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.

RIVERSIDE ROAD

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.

IMPACT ON TRAFFIC

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

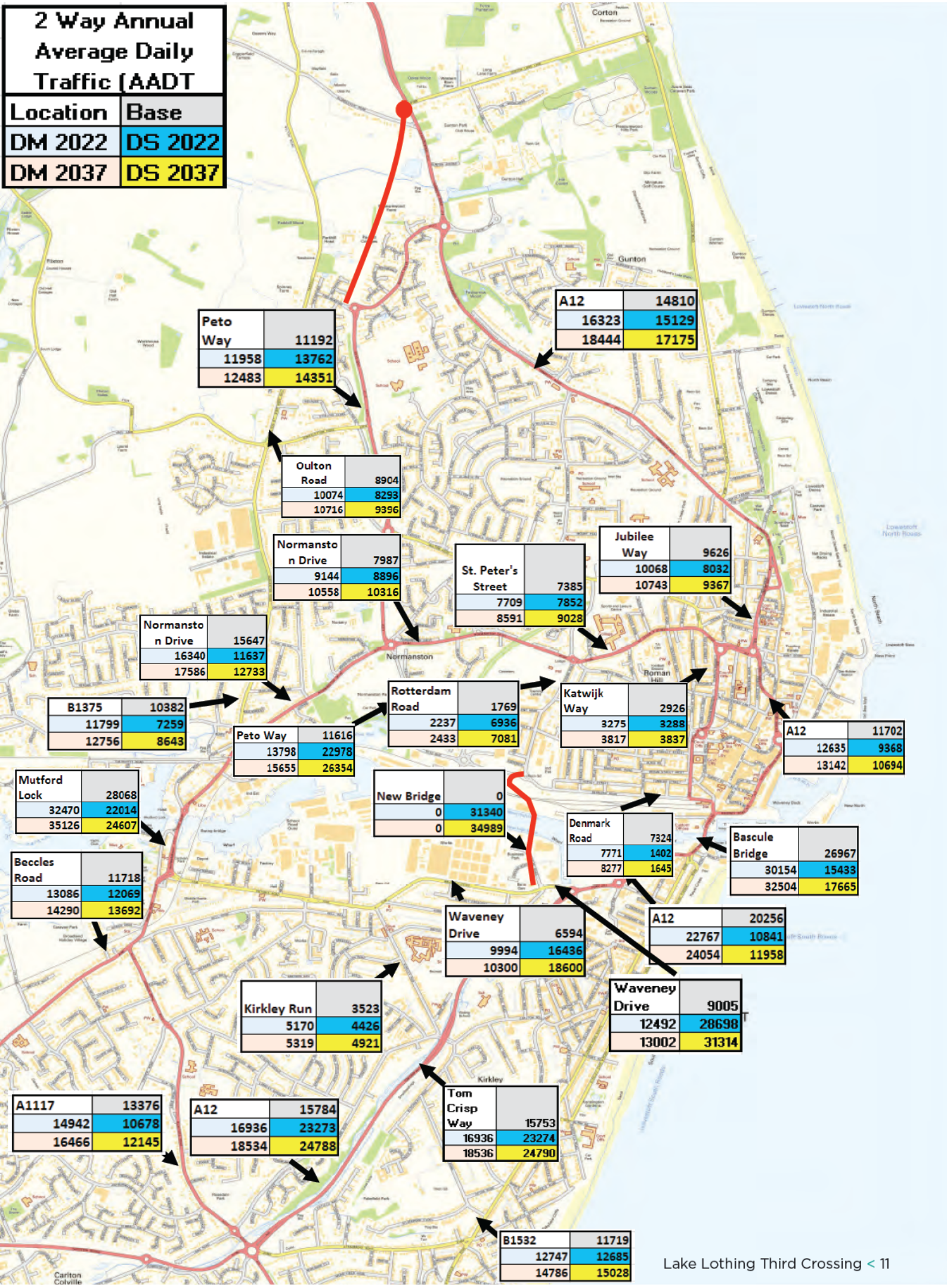
Do Something – meaning a model scenario with the project in place and takes account of additional traffic from committed additional growth

2022

2022 is the estimated opening year of the project

2037

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


2 Way Annual Average Daily Traffic (AADT
Location
Base
DM 2022
DS 2022
DM 2037
DS 2037
Corton
Gunton
Lowestoft North Roads
Lowestoft South Roads
Normanston
Roman Hill
Kirkley
Carlton Colville
Peto Way 11192 11958 13762 12483 14351
A12 14810 16323 15129 18444 17175
Oulton Road 8904 10074 8293 10716 9396
Normanston Drive 7987 9144 8896 10558 10316
St. Peter's Street 7385 7709 7852 8591 9028
Jubilee Way 9626 10068 8032 10743 9367
Normanston Drive 15647 16340 11637 17586 12733
B1375 10382 11799 7259 12756 8643
Peto Way 11616 13798 22978 15655 26354
Rotterdam Road 1769 2237 6936 2433 7081
Katwijk Way 2926 3275 3288 3817 3837
A12 11702 12635 9368 13142 10694
Mutford Lock 28068 32470 22014 35126 24607
New Bridge 0 0 31340 0 34989
Denmark Road 7324 7771 1402 8277 1645
Bascule Bridge 26967 30154 15433 32504 17665
Beccles Road 11718 13086 12069 14290 13692
Waveney Drive 6594 9994 16436 10300 18600
A12 20256 22767 10841 24054 11958
Kirkley Run 3523 5170 4426 5319 4921
Waveney Drive 9005 12492 28698 13002 31314
A1117 13376 14942 10678 16466 12145
A12 15784 16936 23273 18534 24788
Tom Crisp Way 15753 16936 23274 18536 24790
B1532 11719 12747 12685 14786 15028

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/lakelothing3rdcrossing, at our consultation events and deposit locations.

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

CONSTRUCTION IMPACTS

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.

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 COMPOUNDS

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.

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 Nathusiuis' 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.

AIR QUALITY

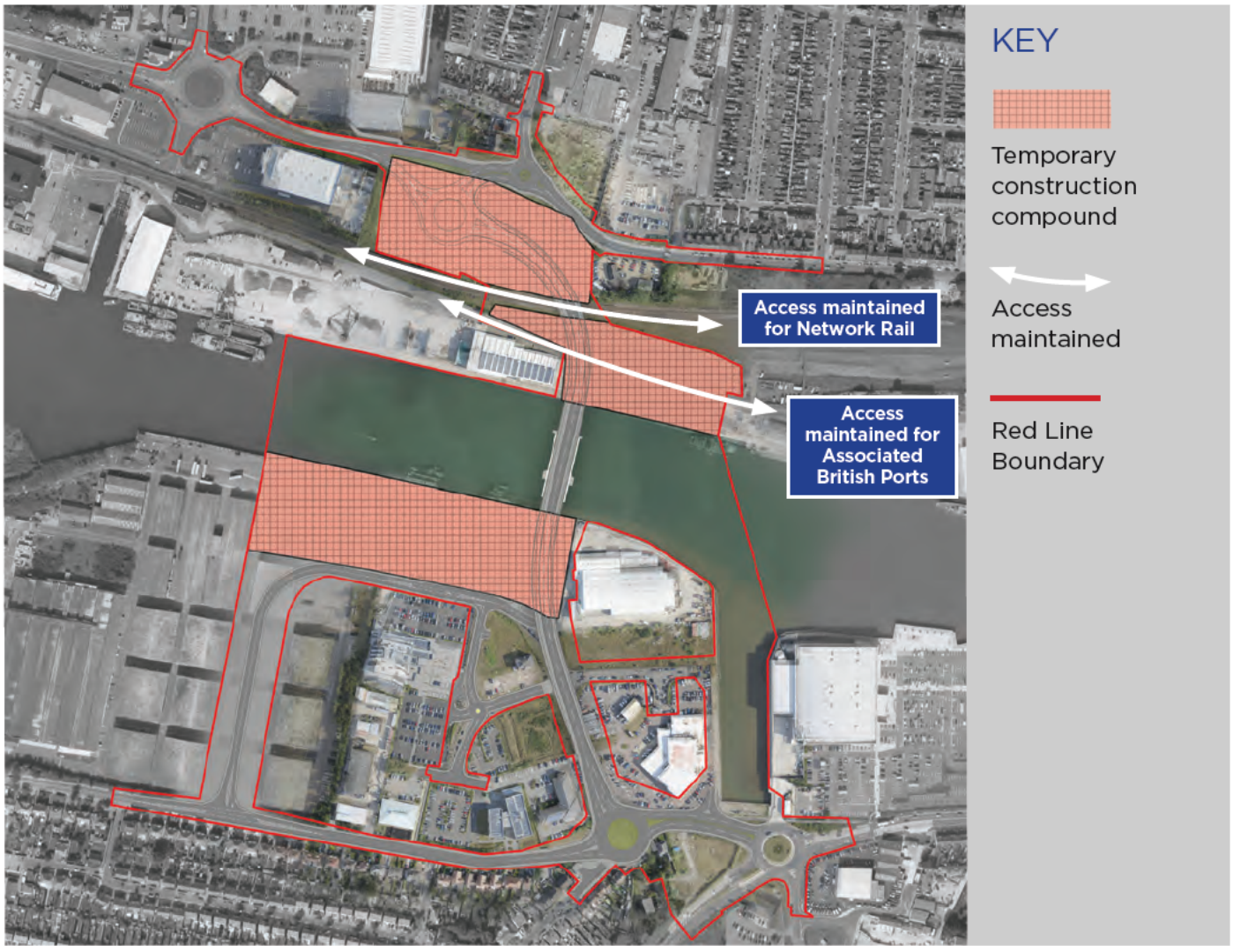
Construction activities could lower air quality in some areas through dust generation or plant emissions. Proposals to control potential impacts will be set out in the ES.

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.



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.

OPTION SELECTION

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.

Option	Reason discounted
Western Alignments	● Cost ● More land required ● Less effective at reducing traffic
Eastern Alignments Close to the existing Bascule Bridge.	● Would not significantly improve access to regeneration areas south of Lake Lothing ● Would not improve severance between the north and south halves of the town ● Less effective at reducing traffic
Tunnel A tunnel under the lake	● Not a solution for pedestrians or cyclists ● Insufficient distance between the Lake and the existing road network for a tunnel to pass under the Lake and achieve satisfactory gradients
Fixed Bridge/Flyover Fixed bridge high enough to allow ships and traffic to pass constantly	● Would require 35m clearance, therefore more expensive than a lifting bridge ● Higher visual intrusion ● More land required ● More difficult to connect to existing roads
Floating Bridge A structure that would float on the lake surface attached to fixed piers swinging open for ships	● 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 ● Would have to open for all vessels
Amsterdam-style Bridge Lock system with two bridges allowing one bridge to remain lowered	● Too steep of a gradient is required for this style of bridge to get over the lake and clear the railway ● Would impede larger vessels due to the two bridges being close together, interrupting port activity ● Visual intrusion from height of quay walls needed to form part of the flood defence scheme

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 318 842 (open Mon-Fri 8:30am-6pm)

Contact the project team

Email: lakelothing3rdcrossing@suffolk.gov.uk **Call:** 03456 318 842 (open Mon-Fri 8.30am-6pm)

If you need help to understand this information in another language please call 03456 066 067.

Se precisar de ajuda para ler estas informações em outra língua, por favor telefone para o número abaixo. 03456 066 067 — Portuguese

Jeigu jums reikia sios informacijos kita kalba, paskambinkite 03456 066 067 — Lithuanian

Jeżeli potrzebujesz pomocy w zrozumieniu tych informacji w swoim języku zadzwoń na podany poniżej numer. 03456 066 067 — Polish

Dacă aveți nevoie de ajutor pentru a înțelege această informație într-o altă limbă, vă rugăm să telefonați la numărul 03456 066 067 — Romanian

এই লেখাটি যদি অন্য ভাষাতে বুঝতে চান তাহলে নিচের নম্বরে ফোন করুন 03456 066 067 — Bengali

Если для того чтобы понять эту информацию Вам нужна помощь на другом языке, позвоните, пожалуйста, по телефону 03456 066 067 — Russian

If you would like more information in another format, including audio or large print, please call 03456 066 067.

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Positive About Disabled People

Stonewall Diversity Champion

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

Suffolk County Council