Appendix N – Public Consultation Report

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LOWESTOFT, LAKE LOTHING CROSSING STUDY

Consultation Report

05/09/2014

2014-10-06

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LOWESTOFT, LAKE LOTHING CROSSING STUDY

Consultation Report

05/09/2014

Client

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1 Introduction

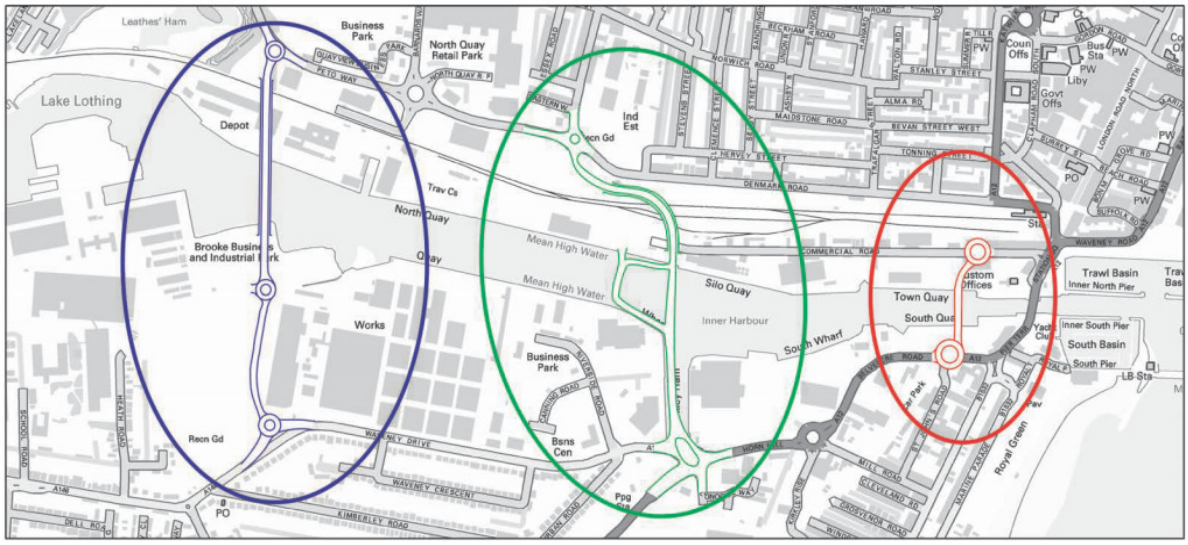
1.1 Foreword

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 and Lake Lothing Crossing Stakeholder Consultation and which took place in June 2014 and April 2014 respectively.

1.1.2 Three crossing locations are currently being considered for a new crossing of Lake Lothing of Lowestoft in Suffolk. The crossing locations are generally within the areas shown on the Indicative Crossing Location Plan contained shown in the Lowestoft Transport and Infrastructure Prospectus 2013-2025 (LTIP) reproduced as Figure 1 below.

1.1.3 Each of the three proposed crossing locations crosses Lake Lothing in a north-south direction; they are referred to as the Western, Central and Eastern Crossings.

Figure 1 Indicative Crossing Location Plan



1.1.4 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. It aimed to build on the information taken from the Stakeholder workshops and identify the advantages and disadvantages of each location from a transport and environmental perspective, whilst also presenting the views of the key stakeholders within any decision making process in relation to a preferred location. In particular the impact on the harbour operations and potential town centre traffic and future trade implications play a key role in this decision-making process.

1.1.5 The aim of the Stakeholder workshops was to consider the advantages and disadvantages of each of the three crossing options, so that following a decision on the preferred location, further work on the design and costs of the scheme could happen. A variety of stakeholders were invited to attend the Stakeholder workshops, including Highways Agency, Association of British Ports (ABP), Chamber of Commerce, Natural England, Environmental Agency, Suffolk County Council and Waveney Borough Council.

1.2 Report Structure

1.2.1 Section 2 provides a summary of the public consultation.

1.2.2 Section 3 provides a summary of the stakeholder consultation.

1.2.3 Section 4 provides a summary of any additional stakeholder consultations held after the workshop.

1.2.4 Section 5 summarises the main conclusions of the report.

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 2. 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 3 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 However, 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. This option was not specifically presented as part of the consultation; an opening bridge being the option that formed part of the consultation at this location. Due to the level of local publicity that has occurred around the 'polder dam' style crossing and in particular the concept that it would allow continuous two-way traffic operation, many respondents had pre-conceived views about their preferred option. Whilst the information boards highlighted the disadvantages of this location (being in the centre of the operational harbour area) and the current preference for a tidal barrage to be provided outside the harbour entrance, the potential impact of the 'polder dam' type of crossing may not be fully appreciated by the attendees at the public consultation. The Peter Colby concept for the

central location will be further explored alongside the opening bridge options, in terms of the feasibility and impacts on the harbour operations during the next stage of the study.

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? (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 a new Eastern crossing was provided. 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 Three options were provided for the Eastern location, and the primary concerns about the existing eastern bascule bridge centre around the congestion issues that arise in the town centre when it opens. This study recognises that there are existing town centre congestion issues that need to be resolved, however, for Waveney Chamber of Commerce and the Association of British Ports the eastern location could provide the most benefit for the town centre, whilst maintaining access to the harbour area and promoting it for future investment. The Waveney Chamber of Commerce represent a significant number of local business in Lowestoft and the potential impacts of the eastern location for a new crossing will therefore need further investigation in the next stage of the study, despite being perceived by the local people as being the least attractive crossing location. Any further work in the eastern area for a new road crossing will also need to focus on relieving town centre traffic congestion issues in this area of Lowestoft.

2.4.17 All additional text responses are provided in Appendix D.

3 Stakeholder Consultation

3.1 Introduction

3.1.1 This section of the report describes the stakeholder consultation process and summarises the responses.

3.2 Consultation Workshops

3.2.1 Two consultation workshops were held at the Council Chamber at the Town Hall in Lowestoft on Monday 28 April 2014. Invited stakeholders attended a morning session, and County and District Councillors were invited to an afternoon session.

3.2.2 69 individuals were invited to the Consultation workshop; of the 69 individuals invited, 32 attended the consultation (the attendance list is contained in Appendix E).

3.2.3 The stakeholder consultation included individuals from organisations such as:

- Suffolk County Council – officers and councillors;
- Waveney District Council – officers and Councillors;
- A local taxi company representative;
- Association of British Ports (ABP);
- Highways Agency;
- Lowestoft Harbour Maritime Business Group; and
- Local businesses.

3.3 Crossing Study Presentation

3.3.1 The individuals who attended the consultation were first given a presentation by WSP about the Lake Lothing Crossing Study. The presentation slides are contained in Appendix F.

3.3.2 The presentation looked at the current situation of the Bascule Bridge and Saltwater Way Bridge, giving illustrations of the existing traffic distributions. It then focused on the three possible location options for the new bridge (western, central and eastern), highlighted some potential constraints and their associated costs:

- The Western Crossing will mainly serve destinations to the west of Lowestoft, and with an estimated cost of £55m - £75m is the cheapest of the three options.
- The Central Crossing will serve town centre destinations and is estimated to cost £70m - £90m.
- The Eastern Crossing is the most expensive of the three options at an estimated £90m - £110m.

(**Note**: the costs presented above were initial estimates and were further refined for the Public Consultation)

3.3.3 After the presentation had been given, attendees were given the opportunity to openly discuss the pros and cons of each of the three location options and to give their views about the crossing. A list of general comments and other expressed views for the morning and afternoon sessions are contained in Appendix G. Responses to the comments in terms of how they could be addressed going forward are also included.

3.3.4 A summary of the pros and cons of the morning stakeholder session and the afternoon district and county councillor session are provided in the following two sections of the report.

3.4 Stakeholder Workshop

3.4.1 A summary of comments given by the stakeholders who attended the morning session is provided in Table 3.1.

Table 3.1 Input from Stakeholders who were in Attendance

	Western Crossing Location	Central Crossing Location	Eastern Crossing Location
Pros	- Bridge open for river navigation at all times; and - Provides for through traffic.	- Provides adequate link from Southern Relief Road; - Land availability; and - Provides improved vehicular access to the port.	- More of a positive if linked to the replacement of the existing Bascule Bridge - Preferred location for facilitating existing and future harbour operations
Cons	- Traffic issues with Victoria Road; - Does not connect well with the existing road infrastructure; - Too far out of the town centre; - Reduced accessibility to the town centre; and - Impact on County Wildlife Site.	- Poses a problem for river navigation to the port.	- May not solve existing traffic problems; and - Requires improved link road to Commercial Road.

3.4.2 Table 3.1 shows that the Central Crossing Location option appears to have a number of advantages, and fewer disadvantages compared with the other locations and based on the information that was presented and local perception of the way in which traffic circulates in the town. Key issues raised about the Eastern and Western Crossing were that they may not address the existing traffic problems, and also that additional infrastructure and improvements will be required to connect the crossings to the existing road infrastructure. However, the eastern location provides the most benefit in terms of facilitating the existing and future harbour operations.

3.4.3 A key disadvantage of the Central Crossing location option was the fact that it poses a problem for river navigation to the port. This issue and any other concerns that ABP have about the crossing were investigated and discussed further outside the workshop.

3.4.4 The Central Crossing location option is believed to have potential to provide improved vehicular access to the port area. This may be important, with the harbour area being cited as the future location of a significant number of jobs.

3.4.5 Several individuals raised the issue that the existing traffic management system should also be reviewed as a short term measure, to address local congestion issues.

3.5 District and County Councillors Workshop

3.5.1 A summary of comments given by district and county councillors who attended the afternoon session is given in Table 3.2.

Table 3.2 Input from Councillors who were in Attendance

	Western Crossing Location	Central Crossing Location	Eastern Crossing Location
Pros	- Cheapest; - Improves Oulton level crossing problems; and - Least impact on shipping.	- Least impact on development areas; - Brings about greater variety / connections within the town; and - Least impact as it connects to the Southern Spine Road.	- Better than nothing.
Cons	- Impact on County Wildlife Site; - Impact on development areas; and - Access from south, problems with rat-runs.	- Impact on Denmark Road.	- Most expensive; - Issues with pedestrian crossings; and - Does not adequately deal with congestion.

3.5.2 Table 3.2 shows that the Western and Central Crossing Location options were perceived to have the greatest number of advantages. Several disadvantages of the western crossing option were raised, with concerns regarding the impact that it would have on development areas and the County Wildlife Site. One disadvantage of the central crossing option was identified, with concerns about the impact of the crossing on Denmark Road raised.

3.5.3 The Eastern option was seen to be advantageous only in the fact that it would be better than nothing. Concerns were raised as to whether it would adequately deal with congestion, and, being the most expensive of the three options, concerns were raised about the scheme costs.

4 Additional Stakeholder Consultations

4.1 Introduction

4.1.1 In addition to the workshops held during the day, further consultations were made with the following parties:

- Association of British Ports (ABP);
- Highways Agency (HA); and
- Lowestoft and Waveney Chamber of Commerce.

4.2 Association of British Ports (ABP)

4.2.1 A separate meeting with ABP was convened on 21st May 2014, with the aim of gaining a better understanding of their current and future aspiration for the inner harbour and to appreciate the constraints within the area. ABP believe that the right crossing, in the right place, will benefit the Port, although there may be some loss of berthing space. The discussion highlighted the following potential constraints on the new road crossing location:

- There is currently an allocated turning area for ships in the inner harbour which will be compromised by the Central crossing alignment. Whilst the Peter Colby design aims to provide an option which allows for continuous traffic flow, for ABP to operate through this section of the port both bridges would need to open together to allow vessels to pass through due to the distance between the bridges. It would therefore not be possible to maintain a continuous traffic flow as perceived by the promoters of this option;
- With the Eastern alignment if the Bascule bridge is retained, both bridges would need to open simultaneously to allow vessels to pass through due to the distance between the bridges;
- A bridge in the Western location should not inconvenience the current operations in that area of operational port. A bridge in the western location would need to avoid the area currently leased to OGN (Offshore Gas Newcastle), including the modern quays on the north side within the OGN facility; and a bridge at the central or western location would need to be separately manned 24 hours a day in order to accommodate the vessels as required, with an associated annual operating cost being incurred.

4.2.2 Overall, they considered that the eastern location had potential to have the least impact on harbour operations, both now and in the future. The discussion highlighted the potential advantages of the eastern crossing location.

- The ‘Eastern Crossing’ option would link better to existing infrastructure than the Bascule Bridge;
- It could provide a link over the railway line to protect the Port and its access, which is crucial for economic and employment growth in the town in view of the emerging offshore and energy opportunities; and
- It may be possible to operate the eastern bridge alongside the current staffing arrangement on the Bascule Bridge, therby saving on additional ongoing operational costs.

4.3 Highways Agency

4.3.1 The Highways Agency (HA) is responsible for maintaining the existing Bascule bridge and further consultations with them revealed that they are satisfied that it can continue to be maintained for the foreseeable future.

4.3.2 Funding for a new road crossing has not been secured and there will still be a significant amount of technical design and economic assessment to do once the preferred location and outline design have been decided. Road investment on this scale would have to be through a national government programme.

4.4 Chamber of Commerce

4.4.1 Lowestoft and Waveney Chamber of Commerce convened a meeting to consult with local business leaders regarding their views on the Lake Lothing Crossing options that have been presented. The meeting was held on 16th July 2014 at Riverside Business Centre and was attended largely by businesses with a particular expertise or interest in the Port.

4.4.2 Overall it was considered by the attendees that the right crossing, in the right place will benefit the Port although there might be some loss of berthing space. The discussions recognised that the Port and access to it are crucial for economic and employment growth in the town in view of the emerging offshore and energy opportunities.

4.4.3 At the close of the meeting, attendees were invited to vote on the three crossing options with the results of this being the Chamber's response to the consultation. The weight of the meeting was heavily in favour of the Eastern Crossing option (11 votes), 2 votes for the Central and none for the Western (and 2 abstentions). The Eastern crossing Option C (see paragraph 4.3) was recommended in response to the consultation, with additional views on the design provided.

4.4.4 The Lowestoft and Waveney Chamber of Commerce's recommendation to the consultation on the new bridge crossing options is to support the Eastern Crossing as the location, by providing a new bridge of such height above the Mean High Water level to remove the need for the bridge to be raised for the majority of vessels which will service the Operation and Management requirements of the offshore renewable energy industry and to be able to cross above the North Quay and the railway lines providing sufficient operational clearance for their continued use. In addition it was recommended that the existing Bascule bridge and all associated highway infrastructure serving that bridge that is no longer required for other purposes be removed to allow for the entrance channel to the inner harbour (Lake Lothing) to be widened to further assist economic development of the inner harbour particularly for the offshore renewable energy industry and that the proposed new pedestrian and cycle bridge is redesigned to ensure that it can span this widened channel.

4.5 Summary

4.5.1 The ABP representatives support the Eastern location most strongly. It was felt that this location would have the least impact on harbour operations both now and in the future. In addition to this, it was considered that the eastern crossing option would link better to the existing infrastructure than the Bascule Bridge. Unlike the central and western crossing options, it is likely that the eastern option could be operated alongside the current staffing arrangement on the Bascule Bridge, from the existing control room. It is estimated that annual costs would be in the region of £150k to £200k for a separate operating crew, which would be required at the western and central crossings.

4.5.2 The Lowestoft and Waveney Chamber of Commerce representatives also support the Eastern location, option C; with the bridge being provided at a height that allows vessels associated with the offshore renewable energy industry to pass under without the need for opening; and with the existing Bascule bridge being removed to allow for widening of the entrance channel to the inner harbour to assist economic development particularly for the offshore renewable energy industry.

4.5.3 The consultation with stakeholders has shown that there are a number of views regarding the need and preferred location for a new road crossing of Lake Lothing. However, the balance of views provided favours the eastern and central locations over the western location.

5 Summary and Conclusions

5.1 Summary

Public Consultation

5.1.1 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.

5.1.2 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.

5.1.3 175 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.

Stakeholder Consultation

5.1.4 The stakeholder review took place in order to look at the three location options for the Lake Lothing Bridge, and to determine the pros and cons of each option.34 individuals responded to the Stakeholder Consultation Review.

5.1.5 All individuals who attended the consultation were broadly supportive of the need for a new crossing in the longer term. However, it was also felt that in the short term more could be done to address general traffic management issues currently being experienced particularly in the town centre and around Commercial Road.

5.1.6 Further consultation and discussion with the ABP and Highways Agency took place to better understand their views. The preference of ABP being for the Eastern location and the Highways Agency being content that the existing Bascule Bridge can continue to be maintained for the foreseeable future.

5.1.7 Waveney Chamber of Commerce also expressed a preference for the Eastern location.

5.2 Conclusion

5.2.1 Table 5.1 below summarises the pros and cons of each crossing location option from the responses given at the consultations

Table 5.1 Pros and Cons of each location option

	Western Crossing Location	Central Crossing Location	Eastern Crossing Location
Pros	- Bridge open for river navigation at all times; - Provides for through traffic; - Cheapest; - Improves Oulton level crossing problems; - Least impact on shipping; - Would allow for more sea berth development; - Would make use of unoccupied industrial land; - Would take traffic away from the town centre, reducing congestion; - Western part of town has seen major growth and the western crossing would cater for this increased traffic.	- Provides adequate link from Southern Relief Road; - Land availability; - Provides improved vehicular access to the port; - Least impact on development areas; - Brings about greater variety / connections within the town; - Least impact as it connects to the southern spine road; - Would link up the Southern Relief Road and Peto Way; - Central location would free up the existing eastern bridge for buses, taxis and local access.	- More of a positive if linked to the replacement of the existing Bascule Bridge; - Better than nothing; - Most convenient for Southern Lowestoft Relief Road onto new northern spine road and Denmark Road; - Can leave the existing bridge for local traffic; - Can go over the railway lines - Preference of Chamber of Commerce - least impact on existing port operation - most potential for further growth in port operations.
Cons	- Traffic issues with Victoria Road; - Does not connect well with existing infrastructure; - Reduced accessibility to the town centre; - Impact on county wildlife site; - Impact on development areas; - Access from south, problems with rat runs; - Too far out of the town centre.	- Poses a problem for river navigation to the port; - Impact on Denmark Road traffic flows; - Could create a bottleneck in Lowestoft centre; - Would impact on the turning area for vessels.	- May not solve existing town centre traffic problems; - Requires improved link road to Commercial Road; - Most expensive; - Issues with pedestrian crossings; -

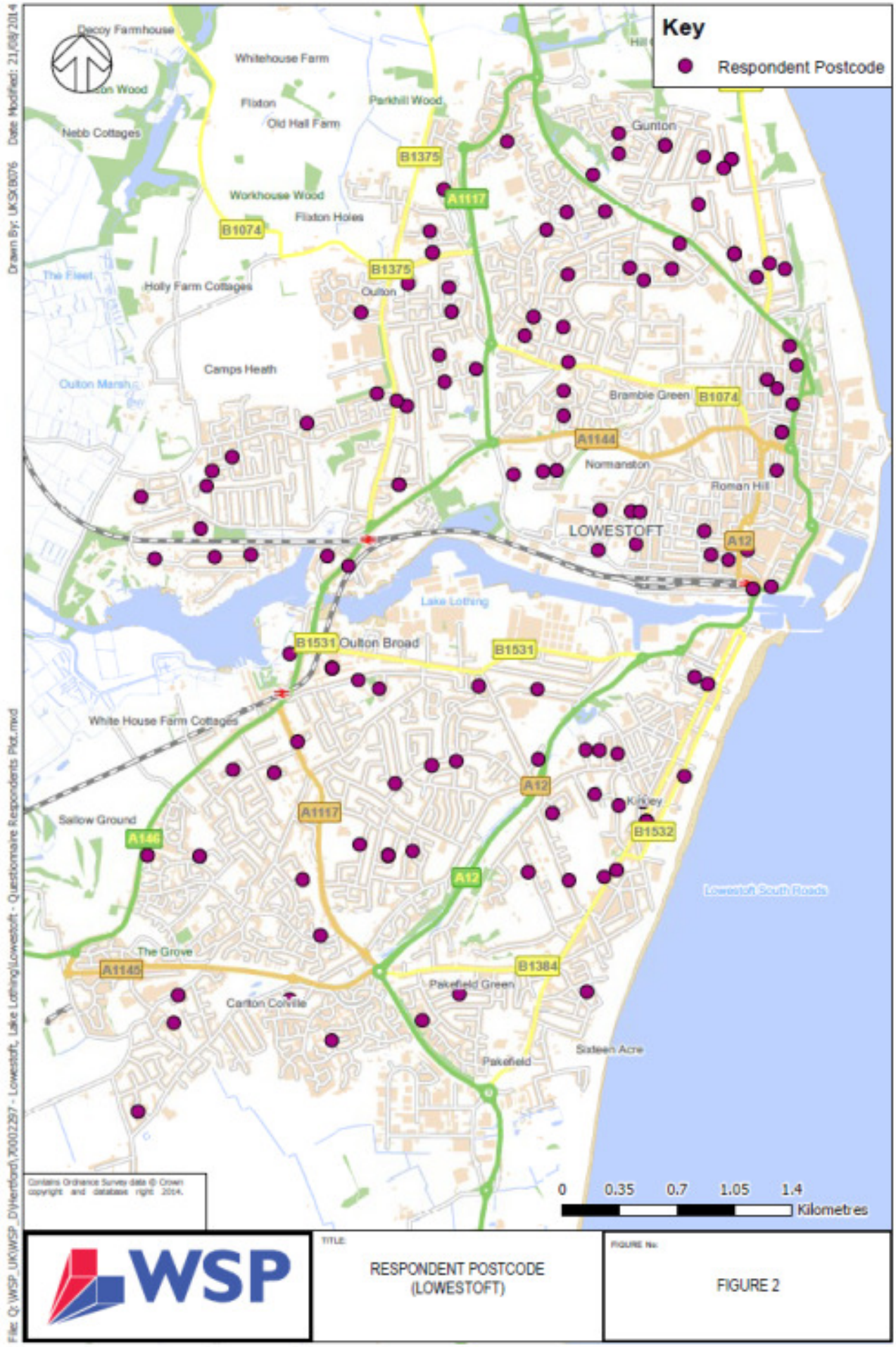
5.2.2 During both the Public Consultation and the Stakeholder Consultation, it was evident that all attendees were in general favour of a new crossing being provided, whether additional or replacement. However, a number of different views were expressed about each of the locations and a number of pros and cons for each were discussed. On balance the least favourable option, on the basis of the information presented, was the western crossing, with the central location having support within in the local community residents and the eastern location receiving a strong level of support from the Waveney Chamber of Commerce and the Association of British Ports..

5.3 Next Steps

5.3.1 The consultation and discussions have provided a useful insight into identifying the preferred broad crossing location, with the central and eastern locations being most favourable when the Stakeholder and Public Consultation views are combined. Whilst it was originally the intention to take one crossing location forward for further design work, due to the strength of opinion it recommended that both the Central and Eastern locations should be taken forward for further technical design and feasibility work during the autumn.

5.3.2 In October 2014, after further technical design and feasibility work has taken place, the recommendation on the preferred option will take place.

Figures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Holly Farm Cottages
Oulton
Camps Heath
Oulton Marsh
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B1074
A1144
Normanston
Roman Hill
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Appendix A – Lake Lothing Consultation Poster

Suffolk County Council

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

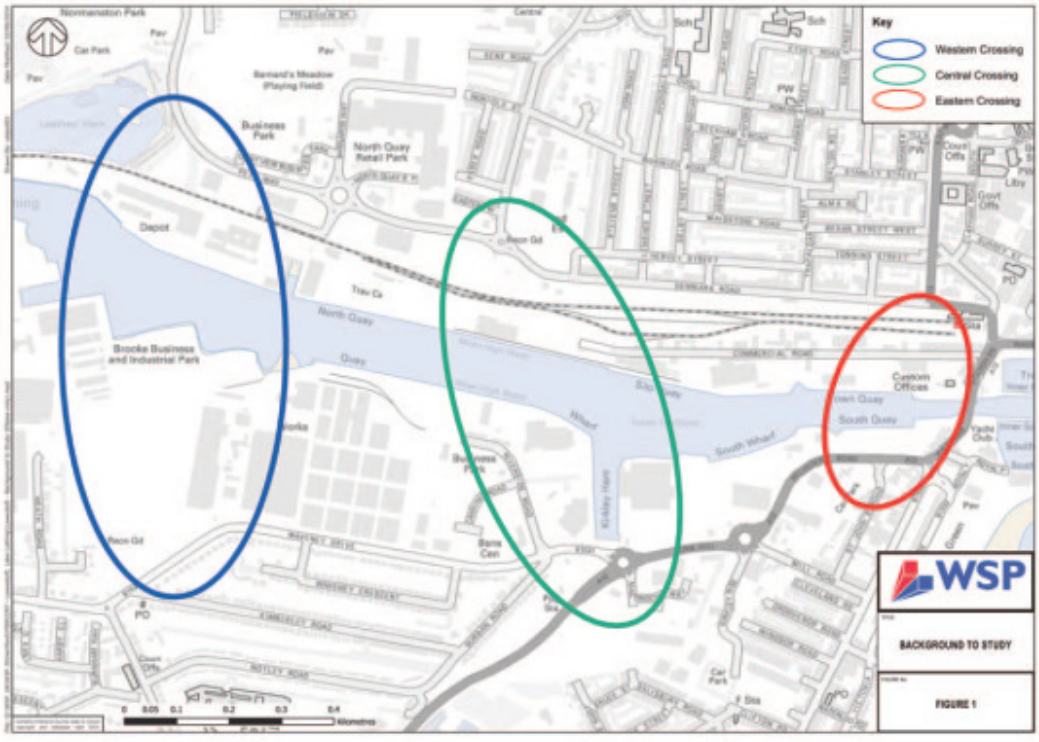
Suffolk County Council has appointed consultants WSP to consider options for the provision of a new road crossing of Lake Lothing. As part of a consultation, three options will be on display at the **Lowestoft 60+ Club, Clapham Road South, NR32 1QS.**

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**.



WSP

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

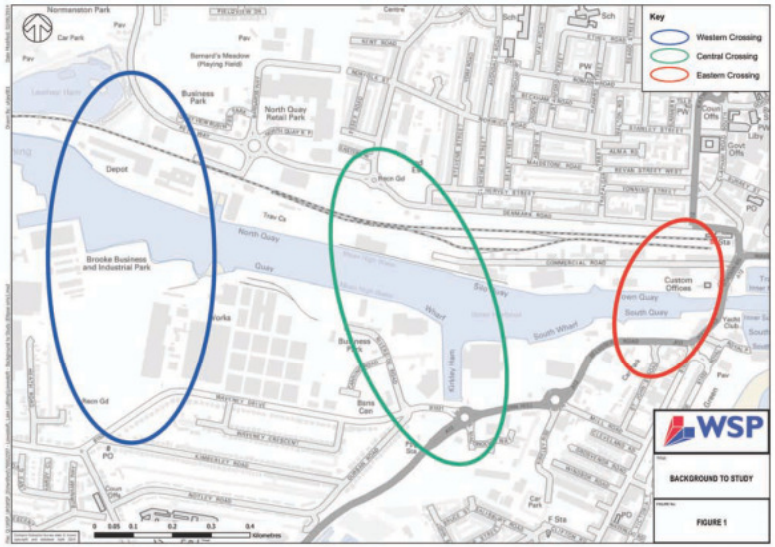
The Highways Agency (HA) is responsible for maintaining the existing Bascule Bridge, and is satisfied that it can continue to do this for the foreseeable future. The Saltwater Way Bridge at Oulton Broad falls under the responsibility of the Local Highway Authority, SCC.

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.



WSP

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.

Project number: 70002297
Dated: 05/09/2014
Revised: 2014-10-06T00:00:00

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

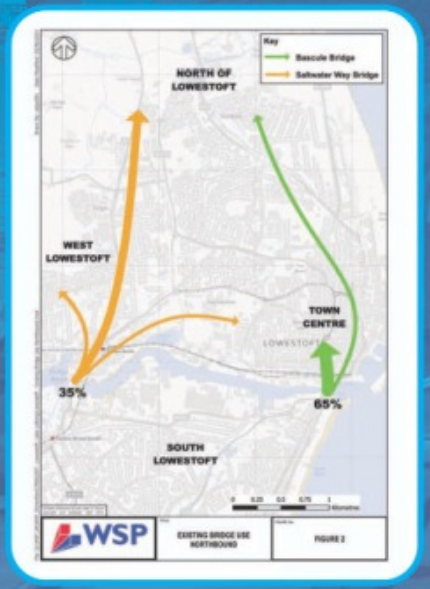
Congestion

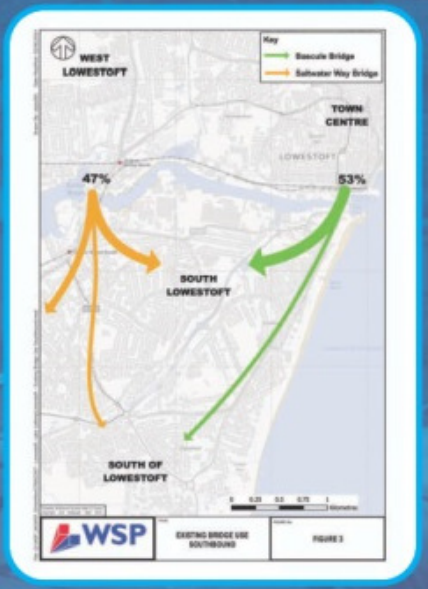
Both existing bridges suffer from a considerable amount of congestion during the peak hours and throughout the day.

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.





WSP

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

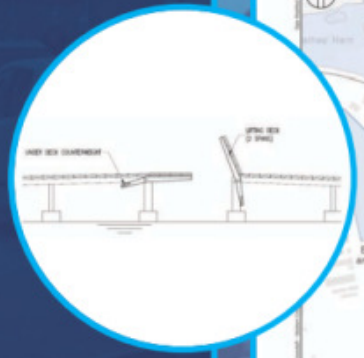
Potential impacts on traffic flows

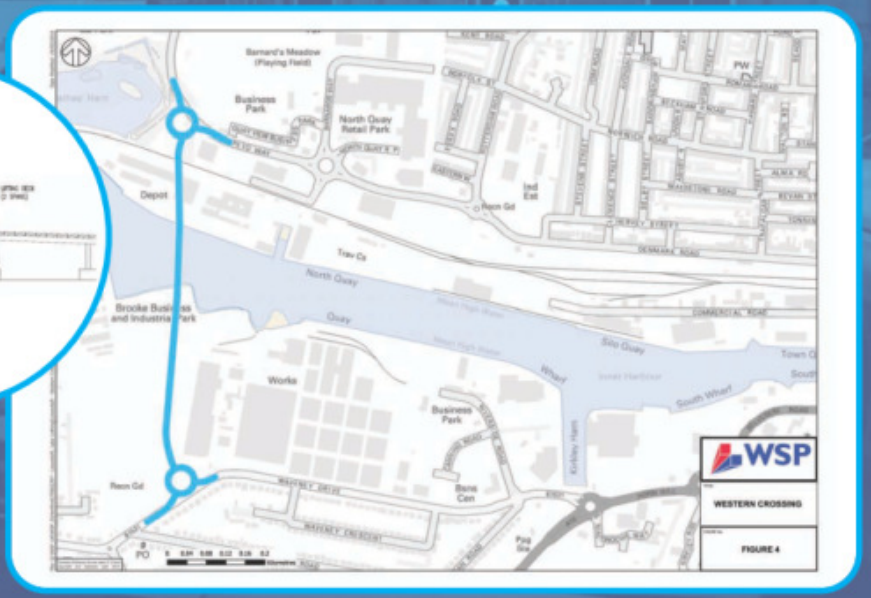
The western crossing reduces traffic levels on both existing bridges, with the dual carriageway option predicting that approximately 35% of traffic would use the new bridge. The new bridge would mainly serve the destinations outside Lowestoft with the local traffic using the Bascule and Saltwater Bridges.

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%





Project number: 70002297
Dated: 05/09/2014
Revised: 2014-10-06T00:00:00

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

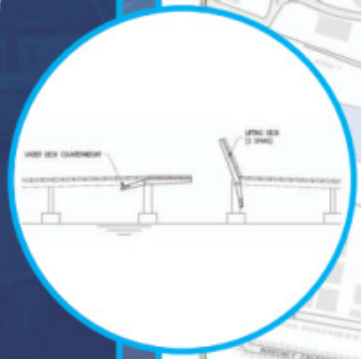
Percentage of traffic using each bridge (two-way traffic flow)

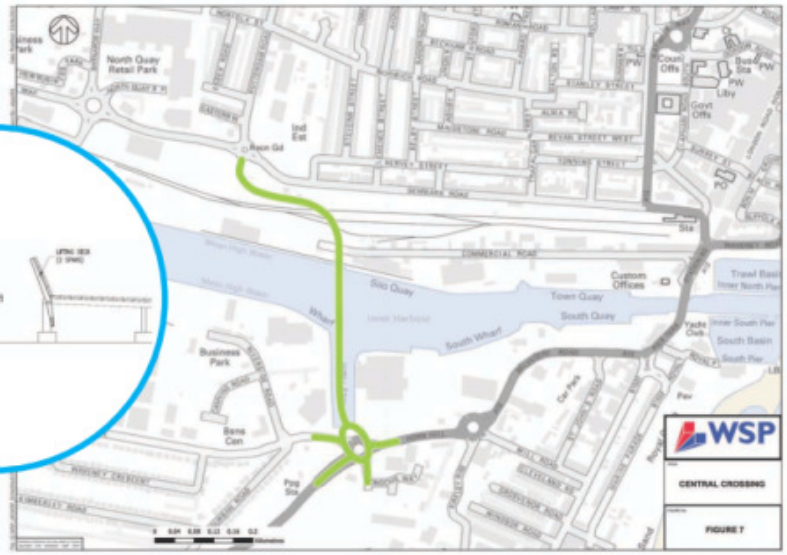
The central crossing reduces the traffic levels on both existing bridges. With the dual carriageway option, the central crossing could carry 52% of the two-way traffic flow.

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%





WSP

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

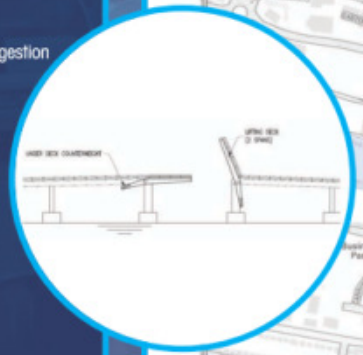
Potential impacts on traffic flows

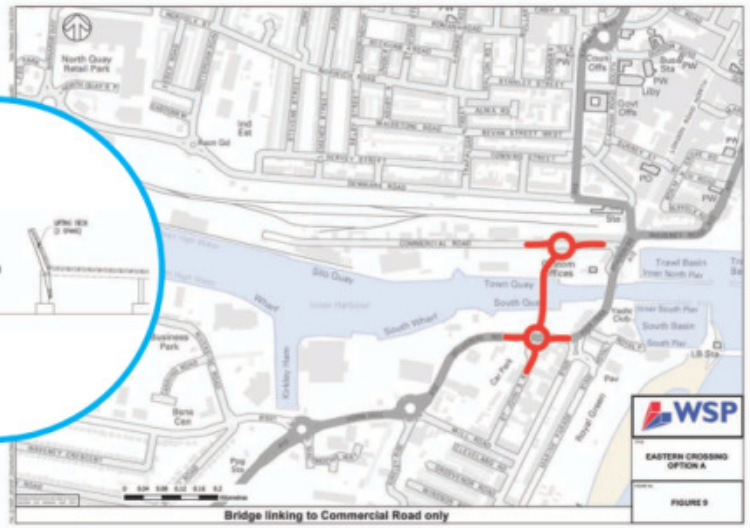
Traffic flows on Saltwater Way could remain the same as they are currently. If the new bridge became the primary bridge then the flow on it could be up to 52% (subject to additional works at Commercial Road junction). With the one-way traffic operation the split of traffic between the two bridges is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

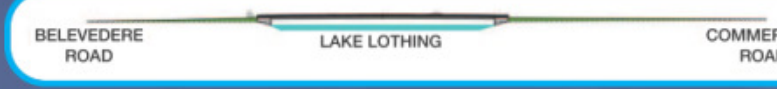
Percentage of traffic using each bridge (two-way traffic flow)

	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)





Bridge linking to Commercial Road only



Project number: 70002297
Dated: 05/09/2014
Revised: 2014-10-06T00:00:00

Suffolk County Council

Eastern crossing Option B

Option B

A bridge linking to Commercial Road with link over the railway line from Commercial Road to Denmark Road

Benefits

- Least impact on existing and future port operations depending on the rail crossing
- 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
- Positive impact on port operations due to direct access to the North Quay avoiding Station Square – dependent on the rail crossing
- Could help support the future removal of the existing bascule bridge should this prove necessary
- If combined with 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 on the bridges to help ease town centre traffic congestion
- Could also reduce traffic flows on Saltwater Way and Oulton Broad
- No additional annual operating costs – could combine operation with the existing bridge

Constraints

- Additional cost associated with link over railway lines
- Rail bridge embankments or structure may impact negatively on development land
- Both bridges would need to lift simultaneously so still impeding traffic flow
- Access routes to eastern crossing may experience increased traffic flows

Estimated cost: £90m to £110m

Potential impacts on traffic flows

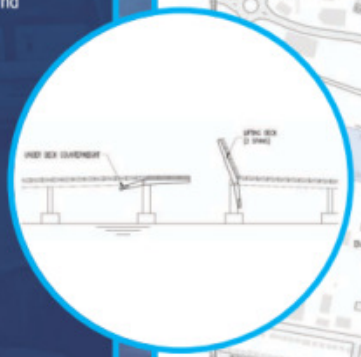
Traffic flows could be reduced on Saltwater Way. However this would increase the level of traffic combined on the eastern bridges, potentially impacting on the access routes.

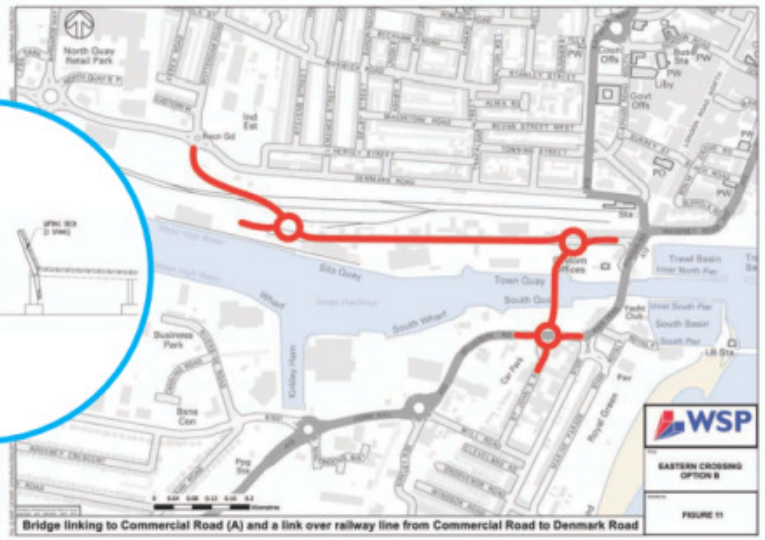
The Bascule Bridge would mainly serve the town centre destinations with the new bridge serving destinations outside Lowestoft to the north.

Average delays at key town centre junctions are reduced.

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

	Bascule Bridge	Saltwater Way	Eastern crossing Option B
Existing	60%	40%	–
With eastern crossing Option B (dual carriageway)	40%	31%	30%
With eastern crossing Option A (dual carriageway and closure of existing Bascule)	Closed	33%	67%





Bridge linking to Commercial Road (A) and a link over railway line from Commercial Road to Denmark Road

WSP

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)

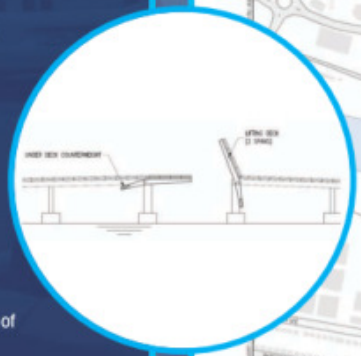
The scheme has little impact on the traffic flows on Saltwater Way and brings a similar level of traffic to the new and existing crossings combined.

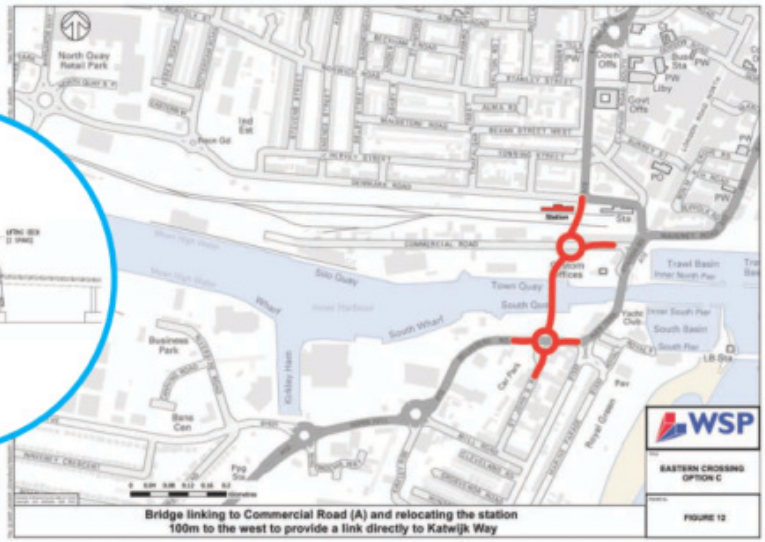
The destination of the traffic on the new bridge is mainly going to the town centre with some also travelling to areas outside Lowestoft to the north, with the Bascule Bridge also having a similar split.

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%





Bridge linking to Commercial Road (A) and relocating the station 100m to the west to provide a link directly to Katwijk Way

Project number: 70002297
Dated: 05/09/2014
Revised: 2014-10-06T00:00:00

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

WSP

Appendix C – Public 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

WSP

Appendix D – Text Responses to Questionnaire

Appendix E – Stakeholder Workshop Attendance List

Attendance Register – 28th April 2014

New Lake Lothing Crossing, Lowestoft - Stakeholder Consultation

Name	Organisation
Andrew Shepherd	Kirkley Business Association
Bob Blizzard	Suffolk County Council
Craig Knights	Arnolds Keys (agent for Jeld Wen)
Darren Newman	Lowestoft Vision
David Coulam	Waveney District Council
Graham Newman	Suffolk County Council
James Reader	Lowestoft & Waveney Chamber of Commerce
Jo Page	Cefas
John Wilson	Lowestoft Harbour Maritime Business Group
Len Jacklin	Waveney District Council
Lisa Holmes	AKD
Lorraine O'Gorman	Highways Agency
Malcolm Pitchers	Waveney District Council
Mike Barnard	Waveney District Council
Nick Webb	Waveney District Council
Paul Thomson	Sembmarine / SLP
Pete Collecott	Waveney District Council
Peter Colby	Peter Colby Commercials
Peter Scrown	Network Rail
Richard Musgrove	ABP
Roger Arundale	ABP
Russel Harper	OGN Shellbase
Sandra Gage	Suffolk County Council
Tim Mason	Nexen Lift Trucks
Paul Moss	Waveney District Council
Caroline Barnes	Waveney District Council
Mike Dowdall	Suffolk County Council
Richard Perkins	Suffolk Chamber
Paul Wood	Waveney District Council
Lucy Robinson	Suffolk County Council
Desi Reed	Waveney District Council
Bruce Provan	Waveney District Council

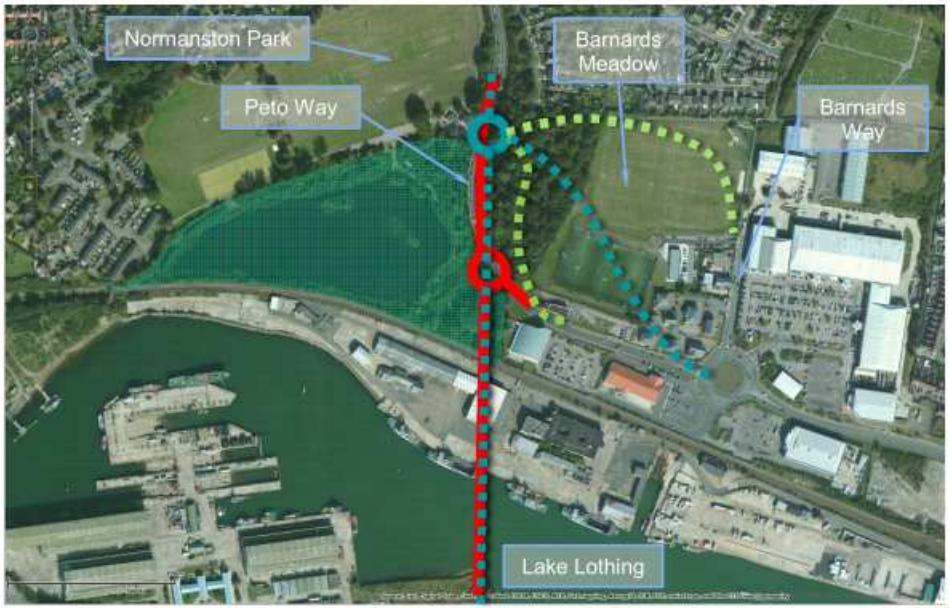
Appendix F – Lake Lothing Crossing Study Presentation

Western Crossing Location

Suffolk Highways

WSP

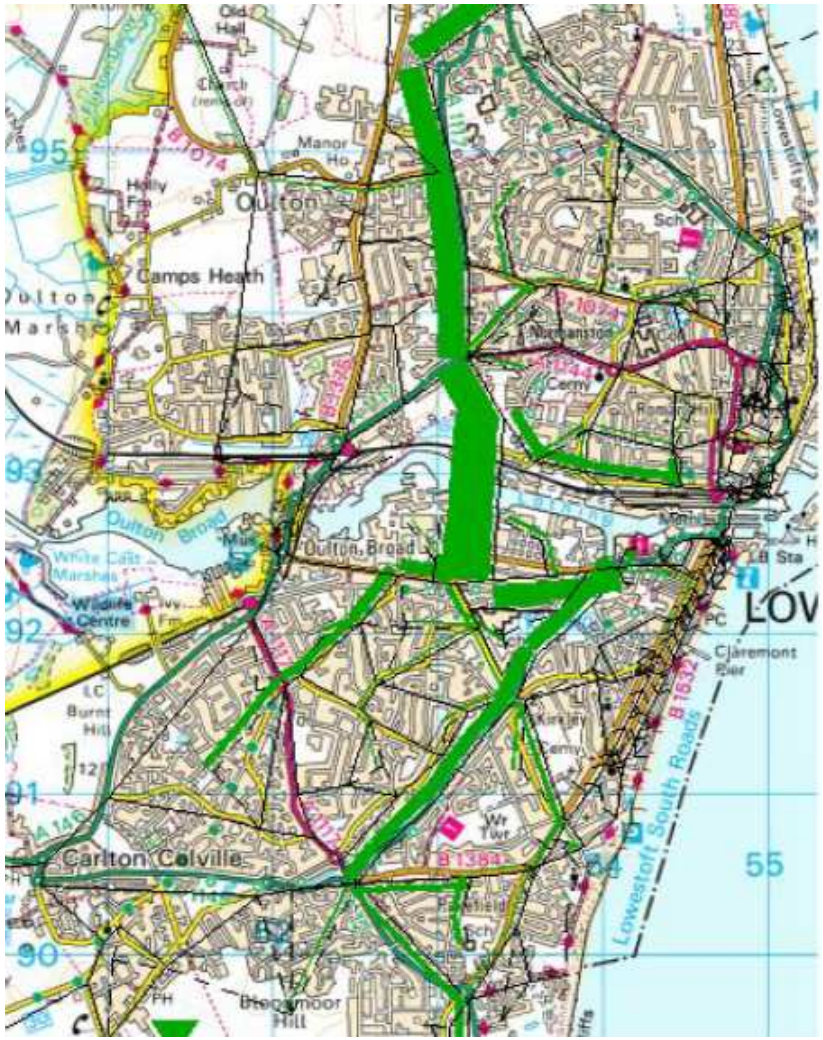
- Estimated cost: £55m-£75m (initial estimate only - further refinement expected during study)
- Levels and roundabout – raised approx 2.5m above existing
- Leathes Ham Local Nature Reserve / County Wildlife Site



Western Crossing Traffic Distribution

Suffolk Highways

WSP



- Mainly serves destinations to north of Lowestoft
- Also west of Lowestoft destinations
- Access is from Tom Crisp Way/ Waveney Drive
- Some town centre destinations

Central Crossing Location

Suffolk Highways

WSP

- Estimated Cost: £70m-£90m (initial estimate only - further refinement expected during study)
- Tie in with A12 at Waveney Drive
- Kirkley Ham reclaimed and re-filled

Central Crossing Traffic Distribution

Suffolk Highways

WSP

- Denmark Road & Commercial Road destinations
- Town centre destinations via Denmark Road or St Peter's Street
- Also north of Lowestoft via Peto Way & Millennium Way

Eastern Crossing Location

Suffolk Highways

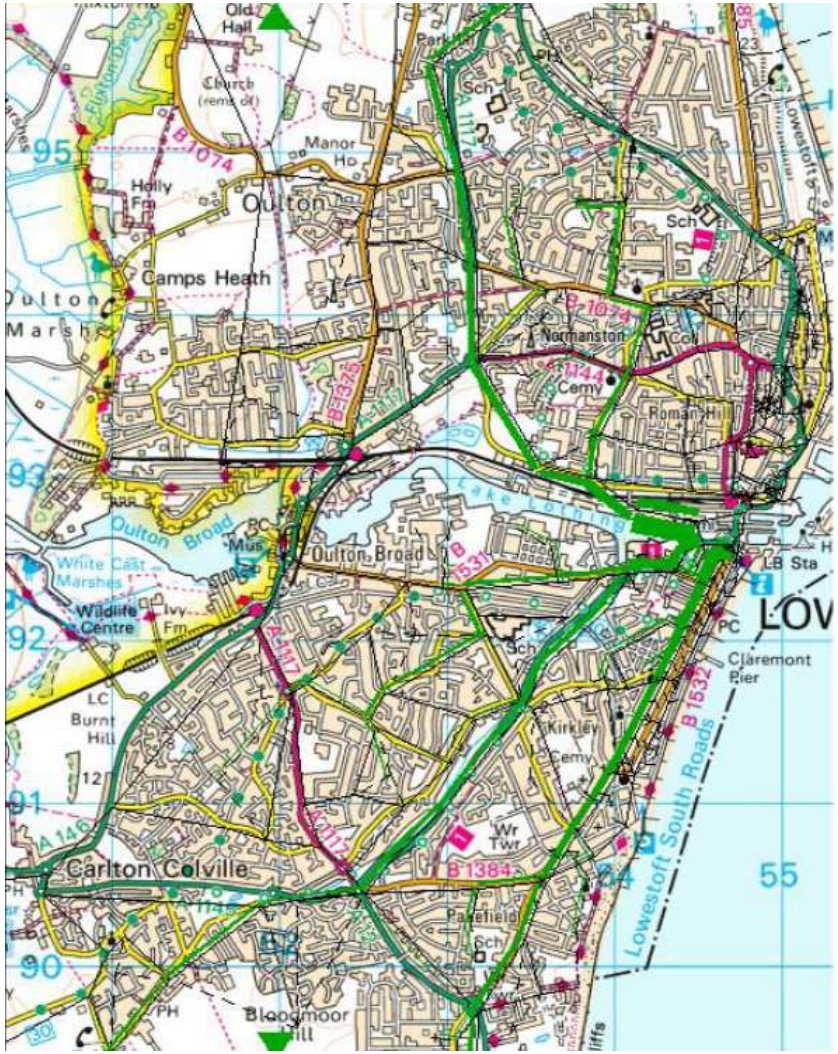
WSP

- Estimated Cost: £90m-£110m (initial estimate only - further refinement expected during study)
- Bascule Bridge
- Not over railway line?

Eastern Crossing Traffic Distribution

Suffolk Highways

WSP



- Serves Commercial Road & Denmark Road as primary destinations
- Peto Way to access places to north outside Lowestoft

Predicted Bridge 2-Way Traffic Flows

Suffolk Highways

WSP

Note: these flows are taken from initial modelling work and give an indication of potential traffic flows. Further updates to the model will be undertaken to inform the public consultation.

	Traffic Flows on Bascule Bridge AM Peak				Traffic Flows on Saltwater Way AM Peak				Traffic Flows on New Crossing AM Peak			
	N'bound	S'bound	Total	%	N'bound	S'bound	Total	%	N'bound	S'bound	Total	%
Existing Without New Crossing	2,425	1,395	3,820	**60.1%**	1,285	1,255	2,540	**39.9%**	~	~	~	**~**
New 3rd Crossing – WESTERN Location	2,208	1,097	3,305	**50.8%**	768	860	1,628	**25.0%**	830	745	1,575	**24.2%**
New 3rd Crossing – CENTRAL Location	1,323	999	2,322	**36.2%**	786	914	1,700	**26.5%**	1,600	784	2,384	**37.2%**
New 3rd Crossing – EASTERN Location	1,512	810	2,322	**38.5%**	1,397	921	2,318	**38.4%**	496	903	1,399	**23.2%**

Input From Stakeholders

Suffolk Highways

WSP

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

- Option Appraisal Criteria
  - Technical deliverability
  - Cost Benefit assessment
  - Other constraints

Input From Stakeholders

Suffolk Highways

WSP

	Western Crossing Location	Central Crossing Location	Eastern Crossing Location
Pros			
	Bridge open for river navigation at all times. Provides for through traffic	Provides adequate link from Southern Relief Rd. Land availability. Provides improved vehicular access to port..	More of a positive if linked to replacement of existing Bascule bridge.
Cons			
	Traffic issues with Victoria Rd. Does not connect well with existing road infrastructure. Less accessibility to town centre. County wildlife site.	Poses a problem for river navigation to port.	May not solve existing traffic problems. Requires improved link road to Commercial Rd.

Summary and Closing Remarks

Suffolk Highways

WSP

- Summary
  - Next Steps
  - Public Consultation

- Closing Remarks
  - Cllr Graham Newman

Appendix G – Stakeholder Comments and Views

Lowestoft Stakeholder Consultation, 28th April 2014

	List of General Comments and Expressed Views	
	AM Session with Invited Stakeholders	Response
	Lowestoft is not generally a Cargo port.	
	Also consider southbound movements – tailbacks also occur from the north.	
	Traffic lights and general traffic management review of traffic signals and pedestrian crossings throughout the town where delay is caused and potential for improvement.	
	If we just provide 2 crossings (ie, provide a new crossing to the east to replace the existing bascule bridge) are we 'future-proofing' the town?	
	Essential that it is a 3rd crossing and not a replacement for the existing A12 eastern crossing.	
	HA have plans in place for continued maintenance of the bridge going forward, there is no programme for a replacement bridge to be provided.	
	The further east a new bridge is provided the more frequently it will need to open.	
	The removal of the existing A12 bridge and the provision of a replacement in the east will open opportunity for the port by having a wider channel entry for the port ships.	
	The central crossing location provides ideal linkage to the road scheme improvements already in place, ie, the southern relief road and the northern spine road.	
	Eastern crossing will only work if it is a replacement for the existing crossing.	
	Eastern crossing would also need to provide a connection over the railway and tie in with Katwijk Way.	
	This is a long term scheme in terms of regeneration and there is a need to identify how existing problems with access and development potential in the port area can be unlocked through short term schemes, including traffic management.	
	A low level bridge / barrage including a lock arrangement (Peter Colby scheme) in the central location offers a low cost solution and also contributes towards flood protection. (Peter Coltby to send his proposals to WSP for review as part of the crossing study).	Email request sent to Peter Colby 13/05/2014. Reminder sent 27.05.2014. Awaiting response.
	Alternative access arrangement to the northern side of the port by car should be considered.	

	Network rail opportunities for freight and the connection with the port also need to be considered.	
	Existing problems are linked with car parking. A solution could be car parking to the south linked with a walk across the bridge (already being progressed under the current pedestrian bridge scheme) but it needs to be linked with the car parking. Provision of a 'shuttle' service to cross the bridge may be beneficial, perhaps as a tourist attraction. The 'old' bridge could be retained as a tourist attraction.	
	The traffic lights and traffic management issues around the bridge / Commercial Road need to be considered.	
	Assisting in the viability of the port and the potential for investment in it is key.	
	The Bascule bridge has to change – it needs something different.	

	List of General Comments and Expressed Views	
	PM Session with County and District Councillors	
	Consultation with the local taxi drivers should be undertaken.	
	Commercial Road junction and the activities / interactions to the north side of the bridge cause the traffic problems.	
	Level crossings in Outlon Road cause the traffic delays and problems.	
	Any new bridge must also go over the railway line to address the current difficulties.	
	Denmark Road 'rat-run' is already a problem especially on Sundays as a result of the railway station traffic lights. A western or central crossing would add to the 'rat-run' problems.	
	The central or western crossings would have the potential to take traffic away from the town centre.	
	The eastern location would only add traffic to the already congested town centre junctions and wouldn't help the traffic that wants to go through the town.	
	More traffic activity at the eastern end will make the area less attractive for vulnerable road users (cyclists and pedestrians) and the current implementation of schemes in this area is trying to assist these road users.	
	Strategic benefits to the wider area need to be captured.	
	Central crossing would relieve both the existing crossing points.	
	Replace existing crossing with 4 lanes and widen on the approaches rather than provide a 3rd crossing.	

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