

# A14 Junction 55 Copdock Interchange Public Consultation



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## Introduction

### About us

National Highways, previously called Highways England, has responsibility for operating and maintaining England's Strategic Road Network of motorways and major A roads. As well as this, we work to identify, develop and deliver essential improvements to ensure safe and reliable journeys, now and in the future.

Parts of this brochure such as the website and the email address still references Highways England. This will not impact this consultation or your feedback to it.

### The government's Road Investment Strategy (RIS)

Part of our work is to develop a continuous pipeline of improvement schemes to support our customers' and stakeholders' evolving needs and meet the future demands that our network will face. This work includes identifying current issues and researching future customer needs.

There has been £347 million of funding awarded during the government's second Roads Period (2020-2025) for the development of future schemes, including those in the Road Investment Strategy 3 (RIS3) pipeline, for possible inclusion in RIS3 (2025-2030). Working closely with the Department for Transport (DfT), we have identified a possible 32 proposed schemes for development as part of the RIS3 pipeline. These schemes have been identified following our programme of strategic studies and route strategies, including specific areas of research and our work with stakeholders.

As the exploration and development process for these schemes progresses, we will continue to regularly review whether the schemes are the best possible options to take forward for further development, whether they meet specific strategic objectives and ensure value for money.

National Highways is committed to developing the right programme of schemes which is appropriately balanced to deliver optimum benefits and assist the government in deciding which schemes will be included in RIS3.

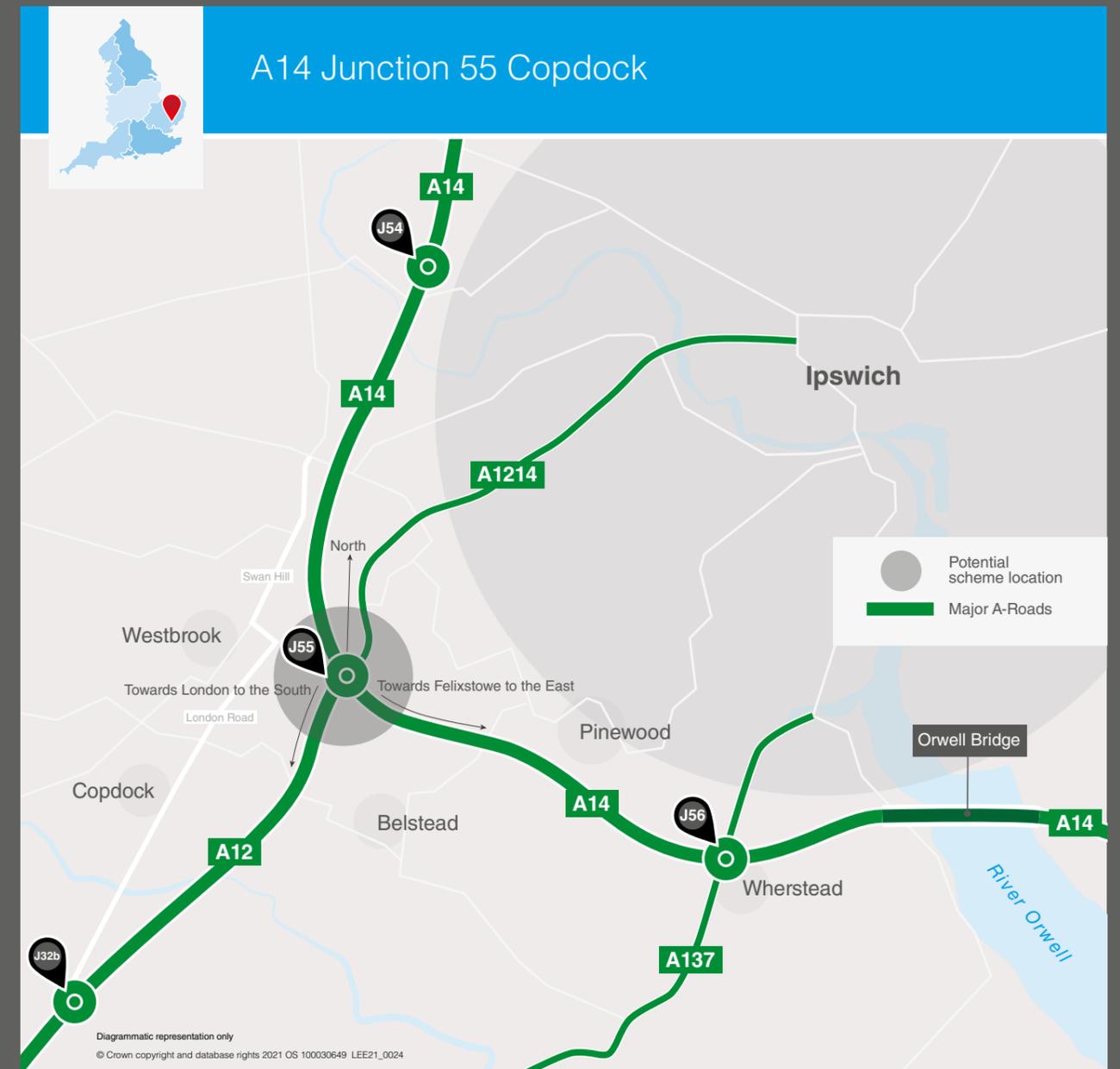
The A14 Junction 55 Copdock Interchange is being considered for proposed improvement as part of National Highways continued investment in the East of England.

It is important to note that none of the schemes currently being explored as part of the pipeline are confirmed.

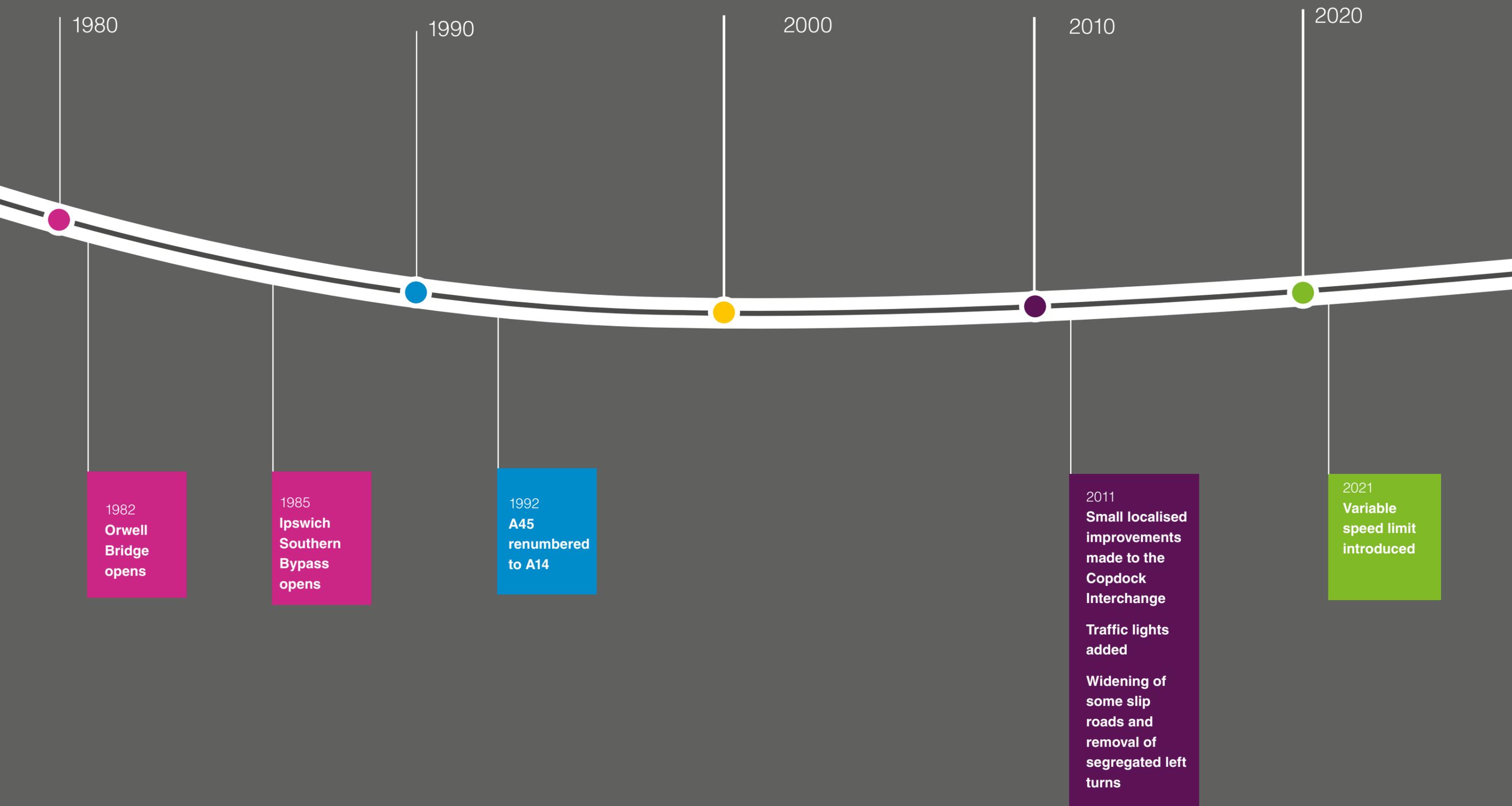
## About the junction

The A14 Junction 55 Copdock Interchange is a grade separated junction in Babergh District, south-west of Ipswich. It is one of the key Strategic Road Network (SRN) junctions serving Ipswich via the A14, the A12 and the A1214 and is located 14 miles to the west of the Port of Felixstowe.

The A14 has national and international importance as it is part of the Trans-European Transport (TEN-T) Network, connecting the Port of Felixstowe on the east coast with the Midlands and beyond via connections with the M6 and M1. The junction with the A12 provides access to Colchester, Chelmsford, London, the M25 and Stansted Airport to the south and the A1214 is a key route for accessing Ipswich and the A14.



# History at the junction





# A14 Junction 55 Copdock Interchange and the Port of Felixstowe

The A14 is a key part of the Strategic Road Network. It is vital for national and regional freight/logistics chain users, local journeys in and out of Ipswich, seasonal tourist trips to the Suffolk/Norfolk coast and trips to sporting events and music festivals.

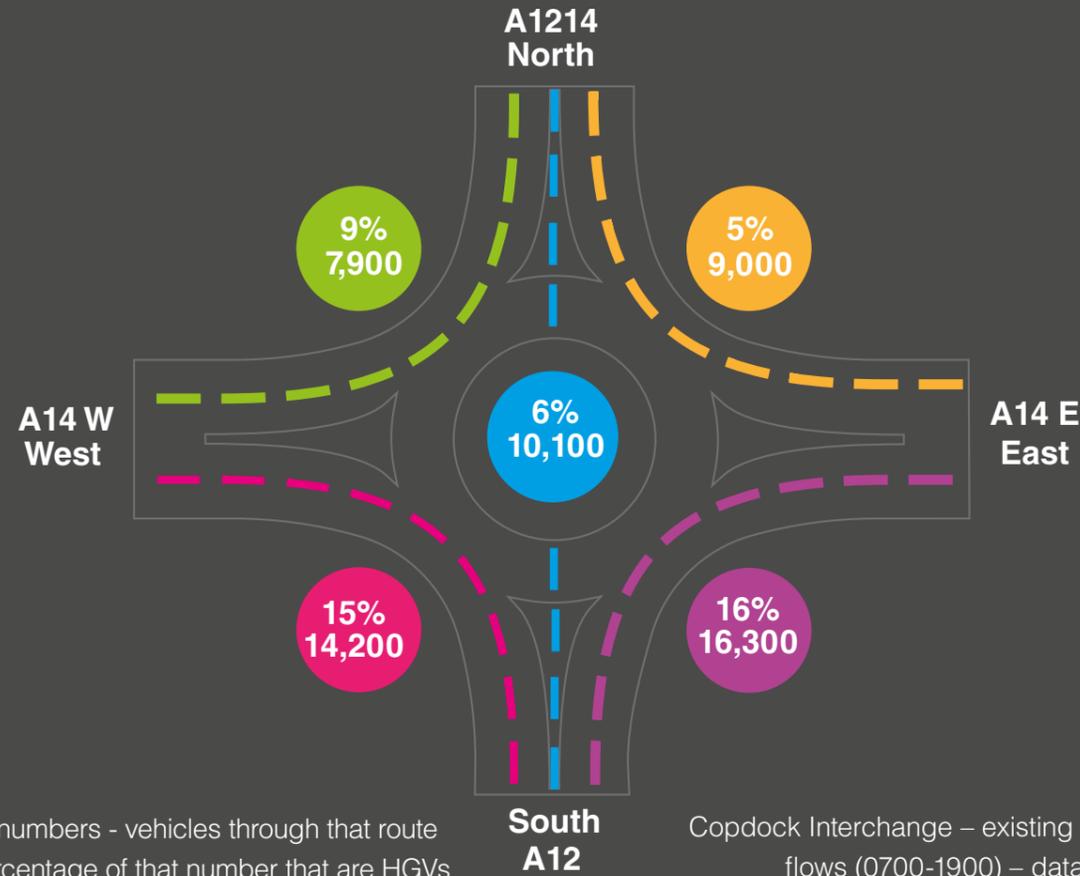
The Port of Felixstowe is one of the largest and busiest ports in England, moving approximately 25 million tonnes of goods per year. The port forms an essential component of the regional and national economy, handling up to 9,000 HGVs per day. This flow of goods depends on the efficient functioning of the A14 East-West route to and from the Midlands and the North, as well as the A12 route to and from the South and further afield via the M25. It is evident that the Copdock Interchange junction between the A14 and the A12 is especially critical to the delivery of freight to and from the Port of Felixstowe. However, this area is known to experience significant congestion resulting in unnecessary delays and the potential for increased incidents of vehicle collisions and breakdowns.

## Have your say

This brochure is intended as a summary of the A14 Junction 55 Copdock Interchange improvement proposals currently under consideration by National Highways. It also outlines the processes used to further develop the options that may be taken forward. Information can also be found online at <https://highwaysengland.citizenspace.com/he/a14-j55-copdock-public-consultation>. As potential schemes move forward, National Highways is committed to ensuring all interested organisations and individuals will be able to comment on the proposals at public information events as well as online. We will ensure members of our project team are available to answer any questions and concerns.

See page 49 for more information on our full stakeholder programme.

We will be seeking your feedback over a six-week period, from 29 October to 9 December 2021





Freight from the Port of Felixstowe travels mainly by road, with the greatest proportion of this traffic travelling to and from the North and Midlands (via the A14), and the South (via the Copdock Interchange).

Transporting goods by rail is an alternative to the use of the Strategic Road Network. Freight by rail over relatively long distances, for example to the North, remains viable. However, rail use has been shown to be less competitive over shorter distances, for example to destinations in the Midlands and the South. More critically, the local and regional rail network has significant capacity constraints that limit the number of freight train paths available to serve the Port of Felixstowe.

Traffic using the A12 South to A14 East at Copdock Interchange presents the largest proportion of weekday flows in each direction in the local area. These same movements also have the highest proportion of daily HGVs, at around 15%. The proportion of HGVs here increases over 20% at inter-peak hours, between 10am and 4pm.

In addition, the Port of Felixstowe is preparing to increase import and export volumes as the UK trading strategy looks to a post-Brexit future. The Port of Felixstowe has also been successful in applying for Freeport status giving the potential to boost growth in terms of freight movements, processing and storage.

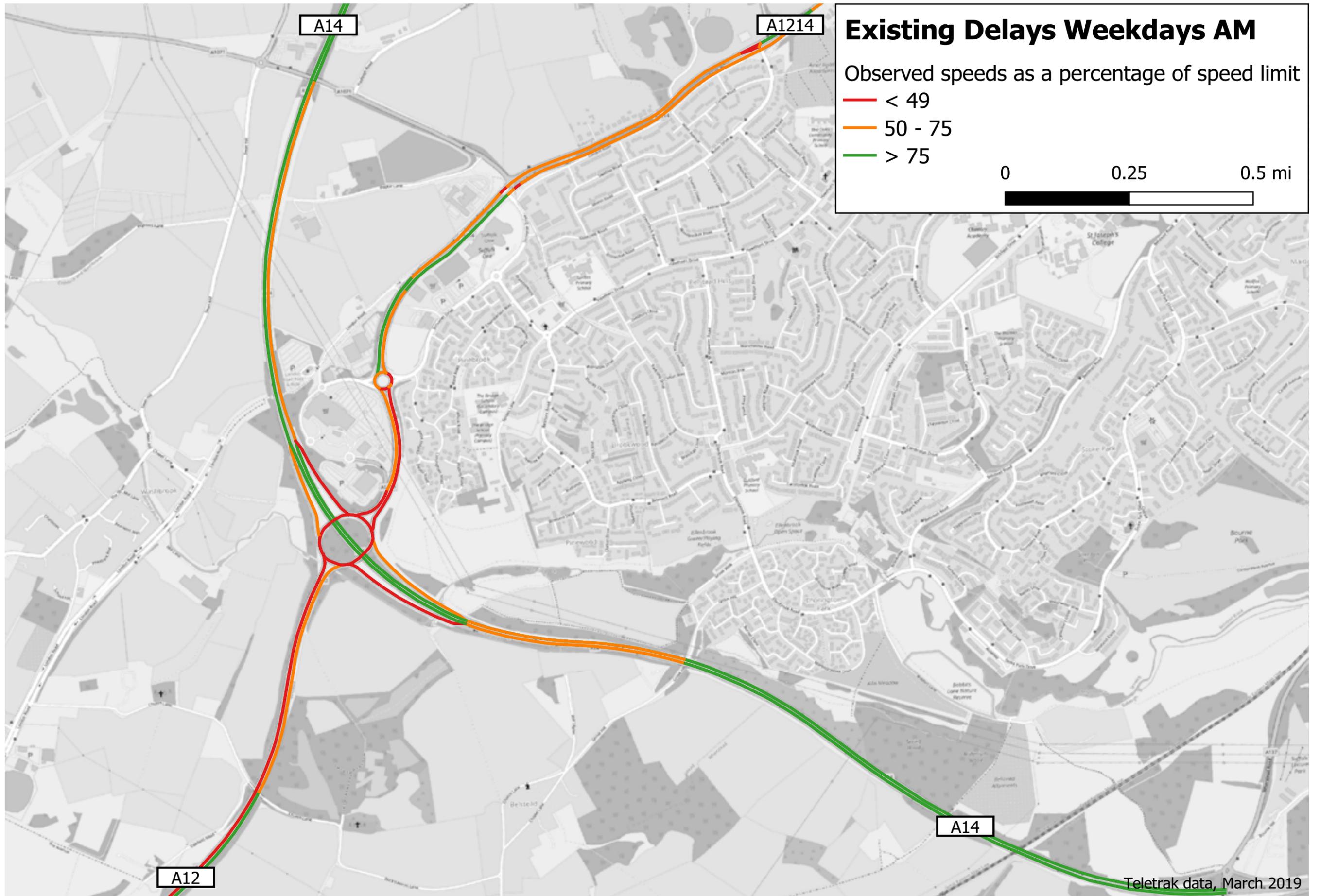
The government announced a £200m Port Infrastructure Fund in October 2020 for potential improvements, including those at Copdock Interchange, to improve reliability and reduce delays. This programme is designed to improve the efficiency of those UK businesses that rely on the well planned movement of goods for import and export, as well as the smooth running of associated logistics and distribution.

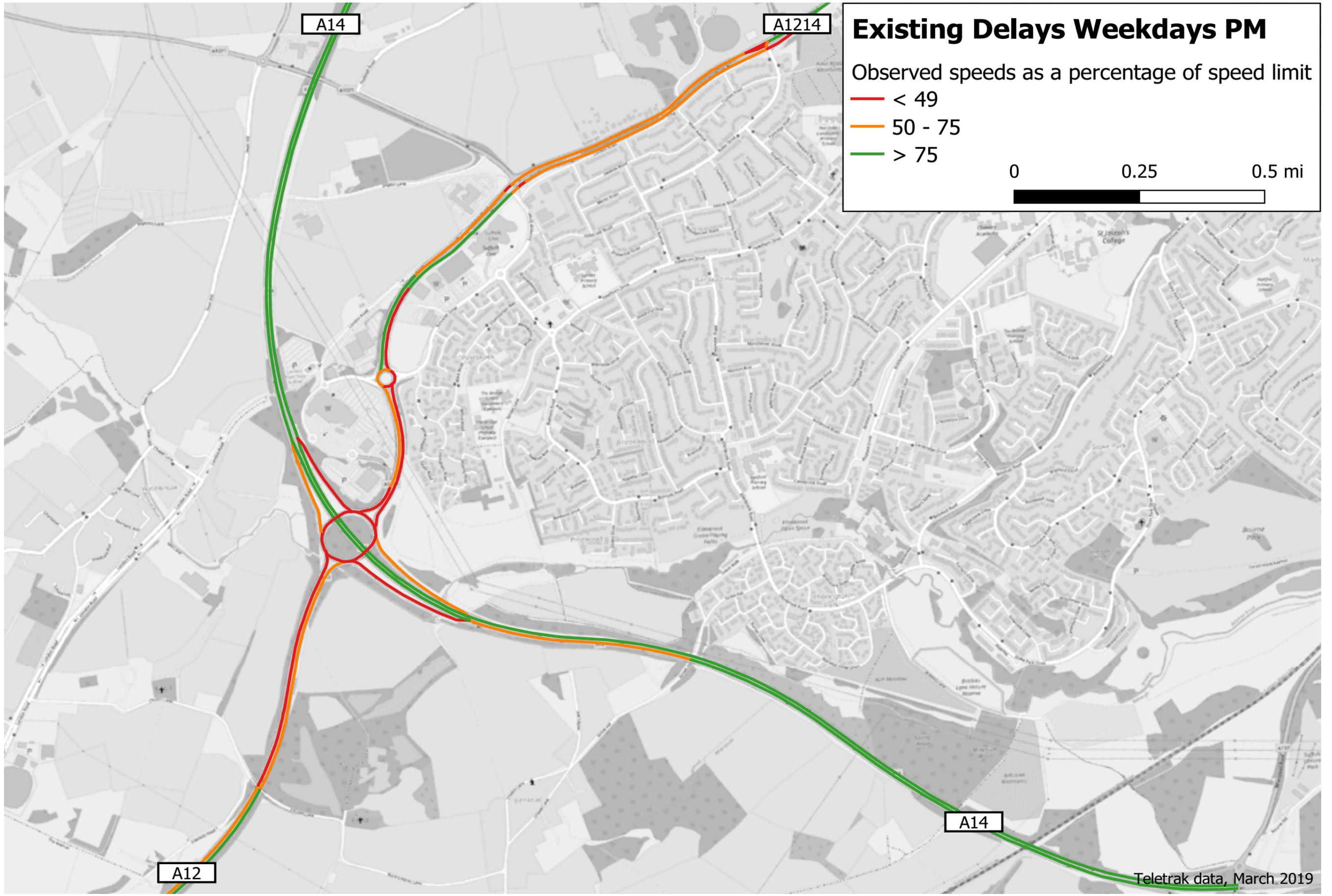
## The need for the scheme

The current variations in journey time reliability (ie being able to accurately predict when individual vehicles will be arriving and departing) often present an unwelcome and potentially costly risk for freight moving to and from the Port of Felixstowe. Information already sourced from organisations involved shows that reliability is more important to the logistics and distribution chain relying on the Strategic Road Network than simple speed of delivery.

Consequences of any delay results in missed booked port entry times for collection and delivery as well as potentially missing sailing times for outbound goods. This also affects delivery or collection slots at warehouses, shops and other outlets. This unpredictability results in significant costs for businesses in fuel costs, wages, goods having to be redelivered, financial penalties affecting profitability, rejected goods (especially perishable goods) and dockside charges if containers are left uncollected. Typically, this means freight operators are likely to pass these costs on to the consumer.

During peak periods, average speeds on the approaches to the Copdock Interchange are significantly less than the statutory limit. This results in unnecessary delays and queueing on the local road network. It is evident that the current demands on this section of the Strategic Road Network exceed the available capacity of the junction at crucial times and is likely to increase in the future. Such congestion also means significant numbers of drivers are diverting onto local roads with the associated increased risk to pedestrians and other road users.





Similar studies have shown that another significant problem at the junction is traffic having to weave to change on to the appropriate lanes at the A12 northbound approach to the junction. HGVs, for example, are forced to reposition when turning right at Copdock Interchange to head towards the Port of Felixstowe. Other traffic overtaking such HGVs then has to move from lane 2 to lane 1 in order to head into Ipswich.

This weaving not only results in safety concerns but is a known cause of delays to traffic whether vehicles intend to use the junction or not. The exceeding of the maximum capacity of the junction is another cause of queues on the A14 slip roads. These queues regularly result in congestion on the nearby section of the A14, especially at peak hours. These queues present an increased likelihood of collisions and significantly delay the A14 traffic passing underneath the Copdock Interchange.

Lack of resilience, (ie the ability of the road network to cope when incidents occur) also presents a problem that needs to be addressed. The most frequent cause of 'critical' incidents in the study area was road traffic collisions, followed by closure of Orwell Bridge due to strong winds. The number of incidents affecting the A14 between junction 56 and junction 57 (including Orwell Bridge) is disproportionately high when considering how busy the network is. However, the introduction of variable speed limits on the A14 Orwell Bridge during high winds has been implemented to reduce Orwell Bridge closures in the future.

The two approaches to addressing the problems are:

- Increasing the capacity of the junction by widening of entries and circulatory carriageways.
- Removing traffic from the junction by means of a new link road connecting the A12 (South) and A14 (East), thereby bypassing the junction.

**More information about these approaches will be detailed further in this brochure.**



# Objectives

Given the issues presented so far, we have identified a number of concerns that need to be addressed to mitigate the critical issues at the junction. At this early stage, National Highways' ongoing research and development work is designed to assess the options against objectives that reflect these concerns and result in optimum improvements to the Copdock Interchange and the local road network.

The following are the objectives we will use to assess how to improve the A14 Junction 55 Copdock Interchange:

- Improve journey times through the junction with increased reliability and facilitate the smooth flow of traffic.
- Make the road network at the junction itself and nearby roads safer.
- Support economic growth, especially facilitating reliable access to the Port of Felixstowe and their expansion proposals.
- Deliver the best environmental outcome.
- Provide a more accessible and integrated major road network not just for drivers but also cyclists, walkers and other users of the network.
- Increase the local road network's ability to recover from disruption, including road traffic collisions and other incidents.

# If no improvements are implemented

Research predicts that in the future there will be increased levels of traffic at the junction with more pressure on capacity, more safety issues, and increased journey times. This is also likely to result in decreased journey time reliability, increased rat-running and an increase in the number of traffic collisions (particularly high-speed collisions caused by longer queues on the A14 slip roads).

Further worsening of the performance of this part of the Strategic Road Network would have particular consequences for businesses reliant on freight movements to and from the Port of Felixstowe.

# Developing options

These are the stages we go through to develop potential options for improvements.

1. Identify issues and objectives.
2. Create a longlist of options and run high level assessments to determine viability.
3. Select options for consultation based on how well they meet our objectives.
4. Public consultation.
5. Analysis of feedback and report.

## Long list options not taken forward

In previous stages of the study we looked at a wide list of options and how they performed against the scheme objectives.

The following options were considered and rejected for the reasons set out below.

### Grade separation of A12(S) to A1214

- This was discarded because it was seen as promoting car commuting from the A12 into central Ipswich over traffic movements on and off the A14. There was also a risk of community severance and noise and air quality issues near the retail park on the Ipswich side of the A14.

### Hamburger layout

- This option would add a shortcut through the middle of the roundabout at the same level. It was discarded because it did not remove traffic from the roundabout and was unlikely to achieve sufficient benefit to justify the additional cost of a new bridge.

### Ipswich Northern Bypass (INB)

- Running from A14 in the West to the A12 in the North East, it was discarded because it would not remove traffic from the roundabout itself to any significant extent.

## Sifting

After the three options mentioned above were rejected, a further rigorous option identification took place at the next stage and an assessment process was undertaken of the four shortlist options as described in the table over.

Approach	Option	Description
Increase the capacity of the existing junction	Option 1	Widening the circulatory carriageway and the provision of free flow left turn lanes at three of the four entry arms
Decrease the volume of traffic at the existing junction	Option 2	Two new free flow one-way grade-separated link roads between A12 (South) and A14(East) in both directions
	Option 3	One new free flow one-way grade-separated link road between A12(South) and A14(East), and free flow segregated left turn lane between A14(East) and A12(South) at the junction
	Option 4	One new free flow two-way grade-separated link road between A12(South) and A14(East), reduced footprint, and avoidance of a Flood Zone Area

Following this the two options presented as part of the public consultation are:

- Option 1 best represents the approach of increasing the capacity of the existing junction to help accommodate the future demand.
- Option 4 best represents the approach of decreasing the volume of traffic passing through the existing junction by removing the A12 (South) to A14(East) (and vice versa) movements onto separate link roads.

## Questionnaire

This questionnaire is for you to provide feedback and information relating to the options consultation October-December 2021 to be used by the A14 Junction 55 Copdock Interchange project.

**All responses must be received by 23.59 on 9 December 2021.**

Please note the closing date for responses. Responses after this date may not be considered.

Section one – Personal information

- Title:
- First Name:
- Last Name:
- Post Code:
- Email Address:
- Name of organisation (if applicable):

All responses should include your name and postcode.

If you are responding on behalf of an organisation, business or campaign group, please include the name above. Please make it clear what the organisation is and how the views of members were gathered if applicable. This helps us to understand whether respondents can be categorised as ‘prescribed consultees’, as defined by the Planning Act 2008.

National Highways is committed to protecting your personal information. Whenever you provide such information, we are legally obliged to use it in line with all applicable laws concerning the protection of personal data, including the General Data Protection Regulation (GDPR).

### How will National Highways use the information we collect about you?

We will use your personal data collected via this consultation for a number of purposes, including to:

- analyse your feedback to the consultation
- produce a consultation report, based on our analysis of responses (individuals will not be identified in the report)
- write to you with updates about the results of the consultation and other developments
- keep up-to-date records of our communications with individuals and organisations

Personal data collected by the project team will be processed and retained by National Highways and its appointed contractors until the scheme is complete.

### What rights do I have over my personal data?

Under the terms of the GDPR, you have certain rights over how your personal data is retained and used by National Highways. For more information, see our full data privacy statement: [www.highwaysengland.co.uk/about-us/privacy-notice](http://www.highwaysengland.co.uk/about-us/privacy-notice)

## 1. Scheme as a whole

**Q1a.** To what extent do you agree or disagree with the following statement: There is a need for improvements at A14 Junction 55 Copdock Interchange?

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

**Q1b.** To what extent do you agree or disagree with the following statement: The options proposed in this consultation would have a positive impact on the Copdock Interchange?

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

**Q1c.** To what extent do you agree or disagree with the following statement: The options proposed in this consultation will facilitate and support the predicted economic growth in the area?

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

**Q1d.** How do you normally travel at the A14 Junction 55 Copdock Interchange (or on the adjacent footpaths, cycleways and bridleways if applicable)?

- Car/Motorcycle/Van
- HGV
- Walk
- Cycle
- Horse-ride
- Bus
- You don't
- Other

## 2. Option 1

**Q2a.** To what extent do you agree or disagree with the following statement: Option 1 will help improve journey times through the junction with increased reliability and facilitate the smooth flow of traffic?

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

**Q2b.** To what extent do you agree or disagree with the following statement: Option 1 will help make the road network at the junction itself and nearby roads safer?

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

**Q2c.** To what extent do you agree or disagree with the following statement: Option 1 will help support economic growth, especially facilitating reliable access to the Port of Felixstowe and their expansion proposals?

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

**Q2d.** To what extent do you agree or disagree with the following statement: Option 1 will help reduce traffic using local roads through villages and towns as an alternative to the Copdock Interchange?

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

**Q2e.** To what extent do you agree or disagree with the following statement: Option 1 will help improve resilience (traffic disruption when an incident occurs)?

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

**Q2f.** To what extent do you agree or disagree with the following statement:  
Option 1 will help improve connectivity for walking, cycling or horse riding?

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

**Q2g.** To what extent do you agree with the following statement: The roadworks required for the construction of Option 1 will significantly impact my regular journeys?

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

**Q2h.** Do you have any further comments on Option 1 for the Copdock Interchange?

### 3. Option 4

**Q3a.** To what extent do you agree or disagree with the following statement:  
Option 4 will help improve journey times through the junction with increased reliability and facilitate the smooth flow of traffic?

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

**Q3b.** To what extent do you agree or disagree with the following statement: Option 4 will help make the road network at the junction itself and nearby roads safer?

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

**Q3c.** To what extent do you agree or disagree with the following statement: Option 4 will help support economic growth, especially facilitating reliable access to the Port of Felixstowe and their expansion proposals?

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

**Q3d.** To what extent do you agree or disagree with the following statement: Option 4 will help reduce traffic using local roads through villages and towns as an alternative to the Copdock Interchange?

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

**Q3e.** To what extent do you agree or disagree with the following statement: Option 4 will help improve resilience (traffic disruption when an incident occurs)?

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

**Q3f.** To what extent do you agree with the following statement: Option 4 will help improve connectivity for walking, cycling or horse riding?

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

**Q3g.** To what extent do you agree with the following statement: The roadworks required for the construction of Option 4 will significantly impact my regular journeys?

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

**Q3h.** Do you have any further comments on Option 4 for the Copdock Interchange?

## 4. Final thoughts

**Q4a.** Please indicate which option you prefer

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Option 1	Option 4	Either	Neither

And why?

## 5. Consultation

**Q5a.** Was the purpose of the consultation clear?

Yes     No     Neutral

**Q5b.** Was the information presented at events, in our consultation document or on the website clear?

Yes     No     Neutral

**Q5c.** Was the development process for the project made clear?

Yes     No     Neutral

**Q5d.** Were you able to discuss any issues that were important to you during the consultation at the various events in person or online?

Yes     No     Neutral     Not applicable

**Q5e.** Do you feel that your feedback/contributions were valued by the project team?

Yes     No     Neutral     Not applicable

**Q5f.** Do you feel that the events in person were worth attending?

Yes     No     Neutral     Did not attend

**Q5g.** Do you feel that the online events (webinar/Q&A) were worth attending?

Yes     No     Neutral     Did not attend

**Q5h.** Do you feel that the virtual event space was useful?

Yes     No     Neutral     Did not use it

**Q5i.** If you didn't attend an event were you still able to find enough information?

Yes     No     Neutral

**Q5j.** Do you have any other comments on the events (in person or online)?

**Q5k.** Was there anything you would have liked more information on?

**Q5I.** How did you hear about our consultation? And do you have any suggestions for marketing our consultation to your community in the future?

## Equality and diversity

We would be grateful if you could answer the following equality and diversity questions. We will use the information we receive to help understand whether our consultation has been useful to people of different backgrounds and with different requirements. We may publish a summary of the results, but no information about an individual would be revealed.

The answers you provide to this question are defined as 'special category data'. If you agree to provide this information, you can withdraw your permission for us to use it at any time. To do that, please email

[DataProtectionAdvice@highwaysengland.co.uk](mailto:DataProtectionAdvice@highwaysengland.co.uk)

- I consent to Highways England processing my special category data for the purposes of understanding the accessibility of the A14 Junction 55 Copdock Interchange consultation. I have read National Highways privacy notice (on page 44) and understood how it will be processing this data.

1. How would you define your gender?

- Male  Female  Transgender  Other  Prefer not to say

2. Do you consider yourself to be disabled?

- Yes  No  Prefer not to say

3. Please describe your ethnic background:

- Asian or Asian British  
 White  
 Black, African, Caribbean or black British  
 Mixed or multiple ethnic groups  
 Gypsy or Irish Traveller  
 Other ethnic group  
 Prefer not to say

4. Age:

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

5. Do you consider yourself to have a sensory impairment?

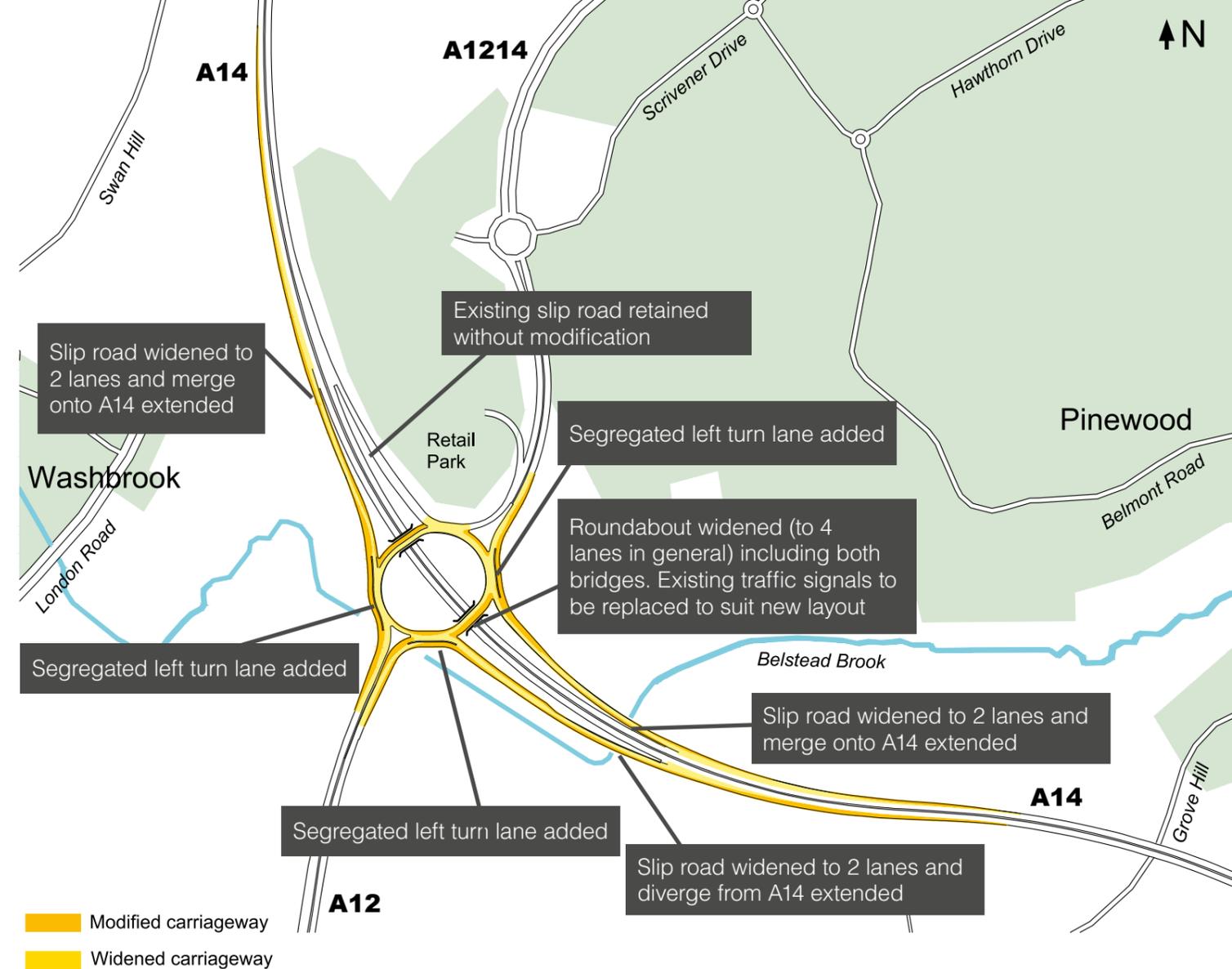
- Yes  No  Prefer not to say

6. Do you consider yourself to have a learning difficulty or disability?

- Yes  No  Prefer not to say

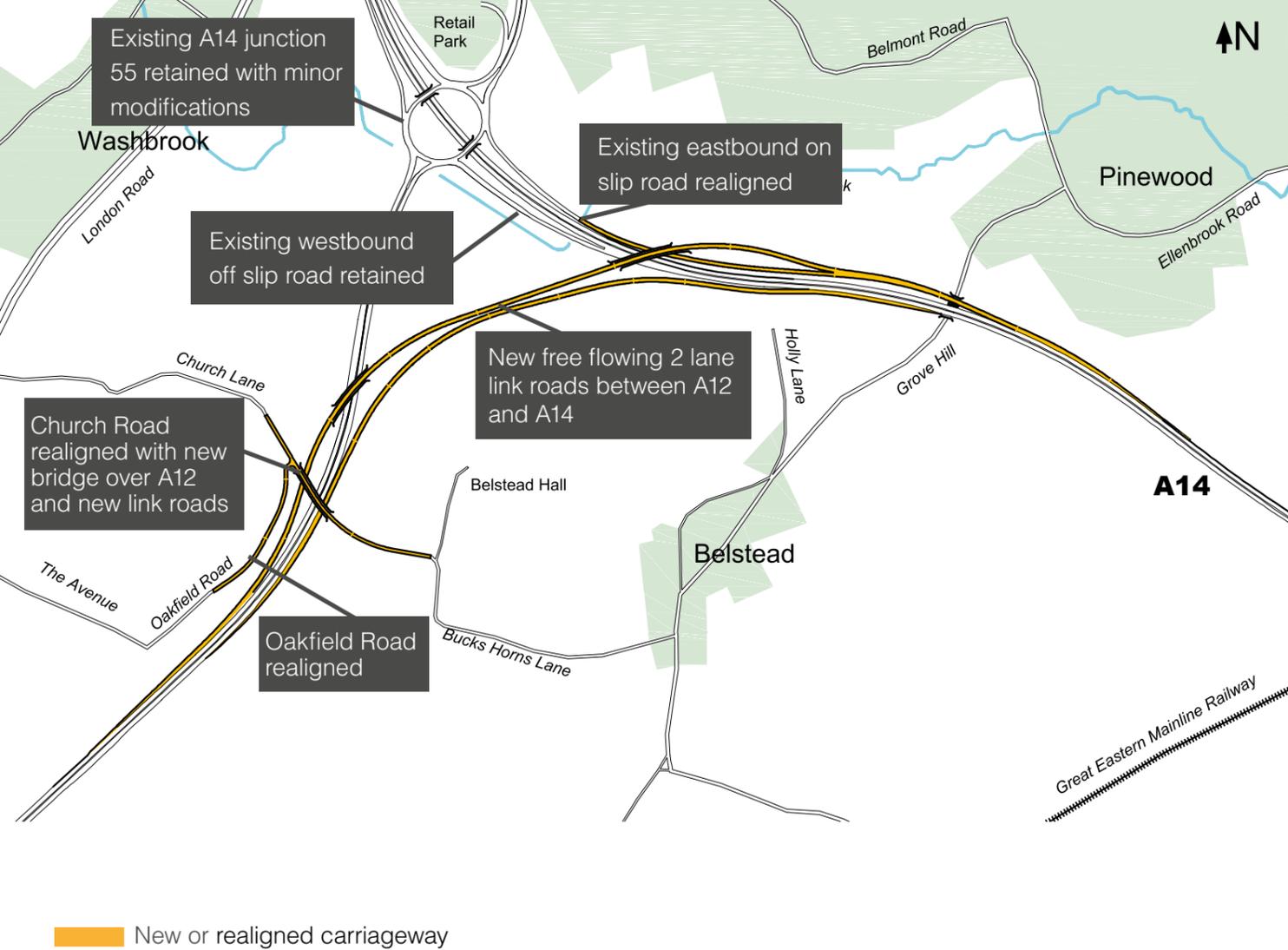
7. Are you responsible for caring for an adult relative/partner, disabled child or other?

- Yes  No  Prefer not to say



## Option one

Option one increases the capacity of the existing junction through widening the circulatory carriageway, including the bridges, and the provision of free flow segregated left turn lanes on three of the four approaches.



## Option four

Traffic at the existing junction is decreased by moving the south to east and the east to south traffic onto new link roads, therefore separating the strategic traffic from the local traffic.

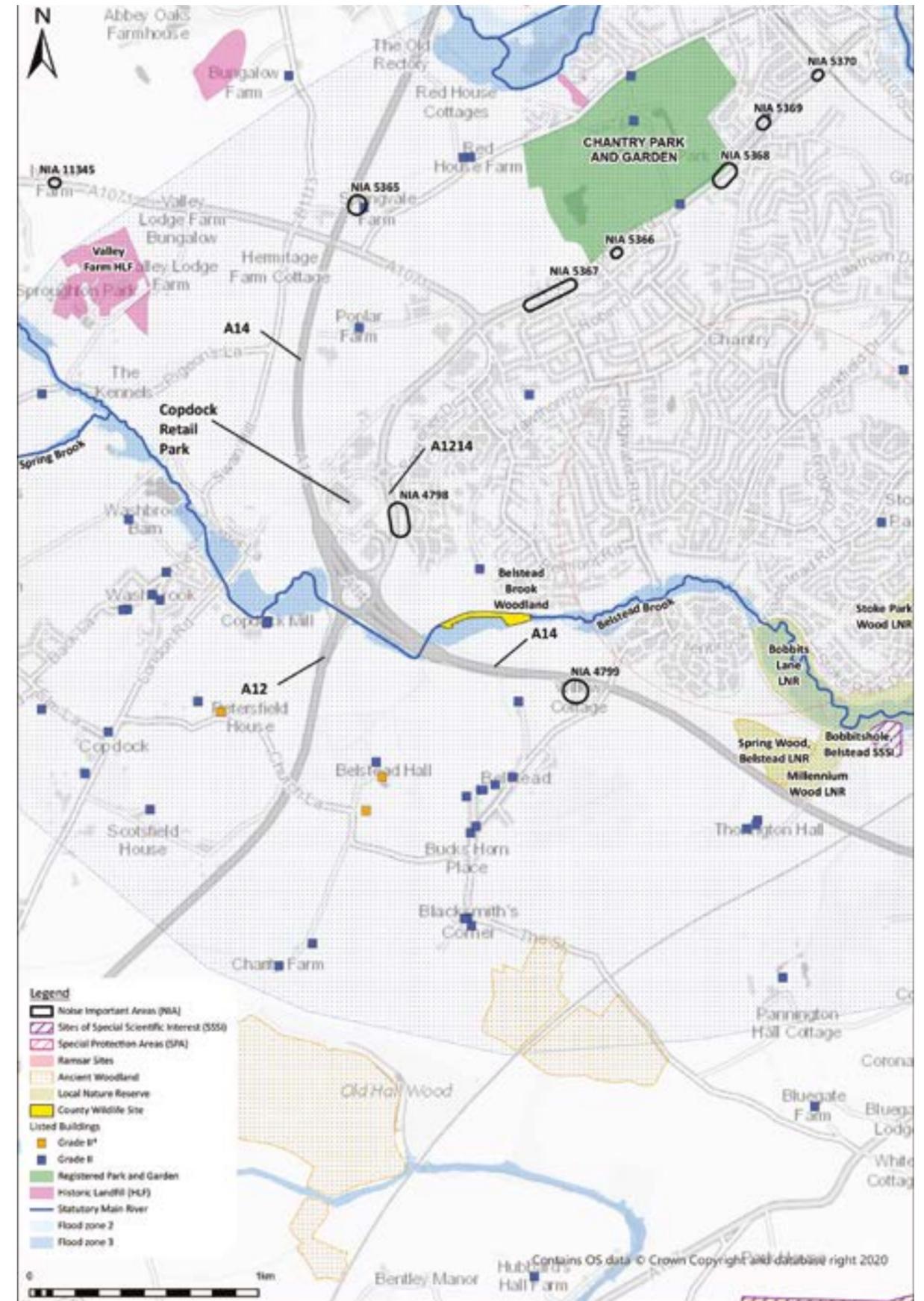
	Option 1	Option 4
Cost	A lower cost option than Option 4.	The higher cost option, as compared to Option 1.
Addressing the problems at the junction	It only partially achieves the scheme objectives and solving the problems (improving reliability, reducing the weaving problem on the A12 northbound approach and reducing blocking-back onto the A14 mainline).  It has no effect on improving resilience.	It makes a greater contribution towards achieving the scheme objectives and solving the problems (improving reliability, reducing the weaving problem on the A12 northbound approach and reducing blocking-back onto the A14 mainline).  It makes a small contribution to improving resilience.
Construction and environment	Option 1 is also more difficult to construct and more difficult to maintain than Option 4 as the works are online at the junction (i.e.inside the existing road system).	Option 4 is easier to construct and easier to maintain as the works are offline (i.e.outside the existing road system).
Benefits and value for money	It has lower monetised benefits, coupled with lower cost, it represents low value for money.	It has higher monetised benefits than Option 1, coupled with higher cost, it also represents low value for money.
Overall	Option 1 modestly improves both of the root causes of the problems at the Interchange.	Option 4 significantly improves both of the root causes of the problems at the Interchange.

# Environment

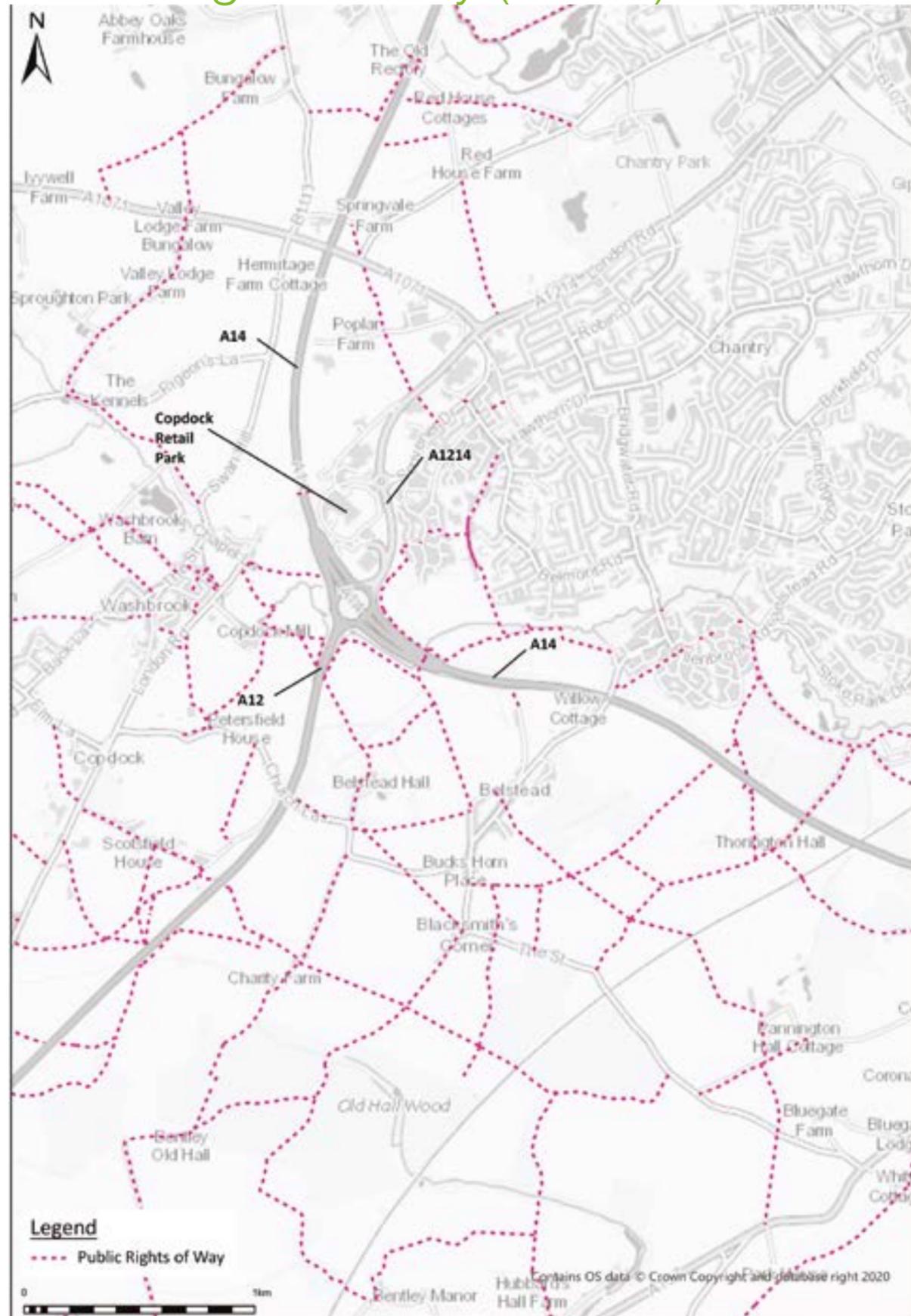
Environmental assessments have been undertaken as part of the optioneering process, and findings taken into consideration when developing the design options. We will identify opportunities to enhance the environment as part of our scheme and incorporate these, along with mitigation measures. Potential environmental impacts have been identified (see environmental constraints map and table) and mitigation measures assigned to minimise any potential environmental effects.



# Environmental constraints



# Public Rights of Way (PRoW)



# Environmental constraints

Category	Current constraints	Option impact
<b>Noise</b>	<p>The noise climate surrounding the junction is likely to be dominated by road traffic noise from the A14, A12 and A1214. This is confirmed in the Department for Environment, Food and Rural Affairs (DEFRA) Strategic Noise Maps.</p> <p>Two noise important areas (hotspot locations identified by DEFRA as requiring further investigation and management) have been identified located along the A14 (approx. 800m north of junction 55) and adjacent to the connecting A1214 (approx. 380m from junction 55).</p>	<p>Some people may experience a change in noise levels. As such both options may require some noise mitigation measures due to proximity changes from residential properties to the road and increased traffic noise in new areas. It is likely that Option 4 would require more mitigation than Option 1.</p> <p>Such measures may include screening, lower noise surfacing and acoustic bunds designed to reduce noise in the surrounding area.</p>
<b>Air quality (including greenhouse gases)</b>	<p>There are no Air Quality Management Areas (AQMA) in the vicinity of the proposed scheme (the nearest being 4km from the junction). It is therefore unlikely that air quality would represent a significant risk or constraint to either option for the proposed scheme.</p>	<p>Some people may experience a change in air quality. However, any change in air quality is not predicted to exceed the Air Quality Strategy (AQS) objectives for NO<sub>2</sub> (nitrogen dioxide) or PM<sub>10</sub> (particles less than 10 microns in diameter) for either option. Changes in pollutant concentration at all receptors are not expected to be significant.</p> <p>Construction dust and vehicle/plant emissions will be managed through the Contractor's Construction Environmental Management Plan (CEMP). Therefore, all impacts are anticipated to be fully managed and deemed negligible.</p>

<b>Landscape (including townscape)</b>	There are no national designations that fall within the study area.	There are unlikely to be any direct effects on the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) resulting from the construction or operation of the scheme options.
	However, a portion of the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) sits within the wider landscape study area, having recently been extended in July 2020.	<p>During construction, both options are likely to have temporary impacts on the local landscape from the construction works.</p> <p>During operation, Option 4 is anticipated to further impact the landscape due to the presence of the additional slip roads, prominent embankment slopes and highways infrastructure.</p> <p>During construction and operation, both options are likely to have impacts to the visual amenity at a number of residential, recreational, and commercial locations. However, Option 4 is likely to impact a greater number of locations during both construction and operation.</p> <p>Impacts will be mitigated by landscape design solutions and screening where possible. Measures could include good planting design, introduction of hedgerows, soft engineering techniques, such as rain gardens/ bioswales and biodiversity features i.e. ponds.</p>

<b>Geology and soils</b>	There are no geological Site of Special Scientific Interest (SSSIs) or geological designated sites located within 1km of the junction.	Impacts on soils are likely to result from removal of agricultural land and potential degradation of soil quality during construction. Due to the nature of the option, the potential effects from Option 4 are likely to be higher than Option 1. However, the impacts will be managed through the CEMP, Code of Construction Practice (CoCP) and the Materials Management Plan. Therefore, the associated impacts from both options are deemed negligible.
<b>Minerals and waste</b>	The scheme is not within a minerals safeguarded site as per the adopted Suffolk Minerals Plan.	<p>There is no impact to mineral resources from either of the options.</p> <p>The construction of the proposed scheme is likely to produce a range of wastes including inert, non-hazardous and hazardous wastes. It is assumed, as would be a typical of roads construction project, that the majority of wastes will be inert and non-hazardous CDW such as asphalt and concrete, and non-hazardous wastes such as metal, timber and packaging waste. However, there will also be small quantities of miscellaneous hazardous waste (e.g. asbestos containing materials, oils, paints and solvents) which would require safe disposal. Option 4 is expected to generate more waste materials than Option 1. The wastes will be managed through the Construction Environmental Management Plan (CEMP) and Site Waste Management Plan (SWMP) and therefore be minimised and reused where possible.</p>

<b>Land contamination</b>	One area of artificial made ground is located within 1km of the junction.	Contaminated soils will be managed as per the Environment Agency (EA) guidance: Land Contamination Risk Management (2020).
	No historical landfill sites have been identified within 1km of the junction.	
	Potential sources of contamination include a small disused sewage works, located adjacent to the highway and a petrol station near the retail park north of the interchange.	

<b>Heritage and historic resources</b>	No World Heritage Sites, Registered Parks and Gardens, Registered Battlefields, Scheduled Monuments or Conservation Areas are located within the study area.	Construction of both options would result in the partial or complete removal of low or moderate value archaeological remains, which is likely to be more impactful for Option 4.  Both options would have a temporary impact on the settings of listed buildings during construction.  On completion, Option 4 would have an impact on the setting of listed buildings which would be mitigated through vegetation screening and tree planting in the landscape design.
	There are a number of listed buildings located within the study area.	
	There are non-designated sites of archaeological activity recorded within the development boundary with further examples within the wider study area.	
	No non-designated built heritage assets or non-designated designed landscapes recorded within the development boundary, while some Historic Landscape Characterisation data areas partially extend within the development boundary.	
	There are non-designated historic farmsteads which include combinations of built heritage, designed landscapes and archaeological remains recorded within 500m of the development boundary.	
There are Historic Landscape Characterisation data areas recorded within the wider study area.		



<b>Biodiversity</b>	<p>Habitats within the study area are suitable to support invasive non-native plant species and therefore there is potential that more may exist within and adjacent to the proposed scheme area.</p> <p>It is also possible that notable plant species are present within the study area as some varieties exist in areas close to the proposed scheme area.</p>	<p>The opportunities for mitigation and therefore the overall successful effect of measures are greater with Option 4. Despite Option 4 requiring a larger land take, including land from a non-statutory designated site Belstead Brook Wood County Wildlife Site, it also provides greater scope for betterment on the acquired land and improving its biodiversity status.</p> <p>The Option 4 footprint includes a larger area of important habitats resulting in fragmentation of retained habitat to the south of the junction. However, design options will be developed to allow the establishment of wildlife corridors and provision for further green connections.</p>
<b>Water environment</b>	<p>The proposed scheme interacts with a statutory main river (Belstead Brook). The Environment Agency Flood Map for Planning indicates that there are areas of flood zone within the study area.</p>	<p>Any change in surface water flows, water quality, and flood risk would be addressed through the project design to ensure that there are no significant effects.</p>

<b>Carbon</b>	<p>The do-nothing scenario would show no additional carbon constraints as a baseline. Against this we determine what the scheme will contribute in carbon for each option which is detailed in the next box.</p>	<p>The scheme would involve the generation of Greenhouse Gas (GHG) emissions through production of the materials, transport of materials to site and waste from site, transport of construction workforce, use of construction equipment and machinery, maintenance, refurbishment and replacement during operational phase, and end of life.</p> <p>Carbon emissions from vehicles using the road – would increase as a result of the project because we are enabling more vehicles to use the road.</p> <p>The CEMP, SWMP, CoCP, and national initiatives to decarbonise road transport would manage and reduce both the short- and long-term impacts. Option 1 is likely to have less impact on climate than Option 4, due to its smaller scale.</p>
<b>Walking, cycling and horse riding and Public Rights of Way (PRoW)</b>	<p>There are numerous public rights of way within the development boundary and surrounding area. There is also a Sustrans National Cycle Route traversing the south and eastern extents of the scheme, and the Green Corridor Long Distance Path to the south and east.</p>	<p>Option 1 has minimal impact on land use and access for walking, cycling horse-riding, private properties, development land and businesses, agricultural land holdings, and community assets as a result of construction or operation. Any minor impacts during construction will be managed.</p> <p>Option 4 is likely to have a greater impact on land use and access (same groups as above) which, where practical, would be mitigated to improve the network affected. This thereby affords additional opportunity for improvements to existing facilities. The impacts may include changes to PRoW routes, access to residential and business properties and permanent land take of agricultural land.</p>

This information has been gathered as part of the Environmental Assessment Report and the information is available to view in the Staged Overview of Assessment Report (SOAR)



## How have we engaged?

### Previous engagement

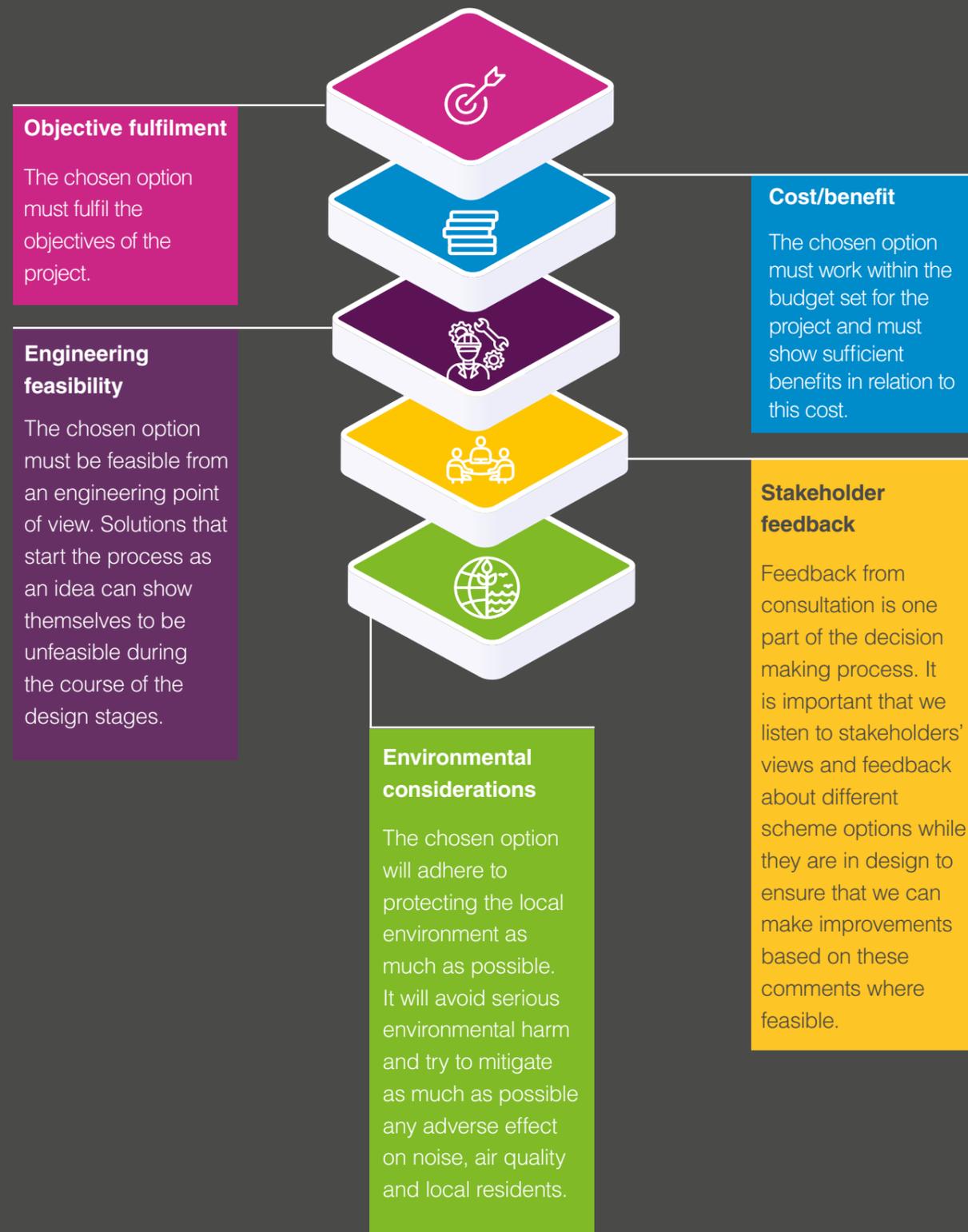
This programme has been developed from National Highways' Felixstowe to Midlands Route Strategy and its associated engagement and consultations. Following on from engagement undertaken through the identification process for the Route Strategies, National Highways continued to work with stakeholders to help identify where improvements to the Strategic Road Network might be needed within the region. Transport Focus was commissioned to undertake research on road user priorities as part of the Route Strategy development. In addition, more than 4,400 interviews were undertaken with drivers across the Strategic Road Network.

Over the summer of 2016, National Highways also offered an online tool for customers and stakeholders to provide information on local experiences of existing issues and challenges. As well as information collated from a range of people within National Highways, more than 300 different stakeholder organisations provided important feedback on the network during the evidence collection period.

### Stakeholder reference group meetings

To support the development of options for this public consultation and encourage full and active participation in the planning process, two stakeholder reference groups were established. These groups, the Community and Environment Group and the Trade and Economic Development Group, met regularly ahead of the consultation and will continue to do so throughout the life of the project. Such input is essential to help inform the development and design of the scheme.

# Decision making breakdown



# How to find out more?

Location	Date
Holiday Inn Ipswich, London Rd, Ipswich IP2 0UA	Saturday 6 November 11-6pm
Capel St Mary Village Hall, Capel St Mary, Ipswich IP9 2ER	Friday 12 November 2-8pm
Belstead Village Hall, Grove Hill, Ipswich IP8 3LU	Saturday 20 November 11-6pm
Copdock Village Hall, Village Hall, London Rd, Copdock, Ipswich IP8 3JN	Friday 26 November 2-8pm

## Or pick up a brochure at

Information pick up points
Goslings Farm Shop, Garden Centre and Cafe, High Rd, Felixstowe IP11 0RJ
Sproughton Community Shop, Tithe Barn, Lower St, Sproughton, Ipswich IP8 3AA
Suffolk County Council, Endeavour House, 8 Russell Rd, Ipswich IP1 2BX
Suffolk Libraries, County Library, Northgate St, Ipswich IP1 3DE
Stoke Library, Maidenhall Approach, Ipswich IP2 8PL
Chantry Library, Hawthorn Dr, Ipswich IP2 0QY
Gainsborough Community Library, Clapgate Ln, Ipswich IP3 0RL
Felixstowe Town Council, Town Hall, Undercliff Rd W, Felixstowe IP11 2AG (Also available in the Felixstowe Beach Hut)
Capel St Mary Parish Council, 27a The Street, Capel St Mary, Ipswich IP9 2EE (Also available in the local library)

Please visit our website to find out more:

<https://highwaysengland.citizenspace.com/he/a14-j55-copdock-public-consultation>



## What happens next?

Having received the full range of responses to the consultation, National Highways will undertake a programme of analysis and produce a consultation report. This report will summarise and consolidate the feedback received and will be made available to the public once the consultation has concluded.

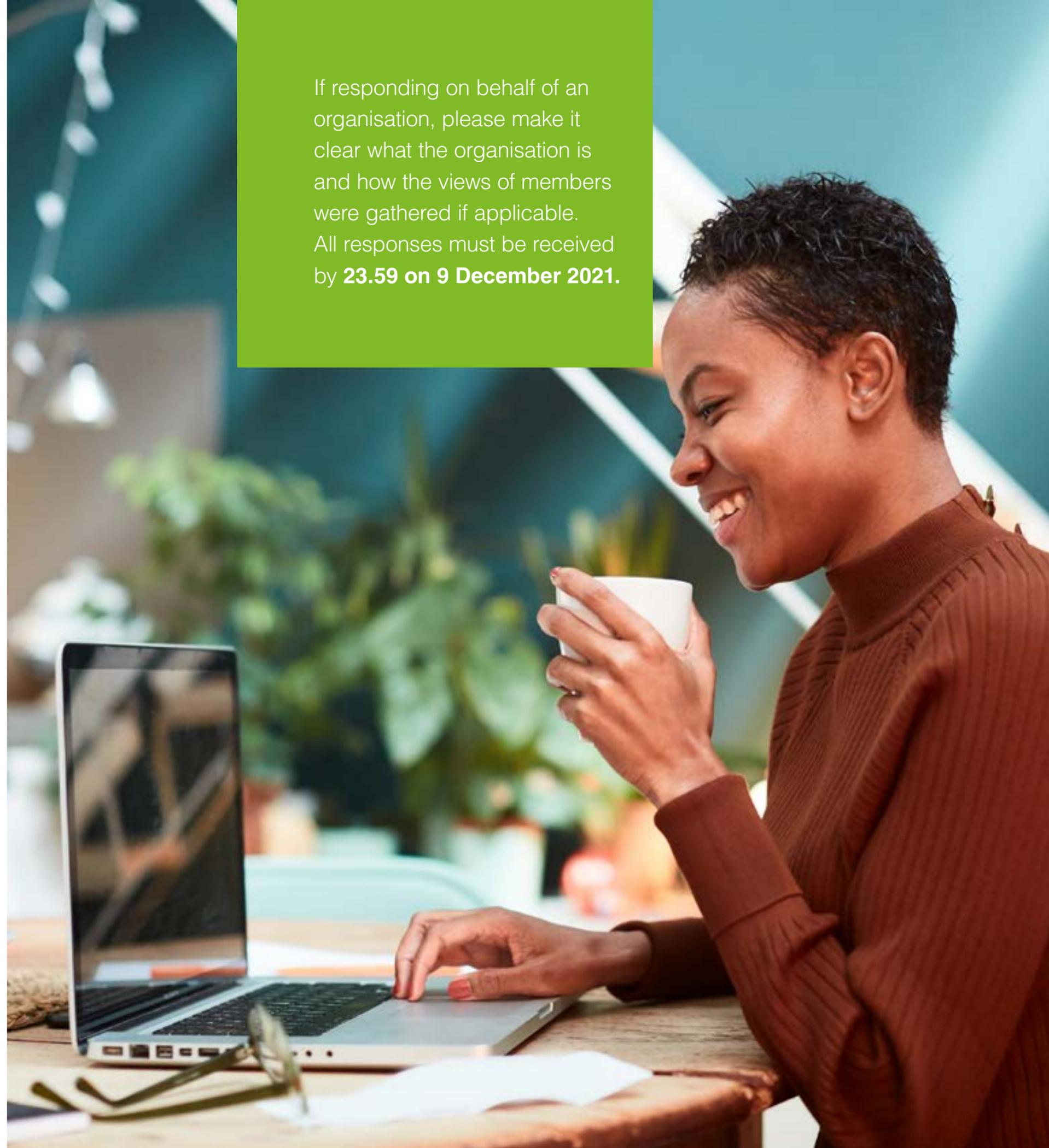
A range of frequently asked questions will be regularly updated on our website. Comments, concerns and expressions of support will be passed on to the project team and included as part of the ongoing project development.

The A14 Junction 55 Copdock Interchange improvement scheme is working in parallel with other pipeline projects in the area as possible RIS3 schemes. The pipeline schemes will be considered for the same pot of funding.

It is important to note that none of the schemes currently being explored as part of the pipeline are confirmed. This scheme will be put forward to the Department for Transport for consideration for funding following the consultation.

If successful, a Preferred Route Announcement (PRA) will present the best potential option for consideration to be taken forward to preliminary design and planning approval. This will include the rationale for the decisions and look to respond to the consultation feedback.

If responding on behalf of an organisation, please make it clear what the organisation is and how the views of members were gathered if applicable. All responses must be received by **23.59 on 9 December 2021.**



## How to respond

Please respond using one of the following channels, set up for the specific purpose of this consultation:

**Online:**

<https://highwaysengland.citizenspace.com/he/a14-j55-copdock-public-consultation>

**Email:**

[A14J55copdock@highwaysengland.co.uk](mailto:A14J55copdock@highwaysengland.co.uk)

**Post**

Please note the address is case sensitive:

**Freepost COPDOCK INTERCHANGE CONSULTATION**

National Highways wants to hear your views.

You can find an online response form at <https://highwaysengland.citizenspace.com/he/a14-j55-copdock-public-consultation>

or post the response form at the centre of this document.

National Highways is unable to guarantee that responses sent by channels other than those listed above will be included in the consultation process.

All responses should include your name and postcode and state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of an organisation, please make it clear what the organisation is and how the views of members were gathered if applicable.

All responses must be received by **9 December 2021**.

**Responses after this date may not be considered.**

If you are filling out our physical questionnaire please pull out of the full brochure and put it in an envelope with our Freepost address, no need for a stamp. If you need room to fill out your comments feel free to use extra paper.



If you need help accessing this or any other National Highways information, please call **0300 123 5000** and we will help you.

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