

Frequently asked questions

Q. Why are option 1 & 2 on different alignments?

A. The options are on different alignments to reflect the necessary design standards for single and dual carriageway roads.

For example, in order to achieve the required level of visibility, 'Option 1' follows a relatively direct alignment as a single carriageway road, while 'Option 2' follows a more curved alignment, which allows it to better follow the landscape and is feasible as a dual carriageway road.

Both alignments would tie in at Wickham Market's B1078 junction, with vehicles having to turn off the new A12 to utilise the existing A12. At its northern end the new route would tie in at Friday Street with a new roundabout junction connecting the new A12, with the existing A12 and the A1094.

Q. Why aren't you consulting on more options?

A. There are really only two options for the bypass – single carriageway or dual carriageway. The exact route for either option is not yet set and would be consulted on separately, once a decision is made on whether any new road would be single or dual carriageway.

There has been significant historic work undertaken on potential routes, which has gone into the scheme development, but further work is required to understand the scheme impacts and route alignment.

Q. Why are you not consulting on building the new road north of the existing road?

A. The options we have included come from past studies and provide insight as to why we have selected to bring forward Options 1 and 2. This is as a result of different reasons including environmental concerns, noise, air quality, failure to reduce congestion or improve journey time etc, which all impact on the viability of the scheme.

Q. Have you already decided which option you would want to build?

A. No, there is no preferred option yet. We want local communities and stakeholders' views on both options before we submit the business case at the end of the year.

Q. Why do we need a bypass?

A. This section of the A12 suffers from problems with congestion, reliability, resilience, accidents, air quality problems and community severance.

At the 'Farnham bend' the A12 narrows and bends sharply and heavy goods vehicles cannot pass each other. This location, and the narrow carriageway section

before the bend from the south, has a significant reputation as a pinch-point on the A12 route.

Recent safety statistics have suggested the safety performance of the road is worse than typical rural 'A' roads, with substandard alignments and junctions enhancing the risk for all road users.

Negative impacts on the villages of Farnham, Stratford St Andrew, Little Glemham and Marlesford are associated with community severance limiting local residents' access to services and social networks, and an Air Quality Management Area in Stratford St. Andrew village. If left unaddressed, these issues would increase over time as the demand for transport on the A12 corridor rises.

Q. What benefit would the bypass deliver?

A. A bypass would deliver the following:

- Reduced congestion and delay.
- Improved journey time reliability providing support for the local economy and improved productivity.
- Reduced community severance.
- Provide the capacity required to enable, support and deliver growth across all economic sectors, including the potential future construction and operation of Sizewell C nuclear power station.
- Reduce accidents, and improve air quality and reduce noise impacts for communities alongside the A12.
- Future-proof the function of the A12 as part of Suffolk's emerging Major Road Network.

Q. How long would construction take?

A. The length of the construction phase will depend on whether a single or dual carriageway option is chosen and the exact route the road takes; however we envisage it would up to two years.

Q. Would construction cause congestion and access issues for the four villages?

A. As the majority of work would be away from the current A12, the impact of construction on those along the existing route would be minimal. However, there would be some disruption whilst junctions connecting the existing A12 to the new road are constructed.

Q. What are the timescales for this project?

A. The outcomes of this consultation will form part of a funding business case which must be submitted to the Department for Transport (DfT) by the end of the year. It is expected that in Spring 2018 the DfT will announce if we have been successful in securing funding. If we secure funding we would move to a detailed design stage.

Q. If you secure funding, what happens next?

A. If we secure funding more detailed work on the preferred options (Single or Dual carriage way) would be carried out to identify the exact route for the new road. There would be further public consultation as part of this process.

Q. Are cyclists, pedestrians and equestrians being considered?

A. We are committed to ensuring all modes of transport including cycling, walking and public transport are properly considered and provided for. One of the project's key aims is to reduce community severance, which includes these modes remaining a safe and easy way to travel.

Q. Will there be changes to local access roads, footpaths and bridleways?

A. While there may be potential changes, we will endeavour to ensure that pedestrians, cyclists and others using the paths are not disadvantaged.

As part of the scheme we would work to minimise the impact on any Public Rights of Way.

Q. Will local roads and access for residents be considered?

A. We want to deliver a scheme that maximises benefits not just to the major roads, but to the surrounding areas too, this includes making sure we can maintain access on surrounding roads.

It is envisaged that the majority of roads that the proposed route passes through would be bridged over, with alternative routes provided in all other cases, however further work needs to be done.

The proposed new road would not have any minor road junctions between its junctions at Wickham Market and Friday Street.

Q. Would a bypass improve environmental issues in the area?

A. Yes, as SEGWay would redirect traffic flows away from the existing stretch of the A12, air quality and traffic noise would be improved for the four villages.

However, we still have further work to do to assess the full impacts of a new road.

Q. Will either of the route options have an impact on the water environment in the area?

A. The two potential SEGway routes would have minimal impact upon waterways in the local area. The A12 crosses the River Ore at Marlesford, the River Alde at Stratford St Andrew, and two small tributaries at Little Glemham and Glemham Park.

Q. How will this affect local businesses along the A12?

A. To ensure we understand their initial views on the two options, we are asking businesses to engage in the consultation so any potential impacts are considered as part of the process.

Q. Will there be a requirement for compulsory land purchase?

A. As there isn't an exact alignment yet it is not possible to say at this stage. The amount of land required depends on the option that is selected. Once we have a preferred route and if the Outline Business Case is successful we will engage with local land owners. Every effort would be made to minimize the need for compulsory purchase of land.

How will you take on board our feedback?

We will consider all feedback received in the consultation. Understanding views and comments helps us to understand key areas of concern and potential opportunities which can feed into developing the design of the scheme.