



# Moving Lowestoft Forward

## *Lowestoft Transport & Infrastructure Prospectus*

2013 – 2025



"Lowestoft is fantastically placed to take advantage of the economic opportunities presented by developments in the energy sector and related industries over the next few years. The development of the Enterprise Zone in the town will help bring new jobs and businesses. However it is critically important to ensure the town and surrounding area has the right infrastructure to support this growth, which is why we are supportive of the Lowestoft Transport and Infrastructure prospectus."

*Andy Wood*

*Chairman of New Anglia Local Enterprise Partnership*

**NEWANGLIA**  
Local Enterprise Partnership  
for Norfolk and Suffolk

"We are pleased to be working with Waveney District Council and their partners as they seek to deliver the infrastructure Lowestoft needs. Flood risk in Lowestoft needs to be considered carefully and it is good to see its inclusion in this prospectus."

*Dr Charles Beardall*

*Environment Agency Anglian Eastern Area Manger*



"The Lowestoft Chamber of Commerce and firms across Suffolk will back this important prospectus and what it could mean for the town of Lowestoft. Both the current business environment and the economic future of the town needs attention and investment in transport and infrastructure is imperative. Lowestoft, as the home of the New Anglia LEP Enterprise Zone and as a pillar of the Energy Coast can and must play a leading role in the coming years and therefore this prospectus is an important and influential document that if implemented can and will make a real and lasting impact."

*James Reeder*

*Chairman of Lowestoft and Waveney Chamber of Commerce*





"The development of infrastructure is a key part of driving forward economic growth across the whole of Suffolk. That development must be driven by firms big and small who are on the ground and therefore operating in the towns in our county which are key to the growth in the years ahead. It remains a challenging economic time and therefore this piece of work will be highly influential to future development."

*John Dugmore*  
Chief Executive of Suffolk Chamber



"Suffolk County Council is a supporter of the Lowestoft prospectus and we have been working with colleagues of Waveney District Council on the concepts contained within it. As Suffolk's second largest town we are keen to see Lowestoft recover its economic prosperity. With the major new opportunities emerging for offshore energy development the town is well placed to benefit in terms of jobs and businesses growth. Having modern and adequate transport and infrastructure in place is key to maximising on inward investment opportunities. We look forward to working with all the partners involved in the prospectus to this end as new funding opportunities arise"

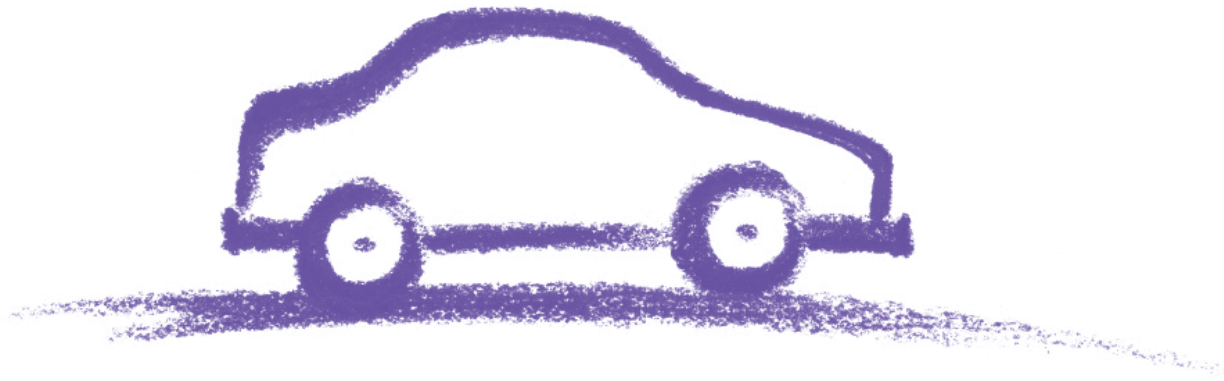
*Councillor Mark Bee*  
Leader of Suffolk County Council



" This document is one of the most important we have developed and shows commitment by Suffolk County Council and Waveney District Council along with stakeholders and partners to work together to improve Lowestoft infrastructure. The options to be appraised provide us with a real opportunity to explore which is best for Lowestoft and Waveney."

*Councillor Colin Law*  
Leader of Waveney District Council





# The Foreword

*...by Peter Aldous MP*

Lowestoft has a rich heritage and history as well as a future full of promise and potential. It has some significant advantages; a port in the best strategic location serving the southern North Sea, award winning tourism attractions and facilities and a town centre where the businesses are coming together to promote themselves as a Portas Pilot town. To make the most of these opportunities, whether as a place to live, work or to enjoy oneself, the provision of good transport services and infrastructure are vital; both within the town and on the primary road and rail routes that serve it.

The past few years have been difficult with the decline in both the fishing industry, manufacturing and the changing nature of domestic tourism. Poor communications have been a significant contributory factor in this reversal in the towns fortunes. Now is the time to move forward and this means putting in place the necessary infrastructure and developing a first class transport system. The purpose of this document is to provide the blueprint for the change that we need; the framework within which a variety of proposals can take place over the next 10-15 years that will help bring jobs and business to Lowestoft, enable the port to realise its full potential, will improve access to environments

surrounding the town centre and the beach area and will alleviate and unlock the pinch points in the local road system.

It's not just about roads, it is also necessary to protect the town from the threat of flooding and to improve the pedestrian routes and cycle ways around the town and to upgrade the railways; including the services on the Ipswich and Norwich lines, operation of the barriers at Oulton Broad North Station and the appearance of Lowestoft Station, as a gateway to the town. It is also important to address the challenge of improving links between the two parts of Lowestoft, north and south of Lake Lothing; not only to reduce





congestion but to increase the capacity of the port and to improve the potential to attract jobs, but also to connect the town centre and the beach and to take traffic away from Station Square.

A comprehensive and strategic approach is necessary with central and local government, strategic partners, travellers and businesses working together to ensure that the infrastructure and transport systems in Lowestoft are not developed in a vacuum and that local proposals link in with the wider improvements to the road and rail network, such as upgrading of the A11, A12 and A47 and better connections on the railways to London,

Cross Rail and in due course across the country linking to such Stations as Milton Keynes and Oxford.

New funding opportunities are available from such sources as Business Rate Retention, the Enterprise Zone Challenge Fund and the allocation of resources through the New Anglia Local Enterprise Partnership. We need to be in a position to take full advantage of the opportunity to make bids to these and other sources as and when the opportunity arises. This means that stand alone projects, within this comprehensive framework must now be developed to a stage ready for bidding.

In conclusion the proposals within this prospectus aim to deliver a simple vision for Lowestoft:

*"That the transport and infrastructure provisions within and serving the town of Lowestoft will be appropriate for the present and future needs of businesses, residents and visitors to the town."*

*John. Johnson* MP.



# Contents



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7	Aims and Overarching Objectives	30	Funding
12	Strategic Context	40	Measuring Success
20	Existing and Planned Initiatives	41	Appendix: Option Appraisals
24	Investment Themes		
27	Proposals		
	<i>Short term proposals... 1-5 years</i>		
	<i>Medium term proposals... 5-10 years</i>		
	<i>Long term proposals... 10+ years</i>		

# Aims & Overarching Objectives

1. To set out a plan for the development and potential delivery of short, medium and long term proposals for the improvement of Transport and Infrastructure within Lowestoft to meet the following objectives:
  - Facilitate economic growth, in particular that associated with tourism and inward investment from offshore developments
  - Facilitate movement of people, goods and services within and across the town in the most sustainable way
  - Address existing and potential future traffic congestion issues within Lowestoft
  - Stimulate development and create jobs by removing constraints to development within the areas designated as the Lowestoft Lake Lothing & Outer Harbour Area Action Plan (AAP), an Enterprise Zone (EZ) and the Centre for Offshore Renewable Engineering (CORE)
  - Reduce the threat of flooding
  - Improve port infrastructure and access to the inner harbour
2. To support the development and delivery of short, medium and long term proposals for the improvement of transport and Infrastructure outside the Lowestoft area to meet the following objectives:
  - Facilitate economic growth, in particular that associated with tourism and inward investment from offshore developments
  - Facilitate movement of people, goods and services to and from Lowestoft in the most sustainable way
  - Improve the performance and resilience of existing road networks serving Lowestoft
  - Reduce journey times and improve the reliability and quality of journeys to and from Lowestoft by both road and rail





## Specific Objectives

### Sustainable Transport

- Reduce the use of private cars for trips starting or ending in Lowestoft
- Improve connectivity to the town's hinterland and the key centres of Norwich and Ipswich
- To re-introduce direct rail services to London
- To improve rail services from Lowestoft to Peterborough, Cambridge and Stansted
- Improve customer experience when travelling on different modes of sustainable transport between point of departure and final destination
- To encourage cycling between north and south Lowestoft and reduce the conflict between cycles, mobility scooters, pedestrians and road traffic

across the bascule bridge

- To help facilitate the introduction of private sector steam train services on the Wherry and East Suffolk lines to support tourism and economic development
- To help facilitate commercial operators to introduce water taxis within Lake Lothing

### Rail Infrastructure

- Reduce journey times by improving track, signals and level crossings
- To reduce traffic congestion through Oulton Broad by improving the level crossing at Oulton Broad North Station
- Improve the customer experience when travelling by rail from Lowestoft to Norwich or Ipswich and beyond

- Improve access to London and the wider rail network
- To reduce the cost and time taken to transport goods to and from Lowestoft
- To improve rail freight connectivity to the sub region of Lowestoft and Great Yarmouth, in particular the port areas of both towns
- Help maximise the benefits from new rolling stock

### Road Infrastructure

- To improve the movement of traffic through and within the town centre, particularly around the bascule bridge area
- To improve the junction between Commercial Road and the A12
- Facilitate re-routing of through traffic to the west of Lowestoft's town centre and remove the pinch point at Bentley Drive
- To improve connectivity to Lowestoft via Great Yarmouth and the A11 to the north and Ipswich and the A14 to the south
- Reduce journey times, improve reliability and protect and enhance the environment along key routes serving Lowestoft
- To improve safety for those travelling on and those residing beside key routes serving Lowestoft
- To improve the connectivity between the town centre, Belvedere Road and the seafront
- To reduce the cost and time taken when transporting goods to and from Lowestoft
- To provide improved access to major housing development sites



### Port Infrastructure

- Improve quay headings
- Where possible and practicable increase draft within the outer and inner harbours
- Where possible and practicable increase the width of the inner harbour access channel in the vicinity of the existing bascule bridge

### Flood Protection

- To protect residential and commercial properties from the combined effects of tidal and fluvial flooding
- To reduce costs associated with developing and insuring property within areas of Lowestoft susceptible to flooding

### Approach to Delivery

A steering group led by Peter Aldous MP together with representatives from the New Anglia Local Enterprise Partnership (NALEP), Suffolk County Council (SCC), Waveney District Council (WDC), Environment Agency (EA), the Suffolk Chamber and the Lowestoft and Waveney Chamber ("The Partners") was formed to produce a prospectus supporting the planned development and delivery of comprehensive proposals to improve the transport and infrastructure both within and serving Lowestoft. Development of the proposals contained within this

prospectus has been assigned to a Lowestoft Transport & Infrastructure Major Projects Team formed from representatives of The Partner organisations with support from key stakeholders including Associated British Ports (ABP), Highways Agency (HA), Network Rail (NR), Marine Management Organisation (MMO) and Anglian Water (AW).

*Fisherman Statue adj. the Bascule Bridge*



*Lowestoft Inner Harbour*



Significant work has been done in recent years to understand the feasibility and costs of a new north – south road, which would have to cross Lake Lothing and the railway. It is clear that the scale of such a project, which would cost around £100 million, means that delivery has to be seen as a long term proposal for which the majority of funding would have to come from central Government. Therefore The Partners have taken the approach that whilst a third crossing remains a high priority, and any opportunities that may arise to advance its delivery should be taken, there are a number of other interventions that could be made in the short to medium term to improve and increase travel opportunities in Lowestoft in order to support the town's growth and ensure its prosperity.

Several extensively researched and current documents setting out their vision for the provision of transport and infrastructure improvements for Lowestoft already exist. An initial task for the steering group was to assess the continued relevance of proposals contained within existing documents before developing new proposals. An outcome of that assessment is that any additional reports and technical / feasibility studies will be limited to closing gaps found in existing documents and where appropriate to those required for development of options appraisals.

### *Options Appraisals*

Some of the medium and longer term proposals in this prospectus are intentionally aspirational and therefore will be subject to revision, may be conditional upon delivery of associated proposals,

or may even not go ahead. To help advise and assist development of those proposals a number of preliminary studies and options appraisals will be required. Such studies and appraisals in themselves represent a significant call upon resources and need to be carried out in a timely fashion.

The purpose of the preliminary studies and options appraisals is to:

- Take account of public/stakeholder opinion through consultation
- Engage key stakeholders in the development and delivery of specific proposals
- Determine the cost effectiveness of specific proposals or combinations of proposals
- Consider the effect specific proposals or combination of proposals would have upon traffic movements
- Enable informed development choices to be made
- Enable project development and appropriate phased delivery to commence
- Ensure that supporting evidence meets the requirements of funding bodies and is current at the time of applications for funding

The proposed preliminary studies and options appraisals are:

- Short term - changes to signalling and operation of crossing gates serving Oulton Broad North Station
- Short to medium term – introduction of private sector led steam train services on the Wherry and East Suffolk Lines
- Short to medium term - provision of strategic





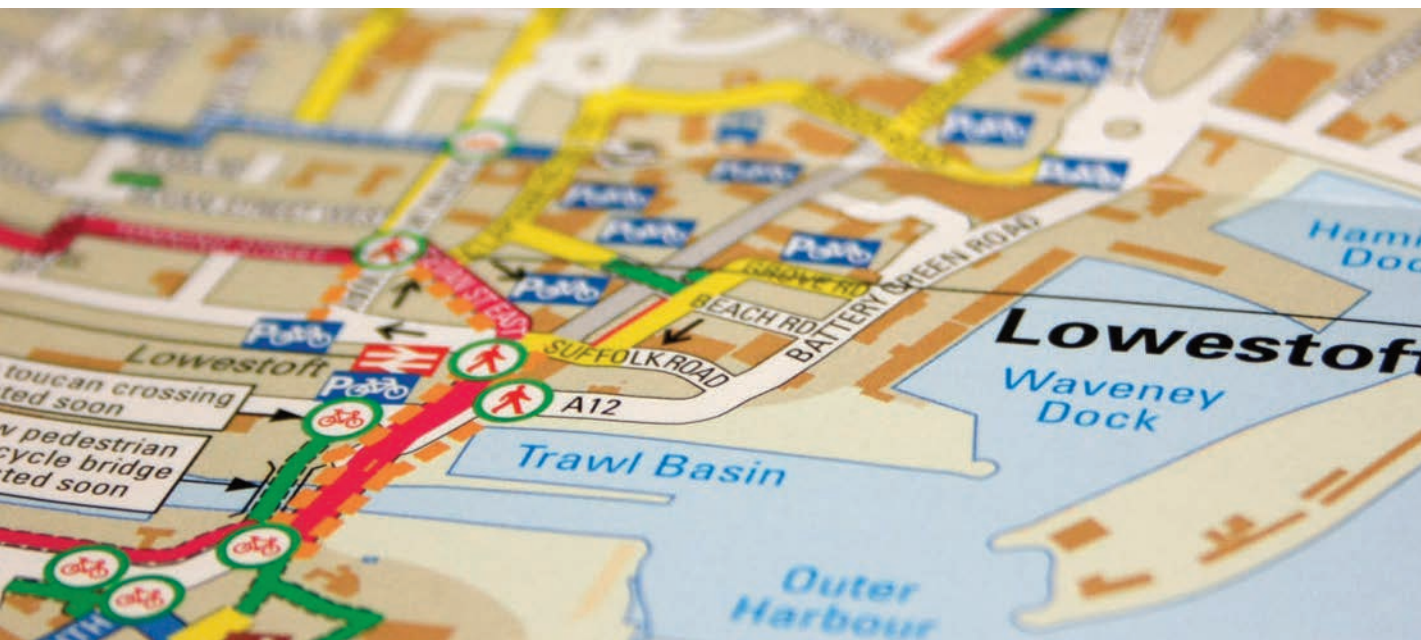
fluvial and tidal flood protection measures

- Medium to long term - provision of limited park and ride to the north, south and west of Lowestoft
- Medium to long term - replacement/relocation of the bascule bridge in conjunction with the location of a third crossing
- Medium to long term - improvements to the connectivity between the north and south sides of Lake Lothing
- Longer term - reintroduction of freight transport to Lowestoft
- Longer term - potential relocation of Oulton Broad North Station
- Longer term - widening of the port access channel in the vicinity of the existing bascule bridge

The plans shown in this document have been produced for the purposes of consultation and option appraisal only. They are not intended to indicate the possibility of land being allocated or designated for the uses suggested. As such, the plans will not constitute material considerations for the purposes of the Council's development control powers, and will play no role in the development control process. The final plans associated with any proposals to be taken forward to delivery will be determined at a later date and will be made public following options appraisal and consideration of consultation responses. No view has yet been formed as to the identity of the person or persons who would undertake any of the proposals.







# Strategic Context

This prospectus sets out a plan for the development of Lowestoft centric transport and infrastructure proposals referred to in a number of existing strategic documents including the Suffolk Growth Strategy, the WDC Local Development Framework (LDF), Core Strategy and the Lowestoft Lake Lothing and Outer Harbour AAP.

## Existing Strategic Documents

Suffolk Growth Strategy:

The Suffolk Growth Strategy sets out Suffolk local authorities' ambition to create more higher value, high skill jobs and increase wealth across the county, and to spearhead the transition to green growth. Nine key growth sectors are identified in the strategy, including energy, advanced manufacturing,

tourism and ports and logistics where Lowestoft has strengths. The Lowestoft and Great Yarmouth Enterprise Zone is identified as a key growth location.

While Suffolk is seen as well connected to the rest of the UK and to Europe, improving infrastructure is one of four priority areas for action. The strategy identifies a need for further investment in broadband and rail infrastructure, and also improvements to major roads including the A12.

For more information, please visit:  
[www.suffolk.gov.uk/business/business-services/economic-development/](http://www.suffolk.gov.uk/business/business-services/economic-development/)

Suffolk Local Transport Plan 2011 - 2031:  
 Suffolk County Council's Third Local Transport Plan is predicated around enabling economic growth. The general approach is to try to reduce the demand for travel by car to get more from our existing transport facilities e.g. by traffic management improvements; and to improve our infrastructure where this is affordable, feasible and environmentally sustainable.

The main strategy principles are:

- Reduce demand for travel - reduce car travel in Lowestoft by persuading people to change how they travel e.g. through Travel Planning, and setting targets for new developments to reduce the number of vehicles entering the road network. This necessitates working with the planning authority to ensure that service and employment provision is linked with the development of housing growth within the towns, and that within new developments alternative modes to the car are promoted as natural choices
- Efficient use of transport networks - managing the limited road space effectively. More reliable journey times and reduced congestion can be achieved by making more efficient use of the transport network, for example by reducing the amount of stop-start experienced on the road network, and through priority for scheduled

public transport services allowing them to keep to time. This includes providing priority to buses and cyclists through the use of Urban Traffic Management and Control (UTMC) system

- Improving infrastructure - including providing additional bus lanes for faster and more reliable journey times, high quality walking and cycling networks, and other measures to reduce the impact of congestion

These principles are embedded in the Lowestoft Local Links project.



For more information, please visit:  
[www.suffolk.gov.uk/environment-and-transport/transport-planning/local-transport-plan/](http://www.suffolk.gov.uk/environment-and-transport/transport-planning/local-transport-plan/)

#### Suffolk Rail Prospectus:

The Suffolk Rail prospectus sets out how an improved rail service can help an economy to grow by:

- Improving the density and connectivity between businesses and workers
- Making it cheaper and easier for a worker to commute to a job in a particular place, thereby increasing the number of potential workers in that area who are prepared to work for a certain wage
- Enabling people to commute to more productive jobs, thereby increasing the amount of Gross Value Added in the economy
- Enabling people who are unemployed to find work in areas of the region they might not have otherwise been able to travel to
- Helping bring forward the development of residential and employment sites in settlements containing a Railway Station
- Facilitating uplift in house prices in settlements that contain a Railway Station

The document details required key improvements for the lines between Lowestoft and Ipswich (East Suffolk Line) and Norwich (Wherry Line) to support the Lowestoft economy, including faster more frequent services, higher quality rolling stock, refurbishment of the Stations, and reducing the impact of level crossings on road users.



For more information, please visit:  
[www.suffolk.gov.uk/environment-and-transport/transport-planning/local-transport-plan/](http://www.suffolk.gov.uk/environment-and-transport/transport-planning/local-transport-plan/)

#### WDC Core Strategy:

The Core Strategy (adopted 2009) is part of the Waveney LDF which sets down the vision, objectives and strategic spatial policies for future development and growth in the District. In particular, this strategy includes travel and transport schemes that contribute towards achieving a sub regional vision with Great Yarmouth and the wider area



As part of this vision, the regeneration of Lowestoft will have been addressed through a complementary and integrated approach to the shared issues of geographically remote and coastal locations, economic and social deprivation. The sub regional function of the two towns will have been enhanced through improved transport linkages between them and beyond

Travel within Lowestoft will be easier, with a much

higher percentage of the population walking and cycling for shorter trips. Public transport will have improved as the status of Lowestoft as a Regional Transport Node is recognised. There will be improved rail and bus links with other urban centres in the region and with London and onto the national networks. The frequency and quality of bus services within and beyond the town will be improved and integrated with the rail services. In particular, linkages along the A12 with Great Yarmouth will be

strengthened. For more information, please visit: [www.waveney.gov.uk/corestrategy](http://www.waveney.gov.uk/corestrategy)

Lake Lothing and Outer Harbour  
Area Action Plan (AAP):

The Lake Lothing and Outer Harbour AAP (adopted 2012) assists in the delivery of the Core Strategy. It focuses on regenerating a part of Lowestoft with a thriving mix of uses throughout the day and evening, integrated with the seafront and



*Bascule Bridge*



shopping streets to the north and south. Connection between the north and south of the town will have improved and measures to protect against the risk of flooding will be in place.

The port will offer top quality services and facilities for the offshore industry and will also have a role as a gateway to Europe for trade and as a hub served by an integrated transport network. In the longer term facilities for freight handling and distribution may

also be appropriate.

Reducing car dependence is a key factor in promoting the long term sustainability of Lowestoft. Improving existing pedestrian and cycle routes and establishing new links is crucial to making walking and cycling an attractive alternative to the car. The AAP identifies key routes which will be promoted and enhanced over the plan period. Of particular strategic importance, will be to improve connections

across Lake Lothing and integrating the study area with the wider urban fabric of Lowestoft.

The AAP also promotes public transport improvements which will assist in tackling reliance on car travel. Nevertheless, a limited number of highways interventions, such as new southern access routes will be created to unlock development sites.

The assessment of flood risk underpins the whole of the AAP strategy. Although proximity to the waterfront is a key asset of the study area, the associated risk of flooding must be appropriately addressed and mitigated. The AAP adopts the risk based approach recommended by the National Planning Policy Framework (NPPF). The Council will lead a strategic approach to flood risk mitigation in implementing the AAP proposals taking into account the findings of the Cumulative Land Raising Study which supported the Core Strategy. For more information, please visit: [www.waveney.gov.uk/areaactionplan](http://www.waveney.gov.uk/areaactionplan)

#### Strategic Documents Under Development:

The prospectus has also taken a co-ordinated approach to the inclusion of relevant proposals in other strategic documents and initiatives that are presently being developed in parallel, including the NALEP Plan for Growth, the East Suffolk Growth Strategy and the CORE/EZ initiatives.







North Section of London Road North

#### New Anglia Plan for Growth:

The New Anglia Plan for Growth is not due for submission to Government until the end of April 2013. If approved, the Plan for Growth will enable NALEP to bid into the Government's proposed Single Capital Pot which was announced by George Osborne in the Autumn Statement. Lord Heseltine's Report into economic growth recommended the

creation of a single pot containing at least £49billion of funding linked to economic growth, including employment support, skills, infrastructure and housing. The Chancellor responded positively in the Autumn Statement and a more detailed response to Lord Heseltine's Report is expected in the 2013 Budget.

The Plan for Growth is a bottom up strategy which will feed into the Suffolk Growth Strategy and be delivered through Local Growth Plans.

Improvements in road, rail and utilities will require continual lobbying and support just to maintain the status quo in the current climate. Realistic priorities will be:

- Completion of A11 dualling at earliest possible date
- A14 improvements
- Norwich to London in 90 minutes by rail
- East – West rail service
- Upgrading water supply and capture



- Utility supply for housing growth areas and potential development areas
- Land availability at Ports

#### East Suffolk Growth Plan:

Now that the Suffolk Growth Strategy is making significant progress, the time is right to develop the East Suffolk Growth Plan. This will be targeted to ensure that the growth priorities for East Suffolk are built into the wider Suffolk Growth Strategy and the NALP Growth Strategy and to maximise the opportunities for economic growth in East Suffolk from external funding sources, business rate retention, new homes bonus, and other Council assets and resources.

The East Suffolk Growth Group (ESGG) has been formed from senior officers and members of both Waveney and Suffolk Coastal district councils and is tasked to:

- Produce, deliver and monitor the East Suffolk Growth Strategy working in partnership with the public and private sector
- Act as the programme board to agree priorities and allocation of resources for the Major Projects Teams in East Suffolk
- Enable efficient decision making on delivering the growth priorities set out within the plan

Centre for Offshore Renewable Engineering (CORE): Working in close collaboration with UK Trade and Investment (UKTI), Department of Energy and Climate Change (DECC), Department for Business,

Innovation & Skills (BIS), Department for Communities and Local Government (DCLG), Number 10 and The Crown Estate; the CORE initiative is tasked to build and drive England's national offer for offshore wind. Due to the importance energy will play in the world economy over the next 50 years, being awarded CORE status was an extremely positive step for Great Yarmouth and Lowestoft and recognised their potential for dramatic growth and sustained job creation within the two areas.

A large aspect of the initiative is Foreign Direct Investment. The UK is already the global leader in offshore wind (for both projects installed and planned). Over the next 3 years there will be a dramatic step-change in the scale of the industry with an expected £110billion to be invested nationally by 2020. The major offshore wind developments are currently in the process of applying for planning consent, and this period allows time for sourcing of supply chains before the final





investment decisions are made. During this period the Great Yarmouth and Lowestoft CORE area representatives will be working closely with industry to maximise the amount of local content for UK projects.

Going forward the representatives will be engaging with stakeholders to better understand the excellence we have in the sub region, whilst also letting industry guide how we approach our sub regional and national message.

The representatives are also working closely with the other CORE areas, highlighting the positives of each, and their importance of how these fit into the national picture.

Great Yarmouth and Lowestoft Enterprise Zone (EZ):  
As part of the 2011 Budget, Chancellor George Osborne announced the establishment of a new round of Enterprise Zones (EZ) in England. A successful bid was made for the creation of a Great Yarmouth and Lowestoft EZ based on 6 sites spread

across the two areas. The EZ is focused on the huge growth potential offered by the energy sector to create thousands of new jobs in particular supporting the Energy, Ports and Logistics and Offshore Engineering sectors as well as the services which support those.

In total the EZ covers 121.7 hectares of development-ready land including 46.2 hectares on four sites within or serving Lowestoft. Ultimate responsibility for delivering the EZ lies with NALEP.



*Wellington Gardens*



NALEP have delegated governance of the EZ to the Norfolk and Suffolk Energy Alliance (NSEA) supported by an EZ steering group. Members from SCC, Norfolk County Council (NCC), WDC and Great Yarmouth Borough Council (GYBC) are included in the NSEA board, supported by officers from their respective authorities who also form part of the EZ steering group. Other NSEA board members include North Norfolk District Council, Suffolk Coastal District Council, the East of England Energy Group (EEEGr) and the Suffolk and Norfolk Chambers of Commerce.

DCLG have accepted the EZ Implementation Plan submitted by the EZ steering group and in return have provided a monitoring framework to be completed over the life time of the EZ.

Simplified planning procedures in the form of Local Development Orders (LDO's) have been approved by the Secretary of State for all six sites within the EZ and for additional development areas adjacent three of the six sites.





# Existing and Planned Initiatives

Lowestoft is the second largest town in Suffolk and has been a priority for transport investment over many years. The main initiatives completed recently are set out below. All of these schemes have been focussed on supporting the economic regeneration and vitality of Lowestoft by improving access to and around the town, making it easier for residents and visitors to move around and has delivered significant improvements to the streetscape and built environment making the town look and feel more attractive.

## Carlton Colville By-pass

(Castelton Avenue) – Completed 2003:

The Carlton Colville bypass was built as one of the first phases of the vision to improve traffic flow in Lowestoft. The £1.5 million scheme was constructed to enable growth in Carlton Colville and enable traffic to use alternative routes from the A146, and leads into the Southern Relief Road.

## Lowestoft Southern Relief Road

(Tom Crisp Way) – completed in 2006:

The Lowestoft Southern Relief Road provided 4 kilometres of new spine road to relieve congestion and aid the regeneration of south Lowestoft. This provided a quicker route for A12 traffic to follow rather than the old route through residential and shopping areas in Pakefield and Kirkley, as well as linking to the Carlton Colville bypass. This £20 million scheme was funded as a major scheme by Government and Suffolk County Council.

## Traffic management improvements:

including Urban Traffic Management and

## Control (UTMC) system

– carried out in 2006:

The initial phases of UTMC system was linked to the opening of the Southern Relief Road, to co-ordinate and monitor traffic levels and priority in the town by adjusting, for example, traffic light times to allow for the smoother flow of vehicles. The system was also designed to link with Real Time Passenger Information for public transport and provide priority if necessary.

## Sunrise Scheme – Completed in 2007:

The Waveney Sunrise Scheme was set up to transform Lowestoft's town centre and south Lowestoft commercial areas by, tackling economic deprivation, supporting increased economic activity / regeneration and through improvements / replacement of outdated infrastructure using high quality design and materials. The scheme consisted of a package of discrete but integrated capital and revenue projects, which included enhancement of the main town centre shopping precinct and surrounding area in North Lowestoft,



East Point Pavilion at Royal Plain Fountain



provision of a dedicated Town Centre Manager post and the realisation of opportunities for public realm improvements arising from the South Lowestoft Relief Road.

Improvements to Gordon Road Bus Station – completed 2008: The bus Station refurbishment provided improved waiting facilities for bus travellers. The bus Station area and adjacent stretch of Gordon Road were resurfaced to improve streetscape, while additional bays with proper boarding platforms were created. Fully enclosed bus shelters with printed and electronic information display boards were also provided.

Real Time Passenger Information (RTPI) – Completed in 2009: Real Time Passenger Information provides more accurate information on when buses are due to arrive/depart, and links in to the UTM system to provide priority. Suffolk County Council invested £1 million into providing the system along with display screens at the bus Station and key bus stops around the town to show next bus details, counting down from 60 minutes.

Peto Way and Millennium Way – Completed 2009: This provided a high quality shared cycle/ pedestrian route to enable a safe direct route linking the northern residential areas to central Lowestoft.

Rail passing loop at Beccles – Completed 2012: This has made possible an hourly train service between Lowestoft and Ipswich increasing the capacity on the East Suffolk Line. This has the benefits of providing a realistic alternative to the A12 on this corridor for access to central Lowestoft, increasing the economic

potential for the area. The project cost £4 million, with Suffolk County Council providing £1 million towards total costs, and included provision of part of the £22million project for the re-signalling of the East Suffolk line.

### Initiatives presently under construction or planned for delivery over the next two years

In addition to the main initiatives recently completed as set out above a number of initiatives are already under construction or planned for delivery over the next two years

Improvements to Lowestoft Railway Station car park and Bus/Rail Interchange:

The improved Bus/Rail Interchange at the central Station, which will also include new bus priority measures at the exit, will provide increased capacity and quality at this key strategic link. It is expected that there will be up to 33 bus services an hour throughout the day calling at the interchange. This will also support the doubling of the frequency of the Ipswich to Lowestoft train service implemented in December 2012. Ease of access and exit for buses to and from the Station will improve journey quality and reliability. The proximity of the Station Interchange to the town centre, tourism destinations, and town centre Bus Station provides users with a wide range of access to key destinations within the town. The new Interchange will be completed in summer 2013 and is well related to the new pedestrian/cycle bridge in providing a higher quality environment for people wanting to travel on foot or by bike to the south side of the town, and in particular to the tourism area based around the

south beach. The Pedestrian/Cycle bridge is set to be complete by end of 2014.

Business and school travel planning, and support for enhanced local bus services: The introduction of support for bus services has provided a greater incentive for those who currently drive into town by linking key employment sites with the Bus/Rail Interchange, the college for further learning and training, and residential sites. This will also improve the service provision for users entering the town through new interchange, and for those residents who do not have access to a car.





The new services will also provide a link to tourism locations throughout the town, linking holiday accommodation with some of the most visited attractions in the East of England.

Working with large employers and clusters of Small to Medium Sized Enterprise (SMEs) there is dedicated resource within the town to encourage travel planning. These travel plans will be supported by the other measures throughout the package in order to make them more attractive. Available measures also include options for adult cycle training.



Commercial Road Junctions

School travel planning, including the provision of Bike-It will enable Suffolk County Council to work with schools to encourage more children to travel to school by walking or cycling, or where applicable by bus. The provision of two Bike-It officers, allowing one to be deployed on both the north and south sides of the town, will enable schools to work with dedicated personnel to encourage the children, and their parents, to travel more sustainably to school.

#### Improved junction of Commercial Road junction with the A12:

Commercial Road is a key gateway to the Port of Lowestoft with limited access to the A12. Vehicles wishing to exit the port and travel south have to divert around a one-way system in the town, adding 20 minutes to the journey and increasing congestion. This scheme will improve access at the junction, enabling vehicles to turn south and improve productivity through a more efficient movement of goods.

Poor access to the port and congestion are key factors affecting decisions to invest in the area. Junction improvements have been estimated to facilitate 100-150 additional jobs at two large employers within 18 months, and up to £3 million of investment over the next three years. 50 additional jobs would also be created through productivity increases to other employers, while the improvement would also directly support the Enterprise Zone.

New Pedestrian/Cycle bridge and route improvements: The proposed new Pedestrian/Cycle



bridge will remove the current barrier that the traffic dominated A12 trunk road bridge presents to travelling by bicycle between the north and south of Lowestoft. Even confident cyclists are deterred from using the A12 because of safety concerns. The new bridge will act as a key strategic link between the large residential population to the south of the river and the large employment areas to the north. Cycle networks exist north and south of the river and they converge on the A12 Bascule Bridge crossing. The new bridge will make it possible for more people to walk and cycle to the main retail and employment centres and key tourism destinations. The new bridge will form part of National Cycle Network route 1. Alongside further planned improvements to the local cycle networks we would anticipate a significant revival of cycling as a popular way to get about town for residents and for tourists, who make a significant contribution to the local economy. This is set to be complete by end of 2014.

#### Lowestoft Northern Spine Road:

A major improvement currently in the advanced planning stage is the completion of the Northern Spine Road which will bring significant advantages to north Lowestoft. Its immediate impact will be to relieve Bentley Drive from through traffic but it will also make it much easier to gain access to the A12 from the western side of Lake Lothing, reduce journey time for local trips and those to Great Yarmouth and will help to bring about a future re-routing of the A12 from the town centre. This will free up opportunities for improvement to the urban realm and for new, high value economic development.

Completion of the Northern Spine Road is a strategic priority for Suffolk County Council. A planning application for the new road is being submitted in March 2013. The road is programmed for construction in 2014 and is set to be completed within the 2014/15 financial year.

#### Programme of initiatives to speed up development within the Enterprise Zone (EZ) by 2018:

Over the next 25 years 100% of the business rates from future development within the EZ will be used to generate a Challenge Fund for delivery of NALEP's key priorities. To achieve the potential level of income over the 25 year period it will be necessary

for the partners to borrow against that income to fund early delivery in the EZ. Up to 35% of the business rates generated from the development on the EZ sites within Lowestoft and Ellough are to be used to deliver a programme of wide ranging initiatives. This could potentially include the provision of transport measures and road infrastructure in order to speed up development within those EZ sites and the surrounding CORE area by 2018. In addition to the 35% referred to above, 60% of that fund (known as Pot C) is available for all authorities and agencies across Suffolk and Norfolk to bid into. As two of the key NALEP priorities are Energy and Tourism, SCC and WDC are ideally placed to bid into Pot C to support the majority of proposals set out within this prospectus.



# Investment Themes

## Sustainable Transport Measures

A key characteristic of Lowestoft is that around 80% of people who work in the town also live there. Lowestoft is quite compact and this means that journeys to work, which happen at the busiest times, tend to be short. A third of journeys to work are less than a mile and two thirds are less than three miles. This means that many journeys, particularly at the busiest times, could be taken without the car.

We know that pressure on the town's transport networks will increase as a result of future housing and employment growth and in Lowestoft, as with other urban areas it is not financially possible nor environmentally desirable to provide enough road capacity to accommodate all the forecast increases in traffic demand. Our inability to provide significant additional traffic capacity and wider environmental sustainability objectives mean that we have to have a broad approach to encouraging greater use of travel without the car, particularly in peak periods. Our aim is to improve the travel choices that people can make – by providing better routes for cycling and walking for shorter trips and by promoting the use of trains, buses and car sharing for

longer trips. We are making investments in infrastructure and services to support widened travel choice and are also investing in travel planning for businesses and new developments to maximise the use of more sustainable forms of travel.

It has been shown that the effective provision and marketing of alternatives to the car, particularly walking and cycling, can have a significant impact on levels of traffic congestion by reducing the number of cars making short trips at busy times. The impact of these

measures will help to offset the increased demand from new homes and employment over time and thus support more sustainable development.

Greater use of sustainable transport, particularly walking and cycling, also has wider benefits for the town in terms of improved health of individuals and a better environment. Schemes to improve facilities for walking and cycling also tend to include improvements to the look and feel of the built and natural environment, adding to the attractiveness of the town.





## Port Improvements

From an industrial and geographical aspect the town's biggest asset is its proximity to the southern north sea. Major opportunities exist, particularly in support of the offshore wind farms that are planned, and these have the potential to create significant numbers of high quality jobs that should remain secure for a significant period. The port and the town needs to ensure that these opportunities are maximised. This can best be achieved by removing

obstacles to growth, such as limited draft adjacent quays, clear width through the bascule bridge and the need to upgrade quay headings to meet changes in industry demands, as well as demonstrating the area's and port's existing abilities and determination to develop and improve. The port related proposals contained within this document are targeted to maximise the ports ability to attract and facilitate investment.



## Flood Protection

The threat of flooding is of major concern to both residential and commercial property owners and occupiers. Whilst it is possible to protect new developments from flooding such works do not generally alleviate the threat of flooding to existing land and property adjacent. In addition where new development is provided with flood protection measures such development may not be useable or accessible

due to flooding in the wider town area. Insuring premises and property in areas subject to flooding is at best costly, often prohibitive and even unavailable. Businesses facing severe penalties for non delivery of goods and services can ill afford to be effectively closed due to the flooding of their premises or because of the knock on effects of flooding in the wider town area.

Lowestoft faces the threat of both fluvial and tidal flooding separately and in combination. Flooding can also occur when high tides and severe rain / snow occur at the same time due to the closure of surface water outlet flaps. The strategic flood protection proposals within this prospectus are intended to address such issues.

## Road Improvements

The sustainable transport measures referred to above will help to reduce existing traffic congestion and mitigate predictable increases in overall congestion levels as the economy of Lowestoft grows. However, to serve the needs of existing key sector businesses, accommodate planned growth in the AAP and to attract and accommodate the potential growth from developments in the southern north sea, together with the additional growth that catalyst will create, it will be necessary to make significant investment in road infrastructure

within Lowestoft and on the main access roads serving Lowestoft including the A12 and A47.

Short term proposals are included within this prospectus to support improvements to the main road network serving Lowestoft and to improve access and egress to Commercial Road from its junction with the A12, unlock pinch points within the centre of Lowestoft and to enable re-routing of traffic away from congested areas, including completion of the Northern Spine Road. A key issue to be addressed, in

tandem with rail improvements, is the delay at the level crossing at Oulton Broad North Station. Short term proposals to improve signalling and the operation of crossing gates may resolve or at least mitigate this problem.

To help with the development of potential proposals for the delivery of medium and longer term transport and infrastructure improvements a number of preliminary studies and options appraisals are proposed. These are outlined above in the Options Appraisals section of this prospectus.

## Rail Improvements

Improvements to rail services and infrastructure are vital for the development and growth of a modern economy. A rail prospectus for Suffolk has been drawn up by Suffolk County Council following wide stakeholder consultation. The prospectus identifies the rail improvements which are necessary to support the economy of Suffolk and in particular includes improvements to the lines serving Lowestoft.

Key improvements for Lowestoft Station are listed in the document. In summary the future prosperity of the town demands much better services to the regional

centres of Ipswich and Norwich and for connections to London and onto the wider rail network. This will require sustained investment in infrastructure and services. Rail improvements require investment from Network Rail to improve infrastructure such as track, signals, level crossings and stations, they also require agreement and funding from the Department for Transport.

At present the condition of Lowestoft Station is not considered appropriate for its role as a gateway to Suffolk's second largest town. Significant opportunities exist for regeneration

and modernisation of the Station as part of the AAP proposals for the redevelopment of Peto Square. Redevelopment of Peto Square and the Station will help to encourage the tourism and inward business investment necessary for the future prosperity of Lowestoft and the wider economic area of East Suffolk. A phased approach to delivery of improvements in the short, medium and longer term has already begun with the commencement of onsite works for the new Bus/Rail Interchange to the north of the Station. A requirement to undertake and support further Station improvements will be sought within the longer Greater Anglia rail franchise.



# Proposals

## *Short term... 1 to 5 years*

### Sustainable Transport Measures

- Introduce shared ticketing based upon contactless card and smart phone technology
- Provision of pedestrian/cycle bridge eastern end of Lake Lothing
- Provision of new Bus/Rail Interchange - Lowestoft Station
- Encourage commercial operators to introduce water taxis within Lake Lothing
- Encourage commercial operators to consider options for providing Steam Train services on the Wherry and East Suffolk lines
- To support the provision of a wider Express Service from Lowestoft to the West (Peterborough, Cambridge and Stansted)

### Road Improvements

- Support improvements to the A12 between Lowestoft and Ipswich, in particular the A12 Four Villages Bypass
- Support improvements to the A12 - A47 between Lowestoft and the A11 via Great Yarmouth
- Commercial Road / A12 signalised junction
- Phase 5 Northern Spine Road
- Minor improvements to existing pinch points adversely affecting traffic flow within Lowestoft
- Traffic management measures, including extending the scope of the Lowestoft UTM system to improve traffic flow within the town centre and between the town's port area and EZ sites
- Facilitation of infrastructure within the EZ sites
- Local improvements to junctions and routes giving access to EZ sites
- Access road to Sustainable Urban Neighbourhood

### Rail Improvements

- Changes to Oulton Broad North Station to reduce traffic delays through Oulton Broad and to maximise the opportunities afforded by the proposed

re-signalling of the Norwich – Lowestoft line to improve the flexibility of operations between Oulton Broad Junction and Lowestoft, and maintain appropriate facilities for passenger and potential future freight operations at Lowestoft

- Retention of the hourly service between Lowestoft and Ipswich
- Improved journey times between Lowestoft and Ipswich with the longer term aim of achieving a 60 minute journey time
- High quality passenger rolling stock with more seating capacity
- Faster journeys between Lowestoft and Norwich
- Hourly Sunday frequency between Lowestoft and Norwich / Ipswich
- Direct rail service between Lowestoft and Great Yarmouth
- Removal or improvement of level crossings
- Implement rail track improvements
- Improved signalling
- Complete refurbishment of Lowestoft Station to include better waiting environment, CCTV, Cycle Hire, additional toilets, cycle shelters, secure cycle storage, better departure information, improved 'way-finding' information
- Improved bus connections and car parking at Stations

### Port Related Improvements

- Improvements to quay headings
- Targeted increase in draft within the port

### Flood Protection

- Subject to option appraisals and where practicable, deliver strategic tidal and fluvial flood protection measures



# Proposals

## *Medium term... 5 to 10 years*

### Sustainable Transport Measures

- Pedestrian/Cycle bridge linking the proposed Sustainable Urban Neighbourhood south of Lake Lothing to North Lowestoft
- Incremental investment in cycling, pedestrian and bus infrastructure

### Road Improvements

- Denmark Road Improvement
- Support improvements to the A12 between Lowestoft and Ipswich, in particular the A12 Four Villages Bypass
- Support improvements to the A12 - A47 between Lowestoft and the A11 via Great Yarmouth
- Subject to option appraisals carried out in the short term, develop plans for the preferred option for the replacement / relocation of the bascule bridge and / or the provision of a third crossing in the long term

- Subject to option appraisals carried out in the short term, develop proposals to deliver improved connectivity between the A12 south and north of Lake Lothing

### Rail Improvements

- Future electrification of the East Suffolk Line
- Improved line capacity between Woodbridge and Saxmundham
- Half hourly services to Ipswich and Norwich

### Port Related Improvements

- Subject to option appraisals carried out in the short term, develop plans for widening the port access channel in the vicinity of the existing bascule bridge

### Flood Protection

- Subject to option appraisals and improvements carried out in the short term deliver strategic tidal and fluvial flood protection measures





# Proposals

## *Long term... 10+ years*

### Sustainable Transport Measures

- Incremental investment in cycling, pedestrian and bus infrastructure

### Road Improvements

- Support improvements to the A12 between Lowestoft and Ipswich, in particular the A12 Four Villages Bypass
- Support improvements to the A12 - A47 between Lowestoft and the A11 via Great Yarmouth
- Subject to option appraisals and development of proposals carried out in a short/medium term, deliver the preferred option for the replacement/relocation of the Bascule Bridge and/or the provision of a third crossing
- Subject to development of proposals in the medium term, improve connectivity between the A12 south and north of Lake Lothing

### Rail Improvements

- Subject to option appraisals and improvements carried out in the short – medium term, relocate Oulton Broad north station
- Subject to option appraisals carried out in the short term and delivery undertaken in the medium term, reintroduce freight transport to Lowestoft

### Port Related Improvements

- Subject to option appraisals carried out in the short term and any subsequent development of plans in the medium term, widen the port access channel in the vicinity of the existing bascule bridge



# Funding Options

The partners have committed to provide, or source the provision of, appropriate financial resources to develop and deliver the proposals set out within the Lowestoft Transport and Infrastructure prospectus. The financing options outlined in the table below are indicative of the current and potential future opportunities available to the investment themes. New policies, policy changes and investment opportunities are created and published every week, which can serve to work for or against the Lowestoft prospectus in terms of the timeframe taken to get some of the proposals off the ground.

Of growing importance, given the competition for funds in the economic climate, is the necessity to have stand alone projects developed to a suitable stage, including the completion of estimated costs, quantified benefits and demand and needs assessment, ready for strong funding bids to be made as and when the opportunity arises. Conversely, it may be beneficial to group projects

together within the prospectus to maximise the investment that can be attracted to the area. Additionally, there may be the potential to break the larger proposals into project phases and make the request to funding bodies to ring fence funding for all phases from later or further annual rounds of funding. The opportunity to apply for funding should not be missed simply because projects are not adequately developed.

Many funding bodies require projects to use their allocated funding within a pre-stated amount of time. Funding bodies will often require consultations and options analysis to have been undertaken, and business cases available within a short period of time. Outputs such as jobs created, development facilitated and those outputs related to economic growth and private sector investment often need to be forecasted (with the methodology and logic approved) and met as part of the project funding offer. One of the first priorities for the Lowestoft Transport and Infrastructure Major Projects Team will, in conjunction with preliminary studies and options appraisals, be to prioritise and build business cases for the proposals identified in this prospectus.

Area Assisted Status (AAS) if granted to the sub-region for the period 2014-2020 will open up opportunities to lever in further funding for the area including amongst others the Ports Infrastructure Funding (available until 2015). AAS would also enable greater investment and incentives for inward investment in the area.

Furthermore, partner organisations outlined earlier in this document, have pledged their commitment to work together on the identification of potential funding sources and subsequently the compilation and submission of sound funding applications to attract the financial resources required to execute the short, medium and long term proposals outlined within this prospectus. Officers leading on the implementation and financing of the Lowestoft Prospectus will work alongside the 'East Suffolk



Growth Group' to make contact and forge relationships with (but not limited to) the following:

- Central Government Departments
- The Environment Agency
- EU Funding Secretariats
- NALEP
- The Big Lottery
- Private Sector Investors

#### EZ Challenge Fund:

NALEP has developed a challenge fund to hold the income generated through Business Rates within the EZ. NALEP will seek to match to this fund from the private sector, European funding, and there is potential to borrow against future income. Funding will be used to support the implementation of the NALEP's economic strategy, spreading benefits across the NALEP area. A cost-benefit ratio will be used to prioritise investment, based on the overall aim of the NALEP, which is to create private sector jobs and remove barriers to job creation. Some funding will be used to support the development and management of the EZ, as well funds allocated to speed up the development of the EZ sites in Great Yarmouth and Lowestoft. The balance of the funds will be used to support measures to boost jobs and growth across the NALEP area.

The outcomes generated by the Lowestoft prospectus proposals are within the aims of the Challenge Fund and as such the Major Projects Team will be working with the NALEP to ensure it can deliver the value for money required to attract funding to deliver some of the infrastructure proposals.

#### The Local Infrastructure Fund:

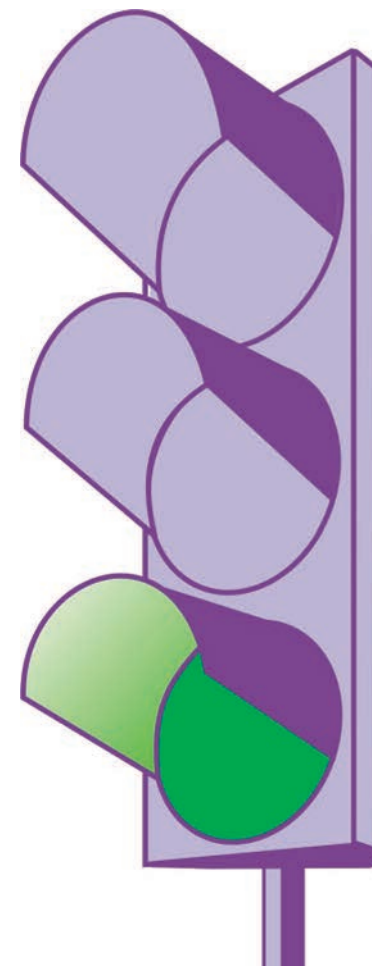
The Department for Transport's discussions with local authorities, Local Enterprise Partnerships, business groups and other Government Departments strongly indicate that further targeted investment in local road networks could boost growth. As part of the 2012 Autumn Statement, the Government announced the creation of a £474 million Local Infrastructure Fund that will support investment in key local projects to open up new development, including locally supported large housing sites and bring surplus public land back into use, delivering much needed new homes, businesses, infrastructure and local transport schemes. The Local Infrastructure Fund is to be administered by the DCLG.

As part of the infrastructure monies, the government has created the Pinch Point Fund worth £170million to remove bottlenecks on the local highway network which are impeding growth. The Fund reflects the Government's strong commitment to supporting economic growth by tackling barriers on the local highway network that may be restricting the movement of goods and people. The Fund is intended to secure immediate impacts on growth and is therefore aimed at those schemes that can be delivered quickly, with the Department's funding contribution (in the form of capital) only available in financial years 2013-14 and 2014-15.

An Infrastructure Fund will be made available nationally to support infrastructure within the Enterprise Zones, the 'Enterprise Zone Infrastructure Fund'. The fund will help accelerate the infrastructure preparations so that new businesses can open and

more new jobs are created as quickly as possible. The Growing Places Fund: An existing initiative, has already made a great start to unlocking economic growth across the region. The Major Projects Team alongside its strategic partners is working on the project proposals that have the best chance of capitalising on the different funding streams under the umbrella of the Local Infrastructure Fund. The team awaits further news of the funding programme prospectus that are still to be published with a view to having projects ready to bid for the funding.

Business Rate Retention: The Local Government Finance Act 2012 introduces significant changes to the funding for local Government including the retention of a proportion of business rates raised locally, and the ability for Councils to retain a proportion of the business rates collected within



its area from April 2013. Business Rates Retention is intended to provide incentives for local authorities to drive economic growth, as the authorities will be able to retain a share of the growth that is generated in business rates revenue in their areas, as opposed to the former system where all business rates revenues are held centrally. The Government has announced that the share to be paid to central Government from business rates will be 50%. Therefore 50% of business rates will be retained locally.

The Local Government Finance Act 2012 also allows local authorities to form pools (financial partnerships) for the purposes of Business Rates Retention. It is expected that pooling could offer local authorities an opportunity to retain more of the rates generated in their local areas and could allow them to use that additional revenue more effectively to drive future economic growth, which in turn should increase future business rates yield. Financial modelling calculated to date suggests that pooling by all Boroughs and Districts and Suffolk County Council will be beneficial and provide additional funding for Suffolk Councils to spend. As yet, no collective decision as to how any income will be allocated has been made however, the Major Projects Team has identified this financial option as a possible match fund for the proposals outlined within the Lowestoft Transport and Infrastructure prospectus should it become available.

Allocations of funding to the New Anglia Local Enterprise Partnership (NALEP)



NALEP is developing a new, dynamic approach to growing jobs, and removing the barriers to business growth in Suffolk and Norfolk. NALEP was established in 2011 and is one of 39 Local Enterprise Partnerships in the country. They secured a total of £18 million funding from Government's Growing Places Fund and in March 2012 invited organisations to put forward funding proposals to kick-start stalled and delayed infrastructure projects. All the funding has been allocated on the basis that it is a repayable loan so that the fund can revolve and support further projects in the future. The Major Projects Team is in discussion with NALEP regarding the Lowestoft Transport and Infrastructure prospectus infrastructure proposals with a view to submit to future rounds either from repaid funds or potentially from additional tranches of funding provided by Government.

NALEP is also managing an allocation of funding from the Regional Growth Fund through the New Anglia Growing Business Fund. This is a £3million fund designed to accelerate the expansion of SMEs whose growth is being held back by a lack of finance and to help businesses grow and develop.

Between April 2013 and March 2015, the scheme will invest £3million of Regional Growth Funds to create 250 local jobs. As stated above, £60 million of the Local Infrastructure Fund will be made available nationally to support infrastructure in a limited number of Enterprise Zones, the 'Enterprise Zone Infrastructure Fund'. NALEP are currently awaiting the prospectus for this allocation. The Major Projects Team and partners will work alongside eligible SMEs who wish to take advantage of this funding especially those SMEs whose activities will complement the proposals outlined within this prospectus.

#### Potential Sources of Financing:

The Major Projects Team has assessed some of the immediate and potential future financing opportunities available (including existing planned expenditure). The majority of the sources of finance identified in this document have not been secured and there is no guarantee that all applications for finance will be successful. Therefore, the Team will need to explore all opportunities for future financing with the respective organisations in more depth as business cases for the proposals are developed.



Investment Themes	Detail	Potential Source of Financing
		Grant
Sustainable transport measures	Pedestrian Routes	Community Infrastructure Levy (CIL) New Anglia LEP Area - Local Transport Body Highways / Department for Transport Private Sector contribution
	Cycle Routes	Community Infrastructure Levy (CIL) New Anglia LEP Area - Local Transport Body Highways / Department for Transport Private Sector contribution
	Cycle / pedestrian bridges	Community Infrastructure Levy (CIL) New Anglia LEP Area - Local Transport Body Highways / Department for Transport Private Sector contribution
	Secure cycle storage	Sustainable Transport Fund (Potential Future Rounds) Coastal Communities Fund Cycle-Rail Fund
	Transport hub	Sustainable Transport Fund (Potential Future Rounds) Coastal Communities Fund

Investment Themes	Detail	Potential Source of Financing
		Grant
Sustainable transport measures	Shared Ticketing	ITSO Managed Service (Integrated Transport Smartcard Organisation) Business Improvement District (BID) Private Sector Contribution Train operator through franchise obligations
	Revised scheduling to improve connectivity between different modes of public transport	Business Improvement District (BID) Private Sector Contribution
	Water Taxi's	Coastal Communities Fund NALEP – Growing Business Fund (Under Tourism theme) Private Sector Contribution
	Steam trains	Coastal Communities Fund NALEP – Growing Business Fund (Under Tourism theme) Private Sector Contribution



Investment Themes	Detail	Potential Source of Financing
		Grant
Road Improvements	Third crossing	New Anglia LEP Area Local Transport Body Fund Central Government Grant / Department for Transport
	Replacement crossing	New Anglia LEP Area Local Transport Body Fund Central Government Grant / Department for Transport
	Rail Crossing	New Anglia LEP Area Local Transport Body Fund Central Government Grant / Department for Transport
	Enhancements to primary routes between EZ sites and the port	New Anglia LEP Area Local Transport Body Fund NALEP Challenge Fund (Pots B and C) Community Infrastructure Levy
	Phase 5 Northern Spine Road	New Anglia LEP Area Local Transport Body Fund Pinch Point Funding (Potential Future Round/s) NALEP Challenge Fund (Pot C) Highways / Department for Transport
	Removal of Pinch Points	New Anglia LEP Area Local Transport Body Fund Pinch Point Funding (Potential Future Round/s) NALEP Challenge Fund (Pot C) Community Infrastructure Levy Highways / Department for Transport
	Extended UTM System	Highways / Department for Transport New Anglia LEP Area Local Transport Body Fund

Investment Themes	Detail	Potential Source of Financing	
		Loan	Grant
Road Improvements	A12 to Ipswich		Highways / Department for Transport New Anglia LEP Area Local Transport Body Fund Developer Contributions (4 Villages Bypass) NALEP Challenge Fund (Pot C)
	A12 – A47 through Great Yarmouth to Norwich and the A11		New Anglia LEP Area Local Transport Body Fund Highways / Department for Transport NALEP Challenge Fund (Pot C) Norfolk County Council
	On site Roads and Services within the EZ	EZ infrastructure Fund – private sector led (Application pending) Growing Places Fund NALEP Challenge Fund HM Treasury Guarantee Scheme Public Works Loan Board Business Rate Retention	Coastal Communities Fund Private Sector Contributions Port Infrastructure Funding (AAS Dependant) Business Rate Retention
	Roads and Services outside the EZ which serve development within the EZ	Growing Places Fund Local Infrastructure Fund (led by Private sector) NALEP Challenge Fund HM Treasury Guarantee Scheme Public Works Loan Board Business Rate Retention	Coastal Communities Fund Private Sector Contributions Port Infrastructure Funding (AAS Dependant) Business Rate Retention



Investment Themes	Detail	Potential Source of Financing
		Grant
Rail improvements	Changes to Oulton Broad North Station	Greater Anglia franchise Network Rail Department for Transport NALEP Area Local Transport Body Fund
	Improvements to Lowestoft Station	Greater Anglia franchise Network Rail Network Rail Refurbishment Grants Department for Transport Community Infrastructure Levy (CIL) NALEP Area Local Transport Body Fund Suffolk County Council Highways (Car Park)
	Track improvements	Network Rail NALEP Area Local Transport Body Fund Department for Transport

Investment Themes	Detail	Potential Source of Financing
		Grant
Rail improvements	Signalling	Network Rail NALEP Area Local Transport Body Fund Department for Transport
	Upgrading rolling stock	Greater Anglia franchise (through franchise agreement with DfT)
	Wider network connections	Network Rail NALEP Area - Local Transport Body Fund



Investment Themes	Detail	Potential Source of Financing
		Grant
Port related Improvements	Widening the channel	Port Infrastructure Funding (AAS Dependant) Private Sector Contributions NALEP Challenge Fund (Pot C)
	Targeted increase in draft	Port Infrastructure Funding (AAS Dependant) Private Sector Contributions NALEP Challenge Fund (Pot C)
	Improvements to quay headings	EZ Infrastructure Fund – private sector led (Application pending) Infrastructure Fund (led by Private sector) Growing Places Fund HM Treasury Guarantee Scheme Public Works Loan Board EZ Infrastructure Fund – private sector led (Application pending) Infrastructure Fund (led by Private sector) Growing Places Fund HM Treasury Guarantee Scheme Public Works Loan Board

Investment Themes	Detail	Potential Source of Financing
		Grant
Flood Protection	Strategic flood protection	Coastal Communities Fund DEFRA Environment Agency NALEP Challenge Fund (Pot C) Private Sector Contributions



# Measuring Success

Overall success will be achieved if proposals meeting the objectives of this prospectus have been agreed, developed and subsequently delivered. To help measure success the Project Delivery Team will develop a set of milestones and indicators for each proposal. Monitoring reports will be collated for presentation to the prospectus steering board and will be made available to the public through the partners websites.

Some of the ongoing high level indicators to be reported upon are:

- Reduced traffic congestion in Lowestoft town centre and through Oulton Broad
- Reduced journey times on the East Suffolk and Wherry lines
- Improvements made to the A12 between Lowestoft and Ipswich
- Improvements made to the A12 –A47 between Lowestoft and the A11 via Great Yarmouth
- The threat from fluvial and tidal flooding in Lowestoft will have been significantly reduced

## Outcomes

The proposals, either individually or in combination, are targeted to deliver the following key outcomes:

- Sustainable transport provisions together with road and rail infrastructure both within and serving Lowestoft will as far as practicable have been improved to facilitate the predictable level of economic growth within the town to 2025 and beyond
- Port infrastructure and access to the port of Lowestoft will as far as practicable have been improved to facilitate the predictable level of economic growth within the town to 2025 and beyond
- Journey times between Lowestoft and the mainline Stations of Ipswich and Norwich will have been reduced
- The reliability and quality of journeys to and from Lowestoft by both road and rail will have been improved
- There will be greater travel choice for residents and visitors to Lowestoft
- Traffic congestion within Lowestoft and Oulton Broad will have been reduced
- Lowestoft will be at a reduced threat from tidal and fluvial flooding
- Infrastructure acting as a constraint to development within the areas designated as the Lowestoft Outer Harbour and Lake Lothing AAP, an EZ and the CORE will have been improved to such an extent that it no longer forms a constraint



# Appendix: Options Appraisals

## *Potential Relocation of Oulton Broad North Station and Pedestrian Crossing over Lake Lothing*

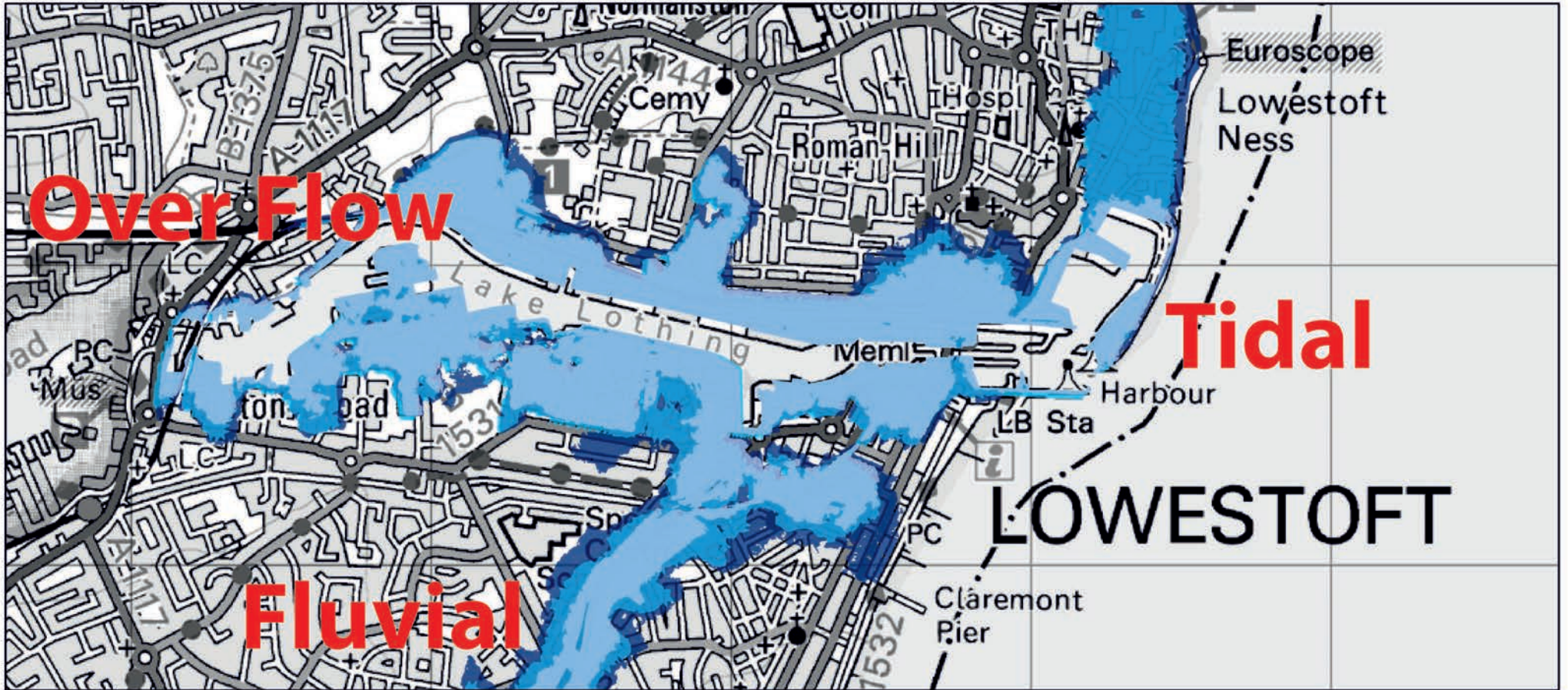


## *Potential Tourism Route for Steam Trains*

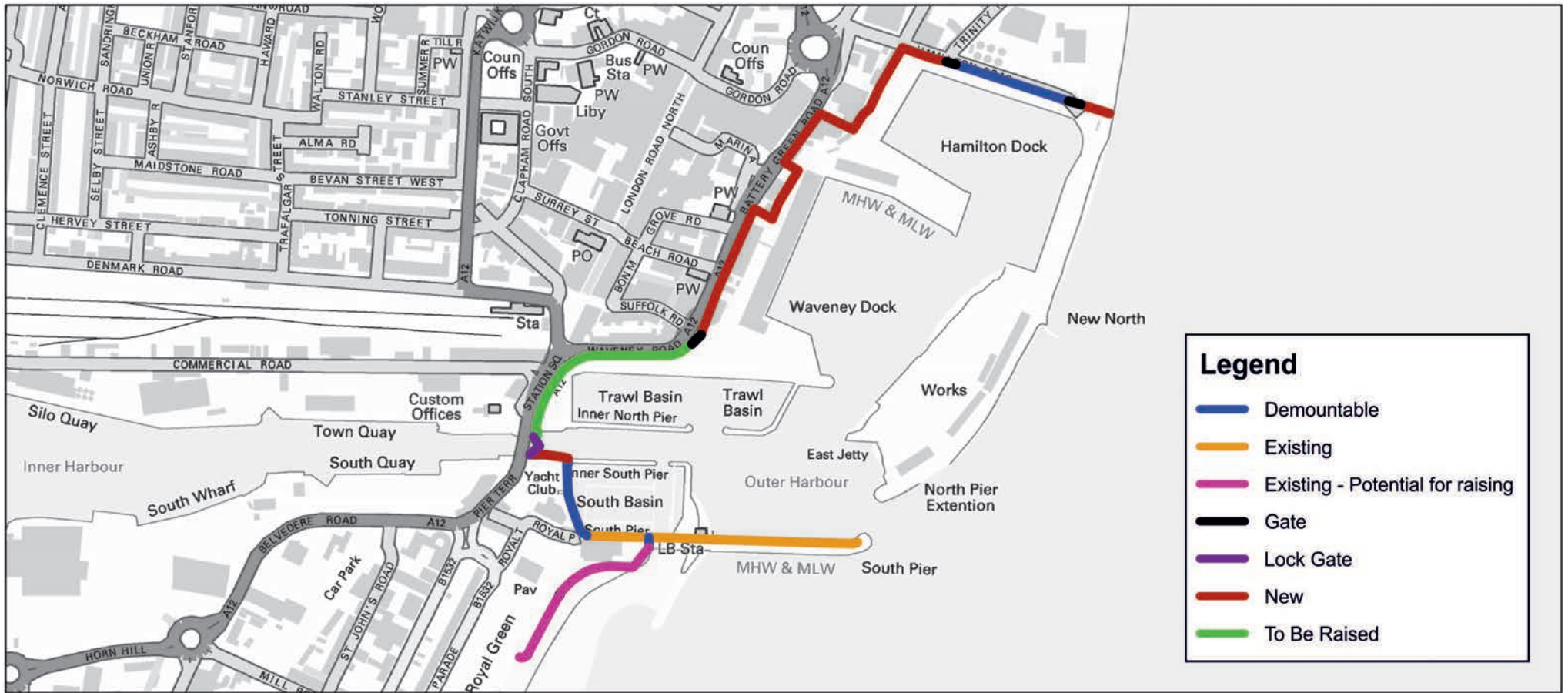




## Threat of Flooding

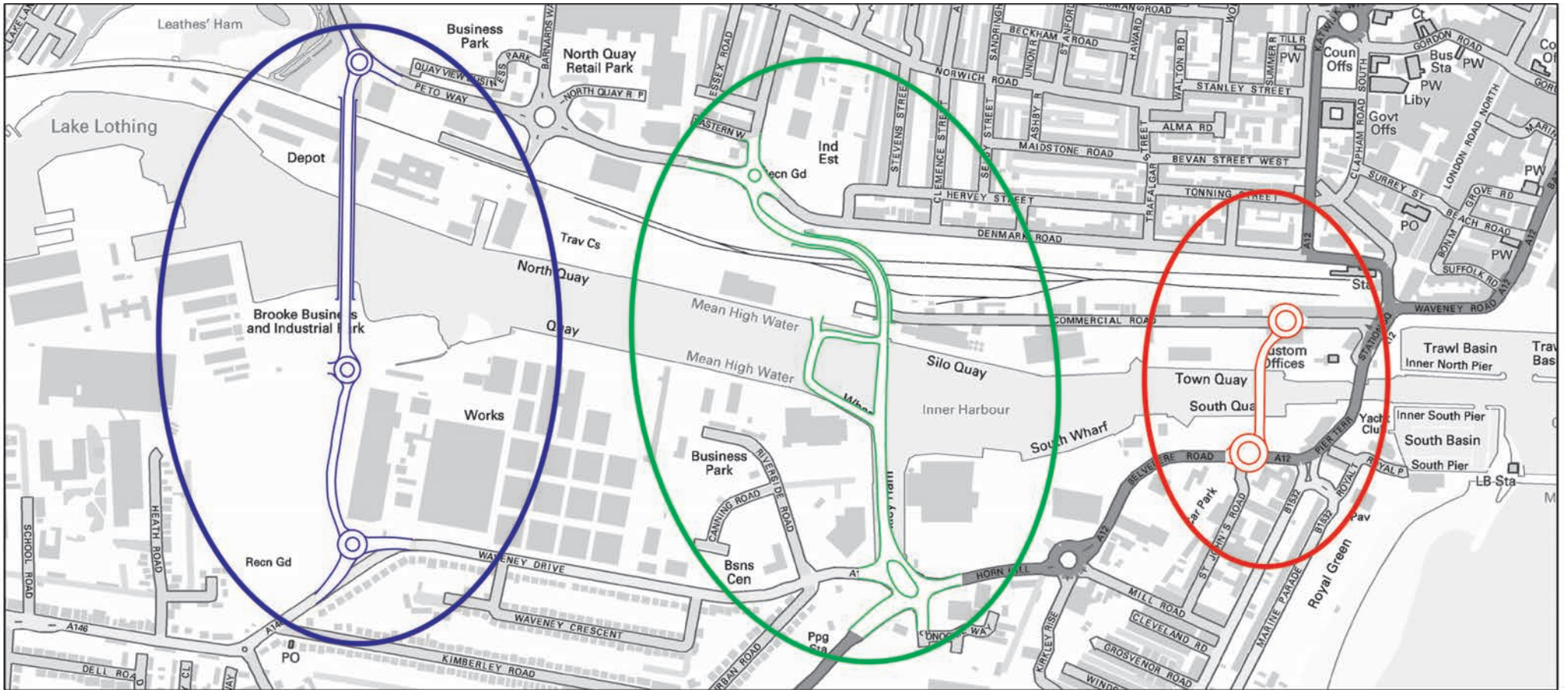


## Potential Strategic Tidal Flood Barrier

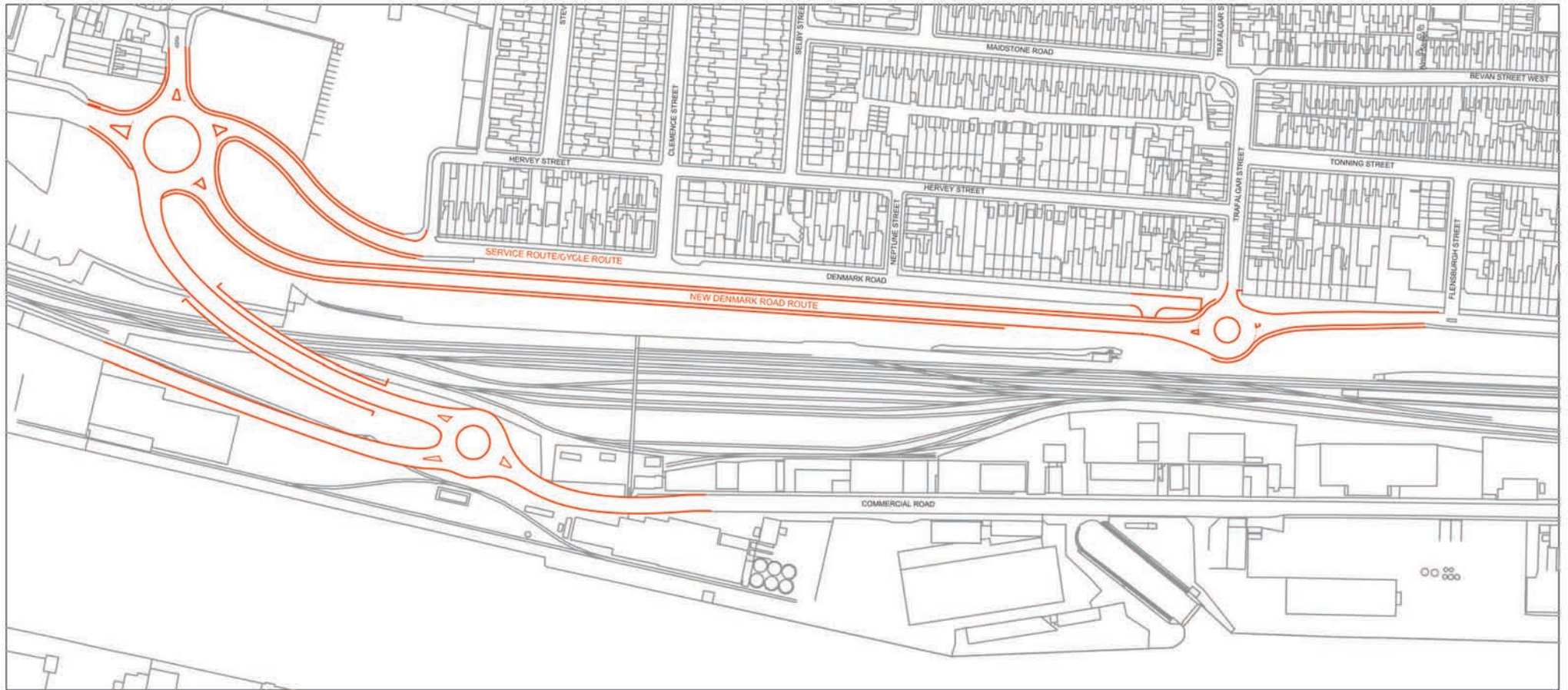




## Indicative Locations for Potential 3rd Crossing

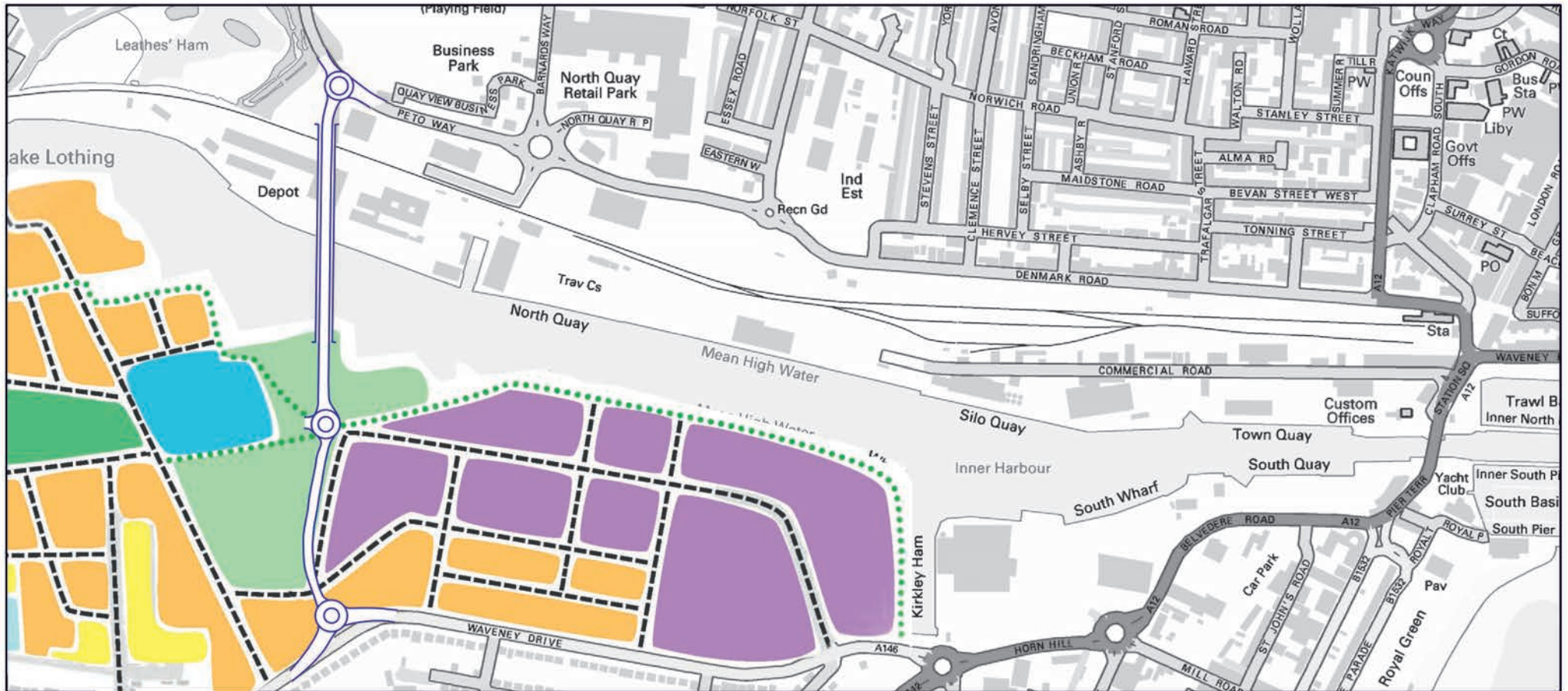


## *Potential Commercial Road and/or Denmark Road Improvements*

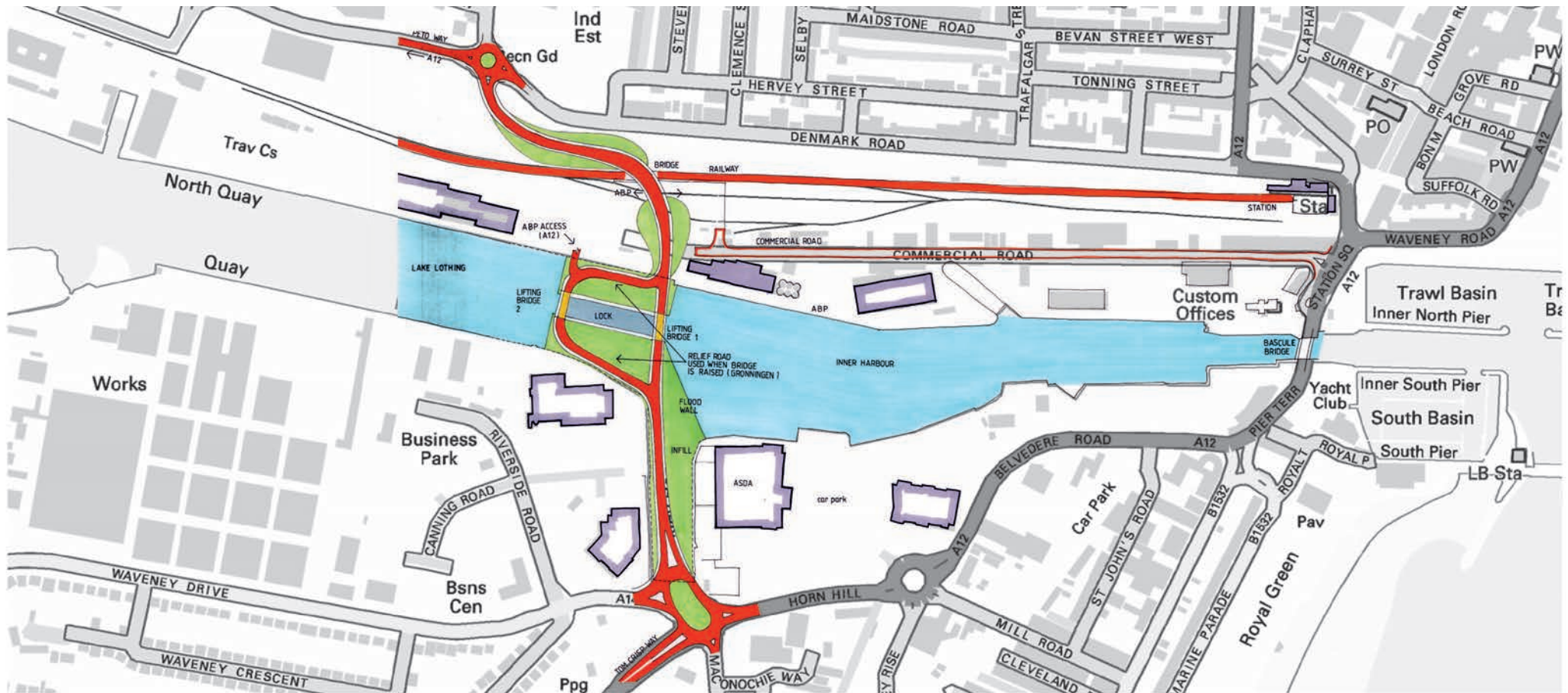




## Potential Location of Western Crossing

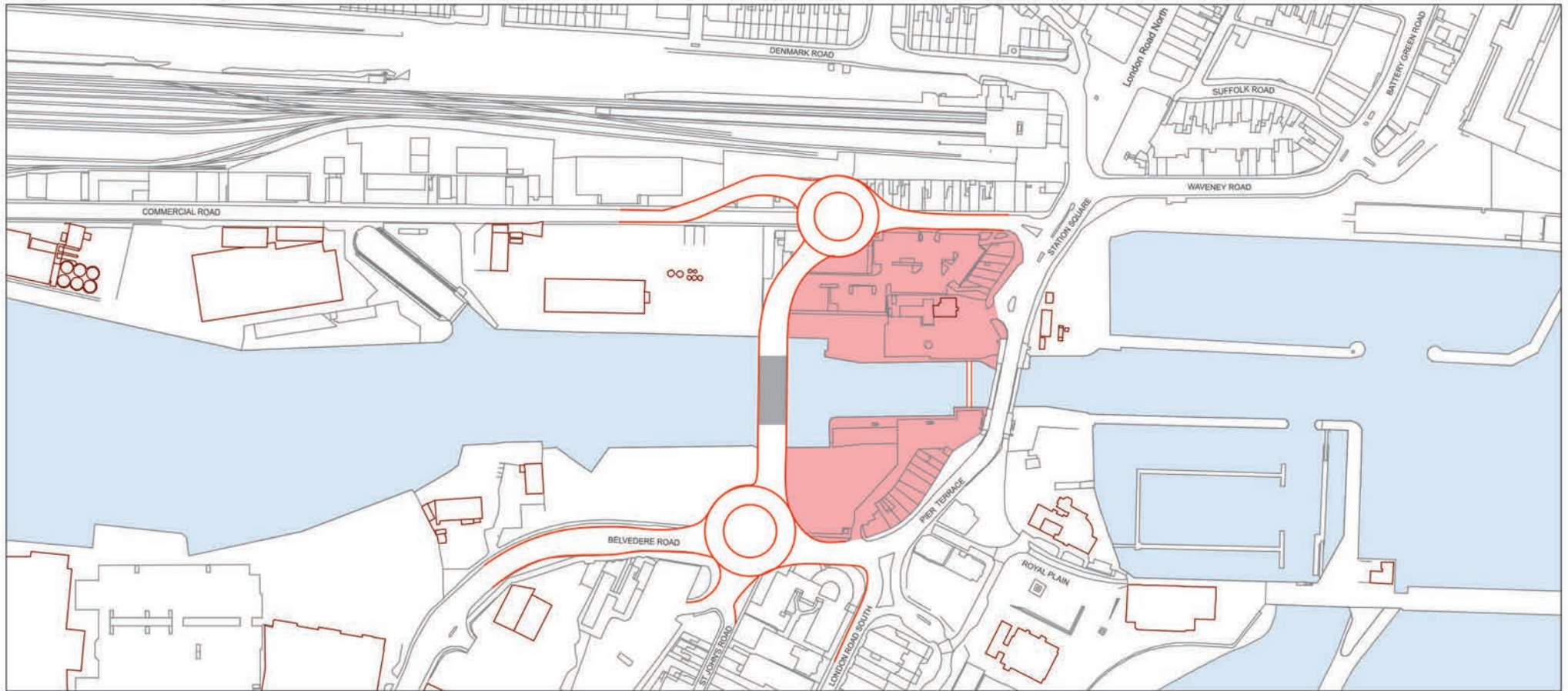


## Private Sector Proposal for Central Crossing and Partial Flood Barrier

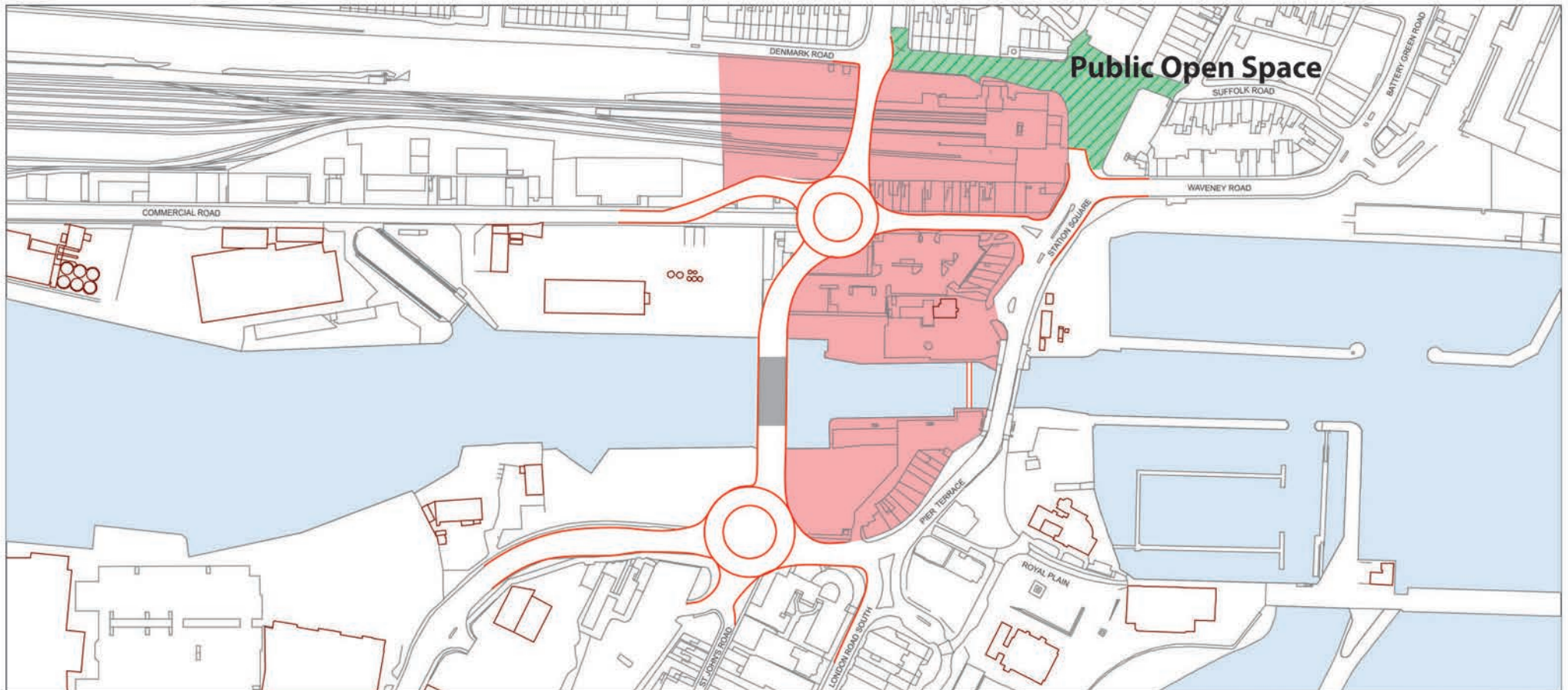




## *Potential 4 Lane Eastern Crossing and Associated Improvement Areas*



*Potential Wider Redevelopment of Peto Square to become  
a central focus for retail, leisure and commercial activity*





## *Potential Removal of Bascule Bridge and Associated Widening of Channel*

