

[REDACTED]

From: [REDACTED]
Sent: 05 June 2014 12:00
To: [REDACTED]
Cc: [REDACTED]
Subject: Lowestoft Crossing - Revised Text

[REDACTED]

Following the Telecon yesterday, I have amended the text for the sections where you expressed concern below. I hope this is satisfactory for your purposes, but please confirm that this is the case.

Background to Study

Old Text

Funding for the provision of a new crossing has not been secured and there will still be a significant amount of technical and appraisal work to do once a preferred location and design have been decided. The most appropriate funding stream for a new crossing would be through a Highways Agency programme. The intention is that the results of the work in this study will assist in getting this scheme included within that programme within the context of the existing A47 / A12 Route-Based Strategy and Economic Benefits Studies.

Revised Text

Funding for the provision of a new crossing has not been secured and there will still be a significant amount of technical design and economic assessment to do once a preferred location and outline design have been decided. Road Investment on this scale would have to be funded through a national government programme. The A47 / A12 Route-Based Strategy currently being undertaken will identify issues that need to be addressed on the trunk road. A number of options to address these issues will be investigated by the Highways .

Funding Sources

Old Text

There will still be a significant amount of technical and appraisal work to do once a preferred location and design have been agreed. Once a scheme has been identified more detailed costs can be calculated. The scheme will then have the potential to be included in the Highways Agency programme of works for the future, with funding streams identified through them over time.

The work from this study will assist in getting this scheme recognised within the context of the A47 / A12 Study that is being undertaken.

Revised Text

There will still be a significant amount of technical design and economic assessment to do once a preferred location and outline design have been decided. Once a scheme has been identified more detailed costs can be calculated. It will also be necessary to demonstrate that the level of expenditure offers value for money to meet Government requirements. Due to the scale of the expected costs, funding for the scheme would have to be sought through a national government programme. The work from this study may assist in getting this scheme recognised as a potential longer term option alongside the A47 / A12 Route Based Strategy Study that is currently being undertaken for the government.

Timescales

Old Text

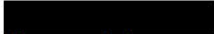
The results of this consultation will be publicised in early September 2014 with the further technical work being completed on the preferred option during the Autumn. Final launch of the preferred option will take place in October 2014.


Revised Text

The results of this consultation will be taken forward with further technical work being completed on the preferred option during the Autumn. Presentation of the preferred option will take place in October 2014.

Timescales for the delivery of a scheme will be dependent on a number of factors including: the results of further technical work and value for money assessments; necessary planning and statutory consents; and government funding sources being available to develop the scheme, acquire land and to build it. However, in the short term the results of the A12/A47 Route Base Strategy Study is expected to identify options to address the issues around Station Square and the Bascule Bridge which could be implemented sooner. Further work is also being taken jointly by the Highways Agency and Suffolk County Council to identify potential short term improvements to traffic flow north and south of the Bascule Bridge.

Regards,


Principal Transport Planner

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