Lake Lothing
THIRD CROSSING

HAVE YOUR SAY
on a new crossing over Lake Lothing from Waveney Drive to Peto Way

PUBLIC CONSULTATION
Monday 4 September – Monday 16 October 2017

We want your views on the proposals.

Suffolk County Council
A NEW CROSSING OVER LAKE LOTHING IN LOWESTOFT

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

The existing bridges over the lake at Mutford Lock and the A47 Bascule Bridge are inadequate to meet current and future traffic demand. Delays and congestion are a common occurrence for drivers, particularly during peak hours, and pedestrians and cyclists often have long and difficult journeys as they travel across the town.

A crossing will open up opportunities for regeneration and create a new link between north and south Lowestoft.

This new crossing presents an opportunity to introduce a focal point for the town enhancing its identity. This will help to regenerate the area and attract new investment in the local economy.

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 section of the bridge over the lake has been designed higher than the existing Bascule Bridge, which will minimise the need to open it. The crossing includes provision for pedestrians and cyclists.

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.

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

This is a significant project for Lowestoft and it is important residents, businesses, landowners and all those affected by, or interested in, the project have their say on the scheme.

WHY DO WE NEED THIS SCHEME?

There have been improvements to local roads in recent years, but the Third Crossing remains a missing link. The new crossing will provide quicker and more reliable journeys, fewer accidents and benefits to the local economy.

The new crossing will also create a striking visual feature across the river, enhancing the identity of the town.

The objectives of the project are to:

- Reduce congestion and delay on the existing bridges over Lake Lothing
- Reduce congestion in the town centre and improve accessibility
- Reduce community severance between north and south Lowestoft
- Encourage people to walk and cycle, and reduce conflict between cyclists, pedestrians and other traffic
- Improve bus journey times and reliability
- Reduce accidents
- Open up opportunities for regeneration and development in Lowestoft
- Provide the capacity needed to accommodate planned growth.
It is important for us to understand the views of those who live, work and visit the town or who may be interested in the development of the Lake Lothing Third Crossing.

The Secretary of State for Transport has directed that this project is 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 set out in the Planning Act 2008.

Feedback received from this consultation exercise will help shape the development of the final scheme proposals, which will form the basis of the application for development consent.

The consultation runs from Monday 4 September, 12.01am and Monday 16 October 2017, 11.59pm. You may already have provided your views on the proposed project in the past, but we would like to hear from you again on our current proposals.

You can send us your thoughts by completing a questionnaire or writing to us. Please see the back of this brochure for contact details.

PROJECT FUNDING

There have been ambitions for a new crossing over Lake Lothing for many years. An Outline Business Case was presented to the Department for Transport in 2015. The report considered 15 options for the project and concluded a crossing in a central location gave the highest benefits and value for money.

In March 2016 the government agreed to provide £73.4m to construct a new bridge across Lake Lothing. This funding will cover the majority of the cost required to deliver the Lake Lothing Third Crossing. 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.

TIMING

Subject to the application approval process, construction could start in 2019/20 and would take between two and three years to complete.

The detailed design and phasing of the construction works has not to date been determined. This will be developed in conjunction with the appointed contractor.
WHAT WE ARE PROPOSING

Our proposals for the Lake Lothing Third Crossing aim to improve journeys and connectivity, help meet the aspirations for economic prosperity and provide a new feature in the town for all users to enjoy for years to come.

The project will include a new multi-span bridge from Waveney Drive to Peto Way. The bridge will be a single carriageway road with facilities for pedestrians and cyclists.

On the northern side the crossing will cross over the existing railway line and drop to connect to Peto Way between Rotterdam Road and Barnards Way. There is an opportunity to incorporate some public space in this area including planting enhancing habitats for wildlife already present in the area. The details of this landscaping are still to be decided.

The proposed design includes new roundabouts to the north and south to help connect the traffic smoothly into the existing road network.

Changes to the road layout include a new access from Waveney Drive to Riverside Business Park and closure of Durban Road at its junction with Waveney Drive.
An opening section is required over Lake Lothing to maintain the Port of Lowestoft’s operations. The proposed crossing will be higher than the existing A47 Bascule Bridge. This will allow a larger number of vessels using the lake to pass below the new bridge without the need to open it.

Careful consideration has been given to the design of the opening mechanism to ensure it functions efficiently. This also presents the opportunity to introduce a distinctive design, with the potential to become one of the town’s landmarks.

The emerging design looks to represent the future of Lowestoft as one of the UK’s key centres for off-shore renewable energy.

The new bridge will be a minimum of 12 metres above high tide levels, which is significantly higher than the existing Bascule Bridge.

The bridge is proposed to be operated from a new control tower. When required to open, traffic will be alerted and the safety barriers will move into place. The bridge will be hydraulically operated to raise the opening section of the deck.

No final decisions have yet been taken on opening schedules, nor exactly where a control tower would be located.

To ensure the bridge is comfortable for all users, including wheelchair users, pedestrians and cyclists, it is being designed to specific gradients that restrict the height of the bridge.

A Design Process Summary has been produced, which outlines how the design of the bridge has developed. This can be viewed online at www.suffolk.gov.uk/lakelothing3rdcrossing or at our consultation events or deposit locations.
It is important that the new crossing is designed to integrate into the wider townscape and road network to provide more reliable journeys for drivers, pedestrians and cyclists.

The public realm is being designed to enhance the accessibility and experience for pedestrians and cyclists using the crossing.

This project will look to incorporate planting and sustainable urban drainage solutions to deal with the surface water run off from the roads. This could include specially planted pond areas designed to collect the water and release it into the main drainage system slowly.

Both north and south of the lake, new facilities for pedestrians and cyclists will be provided and this could include controlled and uncontrolled crossing points.

It is proposed to construct 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 be reconstructed as part of the project.

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 bridge approach connects to an existing play park on Denmark Road where a proposed crossing point provides access to the new public space.
It is proposed to construct a new roundabout at the intersection of Waveney Drive and Riverside Road on the south side of the lake to connect the bridge to the existing road network.

The new roundabout must be able to provide adequate capacity for the forecast traffic flows. There is not enough space within existing highway land to accommodate an appropriately sized roundabout.

To accommodate the roundabout required, we need to close Durban Road at its junction with Waveney Drive. Access to and from Durban Road at this location will however continue for cyclists and pedestrians. A turning head 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.

The southern bridge approach is within a designated enterprise zone promoting employment opportunities for future developments.
To achieve the necessary gradients, 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.

A new access road from Waveney Drive, west of Riverside Road, will be built to continue to provide access to the businesses off Canning Road and those that front Waveney Drive.

This new junction will connect to the retained section of Riverside Road at the northern entrance to Waveney District Council offices.

Pedestrian and cycle facilities will be provided.

To create a sense of entering a different space tree planting could be added to the access.
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.

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 method used for modelling is a national standard.

The results show the impact of traffic re-routing as a result of the new crossing being in place on the year of opening (2022) and the additional increase in traffic flows associated with developments coming forward in the area up to 2037 (15 years after project opening).

The traffic modelling will help identify whether any improvements to local junctions will be required to mitigate any significant adverse impact that the project may have.

The plan opposite shows the details of the traffic modelling. The key findings from this are:

- Traffic flows drop significantly on the two existing bridges (by at least a third) compared to the current situation
- Traffic journey times and network efficiency across the town improve considerably
- Traffic from the two existing bridges re-route to use the new bridge, 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 notably on Peto Way, Rotterdam Road, Waveney Drive and Tom Crisp Way.

### Key

**AADT**

Annual Average Daily Traffic - meaning the typical two-way average daily traffic flow

**Base**

Base means the existing set of traffic flows in 2016 when the survey data was collected

**DM**

Do Minimum – meaning a model scenario without the project in place. It assumes the existing road network remains the same but takes account of additional traffic from committed additional growth

**DS**

Do Something – meaning a model scenario with the project in place and takes account of additional traffic from committed additional growth

**2022**

2022 is the estimated opening year of the project

**2037**

2037 is a future year (15 years after project opening)
**ENVIRONMENTAL IMPACTS**

We aim to minimise 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 (PEIR) has been produced for consultation as a precursor to the ES. This gives information on potential environmental effects based on current information and potential measures to reduce those effects, to assist well-informed responses to the consultation. The PEIR and non-technical summary are available to view at www.suffolk.gov.uk/lakeloothing3rdcrossing, at our consultation events and deposit locations.

The following pages outline the potential impacts during construction and operation of the project.

**NOISE AND VIBRATION**

Baseline readings for noise have been undertaken at the nearest properties to the proposed project and will be used to identify potential noise impacts during construction. The ES will propose methods to control potential noise and vibration impacts on surrounding homes and businesses during construction if necessary.

**CONSTRUCTION COMPpounds**

We plan to have three main construction compounds, one on the south side of the lake, accessed from Riverside Road and two on the north side of the lake, as shown on the plan opposite.

One of the northern compounds will be located off Peto Way and is primarily associated with the construction of the northern junction. A second, smaller compound will be required to the south of the railway on Network Rail/Associated British Ports (ABP) land. This is required to support the construction of the bridge over the railway line and works in Lake Lothing. This site would be accessed via Commercial Road.

All compounds would typically contain site offices, vehicle parking and storage of materials. Smaller compounds may be required in other areas to manage works in that immediate area.

**TRAFFIC AND TRANSPORT**

During construction, temporary road works will be necessary. We will work to limit road closures but we are likely to need some single lane closures.

A Traffic Management Plan will be developed which will include temporary closures and lorry routes into the site. It will also show how access to property is retained.

We are aiming to minimise the impact on port traffic and will seek to maintain the navigation channel during construction.

We are working closely with Network Rail regarding impacts on the railway network and aim to limit the impact on rail services.

**BIODIVERSITY AND NATURE**

Ecological surveys have been undertaken at targeted locations based on the likelihood of protected species being found there. We have identified a pair of peregrine falcons and the nationally rare Nathusius' Pipistrelle bat alongside common lizards and a variety of bird species.

Measures to mitigate impact on protected species will be set out in the ES.
GEOLOGY, SOILS AND CONTAMINATION

It is highly likely that contamination is present on site, although the associated risks can be managed through appropriate practices. Therefore, risks associated with construction are low. Further study of impacts on groundwater, geology and soils will be undertaken for the ES.

LAND

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, which includes statutory undertakers such as Network Rail, ABP and other parties such as Waveney District Council, as well as 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 as shown in the image below. As the Lake Lothing Third Crossing will be the subject of a DCO application, Suffolk County Council can apply for powers of compulsory acquisition over this land.

In an effort to reach agreements over the land required for the project, discussions are underway with the relevant parties.

AIR QUALITY

Construction activities could lower air quality in some areas through dust generation or plant emissions. Proposals to control potential impacts will be set out in the ES.
OPERATIONAL IMPACTS

NOISE AND VIBRATION
Baseline readings for noise and a traffic model will be used to predict changes in noise levels around Lowestoft as traffic is diverted onto the new crossing. Diversion of traffic away from congested areas will likely result in significant positive effects in some areas, but increases in traffic elsewhere could have negative effects.

AIR QUALITY
The diversion of traffic away from congested areas will likely result in significant positive effects. The extent of any significant negative effects will be determined through modelling which will be included in the ES.

WATER, DRAINAGE AND FLOOD RISK ASSESSMENT
An assessment has considered the potential impacts of the project on flooding and water quality.

The drainage design will be developed to protect the local water environment from highway pollution and prevent increased flood risk.

The current flood risk assessment shows no significant negative impact on surface water flooding from the project, nor increase to flood risk elsewhere.

TRAFFIC AND TRANSPORT
The project will divert traffic away from some congested areas of Lowestoft. This will reduce traffic and congestion in the town centre, improve this area for pedestrians and cyclists and improve reliability for bus services. We are working with ABP to better understand and mitigate the impact on the port, including through vessel simulations. There will be no long term impact on the rail network.

VISUAL IMPACT
The landscape and visual assessment has established an area where the project can be seen from. An assessment will be undertaken on the visibility of the project from key viewpoints.

CULTURAL HERITAGE
Impacts upon built heritage (such as Listed Buildings) will be considered in the ES. Impacts on buried archaeology are unlikely to be significant given present knowledge although ongoing ground investigations will gather more information.

CUMULATIVE EFFECTS
Lake Lothing Third Crossing cannot be viewed separately to other developments proposed in the area. The ES will include an assessment of the project’s likely effects alongside other developments within the same timeframe where possible. This will include the proposed tidal barrier and consented developments in the vicinity, including those on the Brooke Peninsula. The traffic model also takes natural growth in traffic into account.
Our proposed design has emerged following a comprehensive option selection process. An initial long list of options for a Third Crossing was compiled. Each was assessed against its ability to meet the project objectives.

The preferred option is an opening bridge in a central location. This is considered to the best value for money, produces the highest benefits and it is most likely to deliver the project objectives. This option is the scheme that the government has committed to providing funds for.

<table>
<thead>
<tr>
<th>Option</th>
<th>Reason discounted</th>
</tr>
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<tbody>
<tr>
<td>Western Alignments</td>
<td>Cost, More land required, Less effective at reducing traffic</td>
</tr>
<tr>
<td>Eastern Alignments</td>
<td>Would not significantly improve access to regeneration areas south of Lake Lothing</td>
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<tr>
<td></td>
<td>Would not improve severance between the north and south halves of the town</td>
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<tr>
<td></td>
<td>Less effective at reducing traffic</td>
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<tr>
<td>Tunnel</td>
<td>Not a solution for pedestrians or cyclists</td>
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<td></td>
<td>Insufficient distance between the Lake and the existing road network for a tunnel to pass under the Lake and achieve satisfactory gradients</td>
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<tr>
<td>Fixed Bridge/Flyover</td>
<td>Would require 35m clearance, therefore more expensive than a lifting bridge</td>
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<tr>
<td></td>
<td>Higher visual intrusion</td>
</tr>
<tr>
<td></td>
<td>More land required</td>
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<tr>
<td></td>
<td>More difficult to connect to existing roads</td>
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<tr>
<td>Floating Bridge</td>
<td>The railway to the north means such a low level option would not be able to clear the railway. A level crossing would not be acceptable to Network Rail</td>
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<tr>
<td></td>
<td>Would have to open for all vessels</td>
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<tr>
<td>Amsterdam-style Bridge</td>
<td>Too steep of a gradient is required for this style of bridge to get over the lake and clear the railway</td>
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<td></td>
<td>Would impede larger vessels due to the two bridges being close together, interrupting port activity</td>
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<td></td>
<td>Visual intrusion from height of quay walls needed to form part of the flood defence scheme</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, who will examine the project on behalf of the Secretary of State for Transport.

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

PLANNING APPLICATION PROCESS

The Secretary of State for Transport has directed that Lake Lothing Third Crossing is to be treated as a Project of National Significance for the purposes of the Planning Act 2008. As such, we are required to make an application for a Development Consent Order (DCO) to obtain permission to construct, operate and maintain the project.

Following the formal public consultation, we will carefully consider all responses received and produce a report on the consultation.

This report will form part of our DCO application, to the Secretary of State.

The Planning Inspectorate will examine the application and make a recommendation to the Secretary of State for Transport, who will decide on whether or not the project will go ahead.

We currently intend to make our application for development consent in early 2018.

YOUR COMMENTS

Between Monday 4 September, 12.01am and Monday 16 October 2017, 11.59pm you can use the following methods to respond to the public consultation:

- Go online to access the consultation documents and fill out a questionnaire at: www.suffolk.gov.uk/lakelothing3rdcrossing
- Complete questionnaires or send other feedback to us at:
  LL3X Consultation Team
  Freepost RTUL-KAKE-BCTR
  PO Box 73943 (Lake Lothing)
  London
  EC4P 4HN
- View and pick up consultation documents and a 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.
- Attend a public consultation event and complete a questionnaire or leave one at a deposit location.
- Email lakelothing3rdcrossing@suffolk.gov.uk
- Call on 03456 031 842 (open Mon-Fri 8.30am-6pm)

Contact the project team
Email: lakelothing3rdcrossing@suffolk.gov.uk  Call: 03456 031 842 (open Mon-Fri 8.30am-6pm)