



Ipswich Northern Route

Consultation Response by Waldringfield Parish Council

13th September, 2019

Waldringfield Parish Council **OBJECTS** to all three options presented in the consultation material.

We accept there is a pressing need to reduce congestion in Ipswich town centre and the A1214 corridor, and that when the Orwell Bridge is closed there is unacceptable grid-lock of the entire road system around Ipswich. There is also severe congestion on the A12 and adjoining roads at Martlesham every day, due mainly to the retail and business parks, and this will soon be made worse by the addition of 2,000 dwellings at Brightwell Lakes.

However, we do not believe the proposed new routes will solve these problems, in fact they will make some of them worse. When the Orwell Bridge is closed, traffic from Felixstowe will be diverted along the A12 past Martlesham and onto the new Northern Route. This will increase congestion at Martlesham, where it is already appalling for large parts of the day.

The new road should not be considered simply as an extra route which will accommodate existing traffic – it will generate extra traffic, which is what always happens when a new road is built. In particular, the Inner Route (which is described as: “[providing greater connectivity with Ipswich](#)”) will encourage Ipswich residents to drive to the Martlesham business and retail parks, increasing congestion there.

It is surely possible to solve the problem of the Orwell Bridge closures in other ways. For example, higher wind barriers could be built to enable the bridge to stay open in windy weather, and extra gaps could be provided in the carriageway divider to allow traffic to be routed onto the opposite carriageway when there is an accident forcing lane closures.

We are also concerned that the new road will encourage yet more house building around Ipswich, in conflict with the strategy described in the Local Plan, which says: “[The communities neighbouring Ipswich have in the past seen large proportions of growth directed towards them which has resulted in the established communities of Rushmere St Andrew, Kesgrave and Martlesham. ... The Brightwell Lakes site is significant in terms of infrastructure provision and housing delivery and therefore it is not currently considered appropriate to focus the strategy of the Plan on development in this part of the District](#)”¹.

¹ Suffolk Coastal Local Plan, Feb. 2019, §3.34



Waldringfield

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In direct conflict with the strategy quoted above, one of the aims of the Ipswich Northern Route project is to: “Directly support new homes and jobs growth ...” and to: “Provide additional transport capacity for **planned and future residential and employment growth in the wider Ipswich area.**” And to: “Enable the delivery of around **10,000 to 15,000 additional homes across Suffolk**”² (our emphasis). Owners of land close to the new route are certain to submit planning applications for housing developments, justifying them by pointing out how close they are to the road system. With the Inner Route in particular it is easy to imagine the Ipswich urban area expanding northwards from the A1214 to the new road and possibly beyond. As well as being contrary to the Local Plan, the extra housing will generate yet more traffic, and therefore congestion, on the existing over-burdened road system.

Whatever scheme is developed to relieve the problems that arise when the Orwell Bridge is closed, and the general congestion around Ipswich and Martlesham, it should not be used to justify more house building, and should not create yet more traffic.

² Options Appraisal Report – Summary, §2.2