Welcome to the Lake Lothing Third Crossing Consultation

Suffolk County Council is seeking your views on our proposals for a new crossing over Lake Lothing in Lowestoft.

This is an important and exciting point in the development of the project and major step forward in the delivery of a much-needed piece of infrastructure for Lowestoft and the Eastern Region.

The crossing design not only focuses on its functionality, but also its look and potential to become a new emblem for the town.

The objectives of the Lake Lothing Third Crossing are therefore to:

- Reduce community severance between north and south Lowestoft
- Open up opportunities for regeneration and development in Lowestoft
- Provide the capacity needed to accommodate planned growth.
- Improve bus journey times and reliability
- Encourage people to walk and cycle, and reduce conflict between cyclists, pedestrians and other traffic
- Reduce congestion in the town centre and improve accessibility
- Reduce congestion and delay on the existing bridges over Lake Lothing
- Reduce accidents
- Improve accessibility

In March 2016, the government committed £73.4m to construct a new bridge across Lake Lothing. The project is predicted to cost in the region of £100m (2020 prices) including contingencies. The difference between the government funding and the remaining cost will be underwritten by Suffolk County Council.
What we are proposing

The Lake Lothing Third crossing consists of a multi-span single carriageway bridge from Waveney Drive on the south side, to Peto Way on the north side.

The crossing will be 12 meters above high tide levels, significantly higher than the A47 Bascule Bridge, enabling a larger number of vessels to pass under the new crossing without the need for it to open.

The proposed design includes new roundabouts to the north and south of the lake to help connect the traffic smoothly into the existing road network as well as public spaces for people to enjoy. The crossing includes provision for pedestrians and cyclists.

Changes to the existing road layout include a new access from Waveney Drive to Riverside Business Park and closure of Durban Road at its junction with Waveney Drive.
Why we are consulting

The Secretary of State for Transport has directed that the Lake Lothing Third Crossing be treated as a project of national significance for the purposes of the Planning Act 2008 requiring a Development Consent Order (DCO) to construct, operate and maintain the project.

This consultation is a statutory requirement that must be completed as part of our DCO application. Feedback received from this consultation will help shape the development of the final project proposals and be documented in a Consultation Report which will be submitted alongside our application for development consent.

The Planning Inspectorate will examine the application and make a recommendation to the Secretary of State for Transport, who will decide whether or not the project will go ahead. We currently intend to make our application for development consent in early 2018.
Northern Layout

The project will be designed to integrate into the wider townscape and road network to provide more reliable journeys for drivers, pedestrians and cyclists.

The project will see two new roundabouts on the north side of the lake to connect to Peto Way. The existing roundabout at the junction of Rotterdam Road and Denmark Road will also be reconstructed.

The design will include a dedicated left lane on Peto Way for those travelling east towards Denmark Road, which will utilise the existing road following construction of the new roundabout.

The northern landing point presents an opportunity to create a new public space alongside landscaping and environmental improvements.
Traffic modelling shows that to adequately cope with predicted traffic flows on the approach to the Third Crossing from the south, a roundabout is required at the junction of Waveney Drive and Riverside Road. There is not enough space to accommodate an appropriately sized roundabout within existing highway land, so land is required from adjacent properties and Durban Road is proposed to be closed at its junction with Waveney Drive. Access to and from Durban Road at this location will however continue for cyclists and pedestrians and a turning point will be added to Durban Road to allow vehicles to turn in the road. The carriageway between the new roundabout and Tom Crisp Way will be widened to become a dual carriageway with a central reserve.
Riverside Road

To achieve the necessary height over the lake, the new crossing will start rising from the current Riverside Road/Waveney Drive traffic lights. This will sever access to Riverside Business Park, via Canning Road, therefore a new access road from Waveney Drive west of Riverside Road will be built to continue to provide access to the Business Park.

This new road will connect to the retained section of Riverside Road at the northern entrance to Waveney District Council offices. A new access road will also be provided from this section of Riverside Road to serve the businesses off Canning Road and those that front Waveney Drive. This road will also include pedestrian and cycle facilities, and could include tree planting.
Traffic impacts

Computer-based transport modelling has been used to assess the potential impacts of the new crossing and how it will change the traffic movements across Lowestoft. It also considers the additional increase in traffic flows associated with developments coming forward in the area up to 2037 (15 years after project opening).

The model was created using a range of data sources such as road traffic surveys, predictions of development in the town and information on road layout, dimensions and speeds.

The key findings from the modelling are:

- Traffic journey times and network efficiency across the town improve considerably.
- Traffic flows drop significantly on the two existing bridges (by at least a third).
- Traffic from the two existing bridges re-routes to use the new crossing, for journeys where a central crossing of the lake is more convenient and quicker for their journey.
- There are increases in traffic flows on routes to the new bridge (Peto Way, Rotterdam Road, Waveney Drive and Tom Crisp Way).
- Traffic journey times and network efficiency across the town improve considerably.
Land Acquisition

The delivery of the Lake Lothing Third Crossing requires the acquisition of, or access to, land which is owned or occupied by a number of third parties and includes statutory undertakers such as Network Rail, ABP and other parties such as Waveney District Council, as well as a limited number of private individuals.

As part of this consultation a plan of the land currently assessed as being required for the project’s construction, operation and maintenance has been produced. This is known as the red line boundary.

The image below shows the red line boundary and the three main construction compounds required temporarily for construction of the project.
Environmental impacts

We aim to limit the impacts on the environment, local communities, local businesses, road users and residents where possible to do so.

The project requires an Environmental Statement (ES) within our application for development consent. A Preliminary Environmental Information Report is available for review today. This gives information about the potential environmental effects and potential measures to reduce these. A brief summary is below.

<table>
<thead>
<tr>
<th>Component</th>
<th>Description</th>
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<tr>
<td>Air quality</td>
<td>Significant effects on air quality are not predicted during construction. An assessment for the operational phase will be provided in the ES, however it is known the scheme will reduce traffic at the A47 Bascule Bridge where the poorest air quality in Lowestoft is found.</td>
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<td>Cultural heritage</td>
<td>It is not predicted that there will be any impact on buried archaeology and impacts on heritage assets, such as listed buildings, are predicted to be of slight significance only.</td>
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<td>Visual impact</td>
<td>The new crossing will be visible from a number of locations around Lake Lothing and the wider area of Lowestoft. A number of viewpoints have been selected and an assessment will be provided in the ES.</td>
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<td>Biodiversity and nature</td>
<td>At this stage, it is not considered that sites considered to be of ecological importance will be significantly affected.</td>
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<td>Geology, Soils and Contamination</td>
<td>We are currently undertaking ground investigations which will determine the nature any contamination present. Construction methodologies will be designed to deal with any contamination found.</td>
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<td>Noise and vibration</td>
<td>Baseline readings for noise have been undertaken. The preliminary assessment shows there could be some significant effects on nearby residents during construction. An assessment for the operational phase will be provided in the ES.</td>
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<td>Materials</td>
<td>As part of the on-going ground investigations management of waste and materials will be assessed and confirmed in the ES.</td>
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<td>Private Assets</td>
<td>Impacts have been identified on a number of private landowners and businesses, including ABP and Network Rail. We are seeking to understand the impacts better by working with those affected. A vessel simulation has been undertaken.</td>
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<td>Socio-economics</td>
<td>A peak construction workforce of around 100 workers per day is predicted. Through the procurement process to appoint a design and build contractor, we will ensure that the use of local workforce and suppliers is embedded. Once operational, the project will benefit connectivity in the town, increasing accessibility to community buildings, and benefit cyclists and pedestrians.</td>
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<td>Water environment</td>
<td>The assessments have not identified any significant effects to date in relation to pollution, groundwater flows or patterns of erosion and deposition of sediments, although this will be refined if further information on the nature of the ground/sediments becomes available.</td>
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<td>Flood Risk</td>
<td>This project does not significantly increase the risk of flooding elsewhere.</td>
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<td>Traffic and Transport</td>
<td>Temporary road works will be necessary during construction. Once completed, congestion at the existing crossings will be reduced. There will be an increase in traffic on approach roads to the crossing.</td>
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<td>Cumulative effects</td>
<td>The assessments carried out on this project consider the effects in combination with other projects including the new tidal barrier. No significant effects are predicted.</td>
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Have your say

The consultation is your opportunity to express your views on the project.

This is a significant project for Lowestoft and it is important we gather feedback to help ensure a well-considered and robust application is submitted to the Planning Inspectorate.

This consultation will run for six weeks from Monday 4 September to Monday 16 October 2017.

You can use the following methods to respond to the public consultation:

- Complete a questionnaire today
- Go online to access the consultation documents and fill out a questionnaire at: www.suffolk.gov.uk/lakelothing3rdcrossing
- Send completed questionnaires or other feedback to us at:
  LL3X Consultation Team
  Freepost RTUL-KAKE-BCTR
  PO Box 73943 (Lake Lothing)
  London
  EC4P 4HN
- Drop your completed questionnaire at Lowestoft, Oulton Broad and Kessingland Libraries, the council offices at Riverside, Waveney District Council’s Marina Customer Service Centre or Suffolk County Council’s Endeavour House in Ipswich.
- Email lakelothing3rdcrossing@suffolk.gov.uk