswichnorthernroute.org.uk

(Please note, consultation information will not be available until 5th July)

Please confirm whether you would like to attend one of the above consultation events, by contacting the Ipswich Northern Route project team via the contact details below:

Email: ipswichnorthernroute@suffolk.gov.uk

Telephone: customer services 0345 603 1842

Please state:

- which date / venue you would prefer
- whether you would prefer a morning (10am - 1pm), afternoon (2pm - 4pm) or evening (5pm – 7.30pm or 8pm, depending on venue) time slot.

If you are not able to attend in person, please do let us know and we will arrange a telephone discussion with you separately after the events to discuss the proposals.

Yours faithfully,



Mark Ash

Executive Director of Growth, Highways & Infrastructure
Suffolk County Council

APPENDIX C – EQUALITY IMPACT ASSESSMENT

Equality Impact Assessment (EIA) Screening

Please refer to the guidance on mySCC to help you complete this EIA Screening or speak to a member of the EIA Review Group.

Note: EIAs are published on the SCC website, so ensure content is appropriate.

An EIA helps us to demonstrate how we are meeting our statutory Public Sector Equality Duty which requires us to pay “due regard” to the impact of our decisions on people with **protected characteristics** in setting and implementing policies or developing services.

The law does not mean that no changes can be made, even if they have a negative effect on people. However, we must demonstrate that we have considered the impact that could happen and what steps we have put in place to mitigate against any negative impacts.

In addition, you should consider the impact of living in a **rural area** as part of this assessment. Where people live is not a characteristic protected by law, but SCC feels it is good practice to consider carefully how location may affect people’s experience of a policy or service.

Details	
Name of the service or policy title	Ipswich Northern Routes
Lead officer (responsible for the policy or service)	Graeme Mateer
Officers carrying out the screening (at least one must have done EIA training and it is recommended that an officer responsible for the policy or service is involved in the screening)	Paul Horne and Joseph Hough
Is this new or a revision? (If revision state when the EIA(s) for this topic had previously been done)	New
Date this EIA screening was completed	06/08/2018

Description
What exactly is proposed? (Briefly describe the service/policy and the changes that are being planned)
The emerging Ipswich Northern Routes options under consideration include single and dual carriageway strategic road options, full relief road, half a relief road and local distributor-type roads, as well as public transport improvements (such as enhanced rail frequency, a new rail station, re-invigorated Park and Ride system, bus priority schemes, road space reallocation, localised junction improvements and cycleway enhancements). All of these options will aim to help enable sustainable future growth in the north of Ipswich.
Why? (Describe the reasons for making these changes)
<ul style="list-style-type: none">• Provide sufficient additional transport capacity to enable the growth of residential and employment growth in North Ipswich and the wider Ipswich area.• Reduce congestion within Ipswich Town Centre, along the A1214 Valley Road to the north and have a positive impact on the A14 strategic network especially between the Copdock Roundabout – junction 55 –, the Orwell Bridge, and Seven Hills Roundabout – junction 58.• Improve sustainable methods of transport within the East to West corridor to the north of Ipswich and links from the north of Ipswich to the Town Centre. Reducing congestion

Equality Impact Assessment (EIA) Screening

on the A1214 and potentially freeing up additional road space for bus services or cycle infrastructure.

- Reduce rat running journeys that are made on roads that are unsuitable for high peak hour traffic volumes and heavy goods vehicles.
- Improve air quality and reduce noise on some existing corridors by reducing traffic congestion and potentially reducing travel distances.
- Improve the connection between the A14 and A12 for vehicles transiting to the north of Suffolk, and to Norfolk.
- Consider a sustainable approach to accommodating tourism growth on the Suffolk Coast.
- Improve attractiveness of bus services by improving journey times and reliability
- Facilitate allocated housing sites in the northern fringe of Ipswich and improve accessibility to enable future potential areas of housing growth.
- Enable economic growth in key employment areas, such as Martlesham, by improving connectivity and sustainable access.
- Improve all modes access to the hospital by relieving congestion on A1214.

Additional details on work undertaken so far, is included at the link below:

<https://www.suffolk.gov.uk/roads-and-transport/transport-planning/consultations-and-studies/>

What will the effect of the changes be? *(Describe which people, communities, localities etc. will be affected)*

Residents of:

- Ipswich
- Of communities north of Ipswich (potentially including, but not limited to, Westerfield, Tuddenham and Grundisburgh)

Journeys on Ipswich road network

Journeys on A14 and A12

Journeys on roads north of Ipswich

Businesses in Ipswich and in the wider Suffolk region.

How will it be implemented? *(Describe the decision making process, timescales, process for implementation)*

Currently there is no funding source specified for the scheme and therefore no programme of works; however, assuming the allocation of funding, it is envisaged it would take 2-3 years to develop the scheme, including all statutory consultation and environmental impact assessments, and then 4-5 years to construct.

When is it due to start? *(Planned start of new/revised policy/service)*

There is no planned start for the scheme, but assuming the allocation of funding, construction could begin by end of 2021, subject to all relevant council decisions and statutory processes.

Equality Impact Assessment (EIA) Screening

Any other relevant details *(Additional information that will help to explain your plans; may be left blank)*

As the scheme is currently at an early stage – we are going through options assessment, this means that different options are being assessed against the scheme objectives, which will result in a preferred option being identified. A number of future stages of work will need to be undertaken, which would include statutory public consultation.

Data about the user population

What demographic data and information about the wider community have you used in your planning?
(A brief overview of quantitative data used and qualitative research undertaken, including customer surveys and focus groups, plus links to reports, local or national data that you have used)

Available data on populations of Ipswich / Mid Suffolk / Suffolk Coastal and of the immediate area (area wards of Claydon and Barham, Helmingham and Coddensham, Grundisburgh and Witnesham) is provided below.

Ethnic Group	Ipswich	Mid Suffolk	Suffolk Coastal	Area Wards
All usual residents	100.0%	100.0%	100.0%	100.0%
White: English/Welsh/Scottish/Northern Irish/British	82.9%	95.9%	93.9%	96.6%
White: Irish	0.5%	0.4%	0.5%	0.4%
White: Gypsy or Irish Traveller	0.1%	0.1%	0.0%	0.1%
White: Other White	5.4%	1.5%	2.2%	1.1%
Mixed/multiple ethnic groups: White and Black Caribbean	1.9%	0.3%	0.4%	0.4%
Mixed/multiple ethnic groups: White and Black African	0.5%	0.1%	0.2%	0.1%
Mixed/multiple ethnic groups: White and Asian	0.5%	0.3%	0.4%	0.3%
Mixed/multiple ethnic groups: Other Mixed	0.7%	0.2%	0.3%	0.2%
Asian/Asian British: Indian	1.4%	0.2%	0.6%	0.3%
Asian/Asian British: Pakistani	0.2%	0.0%	0.1%	0.0%
Asian/Asian British: Bangladeshi	1.3%	0.0%	0.1%	0.1%
Asian/Asian British: Chinese	0.5%	0.2%	0.4%	0.1%
Asian/Asian British: Other Asian	1.0%	0.3%	0.4%	0.2%
Black/African/Caribbean/Black British: African	0.8%	0.2%	0.2%	0.1%
Black/African/Caribbean/Black British: Caribbean	1.2%	0.1%	0.2%	0.1%
Black/African/Caribbean/Black British: Other Black	0.4%	0.1%	0.1%	0.0%
Other ethnic group: Arab	0.1%	0.0%	0.0%	0.0%
Other ethnic group: Any other ethnic group	0.7%	0.1%	0.1%	0.0%

Age	Ipswich	Mid Suffolk	Suffolk Coastal	Area Wards
All usual residents	100.0%	100.0%	100.0%	100.0%
Age 0 to 4	6.9%	5.4%	5.0%	4.7%
Age 5 to 7	3.6%	3.3%	3.2%	3.3%

Equality Impact Assessment (EIA) Screening

Age 8 to 9	2.1%	2.2%	2.0%	2.4%
Age 10 to 14	5.7%	6.1%	6.1%	6.6%
Age 15	1.2%	1.3%	1.3%	1.3%
Age 16 to 17	2.6%	2.5%	2.6%	2.4%
Age 18 to 19	2.7%	2.0%	2.0%	1.8%
Age 20 to 24	7.2%	4.7%	4.3%	3.5%
Age 25 to 29	8.2%	4.7%	4.0%	3.3%
Age 30 to 44	21.4%	18.2%	16.9%	18.1%
Age 45 to 59	18.3%	21.5%	21.4%	23.2%
Age 60 to 64	5.4%	7.8%	8.0%	8.3%
Age 65 to 74	7.2%	11.0%	11.8%	11.5%
Age 75 to 84	5.3%	6.5%	8.0%	6.7%
Age 85 to 89	1.5%	1.7%	2.2%	1.8%
Age 90 and over	0.8%	0.9%	1.2%	1.0%

Disability	Ipswich	Mid Suffolk	Suffolk Coastal	Area Wards
All usual residents	133,384	96,731	124,298	11,280
Day-to-day activities limited a lot	10,718	6,450	9,790	776
Day-to-day activities limited a little	12,824	9,559	13,173	1119
Day-to-day activities not limited	109,842	80,722	101,335	9385

Faith	Ipswich	%	Mid Suffolk	%	Suffolk Coastal	%
Christian	70,797	53.1	61,670	63.8	78,400	63.1
Buddhist	495	0.4	209	0.2	367	0.3
Hindu	1,102	0.8	105	0.1	437	0.4
Jewish	83	0.1	78	0.1	138	0.1
Muslim	3,577	2.7	152	0.2	539	0.4
Sikh	343	0.3	17	0.0	121	0.1
Other Religion	651	0.5	333	0.3	500	0.4
No Religion	46,687	35.0	26,652	27.6	34,348	27.6
No Response	9,649	7.2	7,515	7.8	9,448	7.6

<https://www.healthysuffolk.org.uk/jsna/reports/indices-of-deprivation>

Public consultation will be undertaken as part of this stage of work and resultant feedback taken into consideration and used in assessment of scheme proposals.

Equality Impact Assessment (EIA) Screening

What is the profile of your service users by protected characteristics? *(Where this data is available. If it is not currently available state any plans to collect this in future)*

As part of the next stage of works, public consultation will be undertaken.
The profile of users is likely to broadly reflect the demographics of the area, with long distance strategic traffic also being affected by potential rerouting especially for traffic to/from Suffolk Coastal.

Implications for communities and workforce

*Describe how your plans will **specifically** affect (or not) people from each of the protected characteristics. Include information for service users and staff (if the changes affect them too) separately in each box.*

Disability

What is the impact on people with **any** disability and what evidence do you have? **If you do not believe there is any impact briefly describe why not.**

The scheme is likely to have both positive and negative impacts on people with disabilities. By relieving traffic in the town and on more local traffic routes severance (i.e. the ability of people to access services and facilities often by non-motorised modes) will be reduced, which would benefit all persons including the mobility, hearing and visually impaired. It would also improve air quality and noise through existing routes (such as Westerfield, Grundisburgh, Tuddenham, the B1078, Colchester Road, Ipswich town centre, therefore having health benefits.

Improvements to the public transport network would be beneficial to those persons who do not have access to the private car.

If the scheme put forward results in a new road or other piece of infrastructure, the infrastructure would be closer to existing properties having impacts on noise for what is likely to be a smaller number of people than those the traffic is relocated away from. Impacts would be mitigated where possible. The scheme would look to provide an alternative route and not sever any Public Rights of Way (PROW).

If it has a positive or negative impact, what will this look like? *(If you expect no impact put N/A)*

Improved quality of life for those living on the currently trafficked routes with better opportunity to cross the road and use existing facilities. Some existing PROW would likely be rerouted. Potentially some Noise and Air Quality impacts for properties that would be closer to infrastructure.

Do you expect the extent of the impact to be low, medium or high? *(If you expect no impact put N/A)*

Moderate for benefits to reduced severance. Moderate benefits for reduced noise and improved air quality for area. Low negative impacts for noise for number of homes to which the infrastructure would be moved closer.

Equality Impact Assessment (EIA) Screening

	Exact impacts on noise and air quality receptors would form part of detailed design and be dependent on scheme put forward.
What could be done to mitigate any negative impact or further promote positive impact? (If you expect no impact put N/A)	Negative impacts will be mitigated where possible, including potential screening (acoustic barriers) for noise, and rerouting of existing PROW.
Age	
What is the impact on people due to their age and what evidence do you have? If you do not believe there is any impact briefly describe why not.	<p>Improved ability to cross the existing road within areas such as Westerfield, Grundisburgh, Tuddenham, the B1078, Colchester Road, Ipswich town centre, air quality improvements and noise benefits. This would greatly benefit those less able to cross busy roads in safety, such as the elderly & young.</p> <p>The area Wards have proportionally a slightly older population than the districts have as a whole.</p> <p>Improved public transport would result in improved access to services, especially for those without access to a private car.</p>
If it has a positive or negative impact, what will this look like? (If you expect no impact put N/A)	<p>Improved quality of life for those living on the currently trafficked routes with better opportunity to cross the road and use existing facilities. Some existing PROW would likely be rerouted. Some Noise and Air Quality impacts for properties that would be closer to traffic.</p> <p>Positive impact on inclusive growth allowing access to facilities.</p>
Do you expect the extent of the impact to be low, medium or high? (If you expect no impact put N/A)	Moderate for benefits to reduced severance. Moderate benefits for reduced noise and improved air quality for communities on route. Moderate benefits for improved access. Potential negative impacts on homes that a new road would be closer to.
What could be done to mitigate any negative impact or further promote positive impact? (If you expect no impact put N/A)	Negative impacts will be mitigated where possible, including potential screening for noise and rerouting of existing PROW.
Sex (gender)	
What is the impact on people due to their gender and what evidence do you have? If you do not believe there is any impact briefly describe why not.	<p>There is no impact specific to gender that we are aware of. The scheme is an infrastructure scheme that will be proposed based on cost benefit and location.</p> <p>However – evidence from census indicates more females do not have access to their own car, therefore the potential improvements to severance within the area liable to help more females. Although traffic benefits of the scheme might be greater for males. Impact should include improved access to facilities for persons without access to the private car depending on the outputs of the Options Assessment.</p>

Equality Impact Assessment (EIA) Screening

If it has a positive or negative impact, what will this look like? <i>(If you expect no impact put N/A)</i>	N/A see above
Do you expect the extent of the impact to be low, medium or high? <i>(If you expect no impact put N/A)</i>	N/A
What could be done to mitigate any negative impact or further promote positive impact? <i>(If you expect no impact put N/A)</i>	N/A
Gender reassignment	
What is the impact on people who are transgender and what evidence do you have? If you do not believe there is any impact briefly describe why not.	There is no impact specific to gender reassignment that we are aware of. The scheme is an infrastructure scheme that is proposed based on cost benefit and location.
If it has a positive or negative impact, what will this look like? <i>(If you expect no impact put N/A)</i>	N/A
Do you expect the extent of the impact to be low, medium or high? <i>(If you expect no impact put N/A)</i>	N/A
What could be done to mitigate any negative impact or further promote positive impact? <i>(If you expect no impact put N/A)</i>	N/A
Sexual orientation	
What is the impact on people due to their sexual orientation and what evidence do you have? If you do not believe there is any impact briefly describe why not.	There is no impact specific to sexual orientation that we are aware of. The scheme is an infrastructure scheme that will be proposed based on cost benefit and location.
If it has a positive or negative impact, what will this look like? <i>(If you expect no impact put N/A)</i>	N/A
Do you expect the extent of the impact to be low, medium or high? <i>(If you expect no impact put N/A)</i>	N/A
What could be done to mitigate any negative impact or further promote positive impact? <i>(If you expect no impact put N/A)</i>	N/A
Race	
What is the impact on people due to their race and what evidence do you have? If you do not believe there is any impact briefly describe why not.	There is no impact specific to race that we are aware of. The scheme is an infrastructure scheme that will be proposed based on cost benefit and location.

Equality Impact Assessment (EIA) Screening

	Data indicates a high proportion of the population is White British, but that Ipswich has a lower proportion of White British than the other districts and the Area Wards.
If it has a positive or negative impact, what will this look like? <i>(If you expect no impact put N/A)</i>	N/A
Do you expect the extent of the impact to be low, medium or high? <i>(If you expect no impact put N/A)</i>	N/A
What could be done to mitigate any negative impact or further promote positive impact? <i>(If you expect no impact put N/A)</i>	N/A
Religion or belief	
What is the impact on people due to their religion or belief and what evidence do you have? If you do not believe there is any impact briefly describe why not.	<p>There is no impact specific to religion or belief that we are aware of. The scheme is an infrastructure scheme that will be proposed based on cost benefit and location.</p> <p>There are a number of places of worship with Ipswich and on existing traffic corridors, and the scheme is likely to have the benefit of moving traffic away from these locations. However, depending on the preferred option, the scheme could result in impacts on the setting of those places of worship especially in communities north of Ipswich.</p> <p>Data indicates that between 53 and 64% of the population is Christian, with 27 to 35% identifying themselves as having no religion.</p>
If it has a positive or negative impact, what will this look like? <i>(If you expect no impact put N/A)</i>	N/A
Do you expect the extent of the impact to be low, medium or high? <i>(If you expect no impact put N/A)</i>	N/A
What could be done to mitigate any negative impact or further promote positive impact? <i>(If you expect no impact put N/A)</i>	N/A
Marriage/civil partnership	
What is the impact on people who are married or in a civil partnership and what evidence do you have? If you do not believe there is any impact briefly describe why not.	There is no impact specific to people who are married that we are aware of. The scheme is an infrastructure scheme that is proposed based on cost benefit and location.
If it has a positive or negative impact, what will this look like? <i>(If you expect no impact put N/A)</i>	N/A

Equality Impact Assessment (EIA) Screening

Do you expect the extent of the impact to be low, medium or high? <i>(If you expect no impact put N/A)</i>	N/A
What could be done to mitigate any negative impact or further promote positive impact? <i>(If you expect no impact put N/A)</i>	N/A
Pregnancy/maternity	
What is the impact on people who are pregnant women or those with a young child and what evidence do you have? If you do not believe there is any impact briefly describe why not.	There is no impact specific to people who are pregnant that we are aware of. The scheme is an infrastructure scheme that will be proposed based on cost benefit and location. Air quality improvements are a benefit to pregnant women & those with young child, who are more susceptible, as those with better air quality are at reduced risk of health problems. The scheme could result in improved access to services including health services, providing better inclusivity.
If it has a positive or negative impact, what will this look like? <i>(If you expect no impact put N/A)</i>	Minor positive benefit of improved air quality.
Do you expect the extent of the impact to be low, medium or high? <i>(If you expect no impact put N/A)</i>	N/A
What could be done to mitigate any negative impact or further promote positive impact? <i>(If you expect no impact put N/A)</i>	N/A

Rurality	
<i>The Rural-Urban definition (DEFRA) introduced in 2004, defines urban areas as settlements of over 10,000 people. Other settlements are defined as one of three rural types: town and fringe, village or hamlet, and dispersed.</i>	
What is the impact on people who live in an urban or rural area and what evidence do you have? If you do not believe there is any impact briefly describe why not.	<p>Positive impact on residents of particularly Ipswich, including improved air quality, reduced noise and reduced severance. Making the town a better place to live allowing greater community cohesion. Potential improved public transport meaning greater access to facilities.</p> <p>Negative impact on rural character of route including landscape, heritage, bio-diversity and PROW. This potentially includes the Fynn Valley.</p>
If it has a positive or negative impact, what will this look like? <i>(If you expect no impact put N/A)</i>	<p>Exact impacts are not known at this stage, and would be assessed as part of future work; however some assumptions have been made.</p> <p>Positive impact – fewer vehicles travelling close to existing houses in Ipswich and in communities to the north of Ipswich.</p>

Equality Impact Assessment (EIA) Screening

	Negative impact – new road/infrastructure closer to some homes. Visual impact associated with a new relief road.
Do you expect the extent of the impact to be low, medium or high? <i>(If you expect no impact put N/A)</i>	High negative landscape impact and bio-diversity impact as a result of new infrastructure. Moderate heritage impact on listed building – potentially both positive and negative. Medium positive impact on improved journey times, access to facilities, and high impact on quality of life for residences.
What could be done to mitigate any negative impact or further promote positive impact? <i>(If you expect no impact put N/A)</i>	Design of infrastructure to minimise visual, air quality and noise impacts. Acoustic barriers, bunds etc. Landscaping to reduce visual and noise impacts. Positive impacts including quality of life for existing residents along routes – potentially including improved public transport provision to support other parts of scheme.

Recommendation to Policy Clearing House	
In your opinion, should a full EIA be carried out for this policy or service change? <i>(Enter Yes or No)</i>	Yes
Briefly give your reason	High level of public interest
A full EIA involves consultation with all stakeholders, which may include: actual and potential service users, community groups, staff and managers, partner agencies and trade unions. For guidance contact the Lead for Equalities and Inclusion via EIA.mailbox@suffolk.gov.uk .	

APPENDIX D – CONSULTATION BROCHURE AND QUESTIONNAIRE IN EASY READ FORMAT



IPSWICH NORTHERN ROUTE Consultation

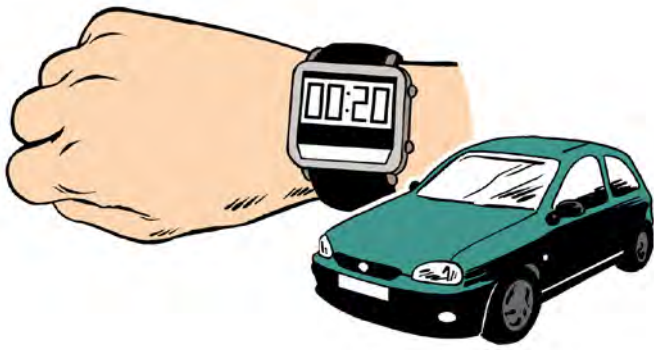
Up to Friday 13 September 2019



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

easy read

Introduction



We want there to be better, more reliable journeys for people travelling across Suffolk.



We also want to help Suffolk grow and support our growing population and economy.



The councils in the Suffolk area are working together to look at ways to create a new road to the north of Ipswich.



We have come up with three possible routes for a new road between the A12 and A14 roads and want to ask people in the community what they think.