LTiP meeting 23/03/2018

A presentation was given by Peter Ingram on the broadband and mobile coverage in the Waveney area. There are 54,000 premises in Suffolk and BT Open Zone completed 40,000. The coverage planned for Waveney is 97% by 2020 but it is hoped that the actual coverage will be 99%. This will leave 580 premises not in the planned coverage but these hope to be covered in the 3rd phase. The problem area in Carlton Colville of the 30 premises missed is due to start after Easter and be completed by the end of the year.

All new builds of over 30 premises should have fibre built in on the first stage of the build as it is seen as the form of communication and builds less than 30 a better pricing structure is set out. Plans are in place for the next 20 years with either FTTP or FTTC, FTTP (fibre to premises) is the preferred but where this is not possible FTTC (fibre to cabinet) is used. Self dig has also been used.

Mobile phone coverage

2015 the governments liaised with the main providers and got them to commit to 90% geographical coverage from the 4 main providers giving 98% population coverage. O2 met this but it was deemed to be voice call coverage in the agreement not mobile data. The worst coverage in the country for mobile use is the A143. EE is not wounded by BE and they have an obligation of 95% coverage by 2020. This is Blue light cover and the mobiles’ masts being put up now are for the Blue light but they can be unitised for the mobile dates on 4G or 5G. Having 5G across Lowestoft would be good for the town and good for business here. There is a race to get 5G but it will more than likely be China that completes it first with the UK coming in 4th (although no data to support this)

Access for site investigations (3rd crossing) have been agreed with network rail and ABP and an agreement for Mr Haywards land.

Roads

Project is still on target and ground instigation have started and a request for a road to be named after Colin Law, possibly the road leading to WDC offices when built.

A47 event with the minister but they may need/want more money.,

A146 to be looked at no evidence if successful there may be issues around funding.

The 4village bypass - news is expected about this in May, but is hopeful as EDF has stated their contribution

A145 work still on time despite the bad weather.

The will be a signal trial strategy around the bridge allowing traffic lights to be on red further back than now to hold the traffic back, along with the message boards informing traffic there are delays at the bridge and to find an alternate route. This is to try to alleviate some of the bottle neck at the bridge. BPA did say they are given ‘about’ 20 minutes warning when a vessel wants passage through the bridge – Suffolk Highways/Highways England were not aware of this and will have a separate meeting to see if they can utilise the 20 minute warning along with the signal trial. Journey time data has been used but with the wind farm traffic it is envisaged the bridge will be up more often.

It had been noted that some of the lights around the bridge are on red, allowing other traffic to cross when there is no traffic waiting (Commercial Road and Suffolk Road) these are on cycle times, and also sensors (traffic dependant) possible the sensors are not working – this will be looked into

ACOME gave a presentation about the junctions being looked at and were graded red amber green. Any that could be impacted by the 3rd crossing will not be looked at.

Possibilities are to stop traffic turning left on to Waveney Road, ban right turn from London Road South at bridge (this may be trial run at first, although in agreement in the meeting that is was a logical solution the public may not think so therefore it will be trialled). The pedestrian crossing on Mill Road to be on demand and not sequence orientated. IF LR Sth to be closed at bottom turning left into Mill Road will be feeder lane.

Mini roundabout was suggested along Bridge Road to alleviate the hold up when traffic wants to turn right out of Harbour Road (although they could turn left and use the roundabout a few hundred yards away )

Trains

The traffic hold up at the rail crossing was discussed (Oulton Broad North) – it would seem that the speed limit heading up to the station is 60mph although no trains have ever been seen going faster than 30 mph from Somerleyton but because the speed limit is 60 it would seem that there is little they can do unless the signs and speed is officially changed to 30, only then would they be able to reduce the times the barriers are down.

August 2019 is the next franchise, the next meeting tenders will be invited, there will be a shor list. Re-mapping will be needed as other routes will come under the East Midlands area, and this should open up new routes, although this may hinder some train times as the lines to London tend to take priority when crossing signals/lines.

Flood Wall

There is a meeting soon about the flood wall and at the next LTiP meeting there should be a full update. The non-evasive ground investigations are going ahead but so far the is no agreement for the invasive ground works.

Suffolk High Ways.

They stated that the pot holes were due to the harsh winter we have just had (funny that as we always get pot holes even in a mild winter) and the ageing roads. They are going to have a road show, possibly a stand down the street for the public around 10/11 May.

I asked for the discussion about our local transport as (incorporating my DWP head) although the group is about connecting Lowestoft some of the local transport is quite bad, a few examples I have been notified about is – 1st bus to leave Carlton Colville in the morning is about 7:40, which hinders people getting to work or train connections, also there are no late buses from Kessingland or the far end of Kessingland, again leaving local people, and in the summer months stranded if they are travelling to or from these areas late in the evening. I did point out that not every house has a car and if WDC are going to have 9000 houses and 5000 jobs in the coming years then people need to be able to get to places.