



Great Yarmouth Third River Crossing New Anglia Local Transport Board

5th September 2017

Mark Kemp

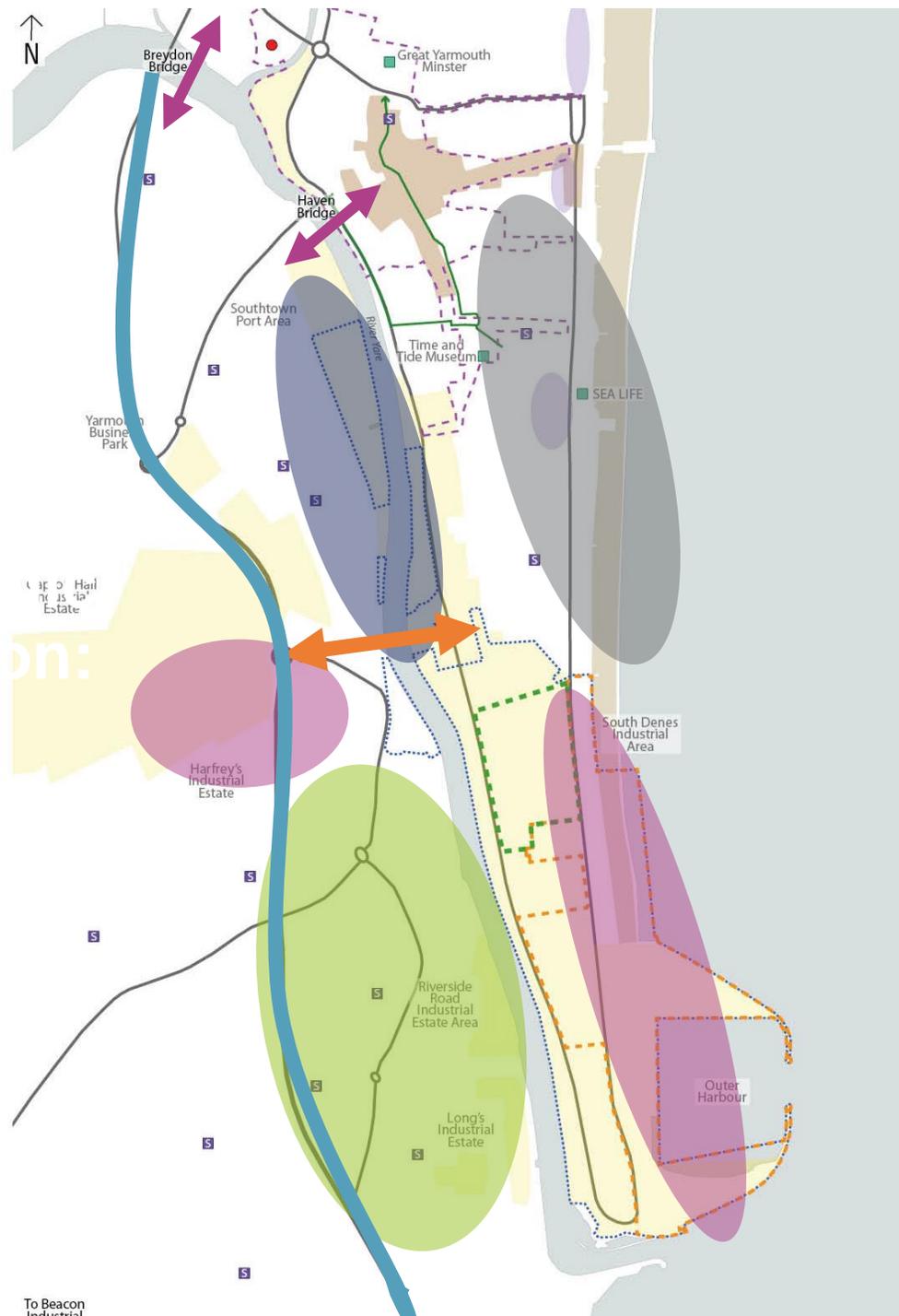


Norfolk County Council



Project overview

- The Great Yarmouth Third River Crossing is a priority for Norfolk County Council
- Protected route corridor since 2009
- The Department of Transport provided funding for NCC to prepare bid for funding
- Outline Business Case submitted March 2017
- Awaiting funding decision



↔ Haven & Breydon Bridges

~ A47

■ Town Centre/Tourism

■ Retail/Commercial

■ Enterprise Zone/ Industrial

■ Housing

↔ Third River Crossing

Strategic location:

-  Enterprise Zone 
-  Local Development Order
-  Proposed Third River Crossing

Enterprise Zone:

Energy businesses in this zone benefit from simplified planning, superfast broadband and rate relief for 5 years

Local Development Order:

Simplified planning process for businesses in energy, port and logistics sectors.

Great Yarmouth Energy Park

At the heart of the port industrial area



South Denes Business Park

Easy access to the river port and Outer Harbour

Peel Ports Great Yarmouth

Modern, multi-purpose facility including deep water Outer Harbour to complement the existing river port

Beacon Park

Approx 5 miles



Strategic location:

East of England

Great Yarmouth,
Lowestoft & Wells

Centre for Offshore Renewable Engineering

CLOSEST PORTS TO EUROPE'S LARGEST OFFSHORE WIND FARMS



- Scottish Power Renewables reached a Final Investment Decision in February for East Anglia ONE
- In March it was announced that Great Yarmouth's port will host the construction and installation activities for the windfarm
- 3,000 jobs to be created
- Dudgeon windfarm's Operations and Maintenance Base is currently being completed
- Vattenfall AB has initiated development of the 1.8-GW Norfolk Vanguard offshore windfarm
- Vattenfall plans to commence development of the nearby Norfolk Boreas



Scheme objectives

- To support the creation of new **jobs**, especially in the South Denes Local Development Order area and the Enterprise Zone, by being a catalyst for **investment**
- To support Great Yarmouth as a Centre for Offshore Renewable Engineering, and as a port
- To support the **regeneration** of Great Yarmouth, including the town centre and the seafront, helping the visitor and retail **economy**
- To improve strategic **connectivity**, and reduce community severance
- To protect and improve the **environment**.
- To reduce congestion and increase journey **reliability**



Investment

2003 – 2009

- Invested £1.1m to identify the preferred crossing type and route

2009 – 2015

- £2.8m to acquire properties and land to safeguard route

2015 – 2016

- £2m secured via New Anglia LEP

2016 – 2017

- £1.2m successful bid for Outline Business Case



Delivery timeline

Funding Decision from DfT	Summer 2017
Preliminary Design and Consultation	April 2017 – January 2019
Consents Process	January 2019 – February 2020
Procurement and Detailed Design	April 2017 – February 2021
M&E Mobilisation	August 2019 – February 2021
DfT Approvals	September 2019 – April 2020
Produce Final Business Case	March 2020
Start of Construction	October 2020



Benefits: congestion

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



Benefits: economic growth

- Potential regeneration benefits considered as part of the work done to support the Outline Business Case suggest:
 - If Great Yarmouth's development sites were developed and occupied by 2030, the net employment impact would be in the order of **3,300** full-time equivalent (FTE) jobs, with a total GVA contribution of around **£240m**
 - The gross average annual employment and GVA associated with these occupiers over this period would be in the order of **280** FTE jobs and **£20m** of GVA
 - A conservative assumption of the employment and GVA impacts attributable to the proposed scheme's investment would be expected to be of the order of **330** FTE jobs and **£24m** of GVA by 2030.



Benefits: housing

- Currently planned housing developments in Great Yarmouth are not directly dependent on the provision of a Third River Crossing.
- However, the Local Plan Core Strategy identifies a strategic key site for approximately 1,000 new homes in the Great Yarmouth waterfront area, of which at least 350 are to be provided in the plan period (2013 – 2030).
- The new bridge will provide long term traffic relief to this area, improving accessibility, and enhancing Great Yarmouth as a place in which to live.
- The Third River Crossing will provide more-direct routes between housing and employment areas, supporting regeneration.



DfT priorities

Department of Transport Priorities	Great Yarmouth Third River Crossing
Boosting economic growth and opportunity	Evidence shows that the Third River Crossing contributes to local and national economy growth. Great Yarmouth Economic Growth Strategy key sectors best placed to deliver employment growth are Energy, Port, Tourism.
Building a One Nation Britain	Connecting Great Yarmouth to the East and the rest of the UK and building on the UK port industry. Contributes to the off-shore energy sector, essential for national power.
Improving journeys	Evidence shows that the Third River Crossing contributes to improved journeys and increased network resilience. It provides more direct routes to and from the town.
Safe, secure and sustainable transport	The Third River Crossing will provide sustainable transport options for walkers and cyclists to access jobs and retail. It significantly improves links from existing housing areas.



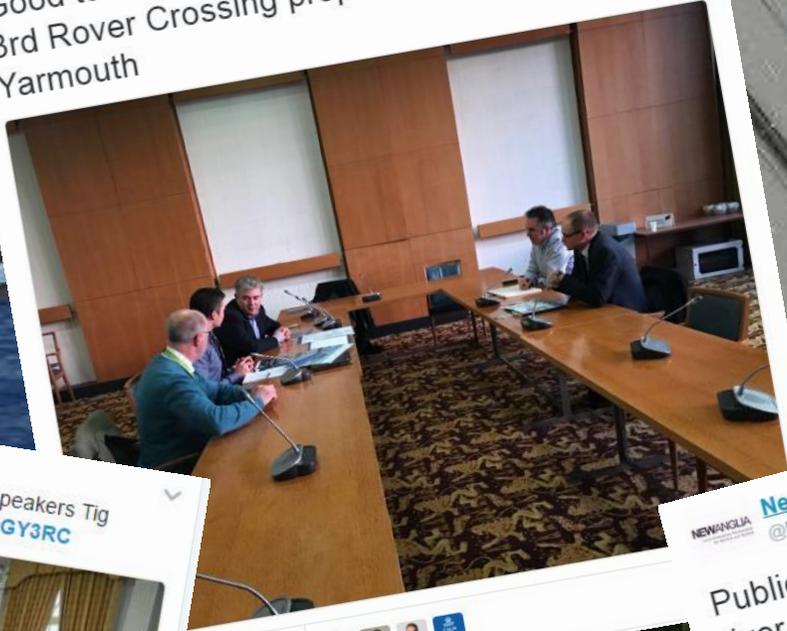


Stakeholder engagement

Dates	Stage	Purpose
January 2017	Stage 1 initial engagement	Understand views on congestion, share emerging proposals and understand level of support
September to October 2017	Stage 2 scheme development	To seek views on the development work undertaken so far
June to September 2018	Stage 3 pre-application consultation	To present details and understand views before making an application for planning consent

High Level of Support

Brandon Lewis MP @BrandonLewis
Good to catch up with @NorfolkCC to discuss 3rd Rover Crossing proposal for Great Yarmouth



Great Yarmouth Mercury
December 13, 2016
Haven Bridge was stuck this morning causing long tailbacks either side
Tap the link for the latest: www.greatyarmouthmercury.co.uk/.../traffic_chaos_in_great_yar...



Norfolk Chamber @norfolkchamber - Jan 19
A snapshot from this morning's event: sponsors @norfolkcc speakers Tig Armstrong and David Alfrey talk about the highly anticipated #GY3RC



New Anglia LEP @NewAngliaLEP
Public's views sought on Great Yarmouth third river crossing



Public's views sought on Great Yarmouth third river crossing
Views on a proposal for a third river crossing in Great Yarmouth are being sought as part of a public consultation.
edp24.co.uk



Stage 1 consultation

- Respondents said:
 - Congestion in Great Yarmouth is a serious issue
 - The Third River Crossing would make their journey times shorter
 - Congestion would be reduced by the new crossing



Stage 2 consultation

- Consultation runs from **4 September until 6 October 2017**
- Consultation material can be viewed at series of exhibitions and online at: www.norfolk.gov.uk/3rc



Stage 2 consultation

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.

www.norfolk.gov.uk/3rc

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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

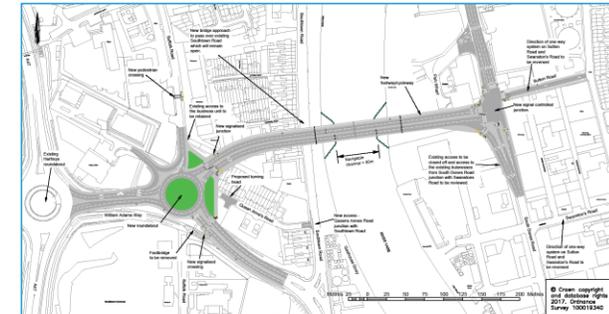
Estimated number of openings on a typical day (in 2023)	15 (based upon our assessment of predicted river traffic).
Combined length of time the bridge is closed to traffic on a typical day	75 minutes (approx average of 5 minutes per opening).
Total time each day the bridge is open to traffic/pedestrians/cyclists	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.

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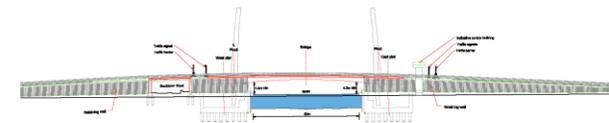
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4.5m Bascule bridge

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.



www.norfolk.gov.uk/3rc

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Stage 2 consultation

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.

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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.

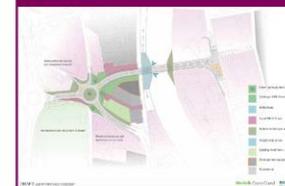
Improved and new facilities for walking, cycling (shown as non motorised users (NMU) below) and public transport will be included as part of our plans.

Some of our ideas developed so far are shown below.

Access and circulation



Character areas



www.norfolk.gov.uk/3rc

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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**

www.norfolk.gov.uk/3rc

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Any questions?

Consultation material can be
viewed online at:

www.norfolk.gov.uk/3rc