

Lake Lothing Third Crossing Stakeholder Group Meeting
Friday 21st June 2019, 10:00 – 12:30 | RS-G02S, Riverside Lowestoft



| Attendees | Apologies |
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| <p>Peter Aldous (PA) - MP for Waveney (Chair) Cllr Steve Gallant (SG) – Leader, East Suffolk Council Cllr Mark Bee (MB) – Suffolk County Council Andy Jarvis (AJa), Strategic Director, East Suffolk Council Jon Barnard (JB) – Lake Lothing Third Crossing Project Manager Katherine Potts (KP) - Consultation Officer, Suffolk County Council Andrew Pearce (AP) – Lake Lothing Third Crossing Assistant Project Manager Kate Ellis (KE) - East Suffolk Council Carolyn Barnes, (CB) - East Suffolk Council Gary Bellward (GB) - East Suffolk Council Cllr Amanda Frost (AF) - Lowestoft Town Council Richard Perkins (RP) - Suffolk Chamber of Commerce Paul Ager (PAg) - Divisional Port Manager, ABP Cllr Sandra Keller (SK) -Oulton Broad Parish Council Cllr Ben Falat (BF) - Oulton Broad Parish Council Cllr James Reeder (JR) - Suffolk County Council</p> | <p>Cllr Matthew Hicks (MH) – Leader, Suffolk County Council Paul Wood (PW) - Head of Economic Development and Regeneration, East Suffolk Council Ellen Goodwin (EG) - NALEP Matt Brennan (MB) - Network Rail Cllr Craig Rivett (CR) - East Suffolk Council Cllr Norman Brooks (NB) - East Suffolk Council Ewan Barr (EB) - BAM Nuttall Scott Thompson (ST) - BAM Nuttall Bryn Griffiths (BG) - Suffolk County Council Cllr Peter Byatt (PBy) - East Suffolk Council Mark Ash (MA) - Suffolk County Council Chris Starkie (CS) - New Anglia Local Enterprise Partnership Richard Musgrove (RM) - Operations Manager, ABP Paul Mackie (PM) - East Suffolk Council Christos Galanopoulos (CG) - Highways England Sharon Bleese (SB) – East Suffolk Council Helen Johnson (HJ) - East Suffolk Council</p> |

| No. | Actions Arising |
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| 1. | <p>Political Update – PA PA welcomed the group and made table introductions.</p> <p>PA has been keeping the current Secretary of State for Transport up to date about the project. PA will update the new Secretary of State if there are any cabinet changes following the appointment of a new Prime Minister.</p> |
| 2. | <p>Project Update – JB & AP JB reviewed project timeline with the group in order for the new stakeholders to understand how the project has progressed to date.</p> <p>The team are currently in the process of finalising the design, and are looking at pricing, contract terms, and finalising stage 2 contract terms. About to embark on Stage 2, where a contractor will be appointed.</p> <p>Construction is anticipated to start January/February 2020, subject to planning approval.</p> <p>Design - AP reviewed the designs with the group and explained the operation of the bridge. There may be certain severe weather conditions where the bridge will be unable to be raised, this is still being assessed.. In answer to a question about whether the bridge could partially open to allow boat passage AP stated that no, it must open fully to initiate the safety lock feature as the J beams, hydraulics and safety rams together total 1000 tonnes. To reduce the length of time to open and close, the bridge has been designed with a ‘super spec’ ensuring maximum reliability and swift opening times. The length of time the bridge will be open should be less than the opening of the Bascule Bridge, with the complete cycle taking approximately 5 minutes. Ensuring the key parts of the bridge are designed to be above the waterline will allow for easier maintenance and inspection. The bridge has been designed around reducing risk, completing to budget, and to future proof. The team are in active discussions with ABP to operate the control tower as part of the harbour master team. There are plans for the lift shaft to be opened to the public at some point in the future, to enable the public to move down to the ground level once this piece of land is developed and public access space is confirmed.. Security of the port will be considered as a key</p> |

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| | priority. |
| 3. | <p>Risk Register - JB</p> <p>JB reviewed the risk register with the group, and identified the key risks to the project which are outlined below:</p> <p>Planning - failure to secure the DCO (Development Consent Order) by 2010 - impact would be programme would be deferred. Mitigated by engaging with the planning inspectorate and Secretary of State. Decision delivered December 2019.</p> <p>Finance – At the point of submission, the project team went to SCC cabinet to ask them to acknowledge the funding gap for additional land and compensation costs of approximately £8m This has now been approved by cabinet, but the full £8m may not need to be spent.</p> <p>Construction – there is national focus at present on some construction companies in the UK that have gone into liquidation. The group were concerned as to what would happen to construction if the Lake Lothing contractor went into liquidation. BAM Nuttall the main contractor, is supported by sub contractors. If such an incident occurred we would look to work directly with the sub-contractors and procure another main contractor. Suffolk County Council have taken out insurance for instances such as this, and this is listed on the risk register.</p> <p>Political - Change of governance</p> <p>The group asked JB to capture 3 or 4 significant risks to report on at each stakeholder group going forward.</p> |
| 4. | <p>Communications – KP</p> <p>The team have so far invited with 20 primary schools in Lowestoft to have a free session of ‘Eyes on Lake Lothing Third Crossing’ for their Year 5’s, which will assist with National Curriculum STEM objectives. The sessions can be booked in until October 2019. LLTC are working with the colleges, Lowestoft Rising, and Councils to achieve this. Several schools already booked in.</p> <p>ARUP have delivered a presentation to GCSE engineering students.</p> <p>The bridge naming competition was launched in April 2019. We have chosen to engage specifically with year 5 students as they will be able to see the phases of construction whilst still at school. The closing date for this is Oct 31st</p> <p>The first supplier event was deemed successful, with further events to be held in the future. Several local contractors have already shown interest in wanting to work on the project.</p> <p>The communications processes and priorities will evolve as the construction phase starts with the introduction of a new LLTC website, social media channels and regular engagement with local businesses, residents etc.</p> |
| 5. | <p>Next Steps</p> <ul style="list-style-type: none"> • Finalise land compensation • Review Governance, reporting and stakeholder engagement |
| 6. | <p>AOB</p> <p>The group agreed that as a whole we need to lock in and recognise the benefits for the future, including connectivity and proposed redesign of the town centre.</p> |
| 7. | <p>Future meetings:</p> <p>Friday 13th September 2019, 10:00-12:30, Riverside RS-G01S</p> <p>Friday 6th December 2019, 10:00-12:30, Riverside RS-G01S</p> |