Cllr Sonia Barker – Report of the Lowestoft Town Council representative on the Gullwing Key Stakeholders’ Group Meeting held on the 15.10.21*. ( I appreciate that Lauren Elliott has previously sent round via email the first part of the information below to Councillors however I have also added additional points from the meeting below Pt 2 & 3):*

* Cllr Barker: Thank you for the question you have sent from the Town Council’s Climate Emergency and Ecological Committee. I wanted to give you the response by email but we will also cover the matter at  Friday’s (15.10.21.) Stakeholder group meeting.

The provision of cycling and pedestrian facilities for the Gull Wing are set out in the design guidance manual which is on the Gull Wing website [Design-Guidance-Manual-approved-chapters-1-2-3.pdf (gullwingbridge.co.uk](https://gullwingbridge.co.uk/wp-content/uploads/2021/04/Design-Guidance-Manual-approved-chapters-1-2-3.pdf) Chapter 3 deals with the cycling and pedestrian provision. The designs were considered in our application for the Development Consent Order and examined as part of the 6 month public examination process (Dec 2018- June 2019), before approval by the Secretary of State. These final designs took into account feedback to the 2017 public consultation proposals and a meeting with cycling representatives.

* The provision links into the existing cycling facilities on the north and south sides of Lake Lothing.

* Signage for the cycling and pedestrian routes will be in accordance with Traffic Signs Regulations and General Directions.

Sent on behalf of Peter Aldous MP – Chair of the Gull Wing Key Stakeholder  Group

1. Question:

***Why has the design of the Gullwing Bridge Cycle Paths/Pedestrian Paths changed and what is the proposed design now?  In addition what signage is proposed to alert all users to the Cycle Paths/Pedestrian Paths as they approach the Gullwing Bridge and whilst they are on it?***

1. **Agenda Item 6: Cycle and Pedestrians Paths**- The Chair Peter Aldous MP referred to the LTC question and the answer provided above mentioned. Cllr Barker asked about the provision for cyclists quoting extracts from the ***`Department for Transport `Cycle*** ***Infrastructure Design – Local Transport Note 1/20*** **issued in July 2020`.** (Huge thanks here to Cllr Colin Butler whose information was invaluable as the SCC officer at the meeting said he wasn’t aware of the July 2020 update). However the SCC officer confirmed in reply to Cllr Barker’s quote from the `***Section 10.8 Bridge Widths for 4m shared use (3m useable width, 0.5 clearance on both sides) quote from the Local Transport Note issued in July 2020*** was the same set of dimensions as the Gullwing Bridge design. The signage would also be as per the designs in the Development Consent Order. (See answer re above website ref).
2. **Agenda Item 4 Progress Update**: Project Impact – Cllr Barker asked about the monitoring of the build up of stationary traffic on the southward carriageway of Tom Crisp Way (right turn into Long Road/Kirkley Run traffic lights) at pinch points - particularly between 5 – 6 pm weekdays. Cllr Barker reiterated that there was a regular queue of traffic backing up to the Waveney Drive/Horn Hill roundabout due to the closure of Waveney Drive at the Long Road/Kirkley Run right turn. Cllr Barker was assured that the situation she described was being regularly monitored with a view to `adjusting the traffic management’ if required.

SVB 29.10.21.