

Welcome

Great Yarmouth Third River Crossing

We are proposing to build a new bridge between Harfreys Roundabout and South Denes Road, and we would like your views.

This consultation is **stage two** of a three-stage process:

Dates	Stage	Purpose
January 2017	Stage 1 Initial engagement consultation	Understand views on congestion, share emerging proposals and understand level of support
September – October 2017	Stage 2 Scheme development consultation	Understand views on the bridge development work so far
June – September 2018	Stage 3 Pre-application consultation	Present details of the proposed scheme and understand views on it before an application for planning consent

The key findings from the Stage 1 consultation were as follows:

- Congestion in Great Yarmouth is a serious issue
- The Third River Crossing would make journeys faster
- Congestion would be reduced by the new crossing.

The purpose of this Stage 2 consultation is to:

- Provide an update on progress
- Explain the current position and what happens next
- Obtain a greater understanding of what is important to you and needs to be considered in the design.

Why we need the bridge

The new crossing is vital to support the economic growth of Great Yarmouth and help enhance the quality of life for residents, workers and visitors.

The Great Yarmouth Enterprise Zone has the potential to create 5,000 new jobs by 2025, and there are plans for 2,000 new homes and 20-30 hectares of employment development



Attracting business and industry investment by...

- Reducing congestion
- Making journey times quicker and more reliable
- Improving transport links between the port and the Enterprise Zone, trunk roads and the rail networks
- Supporting regeneration in the town, and the visitor and retail economy as a result
- Making shopping and tourism areas more accessible



Enhancing quality of life by...

- Creating more skilled jobs
- Helping to build hundreds of new homes by 2030
- Creating a more direct route between employment and residential areas
- Reducing road casualties
- Improving resilience and response times for the emergency services
- Improving walking and cycling links
- Reducing traffic emissions

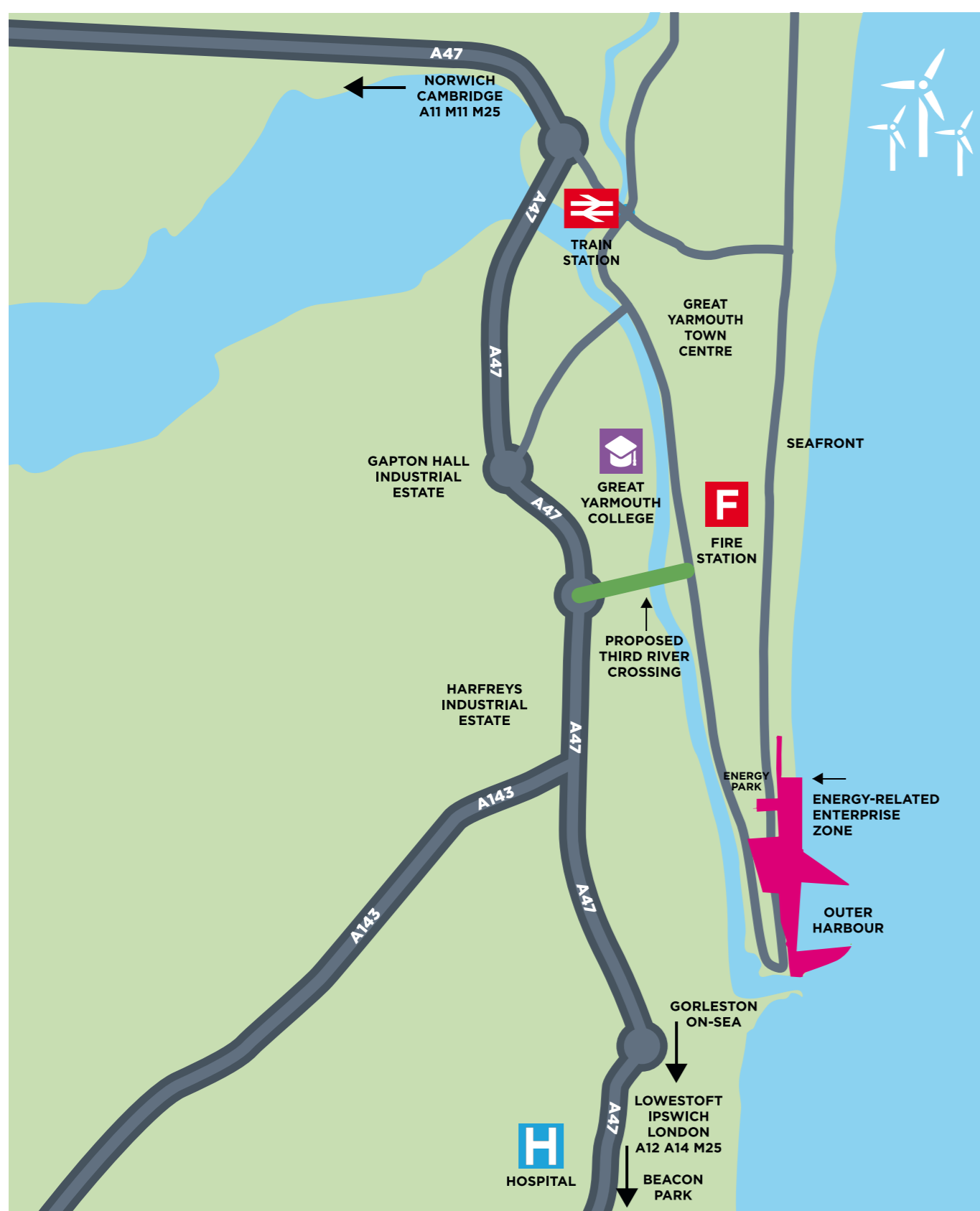


Evidence of strong support for the bridge

- 80% strongly agreed** or agreed that congestion would be greatly reduced by a new river crossing.
Feedback gathered from local people, via public consultation
- 79% agreed** that the Third River Crossing would make their journey times shorter

Image Credit: Offshore wind vessel at South Quay - Credit to Dudgeon Offshore Wind Limited.

The crossing links the A47 at Harfreys Roundabout with South Denes Road.



“ I am convinced that the third river crossing needs to be built to help us realise Great Yarmouth’s and Norfolk’s potential ”

Cliff Jordan
Leader of
Norfolk County Council

Progress to date

Norfolk County Council and partners are investing in the development of the new crossing to help bring forward this important piece of infrastructure.

Progress to date

2003 to 2009

- Initial scheme assessment work
- Different options reviewed and assessed including different alignments and a tunnel option
- Public consultation on Great Yarmouth and Gorleston Area Transportation Strategy
- Preferred route decision confirmed alignment

2009 to 2015

- Purchase of properties to safeguard land

2015 to 2016

- Secured funding from the New Anglia Local Enterprise Partnership
- Secured funding from the Department for Transport (DfT) Local Majors Fund to prepare an outline business case

2016 to 2017

- Assessment of options
- Public consultation
- Development and submission of the outline business case

Benefits

Benefits of the scheme include:

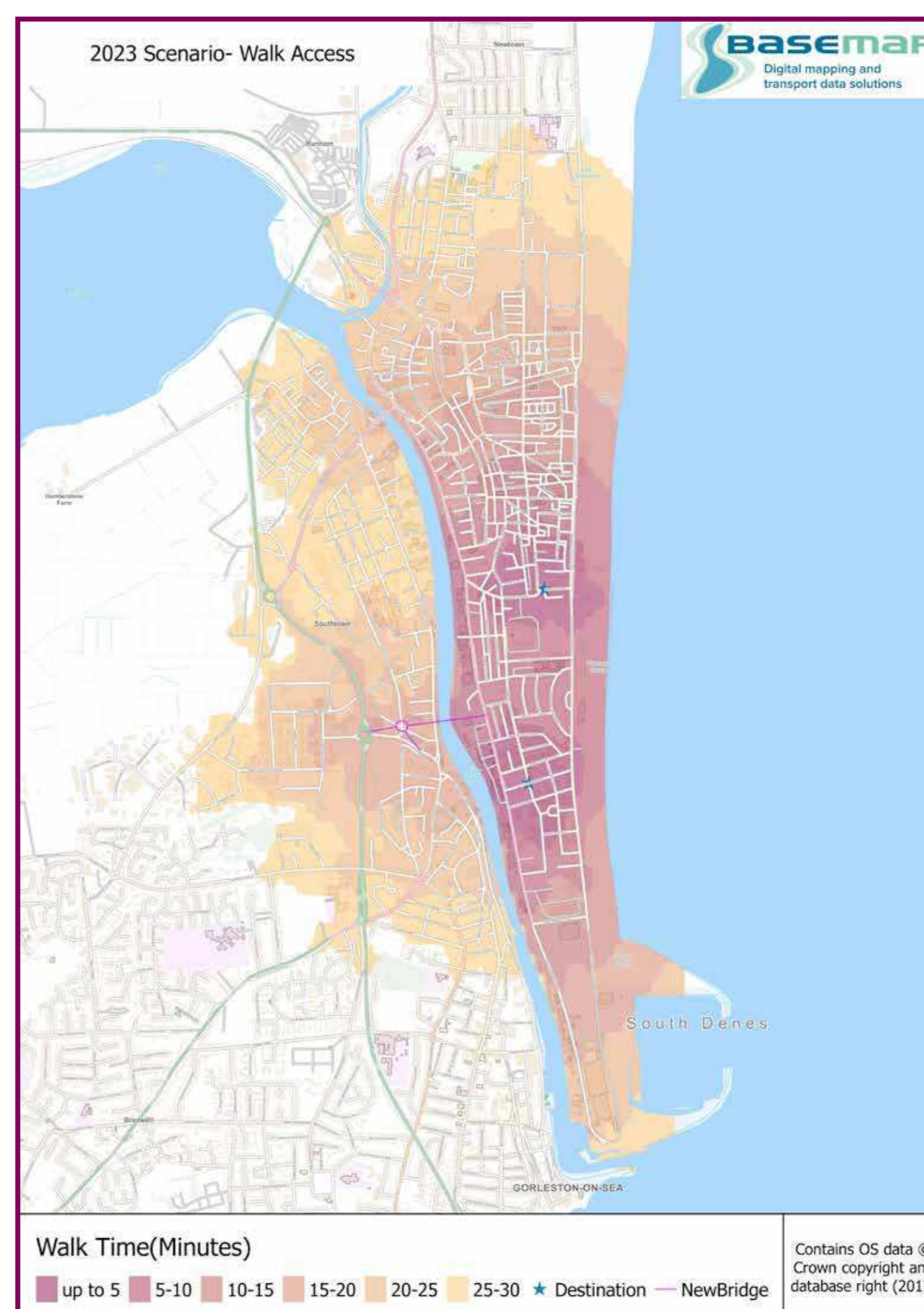
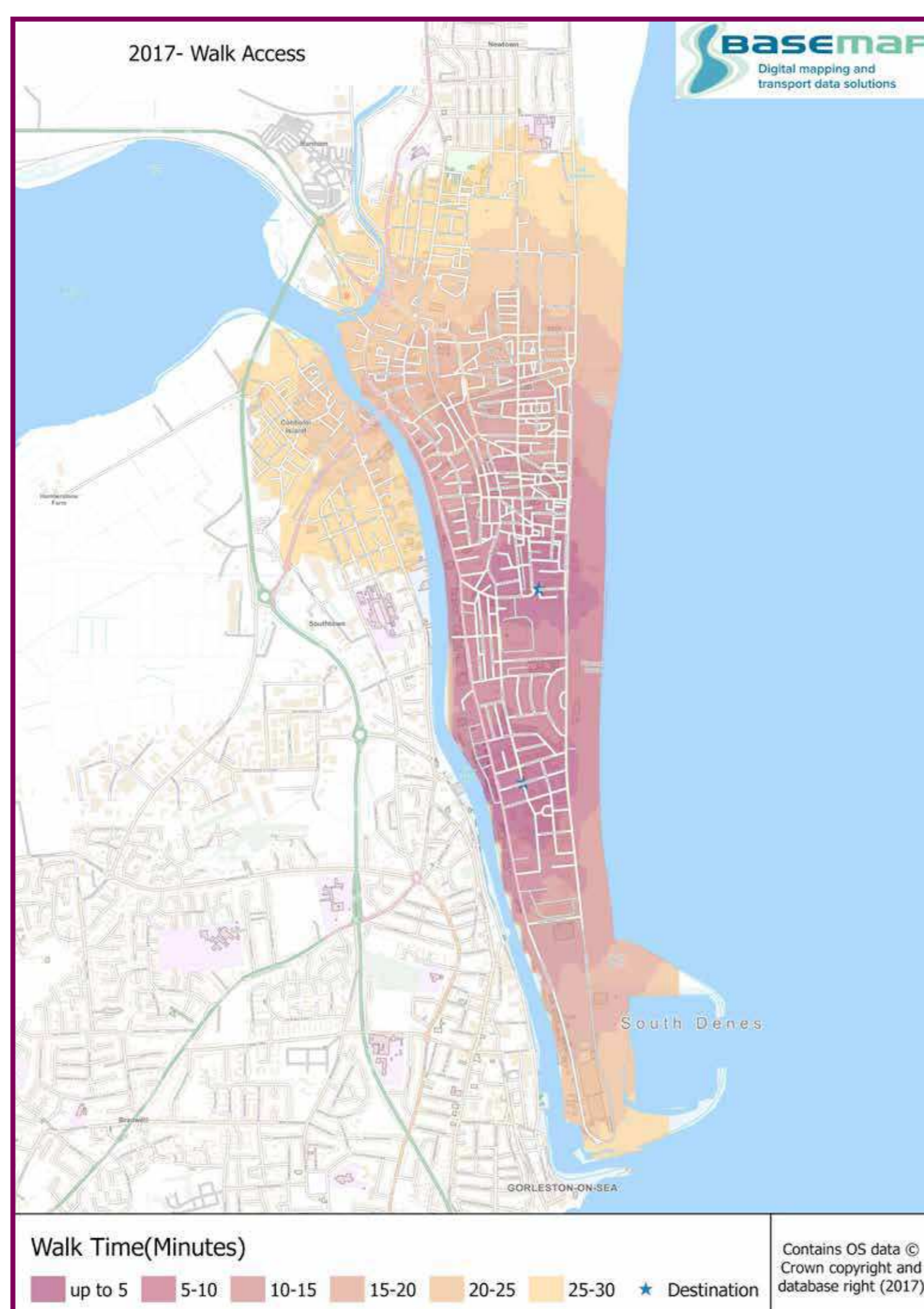
- Providing traffic relief to Breydon Bridge and Haven Bridge
- Reducing congestion and delay in the town centre
- Improving journey time reliability
- Improving access to the Great Yarmouth peninsula
- Improving traffic safety
- Enhancing access for walking, cycling and public transport
- Improving the resilience of the local road network.

We have used computer software to assess the potential impacts of the new crossing on traffic.

The results forecast that in the evening peak period of the opening year (2023) there would be:

- 55% fewer vehicles on Haven Bridge
- 46% fewer vehicles on Pasteur Road
- 23% fewer vehicles on the A47 between Harfreys and Gapton
- 39% fewer vehicles on South Quay.

The new bridge also provides a significant benefit for pedestrians and cyclists by increasing access to and from the peninsula.



Proposed bridge

The new bridge needs to open and allow the passage of boats and large vessels along the river. Having considered the various options we think the best solution is to provide a bascule bridge with a clearance of 4.5m over the water at high tide.

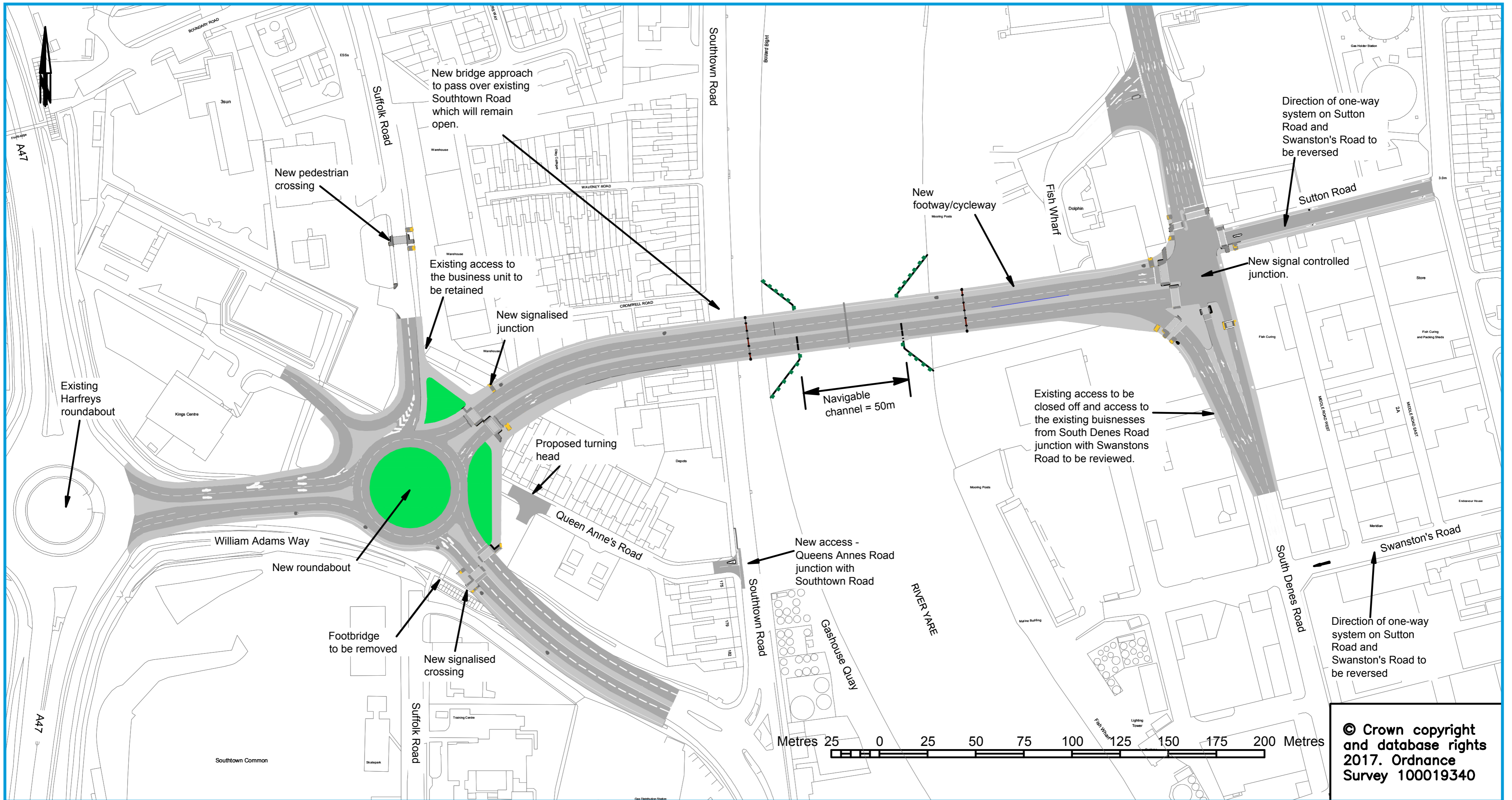


Key Facts

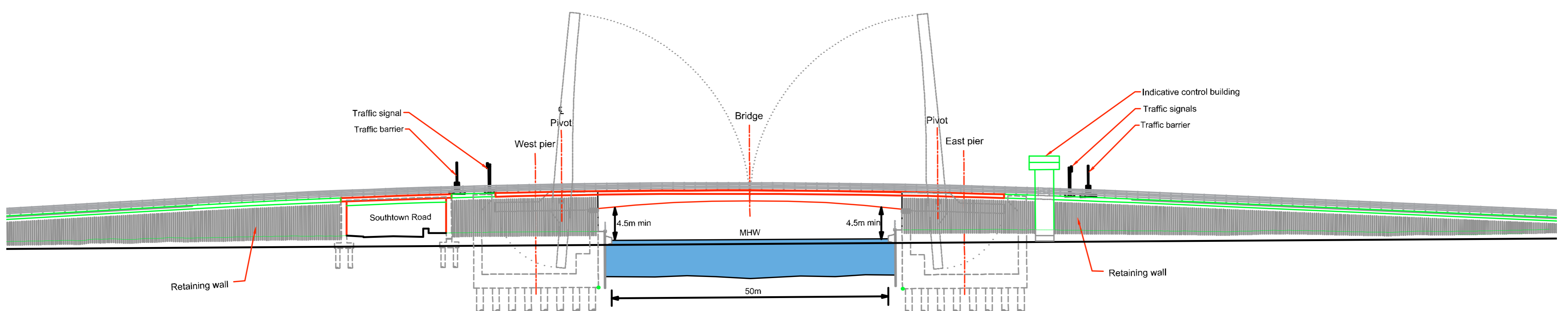
Estimated number of openings on a typical day (in 2023)	15 (based upon our assessment of predicted river traffic).
Combined length of time the bridge is closed to traffic on a typical day	75 minutes (approx average of 5 minutes per opening).
Total time each day the bridge is open to traffic/pedestrians/cyclists	22 hours 45 minutes.
Facilities for pedestrians and cycle users	Max gradient of 5% (1 in 20) in accordance with design standards.
Cost (excluding historic costs)	Approximately £121m.
Scheme footprint	The Suffolk Road roundabout and traffic signal junction on South Denes Road will be built at existing ground levels.
Frontage	Scheme junctions will be at existing ground levels, minimising the impact on frontages of any adjacent buildings.
Marine operations	The bridge will need to be opened for most vessels.

4.5m Bascule bridge

The plan below shows the footprint of a 4.5m bascule bridge.

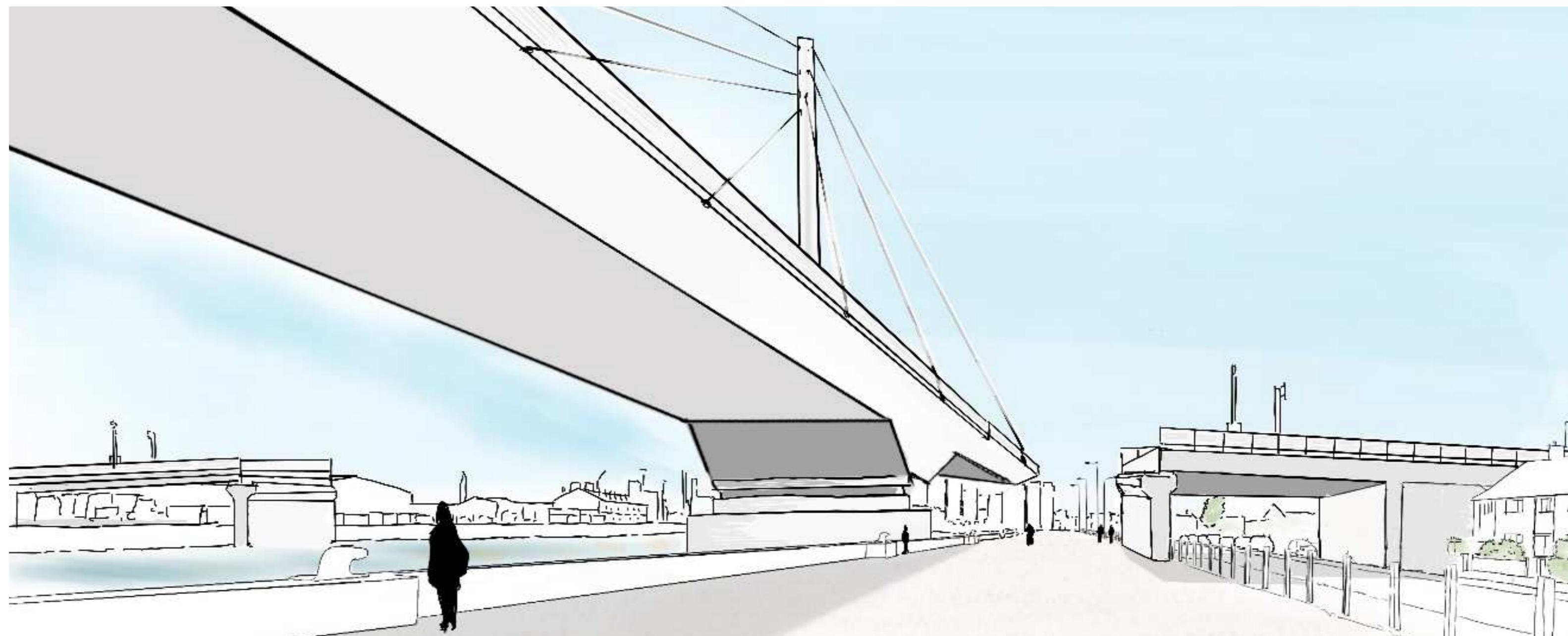


The drawing below shows the side profile of a 4.5m bascule bridge.



Types of bridge

An alternative type of bridge that could be built is a cable stayed swing bridge.



The table below gives the advantages and disadvantages of our proposed bascule bridge compared to an alternative of a swing bridge.

Frequency of opening	Assuming the same height, the frequency of opening would be similar for both a bascule bridge and a swing bridge. However, swing bridges can take slightly longer to open/close.
Clearance under the bridge	A swing bridge can be supported by cable stays, which allows a thinner bridge deck to be provided. As a result this would provide additional clearances for river vessels.
Construction and maintenance	Construction of a bascule bridge can be more difficult because the counter weight section extends below water level. Maintenance of a swing bridge is likely to be easier as the bridge is easier to access.
Protection against river vessels	A bascule bridge would require less protection against strikes by river vessels than a swing bridge.
Cost	A bascule bridge may be up to 10% less expensive than a swing bridge.
Area of river frontage	A bascule bridge requires less area of river bank than a swing bridge, because a swing bridge needs an area of river bank to accommodate the bridge deck when in the open position.
Appearance	A bascule bridge would be consistent with the existing Haven Bridge. Cabled stayed structures, such as a swing bridge, can be much more imposing on nearby properties for which we are trying to minimise the impact of the bridge.

Highways and public realm

The new bridge will be designed to integrate with the existing townscape and road network to enhance access for everyone.

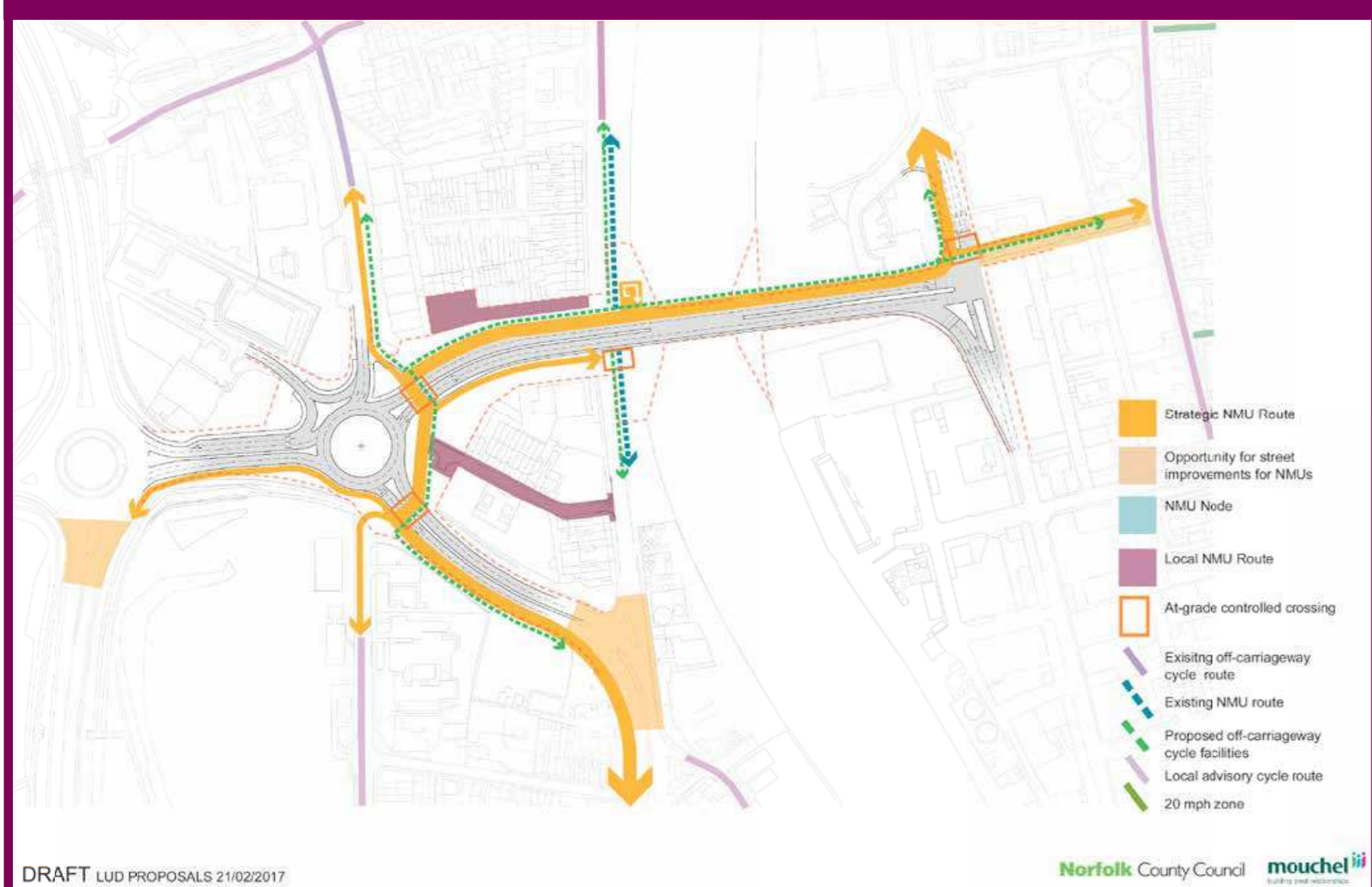
We are proposing to construct a new roundabout on the west side of the river at Suffolk Road with a new

traffic signal junction constructed on the east side at South Denes Road.

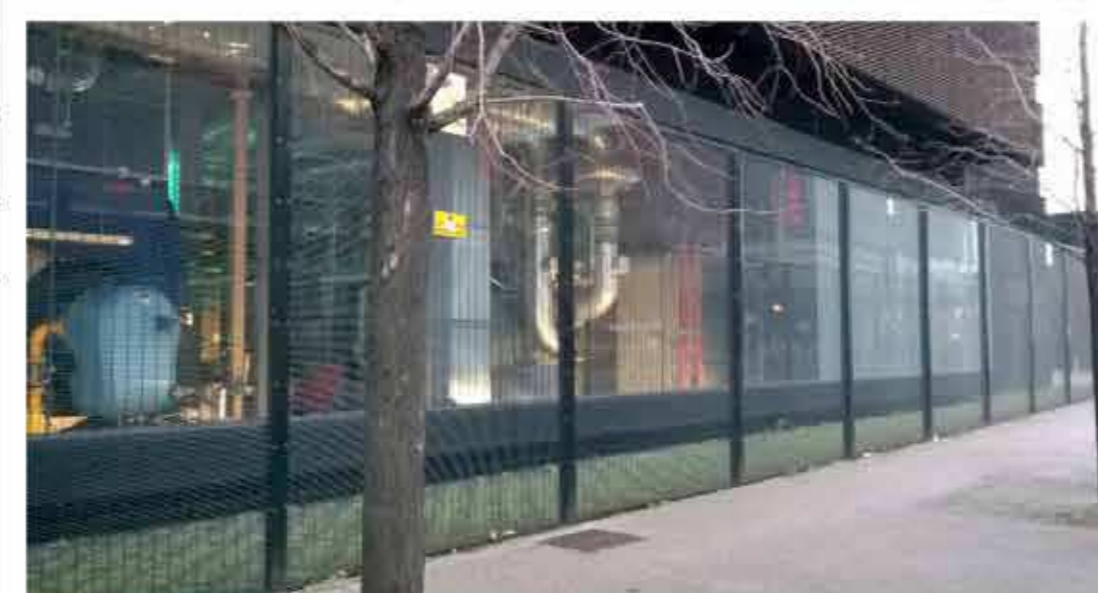
Improved and new facilities for walking, cycling (shown as non motorised users (NMU) below) and public transport will be included as part of our plans.

Some of our ideas developed so far are shown below.

Access and circulation



Character areas



Next Steps

Norfolk County Council and partners have an ambitious programme to ensure the new bridge is open as soon as possible. The next steps for the project are:

2017 to 2019

- Further design
- Environmental assessment
- Stage 3 statutory pre-application consultation
- Preparation and submission of planning application / statutory orders

2019 to 2020

- Planning / statutory orders approval

2020 to 2023

- Further development and final funding approvals
- Construction
- Open to traffic in 2023...



Other schemes in Great Yarmouth

The Third River Crossing forms part of a much bigger package of measures to improve transport in Great Yarmouth.

Highways England are proposing a number of improvements for the A47 as outlined below with construction planned to start by 2020/21.

(1) Vauxhall Roundabout

The roundabout will be enlarged and have traffic signals to reduce queuing and delay. This scheme includes a change to the railway station junction to allow right turns out and it is hoped it will be implemented in 2018 by Norfolk County Council.

(2) Gapton Hall Roundabout

Modifications are proposed to the traffic signals to reduce queuing and delays.

Great Yarmouth Borough Council adopted a Town Centre Masterplan in May 2017. This focuses on the public realm and provides a clear vision to transform the central area of the town to make it more attractive for residents, visitors and investors.

This vision is supported by transport investment from the New Anglia Local Enterprise Partnership (NALEP). This includes a range of measures to help reduce congestion and encourage sustainable transport.

(3) Fullers Hill Roundabout

The roundabout will be altered to reduce queuing and delays particularly on the Lawn Avenue approach with construction starting in autumn 2017.

(4) Rail Station to Market Place

The pedestrian route to the market place from the railway station via The Conge, including the pedestrian crossing on North Quay, will be improved with construction starting in autumn 2017.

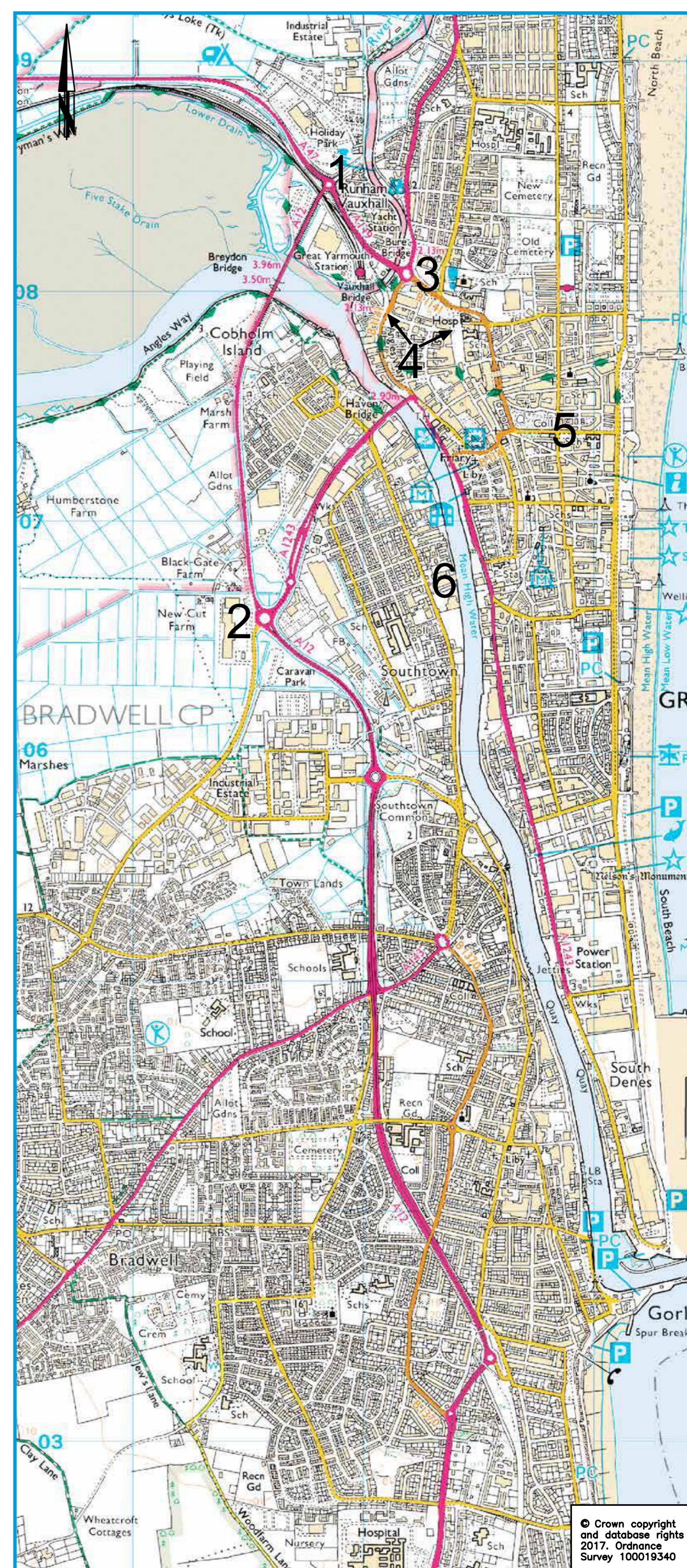
(5) Trafalgar Road

A new cycle path along Trafalgar Road linking St George's Park to the sea front will be implemented in 2017/18.

(6) Southtown Road

Bus stop and cycle improvements along Southtown Road will be implemented in 2017/18.

Other transport improvements are being developed over the next two years. Please contact us at gy3rc@norfolk.gov.uk for further information on this work.



Have your say

This consultation is your opportunity to express your views on this important project for Great Yarmouth.

This consultation will run from **Monday 4th September 2017** until **Friday 6th October 2017** and you can provide your views by:

- **Completing the printed feedback questionnaire – you can leave this at the exhibition or post it to:**

**Great Yarmouth
Third River Crossing
Major Projects Team,
Norfolk County Council,
County Hall, Floor 2,
Martineau Lane,
Norwich, NR1 2DH.**

- **Completing the online questionnaire available at www.norfolk.gov.uk/3rc**
- **Emailing the project team at gy3rc@norfolk.gov.uk**

Following the consultation we will carefully review and consider all responses received and use them to help develop the scheme.

There will be a further opportunity to comment on the scheme proposal before we make an application for planning consent.

To contact us or find out more:

- **visiting our website at www.norfolk.gov.uk/3rc**
- **emailing gy3rc@norfolk.gov.uk**

