



The result of this consultation will help decide whether or not this project continues.



We want you to be able to make an informed response to this consultation.



This booklet explains where the routes may be, where you can find more information, and how you can let us know what you think using our questionnaire.

Why we are asking?



We want to ask the local community what they think about the idea and understand how the routes may effect people.



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



Work would need to be done to decide on the right route, and get planning permission and funding before the route can be built.



There will be another consultation with more information if the project progresses.



The earliest a new road could be built would be 2027.

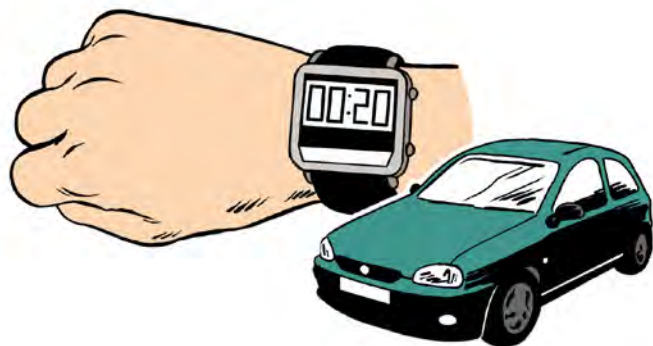
The timeline on the next page shows the steps to construction.

Ipswich Northern Route timeline





We need to think carefully about what Suffolk needs to grow, and support the businesses and the people who already live and work here.



We would like Suffolk to have:

- more reliable journeys;



- reduced congestion and improved routes for cycling and walking;



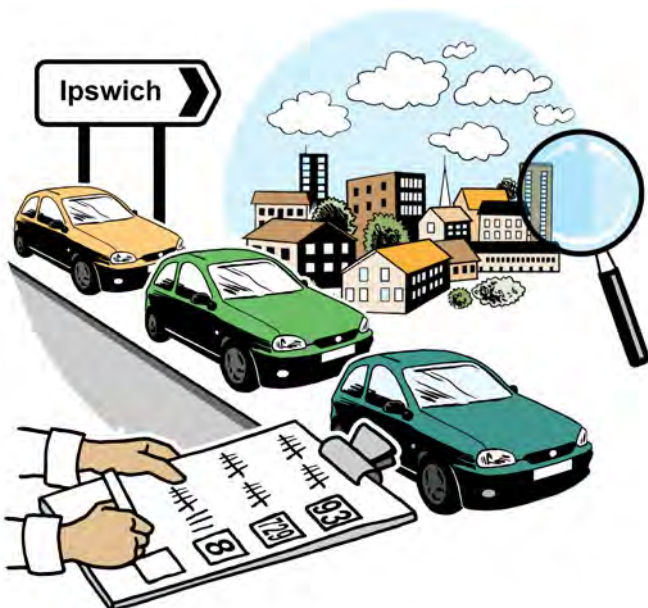
- more support for the economy and businesses;



- and a road for new houses and businesses.



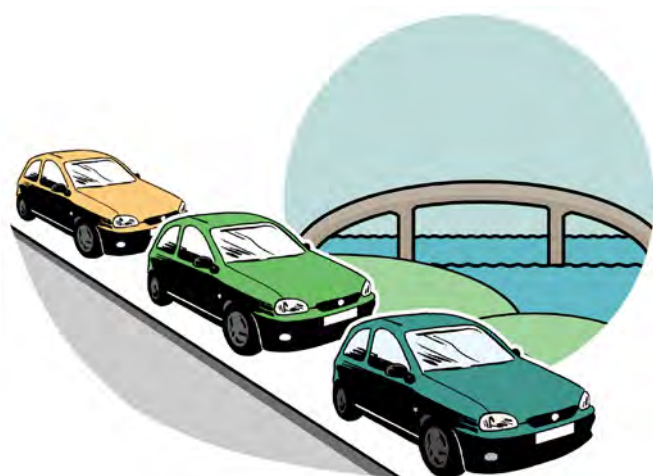
This will make Suffolk a great place to do business and a place people want to live in.



In 2016 a study was done to look at transport in Ipswich. It showed that the roads are often busy with lots of delays which stops the area being able to grow.



In particular, the study showed the problems of traffic on the A14, and supported the No More A14 Delays campaign.



It also found problems about the Orwell Bridge crossing and traffic in Ipswich, which effects important places such as the Port of Felixstowe.

Objectives that will improve travel in Ipswich

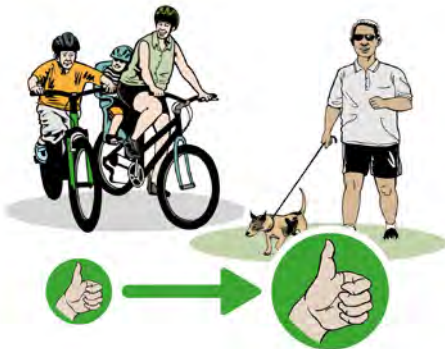
This study has helped us make a set of project objectives to guide our work. They are:



1. Making a stronger transport route for businesses and people and improve their experience of using the A14



2. Improve road links to make Suffolk the best place to do business.

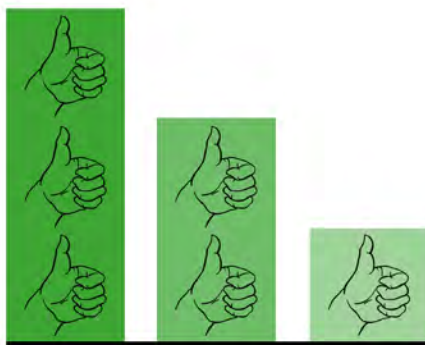


3. Provide other travel options, like cycling and walking which will improve the environment.



4. Support new homes and jobs to make sure Suffolk is successful for the future.

Looking at our options



We looked at ways to improve travel in Ipswich. We looked at having more buses, trains, roads and smart technology.

We also looked at these options and:

How much difference they would make;

How difficult or easy they would be to do;

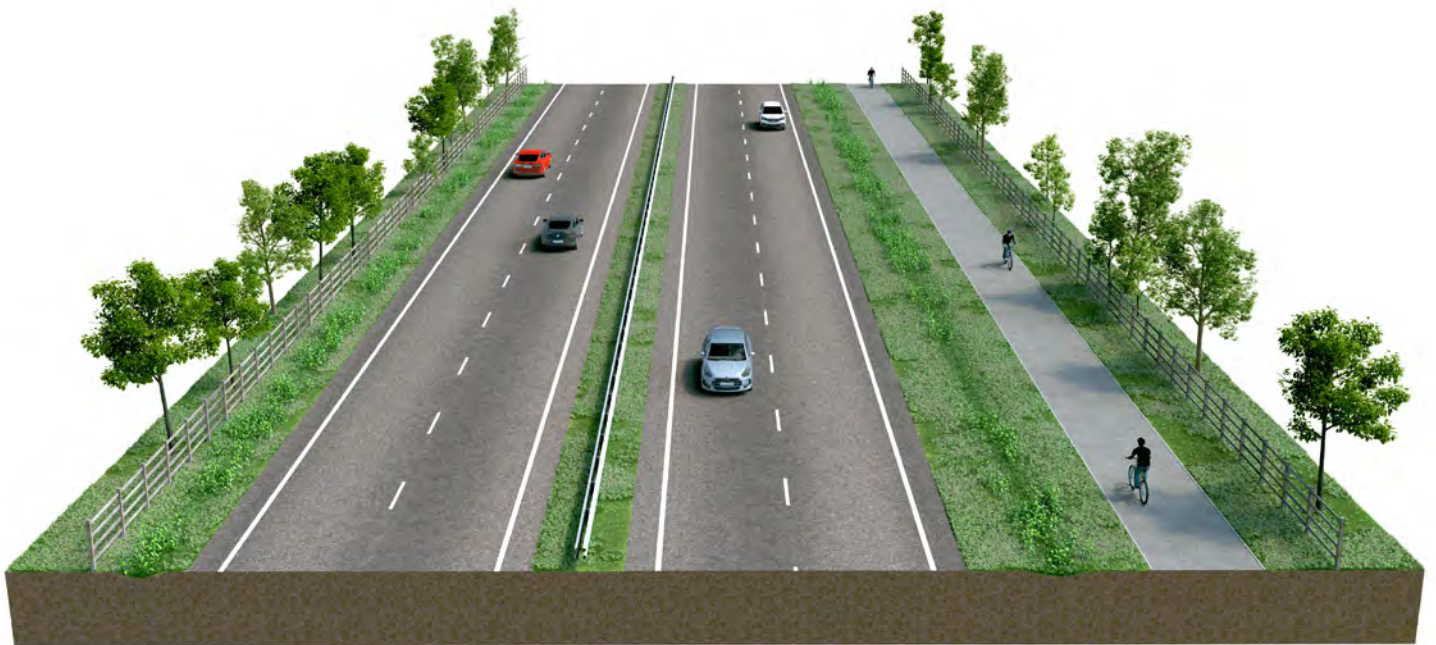
How much money they cost,

and what the public will think about them.

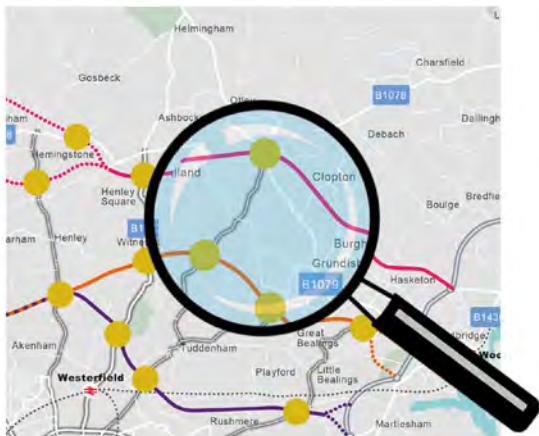


We found that a new road would be the best option to improve travel in Ipswich.

What the route might look like



We want the road to have a shared path for pedestrians and cyclists, or local improvements to existing spaces for walking and cycling.



We are looking at keeping the links between important roads along the routes. Some likely junctions are shown on the route plan (see page 21).



We know that some private accesses and Public Rights of Way may be affected by the route options.



We are asking people about how they use these existing routes to find possible ways to reduce the effect of the new road.

Land and property



This project will need land for these routes that belong to a number of different people.



Environmental surveys will need to be done on the land to help decide the route.



We want to talk to the owners of buildings or land that might be affected. Please contact us using the information in the 'Have your say' section and we will be happy to talk to you.



Please remember that the project is in the early stages and the preferred route is still being chosen and may change.



You may be compensated if your land is needed or if your interests are affected by the project. We will let you know about this when we know more.

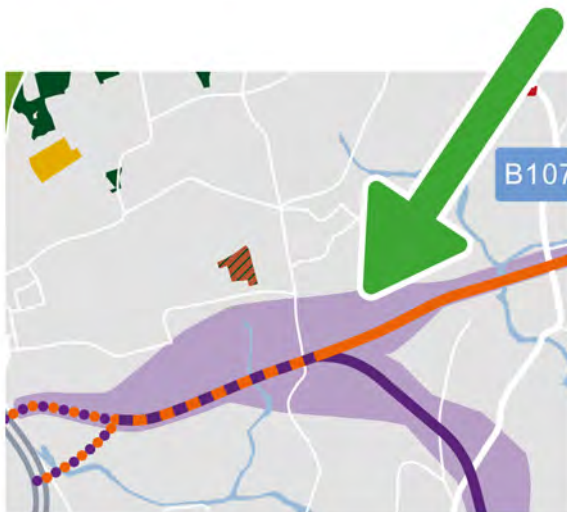
Where the routes will be?



Over the page there is a map which shows where the possible routes will be.



The routes have been developed to reduce the effect on things such as the environment, communities and utilities (like power-lines).

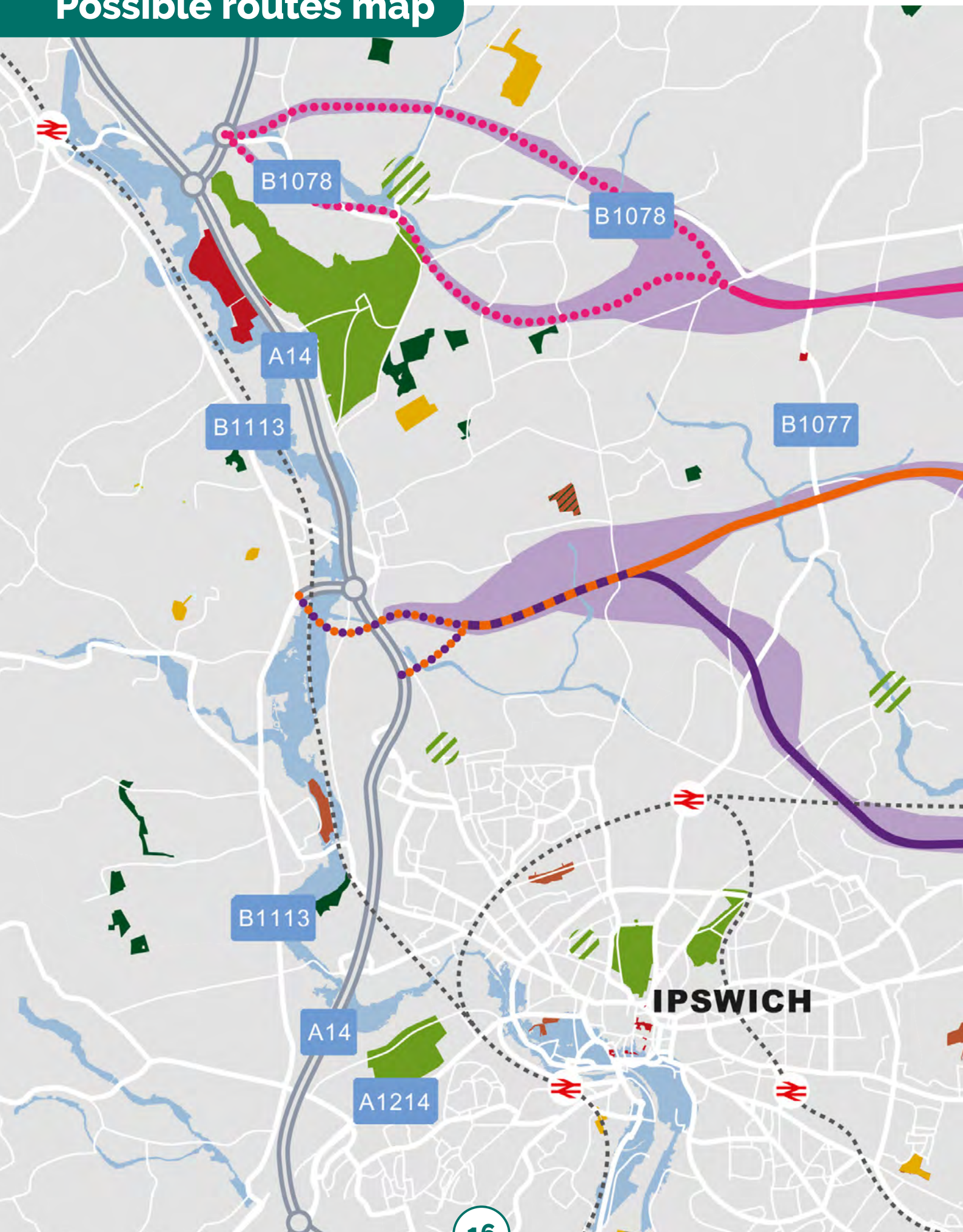


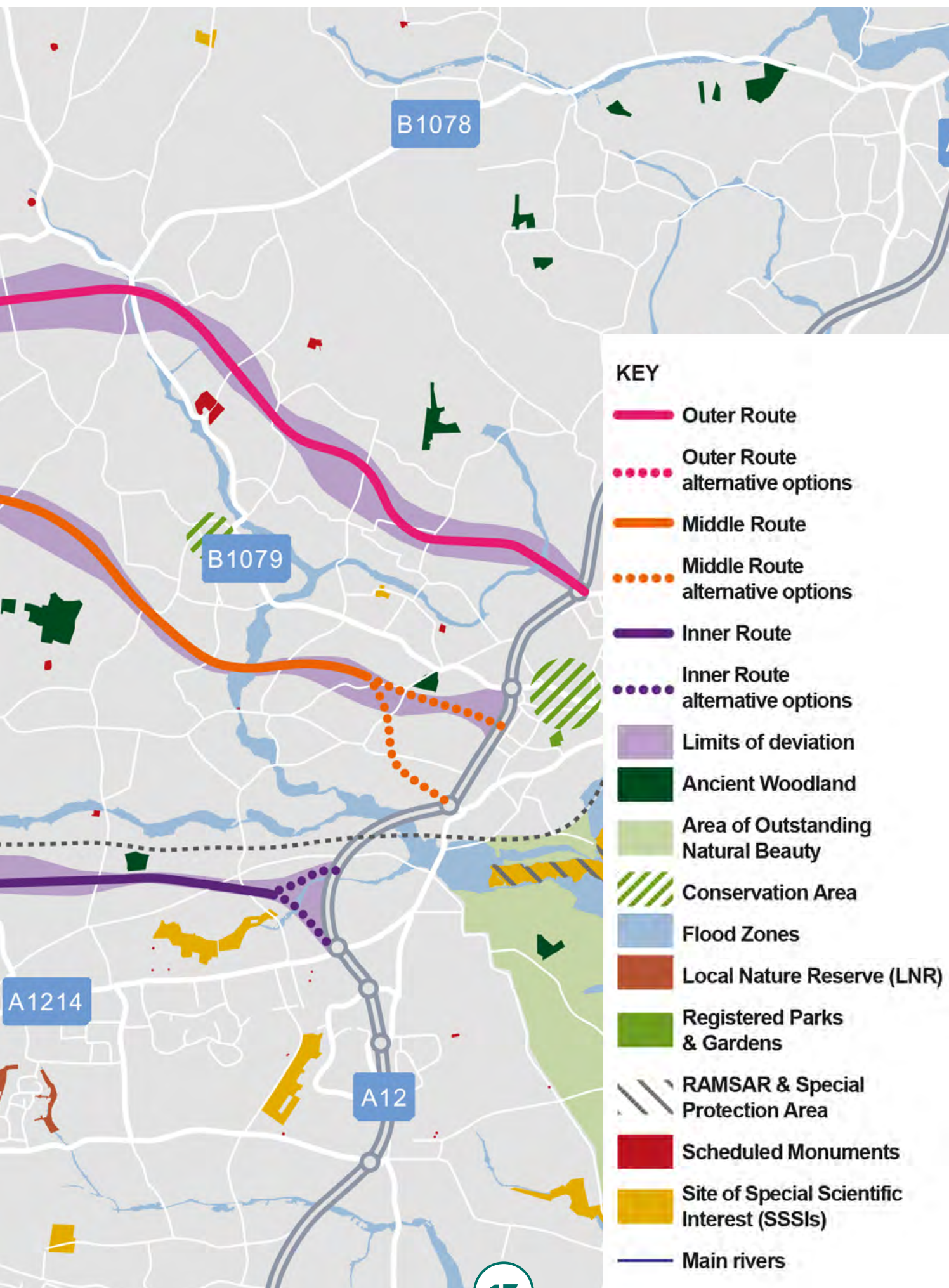
The routes may change a little and we have shown this by shading these areas purple. These areas are known as the limits of deviation. The route will not go outside of the purple shading.



The map also shows some of the environment we need to protect, such as ancient woodlands.

Possible routes map





Looking at the constraints

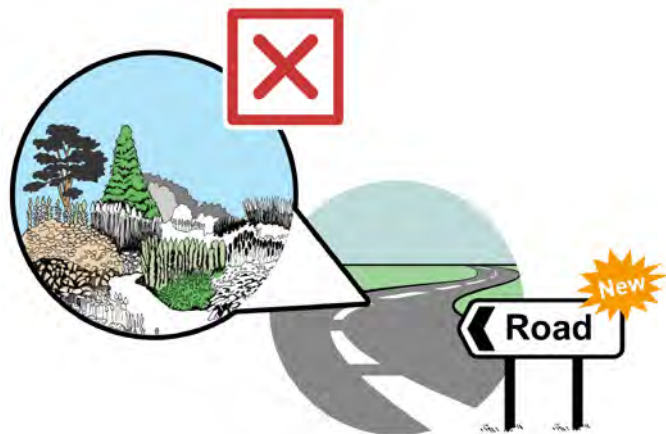


We have studied the possible environmental constraints in the area and we will look at the design of the route more to reduce possible effects on the environment if the project continues.

Landscape



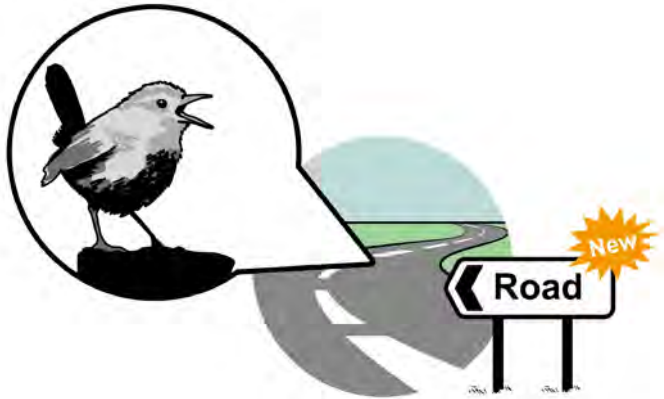
The area of the possible routes is mainly farmland.



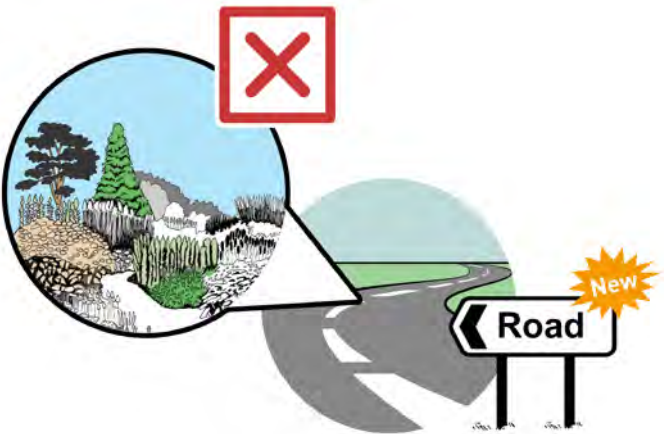
The proposed routes are not located within Areas of Outstanding Natural Beauty.



However, some Areas of Outstanding Natural Beauty are close to the Middle Route and the Inner Route.



These routes are likely to cross places where protected animals live (habitats).



The routes have been designed to avoid Ancient Woodland and other habitats.



The area for the possible routes have three Groundwater Source Protection Zones. The routes cross the River Gipping, the River Lark and the River Fynn and these flood zones.

Air and noise pollution



The routes are close to villages and towns including Claydon, Ipswich, Grundisburgh, Woodbridge and Martlesham.



The routes are not in 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 aims of the project is to improve air quality and reduce noise from traffic.

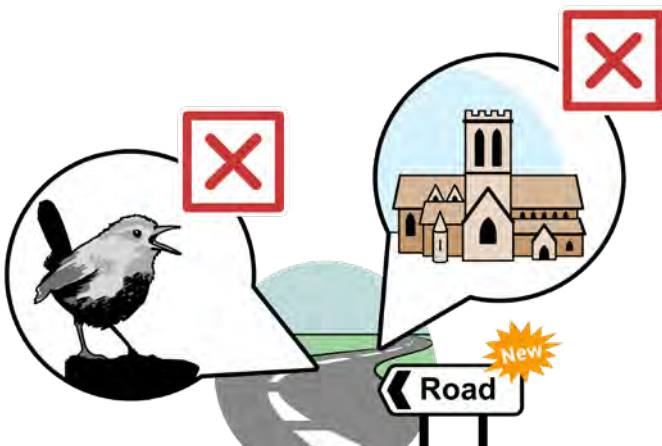


However noise, vibration, light nuisance, dust and exhaust emissions might increase during the building of the new road.

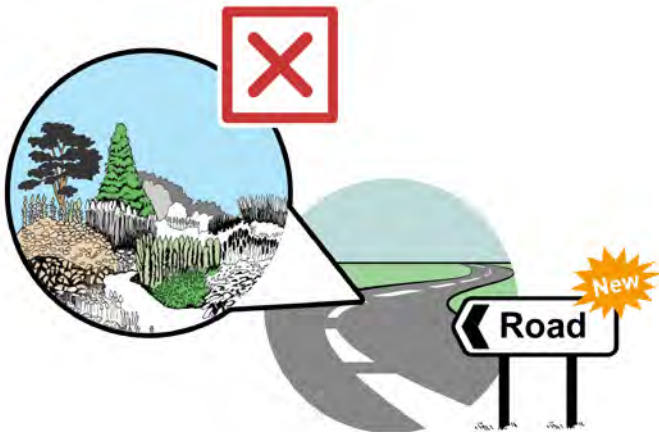


We will look at how to reduce this as the project develops.

Cultural heritage



The routes have been designed to avoid listed buildings (Grade I and Grade II).

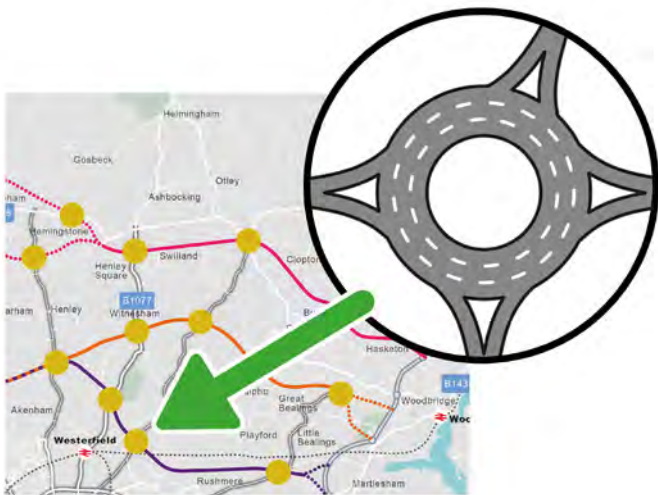


The routes also avoid four conservation areas and there are no world heritage sites or registered battlefields near the possible routes.



There might be archaeological finds in this area. We will investigate this more as the project develops.

The road and junctions

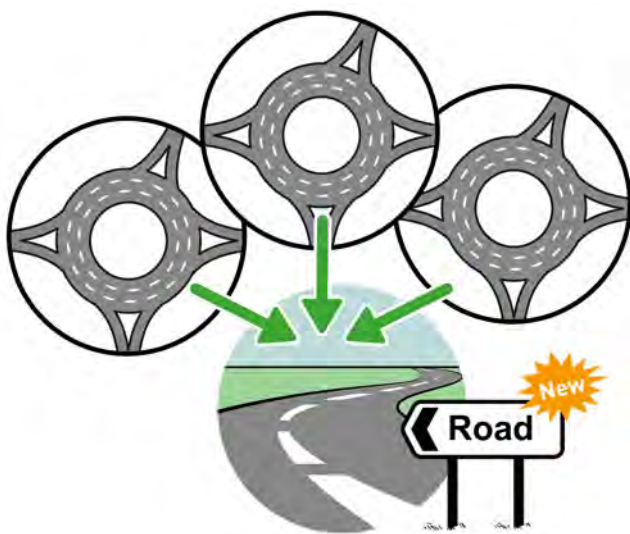


We would like your views on the junctions showed by the yellow circles.

These junctions are likely to be roundabouts. The actual locations may change.



The costs of route options range from £500m to £560m. This means the project would be good value for money.



The junctions will connect the new road to:

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



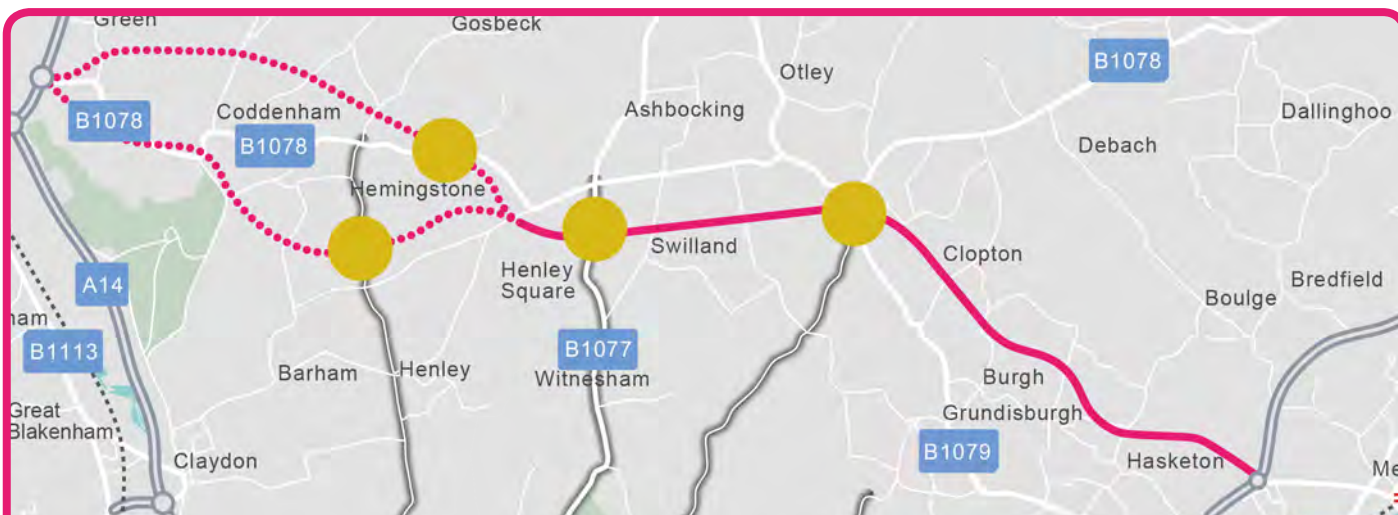
Interchanges with important connecting roads would improve access for rural communities and provide more ways for traffic to go into Ipswich town centre.



Each route will now be looked at in more detail.



Outer road



The Outer Route is the most northern and would connect the A14 to the west with the A12 Woods Lane junction to the east.

Length of road:
About 11 miles
(18km)



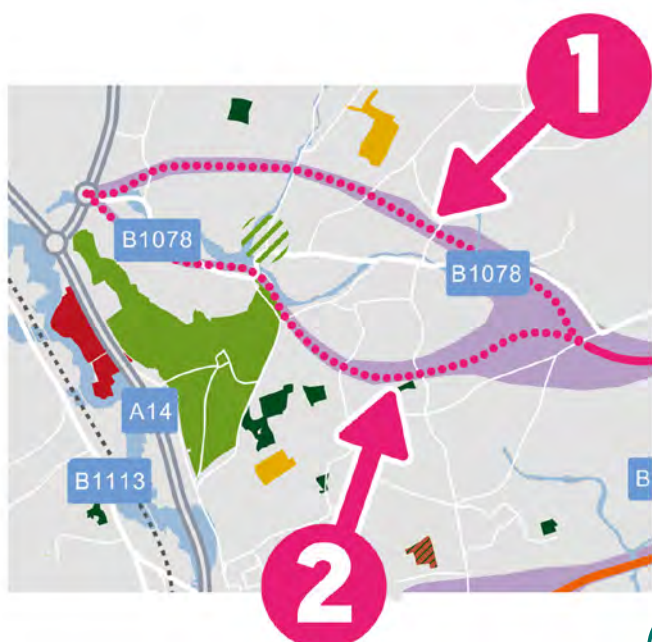
Average number
of vehicles per
day: 13,800



Amount of time
saved per year:
900,000 hours



Amount of Co2
tonnes in 60 years:
Around 32,000



Around the village of Coddensham there are two possible route options, one to the north and another to the south.



How it meets the objectives:

- Most of its benefits come from 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 important connecting routes would improve access for villages outside of Ipswich.



- Provides a relief road to Coddendam.

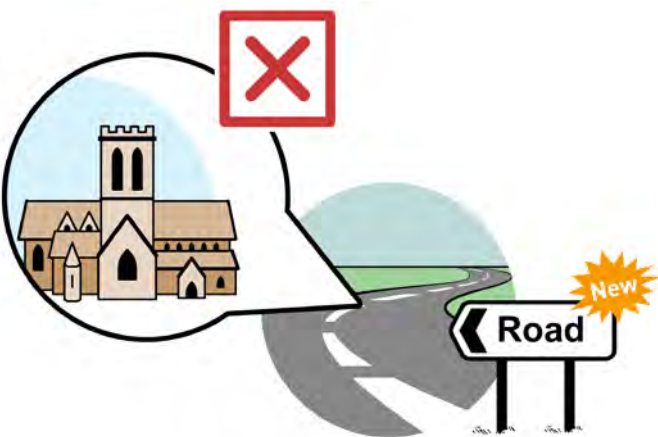
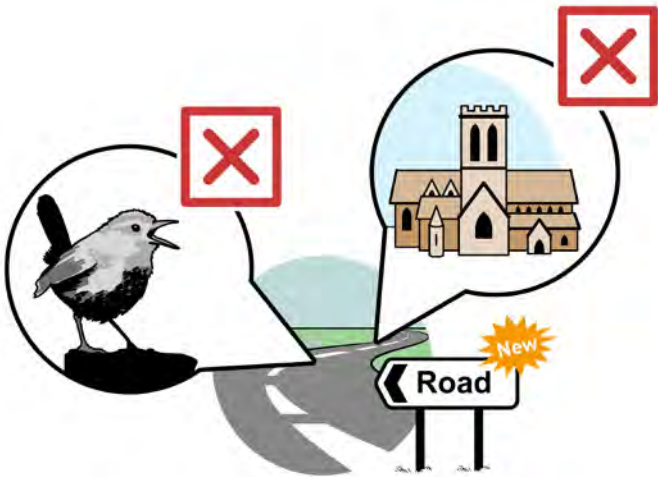
Environmental considerations:

The Outer Route has been designed to reduce the effect on animal's habitats such as Ancient Woodland and on Listed Buildings and monuments.

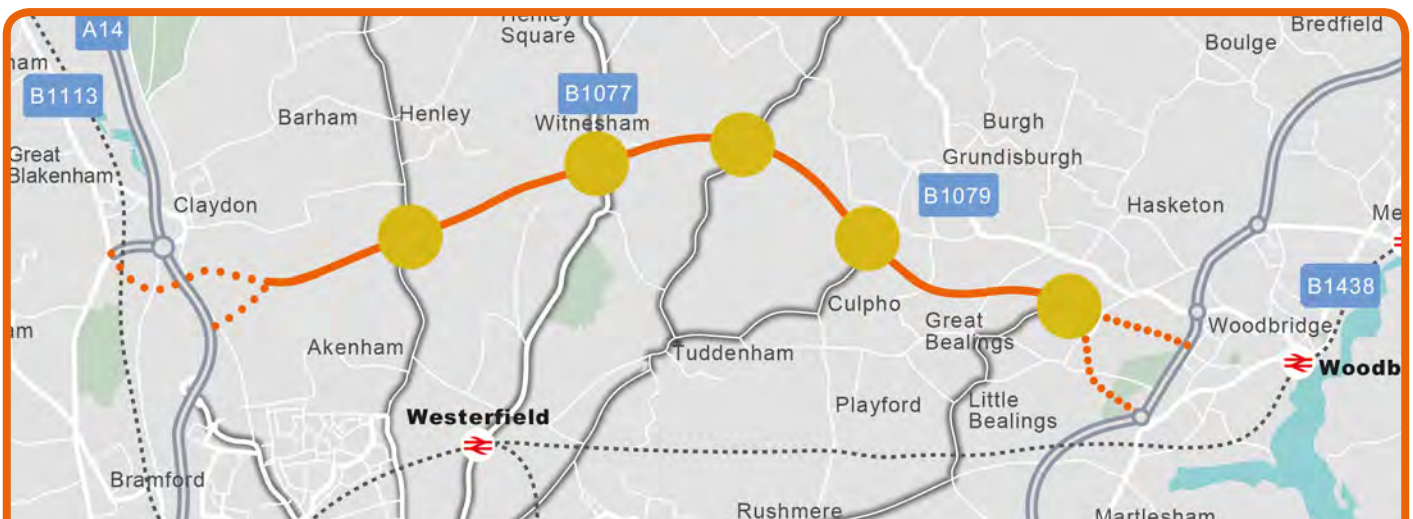
It has also been designed to avoid businesses and homes.

The route options around Coddtenham are to reduce the effect on the historic centre of Coddtenham, which has listed buildings and parkland.

The Outer Route crosses the River Lark before joining the A12 near Woodbridge.



Middle road



The Middle Route would be south of the Outer Route and is between the A14 near Claydon, and the A12 at Woodbridge.

Length of road:
About 8 miles
(13km)



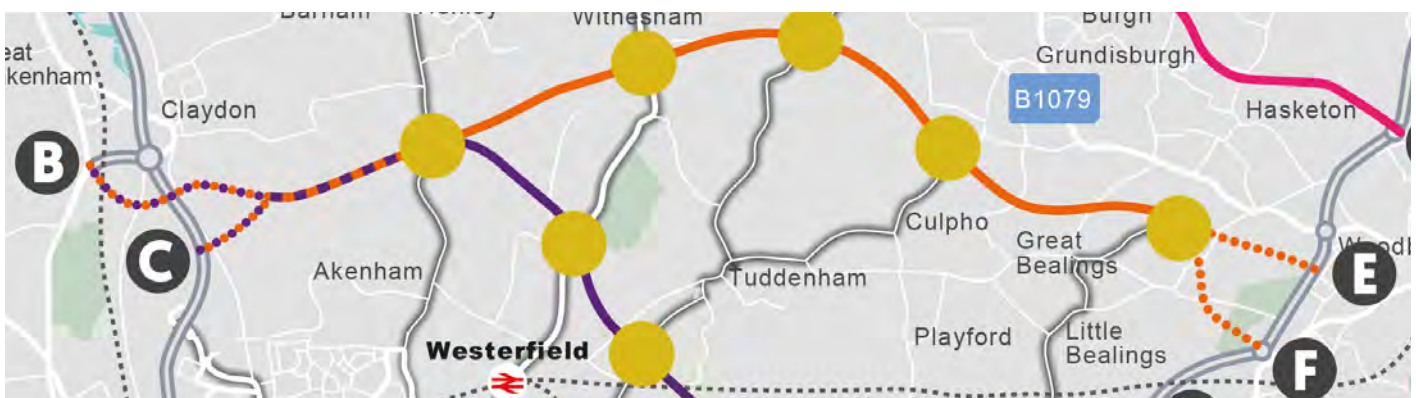
Average number
of vehicles per
day: 18,100



Amount of time
saved per year:
1.4million



Amount of Co2
tonnes in 60
years: 46,000



There are two options to connect with the A14 and A12. These are labelled B and C and E and F on the map. More information on these options is on page 14.

West ← → East



How it meets the objectives:

- Is good for 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.
- Joins with important connecting routes that improve access for local villages around Ipswich and to the A14 and A12.
- Distributes traffic into Ipswich town centre more evenly, helping traffic from the A14 (Norwich Road) and A1214 (Main Road).

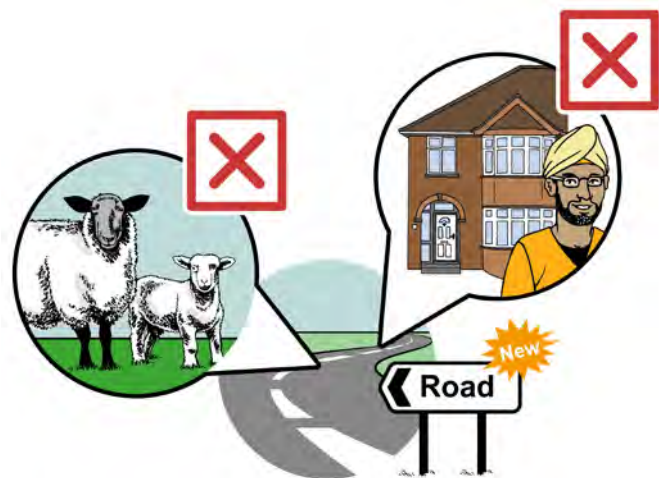
Environmental considerations

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

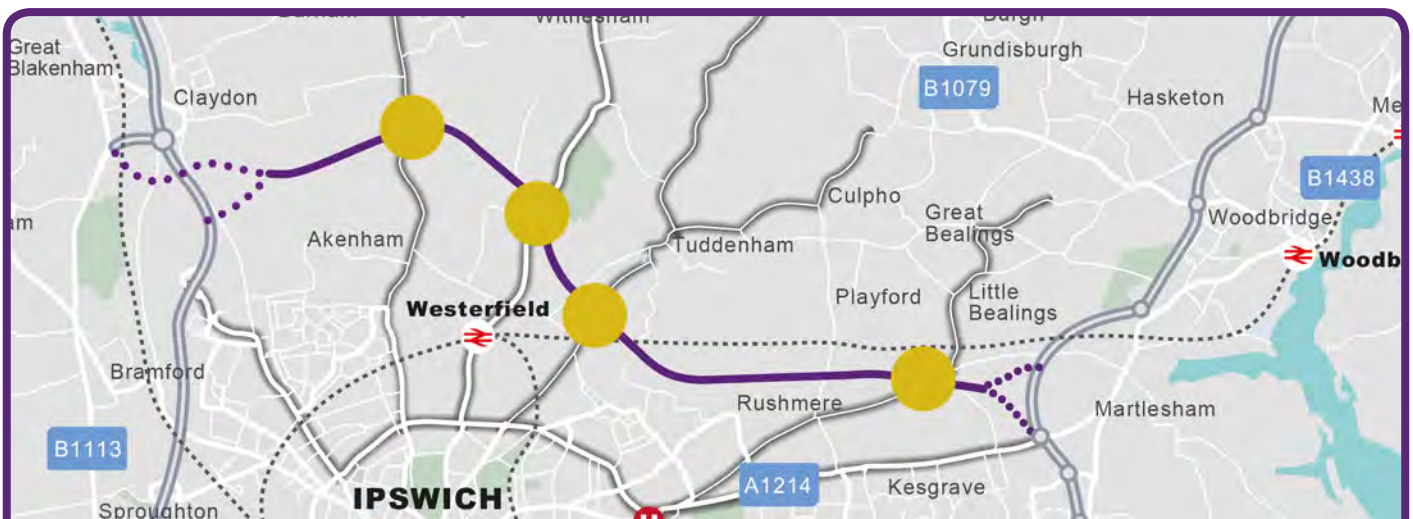
It has also been designed to avoid businesses and homes, for example in south of Witnesham and crossing with Wood Farm Road.

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 road



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

Length of road:
About 7 1/2 miles
(12km)



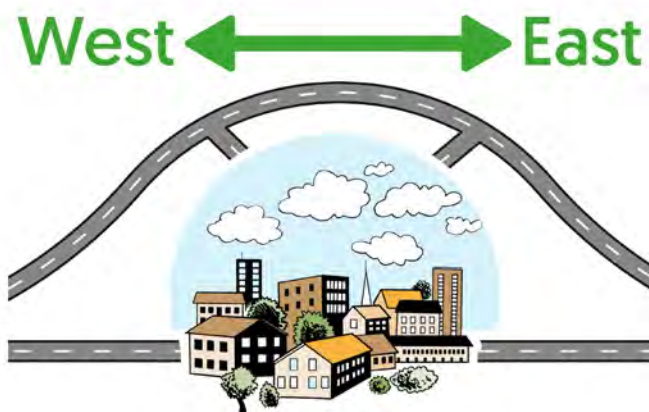
Average number
of vehicles per
day: 23,300



Amount of time
saved per year:
1.6million



Amount of Co2
tonnes in 60
years: 110,000



How it meets the objectives:

- It could improve trips in and around Ipswich as well as east-west journeys.



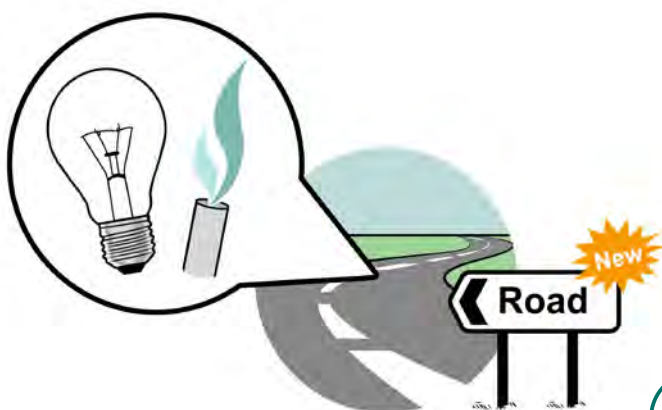
- Improving east-west links, that can improve traffic when the Orwell Bridge is closed.



- 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, helping traffic on roads from the A14 (Norwich Road) and A12 (Main Road).

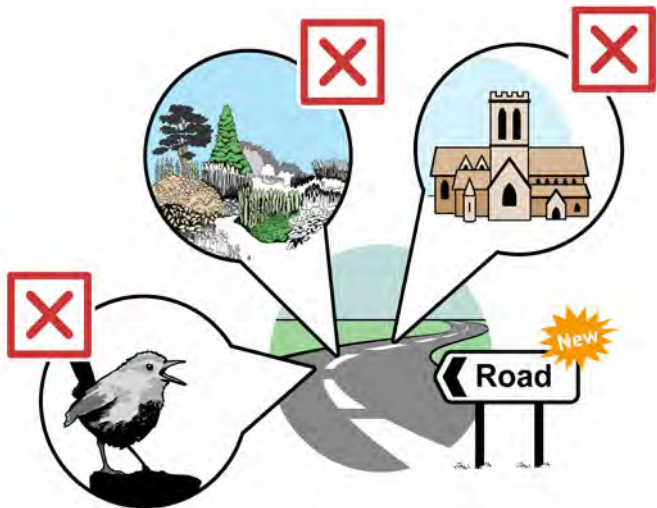


Environmental considerations

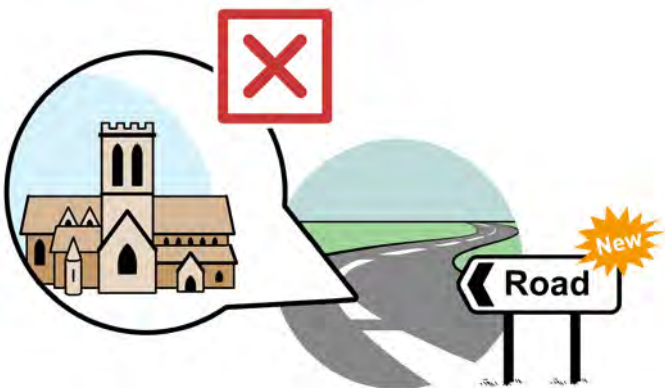
- This route options crosses some utilities such as an electricity overhead power line and the gas distribution network.



- This route option crosses the River Gipping and the railway.



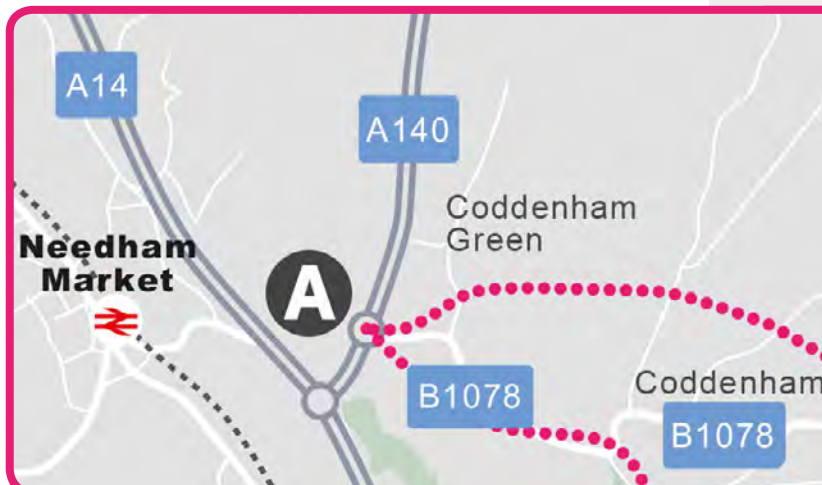
- The route stays south of the River Fynn and has been designed to avoid listed buildings, monuments and where animals live such as Ancient Woodlands.



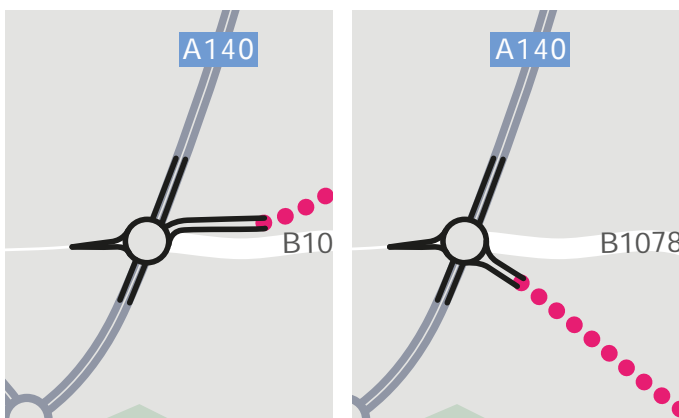
- This road avoids a Grade II Listed Building - Kesgrave Hall and Sinks Pit Valley Kesgrave SSSI.

Junctions linking to the A14

Outer Route – A140 / A14



This is junction A on the map.



This option includes a new roundabout on the A140 at the existing junction with the B1078 Needham Road and Coddensham Road.

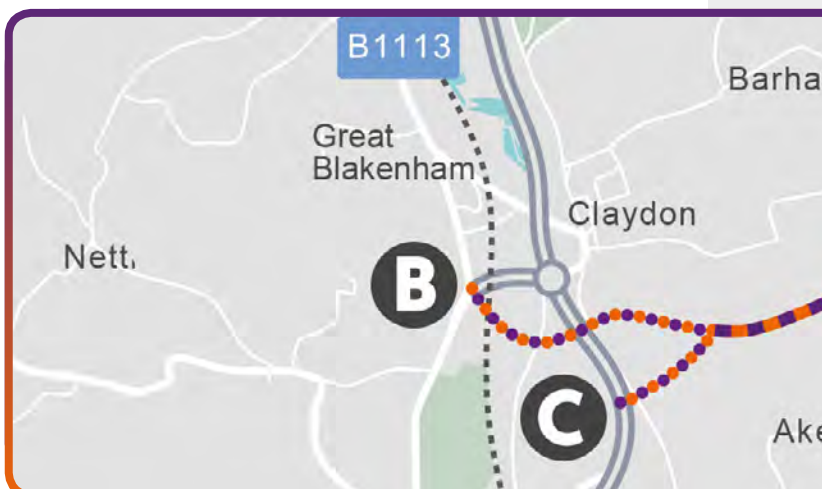


National Cycle Route 51 passes through the existing junction and there are facilities for cyclists using this route.

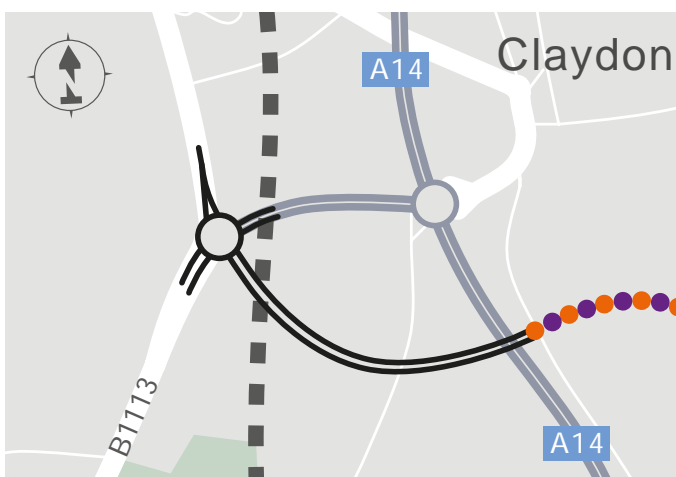


The design will look to include routes for cyclists as part of the roundabout design.

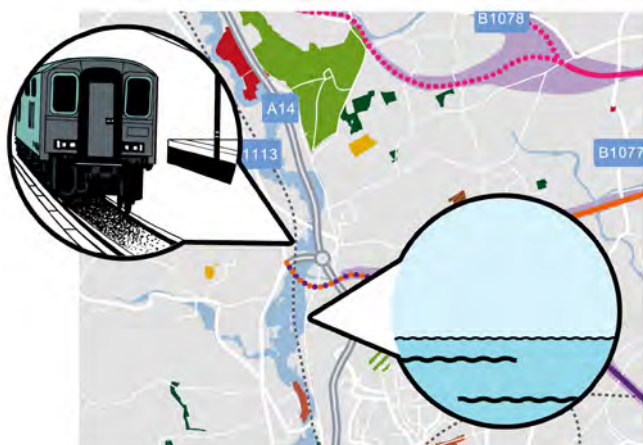
Middle Route and Inner route - B1113/A14 Claydon



This is junction B on the map.

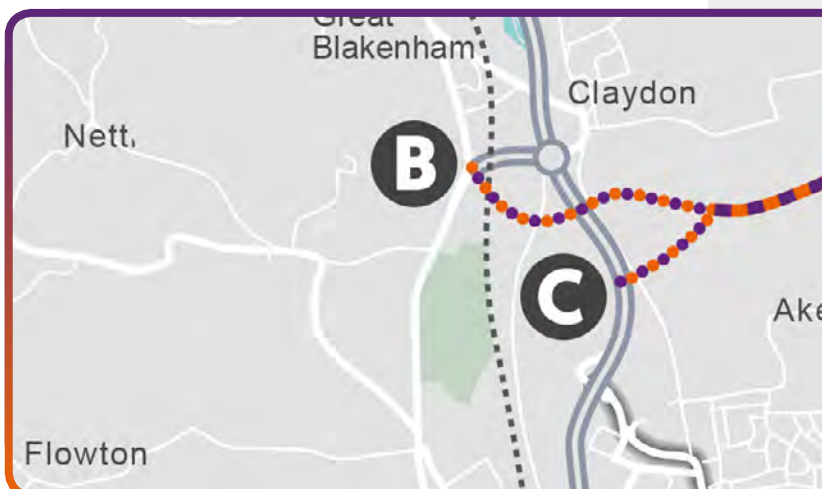


This option involves a new roundabout on the existing B1113 Bramford Road junction, using the existing section of dual carriageway to connect to the A14 Claydon junction.

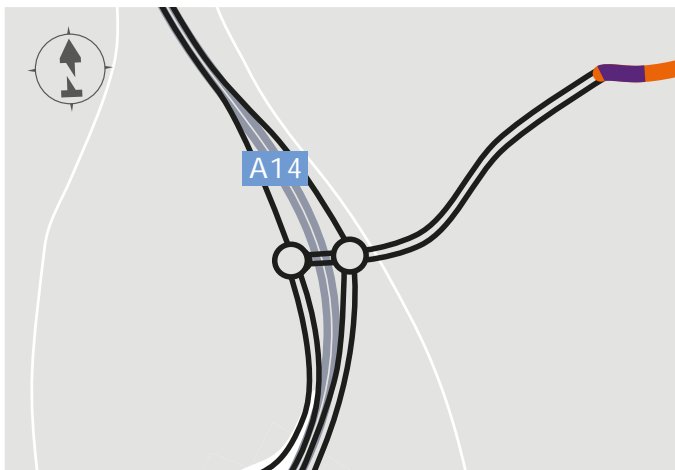


This option would include crossing over the A14, railway and River Gipping.

Middle Route and Inner Route - A14 Junction Claydon /Asda



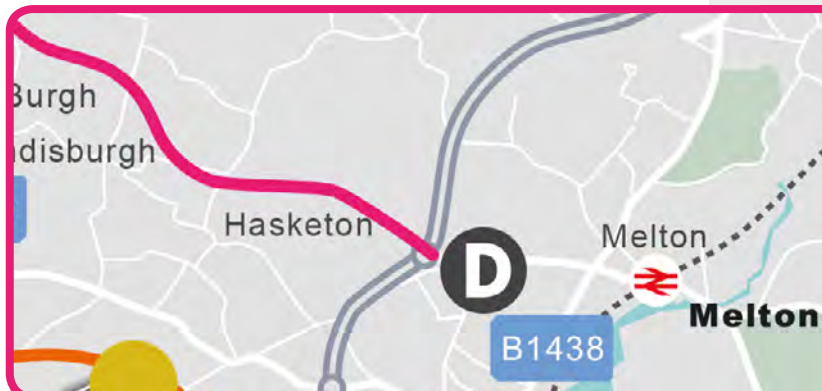
This is junction C
on the map.



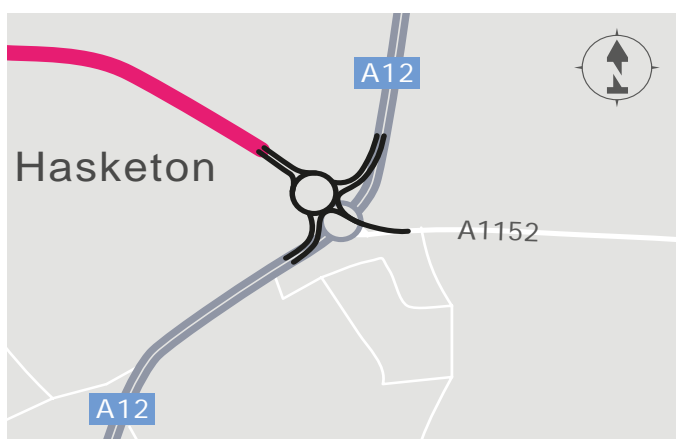
This option involves a new
junction on the A14 between
the existing junctions 52
Claydon and 53 Bury Road
(Asda), changing the existing
roads to the new junction.

Junctions linking to the A12

Outer Route – A12 / A1152 Woods Lane roundabout, Woodbridge



This is junction D on the map.



This option proposes a connection to the existing roundabout.

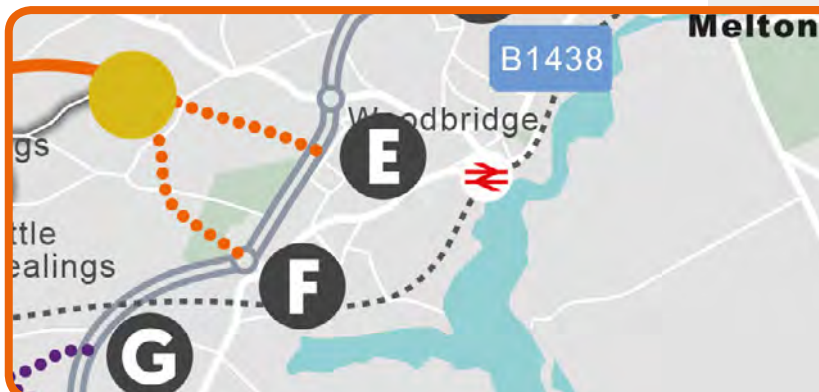


The roundabout will need to be made bigger.



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



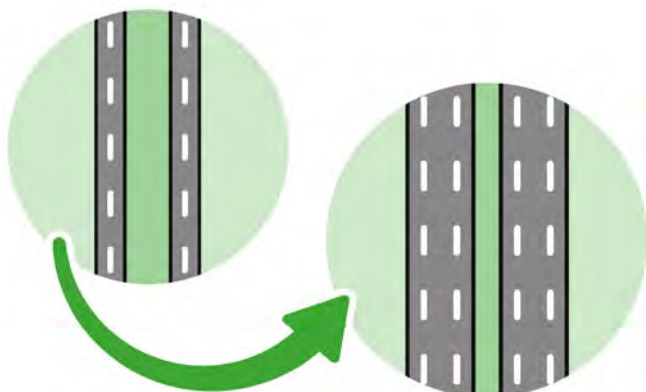
This is junction E on the map.



This option would involve a new roundabout south of the Dobbies/Wyevale Garden Centre, to the west of the A12.



It would try to reduce the effect of the road on people's homes near the A12.



This would allow the existing section of single carriageway of the A12 to be made into a dual carriageway.

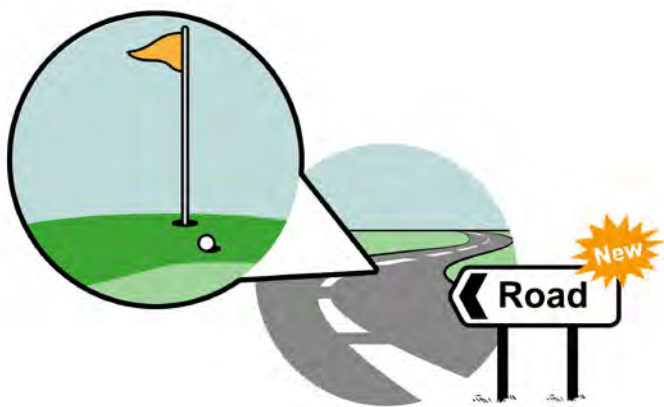
Middle Route – existing roundabout near Seckford Golf Centre



This is junction F on the map.

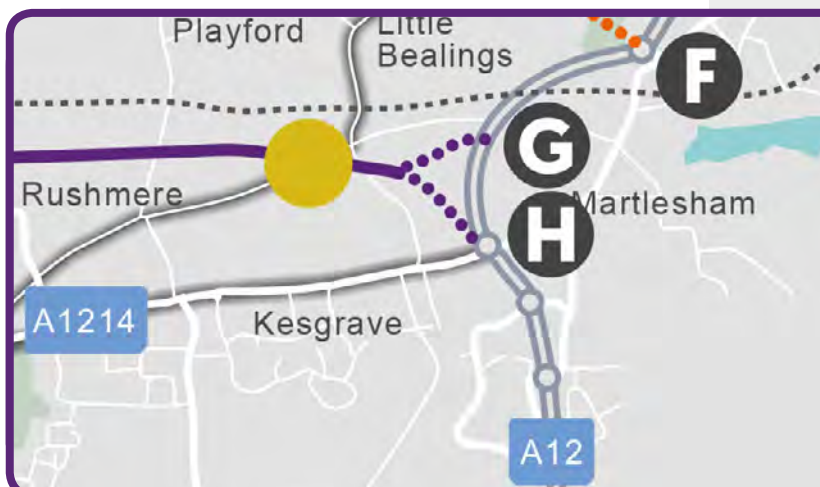


This option proposes to connect to the existing A12 roundabout, near Seckford Hall.

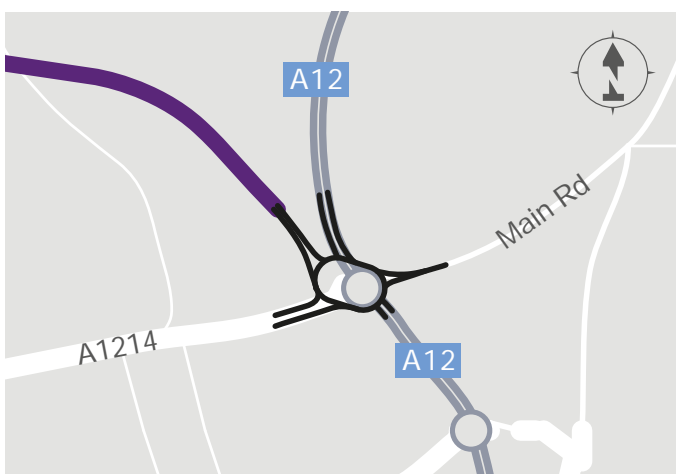


This option may have a large effect on the Seckford Hall golf course.

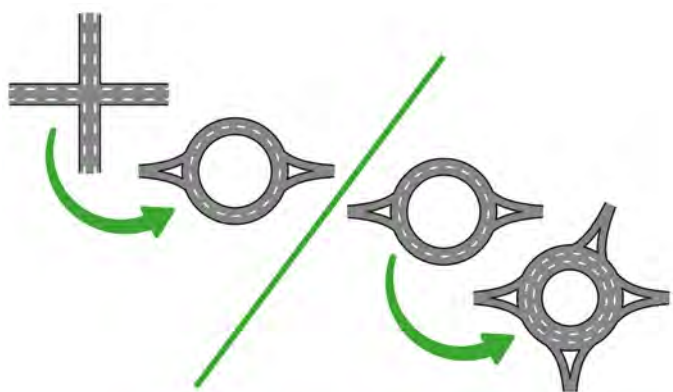
Inner Route – A12 / A1214 Main Road roundabout, Martlesham



This is junction G on the map.



This options is to form a connection at the existing A12 / A1214 roundabout.

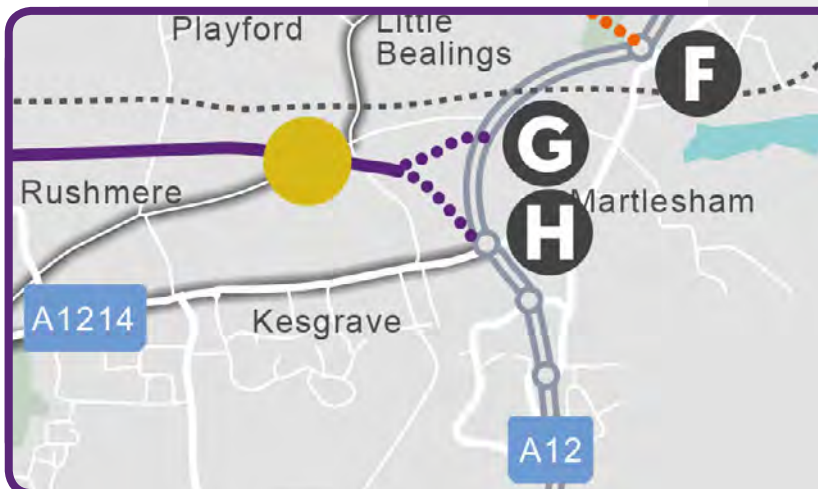


This option may change the junction to a roundabout or increase the size of the existing roundabout and widen the roads.



The existing Park & Ride would be moved.

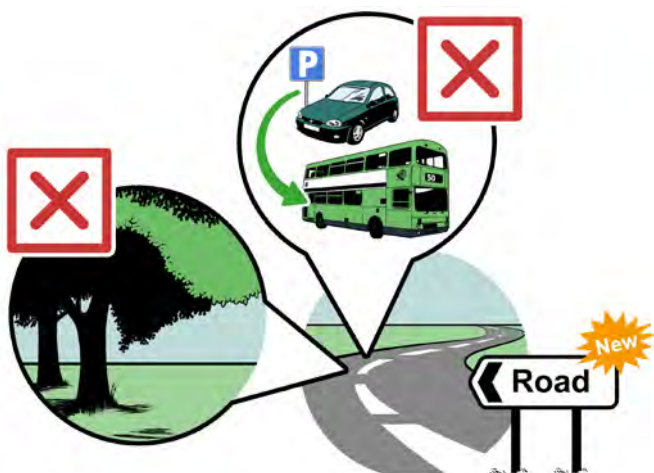
Inner Route – A12 north of the Park & Ride site



This is junction H on the map.



This option would involve a new junction with the A12 to the north of the River Fynn tributary, that passes underneath the A12.



This option reduces the effect of woodland near Kesgrave Hall and the existing Park & Ride.

Have your say



The consultation is for you to tell us what you think about this project.



If you want more information or want to register to be updated on the project please visit:
www.ipswichnorthernroute.org.uk



This consultation will run until **Friday 13 September 2019.**

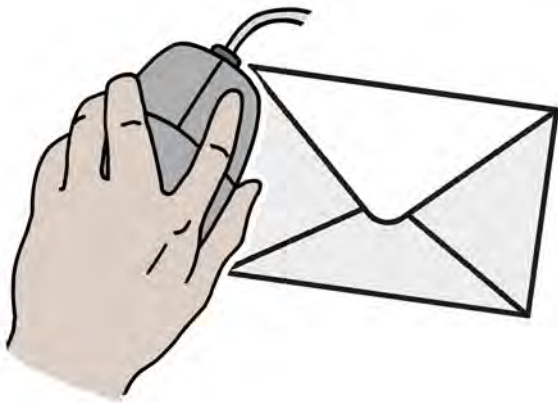
There are several ways you can respond :

Complete the questionnaire online at
www.ipswichnorthernroute.org.uk;





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.



You can ask us for an easy read version of the questionnaire.

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**.



This easy read version was created by ©CHANGE
www.changepeople.org



IPSWICH NORTHERN ROUTE Consultation

Questionnaire

Please respond by 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



This questionnaire is for the Ipswich Northern Routes consultation. It asks for your views on the need for the new road and the route options.



You should fill in this questionnaire after reading the consultation brochure.



You can email this completed brochure to **ipswichnorthernroute@suffolk.gov.uk** or send to



Ipswich Northern Route
Suffolk County Council
Endeavour House
8 Russell Road
Ipswich
IP1 2BX

About how you travel

Question 1

How did you hear about this consultation?











Facebook		Twitter	
Printed local newspaper		Online local newspaper	
Poster		Word of mouth	
Radio		TV	
Other. Please tell us?			

Question 2

The next pages are about how you travel?
You can tick more than one box.



Please tell us how you get to **work?**

<p>By car or van</p>  <input data-bbox="691 817 794 922" type="checkbox"/>	<p>By motorbike</p>  <input data-bbox="1396 817 1503 922" type="checkbox"/>
<p>By bus</p>  <input data-bbox="691 1193 794 1299" type="checkbox"/>	<p>By train</p>  <input data-bbox="1396 1193 1503 1299" type="checkbox"/>
<p>By bicycle or scooter</p>  <input data-bbox="691 1570 794 1675" type="checkbox"/>	<p>I walk</p>  <input data-bbox="1396 1570 1503 1675" type="checkbox"/>
<p>I do not go to work</p>  <input data-bbox="691 1951 794 2056" type="checkbox"/>	<p>Other. Please tell us</p>  <input data-bbox="801 1832 1503 2054" type="checkbox"/>

Question 2 continued...

Please tell us how you get to
**school, college,
or university?**



By car or van



By motorbike



By bus



By train



By bicycle or scooter



I walk



I do not go to school, college
or university



Other. Please tell us



Question 2 continued...

Please tell us how you travel to
go shopping?



By car or van



By motorbike



By bus



By train



By bicycle or scooter



I walk



I do not go shopping



Other. Please tell us

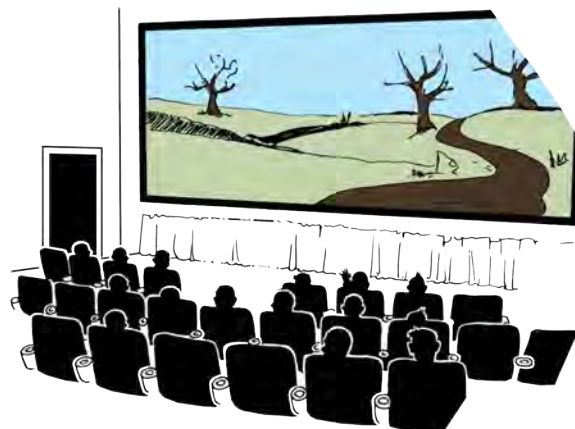


Question 2 continued...

Please tell us how you travel to

for leisure?

for example going swimming or to the cinema



By car or van



By motorbike



By bus



By train



By bicycle or scooter



I walk



I do not travel for leisure



Other. Please tell us



Question 2 continued...

Please tell us how you travel to **visit friends or family?**



By car or van



By motorbike



By bus



By train



By bicycle or scooter



I walk



I do not travel to visit friends or family



Other. Please tell us



Question 2 continued...

Please tell us how you travel

As part of your job?



By car or van



By motorbike



By bus



By train



By bicycle or scooter



I walk



I do not travel for business



Other. Please tell us



Question 3

Please tell us where you travel from and where you travel to for the following places:



Work?

Please tell us your start
postcode

Please tell us where your
work is

School, college or university?



Please tell us your start
postcode

Please tell us where your
work is

Shopping?



Please tell us your start
postcode

Please tell us where your
work is



Leisure?

Please tell us your start
postcode

Please tell us where your
work is

Visiting friends or family?



Please tell us your start
postcode

Please tell us where your
work is

For work?



Please tell us your start
postcode

Please tell us where your
work is

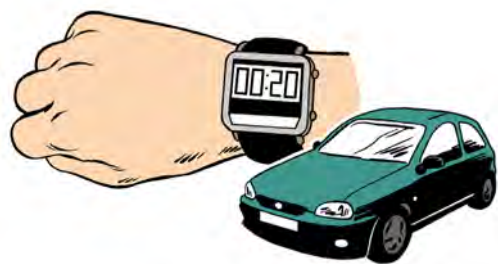
Question 4

Please tell us what you think of these journeys?

Please tell us?

Question 5

How important are the following things to you? 1 is very important and 5 is not important at all.



Improved and reliable A14 journeys

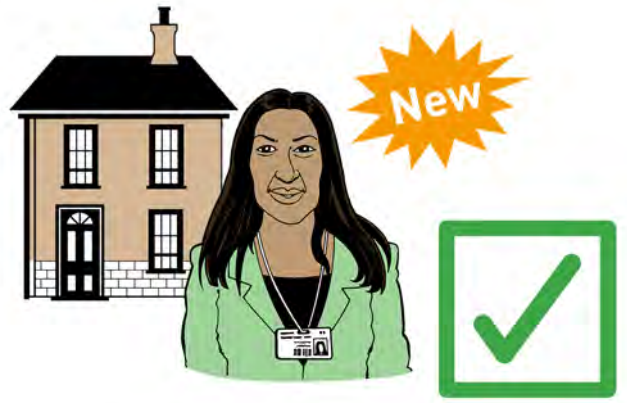
1	2	3	4	5
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Improved East/ West connectivity north of Ipswich



1	2	3	4	5
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Supports current
planned housing growth



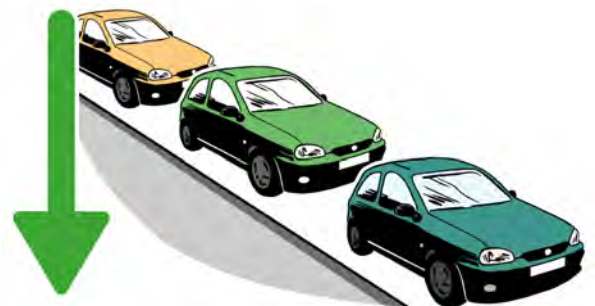
1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
-------------------------------	-------------------------------	-------------------------------	-------------------------------	-------------------------------

Enable future delivery of
additional homes



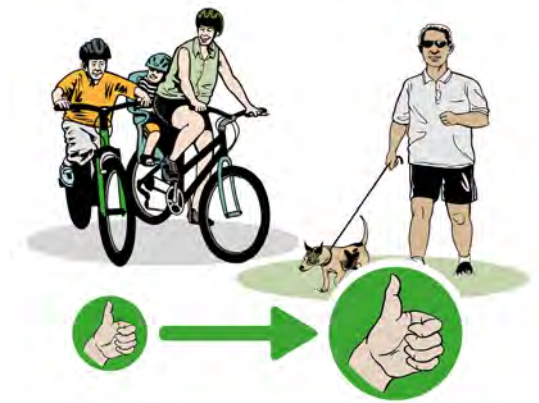
1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
-------------------------------	-------------------------------	-------------------------------	-------------------------------	-------------------------------

Reduce traffic congestion in
North Ipswich



1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
-------------------------------	-------------------------------	-------------------------------	-------------------------------	-------------------------------

Greater connectivity for walking and cycling along the new route



1	2	3	4	5
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Support existing local businesses and jobs



1	2	3	4	5
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Please use the map below to answer these questions.



Question 6

The Ipswich Northern Route aims to have routes for pedestrians and cyclists.

How likely you would be to use (part of) each route for cycling or walking?



Outer road



Extremely likely	Very likely	Fairly likely	Not very likely	Not likely
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Middle road



Extremely likely	Very likely	Fairly likely	Not very likely	Not likely
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Inner road



Extremely likely	Very likely	Fairly likely	Not very likely	Not likely
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Question 7

Do you agree or disagree that an Ipswich Northern Route would improve journeys across Suffolk?



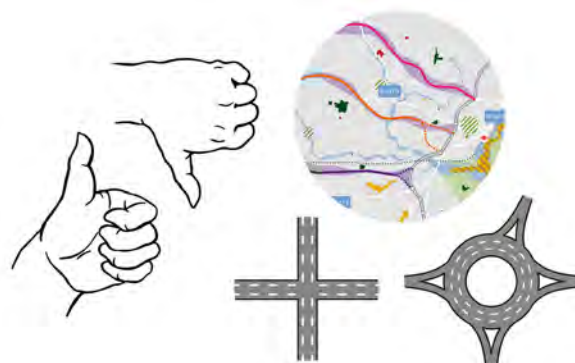
Strongly agree <input type="checkbox"/>	Agree <input type="checkbox"/>	Neither agree nor disagree <input type="checkbox"/>	Disagree <input type="checkbox"/>	Strongly disagree <input type="checkbox"/>
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Please use the map on page 14 to help you answer the following questions.



Question 8

To what extent do you support or oppose the possible three routes and junctions?



Outer road



Strongly support <input type="checkbox"/>	Support <input type="checkbox"/>	Don't support or oppose <input type="checkbox"/>	Oppose <input type="checkbox"/>	Strongly oppose <input type="checkbox"/>
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Question 8 continued....

Middle road



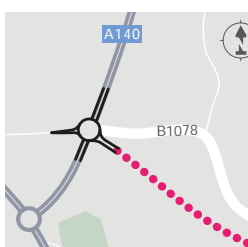
Strongly support <input type="checkbox"/>	Support <input type="checkbox"/>	Don't support or oppose <input type="checkbox"/>	Oppose <input type="checkbox"/>	Strongly oppose <input type="checkbox"/>
--	-------------------------------------	---	------------------------------------	---

Inner road



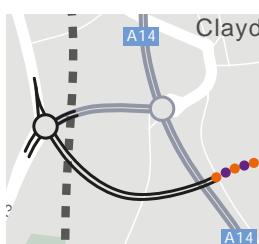
Strongly support <input type="checkbox"/>	Support <input type="checkbox"/>	Don't support or oppose <input type="checkbox"/>	Oppose <input type="checkbox"/>	Strongly oppose <input type="checkbox"/>
--	-------------------------------------	---	------------------------------------	---

Outer Route - A140/A14 (A on the map)



Strongly support <input type="checkbox"/>	Support <input type="checkbox"/>	Don't support or oppose <input type="checkbox"/>	Oppose <input type="checkbox"/>	Strongly oppose <input type="checkbox"/>
--	-------------------------------------	---	------------------------------------	---

Middle Route and Inner route – B1113/A14 Claydon (B on the map)



Strongly support <input type="checkbox"/>	Support <input type="checkbox"/>	Don't support or oppose <input type="checkbox"/>	Oppose <input type="checkbox"/>	Strongly oppose <input type="checkbox"/>
--	-------------------------------------	---	------------------------------------	---