

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.





THE OPENING SECTION DESIGN

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.



ILLUSTRATIVE MASTER PLAN OF LAKE LOTHING THIRD CROSSING



HIGHWAYS AND PUBLIC REALM

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.

NORTHERN LAYOUT

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.



SOUTHERN LAYOUT

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.

