The Lake Lothing (Lowestoft) Third Crossing Order 201[*]

Lake Lothing THIRD CROSSING

Document 5.2: Consultation Report Appendices

Appendix 2 Previous Engagement

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Consultation Report Appendix 2

Previous Consultation and Stakeholder Engagement Overview

This appendix includes a copy of previous consultation reports and evidence of engagement with different stakeholders ahead of statutory consultation

2.1 Public consultation report
2.2 Business consultation report
2.3 Lake Lothing Key Stakeholder Group Terms of Reference
2.4 Key Stakeholder Group Attendee List
2.5 Lake Lothing Third Crossing: Existing and Future Requirements of Port Lowestoft and other Lake Lothing Users
2.6 Lowestoft & Waveney Board meeting agenda 19 January 2017
2.7 Lowestoft & Waveney Board meeting agenda 11 May 2017
2.8 Consultation Q&A published in February 2017
2.9 Consultation Q&A published in April 2017
2.10 Photos from May 2017 Chamber event
2.11 Feedback from Cycle workshop on Thursday 26 July 2017
2.12 Lake Lothing Third Crossing Autumn 2016 Newsletter
2.13 Lake Lothing Third Crossing Spring 2017 Newsletter

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Appendix 2.1

Public consultation report

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WSP

LOWESTOFT, LAKE LOTHING CROSSING STUDY

Public Consultation Report

29/08/2014

29/08/2014

Quality Management

Issue/revision	Issue 1	Revision 1	Revision 2	Revision 3
Remarks				
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Prepared by	S Betts			
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Project number	70002297			
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File reference	Lowestoft Public Consultation Report.docx			

LOWESTOFT, LAKE LOTHING CROSSING STUDY

Public Consultation Report

29/08/2014

Client

Suffolk County Council

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Table of Contents

1 Introduction

1.1 Foreword

1.1.1 This report has been prepared by WSP on behalf of Suffolk County Council (SCC) to summarise the findings of the Lake Lothing Crossing Public Consultation which took place in June 2014.

1.1.2 The aim of the Public Consultation was to review the options for the location of a new road crossing of Lake Lothing in Lowestoft, to help establish a preferred location for a crossing, so that further work on the design and costs of the scheme can take place following a decision on the preferred location.

1.1.3 A Stakeholder Consultation was undertaken on 28 April 2014 to assist in identifying the options and their pros and cons. This valuable input was used to shape the options for this public consultation.

2 Public Consultation

2.1 Introduction

2.1.1 This section of the report describes the public consultation process and summarises the responses.

2.2 Public Consultation

2.2.1 A public Consultation event was held at the Lowestoft 60 + Club on Friday 20th (12pm-8pm) and Saturday 21st June 2014 (10am-4pm). The public were invited to attend the consultation on the three Lake Lothing crossing options which had been previously identified by the Council. They were invited to give their views, fill out a questionnaire, and speak to officers from Waveney Borough Council, Suffolk County Council and WSP who are involved in the project.

2.2.2 A number of local press releases in the local newspaper advertised the consultation prior to the event. A poster was also displayed at key locations around the town centre (library, Council offices, marine customer service centre, 60+ club, etc.) throughout the consultation period. The poster is contained in Appendix A.

2.2.3 For those unable to attend the consultation workshops, display boards were exhibited in the Marine Customer Service Centre, Lowestoft from Monday 23 June 2014 until 20 July 2014. Copies of the display boards and the online questionnaire were also available online until Wednesday 30 July 2014.

2.3 Consultation Material

2.3.1 The individuals who attended the consultation were given information about the Lake Lothing Crossing Study on A1 display boards at the venue, with the same material being available on-line. The presentation material is contained in Appendix B.

2.3.2 The presentation material included the following:

1. Background information to the consultation with the options for the location of a new crossing:
   - The Eastern Crossing (West of the Bascule Bridge);
   - The Central Crossing (West of Silo Quay); and
   - The Western Crossing (Near to Brooke Business and Industrial Park).
2. The objectives of the project:
   - Investigate options for the location of a new road crossing at Lake Lothing;
   - Consider the feasibility and constraints of the various options;
   - Undertake consultation with stakeholders and the public on the options;
   - Identify a preferred location for the crossing; and
   - Carry out design work and further consultation on the preferred location.
3. The current situation:
   - Bascule Bridge and Saltwater Way Bridge; and
   - Congestion issues.
4. Crossing options:

- Western Crossing Option;
- Central Crossing Option;
- Eastern Crossing Option A;
- Eastern Crossing Option B; and
- Eastern Crossing Option C.

2.3.3 As part of the consultation process, the public were invited to complete a questionnaire in order to assist in establishing the preferred broad location for a new road crossing, to assist in steering the project forward for further design and feasibility.

2.4 Questionnaire

2.4.1 A questionnaire was undertaken as part of the consultation and was available at the public consultation event, the Marina Centre and on-line. The questionnaire is provided in Appendix C.

2.4.2 175 individuals completed the questionnaire, which sought respondents views on three aspects of the crossing and also provided space for further views, reasoning and 'free text' to encourage respondents to express their views. The questionnaire covered the following:

- Postcode of respondent;
- Whether a new road crossing of Lake Lothing is needed;
- Preferred location of the new crossing; and
- Views on whether the Bascule Bridge should be retained or removed should the new Eastern Bridge be implemented.

2.4.3 The postcode of the respondent was also requested to assist with analysis of responses and to verify that all areas of Lowestoft residents were represented.

2.4.4 164 out of 175 respondents gave their postcode. A map showing the distribution of respondents is shown in Figure 1. It shows that the majority of respondents were from Lowestoft, with some respondents also coming from locations such as Halesworth, Beccles, Kessingland and Hopton-on-sea.

2.4.5 86% of respondents lived in Lowestoft. Figure 2 shows the spread of respondents across the town and verifies that all areas of the town are represented in the survey responses, both north and south of Lake Lothing.

2.4.6 Table 2.1 below summarises the responses to question one, and shows that a large majority of individuals believe that a new road crossing of Lake Lothing is required. The main reason for this response focused upon ongoing congestion issues in Lowestoft.

Table 2.1 Do you think that a new road crossing of Lake Lothing is needed for Lowestoft?

Response	Count	%
Yes	163	93.71%
No	5	2.86%
No response given	6	3.43%
Total	**175**	**100.0%**

2.4.7 Table 2.2 below summarises the responses to question two.

Table 2.2 Which location do you think would be most effective in addressing the aims of the project?

Preferred location	Count	%
Western	43	23.9%
Central	109	60.6%
Eastern – Option A	4	2.2%
Eastern – Option B	6	3.3%
Eastern – Option C	5	2.8%
Other	8	4.4%
No response given	5	2.8%
Total	**180**	**100.0%**

(Note: Count exceeds number of respondents as 5 individuals gave more than one preferred location).

2.4.8 Table 2.2 shows that 61% of the respondents favour the central option. Key reasons given for this choice are as follows:

- It would link up to the Southern Relief Road and Peto Way;
- The central location would free up the existing Eastern bridge for buses, taxis and local access; and
- It would give continuous traffic flow (if the Peter Colby option rather than the opening bridge was provided).

2.4.9 It should be noted that a number of people who responded with the central crossing as their preferred location referred to Peter Colby's proposals, which involve building a tidal barrage crossing.

2.4.10 The second most favoured option was the Western location, which is supported by 24% of respondents. Key reasons given for this choice are as follows:

- It would allow for more sea berth development;
- It would make use of unoccupied industrial land;
- It would take traffic away from the town centre, reducing congestion; and
- The western part of town has seen major growth and the western crossing would cater for this increased traffic.

2.4.11 8.3% of respondents favoured the eastern location (either option A, B or C). Key reasons given for this choice are as follows:

- Most convenient for Southern Lowestoft Relief Road onto new northern spine road and Denmark Road;
- Can leave the existing bridge for local traffic; and
- Can go over the railway lines.

2.4.12 4.4% of respondents did not favour any of the given locations, and answered other. Responses included:

- A fly over bridge crossing both the river and railway, starting from Peto Way roundabout;
- A crossing from Riverside Road across to Rotterdam Road (as proposed in 1960s);

- The main bridge needs to be 4-lane; and
- A plan that doesn't involve a single lifting bridge.

2.4.13 Table 2.3 below summarises the responses to question three.

Table 2.3 Should the existing crossing be removed or retained? (only if responded with the Eastern option in q2)

	Count	%
Retained	9	81.8%
Removed	2	19.2%
Total	**11**	**100.0%**

(Note: 2 individuals who responded with the Eastern option did not answer q3)

2.4.14 Table 2.3 shows of those that selected the eastern location option, 9 respondents (82%) felt that the existing Bascule Bridge crossing should be retained if the new Eastern crossing was to go ahead. Key reasons given for this choice are as follows:

- Lowestoft needs two bridges to solve the congestion problems;
- There should be a one-way system into Lowestoft, and a one-way system out; and
- The centre of Lowestoft would decline even further without the Bascule Bridge.

2.4.15 2 respondents (19%) felt that the existing Bascule Bridge should be removed if the new Eastern crossing was to go ahead. Key reasons for this choice are as follows:

- It should be removed but replaced with a higher bridge to prevent the traffic delays associated with allowing small boats to pass through; and
- To allow for the widening of the channel to the inner harbour.

2.4.16 All additional text responses are provided in Appendix D.

3 Summary and Conclusions

3.1 Summary

3.1.1 The public consultation on the options for a new road crossing of Lake Lothing took place between Friday 20th June and Sunday 20th July. This consisted of a Public consultation event on Friday 20 June and Saturday 21 June 2014 at the Lowestoft 60+ club, with the consultation material then being available at the Marina Centre until 20th July. Throughout this time period the consultation material and questionnaire were also available on-line via both the County and District websites.

3.1.2 The public consultation was carried out in order to establish the public views on the preferred location for a crossing, so that further work on the design and costs of a scheme can take place and a decision made on taking the scheme forward.

3.1.3 175 individuals responded to the questionnaire for the Third Crossing Study. 94% of respondents felt that a new road crossing of Lake Lothing is required for Lowestoft in order to reduce traffic congestion issues around the town. 61% of respondents preferred the Central location, 24% the Western; and 8% expressed a preference for one of the Eastern options.

3.2 Conclusion

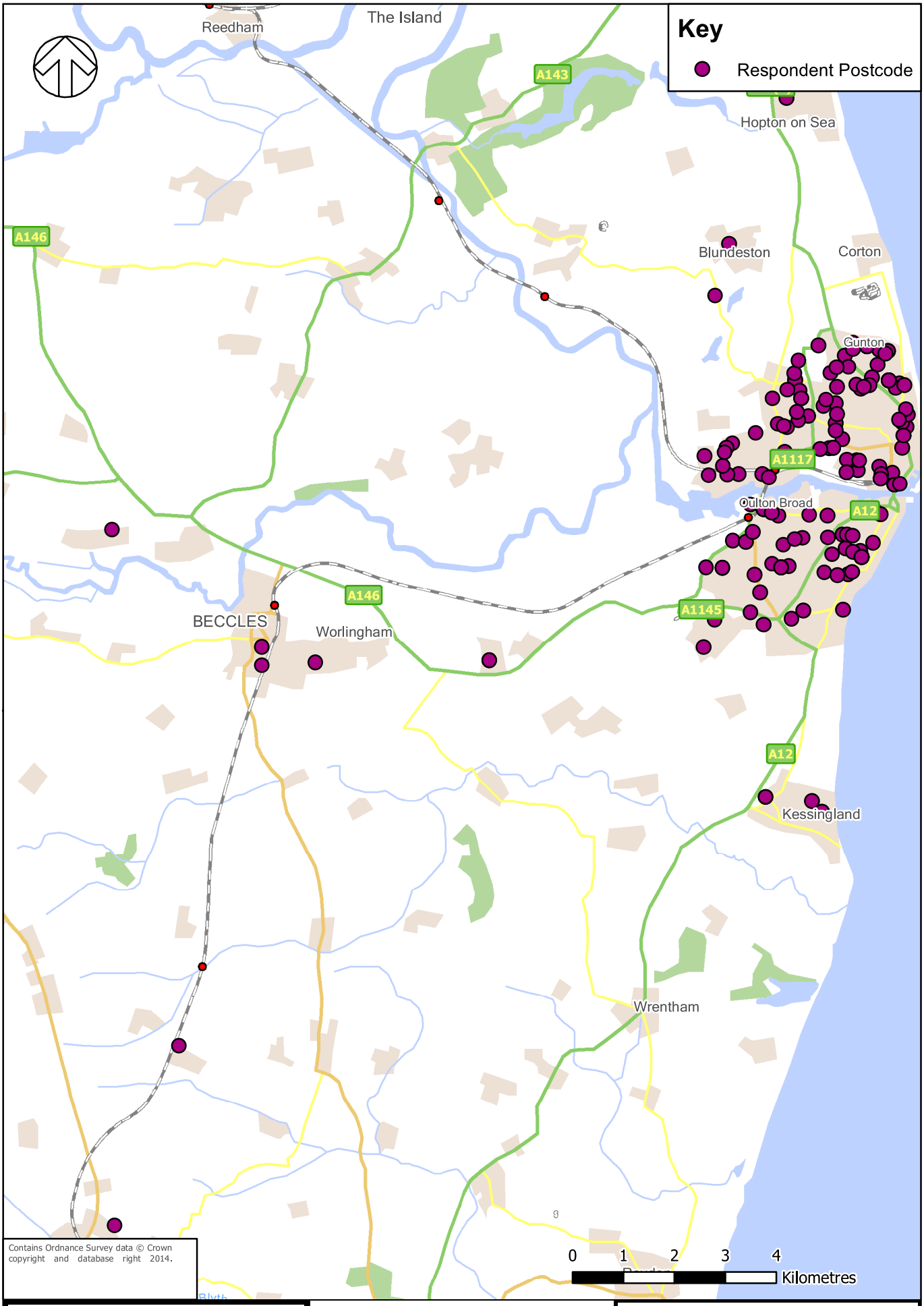
3.2.1 During the Stakeholder Consultation and the subsequent additional consultations, it was evident that all attendees were in general favour of a new crossing being provided, whether additional or replacement. However, a number of different views were expressed about each of the locations and a number of pros and cons for each were discussed. On balance the least favourable option, on the basis of the information presented, was the eastern crossing, with the central location having the most initial support. A number of alternatives for providing a crossing at the eastern location were also raised.

3.3 Next Steps

3.3.1 The consultation and discussions have provided a useful insight into identifying the preferred broad crossing location (western, central or eastern). This information will be used to carry out some further technical design and feasibility work around the preferred crossing location during the autumn.

3.3.2 In October 2014, after further technical design and feasibility work has taken place, presentation of the preferred option will take place.

Figures



WSP

TITLE:

RESPONDENT POSTCODE
(ALL RESPONDENTS)

FIGURE No:

FIGURE 1

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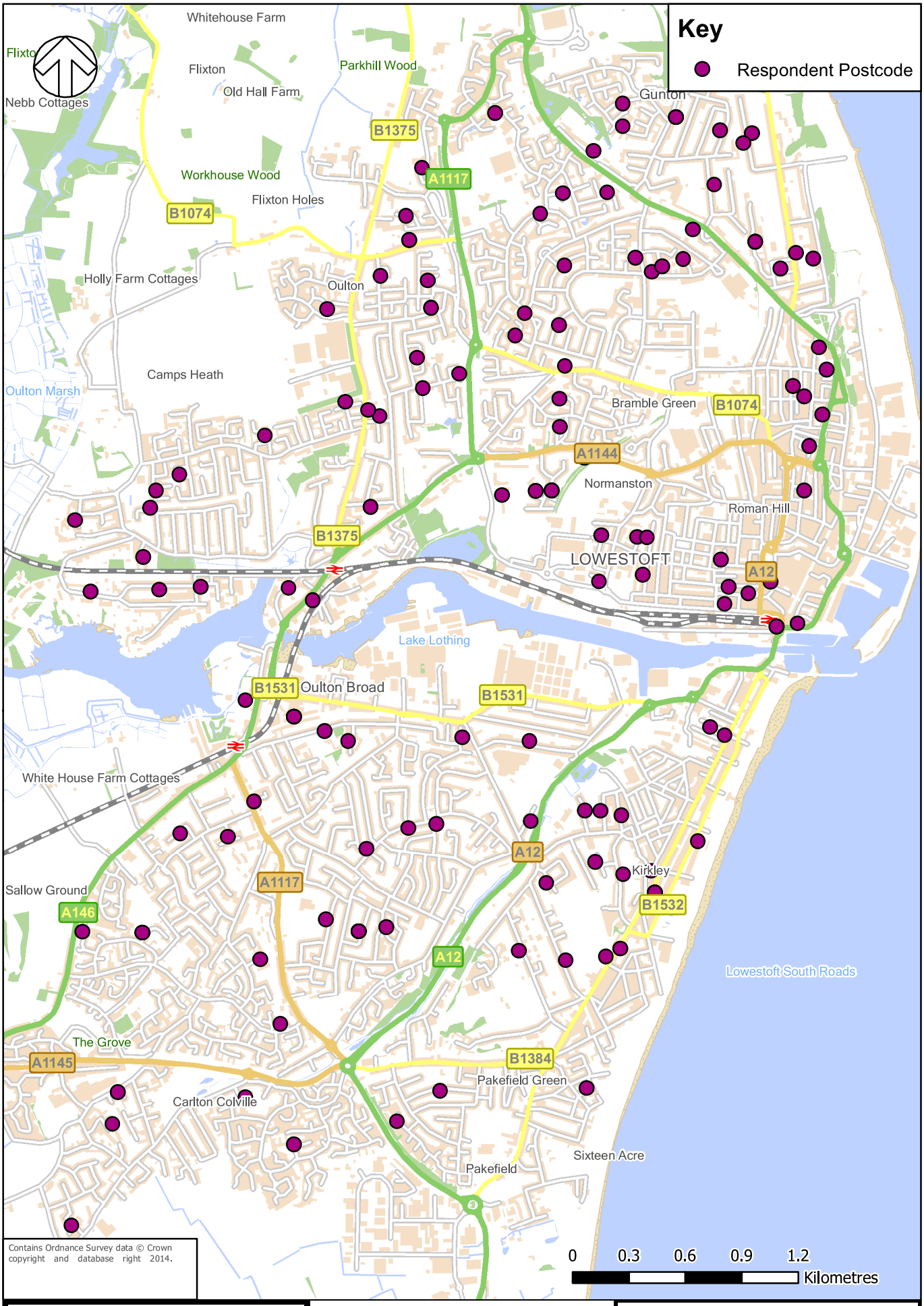

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TITLE:

RESPONDENT POSTCODE
(LOWESTOFT RESPONDENTS)

FIGURE No:

FIGURE 2

Appendix A – Lake Lothing Consultation Poster

Suffolk County Council

Have your say: **Lake Lothing Crossing Options**

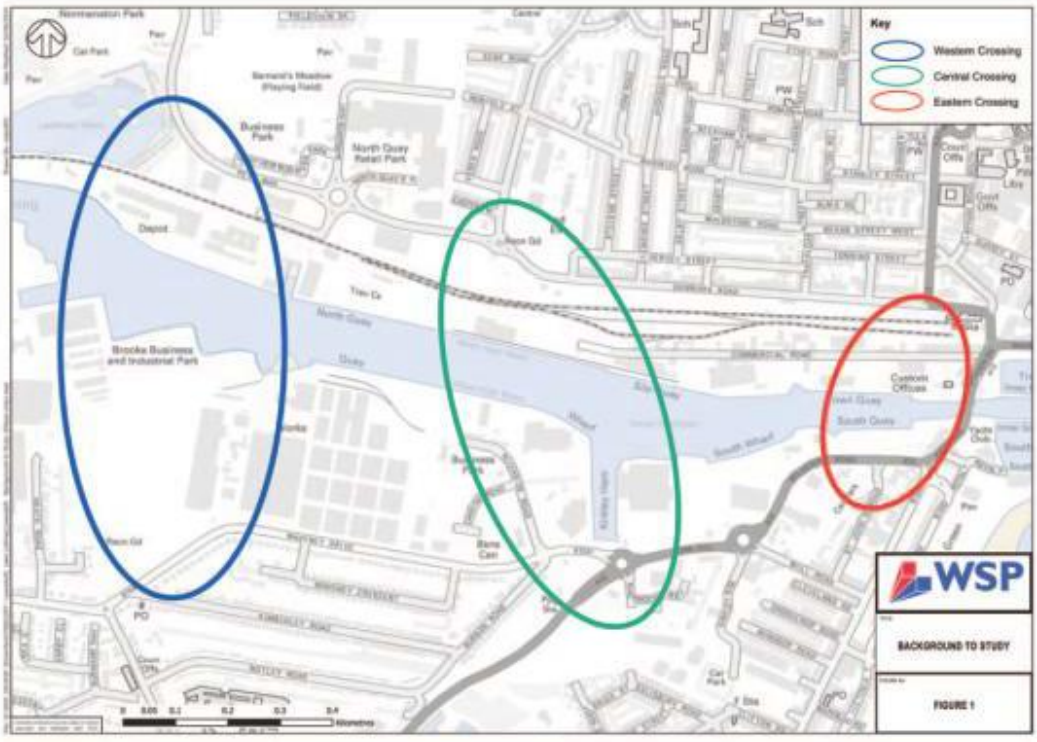
Suffolk County Council has appointed consultants WSP to consider options for the provision of a new road crossing of Lake Lothing. As part of a consultation, three options will be on display at the **Lowestoft 60+ Club, Clapham Road South, NR32 1QS.**

On: Friday 20 June – 12pm to 8pm
Saturday 21 June – 10am to 4pm

Come along to give us your views, fill out a questionnaire and talk to our staff, who will be available to answer your questions.

From **Monday 23 June 2014** the display boards will be available to view at the Marine Customer Service Centre, net to The Marine Theatre, Lowestoft, NR32 1HH, until 20 July 2014.

Display boards and the online questionnaire will be available at **www.suffolk.gov.uk/your-council/decision-making/consultations,** until **Wednesday 30 July 2014**.



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Appendix B – Lake Lothing Consultation Boards

Suffolk County Council

Background to Consultation

Context

Consultants WSP have been appointed by Suffolk County Council (SCC) to review options for the location of a new crossing of Lake Lothing. Options have been identified by Waveney District Council in the Lowestoft Transport and Infrastructure Prospectus (LTIP) as:

Eastern: West of the Bascule Bridge

Central: West of Silo Quay

Western: near to Brooke Business and Industrial Park

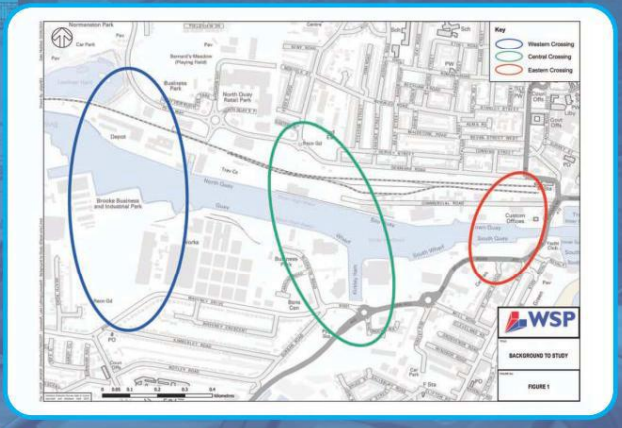
The Highways Agency (HA) is responsible for maintaining the existing Bascule Bridge, and is satisfied that it can continue to do this for the foreseeable future. The Saltwater Way Bridge at Oulton Broad falls under the responsibility of the Local Highway Authority, SCC.

Figures from the 2001 Census and 2009 Travel to Work Survey show that around 80% of people who work in Lowestoft also live there. Being a relatively compact town, this means that journeys to work tend to be short. Movement between the northern and southern areas across Lake Lothing is constrained at peak times. The town's greatest economic asset is its proximity to the North Sea. Major opportunities exist, particularly in support of the renewable energy sector. There is the potential to create more high quality jobs, and attract inward investment to the town.

Improved connections with Great Yarmouth along the A12 and with the A47 could result from improved access across Lake Lothing.

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 Agency.

This consultation does not consider any detailed design elements associated with any of the possible locations. All plans are illustrative only and provide an indication of the **broad indication** of where a crossing might be located. Further work will be needed to determine a preferred scheme design.



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Suffolk County Council

Objectives

Objectives

- Investigate options for the location of a new road crossing of Lake Lothing
- Consider the feasibility and constraints of the various options
- Undertake consultation with stakeholders and the public on the options
- Identify a preferred location for the crossing
- Carry out design work and further consultation on the preferred location

Aims of a new crossing

- To open up new opportunities for regeneration and development
- To enhance the vitality and viability of the town centre
- To ease traffic congestion on the existing bridges
- To provide improved access across the town for vehicular traffic

Flood defence

The threat of flooding is a major concern to both commercial and residential property owners and occupiers in Lowestoft. The threat comes from fluvial and tidal flooding both separately and in combination. Flood risk and alleviation strategies for Lowestoft have been considered extensively and the results indicate that the best location for flood defence is in the outer harbour area.

The combination of a road bridge with a barrage within the inner harbour has therefore not been specifically considered within this study.

Crossing Options

Bridge

A bridge over Lake Lothing is considered to be the most appropriate way of providing a new road crossing. The existing Bascule Bridge causes traffic build-up to the north and south whilst it is open for ships to pass through to the inner harbour.

A bridge at the western or central location could be designed to a height of 10m, with adequate gradients on the approaches to also cross over the adjacent railway lines. At this height the new bridge could open less frequently compared to the existing Bascule Bridge, leading to less delay to road traffic at these locations compared to that currently experienced at the existing crossing. However, any new bridge at the western or central location would still need to be staffed and operated 24 hours a day with annual operating costs in the region of £150,000-£200,000 per annum.

A new bridge at the eastern location would have to open at the same time as the existing Bascule Bridge and could therefore be controlled under the existing operation with no additional annual operating cost.

Tunnel

A tunnel at any of the three broad locations would be likely to have the same impact on traffic flows as presented on the following boards.

However, the cost and level of engineering design work would be considerably greater and a tunnel scheme would be unlikely to meet the guidance requirements for benefit to cost ratio for funding. Therefore a tunnel option is not considered. appropriate.

WSP

Suffolk County Council

Current situation

Bascule Bridge and Saltwater Way Bridge

The two existing bridges over Lake Lothing currently have different functions in terms of the traffic they carry.

- During the morning peak hour, traffic travelling in the northbound direction is split between the two bridges with approximately 65% of trips using the Bascule Bridge and approximately 35% of trips using Saltwater Way

People travelling northbound on the Bascule Bridge are mainly heading towards the town centre, with a small number of people travelling outside Lowestoft to the north.

On Saltwater Way, those travelling northbound mainly head outside Lowestoft to the north and parts of western Lowestoft. Some also travel to central parts of Lowestoft.

FIGURE 2 – Northbound traffic flows on bridges

- During the morning peak hour, traffic travelling in the southbound direction is split between the two bridges with approximately 53% of trips using the Bascule Bridge and approximately 47% of trips using Saltwater Way

People travelling southbound on the Bascule Bridge are mainly heading towards southern parts of Lowestoft, with a small proportion travelling to destinations south of Lowestoft on the A12.

On Saltwater Way, those travelling southbound mainly head to southern parts of Lowestoft, with some also travelling beyond Lowestoft on the A12 and towards Beccles.

FIGURE 3 – Southbound traffic flow on bridges

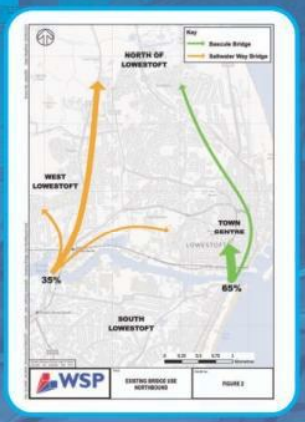
Congestion

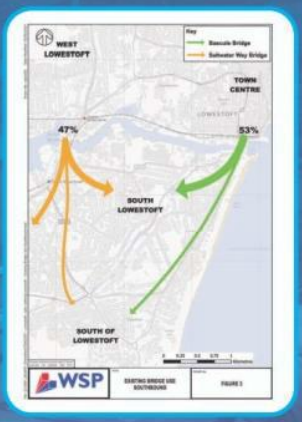
Both existing bridges suffer from a considerable amount of congestion during the peak hours and throughout the day.

Traffic modelling work has been undertaken for a forecast year of 2025. This includes future traffic associated with prospective new development in Lowestoft. Overall the Bascule Bridge carries a higher level of traffic compared to the Saltwater Way route.

The volume of traffic on the Bascule Bridge combined with the lane usage and issues with the junctions either side of the bridge causes queuing and delay for users. Combined with times the bridge is raised for ships to enter the harbour, traffic quickly builds up on both sides of the connecting roads and can disperse slowly once the bridge is re-opened to traffic.

The Saltwater Way Bridge experiences traffic congestion primarily resulting from the level crossing at Oulton Broad. When the barriers are down, traffic builds up quickly on the approaches and causes delay to traffic.





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Suffolk County Council

Western crossing option

Description

A crossing at this location would link Peto Way in the north to Waveney Drive in the south. It would also provide a bridge over the railway.

The options in terms of design for providing a bridge at this location are:

- Single or dual carriageway

The bridge would need to be an opening bridge.

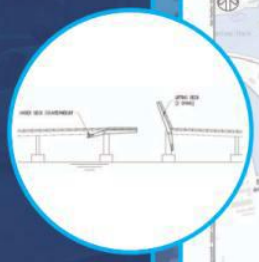
Benefits

- Good solution for traffic with destinations north of Lowestoft
- Least impact on river navigation / shipping
- Improve access for potential development on the southern banks
- Could help reduce traffic in Station Square
- Cheapest option in terms of estimated cost
- Relief to the Oulton Broad railway level crossing
- Provides some relief to the existing Bascule Bridge

Constraints

- Southern access roads may experience increased traffic flow (eg, Victoria Road)
- Potential impact on County Wildlife Site to the south and Local Nature Reserve to the north
- Difficulties tying in to existing road network
- Alignment needs to avoid the Offshore Gas Newcastle (OGM) site (Shell Quay)
- Would incur annual operating costs for 24 hour staffing
- Rail bridge embankments or structure may impact negatively on development land

Estimated cost: £55m to £75m



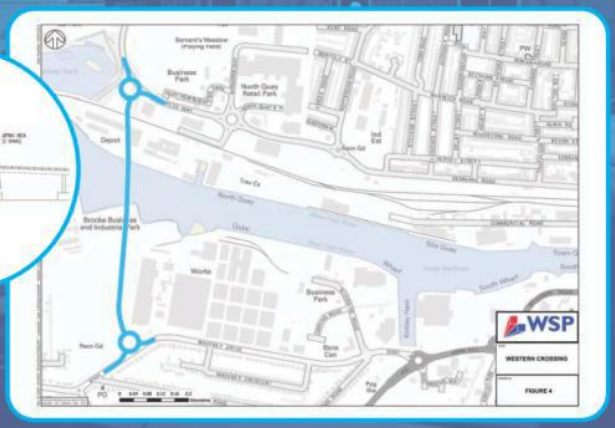
Potential impacts on traffic flows

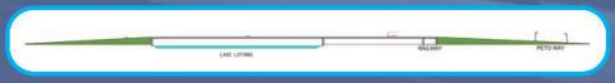
The western crossing reduces traffic levels on both existing bridges, with the dual carriageway option predicting that approximately 35% of traffic would use the new bridge. The new bridge would mainly serve the destinations outside Lowestoft with the local traffic using the Bascule and Saltwater Bridges.

Average delays at key town centre junctions are reduced.

Percentage of traffic using each bridge (two-way traffic flow)

	Bascule Bridge	Saltwater Way	Western crossing
Existing	60%	40%	–
With western crossing (single carriageway)	47%	26%	28%
With western crossing (dual carriageway)	40%	25%	35%





WSP

Suffolk County Council

Central crossing option

Description

A central crossing could span the channel by linking Waveney Drive with Peto Way / Denmark Road. It would also provide a bridge over the railway.

The options in terms of design for providing a bridge at this location are:

- Single or dual carriageway

The bridge would need to be an opening bridge.

Benefits

- Provides additional connection across the town including alternative routes to the town centre
- May improve access for potential development on the southern banks
- Could help reduce traffic in Station Square
- Connects directly with the southern spine road Tom Crisp Way
- May provide improved vehicular access to the northern side of port depending on feasibility of the connection
- Provides relief to the Oulton Broad level crossing
- Provides greatest relief for the existing Bascule Bridge

Constraints

- Access roads to the new bridge from the north and south may experience increases in traffic flow (e.g. Denmark Road, Victoria Road)
- May affect future development opportunities within the inner harbour
- Would impact on the current turning area for ships within the port
- Rail bridge embankments or structure may impact negatively on development land
- Would incur additional annual operating cost for 24 hour staffing

Estimated cost: £70m to £90m

Potential impacts on traffic flows

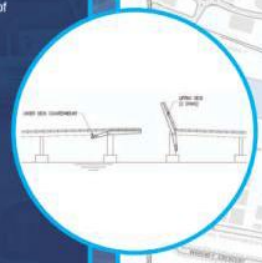
Percentage of traffic using each bridge (two-way traffic flow)

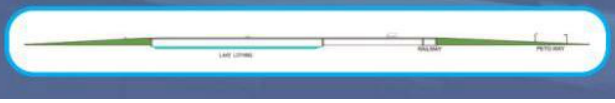
The central crossing reduces the traffic levels on both existing bridges. With the dual carriageway option, the central crossing could carry 52% of the two-way traffic flow.

Average delays at key town centre junctions are reduced.

Percentage of traffic using each bridge (two-way traffic flow)

	Bascule Bridge	Saltwater Way	Western crossing
Existing	60%	40%	–
With central crossing (single carriageway)	36%	27%	37%
With central crossing (dual carriageway)	25%	23%	52%





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Revised: 29/08/2014

Suffolk County Council

Eastern crossing Option A

Description

A bridge located at the eastern end of Lake Lothing could take a number of forms in terms of connections with the existing road network:

- **Option A:** a bridge linking to Commercial Road only
- **Option B:** a bridge linking to Commercial Road with link over the railway line from Commercial Road to Denmark Road
- **Option C:** a bridge linking to Commercial Road and relocating the station to the west to provide a link directly to Katwijk Way

All of the above could be provided with or without the existing Bascule Bridge. The eastern options could also facilitate one-way traffic operation on each bridge. Either way the new bridge would need to be an opening bridge.

Option A – A bridge linking to Commercial Road only

Benefits

- Least impact on existing and future port operations
- Opportunity to create one-way traffic operation on the bridges to help ease town centre traffic congestion
- Improved access for potential development on the southern banks
- Could facilitate removal of the tidal flow system
- No additional annual operating costs – could combine operation with the existing bridge
- Could facilitate the future removal of existing bascule bridge should this prove necessary

Constraints

- Does not reduce traffic flows on Saltwater Way and Oulton Broad
- May increase traffic flow towards station square
- Commercial Road/Station Square junction may be overloaded
- May increase conflict between pedestrians/cyclists and vehicles around the station
- Both bridges would need to lift simultaneously so still impeding traffic flow

Estimated cost: £90m to £110m

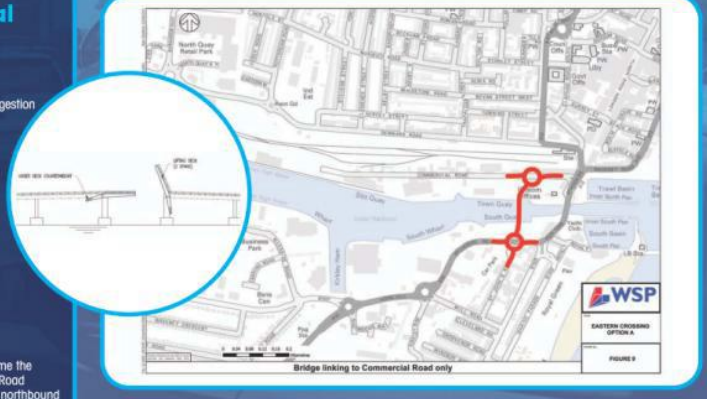
Potential impacts on traffic flows

Traffic flows on Saltwater Way could remain the same as they are currently. If the new bridge became the primary bridge then the flow on it could be up to 52% (subject to additional works at Commercial Road junction). With the one-way traffic operation the split of traffic between the two bridges is between northbound and southbound and may also result in a small increase in people using Saltwater Way.

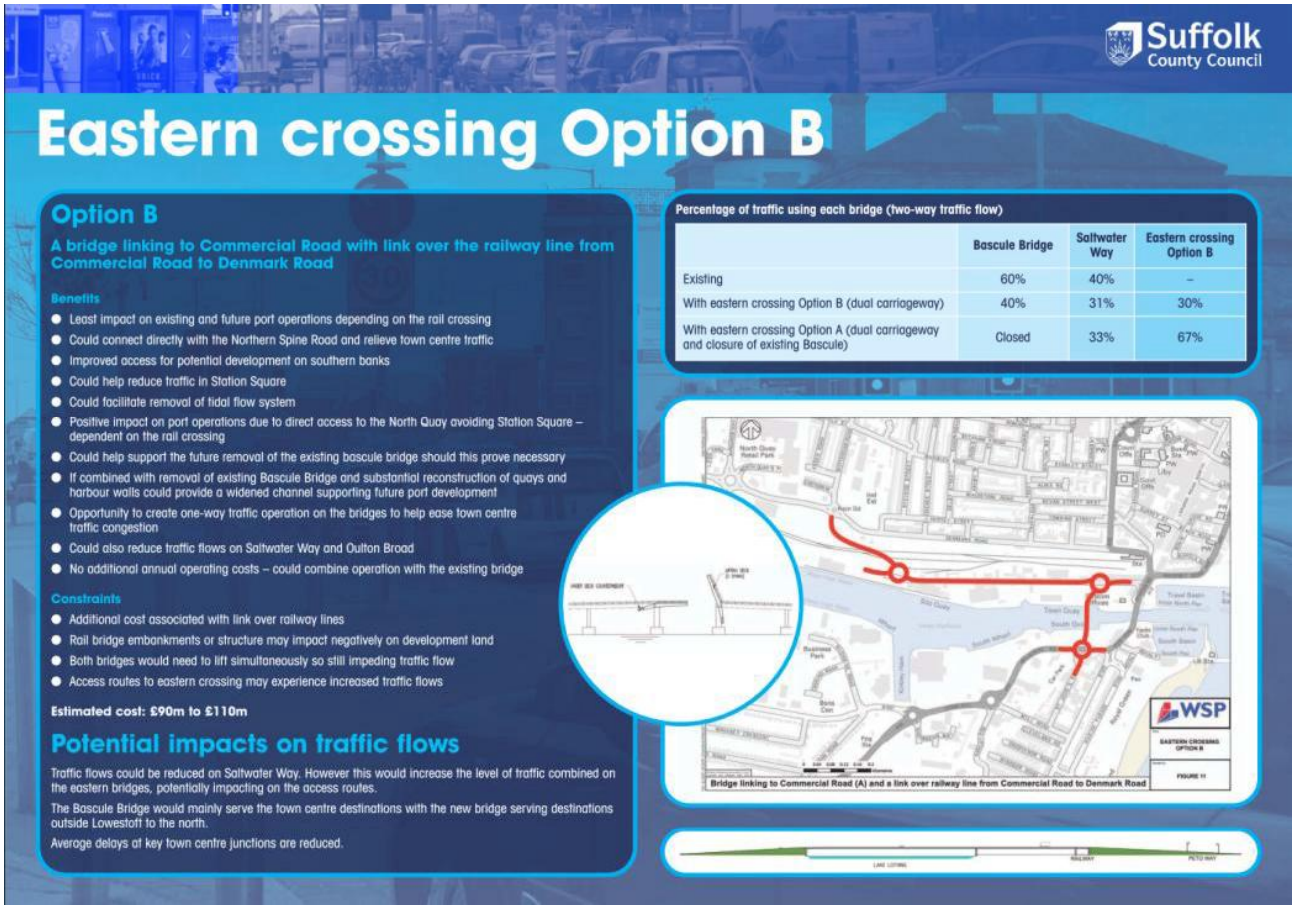
Average delays at key town centre junctions remain at a similar level.

Percentage of traffic using each bridge (two-way traffic flow)

	Bascule Bridge	Saltwater Way	Eastern crossing Option A
Existing	60%	40%	–
With eastern crossing Option A (dual carriageway)	8 to 52%	40%	8 to 52%
With eastern crossing Option A (one-way traffic – clockwise)	21% (northbound)	42%	36% (southbound)



WSP



Project number: 70002297
Dated: 29/08/2014
Revised: 29/08/2014

Suffolk County Council

Eastern crossing Option C

Option C

A bridge linking to Commercial Road and relocating the station approximately 100m to the west to provide a link to Katwijk Way

Benefits

- Least impact on existing and future port operations
- Could connect directly with the Northern Spine Road and relieve town centre traffic
- Improved access for potential development on southern banks
- Could help reduce traffic in Station Square
- Could facilitate removal of tidal flow system
- Direct access to the North Quay avoiding Station Square
- Could help support future removal of existing Bascule Bridge should this prove necessary
- If combined with the removal of existing Bascule Bridge and substantial reconstruction of quays and harbour walls could provide a widened channel supporting future port development
- Opportunity to create one-way traffic operation over the bridges to help ease town centre traffic congestion
- No additional annual operating costs – could combine operation with the existing bridge

Constraints

- Does not reduce traffic flows on Saltwater Way or Oulton Broad
- Additional cost to move station
- Both bridges would need to lift simultaneously so still affecting traffic flow

Estimated cost: £90m to £110m

Potential impacts on traffic flows

Percentage of traffic using each bridge (two-way traffic flow)

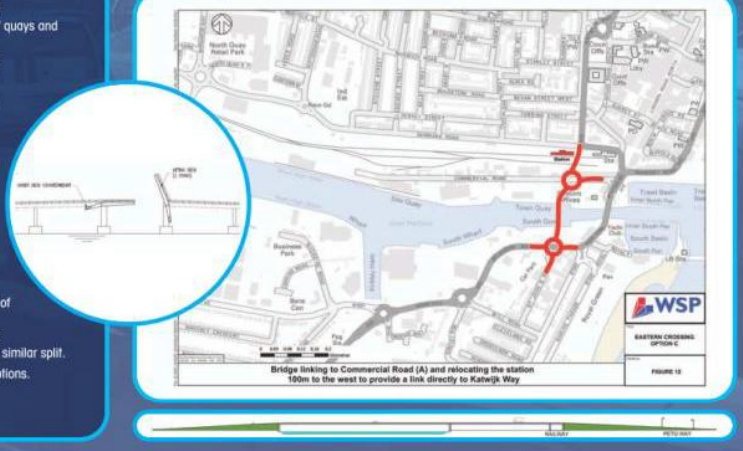
The scheme has little impact on the traffic flows on Saltwater Way and brings a similar level of traffic to the new and existing crossings combined.

The destination of the traffic on the new bridge is mainly going to the town centre with some also travelling to areas outside Lowestoft to the north, with the Bascule Bridge also having a similar split.

Average delays at key town centre junctions offer less improvement than the other eastern options.

Percentage of traffic using each bridge (two-way traffic flow)

	Bascule Bridge	Saltwater Way	Eastern crossing Option C
Existing	60%	40%	–
With eastern crossing Option C (single carriageway and one-way traffic operation)	21% (southbound)	46%	32% (northbound)
With eastern crossing Option C (dual carriageway)	30%	40%	29%
With eastern crossing Option C (dual carriageway and closure of existing Bascule)	Closed	42%	58%



WSP

Suffolk County Council

Next steps

Consultations

SCC and WSP have already consulted with the following groups to identify the preferred crossing location:

- Stakeholders (local businesses)
- County and District Councillors

WSP will collate and analyse results to identify the preferred broad crossing location – western, central or eastern.

Technical work

WSP will then carry out some further technical design and feasibility work around the preferred crossing location.

Further consultation

Another round of consultation will then follow in the autumn of this year which will aim to decide on the preferred design for the scheme.

Funding sources

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

The responses to this consultation will be analysed to determine the preferred broad location for a new crossing, with further technical work being undertaken 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 Based 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 undertaken 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.

Thank you for taking part in this consultation today

Please feel free to complete a questionnaire before you leave to assist us in deciding on the preferred broad location for a crossing.

These information boards and the questionnaire are available online at www.suffolk.gov.uk All responses should be returned by Wednesday 30th July 2014.

Please email any further comments to: Suffolk.LTP@suffolk.gov.uk

Project number: 70002297
Dated: 29/08/2014
Revised: 29/08/2014

Appendix C – Lake Lothing Consultation Questionnaire

Suffolk County Council

Third Crossing Study

Lake Lothing, Lowestoft – Questionnaire

Consultants WSP have been appointed by Suffolk County Council to review the options for the location of a new road crossing of Lake Lothing in Lowestoft. We would like to hear your views to help establish a preferred location for a crossing so we can then do further work on the design and costs of a scheme. The potential locations were originally identified in the Lowestoft Transport and Infrastructure Prospectus (LTIP) in the summer of 2013 as:

Eastern: West of the Bascule Bridge

A bridge located at the Eastern end of Lake Lothing could take a number of forms in terms of connections with the existing road network:

- **Option A:** a bridge linking to Commercial Road only
- **Option B:** a bridge linking to Commercial Road with link over the railway line from Commercial Road to Denmark Road
- **Option C:** a bridge linking to Commercial Road and relocating the station to the west by approximately 100m to provide a link directly to Katwijk Way

All of the above could be provided with or without the existing Bascule Bridge and could also facilitate one-way traffic operation on each bridge. The new bridge would need to be an opening bridge.

Central: West of Silo Quay

A central crossing could span the channel by linking Waveney Drive with Peto Way/Denmark Road, also providing a bridge over the railway. The new bridge would need to be an opening bridge.

Western: near to Brooke Business and Industrial Park

A crossing at this location would link Peto Way in the north to Waveney Drive in the south. It would also provide a bridge over the railway. The new bridge would need to be an opening bridge.

Please answer the following questions

1) Do you think that a new road crossing of Lake Lothing is needed for Lowestoft? **Yes** ☐ **No** ☐

Please give your reasons:

2) Which of the three broad locations suggested for the crossing do you think would be the most effective in addressing the aims? Please circle the option and sub-option

(i) **Western** ☐

(ii) **Central** ☐

(iii) **Eastern:** **Option A** ☐ or **Option B** ☐ or **Option C** ☐

Please give your reasons:

3) If you answered 'Eastern' to question (2) do you have any views whether the Bascule Bridge should be retained or removed? Please tick

a) **Retained** ☐ b) **Removed** ☐

Please give your reasons

Please supply the following details about where you live

Street Name: Postcode:

The Consultation information is also available on Suffolk County Council and Waveney District Council websites **www.suffolk.gov.uk/your-council/decision-making/consultations** and **www.waveney.gov.uk** until **Sunday 20th July 2014.**

If you have any other comments please email them to **Suffolk.LTP@suffolk.gov.uk**

PLEASE RETURN YOUR QUESTIONNAIRE BY POST OR ONLINE BY 30TH July 2014

Please complete and return thise questionnaire by folding in half and sealing so that the Freepost address is clearly visible on the outside of the paper

Appendix D – Text Responses to Questionnaire

Response Number	1) Do you think a new road crossing of Lake Lothing is needed for Lowestoft? (Y/N)	Reasons	2) which location? (1-western/ 2-central/ 3-Eastern A/ 4-Eastern B/ 5-Eastern C/ 6-alternative suggested/ 0-Blank)	Reasons	3) Should existing crossing be removed or retained? (if 3,4,5 to Q2) (1-retained/2-removed/n/a)	Reasons	Comments
1	Y	a third crossing to reduce/remove traffic gridlock. Also it will keep through traffic out of central Lowestoft	2	most sensible location given the road network was based on that location for a bridge. don't think 2 bridges and lock gate needed -just 1.	n/a	n/a	
2	y	lots of traffic now, we need another crossing now!	2	central bridge makes sense, one-way south to north, Bascule bridge could go opposite direction	n/a	n/a	
3	y	traffic congestion is intolerable at peak times and when bridge opens, and when there are problems. Bascule bridge is old	2	meets end of S. relief road. Eastern gives traffic chaos, western ditto along Waveney Drive	n/a	n/a	
4	y	yes pollution (local) lack of regular economies, movement across to services	2	central location frees up east for buses, taxis and local access plus is direct route for through traffic	n/a	n/a	useful for buses taxis and pedestrians access to train and local shops CWM car parking should be retained as long as poss.
5	y	stop traffic congestion in Lowestoft and Oulton Road	6	a fly-over bridge crossing both water and rail starting from Peto Way roundabout to cross both river/railway	n/a	n/a	None these options will solve the traffic problem. The bridge still serving local traffic
6	y	Blank	2	This should be the straightest and therefore the cheapest option and more closely resembles the line proposed 60 years ago	n/a	n/a	
7	y	because we can not stand the delay	2	Please speak to Mr Peter Colby re bridge/flood barrage. Pos £50 million	n/a	n/a	All crossings should be retained.
8	y	definitely but this has been talked about for the last 30+ years! The current road system installed a few years was a complete waste of money. Put a bridge from the Asda roundabout over the river to a new roundabout at the Lake Lothing public house roundabout to pick up the road to Millennium Way and the only traffic going over the existing bridge will be traffic going to Lowestoft town centre	6	n/a	n/a	n/a	
9	y	Relieve queues and waiting time to get in and out of Lowestoft	2	Peter Colby's proposed barrage crossing makes the most sense with flood protection	n/a	n/a	
10	y	When either of the existing bridges are raised, it causes delays and tailbacks and problems for emergency vehicles. There has been talk of a third crossing for over 40 years and it is time we had one as Lowestoft is a lot larger than it was	1	An eastern option is useless because traffic would still have to come close to the existing bridge and thinking of removing the bascule bridge (possible in the future) would do the town no good at all.	n/a	n/a	
11	y	Relieve the traffic congestions in Lowestoft and area and encouraging industry back to the area	2	Peter Colby's proposed barrage crossing would give continuous traffic flow and flood protection	n/a	n/a	
12	y	Traffic hold-ups	5	Blank	1	We need two bridges because of congestion	
13	y	Commen sense; logic; after the chaos in the town	2	Mr Peter Colby has best solutions after all money wasted on so called consultations	n/a	n/a	Bascule Bridge should be retained leaving two ways of crossing into town (logic again).
14	y	Traffic Chaos	1	River and Rail Bridge	n/a	n/a	You need as many crossings as possible
15	n	Blank	1	Bridge will follow original route	n/a	n/a	
16	y	Over the past 25yrs Lowestoft has lost industry and many business opportunities, because of our ridiculous road system, causing delays and slow moving traffic. The town as been financially ignored because it is situated on the borders of Norfolk and Suffolk, a far distance from County Halls planning departments	4&5	Any new bridge is essential	1	One way system into Lowestoft and one way out	
17	y	Good transport infrastructure is essential to the economic regeneration of town. A third crossing is essential in this plan	2	Best position to link the southern and northern relief road without adding to congestion in centre of town	n/a	n/a	
18	y	Anyone travelling to north from south Lowestoft has wasted two hours a day with the traffic as it is	1	The further west would allow more sea berth development on Lake Lothing and the bridge could be lower.	n/a	n/a	
19	y	Every time it goes up the town is gridlocked. It puts people off coming into the town or going south as it can take you up to an hour	2	It would allow all traffic on the A12 to pass through town without clogging up town centre	n/a	n/a	The bridge should be retained where ever the third crossing is located or it won't be a third crossing Surely!
20	y	To relieve travel congestion equals less time spent in car and quicker journey times	1	I think this crossing makes more sense as stop more traffic going into town and denmark road already bottle neck	n/a	n/a	
21	y	If we do not improve the traffic situation no new industry or companies will come here. Lowestoft will die.	2	But it needs to be a bridge that does not open. i.e. does not stop traffic flow - Like Peter Colby's idea	n/a	n/a	Only a moron would remove a working bridge for town only traffic to use.
22	y	Traffic around Station Sq is terrible. It can increase a journey time by 10-15 mins when at its worst	1	If it connects Peto Way at the roundabout, traffic would be directed north via Bentley Drive. Riverside Rd runs from end of Tom Crisp Way	n/a	n/a	We need 3 crossing points. Take away the Bascule Bridge & you disconnect south Low from North Lowestoft. Also when Bascule Bridge is open, traffic moves over Eastern Road, when ship moves through & the E. Road is closed, the Bascule Bridge can take traffic flow. Keeping traffic moving through the town. No traffic jams?
23	y	Increase in traffic crossing the river. Waste of journey time when using either bridge, petrol, pollution, etc	2	This would connect the two new roads in Lowestoft and cut down on traffic going round to the other roads to get across the river.	n/a	n/a	
24	y	Current traffic is abisma!	2	Polder Dam. Obvious position would relieve congestion in Lowestoft & O/Broad. No Bridge required. See Peter Colby	n/a	n/a	If it's removed we are back to 2 crossings . We need 3.
25	y	Needed now badly!! To ease the traffic in lowest and Oulton Broad with traffic flow	2	Peter Colby's barrage crossing with flood defence	n/a	n/a	
26	y	To ease the traffic in Lowestoft/Oulton Broad	2	Needed now badly not years away. Peter Colby's barrage crossing with flood defence with traffic flow	n/a	n/a	
27	y	Stupid question! Been waiting for third crossing for over 60 years	2	This is not a fair questionnaire or consultation but with Peter Colby's idea, the lock with bridges and barrage. W.D.C. are wrong. We cannot wait. All public in Lowestoft support P. Colby's idea and are against C. Law/W.D.C idea. W.D.C. waist's taxpayers money	n/a	n/a	
28	y	To stop the mess-up that the old bridge has caused	1	Best option to keep the through traffic flowing	n/a	n/a	Removing the bridge would be defeating the object
29	y	Because the present bridge is old needs constant repairing stopping traffic coming into Lowestoft	2	It links with other main roads, it avoids the pinch point at the bridge. It doesn't exit at Station Square.	n/a	n/a	Only remove it when it eventually gives up the ghost. Replace it with a ferry
30	y	The whole town is at an economic standstill due to inadequate crossings	2	1. It links with the relief roads. 2. It doesn't exit at Station Square. 3. It can provide flood protection	n/a	n/a	Good Lord! Are you already trying to take a crossing away!
31	y	Too much traffic going over bridge causing chaos and hold ups twenty minutes sometimes	1	Waste ground either side not too much disruption to houses	n/a	n/a	
32	blank	blank	0	Blank	blank	blank	I think we should start a lottery fund scheme to raise fund for whatever scheme we choose.
33	y	Need to link the south relief road to the north relief road to enable people to bypass the town centre. Relieve the town centre of unnecessary traffic	2	Linking the two relief roads	n/a	n/a	
34	y	Blank	2	Blank	n/a	n/a	
35	y	Congestion in the town is stifling the economy people are avoiding coming into town	2	The "Polder Dam" crossing seems the best because road and water traffic is allowed to flow	n/a	n/a	
36	y	To save the town from economic disaster	2	A third crossing is essential, not a replacement for the other 2. A central crossing giving uninterrupted traffic flow as Peter Colby's proposal	n/a	n/a	Bascule Bridge should be retained.

37	y	Traffic snarl ups. It is a nightmare driving in Lowestoft town centre and living in Kirkley	2	Traffic would always flow and with the removal of the Bascule Bridge it would alleviate traffic congestion	n/a	n/a	Remove Bascule Bridge - To near estuary of river. Boats come in and immediately have to have the bridge raised.
38	y	Blank	1	Gets ever-increasing traffic away from town centre	n/a	n/a	
39	y	To allow easier transit for through traffic to Yarmouth and north to make it easier to encourage more businesses to the area	2	Eastern makes town centre a giant traffic area. Western - too many new roads to be build	n/a	n/a	But see Peter Colby's idea
40	y	This would relieve traffic on the two exiting crossings especially morning and evening	2	This would enable through traffic and local traffic to reduce petrol consumption by less mileage and sitting in traffic queues. Along with removal of a number of traffic lights at Station Square	n/a	n/a	If not central above, I would suggest option B as three crossings are needed now and in the future.
41	y	To ease town traffic	2	Blank	n/a	n/a	
42	y	Congestion	2	Makes sense	n/a	n/a	
43	y	Blank	1	Blank	n/a	n/a	Bascule Bridge to be retained
44	y	Traffic jams at bridge. Also when bridge is shut I have to walk round	2	Seems best idea	n/a	n/a	
45	y	Traffic, more ease of access to southside	2	blank	n/a	n/a	
46	y	Growth of town, better transport flow	2	Common Sense	n/a	n/a	and barrage and flood defences
47	y	Growth of town/better routes for businesses	2	the most common sense route	n/a	n/a	and barrage and flood defences
48	y	To revive the town and neighbouring communities	6	crossing was proposed in the early 1960s from Riverside Rd across to Rotterdam Rd. Main bridge needs to be 4 lane	n/a	n/a	Bascule Bridge to be retained - The cost of any extension could be used for the 4th lane of any main bridge
49	y	To enable to town to function properly	2	Links up south Low relief road and Peto Way. Provides most benefit.	n/a	n/a	
50	y	The large amount of traffic not able to flow at busy times	1	It is the best place	n/a	n/a	Bascule Bridge to be retained - so you can use what is best for them
51	y	Blank	2	The only logical link 'relief road' to Peto Way dual carriageway. All options would include another Bascule Bridge which is the cause of all our problems already	n/a	n/a	Bascule Bridge to be removed
52	y	It would ease traffic over the bridge	1&4	Blank	1	The flow of traffic should ease	
53	y	It is obvious it is. Modern commerce cannot run on a bicycle	1&2	Barrage Linking Peto Way(Not Denmark Road) to Commercial Road	n/a	Centre would decline even further without Bascule Bridge	Important to retain Bascule Bridge with any option
54	y	Congestion is strangling Lowestoft a new road crossing would improve traffic flow and this would attract new businesses	2	It is the natural crossing and would provide extra capacity and take through traffic away from the town centre.	n/a	n/a	Implement Peter Colby's Barrage solution not a bridge
55	y	Because it is terrible trying to get in and out of Lowestoft when something is wrong with one of the crossings	2	You can at least get to the industrial area and north quay shops	n/a	n/a	We need 3 bridges not taking away one as it would still be the same. 3 bridges are needed not 2.
56	y	The current congestion at Station Square is chaos. It is essential that access is improved for the future survival of Lowestoft.	2	The access from Waveney Drive is simple. The empty land on the north side (Denmark Road) is just waiting to be used this is the ideal route.	n/a	n/a	If the central route is used the Bascule Bridge could be used/replaced by a lifting cycle/foot bridge.
57	y	traffic congestion	1	Take traffic from town centre to have three spaced out crossings	n/a	n/a	
58	y	To reduce traffic/tailbacks at Bascule Bridge and Oulton Broad crossing, providing an alternative route. Offering another route for when routine maintenance is needed also would help Lowestoft be more appealing to holiday makers.	2	It is in the middle of the current crossings. In all honesty it doesn't matter to me where it is, as long as there is one.	n/a	n/a	
59	y	The traffic situation at the Station Square/Bascule Bridge area is horrendous and needs a 2nd bridge to alleviate the situation	2	As above. This would take traffic direct to northern spine road avoiding the station area	n/a	n/a	We need to Bridges (Bascule Bridge to be retained)
60	y	The growth of the town	2	It will cross the railway by a bridge and not involve moving the station	n/a	n/a	(Bascule Bridge) Important for central area inc station, to have direct access to Kirkley and seafront
61	y	Too much traffic for current crossings	5	A - Not practical. B - Hold ups for rail crossing	1	Thought this was for 3rd crossing not 2nd. Traffic will be just as bad with removing Bascule	
62	y	Traffic congestion is only going to get worse. Lowestoft is more divided than ever - a tale of two towns!	2	Central or west would provide the best of the options available to join the town and unify the district	n/a	n/a	
63	y	Ease congestion. Stop people avoiding central Lowestoft, shopping and holiday makers. It is an 'A' road used by commerce.	2	Mr Colby's suggestion does 2 things eases traffic and threat of flood. The Dutch have lived with the problems - why won't council listen	n/a	n/a	(Retain Bascule Bridge) Costly to remove. Act as backup
64	y	It is essential to encourage investment in Lowestoft to reverse the ongoing decline in the local economy	2	It will serve both town centre and through traffic avoiding delays caused by vessels visiting the very important grain terminal activity.	n/a	n/a	(Retain Bascule Bridge) The eastern options will not solve the Station Square congestion problem and will be seriously detrimental development of important maritime opportunities.
65	y	Too much traffic for Bascule Bridge to cope with	2	A bridge over railway would be best, and this central one, coming to Peto Way links to shopping precinct	n/a	n/a	(Retain Bascule Bridge)
66	y	Traffic congestion all day long	2	More central to town. Less expensive than other option	n/a	n/a	
67	y	To ease congestion in Lowestoft & Oulton Broad & allowing through traffic to not be involved in the centre of either	2	None of the above as we consider Mr Peter Colby's suggestion as being more cost effective and more free flowing for road & water	n/a	n/a	(Retain Bascule Bridge) For the use of local traffic
68	y	If we don't get 3rd crossing town is being cut in half. Industry already leaving due to transport	2	Best location, link town back together	n/a	n/a	
69	y	Locals and outsiders have no confidence in our road system. This in turn puts trades etc off from travelling here. A new road crossing would restore faith in this town.	2	Full use of existing roads, not reliant on bridge openings & takes traffic away from Station Square.	n/a	n/a	(Retain Bascule Bridge) I have selected central however I do believe the bascule having had a half life refit must be retained.
70	y	Traffic congestion in town centre	2	Would link new bypass from the south into Peto way	n/a	n/a	(Retain Bascule Bridge) For town traffic as you will shift one bottle neck to another place.
71	y	Because there is always traffic anywhere.	5	Blank	blank	blank	
72	y	A new crossing is needed now urgently due to horrendous build up of traffic on both sides. Lengthy times getting into and out of town. Present bridges will not last much longer and are prone to breakdowns - MAJOR PRIORITY	2	Not suggested bridge but barrage brides as in Holland etc (i.e. Peter Colby design) WHY IS THIS NOT AN OPTION HERE?	n/a	n/a	WHY DO WE NEED MORE CONSULTANTS, THIS IS A WASTE OF TAXPAYERS MONEY.
73	y	Reduce the appalling waste of fuel in traffic jams, give an incentive to firms to come to Lowestoft and provide new jobs locally.	2	There is a north & south thro' road system in place at that location to carry the traffic away from the centre and also allow local access as well	n/a	n/a	I didn't answer 'Eastern' but we need a 3rd crossing not a replacement bridge!
74	y	Traffic needs to move and get away from Station Square. Town is dying on its feet!!	2	Only Peter Coleby's plan makes sense and you could have save tax payers a lot of money by listening & not selling us.	n/a	n/a	(Remove Bascule Bridge) If you keep it we are back to square one every time it goes up!!!
75	y	To relieve congestion, help business	2	Blank	n/a	n/a	
76	y	To alleviate traffic congestion and provide a direct A12 link	2	Central, incorporating Peter Colby's flood protection and polder dam crossing would eliminate 'bridges' forever.	n/a	n/a	
77	y	To help speed up the traffic flow through Lowestoft & avoid the constant traffic congestion experienced at present, which has a detrimental effect on local businesses.	2	The central option has a direct link to the relief roads already built either side of the channel. Peter Colby's option is the preferred one as it provides continued traffic flow and has proved a success in Europe.	n/a	n/a	
78	y	Easier access from/to A12	2	Easier access from/to A12	n/a	n/a	(Retain Bascule Bridge) To ease traffic from Oulton Broad
79	y	Well pretty obvious, needed very urgently for years surely? As the Bascule Bridge gets very busy, hold ups etc	1	I personally think that its obvious as it would ease the congestion going south or going north from the south	n/a	n/a	
80	y	Traffic is at a standstill most days. Those of us that live one side and work the other - not necessarily at our own choice - loose many hours sitting in traffic.	2	The new Tom Crisp Way was built to link this road.	n/a	n/a	

81	y	Far too many grid lock situations currently	2	Best use of current infrastructure	n/a	n/a	
82	y	Trying to get from one side to the other can take an age. You have to factor 1/2 hour extra on your journey	2	Most direct route from Tom Crisp Way linking Peto Way to Great Yarmouth	n/a	n/a	
83	y	Awful traffic for such a small town. Lots of time wasted.	1	Best position for traffic from Victoria Road - Peto Way	n/a	n/a	(Retain Bascule Bridge) Can be managed as a one way bridge linked with the other one.
84	y	If Peter Colby's suggestion were chosen we could keep traffic flowing & have flood protection. People in Lowestoft might shop in Lowestoft.	1	It's in the right place avoiding Station Square & it's Peter Colby's idea.	n/a	n/a	I've not answered this but we must keep Bascule Bridge. This is a waste of time & money without considering Peter Colby's idea.
85	n	A new bridge would simply increase the amount of traffic coming into the town when the council's own figures show a high proportion of people could switch to other modes, which would remove the need for a new bridge and largely end congestion.	2	If we must have a bridge, it seems only too obvious that the two parts of the relief road should be linked as directly as possible.	n/a	n/a	Building a third road bridge would only make it harder for the "sustainable" modes because another bridge would attract so many more people into cars. The council needs to spend real money on cycling, walking and buses. I do not agree with moving the central station in any way. I do believe a bridge should be built in any case from Commercial Road to Denmark Road and/or the iron footbridge reopened to the public.
86	y	To help alleviate congestion in station square area	2	It's the only sensible location. Additionally it should be lock type/barrage	n/a	n/a	(Retain Bascule Bridge) 3 crossings are required - not two
87	y	To ease congestion in Lowestoft centre	1	Direct link to A12	n/a	n/a	
88	y	Traffic congestion	1	Move traffic away from town centre	n/a	n/a	
89	y	Permanent gridlock on two existing bridges deterring business & entertainment investment	2	Shortest distance crossed and between two existing bridges (roughly equidistant)	n/a	n/a	
90	y	Traffic at a standstill, south Lowestoft residents reluctant to spend much of time in traffic just to access London Road	2	Allows Oulton Broad to retain its character, businesses in town centre and beach area to prosper, by redirecting large lorries etc	n/a	n/a	
91	y	To ease congestion in Square and Oulton Broad	2	Road system is already geared for it. Include the Colby Polder Dam in your studies			
92	y	Blank	2&3	Good for everyone	1	Good for Lowestoft	
93	blank	blank	1&3	The people need the bridge	1	the people need another crossing	
94	y	Unless a third crossing is built this town will become more gridlocked than already.	2	I firmly believe that Peter Colby's bridge idea be considered. It will be more effective and cheaper. It will allow continuous traffic flow, no more hold ups	n/a	n/a	(Retain Bascule Bridge) If the Bascule Bridge is removed the town will just retain the same traffic problems. Is this study just another waste of taxpayers money or will something actually get done to regenerate Lowestoft?
95	y	Because all traffic flowing N into town comes into Station Sq even if the are only passing through	2	Because through traffic wont pass Station Sq	n/a	n/a	
96	y	The commercial/retail area of central Lowestoft is declining due to the traffic situation. A third crossing would kick-start regeneration.	2	Least impact on other/existing roads &/or railway station. If Peter Colby's barrage scheme were implemented traffic flow could be continuous!	n/a	n/a	
97	y	As soon as any bridge goes up, big tailbacks happen. As soon as maintenance or repairs are in town - the impact is massive. It will ease congestion.	1	Most harbour boat traffic will stop east of this minimising road congestion. Why have a second crossing beside existing bridge when they will both be up simultaneously.	n/a	n/a	
98	y	Ease congestion	2	Ease congestion	n/a	n/a	(Remove Bascule Bridge) Replace with Pedestrian fo
99	Y	Common sense - the daily delays into and out of the town and Oulton Broad	2	This makes most sense taking into account the current road network	n/a	n/a	(Retain Bascule Bridge) To remove would then leave the town needing another crossing
100	y	Only two __ bridges can not cope with existing traffic	2	This option would ensure through traffic stays out of the town centre	n/a	n/a	(Retain Bascule Bridge) It's a third crossing the town needs, not a replacement.
101	blank	Build Colby's way	blank	You don't live south of the bridge	n/a	n/a	already cocked up in south Lowestoft
102	y	To alleviate traffic levels through town and Oulton Broad which will only get worse.	1	Cheapest cost option over Central. Do not want Eastern options	n/a	n/a	
103	y	To give relief to Oulton Broad and reduce traffic over the bascule bridge & station square. The queues in summer are terrible.	2	It would link the new roads that have been built - north to south - taking traffic away from Oulton Broad & onto roads suited to high volume traffic & reduce queuing times.	n/a	n/a	
104	y	Relieve congestion - too much through and personal traffic using it. Facilitate as much pedestrianisation as possible (public transport/taxis/some commercial) - redevelop stationer (roof back) & Station Square as town centre.	2	Would complete the existing road (Tom Crisp/Millennium Way) but should consider Colby's continuous flow (Polder) + flood alleviation but Riverside Road Not have so much effect on Silo Quay - (ABP) & not Kirkley Ham should be considered.	n/a	n/a	Mainly for public transport etc but (funding) could be removed temporarily to widen channel so as to allow dock development.
105	y	Blank	2	Blank	n/a	n/a	The Peter Colby Solution
106	y	Traffic Chaos	2	Only if Colby's lock idea & flood prevention scheme adopted. Keeps open all of Lake Lothing to marine traffic; direct road traffic on to new roads; not restricting traffic.	n/a	n/a	
107	y	To alleviate town centre traffic. Needs to be part of solution - on its own will move bottlenecks somewhere else. All traffic solutions need to be resolved together, such as P&R, one way roads etc.	6	Peter Colby's idea should also be considered before a decision is made.	n/a	n/a	
108	y	Because Lowestoft is dead in the water. You can't support the argument for new industry bringing in more & more people in the town to spend hours on end queuing in present traffic conditions.	2	Barrage option to give constant traffic flow. It proves to work successfully in the low counties . It makes sense. Present road system is all in place. Otherwise more investment would be needed. Use taxpayers money wisely! We don't need expensive consultations to tell us whats needed.	n/a	n/a	(Retain Bascule Bridge) Otherwise we'd be back to where we started! Not enough room for comments and feelings which run very high!
109	y	Fed up with gridlock in this sorry town its frustrating 30 mins + to get south side to north traffic lights not enough thought by planners.	2	As stated above we need option to keep traffic flowing and none of the options do this so please listen to the people of the town & go for P. Colebys option.	n/a	n/a	(Retain Bascule Bridge) Added relief road.
110	y	To get jobs for the young people and new firms to come to Lowestoft	2	Why are you not showing Peter Colby's suggestion? A his make more sense than the rest.	n/a	n/a	
111	y	Blank	1	Blank	n/a	n/a	(Remove Bascule Bridge)
112	y	Because old bridge out of date	6	Peter Colby's option at Silo Quay	n/a	n/a	
113	y	Talked about for 40+ years. Traffic volume increase - failure of existing bridge leaves little other option.	2	Because it connects suitable roads that exist.	n/a	n/a	(Retain Bascule Bridge) But with restrictions - No HGV or 7.5 tonne. Bus and passenger car only. Heavy fine for incorrect use (£1000). Why does the illustration in journal 27 June differ to the one in Marina Centre? It has off roads plus a second road section.
114	y	To relieve traffic congestion	1	Most sensible option	n/a	n/a	
115	y	Town is in two halfs as crossing the town takes to long	2	Improve flow to town, school runs, we like northside and children attend Dell school. Economic improvement to town by passing trade.	n/a	n/a	(Retain Bascule Bridge) At all cost to make three crossings. Either 1 or 2 but Central preferred.
116	y	No more consultation!! The best way is Peter Colby's way & the only ask to out dying town, but not in 10 years time it's required now!!	2	No hold ups for ships and traffic	n/a	n/a	(Retain Bascule Bridge)
117	y	blank	2	Blank	n/a	n/a	
118	y	It will ease congestion in OB & the Bascule Bridge area.	1	Eastern seems to be creating a bottle neck also with central	n/a	n/a	
119	y	blank	1	c is best position	n/a	n/a	(Retain Bascule Bridge)

120	y	Lowestoft desperately needs a third crossing & sea defences now not years down the line. It is imperative we get Lowestoft up and moving. Presently we are at a standstilll!!	2	We want a third crossing, not just a replacement for the Bascule Bridge. This is the best location for any proposal.	n/a	n/a	(Retain Bascule Bridge) We need 3 bridges. That is the whole purpose of getting another bridge put across Lake Lothing. We need regeneration & traffic moving for businesses, social & holiday traffic. But we need Peter Colby's idea put on the table at this location too. His bridge/sea defence together is a superb & cheaper option It is disgusting that his idea is not being considered. An opening bridge will stop traffic flow. Peter Colby's idea keeps traffic flowing at all time.
121	y	blank	2	Blank	n/a	n/a	Colby's lock & barrage scheme
122	blank	blank	2	Blank	n/a	n/a	(Retain Bascule Bridge) Bascule bridge for local traffic. New bridge link for through traffic
123	y	Lowestoft is split in two by Oulton Broad crossings and the bridge this also affects the surrounding area for miles. Result delays, pollution etc.	2	The road structure and existing roundabouts are ideal for this option giving a continuous traffic flow and also shopping access	n/a	n/a	
124	blank	blank	2	Using Peter Colby's option. The only one which makes sense	n/a	n/a	Eastern - traffic congestion/Western - access/Central - ok
125	y	Lowestoft is grinding to a halt. The road network is only as strong as its weakest link. There is not enough road bridges	2	Blank	n/a	n/a	
126	y	to stop traffic jams	1	Blank	n/a	n/a	(Retain Bascule Bridge)
127	y	Too many vehicles to cope without a third crossing	blank	third crossing	n/a	n/a	(Retain Bascule Bridge) We need 3 options to cross
128	y	To relieve congestion through O.B. & Station Square	1	Blank	n/a	n/a	If other options are chosen, would prefer a tunnel - why has one not been proposed & costed better for N-S thro traffic & reduces traffic thro' O.B.
129	y	Yes because of traffic congestion	2	Blank	n/a	n/a	
130	y	To ease flow of traffic thru or around town centre	1	So less traffic flows thru town centre, station need not be moved	n/a	n/a	
131	y	blank	1	Blank	n/a	n/a	
132	y	blank	2	Link Asda-Lings roundabout with Rotterdam Rd, Peto Way roundabout + use Peter Colby Polder Dam + stop!! Wasting our money!!	n/a	n/a	(Retain Bascule Bridge) for bicycles
133	y	blank	1	Blank	n/a	n/a	
134	n	Blank	3	Blank	blank	blank	
135	y	Blank	1	Blank	blank	blank	
136	y	The current congestion levels are unsustainable given the proposals for additional housing	1	This connected with another established route through the town. The feeder roads north would have to be carefully planned as the existing exist at the Tesco roundabout was badly planned with far too much housing at its northern end.	n/a	n/a	(Retain Bascule Bridge) Unless the new crossing and feeder roads are to be dualled removal of the bascule bridge would negate any impact on congestion. It would also further isolate and economically harm the current retail area which is already struggling.
137	y	There is no means of easily avoiding heavy congestion either in Lowestoft or Oulton Broad for through traffic, as all roads, including the bizarrely titled 'relief road' simply funnel all the traffic back to already very busy crossing points. A third crossing which facilitates through traffic travelling onwards to Gt yarmouth from the south, or down to Ipswich from the north will ease the congestion in the town centre and in Oulton Broad, making travel for local traffic very much easier.	1	This is the most obvious choice. Either Eastern or Central simply deliver traffic into existing congested areas again. A new spur from Waveney Drive across will link up with a good open road network which moves easily out onto the northward A12. It is also the least disruptive since existing structures such as the railway station will not need to be moved, and it will make use of currently unoccupied industrial land.	n/a	I didn't select eastern but am answering here anyway. The bascule bridge needs retaining otherwise we will still only have two crossing points. The point of the third is to spread the traffic load out. This needs keeping for those wanting to access the town centre/whapload road areas.	
138	y	Blank	1	More central so better excess for lowestoft & oulton broad, as traffic is slower in OB	n/a	n/a	(Retain Bascule Bridge) Why build a new one when we still need 3, if it goes we're back to 2 crossings & lots of traffic, And we still need that link from sea front to the town centre
139	y	Traffic needs to be taken away from the town centre and Lake Lothing crossing would be the best option to achieve this aim.	2	This is the best compromise to ensure efficient movement of traffic away from the town and minimize disturbance to adjacent properties. However, none of these proposals are satisfactory in my view. Peter Colbys design of a continuous crossing via a lock system is by far the best option. It achieves two objectives: a. To maintain a continuous flow of traffic thereby minimizing traffic queues and b. providing flood defences to reduce potential flooding in the lower reaches around the river and Lake Lothing. I do not understand why this option is not on the table, is it because a private citizen thought of it (and by the way he has already costed it).	n/a	n/a	
140	y	Due to traffic levels continuing to grow the present infrastructure is unable to cope.	1	Relieve Lowestoft and bridge Road in Oulton Broad of much traffic and give an alternative to traffic that presently crosses the level crossing at Oulton Broad North station. The present road network in Lowestoft appears badly planned leading to considerable traffic queues both north and south of the bridge.	n/a	n/a	
141	y	The current traffic congestion in Lowestoft & Oulton Broad causes huge tailbacks whenever the bridges are open to allow shipping to pass, this together with the level crossing at Oulton Broad North railway station is driving people to shop and businesses to look elsewhere rather than face the poor traffic infrastructure which has prevailed over many years.	2	At the Northern end of Tom Crisp way is the obvious place to develop the crossing from the roundabout adjacent to Ling's motors seems to lend itself to the most direct and shortest route to a central crossing. All the Eastern alternatives would still end up in the centre of Lowestoft railway station and even if they incorporated one way traffic on these and the existing bascule bridge (which is well passed it's sell by date) how long would this be a lasting solution to traffic flow, when the existing bascule bridge would be beyond repair, leaving us back to square one, in addition - being a lifting bridge which stops the traffic - it goes without saying, does nothing to cure the problem. The Brooke Peninsular suggestion should be developed to promote more job opportunities for the people of Lowestoft with it's existing slipways and buildings could be extremely useful to serve the many marine operations of the port. Having attended the numerous meetings and workshops about the third crossing - I am very disappointed that it seems that your researches do not appear to have considered the Polder Dam suggestion and flood barrier which would allow traffic to flow in both directions without interruption.	n/a	n/a	
142	y	Blank	2	Blank	n/a	n/a	
143	y	To alleviate congestion around the crossings at the bascule bridge in Lowestoft and around Bridge Road in Oulton Broad. The congestion occurs not only when a bridge is raised, but also due to high levels of traffic in Lowestoft and when the crossing gates at Oulton Broad are closed twice an hour.	2	The Eastern option will not alleviate the congestion in or around Station Square in Lowestoft because it depends on the current infrastructure which is one of the causes of todays problems. The Western option would appear to require a long bridge to link Peto Way with Brooke Business and Industrial Park. Thus, in my view, the Central option is the most feasible.	n/a	n/a	

144	y	It is not only needed but is ESSENTIAL for the future prosperity of the town. It is also essential that any crossing must remove entirely the problems that Lowestoft has experienced for many, many years i.e. the hold ups to road traffic caused by the present bascule bridge opening and closing to allow waterborne traffic to pass through into the inner harbour. Another proposal being put forward by local businessman Peter Colby would appear to be the IDEAL solution BUT is not being considered during the course of this consulation.WHY NOT? In all fairness I think that his plan should be considered alongside those being put forward. His plan operates by using two Dutch style lifting bridge place at either end of a 'central lock' which will allow continual flow of both road and waterborne traffic. The ideal positioning of this structure would be in a similar position to the Central - Silo Quay site.	6	All of the above plans still involve a single lifting bridge. This has proved to be inadequate, as outlined above, and is basically a replacement rather than a cure. Any of the Eastern Options (A,B and C) could however be made to operate in a similar fashion as the Peter Colby plan by retaining the existing bascule bridge and building another bascule bridge further westward. North bound road traffic could use the new bridge and south bound the existing bridge. By installing a circulatory road system, controlled by 'diversion (traffic light) controlled barriers' between the two bridges (Commercial Road on the north side and Belvedere Road on the south side) a 'roundabout system' as per the Peter Colby plan can be achieved. The distance between the two bridges would HAVE TO BE ADEQUATE to allow an incoming or outgoing ship/boat to proceed in an unobstructed manner OR provision to temporarily hold shipping between the two bridges whilst bridges are operated. It is far better economically to hold up waterborne traffic than it is to hold up a large flow of road traffic. The proposed cycle/footway bridge project should be COMPLETELY ABANDONED and cycle ways/footpaths could be built into the above arrangement. This would save a large sum of money that could be put to better use!	n/a	n/a	(Retain Bascule Bridge) By retaining the existing bascule bridge then that outlined above could be achieved.
145	n	in the UK continues to increase at a rate greater than new roads are being built, and new roads appear to encourage more car use. It is has been suggested by the Transport and Health Study Group (THSG) that the UK road system is saturated, and therefore the development of any new road system will, rather than alleviating congestion, invite more car users This leads to greater overall emissions, and does not reduce congestion levels. Suppressed demand has meant that more people wish to use roads than there is capacity for.16 Any new developments to reduce congestion will therefore be negated by roads reaching optimum capacity.16 It is only through the development of more attractive alternatives to car use that congestion can effectively be reduced. The majority of car journeys in urban areas are less than five miles, so there is scope to reduce the number of shorter car journeys by shifting to active travel, with longer journeys moved to public transport. In London, 11 per cent of all car journeys are less than 1.2 miles, and 55 per cent are less than five miles.24 Across the UK, nearly one quarter are within one mile, and over 40 per cent are within two miles.62 This is because the current transport environment favours travelling by car, which for many represents the most convenient and safest method of reaching destinations. With appropriate policy action it is likely that a proportion of these journeys can instead be made by cycling and walking. Rail is responsible for less than 2% of all harmful emissions compared to 55% for passenger cars Emissions from rail decreased by 22% between 1998 and 2007 through increased efficiency Every hour of non-essential car use increases and individual's risk of obesity by 6%"A third crossing in the centre of Lowestoft will particularly encourage more short car journeys and I have no doubt that is why the overwhelming majority of local motorists support it - they believe it will make it easier for them to use the existing Bascule bridge. That said, in fairness, many of them probably genuinely believe that continually building roads is the solution to congestion and boosts local economies because they haven't studied the facts. Most third crossing supporters accept that it would bring more cars into Lowestoft town centre. Contrary to what they believe, it is not the way to boost local economies. The places doing better economically are those that offer good alternatives to the car. Many businesses prefer to locate in places where there are restrictions on cars as it enables ease of movement for their essential vehicles. I accept that a third crossing would	6	Not applicable due to being opposed in principle	n/a	Not applicable, due to be opposed in principle	
146	y	The density of traffic and hold ups due to the new scheme and extra traffic lights recently installed require an alternative means of crossing the river. This so that the this central area of the town can become less crowded and polluted. Another crossing would also make the North & South Quays more accessible and bring into full use the additional roads (both north and south) brought into being to service a third crossing. It would improve and help the running of trade in the town and help implement the development of business on both the North & South Quays.	2	The Eastern options would only in my opinion make the situation worse because of the increased traffic density and pollution. They would also just make this central area of Lowestoft a traffic hub and destroy the environment for people living in the town and in particular central Lowestoft which badly needs refurbishment. The eastern options also create the temptation to remove the old bridge in the future and then we will be back to square one. The Central option removes a good proportion of traffic away from the present bridge area and gives the opportunity to create a more user and human friendly environment. The Central options also makes the South & North Quays more accessible without the hassle of the present situation. Thus helping to make the South & North Quays into thriving business areas which hopefully will provide more jobs and prosperity for the town. The Central option also makes better use of the linking roads already in place South & North of the river. If pressed I would prefer the Western option to any of the Eastern options. Finally, I cannot believe that this is going to take at least ten years to bring to fruition as the requirement is now before the town becomes totally gridlocked.	n/a	n/a	
147	y	Gridlocked traffic caused by constant interruptions to traffic flow between North and South Lowestoft (and between North and South Oulton Broad) causes severe loss of business profitability and severe air pollution and exacerbates the existing logistical and financial problems felt by the residents of the area.	2	It would obviously be more logical, since the road systems are already in place to connect at the northern end of the new bridge, and at the southern end. Otherwise, what was the purpose of constructing Peto Way and Tom Crisp Way?? Any other route would just lead to further congestion in the area of the bridge. The Central route would be the most direct route for through traffic heading for A12 either north or south of the town.	n/a	n/a	
148	y	Too much traffic now for Oulton Broad and Lowestoft than a few years ago, too many variables influence the traffic congestion on both routes. I.e Trains , Boats etc	2	Connects into the road network to the south of the river better than other option (Western), and would limit further congestion in station square	n/a	n/a	
149	y	To ease traffic flow by directing larger vehicles away from existing crossing	1	The western proposal best as Most central option between existing crossings. (Eastern options are effectively just extension to bascule bridge and won't take traffic away from congested station square). The western location linking more major roads that could be used for traffic travelling through to yarmouth to join with new link road at top of millennium way. Also keeps traffic away from Denmark road which is very narrow and has a lot of pedestrian use from bus/train station.	n/a	n/a	(Retain Bascule Bridge)
150	y	To much traffic using the bascule bridge	2	It would link up all of the roads already built and take away all the through traffic that goes over bascule bridge, just use bascule bridge for local traffic only.	n/a	n/a	
151	y	Lowestoft is not a good place to run a business from, due mainly to the time it takes to get through the Town centre. The addition of traffic lights at the commercial road junction, have only added to the problem.	2	I feel this option would be use by most of the local traffic and leave the Bascule bridge for the A12 through traffic to use. Also this option would not have any negative effect on residential areas.	n/a	n/a	
152	y	when there is a problem at the Bascule bridge the traffic in Oulton Broad is a nightmare. On one occasion on returning from Ipswich I had to come home via Diss because there was a problem on Oulton broad railway crossing as well.	2	the Central or the Western will keep the traffic out of station square and away from the one-way system and all the stupid traffic lights which is the real problem.	n/a	this is a REAL NO BRAINER	

153	Y	The question is stupid as we have been waiting over 55 years or more. Had enough bull from the council. The council never give ratepayer what we want, only what they think is needed Council spend our money on and stupid projects like the cycle bridge in LOWESTOFT that will not answer our problems and only the very smallest number or ratepayers support. / 98% of Lowestoft people want and support Peter Colby idea of 3rd crossing.	2	we support the Peter Colby proposal of barrage crossing only. W.D.C. IDEA/PROPOSAL IS NOT WHAT THE RATEPAYERS OF LOWESTOFT WANT. We need it now.	n/a	n/a	
154	y	Too ease traffic congestion	3	Should be one way system Bascule bridge sigh for south bound traffic and North bound back too Commercial road.	2	Removed but replaced with higher bridge to prevent so much traffic delays, allowing smaller boats through	
155	y	Because of the ongoing congestion problems both in Lowestoft and Oulton Broad	2	Part of the road system is already in place	n/a	n/a	
156	y	Blank	2	The link to Tom Crisp way is in my opinion the best looking solution in terms of long term traffic management in Lowestoft and linking in to the current infrastructure. The Western option is very close to the park which would increase congestion near this, whilst the Eastern options do not seem to wok as nicely.	n/a	n/a	
157	y	It is essential to alleviate traffic pressures and queuing at the two current crossings.	2	The central option is the only sensible option to join the two new roads (Peto and Tom Crisp), to form a throughfare which separates out through traffic, and traffic going to the town centre. This is in conformity with the masterplan from the 1960's, which formed the route of the two new roads. It is quite frankly madness to look at the final element in this masterplan, the third crossing, and dislocate it from the other elements of the masterplan. As an urban designer, I know what I am talking about. I am certain that both the west and east masterplans, will both result in traffic congestion on the approach roads to these crossings, as traffic departs from either Peto or Tom Crisp to make it's way to the new crossing. Additionally, all of the Eastern Options require both bridges to lift at the same time, which simply replicates the terrible congestion problems caused when the Bascule Bridge is lifted at the moment. It quite frankly does not solve the major problem in any way whatsoever, and why a professional consultancy would propose it is beyond me. I can only suppose that the agenda is to actually remove the Bascule Bridge, which leaves the town back at square 1, ie terrible traffic congestion at the crossings.	n/a	n/a	
158	y	To try and give more options to road users. If they don't want the city centre but the outer link roads this would take some of the pressure off those who do want to get into shop	1	The future is obviously going to pile more cars into an already stretched road network. So having three bridges will help and a new one in the middle hopefully would spread the load for a while anyway.	n/a	n/a	
159	n	Blank	blank	Blank	blank	blank	
160	y	The present traffic arrangement and flow restricts the movement within the town centre and hinders future growth, job prospects and the well being of those living in the town and, to a lesser extent, visitors.	1	The western part of the town has seen major growth and the traffic this generates has not been catered for. Residents of Carlton Colville, Oulton village and Pakefield together with much of those using the major retail park at North Quay would find the western crossing of a major benefit and allow movement within Lowestoft much easier. The present traffic through Oulton Broad is subjected to rail crossings and a waterway loch/ridge and these lead to substantial queues along Beccles Road, Gorleston Road and Normanston Drive. A western crossing would prevent the serious problems that exist in this area and provide an attractive alternative route to that through the Lowestoft Town Centre.	n/a	n/a	
161	y	I live in Lowestoft and work for the ambulance service transporting patient to and from the James Paget hospital. My vehicle I work on has to come into the town up to 4 to 5 times a day. Many times the patient I have to pick up are late for there appointments due to the bridge or rail crossings in this town. The knock on effect is extra fuel cost waiting at the bridge or rail crossings. There are also charges to the ambulance survive if we do not get 90% of our patient into the James Paget hospital on time and there can be incurred over time to the ambulance service for the vehicle being late at the end or our working day. This is just one vehicle from a fleet of 15 serving Waveney and Great Yarmouth . As a local person born in the town and live on the south side I tend not to go into the town centre to shop because of the bridge. I would like to put my support in mr Peter Colbys Dutch polder design in the central position of the won. A bridge that never shuts and gives flood protection at the same time.	2	The central option would connect tom crisp way with peto way. This could become the new A 12 rout through the town with a 40mph speed limit, Something you could not have in Waveney drive (Western choice) with all the homes on that road. This also goes for the eastern choice near the old bridge.	n/a	n/a	(Retain Bascule Bridge) More options for travelling around this town
162	y	It is obvious a third crossing is needed as the people of Lowestoft have suffered enough and it is getting worse so make haste and see sense.	4	Central west of silo quay seems the most obvious	1	If you remove this we are back to square one with only one bridge	
163	y	to ease congestion and to allow new business to come and to stop shoppers going to beccles and get our town centre going again to get holiday trade back	4	most convenient for south Lowestoft relief road onto new northern spine road at Denmark road and can go over railway lines and leave existing bridge for local traffic	1	otherwise we will be no better off	
164	y	Anyone who has been to Lowestoft in the past 30 years will know it is desperate for the town. The A12 goes right through Lowestoft which doesn't help. With the Great Yarmouth - Ipswich traffic and the general local traffic the whole thing is becoming a nightmare - businesses are struggling, investment from industry is not forthcoming and the tourism will not be able to sustain itself if something doesn't improve. The amount of consultations and speculation/resistance over the years has cost more than a new bridge would have cost many times over.	2	If you make it too far east or west it will not have the same benefit as the bottleneck will still be in place. I would have local/town centre traffic going down london Road South and over the Bascule bridge which will improve trade in south Lowestoft and I would signpost the central bridge as the A12 which would be a faster route straight to/fro Great yarmouth. If Eastern gets the go-ahead instead and the Bascule bridge is remove, the bottleneck will ensue because there will still be a limit to the volume on the road.	n/a	n/a	
165	y	Blank	6	We support ALL the Peter Colby plans for Lowestoft, including his crossing preference, get on with it now, unlike the Council plans which are far to distance. Lowestoft is in decline because of the wrong ideas put forward by the like of Colin Law. Lowestoft needs work places not more houses. We are not getting value for our Council Tax Money from this Council. Mrs J.A. Barwick	n/a	n/a	
166	y	to much traffic and not very easy axes to the town	1	it would free up the bottle neck in lowestoft and keep heavy traffic away from town center	n/a	n/a	
167	n	Blank	blank	Blank	blank	blank	

168	y	The continued economic growth of Lowestoft is severely hampered without a new river crossing. It is vital in order to attract new investment and to keep those already invested in the town here. As Lowestoft's population increases the burden on the already limited road network around the town is only going to get worse. It's hard to imagine it getting any worse than it already is but soon the town will be a "no-go area" for traffic hitting the economy of Lowestoft hard. Not just business but also it's main economic driver - tourism. Who wants to come to an area renowed for it's blue flag beach only to spend the hours stuck in traffic jams. Traffic jams not as a result of accidents, as a result of poor traffic management and new investment. The answer is simple and obvious. It's what everybody in the town wants.	1	A western river crossing between Peto Way and Brooke Marine certainly makes the most sense. It's firstly the ideal compliment for the new Northern spine road currently being constructed near Corton Long Lane. Traffic is then linked from North to South without having to venture through the main town. This will also act as a driver to boost the economic potential of the Brooke Marine industrial area. At the same time it frees up traffic in and around central Lowestoft which is vital for the local businesses already in town. Having a 3rd crossing in central town will just compound the current issue. Both bridges will have to be raised at the same time. You're back to square one. You're still funnelling the traffic into one central area. With a western crossing bridge openings can be staggered, traffic can be managed much more effectively and the overall growth potential of the town is increased	n/a	n/a	
169	y	The town is slowly choking to death with traffic. This is having a severe economic effect on the town. No businessman in his right mind would consider setting up a business here when travelling from one side of the town to the other is so time-consuming. Existing businesses lose money as a result of traffic hold ups. It has also badly affected the retail trade in the town. Many shoppers who live in the south of the town, including myself, visit the town less and less frequently, preferring instead to shop in Beccles. Although this is further away, there are no traffic problems and the journey time can actually be shorter. The drop on trade has been so bad for some shops that they have been forced to close, Thornton's in The Britten Centre being the latest victim. Also, something that you do not mention in your consultation document, the Bascule Bridge breaks down in the open position from time to time. Engineers have to be called out to mend it and this takes time. In the meantime, the town becomes gridlocked, with some traffic stuck in the approach roads to the Bascule Bridge and others taking diversionary action and so snarling up Saltwater Way in Oulton Broad, which cannot cope with the additional traffic. An new road crossing, preferably one that does not open, would provide an alternative route and so prevent this gridlock.	2	It is essential that traffic flows through the Town Centre are reduced and this is the best option in my view. The crossing would link two good roads, Tom Crisp Way with Peto Way. I don't see that roads such as Denmark Road and Victoria Road would experience any increase in traffic flow. I am, however, unhappy with the constraint that the bridge would have to be an opening bridge. We need a bridge that doesn't open so that traffic can flow freely at all times. There has been an increased tension over the years between the needs of the town generally and Associated British Ports who are not accountable to any locally elected politicians and are only interested in their profit margin. They have persistently raised the bridge for shipping at peak travel times without any concern for the havoc that they wreak. I have no reason to believe that they will behave any differently with regard to the third crossing. You say in the consultation document that you have not considered the combination of a road bridge with a barrage because it has been shown that the best location for flood defence is in the outer harbour area. However, the benefit of a road bridge with a barrage is not only to provide defence from flooding but also to enable constant traffic flow. I therefore feel strongly that you should reconsider this as an option.	n/a	n/a	
170	y	lowestoft is becoming a no go zone. You will not encourage new businesses into the area with good transport links. The council should make athird crosing its no1 priority. Stop wasting money on pedestrian/bike crossing. Goods and services cannot be transported on bikes. STOP WASTING TIME, LOWESTOFT IS DYING.	1	will take un-needed transport away from the town centre	n/a	n/a	(Retain Bascule Bridge) any decision should retain the bridge. More crossings the better
171	y	Please see answer to question 2 which gives the content of the paper endorsed by the Board of the Lowestoft and Waveney Chamber of Commerce. This paper is circulated the members of the Chamber and businesses with in the Lowestoft Vision area - which is the BID area North of the Bascule bridge.	5	following details. The Eastern Option is recommended by the Chamber however an alternative is being suggested - please see below. A copy with the Chamber's headings have been sent to suffolk.LTIP@suffolk.gov.uk and the paper was presented at the LTIP meeting held yesterday 28th July in the Town Hall Lowestoft. 1 Background 1.1 Suffolk County Council has commissioned urban planning and engineering experts WSP to develop the options on three different proposals to create a new crossing over Lake Lothing in Lowestoft and lead a major public consultation on them. WSP have been initially tasked with reviewing the options for the location of the crossing, currently identified in the Lowestoft Transport and Infrastructure Prospectus (LTIP) as "Eastern Crossing', 'Central Crossing' and 'Western Crossing'. There is an opportunity to comment on these locations at the next meeting of the LTIP Steering Group, where the Chamber will be represented, on 28th July 2014. 1.2 Lowestoft and Waveney Chamber of Commerce launched a manifesto 18 months ago to set out what the Chamber aspires to achieve and deliver. The 5 pillars of the manifesto are: • driving forward economic development; • making the Town accessible to business; • growing the night time economy; • enhancing Lowestoft's local transport networks and infrastructure; and • developing a modern procurement system that grows local business. 1.3 At its meeting on 11 March 2014 this Board of Executives agreed transport and infrastructure priorities for Lowestoft and Waveney Chamber of Commerce which included:• Remove the constraints to economic and employment development within the areas designated as: the Lowestoft Lake Lothing & Outer Harbour Area Action Plan...and• Support the Suffolk County Council feasibility study into a new crossing over Lake Lothing and deliver a crossing to replace the ageing bascule bridge...and• As a matter of high priority, widen the port access channel in the vicinity of the existing bascule bridge in order to stimulate offshore and marine-based economic activity on the allocated land to its west. 2 Recommended Lowestoft and Waveney Chamber view on a new crossing 2.1 In view of the opportunity to comment on the new crossing options, Lowestoft and Waveney Chamber convened a meeting to	2	To allow for widening of the channel to the inner harbour. Please see details paper within answer to question 2 ..James Reeder Chairman Lowestoft and Waveney Chamber of Commerce Contact details: james@enterpriselowestoft.co.uk Mobile 07787 115272	
172	y	A crossing that reflects the proposal submitted by Peter Colby whereby the traffic can cross smoothly without the need of an opening bridge. His proposal is based on european countries that have successfully implemented this type of crossing. We would interested to know why his proposal has not been included. An acknowledgement to this email would be appreciated. Richard & Valerie Ellerker	4	Blank	blank	blank	
173	y	Too much traffic using too few river crossings	2	Connects best with existing spine road	n/a	n/a	
174	y	Increasing (expanding) population, alternative in case of failure/closure of others.	1	For those who mainly want to pass through without delay! Leaving other bridges freed up for business/pleasure etc.	n/a	n/a	
175	blank	Traffic not going into town centre would ___ - freeing up town roads, pedestrians and cyclists would use it ease congestion	4	train mess and traffic needing to wait could avoid congesting town at peak times.	1	For access to town centre, if removed (3rd crossing would not be able to take "all" towns traffic flow	

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Appendix 2.2

Business Consultation Report

Business Consultation on Lake Lothing Crossing

Suffolk Business School
October 2015

Introduction

Suffolk Chamber of Commerce was contracted by Suffolk County Council to conduct a consultation of businesses on the potential impact of a new crossing of Lake Lothing, Lowestoft. This report, prepared by the Suffolk Business School at University Campus Suffolk on their behalf, presents the findings of this consultation. It presents a summary of survey questions that estimate the potential value added by the project and of discussion questions from the survey and a consultation event and gauges the impact that current constraints on traffic movement across town have on businesses operations.

An online survey inviting businesses to share views on the need and potential impact of a new crossing was sent out to businesses in the area by Suffolk Chamber of Commerce. Regular reminder emails were sent, along with invitations to attend the consultation event itself. This engagement was also supported by Lowestoft and Waveney Chamber of Commerce, Lowestoft Vision, the Institute of Directors, the Federation of Small Businesses, New Anglia LEP Local Transport Board, Invest in Suffolk, and NWES each of whom sent details of the survey to their members. Links to the survey and the event invitation were publicised on Twitter and LinkedIn as a way to attempt to reach as many businesses as possible.

151 businesses responded to the online survey and 77 businesspeople attended the consultation event held at Orbis Energy on 24th September 2015. The first half of this report focuses on a summary of survey responses; the second half on the qualitative feedback provided on the survey and at the consultation event.

This report has been prepared by Dr Will Thomas at the Suffolk Business School, University Campus Suffolk.

Method

Survey

The survey was developed through the use of questions derived from Office for National Statistics and Scottish Executive guidance on the calculation of value-added in similar proposals. It is acknowledged that this gives a rather narrow opportunity for businesses to express their views on the potential impact of any new crossing and so three 'free text' questions were also included to prompt respondents to explain the impact of the current situation and proposed changes to their business. Feedback on the survey design was provided by Suffolk Chamber of Commerce, Suffolk County Council, Lowestoft and Waveney Chamber of Commerce and consultants Mouchel.

The responses to quantitative questions are summarised and explained in the section below. Responses to the free text questions form part of the evidence for the second substantive section of the report.

Consultation Events

Businesses in the area were invited to a consultation event at which the consultation and business case work were explained and at which discussions on the plans were held. 77 businesspeople attended representing a broad range of local businesses of all sizes and from a variety of sectors. The attending businesses were split into discussion groups in order to allow conversation on the

potential impact of a new crossing. Facilitators supported the discussions which centred on the current challenges; potential for making a difference and benefits of addressing traffic issues. These prompts were chosen specifically to support the work that must be done to support a business case for a new crossing.

Notes from these discussions form part of the evidence for the second substantive section of this report. This data, combined with the free text responses has been broken down into themes to allow for presentation below. Whilst it is not possible to express the weight of feeling behind these comments (and impractical to suggest proportions of businesses in support of one idea or another – given that a lack of comment does not suggest a lack of support or agreement) an indication is given where comments reflect the feelings of larger numbers of respondents. Quotes are provided to illustrate points that are made more generally and are taken verbatim from free text responses.

Summary of Survey Responses

There were 151 responses to the survey.

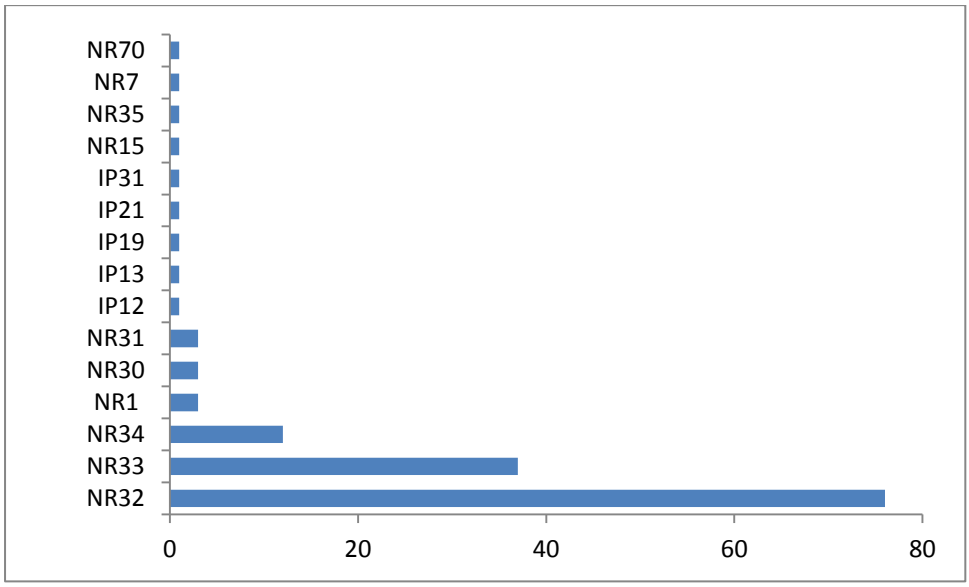


Figure 1 Postcode areas of responding businesses

The chart above indicates that the majority of responses (53%) came from the NR32 postcode area (area covering Lowestoft north of the river). The second highest proportion of responses (26%) covers the NR33 postcode area (area covering Lowestoft south of the river). The NR34 area, also well represented (8%), covers the area inland and to the south of Lowestoft, including the small market town of Beccles. We can therefore have confidence that the views expressed are representative of businesses in and around the Lowestoft area.

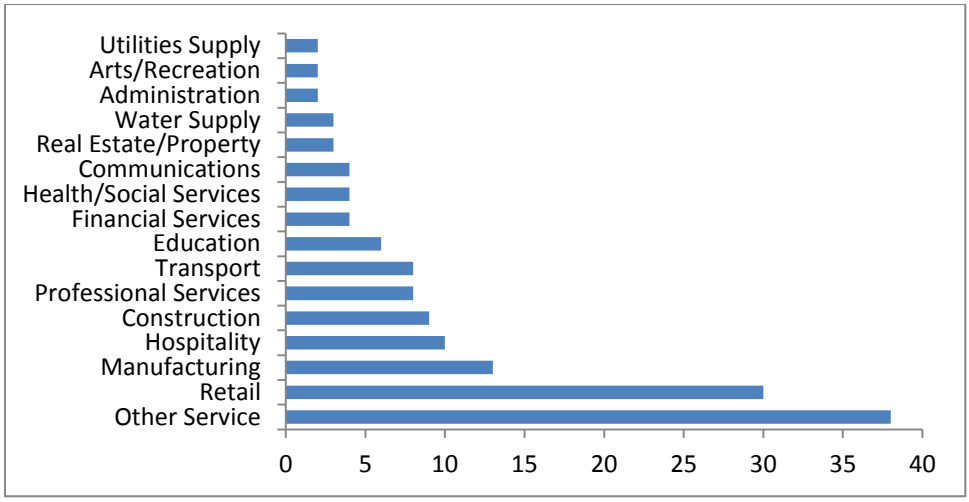


Figure 2 Main Business of Company

The chart above shows the main business of responding organisations. 38 companies (26%) categorise as 'Other Services' (SIC category R); 30 companies (20.5%) categorise as 'Retail' (SIC category G). Information from Waveney District Council suggests that most employment is in distribution, hospitality and retail – all well represented here. Other large employers include public administration and education – groups that may not have been expected to respond to this survey.

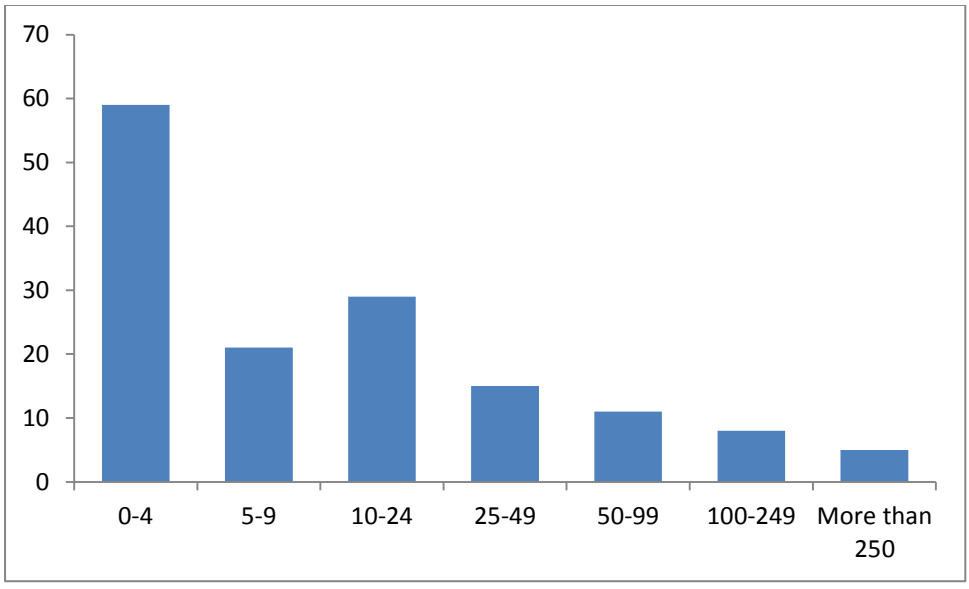


Figure 3 Number of Employees

More than 70% of respondents are from businesses with fewer than 24 employees (full-time equivalents) including 59 responses (40%) from micro-businesses with fewer than 4 members of staff. A comparison with data on business size from the Suffolk Observatory suggests that this actually under-represents smaller businesses in the area – 65% of firms employ fewer than 4 people and 91% employ fewer than 24.

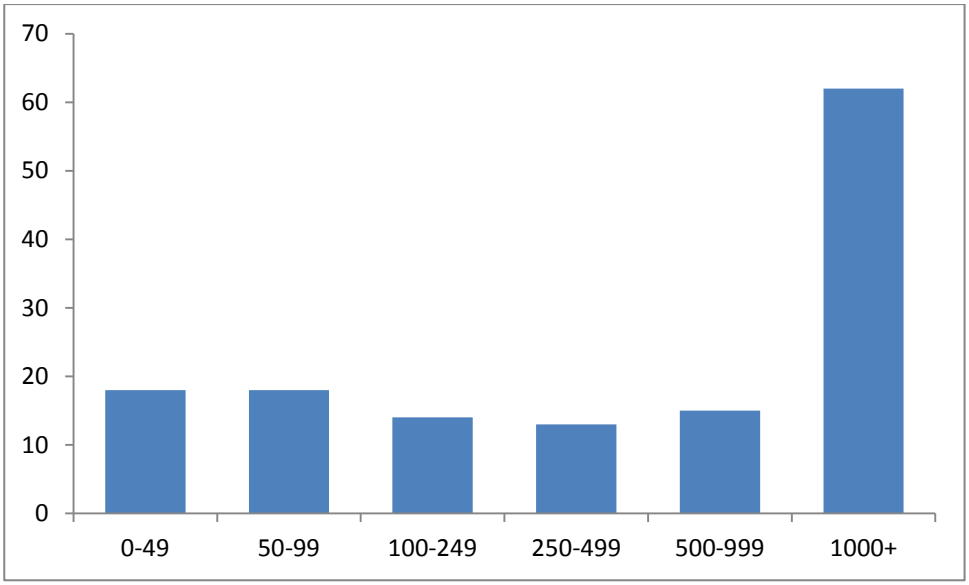


Figure 4 Turnover last year (in thousands of pounds)

The majority of respondents indicate a turnover in the previous year in excess of £1 million (62 respondents – 44%). No comparative data for the district is available, but these figures suggest that whilst many respondents represent micro- or small-businesses in terms of employment, their turnover and economic contribution to the area is significant.

These figures indicate that readers should have confidence in the data collected – that the views expressed are representative of businesses in the area and whilst some groups may be over- or under-represented there are no biases which should give concern about overall reliability.

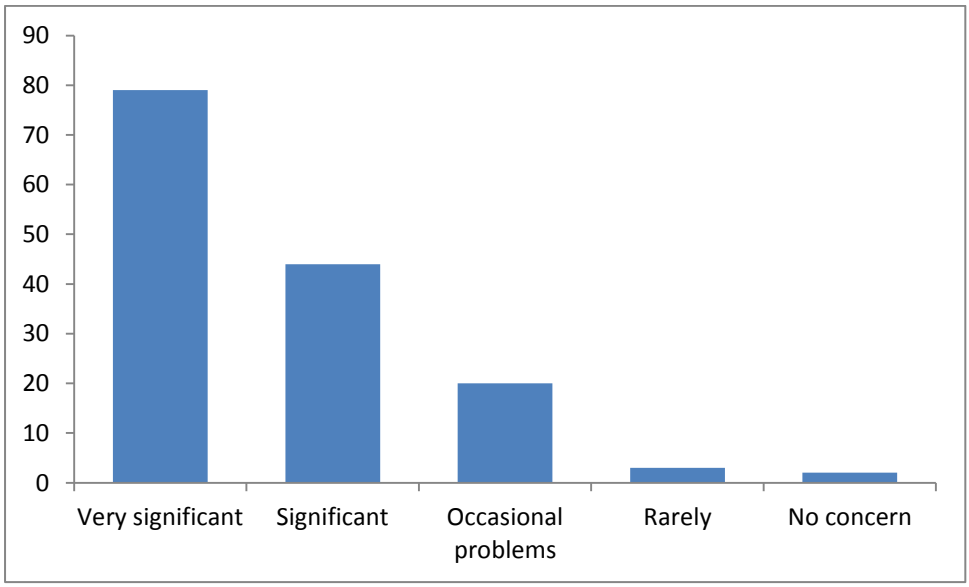


Figure 5 Degree to which traffic causes a problem to your business

It is clear from the responses to this question that traffic problems are a major problem in the town (and surrounding area). More than half of respondents (53%) rate traffic problems as a very significant concern for their organisation, and a further 30% rate issues as a significant problem. Very few respondents rate issues as rarely or of no concern (3% combined) – although it might be noted that businesses in this situation are less likely to respond to the survey.

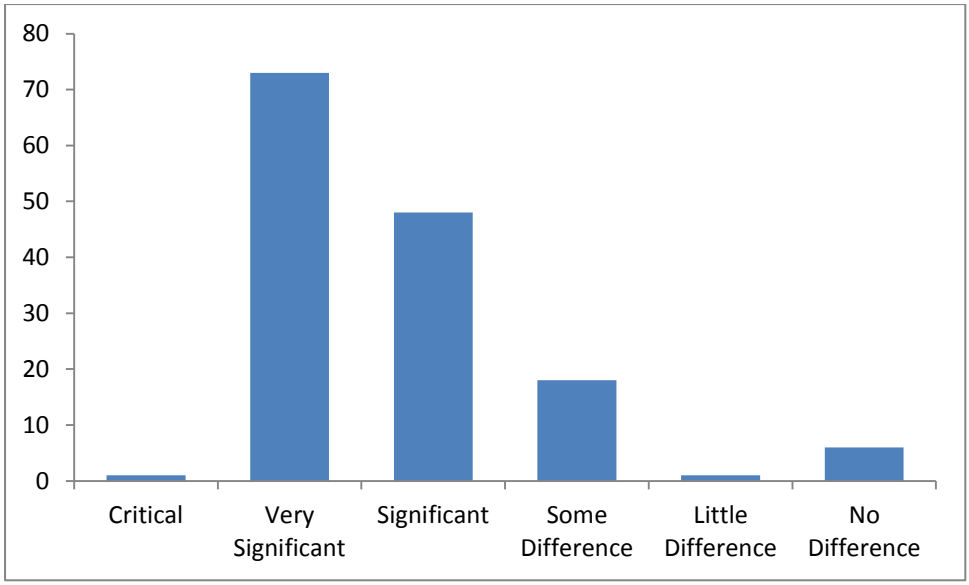


Figure 6 To what extent would a new crossing of Lake Lothing benefit your business?

Whilst only one respondent indicated that a failure to build a new crossing would threaten the existence of their firm, the majority of respondents indicate that a new crossing would make a very significant difference to their operations (50%) and a further 33% indicate that it would make a significant difference. A small proportion of respondents (4%) indicate that a new crossing would make no difference to their organisation.

The survey asked respondents to make estimates about changes to expected turnover and to employment over the next 5 years in cases where no new crossing is built and where a new crossing is built (and in place 'tomorrow'). These questions are put in place to provide an indication of the potential for value-added in the scheme and whilst numbers are certainly imperfect they provide a valuable indicator of the expectations of businesses in the area.

The first set of questions asks businesses to comment on growth in turnover:

- If there is NO new crossing of Lake Lothing, what is your best estimate for growth in TURNOVER over the next 5 years (as a percentage)?
- If there WAS a new crossing of Lake Lothing tomorrow, what is your best estimate for growth in TURNOVER over the next 5 years (as a percentage)?

The summary results indicate the importance of a new crossing to businesses. The mean result in the first case (no crossing) indicates expected turnover growth of 5%. The mean result in the second case (crossing exists tomorrow) indicates expected turnover growth of 23%. Calculating the expected difference in terms of Gross Value Add is far from straightforward, and at a local level considered unreliable by the Office for National Statistics. However, it is clear from these results that businesses in the area consider a new crossing to bring very great economic benefits to their organisations.

The second set of questions asks businesses to comment on growth in employment:

- If there is NO new crossing of Lake Lothing, what is your best estimate for growth in EMPLOYMENT over the next 5 years (in full-time equivalents)?

- If there WAS a new crossing of Lake Lothing tomorrow, what is your best estimate for growth in EMPLOYMENT over the next 5 years (in full-time equivalents)?

These results reinforce the perceived importance of a new crossing in Lowestoft. The mean result of the first case (no crossing) indicates expected growth in employment of 0.02 full-time equivalents. Large numbers of respondents indicate no growth or a decline in employment – 99 respondents provide a prediction of 0 or less than 0, and a further 24 provided no response. Only 27 respondents indicate growth in employment without a new crossing. In the second case (crossing exists tomorrow) the expected growth in employment is 8.1 full-time equivalents. It is clear that the presence of a new crossing is predicted to lead to much greater employment and is associated by respondents with prosperity and economic growth. It is also worth noting that the size of responding businesses (see above) suggests that average increases of 8 fte employees are very substantial indeed. Clearly in larger organisations the opportunities for greater employment are much more significant.

This question does not address the possibility of businesses that might start in the area, or might be attracted to invest in the area, as a result of the improved traffic flows that a new crossing might help bring. Whilst this is outside the direct scope of a consultation of existing local businesses the scope for additional inward investment is addressed in the qualitative remarks below.

Again, calculations about Gross Value Added are difficult, given that we do not know how non-responding businesses see potential growth in employment. However, figures available from the Office for National Statistics show that the average GVA per head in the New Anglia region is approximately £19,751 – this figure represents the average annual value of a person in employment in the area. Jobs created by this project promise to make a significant difference to the prosperity of the Town and to the wider County/Region.

Whilst precise calculations of GVA resulting from a new crossing are very difficult to calculate, the responses to survey questions give a sense of the value that this project has to the business community and the degree to which it might be expected to support the economic growth of the area.

Survey Respondents were also asked to comment on the potential location of any new crossing. Three areas were indicated on a map and respondents were asked to rank their preferences. Some respondents also chose to comment on the reasons behind their selection.

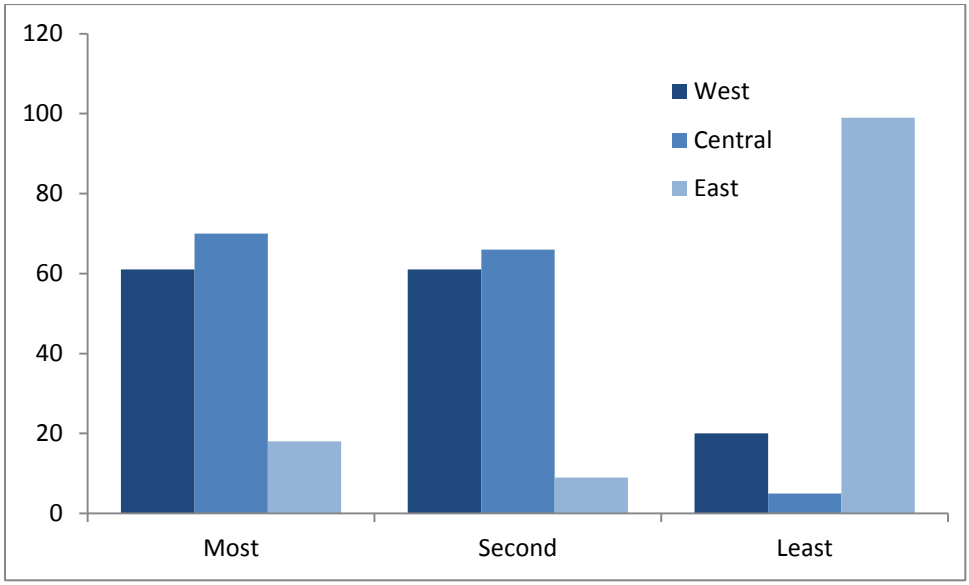


Figure 7 Preferred locations for new crossing

The responses shown above in the chart show no clear preference between the west and central locations for the crossing, but a clear vote against the eastern location. Comments in favour of the central location mainly suggest that it offers the most obvious connection with existing road layouts. A western approach may favour traffic looking to pass by Lowestoft (although not necessarily). Comments against the easternmost location mainly suggest that it either adds to, or at least does not alleviate, the bottleneck that currently exists around the Bascule Bridge and the town centre.

> *The advantage of the Central route is that it aligns with the arterial spine routes North and South of the river. The Western route only directly adjoins the Northern Spine road and additional work would be required to linking in to Tom Crisps Way. The Eastern route will only concentrate traffic further into the town centre and does not cater for potential business growth and does not alleviate the congestion caused by passing through traffic en route to and from Great Yarmouth.*

A concern raised by a number of respondents is the impact that a new crossing might have on the town centre, with a similar project in Gt. Yarmouth cited a number of times as having resulted in the relocation of some retail businesses to out-of-town shopping around the link roads. There is some concern about how the needs of the town centre might be served if newly improved roads bypass the town.

Summary of Comments

This section is split into three broad areas. The first sub-section considers the impact of the current situation on businesses in the Lowestoft area. The second sub-section considers the potential impact that improved traffic-flow might have on the area. The third sub-section considers additional considerations that were raised by the participating businesses and which may need to be considered alongside any new crossing.

Impact of Current Situation

The most significant issue raised by participants concerns the amount of time that they spend in traffic during the course of their business. This is especially significant for those businesses that

need to cross the river several times a day. One respondent suggests that their business is losing "7 hours per week per person" as a result of congestion no matter which of the two current crossings they chose to use. For those companies that are reliant on being able to make deliveries, visit clients or to travel between sites within the town this is a very significant problem. Larger businesses that run multiple vehicles or make more journeys clearly experience this problem more frequently.

One respondent describes how traffic congestion impacts upon their business:

> *We operate a large property portfolio around Lowestoft and we lose many man hours every week as a result of sitting in traffic waiting for the bridge to come up and down. This makes it difficult when conducting viewings to prospective clients who wish to view properties on each side of town. In many cases we have had prospective clients decide to live outside of Lowestoft after experiencing the traffic chaos caused by the bridge. Some days the bridge can be up and down three or four times in one hour, resulting in major tailbacks.*

Several respondents note that traffic issues are compounded by the time it takes to clear traffic that is held-up by the raising of the Bascule Bridge. The road layout, including the patterns of traffic lights, exacerbates the problems of the interruption of the crossing as the bridge lifts. As queues build up, periods when lights are 'green' do not help to clear backlogs as traffic has nowhere to go to. As housing in Lowestoft has expanded problems with traffic have increased – these patterns may be expected to continue in the future.

A number of respondents comment on the time taken to travel relatively short distances: 2 mile journeys across town might take 30-40 minutes depending on the state of traffic and whether the existing Bascule Bridge has been opened. When making journeys from one side of the river to another many respondents describe needing to allow extra time as a result of the uncertainty caused by traffic patterns.

Several respondents make the point that congestion affects emergency services as much as business and residential traffic. Delays in serving emergency calls certainly cause concern for all those involved in living and working around Lowestoft.

Being unable to predict the time it will take to make a journey causes additional problems for businesses trying to plan their workloads and manage journeys effectively:

> *It is impossible to schedule work, meetings etc. with any certainty when the time taken to cross from one side of Lowestoft to another can be anything from 10 minutes to an hour.*

> *We work with volunteers who transport elderly and vulnerable people. We frequently pick up passengers in Lowestoft and transport others to Lowestoft. We find it challenging estimating the times taken to get people to Lowestoft and back because of potential hold ups particularly around the peak travelling times and also at lunchtimes.*

Resolving these issues might mean planning to avoid multiple crossings in the same day, attempting to group visits north or south of the river, or leaving much longer for visits on one side of the river than the other. Each of these 'solutions' restricts the capacity of a business to operate in a

competitive manner and to take advantage of business opportunities that might be more appealing in an environment in which traffic flows were more predictable and there was less congestion.

In addition to the inconvenience of traffic congestion, there is a very real cost associated with time spent in traffic. In the majority of cases this cost is borne by the business and cannot be passed on to the customer – increasing the running costs of the business and making it much more difficult to sustain and grow a successful business. Respondents mention "down-time" of staff sitting in traffic queues or being able to complete a reduced number of jobs in days where multiple river-crossings are involved. One small company estimates the impact of this to be in the region of £250 per day in lost revenue on days where they work south of the bridge. Another organisation estimated the costs to their SME of time in traffic to be about £3,000 per annum (based on 15 hours a month in traffic). Companies that have contracts with penalty clauses for late delivery are hit particularly hard:

> *We rely heavily on goods materials and services to be delivered by road, on time, to meet contract schedules that have penalty clauses for late delivery. We have had several instances where problems with the Bascule Bridge have meant that services and materials required at our sites have been delayed, holding up multi-million pound projects, resulting in a domino effect, leading to additional unplanned overhead costs.*

Some companies are able to (or have to) pass on the costs of additional travel time to their customers, potentially making them less competitive. For others, suppliers may need to pass on additional costs, raising the price of deliveries.

Costs of traffic congestion are also passed on indirectly. One company describes:

> *Lowestoft is an important market. Being 6 miles away customers benefit from a quick service, little environmental impact from emissions and the cost savings of using a service on the doorstep. It becomes significantly more costly to operate if the large vehicles required are in transit. Generally bad traffic makes access to North Lowestoft impossible after 2.30, when we stop collections from commercial and residential construction sites, offices and council premises that we are contracted to service.*

The additional costs of operating in the area resulting from the traffic congestion certainly impact on the attractiveness of the town as a commercial location. Several respondents describe how clients (or customers) avoid the area because of the traffic situation: "We have customers from Lowestoft that use our branches in Gt. Yarmouth and even Norwich as they will not drive into town due to the time and congestion." This makes it much more difficult to attract new customers "People don't want to face the traffic queues to come to our business as a new customer". The situation for local businesses is extremely difficult:

> *Our customers simply do not want to face the traffic problems, and time wasting issues that are involved with attempting to get from south Lowestoft to north Lowestoft. I have spoken to many customers over the years who consider shopping in Lowestoft as a last option behind Norwich and even Beccles. Therefore, however much we spend on advertising and new products and services, there is a huge percentage of potential customers that will not want to travel, visit and shop with us, simply because of the traffic.*

For the town centre as a whole the risk of sitting in traffic for a long period puts people off short visits to shops. Business is lost to surrounding towns and several companies report that their client group is limited to those that are on one side of the river or the other.

For some businesses the traffic situation means that clients will not come to their offices and they have had to change the way that they operate so that they make visits to client premises: "getting customers to our premises has become a major issue due to the traffic, which compounds the problem as it requires us to go to them." In order to secure work, these businesses must take on the costs of additional travel (including any time spent in congestion).

It is not just access of clients to business premises that is causing problems. Many respondents report difficulties that their staff face in getting to and from work. This might cause employees to be late to work, extend journey times, and can cause significant stress. The problem extends to recruitment and retention – many respondents recognise the need to recruit skilled workers and face challenges as a result of the traffic congestion in the town. One respondent notes "We have a real talent issue as access to Lowestoft is so congested"; another that it is difficult to "attract skilled staff who can travel to Norwich quicker than crossing the river from north Lowestoft and Gt. Yarmouth". In some cases the problem is so severe that businesses are forced to consider relocating as a result of the recruitment and retention problems that they face "large employers that we service are also considering relocating because they cannot attract IT staff from Norwich as the journey time is too long". The issue can be summed up:

> *[It is] difficult to recruit talented people in to the area as the traffic issues reinforce the 'backwater' perception.*

The image of Lowestoft as a commercial centre is certainly harmed by the traffic issues that the town faces. Several respondents are able to describe how this has resulted in lost business for their company.

> *We have lost 3 clients from energy industry who have re-located out of area, reducing our annual revenue by a further £4,000. … If [large company] join the migration we will lose approximately £5,000 more per annum.*

> *I have made the decision to move my business mainly down to London since September 2012. This decision was partly due to the infrastructure problems in Lowestoft making travel to Gt. Yarmouth difficult and therefore increasing the costs of providing services to the Oil and Gas sector in Gt. Yarmouth. It is easier not to travel north of the river. I know many individuals who are doing the same in London who are from Lowestoft so money and businesses are moving out of the area and infrastructure issues are a contributory factor behind this.*

The time it takes to get into the town is reported to put potential customers off using shops and other companies in Lowestoft. Similarly, for companies trying to attract visitors to tourist/leisure facilities the traffic congestion limits the area from which people are prepared to travel.

Concerns over the current situation fall into two broad categories. Firstly, the traffic congestion in the town makes operating a business successfully and profitably far more difficult in Lowestoft than other locations. Secondly, the perception of the town is being damaged by traffic issues that

make it less appealing to shoppers, customers and visitors and therefore limit spend with local businesses.

Potential Impact of Improved Traffic-flow

The clearest potential impact of improving the traffic-flow in and around Lowestoft is in reducing the amount of time that businesses (and their customers) spend in traffic. Enabling traffic to flow around the town more effectively should help to "reduce down-time and overheads". Businesses will be able to be more productive (for example by making more deliveries in a day), to reduce costs (and prices) and to take on work which they may currently have to turn down due to the constraints imposed by current traffic patterns.

> *Congestion will be massively reduced, meaning that the negative impact of late deliveries, late collections by carriers, late staff into work and potential staff who turn away the work will then be negligible*

> *We will be able to operate our own vehicles much more efficiently. With regards to our customers they will be able to reach us more quickly and, most importantly, more reliably. From speaking to many customers I know that it's the possibility of getting stuck that puts them off making the journey. If a new crossing means that there isn't the possibility that you might waste and hour on a return trip of a couple of miles sitting in traffic customers will make the journey without thinking.*

Significantly, reducing overall levels of congestion should help to improve the degree to which journey times can be predicted. For clients of local firms, this makes it more convenient to use locations in Lowestoft. For Lowestoft businesses making visits it means reducing the need to allow extra time to sit in traffic just in case there is congestion:

> *Not having to factor in the extra time that is needed just to travel a couple of miles would be a great benefit.*

For staff, improving traffic flows around the town will help to reduce journey times to work. Not only does this help to improve wellbeing, but it also helps to make Lowestoft a more attractive place for people to work. Recruitment issues may be partly alleviated by improved traffic that "will increase the credibility of Lowestoft as a place for employment" and help attract more skilled staff. In sectors where there is a real need to recruit highly skilled staff, for example in Education, the reassurance from improved traffic and the additional prosperity that this should bring to the town could significantly improve recruitment.

Improved traffic-flow certainly helps to improve the quality of life for local residents and businesses, but it also helps make the town more appealing to customers and clients of its businesses.

> *We strongly believe that it would also encourage more people to consider living, working and spending their money in Lowestoft.*

The possibility of improved infrastructure in the town increasing the footfall to the town centre and the willingness of clients to travel to businesses based in the town is a very significant benefit and one that large numbers of respondents mention. Improving connectivity within the town, not just north-south but east-west (or around the Lake) is critical and will be helped by a new crossing. It

may help to increase demand for commercial and residential property in the area and encourage new growth that will increase demand for services (particularly business-to-business) in the town. One respondent likens the 'feel-good' impact to that of the success of a football team gaining Premiership status.

> *I would possibly look for more business in the Lowestoft area if we had easier access…*

Improving the image of Lowestoft through investment in its infrastructure is also likely to help increase the amount of inward investment to the town and to prevent (at least some of) businesses choosing to re-locate elsewhere. Existing sites in the town may be opened up by improvements to infrastructure and traffic patterns.

> *[Improved] traffic flow could well halt the migration and attract new energy and related business which will help employment, improve regional wealth, education, available workers, more money to spend shopping locally.*

> *It [improved traffic flow] would help the whole economy of the town encouraging growth in tourism, all types of repair, manufacturing and retail investment which would benefit our business. It would facilitate the growth of apprenticeships in all types of work but particularly boat repair and many types of engineering to which we are suppliers.*

The benefits of improved traffic-flow in the town are significant and promise to go some way to address the concerns raised in the previous section. Operating a business in the area becomes easier and more profitable. Attracting customers or clients, and staff are also helped by improving the image of the town and the ease with which business premises can be accessed. Opportunities to halt the movement of businesses from the town, and to attract new investment into the area are also supported by addressing the infrastructure issues in the town.

Additional Considerations

This final sub-section brings together some additional thoughts from respondents.

The case for a new river crossing has been discussed in the town and in previous studies over a period of many years. Several respondents draw attention to this and make links to a decline in Lowestoft's fortunes. With a history of high employment in industries that have faced some decline (fishing, manufacturing) the town has faced struggles. Whether the discussions on a new crossing date back to the 1930s or whether it is 25 or 30 years of continued debates about the merits of a new crossing without having a project commissioned it is frustrating for businesses in the area.

A large number of respondents describe a need for a more comprehensive consideration of traffic infrastructure in Lowestoft than simply a new river crossing. A number of suggestions were made during the consultation for additional road schemes to help ease flows around the town centre and Bascule Bridge areas. Respondents are generally keen to encourage a consideration of how existing bottlenecks might be avoided or alleviated and how east-west flows of traffic might be improved as well as those that run north-south and which are most obviously helped by a new crossing.

When discussing location, several respondents note that infrastructure to support a central option appears to either be in place or to present the fewest problems. The eastern option is not favoured strongly at all, seemingly because it is not considered to help address problems caused by times

that the existing bridge has to open (respondents seem to have assumed that the any new crossing would operate in a similar way to the existing bridge). There is some concern about whether a new crossing would help the town centre or would simply bypass much of the town's shopping (and parallels are drawn with the experience of Gt. Yarmouth). Whilst there is some support for an improved bypass for traffic not looking to enter the centre, but for retailers (in particular) there is concern about impact on town centre activity.

Lowestoft's maritime heritage and its current maritime interests are represented by some respondents who are keen to ensure that any new crossing does not interfere with maritime traffic. The needs of water-borne users of the inner and outer harbour areas and further inland in Lake Lothing itself (and beyond) should be considered as should opportunities to consider the future of both harbour areas and their suitability for current and future use. Crossing suggestions include bridges high enough to prevent a need to lift and tunnel options which may ease maritime issues – however, there may be additional considerations which render these options unfeasible.

Summary

The results from this consultation give a clear and strong message in support of a new crossing. Businesses that responded to the survey, or that came along to the consultation event (or both) are able to provide clear descriptions of the problems that they face as a result of traffic congestion in the town and the many ways in which this impacts on their capacity to run businesses effectively and efficiently.

It is felt that a new crossing would help to reduce levels of congestion in the town and allow businesses to operate more easily and make the town more attractive for visitors, shoppers and clients of all businesses, and to potential employees and investors. Estimates for the economic impact of a new crossing demonstrate significant potential for development as a result of this project.

The grateful thanks of the team involved in the business consultation go to all those that took the time to respond and to attend the consultation event. Thanks also to the staff at the Chambers of Commerce and other organisations that worked so hard to ensure that businesses had the chance to share their views.

Appendix 2.3

Key Stakeholder Group

Date 20th February 2017

Memorandum of Understanding

Key Stakeholder Group

This Memorandum of Understanding is between:

(1) Suffolk County Council, in its capacity as applicant and promoter of the Lake Lothing Third Crossing Project ("the Promoter"); and

(2) The Lake Lothing Third Crossing Key Stakeholder Group ("the Key Stakeholder Group").

Introduction

1. The Promoter is the applicant and promotor of the Lake Lothing Third Crossing ("the Project"), a major transport infrastructure scheme to be delivered in Lowestoft.

2. The Key Stakeholder Group will have a role to play, as a key stakeholder and as a consultee, in relation to the Project.

3. It is acknowledged that, as part of obtaining consent for, and delivering, the Project the Promoter must:
   a. ensure that clear governance structures are in place and implemented;
   b. recognise and guard against potential or actual conflicts of interests in respect of the Project; and
   c. seek that appropriate safeguards are adhered to so as to ensure the functions and decision making of the Promoter are separate, distinct and unfettered.

4. The Promoter and Suffolk County Council, in its separate capacity as a local authority and consultee to the Project ("the County Council"), have put in place its own internal governance structures and arrangements for the separation of decision making and other functions.

5. This Memorandum of Understanding sets out the agreed understanding between the Promoter and the Key Stakeholder Group as to their respective roles, their principles of engagement, their respective commitments in respect of the Project, and the responsibilities of the Key Stakeholder Group in addressing internal conflicts of interest.

Role of the Promoter

6. The Promoter agrees and the Key Stakeholder Group acknowledges that the role of the Promoter is:
    a. to exercise all functions in respect of the progression of the Project; and
    b. to be decision maker for all aspects of the progression of the Project.

7. A separate and dedicated officer team has been established by the Promoter to exercise the functions in respect of the Project.

8. Where required by Suffolk County Council's constitution, or where considered appropriate by the Promoter, Suffolk County Council's Cabinet will receive reports and take decisions in respect of the Project on behalf of the Promoter.

9. A Project Board, led by the Senior Responsible Officer (Assistant Director Infrastructure and Waste) for the Project, has been established. The Project Board and the Director of Resource Management will take decisions in respect of the Project on behalf of the Promoter in accordance with their respective delegated authorities.

Role of the Key Stakeholder Group

10. The Key Stakeholder Group agrees and the Promoter acknowledges that the role of the Key Stakeholder Group is:
    a. to act as a critical friend to the Project, providing constructive feedback and views to, and raising any relevant issues with, the Promoter (via the Project Board and their project team) and
    b. as a key stakeholder and a consultee to the Project.

Principles for engagement

11. The Promoter and the Key Stakeholder Group, as two separate entities, agree to adhere to the following principles in respect of their engagement with each other in respect of the Project:
    a. to co-operate with each other and work in a collaborative manner;
    b. to engage in communication that is open and honest;
    c. to engage on the basis of 'no surprises' and to raise all relevant and necessary points at the appropriate times;
    d. to respect the role of the other party and the need for separation of functions and decision making;
    e. to respect the legislative requirements, obligations and restrictions that must be adhered to;
    f. to respect the role of the Promoter as the decision-maker for the project; and
    g. to act within their respective powers and to meet their respective obligations and duties.

12. The Senior Responsible Officer, on behalf of the Promotor, and the Chair of the Stakeholder Group agree to meet on a quarterly basis in respect of the Project.

Promoter's commitments

13. The Promoter, the Senior Responsible Officer and Project Manager agrees to abide by the following commitments:
    a. To attend the Key Stakeholder Group as an invitee when requested to do so;
    b. To update the Key Stakeholder Group on the progress of the Project;
    c. Whenever it is deemed appropriate by the Promoter, to seek and have regard to the Key Stakeholder Group's views on key issues, such as consultation and design before taking decisions; and
    d. To advise the Key Stakeholder Group of proposed media releases in relation to the Project;
    e. To share information, insofar as it is able and it considers it appropriate, with the Key Stakeholder Group or any individual member.

Stakeholder Group's commitments

14. The Key Stakeholder Group agrees to abide by the following commitments:
    a. to respect the confidentiality of information shared with them by the Promoter and associated with the sharing of pre-consultation material. To not to share that material beyond the members of the Key Stakeholder Group or use it for any purpose other than to abide by its commitments in respect of the Project;
    b. to respect that there may nevertheless be information that the Promoter considers it is best to withhold so as to avoid prejudicing the successful future delivery of the Project;
    c. to respond to requests from the Promoter for feedback within a period of 14 days;
    d. to seek to build consensus amongst members of the Key Stakeholder Group and the wider public over the Project as a whole and in respect of any specific issues which may arise;
    e. to recognise and guard against conflicts of interest within the membership of the Key Stakeholder Group in the wider interests of the Project and in relation to the role of the Key Stakeholder Group and its members in respect of the Project

Delegations for the Project

15. The following table lists key decisions that will need to be taken during the delivery of the Project and the relevant decision maker.

Item	Decision	Decision-maker
1.	Format of informal consultation	Promoter – Project Board
2.	Consultation Strategy	Promoter –Project Board
3.	Statement of Community Consultation (SOCC)	Promoter –Project Board
4.	Format of statutory consultation	Promoter –Project Board
5.	Detail and sign off of design	Promoter – Project Board
6.	Submission of DCO	Promoter – Cabinet
7.	Submission of final business case	Promoter – Cabinet

Duration

16. It is agreed by the Promoter and the Key Stakeholder Group that this Memorandum of Understanding will be valid for the duration of the Project unless the Promoter and the Key Stakeholder Group agree an alternative duration.

Confidentiality

17. Key Stakeholder Group members may receive or be appraised of confidential information in respect of the Project. All members of the Key Stakeholder Group agree to treat any confidential, commercially sensitive or otherwise sensitive material shared with the Key Stakeholder Group in respect of the Project as confidential and agree not to share or discuss it wider than within the Key Stakeholder Group.

Declarations of Interest

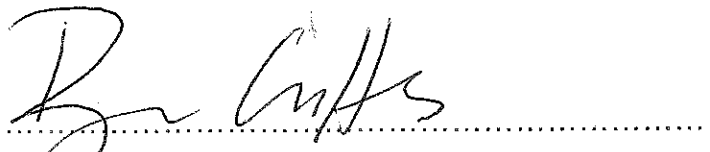
18. Members of the Key Stakeholder Group are required to declare any interests that may in any way conflict with their membership of the Key Stakeholder Group and/or which may prejudice the successful delivery of the Project.

Review and Variation

19. This Memorandum of Understanding shall be kept under review by the Promoter and the Key Stakeholder Group.

20. This Memorandum of Understand may be varied or amended in writing by mutual agreement of the Promoter and the Key Stakeholder Group.

Signed on behalf of the Promoter



Bryn Griffiths, Senior Responsible Officer

Lake Lothing Third Crossing

Signed on behalf of the Stakeholder Group

Peter Aldous MP, Member of Parliament for Waveney

Appendix 2.4

Key Stakeholder Group Attendee List

Name	Organisation	1 12/06/15	2 30/07/2015	3 14/09/2015	4* 8/10/2015	5* 6/11/2015	6* 27/11/2015	7 18/12/2015	8 12/02/2016	9 31/03/2016	10 2/06/2016	11 7/10/2016	12 12/12/2016	13 17/03/2017	14 30/06/2017	15 22/09/2017
Peter Aldous MP	Parliament															
Paul Brooks	ABP											Gary Horton				
Richard Musgrove	ABP															
Karl Murphy	DfT															
Kofi Lesta	HE															
Nigel Allsop	HE															
Andy Jobling	HE															
Stephen Greenhill	HE															
Cllr Steve Logan	KW										Apologies	Attended				
Cllr Alice Taylor	LTC															Attended
Ian Baker	Mouchel		Apologies	Attended	Attended	Attended		Apologies	Attended		Attended	Attended	Apologies	Attended	Attended	Attended
Chris Starkie	New Anglia LEP	Attended	Apologies	Apologies									Attended	Apologies	Apologies	Apologies

Steve Vidler	NR								Apologies			Apologies	Attended			
Hannah Briggs	NR														Apologies	Apologies
Paul Spencer	NR											Attended	Apologies	Attended		
Cllr Andrew Page	OBPC															Attended
Andrew Page	OBTC															Attended
Craig Harvey	Parliament								Attended	Attended	Attended	Attended	Attended	Attended		
Katherine King	PINS													Attended		
Cllr Guy McGregor	SCC	Attended	Attended	Attended				Attended	Apologies	Attended	Attended	Apologies	Attended	Attended	Apologies	
Cllr James Finch	SCC														Attended	Apologies
Cllr Colin Noble	SCC															Attended
Cllr Richard Smith	SCC															
Mike Dowdall	SCC	Attended	Attended	Attended				Attended	Apologies	Attended	Attended	Attended	Attended	Attended	Apologies	Attended
Graeme Mateer	SCC							Attended	Attended	Apologies	Attended	Attended				
Bryn Griffiths	SCC										Attended	Attended	Attended	Attended	Attended	Attended
Michael Wilks	SCC										Attended	Apologies	Apologies	Apologies	Apologies	Apologies
Jon Barnard	SCC												Attended	Attended	Attended	Attended
Katherine Merlo	SCC												Attended	Apologies	Apologies	Apologies
Warren Davies	SCC														Attended	Apologies

Aiden Dunn	SCC															Attended
Cllr Mark Bee	SCC/ WDC	Attended	Attended	Attended				Attended	Attended	Attended	Attended	Attended	Attended	Attended	Attended	Attended
Richard Perkins	SCoC	Apologies	Attended	Attended	Attended			Attended	Apologies	Apologies	Attended	Attended	Attended	Apologies	Attended	Apologies
Chris Grayling	SoS													Attended		
Cllr James Reeder	WCoC	Attended	Attended	Apologies	Attended			Attended	Attended	Attended	Apologies	Attended	Attended	Attended	Attended	Attended
Cllr Colin Law	WDC	Attended	Attended	Attended				Apologies	Attended	Attended	Attended	Attended	Apologies	Attended		
Cllr David Ritchie	WDC			Attended				Apologies	Apologies	Attended	Attended	Apologies	Attended	Apologies	Attended	Apologies
Cllr Susan Barker	WDC											Apologies				
Cllr Sonia Barker	WDC												Apologies	Attended	Attended	Attended
Cllr Michael Ladd	WDC													Apologies	Apologies	Attended
Phil Harris	WDC	Attended	Attended	Attended	Attended	Attended	Atten ded	Attended	Apologies	Attended	Apologies	Apologies	Attended			
Gary Bellward	WDC	Attended	Attended	Attended		Attended			Attended	Apologies	Apologies	Attended	Attended	Attended	Attended	Attended
Arthur Charvonia	WDC	Apologies	Apologies	Apologies							Attended	Apologies				
Phil Ridley	WDC			Attended				Apologies	Apologies		Apologies	Apologies				
Paul Wood	WDC										Attended	Attended				Attended
Samantha Jones	WDC												Apologies	Apologies	Apologies	Apologies
Justin Segrave-Daly	WDC													Attended	Attended	Attended
Andy Jarvis	WDC														Attended	Attended

Carolyn Barnes	WDC														Attended	Apologies
Sharon Bleese	WDC															Attended
Simon Thick		Attended	Apologies	Apologies												
Simon Amor		Attended	Apologies	Mark Knights c/o												
Dave Watson		Attended	Attended	Attended				Apologies	Apologies	Attended	Apologies					
Roger Arundale		Attended	Attended													
Paul Moss		Attended	Attended	Attended				Attended	Apologies	Attended						
Nick Burfield		Attended	Attended	Attended							Apologies					
Mark Hardingham		Apologies	Apologies													
Emily Manser			Attended													
Mark Stevens				Apologies												

*no complete attendee list on minutes

Appendix 2.5

Existing and Future Requirements of Port Lowestoft

Lake Lothing Third Crossing

Existing and Future Requirements of Port Lowestoft and other Lake Lothing Users

30th October 2015

Produced For:

Suffolk County Council

mouchel
building great relationships

Prepared by:

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Contents

Introduction

Port Lowestoft is a harbour port in Lowestoft in the English county of Suffolk owned by Associated British Ports. It is the most easterly port in the United Kingdom and has direct sea access to the North Sea. The harbour is made up of two sections divided by a bascule bridge. There is an Inner Harbour formed by Lake Lothing and an Outer Harbour protected by breakwaters.

The harbour was originally built by the Lowestoft and Norwich Navigation Company and developed by the Norfolk Railway following the construction of the Norwich to Lowestoft railway. The original Inner Harbour was constructed in 1831 and the Outer Harbour in 1937. The railway line ran alongside the north side of the docks and a series of docks railway sidings were used mainly for fishing and freight wagons. These lines have mainly been removed from service but in places sections of the track can still be seen.

Traditionally the harbour was the site for an extensive fishing industry as well as engineering and shipbuilding companies. The offshore oil and gas industry has also operated from the harbour with Shell maintaining their Southern Operations base in the harbour from the mid-1960s until 2003. Although the offshore industry remains important, many of these industries have now declined substantially. In the modern era the port is attempting to develop as a focus for the renewable energy sector.

1. Project Appreciation

Suffolk County Council has appointed Mouchel Consulting to undertake optioneering for a third crossing at Lake Lothing. The preferred option will be included within an Outline Business Case to be submitted to the Department for Transport (in December 2015) for consideration, their advice being used to inform a Ministerial decision to provide funding for the scheme. The proposed scheme is a new road crossing either over or under Lake Lothing to ease the current congestion around the town centre and the existing bascule bridge. Lake Lothing is a large saltwater lake which flows into the North Sea at Lowestoft, it forms the Inner Harbour of Port Lowestoft which is owned and operated by Associated British Ports. The type and location of the proposed new crossing has the potential to impact on existing and future maritime based operations on Lake Lothing.

2. Scope of Service

2.1 Scope

Mouchel Consulting's Maritime Division has been asked to provide support to the Transport Planning Team leading the preparation of the Business Case, by gathering available data on existing maritime operations based on Lake Lothing and to forecast possible future maritime operations, which will impact on the proposed solutions for the third crossing and also establish possible benefits / regeneration opportunities available to Port Lowestoft and other Port users from a third crossing. This will be achieved by completing the following tasks:

- Complete a desk top study to identify existing stakeholders
- Prepare a questionnaire to be used to gather information from stakeholders
- Schedule meetings with stakeholders in preparation for a visit to Lowestoft
- Carry out stakeholder meetings
- Collate information on existing and projected future Port usage
- Prepare a report on the existing and future requirements of Port Lowestoft and other Lake Lothing users to identify constraints and opportunities for the proposed crossing and to inform the Options Study.
- Input to final report to Client

2.2 Limitations on Reporting

This report is presented to Mouchel Transport Planning Division in respect of the maritime assessment of options for a third crossing of Lake Lothing at Lowestoft, with the anticipation of it informing an overall options report prepared by Mouchel Transport Planning Division.

Should this report be presented to Suffolk County Council in respect of a third crossing of Lake Lothing at Lowestoft it may not be used or relied on by any other person. It may not be used by Suffolk County Council in relation to any other matters not covered specifically by the agreed scope of this Report.

Notwithstanding anything to the contrary contained in the report, Mouchel Limited is obliged to exercise reasonable skill, care and diligence in the performance of the services required by Suffolk County Council and Mouchel Limited shall not be liable except to the extent that it has failed to exercise reasonable skill, care and diligence, and this report shall be read and construed accordingly.

This report has been prepared by Mouchel Limited. No individual is personally liable in connection with the preparation of this report. By receiving this report and acting on it, the client or any other person accepts that no individual is personally liable whether in contract, tort, for breach of statutory duty or otherwise.

3 Stakeholders

3.1 Identification of Stakeholders

Stakeholders are individuals, departments or organizations whose interests may be affected positively or negatively by the execution of the project. The identification of stakeholders was carried out using a variety of methods, electronic searches and consultations to determine individuals, departments and organizations that may be impacted by or have an impact on this project.

For the purpose of this study and the focus on the existing and future maritime operations at the Port, two levels of stakeholder were identified, primary and secondary. Primary stakeholders, those directly affected by this project, these were considered to be the Port owner, the Port tenants and those who berth at the quays. Secondary stakeholders, those indirectly affected by this project, these were considered to be those who use / pass through Lake Lothing. Table 1 below lists all stakeholders identified.

Table 1 List of Identified Stakeholders

Stakeholder Name	Status	Relationship
Associated British Ports	Primary	Port Owner
Boston Putford Offshore Safety Limited	Primary	Quay User
CEFAS	Primary	Port Tenant and Quay User
Dudman Limited	Primary	Port Tenant and Quay User
Haven Marine Ship Management Limited	Primary	Port Tenant
National Oilwell Varco Limited	Primary	Port Tenant
OGN Group	Primary	Port Tenant and Quay User
Small & Co. (Marine Engineering) Limited	Primary	Port Tenant and Quay User
Excelsior Trust	Secondary	Lake Lothing User
Holmans Marine Solutions Limited	Secondary	Lake Lothing User
International Boat Training College	Secondary	Lake Lothing User

Stakeholder Name	Status	Relationship
Lowestoft Cruising Club	Secondary	Lake Lothing User
Lowestoft Haven Marina	Secondary	Owned by ABP Lowestoft
Northgate Marine Limited	Secondary	Lake Lothing User
Petans Limited	Secondary	Lake Lothing User

3.2 Stakeholder Details

3.2.1 Associated British Ports

Associated British Ports own and operate 21 ports in the United Kingdom, managing around 25% of the UK's sea-borne trade. In 2014, Associated British Ports and its customers handled 94.5 million tonnes of cargo and together with their customers they support 84,000 jobs and contribute £5.6 billion to the UK economy every year.

3.2.2 Boston Putford Offshore Safety Limited

Boston Putford Offshore Safety Limited is a wholly owned subsidiary of Seacor Marine LLC. Seacor Marine, a US listed company, operates one of the world's largest fleets of diversified marine support vessels primarily dedicated to supporting offshore oil and gas exploration and development.

3.2.3 CEFAS

The Centre for Environment, Fisheries and Aquaculture Science (CEFAS) is a world leader in marine science and technology. It collects, manages and interprets data on the aquatic environment, biodiversity and fisheries. CEFAS is an executive agency, sponsored by the Department for Environment, Food and Rural Affairs (DEFRA).

3.2.4 Dudman Limited

Originating as a haulage firm, the Dudman Group of companies has grown and adapted with the industry into an independent group that exports locally produced grain and imports and supplies aggregates and ready-mix concrete.

3.2.5 Haven Marine Ship Management Limited

Haven Marine Ship Management Limited offers a comprehensive marine management service to the International Marine Industry. They specialise in turnkey ship management, naval architecture, marine surveying, consulting, corporate facilities management and commercial facilities management.

3.2.6 National Oilwell Varco Limited

National Oilwell Varco Limited provide a service to the oil industry on a worldwide basis. In the UK, they have facilities in Aberdeen and Lowestoft serving both the North Sea market and onshore operations offering solutions for drilling waste treatment.

3.2.7 OGN Group

Offshore Group Newcastle Limited (trading as OGN Group) is a UK company working within the offshore oil and gas and renewable energy industries. With facilities in Tyneside and Lowestoft, OGN Group can engineer, construct and load out structures from single well gas platforms to complex multi well offshore oil and gas processing plants and similarly a range of offshore renewable related structures.

3.2.8 Small & Co. (Marine Engineering) Limited

Small & Co. (Marine Engineering) Limited specialise in marine repairs and conversions to all types of vessels and are the operators of the Lowestoft Dry Dock. They employ a highly skilled workforce with disciplines in marine engineering, fabrication, Lloyds approved welding, pipe fitting and painting.

3.2.9 Excelsior Trust

Based at Lake Lothing on Oulton broad, The Excelsior Trust is a registered charity whose aim is maintaining and restoring the Lowestoft Smack “Excelsior” LT472 and providing educational facilities for young people to sail and develop life skills.

3.2.10 Holman Marine Solutions Limited

Holman Marine Solutions Limited operate from The Excelsior Boatyard and provide repair, supply and support to the marine industry. They are commercial vessel and yacht builders with slippage and dry storage of any vessel up to 290 tonnes.

3.2.11 International Boat Training College

The International Boat Training College was set up in 1975 to train skilled craftsmen to work in the boatyards of Norfolk and Suffolk. It offers a variety of boatbuilding / maintenance and woodworking courses suitable for both those looking for a career in the industry as well as individuals wanting to develop existing interests and skills or develop new ones.

3.2.12 Lowestoft Cruising Club

The Lowestoft Cruising Club was formed in 1965 by a group of sailors who wanted a sailing club that was dedicated to cruising. They have just under 150 memberships (single, joint and family) and moorings for 71 vessels. On shore there is a small clubroom with showers and toilets. There is also a slipway (maximum 10 tonnes), mast crane, secure car park, and winter storage ashore for about 50 boats.

3.2.13 Lowestoft Haven Marina

Lowestoft Haven Marina is owned by ABP Port Lowestoft. The marina includes 140 fully serviced pontoon berths. The marina has berths from 9.1m (30 ft) up to 15.5m (50 ft). Equipment includes a 70 tonne boat hoist which can haul, launch, load and unload vessels up to 27.5m length and 6.1m beam. Land facilities comprise club and restaurant, boat sales office, marine workshop, on land boat storage and adequate car parking.

3.2.14 Northgate Marine Limited

Northgate Marine Limited supply and repair marine engines. Their waterside premises at Lowestoft are accessible by both sea and river and include slipping and lifting facilities.

3.2.15 Petans Limited

Petans Limited are a registered charity providing professional safety and survival training, across the whole energy sector, both UK and worldwide since 1971. They offer courses and training at locations in Norfolk and Suffolk for offshore survival, firefighting, helicopter operations, marine and management of safety.

3.3 Stakeholder Consultations

In order to understand the business operations, both present and future, of the individual identified stakeholders a questionnaire was prepared and issued. In the majority of cases, most stakeholders were able to be contacted by telephone prior to the issue of the questionnaire to explain the study. Questionnaires were issued to both primary and secondary stakeholders. In addition to the questionnaires, meetings were held with the primary stakeholders who were willing and available to meet on the 08th and 09th October 2015. Table 2 below summarises all stakeholders and the type of consultation conducted.

Table 2 Summary of Stakeholder Consultations

Stakeholder Name	Status	Meeting	Questionnaire Issued	Questionnaire Returned
Associated British Ports	Primary			×
Boston Putford Offshore Safety Limited	Primary			
CEFAS	Primary	×		
Dudman Limited	Primary			

Stakeholder Name	Status	Meeting	Questionnaire Issued	Questionnaire Returned
Haven Marine Ship Management Limited	Primary	×		×
National Oilwell Varco Limited	Primary			
OGN Group	Primary			×
Small & Co. (Marine Engineering) Limited	Primary			
Excelsior Trust	Secondary	×		×
Holmans Marine Solutions Limited	Secondary	×		×
International Boat Training College	Secondary	×		×
Lowestoft Cruising Club	Secondary	×		×
Lowestoft Haven Marina	Secondary	×	×	×
Northgate Marine Limited	Secondary	×		×
Petans Limited	Secondary	×		×

Please note that we were unable to arrange meetings with primary stakeholders CEFAS and Haven Marine Ship Management Limited.

CEFAS informed us that their site at Lowestoft is unmanned and only operational whilst the vessel Endeavour is in Port. CEFAS were unable to answer any questions however directed us to P&O Maritime who operate the Endeavour on their behalf. P&O Maritime completed the questionnaire via telephone.

Contact was made with Haven Marine Ship Management and Ryan Clarke advised that James Laird, the Managing Director was currently unavailable due to ill health and that there was nobody else available who could meet with ourselves.

Lowestoft Haven Marina as part of ABP Port Lowestoft were not sent a separate questionnaire.

A total of 14 questionnaires were issued, however only 5 were returned and the copies can be found in Appendix A.

4 Results of Consultations

4.1 Stakeholder Meetings

4.1.1 Associated British Ports

Associated British Ports expressed that they see Port Lowestoft as ready for the next stage of development. It was explained that they had recently (past 3 months) recruited a senior member of staff in Paul Brooks – Port Manager to lead the future development. Confidential negotiations are well advanced with offshore wind energy companies and it is anticipated that significant investment will follow with announcements possible within the next three months. Expectations are that long term contracts (10 year, 15 year and possible 20 year) tenant deals are likely. ABP see this as lucrative work for the port utilising local highly skilled labour. A further opportunity discussed was the involvement of Port Lowestoft with EDF in the future development of Sizewell 'C' nuclear power station. Port Lowestoft is the EDF preferred port for the collection of excavated fill material from site for inland disposal and the preferred port for export of quarried fill to the site. ABP are considering the rejuvenation of the rail access and sidings to the port in connection with this opportunity. Port Lowestoft advised that the port brings 1,170 jobs and revenue of £79 million to the local area, source was a recent study by ARUP.

4.1.2 Boston Putford Offshore Safety Limited

Boston Putford explained that their business is in the regulatory support to offshore operations which are expected to grow in the future with offshore wind energy farm activity. Due to the nature of the offshore operations the size of vessel in use will not change but the number of vessels based at Lowestoft is likely to increase. Currently they have 9 vessels based at Lowestoft with the largest overall length of 74 m.

4.1.3 Dudman Limited

The business of Dudman is in the export of grain from local sources and import of road stone and construction aggregates for local use. The grain market is currently depressed but Dudman are optimistic that the price of grain will re-bound and that throughput will increase in the future. Dudman are predicting that the current one sailing per week could increase to two or three in the future. Their business is closely linked to biomass power generation plants in Manchester and Hull which are expected to increase demand for grain products. Dudman would not want their use of the berth restricted if this can be avoided. Dudman saw a potential for some improvement to road access to their operations due to an additional crossing as when a dry bulk grain vessel is alongside approximately 84 lorry trips are required to bring the export material to site.

4.1.4 National Oilwell Varco Limited

The business of National Oilwell Varco Limited is the re-cycling of offshore drilling muds. Offshore drilling is currently not taking place at anywhere like previous levels and consequently their business is depressed and has resulted in redundancies from 15 site operatives to 3. All of their trade is brought to and from site by road from Great Yarmouth. Varco do not predict a bright future and as they occupy one of ABP premier berths they may not remain a tenant beyond their current lease expiry (date not known).

4.1.5 OGN Group

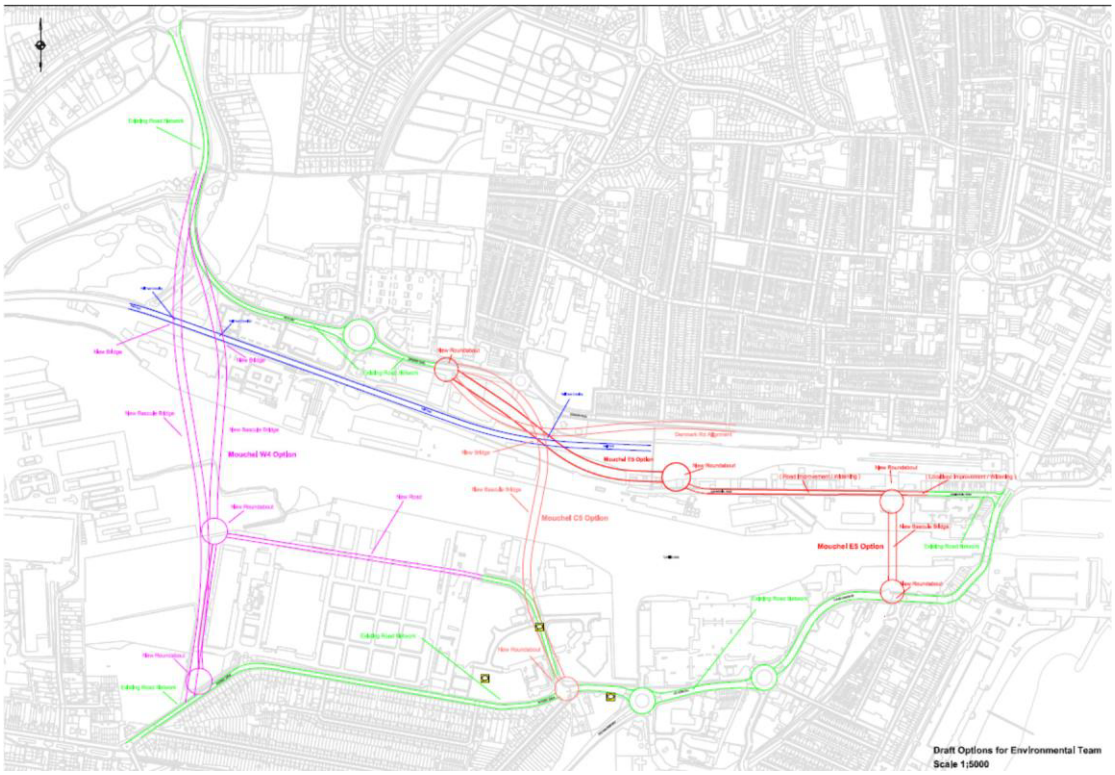
The business of OGN is seen to be in the operation and maintenance of offshore structures and wind farms. OGN are currently in discussions with an offshore wind farm design company and may in the future have up to 180 design engineers, materials procurement and support staff on site. They currently have 5 permanent staff at site. They are also looking at re-introducing a helicopter service for crew transfers offshore. This would be located at the western end of their site, as was previously the case when operated by Shell. The western area of their site is also planned to be used as outside laydown and storage so they would require unimpeded access. A restriction to full growth for OGN is the current width of the entrance at the existing bascule bridge site. If the existing bascule bridge were to be replaced they could profit from an enlarged entrance with of at least 30m to accommodate North Sea barges.

4.1.6 Small & Co. (Marine Engineering) Limited

Small & Co. have recently been acquired by Burgess Marine, Britain's largest independent ship repair company. Burgess Marine have been clear that they intend to grow the business in Lowestoft. Small & Co. currently employ 53 full time staff which can increase to an average of 80 and a maximum of 120 personnel based on contract work underway and subcontractor requirements. The yard does employ local sub-contractors for more specialist works such as high pressure water blasting for hull treatment. As port operations increase generally a similar growth in their business is expected. They are the only remaining drydock operation on the South East coast

5 Options – Constraints and Opportunities

There are broadly three proposed locations for the third crossing of Lake Lothing, namely a western, a central and an eastern option. These are shown on the sketch below.



Lake Lothing third crossing options

Each option introduces its own specific constraints and opportunities.

5.1 Constraints

5.1.1 Western

The westerly most route options are located at such a distance from Lowestoft town so as to form a bypass rather than a new crossing to the town centre. From discussions with port users this option would provide no additional constraints to port operations only if it was to be located west of the site currently operated by OGN (formerly the Shell Quay). If the crossing was to be a lifting bridge and was to be located as shown on the above sketch then this impacts not only on access to an operational quay but also directly impacts on an existing tenanted fabrication workshop. This site is planned to be used for fabrication of offshore structures employing large numbers of skilled workers. Both ABP and OGN would strongly object. It is unlikely that sufficient height

clearance over the site could be provided to clear fabrication and movement of offshore modules.

5.1.2 Central

The central route option, currently shown as C6, is approximately 860 metres west of the existing bascule bridge. Advice from the Harbour Master is that the maximum vessel travel speed within the lake is 4.0 knots (Ref 8.2) and the minimum acceptable speed for larger vessels is 2.5 knots to maintain an acceptable level of steerage. The vessel travel times from the existing bascule bridge to a proposed central lifting bridge would be between 6 minutes and 11 minutes respectively. The Harbour Master, on behalf of ABP, has raised his concerns about the location of a central crossing. He cites that vessel travel time between the existing bascule bridge and a new centrally located bridge when passage is required for berthing at North Quay, North Quay Cargo Terminal and the former Shell Quay (now tenanted by OGN) would require that both bridges be raised at the same time to ensure commercial vessel safety.

ABP are the Statutory Harbour Authority for Port Lowestoft and hold the duty of care for safe marine operations (Ref 8.1 and 8.3). All commercial vessels will have an airdraft requirement greater than the current proposed height clearance (8m, 10m and 11m) and will therefore require raising or opening of a lifting bridge. In essence this will mean that the centrally located bridge would need to be opened for between 11 minutes and 16 minutes. If it were necessary for two commercial vessels to complete this passage the opening times would be considerably extended to include for a safe travelling distance and time between the vessels.

For a central bridge option as currently proposed to be viable, with an independent opening time from the existing bascule bridge, it will be necessary to gain the approval of ABP and the Harbour Master for this. We would suggest that navigation simulation modelling may be a route to achieve this approval by demonstrating that safe navigation between independently opening bridges is viable. Likely costs associated with such modelling may be in the order of £40,000 to £50,000.

It should be noted that for small craft and leisure craft there are scheduled opening times, providing a minimum of 20 minutes of notice has been provided. The scheduled opening times are Monday-Friday 0300, 0500, 0700, 0945, 1115, 1430, 1600, 1900, 2100, 2400 and Saturday-Sunday and Bank Holidays as above with an additional opening at 1800. It should also be noted that the current central option, shown as C6, passes over the Silo Quay operated by Dudman at a location where road stone and construction aggregates are imported at 3,000 tonnes per annum and are stored in heaps of varying heights. Dudman see this business growing in the future and would need to maintain full road height access along the Quay as a minimum and use of the

berth. Coordination will be required between the bridge height and where it crosses the Silo Quay when firmer details are available.

5.1.3 Eastern

The eastern option as shown above directly impacts on both the newly constructed Town Quay (investment £4.5 million) and also on the South Quay. ABP have planned activities planned from both of these Quays. Port Lowestoft is the EDF Energy preferred port for loading and unloading materials and spoil in connection with the future construction of Sizewell 'C' nuclear power station. Both the Town Quay and South Quay feature heavily in Port Lowestoft plans for Sizewell 'C'. The current anticipated earliest start date for this would be 2018 with a forecast of 10 years to first power transmission (2028). EDF Energy reached an agreement with China General Nuclear Power Corporation (CGN) for a nuclear power plant at Hinkley Point, Somerset. This was confirmed by Prime Minister David Cameron and Chinese President Xi Jinping. The agreement also established a wider UK partnership to develop new nuclear power stations at Sizewell and Bradwell. Port Lowestoft is therefore well placed with EDF Energy and would strongly object to any impact on these two critical berths.

5.2 Opportunities

5.2.1 Western

A western option provides the opportunity to have a bridge crossing sufficiently far west of the former Shell Quay (now tenanted by OGN) and clear of any known future commercial port development. The current bridge clearance heights proposed (8m, 10m and 11m) will likely require a reduced number of openings for pleasure craft travelling to and from the Lowestoft Haven Marina and Lowestoft Cruising Club.

5.2.2 Central

The central option, currently shown as C6, offers the opportunity to have an additional bridge crossing sufficiently far away from the existing bascule bridge to potentially have independent opening times. This will require approvals from ABP as the Statutory Harbour Authority and the Harbour Mater. To obtain approvals Navigational Simulation Modelling has been recommended at 5.1.2 above.

5.2.3 Eastern

Eastern options propose no foreseeable opportunity for enhanced port operations.

5.2.4 General

For all crossing locations, some to a greater or lesser extent, the opportunity for a tunnel of some format exists. If considered viable a tunnel option would negate all negative impacts on port operations and this options would be welcomed by all stakeholders with which meetings were held.

6 Summary and Conclusion

We have conducted a search of all waterside stakeholders operating from the existing bascule bridge to the Lowestoft Cruising Club. Questionnaires were sent to all identified stakeholders and all returned information has been considered and included in this report. Two site visits took place for the purpose of familiarisation and for meeting with primary stakeholders. Research has been undertaken to understand the vessel types and frequency of visits to Port Lowestoft. Subsequently research was conducted to ascertain the airdraft for visiting vessels. It was concluded that to accommodate all vessel types visiting the Port a bridge clearance height of a minimum of at least 30m would be required which is not feasible due to the surrounding topography, visual obtrusiveness, infrastructure, suitable tie-in points to the existing road network and cost. Options therefore considered include a lifting bridge or an immersed tunnel. Three crossing locations have been considered, namely a western, central and eastern alignment.

In conclusion, from a maritime operations perspective alone, the most suitable crossing option is a tunnel as this would have least impact on port operations.

Following the tunnel option, of the three locations for a lifting bridge (eastern, central and western), the central option, currently C6 is the most feasible, if both ABP Port Lowestoft and the Harbour Master can be persuaded to accept that the bridges can be opened in sequence. The other two options, eastern and western severely impact proposed future port operations.

7 Recommendations

7.1 Navigation Simulation Modelling

Sections 5.1.2 and 5.2.2 refer to potential requirements for ship simulation modelling to test the safety of independently opening the existing bascule bridge and a proposed centrally located opening bridge. This is most likely the only way that such a proposal would be approved by ABP as the Statutory Port Authority and the Harbour Master who have raised concerns at this proposal.

7.2 Further Consideration of Crossing Silo Quay/ North Quay

The central option C6 also crosses over the Silo Quay / North Quay where aggregates and road stone materials are stored. Careful consideration will need to be given to the crossing point along the quay line so as not to obstruct berthing vessels. The elevation of the bridge over the quay storage area will also need to be considered.

8 References

- Associated British ports – Lowestoft Pilotage Directions (With Amendments To 01/02/2012)
- Associated British Ports Lowestoft Information for Small Craft and Yachts Using Lowestoft Harbour and the Seaward Approaches to Mutford Lock
- Annex C-1: Application of Associated British Ports (ABP)
- Associated British Ports – Lowestoft (web pages)

The above reference documents can be found in Appendix B

Appendix A. Returned Questionnaires

Third Crossing Lowestoft – Consultation with Port Users

DETAILS:

Company Name:	Boston Putford Safety Limited
Company Address:	Columbus Buildings, Waveney Road, Lowestoft, Suffolk, NR32 1BN
Nature of Business:	Owner of fleet of offshore support vessels
Your Name:	Paul Willis
Position in Company:	Operations Director
Date Completed:	07th October 2015

CURRENT (your business as it operates today):

Frequency of vessels associated with your business berthing at the Port:

per day ____ per week ____ per month 14

Considering the largest of the vessels associated with your business berthing at the port, please can you advise on:

Type: Multi Role ERRV – Offshore Vessel

Length Overall, LOA (m):	68	Putford Enterprise
Beam (m):	16	
Draft Ballast (m):	3.0	
Draft Fully Laden (m):	5.2	
Air Draft (m):	21	
Dead Weight Tonnage, DWT (t):	2350	

Approximate duration that this vessel is berthed at the port: 18 hours Varies

FUTURE (your business plan for the future):

Do you have a forward masterplan for your business?:

If yes, what is its horizon (years):

In terms of the frequency of vessels associated with your business entering the Port, do you for see your business growing?: No

If yes, how many would you expect:

per day | per week | per month

In terms of the size of vessels associated with your business entering the Port, do you for see your business growing?: No

If yes, please advise on the size of the largest vessel you would expect:

Type:

Length Overall, LOA (m):

Beam (m):

Draft Ballast (m):

Draft Fully Laden (m):

Air Draft (m):

Dead Weight Tonnage, DWT (t):

Approximate duration that you would expect this vessel to be berthed at the Port:

PROPOSED CENTRAL CROSSING:

Regardless of what this may be and its exact location, please comment on how you think that this will affect your business?

Advantages: No business advantage to us, easier for staff to get to and from work

Disadvantages: Disruption to Port and local roads, adjacent to our premises and workshops

Third Crossing Lowestoft – Consultation with Port Users

DETAILS:

Company Name:	P&O Maritime Services operate the CEFAS Endeavour
Company Address:	Quay Store, North Quay, Commercial Road, Lowestoft, Suffolk, NR32 2TD
Nature of Business:	Surveys
Your Name:	Brian Salter
Position in Company:	
Date Completed:	05th October 2015

CURRENT (your business as it operates today):

Frequency of vessels associated with your business berthing at the Port:

per day [ ] per week [ ] per month [ ] Varies as survey dependant

Considering the largest of the vessels associated with your business berthing at the port, please can you advise on:

Type:	RV Endeavour
Length Overall, LOA (m):	72
Beam (m):	16.1
Draft Ballast (m):	5.5
Draft Fully Laden (m):	5.5
Air Draft (m):	Unknown
Dead Weight Tonnage, DWT (t):	2998

Approximate duration that this vessel is berthed at the port: [ ] Varies – a day to a week

FUTURE (your business plan for the future):

Do you have a forward masterplan for your business?:

If yes, what is its horizon (years):

In terms of the frequency of vessels associated with your business entering the Port, do you for see your business growing?: No

If yes, how many would you expect:

per day | per week | per month

In terms of the size of vessels associated with your business entering the Port, do you for see your business growing?: No

If yes, please advise on the size of the largest vessel you would expect:

Type:

Length Overall, LOA (m):

Beam (m):

Draft Ballast (m):

Draft Fully Laden (m):

Air Draft (m):

Dead Weight Tonnage, DWT (t):

Approximate duration that you would expect this vessel to be berthed at the Port:

PROPOSED CENTRAL CROSSING:

Regardless of what this may be and its exact location, please comment on how you think that this will affect your business?

Advantages: Will improve greatly. Lost time currently can be up to 2 hours especially from spring through to Autumn (holiday season). Haulage companies refuse to travel into Lowestoft. Staff struggle to get home, can often take 75minutes to travel 5.5 miles. Emergency services have difficulty getting through the traffic.

Disadvantages: Maintenance of crossing and toll, if there was a charge

Third Crossing Lowestoft – Consultation with Port Users

DETAILS:

Company Name:	Dudman Lowestoft Limited
Company Address:	Commercial Road, North Quay, Lowestoft, Suffolk, NR32 2TE
Nature of Business:	Grain Silos Shipping
Your Name:	Chris Grosscurth
Position in Company:	General Manager
Date Completed:	07th October 2015

CURRENT (your business as it operates today):

Frequency of vessels associated with your business berthing at the Port:

per day [ ] per week [1] per month [ ]

Considering the largest of the vessels associated with your business berthing at the port, please can you advise on:

Type:	General Cargo Vessels
Length Overall, LOA (m):	100
Beam (m):	15-16
Draft Ballast (m):	3.5
Draft Fully Laden (m):	4-6
Air Draft (m):	21
Dead Weight Tonnage, DWT (t):	5000
Approximate duration that this vessel is berthed at the port:	48 hours

FUTURE (your business plan for the future):

Do you have a forward masterplan for your business?: Yes

If yes, what is its horizon (years): 10

In terms of the frequency of vessels associated with your business entering the Port, do you for see your business growing?: Yes

If yes, how many would you expect:

per day | per week 2-3 | per month

In terms of the size of vessels associated with your business entering the Port, do you for see your business growing?: Yes

If yes, please advise on the size of the largest vessel you would expect:

Type: Vessel dictated by locks as to largest vessel

Length Overall, LOA (m):

Beam (m):

Draft Ballast (m):

Draft Fully Laden (m):

Air Draft (m):

Dead Weight Tonnage, DWT (t):

Approximate duration that you would expect this vessel to be berthed at the Port:

PROPOSED CENTRAL CROSSING:

Regardless of what this may be and its exact location, please comment on how you think that this will affect your business?

Advantages: More direct traffic route

Disadvantages: Air draft, congestion on road, public in port

Third Crossing Lowestoft – Consultation with Port Users

DETAILS:

Company Name:	National Oilwell Varco
Company Address:	No 1 Shed, Town Quay, Commercial Road, Lowestoft, Suffolk, NR32 2TE
Nature of Business:	Oil Industry Your
Name:	Ivan Mingay
Position in Company:	Site Coordinator
Date Completed:	05th October 2015

CURRENT (your business as it operates today):

Frequency of vessels associated with your business berthing at the Port:

per day 0 per week 0 per month 0

Considering the largest of the vessels associated with your business berthing at the port, please can you advise on:

Type:	
Length Overall, LOA (m):	
Beam (m):	
Draft Ballast (m):	
Draft Fully Laden (m):	
Air Draft (m):	
Dead Weight Tonnage, DWT (t):	
Approximate duration that this vessel is berthed at the port:	

FUTURE (your business plan for the future):

Do you have a forward masterplan for your business?: Yes

If yes, what is its horizon (years): 5 - 10

In terms of the frequency of vessels associated with your business entering the Port, do you for see your business growing?: No

If yes, how many would you expect:

per day 0 per week 0 per month 0

In terms of the size of vessels associated with your business entering the Port, do you for see your business growing?: No

If yes, please advise on the size of the largest vessel you would expect:

Type:

Length Overall, LOA (m):

Beam (m):

Draft Ballast (m):

Draft Fully Laden (m):

Air Draft (m):

Dead Weight Tonnage, DWT (t):

Approximate duration that you would expect this vessel to be berthed at the Port:

PROPOSED CENTRAL CROSSING:

Regardless of what this may be and its exact location, please comment on how you think that this will affect your business?

Advantages: Less congestion for lorry's transporting containers

Disadvantages: More congestion for lorry's entering Commercial Road

Third Crossing Lowestoft – Consultation with Port Users

DETAILS:

Company Name:	Small and Company Marine and Engineering Limited
Company Address:	The Dry Dock, 50 Commercial Road, Lowestoft, Suffolk, NR32 2TE
Nature of Business:	Ship repairers, dry dock operators
Your Name:	Paul Kirby
Position in Company:	Managing Director
Date Completed:	05th October 2015

CURRENT (your business as it operates today):

Frequency of vessels associated with your business berthing at the Port:

per day [ ] per week [4] per month [ ]

Considering the largest of the vessels associated with your business berthing at the port, please can you advise on:

Type:	Any class of Tugs, PSV, Standby Vessels, General Cargo, Wind Transfer
Length Overall, LOA (m):	20-75
Beam (m):	4-17
Draft Ballast (m):	1.0
Draft Fully Laden (m):	6.0
Air Draft (m):	N/A
Dead Weight Tonnage, DWT (t):	Any
Approximate duration that this vessel is berthed at the port:	1 day to several weeks

FUTURE (your business plan for the future):

Do you have a forward masterplan for your business?: Yes

If yes, what is its horizon (years): 15

In terms of the frequency of vessels associated with your business entering the Port, do you for see your business growing?: Yes

If yes, how many would you expect:

per day | per week | per month | Difficult to say

In terms of the size of vessels associated with your business entering the Port, do you for see your business growing?: Yes

If yes, please advise on the size of the largest vessel you would expect:

Type: As above if it will enter Port we will work on it

Length Overall, LOA (m):

Beam (m):

Draft Ballast (m):

Draft Fully Laden (m):

Air Draft (m):

Dead Weight Tonnage, DWT (t):

Approximate duration that you would expect this vessel to be berthed at the Port:

PROPOSED CENTRAL CROSSING:

Regardless of what this may be and its exact location, please comment on how you think that this will affect your business?

Advantages: If at the same time the channel was widened and the new bridge did not restrict passage into the inner harbour, this would help enormously. Any improved access to road links away from the Port entrance at Commercial Road would be a major boost for the North side of the Port.

Disadvantages: Wherever the crossing is sighted there would not be any disadvantages

Appendix B. Reference Documents

ASSOCIATED BRITISH PORTS - LOWESTOFT

PILOTAGE DIRECTION

(With Amendments To 01/02/2012)

1. AUTHORISATION

Pilotage Act 1987.
Associated British Ports Lowestoft (Pilotage) Harbour Revision Order 1988.

2. AREA OF JURISDICTION

The ABP Lowestoft Competent Harbour Authority area is between the following co-ordinates and westwards to the high water coastline including the inland boundaries of the Port of Lowestoft.

Lat 52[11] 31.5'N	and	Long 001[51] 50.0'E
Lat 52[11] 26.1'N	and	Long 001[51] 50.0'E

3. COMPULSORY PILOTAGE

Pilotage is compulsory within the Lowestoft area of jurisdiction for the following vessels

I. All vessels or tows* of 60.0 metres LOA or more.

II. All vessels or tows of over 20.0 metres LOA carrying:

a} Dangerous or noxious liquid substances in bulk**,
b) Explosives

III. All vessels or tows of over 30.0 metres LOA carrying:

a) More than twelve passengers,

IV. All vessels of less than 60 metres LOA, deemed to be a potential hazard to safe navigation.

Length of tow to be measured from bow of the towing vessel to stem of the towed craft.
Merchant Shipping (Dangerous or Noxious Liquid Substances in Bulk) Regulations 1996 as amended

4. EXEMPTIONS FROM COMPULSORY PILOTAGE

The following categories of vessels shall be exempt from compulsory pilotage:-

I. HM vessels, and foreign naval vessels.

II. Vessels on passage through the seaward area of jurisdiction.

III. Vessels named on the Port's MMO approved disposal licence, less than 80m LOA, engaged in harbour dredging operations and the transport of dredged materials.

5. NON-COMPULSORY PILOTAGE

Non-Compulsory Pilotage is provided to and from customary boarding positions, and anchorages outside the area of jurisdiction.

6. SAFETY OF NAVIGATION

Notwithstanding any other pilotage direction, Associated British Ports may compel any vessel to take a Pilot if, for any reason, it is deemed to be a potential hazard to safe navigation e.g.

I. Vessels with dangerous or hazardous cargo.

II. When the vessel's main propulsion or steering systems is not fully functional.

III. When the Vessel is in distress or taking in water.

IV. Where a Vessel requires a 'bridge transit' with a list, cargo or structural overhang or near maximum dimensions.

V. Vessels without serviceable, navigational or communication equipment necessary for safe navigation within the area of jurisdiction.

VI. Vessels with an LOA of 60.0 metres and above, where a bridge transit is required when shifting within the Harbour.

7. SPECIAL CIRCUMSTANCES

Deviation from these Directions may, in special circumstances, be allowed but only following a formal risk assessment of the intended deviation.

Captain R. Musgrove MNI
HARBOUR MASTER

SCHEDULE No.1

1.1 ESTIMATED TIME OF ARRIVAL AT PILOT BOARDING POINT

Vessels bound into the Lowestoft Pilotage Area requiring the service of a pilot shall give 24 hours advance notification, either directly or through their appointed agent, of the estimated time of arrival (ETA), maximum draught and the nature of any defects.

A further estimated time of arrival should be sent direct by VHF radio not later than 3 hours before arrival at the pilot boarding station, and radio contact must be maintained if it is necessary to vary the ETA.

1.2 ESTIMATED TIME OF DEPARTURE OR VESSELS MOVING WITHIN THE DISTRICT WHICH REQUIRE THE SERVICES OF A PILOT

Outgoing vessels or vessels moving within the Lowestoft Pilotage Area which require the services of a pilot shall give at least 1 hours notice of their estimated time of departure (ETD).

1.3 DEPLOYMENT OF PILOT BOAT FOR BOARDING AND LANDING.

The pilot boat provided by the CHA will only put to sea when its services are required. There is no cruising or anchored pilot vessel. It is essential that advance notice of the need for the services of a pilot be given.

1.4 FAILURE TO COMPLV WITH ETAIETD REQUIREMENTS

Vessels failing to provide an ETA or ETD may be delayed in the event of a pilot not being available.

PILOT BOARDING POSITIONS

Three pilot boarding stations for Lowestoft are indicated on chart BA 1535:-

South — Lat. 52sa 26.50' N Long.001sa 48.25' E
South East of South Holm buoy- used by vessels approaching from the South and East wishing to enter via the Stanford Channel.

Lat 52sa 29.80' N Long.001R 47.00' E
West of the West Holm buoy- Normally used by vessels approaching from the North or when sea conditions make the South station unusable for reasons of safety.

Outer — Lat.52R 32.00' N Long.00111 52.00' E
North East of the Holm Approach Buoy - vessels approaching from the North or East, whose Master's are unfamiliar with the area, use the Outer station.

SCHEDULE No. 2

PILOTAGE EXEMPTION FOR COMPULSORY VESSELS

The Master, or bona fide Rrst Mate of a vessel, trading to and from the Port of Lowestoft may be granted a Pilotage Service Exemption Certificate (PEC) by Associated British Ports providing that the 'Criteria of Qualification' can be satisfied. They must also demonstrate a good knowledge of all aspects of pilotage and general navigation within the Port of Lowestoft and its seaward approaches.

1. CRITERIA OF QUALIFICATION

1) Documentary proof (e.g. official log book entries) of at least twelve 'voyages', (Each voyage comprising of one inward and one outward passage) in command of the vessel (or class of vessel/s) for which application is made.

2) Documentary proof, that three of the required 'voyages' have taken place during the hours of darkness.

3) Documentary proof that three of the required 'voyages' have taken place during the previous twelve months.

4) Documentary proofs that the applicant holds the relevant Certificate of Competency complete with a valid medicalcertificate.

5) Effective working knowledge of the, English language.

2. FORM OF APPLICATION

An official Form of Application is required and may be obtained on request from the Harbour Master.

When completed, this form should be supported by Items (1), (2), (3) and (4) above, of the Criteria of Qualification and presented to the Harbour Master as a request for examination.

The charges for examination and administrative procedures associated with the issue and renewal of PECs shall be subject to annual review and will be supplied with an application request.

3. EXAMINATION

Examination will be by mutual arrangement, subject to Items (4) and (5) of the Criteria of Qualification and be conducted on a verbal/practical basis.

A syllabus covering the knowledge required for an oral examination is available from the Harbour Master.

Upon successful examination, a "Provisional" PEC will be issued. Further voyages must be undertaken with a Pilot on board, in an observing capacity, until the Pilots and Harbour Master are satisfied with the practical proficiency of the applicant. Then a "Full" PEC will be issued to the applicant.

4. PILOTAGE EXEMPTION CERTIFICATE

1. The PEC is valid for twelve months and applies only to the vesseVs listed on the Certificate. When a PEG is issued, the PEC holder and their employer shall be required to sign a PEC User's Letter of Agreement on terms of use of a Pilotage Exemption Certificate.

II. Certificates shall be uniquely numbered and will include the name and description of each ship and class or type of vessel that the certificate holder is authorised to pilot in the Pilotage Area.

III. Certificate holders shall not allow any other person to have possession, or make improper use, of the certificate.

IV. Certificate holders shall conform strictly to all local pilotage requirements.

a) Amendments

An official Form of Application must be completed, if additional vessels are required for inclusion on an issued certificate

Granting such amendments will depend on the characteristics of the additional vesseVs in relation to those listed on the Pilotage Exemption Certificate.

Incompatibility may result in practical examination by the pilotage service.

b) Renewals

An official Form of Application is required complete with documentary proof that at least three 'voyages' have taken place during the previous twelve months.

Proof must also be provided that the PEC holder's Certificate of Competency and Medical Certificate are still valid.

If a PEG is renewed without a lapse it shall be deemed to be a continuous renewal.

After a period of five years of continuous renewal, from the date of issue of a Pilotage Exemption Certificate, the PEG holder shall be required to be fully reassessed by a PEC examination/interview to ensure the relevant skills and knowledge are maintained.

c) Lapsed Certificate Renewal/Insufficient Qualifying "Voyages"

An application for renewal of a Pilotage Exemption Certificate, which has lapsed, or has insufficient qualifying 'voyages' (6b), carries the requirement that a pilot must be taken for three complete 'voyages' before the certificate may be issued.

After these voyages the PEC holder may be required to undertake a further PEC examination/ interview.

5. SAFETY OF NAVIGATION

A PEC holder may be compelled to take a Pilot, if for any reason, it is deemed their vessel may be a potential hazard to safe navigation. For example;

I. Vessels carrying dangerous or polluting cargoes must, must report any defects or deficiencies that may prejudice its safe navigation to the Harbour Master, at least 2 hours prior to arrival.

II. A vessel with main engine or steering difficulties must report to the Harbour Master at least 2 hours prior to the vessel's arrival.

Ill. A vessel requiring a "Bridge transit" with a list,cargo or structural overhangs or tight dimensions, must inform the Harbour Master at the earliest opportunity, so that a risk assessment may be made on the viability of this operation.

IV. A vessel in distress.

6. PEC HOLDERS CHARGE

Any vessel under pilotage in the Lowestoft Pilotage Area, which is under pilotage of a Master or Mate holding a PEC, may be subject to a reasonable charge for each arrival or sailing.

7. NEGLIGENCE

In the event that the holder of a Pilotage Exemption Certificate shall commit any proven act of serious negligence when piloting his vessel within the area of jurisdiction, Associated British Ports reserve the right to suspend or revoke the certificate forthwith.

8. REPORT ON NAVIGATION CHANGES

PEG holders who observe any alterations in depths and the position of the navigable channels, or that any sea marks of the National Lighthouse Authority are out of place or do not conform, or show their proper distinctive character, shall as soon as practicable deliver or send a statement in writing to the CHA

9. REPORTING COLLISIONS. GROUNDINGS AND CLOSE QUARTER SITUATIONS

A Master or First Mate holding a PEG whose vessel has touched the ground or has been in collision or a close quarter situation with any other ship or any fixed or floating object in the waters, for which he holds such a certificate, shall as soon as practicable report the occurrence to the Harbour Master and the Maritime and Goastguard Agency (MGA) and provide a written report to the GHA within 14 days of the occurrence. Additionally in accordance with the port's Safety Management System, PEG holders are required to report to the GHA any concerns they may have regarding safety of navigation in the Pilotage Area. Please refer to Marine Guidance Note MGN 289 (M+F) Annex A - Reporting Requirements - for further detailed guidance.

10. CHA INVESTIGATION/ENQUIRY FOLLOWING AN INCIDENT

I. PEG holders shall attend at the order or summons of the CHA to answer any complaint or charge which may be made against them for the misconduct, or in respect of any marine casualty which may have occurred, whilst they were in charge of their vessels in that part of the Pilotage Area for which they are certificated.

II. The Harbour Master has the right to suspend or revoke a PEG if it is shown that the holder has been guilty of incompetence or misconduct.

III. The PEG holder will be issued with a written warning before any suspension or revocation and shall have the right to make representation to the Harbour Master.

IV. Pending any such investigation and hearing the PEG shall be suspended by the Harbour Master as stipulated in the terms of the PEG User's Letter of Agreement.

11. APPEALS

The Pilotage Act 1987 provides a right for an applicant to make representation in the event of a refusal to grant, renew or alter a PEC and in the event of a suspension or revocation of a PEC.

I. In the event of a refusal to grant an initial PEC the Harbour Master will inform the applicant of the reason. The applicant may then make representation to the Harbour Master who will discuss the representation with the licensing committee and decide whether to uphold the rejection or grant the PEC.

II. If, having received a renewal application, the Harbour Master is not satisfied that the PEC holder continues to satisfy the criteria laid down for possession of a PEC he will recommend suspension or revocation of the PEC and inform the holder of the reason(s). The holder will be given a month in which to make representation to the Licensing Committee. The PEC will remain valid until representation is made and considered by the Committee or for one month if no representation is made within that period.

III. If no renewal application is received from a PEC holder the PEC will be cancelled automatically on the renewal date.

IV. In all cases the decision of the Licensing Committee will be final.

Captain A. Musgrove MNI
HARBOUR MASTER

ASSOCIATED BRITISH PORTS
LOWESTOFT

INFORMATION FOR SMALL CRAFT AND YACHTS USING LOWESTOFT HARBOUR AND THE SEAWARD APPROACHES TO MUTFORD LOCK:

1. ALL vessels must enter, leave and navigate in the harbour in accordance with the International Regulations for Preventing Collisions at Sea.

1(A) Small craft and yachts should give particular attention to "Narrow Channels" Rule No 9(b) "a vessel of less than 20 metres in length or a sailing vessel shall not impede the passage of a vesselwhich can safely navigate only within a narrow channel or fairway".

2. Approaching, departing and transit craft must make every reasonable effort to establish and maintain contact with the Lowestoft Harbour Control on VHF Channel14.

2(A) ANY vessel without radio contact must give particular attention to the harbour control lights and navigate with extreme caution in the vicinity of structures, which may mask their presence.

3. ALL vessels must observe the internationalport traffic signals located on the South Pier, Waveney Dock dump-head and in the Yacht Basin.

- Three verticalred lights vessels shall not proceed.
- Green,white, green verticallights a vesselmay proceed only when it has received specific orders to do so.

3(A) For small craft and yachts without VHF communication the green, white, green signalmay be considered in favour of proceeding with extreme caution, those vessels in the Waveney Dock and Yacht Basin must contact the Port Controlbefore departure.

3(8) Mariners should note that Port Control (located at the harbour bridge) and departing vessels within the Outer Harbour basin, have extremely limited vision to the north of the entrance piers and should conduct their navigation accordingly.

Please also note that a Bond Air Services Helicopter will be operating regularly,from the Hellpad located near the traffic signallights at the entrance to the Waveney Dock.When a Helicopter take -off or landing Is expected Port Control will restrict the passage of vessels past this locality, for the safety of vessels and the helicopter.Mariner's co peratlon with these Instructions Is very much appreciated.

4. The Lowestoft Harbour Bridge (between the Outer and Inner Harbours) will only be opened on demand for commercial shipping over 50 GRT.

4(A) Commercialshipping is discouraged from passage:0815 0900 hours, 1230-1300 hours and 1700-1745 hours.

4(8) Small craft and yachts may use a bridge opening for commercial shipping provided that prior arrangement has been made with Lowestoft Harbour Control-VHF Channel14, telephone 572286 or personal visit, subject to vesels proceeding in the same direction as the commercial vessel. Other vessels wishing to pass through the bridge from the opposite direction will have to wait for the next advertised small craft opening time.

4(C) In addition to 4(8) and subject to prior notification of at least twenty minutes, small craft and yachts may be given a bridge opening at the following times:

Monday-Friday:- 0300,0500,0700,0945, 1115,1430, 1600, 1900,2100,2400.
Sat. Sun. Bank Holidays:- 0300, 0500,0700, 0945, 1115,1430, 1600, 1800, 1900, 2100,2400.

4(0) A waiting pontoon for small craft and yachts is available in the east end of the Trawl Dock for vessels waiting a bridge lift. All vessels must maintain a listening watch on VHF14 and follow instructions from Port Control. Failure to maintain a close listening watch may mean missing the advertised lift. If late for a bridge lift Inform the Bridge operator, As Soon As Possible.

5. Navigation in the bridge channelis controlled bVHF advice with additional red and green "traffic lights" when the bridge is operated. Vessels must not proceed through the bridge until the leaves are fully raised AND the green traffic lights are exhibited on the North side of the Bridge Channel

5(A) Small craft and yachts in a flotilla situation should make every effort to co-ordinate their requirements with Lowestoft Harbour Control, 'close up' and ensure that the time taken to transit the bridge channel is reasonable, safe and kept to the minimum. Once the bridge has been lifted the red lights on the east and west side may both be switched to green, allowing inwards and outwards movements at the same time. Should a light remain red, a vesselmust not proceed until instructed by the bridge operator, keeping clear of vessels using the main channel.

NOTE: Long bridge openings make It difficult to preserve the facility from pressures of road traffic and In consequence bridge operators are Instructed not to walt for stragglers.

6. Small craft passing under the bridge have a clearance of 2.2 metres at mean high water springs (approximately 2.4 metres on the tide gauge) with a reduction of 0.5 metres for the arch sides. Vessels able to drop masts and aerials and which can pass under the bridge, must do so, once they have received permission from Port Control

7. The maximum permitted speed In the harbour Is 4 knots.

8. Water skiing activities and the use of jetbikes or jetskis in the harbour area is subject to written permission.

9. General port details may be obtained from Admiralty Chart No 1535, which is generally updated every year.

9(A) Visitor Moorings:

Lowestoft Haven Marina – School Road 01502 580300,
Lowestoft Haven Marina-Hamilton Dock 01502 580300,
Royal Norfolk & Suffolk Yacht Club - 01502 566726,
Lowestoft Cruising Club (occasional)- 07913 391950,
Oulton Broad Yacht Station- 01502 574946.

9(8) Vessels approaching from the sea must contact Lowestoft Port Control on VHF 14 prior to entry Into the Harbour. This should be done 2 cables from the harbour entrance. A vessel requiring a bridge lift may be directed to wait in the bridge channel or on the waiting pontoon in the east end of the Trawl Dock. VHF 14 must be monitored at all times when waiting for a bridge or when on passage in the harbour.
Lowestoft Haven Marina (LHM) is situated on the south side of Lake Lathing 400 metres from Mulford Lock. Vessels requiring a berth must call Lowestoft Haven Marina which maintains a listening watch on VHF 80 and 37. Before leaving Lowestoft Haven Marina on passage to sea contact the Port Control on VHF 14 for details of vessel movements and remain on this channel until clear of the Harbour entrance. Keep to the 4 Knot speed limit, allow a minimum of 25 minutes passage time from the LHM to the Bridge. Vessels Observed breaking the speed limit will be refused a bridge lift until the next advertised small craft opening.
Hamilton Dock Marina is operated by LHM and is found on the North side of the Hamilton Dock, Lowestoft Outer Harbour.

9(C) Passage of vessels between the Bridge channel and the Yacht Basin is controlled for departing vessels only. Due to the restricted visibility and manoeuvring room, vessels must at all times contact the Port Control before departure on VHF14, telephone 572286 or personal visit.
As there are no controlling lights for vessels entering the Yacht Basin, vessels exiting this basin must proceed with extreme caution, even when the green white green lights are shown for departure from the Yacht Basin.

9(D) Passage of vessels between the Outer Harbour and the Waveney Dock is controlled for departing vessels only. Due to the restricted visibility and manoeuvring room, vessels must at all times contact the Port Control before departure on VHF14, telephone 572286 or personal visit.
As there are no controlling lights for vessels entering the Waveney Dock, vessels exiting this dock must proceed with extreme caution, even when the green white green lights are shown for departure from the Waveney Dock.

10. The mooring of small craft or yachts alongside any property owned by Associated British Ports is only permitted with the permission or direction of the Harbour Master, and may attract a charge in accordance with the published tariff.

11. All small craft and yachts are strongly advised to obtain the latest weather information before proceeding to sea.

12. Lifejackets should be wom at all times when on passage in Lowestoft Harbour and when at sea.

MUTFORD LOCK AND OPENING BRIDGES

Transit bookings by telephone 01502 531778 Lock or 01502 574946 Oulton Broad Yacht Station or VHF Ch. 73

Mulford Lock, connecting the Lowestoft Inner Harbour with Oulton Broad, is operated daily under the direction of the Broads Authority and provides a point of access to approximately 120 miles of navigable Inland waterways.

The Lock, with safe usable dimensions of 22 metres x 6.5 metres, has a water depth of 2 metres plus tidal variations and should only be used by craft suitable for the water depths of Oulton Broad. Non-local craft with a draft exceeding 1.7 metres should seek advice from Mulford Lock staff and consider the Oulton Broad tide, which is approximately three hours after Lowestoft with a mean range of 0.7 metres.

Mutford Road Bridge, adjacent to the Lock, has a clearance of 2.1 metres at mean high water springs (approximately 2.4 metres on the Lowestoft tide gauge) and it is therefore advisable for all craft requiring an opening to make an advance booking and to be prepared to wait. Such bookings wilt automatically include the Railway Bridge located close eastward. VHF Channels 73, and 14 are monitored on an occasional basis by Mutford Control, which is attended daily in response to bookings and at the following times: a) Weekly April to October: 0800-1800 b) Fri/Sat/Bank Holidays May-September: Any vessel wishing to use Mutford between 1800-1930 must give notice on VHF or telephone before 1700 on that day c) Weekly Nov-March 0800-1100 (Pre-booking advisable).

NOTES: 1. A charge of £10.00 is levied for each lock transit or day return- (subject to review)
2. Broads tolls are payable in addition to the inward lock transit depending on length of stay.
3. Craft entering with a fixed air draft of more than 7.3m are confined by fixed bridges to the River Waveney.
4. Local maps and publications are recommended.
5. Mutford Road Bridge, Lifting Restrictions : Prior to 0900, 1200-1300, 1700-1800.
6. Railway Bridge may be delayed swinging due to late arrival of trains.

USE OF JETSKIS – LOWESTOFT HARBOUR

The Lowestoft Harbour Bye-laws 1993- No.10 states:-

Water ski-ing, boardsailing and the use of jetbikes or jetskis in the Harbour area, may take place only where expressly permitted in writing by the Harbour Master.

In order to obtain written permission from the Harbour Master, the following criteria must be met before a decision is made on allowing an applicant in the Harbour area with a jetski or jetbike.

- The Port does not operate a launching slipway, so written proof of an agreement with a berth owner or operator, is needed where the jetskiis to be launched.
- There must be hand-held VHF onboard the vessel to monitor traffic and call the Port Control on VHF Channel 14 when launching, approaching the Bridge and entering and berthing the Harbour.
- Jetski to proceed from its launch slipway directly to sea, keeping to the speed limit of 4 knots and observing all traffic signallights In the Harbour and directions from the Bridge Operator.
- Mooring of jetskis in the Harbour alongside ABP quays or vessels berthed in the Harbour is strictly prohibited unless prior agreement is obtained from the Bridge Control or vessel owner.
- Details of jetski and any distinguishing features to be registered with the Harbour Master.
- Jetskis to be in sound and good mechanical condition.
- Lifejackets are to be wom by aU riders.
- Written evidence of adequate insurance cover must be provided and maintained.

Written permission will be provided by the Harbour Master, if he is satisfied that the above conditions will be met. A.B.P. reserves the right to suspend or revoke any permission if any of the above conditions are not kept, or if it is felt that on the grounds of safety, the passage of jet skis in the Harbour becomes a hazard to its owner or other Harbour users.

CAPTAIN R. E. MUSGROVE
HARBOUR MASTER
LOWESTOFT
7th November 2011

Annex C-1: Application of Associated British Ports (ASP)

Associated British Ports' (ABP) application covers 18 of their harbours in England and Wales:

Barrow	Goole	King's Lynn	Silloth
Barry	Grimsby	Lowestoft	Swansea
Cardiff	Hull	Newport	Teignmouth
Fleetwood	Immingham	Plymouth	
Garston	Ipswich[1]	Port Talbot	

[1] ABP have existing powers of general direction with respect to Ipswich which will require to be repealed if they proceed with designation under section 40A of the Harbours Act 1964 (see paragraphs 1.17 and 1.18 on page 15 of the consultation document and paragraphs 1.20 to 1.24 on pages 16 and 17 for more detail.

ASSOCIAIED
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Caroline Wall
Ports Governance Branch
Department for Transport
Zone 1/22
Great Minster House
76 Marsham Street
London
SW1P4DR

(by email)

Our Ref	Your Ref.	Date
DMA WSH	MARl 016/003/0009	30th June 2014

Dear Caroline,

Harbour Directions:Joint Application in Respect of a Number of Ports in England and Wales owned by Associated British Ports (ASP)

Further to our correspondence in March 2014, indicating our intention to seek Powers of Harbour Direction for a number of ABP ports, we are pleased to now submit our formal application to be designated with those powers (under sections 40A-40D of the Harbours Act 1964 (HA 1964) as inserted by section 5 of the Marine Navigation Act 2013).

This application is made on behalf of ABP acting as a Statutory Harbour Authority, and is made on the instruction of the ABP Board members in their capacity as "Duty Holder" for the SHA.

ABP is ultimately owned by ABP (Jersey) Limited, a limited liability company domiciled and incorporated in Jersey. However, under Part II of the Transport Act 1981 ABP is controlled by Associated British Ports Holdings Ltd (ABPH), a company formed by the Secretary of State. The directors of ABP (of which there must not be less than five nor more than thirteen) are appointed by ABPH, but ABPH has no power to give directions to the directors of ABP in respect of the execution of their powers and duties as a Harbour Authority. The directors of ASP while acting in their capacity as Harbour Authority are therefore the "Duty Holder" as defined by the Port Marine Safety Code.

ABP is the Statutory and Competent Harbour Authority for the following ports and harbours, although the precise nature of the arrangements varies according to local circumstances:

Ayr	Goole	King's Lynn	Southampton
Barrow	Grimsby	Lowestoft	Swansea
Barry	Hull	Newport	Teignmouth
Cardiff	Humber	Plymouth	Treon
Fleetwood	Immingham	Port Talbot	
Garston	Ipswich	Silloth	

For the purposes of this application, Powers of Harbour Direction are sought for the following ports:

Barrow	Goole	King's Lynn	Silloth
Barry	Grimsby	Lowestoft	Swansea
Cardiff	Hull	Newport	Teignmouth
Fleetwood	Immingham	Plymouth	
Garston	Ipswich	Port Talbot	

That is to say, powers are not being sought for the ports in Scotland (for which separate application will be made to Transport Scotland), and those ports already having Powers of General Direction (Southampton and Humber)

Contact Details

This application, covering multiple ports, is being coordinated on behalf of the SHA by ABP's Marine Advisor to the Board. All enquiries and correspondence should be addressed to:

William Heaps
Deputy Marine Advisor
Associated British Ports
Ocean Gate
Atlantic Way
Southampton
S014 3QN

Email:
Web: www.abpmarine.co.uk

Direct line Telephone: Mobile Telephone:

Rationale for Application for Powers of Harbour Direction

ABP was instrumental in the development of the Port Marine Safety Code, and has publicly committed to full compliance with all aspects of the code, including continuous improvement in the manner in which we conduct all of our marine operations.

The first substantive paragraph of the PMSC (section 1.2) requires harbour authorities to ensure that:

"Duties to ensure the safety of marine operations are matched with general and specific powers to enable the authority to *discharge these duties."*

Furthermore, section 3.3 states that:

"Existing powers should be reviewed on a *periodic basis by harbour authorities, to avoid a failure in discharging its duties or risk exceeding its powers."*

And section 3.4 recommends that:

"Harbour authorities would be well advised to secure powers of general direction to support the effective management of vessels in their harbour waters, if they do not have them already."

The majority of the ports for which application is being made, rely on very old legislation to regulate the movement of vessels within their respective statutory areas.

These are generally a combination of "enabling acts" and local byelaws. In almost all cases these are inaccessible documents, due to their age and the archaic terms and language used in their drafting. See table below for a general summary of enabling acts and byelaw dates.

Port	Primary Act	Current Byelaws
Barrow	Furness Railway Act, 1848	1985
Barry	Barry Dock and Railways Act 1884	1923
Cardiff	Bute Docks Act, 1865	1929
Fleetwood	The Preston and Wyre Railway and Harbour Act 1835	1982
Garston	St. Helens Canal and Railway Company Act 1846	1928/1980
Goole	Aire and Calder Navigation Act 1820	2006
Grimsby	Grimsby Haven Act 1825	1939
Hull	Kingston-upon-Hull Dock Act 1774	1927
Immingham	Humber Commercial Railway and Dock Act 1901	1929
Ipswich	The Port of Ipswich (transfer of undertaking) HRO 2002	1996
King's Lynn	King's Lynn Docks and Railway Act 1865	1935
Lowestoft	Norwich and Lowestoft Navigation Act 1827	1993
Newport	Newport Dock Act 1835	1923 (and additions)
Plymouth	Millbay Pier Act 1840	1894/1972
Port Talbot	Port Talbot Railways and Docks act 1894	1923/1927
Silloth	Carlisle and Silloth Bay Railway and Dock Act 1855	1893
Swansea	Swansea Dock Act 1847	1924
Teignmouth	Teignmouth Quays Harbour Revision Order 2004	1901

There is therefore a strong desire to update, and in some cases supplement the regulatory powers currently available, with modern directions which are fit for purpose and complement the obligations placed on ABP by our stated commitment to the PMSC.

Furthermore, while it is currently very unusual to resort to legal proceedings as a result of byelaw infringement, both internal PMSC audit, and external audit such as MCA UHealth Checks" have identified that in some cases it would be very difficult to legally enforce some aspects of our local legislation designed to ensure safe navigation if the need arose. due to the outdated drafting.

Other factors which have persuaded ABP to apply for these powers include the need for appropriate legislation being consistently identified as a control measure in multiple risk assessments, as well as changing traffic conditions. For example the proliferation of wind farm support vessels in former fishing ports, or the establishment of marinas in otherwise unused docks.

While ABP is not seeking to make use of new powers in order to secure additional prosecutions, the authority clearly recognises that modem, clear and appropriate local

legislation (directions) makes it much easier for all harbour users to understand and comply with their own responsibilities to ensure safe navigation within our statutory areas.

Potential Conflicts between Harbour Directions and Existing Legislation

ABP recognises that if powers are successfully obtained to make Harbour Directions, there will inevitably be conflicts with some existing local legislation, in particular those parts of the byelaws seeking to regulate navigation in the various harbours.

As regulation to ensure safety of navigation (and to ensure compliance with the PMSC) is seen as the primary objective in seeking these new powers, it would be the intention to use Harbour Directions to regulate all appropriate aspects of navigation within our harbours.

This would necessarily require removal of conflicting / duplicated requirements from the byelaws. However, as indicated in the table above, many byelaws are extremely dated, and seek to regulate many landside (non-navigational) aspects of the day to day use of ports which are no longer appropriate or relevant.

It would therefore be the intention of ABP, upon gaining "Designated Harbour Authority" status to begin a systematic review of each port's legislation, and in particular Byelaws, with the intention of modernising and greatly reducing the number of byelaws at each location, and transferring all sections intended to regulate safety of navigation to appropriate Harbour Directions.

It is NOT expected that any of the anticipated directions would conflict with, or require alteration to, any of our higher level "enabling legislation". However, ABP is currently undertaking a comprehensive review of all the legislation underpinning our marine responsibilities to ensure we are fully informed if, and when, we are able to introduce Harbour Directions.

Furthermore, it would NOT be our intention to seek to review all of our byelaws and introduce Harbour Directions at the same time for all ports. The process will be prioritised based on a risk assessed approach, taking into account identified issues at each port, traffic densities, and age /suitability of existing legislation (byelaws).

Consultation with Harbour Users

All ABP ports take their obligations (formalised under section 3.12 of the PMSC} to consult harbour users, very seriously.

Each location (port) has established one or more stakeholder, or user groups to ensure all harbour users are consulted with respect to all matters involving the management and regulation of the harbour areas.

Typically these user groups will include representatives from:

- Shipping companies (vessel owners}
- Agents
- Tug and towage providers
- Mooring service providers
- Port Customers
- Port staff
- Pilots
- Regulatory bodies (MCA, EA, Police. GLA etc)

- Locallifeboat / recue organisations
- Leisure users (Sailing, rowing, canoeing, and other clubs and organisations)
- Berth holders and marina operators
- Commercial fishing organisations
- Adjacent landowners /local authorities
- Adjacent Harbour Authorities
- Any other interested parties.

In some ports there may be a specific navigational stakeholder forum, but most of the smaller ports will facilitate generalforums, typically one or more times a year, at regular intervals

In all cases a "Port Marine Safety Code update" will be a formal agenda item and all meetings are minuted and actions followed up.

At the majority of ABP ports, these meetings have already been used to explain the concept of Harbour Directions, and notice has been given to local stakeholders that ABP is seeking powers to enable us to make such directions. No objections have been received to date, although clearly these forums will become the key mechanism for us to engage with our harbour users and customers as and when we reach the stage of full consultation.

Due to the wide range of stakeholders across all of the ports, a full list is not attached to this application, but will be available upon request when it is required.

Code of Conduct Statement

ABP was pleased to be involved in the industry group formed to develop the "Code of Conduct Statement" and is therefore able to give assurance that the Harbour Authority has signed up to the code, and will comply with the requirements therein.

Statement:

I confirm that the following resolutions of the Associated British Ports Harbour Authority were duly passed at a meeting of the Associated British Ports Harbour Authority on 25th February 2014. The harbour authority has had regard to the content of and agrees to comply with the code of conduct on harbour directions, in particular:

a) to maintain a Port User Group and to apply a dispute resolution procedure such as is set out in the code of conduct when required; and,

b) to have regard to supplementary guidance issued from time to time by the National Directions Panelon the subject of harbour directions. The Marine Advisor is authorised to apply to Welsh Minister / the Secretary of State for Transport / Scottish Ministers for Associated British Ports Harbour Authority to be designated as a designated harbour authority for the purposes of section 40A of the Harbour Act 1964. (In respect of those ports listed in this application letter).

Name: Captain Philip Cowing (Marine Advisor to ABP Board)

Signed: ——

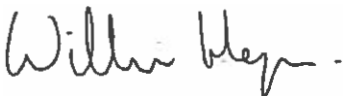
Date: 30th June 2014

Conclusion

On behalf of Associated British Ports, we trust that this application contains all of the detail required to progress our application to become a Designated Harbour Authority, and we look foiWard to being kept informed about the progress of the process.

In the meantime if any clarification or additional information is required please do not hesitate to contact the undersigned.

Yours sincerely
for Marine Advisor



William Heaps

Deputy Marine Advisor
& Hydrographic Manager

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ASSOCIATED BRITISH PORTS

Notices to Mariners (Marine/Short Sea Ports/Lowestoft/Notices to Mariners/)

Marine Contacts (Marine/Short Sea Ports/Lowestoft/Marine Contacts/)

Information for Visiting Vessels (Marine/Short Sea Ports/Lowestoft/lnformation for Visiting Vessels/)

Pilotage and Passage Plan (Marine/Short Sea Ports/Lowestoft/Pilotage and Passage Plan/)

Local Regulations (Marine/Short Sea Ports/LowestoMocal Regulations/)

Tidal Information (Marine/Short Sea Ports/Lowestoft/Tidallnformation/)

Local Links (Marine/Short Sea Ports/Lowestoft/Local Links/)

Lowestoft Port Waste Management Plan
(Marine/Short Sea Ports/LowestoMowestoft Port Waste Management Plan!)

LOWESTOFT MARINE

Please follow the links on the left for marine information about Lowestoft.

Situated directly opposite major Continental ports, the Port of lowestoft serves the busy sea routes between the UK, Europe, Scandinavia, and the Baltic States. The port is linked by A-roads to the MIland Mland has quayside rail links. Nearby, Norwich Airport is linked to destinations in the UK and Europe.

Click here to visit the Port of Lowestoft page.(/Our Locations/Short Sea Ports/lowestoM

KEY STATISTICS AND BERTHING INFORMATION

- Around 100,000 tonnes handled every year
- Total port acreage = 97 acres

Nllfmalacceptance dimensions of vessels					
Dock, Jetty or Quay	Quay length	Length	Beam	Draught	MHWSMHWN
Outer Harbour – Doclcs	1,400m	125m	I5m	5.5m	5.2 m
Entrance Channel & Inner Harbour	2,100m	125m	22m	6.0m	5.7 m

ABOUTABP

Board of Directors (About ABP/Board of OirectorsO

Group Policies fGrouo Policies/)

Our Locations fOur Locations/)

Environment (About ASP/Environment/)

Port Locator (port Locator/)

Pensions (Pensions/)

Insurance PortalCtaims (Insurance Portal Claims/)

OUR OPERATIONS

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Suffolk Chamber of Commerce
Lowestoft & Waveney

Suffolk Chamber, Lowestoft & Waveney Board of Executives Meeting

Lowestoft Town Football Club, Love Road, Lowestoft, Suffolk NR32 2PA, from 8.00am to 9.30am

19 January 2017

AGENDA

8.00am	Welcome and apologies	(JS)
8.10am	Lake Lothing Crossing developments Led by Jon Barnard, Project Manager	(JB)
8.35am	Previous Minutes and Matters arising	(ALL)
8.40am	Major gas main renewal works Bridge Road, Oulton Broad	(ALL)
8.55am	Manifesto updates	(ALL)
	Transport	(RWP/JFR)
	Skills	(TE)
	Town Centre	(DP)
	Tourism	(JS)
	Flood update	(RWP)
19.25am	A.O.B	(ALL)
9.30am	Close	

Dates of future meetings - 2017

10th Mar 2017	L&W Chamber Board room	5.30pm – 7pm
11th May 2017	After Neptune Breakfast – venue TBC	10am – 11.30am

Lake Lothing
THIRD
CROSSING

Appendix 2.7 Lowestoft & Waveney Board meeting agenda 11 May 2017

Suffolk Chamber of Commerce
Lowestoft & Waveney

Suffolk Chamber, Lowestoft & Waveney Board of Executives Meeting

First Floor, Waveney Chamber, Waveney Road, Lowestoft, Suffolk NR32 1BN, from 09.00am to 10.30am

11 May 2017

AGENDA

09.00am	Welcome and apologies	(JS)
09.05am	Lake Lothing Crossing developments Led by Jon Barnard, Project Manager	(JB)
09.35am	Previous Minutes and Matters arising	(ALL)
09.40am	Manifesto updates	(ALL)
	Transport	(RWP)
	Flood Update	(RWP)
	Skills	(TE)
	Lowestoft Vision / Town Centre	(DS)
10.10am	Business Rates	(PW)
10.20am	Future Board Structure	(ALL)
10.25am	A.O.B	(ALL)
10.30am	Close	

Dates of future meetings - 2017

13 July	Thurs	L&W Chamber Board room	5.30pm – 7.00pm
13 October	Fri	After Neptune Breakfast – venue TBC	10.00am – 11.30am
?? December	Thurs	L&W Chamber Board room	5.30pm – 7.00pm

Appendix 2.8

Consultation Q&A published in February 2017

Lake Lothing
THIRD
CROSSING

Proposal questions and answers

You can download the **full list of Q&As** (PDF, 320 KB). If your question isn't answered on this page, please email it to **LakeLothing3rdCrossing@suffolk.gov.uk**.

1. Why do we need the third crossing?

There have been improvements to local roads in recent years, but the third crossing remains a missing link. Provision of an extra crossing will reduce severance, and allow the road network to operate efficiently, providing vital extra capacity. It will reduce congestion, helping Lowestoft to attract investment and achieve its full potential as a place in which to live and work.

2. How much would the crossing cost?

It is estimated that the Lake Lothing Third Crossing would cost in the region of £100 million (2020 prices).

3. How would the crossing be funded?

In March 2016 the Government agreed to provide around £73.4 million towards the crossing.

The remaining amount, would need to be secured from local funding sources such as New Anglia Local Enterprise Partnership, Suffolk County Council and Waveney District Council.

4. Can this funding be used for other local transport proposals?

No. The money has been awarded following approval of the Outline Business Case which demonstrated its very high value for money.

5. What are the risks to funding, following the outcome of the European Union membership referendum?

Advice from the Department for Transport is that the funding remains in place and there is no uncertainty around this. Peter Aldous MP has also reassured us that the Government funding is firmly committed subject to a successful planning application, which will be submitted in Winter 2017, and a case continuing to show high value for money.

6. What are the benefits of the crossing?

It is estimated that the Lake Lothing Third Crossing would result in £500 million of transport benefits from quicker journeys, reductions in delay, fewer accidents and benefits to businesses.

Traffic benefits	Economic benefits
Overall journey time savings (people spending less time in their car and travelling fewer miles)	More business in the area
Reduced travel costs	More jobs for skilled workers in the area
Improved accessibility for pedestrians and cyclists	Improved business productivity due to reduced journey times
	The regeneration of the underused land

7. How were the benefits calculated?

A traffic model was used to calculate the transport benefits. The traffic model included the whole of Lowestoft.

The transport benefits and wider benefits and costs were calculated in the Outline Business Case which was prepared in accordance with Department for Transport guidance.

We have looked at the impact on journey times as a result of the crossing on a range of key routes across Lowestoft and in particular the A12, where significant improvements arise.

8. How will the impact on the environment be assessed?

In 2015 we undertook a preliminary environmental appraisal to support the Outline Business Case to identify the possible environmental impacts of the crossing. The appraisal found:

- A likely increase in noise on the local roads surrounding the crossing which will need assessment and mitigation.
- The crossing would change the landscape of the area and be visible from surrounding locations.
- The proximity of the Broads is a potential constraint.
- The impact on ecology in Lake Lothing would need to be carefully managed. Natural England, the Environment Agency and Historic England were consulted during the development of the Preliminary Environmental Assessment Report. Over the next 18 months we will undertake a full Environmental Impact Assessment for the crossing. This will include ecology, air quality, noise, heritage, landscape, townscape, contaminated land and hydrology work. During this period, you may see trained technical specialists undertaking exploratory surveys close to the broad location of the crossing to help us

understand the potential impact there may be on land, property and the environment.

If these surveys require access to land or property, the individual land and property owners will be contacted in advance. We will provide an update on the outcomes of this work in 2017.

9. Have any other options been considered?

An initial long list of 15 options for a third crossing was compiled. The long list included bridges and tunnels in three broad corridors; eastern, western and central, as well as non-road and low-cost options, and a flood barrage option. Ten different options for a single lifting bridge were included in the initial “long list”, four in the east, and three in each of the central and western corridors. Each was assessed against its ability to meet the project objectives.

All of the non-bridge options were discounted as these did not meet the project objectives. The flood barrage would not be practicable and would significantly disrupt port operations. All tunnel options were fully explored but would not be possible in Lowestoft. There is not enough distance between the river and the road network for a tunnel to safely go under the river, and would also not provide a link for walking and cycling. Options considered, but not included in the long-list:

- Fixed bridge options The provision of a fixed bridge high enough to remainshipping at all times was considered in principle. Itclearance and would be more expensive than a liftingintrusive and – because of the levels involved –morethe existing roads. For these reasons, fixed bridgefrom the long list.

- Floating bridge options - Consideration was also given to the possibility ofbridge. The superstructure would float on the surfaceby fixed piers. A pivoted central section would openvessels to pass through. This method of constructionsuccessfully elsewhere, for example in Dubai. Althoughbe significantly cheaper than a conventional bridgefor this scheme because of the railway line on thepossible to achieve sufficient clearance over, or underbridge just above water level, and a level crossingNetwork Rail and would reduce the transport benefitsalso have to open for any size of vessel, whereasallow smaller vessels to pass without opening. Forbridge options were excluded from the long list.

10. How did you select the potential location for the crossings?

Having identified a long list of fifteen options, the next stage was to identify any which do not represent realistic solutions. An initial sift was therefore undertaken to identify any “showstoppers” which are sufficiently serious to rule an option out. This resulted in a short list which was the subject of more detailed investigation to determine their feasibility and relative cost.

The preferred scheme is the Central Bridge option. It is the least expensive of the short-listed options, it produces the highest benefits, it is most likely to deliver the objectives, and it has a high level of public and business support. We have not decided the exact alignment, design or appearance of the crossing. These components of the crossings will be decided following necessary planning design and technical work.

11. When will there be consultation on this project?

There has already been significant consultation on the principle of a third crossing in Lowestoft over a number of years. However, we will be consulting again in summer 2017 prior, to the submission of the planning application.

In the course of developing the scheme, we are already talking to key stakeholders such as Waveney District Council, ABP, Highways England, Historic England, Natural England, the Marine Management Organisation and the Environment Agency.

12. How and when will planning permission be given?

The Lake Lothing Third Crossing has been designated as a Nationally Significant Infrastructure Project and as such we have to make an application for development consent to the Secretary of State for Transport.

The application is likely to be made towards the end of 2017, after which a public examination would be undertaken on behalf of the Secretary of State by the Planning Inspectorate.

The Secretary of State would then make a decision in spring 2019

13. When would the crossings be constructed?

Subject to the planning application approval, construction could start in 2019/20 and would take two to three years. We would liaise closely with residents, businesses and local communities to minimise the impact of construction.

It is too early in the planning and design process to understand what the impacts of construction may be and so we cannot say exactly how they will be managed. It is possible that temporary traffic management measures and/or temporary changes to Port and Marina operations would be introduced, following consultation with affected parties.

As part of the construction of the crossings we would look to provide an opportunity for local businesses, suppliers and workforce to be involved.

Lake Lothing
THIRD
CROSSING

14. Why won't the bridge be finished until 2022, has it hit any complications?

The Lake Lothing Third Crossing project is well underway and is on schedule as per Suffolk County Council's published timeline given on the website and the newsletter published in Autumn 2016. The project has not hit any complications. To obtain the necessary consents and planning approval we must follow a statutory planning process. The Government has stream lined the planning process to deal with national infrastructure projects such as the proposed building but it is still time consuming. Considering the work required, we plan to start construction at the end of 2019 with completion scheduled during 2022.

15. Are you talking to potentially affected landowners?

We have started meeting with affected landowners, and are continuing our discussions with Association of British Ports (ABP) to ensure the impact on the Port is minimised as far as far as possible.

At this stage, because the exact alignment, design and appearance of the crossings is yet to be determined, the full extent of the land required or affected by the crossing (either temporarily or permanently) has not been confirmed.

16. Would any compensation be offered to those whose land or property interests would be affected by the final alignment of the crossings?

Where the County Council needs to acquire land for the project, it will seek to do that via agreement in the first instance.

However, with the scheme being a Nationally Significant Infrastructure project, SCC can fall back on compulsory acquisition powers if required and compensation claims would then be settled through the prescribed process for doing so.

17. What will the new bridge look like?

We are in the early design stages for the Lake Lothing Third Crossing. No decisions have been made about the exact crossing alignment, bridge design or appearance, but ensuring the design is befitting of its prominent location in the town is a key consideration.

18. How will Suffolk County Council ensure that the bridge is well designed?

The design of the bridge is being developed to ensure it meets the key objectives of the project whilst delivering the scheme on time and on budget. We will achieve this by working in partnership with national design consultants.

Suffolk County Council will also seek input and an independent review from The Design Council, a national body whose panel consists of a number of specialists

including architects, urban design specialists and highways design specialists.

19. What provision would be made for cyclists and pedestrians?

The new bridge would provide suitable facilities for cyclists and pedestrians, with a pedestrian/ cycleway incorporated into the design.

20. Why has the bridge not been designed as dual carriageway?

A number of reasons:

- A dual carriageway increases costs, decreases the Benefit-Cost Ratio, and decreases likelihood of funding approval.
- In practical terms, it would increase land-take, increases complexity of the opening section and have potentially greater implications for the operation of the port/marina

Appendix 2.9

Consultation Q&A published in April 2017

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- The crossing would change the landscape of the area and be visible from surrounding locations.
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- The impact on ecology in Lake Lothing would need to be carefully managed. Natural England, the Environment Agency and Historic England were consulted during the development of the Preliminary Environmental Assessment Report. Over the next 18 months we will undertake a full Environmental Impact Assessment for the crossing. This will include ecology, air quality, noise, heritage, landscape, townscape, contaminated land and hydrology work. During this period, you may see trained technical specialists undertaking exploratory surveys close to the broad location of the crossing to help us understand the potential impact there may be on land, property and the environment. If these surveys require access to land or property, the individual

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All of the non-bridge options were discounted as these did not meet the project objectives. The flood barrage would not be practicable and would significantly disrupt port operations. All tunnel options were fully explored but would not be possible in Lowestoft. There is not enough distance between the river and the road network for a tunnel to safely go under the river, and would also not provide a link for walking and cycling. Options considered, but not included in the long-list:

- Fixed bridge options
  The provision of a fixed bridge high enough to remain open to both traffic and shipping at all times was considered in principle. It would need to have 35m clearance and would be more expensive than a lifting bridge, more visually intrusive and – because of the levels involved –more difficult to tie back in to the existing roads. For these reasons, fixed bridge options were excluded from the long list.

- Floating bridge options -
  Consideration was also given to the possibility of constructing a floating bridge. The superstructure would float on the surface of the lake, constrained by fixed piers. A pivoted central section would open as a swing gate to allow vessels to pass through. This method of construction has been used successfully elsewhere, for example in Dubai. Although a floating bridge could be significantly cheaper than a conventional bridge, it would not be feasible for this scheme because of the railway line on the north shore. It would not be possible to achieve sufficient clearance over, or under, the tracks from a bridge just above water level, and a level crossing would not be acceptable to Network Rail and would reduce the transport benefits. A floating bridge would also have to open for any size of vessel, whereas a conventional bridge would allow smaller vessels to pass without opening. For these reasons, floating bridge options were excluded from the long list.

10. How did you select the potential location for the crossings?

Having identified a long list of fifteen options, the next stage was to identify any which

do not represent realistic solutions. An initial sift was therefore undertaken to identify any "showstoppers" which are sufficiently serious to rule an option out. This resulted in a short list which was the subject of more detailed investigation to determine their feasibility and relative cost. The preferred scheme is the Central Bridge option. It is the least expensive of the short-listed options, it produces the highest benefits, it is most likely to deliver the objectives, and it has a high level of public and business support. We have not decided the exact alignment, design or appearance of the crossing. These components of the crossings will be decided following necessary planning design and technical work.

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There has already been significant consultation on the principle of a third crossing in Lowestoft over a number of years. However, we will be consulting again in September 2017 prior, to the submission of the planning application. In the course of developing the scheme, we are already talking to key stakeholders such as Waveney District Council, ABP, Highways England, Historic England, Natural England, the Marine Management Organisation and the Environment Agency.

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The Lake Lothing Third Crossing has been designated as a Nationally Significant Infrastructure Project and as such we have to make an application for development consent to the Secretary of State for Transport.

The application is likely to be made towards the end of 2017, after which a public examination would be undertaken on behalf of the Secretary of State by the Planning Inspectorate. The Secretary of State would then make a decision in spring 2019.

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The Lake Lothing Third Crossing project is well underway and is on schedule as per Suffolk County Council's published timeline given on the website and the newsletter

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15. Are you talking to potentially affected landowners?

We have started meeting with affected landowners, and are continuing our discussions with Association of British Ports (ABP) to ensure the impact on the Port is minimised as far as far as possible.At this stage, because the exact alignment, design and appearance of the crossings is yet to be determined, the full extent of the land required or affected by the crossing (either temporarily or permanently) has not been confirmed.

16. Would any compensation be offered to those whose land or property interests would be affected by the construction or operation of the Third Crossing?

Where SCC needs to acquire land permanently or temporarily for the project, it will seek to do that via agreement in the first instance and SCC is in discussion with the relevant landowners. However, with the scheme being a Nationally Significant Infrastructure Project, SCC can fall back on compulsory acquisition powers if required and compensation claims would then be settled through the prescribed process for doing so. Owners/occupiers of properties that are found to be adversely effected by the operation of the Lake Lothing Third Crossing may be eligible for compensation under Part 1 of the Land Compensation Act 1973.

It is possible that the construction phase will cause some disruption to other property owners or occupiers and SCC will be developing mitigation measures to reduce those effects associated with noise and construction traffic for example.

17. Would any compensation be offered to those whose land or property interests would be affected by the final alignment of the crossings?

Where the County Council needs to acquire land for the project, it will seek to do that via agreement in the first instance.

However, with the scheme being a Nationally Significant Infrastructure project, SCC can fall back on compulsory acquisition powers if required and compensation claims would then be settled through the prescribed process for doing so.

17. What will the new bridge look like?

We are in the design stages for the Lake Lothing Third Crossing. The design used for

the consultation will be an outline design. The alignment of the bridge has been confirmed with the junctions' subject to further refinement through the consultation and examination period.

18. How will Suffolk County Council ensure that the bridge is well designed?

The design of the bridge is being developed to ensure it meets the key objectives of the project whilst delivering the scheme on time and on budget. We will achieve this by working in partnership with national design consultants.

Suffolk County Council will also seek input and an independent review from The Design Council, a national body whose panel consists of a number of specialists including architects, urban design specialists and highways design specialists.

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The new bridge would provide suitable facilities for cyclists and pedestrians, with a pedestrian/ cycleway incorporated into the design.

20. Why has the bridge not been designed as dual carriageway?

A number of reasons:

- A dual carriageway increases costs, decreases the Benefit-Cost Ratio, and decreases likelihood of funding approval.
- In practical terms, it would increase land-take, increases complexity of the opening section and have potentially greater implications for the operation of the port/marina.

21. Why were the plans outlined by Colby not taken forward? Why can't we have an Amsterdam style bridge where one road is always open?

The 'Colby plans' or 'Amsterdam style bridge' proposals were considered along with many other options for a crossing when the Outline Business Case (OBC) for the Lake Lothing Third Crossing scheme was being prepared. The main attractions of having an Amsterdam style bridge on Lake Lothing are that it would allow one of the two bridges to remain down, and open to traffic, at all times thus reducing traffic delays, also the lock would form part of a tidal barrage.

However, it has been concluded that such a scheme would not be deliverable as there is a high probability that the Environment Agency would object to this scheme for the following reasons; the introduction of a lock system would effectively change the tidal basin of Lake Lothing into a static water level, this would be a massive alteration to the current environment and as such the Environmental impacts would be enormous.

Furthermore, a large double lock structure would effectively sever the port around the location of the existing Lake Lothing turning circle, this would create a more significant adverse effect for ABP and the operation of the Port. Additionally, the port Harbour Master, has advised that vessels of the larger size and type that currently use the port would not be able to stop and position themselves between the two closed locks.

Therefore both locks would have to open at the same time for larger vessels, eliminating the potential traffic benefits.

22. Will flooding affect the new bridge? How are we mitigating this risk?

The new bridge will have a vertical clearance of 12m above the mean high water level. This is significantly higher than both of the existing bridges and will mean that the new bridge is not at risk of flooding even during extreme weather events.

Proposals for a strategic tidal flood barrier have been developed with a scheme involving a combination of fixed and demountable barriers between the outer harbour and town. As this will be located in the Outer Harbour, it will offer protection to the proposed third crossing scheme.

23. What are the future plans for the current bascule bridge?

Suffolk County Council has regular communication with Highways England, who are responsible for maintaining and operating the existing bascule bridge on the A12. In addition, technical meetings have taken place to discuss the potential design of the new bridge and the potential impact of the scheme on the highway network within Lowestoft. As part of these discussions Highways England has confirmed that there are no plans to remove or 'retire' the existing bascule bridge, should the third crossing be constructed. Once the new bridge is constructed and traffic flows divert onto the new route, there will be a significant reduction in vehicle movements using the existing bridge. This will provide opportunities to consider different layouts in the areas either side of the bascule bridge, but this is currently not within the scope of the Lake Lothing Third Crossing scheme.

24. Why not a flyover or tunnel?

There were three tunnel route options initially considered as part of the process; a Western, Central and Eastern Tunnel with bored tunnel and immersed tube tunnel options being considered. After review, it was found that the bored tunnel option would not be suitable due to the need for the crown of the tunnel having to be 12m below the base of the channel, resulting in the tie in of the tunnel being hundreds of metres further in land to achieve the required gradient. This would result in the purchase of multiple properties for demolition and construction of the portal, which would increase scheme costs considerably.

An immersed tube tunnel would require significant engineering works to create the temporary opening within the existing lake walls to allow construction. The required maximum gradient of 6% can be achieved at the western crossing, whilst tying the tunnel into the existing road network, however this requires substantial realignment of existing roads. At the central crossing the achievable vertical alignment for an immersed tube tunnel is 10% which exceeds the design guidance. It was concluded

that the only potentially viable tunnel option is the immersed tube tunnel at the western crossing location.

Three alternative tunnel options were fully explored but have been considered unfeasible due to impact and cost. Whilst there are a number of advantages to the tunnel option; no interruption to ships passing through the port, no disruption to road traffic and less visual impact than a bridge, the disadvantages far outweigh these. There would be no provision for cyclists or pedestrians, there would be significant disruption to port and railway operations during construction, necessary to divert and reconstruct existing roads affecting woodland area, recreational area, and residential properties. Additionally, the overall cost of a tunnel is substantially higher than the central bridge option; with the tunnel option costing £118m and the central bridge option costing £79m. This would reduce the BCR and affect the Business Case which would increase the risk that the government would withdraw the funding previously approved for this project.

The flyover option was considered in principle; the provision of a fixed bridge high enough to remain open to both traffic and shipping at all times. But discussions with

ABP and the Harbour Master indicated that the height of the bridge would have to be over 35m to accommodate all possible vessels that could use the port. A higher, longer, fixed bridge would be more expensive than a lifting bridge, more visually intrusive in the town and more difficult to tie back in to the existing roads. This would also reduce the BCR and affect the Business Case which would increase the risk that the government would withdraw the funding previously approved for this project.

25. When will a contractor be on board and what are the procurement timelines? Will they be UK based and will there be a requirement for jobs/suppliers to be local? Will the contractor have to offer apprenticeships? Work with local schools?

We are currently working with our Procurement team to tender the work to deliver this project. Due to the scale of this project we will have to advertise this opportunity to international companies in the UK and abroad. We currently anticipate that the contract will be awarded in early 2018 and will take into account many factors including quality and price. As part of the tender procurement process we will include measures to encourage the contractors to make use of local suppliers, offer apprentices and work with local schools.

26. Which boats will require the bridge to be opened? How often will the bridge open?

The proposed third crossing bridge height is approximately 12m higher than the lake, any vessel which exceeds a 12m air draft will require the bridge to be opened. The number of times that the bridge will be opened is dependent upon the number of

vessels starting or destined for locations to the west of the proposed crossing and the height of these vessels. Neither of these factors can be known for certain and will be dependent on the future activity of the port. We do know that the new bridge will open significantly less frequently than the existing bascule bridge; as it will be significantly higher (12m) enabling more vessels to pass underneath it without the need for the bridge to be opened and will be located west of the Kirkley Ham turning area so many of the larger vessels will not need to go under the new bridge.

27. How are we working with Highways England and are our plans in line with their plans for A47?

Highways England is supportive of the scheme given the benefits that a third crossing would bring to Lowestoft and the strategic road network, such as reduced traffic flows on the A12 and A47, improve network resilience and improvements to air quality (as there are air quality problems near to the existing bascule bridge) on the A12.

As mentioned previously, Suffolk County Council is working closely with Highways England, Highways England forms part of the stakeholder group for the scheme.

Furthermore, the Council has sought additional technical meetings with Highways England to discuss technical details of the scheme.

28. Could there be a link from Commercial Road over railway to the Docks?

Previous options for the scheme which had the third crossing positioned to the east of the lake did include an over bridge at the end of Commercial Road spanning the railway. This option was not taken forward when a scheme in the central location of the lake was selected. An additional bridge in this location would likely improve the highway network performance in this location, but that was not an objective of the third crossing scheme. Such a scheme has not been considered in isolation and is outside the scope of this work.

29. Where will the construction sites be and where will construction traffic go?

The location of construction sites cannot be known at this time as it is dependent upon the Contractor selected, the types of material used, the locations that the materials will be brought in from and the mode of transport used. The Contractor, once appointed, will produce a Construction Management Plan, documenting the plan for construction traffic and sites, which is likely to be a condition of planning approval.

30. Who would control the opening of the bridge?

Associated British Ports (ABP) operate the opening and closing of the existing bascule bridge on behalf of Highways England, ABP's Harbour Master is legally responsible for ensuring the safety of port users. Although agreements are not finalised at this point it is likely that ABP will become responsible for operating the new bridge on behalf of Suffolk County Council.

31. How will you notify when the bridge will open?

The intelligent transport systems (ITS) to support the bridge (such as variable message signing) are yet to be developed and finalised. It is likely that the new bridge will operate in a similar manner and have similar signing strategy to the existing bascule bridge, but this is a detail part of the design which is yet to be completed.

32. Why does the port dictate the town having an opening bridge when the residents don't want it?

The port generates a number of jobs and economic benefits for the region and supports a number of industries and leisure activities. A fixed bridge of a similar height to that proposed would restrict port activity. If Suffolk County Council pursued such an option, there would likely be a requirement for significant compensation to be awarded to Associated British Ports, and or port business users.

33. Will the new bridge need to open at the same time as the existing bascule bridge when vessels are passing through?

Given the increased height of the proposed bridge compared to that of the existing bascule bridge, the reduced volume of traffic destined or originating from the west of the lake, the bridge will open less frequently than the existing bascule bridge. However, on a small number of occasions, assuming for the larger vessels that are destined for a location to the west of the lake (such as the old Shell base), the Harbour Master may decide to open both bridges simultaneously for safety reasons.

Appendix 2.10

Photos from May 2017 Chamber event


Lake Lothing
THIRD
CROSSING
Lake Lothing
THIRD
CROSSING
Reduce community severance between north and south Lowestoft
Accommodate planned growth


Lake Lothing
THIRD
CROSSING
Lake Lothing
THIRD
CROSSING

Appendix 2.11

Feedback from Cycle workshop on Thursday 26th July 2017Individual Responses

Response:	Bridge Section	Comments
1	Northern Landing Area	The crossing points shown are too far off desired lines. Best design is to cross on the splitter islands at entrance/exit to roundabouts. Suggest a raised hump 'gateway' crossing of lesser roads. Prefer non-signalled crossings e.g. "tiger crossing" design. The proposed route under the bridge seems [illegible]. Steps down to Commercial Road, also on east side, north of railway to reach Denmark Road more easily. Toucan crossings, if used, should be more responsive.ie after a given time of green-to -cars, wait should only be 5-10 seconds.
	Main Bridge Section (Do you have a preference for segregated or shared use off road cycle pedestrian routes?)	Generally prefer non segregated, but segregated on long route bridge seems sensible. Steps down to harbour side on south side
	Southern Landing Area	As above, informal crosses at the junction wherever possible.
2	Northern Landing Area	N/A
	Main Bridge Section (Do you have a preference for segregated or shared use off road cycle pedestrian routes?)	Segregated would be best for cyclist one way/side. Shared use on opposite side
	Southern Landing Area	N/A
3	Northern Landing Area	Link to bridge via Denmark Road. Need to consider on road parking limiting the space for cyclists
	Main Bridge Section (Do you have a preference for segregated or shared use off road cycle pedestrian routes?)	Segregated (kerbed) cycle route both north and south bound single direction.
	Southern Landing Area	Informal crossings point as tiger crossing. Signage of route using Durban Road, assuming it will remain as a quiet road. Signage to be consistent using time and destination
4	Northern Landing Area	Cyclists using right need to be able to get onto the roundabout instead of the crossing - at least the option.

	Main Bridge Section (Do you have a preference for segregated or shared use off road cycle pedestrian routes?)	One way both sides is likely to appeal to a wider cross sector of cyclists and reduce potential conflict between drivers. Also a more familiar approach to cycle provision in the area. If the cycle lane is segregated, will there be a break to enable a cyclists to stop/get off and take in the area.
	Southern Landing Area	Need to consider connections into the roundabout for cyclists turning right who will not want to use a crossing. Natural route to head south is along Durban Road to the Tom Crisp crossing point. An approach to way finding is needed.
5	Northern Landing Area	N/A
	Main Bridge Section (Do you have a preference for segregated or shared use off road cycle pedestrian routes?)	Prefer single way segregated cycle path on each side with a feed into the road at either end and a feed into the shared use as well. This will encourage cyclists of all levels to use it and mean that t pedestrians are less likely to stray into the cycle lanes.
	Southern Landing Area	N/A
6	Northern Landing Area	No problem as long as the proposed segregated underpass is actually built.
	Main Bridge Section (Do you have a preference for segregated or shared use off road cycle pedestrian routes?)	Segregated single cycle route on each side of the bridge
	Southern Landing Area	Safe access from Waveley Drive to cross the new bridge across on the north side of the drive towards Asda. Would like to see some way to get under the bridge as is proposed on the north landing.
7	Northern Landing Area	Cyclists should ideally not need to cross the road to continue their journeys, ie facilities on both sides.
	Main Bridge Section (Do you have a preference for segregated or shared use off road cycle pedestrian routes?)	Segregated route. Motorised traffic facility on-roads might be difficult but should be considered.
	Southern Landing Area	As Northern Landing Area

Group Responses

Group 1

1. Key issue is to ensure good connectivity for cycles on the south side into Riverside. It could be that we promote Durban Road as the preferred route from the south (Tom Crisp Way) onto the bridge to avoid having to cross Waveney Drive between the two roundabouts.
2. We should retain a low level cycle route along Riverside to allow a connection into Canning Road or improve the existing route from Waveney Drive.
3. It would be good to provide a cycle underpass under the bridge at the end of Canning Road rather than creating a dead end.
4. We discussed providing crossings and I got the feeling that Toucan crossings are not so popular with cyclists, since they take significant time to change and cars are left at stop lines waiting to go when cyclists/pedestrians have crossed well before.
5. The concept of the use of Tiger Crossings has been used in Norfolk and Suffolk, and we believe that the DfT have positively engaged with this concept and may become an approved layout soon. I would like to investigate the opportunity to include this type of crossing for our scheme. See further info below.
6. There were mixed view on the preference for shared or segregated cycle route across the bridge, but there was agreement that if it was segregated the detail is more important to get right and enforcement issues are difficult to overcome. Provided generous width can be provide, shared use footway/cycleway generally works well.

Group 2

1. The group emphasised there were two types of cyclists: those who wanted to ride on the road and those (less confident) who don't.
2. Keen to include a tiger crossing point onto the bridge for cyclists and pedestrians.
3. Concerns were raised about cyclists using roundabout. Although it was acknowledged 'club cyclists' would not want to use crossings as slows their journey.
4. Group preferred one way cycle paths each side (if they could be accommodated), and stressed the need to ensure these are integrated into the network safely.
5. Suggestion to look at the app Strava to see the current route used by cyclists (although only certain type of cyclists uses app).
6. The group asked if changes could be made to the existing Bascule Bridge. Could it be adapted to create better facilities for cyclists.
7. The group were conscious the facilities needed to work for less confident riders too and suggested engaging with the local schools about how students need to be catered for.
8. Signage: suggested distances were in minutes rather than miles and to key locations eg town centre
9. The group emphasised the need to be consistent with other cycle routes and to link into the network so the new facilities provide consistency which helps create greater confidence in cyclists.
10. Team asked if there could be access under the bridge by the registry office.
11. Quite liked segregation with level change

Appendix 2.12

Lake Lothing Third Crossing Autumn 2016 Newsletter

Lake Lothing
THIRD CROSSING

Community Newsletter

Autumn 2016

BENEFITS

- Reduce community severance between north and south Lowestoft
- Encourage more people to walk and cycle
- Open up opportunities for regeneration and development
- Reduce congestion and delay on the existing bridges over Lake Lothing
- Improve bus journey times and reliability
- Accommodate planned growth
- Reduce congestion in town centre
- Reduce accidents

Suffolk County Council

Welcome to the first Lake Lothing Third Crossing Community Newsletter

By Councillor Guy McGregor, Member with Responsibility for Outside Bodies

Suffolk County Council, as the relevant Highway Authority, will lead the delivery of the Third Crossing and it is my responsibility to make sure this happens in time and within budget. This is the first of our community updates so I hope you find it informative.

I was absolutely delighted when David Cameron MP, the former Prime Minister, announced his support for a Lake Lothing Third Crossing in 2015. The county council moved quickly and we submitted the outline business case to the Government by Christmas 2015. In spring 2016 Central Government confirmed we would receive a £73.39m grant to build the bridge, following successful planning and a final business case. As soon as we secured the confirmation a report went to Suffolk County Council Cabinet and the funds were allocated to take the bridge through the planning process and develop the bridge design.

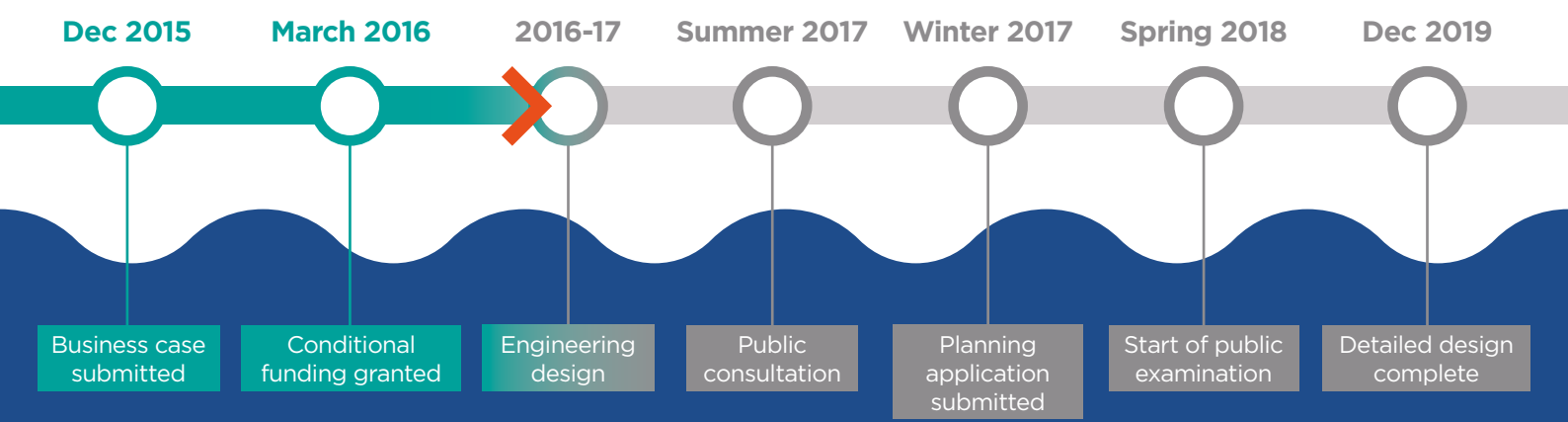
As we roll out this exciting new bridge project I will be working with Peter Aldous MP and Councillor Colin Law, Leader of Waveney District Council, to make sure the community knows exactly what is happening. We have got this far by working in close partnership with Waveney District Council, Central Government, local businesses and members of the public with an interest in Lowestoft's future. I will of course make sure that we also work closely with the port, the much needed flood defence project, Network Rail and Highways England, who are responsible for the existing Bascule bridge. Peter Aldous MP has agreed to chair a regular meeting with key partners in Lowestoft and I will be there with my team of senior officers so we understand the concerns of Lowestoft's residents at every stage.

I know you are all keen to see the bridge built and some of you have asked about the potential impact of BREXIT. Peter Aldous MP has reassured us all that the Government funding is firmly committed subject to a successful planning application and the business case continuing to show high value for money.

In this community newsletter you can read about why a new bridge is needed, where the bridge is going and exactly what happens next. If you have any points you wish to raise, please contact the team at **lakelothing3rdcrossing@suffolk.gov.uk.**

Photographer: Mike Page

PROJECT PROGRESS



WHERE IS THE BRIDGE GOING?

A comprehensive and robust option selection process was adopted to generate and assess options for the scheme, leading to the clear identification of a preferred option. In the preparation of the outline business case the preferred scheme is the Central Bridge option. It is the least expensive of the short-listed options, it produces the highest benefits, it is most likely to deliver the objectives, and it has a high level of public and business support. Whilst the general location has been decided, further investigations are needed to fix the exact location and alignment in order to minimise impacts and get the best bridge design.

The bridge would link from the A12 via Waveney Drive on the south side, to Denmark Road and Peto Way on the north side of Lake Lothing.

Spring 2019

Decision

2019/20-2022

Construction

Bridge opens 2022

WHY IS A NEW BRIDGE NEEDED?

Lake Lothing divides Lowestoft between north and south. The road crossings in the east and west are inadequate for existing traffic demand. The problem of congestion has blighted the town for years, and Lowestoft's inadequate road network is a serious disincentive to people coming to the town. Congestion causes real problems for business; it discourages existing firms from expanding and discourages new businesses from moving into the area.

There have been improvements to local roads in recent years, but the third crossing remains a missing link. Provision of an extra crossing will reduce severance, and allow the road network to operate efficiently, providing vital extra capacity. It will reduce congestion, helping Lowestoft to attract investment and achieve its full potential as a place in which to live and work.

WHAT HAPPENS NEXT?

The bridge and supporting highway network is now being designed, so that the scheme can be taken through the planning process in 2017 to obtain the necessary planning consents.

In the next three months we will be:

- Progressing the exact location of the bridge and how it relates to existing roads and properties
- Developing the engineering design details of the bridge
- Carrying out ground investigations
- Progressing environmental studies
- Considering the design for the bridge and adjacent structures
- Continuing to engage with key stakeholders and landowners

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Suffolk County Council

Appendix 2.13

Lake Lothing Third Crossing Spring 2017 Newsletter

Spring 2017

Lake Lothing
THIRD
CROSSING

Community Newsletter

Building a future for Lowestoft

Councillor Guy McGregor, Suffolk County Council

BELOW: Colin Beaumont from the contractors Breheny, Councillor Guy McGregor and Andrew Pearce, Assistant Project Manager.

Welcome to the second edition of Suffolk County Council's regular Lake Lothing Third Crossing Community Newsletter. Inside you will see evidence of the significant progress that has been made by the county council as the relevant authority responsible for the scheme.

As you would expect we are working very closely with Waveney District Council, its Leader Councillor Colin Law, and our local Member of Parliament, Peter Aldous, as well as everyone who has an interest in the crossing. Peter Aldous is the Chairman of the Key Stakeholders Group, a body set up to ensure that the County Council is fully informed of local views and is able to disseminate information and progress of the project. It is my intention that this will be a project of the highest quality, dealing with the needs of pedestrians and cyclists along with buses cars and lorries.

Inside this newsletter are the views of Jules Shorrock, Chairman of the Chamber of Commerce, and I could not agree more with her statement "I can't remember a better time to be running a business in Lowestoft". Jules is clear about the importance of the Third River Crossing and that is why I am committed to do all that I can to keep the bridge on time and within budget. This is a point I made at Suffolk County Council's Budget Meeting last month.

Since the last community newsletter we've moved up a gear and we now have a full team in place. As you will read, we have surveyed most of the area and in spring you will start to see ground investigations taking place. We are also writing to landowners in the area to identify those which have a land interest in the area. The next big step is the start of the pre-planning application consultation in the Summer.

Suffolk
County Council

INTRODUCING JON BARNARD, PROJECT MANAGER

My name is Jon Barnard and I am the Project Manager in charge of delivering the Lake Lothing Third Crossing. I joined Suffolk County Council at the end of October, leaving behind a neighbouring authority where I successfully project managed a significant dual carriageway project to the construction phase. I am honoured to be leading this exciting project which will deliver many significant benefits to the residents and businesses of Lowestoft.

I have spent the first few months in my role forming plans to ensure the efficient delivery of the third crossing and I have recruited a team to help me manage this large-scale project. I have also spent a lot of time in Lowestoft where I have been able to meet members of the public and key stakeholders. I am keen to work closely with residents, businesses and local communities to understand what is important to those who may be affected and I am dedicated to keeping everyone updated and involved as the project progresses.

I know that the construction of a third crossing has been a long time coming and it may seem like progress is slow, but I would like to reassure you that lots is happening in order to keep the project on track and as you will read in this newsletter, we have a busy schedule ahead for the year.

For the latest updates on the project please refer to the website; **www.suffolk.gov.uk/lakelothing3rdcrossing** and if you have any queries please contact; **lakelothing3rdcrossing@suffolk.gov.uk**

MEET THE TEAM

Andrew Pearce
Assistant Project Manager

Katherine Merlo
Strategic Communications Officer

Michael Wilks
Consenting Manager, Ipswich & Lowestoft Crossings

Bryn Griffiths
Senior Responsible Officer

Dave Watson
Project Director

HOW IS THE PROJECT PROGRESSING?

Since the last edition the majority of the area has now been land surveyed with full completion in the next six weeks.

A number of environmental surveys and assessments have been completed, are ongoing, or scheduled for later this year. These include seasonal surveys for bats, birds and reptiles, as well as a suite of air quality and noise monitoring surveys

The design work is also on-going and is progressing well, the project will be one lane in each direction and will include pedestrian and cycling facilities.

THIRD CROSSING BENEFITS

- Open up opportunities for regeneration and development
- Accommodate planned growth
- Reduce community severance between north and south Lowestoft

What are local organisations saying about the project?

WAVENEY CHAMBER OF COMMERCE

Jules Shorrock, Chair of Suffolk Chamber of Commerce in Lowestoft & Waveney, tells us why she is a supporter of the Lake Lothing Third Crossing and reassures those with doubts that the construction of the bridge will happen.

I can't imagine a better time to be running a business in Lowestoft than at the present!

Everything appears to be coming together to ensure that our increasingly diverse business community can reach its potential.

The Lowestoft and Great Yarmouth Enterprise Zone has been a major success and has acted as a catalyst in attracting millions of pounds of private investment into the area.

Lowestoft Vision, which is managed by Suffolk Chamber, has introduced a new vitality to the town's shopping heart and made the centre a lovely place to shop and socialise.

We've seen much needed improvements to the level crossing at Oulton Broad North Railway Station reducing congestion when the barriers are down.

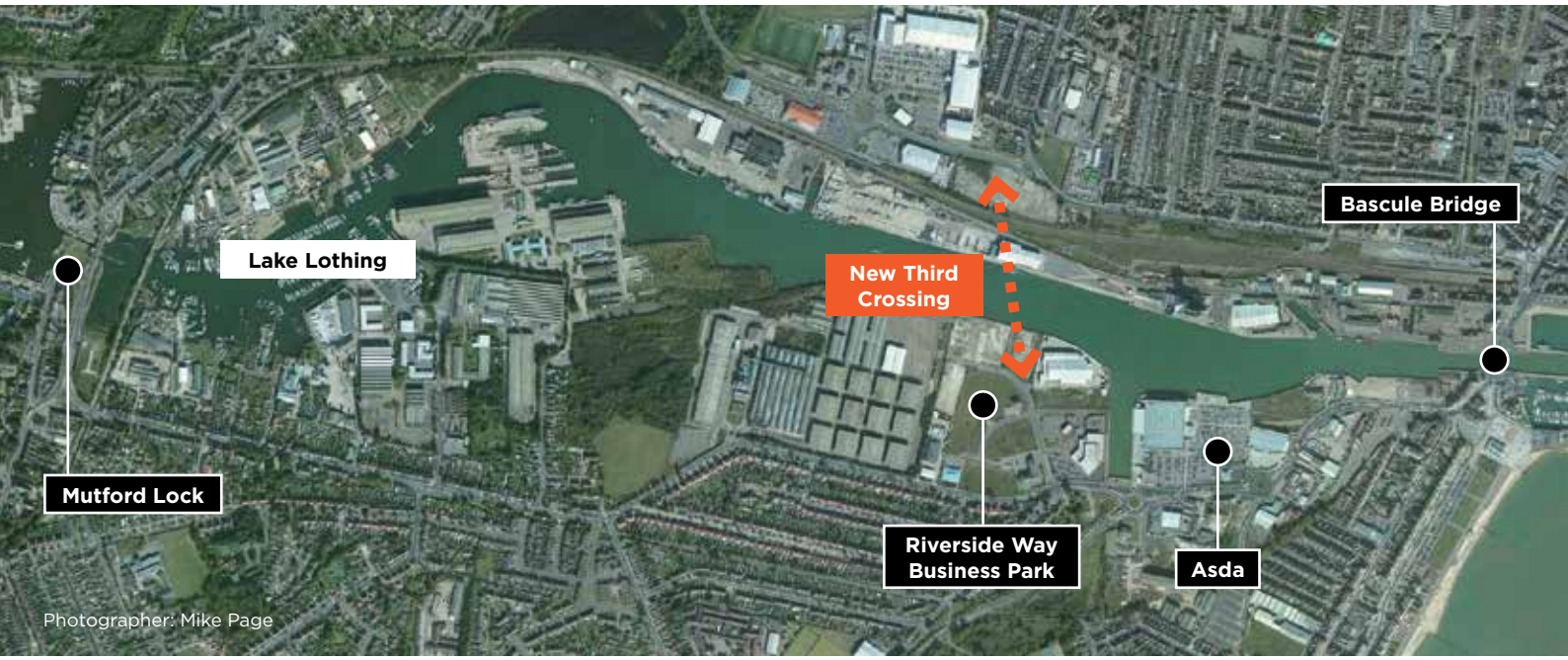
And now the design work for the third Lake Lothing crossing is underway – with ground investigation works happening in the summer. This project is happening, folks, it's really happening!

This is great news for businesses and residents alike as the bridge's construction will cut traffic delays and increase flows through the town.

But the mere fact that there is now a clear process with a public timetable for delivery also boosts business confidence and willingness to invest in their machinery, fixtures and fittings and workforce.

Suffolk Chamber of Commerce in Lowestoft & Waveney will continue to work with all its partners to ensure that the voice of business is heard on this project over the next few years to ensure it is built and operational.

I know some people in the town are a little sceptical that this will happen. But, please, trust me – this time we will have that third bridge!



Photographer: Mike Page

Reduce congestion and delay on the existing bridges over Lake Lothing

Reduce congestion in town centre

Encourage more people to walk and cycle

Improve bus journey times and reliability

Reduce accidents

Lake Lothing
THIRD
CROSSING

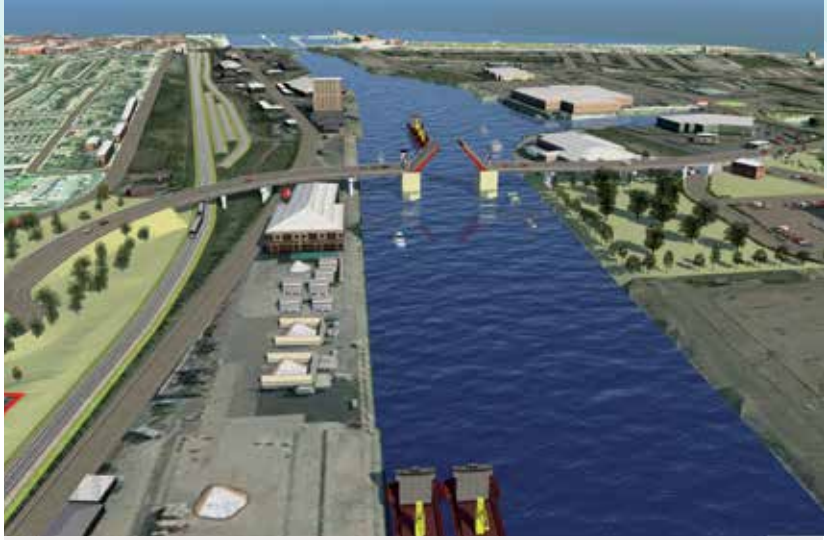
What is coming up?

LANDOWNERSHIP QUESTIONNAIRE

If you are a landowner in the Lake Lothing area, you may receive a Land Interest Questionnaire (LIQ) in the next few weeks. As part of the planning process it is essential for us to identify and consult directly with those who have an interest in land/property near the project. We want to confirm that the details from our initial enquiries is correct and to identify any further parties who may have an interest in the land.

Receipt of the letter does not mean your property will be affected by the project and equally, those not in receipt of this letter will still have an opportunity to comment on the proposals.

This information will also enable us to provide you (and any others) with further details and opportunities to comment as the project progresses. The information will be used for no other purpose than in connection with land referencing for the project.



GROUND INVESTIGATIONS

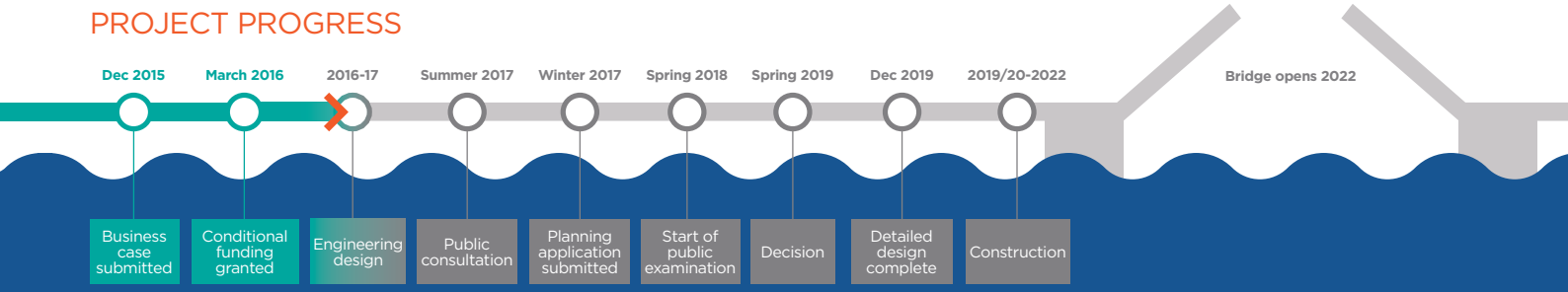
In the Spring you will see some investigation works taking place in Lake Lothing and on the land either side where the bridge will be located. These ground investigations are essential to determine the structural design of the scheme.

The investigations will include some marine drilling to collect soil and groundwater samples and some exploratory work to determine the extent and detail of existing buried structures e.g. quay walls and anchors.

The offshore ground investigation works will be undertaken from a pontoon and will be undertaken 24 hours a day to minimise disruption to the port. The land investigations however will be carried out during normal, day time working hours.

Once started we expect all of the work to be completed within 10 weeks.

PROJECT PROGRESS



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