

Delivering a Sudbury Western Bypass

In 2003 the construction cost estimate was £21.5 million. The current cost is likely to be around £30 million.

A possible route to delivery of the scheme might follow the path shown below. Typical timescales for delivery of a road scheme would be 7-10 years once a funding route has been identified.

1. Identify capital funding sources for construction.

Currently Government money for local road schemes is only available through the local growth fund, which includes all DfT funding previously provided to councils for local major schemes.

The Sudbury scheme is included in the NALEP Strategic Economic Plan and is currently an unfunded priority for the NALEP Local Transport Body.

Given the short term delivery expected of growth deal projects, significant scheme development would be necessary prior to a submission of a business case for funding to Government by NALEP. A large scheme like this would probably need to be well on the way to achieving planning consent at this point in order to be shown to be deliverable. The business case would have to show significant benefits to economic development for the scheme to be adopted as a high priority by NALEP.

Some initial funding (£100,000) may be available for scheme development in 2016/17 via the NALEP LTB but significant additional funding (initially up to £500,000) will be required. The source for this will need to be identified. Further funding would be needed later for detailed design, public inquiry costs etc.

DfT now expects there to be significant local funding contributions towards new road schemes. Up to 25% of the cost is not unusual. So additional funding sources will have to be identified e.g. S106, CIL, retained business rates etc.

2. Planning process

Work will be required to ensure that an appropriate land use allocation is made within the Babergh local plan and that the allocation can be justified when the plan is examined by the Planning Inspectorate. Work to produce the necessary plan level evidence is being carried out jointly by district and county councils.

More detailed work will be required to develop a future planning application. This will require outline scheme design, transport assessment, very detailed

environmental assessment and development of environmental mitigation to overcome the previously identified impacts.

3. Land acquisition and statutory powers

Following the granting of planning permission the process of making compulsory purchase and side roads orders can begin. These orders require Secretary of State confirmation, are subject to objection, and are likely to result in a public inquiry.

4. Design and Procurement

The final steps in the process would be detailed design of the scheme and procuring the works. At this point there will be certainty about construction costs. The NALEP LTB requires promoting authorities to cover any scheme cost overruns. Local growth fund contributions are fixed.

5. Risks

The nature of the current funding arrangements for local major schemes, favouring short term interventions via the local growth fund, introduces significant financial risks for promoting authorities, particularly with larger schemes that take a long time to develop.