

RIVERSIDE ROAD

To achieve the necessary gradients, the new crossing will start rising from the current Riverside Road/Waveney Drive traffic lights. This will sever access to Riverside Business Park via Canning Road.

A new access road from Waveney Drive, west of Riverside Road, will be built to continue to provide access to the businesses off Canning Road and those that front Waveney Drive.

This new junction will connect to the retained section of Riverside Road at the northern entrance to Waveney District Council offices.

Pedestrian and cycle facilities will be provided.

To create a sense of entering a different space tree planting could be added to the access.



IMPACT ON TRAFFIC

Computer-based transport modelling has been used to assess the potential impacts of the new crossing and how it will change the traffic movements across Lowestoft.

The model was created using a range of data sources such as road traffic surveys, predictions of development in the town and information on road layout, dimensions and speeds. The method used for modelling is a national standard.

The results show the impact of traffic re-routing as a result of the new crossing being in place on the year of opening (2022) and the additional increase in traffic flows associated with developments coming forward in the area up to 2037 (15 years after project opening).

The traffic modelling will help identify whether any improvements to local junctions will be required to mitigate any significant adverse impact that the project may have.

The plan opposite shows the details of the traffic modelling. The key findings from this are:

- Traffic flows drop significantly on the two existing bridges (by at least a third) compared to the current situation
- Traffic journey times and network efficiency across the town improve considerably
- Traffic from the two existing bridges re-route to use the new bridge, for journeys where a central crossing of the lake is more convenient and quicker for their journey
- There are increases in traffic flows on routes to the new bridge notably on Peto Way, Rotterdam Road, Waveney Drive and Tom Crisp Way.

Key

AADT

Annual Average Daily Traffic - meaning the typical two-way average daily traffic flow

Base

Base means the existing set of traffic flows in 2016 when the survey data was collected

DM

Do Minimum - meaning a model scenario without the project in place. It assumes the existing road network remains the same but takes account of additional traffic from committed additional growth

DS

Do Something - meaning a model scenario with the project in place and takes account of additional traffic from committed additional growth

2022

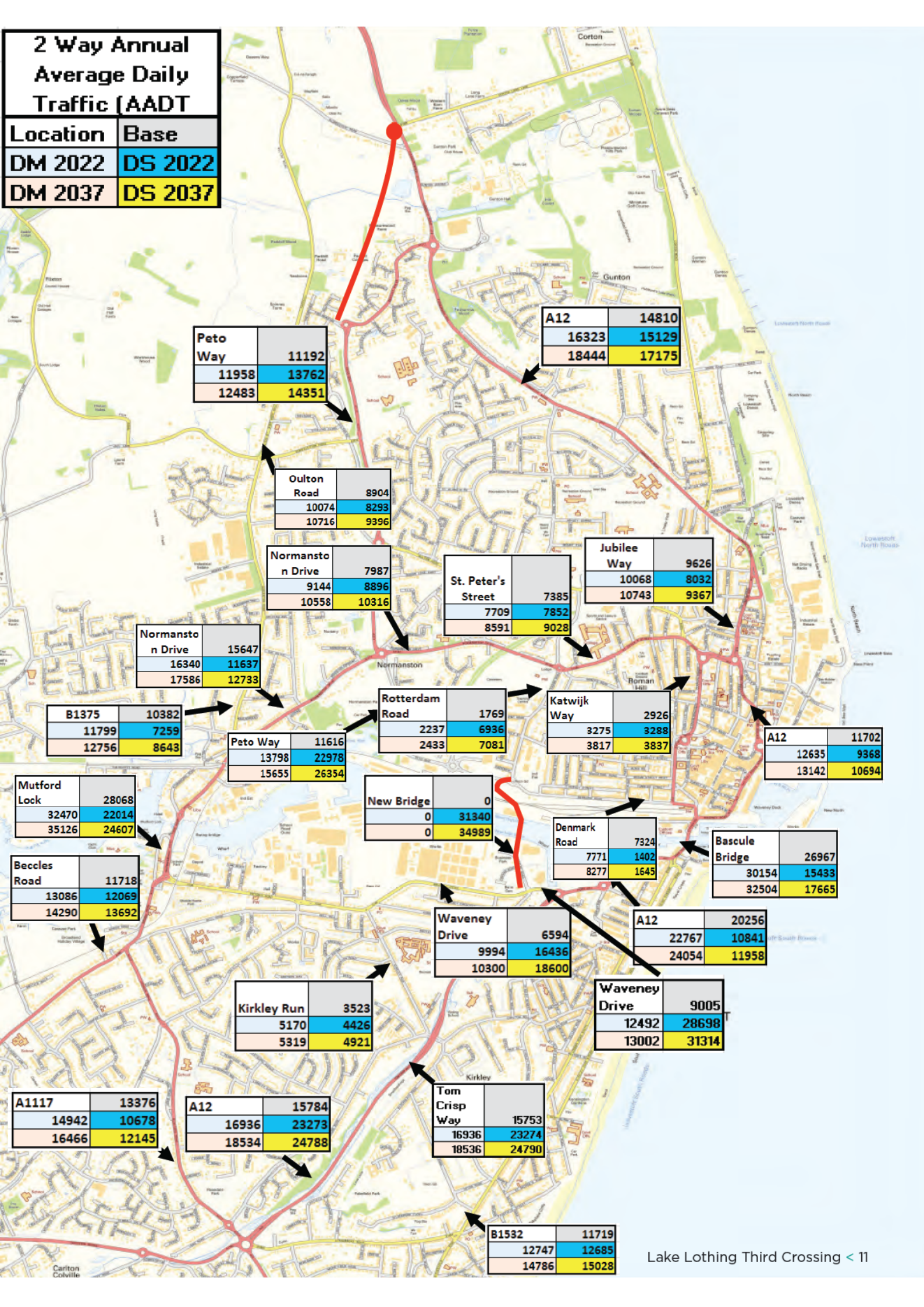
2022 is the estimated opening year of the project

2037

2037 is a future year
(15 years after project opening)

2 Way Annual Average Daily Traffic (AADT)

Location	Base
DM 2022	DS 2022
DM 2037	DS 2037



Peto Way	Base
11192	11192
11958	13762
12483	14351

A12	Base
14810	14810
16323	15129
18444	17175

Oulton Road	Base
8904	8904
10074	8293
10716	9396

Normanston Drive	Base
7987	7987
9144	8896
10558	10316

St. Peter's Street	Base
7385	7385
7709	7852
8591	9028

Jubilee Way	Base
9626	9626
10068	8032
10743	9367

Normanston Drive	Base
15647	15647
16340	11637
17586	12733

B1375	Base
10382	10382
11799	7259
12756	8643

Rotterdam Road	Base
1769	1769
2237	6936
2433	7081

Katwijk Way	Base
2926	2926
3275	3288
3817	3837

A12	Base
11702	11702
12635	9368
13142	10694

Peto Way	Base
11616	11616
13798	22978
15655	26354

New Bridge	Base
0	0
0	31340
0	34989

Denmark Road	Base
7324	7324
7771	1402
8277	1645

Bascule Bridge	Base
26967	26967
30154	15433
32504	17665

Mutford Lock	Base
28068	28068
32470	22014
35126	24607

Beccles Road	Base
11718	11718
13086	12069
14290	13692

Waveney Drive	Base
6594	6594
9994	16436
10300	18600

A12	Base
20256	20256
22767	10841
24054	11958

Kirkley Run	Base
3523	3523
5170	4426
5319	4921

Waveney Drive	Base
9005	9005
12492	28698
13002	31314

A1117	Base
13376	13376
14942	10678
16466	12145

A12	Base
15784	15784
16936	23273
18534	24788

Tom Crisp Way	Base
15753	15753
16936	23274
18536	24790

B1532	Base
11719	11719
12747	12685
14786	15028

ENVIRONMENTAL IMPACTS

We aim to minimise impacts on the environment, local communities, local businesses, road users and residents where possible to do so.

The project requires an Environmental Statement (ES) within our application for development consent.

A Preliminary Environmental Information Report (PEIR) has been produced for consultation as a precursor to the ES. This gives information on potential environmental effects based on current information and potential measures to reduce those effects, to assist well-informed responses to the consultation. The PEIR and non-technical summary are available to view at www.suffolk.gov.uk/lakelothing3rdcrossing, at our consultation events and deposit locations.

The following pages outline the potential impacts during construction and operation of the project.

CONSTRUCTION IMPACTS

TRAFFIC AND TRANSPORT

During construction, temporary road works will be necessary. We will work to limit road closures but we are likely to need some single lane closures.

A Traffic Management Plan will be developed which will include temporary closures and lorry routes into the site. It will also show how access to property is retained.

We are aiming to minimise the impact on port traffic and will seek to maintain the navigation channel during construction.

We are working closely with Network Rail regarding impacts on the railway network and aim to limit the impact on rail services.

NOISE AND VIBRATION

Baseline readings for noise have been undertaken at the nearest properties to the proposed project and will be used to identify potential noise impacts during construction. The ES will propose methods to control potential noise and vibration impacts on surrounding homes and businesses during construction if necessary.

CONSTRUCTION COMPOUNDS

We plan to have three main construction compounds, one on the south side of the lake, accessed from Riverside Road and two on the north side of the lake, as shown on the plan opposite.

One of the northern compounds will be located off Peto Way and is primarily associated with the construction of the northern junction. A second, smaller compound will be required to the south of the railway on Network Rail/Associated British Ports (ABP) land. This is required to support the construction of the bridge over the railway line and works in Lake Lothing. This site would be accessed via Commercial Road.

All compounds would typically contain site offices, vehicle parking and storage of materials. Smaller compounds may be required in other areas to manage works in that immediate area.

BIODIVERSITY AND NATURE

Ecological surveys have been undertaken at targeted locations based on the likelihood of protected species being found there. We have identified a pair of peregrine falcons and the nationally rare Nathusius' Pipistrelle bat alongside common lizards and a variety of bird species.

Measures to mitigate impact on protected species will be set out in the ES.

GEOLOGY, SOILS AND CONTAMINATION

It is highly likely that contamination is present on site, although the associated risks can be managed through appropriate practices. Therefore, risks associated with construction are low. Further study of impacts on groundwater, geology and soils will be undertaken for the ES.

AIR QUALITY

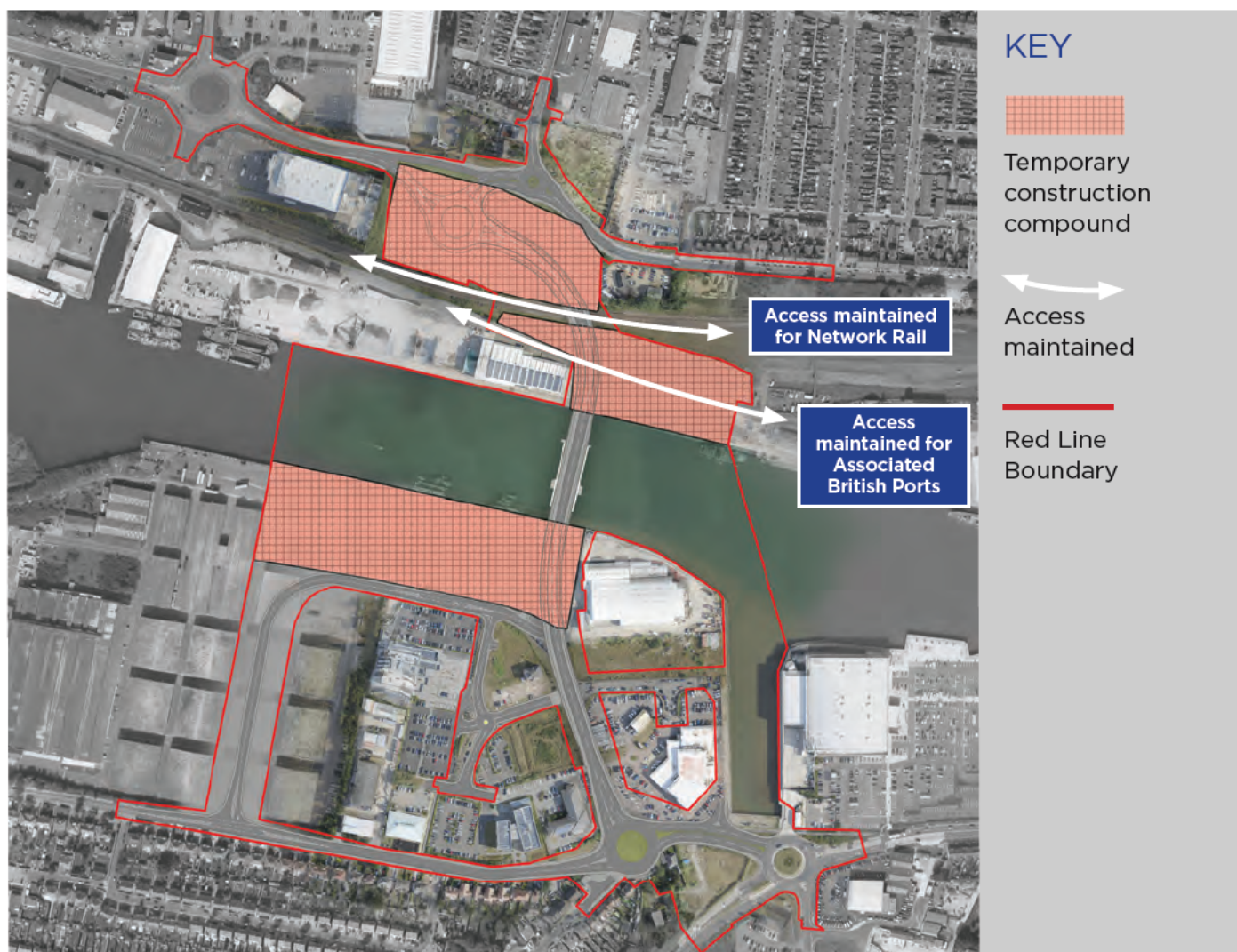
Construction activities could lower air quality in some areas through dust generation or plant emissions. Proposals to control potential impacts will be set out in the ES.

LAND

The delivery of the Lake Lothing Third Crossing requires the acquisition of, or access to, land which is owned or occupied by a number of third parties, which includes statutory undertakers such as Network Rail, ABP and other parties such as Waveney District Council, as well as private individuals.

As part of this consultation a plan of the land currently assessed as being required for the project's construction, operation and maintenance has been produced. This is known as the red line boundary as shown in the image below. As the Lake Lothing Third Crossing will be the subject of a DCO application, Suffolk County Council can apply for powers of compulsory acquisition over this land.

In an effort to reach agreements over the land required for the project, discussions are underway with the relevant parties.



OPERATIONAL IMPACTS

NOISE AND VIBRATION

Baseline readings for noise and a traffic model will be used to predict changes in noise levels around Lowestoft as traffic is diverted onto the new crossing. Diversion of traffic away from congested areas will likely result in significant positive effects in some areas, but increases in traffic elsewhere could have negative effects.

AIR QUALITY

The diversion of traffic away from congested areas will likely result in significant positive effects. The extent of any significant negative effects will be determined through modelling which will be included in the ES.

WATER, DRAINAGE AND FLOOD RISK ASSESSMENT

An assessment has considered the potential impacts of the project on flooding and water quality.

The drainage design will be developed to protect the local water environment from highway pollution and prevent increased flood risk.

The current flood risk assessment shows no significant negative impact on surface water flooding from the project, nor increase to flood risk elsewhere.

TRAFFIC AND TRANSPORT

The project will divert traffic away from some congested areas of Lowestoft. This will reduce traffic and congestion in the town centre, improve this area for pedestrians and cyclists and improve reliability for bus services. We are working with ABP to better understand and mitigate the impact on the port, including through vessel simulations. There will be no long term impact on the rail network.

VISUAL IMPACT

The landscape and visual assessment has established an area where the project can be seen from. An assessment will be undertaken on the visibility of the project from key viewpoints.

CULTURAL HERITAGE

Impacts upon built heritage (such as Listed Buildings) will be considered in the ES. Impacts on buried archaeology are unlikely to be significant given present knowledge although ongoing ground investigations will gather more information.

CUMULATIVE EFFECTS

Lake Lothing Third Crossing cannot be viewed separately to other developments proposed in the area. The ES will include an assessment of the project's likely effects alongside other developments within the same timeframe where possible. This will include the proposed tidal barrier and consented developments in the vicinity, including those on the Brooke Peninsula. The traffic model also takes natural growth in traffic into account.

OPTION SELECTION

Our proposed design has emerged following a comprehensive option selection process.

An initial long list of options for a Third Crossing was compiled. Each was assessed against its ability to meet the project objectives.

The preferred option is an opening bridge in a central location. This is considered to be the best value for money, produces the highest benefits and it is most likely to deliver the project objectives. This option is the scheme that the government has committed to providing funds for.

Option	Reason discounted
Western Alignments	<ul style="list-style-type: none"> ● Cost ● More land required ● Less effective at reducing traffic
Eastern Alignments Close to the existing Bascule Bridge.	<ul style="list-style-type: none"> ● Would not significantly improve access to regeneration areas south of Lake Lothing ● Would not improve severance between the north and south halves of the town ● Less effective at reducing traffic
Tunnel A tunnel under the lake	<ul style="list-style-type: none"> ● Not a solution for pedestrians or cyclists ● Insufficient distance between the Lake and the existing road network for a tunnel to pass under the Lake and achieve satisfactory gradients
Fixed Bridge/Flyover Fixed bridge high enough to allow ships and traffic to pass constantly	<ul style="list-style-type: none"> ● Would require 35m clearance, therefore more expensive than a lifting bridge ● Higher visual intrusion ● More land required ● More difficult to connect to existing roads
Floating Bridge A structure that would float on the lake surface attached to fixed piers swinging open for ships	<ul style="list-style-type: none"> ● The railway to the north means such a low level option would not be able to clear the railway. A level crossing would not be acceptable to Network Rail ● Would have to open for all vessels
Amsterdam-style Bridge Lock system with two bridges allowing one bridge to remain lowered	<ul style="list-style-type: none"> ● Too steep of a gradient is required for this style of bridge to get over the lake and clear the railway ● Would impede larger vessels due to the two bridges being close together, interrupting port activity ● Visual intrusion from height of quay walls needed to form part of the flood defence scheme

HAVE YOUR SAY

The consultation is your opportunity to express your views on the project. This is a significant project for Lowestoft and it is important we gather feedback to help ensure a well-considered and robust application is submitted to the Planning Inspectorate, who will examine the project on behalf of the Secretary of State for Transport.

This consultation will run for six weeks from **Monday 4 September - Monday 16 October 2017.**

PLANNING APPLICATION PROCESS

The Secretary of State for Transport has directed that Lake Lothing Third Crossing is to be treated as a Project of National Significance for the purposes of the Planning Act 2008. As such, we are required to make an application for a Development Consent Order (DCO) to obtain permission to construct, operate and maintain the project.

Following the formal public consultation, we will carefully consider all responses received and produce a report on the consultation.

This report will form part of our DCO application, to the Secretary of State.

The Planning Inspectorate will examine the application and make a recommendation to the Secretary of State for Transport, who will decide on whether or not the project will go ahead.

We currently intend to make our application for development consent in early 2018.

YOUR COMMENTS

Between **Monday 4 September, 12.01am and Monday 16 October 2017, 11.59pm** you can use the following methods to respond to the public consultation:

- Go online to access the consultation documents and fill out a questionnaire at: **www.suffolk.gov.uk/lakelothing3rdcrossing**
- Complete questionnaires or send other feedback to us at:

LL3X Consultation Team
Freepost RTUL-KAKE-BCTR
PO Box 73943 (Lake Lothing)
London
EC4P 4HN
- View and pick up consultation documents and a questionnaire at Lowestoft, Oulton Broad and Kessingland Libraries, the council offices at Riverside, Waveney District Council's Marina Customer Service Centre or Suffolk County Council's Endeavour House in Ipswich.
- Attend a public consultation event and complete a questionnaire or leave one at a deposit location.
- Email lakelothing3rdcrossing@suffolk.gov.uk
- Call on 03456 031 842 (open Mon-Fri 8:30am-6pm)

Contact the project team

Email: lakelothing3rdcrossing@suffolk.gov.uk **Call:** 03456 031 842 (open Mon-Fri 8.30am-6pm)

If you need help to understand this information in another language please call 03456 066 067.

Se precisar de ajuda para ler estas informações em outra língua, por favor telefone para o número abaixo. 03456 066 067

Portuguese

Jeigu jums reikia šios informacijos kita kalba, paskambinkite 03456 066 067

Lithuanian

Jeżeli potrzebujesz pomocy w zrozumieniu tych informacji w swoim języku zadzwoń na podany poniżej numer. 03456 066 067

Polish

Dacă aveți nevoie de ajutor pentru a înțelege această informație într-o altă limbă, vă rugăm să telefonați la numărul 03456 066 067

Romanian

এই লেখাটি যদি অন্য ভাষাতে বুঝতে চান তাহলে নিচের নম্বরে ফোন করুন 03456 066 067

Bengali

Если для того чтобы понять эту информацию Вам нужна помощь на другом языке, позвоните, пожалуйста, по телефону 03456 066 067

Russian

If you would like more information in another format, including audio or large print, please call 03456 066 067.



From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RIS2
Date: 31 August 2017 11:11:52
Attachments: [2016-06-30 Candidates for RIS2 - SCC.PDF](#)
[2016-06-30 RIS2 Suffolk summary diagram.pdf](#)
[10132_SCoC_A14 Campaign brochure_V3.pdf](#)

[REDACTED]

Further to our discussion this morning, I can confirm that our “bid” for projects to be included in RIS2 is as submitted in the summer last year, i.e. as attached.

I am also aware of the Suffolk Chamber of Commerce latest No More A14 Delays in Suffolk Campaign brochure – also attached, which refers to:

- improvements to key junctions on the A14 at Ipswich, Bury St Edmunds & Newmarket
- major maintenance schemes on the A14 between Haughley & Woolpit and between Copdock & the Orwell Bridge
- comprehensive feasibility study from the M11 at Cambridge to Felixstowe to address remaining concerns about the A14 and the impact of future growth in the county and across the UK.

Clearly this focusses on the A14, but it does not remove the need for improvements to the A11 at Mildenhall, the A12 south of Ipswich or the other schemes included in our RIS2 bid.

Hope this helps.

Peter Grimm

Strategic Traffic Manager

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Roll Forward of the Road Investment Strategy

Road Period 2 – 2020 to 2025

Candidates for RIS2 - Suffolk County Council

Trunk Road Improvements (Not in Priority order)

Ref	Project	Description
P1	A14/A142 Junction 37 Exning	Lack of capacity leads to extensive queueing, particularly on the A142 from Cambridgeshire. Conditions likely to get worse following opening of Ely Bypass in 2017. Improvement are required to address existing problems and support growth in East Cambridgeshire and in Newmarket
P2	A14 Junctions Bury St Edmunds Including: <ul style="list-style-type: none"> • A14 Junction 43 St Saviours • A14 Junction 44 Moreton Hall 	Poor layout, short slip roads and lack of capacity leads to significant congestion and queueing, which extends back onto the A14 main carriageway. Improvements are required to support growth in Bury St Edmunds
P3	A14 Junctions Ipswich Including: <ul style="list-style-type: none"> • A14 Junction 55 Copdock • A14 Junction 56 Wherstead • A14 Junction 57 Nacton Road • A14 Junction 58 Seven Hills 	Lack of capacity leads to significant congestion and queueing, which extends back onto the A14 main carriageway. Improvements are required to: <ul style="list-style-type: none"> • support growth in and around Ipswich and Suffolk Coastal (including Sizewell C); • improve access to and egress from local businesses; • maintain access to the nationally important Port of Felixstowe; and • improve journey time reliability.
P4	A12 South Including: <ul style="list-style-type: none"> • A12 Four Sisters Interchange • A12 Capel St Mary to County Boundary 	The horizontal and vertical alignment of the A12 carriageway south of Capel St Mary is generally poor with numerous accesses and there is concern about the accident record. The Four Sisters Interchange in particular has a substandard layout. Improvements are required to support growth in Babergh District and meet current standards, including: <ul style="list-style-type: none"> • bringing this section of A12 up to Expressway Standard; and • upgrading Four Sisters Interchange to appropriate standards
P5	A11 Mildenhall Including: <ul style="list-style-type: none"> • A11 Fiveways Grade Separation • A11 Tuddenham Road at Grade Crossing • A11 Herringswell Road at Grade Crossing 	There is evidence of increasing congestion at the A11 Fiveways junction and risk of accidents/incidents at the existing at grade crossings with openings in the central reserve. The A11 has been identified as a growth corridor and improvements are required to support growth in Forest Heath and in particular growth linked to the potential development of Mildenhall Airbase.

Local Road Improvements (Not in Priority order)

Ref	Project	Description
L1	Third Crossing at Lake Lothing	The Route Strategies published by HE in April 2015 include evidence that shows the A12 in Lowestoft comes into the bottom category for peak period speeds; delay and safety on the network.
L2	The Upper Orwell Crossing, Ipswich	Will provide additional east west capacity within Ipswich and potentially reduce traffic on the A14 over Orwell Bridge

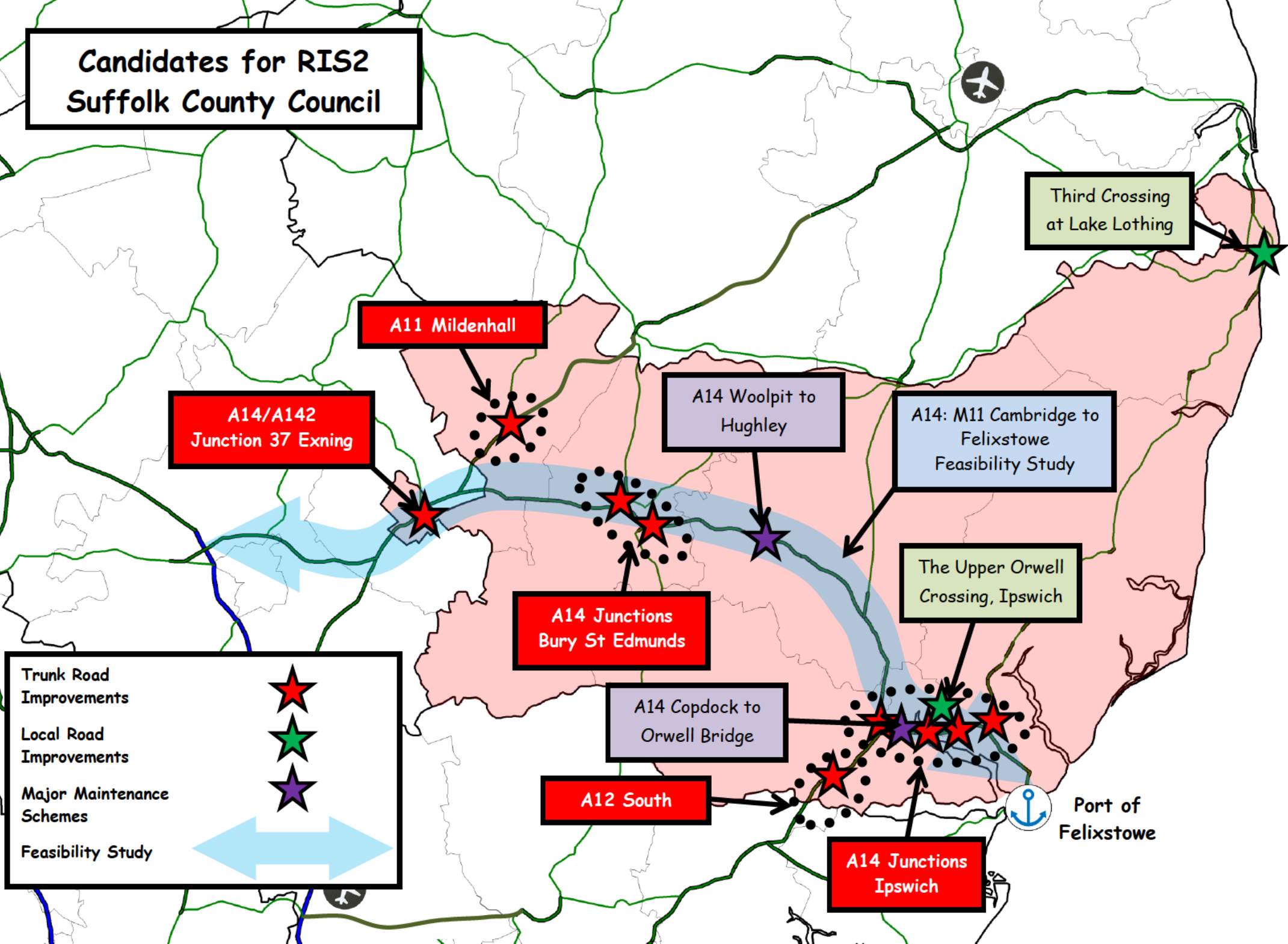
Major Maintenance Schemes (Not in Priority order)

Ref	Project	Description
M1	A14 concrete carriageway between Woolpit and Haughley	Outstanding concerns about the structure of the carriageway, the poor running surface and noise problems, which affects local residents living near the trunk road.
M2	A14 concrete carriageway between Copdock and Orwell Bridge	Poor running surface and noise problems, which adversely affects people living in Pinewood, South West Ipswich, Belstead and Wherstead

Feasibility Study

	Feasibility Study	Description
FS1	A14: M11 Cambridge to Felixstowe Including: <ul style="list-style-type: none"> • A14 Cambridge Northern Bypass Girton to Milton • A14 Cambridge to Newmarket • A14 Junction 38 Waterhall (A11 north) • A14 Bury St Edmunds • A14 around Ipswich including Orwell Bridge • Residual capacity issues 	<p>Potential capacity problems on the A14 east of the M11 were highlighted through the Examination into the A14 Cambridge to Huntingdon project. In addition there are capacity issues relating to the A14 around Ipswich and the need to:</p> <ul style="list-style-type: none"> • maintain access to the nationally important Port of Felixstowe; and • improve journey time reliability. <p>It is envisaged that the suggested feasibility study would highlight appropriate solutions in the short to medium term, which could be implemented in Roads Period 3 or subsequently</p> <p>Improvement of the A14 will support growth in general in Suffolk and at the Port of Felixstowe.</p>

Candidates for RIS2 Suffolk County Council



NO MORE



DELAYS IN SUFFOLK



The local and national case for investment

overview

Suffolk Chamber of Commerce, Suffolk County Council and our partners are working together to promote trunk road improvements in the next round of the Government's Road Investment Strategy (RIS2), which will cover the period 2020 -2025.

The aim is to bring much needed investment into the county to address some of the major pinch points on the trunk road network to benefit the local and national economy.

In addition to the A14 improvements, Suffolk's RIS2 bid includes a range of other much needed schemes, including bids for investment for upgrade projects on the A12 southbound and the A11 at Mildenhall, plus a number of maintenance schemes along the A14 between Haughley and Woolpit and between Copdock and the Orwell Bridge and a comprehensive feasibility study of the A14 from the M11 at Cambridge to Felixstowe.

the A14 in Suffolk

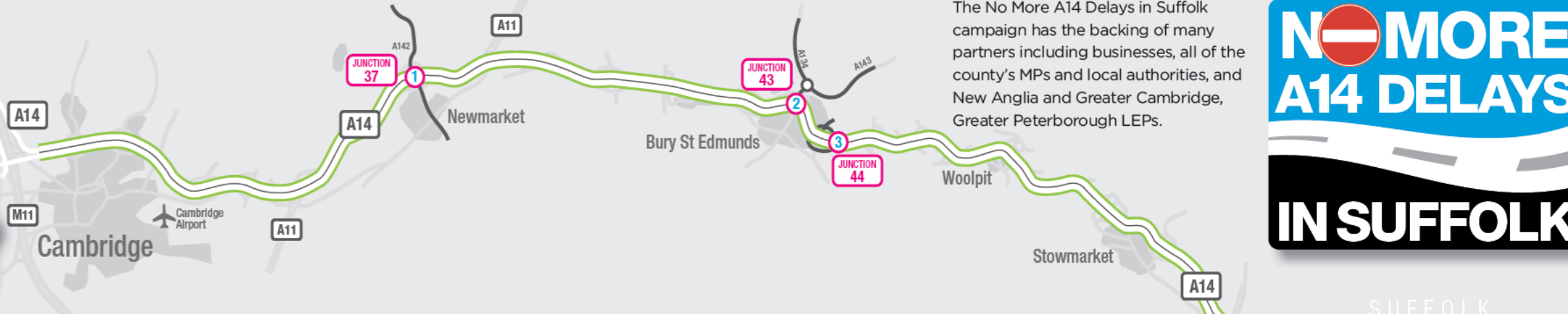
...a vital local, national and international highway



The A14 in Suffolk is a critical part of the UK Strategic Road Network, connecting the Port of Felixstowe and all of Suffolk:

- Directly to Cambridge
- Via the A140 and A11 to Norwich
- Via the A1 to Peterborough and the north east
- Via the M1 and M6 to the Midlands Engine and the Northern Powerhouse
- Via the A12 to London

The A14 in Suffolk connects the county and region's increasingly diverse business base, especially in growth areas such as logistics, renewable energy, agri-tech and high-tech/fin-tech, to its markets and suppliers.



The No More A14 Delays in Suffolk campaign has the backing of many partners including businesses, all of the county's MPs and local authorities, and New Anglia and Greater Cambridge, Greater Peterborough LEPS.



pinch points

The A14 in Suffolk is no longer fit for its local, national or international purpose. It suffers from increasing levels of congestion and delays, especially at seven key pinch points.

These pinch points already increase business costs, lose them staff cover, time and orders, and result in higher fuel costs and prices and lower profit margins.

It is estimated that the annual cost of delays to business on these seven pinch points is already £360m and with increased developments this figure is set to grow.

1 JUNCTION 37
Exning
where the A14 meets the busy A142

2 JUNCTION 43
Bury St. Edmunds Central
suffers from significant tailbacks as it meets the A134

3 JUNCTION 44
Bury St. Edmunds Moreton Hall
suffers from significant tailbacks, with a major development still to be built

4 JUNCTION 55
Copdock Interchange
where the A14 meets the busy A12 and A1214

5 JUNCTION 56
Ipswich Wherstead
which reaches its safe capacity at peak times, especially with HGVs

6 JUNCTION 57
Ipswich Ransomes Europark
which reaches its safe capacity at peak times, especially with HGVs

7 JUNCTION 58
Ipswich Seven Hills
where the A14 meets the busy A12



Our campaign aims to secure much-needed funding from the RIS2 process to address these pinch points.

campaign

As part of this collaborative campaigning, Suffolk Chamber is leading the multi-partner No More A14 Delays in Suffolk campaign to secure the objectives below:

improvements to key junctions on the A14
at Ipswich, Bury St Edmunds & Newmarket

major maintenance schemes on the A14
between Haughley & Woolpit and between Copdock & the Orwell Bridge

comprehensive feasibility study from the M11
at Cambridge to Felixstowe to address remaining concerns about the A14 and the impact of future growth in the county and across the UK



benefits

The No More A14 Delays in Suffolk campaign is looking for funding from 2020-2025 to boost capacity and reconfigure these seven 'pinch points'.

Aside from alleviating the real costs of delays and congestion at these points, this investment would contribute to a massive increase in key economic indicators – of real benefit to the local and national economy:

- 7,000 new jobs
- £362m extra in Gross Value Added
- Average of 13 minutes a day saved in travel time

partners

The No More A14 Delays in Suffolk campaign is chaired by Jo Churchill MP and through its Strategy Board has the backing of key partners:

- Suffolk Chamber of Commerce
- Suffolk County Council
- Suffolk's seven MPs
- Suffolk's borough and district councils
- New Anglia LEP
- Greater Cambridge Greater Peterborough LEP
- Police and Crime Commissioner for Suffolk
- Suffolk Constabulary
- Business leaders

the business view

“The A14 is a critical section of our Suffolk infrastructure with importance both locally and nationally. With this in mind Suffolk Chamber and Suffolk County Council have embarked on a campaign to raise and maintain the profile of the A14 with central Government. Our aim of securing immediate and ongoing investment in this highway will be good for both Suffolk and UK PLC.”

Stephen Britt

Chair of Suffolk Chamber of Commerce's Transport & Infrastructure Board

Their Strategic Road Network Initial Report will be published in the autumn of 2017 and is expected to provide a long list of those projects that have met the basic criteria for further evaluation.

The Department of Transport will then engage in consulting with the public in 2018.

So, the No More A14 Delays in Suffolk campaign still needs further up-to-date information about this highway's congestion problems – and their impact – on businesses and workers.

We will be able to include up-to-date evidence information and so refresh our report during the consultation process.

That is why we need to build the evidence – including anecdotal evidence – about the impact of delays on Suffolk's businesses and residents.

So we are urging people to share their experiences of delays on the A14 in Suffolk by going to:



twitter.com/NoA14DelaysSfk



news@suffolkchamber.co.uk



www.suffolkchamber.co.uk/representing-you/no-more-a14-delays-in-suffolk/

the next steps

The No More A14 Delays in Suffolk campaign has built up a detailed evidence-based case for securing RIS2 funding.

We have submitted this report to Highways England, the government-owned company with responsibility for the operation, maintenance and improvement of the motorways and trunk roads in England.

