

IPSWICH NORTHERN ROUTES STUDY

Stage 1 Progress



17th January 2017

- **The study is being funded in partnership with the Suffolk district and borough councils.**
- Work forms part of the Suffolk County Council's commitment to short, medium and long term plans to improve transport in the wider Ipswich area , to address existing congestion and to accommodate future planned growth in and around the town.
- **The first stage of the northern routes study has considered the transport conditions across the wider Ipswich area both now and in 2031, based on current planned growth and identified highway improvements, including the Upper Orwell Crossings.**
- The study identifies that in addition to these improvements there is likely to be a need for significant additional road capacity in the area to support future growth.

OVERVIEW AIM OF STUDY

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

STUDY AREA



2015 AADT Flows

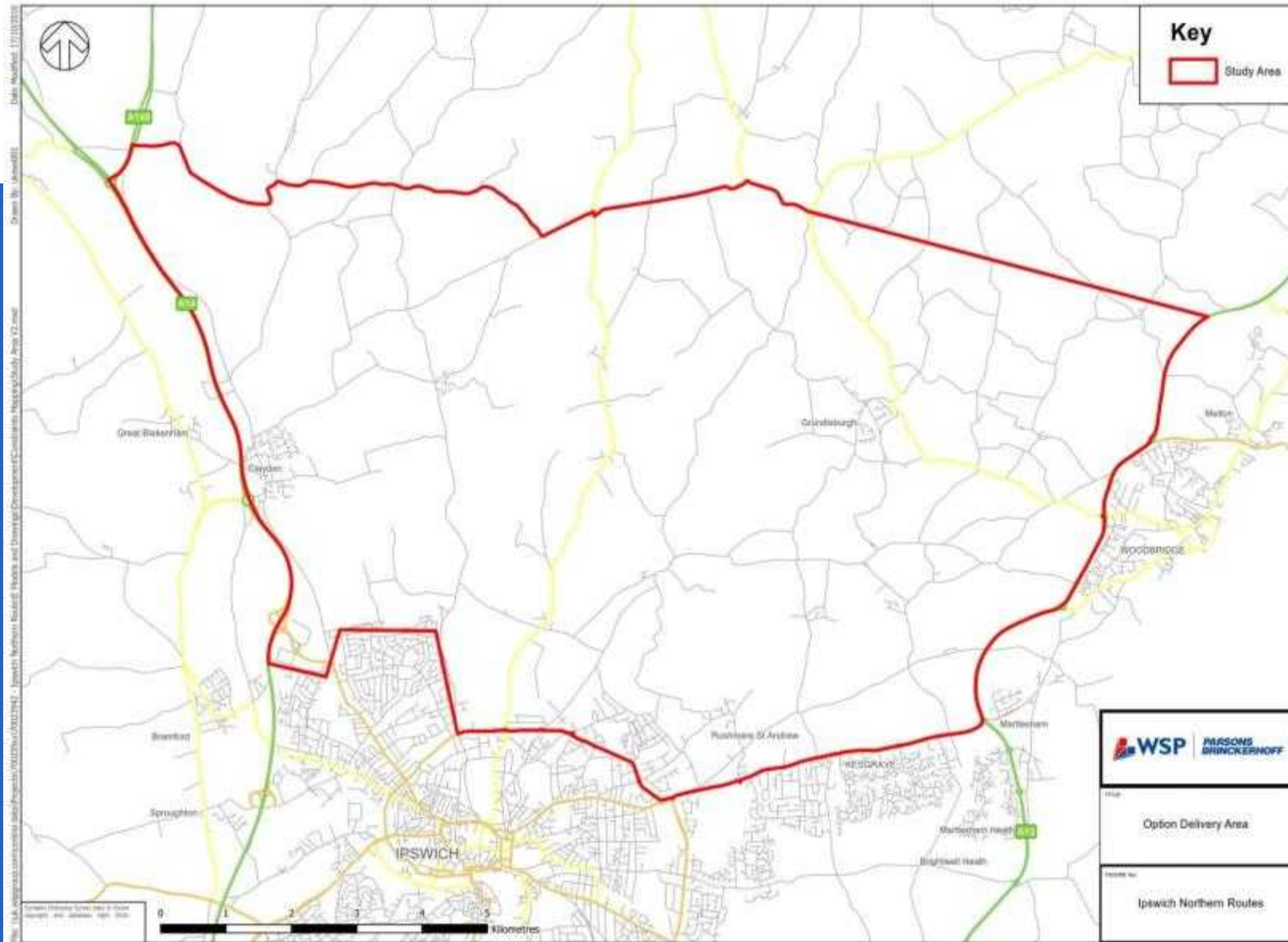
Project Number: 70023942

Ipswich Northern Routes Study

Figure: 1.1



GEOGRAPHIC AREA FOR OPTION DELIVERY



This first stage of the study seeks to:

- Understand the current and future transport context / conditions within the study area;
- **Establish the need for intervention through the preparation of a body of evidence to demonstrate the requirement for development of an appropriate improvement scheme;**
- Examine the strategic case for a new Ipswich Northern Route and upgraded road connections, within the study area, as well as considering strategic sustainable transport improvements to compliment highways improvements.

EVIDENCE BASE EXAMPLES

EXISTING POPULATION

PARISH / BOROUGH	POPULATION 2001	POPULATION 2011	WORKING-AGE POPULATION 2001 (16-74)	WORKING-AGE POPULATION 2011 (16-74)	POPULATION CHANGER	WORKING-AGE POPULATION CHANGER
Ipswich Borough	117069	133384	82787	97167	14%	17%
Woodbridge	7368	7749	4980	5102	5%	2%
Martlesham	5501	5478	3971	3998	0%	1%
Felixstowe	24502	23689	16407	16674	-3%	2%
Claydon	1912	2197	1390	1563	15%	12%
Needham Market	4574	4528	3285	3233	-1%	-2%
Kesgrave	9026	14168	5731	9704	57%	69%
Grundisburgh	1516	1584	1074	1100	4%	2%
Great Blakenham	1083	1235	839	953	14%	14%
Total Study Area	172551	194012	120464	139494	12%	16%
East of England	5388140	5846965	3884104	4245544	9%	9%
England	49138831	53012456	35532091	38881374	8%	9%

- 12% Growth in population 2001-2011
- 16% in Working Age Population
- Growth above East of England and UK average

BASELINE DEMOGRAPHIC GROWTH

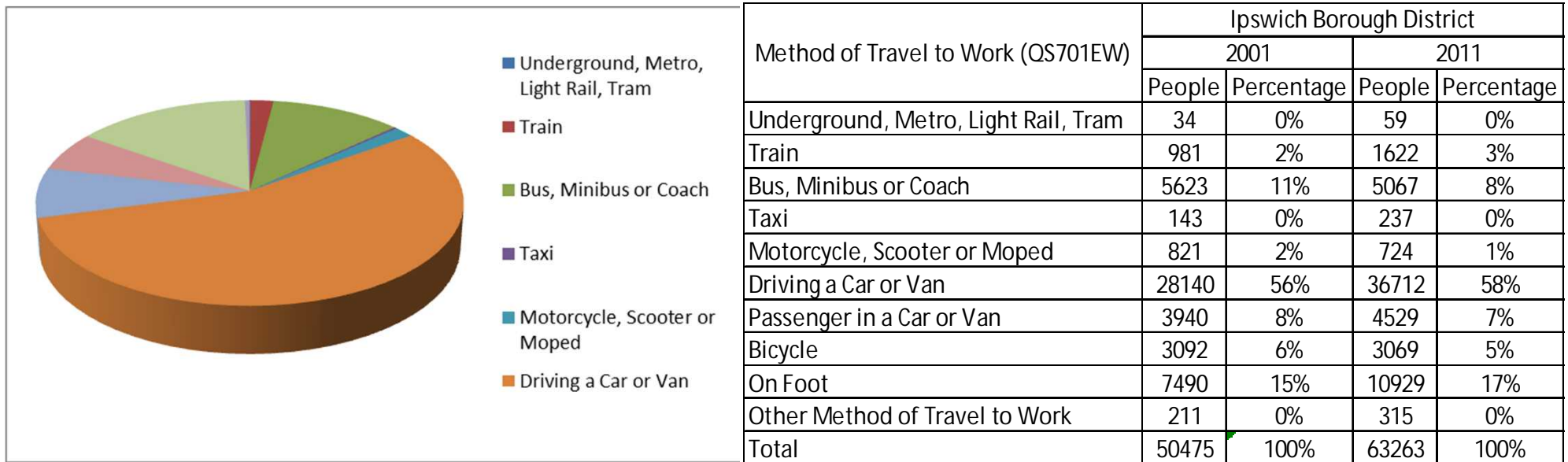


Local Plan Growth:

- Ipswich Borough Council:
 - 13,550 dwellings
 - 12,500 jobs
- Mid Suffolk: 2140 total dwellings (of which 800 dwellings in Ipswich policy area 2010-2025)
- Suffolk coastal: 7900 homes 2010-2027 (of which 2320 dwellings in Eastern Ipswich policy area).

JOURNEY TO WORK MODE SHARES

- 25% Growth in employee travel demand 2001-2011
- Reduction in bus travel to work
- Increase in car travel since 2001



- Outlying parishes have less choice of modes for access to work
- Parishes with good mix of housing and jobs more sustainable
- Travel to work predominantly by car

EXISTING CONGESTION 2015 CRF



BASELINE CONGESTION 2031 FORECAST CRF ¹²

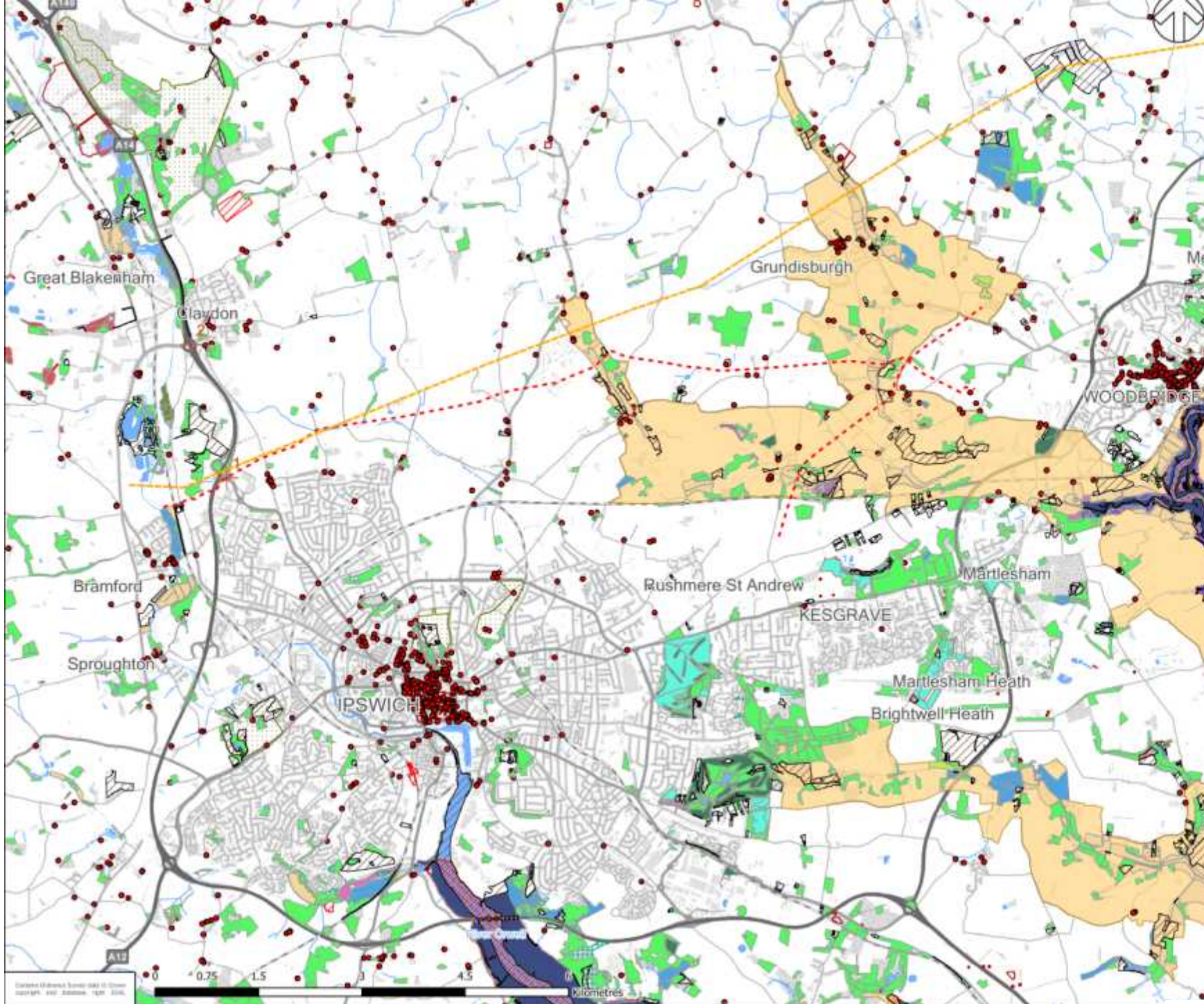


EVIDENCE BASE SUMMARY

Initial review of evidence base provides identification of the need to look at Ipswich Northern Route options because:

- Ipswich has already experienced a lot of population growth and this looks to sizably increase in the future with employment and housing growth;
- There is already congestion and this will be compounded with growth without mitigation, potentially limiting economic growth;
- A14 is currently being used for local trips which needs to be dissuaded;
- There is currently a lack of alternative transport modes to private car in some parishes where future growth might be directed;
- Need for better sustainable connections between peoples homes and jobs.

ENVIRONMENTAL CONSTRAINTS



- Key**
- Environmentally Sensitive Area
 - Listed Building
 - Parks and Gardens
 - Scheduled Monument
 - Local Nature Reserve
 - Site of Special Scientific Interest
 - Special Protection Area
 - Wetland of International Importance
 - Coastal and floodplain grazing marsh
 - Coastal saltmarsh
 - Deciduous woodland
 - Good quality semi-improved grassland
 - Lowland calcareous grassland
 - Lowland dry acid grassland
 - Lowland fens
 - Lowland heathland
 - Lowland meadows
 - Mudflats
 - Reedbeds
 - Traditional orchard
 - No main habitat but additional habitats
 - Overhead Lines
 - High Pressure Gas Mains

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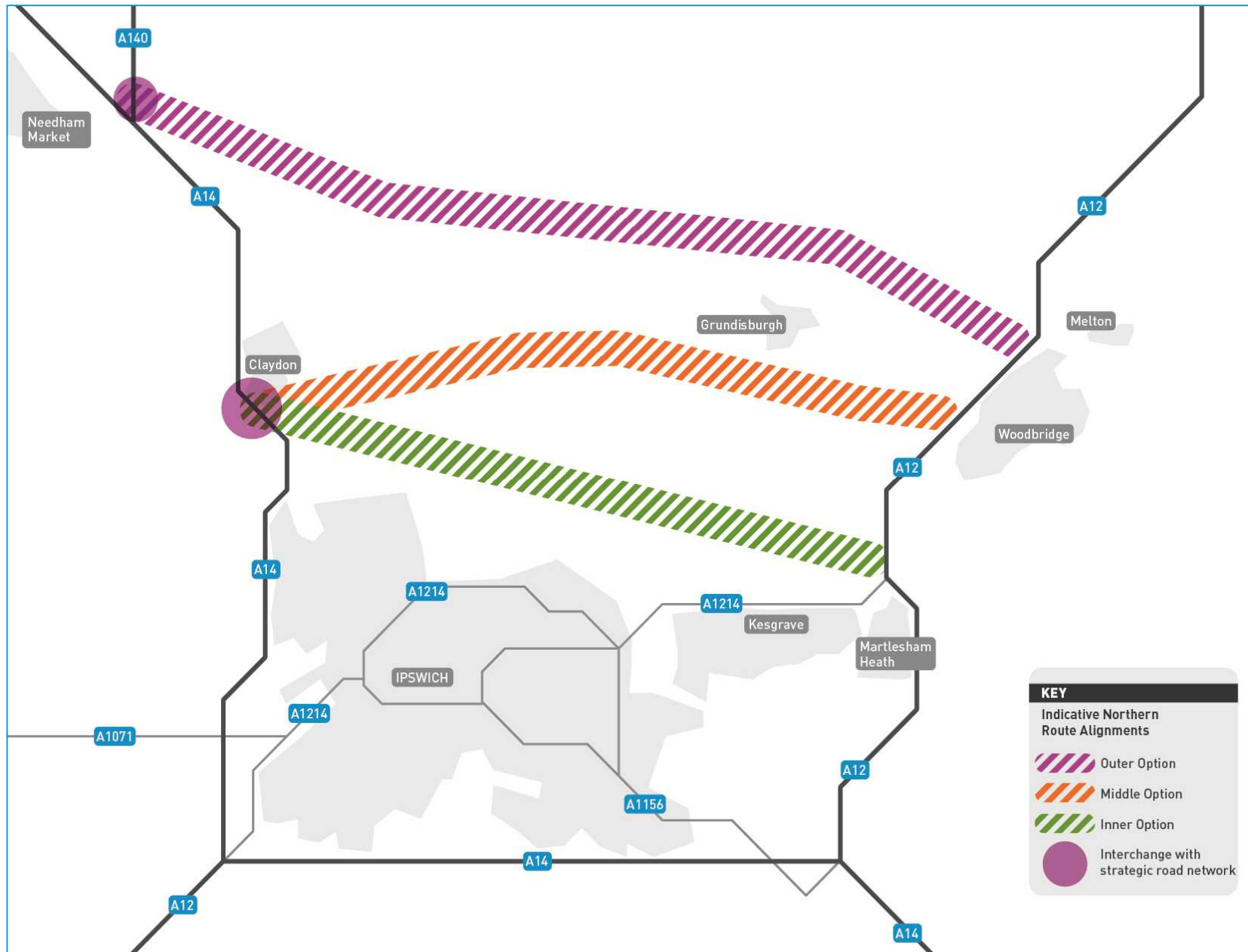


EMERGING OPTIONS

Options initially being considered within the study include:

- Varying lengths of a 'Northern Relief Road' highways scheme, *(identified in combination with consideration of improvement options to the existing highway network)*
- Junction improvements to A14 and A12
- Radial road improvements
- Public transport bus improvements
- Rail improvements and achieving a more efficient use of current rail infrastructure
- Use of smarter choices to achieve mode shift away from single occupancy vehicle use
- Strategic cycle infrastructure improvements

EXAMPLES OF OPTIONS BEING CONSIDERED



- At this early stage it appears that the **Inner Route Corridor** and **Middle Route Corridor** has the largest potential for attracting trips from Ipswich, and the Orwell Bridge Crossing. These options also perform well in terms of reducing overall travel times and distances travelled.
- The **Outer Route Corridor** provides more of strategic benefit but provides less benefit to reducing congestion within Ipswich.
- In order to conduct a robust comparison between the options, **further modelling in the next stage of this study is required** as the junction types, sizes and connectivity of the route will have a significant impact on the performance of these options in the model.



STAGE 2 – NEXT STEPS

- **Highway options for consideration in the next stage of the study include:**
 - single and dual carriageway roads, potentially with a strategic function to relieve the A14;
 - full relief road primarily to serve local traffic demand; partial relief roads to connect areas of potential development to the main road network;
 - and local distributor roads to spread traffic across the network.
- **The next stage of study will examine route options in more detail, including traffic, economic and environmental**
- Undertake a options sifting and assessment exercise, to identify a preferred options coming forward;
- **Consider the extent to which the options might support potential future scenarios for housing and employment growth beyond 2031.**

