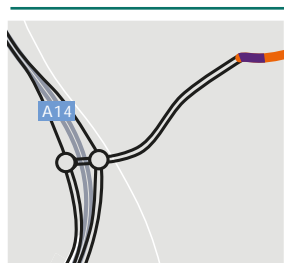
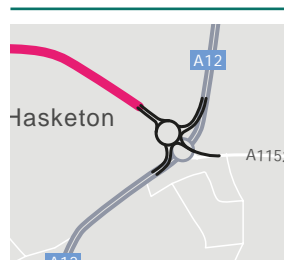


Question 8 continued....

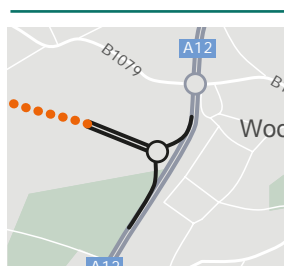
Middle Route and Inner route – A14 Junction Claydon/Asda (C on the map)

	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"/>
--	---	--	--	---	--

Outer Route – A12 / A1152 Woods Lane roundabout, Woodbridge (D 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 – New roundabout south of Dobbies Garden Centre (E on the map)

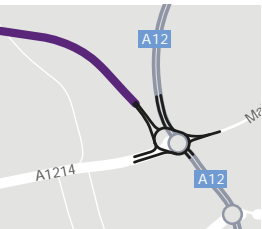
	Strongly support <input type="checkbox"/>	Support <input type="checkbox"/>	Don't support or oppose <input type="checkbox"/>	Oppose <input type="checkbox"/>	Strongly oppose <input type="checkbox"/>
--	---	--	--	---	--

Question 8 continued....

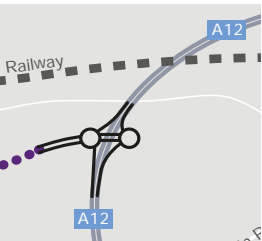
Middle Route – existing roundabout near Seckford Golf Centre (F on the map)

	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"/>
--	---	--	--	---	--

Inner Route – A12 / A1214 Main Road roundabout, Martlesham (G on the map)

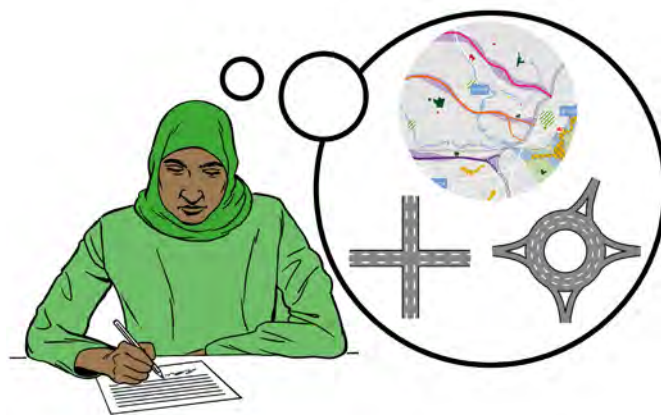
	Strongly support <input type="checkbox"/>	Support <input type="checkbox"/>	Don't support or oppose <input type="checkbox"/>	Oppose <input type="checkbox"/>	Strongly oppose <input type="checkbox"/>
--	---	--	--	---	--

Inner Route – A12 north of the Park & Ride site (H 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"/>
--	---	--	--	---	--

Question 9

Do you have any comments/suggestions on the possible three routes and junctions?



Please tell us?	
Outer road	
Middle road	
Inner road	
Outer Route - A140/ A14 (A on the map)	
Middle Route and Inner route – B1113 / A14 (B on the map)	

Question 9 continued....

Middle Route and Inner route – A14 (C on the map)	
Outer Route – A12 / A1152 Woods Lane roundabout, Woodbridge (D on the map)	
Middle Route – New roundabout south of Dobbies Garden Centre (E on the map)	
Middle Route – existing roundabout near Seckford Golf Centre (F on the map)	
Inner Route – A12 / A1214 Main Road roundabout, Martlesham (G on the map)	
Inner Route – A12 / A1214 Main Road roundabout, Martlesham (H on the map)	

Question 10

There are four key connecting roads to the new route options.

Which key connecting road would you use to access the new route?



Henley Road (C441)		Westerfield Road (B1077)	
Tuddenham Road/ Grundisburgh Road/B1079		Rushmere Road	
Other. Please tell us?			

Question 11

How would the new route options change your vehicle journeys in and around Ipswich?



Remove the need to travel into/through Ipswich	
Change the route into Ipswich	
No change	

Question 12

We know we need to think about the environment when building the new road.

What do you think about the environmental matters we should think about?



Please tell us?

Question 13

Is there anything else you would like to tell us?



Please tell us?

Question 14

Have you answered these questions for an organisation or an individual?



An organisation

An individual

Question 15

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



Please tell us?

Question 16

If you would like to be updated on other ways to have your say please tell us your email address?



Please tell us?

About you

You don't have to complete this part of the questionnaire if you don't want to.

Please tick this box if you do not want to answer these questions:

Prefer not to answer these questions

☐

If you answer these questions we can see which groups of people are responding to our consultations.



We can then make extra efforts to ask groups of people that we are not reaching to make sure that everyone has a say.



All responses to these questions are anonymous;

Your information is protected by the Data Protection Act 2018.

Question 18

What is your gender?



Female		Male	
Prefer not say		Other. Please tell us?	

Question 19

How old are you?



Under 16		16-24	
25-34		35-44	
45-54		55-64	
65-74		75+	

Question 20

Do you have a disability?

Yes	
No	



Question 21

If you have a disability, please tell us the impairment you have?

You can tick more than one box.



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-term health problem	<input type="checkbox"/>	Prefer not to say	<input type="checkbox"/>
Other. Please tell us?			
<div></div>			

Question 22

What is your ethnicity?



Indian	<input type="checkbox"/>	Pakistani	<input type="checkbox"/>
Bangladeshi	<input type="checkbox"/>		
Any other Asian background - please specify in the box below.			
<div></div>			

Caribbean		African	
Any other Black background - please specify in the box below.			

Chinese	
---------	--

White and Black Caribbean		White and Black African	
White and Asian			
Any other Mixed background - please specify in the box below.			

White English		White Irish	
White Scottish		White Welsh	
White British		Gypsy or Irish Traveller	
Other White background - please specify in the box below.			

Prefer not to say		
Other. Please tell us		

Question 23

What are your religious beliefs?



No religion		Baha'i	
Buddhist		Christian	
Hindu		Jain	
Jewish		Muslim	
Sikh		Prefer not to say	
Other. Please tell us?			

Question 24

What is your sexual orientation?



Bisexual		Gay man	
Gay / Lesbian woman		Straight	
No sexuality		Prefer not to say	
Other. Please tell us?			

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

APPENDIX E – Q&A



Ipswich Northern Route Q&A – Updated September 2019

This Q&A document has been updated since the start of the Ipswich Northern Route consultation on 5 July 2019.

OVERVIEW

1. What is Ipswich Northern Route?

The project considers a proposed new east/west road link between the A12 and A14 to deliver better more reliable journeys for people travelling across Suffolk. We also want to help enable Suffolk's growth prospects and support our growing population and economy.

2. Why do we need a new road?

This project is needed to improve existing journeys, supporting 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 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.

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.

3. Who is working on Ipswich Northern Route?

We are working together, Suffolk County Council, Babergh & Mid Suffolk District Councils, East Suffolk Council and Ipswich Borough Council with support from West Suffolk Council to develop the best project for Suffolk.

4. What are the benefits of Ipswich Northern Route?

The project aims to deliver the objectives below:

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

- a) Positive impact on the A14; particularly for junctions with existing capacity issues and between Copdock roundabout, J55, and Seven Hills roundabout, J58
- b) Improve connections for vehicles accessing the north of Suffolk and Norfolk from the A14 and A12
- c) 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.

- a) Enable economic growth for wider Ipswich area and Suffolk by improving connectivity and accessibility
- b) 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
- c) 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.

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

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

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

Work is being done to calculate the costs benefit ratio for the project, which assesses the project's value for money. This will be presented in the Strategic Outline Business Case (SOBC), the consultation result also forms part of the SOBC.

Initial work on the economic benefits for the project suggest good value for money. This will be refined for the final SOBC.

5. Why is the project needed?

In 2016 work was undertaken to "strategically review, short list and assess, the strategic viability of transport capacity improvements, in order to facilitate and support the delivery of housing and employment growth in north Ipswich and the wider Ipswich area". This work concluded that there was a need for improvements to the transport network to support local growth. In November 2017, the Public Sector Leaders agreed funding to undertake work to produce a strategic outline business case to have a more detailed look at options that could address the constraints identified and develop a shortlist to be considered in more detail. This is the work that is currently being consulted on.



6. Why couldn't we spend that money improving the existing network?

The Ipswich Northern Route project is looking at infrastructure to support future growth and address future transport network constraints. If the decision is taken to continue with the project, a business case would need to be developed to show that a new route to the north of Ipswich would provide good value for money and support a request to Government for funding to develop and deliver the project. There is currently no money allocated to this project that could be used for other improvements.

However, as part of business as usual, Suffolk County Council continue to develop and bid for projects to improve the existing network and support sustainable transport measures, in accordance with the Local Transport Plan.

7. How were the benefits calculated?

The benefits of the project include transport benefits, for example journey time savings, and wider benefits, such as agglomeration benefits ie by bringing business and the labour supply 'closer' together through improved journey times and productivity benefits. The benefits calculations are being prepared in accordance with Department for Transport guidance and best practice. We are looking at the impact on journey times as a result of the road as well as planned growth currently identified in the local plans.

8. What happens next?

The result of the consultation will feed into a Strategic Outline Business Case for the project and inform whether or not the project is continued to the next stage.

9. When would the road be constructed?

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.

The result of this consultation will feed into a Strategic Outline Business Case (SOBC) for the project and will inform whether the project is continued to the next stage. The SOBC is expected to be completed to enable a decision by the end of 2019.

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

10. What are your plans to ensure good quality engagement with the communities?

We want to consult the local community in order to understand the needs, impacts, issues and benefits Ipswich Northern Route could bring. This consultation is the first step in the process to assess the views of local people, businesses and other organisations on the proposed route and junction options. There will be further consultation with more detail as the project develops, if the project is taken to the next stage.

A variety of communications methods have been used to publicise the consultation and reach people across the county. The consultation is being publicised in the press and on the radio, posters in public settings and information sent to parish councils. The County Council, District and Borough Councils are also promoting the consultation using social media.



11. What about Brexit?

We are not planning on applying for funding from direct EU sources. It is not anticipated that Brexit will impact the progress of the project at this stage.

12. What about planning approval?

An Ipswich Northern Route will require either a traditional planning application or a Development Consent Order (DCO) application under the Planning Act 2008. The type of planning route has not yet been determined and will be confirmed later if the project is progressed.

13. Have any other options been considered?

We have already undertaken initial assessments of the need for the project and transport options. A total of 31 options were identified and assessed including:

- 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

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.

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.

For more information please look at the Options Appraisal report summary which is available on the Ipswich Northern Route website (www.ipswichnortherroute.org.uk)

GROWTH

14. How does a road impact economic growth?

The case for the road is that it will ease congestion and improve resilience and open up the potential for future growth by providing more reliable journeys for businesses, visitors and residents. It is likely that future growth opportunities for businesses may be enhanced by a new route and support many of the nationally important sectors within Suffolk, such as energy and port logistics.

15. How many houses is the road going to provide?

The road aims to enable the delivery of around 10,000 to 15,000 additional homes across Suffolk, supporting Suffolk's housing ambitions.

16. Where would this growth go?

No work has currently been undertaken on the potential for additional growth. This will form part of the next stage of work if the decision is taken to continue the project.



17. How can you build a road and housing in Ipswich's surrounding countryside?

Whilst this isn't Greenbelt land, we recognise the potential impact on the environment and people's enjoyment of this land. We have undertaken initial work to identify environmental constraints that has been used to inform the route options in order to minimise impact on the local environment and avoid where possible designated sensitive sites. We have also undertaken a high level (desk-top) environmental assessment of the route options to identify likely impacts and potential need for mitigation. Looking ahead, the design of the proposed routes will require further detailed environmental assessment work to minimise potential effects on the environment, mitigate any impacts that are unavoidable, and identify any opportunities for environmental enhancement, such as creating new habitats and planting trees and hedgerows.

The housing growth anticipated in the current round of local plans will not require the provision of the Ipswich Northern Route. Further significant housing growth that may be associated with the INR should be planned for in future revisions of the local plans and would require their own environmental and sustainability assessments.

Our environmental assessment does not include the assessment of additional housing enabled by the project.

Any housing would need to be planned for and would require planning consent, which would include separate environmental assessment.

18. What about traffic impacts of growth?

We are mindful of the potential increase in traffic due to growth, resulting in increased congestion. Assessing the likely impact of increased traffic forms a fundamental part of the traffic modelling that has been undertaken to support this project. The modelling has considered planned growth impacts; in 2027 the earliest year of opening and 2042, as 15 years after opening as required by the Department for Transport standard guidance. The traffic assessments consider both positive and negative impacts, such as the identification of congestion hot-spots.

COST

19. What are the costs of the route?

The delivery of a new road will cost a significant amount. Initial indications are this could be in the range of £500-560m. The estimate varies depending on the route and junction type (as shown in the consultation brochure). A significant proportion of risk and contingency is included in these figures to reflect the early stage of the project.

20. How do you estimate the cost?

Using established standardised methodologies, we create an estimated cost to design and build a road. The calculations take into account the length and standard cross section of the routes, professional fees to cover modelling, surveys, design development and the planning process, potential cost of land required, cost of utilities diversions, environmental mitigation and the different structures of each route. A structure will include culverts, bridges over existing roads and more substantial structures over rivers, flood plains and railways. The estimated costs take account of potential inflation, risk and contingency.



21. Will the costs rise?

The costs calculations do take account of potential inflation, risk and contingency, which provide a level of certainty. The detail on cost at this stage are in line with approach taken nationally for projects. Assumptions will be checked and costs refined as the alignment is confirmed and more detailed work undertaken.

As projects develop from the feasibility stage, and acquire more detail, the cost estimates will evolve with any increases in the costs of the road expected to be accommodated by the amounts currently included for risk and contingency.

If the project moves ahead, an independent third party will be used to verify developed costs.

22. Why is the project so much money?

The Ipswich Northern Route is a substantial project in terms of its length, between 12km and 18km long, and width of cross-section by considering a dual carriageway. Regardless of the option taken forward, there is work needed in the design to integrate into the existing road network and environment. This will include a number of roundabouts and bridges, some of which will be substantial in length, and environmental mitigation. There is also a considerable amount of land required for the project.

23. How much has been funded so far?

Public sector leaders have committed £550,000 for the completion of a Strategic Outline Business Case. Beyond this work nothing is committed to from the local authorities. The SOBC will help inform whether the project should be taken forward.

24. Who will pay for the project?

At the moment we do not have any certainty on where the money will come from. It is likely to be from a variety of sources, including a Government fund. The project is preparing a business case which seeks to secure Government investment through the Large Local Majors (LLM) Fund, itself part of the £3.5b National Roads Fund. If successful in this funding request, 85% of the scheme cost would be met through this fund. The remaining 15% of scheme costs would need to be provided through other funding streams. Options will need to be investigated to identify how this funding would be secured.

TRAFFIC

25. What is a traffic model?

This is a computer simulation that allows us to estimate how traffic may move across an area and how different changes to the road network and/or level of flow might impact people. Traffic surveys are carried out and the data is used to calibrate the model to existing traffic conditions. This helps us to build a picture of existing traffic capacity and journey times at different times of the day.

When using the model to forecast the future we take into account the likely level of future housing and jobs and produce an estimate of the level of future travel demand. The model helps us to understand the likely routes that drivers may choose based on estimated levels of future congestion. It also gives the ability to make changes to the road network to see what the likely impact would be.



The Local Modal Validation Report provides details of how the Transport Model has been developed using the data collected, and how accurately it reflects existing traffic conditions. It also informs the traffic forecasting for the project, i.e. the expected traffic in the future. This report forms part of the technical work, is still in progress and is not part of the consultation material. It will form part of the Strategic Outline Business Case to be completed later this year. However, this report once completed, can be made available ahead of completion of the Strategic Outline Business Case report, and will be put on the project website within the consultation period.

However, in the meantime you may find the “Traffic Data Collection Report, June 2018” of interest as this relates to the Suffolk Transport Model. In particular “Chapter 2- Data Required” which relates to the original data that underpins the model; and “Chapter 8 - 2016/2017 Ipswich Local Validation Counts”, which deals with the new local Ipswich Data. This report was provided as evidence for the Lowestoft Lake Lothing Third Crossing DCO planning application and is available online, on the planning inspectorate site, link provided below.

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010023/TR010023-000362-7.2%20-%20Transport%20Assessment%20-%20App%20D%20-%20Traffic%20Data%20Collection.pdf>

25. Induced demand

Induced demand is when the provision of a new road or additional road capacity, encourages additional journeys; either people choosing to drive rather than use alternative transport or make additional trips. The current model has not included for this behaviour due to the early stage of the project. However, the transport model is able to consider this behaviour and, if the project continues, induced demand will be included in future transport modelling.

26. How will this project help to provide relief when the Orwell Bridge is closed?

It is likely that provision of a strategic road linking the A14 and A12 to the north of Ipswich is likely to offer an alternative route to drivers on the A14 at times when the Orwell Bridge is closed, providing relief to the centre of Ipswich. Initial transport modelling suggests that routes closer to Ipswich attract more traffic off the A14 than the most northerly ‘Outer’ option. Further work is to be undertaken to assess these benefits for the Strategic Outline Business Case.

27. Isn’t the traffic modelling a bit dated? (2015)

This is a very long-term project and typically traffic models are refreshed every 3-5 years as they require large-scale data collection to inform their development. The Suffolk County Transport Model (SCTM) is still in date but will be refreshed as the scheme develops.

28. Have you taken into account the housing growth in traffic figures?

Yes, future housing and employment sites have been established and a decision is made to include or exclude it from the traffic model forecasts based on its level of certainty. Sites with no planning status have been excluded. For example; the Brightwell Lakes and Ipswich Garden Suburb (northern fringe) are included.



29. Why isn't this helping central Ipswich traffic?

The impact of traffic within Ipswich has been assessed, and this has been a consideration during the option development stage. A number of the key connecting routes in Ipswich are expected to experience reduced traffic flows, this is particularly true for the Inner Route, but less so for the Outer Route. The Options also create opportunities for complimentary schemes to come forward that may provide increased local benefits, such improved journey times for public transport in response to reduced congestion, or greater flexibility in route choice.

30. Why are you doing this when the A14 junctions are more urgent?

The A14 is managed by Highways England. The County Council has provided evidence to Highways England to inform the Roads Investment Strategy (RIS2) for improvements in the period 2020 -2025. Junctions around Ipswich (Copdock junction 55 to Seven Hills junction 58) were part of this and we expect to hear later in 2019 whether the government will fund these Strategic Network Improvements.

The Council is aware that Highways England commissioned a study to look at the aerodynamics of the Orwell Bridge to enable a review of the current closure regime. For information relating to the Orwell Bridge, please contact Highways England details are available at the following link;

<https://www.gov.uk/government/organisations/highways-england>

31. What do these % figures on the consultation maps mean to me?

They provide an indication of the level of traffic change that might be expected as a result of the Ipswich Northern Route being implemented. They represent a comparison of the predicted level of traffic in 2027 (including planned growth and new developments) with the scheme and without the scheme. The percentage changes are for 24hr flows. An increase represents places where flows are expected to increase as a result of the scheme and a decrease represents places where flows are expected to decrease as a result of the scheme.

As a comparator, some studies have suggested that the difference in traffic between school term time and school holiday times in Ipswich can be around 15%.

32. What does the travel percentage changes mean to me?

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%

ENVIRONMENT

33. How will the impact on the environment be assessed?

Initially for the Options Assessment Report a high level environmental appraisal of the long list of options was undertaken to outline the existing environmental constraints and the potential impacts during construction and operation for each of the initial options. This assessment included:

- Agriculture, Forestry and vegetation Management
- Air Quality
- Buildings, Structures and Historic Assets
- Contaminated Land
- Ecology
- Landscape, Townscape and Visual
- Nuisance, Noise, Vibration and Light
- Traffic Generation and Access
- Water Resources, Pollution and Drainage
- Materials and Waste Management

Subsequently we have undertaken a more detailed desktop study to map out the potential environmental constraints in the study area. A detailed environmental constraints map has been produced which has helped to refine the design of the roads and junctions. A summary of the environmental constraints map is included in the consultation brochure.

The key environmental constraints identified within the Study Area are as follows:

- Historic Environment: Grade I, Grade II* and Grade II Listed Buildings; Scheduled monuments; and Conservation areas.
- Sensitive Receptors: nurseries; primary and secondary Schools; and other educational facilities.
- Utilities: electricity overhead; buried utilities including high pressure gas pipelines; and East Anglia One and Three buried power route.
- Registered Parks and Gardens: Grade I; Grade II; Grade II*;



- Protected Areas including Area of Outstanding Natural Beauty; Local Nature Reserve; Ramsar Site - Wetland of international importance; Special Protection Area and Site of Special Scientific Interest.
- Priority Habitats Inventory including (but not limited to: Ancient Woodland inventory; coastal and floodplain grazing marsh; deciduous woodland grassland; fens, heathland and meadows; and.
- Water Environment: Flood zone 3; Flood zone 2; Suffolk River Valleys and statutory main rivers.

Furthermore, detailed environmental assessment will be undertaken during the future stages of this project to avoid, minimise and mitigate potential effects of the proposed scheme on the environment.

34. Have we been able to calculate the carbon footprint?

One of the objectives of the project is to optimise the environmental benefits of the project and support low carbon development.

At this stage a full carbon footprint assessment has not been done, however an indicative calculation has been undertaken to assess potential reductions in carbon dioxide emissions as a consequence of reduced congestion and more efficient journeys for each of the three options. The results show for the Outer Route approximately 32,000 tonnes of CO₂ would be saved over 60 year, 46,000 tonnes for the Middle Route and 110,000 tonnes for the Inner Route. This calculation is based on current vehicle types and does not take into account the expected transition to electric vehicles for example.

If the project progresses further detailed environmental assessment will be required including the carbon impact of the project.

The potential carbon footprint of additional development has not yet been considered.

No CO₂ calculations have been published. The CO₂ calculations use the standard Department for Transport software for Transport User Benefit Appraisal, TUBA. This considers the traffic flows on the year of opening, 2027, and fifteen years after that date, 2042; TUBA then extrapolates to 60 years looking at the difference between the benefits in 2027 and 2042. The indicative CO₂ is then calculated based on average speed and fuel consumption for modelled journeys

The CO₂ expended from the construction of the road options has not been calculated.

34 Why is a road scheme being promoted when we have a climate emergency?

Earlier this year, Suffolk County Council declared a climate emergency. The Council remains committed to working collaboratively with district and borough councils to achieve this aim. The Council is still working through how projects such as Ipswich Northern Route will be developed and scrutinised to meet this ambition.

Reducing congestion and journey times will have a positive impact on CO₂, as shown in the consultation brochure. Although further work, including the impact of construction will need to be done if the project progresses.



35. How will landscape, visual noise impacts be mitigated?

If the project progresses, we will need to assess what the landscape and visual impacts may be. This cannot be undertaken yet as the project is at an early design stage but consideration will be given to this during the evolution of the design.

HIGHWAYS

36. How have you decided what is a key connecting route?

As part of the work done to develop the transport model, we have been able to identify a number of arterial roads that act as key radial routes into, and out of, Ipswich town centre and a network of minor roads that connect residential settlements with the town itself and strategic routes. These routes are considered in the Options Assessment Report and the consultation brochure.

37. When will we know more about the junctions?

The current proposal is that the key connecting routes will link with the new route by a roundabout. Once a preferred route is selected during the following Outline Business Case stage, further design work will be undertaken to confirm the junction type and detail.

It is recognised that there are a number of other roads, rights of way and accesses that may be impacted by a new route. It is hoped that detail on the current use of some of these will be obtained through the consultation. This work will be developed if the project progresses.

38. What about sustainable travel options?

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. These routes will create a network of interconnections with existing routes, providing opportunities for improved local connectivity and greater choice of route. Additionally, as the options include junctions with existing radial routes, there are more opportunities to improve public transport services along these routes.

39. Will there be a bridleway?

At this stage we have made allowance for the provision of a route alongside the entire length of the option routes, for pedestrians and cyclists. It is recognised that there may be a desire for bridleway provision, we look forward to information and suggestions through the consultation on opportunities for inclusion of this type of facility. This would be considered in more detail at the next stage of the project.

40. Will there be changes to local access routes or footpaths?

The impact of the preferred route on existing access routes and footpaths will be considered at the next stage of project development. It is hoped that consultation responses will assist in identifying these routes in more detail.

41. Why are you just facilitating more traffic on roads, you should be focused on reducing the number of cars on roads?



We are committed to investing in our infrastructure over the long term, to support economic and housing growth. This includes improving infrastructure for non-motorised users, such as cyclists and pedestrians. We are keen to learn during early engagement and consultation how people currently travel, how a new route might change this including opportunities to travel sustainably.

42. What is the maximum width of dual carriageway and footway/verge?

The distance of the road, verge, cycleway and fence is an estimated minimum width of 33.6metres. Although it should be noted that the gross land-take may be substantially greater at locations where we have embankments to make-up any difference in ground level, or for additional landscaping (for noise bunds, tree planting screening etc), and drainage basins etc.

45. The images in the brochure are not detailed enough?

We are in the early stages of the project development and as such the maps in the consultation material are high level, representing key roads and locations but not individuals' properties or all roads, streets or footpaths.

If the decision is taken to continue with the project, further detail will be provided as a preferred route is identified and more detail becomes available.

46.What criteria has been used to develop the alignments of the three routes presented?

The alignments for the three routes were developed with consideration of local environmental constraints and other physical constraints which could limit the route design.

The desk-based review of the environmental constraints involved the identification of sensitive environmental receptors for the following environmental topics: land use / socio-economic infrastructures (e.g. schools, hospital, residential properties, utilities, transport infrastructure, etc.), air quality and noise (e.g. noise and air quality management areas, ecological and human receptors), historic environment (e.g. listed buildings, scheduled monuments, etc.), landscape (e.g. AONBs, etc.), biodiversity (e.g. protected areas at local, regional and national levels) and water environment (e.g. flood risk areas, etc.).

A review of these constraints resulted in the identification of three routes which minimised environmental impact and could be designed to the required standards.

47.What determined the 'limit of deviation'?

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 environmental receptors, communities and utilities. To show the potential areas where change may be possible, limits of deviation have been added to the routes (as shown in the consultation brochure). These areas vary along the route as they are dependent on environmental constraints and design considerations.

48. What criteria would be used for the final selection.



A preferred route will be selected based on the assessment of a number of aspects including traffic impacts (with and without scheme), value for money, economic impacts, environmental impacts, social impacts, benefits realisation, feasibility and the location and form of additional growth. Public comments raised in this and further consultations will feed into this assessment.

LAND

49. Are you talking to potentially affected landowners?

We have undertaken some initial work to identify landowners in close proximity to the three routes using Land Registry searches. We have contacted these individuals and invited them to specific landowner events which will allow us to discuss our early stage proposals and potential route options for the new road and its junctions.

As the routes are still being decided we recognize that we may not have identified all of those with an interest in potentially affected land.

The extent of land required or affected by the road either during construction, or operation, is yet to be confirmed. If plans progress, we are committed to continuing to work with landowners and keeping them updated.

50. Will there be a requirement for compulsory purchase of land?

Every effort will be made during design stages to minimise the need for the compulsory purchase of land. However, all of the options being put forward do require the acquisition of some land. The amount of land that is required will depend on the option that is selected as the preferred route. Work has been undertaken to identify landowners that may be affected by the project; these have been contacted directly. We will continue to engage with landowners as more detail becomes available.

51. Will there be a need to access private land for Environmental survey work?

Yes, if the project progresses to the next stage then further environmental survey work will be required. Environmental surveys help produce a picture of the existing environment conditions and identify important species or habitats in the area. A wide search area has to be assessed to gain in-depth understanding of the impact of the road scheme on all species of fauna and flora. This includes species such as newts, bats and birds, which cover a wide territory for activities such as roosting, nesting and foraging. Other environmental impacts are likely to include noise levels, air quality, and drainage/water/flooding impacts which all require thorough investigation.

52. Will there be a need for land to be occupied during the construction phase for site compounds?

Yes, but the project design is at an early stage, and route not selected so the size and location of land likely to be affected is not yet known.

NEXT STEPS

53. How can I give you my views?



This is the first consultation on the possible route options, which runs from Friday 5 July to 13 September 2019. If the project progresses, there will be many opportunities for the public to get involved and to express their views.

As part of our consultation, you are welcome to join us at one of our local public events listed on the website at www.ipswichnorthernroute.org.uk. Members of the team will be on hand to answer your questions and take you through the proposals. Hard copy consultation questionnaires will be available at the events, or on request from Suffolk County Council customer services 0345 603 1842...

54. What will happen once the consultation period is finished?

The consultation period will last 10 weeks, from Friday 5 July to Fri 13 Sept 2019. Following the closing date, responses will be analysed, and a consultation summary report will be prepared, which will be made available to the public. The outcomes of the consultation will also be used in the Strategic Outline Business Case (SOBC). The SOBC is expected to be completed to enable a decision by the end of 2019.

55. What is the best way to stay updated on the scheme's progress?

The best way to stay up to date with the scheme's progress is via the Ipswich Northern Route website www.ipswichnorthernroute.org.uk. You can also subscribe to email alerts for updates on the project. Any questions or queries regarding the project can be sent to the project team at ipswichnorthernroute@suffolk.gov.uk. We also have a twitter feed for the project @IpswichRoute

56. Will consultation feedback be made available to the public?

Yes. We will produce a report on the feedback received and this report will be made available on the Ipswich Northern Route website. No personal information will be published within the report.

When the report becomes available, those on the mailing list will be notified. If you would like to be kept informed of updates for the project please complete the form at the link below. <https://ipswichnorthernroute.org.uk/signup/>

57. Who supports this project?

We are working together, Suffolk County Council, Babergh & Mid Suffolk District Councils, East Suffolk Council and Ipswich Borough Council with support from West Suffolk Council to develop the best project for Suffolk.

The Suffolk Public Sector Leaders Group, which is made up of the leaders and key officers of all local authorities in Suffolk have provided funding to develop the SOBC for the project.

58. When will the preferred route be announced?

Following the SOBC, and if the project progresses, further work will be undertaken to identify the preferred route and junctions as part of the Outline Business Case

59. Will this project happen?

The project is in the early stages and no final decisions have yet been made. There are a number of steps needed to explore fully the proposed benefits including the impacts and benefits of growth. We also need to secure full funding and the planning process to be undertaken, before delivery.



OTHER INFORMATION

60. What's changed from the Kesgrave bypass project that was turned down in the 1990's?

This is a completely new project from the previous Kesgrave bypass project.

In 1993 orders were published for a Kesgrave bypass. Following a public inquiry in 1994 the Secretary of State agreed with the inquiry inspectors that this bypass should not proceed.

Separately a full Ipswich bypass was taken out of the County Structure Plan following instruction of the Secretary of State for the environment in December 1994. Suffolk County Council then accepted that a scheme might not be needed until 2006 but also consulted on options in 1995 to remove uncertainty.

61. What happened with Upper Orwell Crossings project?

Late last year Suffolk County Council cancelled the Upper Orwell Crossings project. The Council undertook extensive work to secure additional financial backing for the three bridges project which was unsuccessful.

Suffolk County Council are still prepared to commit financially towards the costs of building the two smaller bridges, providing we can find significant funding partners to work with us and up to a maximum of £10.8 million which respects the overall commitment we made in 2016 towards the local contribution, less the costs incurred to date.

The Upper Orwell Crossings project started in 2015 with initial estimated project costs being £96.6 million for three bridges across the River Orwell in Ipswich. Costs were reassessed in 2018 and were independently verified by Jacobs who confirmed an increase in costs of up to £139.8 million due to a range of factors including ground investigation costs, changes in bridge design post consultation and unforeseen procurement costs.

The Ipswich Northern Route has always been designed as a separate scheme with different objectives and benefits.

62. What has happened with the Four Villages/SEGway bypass?

Work on a northern route for Ipswich will not be affected by the government's decision not to grant funding for a four villages bypass. The new bypass was around four villages on the A12 between Wickham Market and Saxmundham. The Department of Transport has told Suffolk County Council that it cannot back the £133m project - officially known as the Suffolk Energy Gateway (SEGway) for three main reasons.

It is concerned about the overall value for money of the project, it felt the council had not provided enough money for it and neither had EDF as part of the case to build Sizewell C, and there are concerns about the environmental impact of the road.

The Department has said it might consider supporting a two-village bypass instead - but the county would have to demonstrate a greater level of financial support.

Suffolk County Council will continue to look for additional funding, including working with our MPs to have more conversations with Government. Our clear aim is to secure the money we need to deliver SEGWay.



63. Why couldn't the recent route of the East Anglian Offshore Wind trenching be used as an alignment for an Ipswich Northern Route?

The 37km trenching work and haul road from Bawdsey to Bramford undertaken by Scottish Power Renewables was designed to serve a specific purpose of providing temporary access to the cable route, it is not a continuous route as it ventures underground at rivers, woodlands and other problematic areas. It is a twisting route which does not reflect an alignment for a road. The (private) land used during works is to be returned to former (largely agricultural) use along most of the works – so the route won't have lasting visual impacts. This route is therefore not suitable for consideration for a new road.

Please note that this Q & A will be updated throughout the consultation period to answer further questions that arise. Please see the website for the latest version.

www.ipswichnorthernroute.org

APPENDIX F - CONSULTATION POSTER



IPSWICH NORTHERN ROUTE Public Consultation

Friday 5 July to Friday 13 September 2019

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 are holding a series of public consultation events on the proposed Ipswich Northern Route.

This consultation is the first step in the process to assess opinions of residents, businesses and other organisations on the need for the scheme and the proposed route and junction options.

We want to hear your views at this stage of the project. Please see below for the full list of consultation events that you can attend or visit www.ipswichnorthernroute.org.uk where you can find out more information and have your say from 5 July.

Get involved

LOCATION	DATE	TIME
Grundisburgh Village Hall E Ipswich Road, Grundisburgh, Woodbridge, IP13 8TJ	Tuesday 9 July	3-7pm
Needham Market Community Centre School Street, Needham Market, Ipswich, IP6 8BS	Wednesday 10 July	3-7pm
Woodbridge Community Hall Station Rd, Woodbridge, IP12 4AU	Saturday 13 July	10am- 3pm
Kesgrave War Memorial Community Centre Twelve Acre Approach, Kesgrave, Ipswich, IP5 1JF	Tuesday 16 July	3-7pm
Witnesham Village Hall Church Lane, Witnesham, Ipswich, IP9 3JD	Wednesday 17 July	3-7pm
Coddenham Community & Sports Centre Maryday Close, Coddenham, Ipswich, IP6 9SR	Friday 19 July	3-7pm
Ipswich Library Northgate Street, Ipswich, IP1 3DE	Saturday 20 July	10am- 3pm
Tithe Barn Tithe Barn, Lower Street, Sproughton, IP8 3AA	Monday 22 July	3-7pm
Henley Community Centre Church Meadows, Henley, Ipswich, IP6 6RP	Tuesday 23 July	4-8pm
Martlesham Pavilion The Drift, Martlesham, Ipswich, IP5 3FL	Friday 26 July	3-7pm
Claydon & Barham Community Centre Church Lane, Claydon, Ipswich, IP8 4EG	Saturday 27 July	10am- 3pm

APPENDIX G - UNMANNED EXHIBITION POSTER



IPSWICH NORTHERN ROUTE Public Consultation

Friday 5 July to Friday 13 September 2019

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.

Following our public consultation events, we are now taking our exhibition on tour. The unmanned exhibition will be at the below locations over the coming weeks. There are also a number of locations where consultation material can be viewed.

Visit www.ipswichnorthernroute.org.uk for more information.

Exhibition Locations

LOCATION	DATE	TIME
Endeavour House (Reception Area) 8 Russell Road, Ipswich, IP1 2BX	Monday 5 – Friday 9 August	8am – 5pm Monday to Friday
Woodbridge Library New Street, Woodbridge, IP12 1DT	Monday 12 – Friday 16 August	As per library opening times
Riverside Offices (Foyer area) 4 Canning Road, Lowestoft, Suffolk, NR33 0EQ	Monday 19 – Friday 23 August	8am – 5pm Monday to Friday
Ipswich Town Hall (Reading Room) Cornhill, Ipswich, IP1 1DH	Tuesday 27 – Friday 30 August (closed Bank Holiday)	10am – 4pm Monday to Friday (closed bank holiday)
Stowmarket Library Milton Road, Stowmarket, IP14 1EX	Tuesday 3 – Friday 6 September	As per library opening times
Endeavour House (Reception Area) 8 Russell Road, Ipswich, IP1 2BX	Monday 9 – Friday 13 September	8am – 5pm Monday to Friday



Consultation brochures and questionnaires will be available until the end of consultation at:

- All Saints Church, Little Bealings
- Winesham Baptist Church, Ipswich
- St Mary's Church, Coddanham
- Kesgrave WMCC
- St Mary's Church, Grundisburgh

APPENDIX H – LETTER TO PARISH COUNCILS



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

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

25 June 2019

Dear Sir/Madam

Ipswich Northern Route Public Consultation Events

On Monday 1st July we will be announcing the commencement of a public consultation for Ipswich Northern Route, beginning on 5th July.

The enclosed posters give the dates of the public drop in events. Could you please display these on your premises and/or on local noticeboards to raise awareness of the events and encourage attendance.

If you have any questions or require further posters please do not hesitate to contact us via email at ipswichnorthernroute@suffolk.gov.uk

Thank you

Ipswich Northern Route team

APPENDIX I - EXHIBITION TOUR IMAGES





APPENDIX J - PRESS RELEASES

a) County Council announces timescale to progress the Ipswich Northern Route project – 27 February 2019

County Council announces timescale to progress the Ipswich Northern Route project

Today the Leader of Suffolk County Council, Matthew Hicks has outlined the timescale for the next steps in producing the Strategic Outline Business Case which would examine and ultimately clarify the feasibility of an Ipswich northern route.

Discussions about an Ipswich northern route have been well documented over the years. This announcement confirms the county council's commitment to explore these formally with a public consultation which would inform the Strategic Outline Business Case to be put to government and published later in the year.

Today the council released for the first time its timescale for moving the project forward.

Timescale:

- The stage one study and report into possible highways options was completed in 2017
- The options assessment and development commissioned in May 2018 is currently being evaluated and prepared for shortlisting, prior to consultation.
- Public consultation on the route details, alignment options and junction options with the A14 and A12 - to begin in the Summer 2019
- Completion of the Strategic Outline Business Case to be shared with government, local MPs and the public - Autumn 2019.

The options assessment, that forms a key part of the Strategic Outline Business Case, is required to look at all other viable transport and traffic mitigation options. This would confirm whether the road alignments published in 2017 are indeed the best solution for the county. After carefully considering the assessment and developing these options further, the next stage is public consultation to begin in summer 2019.

The initial study, options assessment and the results of the public consultation inform the Strategic Outline Business Case, which would provide clarity on the feasibility of the project and would determine whether the project can proceed to the next stage. That would be shared publicly for consideration in the Autumn of 2019.

Councillor Matthew Hicks, Leader of Suffolk County Council, said:

"A project of this scale can only proceed by ensuring all partners are fully committed to each stage. Today, all councils have agreed the next steps for the creation of the business case.

"The public consultation would start in Summer 2019 to allow everyone to have their say and help assess the feasibility of taking this project forward to government and then onto the next stage.

"This realistic timeline clearly shows the level of commitment from across Suffolk to take this to the next step, with a public consultation to allow the strategic outline business case to inform the decision-making process. "I'm committed to keeping residents and businesses informed as we progress through the next steps."

Suffolk County Council has been working with District and Borough Councils to develop the project and would continue to do so in the future.

Councillor Nick Gowrley, Leader of Mid Suffolk District Council, said:

"The traffic problems that are created when the Orwell Bridge is closed are well known. Something must be done, both for Suffolk and the UK which relies so heavily on the movement of goods through Felixstowe.

"I welcome the fact that the timetable that would be followed has been confirmed. Residents and businesses must have the opportunity to have their say and then certainty over what would happen, and when. They now have that."

Councillor Ray Herring, Leader of Suffolk Coastal District Council, said:

"We welcome the publication of the timetable and the upcoming public consultation which would allow communities in east Suffolk to have their say on the possible routes. The Ipswich northern bypass would benefit many businesses in east Suffolk, particularly those along the A12 and those associated with the Port of Felixstowe. However, these benefits need to be balanced against the concerns of the communities that might be affected by any new route."

Councillor David Ellesmere, Leader of Ipswich Borough Council, said:

"A Northern Bypass is a priority infrastructure project for Ipswich. This is a major and complex scheme which would require many partners to work together to bring it about. We all know this is a long-term project, so it is really important that we move forward as quickly as possible. I am pleased that we now have a timetable for the way forward which all the councils in Suffolk support."

Councillor John Ward, Leader of Babergh District Council, said:

"Building an Ipswich northern route would represent a significant improvement to Suffolk's road network, improving travel times, reducing congestion and benefiting our economy.

"There is still a long way to go before we know exactly what any final scheme would look like, but I welcome this timeline and plan for public consultation as confirmation of the steps ahead."

Councillor Mark Bee, Leader of Waveney District Council, said:

"It is important that local people are able to have their say on the proposed Ipswich northern route and the possible routes it might take. We know that there is appetite for its construction, however we also understand that local communities which may be affected must be allowed to fully engage in the process and the publication of the timetable is the beginning of that process."

Cllrs James Waters and John Griffiths, Leaders of Forest Heath and St Edmundsbury respectively, said:

"One of the priorities of the new West Suffolk Council would be to further improve the prosperity of our area and supporting our businesses and communities. Helping people, goods and data move around our area is a part of this work. We welcome the news that Suffolk County Council is progressing the Ipswich northern route which would also benefit businesses and communities in West Suffolk. This is in addition to our lobbying, with partners, for upgrades to the A14 and rail links."

For more information visit our website: <https://www.suffolk.gov.uk/roads-and-transport/transport-planning/consultations-and-studies/>

b) Details announced for the Ipswich Northern Route consultation – 01 July 2019



Details announced for the Ipswich Northern Route consultation

Members of the public are invited to have their say on the potential options for the Ipswich Northern Route when the consultation officially begins on 5 July 2019.

The public are being asked to comment on three proposed routes for the new road to the north of Ipswich. The consultation is being jointly developed by Suffolk County Council, Ipswich Borough, East Suffolk and Babergh and Mid Suffolk councils. It is also supported by West Suffolk Council.

The consultation information and questionnaire will be available online and will run for ten weeks from Friday 5 July until Friday 13 September 2019. During this time eleven drop-in sessions will be held throughout July where members of the public can find out about the project and speak with the team.

Here are the details for the 11 events:

Tuesday July 9	Grundisburgh Village Hall	3pm – 7pm
Wednesday July 10	Needham Market Community Centre	3pm – 7pm
Saturday July 13	Woodbridge Community Hall	10am – 3pm
Tuesday July 16	Kesgrave War Memorial C.C.	3pm – 7pm
Wednesday July 17	Witnesham Village Hall	3pm – 7pm
Friday July 19	Coddensham Community Centre	3pm – 7pm
Saturday July 20	Ipswich Library	10am – 3pm
Monday July 22	Tithe Barn, Sproughton	3pm – 7pm
Tuesday July 23	Henley Community Centre	4pm – 8pm
Friday July 26	Martlesham Pavilion	3pm – 7pm
Saturday July 27	Claydon & Barham C.C.	10am – 3pm

More information about the proposals, the information events and how to take part in the consultation can be found on the Ipswich Northern Route website from Friday 5 July:

www.ipswichnorthernroute.org.uk

Suffolk County Council's Leader, Matthew Hicks, said: "I promised earlier this year that we would keep residents informed about our shared plans for the Ipswich Northern Route consultation. Today we are announcing the timescale for this starting on the 5th of July.

"There are a number of opportunities for people to attend information events, to talk with the project team about the proposals. We are also encouraging as many people as possible to take part in our online consultation once it begins.

"The public consultation will inform the Strategic Outline Business Case and will assist us in considering the next steps."

Councillor Suzie Morley, Leader of Mid Suffolk District Council, said: "Traffic delays in and around Ipswich have an impact on everyone in the area, and that's why we at Mid Suffolk welcome this work on the consultation on a new relief road.

"Many people outside Ipswich know what it's like to be caught in traffic on the A roads outside the town, and I'd urge everyone to take part in this consultation and give their views on the proposals."

Councillor John Ward, Leader of Babergh District Council, said: "A new road that helps cut down on congestion and travel times on our county's road network when this important strategic route is blocked isn't just a benefit for Ipswich, but for all of Suffolk.

"We in Babergh are certainly familiar with the congestion along the A12 and A14 at Copdock, Wherstead and Belstead when the Orwell Bridge is closed. I hope everyone takes part in this consultation and I am certainly looking forward to giving feedback on the proposals."

Councillor Steve Gallant, Leader of East Suffolk Council, said: "This is an important scheme which will have a significant impact on residents right across Suffolk and particularly those in the south of our district.

"With this in mind, I hope as many people as possible will take part in the consultation to ensure that their views are heard and can be considered"

Councillor David Ellesmere, Leader of Ipswich Borough Council, said: "A Northern Bypass is a priority infrastructure project for Ipswich and I know that for many people in the town it cannot come soon enough.

"I would urge everyone to respond to the Ipswich Northern Route survey giving their views so that this project can move on to the next stage."

Councillor John Griffiths, Leader of West Suffolk Council, said: "Moving people, goods and data across Suffolk is vital to make sure we have a thriving economy and prosperity for our communities.

"Many residents and businesses in West Suffolk travel to, through or past Ipswich and making that journey easier is important for the economy of West Suffolk and the county. The A14 is an international trade route for the UK and a vital artery for West Suffolk where we, with partners, have been and are lobbying for improvements. I would urge people to take part in this consultation and make sure you have your say."

ENDS

c) Ipswich Northern Route Press Release: Public consultation events into Ipswich Northern Route attracts footfall of more than 2,000 - 2 August 2019

Public consultation events into Ipswich Northern Route attracts footfall of more than 2,000

Public information events to consult on route options for a new road to the north of Ipswich have attracted more than 2,000 people.

In total 11 events have been held in village halls and community centres across Suffolk since the consultation period launched on July 5. The events gave the public the opportunity to view the proposed route maps, junction options and speak to officers from all authorities about the project and ask questions.

The consultation, in which members of the public are being asked to comment on three proposed route options, is being jointly led by Suffolk County Council, Ipswich Borough Council, East Suffolk and Babergh and Mid Suffolk councils. It is also supported by West Suffolk Council.

Councillor Matthew Hicks, leader of Suffolk County Council, a partner of the Ipswich Northern Route Project said, "Earlier this year I, along with the leaders of all the councils of Suffolk, committed to holding this consultation and I am pleased so many people have taken the opportunity to visit the events and have their say. "I was able to attend all but one of the events and I was especially impressed by the number of people turning up to ask questions and give their opinion. I would urge anyone who hasn't done so yet to have a look at the materials online and have your say on this important proposal for Suffolk."

Officers from the project also attended the Ipswich Area Committees and had meetings with The Suffolk Chamber of Commerce. Whilst there are no plans for any further public events, the materials used are now set to travel the county allowing people the opportunity to view them and encourage them to have their say online.

The materials would be on display in the following locations until the end of the consultation.

5 – 9 August – Endeavour House, Reception Area, 8 Russell Road, Ipswich, IP1 2BX

8am – 5pm Monday to Friday

12 – 16 August -Woodbridge Library, New Street, Woodbridge, IP12 1DT

As per library opening times

19 – 23 August – Riverside Offices (Foyer area) 4 Canning Road, Lowestoft, Suffolk, NR33 0EQ

8am – 5pm Monday to Friday

27 – 30 August (closed Bank Holiday) – Ipswich Town Hall Reading Room, Cornhill, Ipswich, IP1 1DH

10am- 4pm Monday to Friday (closed bank holiday)

3 – 6 September – Stowmarket Library, Milton Road, Stowmarket, IP14 1EX

As per library opening times

9 – 13 September – Endeavour House, Reception Area, 8 Russell Road, Ipswich, IP1 2BX

8am – 5pm Monday to Friday

APPENDIX K - SOCIAL MEDIA

Facebook advertising

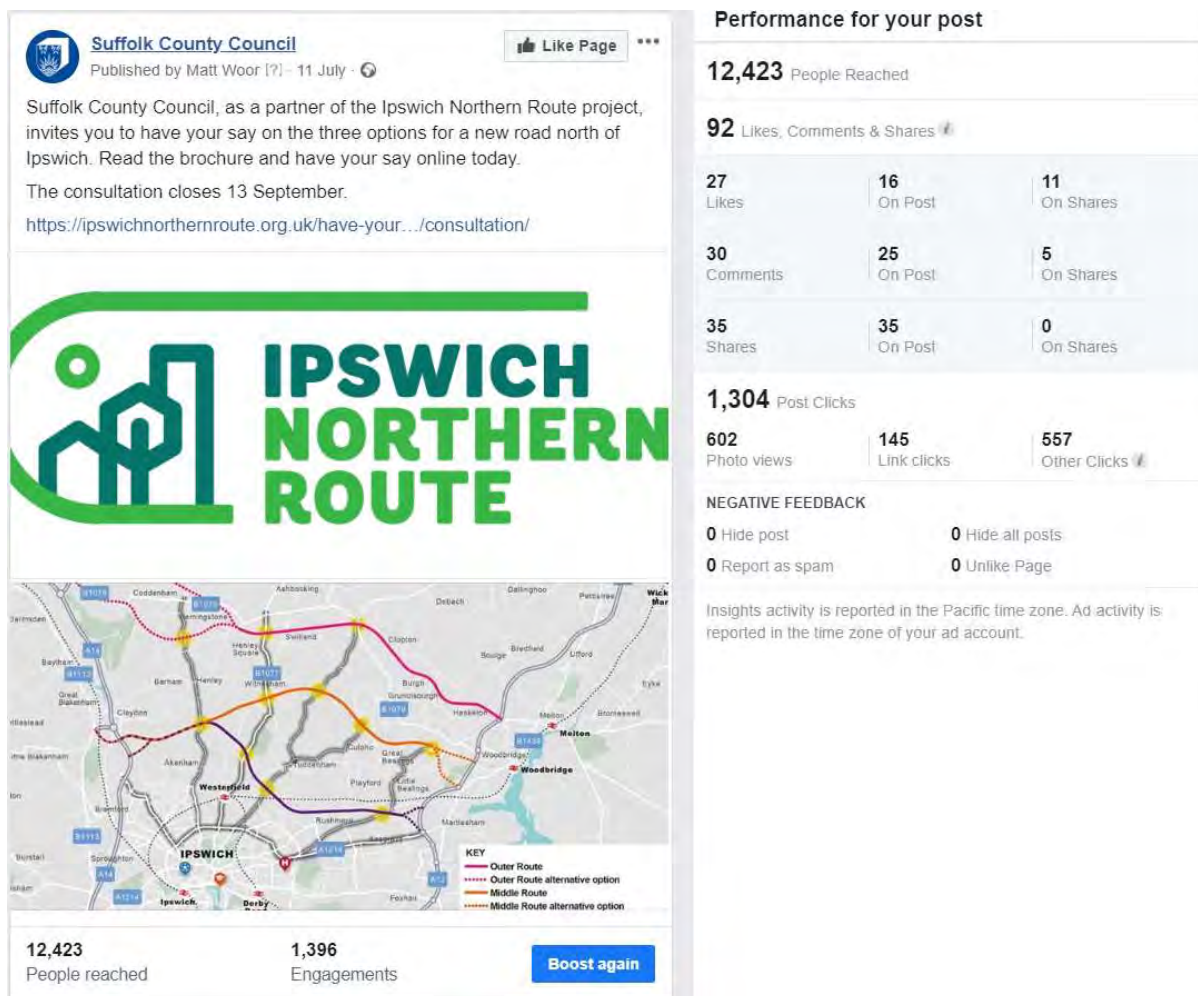
Post 1:

Issued: 11 July 2019

Page: Suffolk County Council

Duration of active boost: 10 days

Audience: United Kingdom: Ipswich, Suffolk aged 18-65+





Post 2:

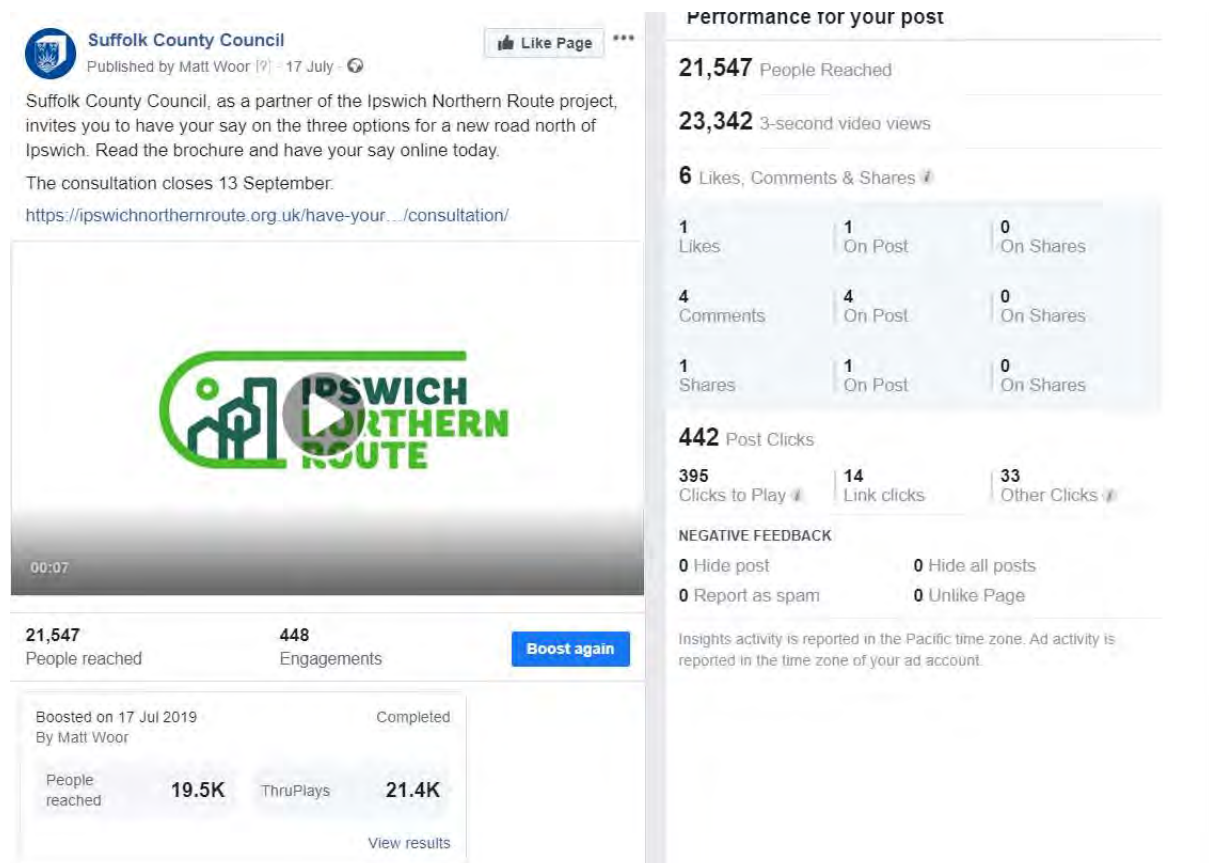
Issued: 17 July 2019

Page: Suffolk County Council

Duration of active boost: 14 days

Audience: Aldham, Suffolk (+10 mi), Beccles, Suffolk (+10 mi), Bury St. Edmunds (+10 mi), Halesworth (+10 mi), Haverhill (+10 mi), Ipswich, Suffolk, Leiston (+10 mi), Lowestoft (+10 mi), Saxmundham (+10 mi), Stowmarket (+10 mi), Sudbury (+10 mi), Woodbridge (+10 mi),

Age 18-65+



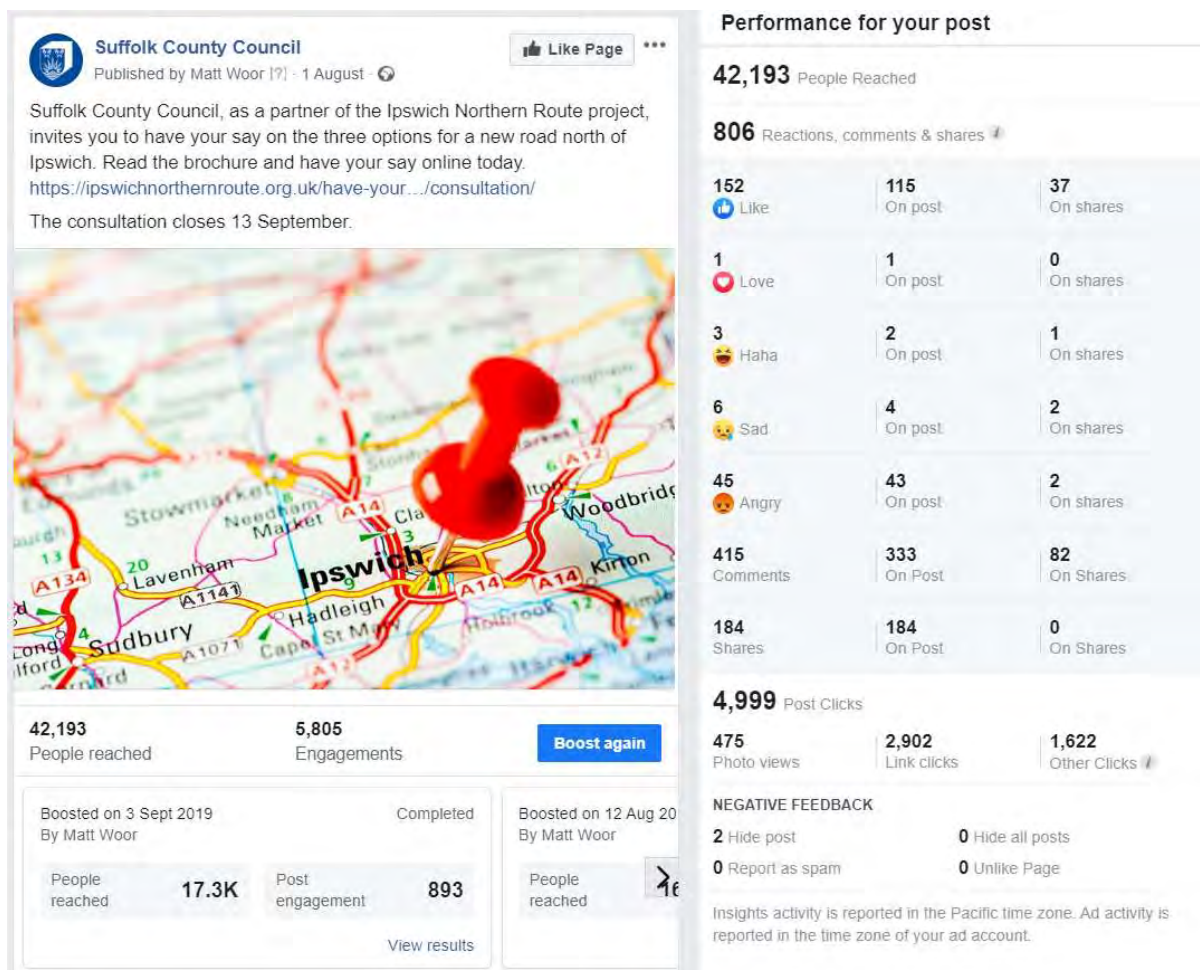
Post 3:

Issued: 1 August 2019

Page: Suffolk County Council

Duration of active boost: 39 days

Audience: United Kingdom: Ipswich, Suffolk aged 18-65+



This post was also pinned to the top of the Suffolk County Council Facebook page for the life of the post.


Post 4:


Issued: 14 August 2019

Page: Suffolk County Council


Duration of active boost: 30 days

Audience: United Kingdom: Ipswich, Suffolk aged 18-65+


Suffolk County Council
Published by Matt Wool (?) · 14 August ·

 Like Page

Suffolk County Council, as a partner of the Ipswich Northern Route project, invites you to have your say on the three options for a new road north of Ipswich. Read the brochure and have your say online today.
<https://ipswichnorthernroute.org.uk/have-your-say/consultation/>
 The consultation closes 13 September.



15,901
 People reached

477
 Engagements

Boost again

Boosted on 14 Aug 2019
 By Matt Wool

Completed

People reached

11.8K

ThruPlays

17.6K

[View results](#)

Performance for your post

15,901 People Reached

20,763 3-second video views

26 Reactions, comments & shares

5  Like	3 On post	2 On shares
1  Angry	0 On post	1 On shares
13 Comments	1 On Post	12 On Shares
7 Shares	7 On Post	0 On Shares

451 Post Clicks

102 Clicks to Play	36 Link clicks	313 Other Clicks
------------------------------	--------------------------	----------------------------


NEGATIVE FEEDBACK



1 Hide post	0 Hide all posts
0 Report as spam	0 Unlike Page

Insights activity is reported in the Pacific time zone. Ad activity is reported in the time zone of your ad account.

Twitter

@IpswichRoute



Ipswich Northern Route
 240 Tweets





[Edit profile](#)

Ipswich Northern Route
 @IpswichRoute
 This is the official twitter account of the Ipswich Northern Route project.
 Suffolk [ipswichnorthernroute.org.uk](https://www.ipswichnorthernroute.org.uk) Joined April 2019
 53 Following 296 Followers

Tweets
 Tweets & replies
 Media
 Likes


Ipswich Northern Route @IpswichRoute · Sep 13
 Photos from the [@stopthebypass](#) protest at [@suffolkcc](#) today. There is still time for you to have your say on these proposals. Go online to [ipswichnorthernroute.org.uk/have-your-say/...](https://www.ipswichnorthernroute.org.uk/have-your-say/) and have your say now. The consultation closes at midnight tonight [#ipswichnorthernroute](#)



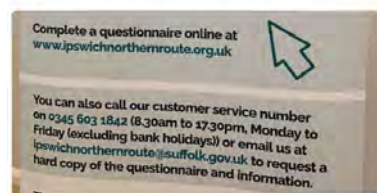
September 2019

Sep 2019 • 18 days so far...

TWEET HIGHLIGHTS

Top Tweet earned 2,467 impressions

There's just one week left to have your say. The consultation closes on 13 September, so make sure you've had your say before then by going online ipswichnorthernroute.org.uk/have-your-say/ ... #IpswichNorthernRoute #WeAreListening pic.twitter.com/zFHAAo0Tfg



1 5 3

Top mention earned 15 engagements



Peter Miller

@PeterEastern · Sep 2

I wonder how @suffolkcc with square off their £500m road, the @IpswichRoute , with this requirement? Hint - they won't be able to. Cc @stopthebypass @RebellionEast twitter.com/Andrew9Boswell...

2 5

[View Tweet](#)

Top media Tweet earned 2,182 impressions

Today is the last day for you to have your say on this public consultation. Head to our

ADVERTISE ON TWITTER

Get your Tweets in front of more people

Promoted Tweets and content open up your reach on Twitter to more people.

[Get started](#)



SEP 2019 SUMMARY

Tweets	Tweet impressions
8	15.1K
Profile visits	Mentions
231	17
New followers	
0	

APPENDIX L – DR DANIEL POULTER MP CIRCULATED LETTER

DR DANIEL POULTER MP
Lib (hons), MBBS, AKC, MRCPsych



HOUSE OF COMMONS
LONDON SW1A 0AA

[REDACTED]
[REDACTED]
Witnesham
IPSWICH
IP6 9ET

Wednesday 10th July 2019

Dear [REDACTED]

RE: Ipswich Northern Route Public Consultation

A consultation will very soon be launched by Suffolk County Council about potential routes for an Ipswich Northern Bypass which, if built, could change life in the villages of Witnesham, Westerfield and Swilland forever. As your local MP, I have been contacted by a number of residents who are extremely concerned about this poorly thought-out plan. I share these concerns and shall always act in the best interests of local residents.

One of the proposed routes for the Ipswich Northern Bypass would be almost directly through the villages of Witnesham, Westerfield and Swilland. I have serious concerns about these proposals and believe that a bypass to the north of Ipswich is unacceptable. My main concerns are:

- The countryside to the north of Ipswich (which includes the beautiful Fynn Valley), has high agricultural and environmental value, not to mention a wealth of rare species. A Northern Bypass would be significantly detrimental to the natural environment in one of the most beautiful parts of Suffolk.
- The proposed Ipswich Northern Bypass appears to be a Trojan Horse for building a massive new town, which would be the same size as Bury St Edmunds, to the north of Ipswich. (See the report "Suffolk's Strategic Housing Role at <http://tinyurl.com/y4v363oz>). This is entirely inappropriate and unacceptable.
- There is little, or no evidence that a Northern Bypass to Ipswich would help to reduce traffic congestion in Ipswich itself, which would be better achieved through modal shift, for example by the many people who live in Ipswich and who use the car for short journeys of less than 3 miles, to walk, or to use alternative forms of transport.
- The likely cost of a Northern Bypass would be in the region of £1 billion and quite possibly a lot more. This money could be better spent on many other important road and rail infrastructure projects in Suffolk, as well as better providing important investment for our local public services, such as Ipswich Hospital.

Continued overleaf ...

Working for the people of Central Suffolk and North Ipswich

All correspondence should be addressed to the House of Commons

Tel: 020 7219 7038 Email: daniel.poulter.mp@parliament.uk Web: www.drdanielpoulter.com


- Whilst there are traffic concerns linked to the occasional closure of the Orwell Bridge on four or five days each year due to unusually high winds, building a Northern Bypass to Ipswich is a disproportionate response when there are a number of other more cost effective and less environmentally damaging options available.
- Local business groups tell me that there are more important road priorities than an Ipswich Northern Bypass – in particular upgrading junctions and pinch points on the A14, and improving stretches of the A12 between Ipswich and Lowestoft.

As your local MP, I shall always fight for the best interests of residents. I have put my concerns about these proposals very clearly on the record with Suffolk County Council. If a proposed Ipswich Northern Route were to go ahead, it would potentially change village life in Witnesham, Westerfield and Swilland forever. I would therefore urge you to engage with this consultation and to join with other residents in making your concerns about this unacceptable proposal clear, by either attending the public consultation event at Witnesham Village Hall on Wednesday 17th July ~~between 3pm and 7pm~~, or by visiting www.ipswichnorthernroute.org.uk where you can have your say **from 5th July onwards when the consultation goes live.**

If you have any further questions, please do not hesitate to get in contact with me and please remain assured of my absolute support for local residents in opposing this wholly inappropriate and unacceptable proposal.

With best wishes.

Yours sincerely,



Dr Daniel Poulter, MP
Member of Parliament for Central Suffolk and North Ipswich

APPENDIX M – STOP! CAMPAIGN’S 10 REASONS AGAINST THE PROJECT

10 Good Reasons We Oppose The Northern Route.

1 We have seen no compelling case for this Route.

The rationale given is not robust or consistent. Since the 2016 report Ipswich Northern Route Study, Suffolk County Council has declared a climate emergency. We believe this document to be out of date and overtaken by wider events. There urgently needs to be better strategic thinking on roads and housing in Suffolk rather than “flying lots of kites”.

2 There would be wide destruction of beautiful countryside, quiet country lanes, ancient hedgerow, rivers and wildlife habitat which would have far reaching consequences.

The outer route passes closely to a nature conservation site. This site and the surrounding fields are homes to a myriad of wildlife, many of which are protected and red-listed like greater crested newts, bats, nightingales, redwing, yellowhammer and many more. The inner and middle routes cross the Fynn Valley.

3 Impacts of road schemes on landscape and biodiversity are long lasting.

The impact of generating more traffic means there is a substantial increase in carbon emissions. (source CPRE Impacts of Road Schemes in UK 2017). Yet, SCC has declared a climate emergency and purports to be the greenest county.

4 We will destroy our rural way of life.

by splitting villages in half, destroying centuries of rural heritage and the Suffolk way of life.

5 Air pollution can have harmful effects on health, the environment and the economy, and is the largest environmental risk to the public's health.

The major air pollutant of concern across much of Suffolk is nitrogen dioxide (NO₂), the primary source of which is emissions from road transport. There is evidence that living in greener areas can reduce health inequalities. (Source: State of Suffolk 2019).

6 We risk the tranquility of Suffolk and our USP.

There is powerful evidence that tranquility matters. Exposure to nature has been shown to reduce blood pressure, reduce heart attacks, increase mental performance and soothe anxiety, and have a positive impact on a child's development, and they are less likely to be obese. Tranquility underpins the economy of rural areas. It is this reason people visit Suffolk. Defra state that 58% of people view the most positive aspect of the countryside as tranquility.

7 Road schemes create traffic.

Evidence from 13 road schemes showed an average increase over the long term (8-20 years) was +47% (source CPRE).

8 There is good evidence that road building does not lead to growth,

but that it does lead to housing development in car dependent locations, causing rapid traffic growth and congestion on both the original road scheme and pre-existing road network. (source CPRE)

9 There is no good evidence of impact for a spend likely to exceed £1bn of public money.

We feel money could be better spent on public transport, hospitals, social care, education and skills.

10 This proposal appears to be a Trojan Horse for a large new town north of Ipswich.

This is entirely inappropriate and unacceptable.



more roads =
more cars =
more congestion =
more CO₂

with no evidence of
economic growth

+

destruction of our
beautiful countryside

<https://stopipswichnorthernbypass.co.uk/>

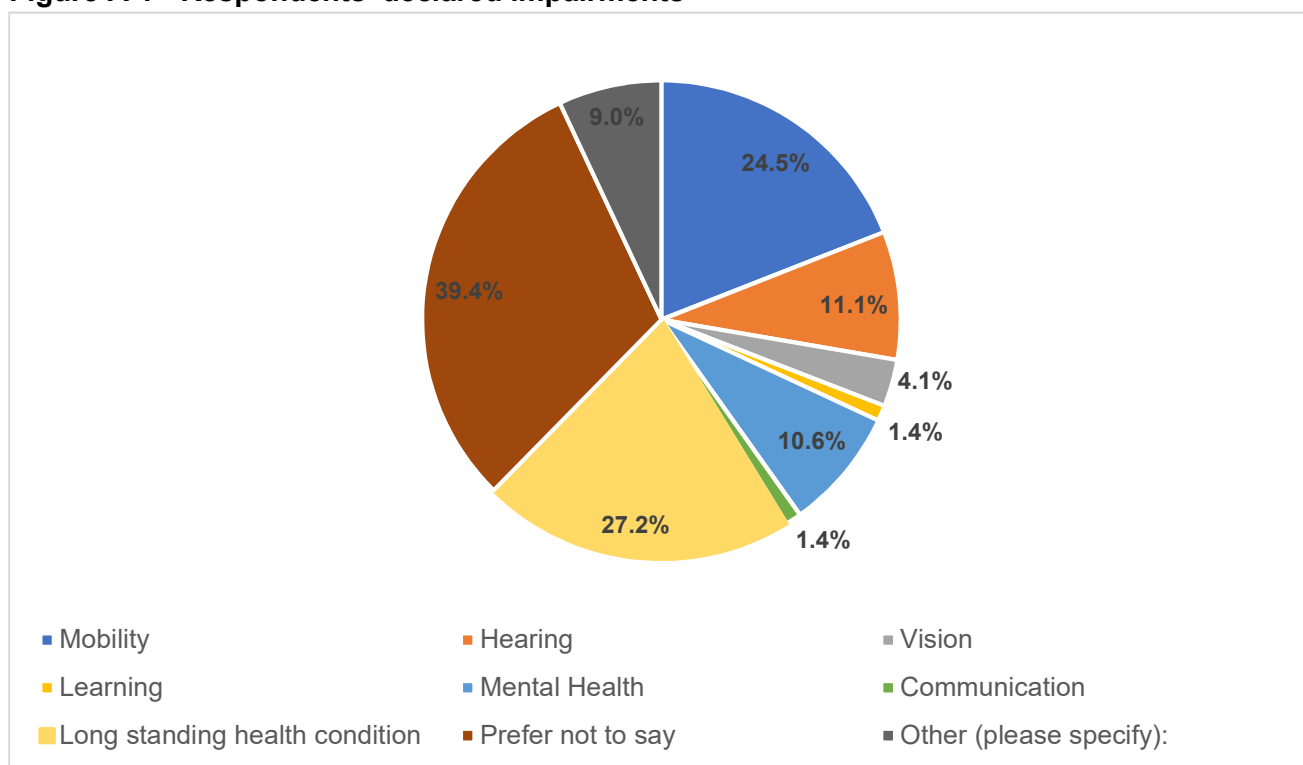
Stop!

APPENDIX N - RESPONDENT DEMOGRAPHICS

Additional demographic data from respondents was collected as part of the questionnaire process in line with the Suffolk County Council's Equality and Diversity Monitoring arrangements. This includes information on the ethnic background, health, religion of respondents and sexual orientation. This is in addition to the information presented in section 3.7.

The majority of respondents (91.9%) said they did not consider themselves to have a disability as outlined in the Equalities legislation. Of the 368 (8.1%) respondents that said they did have a disability, 27.2% stated they had a long-standing health conditions, however 39.4% of respondents did not want to disclose the type of impairment they have, as shown in Figure A-1 below.

Figure A-1 - Respondents' declared impairments



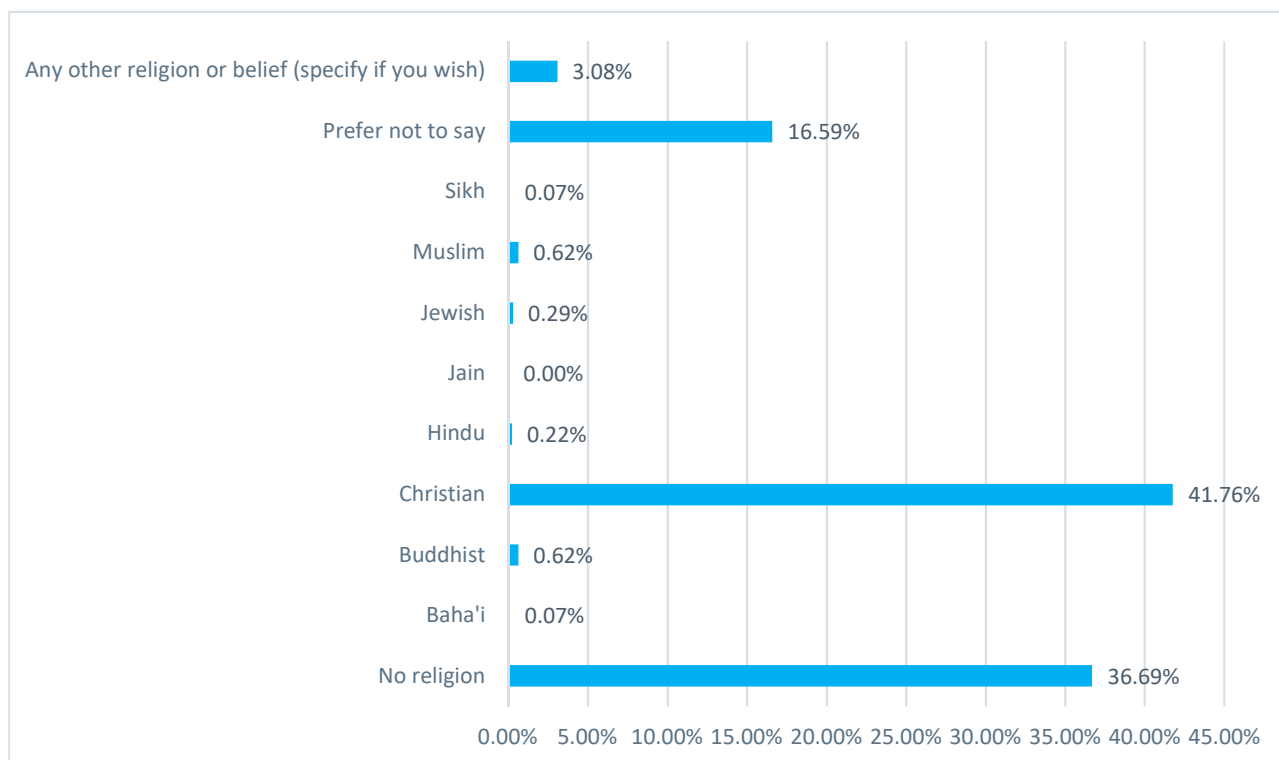
Respondents were asked to select their nationality from a list of 21 options, including the choice to answer, 'prefer not to say'. The majority (82%) stated their nationality was some form of White (i.e. White: British, White: Welsh etc, this largely reflects Suffolk's demography, according to the Suffolk Demographic Profile where 92.5% classify themselves as White. The results are shown in the table A-1.

Table A-1 – Respondents’ nationality

Nationality	Response Percent	Response Total
Asian or Asian British: Indian	0.25%	7
Asian or Asian British: Pakistani	0.14%	4
Asian or Asian British: Bangladeshi	0.11%	3
Any other Asian background - please specify in the box below.	0.04%	1
Black or Black British: Caribbean	0.18%	5
Black or Black British: African	0.25%	7
Any other Black background - please specify in the box below.	0.00%	0
Chinese	0.18%	5
Mixed: White and Black Caribbean	0.28%	8
Mixed: White and Black African	0.18%	5
Mixed: White and Asian	0.57%	16
Any other Mixed background - please specify in the box below.	0.07%	2
White: English	55.18%	1551
White: Irish	1.07%	30
White: Scottish	1.42%	40
White: Welsh	0.68%	19
White: British	23.87%	671
Gypsy or Irish Traveller	0.18%	5
Other White background - please specify in the box below	0.43%	12
Prefer not to say	12.31%	346
Other (please specify):	2.63%	74

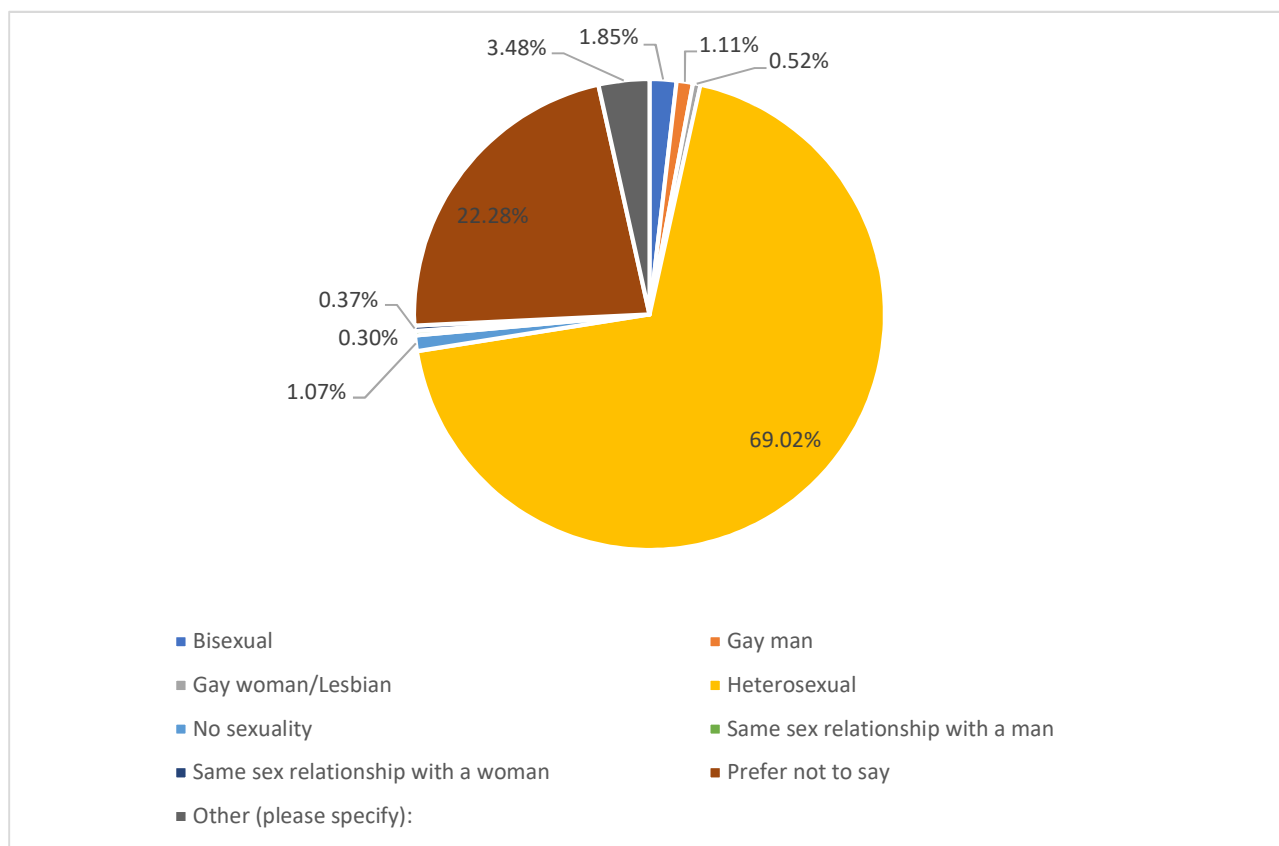
When asked about religion or belief, Christianity was the most chosen option (41.7%) by respondents, however, more than one third of respondents stated they had no religion. This is reflective of the Suffolk wide data with 60.9% classing themselves as Christian and 29.7% stating no religion.

Figure A-2 - The Religion or belief of respondents



The sexual orientation of respondents can be seen in Figure A-3 below. More than two thirds of respondents stated they were heterosexual and 22.3% chose 'Prefer not to say'.

Figure A-3 - The sexual orientation of respondents



APPENDIX O - RUSHMERE SURVEY RESULTS

Table A-2 – Results of Rushmere St Andrew’s Parish Council survey

Question No.		Yes	No	North	South	Support	Object	Neutral	Total
1	Do you live in Parish	70	8						78
2	If yes do you live north or south of Woodbridge Road			65	5				70
3	Outer Route					2	61	15	78
5	Middle Route					1	68	5	74
7	Inner Route						71	1	72
9	Do you think Alternative should be considered	50	14						64

