

Draft Scheme of Operation – Revision 2

1.1 Notes

1.1.1 This document is the Scheme of Operation referred to in article 40(1) of The Lake Lothing (Lowestoft) Third Crossing Order 2019 (“the Order”).

~~1.1.2 As provided for by article 40 of the Order, the Scheme of Operation may be varied or replaced by the undertaker (“the Council”), provided that after consultation with the Navigation Working Group, the harbour authority agrees to such changes. Where the harbour authority does not agree to any changes, those changes to the Scheme of Operation must be approved by the Secretary of State for Transport.~~

4.1.31.1.2 Article 40 of the Order requires the Council to operate the new bridge authorised by the Order (“the Lake Lothing Third Crossing”) in accordance with the Scheme of Operation. The Scheme of Operation may be varied or replaced in accordance with the provisions of article 40 of the Order

4.1.41.1.3 The person appointed by the Council to operate the Lake Lothing Third Crossing (“LLTC”) is referred to in this Scheme of Operation as the LLTC Bridge Operator.

4.1.51.1.4 The Scheme of Operation should be read alongside the provisions of the Order, and the Lowestoft Harbour Byelaws 1993 as amended by the Order, which make provision in relation to navigation, mooring and anchorage near and under the Lake Lothing Third Crossing New Bridge.

4.1.61.1.5 Words and phrases used in this Scheme of Operation, unless defined by it, have the same meaning as they have in the Order.

1. Commercial on-demand openings	The Lake Lothing Third Crossing will only be opened on demand for commercial shipping over 50 gross registered tonnage, requests for which are subject to time restrictions in paragraph 2. Notice to the LLTC Bridge Operator of the requirement for a commercial bridge opening should be given in accordance with the publicised requirements of the harbour authority.
2. Time restrictions	The Lake Lothing Third Crossing is not permitted to be lifted for any vessel during the hours of 08:00 to 09:00 and 17:00 to 18:00 on Mondays to Fridays, unless the Harbour Master determines that the vessel seeking an opening is ‘tidally restricted’ and notifies the LLTC Bridge Operator accordingly. For the purposes of this paragraph, a vessel is tidally restricted and thus may only be given an opening during peak hours if, due to its sailing draught or other navigational restriction, it is unable to proceed safely on that tide at a time outside of peak hours.

Comment [MW1]:
Key for table

Red – Not agreed by ABP in SoCG
Green – agreed by ABP in SoCG

Comment [MW2]: As comment below.

Comment [MW3]: It is noted that ABP does not agree to restrictions for LLTC that have the effect of extending the current restricted period.

ABP previously indicated it had concerns with the definition of ‘tidally restricted’ – please suggest how this might be altered.

<p>3. Recreational vessels using commercial openings</p>	<p>Small craft and yachts may use a Lake Lothing Third Crossing opening for commercial shipping provided that prior arrangement has been made with Port Control- VHF Channel 14, telephone +441502 572286 or personal visit, subject to vessels proceeding in the same direction as the commercial vessel.</p> <p>Other vessels wishing to pass through the Lake Lothing Third Crossing from the opposite direction will have to wait for the next advertised small craft opening time, as set out in paragraph 4.</p>																								
<p>4. Scheduled openings</p>	<p>In addition to paragraph 3, and subject to prior notification to the LLTC Bridge Operator in accordance with publicised requirements of the harbour authority, small craft and yachts may be given a Lake Lothing Third Crossing opening at the following times, <u>which may be amended having regard to concurrent demand at A47 Bascule Bridge</u></p> <table border="1" data-bbox="363 786 1169 974"> <tr> <td>Monday to Friday</td> <td>03:00</td> <td>05:00</td> <td>07:00</td> <td>09:45</td> <td>11:15</td> <td>14:30</td> <td>16:00</td> <td>--</td> <td>19:00</td> <td>21:00</td> <td>24:00</td> </tr> <tr> <td>Saturday, Sunday, Bank Holidays</td> <td>03:00</td> <td>05:00</td> <td>07:00</td> <td>09:45</td> <td>11:15</td> <td>14:30</td> <td>16:00</td> <td>18:00</td> <td>19:00</td> <td>21:00</td> <td>24:00</td> </tr> </table>	Monday to Friday	03:00	05:00	07:00	09:45	11:15	14:30	16:00	--	19:00	21:00	24:00	Saturday, Sunday, Bank Holidays	03:00	05:00	07:00	09:45	11:15	14:30	16:00	18:00	19:00	21:00	24:00
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<p>5. Waiting Pontoon</p>	<p>Masters of vessels should be aware that a waiting pontoon for small craft and yachts is available to the east of the Lake Lothing Third Crossing for vessels awaiting 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, <u>vessel masters should inform the LLTC Bridge Operator as soon as possible.</u></p>																								
<p>6. Navigation through the Lake Lothing Third Crossing</p>	<p>Navigation in the bridge channel is controlled by VHF advice with additional red and green "traffic lights" when the bridge is operated. <u>Vessels other than those proceeding in accordance with paragraph 8</u> Vessels must not proceed through the Lake Lothing Third Crossing until the bridge is fully opened AND the green traffic lights are exhibited.</p>																								
<p>7. Flotillas</p>	<p>Small craft and yachts in a flotilla situation should make every effort to coordinate their requirements with Port Control, 'close up' and ensure that the time taken to transit the bridge channel is reasonable, safe and kept to the minimum.</p> <p>Once the Lake Lothing Third Crossing 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.</p> <p>Should a light remain red, a vessel must not proceed until instructed by the LLTC Bridge Operator, keeping clear of vessels using the main channel. The LLTC Bridge Operators will not wait for stragglers.</p>																								

Comment [MW4]: There is an acknowledgement that due to the transit time between the two bridges there needs to be a degree of flexibility in the recreational windows, the drafting has sought to reflect that.

<p>8. Height clearance</p>	<p>The Lake Lothing Third Crossing has a clearance of 12 metres at High Astronomical Tide.</p> <p>All vessels must seek permission from the LLTC Bridge operator before passing under the bridge.</p> <p>The Lake Lothing Third Crossing will not be opened for vessels that may safely pass beneath the bridge allowing a sufficient margin of safety, as advertised by the harbour authority.</p> <p>Vessels able to safely drop masts and aerials and which can pass under the Lake Lothing Third Crossing, should do so.</p> <p>Vessels should have regard to the real time air draft displays advising of current clearance.</p>
<p>9. Double openings</p>	<p>Where a 'double opening' is required because vessels require passage in both directions through either the Lake Lothing Third Crossing or the A47 Bascule Bridge, the Harbour Master has discretion to determine whether, based on navigational risk, the Lake Lothing Third Crossing should open twice to accommodate the passage of these vessels. If the Harbour Master does determine that the Lake Lothing Third Crossing should open twice, the Harbour Master will notify the LLTC Bridge Operator.</p>
<p>10. Adverse weather conditions</p>	<p>The Harbour Master may determine that the Lake Lothing Third Crossing should not be opened due to prevailing adverse meteorological conditions, where an opening in such conditions could cause unacceptable navigational risk.</p>
<p>11. Risk of vessels becoming trapped in the Inner Harbour</p>	<p>Where a commercial vessel requires a westward transit through the Inner Harbour and due to prevailing circumstances in the Port, meteorological or otherwise, the Harbour Master, having followed the sequential risk mitigation flowchart in Appendix A, considers that there is a risk that the vessel may become trapped in the Inner Harbour (due to a potential failure of the Lake Lothing Third Crossing to open) with no available berth, the Harbour Master may require the LLTC Bridge Operator to open the Lake Lothing Third Crossing in advance of the commercial vessel passing through the A47 Bascule Bridge to ensure its transit through the Inner Harbour can be completed.</p>
<p>12. Emergency response</p>	<p>The Harbour Master may direct, or under direction of a relevant agency, require, the LLTC Bridge Operator to open or close the Lake Lothing Third Crossing at any time in response to a situation that the Harbour Master, or a relevant agency, considers an emergency.</p> <p>For the purposes of this paragraph a relevant agency is any statutory body that has powers to deal with emergency events.</p>

Comment [MW5]: The paragraph currently provides for ABP to advertise the margin of safety (which would already have been approved by ABP pursuant to the NRA) and makes reference to the real time air draft displays which have been identified as being necessary through the PNRA and would be secured via the ABP approval of the NRA.

