

A14 J55 Copdock Interchange

OPTIONS CONSULTATION REPORT

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Executive Summary

Following inclusion of the A14 J55 Copdock Interchange as one of the proposed improvement schemes in the Government's third Road Investment Strategy (RIS3 – 2025-30), National Highways presented two potential options for improvements to the junction at public consultation. The purpose was to help the project team assess local support or objection to the development work to date and enable the public to comment and feedback. The consultation ran for six weeks from Friday 29 October at 00:01 to Thursday 09 December at 23:59.

In summary, the options presented were:

Option 1 - Increasing 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 junction approaches.

Option 4 - Removing traffic at the existing junction by moving traffic heading south, and east onto new link roads, therefore separating the traffic using the strategic road network from the local traffic.

Ahead of the consultation, an 'Approach to Public Consultation' document was developed and consulted on with local authorities in the area. This can be found on the scheme website: <https://nationalhighways.co.uk/our-work/east/a14-junction-55-copdock-interchange>.

The Approach to Public Consultation sets out how the public consultation would be approached in terms of events in the local area, digital engagement and how people could respond and give their views. The document also sets out the range of marketing channels to be used to promote the consultation and ensure that interested parties had opportunity to provide their views.

Over the six-week period, 627 responses were submitted via the scheme online survey and a further 224 emails were received via the scheme inbox. Responses were predominantly received from local residents and users of the junction, while 49 respondents identified themselves as an organisation. These ranged from political and business organisations, as well as logistic and freight representatives.

Feedback and comments overwhelmingly confirmed that the junction suffers significant problems and agreed the need for improvements. Respondents felt the two options would, on the whole, have a positive impact in terms of safety and traffic flow, while each would have the potential to support and facilitate economic growth in the area.

When asked which option was preferred, of the 627 responses 67% stated Option 4, while 22% favoured Option 1. The remaining 11% had either no preference (8%) or did not support either option (3%).

The sentiment of the additional email correspondence showed that of the 224 emails, 15% of responses were positive about Option 4 whereas 17% were positive about Option 1. 63% were against Option 4 while 5% were against Option 1. This appears largely down to a set of identical emails from different respondents opposed to Option 4 which make up 35% of the email correspondence.

When asked why, those who chose Option 1 cited that it would meet the objective to relieve the pressure on the junction while also having less impact on the local area. They felt it would cost less and create less noise and air pollution than Option 4, while still providing the improvements needed. However, a number of respondents felt it did not do enough to solve issues at the junction.

Many respondents felt that Option 1 would not fix the current issues. These comments suggested that Option 1 would not stop the conflicting traffic movements of HGVs and local traffic, and that this would mean continued unwelcome impact for the local area. It would also not be a long-term solution given the expected increase in traffic volumes (particularly freight) following expansion of the Port of Felixstowe and future development in the area.

Those that preferred Option 4 felt it would help improve safety, journey times, resilience, increase reliability and facilitate the smooth flow of traffic. It would also help support economic growth and reduce traffic diverting onto local roads.

Moreover, introducing separate slip roads would take a large volume of traffic away from the junction and decrease the level of pollution from stationary vehicles. Respondents felt that Option 4 is a longer-term solution, that better meets the scheme objectives and will be able to endure future traffic levels.

However, there was concern about the cost of Option 4 and whether, as the more expensive option, the benefits would be worth the cost. There was also concern about the impact that Option 4 may have on the countryside, wildlife and biodiversity in the area. Some respondents felt that it would increase noise and air pollution and as such would have a big impact on communities close to the junction.

1. Introduction

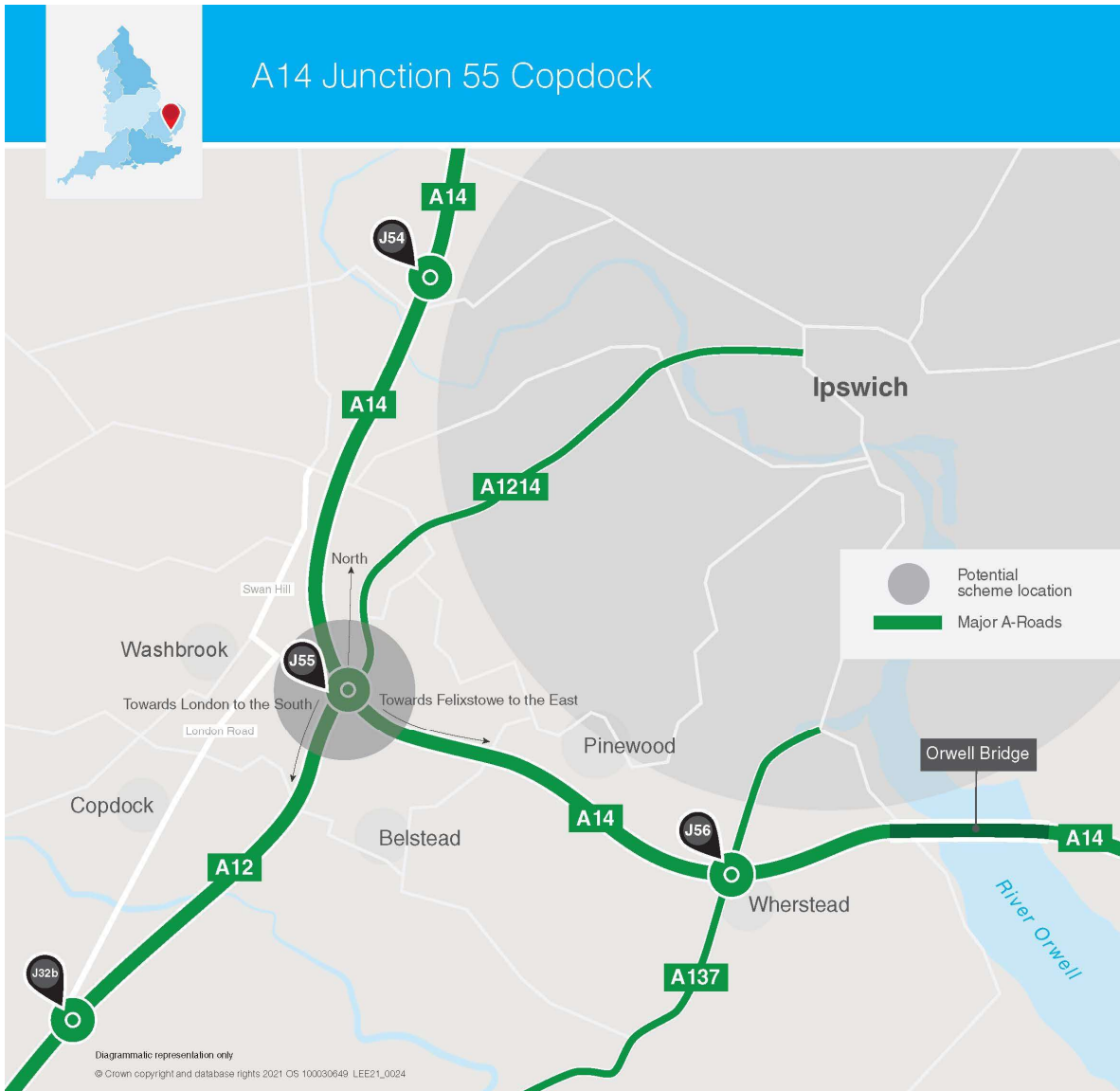


Figure 1: A14 Copdock Interchange

1.1. Introduction to the scheme

The A14 Junction 55, known as Copdock Interchange, acts as one of the main junctions between the A14 and the A12 in south Suffolk.

The A14 is a key strategic route connecting the Port of Felixstowe on the east coast with the Midlands and beyond, via connections with the M6 and M1, A11 and A12. The A14 has wider national and international importance as it is also part of the Trans-European Transport (Ten-T) Network.

The A12 provides access to London, the M25 and Stansted Airport to the south, and the east coast to the north east.

Congestion and capacity issues are apparent at A14 Junction 55, particularly in the extended morning and afternoon peaks. This is a consequence of high traffic flows using the junction for both strategic and local journeys, together with the limited capacity of the existing junction. There is also evidence of a significant proportion of long-distance freight using the junction outside of peak hours, as well as higher volumes of traffic on Fridays, bank holidays and holiday periods.

The proposals for improvements at Junction 55, Copdock Interchange are designed to increase capacity and improve journeys along the A12 and A14 corridors. There are also aims to help boost economic growth and development opportunities within the Ipswich area, including at the Port of Felixstowe.

1.2. Aims and objectives

The aim of the scheme is to improve safety, journey time reliability and increase resilience, while also supporting and facilitating economic growth in the region.

The specific aims are to:

- Improve journey times through the junction with increased reliability, facilitating 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

This options public consultation aimed to:

- Provide accurate and sufficient information about the A14 J55 Copdock Interchange scheme
- Offer opportunities for people who live and work in the area and other interested parties to comment on the proposals
- Ensure that the information within the public consultation was as accessible as possible, so that as many people as possible were able to participate
- Ensure that all materials are easy to read and non-technical so that people understand the reason for the scheme and the options being presented to make informed comment

- Provide a wide range of opportunities for people to provide feedback that will inform the design of the scheme going forward
- Collect feedback about the scheme for analysis to help inform our work, specifically during detailed design
- Be compliant with the requirements in the Planning Act 2008 and guidance regarding pre-application consultation and engagement in the DCO process

2. Consultation

The consultation ran for six weeks from **Friday 29 October**, 00:01 until **Thursday 09 December**, 23:59.

The consultation targeted local residents, businesses, interested groups and the range of people who use the roads at and near the A14 Junction 55.

At this stage of the options development process, potential solutions to meet the stated objectives have been identified. The consultation material also explained why other options were not included. The consultation brochure presented two identified route options along with pros and cons for each.

The work on development of options is in its early stages and National Highways recognise how important it is that local people are given the opportunity to provide their views and comments for consideration prior to a decision on any preferred route.

At this stage, no option is given any preference.

The A14 Junction 55 Copdock Interchange project team is also working to coordinate with other projects in the area, including those that are further advanced.

The A14 Junction 55 Copdock Interchange scheme is one of up to 32 potential schemes in the government's RIS3 pipeline. All such projects are yet to be confirmed by the Department for Transport for further funding. This scheme will be put forward to the Department for Transport for consideration for further funding following the consultation.

If confirmed, development work would continue and include a Preferred Route Announcement (PRA). The PRA stage would include a further public consultation to present the best potential option. Feedback offered here would be considered as this option then moves to preliminary design and planning approval. Part of this stage includes demonstration of how we have taken account of consultation feedback.

2.1. Events

During the consultation four public exhibitions were held at appropriately accessible venues. This enabled local people to view and discuss the proposals, meet different technical leads from the project team and ask questions about the options. Details of the public consultation events are shown in the table below:

Location	Address	Date	Time
Holiday Inn Ipswich	Holiday Inn, London Road, Ipswich, IP2 0UA	Saturday 6 November	11am-6pm

Capel St Mary Village Hall	Capel St Mary Village Hall, Capel St Mary, Ipswich IP9 2ER	Friday 12 November	2pm-8pm
Belstead Village Hall	Belstead village hall, Grove Hill, Ipswich IP8 3LU	Saturday 20 November	11am-6pm
Copdock Village Hall	Copdock Village Hall, London Rd, Copdock, Ipswich IP8 3JN	Friday 26 November	2pm-8pm

At these events, display boards included the following information:

- Introduction to the event
- Background to the scheme
- Need for the scheme
- Objectives
- Scheme map with benefits and impacts of each of the options
- Environmental considerations
- How to respond, ask questions, and get further information
- Next steps

In addition, a virtual event space was hosted on the scheme website for the duration of the consultation which also displayed these boards so that those unable to attend an event had the same information.

A public consultation brochure was created to provide the information needed to give informed and considered feedback. This was published as a booklet and could also be downloaded from the scheme website. Physical copies were available at events and at a number of local information points.

A downloadable copy of the 'Stage Overview Assessment Report' (SOAR) was also available. The SOAR was published as a supporting document for anyone who wanted to see more technical information.

On the scheme website the Approach to Consultation document was also available to download, and set out how the consultation was to be undertaken. As part of the preparation for the public consultation, local authorities were consulted.

Before and after the public consultation, the scheme specific email address allowed people to give feedback, request information, and ask questions. In line with National Highway's Customer Service approach, responses aimed to be provided within five working days.

The brochure, SOAR and Approach to Consultation can still be downloaded from the documents section of the website: <https://nationalhighways.co.uk/our-work/east/a14-junction-55-copdock-interchange>.

2.2. Methods of responding

Responses to the consultation were accepted via the following channels:

- An online survey at <https://highwaysengland.citizenspace.com/he/a14-j55-copdock-public-consultation/>
- An email to A14J55copdock@highwaysengland.co.uk
- A Freepost service – FREEPOST COPDOCK INTERCHANGE CONSULTATION.

The survey comprised 21 questions regarding the two options. There was a mixture of questions with fixed answers (i.e. boxes to be ticked with specific answers) and open questions with large text boxes where respondents were able to answer and comment as they wished.

A request for personal information, questions regarding experience of the consultation and equality and diversity data questions were included to aid understanding of who had responded and how the engagement and consultation approach can be improved in the future.

The responses and feedback given will feed into the process of route selection and also enable the technical teams to progress the more detailed design work.

2.3. Data protection, confidentiality, and anonymity

The following statement was published in the consultation brochure and on the website prior to respondents being asked for their personal information:

“National Highways are 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”

2.3.1. Collecting responses

To ensure that personal information and responses were kept secure, access to the data was held solely by the project engagement team. Responses online were logged on an access-controlled site, any responses via email were directed to an access-controlled inbox, and responses to the FREEPOST address were sent directly to the same team.

The spreadsheet of responses on which the analysis was carried out is password protected on an access-controlled server.

Personal and demographic information in this report is anonymised.

2.3.2. Diversity and Equality

The following statement was published in the consultation brochure prior to respondents being asked for demographic information:

“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”.

There was also a tick box regarding consent to this data being used/processed.

“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 the National Highways privacy notice (on page 44) and understood how they will be processing this data.”

2.4. Demographic questions

Respondents were asked to provide demographic information; however, this was not mandatory.

This data will be used to assess our advertising and marketing reach to help us improve the inclusion and diversity of any future engagement/consultations.

We will not be reporting on this data.

3. Data analysis and interpretation of data

3.1. Sample

The target population for the questionnaire were those who live and work in the local area and those who use the A14 J55 Copdock Interchange whether as commuters, for commercial purposes or for leisure. Beyond these groups we also welcomed contributions from any other interested parties.

All responses are vital for the project team to understand the experiences, opinions and any concerns there may be, both in general and with reference to the options presented. While this information is an invaluable insight, it is important to be aware that the feedback is likely to highlight particular viewpoints and does not necessarily represent the views of the wider population. As such, the feedback is not considered to be a 'vote' on the best option. Nonetheless, the feedback does provide a measure of public feeling.

The information received from the consultation is one of a number of other considerations that help shape the continued development work. These considerations include:

- Objective fulfilment
- Environmental impact
- Community impact
- Engineering feasibility
- Cost vs benefit analysis

All comments have been recorded and analysed for consideration. Conclusions are communicated openly, and the methods used to measure statistical significance is clear.

3.2. Quantitative analysis

Quantitative data analysis has been undertaken on all closed questions. This allows a numerical value and percentages to be applied to respondents' answers. Following this analysis, the data for each set of answers can be compared and an accurate measure of the range of opinion and preference can be produced.

3.3. Qualitative analysis and insight

Qualitative data analysis has been undertaken on all open questions. This is data where no numerical value can be applied as each answer is different. In order to

effectively assess responses, themed codes have been applied which pick out key re-occurring concerns or opportunities.

These codes are used to guide reporting and to give an understanding of the comparative regularity and frequency of themes and issues being raised. The codes are not intended to be, and would not be appropriate for, carrying out statistical comparisons.

The frequency of these themes does not necessarily relate to their importance but is an indication of a topic of interest. This report will summarise these responses and as such not all comments will be represented directly. All feedback has been read and taken on board in preparation for this report, new suggestions and points raised have been passed on to relevant members of the project team, if required, for information and consideration.

4. Respondents and responses

4.1. Respondent heat map

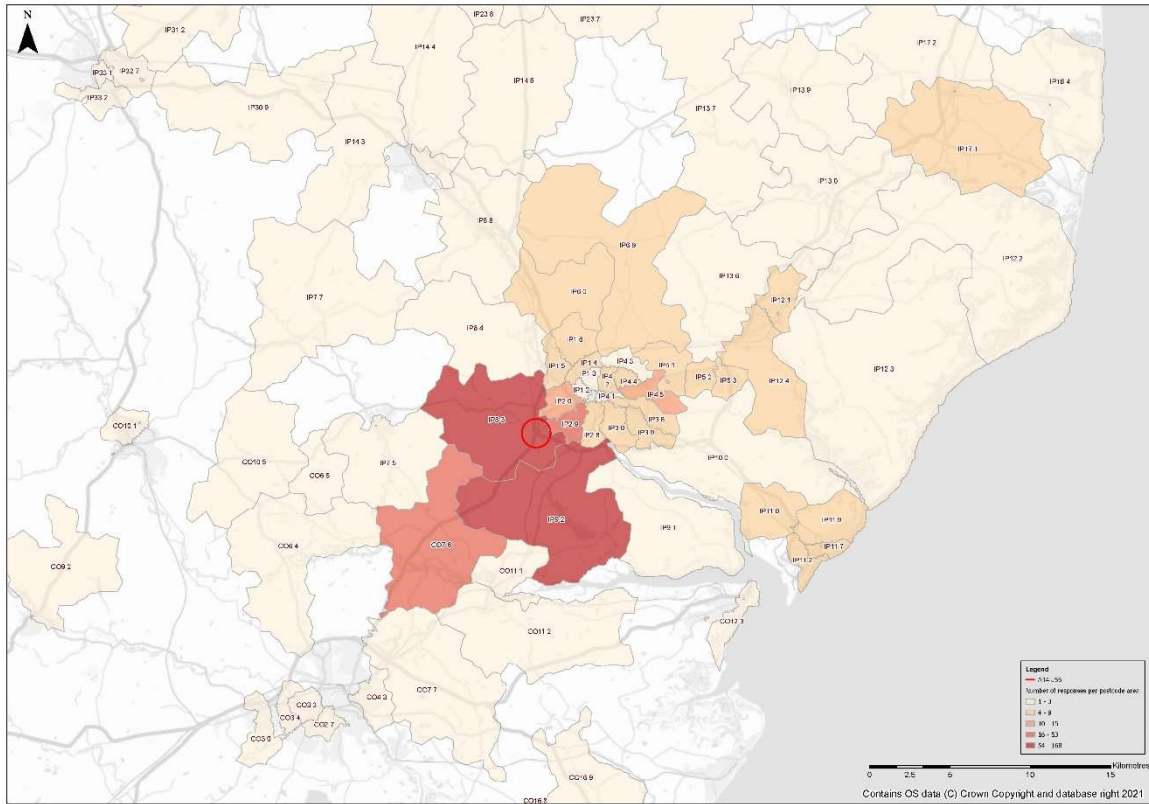


Figure 2: Responses by postcode

4.2. By channel

Email: 224

Online survey: 627 total, of which 36 paper copies were delivered via the Freepost service and 3 paper copies came from the email inbox.

4.3. Representative stakeholders

49 responses were submitted on behalf of a specific organisation.

37 of these responses were from representative stakeholders. Of these, 11 were by online survey and 26 by email. These representative stakeholders are listed below.

It was noted that the Chamber of Commerce sent feedback to both the survey and additional information to the email inbox. Both have been acknowledged as being from the same source.

MP

- James Cartlidge MP
- Tom Hunt MP
- Jo Churchill MP
- Dr Daniel Poulter MP

Local Authority

- Suffolk County Council
- Ipswich Borough Council
- Babergh and Mid Suffolk District Council
- East Suffolk Council

Town/Parish Councils

- Belstead Parish Council
- Belstead Parochial Church Council
- Pinewood Parish Council
- Holton Parish Council
- Burstall Parish Council
- Capel St Mary Parish Council
- Sproughton Parish Council
- Hadleigh Town Council
- East Bergholt Parish Council
- Great Wenham Parish Council

- Bentley Parish Council
- Kesgrave Town Council
- Wherstead Parish Council

Organisations

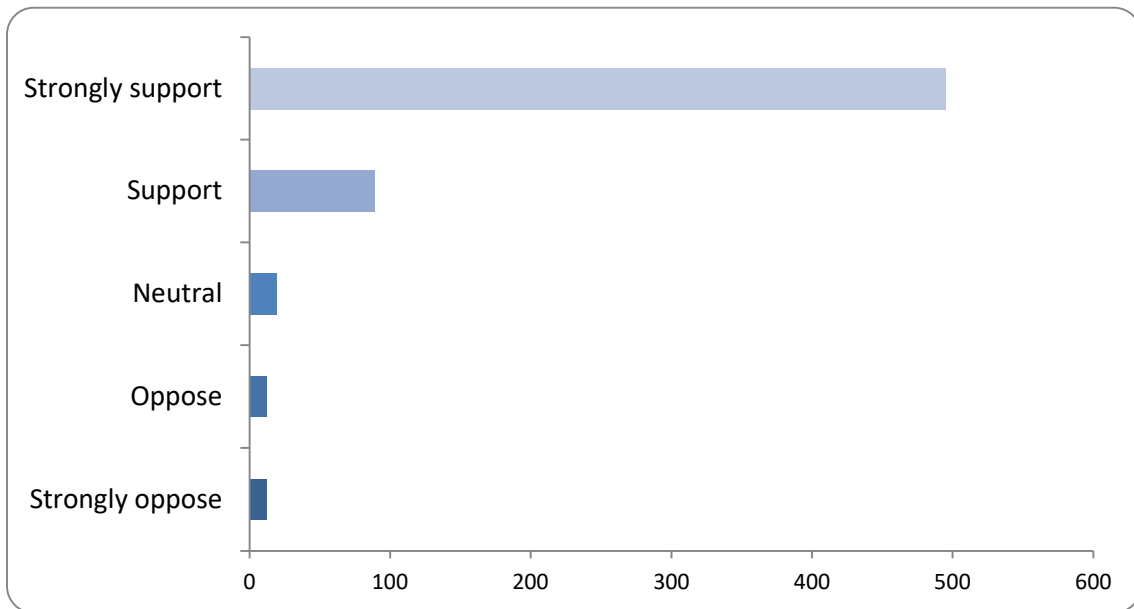
- National Highways
- Environment Agency
- Suffolk Chamber of Commerce
- Suffolk and North East Essex NHS Clinical Commissioning Group
- New Anglia LEP
- Historic England
- Woodland Trust
- Hutchison Ports UK Ltd
- Suffolk Wildlife Trust
- Suffolk Constabulary
- Road Haulage Association (RHA)
- Logistics UK
- Associated British Ports (ABP)
- Suffolk Growth
- Transport East
- Haven Gateway Partnership & Freeport East

5. Responses to closed questions

The graphs and tables below summarise the responses to the closed questions in the questionnaire. The graphs and tables show percentages to two decimal places and the explanation will round up to whole numbers. Please note due to rounding to the nearest whole number the percentages reported may not always add up to 100%.

5.1. Section One: Scheme as a whole

Question One: There is a need for improvements at A14 Junction 55 Copdock Interchange?

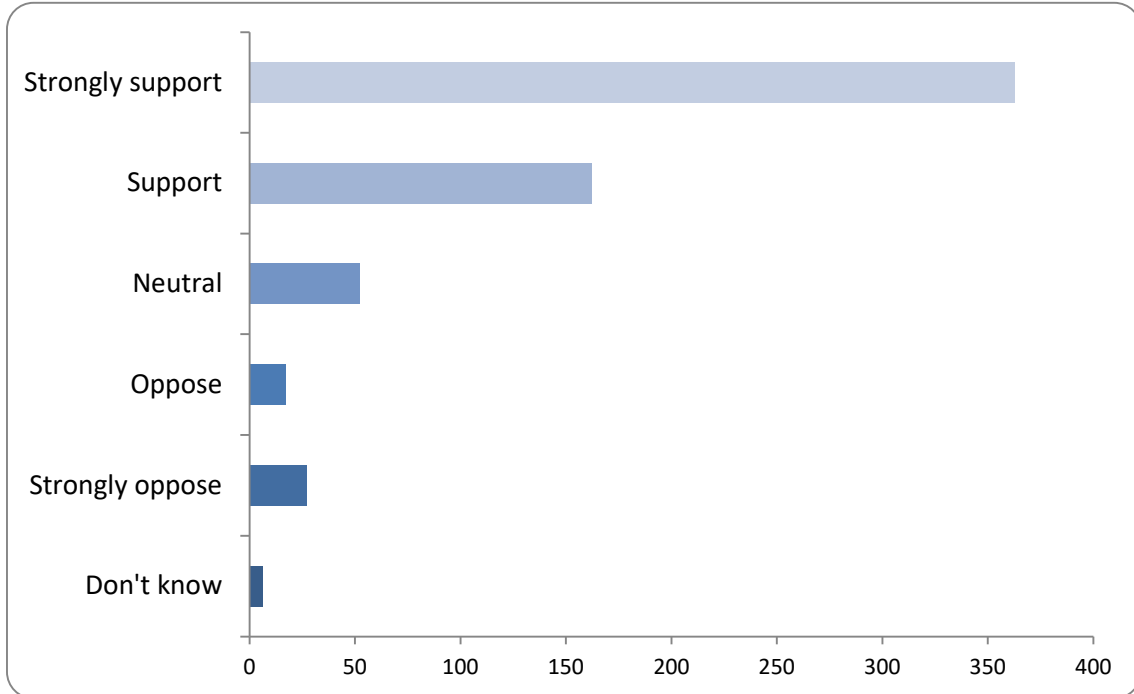


Of the 627 responses to this question, 93% of respondents supported the need for improvements at A14 Junction 55 Copdock Interchange, of which 79% had strong support.

4% opposed the need for improvements while 3% gave a neutral response.

Option	Total	Percent
Strongly support	495	78.95%
Support	89	14.19%
Neutral	19	3.03%
Oppose	12	1.91%
Strongly oppose	12	1.91%
Don't know	0	0.00%
Not Answered	0	0.00%

Question Two: The options proposed in this consultation would have a positive impact on the Copdock Interchange?

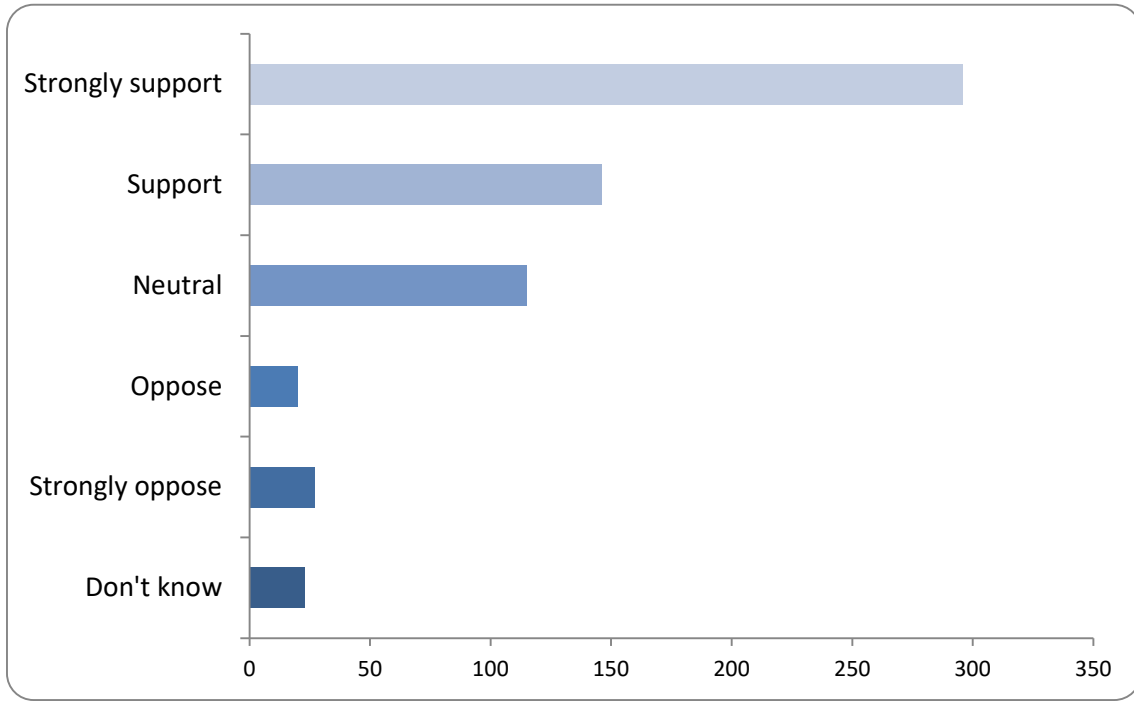


Of the 627 responses to this question, 84% of respondents supported the statement that the options proposed would have a positive impact on the Copdock Interchange.

7% opposed the statement, 8% gave a neutral response and less than 1% said they did not know.

Option	Total	Percent
Strongly support	363	57.89%
Support	162	25.84%
Neutral	52	8.29%
Oppose	17	2.71%
Strongly oppose	27	4.31%
Don't know	6	0.96%
Not Answered	0	0.00%

Question Three: The options proposed in this consultation will facilitate and support the predicted economic growth in the area?



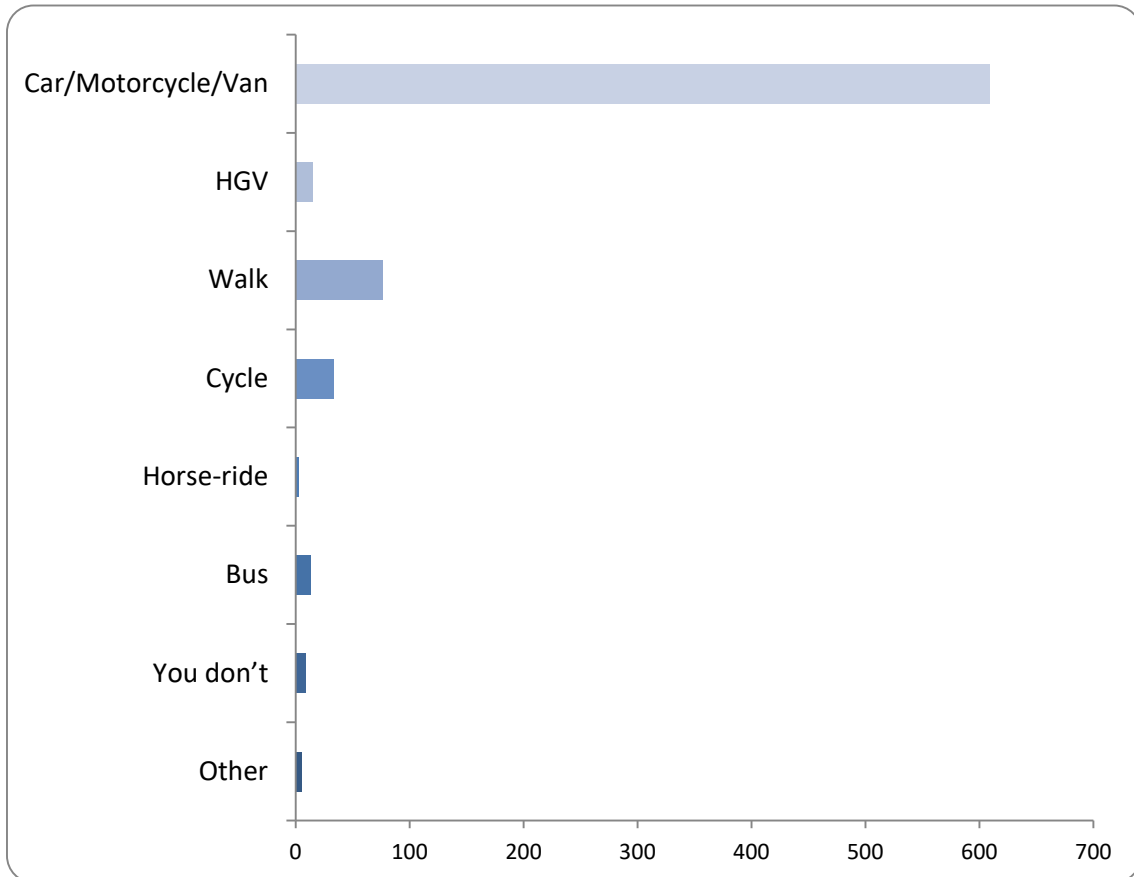
Of the 627 responses to this question, 71% of respondents supported the statement that the options proposed in this consultation will facilitate and support the predicted economic growth in the area.

8% opposed the statement, 18% gave a neutral response and just less than 4% said they didn't know.

Option	Total	Percent
Strongly support	296	47.21%
Support	146	23.29%
Neutral	115	18.34%
Oppose	20	3.19%
Strongly oppose	27	4.31%
Don't know	23	3.67%
Not Answered	0	0.00%

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

Please note this question allowed respondents to tick more than one option if appropriate. As such there are more answers than respondents. All respondents answered the question.



Of the responses given, 97% used a car, motorcycle or van at the junction. 2% drove an HGV, 18% walked, cycled or rode a horse in the area, 2% travelled by bus and less than 1% said other. 1% of respondents said they did not travel at the A14 J55 Copdock Interchange.

- 11 out of 15 of those who responded with more than one mode of transport used the junction as a HGV driver and a Car/Motorcycle/Van user
- All but 2 of those who responded walk also ticked that they were a Car/Motorcycle/Van user
- All but 3 of those who responded cycle also ticked that they were a Car/Motorcycle/Van user. And all but 11 also walked
- 2 of the 3 horse riders also walked and cycled at the junction. All horse riders also used a Car/Motorcycle/Van at the junction

- All but 2 of the bus users also ticked that they were a Car/Motorcycle/Van user. Just less than half also either walked or cycled.

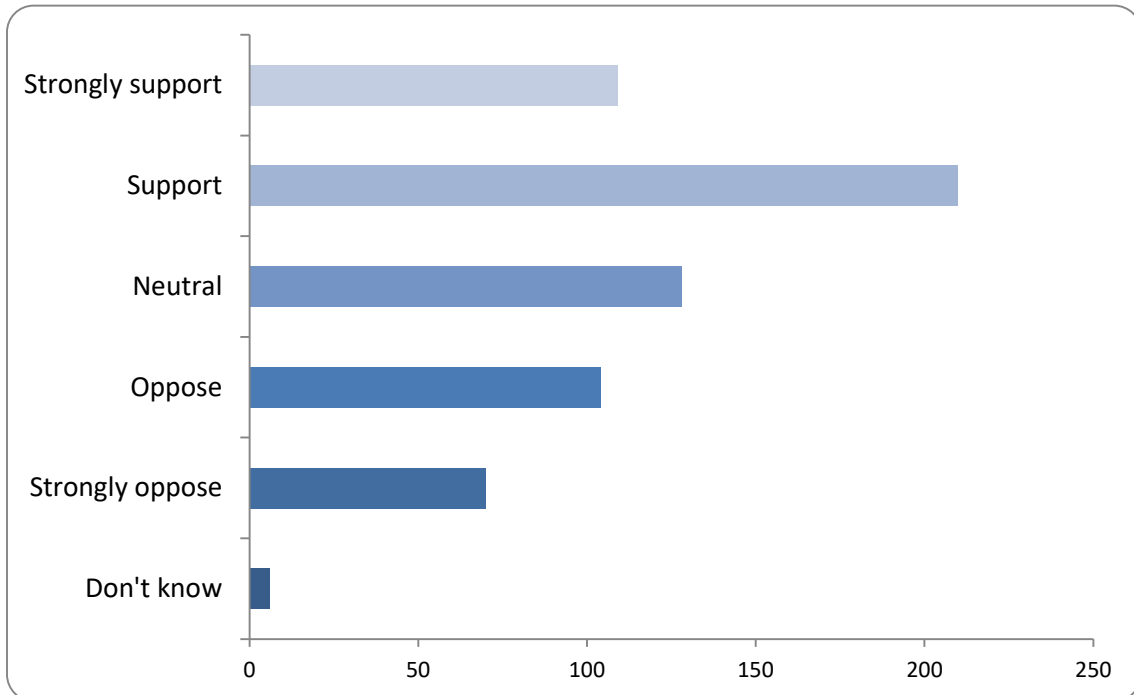
Option	Total	Percent
Car/Motorcycle/Van	609	97.13%
HGV	15	2.39%
Walk	76	12.12%
Cycle	33	5.26%
Horse-ride	3	0.48%
Bus	13	2.07%
You don't	9	1.44%
Other	5	0.80%
Not Answered	0	0.00%

Summary of scheme as a whole

The majority of respondents agreed with the first three statements put forward in the survey. They were in agreement that there is a need for improvements at the A14 Junction 55 Copdock Interchange, that the options presented would have a positive impact on the junction and would facilitate and support the predicted economic growth in the area.

5.2. Section Two: Option 1

Question Five: Option 1 will help improve journey times through the junction with increased reliability and facilitate the smooth flow of traffic?

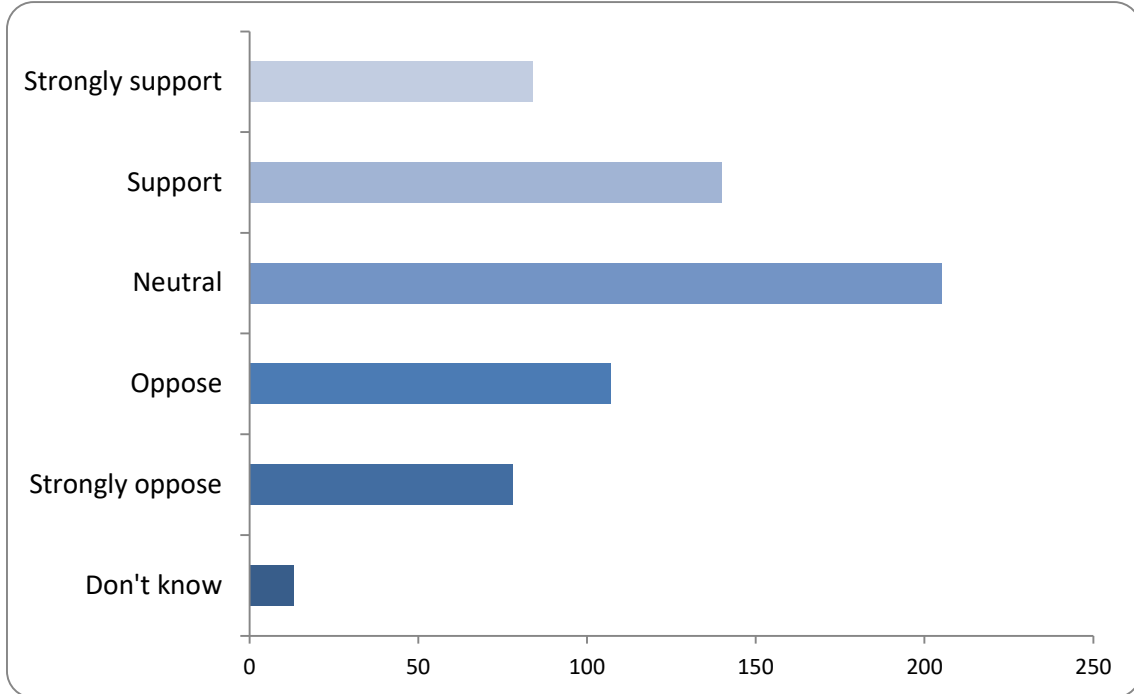


Out of the 627 responses, 51% supported the statement that that Option 1 would help improve journey times through the junction, increase reliability and facilitate the smooth flow of traffic.

28% opposed the statement, 20% gave a neutral answer and just less than 1% said they didn't know.

Option	Total	Percent
Strongly support	109	17.38%
Support	210	33.49%
Neutral	128	20.41%
Oppose	104	16.59%
Strongly oppose	70	11.16%
Don't know	6	0.96%
Not Answered	0	0.00%

Question Six: Option 1 will help make the road network at the junction itself and nearby roads safer?

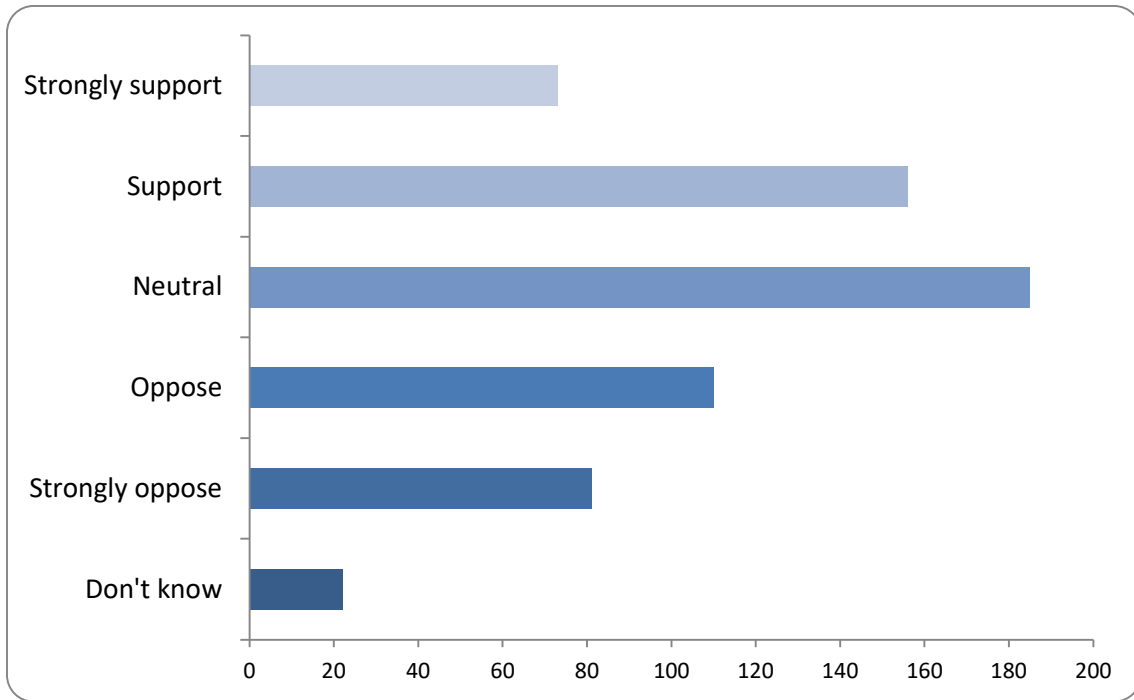


Of the 627 responses, 36% supported the statement that Option 1 would help make the road network at the junction itself and nearby roads safer.

30% opposed the statement, 33% gave a neutral answer and 2% said they didn't know.

Option	Total	Percent
Strongly support	84	13.40%
Support	140	22.33%
Neutral	205	32.70%
Oppose	107	17.07%
Strongly oppose	78	12.44%
Don't know	13	2.07%
Not Answered	0	0.00%

Question Seven: Option 1 will help support economic growth, especially facilitating reliable access to the Port of Felixstowe and their expansion proposals?

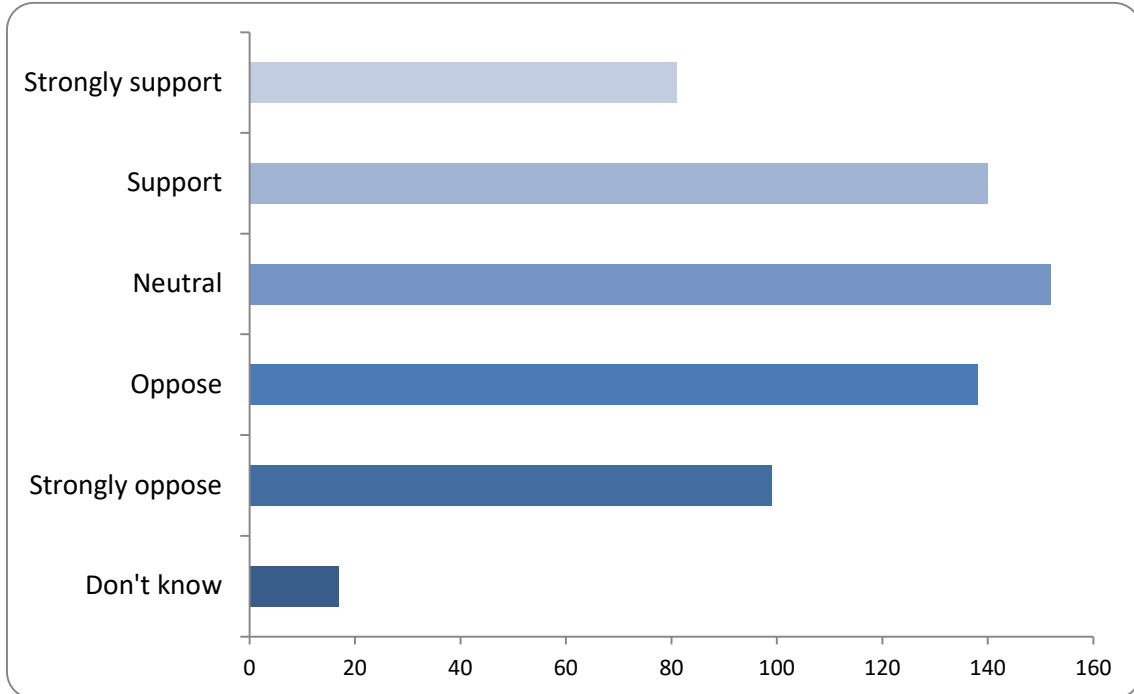


Of the 627 responses, 37% supported the statement that Option 1 would help support economic growth, especially facilitating reliable access to the Port of Felixstowe and their expansion proposals.

30% opposed the statement, 30% gave a neutral answer and 4% said they didn't know.

Option	Total	Percent
Strongly support	73	11.64%
Support	156	24.88%
Neutral	185	29.51%
Oppose	110	17.54%
Strongly oppose	81	12.92%
Don't know	22	3.51%
Not Answered	0	0.00%

Question Eight: Option 1 will help reduce traffic using local roads through villages and towns as an alternative to the Copdock Interchange?

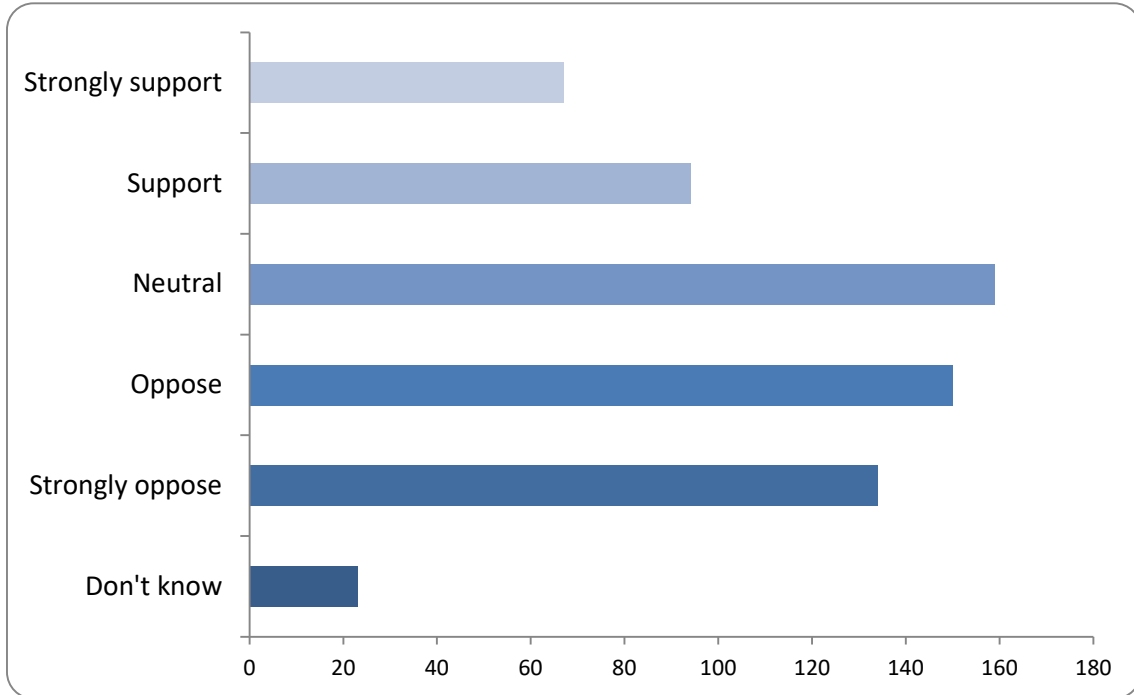


Of the 627 responses, 35% supported the statement that Option 1 would help reduce traffic using local roads through villages and towns as an alternative to the Copdock Interchange.

38% opposed the statement, 24% gave a neutral answer and 3% said they didn't know.

Option	Total	Percent
Strongly support	81	12.92%
Support	140	22.33%
Neutral	152	24.24%
Oppose	138	22.01%
Strongly oppose	99	15.79%
Don't know	17	2.71%
Not Answered	0	0.00%

Question Nine: Option 1 will help improve resilience (traffic disruption when an incident occurs)?

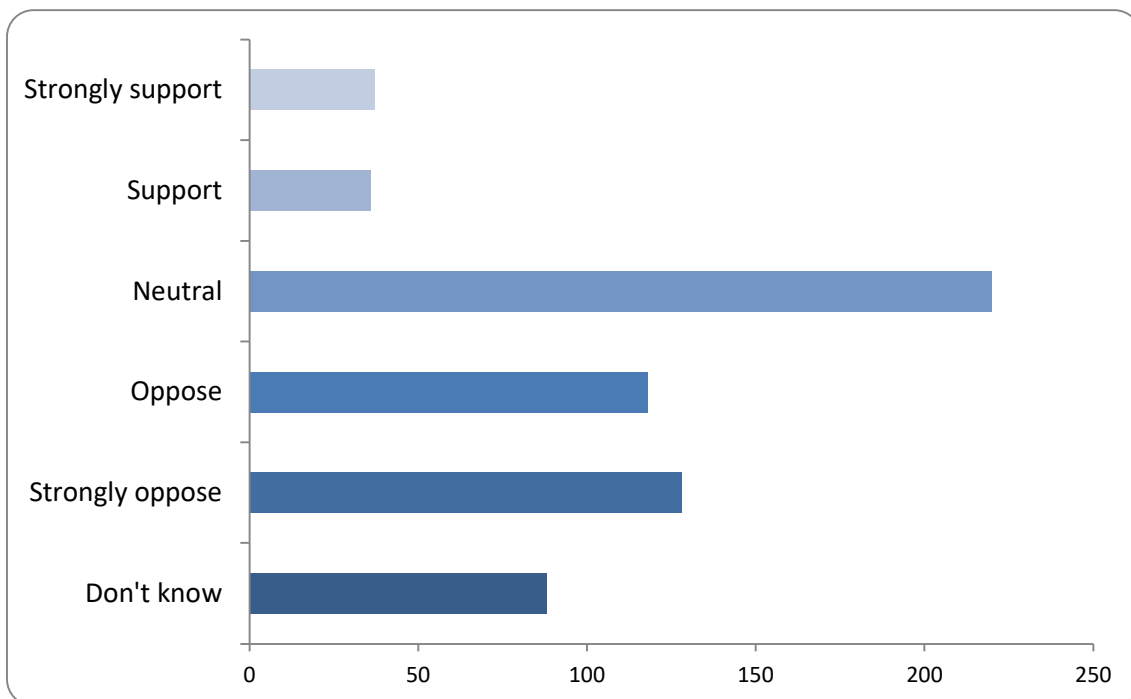


Of the 627 responses, 26% supported the statement that Option 1 would help improve resilience.

45% opposed the statement, 25% gave a neutral answer and 4% said they didn't know.

Option	Total	Percent
Strongly support	67	10.69%
Support	94	14.99%
Neutral	159	25.36%
Oppose	150	23.92%
Strongly oppose	134	21.37%
Don't know	23	3.67%
Not Answered	0	0.00%

Question Ten: Option 1 will help improve connectivity for walking, cycling or horse riding?

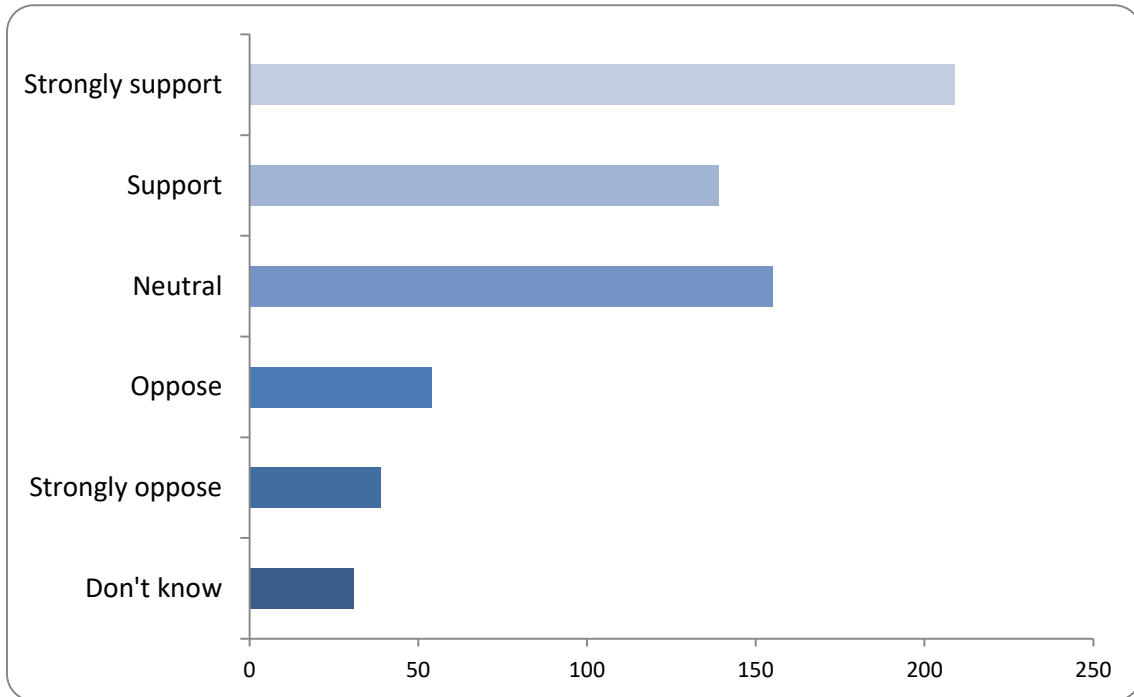


Of the 627 responses, 12% supported the statement that Option 1 would help improve connectivity for walking, cycling or horse riding.

39% opposed the statement, 35% gave a neutral answer and 14% said they didn't know.

Option	Total	Percent
Strongly support	37	5.90%
Support	36	5.74%
Neutral	220	35.09%
Oppose	118	18.82%
Strongly oppose	128	20.41%
Don't know	88	14.04%
Not Answered	0	0.00%

Question Eleven: The roadworks required for the construction of Option 1 will significantly impact my regular journeys?



Of the 627 responses, 56% supported the statement that the roadworks required for the construction of Option 1 would significantly impact their regular journeys. 15% opposed the statement, 25% gave a neutral answer and 5% said they didn't know.

Option	Total	Percent
Strongly support	209	33.33%
Support	139	22.17%
Neutral	155	24.72%
Oppose	54	8.61%
Strongly oppose	39	6.22%
Don't know	31	4.94%
Not Answered	0	0.00%

Option 1 summary

Although a majority of respondents agreed that Option 1 would help improve journey times through the junction, would increase reliability and facilitate the smooth flow of traffic, there was not an overwhelming mandate of support in relation to our other objectives.

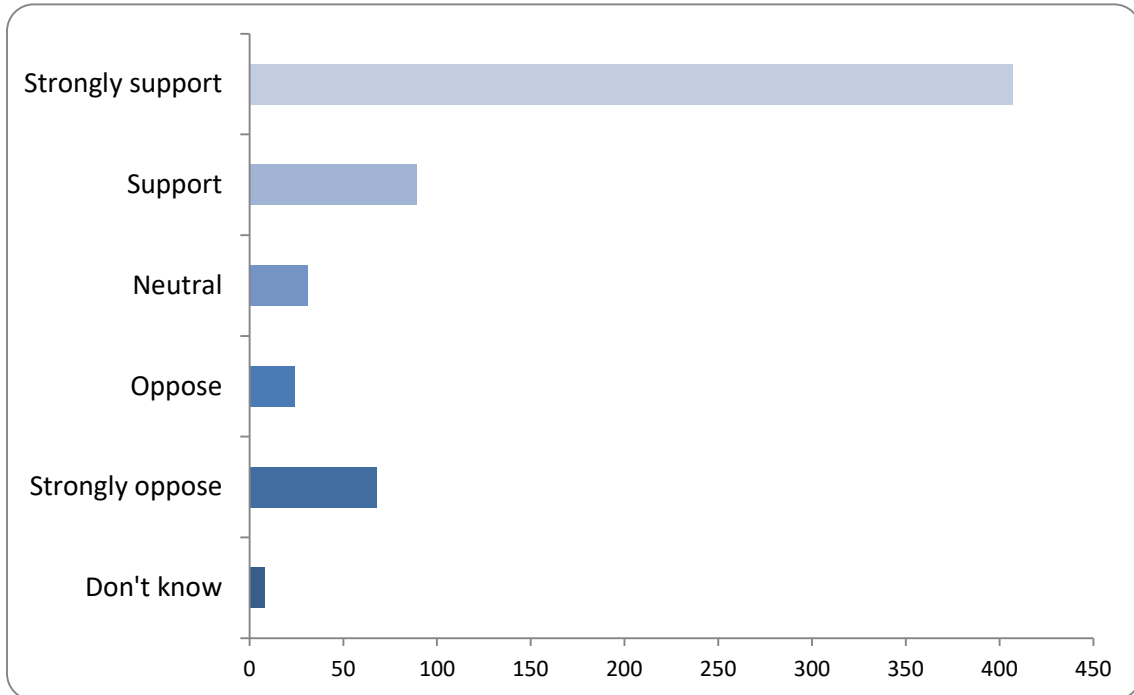
More people agreed than disagreed that Option 1 would help make the road network safer and that it would support economic growth.

However, more people disagreed than agreed that it would reduce traffic through local villages, that it would help improve resilience and that it would improve connectivity for walking, cycling or horse riding.

A majority of respondents also stated that the period of construction for Option 1 would significantly impact their regular journeys.

5.3. Section Three: Option 4

Question Twelve: Option 4 will help improve journey times through the junction with increased reliability and facilitate the smooth flow of traffic?

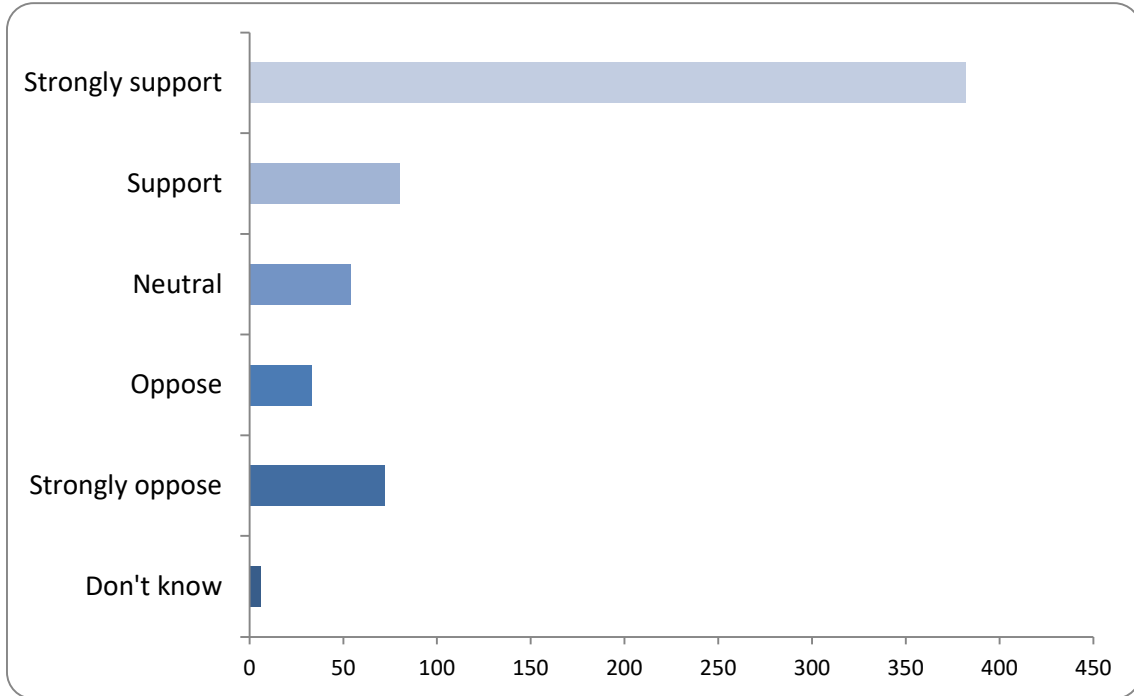


Of the 627 responses, 79% supported the statement that Option 4 would help improve journey times through the junction with increased reliability and would facilitate the smooth flow of traffic. It should be noted that for this option, the majority of those who supported the statement, were in strong support.

15% opposed the statement, 5% gave a neutral answer and just over 1% said they didn't know.

Option	Total	Percent
Strongly support	407	64.91%
Support	89	14.19%
Neutral	31	4.94%
Oppose	24	3.83%
Strongly oppose	68	10.85%
Don't know	8	1.28%
Not Answered	0	0.00%

Question Thirteen: Option 4 will help make the road network at the junction itself and nearby roads safer?

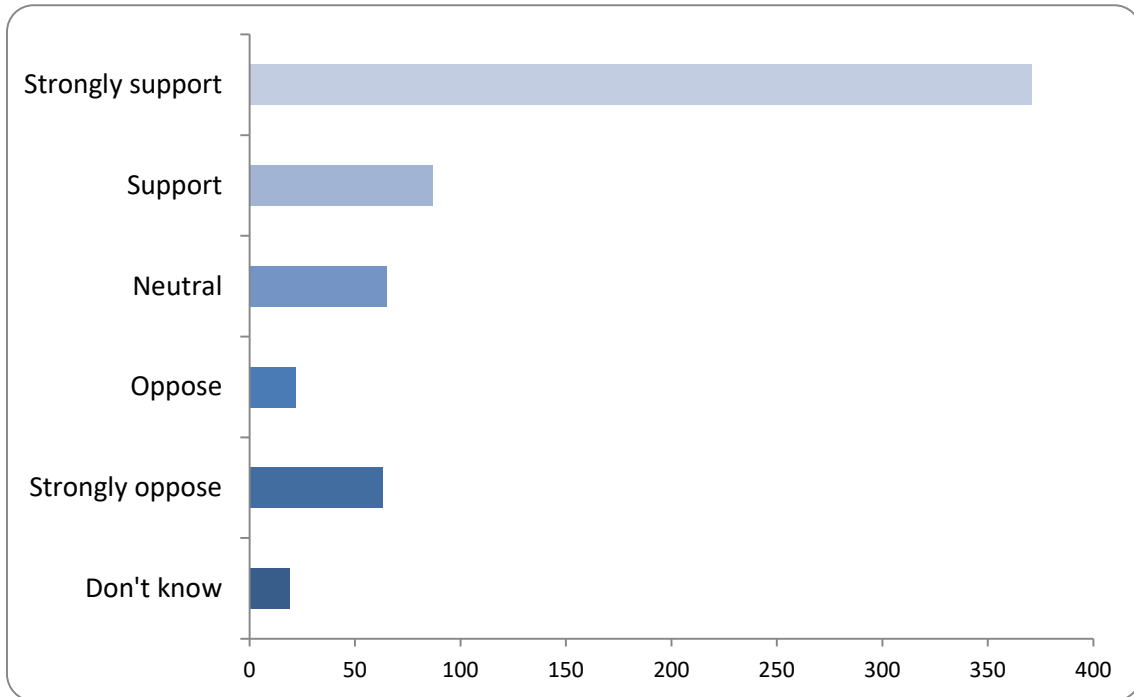


Of the 627 responses, 74% supported the statement that Option 4 would help make the road network at the junction itself and nearby roads safer. Again, it should be noted that for this option, the majority of those who supported the statement, were in strong support.

17% opposed the statement, 9% gave a neutral answer and less than 1% said they didn't know.

Option	Total	Percent
Strongly support	382	60.93%
Support	80	12.76%
Neutral	54	8.61%
Oppose	33	5.26%
Strongly oppose	72	11.48%
Don't know	6	0.96%
Not Answered	0	0.00%

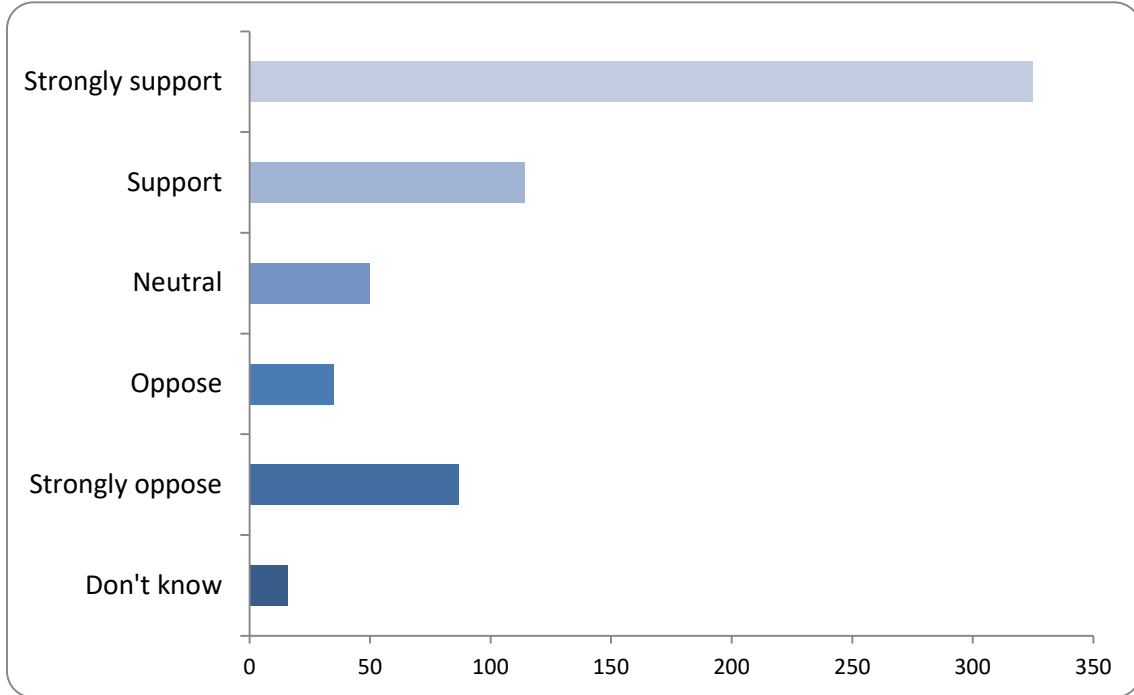
Question Fourteen: Option 4 will help support economic growth, especially facilitating reliable access to the Port of Felixstowe and their expansion proposals?



Of the 627 responses, 73% supported the statement that Option 4 would help support economic growth, especially facilitating reliable access to the Port of Felixstowe and their expansion proposals. Again, it should be noted that for this option, the majority of those who supported the statement, were in strong support. 14% opposed the statement, 10% gave a neutral answer and 3% said they didn't know.

Option	Total	Percent
Strongly support	371	59.17%
Support	87	13.88%
Neutral	65	10.37%
Oppose	22	3.51%
Strongly oppose	63	10.05%
Don't know	19	3.03%
Not Answered	0	0.00%

Question Fifteen: Option 4 will help reduce traffic using local roads through villages and towns as an alternative to the Copdock Interchange?

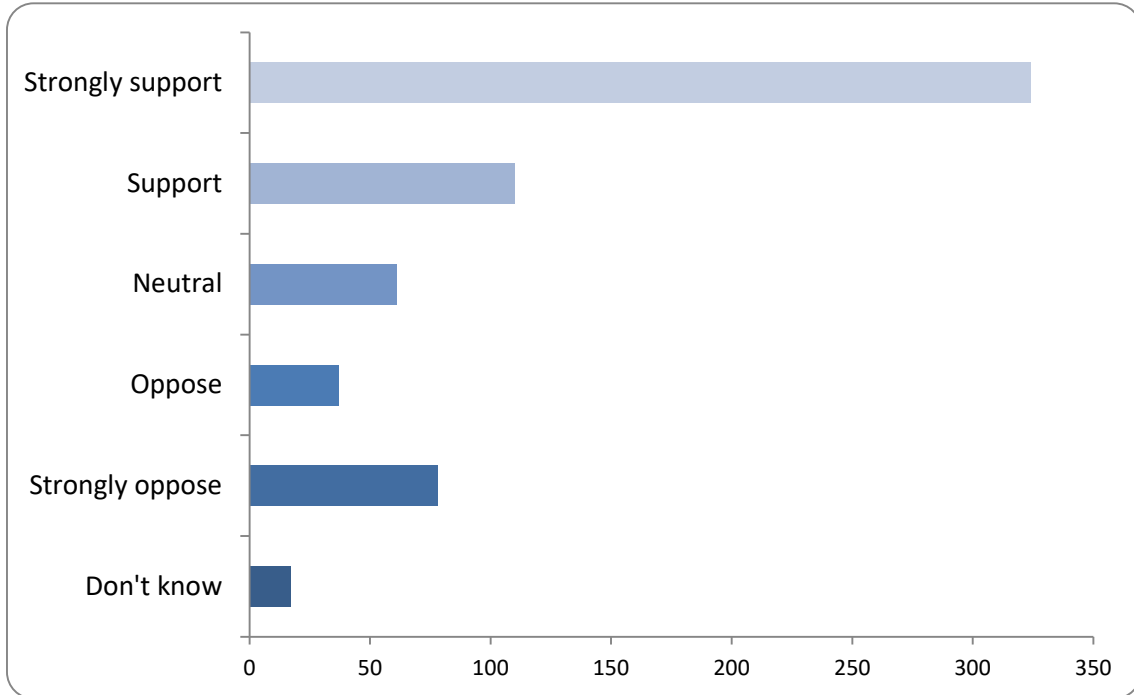


Of the 627 responses, 70% supported the statement that Option 4 would help reduce traffic using local roads through villages and towns as an alternative to the Copdock Interchange. Again, it should be noted that for this option, the majority of those who supported the statement, were in strong support.

19% opposed the statement, 8% gave a neutral response and 3% said they didn't know.

Option	Total	Percent
Strongly support	325	51.83%
Support	114	18.18%
Neutral	50	7.97%
Oppose	35	5.58%
Strongly oppose	87	13.88%
Don't know	16	2.55%
Not Answered	0	0.00%

Question Sixteen: Option 4 will help improve resilience (traffic disruption when an incident occurs)?

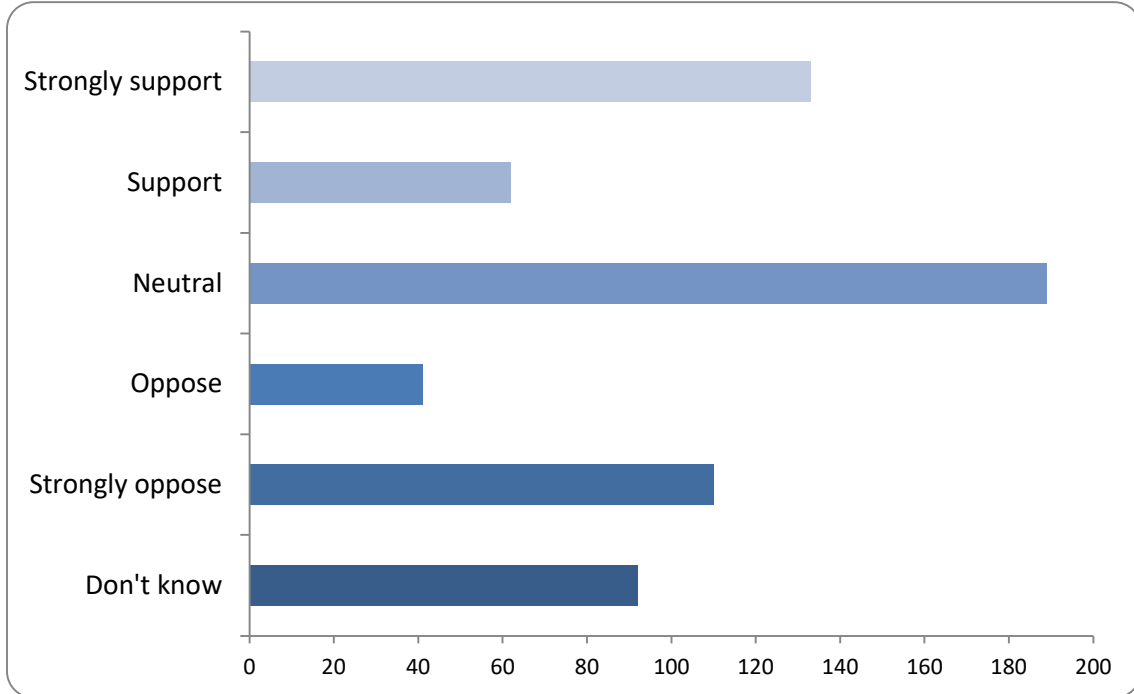


Of the 627 responses, 69% supported the statement that Option 4 would help improve resilience. Again, it should be noted that for this option, the majority of those who supported the statement, were in strong support.

18% opposed the statement, 10% gave a neutral response and 3% said they didn't know.

Option	Total	Percent
Strongly support	324	51.67%
Support	110	17.54%
Neutral	61	9.73%
Oppose	37	5.90%
Strongly oppose	78	12.44%
Don't know	17	2.71%
Not Answered	0	0.00%

Question Seventeen: Option 4 will help improve connectivity for walking, cycling or horse riding?

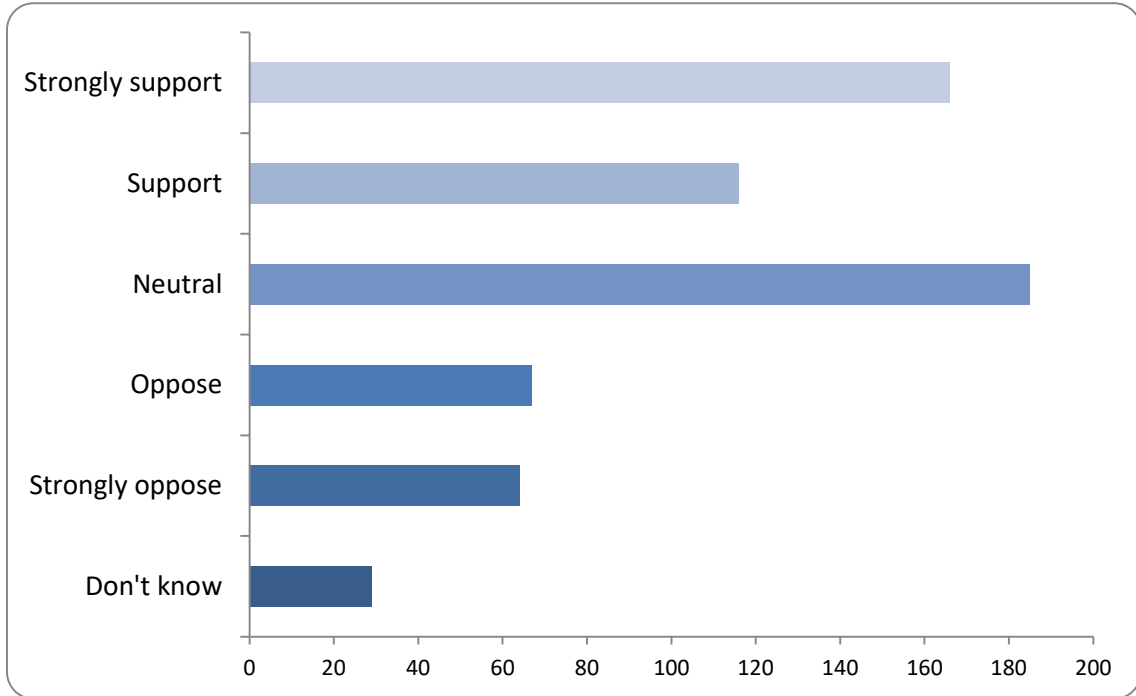


Of the 627 responses, 31% supported the statement that Option 4 would help improve connectivity for walking, cycling or horse riding.

24% opposed the statement, 30% gave a neutral response and 15% said they didn't know.

Option	Total	Percent
Strongly support	133	21.21%
Support	62	9.89%
Neutral	189	30.14%
Oppose	41	6.54%
Strongly oppose	110	17.54%
Don't know	92	14.67%
Not Answered	0	0.00%

Question Eighteen: The roadworks required for the construction of Option 4 will significantly impact my regular journeys?



Of the 627 responses, 45% supported the statement that the roadworks required for the construction of Option 4 would significantly impact my regular journeys.

21% opposed the statement, 30% gave a neutral answer and 5% said they didn't know.

Option	Total	Percent
Strongly support	166	26.48%
Support	116	18.50%
Neutral	185	29.51%
Oppose	67	10.69%
Strongly oppose	64	10.21%
Don't know	29	4.63%
Not Answered	0	0.00%

Option 4 summary

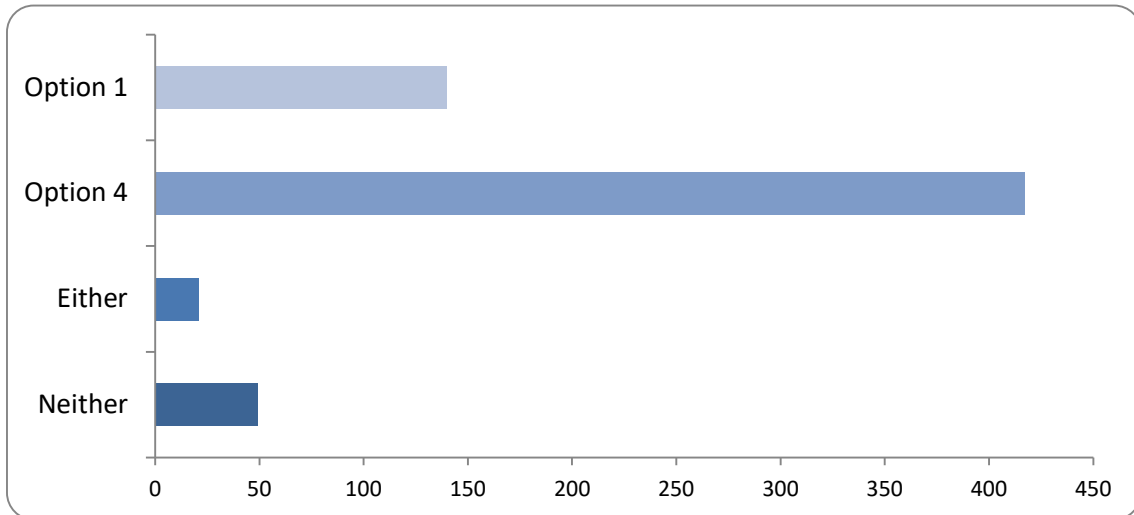
A majority of respondents strongly agreed that Option 4 would help improve journey times, increase reliability and facilitate the smooth flow of traffic. They also agreed that it would help make the junction and nearby roads safer, would help support economic growth, would help reduce traffic through local roads and would help improve resilience.

More people agreed than disagreed that Option 4 would help improve connectivity for walking and cycling and horse riding but not by much over a neutral response, and those that disagreed. There was also a significant number of respondents who didn't know on this question when compared to the other questions in this section.

More people than not thought that the construction of Option 4 would significantly impact their regular journeys. Although this was less than Option 1, this still demonstrates that a significant amount of people have concerns about the impact during construction.

5.4. Section 4: Final thoughts

Question Nineteen: Please indicate which option you prefer



Of the 627 responses

- 22% preferred Option 1
- 67% preferred Option 4
- 8% of respondents did not want either Option
- 3% said they didn't know

Option	Total	Percent
Option 1	140	22.33%
Option 4	417	66.51%
Either	21	3.35%
Neither	49	7.81%
Not Answered	0	0.00%

6. Responses to open questions

Below is a summary of responses to the open questions within the survey and email correspondence, which itself acts as an open answer.

Quotes have been taken from responses but have been kept anonymous, any details which may identify an individual has been removed/omitted. Any other text removed will be due to relevance to the theme being discussed. Responses below will be as close to verbatim as possible to ensure clear and transparent reporting of stakeholder feedback.

If a response is not used this does not mean that the feedback has not been considered. When appropriate it will be made clear if a particular comment was common amongst responses.

This report has been presented in relation to the most common and relevant themes given in responses. These included comments on the scheme options, traffic issues, safety concerns, cost, environmental impact on the community/residents/businesses, the scheme design, and the environmental/community impact.

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

This question gave respondents an opportunity to raise any issues, concerns or comments about Option 1 that hadn't been covered in the closed questions.

6.1.1. General comments

Additional comments were mixed on whether they supported (82) or opposed (76) Option 1.

Some respondents felt the option would improve their day to day journeys.

"I believe this is the best option despite the delays it will cause me while the works are being carried out."

"A left turn only lane that is separate from the other lanes would significantly help keep traffic moving."

Whereas some saw it as comparatively the best option.

"This is a better option..."

"Best option out of the two..."

However, some felt that it may not go far enough to solve the issues at the junction.

“This would improve the junction significantly, but the improvements may not be enough.”

Other respondents felt that Option 1 would not benefit their day-to-day journeys,

“Option 1 is the less attractive of the two options for my normal journeys.”

that comparatively it wouldn't work as well as Option 4,

“It won't work as well as option 4.”

“This seems like the least effective of the two options.”

that it would not solve the identified issues,

“I believe option 1 to be the least beneficial of the two options.”

“In my view, option 1 will certainly not achieve the objectives stated.”

and that any improvements Option 1 did bring wouldn't be enough.

“Option 1 would not change the interchange sufficiently to improve the present situation.”

“I think the improvements provided by this option are likely to be minimal.”

6.1.2. Traffic

One of the most frequent themes of survey responses was the traffic issues at the junction.

55 of the responses provided felt that **Option 1 would not fix current issues** with the junction, citing the conflicting movements of traffic as a key reason.

“The option doesn't really resolve the issue of the conflicting movements at the junction...”

“This doesn't stop large volumes of traffic going 3/4 of way round the roundabout.”

For this reason, it was felt the option did not aid the movement of HGVs.

“The bulk of the delays on the northbound A12 arise from vehicles (especially HGVs) heading to Felixstowe. I don't believe Option 1 addresses this adequately.”

A few responses noted that Option 1 did not change much, and that traffic would continue to impact local communities.

“This appears to be similar to the way the junction used to work and won't provide a solution to the primary issue of eastbound traffic backing up before the interchange.”

“Option 1 will be largely ineffective at reducing the delays at the roundabout, meaning northbound traffic will continue to leave the A12 north at Copdock and plague local villages.”

However, others felt Option 1 would help traffic in the area.

“It'll increase the flow of traffic in all directions whilst having a minimal impact on the surrounding countryside.”

Another key area of discussion, with 81 responses, was that **Option 1 would not be a long-term solution**.

“Option 1 is not far reaching enough or future proofing the issue.”

Many felt that it would not allow for future traffic levels,

“...As traffic volume continues to increase this option doesn't seem to adequately deal with the situation.”

or that it would not adequately support economic growth in the area.

“...it provides no 'future-proofing' against foreseeable increases in communication flow between the ports and industries of East Anglia and those of the London Gateway development.”

“I don't believe this will be a major improvement over what is already present. Certainly not enough to handle any major expansions to the UK's largest port.”

“[Option 1 does not] provide a solution to the proposed increase in commercial traffic that is inevitable with the new industrial estate to the rear of Tesco's that will move into the town.”

Some responses were positive about the option, however they felt that further work would be needed in the future.

“Not the best option but better than nothing. Will only make small improvements and will probably need more in early 2030s.”

There was also a concern around the **construction period for this option**, with 57 responses referencing that there would be significant disruption to nearby communities, delays, and noise pollution for the duration of the works.

“Construction work will have a massive negative effect whilst it is in progress, with traffic crossing through and under the work site...”

“This option would severely impact on the noise levels and traffic disruption during construction. Mitigation of noise level especially overnight.”

“The disruption during construction will cause my family and others long delays.”

6.1.3. Environment

Many responses made reference to the **impact on wildlife and the countryside** in their feedback.

For Option 1 these were largely supportive comments when compared to Option 4.

“Option 1 will have less impact on the local area in terms of loss of land, local habitats and wildlife.”

“Option 1 will help the flow of the traffic at busy times, without the huge disruption to the beautiful countryside in the area.”

However, others pointed out negatives to Option 1 including lack of biodiversity net gain and the impact on green space.

“I don't see much room for leaving the interchange project with Biodiversity Net Gain. I can only see a depletion of already strained environmental aspects.”

“...this scheme adds a lot more lanes to the approach roads, eating into the surrounding green space, including ancient trees to the North East of the junction.”

Another topic of focus was **noise and air pollution**. Some responses felt there would be less noise pollution for Option 1 in comparison to Option 4.

“Option 1 will also have less impact on road noise for local residents when compared with Option 4.”

“Anything other than option 1 could devalue the quality of our lives, the air we breathe, the value of our home.”

Others raised concerns that they felt the current noise levels are too high and that any change would be detrimental.

“The current road level noises are horrendous options 1 and 4 will make them worse.”

“Any improvement will impact significantly on traffic noise for residents.”

With a similar message regarding a perceived potential increase in air pollution.

“We need less cars and less pollution so neither option is good and we shouldn't be building extra roads at all.”

“This scheme will increase carbon emissions.”

“Traffic will still ‘backup’ on the A12 and pollution (noise and fuel) from stationary traffic will still be an issue for local communities.”

However, it was also noted that more information regarding potential mitigation for noise and pollution issues was required as the scheme develops.

“It is essential that if further development of this junction is to take place, that appropriate steps are taken to mitigate these ongoing issues for local residents.”

6.1.4. Safety

Many of the responses discussed safety, including current issues and the perceived impact of Option 1.

22 responses specifically talked about **lane swapping**. This was identified as an issue with the current junction and many stated that Option 1 would not address this issue.

“Lane switching and minor accidents will continue.”

“I don’t think Option 1 addresses the present 'weaving' problem and could possibly make it worse. I therefore don’t feel this is a safe option.”

“It fails to address one of the key objectives, which is to remove the hazardous lane changing on the approach to the junction on the northbound A12.”

21 responses also talked about **accidents increasing**.

“... the junction is an accident hot spot, so not diverting any traffic away from the junction will still have the risk of major issues occurring when an accident happens.”

“A widening of the roundabout will only increase the danger of accidents with poor drivers unaware of which lane they should be in.”

“Due to the size of the vehicles they naturally slow the roundabout traffic and when involved in accidents present a greater danger to other road users.”

“Making the interchange larger will simply increase the risk of accidents which will then push traffic onto alternative unsuitable roads.”

And some referenced **safety in general**.

“This option I feel to be totally unsafe...”

6.1.5. Cost

Many responses highlighted the cost of the works.

Some noted that out of the two, Option 1 is the **cheaper option** and that was a positive for them.

“It must be vastly cheaper to achieve than option 4 and have far less impact on surrounding countryside/woodland than option 4 as well.”

“Puts the money where it will most benefit the road users and residents of the surrounding area.”

“This option (1) is my preference... [it] will cost significantly less than Option 4.”

However, others felt that the lower cost meant it was a **shorter-term** fix.

“Saving money but only dealing with the problem in the short term.”

“A cheaper option that will only marginally improve movement using it.”

With some saying that it would **not be worth it** even for the lower cost.

“Would be a complete waste of time and money and not sort out the awful tailbacks that occur every day, often as far as the Capel St Mary junction.”

“It is a total waste of money and will not achieve what is needed for this nationally important road junction.”

“By the time Option 1 would be completed it would be out of date, a complete waste of money.”

Some also noted that the option showed a **low value for money** in the scheme brochure.

“...[Option 1] has been categorised as low value for money and is competing with 30+ other pipeline schemes.”

“...the overall improvement is too small so it's not good value for money.”

“...[Option 1 is] a piecemeal patchwork solution with less long term benefits and therefore worse value for money in the long term for the tax payer.”

“Option 1 is listed as representing low value for money...”

6.1.6. Other

Some respondents also gave responses from a **walking, cycling and horse riding** perspective. In particular, safety issues were referenced in regard to walking in the local communities, due to traffic using local roads to avoid traffic at the junction in peak time.

“It is dangerous to walk on the pavements along Sproughton High Street and at peak times the staggered junction Burstall Lane/Lower Street with the B1113 can take several minutes to negotiate!”

“If this option was chosen I would like to see proper provision made for walkers and riders to access footpaths on all sides of the roads and for safe crossing places to be constructed.”

Another additional topic of discussion was current issues with **traffic using local village roads to avoid disruption and delays at the junction**. Respondents felt that Option 1 would not solve this and would potentially exacerbate it during construction and in the future when traffic increases.

“It may help a little bit but not enough. Traffic will still come through the village to avoid the interchange.”

“It is unlikely to attract local traffic back from the country road detours they are used to (via Washbrook/Sproughton or Bentley).”

“I estimate that within 18 months, the queues of traffic will be back to present levels, and the traffic will be using the “rat run” through Washbrook Village as they do now extensively.”

“[Construction works] ...would drive more traffic through the totally unsuitable Swan Hill and Bentley/Wherstead rat runs, which are already regularly overwhelmed when the main routes choke.”

Option 1 summary

Although more respondents stated they support Option 1 than oppose it, comments showed a split between those who felt it would benefit their day-to-day journeys and those who felt it did not do enough to solve issues at the junction. Many felt it would not work as well as Option 4 and that it did not fulfil the projects objectives.

Many respondents felt that Option 1 would not fix the current issues. These comments suggested that Option 1 would not stop the conflicting traffic movements of HGVs and local traffic, and that this would mean continued unwelcome impact for the local area. It would also not be a long-term solution given the expected increase in traffic volumes (particularly freight) following expansion of the Port of Felixstowe and plans for future development in the area.

The period of construction for Option 1 was also highlighted with disruption, delays and increased noise pollution among the concerns.

It was felt that this option would not tackle the identified safety issue of lane swapping. It was also stated that the expanded roundabout would lead to an increase in accidents. Although low cost, many felt that, as the option has been identified as being low value for money, it would not be worth the cost and that further work (with associated disruption) would be required in the future.

Others felt that Option 1 would help the current issues by increasing the flow of traffic at the junction. Many were also supportive because it was the lower cost option, which they felt had less impact on the local environment, noise pollution, biodiversity and local communities during construction and operation.

Some respondents felt that there was not enough provision for walkers and cyclists in Option 1. Furthermore, it would not do enough to stop traffic using local village roads to avoid disruption and delays at the junction.

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

This question gave respondents an opportunity to raise any issues, concerns or comments etc. about Option 4 that hadn't been covered in the closed questions.

6.2.1. General comments

Additional comments were split on their opinion for Option 4. 221 responses supported the option whereas 77 responses opposed it. This mirrors the results of section 5.4 which shows Option 4 as the preferred option of those who took the survey.

"The option appears to provide the most robust solution."

"This would provide the best relief and the most difference to the road system."

Some responses felt it was better at improving the junction and/or **achieving the objectives** of the scheme than Option 1.

"This is the more effective option of the two."

"This is the option that will have the biggest chance of improving the junction significantly."

"Option 4 will be the perfect answer to the traffic problems at Junction 55 on the A14."

However, some responses were **against** Option 4,

"Option 4 has no benefits whatsoever to the residents of Belstead..."

"Option 4 seems to have more negatives than positives,"

"I strongly oppose option 4."

and felt it **would not work as well** as Option 1.

"Cannot see how this will be better than option 1."

"Just can't see how this option will work."

6.2.2. Traffic

As with the previous question a key theme of responses was the impact of Option 4 on traffic.

Respondents felt that Option 4 **would improve current traffic flow** and journey times at the junction.

“Option 4 will allow the traffic at the Copdock roundabout to flow...”

“This option would keep the traffic flowing, reduce delays and make the junction easier and safer to negotiate.”

“This option, which allows the traffic to bypass the roundabout, will have a profoundly positive effect on the flow of traffic.”

Many responses stated that they felt the option was also a **good long-term solution** which would future proof the junction.

“This system of road networking will be a once and for all improvement. It will solve the junction problem completely without revisiting for further improvements later.”

“As this removes a large proportion of traffic from the roundabout it will be a more long term solution.”

“I think this is the best long term option, it will give extra capacity for future growth in the area.”

“Much better than option 1. This will be an upgrade for the future, the positives will last for a long time.”

By **removing the HGV traffic** which is heading to the A14 east from the roundabout, respondents felt this will help free up space and fix delays.

“Removing the heavy freight vehicles bound to and from Felixstowe from the roundabout will make a huge difference, not only to the traffic flow at the junction, but to all surrounding rural roads as well.”

“Takes most of the HGV traffic aware from the lights thereby freeing up space on the roundabout.”

“Traffic lights on roundabouts are poor for HGV and terrible carbon footprint making traffic stop for no reason.”

“The bulk of the delays on the northbound A12 arise from vehicles (especially HGVs) heading to Felixstowe. I believe Option 4 addresses this.”

It was also noted that Option 4 **would cause less construction disruption** than Option 1.

“The proposal for the A12(S)/A14(E) link removes most of the worksite away from the current road layout, so causing much less disruption during construction.”

“The disruption caused by this option would be far less than that of Option 1 as it is constructing a new, entirely separate road, rather than modifying an existing busy junction.”

“[Option 4] will have less effect on local residents whilst construction is underway.”

6.2.3. Environment

There were many comments on the topic of the environment for Option 4, with more concerns about the impact than Option 1.

“I strongly oppose Option 4 due to the environmental impact.”

“Building new roads will have a major negative impact on the surrounding countryside at a time when we desperately need to protect the environment.”

“Option 4 would cause too much destruction to our outstanding countryside.”

The **effect of the option on the countryside, wildlife and biodiversity** was also noted by respondents.

“...[Option 4] ... will ruin the landscape, destroy much needed and much loved green space, trees and wildlife.”

“I oppose to option 4 because of the damage that would be caused to nature and wildlife if it came to fruition.”

“An ill thought out plan to further threaten wildlife and the local environment.”

“We have concerns about the biodiversity which will be lost - this proposed area is a valuable natural corridor. We are concerned about the loss of agricultural land and established trees.”

A key issue was the perceived **increase in noise and air pollution** Option 4 would bring.

“Traffic noise from the A14 is already very bad and even the latest double glazing does not totally shut out the noise. Building further roads between the A14 and the community will only increase the noise and air pollution in the residential areas of Belstead & Pinewood etc.”

“I do not support Option 4. It will increase traffic noise at our home and other residential properties as part of the proposed route comes closer to houses than the existing A14.”

“... road noise and pollution will increase as traffic will be traveling at higher speeds.”

“Adding a bridge over the A14 adds more noise as traffic goes over and under the bridge, which then would be heard by the Pinewood and Thorrington Park residential estates. There is already a significant noise and this will add to it. I am not in favour of this option because of that.”

“The noise levels from the A14 as it is now bad enough but with the addition of a raised section of road these will be unbearable.”

However, it was acknowledged that **a better flow in and around the junction would keep traffic moving which could see a possible decrease in pollution.**

“There would be more disruption to countryside than Option 1 but this may be offset by considerably less pollution.”

“The options appear to provide the most robust solution. Albeit there will be some loss of arable land and ecological habitats, it should be taken into consideration that the free movement of traffic is actually likely to result in a positive environmental impact.”

Many respondents felt that Option 4 would have **a bigger impact on the local communities close to the junction.**

“By selecting option 1 and widening the existing junction, it doesn't appear that any residential properties would be affected, unlike option 4 which will have a huge impact on many local residents.”

“It will also be another road closer to residents' homes.”

“Option 4 will have a severe effect on my quality of life and mental health, resulting in higher levels of road noise and the loss of vital parkland.”

“This idea will have a major impact on local residences & footpaths which need to be preserved. Option 1 is a less intrusive solution.”

“This option will significantly affect us, our quality of life, and devalue our property.”

“I strongly oppose option 4. Looking at the plans in location to my property, I feel these plans will have a significantly negative impact.”

6.2.4. Safety

As with Option 1, safety was a concern for respondents,

“This is by far the safest option.”

“I feel this is the right solution and will create a safe junction able to handle the amount of traffic now and in the future.”

for local communities using the junction and the local road network,

“As a resident of Capel-St-Mary this would stop the queues of traffic from the roundabout back to my village and with less traffic approaching the roundabout would make it safer to use.”

and at the roundabout itself.

“The ‘roundabout’ will become safer due to the removal of a significant volume of traffic from it.”

“Safety should be greatly improved as the queuing will be reduced removing any likelihood of lane changing and traffic light jumping leaving the roundabout itself with far reduced traffic to have to contend with, possibly even making the traffic lights on the roundabout superfluous.”

6.2.5. Cost

Many felt that Option 4 was **too expensive**, especially when compared with Option 1 and that it would not be worth the additional cost.

“It must be vastly more expensive to construct than Option 1...”

“... [Option 4] not worth the additional cost to implement...”

Some responses stated that the **money would be better used elsewhere**.

“...the money would be better spent on cycleways and improving non-vehicle infrastructure and encouraging less reliance on vehicles.”

“The money that would be spent would far better be spent on improving freight links on the railways.”

However, many pointed out the **economic benefits** of Option 4.

“This will help to facilitate planned and meaningful economic growth in and around Ipswich as well as improving the reliability of journey times for vehicles travelling to and from Felixstowe Port which in itself will deliver inherent wider economic benefits locally, regionally and nationally.”

“[Option 4] would give long term benefits to the communities and bring economic benefits to the area.”

“Given the amount of development at the port and warehousing along the A14, this is the better option for the area and long term investment.”

6.2.6. Other

Some respondents gave responses from a **walking, cycling and horse riding** perspective, particularly on the impact Option 4 would have on walking and cycling provision in the area.

“Very concerned about the impact on walking, cycling, horse riding and PROW with Option 4.”

“I do not want this option. Will disrupt riding/cycling routes even further & spoil our surrounding area.”

“Option 4 would have a greater impact on the surrounding countryside and environment. It will also further reduce the areas where people can currently walk.”

“This is the option that I support, although I am concerned about the impact on the land that is due to be used. I regularly walk on the footpaths on the area affected, as I live very close by. I hope that the correct infrastructure will be put in place so that these paths can continue to be used by walkers safely without the need to cross the new link roads i.e. in the form of tunnels.”

However, it was also noted that Option 4 could help improve walking and cycling in the area.

“Taking away a large part of the traffic from the junction will improve safety, and knock on effects for local roads improve the accessibility for cyclists etc. This gets my full support.”

Another additional topic of discussion was the current issues with **traffic using local village roads to avoid disruption and delays at the junction.**

Some felt that this issue would still exist despite Option 4.

“Rat runs between the A12 and local villages would still exist if not worsen.”

“Option 4 does not appear to offer much relief to the villages of Sproughton and Washbrook where currently the traffic cuts through to avoid the Copdock Interchange.”

Or that Option 4 would potentially cause this issue to increase during construction and whenever there are accidents or delays in the future.

“Accidents and delays at the junction will still make Belstead the ‘ratrun’ for vehicles trying to avoid the delays!!”

“[Option 4 would] cause a greater period of disruption before its completed especially for the small village where traffic would try to find a quick way through the road works.”

Whereas some people felt that Option 4 would reduce this issue.

“Without this new road, traffic will continue to cut through surrounding villages to avoid the colossal amount of traffic that approaches the roundabout.”

“It will have the considerable additional benefit of stopping the traffic needing a "rat run" through Bentley village at busy times to join the A137 as a faster short cut to Ipswich or to rejoin the A14 at junction 56.”

“This option appears far more future-proof and attractive - I would certainly stop using local roads to bypass the interchange.”

“Option 4 will also alleviate the amount of traffic using the local roads as a rat run between Washbrook on the old A12, Belstead Village and the A137 Manningtree Road.”

Option 4 summary

Overall, comments demonstrated a greater level of support for Option 4 than opposition. There was also higher approval for Option 4 compared to Option 1.

Option 4 was favoured as better at improving the junction and/or achieving the objectives of the scheme than Option 1. However, some felt that particular communities would not see the benefits of Option 4.

Comments on traffic were largely positive with respondents noting the improvement Option 4 would have on current traffic flows at the junction. There was also support for how this option would 'future proof' the area following expected increases in traffic volumes associated with economic growth.

Many felt that removing the HGV traffic from the roundabout would help free up space and fix delays. It was also mentioned that Option 4 would cause less construction disruption than Option 1.

Comments on potential environmental impacts were largely negative. Respondents felt that Option 4 would have a greater negative impact on the countryside, wildlife and biodiversity in the area than Option 1. They also felt that Option 4 would increase noise and air pollution and as such would create a big community impact around the junction, particularly on the village of Belstead. However, others said that allowing for free flow traffic may help air and noise pollution as it would avoid the current issues with traffic having to stop and start while queuing at the junction.

Option 4 was seen as a much safer option, especially at the roundabout itself, as it would remove a significant amount of traffic away from it. It would also benefit local communities as it would negate the desire for traffic to use local village routes to save time and avoid delays. However, some felt that during construction and whenever there are accidents and delays this issue will reappear.

The topic of cost was split between respondents who were concerned that it was the more expensive option and that the benefits would not be worth the cost, and those who noted the economic benefits that Option 4 could enable, including growth at the Port of Felixstowe. Some respondents were also concerned of the effect of Option 4 on walking, cycling and horse riding in the local area.

6.3. Please indicate which option you prefer

As you can see from the graph provided in chapter 5.4 (p39), 67% of respondents expressed that they preferred Option 4 and 22% preferred Option 1. These themes tally with answers given previously when asked if they had any other comments on options 1 and 4.

Many respondents noted that Option 1 would relieve the pressure on the junction while having less impact on the local area. A number of comments reference that Option 1 will cost less, create less noise and air pollution and have less of an effect on the environment than Option 4, while providing the improvements needed.

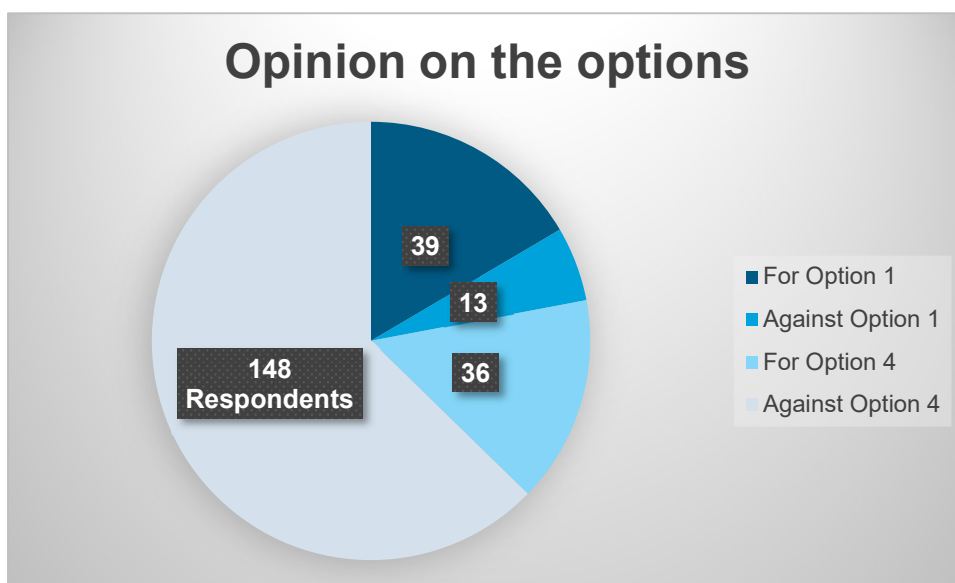
Respondents that preferred Option 4 stated that it would improve traffic flow by introducing separate slip roads, taking a large volume of traffic away from the junction and decreasing the level of pollution from stationary cars. They also felt that Option 4 would be a long-term solution, able to meet the demand of possible increased traffic levels over time.

Furthermore, another reason why respondents chose Option 4 as their preferred option was because they felt it will cause less disruption to the area during construction.

7. Responses by email

During the consultation, the scheme inbox was available for any questions and additional thoughts from stakeholders. As these did not directly answer the questions posed as part of the survey, these have been analysed separately, with the findings summarised below.

7.1. Opinions on the options



As shown in the graph, the emails received showed a greater trend of respondents being against Option 4 with 148 people expressing their opposition.

“I wish to state my individual objection to the proposed Option 4 due to the impact it would have on the village of Belstead and surrounding area. This is an area in which we regularly walk and attend church.”

“I would like to register my strong opposition to option 4.”

95 comments were noted to include a location specific issue. These were mainly in relation to Belstead village and the perceived effect Option 4 would have on this community.

It should be noted that 80 out of 224 emails were a set of identical emails from different respondents opposed to Option 4 which make up 35% of the email correspondence.

A further 27 people mentioned that they were against Option 4 because of the impact it would have on Belstead specifically as well as Pinewood, with most of these making direct reference to being a resident there. Belstead residents are

particularly concerned about the effect this scheme will have on their community and green spaces.

The effect the options would have on the environment was a key topic in all of the emails received, with 131 people commenting on the effect they believe the scheme will have on wildlife, vegetation and countryside.

These comments were largely skewed towards the perceived negative effect of Option 4.

“I live in Belstead village and option 4 would have a huge negative impact on the quality of our lives. There would be a significant increase in road noise and destroy a natural area much used by local residents and nature lovers.”

“How anyone can possibly vote for Option 4, especially after the promises made in the recent meetings about global warming and how to look after our planet, we do not know!!! Option 4 proposes to cut down numerous trees, get rid of the only bit of natural ground close to Copdock, destroying a beautiful place in which residents walk, take their dogs and enjoy viewing nature.”

Many of the emails noted that they felt Option 1 would be the better option for the environment.

“Option 1 would have a lesser impact on open green spaces and wildlife. Creating filter lanes would allow traffic to free flow on to the A14 and A12 from 3 of the 4 exits and entrances of the interchange.”

Another key area of discussion was the perceived increase in noise and air pollution as a result of the scheme, with 123 comments in relation to noise and 105 comments about increased pollution levels.

“I object in the strongest terms to option 4 as this will (massively) directly increase the noise pollution and be hugely detrimental to the physical and other characteristics of the area in which I live. I already suffer with the noise from the A14 in its current state and do not wish to make it worse with additional carriageways bringing further variations in speed as the road bends. It is bad enough as it is!!”

“There will be a substantial increase in noise and a reduction in air quality close to homes in Pinewood and Belstead Village.”

111 comments were made specifically about the loss of trees if the scheme were to go ahead.

“It will also destroy thousands of established trees and meadows, which provide habitat for wildlife and rare plants, in addition to providing some buffer to the noise generated by the constant thunder of passing traffic.”

Cost was also a theme referenced within emails, particularly in relation to Option 4 being the more expensive option, with 92 comments mentioning how costly the option is.

Some comments simply referred to the fact it was more expensive.

“My preference is option 4 a lot more expense but worth it.”

However, a large number of emails commented negatively on how expensive Option 4 is and that they believed that the money being used could be better spent.

“The cost of option 4 is huge; in my view the money would be better spent improving the existing Suffolk road surfaces, many of which are in appalling condition, and which would benefit users at all times not just a few hours each day.”

Associated with cost, the fact that both options are considered low value for money was raised 88 times.

“Confirmation in the booklet that this scheme represents low value for money.”

Most comments were made directly towards Option 4 being low value for money.

“Please register my objection to the Option 4 'improvements' to the A14 / A12 at junction 55, the Copdock Interchange. It represents poor value for money to the taxpayer, costing four times as much as Option 1.”

Another key theme within emails received was current traffic problems (19 comments).

“We have huge lorries thundering through our town when the winds are too high for them to travel over the Orwell Bridge, causing the town to be completely grid-locked and stopping essential services. The ambulances cannot get to the hospital, even when they have patients with life-threatening conditions. The police can't get through, fire engines have no ability to travel to dangerous situations.”

A number of comments (16) were made about how the disruption would cause further issues around the area.

“Option 4 will mean a lengthy construction, blighting the landscape, causing considerable inconvenience for local residents with no benefits or upsides.”

However, some comments made about disruption during construction were positive.

“Those of us who use the interchange will gladly put up with the construction disruption as we could see a better journey in time to come.”

Email conclusion

Those who supported Option 1 expressed it was their preferred option as it improves the current junction and traffic flow, while causing less environmental impact on the surrounding areas. The general consensus from these emails was that Option 1 can solve the problems being faced at the junction at a lower cost than Option 4, both financially and from an ecological perspective.

However, there were also a proportion of emails which stated opposition to Option 1 as they felt the proposed works would not fix the current issues at the junction and therefore would be a waste of money. Some people felt that widening the lanes could lead to a possible increase in accidents and not resolve the congestion levels.

A number of emails commented on the current traffic problems faced at the Copdock Interchange, stating that there is a clear demand for a future-proof solution. Those who supported Option 4 favoured the introduction of separate link roads to improve traffic flow at the junction.

Many of the emails expressed opposition to Option 4, largely due to concerns that Option 4 will impact the Belstead community. The effect Option 4 could have on wildlife, countryside and the environment were also themes across many emails received, as well as the perceived increase in noise and air pollution in the local area.

8. Suggestions for scheme improvement

Within the consultation responses provided, a number of respondents set out ideas and suggestions for how they felt the scheme could be adapted or improved. The below sets out our response to these points.

Suggestion / Comment	Our response
<p>Not enough information to make a decision e.g.</p> <ul style="list-style-type: none"> - Design - Landscape - Mitigation plans 	<p>We appreciate that stakeholders may be interested in further detail regarding specifics of the scheme. We are very early in the scheme, and at this stage of the process are consulting on the identified options in relation to the scheme objectives. As such, the level of information is appropriate for the stage of scheme development. There will be more chances for engagement and consultation if the scheme goes into the next stage, and this would provide more detailed design information.</p>
<p>Option 1 and Option 4 should be merged/include left turn lanes as part of Option 4.</p>	<p>Following public consultation, we are investigating this further. Any options combining Option 1 and 4 would be subject to the same analysis as to whether they provide value for money, add benefits, meet scheme objectives and result in an affordable scheme.</p>
<p>Could left-hand lanes be created by modifying the existing lane markings?</p>	<p>The roundabout is signalised and as a result standards require the use of physical segregation rather than just road markings.</p>
<p>Could the land for extra lanes be taken from the island in the centre of the roundabout rather than expanding the current footprint?</p>	<p>The project is currently in stage two and design elaboration is ongoing. This idea could be looked at in the future but is unlikely to remove the increase of the footprint.</p>
<p>All movements should continue to be permitted using the roundabout in order to maximise resilience.</p>	<p>All movements will continue to be permitted.</p>

<p>With Option 4 removing the slow-moving traffic going east, can the A1214 exit into Ipswich be expanded to two lanes to improve the flow of traffic?</p>	<p>By removing traffic and changing lane markings you are freeing up capacity which gives more time to various other movements on the junction.</p>
<p>Can traffic light phasing be addressed?</p>	<p>The issue of traffic light phasing at the junction will be looked into at a later stage.</p>
<p>A14 east to A12 south could be achieved cheaper with a segregated left turn at the roundabout instead of the flyover.</p>	<p>The free-flowing link provides higher capacity and reduces journey times compared to the segregated left turn (SLT). The SLT at the roundabout will be difficult to construct due to the adjacent brook and culvert, whereas the free-flowing link is easier to construct. The A14 east to A12 south free flowing link is not the major contributor to Option 4 costs.</p>
<p>Why are the slip roads from the roundabout and flyover joining prior to merging with the A14? Could they not merge with the A14 separately?</p>	<p>The merge arrangements were chosen to reduce the number of separate merges onto the A14 and therefore minimising the disruption to traffic flows and considering road safety.</p>
<p>Could there be an option which includes a flyover from A12 South into Ipswich?</p>	<p>This option was considered at an earlier stage but was dropped because it would encourage car travel into Ipswich rather than transport modal shift. The solution would also not cater for the strategic movement which is to the Port of Felixstowe.</p>
<p>What does it do for large amounts of traffic coming out of Ipswich A1214 (Option 4)?</p>	<p>The scheme would take a large amount of traffic away from the junction, freeing up capacity and benefiting other movements at the roundabout.</p>
<p>Could you extend 3 lanes from the A1214 back to the Tesco roundabout to help traffic flow onto A14 east?</p>	<p>If the scheme goes ahead Option 1 would increase capacity at the junction, while Option 4 would remove a significant amount of traffic, enabling better use of current capacity. Either option would ease traffic issues around the area including traffic flow at the A1214.</p>

<p>Could the junction be entirely free flow?</p>	<p>Having an entirely free flowing junction would not be affordable or good value for money. It would be very difficult to deliver and would have significantly higher adverse environmental impacts. This would also include significant additional land take.</p>
<p>Look at the length and gradients of the slip roads for Option 1 to reduce build-up of traffic close to the junction and allow HGVs to pull away easier at the lights.</p>	<p>The segregated left turn from A14 east to the A12 south will greatly reduce the need for the HGVs to stop.</p>
<p>There is a safety concern of HGVs remerging close to the junction from an HGV rest/layby on the A12.</p>	<p>The layby on the A12 will be considered as the design develops.</p>
<p>The junction previously had left-hand slip lanes taken out and replaced by traffic lights – is Option 1 reversing that?</p>	<p>This scheme will not take away traffic lights to reinstate the slip roads. It would be now possible to have both elements due the widening of the roundabout.</p>
<p>Could signage and road markings be installed further back to make lane discipline clearer?</p>	<p>Signage will be considered later in the process.</p>
<p>Can windspeed disruption on the Orwell Bridge be signposted in advance to the junction?</p>	<p>We acknowledge this is a concern for people because Orwell bridge sometimes closes due to wind speeds - this is unlikely to be part of this scheme, but this will be passed onto National Highways operations team for their information. A signing strategy will be considered in the later stages of the scheme.</p>
<p>Will the traffic flows during construction be considered?</p>	<p>If the scheme progresses, a traffic management plan will be created to manage traffic during any construction work needed.</p>
<p>We shouldn't have any new roads - COP26 etc.</p>	<p>Due diligence to environmental impacts will be considered at every design stage of the scheme.</p>

<p>Could the space created by Option 4 between and around the new roads be utilised to create woodland areas, natural meadows and green space?</p>	<p>If the scheme goes onto the next stage, what happens to that land in and around the chosen option will be considered. This discussion will include biodiversity and environmental mitigation.</p>
<p>Could the scheme include electric vehicles facilities in and around the scheme?</p>	<p>The inclusion of electric vehicle facilities may be difficult in the footprint of the scheme, due to the nature of this scheme being almost entirely on the strategic road network.</p>
<p>Will there be provision for local cycling and pedestrian needs, such as a cycle route on the old A12 and retention of current footpaths around the junction?</p>	<p>Walking, cycling and horse riding assessments are going to be carried out. Public rights of way affected by this scheme will be mitigated and replaced. Option 4 provides more scope to do this than Option 1.</p>
<p>There should be use of the old A12 (London Road) and the underpass under the A14 for:</p> <ul style="list-style-type: none"> - Traffic, or - Walking, cycling or horse riding 	<p>The walking, cycling and horse riding assessments will consider such issues.</p>
<p>Will there be an impact on biodiversity?</p>	<p>Biodiversity will be a key consideration in the future of this scheme and any requirements in terms of mitigation or net gain will be met.</p>
<p>Did the project consider an Ipswich northern bypass?</p>	<p>An Ipswich northern bypass option was rejected at an earlier stage, the prime focus of this scheme is the movement of traffic at/around the J55 Copdock Interchange and specifically the key movements from the south to east and vice versa.</p> <p>Assuming a northern bypass would run from A14 west to A12 north-east, it would remove traffic that travels underneath the A14 Junction 55, it would not remove traffic from the A14 Junction 55 roundabout itself to any significant extent. Therefore, would not solve the issues at the junction.</p>

<p>Will the A12 be widened to three lanes in each direction?</p>	<p>The current traffic flows and forecasts aren't showing a widening of the A12 to be necessary.</p>
<p>What is the case for dropping Options 2 and 3?</p>	<p>Each chosen option fulfilled an approach to solving the problems at the junction providing meaningful alternatives to each other. Option 1 was best for creating capacity at the junction. Option 4 was the best for taking traffic away from the junction thereby enabling better use of current capacity.</p> <p>Details on the other options considered can be found in the SOAR document available at the scheme website - https://nationalhighways.co.uk/our-work/east/a14-junction-55-copdock-interchange.</p>
<p>There should be greater use of the railway to transport freight.</p>	<p>There are currently significant capacity constraints on the rail network. The consultation document sets out that rail is not a viable option for all freight travelling to or from the port (movement south and to London).</p> <p>The primary focus of this scheme are the current issues experienced at A14 J55 Copdock Interchange which includes freight movements south and to London and therefore any extra capacity on the rail network will not fix the issues at the junction.</p>
<p>What provisions will be made for safe spaces for passengers of broken down vehicles around the scheme?</p>	<p>This will be considered in the further development of the scheme. It is an operations safety issue which will be considered if the project goes into the next stage.</p>
<p>Have proposed developments been taken into account in terms of future traffic and capacity increases?</p>	<p>All developments underway, committed and/or proposed within council's local plans have been considered during the development of the options for this scheme. This includes the proposed building development north of the roundabout.</p>
<p>Why are both options low value for money?</p>	<p>The scheme is at a very early stage in the appraisal process and not all the impacts of the scheme have been monetised, such as resilience benefits and wider impacts. Improvements in reliability, which is a key objective of the scheme, are also not fully monetised. As the design</p>

	<p>develops, there is the potential to increase benefits and/or reduce costs, and the traffic modelling, whose outputs form the key inputs into a number of the monetised benefits, will also be refined and strengthened. There is therefore the potential that the value for money of the scheme would improve as the scheme progresses through the appraisal process. It should also be noted that the strategic need for the scheme is strong e.g. to improve reliability and reduce delays, hence improving the efficiency of those UK businesses that import/export via the Port of Felixstowe and the logistics chain businesses that facilitate that trade.</p>
<p>The traffic data is from 2016 – how is this accurate?</p>	<p>No new data in terms of turning counts at the junction has been collected post-2016. Whilst this would have been undertaken at an earlier stage, COVID-19 meant accurate data couldn't be recorded. To mitigate this, all-available databases were sifted and used to establish a baseline for the current modelling of March 2019.</p> <p>Traffic modelling will be updated and refined if the scheme goes into the next stage.</p>
<p>Could the Felixstowe and Harwich ports be linked by vehicle ferry or tunnel so all traffic heading south goes across the water?</p>	<p>The Port of Harwich is predominantly a roll-on / roll-off ferry port. Transferring freight between the Ports of Felixstowe and Harwich would either require significant expenditure in the form of a fixed link (tunnel or bridge) or significant expenditure in facilities at the Port of Harwich.</p> <p>A localised solution to a localised problem at Copdock Interchange is more likely to be viable i.e. affordable, deliverable and value for money.</p>
<p>A second bridge to allow 3 lanes between Copdock and Seven Hills (J58) should be created.</p>	<p>Adding a second bridge is out of scope for this scheme as it would not solve the problems at the junction itself. A variable speed limit has been put in place to reduce closures at Orwell Bridge.</p>
<p>Add a third lane between J55 and J56.</p>	<p>The current traffic flows indicate that this is not necessary.</p>

Suggested alternative route: A12 at J32a Capel St Mary going across country to join with the A14 at J56 Wherstead instead of complicating the J55 junction.

This would involve taking traffic off the strategic road network. It would also be a large project with lots of negative impacts. Option 4 benefits the same amount of traffic at a lower cost.

9. Report conclusions

9.1. Overall

Section one shows that respondents felt there is a need for improvements to the A14 J55 Copdock Interchange. They felt the options would, on the whole, have a positive impact on the junction, in reference to the scheme objectives and would facilitate and support economic growth in the area.

9.2. Option 1

Respondents agreed that Option 1 would help improve journey times, increase reliability and facilitate the smooth flow of traffic. They also felt that Option 1 would make the road network safer and support economic growth. However, safety improvements were not as widely recognised as the other objectives.

Respondents also said that Option 1 would not remove traffic diverting through local villages, help resilience at the junction or improve connectivity for walking, cycling and horse riding. They also felt that their regular journeys would be significantly impacted during construction, and result in increased noise pollution.

Responses to the open questions suggest that people who indicated support for Option 1 also acknowledged would not fully address the current issues. For example, it would not solve the problem of conflicting traffic movements involving HGVs and local traffic. They also felt it would not be a long-term fix, given the likely increase in traffic volume as a result of expansion plans at the Port of Felixstowe.

It was felt that this option would not tackle the safety issues associated with lane swapping and that the expanded roundabout would mean an increase in accidents.

Although lower in cost, many felt that it would not be worth the cost and that it would mean further junction improvements would be required in the future.

Those who supported Option 1 thought that it would help the current issues by increasing traffic flow, and because it was the lower cost option. Supporters also referenced that they felt it had less impact on the local environment, noise pollution, biodiversity and local communities during construction and operation.

When it came to responses by email, those who supported Option 1 expressed it was their preferred option as it would improve the current junction and traffic flow while causing less environmental impact on the surrounding areas. The general consensus from these emails was that Option 1 can solve the problems being faced at the junction at a lower cost than Option 4. Advantages from an ecological perspective were also reason for support.

However, there were also emails from respondents concerned that widening the lanes could lead to a possible increase in accidents and not resolve the congestion levels.

9.3. Option 4

Overall, comments showed a greater level of support for Option 4 compared to those who expressed opposition. There was also a higher level of support for Option 4 compared to Option 1.

Respondents felt it was better at improving the junction and meeting the objectives of the scheme than Option 1. Alongside this, there was concern that some communities would not get all the benefits of Option 4.

Respondents felt that Option 4 would help improve safety, journey times, resilience, increase reliability and facilitate the smooth flow of traffic. It would also help support economic growth and reduce traffic diverting onto local roads. There was a mixed response as to whether Option 4 would help improve the road for walking, cycling and horse riding.

Some respondents felt that this option would have a negative impact on their regular journeys. There is concern about the impact of the construction, although this is less than Option 1.

Some respondents were positive about improvements Option 4 would have on traffic flows as well as stating that it would better cope with increased traffic volume as a result of economic growth. Many felt that removing HGV traffic from the roundabout would help free up space and mean less delays. It was also mentioned that Option 4 would cause less disruption during construction than Option 1.

Respondents were negative on the impact Option 4 would have on the countryside, wildlife and biodiversity in the area. They also felt that it would increase noise and air pollution and as such would create a big community impact around the junction, particularly on the village of Belstead. However, others said that allowing for free flow traffic may help air and noise pollution as it would avoid the current issues with traffic having to stop and start while queuing at the junction.

Option 4 was seen as a much safer option, both at the roundabout itself, removing a significant amount of traffic away from it, and for local communities as it would negate the desire for traffic to use local village routes to save time and avoid delays. However, some felt that during construction and whenever there are accidents and delays this issue will appear again.

The topic of cost was split between respondents who were concerned that it was the more expensive option and felt the benefits would not be worth the cost and those who noted the economic benefits Option 4 could enable, including growth at the Port of Felixstowe. Some respondents were also concerned on the effect of Option 4 on walking, cycling and horse riding in the local area.

When it came to responses by email those who supported Option 4 favoured the introduction of separate link roads to improve traffic flow at the junction citing the current traffic problems faced at the Copdock Interchange, stating that there is a clear demand for a future-proofed solution.

However, there were also a proportion of emails who stated their opposition to Option 4, largely due to concerns that Option 4 will impact the Belstead community. The effect Option 4 could have on wildlife, countryside and the environment was

also a theme across all emails received as well as the possible increase in noise and air pollution in the local area. It should be noted that a number of these emails were identical.

9.4. Preferred Option

When asked which option was preferred, of the 627 responses 67% stated Option 4, while 22% favoured Option 1. The remaining 11% had either no preference (8%) or did not support either option (3%).

The sentiment of the additional email correspondence showed that of the 224 emails, 15% of responses were positive about Option 4 whereas 17% were positive about Option 1. 63% were against Option 4 while 5% were against Option 1. This appears largely down to a set of identical emails from different respondents opposed to Option 4 which make up 35% of the email correspondence.

When asked why, those who chose Option 1 cited that it would relieve the pressure on the junction while having less impact on the local area. A number of comments reference that Option 1 will cost less, create less noise and air pollution and have less of an effect on the environment than Option 4, while providing the improvements needed.

Those that preferred Option 4 stated that it would improve traffic flow by introducing separate slip roads, taking a large volume of traffic away from the junction and decreasing the level of pollution from stationary cars. They also felt that Option 4 would be a long-term solution, able to meet the demand of possible increased traffic levels over time.

Furthermore, respondents chose Option 4 as their preferred option as they felt it will cause less disruption to the area while under construction.

10. Questions on the consultation

This section shows the results of survey questions regarding stakeholders experience with the consultation. This is used to assess how the engagement and consultation approach can be improved in the future.

Was the purpose of the consultation clear?

Of the 627 responses, 92% found the purpose of the consultation clear. 5% gave a neutral answer and 3% said they did not find it clear.

Option	Total	Percent
Yes	575	91.71%
No	21	3.35%
Neutral	31	4.94%
Not Answered	0	0.00%

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

Of the 627 responses, 80% found the information presented clear. 14% gave a neutral answer and 6% said they did not find the information clear.

Option	Total	Percent
Yes	504	80.38%
No	35	5.58%
Neutral	88	14.04%
Not Answered	0	0.00%

Was the development process for the project made clear?

Of the 627 responses, 68% found the development process of the project was made clear. 23% gave a neutral answer and 9% said they did not find the process clear.

Option	Total	Percent
Yes	426	67.94%
No	58	9.25%
Neutral	143	22.81%
Not Answered	0	0.00%

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

Of the 627 responses, 29% found they were able to discuss any issues that were important to them during the consultation at the various events in person or online. 9% gave a neutral answer, 6% said they were not able to discuss issues important to them.

56% answered that this question was not applicable.

Option	Total	Percent
Yes	179	28.55%
No	39	6.22%
Neutral	55	8.77%
Not applicable	354	56.46%
Not Answered	0	0.00%

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

Of the 627 responses, 19% said they felt that their feedback/contributions were valued by the project team. 27% gave a neutral answer, 6% said they did not feel their feedback was valued.

48% answered that this question was not applicable.

Option	Total	Percent
Yes	118	18.82%
No	37	5.90%
Neutral	169	26.95%
Not applicable	303	48.33%
Not Answered	0	0.00%

Do you feel that the events in-person were worth attending?

Of the 627 responses, 24% said they felt the in-person events were worth attending. 8% gave a neutral answer, 4% felt the events were not worth attending.

65% said they did not attend an in-person event.

Option	Total	Percent
Yes	149	23.76%
No	22	3.51%
Neutral	50	7.97%
Did not attend	406	64.75%

Not Answered	0	0.00%
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Do you feel that the online events (webinar/Q&A) were worth attending?

Of the 627 responses, 8% said they felt the online webinars were worth attending. 8% gave a neutral answer, 2% did not think the webinar was worth attending.

81% said they did not attend a webinar.

Option	Total	Percent
Yes	51	8.13%
No	12	1.91%
Neutral	51	8.13%
Did not attend	513	81.82%
Not Answered	0	0.00%

Do you feel that the virtual event space was useful?

Of the 627 responses, 22% felt the virtual event space was useful. 10% gave a neutral response, 5% felt the virtual event space was not useful.

63% said they did not use the virtual event space.

Option	Total	Percent
Yes	138	22.01%
No	33	5.26%
Neutral	64	10.21%
Did not use it	392	62.52%
Not Answered	0	0.00%

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

Of the 627 responses, 70% said they were able to find enough information despite not attending an event. 26% gave a neutral response and 4% felt they were not able to find enough information.

Option	Total	Percent
Yes	439	70.02%
No	24	3.83%
Neutral	164	26.16%
Not Answered	0	0.00%

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

There were 13 suggestions made by residents in this section of the questionnaire. A few of these suggested that more detailed maps and overlays could have been developed to give a better idea of where the scheme would be located.

“I think a map and overlay showing the proximity to housing would be beneficial for residence areas to provide better information on the impact to individual homes.”

Other suggestions included suggestions about how to improve our in-person events, which are very welcome.

28 people commented on the in-person events in a negative light. These comments were generally focused on the overcrowding of the event space and residents feeling that the project team lacked local knowledge of the area.

“Too many people around the boards, so not able to get near. Only one person helping with explanation & were monopolised by just a few people.”

“Although the people at the events were polite, they were unable to explain any details not written in this book, some not even local to our area.”

22 comments were directly positive about the in-person events with comments relating to the amount of material available, the knowledge of the staff and the good organisation of the events.

“Well ran event in Capel St Mary. Lots of information available.”

“Attended in person - the people there were most helpful, showing appreciable knowledge of the problems they were trying to address and of the needs of the area.”

8 comments made the request for more detailed maps/models of the scheme. Residents felt the maps provided were not detailed enough to be able to visualise where the scheme would go. Requests for 3D models and computer aided displays were made to help residents understand where the scheme would go and what properties will be affected.

“It would have been helpful to have models or aerial photos of the roundabout and surrounding roads to make it clearer.”

“Most people spoken to were helpful. The plans for the proposal e.g. maps were quite basic & disjointed. The pamphlet maps were disconnected from each other & made it hard to visualise proposed road layouts implemented on existing areas in question. No scales or ordinance survey coordinates very poor. No national grid pylons shown on option plans.”

10 comments were made in regard to a lack of contact. Some residents felt that measures taken to advertise the public consultation did not go far enough and they failed to receive information in time to attend some of the events.

“Was not aware of the consultation until received a letter from my MP - received 11 November. I think there should be more communications or publications for impacted communities”

Was there anything you would have liked more information on?

The key conclusion from this question is that respondents would like more information on potential timescales of the project. This includes the start of the project and timescale for completion.

“Potential timescales...”

“Timelines for completion of the work...”

Respondents are interested to find out more information about the costings for each option and the cost/benefit analysis of these. Although the brochure explains that Option 4 has higher costs than Option 1, respondents feel they would be able to better decide between the options if they had a detailed costings document.

“A firm costing rather than a 'guestimate' would indicate that its being taken seriously and not just a publicity exercise to show 'we are doing something.'”

“Possible timing & cost would have helped put the options in perspective.”

16 comments were made about wanting to see the other options considered other than Option 1 and 4. Some respondents requested to see diagrams of the sifted-out options to understand key details of them.

“Would have been interesting to see more details of options 2 & 3.”

“Diagrams of the other alternatives would have been useful.”

An area that respondents would like more information is the impact that the options will have on ecology, environment and community.

The ecology and environment concerns were largely focused on wanting more information on any damage to the environment and what will be done to mitigate this.

Some of these concerns were location specific.

“The impact of option 4 on Grove Hill and Burnett meadow.”

Others were a general request for more detail.

“More detail on mitigation of environmental damage, and actually what will be done to improve the environment, who will carry it out and what the penalties would be for them not to be carried out.”

In terms of community impact, respondents requested more information on how the options would impact local businesses and stated that they would have liked to have had more involvement at an earlier stage.

“Involvement with communities most affected at an earlier stage would have been desirable.”

“Community impacts, including impacts on local businesses.”

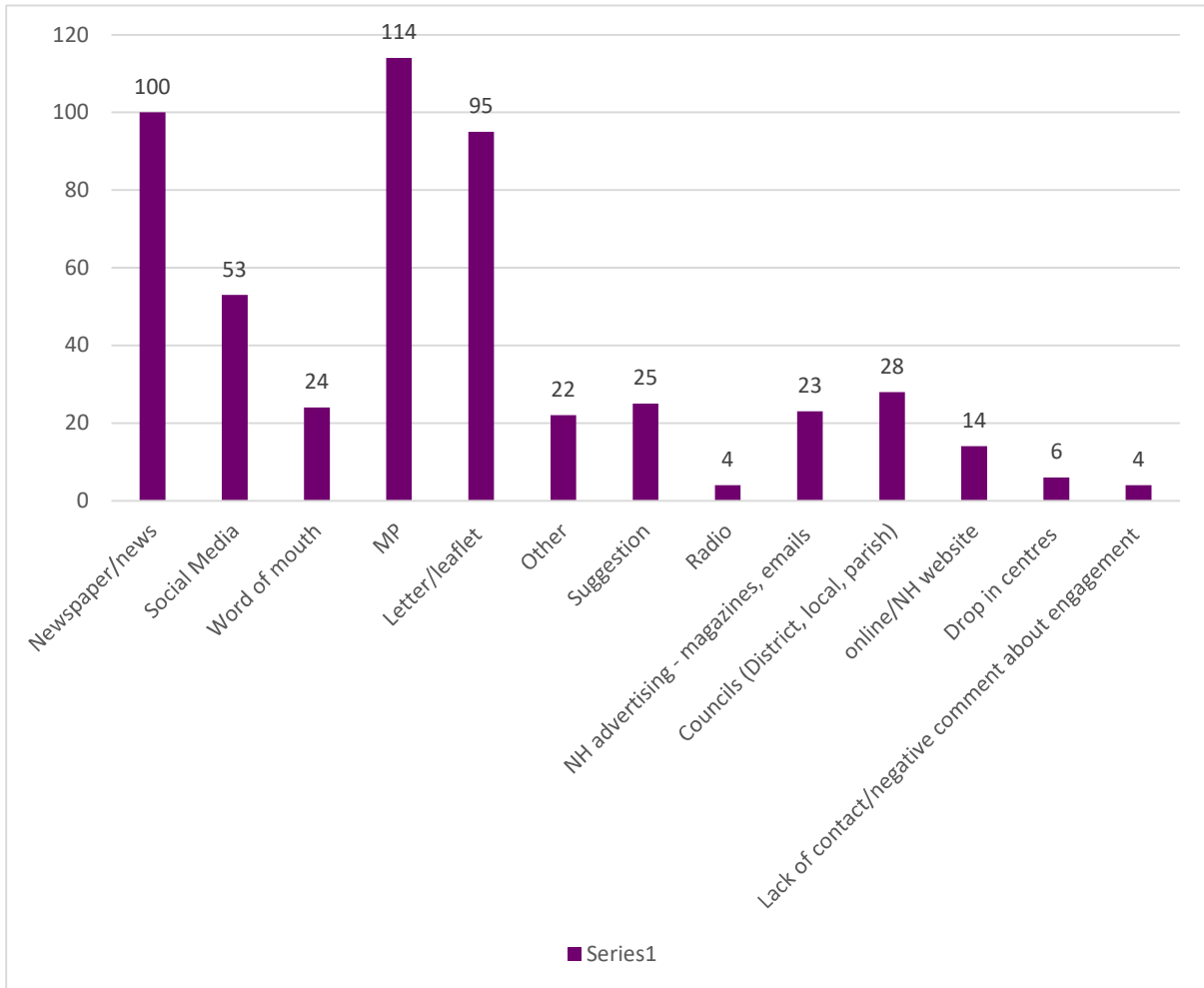
A number of respondents raised the topic of wanting further information about traffic modelling, flows and data.

They requested details about preliminary traffic modelling and data on historical flows to make a more informed decision on the viability of the options.

“There was minimal data on historical traffic flows and no forecast of future flows through J55.”

“Preliminary traffic modelling of Option 1 and Option 4. This is quite crucial in informing the public on the viability of the options and whether they actually work.”

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



As you can see from the graph above, the main way that respondents found out about the consultation was from their local MP. National Highways had been in communication with the local MPs about the scheme and encouraged them to share details and information surrounding the project with their constituents. It is really positive to see that this was done, and a lot of people responded to the consultation as a result.

The second way most people found out about the consultation was through newspapers either online or physical copies. Ahead of the consultation National Highways placed advertising within local publications and provided a press release with details on how to engage with the consultation.

A large number of people were also informed about the consultation through a letter drop carried out by National Highways and in local leaflets such as InTouch news. Letters were sent to those in the area that were close to the scheme and may want to have their say.

Appendix A. Consultation questionnaire

The consultation questionnaire can be found within the public consultation brochure, which is available on the scheme website.

<https://nationalhighways.co.uk/our-work/east/a14-junction-55-copdock-interchange>