

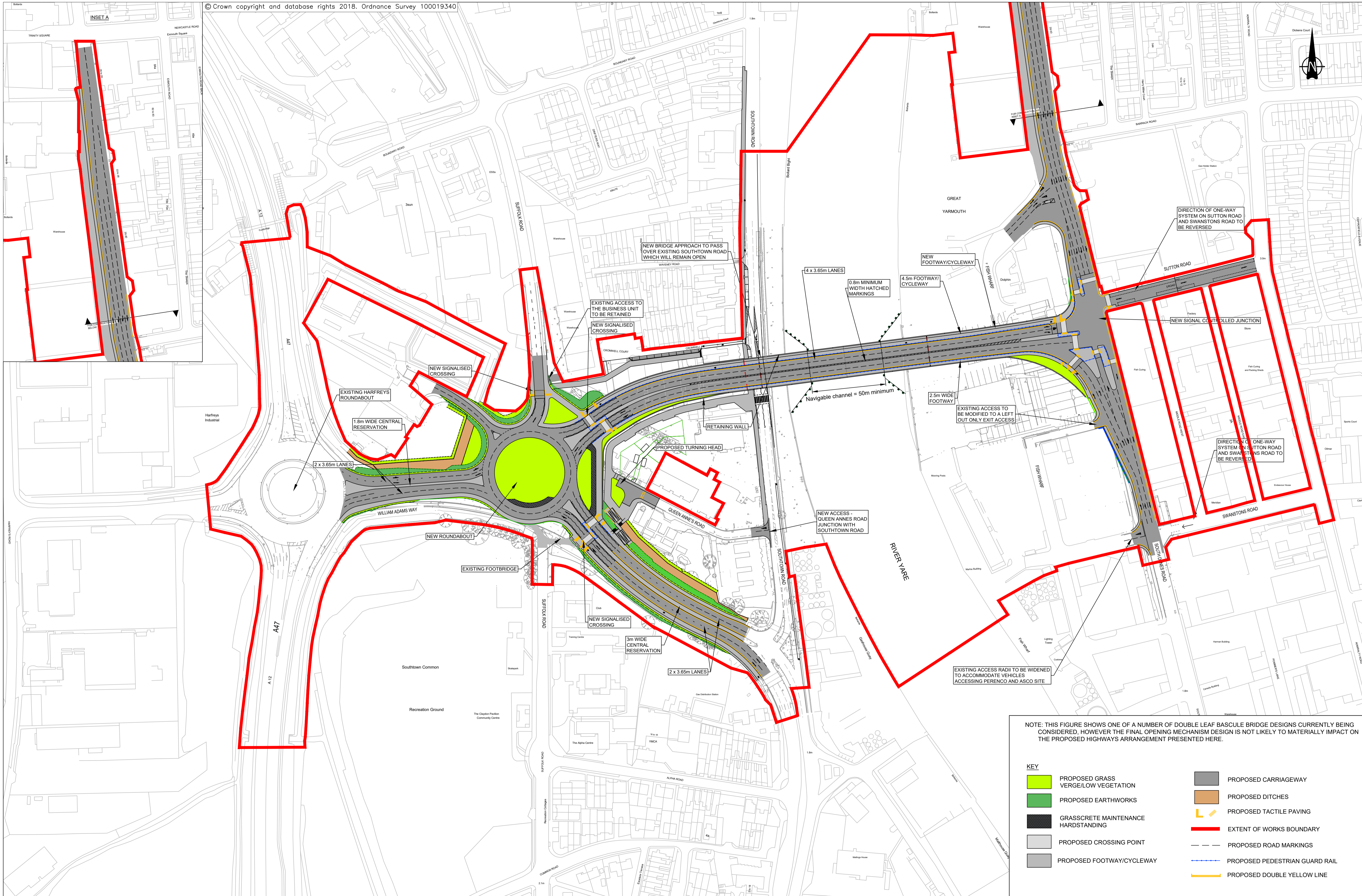
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## Appendix A – General Arrangement Plan for Proposed Scheme Presented at Consultation







NOTE: THIS FIGURE SHOWS ONE OF A NUMBER OF DOUBLE LEAF BASCULE BRIDGE DESIGNS CURRENTLY BEING CONSIDERED. HOWEVER THE FINAL OPENING MECHANISM DESIGN IS NOT LIKELY TO MATERIALLY IMPACT ON THE PROPOSED HIGHWAYS ARRANGEMENT PRESENTED HERE.

KEY	
	PROPOSED GRASS VERGE/LOW VEGETATION
	PROPOSED EARTHWORKS
	GRASSCRETE MAINTENANCE HARDSTANDING
	PROPOSED CROSSING POINT
	PROPOSED FOOTWAY/CYCLEWAY
	PROPOSED CARRIAGEWAY
	PROPOSED DITCHES
	PROPOSED TACTILE PAVING
	EXTENT OF WORKS BOUNDARY
	PROPOSED ROAD MARKINGS
	PROPOSED PEDESTRIAN GUARD RAIL
	PROPOSED DOUBLE YELLOW LINE

REV.	DESCRIPTION	CHECKED	DATE
P01	First Issue	MO	05.18
P02	Second Issue	MO	06.18
P03	Third Issue	MO	06.18
P04	Road Model Amended	MO	07.18

DESIGNED BY	INITIALS	DATE	DRAWING No.
DPP	DPP	05.18	GTRC-WSP-HGN-XX-DR-0-0001
EL	EL	05.18	PROJECT TITLE
MO	MO	05.18	GREAT YARMOUTH
YS	YS	05.18	THIRD RIVER CROSSING
			SCALE
			1:1250 @ A1
			FILE No.
			XXXX





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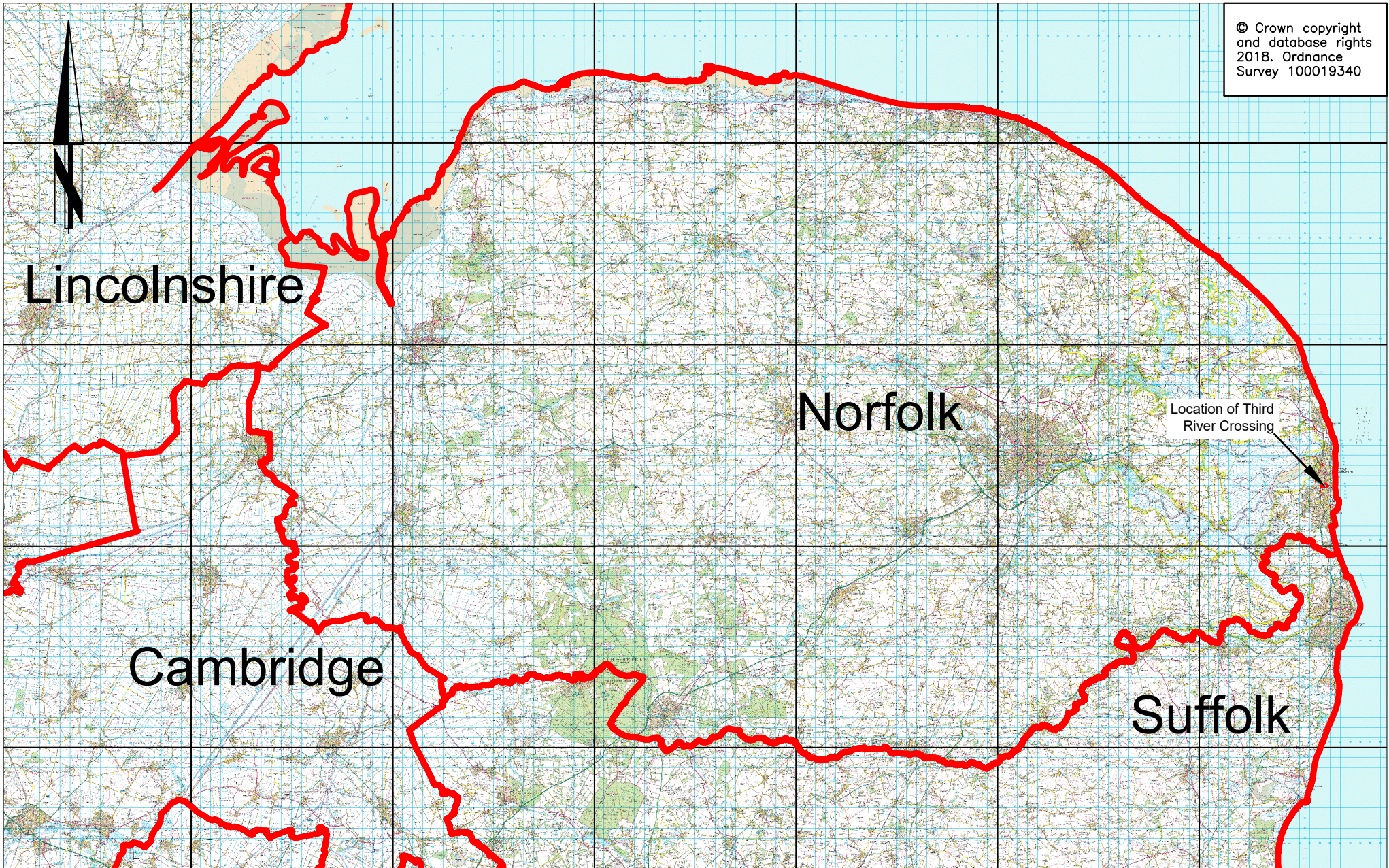
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## Appendix B-1 – Local Authority Administrative Areas Plans





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**Tom McCabe**  
 Executive Director of  
 Community and Environmental Services  
 Norfolk County Council  
 County Hall Martineau Lane  
 Norwich NR1 2SG

DRAWING TITLE  
 Consultation Counties

REV	DESCRIPTION	DRAWN BY	CHECKED	DATE

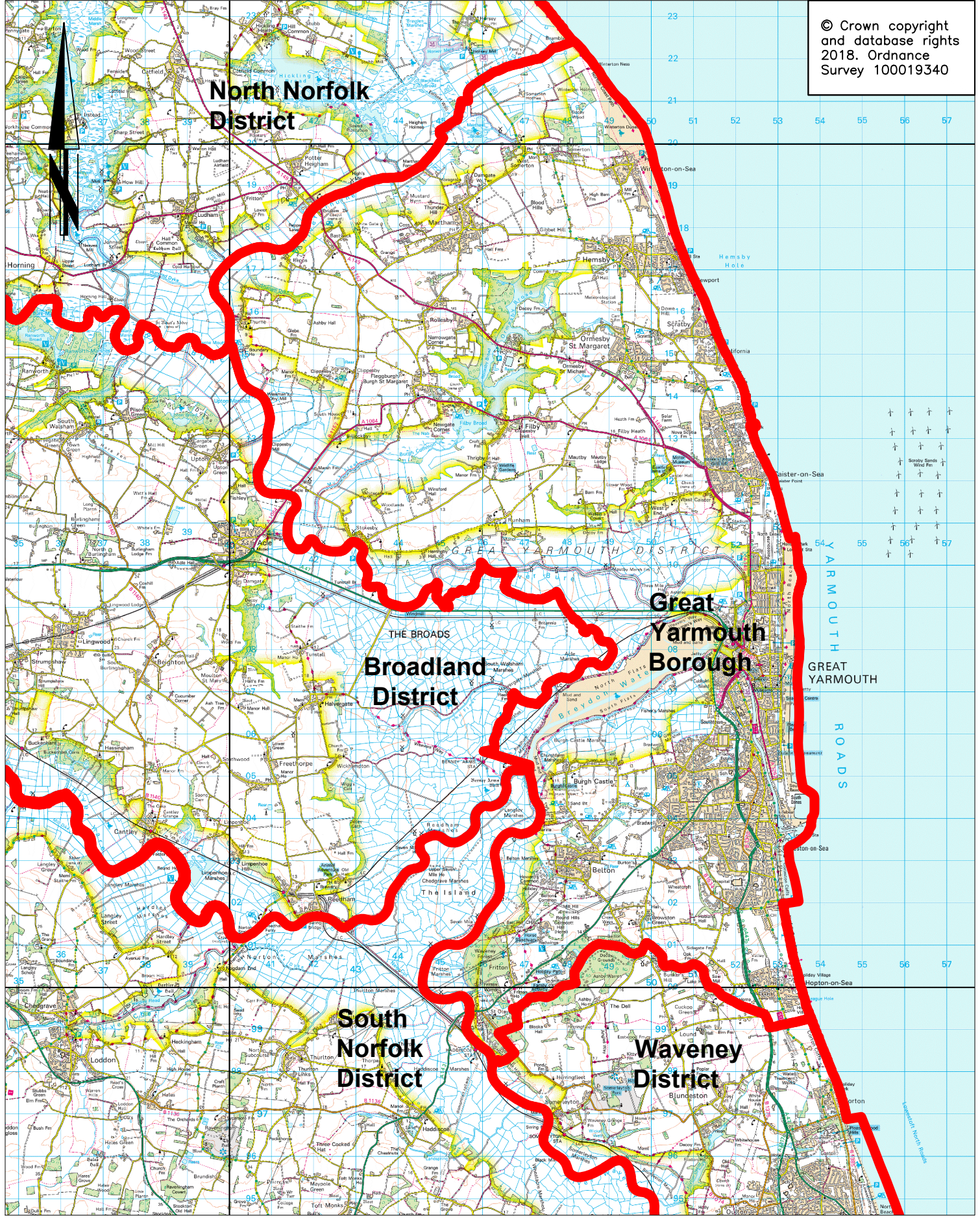
SURVEYED BY	INITIALS	DATE	DRAWING No.
OS	OS	2018	PKA018-MP-078
DESIGNED BY	KP	12/2018	PROJECT TITLE
DRAWN BY	KP	12/2018	Great Yarmouth Third River Crossing
CHECKED BY	GB	12/2018	SCALE NTS = A4
			FILE No. PKA018







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DRAWING TITLE  
Districts of Great Yarmouth and Surrounding Area

**Tom McCabe**  
Executive Director of  
Community and Environmental Services  
Norfolk County Council  
County Hall  
Martineau Lane  
Norwich NR1 2SG

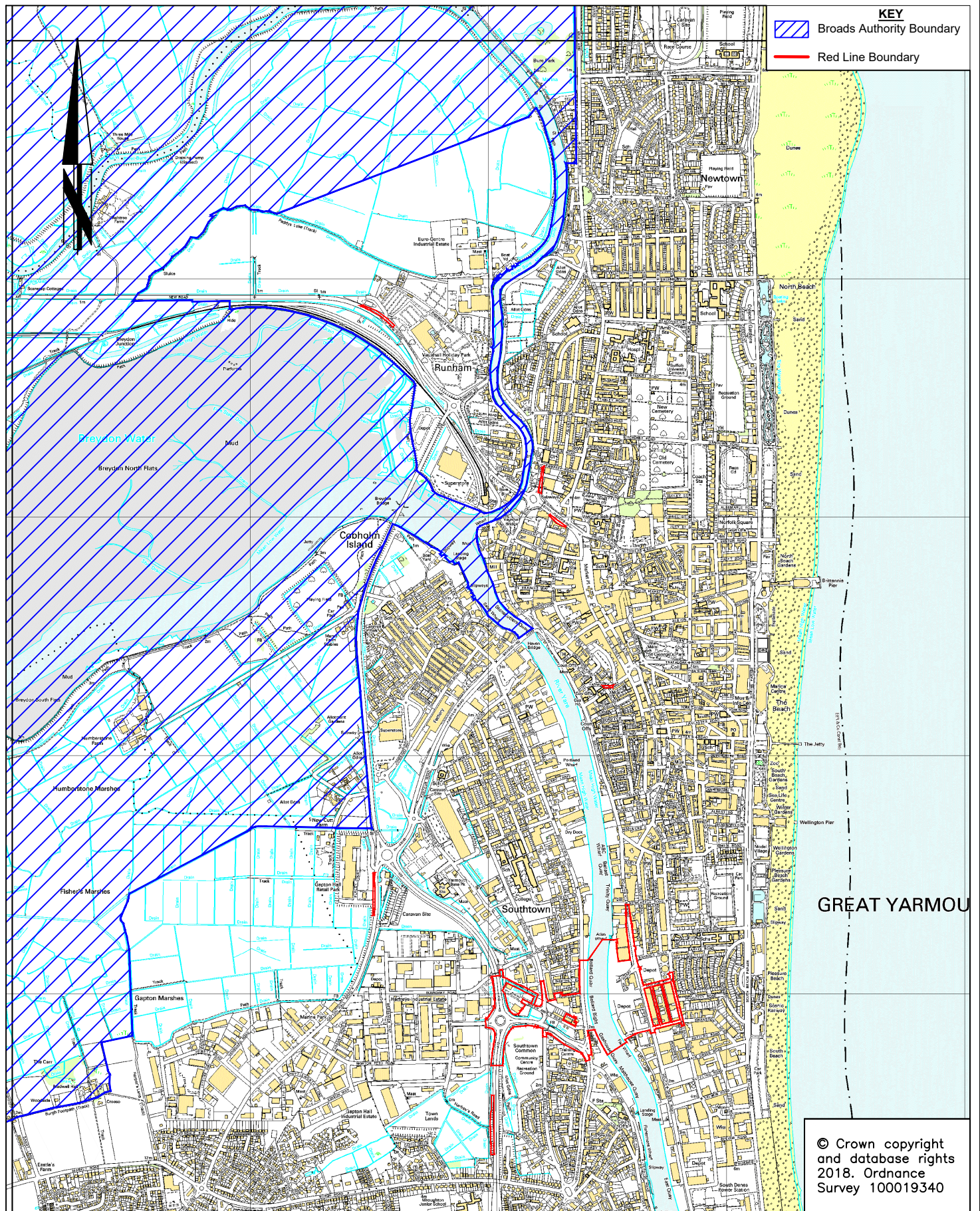
REV.	DESCRIPTION	DRAWN	CHECKED	DATE

INIT.	DATE	DRAWING No.
OS	12/2018	PKA018-MP-079
BL	12/2018	PROJECT TITLE
BL	12/2018	Great Yarmouth
GB	12/2018	Third River Crossing
		SCALE
		NTS □ A4
		FILE No.
		PKA018









**DRAWING TITLE**

Broads Authority Boundary

**Tom McCabe**  
 Executive Director of  
 Community and Environmental Services  
 Norfolk County Council  
 County Hall  
 Martineau Lane  
 Norwich NR1 2SG

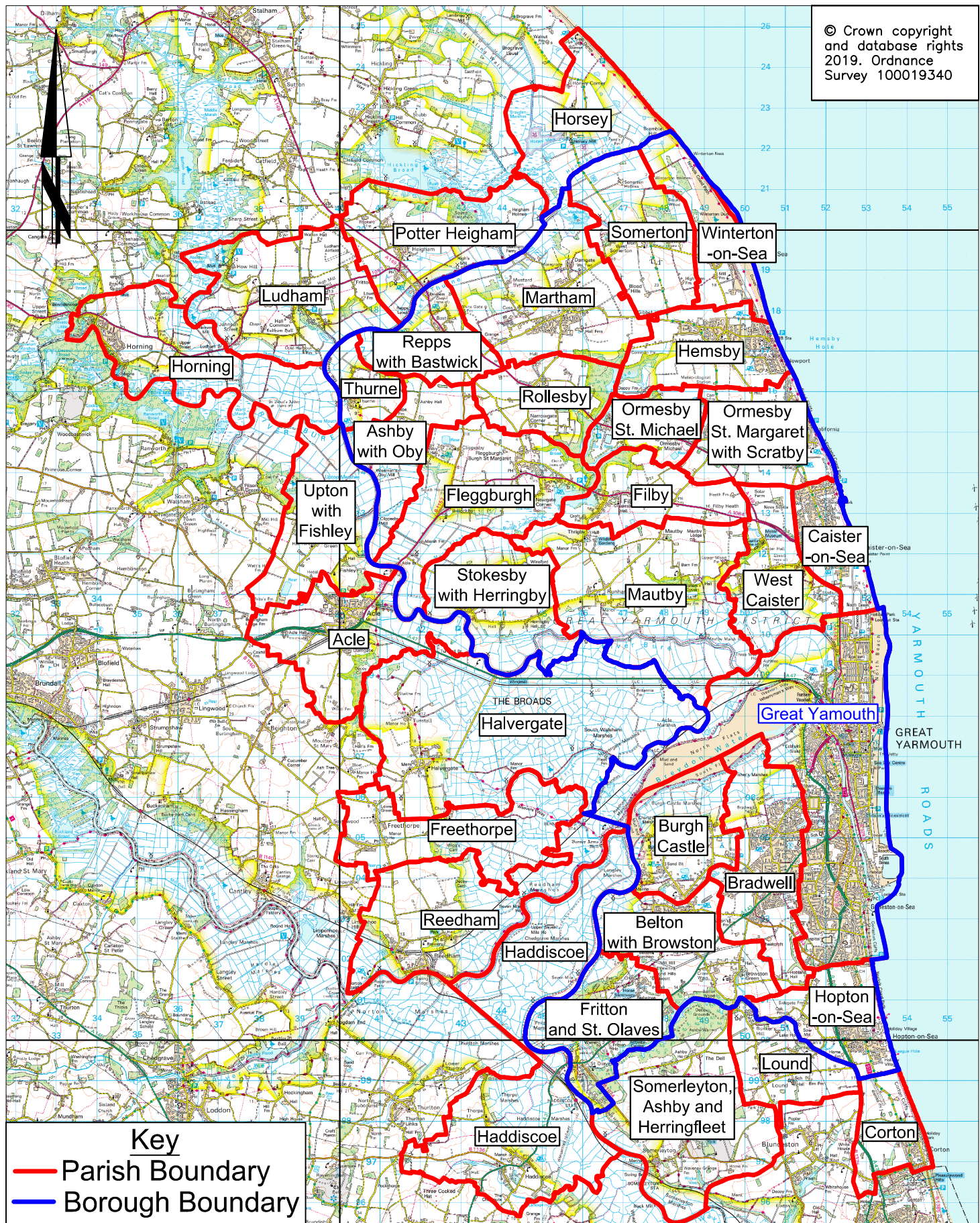
REV.	DESCRIPTION	DRAWN	CHECKED	DATE

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DESIGNED BY	BL	12/2018	PROJECT TITLE
DRAWN BY	BL	12/2018	GreatYarmouth Third River Crossing
CHECKED BY	GB	12/2018	SCALE
			NTS □ A4
			FILE No.
			PKA018





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**Key**  
 — Parish Boundary  
 — Borough Boundary



**DRAWING TITLE**  
 Parish Councils Consulted Under Section 47

**Tom McCabe**  
 Executive Director of  
 Community and Environmental Services  
 Norfolk County Council  
 County Hall  
 Martineau Lane  
 Norwich NR1 2SG

REV.	DESCRIPTION	DRAWN	CHECKED	DATE

SURVEYED BY	INIT.	DATE	DRAWING No.
OS	OS	2019	PKA018-MP-108
DESIGNED BY	KP	03/2019	PROJECT TITLE
DRAWN BY	KP	03/2019	Great Yarmouth
CHECKED BY	GB	03/2019	Third River Crossing
			SCALE
			FILE No.
			PKA018





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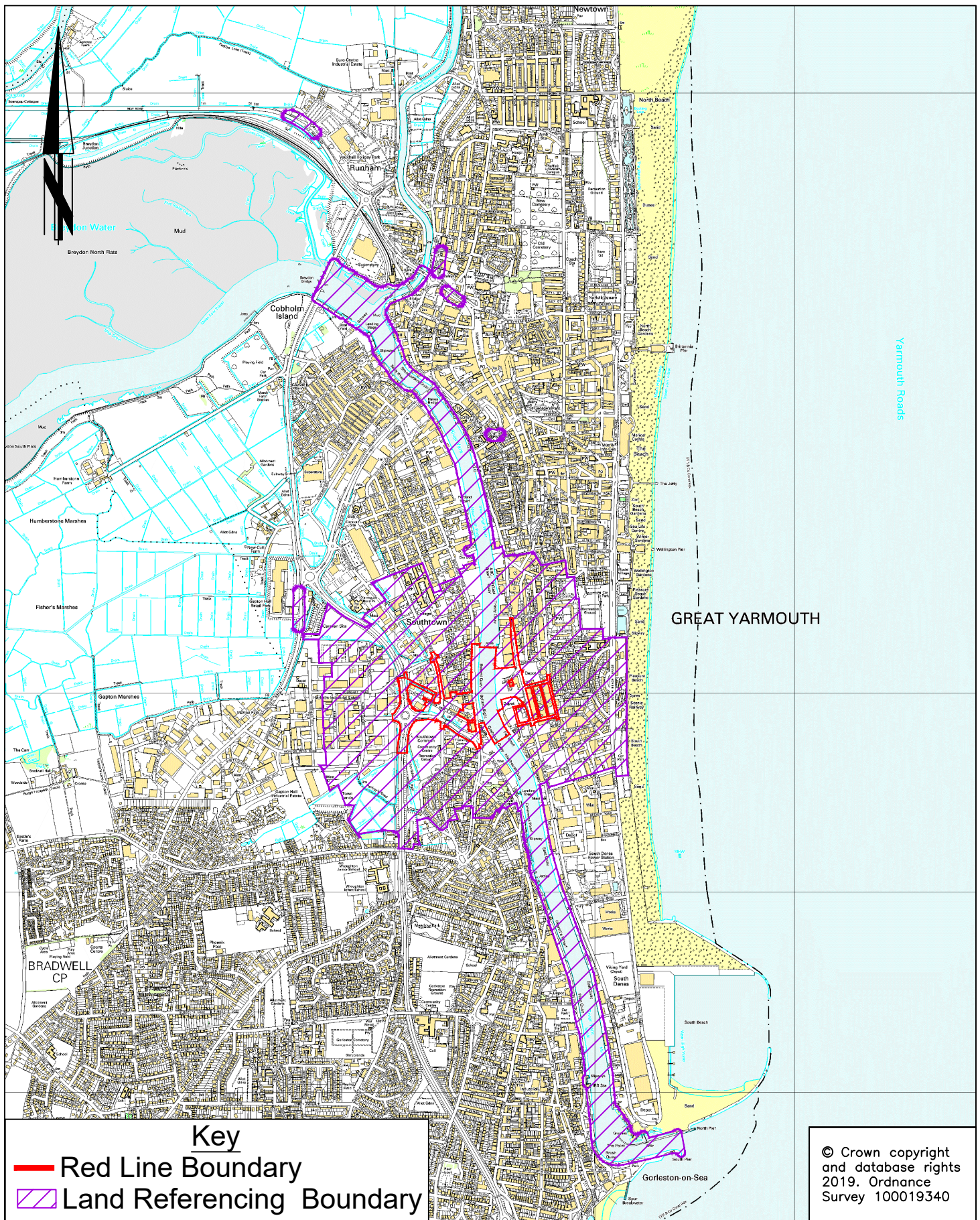
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## Appendix B-2 – Land Referencing Boundary

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**Key**

- Red Line Boundary
- Land Referencing Boundary

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**DRAWING TITLE**  
Great Yarmouth Third River Crossing  
Land Referencing Boundary

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Norfolk County Council  
County Hall  
Martineau Lane  
Norwich NR1 2SG

REV.	DESCRIPTION	DRAWN	CHECKED	DATE

SURVEYED BY	INIT.	DATE	DRAWING No.
OS	OS	01/2019	PKA018-MP-096
DESIGNED BY	BL	01/2019	PROJECT TITLE
DRAWN BY	BL	01/2019	Great Yarmouth Third River Crossing
CHECKED BY	GB	01/2019	SCALE
			FILE No.
			PKA018







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## Appendix C – Summary of Pre-application Consultation Activity

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## Great Yarmouth Third River Crossing - Summary of Pre-application Consultation Activity

Date	Consultation Type	Pre-application Consultation Activity
26 February 2018	NA	Secretary of State directed that the Third River Crossing is development for which development consent is required
03 April 2018	R8	Environmental Impact Assessment Regulation 8 Notification Letter issued to the Planning Inspectorate notifying that the Applicant proposed to make an application for development consent Appendix K contains a copy of this letter
22 May 2018	S47	Letters dated 22 May 2018 consulted Norfolk County Council and Great Yarmouth Borough Council on the draft Statement of Community Consultation. Deadline for responses was stated as 22 June 2018 Appendix E-1 contains copies of this letter
20 June 2018	S47	Email dated 20 June 2018 outlined Great Yarmouth Borough Council's response to the draft Statement of Community Consultation Appendix E-2 contains a copy of this response
21 June 2018	S47	Letter dated 21 June 2018 outlined Norfolk County Council's response to the draft Statement of Community Consultation Appendix E-2 contains a copy of this response
03 August 2018	S47	Section 47 Notice providing notification of the publication of the Statement of Community Consultation published in the Eastern Daily Press and Great Yarmouth Mercury Appendix F and Copies of Newspaper Notices (document reference 1.4) contains copies of these notices
03 August 2018	S47	Briefing meetings for Great Yarmouth Borough Council officers and Norfolk County Councillors
03 August 2018	S47	Media briefings for local newspaper and radio
06 August 2018	S47	Statement of Community Consultation placed on deposit at the following locations: <ul style="list-style-type: none"> <li>• Great Yarmouth Library</li> <li>• Gorleston Library</li> <li>• The Priory Centre, Great Yarmouth</li> <li>• The Kings Centre, Great Yarmouth</li> <li>• Great Yarmouth Town Hall</li> <li>• The Archive Centre, Norwich</li> <li>• The Applicant's project web page</li> </ul> Appendix E-3 contains a copy of the Statement of Community Consultation

## Great Yarmouth Third River Crossing - Summary of Pre-application Consultation Activity

Date	Consultation Type	Pre-application Consultation Activity
06 August 2018	S47	Commencement of the issuing of the Section 47 Consultation Letter dated 6 August 2018, together with Consultation Leaflet (Appendix G-1), advising of forthcoming consultation to 33,300 residential addresses in the Great Yarmouth and Gorleston Appendix H-1 contains a copy of this letter. Appendix H-2 contains a plan showing the area of delivery for these letters
07 August 2018	S47	Briefing meeting for Great Yarmouth Borough Council Councillors
07 August 2018	S47	Section 47 Consultation Letter dated 7 August 2018, together with Consultation Leaflet, Consultation Brochure and Consultation Questionnaire (Appendix G1 to G-3) advising of forthcoming consultation issued to parish councillors within or adjacent to the Great Yarmouth Borough Council administrative area. Appendix H-1 contains a copy of this letter Appendix B-1 contains a plan showing the parish councils the letters were issued to
08 August 2018	S47	Newspaper article regarding forthcoming consultation published in the Eastern Daily Press Appendix G-13 contains copy of the newspaper article
08 August 2018	S47	Section 47 Consultation Letter dated 6 August 2018, together with Consultation Leaflet, Consultation Brochure and Consultation Questionnaire (Appendix G1 to G-3) advising of forthcoming consultation emailed to relevant County Councillors Appendix H-1 contains a copy of this letter
08 August 2018	S47	Section 47 Consultation Letter dated 6 August 2018, together with Consultation Leaflet, Consultation Brochure and Consultation Questionnaire (Appendix G1 to G-3) advising of forthcoming consultation emailed to Great Yarmouth Borough Councillors Appendix H-1 contains a copy of this letter
08 August 2018	S47	Section 47 Consultation Letter dated 8 August 2018, together with Consultation Leaflet, Consultation Brochure and Consultation Questionnaire (Appendix G1 to G-3) advising of forthcoming consultation sent to relevant MPs and MEPs Appendix H-1 contains a copy of this letter
08 August 2018	S47	Section 47 Consultation Letter dated 8 August 2018, together with Consultation Leaflet, Consultation Brochure and Consultation Questionnaire (Appendix G1 to G-3) advising of forthcoming consultation posted and emailed to key stakeholder organisations Appendix H-1 contains a copy of this letter

## Great Yarmouth Third River Crossing - Summary of Pre-application Consultation Activity

Date	Consultation Type	Pre-application Consultation Activity
10 August 2018	S47	Newspaper article regarding forthcoming consultation published in the Great Yarmouth Mercury Appendix G-13 contains a copy of the newspaper article
w/c 13 August 2018	S47	Posters advising of the forthcoming consultation erected on site Appendix G-10 contains a copy of the poster
15 August 2018	S47	Newspaper article regarding consultation published in the Eastern Daily Press Appendix G-13 contains a copy of the newspaper article
17 August 2018	S47	Newspaper article regarding consultation published in the Great Yarmouth Mercury Appendix G-13 contains a copy of the newspaper article
17 August 2018	R13/ S48	Regulation 13 and Section 48 Letter dated 17 August 2018, together with copy of the Section 48 Notice, issued to relevant local authorities and prescribed consultees Appendix L-1 contains a copy of this letter Appendix L-3 contains a list of addresses these letters were issued to
17 August 2018	S48	Section 48 Notice published in: <ul style="list-style-type: none"> <li>• Eastern Daily Press</li> <li>• Great Yarmouth Mercury</li> </ul> Appendix J-1 and Copies of Newspaper Notices (document reference 1.4) contains a copy of these notices
20 August 2018	S47	Commencement of Section 47 consultations, deadline for responses stated as 23:59hrs on 5 October 2018
20 August 2018	S47	Commencement of Section 48 consultations, deadline for responses stated as 23:59hrs on 5 October 2018.
20 August 2018	S47/ S42	Consultation Documents placed on deposit at the following locations: <ul style="list-style-type: none"> <li>• Great Yarmouth Library</li> <li>• Gorleston Library</li> <li>• The Priory Centre, Great Yarmouth</li> <li>• The Kings Centre, Great Yarmouth</li> <li>• Great Yarmouth Town Hall</li> <li>• The Archive Centre, Norwich</li> <li>• The Applicant's project web page</li> </ul> Appendices G-2 to G-9 contain copies of the Consultation Documents placed on deposit
20 August 2018 to 25 August 2018	S47	Public exhibition held at Great Yarmouth Library Appendix G-11 contains a copy of the exhibition boards

## Great Yarmouth Third River Crossing - Summary of Pre-application Consultation Activity

Date	Consultation Type	Pre-application Consultation Activity
21 August 2018	S47	Newspaper article regarding consultation published in the Eastern Daily Press Appendix G-13 contains a copy of the newspaper article
21 August 2018	S47	Facebook post regarding opening of consultations Appendix G-13 contains a copy of the post
21 August 2018	S47	Twitter post regarding opening of consultations Appendix G-13 contains a copy of the post
22 August 2018	S47	Twitter post regarding presence of project staff in Market Gates Shopping Centre Appendix G-13 contains a copy of the post
23 August 2018	S47	Facebook post regarding Consultation Event at Great Yarmouth Library Appendix G-13 contains a copy of the post
23 August 2018	S47	Twitter post regarding Consultation Event at Great Yarmouth Library Appendix G-13 contains a copy of the post
24 August 2018	S47	Newspaper article regarding consultation published in the Great Yarmouth Mercury Appendix G-13 contains a copy of the newspaper article
24 August 2018	S48	Section 48 Notice published in: <ul style="list-style-type: none"> <li>• Eastern Daily Press</li> <li>• Great Yarmouth Mercury</li> <li>• The Times</li> <li>• The London Gazette</li> </ul> Appendix J-1 and Copies of Newspaper Notices (document reference 1.4) contains a copy of these notices
25 August 2018	S47	Consultation Event held at Great Yarmouth Library Appendix G-11 contains a copy of the exhibition boards used at the Consultation Event, which also included the fly through visualisation film
28 August 2018 to 01 September 2018	S47	Public exhibition held at The Priory Centre, Great Yarmouth Appendix G-11 contains a copy of the exhibition boards
29 August 2018	S47	Facebook post regarding Consultation Event at the Priory Centre, Great Yarmouth Appendix G-13 contains a copy of the post
29 August 2018	S47	Twitter post regarding Consultation Event at the Priory Centre Appendix G-13 contains a copy of the post
30 August 2018	S47	Twitter post regarding Consultation Event at the Priory Centre, Great Yarmouth Appendix G-13 contains a copy of the post

## Great Yarmouth Third River Crossing - Summary of Pre-application Consultation Activity

Date	Consultation Type	Pre-application Consultation Activity
30 August 2018	S47	Consultation Event held at The Priory Centre, Great Yarmouth Appendix G-11 contains a copy of the exhibition boards used at the Consultation Event, which also included the fly through visualisation film
31 August 2018	S47	Facebook post regarding consultations Appendix G-13 contains a copy of the post
31 August 2018	S47	Twitter post regarding consultations Appendix G-13 contains a copy of the post
03 September 2018	S47	Facebook post regarding Consultation Event at Gorleston Library Appendix G-13 contains a copy of the post
03 September 2018	S47	Twitter post regarding Consultation Event at Gorleston Library Appendix G-13 contains a copy of the post
03 September 2018 to 08 September 2018	S47	Public exhibition held at Gorleston Library Appendix G-11 contains a copy of the exhibition boards
04 September 2018	S47	Consultation Event held at Gorleston Library Appendix G-11 contains a copy of the exhibition boards used at the Consultation Event, which also included the fly through visualisation film
05 September 2018	S42/ S46	Section 42 and 46 Letter dated 5 September 2018, together with copy of the Section 42 Consultation Letter and Consultation Documents (Appendix G2, and G-4 to G-9), issued to the Planning Inspectorate. Appendix I-1 contains a copy of this letter
07 September 2018	S42	Commencement of Section 42 consultations, deadline for responses stated as 23:59hrs on 21 October 2018.
07 September 2018	S42	Commencement of the issuing of the Section 42(1)(b) Letter dated 6 September 2018, together with the Consultation Documents (Appendix G2, and G-4 to G-9), to relevant local authorities Appendix M-1 contains a copy of this letter Appendix M-3 contains a list of addresses these letters were issued to, how they were issued and when they were received
07 September 2018	S42	Commencement of the issuing of the Section 42(1)(a) and (aa) Letter dated 6 September 2018, together with the Consultation Documents (Appendix G2, and G-4 to G-9), to relevant prescribed consultees and the Marine Management Organisation Appendix N-1 contains a copy of this letter Appendix N-3 contains a list of addresses these letters were issued to, how they were issued and when they were received

## Great Yarmouth Third River Crossing - Summary of Pre-application Consultation Activity

Date	Consultation Type	Pre-application Consultation Activity
07 September 2018	S47	Facebook post regarding Public Exhibition at the first day of the Great Yarmouth Maritime Festival Appendix G-13 contains a copy of the post
07 September 2018	S47	Twitter post regarding Public Exhibition at the first day of the Great Yarmouth Maritime Festival Appendix G-13 contains a copy of the post
09 September 2018	S47	Facebook post regarding Public Exhibition at second day of the Great Yarmouth Maritime Festival Appendix G-13 contains a copy of the post
09 September 2018	S47	Twitter post regarding Public Exhibition at second day of the Great Yarmouth Maritime Festival Appendix G-13 contains a copy of the post
10 September 2018	S42	Commencement of the issuing of the Section 42(1)(d) Letter dated 7 September 2018, together with the Consultation Documents (Appendix G2, and G-4 to G-9), to those with an interest in land Appendix O-1 contains a copy of this letter Appendix O-4 contains a list of addresses where delivery issues were experienced and how the Applicant dealt with these issues
10 September 2018	S42	Commencement of the erection of the Section 42(1)(d) Notices on site Appendix P-1 contains a example of the site notice Appendix P-3 contains plans showing the locations these were erected and when they were erected
10 September 2018	S47	Facebook post regarding Consultation Event at the Kings Centre, Great Yarmouth Appendix G-13 contains a copy of the post
11 September 2018 to 15 September 2018	S47	Public exhibition held at the Kings Centre, Great Yarmouth, Great Yarmouth Appendix G-11 contains a copy of the exhibition boards
12 September 2018	S47	Twitter post regarding Consultation Event at the Kings Centre Appendix G-13 contains a copy of the post
12 September 2018	S47	Consultation Event held at the Kings Centre, Great Yarmouth Appendix G-11 contains a copy of the exhibition boards used at the Consultation Event, which also included the fly through visualisation film
21 September 2018	S47	Facebook post regarding deadline for consultation responses Appendix G-13 contains a copy of the post
21 September 2018	S47	Twitter post regarding deadline for consultation responses Appendix G-13 contains a copy of the post



## Great Yarmouth Third River Crossing - Summary of Pre-application Consultation Activity

Date	Consultation Type	Pre-application Consultation Activity
25 September 2018	S42	Specific Consultation Event for Section 42(1)(d) consultees held at the Piggott Community Centre, Great Yarmouth
27 September 2018	S42	Specific Consultation Event for Section 42(1)(d) consultees held at the Kings Centre, Great Yarmouth
28 September 2018	S47	Facebook post regarding deadline for consultation responses Appendix G-13 contains a copy of the post
28 September 2018	S47	Twitter post regarding deadline for consultation responses Appendix G-13 contains a copy of the post
The applicant became aware that the PEIR was missing 21 figures from Appendix II.		
05 October 2018	S42/ S48	Originally proposed deadline for responses to the Section 47 and Section 48 consultations was 23:59hrs on 5 October 2018
17 October 2018	S47	Newspaper article regarding extended consultation published in the Eastern Daily Press Appendix G-13 contains a copy of the newspaper article
17 October 2018	S42/ S46	Section 42 and 46 Letter dated 17 October 2018 advising of the Extended Consultation deadline, together with copies of the missing PEIR figures (Appendix G-14), issued to the Planning Inspectorate Appendix I-2 contains a copy of this letter
21 October 2018	S42	Originally proposed deadline for responses to the Section 42 consultations was 23:59hrs on 21 October 2018
22 October 2018	R13/ S48	Extended Consultation Regulation 13 and Section 42 Letter dated 22 October 2018, together with copy of the Extended Consultation Section 48 Notice, issued to relevant local authorities and prescribed consultees Appendix L-2 contains a copy of this letter Appendix L-3 contains a list of addresses these letters were issued to
22 October 2018	S42	Commencement of the issuing of the Extended Consultation Section 42(1)(b) Letter dated 22 October 2018, together with copies of the missing PEIR figures, to relevant local authorities Appendix M-2 contains a copy of this letter Appendix M-3 contains a list of addresses these letters were issued to
22 October 2018	S42	Commencement of the issuing of the Extended Consultation Section 42(1)(a) and (aa) Letter dated 22 October 2018, together with copies of the missing PEIR figures (Appendix G-14), to prescribed consultees and the Marine Management Organisation Appendix N-2 contains copy of this letter Appendix N-3 contains a list of addresses these letters were issued to

## Great Yarmouth Third River Crossing - Summary of Pre-application Consultation Activity

Date	Consultation Type	Pre-application Consultation Activity
22 October 2018	S42	Commencement of the issuing of the Extended Consultation Section 42 Letter dated 22 October 2018, together with copies of the missing PEIR figures (Appendix G-14), to those with an interest in land Appendices O-2 and O-3 contain copies of these letters Appendix O-4 contains a list of addresses where delivery issues were experienced and how the Applicant dealt with these issues
22 October 2018	S42	Commencement of the erection of the Extended Consultation Section 42(1)(d) Notices, advising of the extension to the consultation deadline Appendix P-2 contains a example of the site notice Appendix P-3 contains plans showing the locations these were erected and when they were erected
26 October 2018	S48	Extended Consultation Section 48 Notice, advising of the extension to the consultation deadline and where the missing PEIR figures could be viewed, published in: <ul style="list-style-type: none"> <li>• Eastern Daily Press</li> <li>• Great Yarmouth Mercury</li> <li>• The Times</li> <li>• The London Gazette</li> </ul> Appendix J-2 and Copies of Newspaper Notices (document reference 1.4) contains a copy of these notices
08 November 2018	S47	Facebook post regarding extended consultation Appendix G-13 contains a copy of the post
08 November 2018	S47	Twitter post regarding extended consultation Appendix G-13 contains a copy of the post
23 November 2018	S47	Facebook post regarding deadline for extended consultation responses Appendix G-13 contains a copy of the post
23 November 2018	S47	Twitter post regarding deadline for extended consultation responses Appendix G-13 contains a copy of the post
29 November 2018	S47	Facebook post regarding deadline for extended consultation responses Appendix G-13 contains a copy of the post
29 November 2018	S47	Twitter post regarding deadline for extended consultation responses Appendix G-13 contains a copy of the post
04 October 2018	S47	Facebook post regarding deadline for extended consultation responses Appendix G-13 contains a copy of the post

## Great Yarmouth Third River Crossing - Summary of Pre-application Consultation Activity

Date	Consultation Type	Pre-application Consultation Activity
04 October 2018	S47	Twitter post regarding deadline for extended consultation responses Appendix G-13 contains a copy of the post
09 December 2018	S47/ S48/ S42	Extended Consultation deadline for Section 47, Section 48 and Section 42 consultations was 23:59hrs on 9 December 2018
11 February 2019	NA	Further Consultation Letter dated 11 February 2018 issued to relevant consultees as part of further localised consultations on refinements to the Proposed Scheme red line boundary Appendix Q1 contains plans detailing these further refinements Appendix R-1 and R-4 contain a copies of these letters Appendix R-7 contains plans showing the areas these letters were issued to)
11 February 2019	NA	Further Consultation Letter dated 11 February 2018 issued to relevant consultees as part of further localised consultations on the removal of the commercial vessel waiting facility from the Proposed Scheme Appendix Q2 contains plans detailing this further refinement Appendix R-2 and R-5 contain a copies of these letters Appendix R-8 contains plans showing the areas these letters were issued to
20 February 2019	NA	Further Consultation Letter dated 20 February 2018 issued to relevant consultees as part of further localised consultations on the refinements to the Proposed Scheme at the MIND Centre and Grounds Appendix Q3 contains plans detailing these further refinements Appendix R-3 and R-6 contain a copies of these letters Appendix R-9 contains plans showing the areas these letters were issued to
17 March 2019	NA	Deadline for responses to the Further Consultation on refinements to the Proposed Scheme red line boundary was 23:59hrs on 17 March 2019
17 March 2019	NA	Deadline for responses to the Further Consultation on the removal of the commercial vessel waiting facility from the Proposed Scheme was 23:59hrs on 17 March 2019
24 March 2019	NA	Deadline for responses to the Further Consultation on the refinements to the Proposed Scheme at the MIND Centre and Grounds was 23:59hrs on 24 March 2019



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## Appendix D-1 – Summary of Non Statutory Consultation Activity



## Great Yarmouth Third River Crossing - Summary of Non Statutory Consultation Activity

Stage 1 Consultation	
Date	Consultation Activity
01 August 2016	Norfolk County Council successfully bid for development funding in the fast track round of the large local major schemes fund, £1.08m was awarded by the Department for Transport to develop an Outline Business Case
21 September 2016	Third River Crossing inception meeting with Department of Transport, Senior Officers met with Department of Transport to agree the scope of the outline business case
07 October 2016	Exhibition display for officials from Department of Transport who had visited Norfolk
18 October 2016	Meeting with Peel Ports Director on the maritime work and level of consultation with Peel Ports
20 October 2016	Project update was sent to all Norfolk MPs.
14 November 2016	Project update meeting with Great Yarmouth Chamber of Commerce Great Yarmouth Area Board
17 November 2016	Meeting with Leader and Deputy Leader of Norfolk County Council on the project
21 November 2016	Update provided to Great Yarmouth Borough Council Economic Committee
25 November 2016	Update meeting with Peel Port strategic directors
01 December 2016	Agreed by the County Council to include the 3rd River Crossing project as part of its key transport infrastructure priorities
21 November 2016	Project presentation to Great Yarmouth Borough Council Economic Committee
29 November 2016 to 31 January 2017	Seven "tweets" posted on Norfolk County Council Twitter, during this period
08 December 2016	Look East (BBC Local News) Interview at Great Yarmouth Town Hall regarding the Third River Crossing
08 December 2016 to 31 January 2017	Public exhibitions in Great Yarmouth Town Hall, Great Yarmouth Library and Gorleston Library
19 January 2017	Business breakfast (attended by over 80 businesses) on the Third River Crossing and the wider work ongoing in Great Yarmouth regarding infrastructure
19 January 2017	Meeting with Town Centre Business Improvement District Manager
20 January 2017	Meeting with Brandon Lewis MP to discuss the Third River Crossing
20 January 2017	Great Yarmouth Mercury article regarding upcoming consultation deadline
03 February 2017	Norfolk Chamber of Commerce MP Event (attended by over 150 businesses) with presentations by certain Norfolk MPs on the importance of better infrastructure in Norfolk for the wider economy
07 February 2017	Meeting with Peel Ports and their strategic directors to discuss the Third River Crossing scheme development

## Great Yarmouth Third River Crossing - Summary of Non Statutory Consultation Activity

10 February 2017	Facilitated Port Users Stakeholder Breakfast with key port users to discuss the technical detail of the scheme and engage them fully in the process
30 March 2017	Outline Business Case was submitted to the Department for Transport



## Great Yarmouth Third River Crossing - Summary of Non Statutory Consultation Activity

Stage 2 Consultation	
Date	Consultation Activity
Week commencing 14 August 2017	Consultation letters advising of the forthcoming Stage 2 consultations and exhibition dates sent to approximately 15,000 local residents and key stakeholder organisations
04 September 2017 to 6 October 2017	General publicity undertaken including: - Press releases; - Posters and consultation brochures placed in Great Yarmouth Library, Gorleston Library, East Norfolk Sixth Form College, Great Yarmouth College and the Marina Centre
04 September 2017 to 6 October 2017	Stage two consultation period
4 September 2017 to 8 September 2017	Public exhibition at the Imperial Hotel, Great Yarmouth (staffed on 7 September 2017)
11 September 2017 to 16 September 2017	Public exhibition at the Great Yarmouth Library (staffed on 16 September 2017)
18 September 2017 to 23 September 2017	Public exhibition at the Gorleston Library (staffed on 19 September 2017)
26 September 2017 to 29 September 2017	Public exhibition at the Kingsgate Community Centre , Great Yarmouth (staffed on 28 September 2017)
13 September 2017 (1/2 day)	Staff located in Morrisons, Gorleston to raise awareness of the exhibitions
21 September 2017 (1/2 day)	Staff located in Market Gates Shopping Centre, Great Yarmouth to raise awareness of the exhibitions
21 September 2017 (1/2 day)	Staff located in Marina Centre, Great Yarmouth to raise awareness of the exhibitions
Other Consultation	
Date	Consultation Activity
09 May 2018	Drop in event at the Kingsgate Community Centre for local residents



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## Appendix D-2 – Stage 1 Public Consultations (November 2016 to January 2017): Consultation Leaflet and Questionnaire





# Great Yarmouth Third River Crossing Public Consultation

We want your views...

Improving Connectivity | Supporting Growth | Enabling Regeneration



## The Great Yarmouth Third River Crossing is a vital part of the economic growth strategy for the Great Yarmouth area

The new crossing will provide much needed connections between the strategic road network and the fast growing energy related Enterprise Zone. This proposal is crucial in providing linkages across the River Yare to the economic growth hub in the South Denes peninsula. The current lack of connectivity severely inhibits movement in Great Yarmouth resulting in congestion and ultimately limiting the economic potential of the Great Yarmouth Enterprise Zone, Great Yarmouth Energy Park, the South Denes Business Park and the deep water outer harbour, operated by Peel Ports Great Yarmouth.

### Norfolk County Council has invested close to £4m towards the scheme to date:

- **2003-2009:** invested £1.1m to identify the preferred crossing type and route
- **2009-2015:** £2.8m to acquire properties and land to safeguard the route
- **2015-2016:** £2m funding secured via the New Anglia Local Enterprise Partnership
- **2016:** £1.2m bid submission to Department for Transport

A new crossing would support the town's role as part of the East of England Energy Zone, as a Centre for Offshore Renewable Engineering and provide the capacity for regeneration, economic growth and act as a catalyst for investment.

The crossing would also support tourism in East Anglia; tourism is worth £577million per annum locally to the borough of Great Yarmouth and creates jobs for 30% of the local workforce; and the borough of Great Yarmouth hosts more than a third of all tourists staying in Norfolk and a quarter of all tourists staying in Norfolk and Suffolk.

## TIMELINE AND COSTS OF PROPOSED CROSSING



## BENEFITS



Helps to deliver up to 5,000 jobs

Reduces congestion with up to 1,000 and 200 vehicles removed from Haven and Breydon Bridges respectively in peak periods



Shorter journey times

More attractive to major inward investors



Improved quality of life for residents and employees

Reduces high season congestion



Gross Value Added (GVA) uplift of £150m per annum

## CHALLENGES



High unemployment and deprivation

High congestion levels



Perceptions of remoteness

Severance between residential and employment areas



Poor connectivity

Limited road access to the Great Yarmouth South Denes peninsula



Accommodating increased volumes of traffic in the future from commercial and residential expansions

## East of England

Great Yarmouth, Lowestoft & Wait  
cable as cable route engineering

CLOSEST PORTS  
TO EUROPE'S  
LARGEST  
OFFSHORE  
WIND FARMS



2020-21

2021-22

BCO

**£140m (estimate):  
Construction**

Prepare Full Business Case



## PUBLIC CONSULTATION

**Norfolk County Council has launched a public consultation to find out about transport issues in Great Yarmouth and how its proposal for a third river crossing might affect people living, working and visiting the area.**

Anyone can respond to the consultation by answering a series of questions online which should take around 10 minutes to complete. Visit:

[www.norfolk.gov.uk/TRC](http://www.norfolk.gov.uk/TRC)

In addition, a number of consultation events are being held throughout December and January in the town where people can drop in to talk to representatives from the County Council about its proposal to build a third bridge across the River Yare, as well as the town's wider transport needs.

### PUBLIC CONSULTATION DATES

Thursday 8th December • 10am - 4pm •  
Great Yarmouth Town Hall

Saturday 10th December • 10am - 2pm •  
Great Yarmouth Library

Thursday 15th December • 10am - 4pm •  
Great Yarmouth Town Hall

Friday 13th January • 10am - 4pm •  
Great Yarmouth Town Hall

Thursday 26th January • 10am - 4pm •  
Great Yarmouth Town Hall

Saturday 28th January • 10am - 3pm •  
Great Yarmouth Library



For more information, please contact:

**Claire Sullivan**, Infrastructure and Economic Growth

T: 01603 223095

E: [claire.sullivan@norfolk.gov.uk](mailto:claire.sullivan@norfolk.gov.uk)

W: [www.norfolk.gov.uk/TRC](http://www.norfolk.gov.uk/TRC)

TW: [@NorfolkCC](https://twitter.com/NorfolkCC) #GY3RC

"Investment in improved transport infrastructure is an essential step to unlocking Great Yarmouth's true potential. The ability to attract opportunities will not only benefit existing businesses but also the communities we serve today and the future prosperity we can deliver tomorrow."

**Richard Goffin**, Port Director, Peel Ports Great Yarmouth

"Boosting connectivity is key to boosting our productivity, attracting inward investment and retaining local talent. A Third River Crossing in Great Yarmouth would support all three; helping to create thousands of new jobs, improving links across the town and the rest of the region as well as reducing congestion which costs our local business time, money and customers."

**Chris Starkie**, Managing Director of New Anglia Local Enterprise Partnership





WE WANT YOUR VIEWS ON

# TRANSPORT IN GREAT YARMOUTH

We want to find out more about your transport issues and how our proposal for a third river crossing in Great Yarmouth might affect you.

We will use this information to help us understand the issues people travelling around Great Yarmouth experience and to help support our case for more investment in infrastructure across this area. If you would like further information on the Third River crossing in Great Yarmouth or the Great Yarmouth Transport Strategy you can visit [www.norfolk.gov.uk/TRC](http://www.norfolk.gov.uk/TRC)

Norfolk County Council will keep your answers safely and in line with the Data Protection Act. Thank you for taking the time to answer our survey. Please respond by 31st January 2017.

1. In the last 12 months how frequently have you travelled around Great Yarmouth and Gorleston using the following types of transport? Please select one answer on each row:

	Every day	Three or more times a week	Once or twice a week	Once or twice a month	More than twice a year	Once or twice a year	Less than that or never
Private car as a driver	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Private car as a passenger	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Train	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking (for 20 minutes or more without stopping)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. Here is a list of transport issues. Please tell us how you feel about each issue by selecting one answer on each row:

	This is a very serious issue	This is a serious issue	This is a minor issue	This is not an issue	Don't know
Congestion in the town centre	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Congestion on approaching the town	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic queues caused by Broydon Bridge opening	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic queues caused by Haven Bridge opening	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of bus services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of train service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of walking and cycling provision	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other - please write in below:

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3. Looking in more detail at congestion, how often in the past 12 months, if at all, have you personally been affected by traffic congestion in and around Great Yarmouth and Gorleston? Please select one only:

- Every day                       Once or twice a week                       Three or more times a week  
 Once or twice a month       Less than that but more than twice a year       Once or twice a year  
 Less than that or never



4. Thinking about the last time you were delayed by traffic congestion, roughly how long was your journey delayed for? Please select one only:
- Less than 5 minutes       5 to 10 minutes       11 to 20 minutes       21 to 30 minutes  
 31 to 40 minutes       more than 40 minutes       I have not been delayed by traffic congestion
5. Which of the following modes of transport do you think is most in need of investment in the Great Yarmouth and Gorleston area? Please rank in order with 1 being the most in need and 5 being the least in need:
- \_\_\_ Cycling      \_\_\_ Walking      \_\_\_ Car      \_\_\_ Bus      \_\_\_ Train
6. How likely or unlikely would you be to use a Third River Crossing? Please select one only:
- Very likely       Likely       Neither likely or unlikely       Unlikely       Very unlikely
7. If you think you would use a Third River Crossing how often do you think you would use it? Please select one only:
- Every day       Once or twice a week       Three or more times a week  
 Once or twice a month       Less than that but more than twice a year       Once or twice a year  
 Less than that or never
8. What types of journeys would you use a third river crossing for? Please select all that apply:
- Shopping       Visiting friends / relatives       Other personal business       Freight/transport  
 Commuting       Holidays and day trips       Business travel       Port user
9. Here is a list of the benefits that we think a Third River Crossing could provide to Great Yarmouth and the surrounding area. How far do you agree or disagree that the proposed Crossing will help to deliver these? Please select one answer on each row:

	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree	Don't know
Help to create more jobs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve the quality of life	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reduce congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Make journey times shorter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Encourage businesses to invest in the area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Encourage more visitors to the area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve access to the port / industrial areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



10. If you can think of other improvements that having a Third River Crossing could bring to Great Yarmouth, please write them in below:

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11. If you have any other comments on proposals to build the Third River Crossing or on transport issues affecting Great Yarmouth and Gorleston please write them in below:

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12. Please tick all that apply:

- I live in the Great Yarmouth Area                       I work in the Great Yarmouth Area  
 I own a business in the Great Yarmouth Area                       I am a visitor to the Great Yarmouth Area

13. What is your postcode? Please write in below: (Please note - We will only use this information to help us understand the transport issues affecting people living in different areas.)

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**Thank you very much for taking the time to complete this survey. Your feedback is invaluable in helping us plan future infrastructure provision for Great Yarmouth and Gorleston.**

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## Appendix D-3 – Report to Norfolk County Council’s Environment, Transport and Development Committee (17 March 2017)

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# Environment Development and Transport Committee

Item No.

<b>Report title:</b>	<b>Great Yarmouth Third River Crossing project – submission of Outline Business Case to DfT</b>
<b>Date of meeting:</b>	<b>17 March 2017</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe, Executive Director Community and Environmental Services</b>

## Strategic impact

Good infrastructure is one of Norfolk County Council's priorities. The priority is to "make Norfolk a place where businesses can succeed and grow. We will promote improvements to our transport and technology infrastructure to make Norfolk a great place to do business." A new river crossing at Great Yarmouth will help us meet this priority. It offers a direct route into the town from the south, provides the link between the trunk road network and the expanding port and the South Denes Enterprise Zone sites, and overcomes the problem of limited road access to the peninsula of Great Yarmouth. The Third River Crossing is vital to the economic prosperity of Great Yarmouth. Great Yarmouth is part of a larger economic sub-region with a strong economic heritage including manufacturing, food and drink processing, tourism and leisure industries. Great Yarmouth is highlighted as a key growth location within the New Anglia LEP's Strategic Economic Plan.

## Executive summary

Norfolk County Council adopted a preferred scheme for the Great Yarmouth Third River Crossing in 2009, comprising a lifting bridge over the River Yare to connect the trunk road network, at the A12 Harfreys Roundabout, to the southern peninsula near to the port and Enterprise Zone sites.

In the 2016 Budget, government announced a funding stream for the development of major local transport schemes (i.e. non-trunk road). Government invited local enterprise partnerships (LEPs) to bid for this funding, with a deadline of 31 May, for schemes that could be developed through 2016/17.

A bid for scheme development through 2016/17 was successful and has provided the necessary budget from government to take the scheme to programme entry stage. This has also opened the way to securing further funding from government for the later stages of work to obtain planning permission and carry out detailed design, and then for construction.

At programme entry stage, government's funding contribution would be set, subject to the full business case being agreed after the completion of the projects statutory processes. A local contribution of 20% is recommended as it is consistent with a similar project in Suffolk which has already been approved by the Department for Transport (DfT). This should ensure the project is well placed to compete against others in the funding decision making process.

In order to maintain the momentum to the delivery programme and to try to ensure a construction start in late 2020, it is recommended that the project delivery continues after the Outline Business Case has been submitted at the end of March 2017. Any work undertaken during this period would be at risk until a decision is received from DfT – expected by the summer 2017.

## **Recommendations:**

- 1. Committee is asked to note the update on progress since 2009 and approve the submission of an Outline Business Case to the Department for Transport (DfT) in March 2017.**
- 2. Committee notes the requirement to underwrite the local funding contribution of 20% towards the project on the basis of an approximate cost of £120m going forwards from April 2017 (at outturn cost). This funding is likely to come from a range of sources, however these are still to be confirmed. The funding will not be fully required until construction starts in late 2020.**
- 3. That Committee agree to progress development work on the next stage of the project from April 2017, at risk, pending the DfT decision expected during summer 2017. The cost of this is anticipated to be in the region of £200k.**

## **1. Proposal**

- 1.1. In August 2016 Norfolk County Council successfully bid for development funding in the fast track round of the large local major schemes fund and £1.08m was awarded by the Department for Transport (DfT) for the Council to develop an Outline Business Case (OBC) which will be submitted to DfT by 31 March 2017 as part of a competitive funding process. In total, a budget of £1.2m has been allocated to the project in 2016/17 to ensure the delivery of the OBC.
- 1.2. The business case will be structured to satisfy five criteria set by the DfT, which are: Strategic, Economic, Financial, Commercial and Management. These provide sufficient detail to demonstrate whether the scheme is feasible, deliverable, affordable and 'value for money'.
- 1.3. In December 2016, a motion was agreed by the County Council to include the 3<sup>rd</sup> River Crossing project as part of its key transport infrastructure priorities. Other projects included were the Norwich Western Link and Long Stratton bypass.

## **2. Evidence**

- 2.1. The Outline Business Case will be submitted to DfT towards the end of March 2017. A decision is expected during the summer of 2017. Should DfT grant the project 'programme entry' status, which is effectively an in principle funding allocation, we will move into the next phase of delivery, which is likely to take the form of a Development Consent Order (DCO) similar to that used for the Norwich Northern Distributor Road. A final business case submission will be necessary to release the funding allocation from DfT on successful completion of the statutory processes.
- 2.2. **Project Governance**
- 2.3. An officer project Board has been established to provide overview and scrutiny of the project. This is a requirement of DfT and provides the necessary governance in line with project management principles.
- 2.4. The Project Sponsor and chair of the project board is Tracy Jessop, Assistant Director of Environment and Transport (E&T), Community and Environmental Services (CES). Other members of the project board include senior officers from CES and representatives from Great Yarmouth Borough Council and the New Anglia LEP.
- 2.5. **Option Assessment**
- 2.6. Preparing the OBC has required further development work to identify and refine the preferred option. A detailed Options Assessment Report is being prepared and will be submitted to DfT as part of the business case submission, a summary

of the option process is provided below.

- 2.7. Focusing on the preferred corridor agreed in 2009, a long-list of options was produced, based on different combinations of criteria including the location, form and geometry of the western and eastern connections to the local road network, the bridge height and the type of carriageway (dual, single, etc). This led to an interim long list of 40 options. A sifting process was then undertaken. The initial sift removed those options that did not make significant contributions to meeting the scheme objectives, did not resolve the identified problems, or were not deliverable or feasible. The list of 40 options was therefore reduced to nine.
- 2.8. The nine options were assessed using the DfT's Early Assessment Sifting Tool (EAST). The EAST process identified the high level economic, environmental and social impacts of all nine options. In addition, a more detailed operational assessment was undertaken of the remaining options using modelling to consider the traffic related impacts.
- 2.9. This process resulted in the nine options being reduced to three:
- Option 32 - Suffolk Road tie-in to the west (four lane high level bridge, with roundabout as west tie in and traffic signals to the east at South Denes Road)
  - Option 33 - Suffolk Road tie-in to the west (three lane high level bridge, with roundabout as west tie in and traffic signals to the east at South Denes Road)
  - Option 37 - Southtown Road tie in to the west (Single Carriageway two lane low level bridge with traffic signal junctions to the west and the east at South Denes Road)
- 2.10. Based on further considerations including safety, environment, resilience and operation, **option 32** has been identified as the preferred option. Option 37 performs less well in traffic operation terms, however as it is less expensive it has been identified as the "low-cost option" for comparison purposes.
- 2.11. **Modelling and Economic Case**  
As part of the development of the OBC, it is necessary to construct a transport model to evaluate the benefits of the changes that the project will bring to Great Yarmouth. Essential traffic surveys were completed in November 2016 and these have informed the construction of the updated transport model.
- 2.12. Economic appraisal and traffic modelling using the updated transport model and refined costs is currently underway and the full scheme benefits will not be known until late March. Initial appraisal work using the updated model and costs suggests the scheme will continue to represent high value for money.
- 2.13. **Stakeholder Consultation**  
A number of consultation events have been held in Great Yarmouth and Gorleston throughout December 2016 and January 2017. The objective was to seek views on the proposal to build a third bridge across the River Yare as well as the town's wider transport needs.
- 2.14. The consultation has shown that the Third River Crossing is considered by stakeholders to be vital and important infrastructure that will not only help to revitalise Great Yarmouth but will also create jobs, improve quality of life, ease congestion and generate business growth and opportunity.
- 2.15. There was a high level of support politically, within the business community and with the public. There has been constructive dialogue to date with the port operators and key operational issues raised by them will need to be worked through as the project progresses through its next phases.
- 2.16. A Consultation and Stakeholder Engagement Report has been produced and is appended to this report (see Appendix A). This consultation report will form part of the Outline Business Case submission to DfT.

## 2.17. Programme

The current indicative forward programme and associated costs are (note that previous costs are detailed in paragraph 3.1):

Stage	Timing	Funding	
		Total	Source
DfT consider OBC and decide whether to release further funding	Not certain: expected summer '17	NA	NA
Scheme development at risk until DfT approval (linked to next item)	April 2017 to summer 2017	(£200,000) included in £4m below	Initially from 2017/18 Growth Deal allocation, underwritten by NCC in case DfT refuse OBC
Detailed Design and Statutory Procedures (see details/dates in para 2.18 below)	2017/18-2019/20	Circa £4m	DfT Growth Deal (£2m allocated)
DfT review final business case and decide whether to give final funding approval and release funding for construction	Estimated during 2020	NA	NA
Delivery	Estimated start date late 2020	£116m (outturn prices)	DfT (80%) Local contribution (20%)
<b>Total</b>		<b>£120m</b>	

## 2.18. Indicative statutory process details and timescales:

- Commence Statutory Consultations Spring 2018
- Development Consent Order Application Early 2019
- Examination in Public Summer 2019
- Start of Construction Winter 2020
- Bridge completed and open Winter 2022

2.19. In view of the scale of the project and the statutory processes that must be completed, the above programme is challenging but deliverable and demonstrates the determination to fast track the delivery of this project. To ensure that the momentum is maintained going forward it is recommended that development work continues at risk from April 2017, following submission of the Outline Business Case until confirmation from the DfT (expected by the summer 2017). Key areas of work that would be progressed in advance of the DfT funding announcement would be:

- Early discussions with the construction sector to explore possible procurement options.
- Preparation of the full Ground Investigation survey specification
- Work to develop the Mechanical & Engineering (M&E) design
- Operational junction modelling and design refinement
- Engagement with stakeholders to discuss agreements for land access

- Preparation of public engagement and consultation plan
- 2.20. The estimated cost of this work over the 3 to 4 month period is £200,000. Norfolk County Council would need to underwrite these costs until the scheme is granted 'programme entry' by the DfT when the costs would be recovered from the 2017/18 Local Growth Deal allocation, which has been provided for the purpose of scheme development. This financial risk would only be realised if the project is not delivered in the future and would need to be reimbursed by revenue budgets.

### **3. Financial Implications**

- 3.1. The forward cost of the project is currently estimated at approximately £120 million (which includes estimated costs for design, construction, supervision, land, risk and inflation). In the years prior to 2016/17, the Council has invested £3.6 million on the development of the Third River Crossing, including £2.8 million to purchase land. £1.2m has been confirmed during 2016/17 (the majority from DfT) and £2 million has also been successfully secured through the Local Growth Fund in 2017/18 and 2018/19 towards the next stages of the project delivery.
- 3.2. As part of the business case submission Norfolk County Council will need to set out the local funding contribution towards the project. As stated above the submission of the OBC will be part of a competitive process. A 'local contribution' of 20% (based on comparisons with a similar scheme in Suffolk already approved by DfT) will be necessary to ensure we have the best chance of a successful outcome. Based on the current estimated cost of the project the local funding contribution would amount to £24m. This would be spread over a number of years, with the main costs not being realised until the 2020/21 financial year, when construction work is expected to start.
- 3.3. The details of the local funding mechanism will be clarified as the scheme is developed. It is likely that the local funding contribution could come from a variety of sources, possibly including, but not limited to, the New Anglia LEP, Local Authorities and the private sector. In view of the uncertainty about the sources of local funding at this stage, Norfolk County Council would be required by DfT to confirm that it will underwrite these costs to provide certainty of funding and deliverability.
- 3.4. Additional funding will also be required to maintain and operate the bridge over the life of the asset. The current estimated costs to operate the bridge, is estimated at up to £100k per annum depending on the operating arrangements which will be agreed as the detailed design is developed. Maintenance costs are likely to average around £150k per annum, however the early year life of the completed scheme should not require significant maintenance funding. The operation and maintenance of the Haven Bridge is under an existing agreement between the County Council and the port authority.

### **4. Issues, risks and innovation**

- 4.1. A key risk at this stage is the continuation of work after the OBC is submitted – with any work being at risk until DfT has confirmed programme entry in the summer (this is discussed in paragraphs 2.19 to 2.20 above).
- 4.2. There is a risk that DfT will not approve the Outline Business Case for the project. The financial risk of that is set out above, however any expenditure will not be abortive as it is reasonable to anticipate further possible funding opportunities and the project would be better placed to bid for these.
- 4.3. Assuming that the scheme progresses, then some of the main risks would be:
- **Planning Process:** not obtaining planning consent; or receiving



- unexpected and onerous requirements from the DCO.
- **Construction:** difficulties in securing access for surveys and preliminary construction; the construction schedule of the A12 Harfey's roundabout, or other A12/A47 schemes, conflicting with the bridge works programme; or adverse weather conditions causing delays/damage to construction.
- **Port operations:** the number and type of vessels changing significantly between now and construction, resulting in reduced traffic benefits or greater mitigation requirements; the need to alter the bridge to accommodate port operations; or the bridge affects the river sedimentation regime affecting port operations and maintenance.
- **Design/Scope change:** vessel simulations show a need for a bridge wider than 50m clear span; variations from current geotechnical and topographical assumptions impact on the design; or unexpected statutory services are located, particularly if they are under water/anticipated pier and fender locations.

## 5. Background

- 5.1. In 2009 Cabinet adopted a preferred route for the scheme by way of a dual carriageway link utilising a 50m span bascule bridge over the river, it authorised purchase of properties the subject of valid Blight Notices served upon the Council and agreed for further study work to be undertaken into funding and procurement options.
- 5.2. Since then (2009), £2.8m has been invested by the county council to acquire properties and land.
- 5.3. At the meeting on 20 May 2016 Committee considered a [report](#) on a possible funding opportunity for the Third River Crossing to develop the Outline Business Case for the project ahead of the previously planned timescales. That report provides more details regarding the background to the project which has not been repeated in this report.
- 5.4. Following the success of that bid to government, work has progressed to ensure the Outline Business Case required by DfT is completed and submitted by their deadline of the end of March 2017.

## Officer Contact

If you have any questions about matters contained in this paper or want to see copies of any assessments, eg equality impact assessment, please get in touch with:

**Officer name :** David Allfrey **Tel No. :** 01603 223292

**Email address :** david.allfrey@norfolk.gov.uk



If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.

**Great Yarmouth Third River Crossing  
Consultation & Stakeholder Engagement Report  
March 2017**

## **Executive Summary**

### **1.0 Background**

### **2.0 Scope**

### **3.0 Engagement Activity**

- 3.1 Key Stakeholder Audiences and messages
- 3.2 Methods of Engagement
- 3.3 Activity timeline
- 3.4 Press Activity
- 3.5 Consultation Leaflet
- 3.6 Consultation Exhibition Material
- 3.7 Website
- 3.8 Questionnaire
- 3.9 Engagement Events
- 3.10 Social Media

### **4.0 Questionnaire Analysis**

- 4.1 Question 1: Modes of transport
- 4.2 Question 2: Transport issues in Great Yarmouth
- 4.3 Question 3: Congestion
- 4.4 Question 4: Average journey delays
- 4.5 Question 5: Investment in modes of transport
- 4.6 Question 6: How likely are you to use a Third River Crossing
- 4.7 Question 7: How often would you use a Third River Crossing
- 4.8 Question 8: Journey type
- 4.9 Question 9: Benefits of a Third River Crossing
- 4.10 Question 10: Open question on the benefits of a Third River Crossing
- 4.11 Question 11: Open question on the Third River Crossing
- 4.12 Question 12: Open question on infrastructure

### **5.0 Summary of Support**

- 5.1 Political
- 5.2 Businesses
- 5.3 Public

## Executive Summary

The Third River Crossing is vital to the economic prosperity of Great Yarmouth. Great Yarmouth is part of a larger economic sub-region with a strong economic heritage including manufacturing, food and drink processing, tourism and leisure industries. Great Yarmouth is highlighted as a key growth location within the New Anglia LEP's Strategic Economic Plan.

Great Yarmouth is world-renowned as England's offshore energy sector capital, in line to share in billions of pounds of private investment over coming decades, including in offshore windfarms and gas platform decommissioning. Linking the Port, new deep-water Outer Harbour and Enterprise Zone to the trunk road network will further boost the UK's prospects and prosperity, ensuring we are better placed to capture these jobs and investment for the nation.

A new Third River Crossing will provide linkages across the River Yare to the economic growth hub on the South Denes peninsula. The additional crossing would also support tourism, which is worth £577m per annum to Great Yarmouth and create jobs for 30% of the local workforce.

As part of the Outline Business Case submission for the Department of Transport Norfolk County Council, over a six month period, implemented an in-depth public consultation and engagement strategy that included:

- High level political interaction and engagement with MP Brandon Lewis
- High profile business engagement
- Working closely with our key stakeholder partners
- A series of intensive public stakeholder engagement events and public questionnaire

The engagement strategy presented officers with the opportunity to share emerging preliminary designs, and engage with key stakeholders on the Third River Crossing and the wider infrastructure improvements, investment planned for Great Yarmouth over the coming years and months; as well as enabling us to capture the strong local and political support for the Great Yarmouth Third River Crossing.

## Public Consultation

A period of public consultation was officially launched to the public in November 2016 and continued to 31<sup>st</sup> January 2017. This included a detailed infrastructure questionnaire, supported by a number of stakeholder events held in Great Yarmouth Library, Gorleston Library and Great Yarmouth Town Hall. The questionnaire was widely distributed with a total of 479 responses submitted.

The results from the questionnaire showed that there was a high level of support from the public in support of a new Third River Crossing for Great Yarmouth. With **81%** of respondents to the questionnaire stating that they would either be very likely, or likely to use a new Third River Crossing.

It was clear through analysis of the questionnaire that residents and businesses in Great Yarmouth suffer from congestion, with **71.4%** of respondents seeing this as

either a serious or a very serious issue, with many being delayed for lengthy periods of time.

**78.9%** of respondents to the public questionnaire either strongly agreed, or agreed that the Third River Crossing would make their journey times shorter and **80%** either strongly agreed or agreed that congestion would be greatly reduced by a new crossing.

The Third River Crossing is considered by respondents to the questionnaire to be an important piece of infrastructure that will not only contribute to the revitalisation of Great Yarmouth but will help create jobs, improve quality of life, ease congestion considerable and generate business.

### **Stakeholder Support**

Throughout the development of the outline business case there was and continues to be a high level of strategic support both politically and within the business community for the development of a Third River Crossing for Great Yarmouth.

MP, Brandon Lewis stated that the Third River Crossing will create a big boost to Great Yarmouth and a huge difference to our infrastructure.

Cllr Wilby Chairman of the environment, development and transport committee reiterated that the Third River Crossing unites councillors of all political parties and would have a huge benefit for Yarmouth, Norfolk and nationally bring prosperity, reduced journey times and easing congestion.

The Leader of Great Yarmouth Borough Council Cllr Graham Plant has also been a strong a vocal advocate of the importance of the Third River Crossing stating that the business case is incredibly strong and there is absolute commitment from the public and private sector to help secure national funding and make the bridges benefits reality.

Chris Starkie Managing Director of New Anglia LEP a key partners and funding contributor has stated it's the LEP's full support of the scheme, saying that it will boost productivity, attract inward investment and retain local talent. A Third River Crossing in Great Yarmouth will help create thousands of jobs, improved links across the town and the region.

The Great Yarmouth Chamber of Commerce have been and continue to be a strong advocate and supporter of the Third River Crossing with the new President of Great Yarmouth Chamber Council Neil Orford stated that the new crossing would provide much needed connections between the strategic road network and the fat growing energy related Enterprise Zone and that any improvements to the transport infrastructure will be of great benefit to businesses, residents and visitors to the Town.

Meetings have been held with Peel Port as a major stakeholder, throughout the consultation process and during the development of the outline business case. In particular with relation to the specific details regarding the operation of the bridge, detailed design of the structure and its potential impact on port activity. These

operational, design and mitigation details will continue to be developed with Peel Ports in the next phase of design and planning.

John Potter, Director, Porters Leisure Ltd a major business in Great Yarmouth employing 600 local residents and 200 staff from outside Great Yarmouth has given us their absolute support for the Third River Crossing. Stating that Great Yarmouth is cut off at every turn by some of the most deprived and suffocating transport links in the Country. They find themselves 'literally, economically and socially gridlocked on a daily basis'.

Jonathan Newman Manager Great Yarmouth Business Improvement District has stated the absolute support of the 180 businesses the BID represent. Stating that the bridge is vital in revitalising town centre businesses.

### **Summary**

The evidence gathered during the Outline Business Case with stakeholders shows that the Third River Crossing continues to be a vital, strategic, piece of infrastructure that is central to the economic growth in the region and UK and is widely supported by residents and businesses.



## 1.0 Background

The Third River Crossing is vital to the economic prosperity of Great Yarmouth. Great Yarmouth is part of a larger economic sub-region with a strong economic heritage including manufacturing, food and drink processing, tourism and leisure industries. Great Yarmouth is highlighted as a key growth location within the New Anglia LEP's Strategic Economic Plan.

The A47 and A12 provide strategic connectivity to and from the Great Yarmouth area and the government are currently investing in a series of improvements along the A47 and the A12 to help issues of congestion and delay. Furthermore, through the LEP Growth Deal an investment of £9m is planned in Great Yarmouth to help connect employment sites, tackle congestion pinch points and enhance facilities for sustainable modes of travel.

### **Some of the specific challenges facing Great Yarmouth include:**

- High unemployment rates, low participation in higher education, and a seasonal workforce;
- Severance caused by the River Yare between regeneration employment sites and residents in the southern part of the Great Yarmouth built up area;
- Poor connectivity between the South Denes brownfield area which is likely to be developed for port related activities;
- Limited road access to the peninsula of Great Yarmouth and the traffic congestion this causes;
- Accommodating the transport impacts from future commercial and residential developments and the expansion of the port, including heavy goods vehicles; and
- Providing direct access to the centre of Great Yarmouth and the seafront with its leisure activities for car trips from the south and south west.
- Perceptions of remoteness that the Great Yarmouth area suffers

Over the six months developing the Outline Business Case (October 2016 to March 2017) we developed a strong and robust public engagement strategy. The Great Yarmouth Third River Crossing has strong local support, however we wanted to re-engage and update our presumptions on that level of support.

This engagement included:

- Identifying and attending high profile networking and lobbying opportunities
- Working closely with MP Brandon Lewis
- Working closely with Norfolk County Council and Great Yarmouth Borough Council councillors
- Working with the press to ensure the maximum number of people can feel engaged in the consultation

- A series of intensive public stakeholder engagement events in from mid-November to end January 2017
- Working closely with Peel Ports and other port users on operational concerns
- Engaging directly with businesses and attending a number of key events

## 2.0 Scope

In September 2016 Norfolk County Council Great Yarmouth Third River Crossing Board approved proposals for a co-ordinated programme of targeted engagement.

The aim of this engagement and consultation process for the outline business case ran from September 2016 to February 2017 and sought to increase the understanding of the latest progress of the Great Yarmouth Third River Crossing; to ensure our key audiences would have not only clear and coherent information on the proposals for the bridge, but also how they link to the wider package of improvements earmarked for Great Yarmouth.

We actively sought the views of the political membership, key businesses in and around Great Yarmouth, in particular the port users including Peel Ports.

The main scope at this stage included:

- 1) The level of support for a Great Yarmouth Third River Crossing
- 2) The emerging designs for the Great Yarmouth Third River Crossing

Additional information but outside the scope of main purpose:

- 1) Highways England improvements to key junctions Gapton Roundabout, Vauxhall Roundabout and Harfrey's Roundabout
- 2) £9m sustainable transport improvements
- 3) Great Yarmouth Borough Councils master planning consultation

## 3.0 Engagement Activity

### 3.1 Key Stakeholder Audiences and Messages

As with the Outline Business Case stakeholders are crucial to the successful delivery of the Third River Crossing. NCC have built an extensive stakeholder list with politicians, businesses, port users, residents and all other interested parties.

Stakeholders will continue to be involved in the development of the Full Business Case for the scheme, and this will continue throughout the delivery phase. The engagement and consultation will give all stakeholder groups a voice that is heard and any concerns are addressed at an early stage to ensure a successful outcome. All stakeholders are vital to the schemes success, and we have identified the key stakeholder groups as having a very specific interest in the delivery and successful outcome of the Third Crossing project. Communications with each group will be tailored to their specific needs:

### **Audience 1 - Political**

- We must continue to set out a clear case as to why the Third River Crossing is essential to the growth of the area and how we can accelerate financial investment.
- Reassurance to our political members that our processes are inclusive. As well as galvanising the political support we need to ensure successful funding allocations throughout the various rounds of funding bid submissions.
- Engagement with MP's to ensure the TRC is kept at the top of the political agenda for 'Place' and there is an understanding that the TRC is Norfolk's key infrastructure priority.

### **Audience 2 – Businesses**

- Reassurance that the Third River Crossing is sensitive to the needs of local businesses, with economic growth not only bringing new business to the area but working for the benefit of those already there.
- Regular information to key businesses on the progress of the TRC
- Close liaison with the landowners affected by the bridge
- Specially targeted consultation events and 121 meetings with key businesses

### **Audience 3 - Public**

- Reassurance that NCC are working on the Third River Crossing to ensure growth works in the best interests of local people.
- Organise a number of high profile consultation events throughout November to and end of January engaging local residents on the options

### **Audience 4 – Port Users**

- Engagement with land owners directly affected by the bridge in the form of 121 meetings
- Engagement with land owners in-directly affected by the bridge

## **3.2 Methods of Engagement**

The Third River Crossing project delivery board agreed on a strategy to engage using a range of communication methods and tools to reach each of the key audiences. In particular using:

### **Direct engagement**

To garner support for the Third River Crossing among key stakeholders we met and engaged directly with key stakeholders. At appropriate times, we arranged meetings

with relevant officials and politicians. We also organised a number of public engagement events in both Gorleston and Great Yarmouth library to engage with the public.

### Website

We utilised the NCC website a single source of credible information about our work on the Third River Crossing [www.norfolk.gov.uk](http://www.norfolk.gov.uk) This website holds all the relevant documents and evidence reports, as well as explanations as to how the NCC is working to make the Third River Crossing a reality. We used the website as a portal to share information and showcase the progress of NCC on the development of the Third River Crossing.

### Social Media

We used Norfolk County Council’s social media to engage social media users for the Third River Crossing event promotion and engagement with businesses in particular. To utilise Twitter, Facebook and LinkedIn to promote the bridge. Social media was used to promote the work ongoing on the development of the outline business case, reach a wider audience and monitor public support for the Third River Crossing. Using #GY3RC

### Targeted media coverage

Norfolk County Council’s media team released a number of press releases updating on progress of the GYTRC, to promote events, to encourage the completion of the questionnaire. The press have been and continue to be very responsive and positive in their media coverage with the Great Yarmouth Mercury and the EDP picking up on each press release and running it as a key story. The Third River Crossing made front page news.

### 3.3 Stakeholder Activity timeline

Summary of consultation activity undertaken by the Third River Crossing delivery team September 2016 – February 2017:

Date	Activity
21 <sup>st</sup> September 2016	<p><b>Third River Crossing Inception Meeting with Department of Transport</b></p> <p>Senior Officers met with Department of Transport to agree the scope of the outline business case.</p>
7 October 2016	<p><b>Department of Transport Exhibition</b></p> <p>Exhibition display for officials from Department of Transport who had visited Norfolk to see the NDR</p>
18 <sup>th</sup> October 2016	<p><b>Meeting with Peel Port Director and Maritime Expert</b></p> <p>Update meeting with Peel Port Director on the maritime work and level of consultation with Peel Ports required to ensure a robust</p>

	case. Peel Port are very helpful and willing to provide information as required.
<b>20 October 2016</b>	<p><b>Update to all Norfolk MPs</b></p> <p>An update was sent to all Norfolk MP's on the Third River Crossing. Henry Bellingham MP was in particular supportive and recognised the wider benefits of the Third River Crossing to the wider economy.</p>
<b>14<sup>th</sup> November 2016</b>	<p><b>Meeting with Great Yarmouth Chamber of Commerce Great Yarmouth Area Board.</b></p> <p>Officers met with the chamber to update the board. The Chamber were clear in their support.</p>
<b>17<sup>th</sup> November 2016</b>	<p><b>Meeting with Cllr Cliff Jordan Leader of Norfolk County Council and Cllr Alison Thompson Deputy Leader Norfolk County Council</b></p> <p>A meeting to update our leader and deputy leader on the project and secure continued support of the Third River Crossing.</p>
<b>21<sup>st</sup> November 2016</b>	<p><b>Update to Great Yarmouth Borough Council Economic Committee</b></p> <p>Officers updated the local members on the scheme.</p>
<b>25<sup>th</sup> November 2016</b>	<p><b>Meeting with Peel Port Strategic directors</b></p> <p>A high level meeting to update Peel Ports on the scheme and secure their ongoing high level support for the scheme.</p>
<b>8<sup>th</sup> December 2016 – 31<sup>st</sup> January 2017</b>	<p><b>Public Consultation Exhibitions</b></p> <p>Public exhibitions start in Great Yarmouth Town Hall, as well as Great Yarmouth Library and Gorleston Library. Met with a high level of interest. In particular the exhibitions in libraries.</p>
<b>8<sup>th</sup> December 2016</b>	<p><b>Look East Interview at Great Yarmouth Town Hall about the Third River Crossing</b></p> <p>An extremely positive showpiece from BBC Look East on the Third River Crossing, the LEP and the increase in funding available for Norfolk schemes.</p>
<b>19<sup>th</sup> January 2017</b>	<p><b>Sponsored Chamber of Commerce Business Breakfast</b></p> <p>Officers arranged to sponsor a business breakfast on the Third River Crossing and the wider work ongoing in Great Yarmouth on infrastructure.</p>

	Over 80 businesses attended and officers received a high level of support for the scheme.
<b>19<sup>th</sup> January 2017</b>	<b>Meeting with Town Centre BID Manager</b>  Officers met with the Town Centre Business Improvement District Manager Jonathan Newman who voiced strong support for the benefits the TRC would bring to 180 retail businesses he represents.
<b>20<sup>th</sup> January 2017</b>	<b>Meeting with Brandon Lewis MP</b>  Brandon Lewis MP met with officers from Norfolk County Council, Cllr Martin Wilby Chairman of Environment, Development and Transport Committee and Cllr Graham Plant Leader of Great Yarmouth Borough Council to discuss the Third River crossing and Brandon expressed his ongoing support.
<b>3<sup>rd</sup> February 2017</b>	<b>Norfolk chamber of Commerce MP Event</b>  Over 150 businesses attended and hear Brandon Lewis MP, Henry Bellingham MP, George Freeman MP and Richard Bacon MP talk about the importance of better infrastructure in Norfolk for the wider economy.  In particular Brandon Lewis MP made crystal clear his 100% support for the Great Yarmouth Third River Crossing.  Officers engaged directly with businesses who all voiced a complete support and vital necessity of the Third River Crossing.
<b>7<sup>th</sup> February 2017</b>	<b>Peel Port Meeting</b>  A meeting with Peel Port and their strategic directors to discuss the Third River Crossing scheme development.
<b>10<sup>th</sup> February 2017</b>	<b>Facilitated Port Users Stakeholder Breakfast</b>  A key breakfast with the port users to discuss the technical detail of the scheme and engage them fully in the process. Outlining the next stages of work.

### 3.4 Press Activity

Summary of press activity on the Third River Crossing:

<b>Date</b>	<b>Article Title</b>	<b>Summary of Key Points</b>
<b>27<sup>th</sup> May 2016</b>	<b>Third River Crossing Funding</b>  Local Transport Today:	Norfolk County Council bid for Third River Crossing funding.



	<a href="https://www.transportxtra.com/publications/local-transport-today/news/49076/norfolk-bids-for-great-yarmouth-bridge-cash">https://www.transportxtra.com/publications/local-transport-today/news/49076/norfolk-bids-for-great-yarmouth-bridge-cash</a>	
<b>6<sup>th</sup> August 2016</b>	<p><b>Funding boost for Great Yarmouth Third River crossing</b></p> <p>EDP 24:</p> <p><a href="http://www.edp24.co.uk/motoring/funding_boost_of_1m_for_third_river_crossing_in_great_yarmouth_1_4647101">http://www.edp24.co.uk/motoring/funding_boost_of_1m_for_third_river_crossing_in_great_yarmouth_1_4647101</a></p>	The Department for Transport (DfT) has agreed to put £1,080,000 towards building a business case for the bridge project.
<b>8<sup>th</sup> August 2016</b>	<p><b>Funding boost of £1million for Third River Crossing very welcome</b></p> <p>Norfolk Chamber of Commerce News Desk:</p> <p><a href="http://norfolkchamber.co.uk/news/policy-news/funding-boost-1m-great-yarmouth-third-river-crossing">http://norfolkchamber.co.uk/news/policy-news/funding-boost-1m-great-yarmouth-third-river-crossing</a></p>	More than £1million of government funding has been agreed to help move forward the third river crossing project in Great Yarmouth. The Department for Transport (DfT) has agreed to put £1,080,000 towards building a business case for
<b>8<sup>th</sup> August 2016</b>	<p><b>Funding boost of £1m for third river crossing in Great Yarmouth</b></p> <p>Great Yarmouth Mercury:</p> <p><a href="http://www.greatyarmouthmercury.co.uk/news/funding_boost_of_1m_for_third_river_crossing_in_great_yarmouth_1_4647101">http://www.greatyarmouthmercury.co.uk/news/funding_boost_of_1m_for_third_river_crossing_in_great_yarmouth_1_4647101</a></p>	<p>MP for Great Yarmouth Brandon Lewis said it was great for the town on a day when Yarmouth's Regent Street had been hit by a devastating fire.</p> <p>"It's a big boost when we could do with some good news," he said, adding: "It will make a huge difference to our infrastructure."</p> <p>Mr Lewis said that developing the business case itself would be a huge piece of work.</p> <p>He stressed that although people talk about dualling the Acle Straight as a priority, this scheme would do a lot to alleviate traffic issues in the town.</p> <p>He added: "We have secured £10m for safety improvements on the Acle Straight and £30m to improve the Vauxhall</p>

		roundabout. With the third river crossing, this would do a lot to tackle the traffic problems in the town. That will give us the position to then argue for dualling.”
<b>10<sup>th</sup> August 2016</b>	<b>Third River Crossing gets Funding</b>  <b>Heart Radio:</b> <a href="http://www.heart.co.uk/eastanglia/news/local/third-river-crossing-gets-1-million-of-funding/#KX6CLpciYiZzx0Bh.99">http://www.heart.co.uk/eastanglia/news/local/third-river-crossing-gets-1-million-of-funding/#KX6CLpciYiZzx0Bh.99</a>	After last week's devastating fire in Great Yarmouth, the town can now welcome some promising news.
<b>14<sup>th</sup> October 2016</b>	<b>Opportunities for Great Yarmouth including Third River Crossing</b>  <b>Lovewell-Blake:</b> <a href="http://www.lovewell-blake.co.uk/news/Great-Yarmouth-Mercury:-An-opportunity-for-Yarmouth-to-address-infrastructure-issues">http://www.lovewell-blake.co.uk/news/Great-Yarmouth-Mercury:-An-opportunity-for-Yarmouth-to-address-infrastructure-issues</a>	The business community in Great Yarmouth will welcome this new government commitment to focusing on the kind of infrastructure issues which have for too long stood in the way of growth and prosperity for the town.
<b>1<sup>st</sup> November 2016</b>	<b>Chamber of Commerce calls for infrastructure</b>  <b>Chamber of Commerce:</b> <a href="https://norfolkchamber.co.uk/news/policy/chamber-calls-infrastructure-projects-great-yarmouth">https://norfolkchamber.co.uk/news/policy/chamber-calls-infrastructure-projects-great-yarmouth</a>	It has been great to see our town bustling with tourists visiting our beaches and leisure activities recently – mostly in the sunshine, for once! Although this is a boost for retail and tourism businesses in our area, it highlights the accessibility problems with our area for both visitors and businesses.
<b>9<sup>th</sup> November 2016</b>	<b>Press Release from News Desk on Vital Traffic Surveys</b>  Norfolk County Council News Desk: <a href="https://www.norfolk.gov.uk/news/2016/11/traffic-surveys-to-help-inform-future-transport-investment-in-great-yarmouth">https://www.norfolk.gov.uk/news/2016/11/traffic-surveys-to-help-inform-future-transport-investment-in-great-yarmouth</a>	Traffic surveys to help inform future transport investment in Great Yarmouth

<p><b>9<sup>th</sup> November 2016</b></p>	<p><b>Traffic surveys to help inform future transport investment in Great Yarmouth</b></p> <p>Norfolk Chamber of Commerce News Desk:</p> <p><a href="https://norfolkchamber.co.uk/news/policy/traffic-surveys-help-inform-future-transport-investment-great-yarmouth">https://norfolkchamber.co.uk/news/policy/traffic-surveys-help-inform-future-transport-investment-great-yarmouth</a></p>	<p>Traffic surveys designed to gather information to determine future transport provision in Great Yarmouth are set to be carried out in the town in the next two weeks</p>
<p><b>9<sup>th</sup> November 2016</b></p>	<p><b>Beach Radio Interview</b></p>	<p>Senior Officers were interviewed by local radio on the importance of the Third River Crossing to Great Yarmouth.</p>
<p><b>9<sup>th</sup> November 2016</b></p>	<p><b>Norfolk Radio Interview</b></p>	<p>Senior Officers were interviewed by local radio on the importance of the Third River Crossing to Great Yarmouth.</p>
<p><b>9<sup>th</sup> November 2016</b></p>	<p><b>Chamber calls for infrastructure projects in Great Yarmouth</b></p> <p>Norfolk Chamber of Commerce News Desk:</p> <p><a href="https://norfolkchamber.co.uk/news/policy/chamber-calls-infrastructure-projects-great-yarmouth">https://norfolkchamber.co.uk/news/policy/chamber-calls-infrastructure-projects-great-yarmouth</a></p>	<p>It has been great to see our town bustling with tourists visiting our beaches and leisure activities recently – mostly in the sunshine, for once! Although this is a boost for retail and tourism businesses in our area, it highlights the accessibility problems with our area for both visitors and businesses.</p>
<p><b>21<sup>st</sup> November 2016</b></p>	<p><b>Article Published in Great Yarmouth Council Magazine</b></p> <p>Norfolk County Council News Desk:</p> <p><a href="http://www.norfolk.gov.uk">www.norfolk.gov.uk</a></p>	<p>A key article highlighting the scheme and the up and coming consultation events</p>
<p><b>29<sup>th</sup> November 2016</b></p>	<p><b>Public's views sought on Great Yarmouth third river crossing</b></p> <p>Great Yarmouth Mercury:</p> <p><a href="http://www.greatyarmouthmercury.co.uk/news/public-s-views-sought-on-great-yarmouth-third-river-crossing-1-4797947">http://www.greatyarmouthmercury.co.uk/news/public-s-views-sought-on-great-yarmouth-third-river-crossing-1-4797947</a></p>	<p>Norfolk County Council has launched the exercise to find out about transport issues in the borough and how the new bridge might affect people living, working and visiting the area.</p>

<p><b>30<sup>th</sup> November 2016</b></p>	<p><b>Press Release from News Desk Seeking Views on the Third River Crossing</b></p> <p>Norfolk County Council News Desk:</p> <p><a href="https://www.norfolk.gov.uk/news/2016/11/11/news-sought-on-potential-third-river-crossing-for-great-yarmouth">https://www.norfolk.gov.uk/news/2016/11/11/news-sought-on-potential-third-river-crossing-for-great-yarmouth</a></p>	<p>Norfolk County Council has launched a public consultation to find out about transport issues in Great Yarmouth and how its proposal for a third river crossing might affect people living, working and visiting the area.</p>
<p><b>23<sup>rd</sup> November 2016</b></p>	<p><b>Watch Now – Bite Size presentation to Chamber from Norfolk County Council on the Third River Crossing</b></p> <p>Norfolk Chamber of Commerce News Desk:</p> <p><a href="http://norfolkchamber.co.uk/news/policy-news/watch-now-bite-size-norfolk-progress-third-river-crossing">http://norfolkchamber.co.uk/news/policy-news/watch-now-bite-size-norfolk-progress-third-river-crossing</a></p>	<p>Presenter: David Allfrey, Infrastructure and Economic Growth Manager, Norfolk County Council, Tig Armstrong and Claire Sullivan Norfolk County Council.</p> <p>Chamber members can join us live for these 'Bite-size Norfolk' presentations and ask their questions live.</p>
<p><b>8<sup>th</sup> December 2017</b></p>	<p><b>Great Yarmouth Third River Crossing have your say.</b></p> <p>East Coast Plans:</p> <p><a href="http://eastcoastplans.co.uk/planning-in-great-yarmouth-and-gorleston/great-yarmouth-third-river-crossing">http://eastcoastplans.co.uk/planning-in-great-yarmouth-and-gorleston/great-yarmouth-third-river-crossing</a></p>	<p>Norfolk County Council has launched a public consultation to find out about transport and how a third river crossing for Great Yarmouth might affect the area in preparation for a bid for funding due to be submitted to government in March 2017.</p>
<p><b>12<sup>th</sup> December 2016</b></p>	<p><b>Warning that Norfolk will ‘die on its feet’ without more money for roads</b></p> <p>EDP24:</p> <p><a href="http://www.edp24.co.uk/news/politics/warning-that-norfolk-will-die-on-its-feet-without-more-money-for-roads-1-4813445">http://www.edp24.co.uk/news/politics/warning-that-norfolk-will-die-on-its-feet-without-more-money-for-roads-1-4813445</a></p>	<p>Norfolk County Council today agreed to name three projects as its transport infrastructure priorities including the Third River Crossing for Great Yarmouth.</p> <p>Colleen Walker, Labour councillor, said it was vital that the third river crossing in Great Yarmouth happened.</p> <p>She said: “Norfolk is coming to a standstill. If we do not do something quickly, this place will die on its feet.”</p>

<p><b>1<sup>st</sup> December 2016</b></p>	<p><b>Come to the Great Yarmouth Business Breakfast sponsored by Norfolk County Council on the Third River Crossing</b></p> <p>Norfolk Chamber of Commerce News Desk:</p> <p><a href="http://norfolkchamber.co.uk/events/chamber-event/great-yarmouth-business-breakfast-0">http://norfolkchamber.co.uk/events/chamber-event/great-yarmouth-business-breakfast-0</a></p>	<p>Tig Armstrong, Infrastructure and Economic Growth Manager, and David Allfrey, Major Projects Manager, Norfolk County Council, will discuss the recent ongoings with the Third River Crossing, covering:</p> <ul style="list-style-type: none"> <li>• The Borough's master planning work</li> <li>• Highways England junction improvement</li> <li>• Dualling the A47</li> <li>• Sustainable transport improvements in the town</li> <li>• The impact of the Third River Crossing to traffic and businesses in the area</li> <li>• Timescales of the project</li> </ul>
<p><b>2<sup>nd</sup> December 2016</b></p>	<p><b>Share your views on the Third River Crossing</b></p> <p>Norfolk Chamber of Commerce News Desk:</p> <p><a href="http://norfolkchamber.co.uk/news/policy-news/share-your-views-great-yarmouth-third-river-crossing">http://norfolkchamber.co.uk/news/policy-news/share-your-views-great-yarmouth-third-river-crossing</a></p>	<p>Views on a proposal for a third river crossing in Great Yarmouth are being sought as part of a public consultation.</p>
<p><b>13<sup>th</sup> January 2017</b></p>	<p><b>Third River Crossing would benefit Great Yarmouth</b></p> <p>Norfolk Chamber of Commerce News Desk:</p> <p><a href="http://norfolkchamber.co.uk/news/policy-news/chamber-third-river-crossing-would-benefit-great-yarmouth">http://norfolkchamber.co.uk/news/policy-news/chamber-third-river-crossing-would-benefit-great-yarmouth</a></p>	<p>The current lack of connectivity severely inhibits movement in Great Yarmouth resulting in congestion and ultimately limiting the economic potential of the town. Particular areas that could be affected include: the Great Yarmouth Enterprise Zone, the Energy Park, the South Denes Business Park and the deep water outer harbour. Norfolk County Council previously carried out a public consultation on a third river crossing in 2009, in which 92% of people supported a new crossing. The government have now given them the opportunity</p>

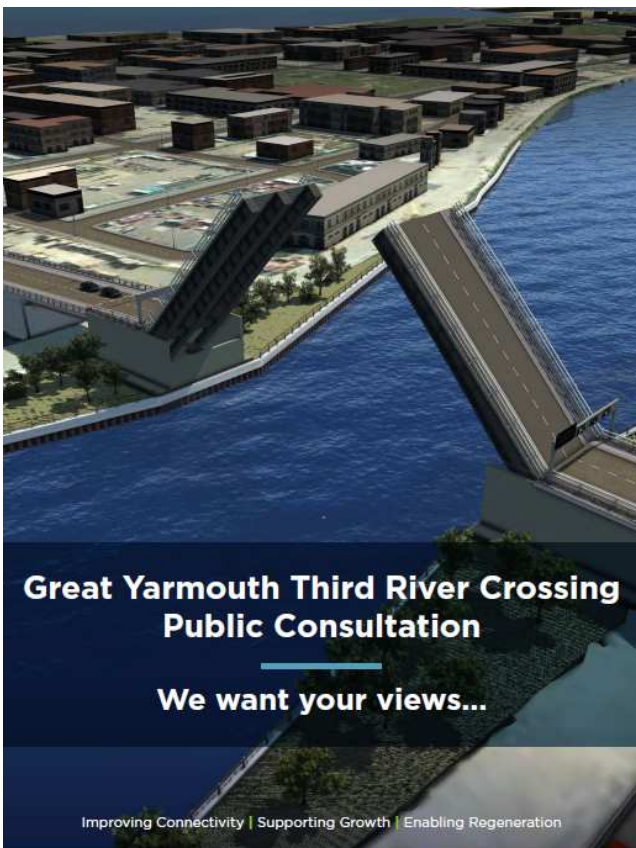


		to bid for funding to move the bridge into the planning and detailed design phase.
<b>18<sup>th</sup> January 2017</b>	<p><b>Press Release from News Desk – Still time to give your views on the Third River Crossing</b></p> <p>Norfolk County Council News Desk:</p> <p><a href="https://www.norfolk.gov.uk/news/2017/01/s-till-time-to-give-your-views-on-potential-third-river-crossing">https://www.norfolk.gov.uk/news/2017/01/s-till-time-to-give-your-views-on-potential-third-river-crossing</a></p> <p>Diss Mercury:</p> <p><a href="http://www.dissmercury.co.uk/news/still-time-to-have-your-say-in-great-yarmouth-third-river-crossing-consultation-14854509">http://www.dissmercury.co.uk/news/still-time-to-have-your-say-in-great-yarmouth-third-river-crossing-consultation-14854509</a></p>	Since Norfolk County Council launched the consultation at the end of November 2016, more than 250 people have given their views, both online and at a series of consultation events that have taken place in Great Yarmouth and Gorleston.
<b>20<sup>th</sup> January 2017</b>	<p><b>Chamber Third River Crossing Business Chamber breakfast</b></p> <p>Norfolk Chamber of Commerce News Desk:</p> <p><a href="https://norfolkchamber.co.uk/news/general/infrastructure-updates-and-ample-networking">https://norfolkchamber.co.uk/news/general/infrastructure-updates-and-ample-networking</a></p>	On Thursday 19th January, over 70 members joined us for a Business Breakfast at the Great Yarmouth Town Hall. The Assembly Room provided a grand and spacious setting where delegates could network over coffee upon arrival.
<b>27<sup>th</sup> January 2017</b>	<p><b>Chamber urges business to support Great Yarmouth Third River Crossing</b></p> <p>Norfolk Chamber of Commerce News Desk:</p> <p><a href="https://norfolkchamber.co.uk/news/policy/chamber-urges-business-support-great-yarmouth-third-river-crossing">https://norfolkchamber.co.uk/news/policy/chamber-urges-business-support-great-yarmouth-third-river-crossing</a></p>	Norfolk Chamber is urging businesses to submit letters of support, which will be sent to Chris Grayling, Secretary of State for Transport, for the proposed Great Yarmouth Third River Crossing
<b>6<sup>th</sup> February 2017</b>	<p><b>Chamber meets MPs with infrastructure high on the agenda</b></p> <p>Norfolk Chamber of Commerce News Desk:</p>	As the event resumed, members had the chance to hear from Brandon Lewis – MP for Great Yarmouth, in a pre-recorded video message. Brandon highlighted key growth in his constituency with the Great Yarmouth River Crossing

	<a href="https://norfolkchamber.co.uk/news/policy/chamber-members-question-region%E2%80%99s-mps">https://norfolkchamber.co.uk/news/policy/chamber-members-question-region%E2%80%99s-mps</a>	development, and spoke of how Brexit must now become an opportunity for the UK.
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### 3.5 Consultation Leaflet

A consultation leaflet was produced that could be used for all our key stakeholder audiences:



**The Great Yarmouth Third River Crossing is a vital part of the economic growth strategy for the Great Yarmouth area**

The new crossing will provide much needed connections between the strategic road network and the fast growing energy related Enterprise Zone. This proposal is crucial in providing linkages across the River Yare to the economic growth hub in the South Denes peninsula. The current lack of connectivity severely inhibits movement in Great Yarmouth resulting in congestion and ultimately limiting the economic potential of the Great Yarmouth Enterprise Zone, Great Yarmouth Energy Park, the South Denes Business Park and the deep water outer harbour, operated by Peel Ports Great Yarmouth.

Norfolk County Council has invested close to £4m towards the scheme to date:

- 2003-2009: invested £1.1m to identify the preferred crossing type and route
- 2009-2015: £2.8m to acquire properties and land to safeguard the route
- 2015-2016: £2m funding secured via the New Anglia Local Enterprise Partnership
- 2016: £1.2m bid submission to Department for Transport

A new crossing would support the town's role as part of the East of England Energy Zone, as a Centre for Offshore Renewable Engineering and provide the capacity for regeneration, economic growth and act as a catalyst for investment.

The crossing would also support tourism in East Anglia; tourism is worth £577million per annum locally to the borough of Great Yarmouth and creates jobs for 30% of the local workforce; and the borough of Great Yarmouth hosts more than a third of all tourists staying in Norfolk and a quarter of all tourists staying in Norfolk and Suffolk.

**TIMELINE AND COSTS OF PROPOSED CROSSING**

Year	Activity / Cost
2017-18	£1.2m: Prepare Strategic Outline Business Case
2018-19	Further consultation/ stakeholder engagement
2018-19	£3m: Detailed design
2019-20	£1m - £1.5m: Planning

2 / Great Yarmouth Third River Crossing

## BENEFITS

- Helps to deliver up to 5,000 jobs
- Reduces congestion with up to 1,000 and 200 vehicles removed from Haven and Breydon Bridges respectively in peak periods
- Shorter journey times
- More attractive to major inward investors
- Improved quality of life for residents and employees
- Reduces high season congestion
- Gross Value Added (GVA) uplift of £150m per annum

## CHALLENGES

- High unemployment and deprivation
- High congestion levels
- Perceptions of remoteness
- Severance between residential and employment areas
- Poor connectivity
- Limited road access to the Great Yarmouth South Dene peninsula
- Accommodating increased volumes of traffic in the future from commercial and residential expansions



## PUBLIC CONSULTATION

Norfolk County Council has launched a public consultation to find out about transport issues in Great Yarmouth and how its proposal for a third river crossing might affect people living, working and visiting the area.

Anyone can respond to the consultation by answering a series of questions online which should take around 10 minutes to complete. Visit:

[www.norfolk.gov.uk/TRC](http://www.norfolk.gov.uk/TRC)

In addition, a number of consultation events are being held throughout December and January in the town where people can drop in to talk to representatives from the County Council about its proposal to build a third bridge across the River Yare, as well as the town's wider transport needs.

### PUBLIC CONSULTATION DATES

- Thursday 8th December • 10am - 4pm • Great Yarmouth Town Hall
- Saturday 10th December • 10am - 2pm • Great Yarmouth Library
- Thursday 15th December • 10am - 4pm • Great Yarmouth Town Hall
- Friday 13th January • 10am - 4pm • Great Yarmouth Town Hall
- Thursday 26th January • 10am - 4pm • Great Yarmouth Town Hall
- Saturday 28th January • 10am - 3pm • Great Yarmouth Library

For more information, please contact:  
**Claire Sullivan**, Infrastructure and Economic Growth  
 T: 01603 223095  
 E: [claire.sullivan@norfolk.gov.uk](mailto:claire.sullivan@norfolk.gov.uk)  
 W: [www.norfolk.gov.uk/TRC](http://www.norfolk.gov.uk/TRC)  
 @NorfolkCC #GY3RC

"Investment in improved transport infrastructure is an essential step to unlocking Great Yarmouth's true potential. The ability to attract opportunities will not only benefit existing businesses but also the communities we serve today and the future prosperity we can deliver tomorrow."  
**Richard Goffin**, Port Director, Peel Ports Great Yarmouth

"Boosting connectivity is key to boosting our productivity, attracting inward investment and retaining local talent. A Third River Crossing in Great Yarmouth would support all three; helping to create thousands of new jobs, improving links across the town and the rest of the region as well as reducing congestion which costs our local business time, money and customers."  
**Chris Starkie**, Managing Director of New Anglia Local Enterprise Partnership

Norfolk County Council

GREAT YARMOUTH BOROUGH COUNCIL

NEWANGLIA  
 Local Enterprise Partnership  
 for Norfolk and Suffolk



### 3.6 Consultation Exhibition Material

We used a series of pull up display systems for all the exhibitions and at all the events we attended:

# Great Yarmouth Third River Crossing



## Support

"This is an issue that unites councillors of all political parties as the Third River Crossing would be a huge benefit for Yarmouth and Norfolk, bringing prosperity, reducing journey times and congestion in the town."

**Councillor Martin Wilby**  
Chairman of the Environment, Development and Transport Committee, Norfolk County Council

"Great Yarmouth is world-renowned as England's offshore energy sector capital, in line to share in billions of pounds of private investment over the coming decades, including in offshore windfarms and gas platform decommissioning. Linking the port, new deep-water Gulf Harbour and enterprise zone to the trunk road network will further boost the UK's prospects and prosperity."

**Councillor Graham Plant**  
Leader of Great Yarmouth Borough Council

## Benefits

-  Helps to deliver up to 5,000 jobs
-  Reduces congestion with up to 1,000 and 200 vehicles removed from Haven and Breydon Bridges respectively in peak periods
-  Shorter journey times
-  More attractive to major inward investors
-  Improved quality of life for residents and employees
-  Reduces high season congestion
-  Gross Value Added (GVA) uplift of £150m per annum



# Have your say on the Third River Crossing



Norfolk County Council has launched a public consultation to find out about transport issues in Great Yarmouth and how its proposal for a third river crossing might affect people living, working and visiting the area.

Anyone can respond to the consultation by answering a series of questions online via [www.norfolk.gov.uk/TBC](http://www.norfolk.gov.uk/TBC), which should take around 10 minutes to complete.

The Great Yarmouth Third River Crossing is a vital part of the economic growth strategy for the Great Yarmouth area.

The new crossing will provide much needed connections between the strategic road network and the fast growing energy related Enterprise Zone. This proposal is crucial in providing linkages across the River Yare to the economic growth hubs in the South Dunes peninsula. The current lack of connectivity severely inhibits movements in Great Yarmouth resulting in congestion and ultimately limiting the economic potential of the Great Yarmouth Enterprise Zone, Great Yarmouth Energy Park, the South Dunes Business Park and the deep water outer harbour, operated by Port of Great Yarmouth.


Norfolk County Council has invested close to £4m towards the scheme to date:

- 2003 – 2009: Invested £1.7m to identify the preferred crossing type and route
- 2009 – 2015: £2.8m to acquire properties and land to safeguard the route
- 2015 – 2016: £2m funding secured via the New Anglia Local Enterprise Partnership
- 2016: £1.08m secured through the Department of Transport to fund the Outline Business Case



A new crossing would support the town's role as part of the East of England Energy Zone, as a Centre for Offshore Renewable Engineering and provide the capacity for regeneration economic growth and act as a catalyst for investment.

The crossing would also support tourism in East Anglia; tourism is worth £577million per annum locally to the borough of Great Yarmouth and creates jobs for 30% of the local workforce; and the borough of Great Yarmouth hosts more than a third of all tourists staying in Norfolk and a quarter of all tourists staying in Norfolk and Suffolk.



# A47 – Gateway to growth



## Norfolk County Council's A47 Priorities:

- **Acle Straight**  
Estimated cost: £105m  
BCR: High
- **Tilney to East Winch  
(King's Lynn)**  
Estimated cost: £140m  
BCR: Medium to high



 **Norfolk** County Council



## 3.7 Website

Norfolk County Council updated their website to start to follow the same style as the Northern Distributor Road:

**Norfolk** County Council

Search

Services Accessibility | Sign in | Register

Home > Roads and transport > Major projects and improvement plans > Great Yarmouth > Third river crossing

# Third river crossing

**About the third river crossing**  
What and where the third river crossing is and why we need it  
[More about About the third river crossing](#)

**Benefits of the third river crossing**  
The benefits of a third river crossing and the existing problems it will solve  
[More about Benefits of the third river crossing](#)

**Public consultation on third river crossing**  
How and when you can have your say on the third river crossing  
[More about Public consultation on third river crossing](#)

**Costs of the third river crossing**  
How much a third river crossing would cost and where that money will come from  
[More about Costs of the third river crossing](#)

The website was the main portal on which to reach the consultation questionnaire:

## Public consultation on third river crossing

Norfolk County Council has launched a public consultation to find out about transport issues in Great Yarmouth and how its proposal for a third river crossing might affect people living, working and visiting the area.

[Have your say on the third river crossing](#)

You can also give us your views on Twitter, just use the hashtag #GY3RC.

In addition, a number of consultation events are being held throughout December and January in the town where people can drop in to talk to representatives from the County Council and Great Yarmouth Borough Council about its proposal to build a third bridge across the River Yare, as well as the town's wider transport needs.

The full list of consultation events is as follows:

- Thursday 8 December, 10am – 4pm, Great Yarmouth Town Hall
- Saturday, 10 December, 10am – 2pm, Great Yarmouth Library
- Monday 12 December, 10am - 4pm, Gorleston Library
- Thursday 15 December, 10am – 4pm, Great Yarmouth Town Hall
- Tuesday 10 January, 10am - 4pm, Gorleston Library
- Friday 13 January, 10am – 4pm, Great Yarmouth Town Hall
- Saturday 21 January, 10am - 2pm, Gorleston Library
- Thursday 26 January, 10am – 4pm, Great Yarmouth Town Hall
- Saturday 28 January, 10am – 3pm, Great Yarmouth Library

We previously carried out a public consultation on a third river crossing in 2009, in which 92% of people supported a new crossing. The government have now given us the opportunity to bid for funding to move

#GY3RC

**Norfolk Council** @NorfolkCC  
Care about Great Yarmouth's future? Our consultation on a proposed third river crossing closes at midnight [norfolk.gov.uk/trc](http://norfolk.gov.uk/trc) #GY3RC

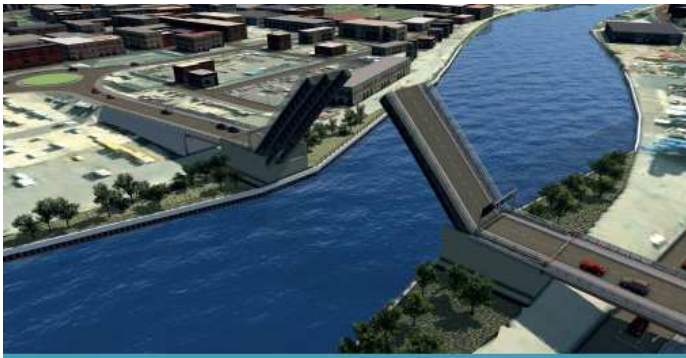
Warren Kingston Retweeted

**Brandon Lewis MP** @BrandonLewis  
Still time to have your say on the Third River Crossing for #GreatYarmouth #GY3RC [norfolk.gov.uk/roads-and-tran...](http://norfolk.gov.uk/roads-and-tran...)

Embed View on Twitter

### 3.8 Consultation Questionnaire

A questionnaire was designed with advice from Norfolk County Council's stakeholder engagement team. It was made available to access online via the Norfolk County Council website using Smart Survey. There were also paper copies with a freepost envelope available at all the exhibition events and in key locations in and around Great Yarmouth:



WE WANT YOUR VIEWS ON

# TRANSPORT IN GREAT YARMOUTH

We want to find out more about your transport issues and how our proposal for a third river crossing in Great Yarmouth might affect you.

We will use this information to help us understand the issues people travelling around Great Yarmouth experience and to help support our case for more investment in infrastructure across this area. If you would like further information on the Third River crossing in Great Yarmouth or the Great Yarmouth Transport Strategy you can visit [www.norfolk.gov.uk/TRC](http://www.norfolk.gov.uk/TRC)

Norfolk County Council will keep your answers safely and in line with the Data Protection Act. Thank you for taking the time to answer our survey. Please respond by 31st January 2017.

#### 2 GREAT YARMOUTH TRANSPORT QUESTIONNAIRE

1. In the last 12 months how frequently have you travelled around Great Yarmouth and Gorleston using the following types of transport? Please select one answer on each row:

	Every day	Three or more times a week	Once or twice a week	Once or twice a month	More than twice a year	Once or twice a year	Less than that or never
Private car as a driver	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Private car as a passenger	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Train	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking (for 20 minutes or more without stopping)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

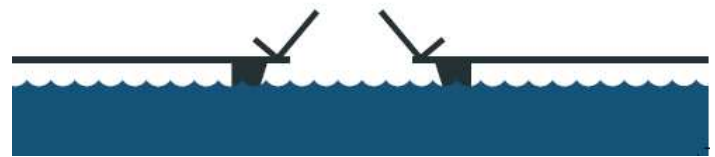
2. Here is a list of transport issues. Please tell us how you feel about each issue by selecting one answer on each row:

	This is a very serious issue	This is a serious issue	This is a minor issue	This is not an issue	Don't know
Congestion in the town centre	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Congestion on approaching the town	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic queues caused by Braydon Bridge opening	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic queues caused by Haven Bridge opening	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of bus services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of train service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of walking and cycling provision	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other - please write in below:

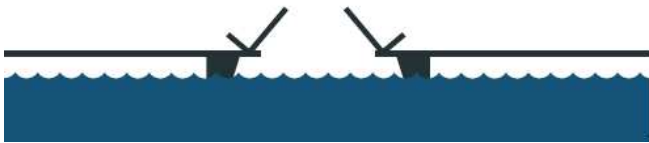
3. Looking in more detail at congestion, how often in the past 12 months, if at all, have you personally been affected by traffic congestion in and around Great Yarmouth and Gorleston? Please select one only:

- Every day
- Once or twice a week
- Three or more times a week
- Once or twice a month
- Less than that but more than twice a year
- Once or twice a year
- Less than that or never



4. Thinking about the last time you were delayed by traffic congestion, roughly how long was your journey delayed for? Please select one only:
- Less than 5 minutes     5 to 10 minutes     11 to 20 minutes     21 to 30 minutes  
 31 to 40 minutes     more than 40 minutes     I have not been delayed by traffic congestion
5. Which of the following modes of transport do you think is most in need of investment in the Great Yarmouth and Gorleston area? Please rank in order with 1 being the most in need and 5 being the least in need:
- \_\_\_ Cycling    \_\_\_ Walking    \_\_\_ Car    \_\_\_ Bus    \_\_\_ Train
6. How likely or unlikely would you be to use a Third River Crossing? Please select one only:
- Very likely     Likely     Neither likely or unlikely     Unlikely     Very unlikely
7. If you think you would use a Third River Crossing how often do you think you would use it? Please select one only:
- Every day     Once or twice a week     Three or more times a week  
 Once or twice a month     Less than that but more than twice a year     Once or twice a year  
 Less than that or never
8. What types of journeys would you use a third river crossing for? Please select all that apply:
- Shopping     Visiting friends / relatives     Other personal business     Freight/transport  
 Commuting     Holidays and day trips     Business travel     Port user
9. Here is a list of the benefits that we think a Third River Crossing could provide to Great Yarmouth and the surrounding area. How far do you agree or disagree that the proposed Crossing will help to deliver these? Please select one answer on each row:

	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree	Don't know
Help to create more jobs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve the quality of life	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reduce congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Make journey times shorter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Encourage businesses to invest in the area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Encourage more visitors to the area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve access to the port / industrial areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



10. If you can think of other improvements that having a Third River Crossing could bring to Great Yarmouth, please write them in below:
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
11. If you have any other comments on proposals to build the Third River Crossing or on transport issues affecting Great Yarmouth and Gorleston please write them in below:
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
12. Please tick all that apply:
- I live in the Great Yarmouth Area     I work in the Great Yarmouth Area  
 I own a business in the Great Yarmouth Area     I am a visitor to the Great Yarmouth Area
13. What is your postcode? Please write in below: (Please note - We will only use this information to help us understand the transport issues affecting people living in different areas.)
- \_\_\_\_\_

Thank you very much for taking the time to complete this survey. Your feedback is invaluable in helping us plan future infrastructure provision for Great Yarmouth and Gorleston.



### 3.9 Stakeholder Engagement Events

The Great Yarmouth Third River Crossing delivery team launched the consultation and engagement programme with a number of consultation events held throughout December and January in the town inviting residents, businesses and all stakeholders to engage directly with officers working on the scheme.

These events also provided an opportunity for officers to engage with the town on its wider transport needs.

The full list of consultation events is as follows:

Day	Date	Time	Venue
Thursday	8 December	10am – 4pm	Great Yarmouth Town Hall
Saturday	10 December	10am – 2pm	Great Yarmouth Library
Monday	12 December	10am - 4pm	Gorleston Library
Thursday	15 December	10am - 4pm	Great Yarmouth Town Hall
Tuesday	10 January	10am - 4pm	Gorleston Library
Friday	13 January	10am – 4pm	Great Yarmouth Town Hall
Saturday	21 January	10am - 2pm	Gorleston Library
Thursday	26 January	10am – 4pm	Great Yarmouth Town Hall
Saturday	28 January	10am – 3pm	Great Yarmouth Library

In total officers spent a total of 49 hours meeting and talking with members of the public. All the events were very well attended with a high level of interest by everyone who attended.

We estimate that we spoke directly to approximately 250-300 stakeholders at the consultation events.

### 3.10 Social Media

The use of social media was vital in engaging with the wider public. The team utilised social media from Norfolk County Council and Great Yarmouth Borough Council to promote activities, events and engage with stakeholders.

Facebook - A high level of engagement was reached in particular via the Great Yarmouth Mercury Facebook page.

Twitter – Using #GY3RC was used to engage with online users with a particular interest in the Great Yarmouth Third River Crossing.

LinkedIn – Conversations were initiated via the Chamber of Commerce via LinkedIn.

A snap shots of social media interaction:



#### 4.0 Questionnaire Analysis

As part of the engagement process we wanted to give stakeholders the opportunity using a formal questionnaire to give us their views on the Third River Crossing and the wider transport issues within and around Great Yarmouth and Gorleston. This questionnaire can be viewed as a follow up to the 2009 public consultation where we explicitly asked people if they supported a Third River Crossing for Great Yarmouth. The analysis at that time showed that **92%** of people supported a new crossing at that time.

This questionnaire was a good opportunity to delve deeper into how often they might use the bridge and what benefits or otherwise they would see the bridge having. We saw this as an opportunity to build upon the initial high level of support and understand the day to day impact the TRC would have.

The time period for the questionnaire was from November 2016 to 31<sup>st</sup> January 2017.

In total **479** responses were received via Smart Survey Online survey on [www.norfolk.gov.uk/TRC](http://www.norfolk.gov.uk/TRC)

Of the respondents 82% live in Great Yarmouth or Gorleston, 54% work in Great Yarmouth or Gorleston, 14% own a business and 12% were visiting Great Yarmouth.










#### 4.1 Question 1: Modes of Transport

Question 1 focused on looking to understand the modes of transport used in and around Great Yarmouth and Gorleston and how often different modes of transport are used.

1. In the last 12 months how frequently have you travelled around Great Yarmouth and Gorleston using the following types of transport? Please select one answer on each row:

	Every day	Three or more times a week	Once or twice a week	Once or twice a month	More than twice a year	Once or twice a year	Less than that or never
Private car as a driver	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Private car as a passenger	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Train	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking (for 20 minutes or more without stopping)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Every day	Three or more times a week	Once or twice a week	Once or twice a month	Less than that but more than twice a year	Once or twice a year	Less than that or never
Private car - as a driver	48.3% (196)	23.2% (94)	15.0% (61)	3.2% (13)	3.7% (15)	1.2% (5)	5.4% (22)
Private car - as a passenger	7.4% (23)	17.1% (53)	22.9% (71)	19.7% (61)	10.0% (31)	8.4% (26)	14.5% (45)
Taxi	0.7% (2)	0.0% (0)	3.4% (10)	13.8% (40)	14.1% (41)	21.0% (61)	46.9% (136)
Bus	2.6% (8)	7.1% (22)	6.5% (20)	10.6% (33)	11.9% (37)	10.3% (32)	51.0% (158)
Train	0.4% (1)	0.0% (0)	1.1% (3)	6.3% (18)	18.2% (52)	17.9% (51)	56.1% (160)
Cycle	3.1% (9)	5.5% (16)	3.1% (9)	7.2% (21)	7.5% (22)	5.5% (16)	68.2% (199)
Walking (For twenty minutes or more without stopping)	12.5% (40)	14.7% (47)	13.4% (43)	21.3% (68)	9.7% (31)	5.0% (16)	23.4% (75)

1.1. Private car - as a driver			Response Percent
1	Every day		48.2%
2	Three or more times a week		23.4%
3	Once or twice a week		14.8%
4	Once or twice a month		3.2%
5	Less than that but more than twice a year		3.9%
6	Once or twice a year		1.2%
7	Less than that or never		5.4%

1.7. Walking (For twenty minutes or more without stopping)			Response Percent
1	Every day		12.4%
2	Three or more times a week		14.6%
3	Once or twice a week		13.3%
4	Once or twice a month		21.4%
5	Less than that but more than twice a year		9.9%
6	Once or twice a year		5.0%
7	Less than that or never		23.5%

**Key highlights:**

- Private car usage is highest with **48.2%** of stakeholders using their cars daily
- Walking is reasonably well distributed with **40.3%** of respondents walking at least once or twice a week for a period of longer than 20 minutes.
- As part of the TRC design it will be important to ensure walking facilities are taking into account.

**4.2 Question 2: transport issues**






Question 2 follows on by asking stakeholders what they feel are the transport issues within Great Yarmouth and Gorleston. In particular what is the reality of daily journeys crossing the peninsular and if the two existing bridges have an impact on journeys?





2. Here is a list of transport issues. Please tell us how you feel about each issue by selecting one answer on each row:






	This is a very serious issue	This is a serious issue	This is a minor issue	This is not an issue	Don't know
Congestion in the town centre	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Congestion on approaching the town	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic queues caused by Breydon Bridge opening	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic queues caused by Haven Bridge opening	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of bus services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of train service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of walking and cycling provision	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>






Other - please write in below:

	This is a very serious issue	This is a serious issue	This is a minor issue	This is not an issue	Don't know
Congestion in the town centre	34.8% (141)	36.5% (148)	22.7% (92)	4.0% (16)	2.0% (8)
Congestion on approaching the town	67.7% (281)	24.6% (102)	7.2% (30)	0.5% (2)	0.0% (0)
Traffic queues caused by Breydon Bridge opening	41.6% (171)	28.0% (115)	23.8% (98)	4.6% (19)	1.9% (8)
Traffic queues caused by Haven Bridge opening	42.4% (174)	27.8% (114)	23.7% (97)	3.9% (16)	2.2% (9)
Lack of bus services	8.4% (33)	19.0% (75)	24.1% (95)	22.3% (88)	26.1% (103)
Lack of train service	11.0% (43)	17.4% (68)	23.6% (92)	22.3% (87)	25.6% (100)
Lack of walking and cycling provision	10.7% (42)	14.2% (56)	31.6% (124)	25.7% (101)	17.8% (70)

2.1. Congestion in the town centre			Response Percent
1	This is a very serious issue		34.7%
2	This is a serious issue		36.7%
3	This is a minor issue		22.7%
4	This is not an issue		3.9%
5	Don't know		2.0%

2.2. Congestion on approaching the town			Response Percent
1	This is a very serious issue		67.5%
2	This is a serious issue		24.8%
3	This is a minor issue		7.2%
4	This is not an issue		0.5%
5	Don't know		0.0%

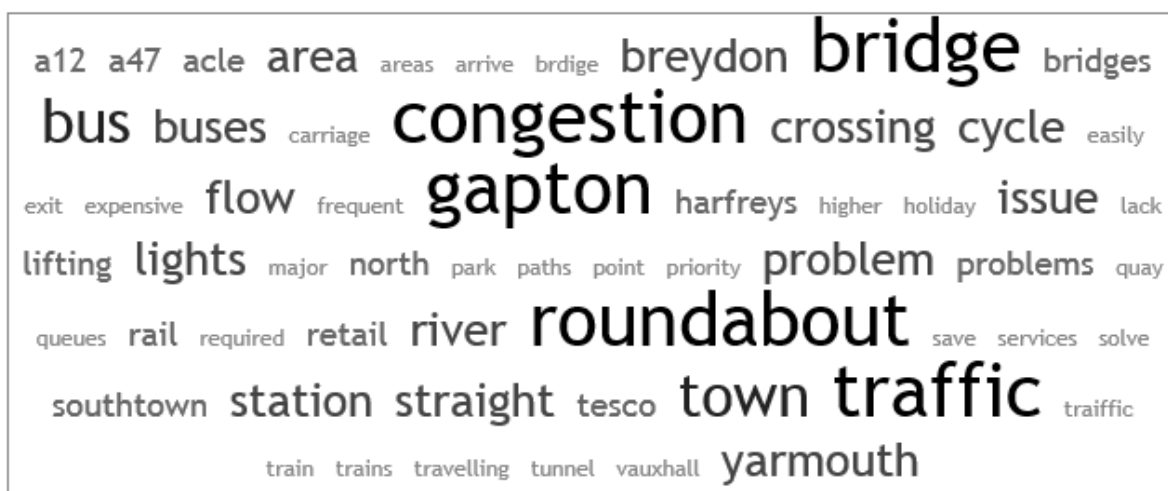
2.3. Traffic queues caused by Breydon Bridge opening			Response Percent
1	This is a very serious issue		41.5%
2	This is a serious issue		28.2%
3	This is a minor issue		23.8%
4	This is not an issue		4.6%
5	Don't know		1.9%

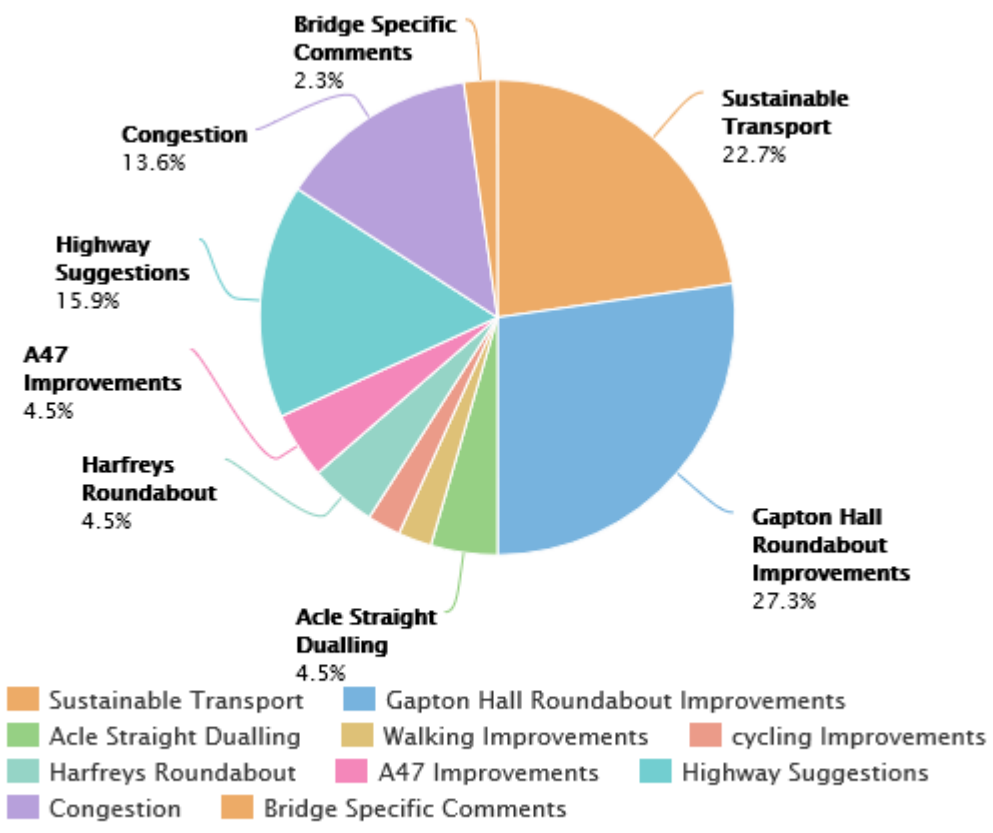
2.4. Traffic queues caused by Haven Bridge opening			Response Percent
1	This is a very serious issue		42.3%
2	This is a serious issue		28.0%
3	This is a minor issue		23.6%
4	This is not an issue		3.9%
5	Don't know		2.2%

Key highlights:

- **71.4%** of respondents see congestion is seen as either a very serious issue or a serious issue in the town centre
- **92.3%** of respondents see congestion approaching the town as either a very serious issue or a serious issue
- **69.7%** of respondents find traffic queues caused by Breydon Bridge opening as either a very serious issue or a serious issue
- **70.3%** of respondents also find traffic queues caused by Haven Bridge as either a serious or very serious issue
- **27.4%** of respondents feel that the lack of bus service as either a serious or very serious issue
- **28.4%** of respondents feel that the lack of train services is a serious or very serious issue

Question 2 had the option to give other views if respondents felt there were other transport issues in the town.





Other key issues included:








- Improvements to Gapton Hall Roundabout
- Improvements to Harfreys Roundabout
- Improvements to the wider highway network
- Sustainable transport improvements

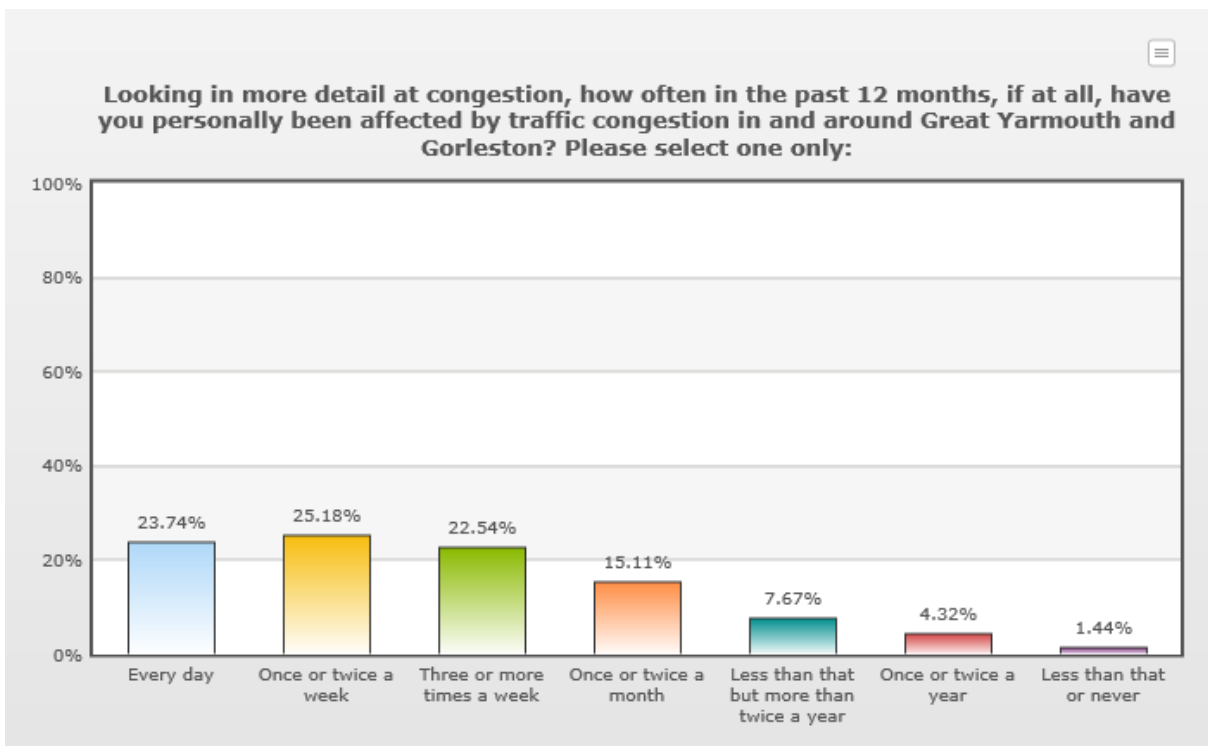
### 4.3 Question 3: Congestion

This question delves into the question around congestion and how often respondents are affected by it over an average year.



3. Looking in more detail at congestion, how often in the past 12 months, if at all, have you personally been affected by traffic congestion in and around Great Yarmouth and Gorleston? Please select one only:
- Every day                       Once or twice a week                       Three or more times a week  
 Once or twice a month       Less than that but more than twice a year       Once or twice a year  
 Less than that or never

3. Looking in more detail at congestion, how often in the past 12 months, if at all, have you personally been affected by traffic congestion in and around Great Yarmouth and Gorleston? Please select one only:			Response Percent
1	Every day		23.74%
2	Once or twice a week		25.18%
3	Three or more times a week		22.54%
4	Once or twice a month		15.11%
5	Less than that but more than twice a year		7.67%
6	Once or twice a year		4.32%
7	Less than that or never		1.44%



**Key highlights:**

- A total combined **71.4%** of respondents have been affected by congestion in and around Great Yarmouth and Gorleston either on a daily basis, once or twice a week or three or more times a week.
- **23.7%** are affected on a daily basis
- **25.1%** are affected once or twice a week

#### 4.4 Question 4: Average journey delays

Following on from question 3 we wanted to gain a further insight into people's perceptions of how long they are delayed on an average journey into Great Yarmouth or Gorleston.

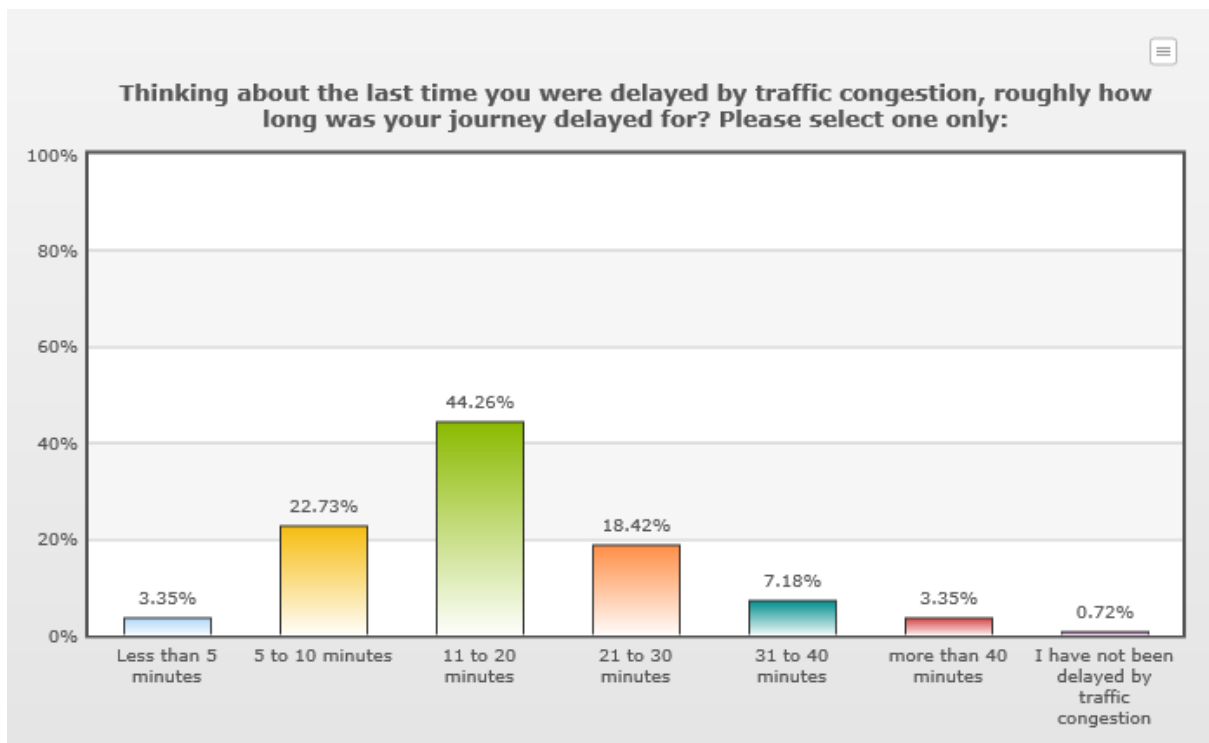
4. Thinking about the last time you were delayed by traffic congestion, roughly how long was your journey delayed for? Please select one only:

- Less than 5 minutes     
  5 to 10 minutes     
  11 to 20 minutes     
  21 to 30 minutes  
 31 to 40 minutes     
  more than 40 minutes     
  I have not been delayed by traffic congestion

#### Analysis:

4. Thinking about the last time you were delayed by traffic congestion, roughly how long was your journey delayed for? Please select one only:

		Response Percent
1	Less than 5 minutes	3.35%
2	5 to 10 minutes	22.73%
3	11 to 20 minutes	44.26%
4	21 to 30 minutes	18.42%
5	31 to 40 minutes	7.18%
6	more than 40 minutes	3.35%
7	I have not been delayed by traffic congestion	0.72%



#### Key highlights:

- **44.2%** suffer delays between 11 and 20 minutes on an average journey

- **95.9%** of respondents have suffered some degree of delay in their journeys lasting between 5 minutes and 40 minutes
- **73.2%** of respondents have experienced delays between 11 minutes and 40+ minutes
- **28.9%** of respondents have experienced delays between 21 minutes and 40+ minutes
- Only **0.72%** responded to say they have not been delayed on a typical journey

#### 4.5 Question 5: Investment in modes of transport

This question wanted to delve further into the modes of transport respondents feel need further investment in Great Yarmouth and Gorleston. We asked people to rank their responses in order of importance.

5. Which of the following modes of transport do you think is most in need of investment in the Great Yarmouth and Gorleston area? Please rank in order with 1 being the most in need and 5 being the least in need:

\_\_\_ Cycling      \_\_\_ Walking      \_\_\_ Car      \_\_\_ Bus      \_\_\_ Train

5. Which of the following modes of transport do you think is most in need of investment in the Great Yarmouth and Gorleston area? Please rank in order with 1 being the most in need and 5 being the least in need:		
Item	Total Score 1	Overall Rank
Car	1869	1
Bus	1359	2
Cycling	1171	3
Train	960	4
Walking	866	5

#### Key highlights:

- The majority of respondents have ranked investment in infrastructure to improve car journeys as most important
- Bus improvements was ranked second
- Cycling was ranked third
- Train improvements was ranked fourth
- Ranked as least important was investment in walking facilities

#### 4.6 Question 6: How likely are you to use a Third River Crossing

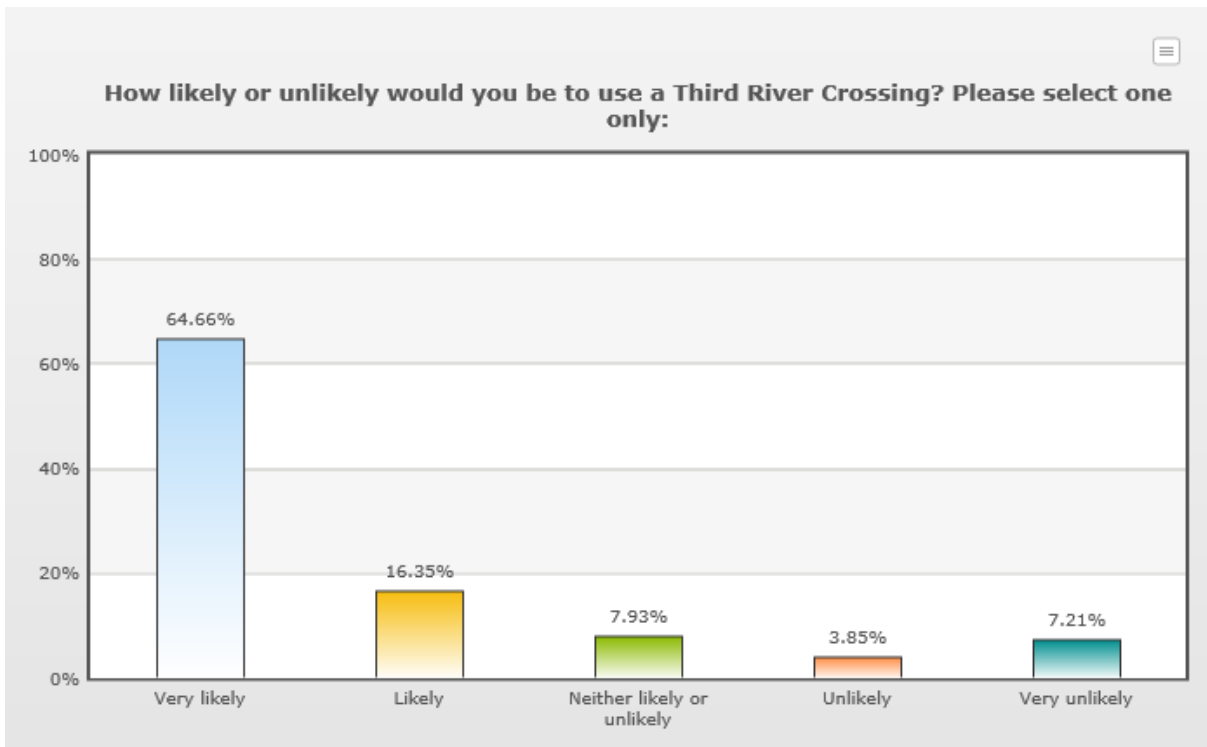
In 2009 the vast majority of respondents (92%) responded stating they would support the concept of a Third River Crossing in Great Yarmouth. Question 6 takes that statement further in asked people how likely they would be to using a Third River Crossing.

6. How likely or unlikely would you be to use a Third River Crossing? Please select one only:

Very likely       Likely       Neither likely or unlikely       Unlikely       Very unlikely

6. How likely or unlikely would you be to use a Third River Crossing? Please select one only:

		Response Percent
1	Very likely	64.66%
2	Likely	16.35%
3	Neither likely or unlikely	7.93%
4	Unlikely	3.85%
5	Very unlikely	7.21%



**Key highlights:**

- **81%** of respondents would either be very likely or likely to use a Third River Crossing
- **64.6%** of respondents stated that they would be very likely to use a Third River Crossing in Great Yarmouth
- **16.3%** of respondents stated that they would be likely to use a Third River Crossing in Great Yarmouth

4.7 Question 7: How often would you use a Third River Crossing

For the respondents who stated they would use a Third River Crossing we asked stakeholders how often they felt they would use it. Daily, weekly, monthly or not very often.

7. If you think you would use a Third River Crossing how often do you think you would use it? Please select one only:

- Every day                       Once or twice a week                       Three or more times a week  
 Once or twice a month     Less than that but more than twice a year     Once or twice a year  
 Less than that or never

7. If you think you would use a Third River Crossing how often do you think you would use it? Please select one only:



		Response Percent
1	Every day	21.01%
2	Three or more times a week	28.99%
3	Once or twice a week	22.22%
4	Once or twice a month	11.11%
5	Less than that but more than twice a year	5.80%
6	Once or twice a year	5.31%
7	Less than that or never	5.56%

**Key highlights:**

- **72.2%** of respondents have stated they would use the bridge on a weekly basis, either daily, or a few times a week (*combination of every day, three or more times a week and once or twice a week percentages*)
- **11.11%** stated that they would use the bridge monthly

The analysis shows that the provision of a Third River Crossing in Great Yarmouth would become an integral to a large number of residents and businesses daily lives.

4.8 Question 8: Journey type

We wanted to analysis they types of journeys people would use the bridge to make. The revitalisation of the Great Yarmouth economy is the overarching aim of the bridge and with a number of economy sectors likely to benefit significantly from this investment, from tourism, to retail, to the nationally important port.

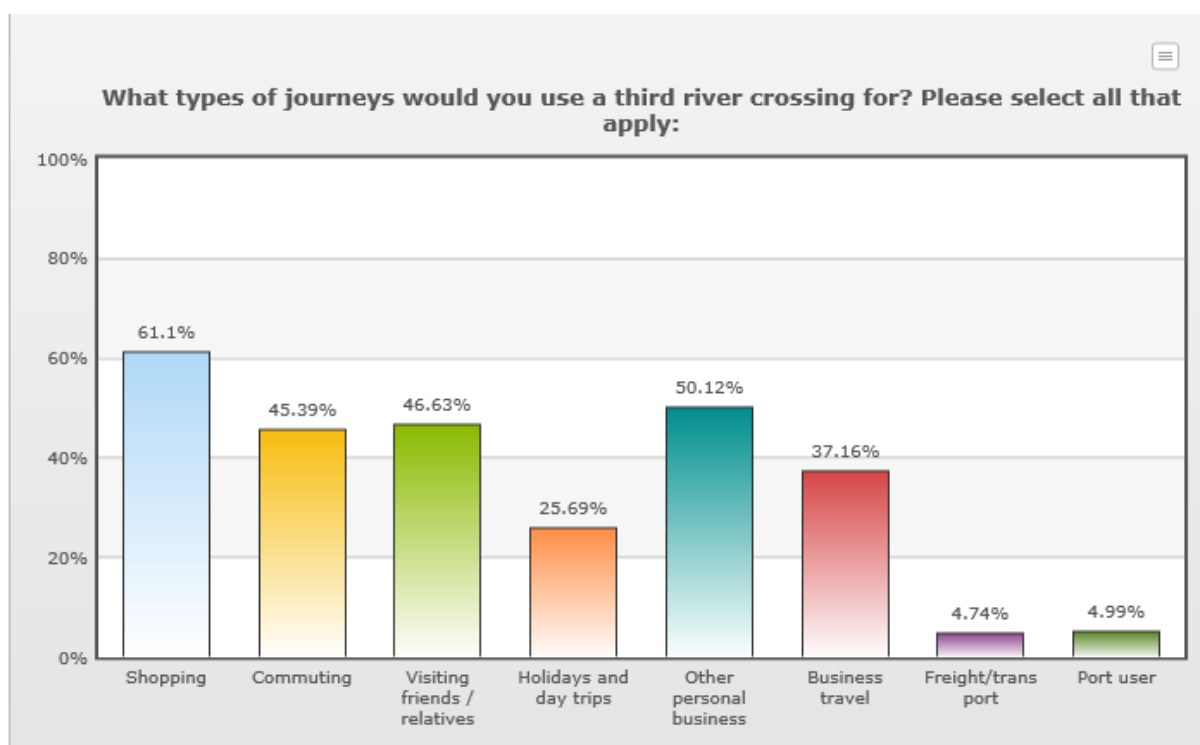
8. What types of journeys would you use a third river crossing for? Please select all that apply:

- Shopping                       Visiting friends / relatives                       Other personal business                       Freight/transport  
 Commuting                       Holidays and day trips                       Business travel                       Port user



8. What types of journeys would you use a third river crossing for? Please select all that apply:

		Response Percent
1	Shopping	61.10%
2	Commuting	45.39%
3	Visiting friends / relatives	46.63%
4	Holidays and day trips	25.69%
5	Other personal business	50.12%
6	Business travel	37.16%
7	Freight/transport	4.74%
8	Port user	4.99%



**Key highlights:**

- **61.1%** of respondents would use a new Third River Crossing to access shopping facilities
- **45.3%** would use the bridge to improve their commute to work
- **46.6%** would use the bridge to visit friends and family
- **25.6%** would use it to go on holidays or day trips
- **37.1%** would use it for business travel

The analysis shows that the Third River crossing would support a number of different uses and help towards revitalising the town centre with a potential increase in shopping trips.

## 4.9 Question 9: Benefits of a Third River Crossing

Having established that a Third River Crossing is an essential part of the Great Yarmouth infrastructure we asked people to tell us more about the benefits a Third River Crossing would bring to Great Yarmouth and Gorleston.







9. Here is a list of the benefits that we think a Third River Crossing could provide to Great Yarmouth and the surrounding area. How far do you agree or disagree that the proposed Crossing will help to deliver these? Please select one answer on each row:







	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree	Don't know
Help to create more jobs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve the quality of life	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reduce congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Make journey times shorter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Encourage businesses to invest in the area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Encourage more visitors to the area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve access to the port / industrial areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>







9. Here is a list of the benefits that we think a Third River Crossing could provide to Great Yarmouth and the surrounding area. How far do you agree or disagree that the proposed Crossing will help to deliver these? Please select one answer on each row:







	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree	Don't know
Help to create more jobs	38.4% (160)	32.4% (135)	16.3% (68)	7.7% (32)	3.4% (14)	1.9% (8)
Improve the quality of life	40.8% (171)	34.8% (146)	12.4% (52)	6.0% (25)	4.5% (19)	1.4% (6)
Reduce congestion	60.8% (253)	19.2% (80)	6.5% (27)	7.0% (29)	5.5% (23)	1.0% (4)
Make journey times shorter	57.5% (239)	21.4% (89)	8.2% (34)	6.5% (27)	5.5% (23)	1.0% (4)
Encourage businesses to invest in the area	44.5% (186)	30.1% (126)	13.2% (55)	6.7% (28)	3.8% (16)	1.7% (7)
Encourage more visitors to the area	29.2% (122)	31.1% (130)	22.5% (94)	9.6% (40)	6.0% (25)	1.7% (7)
Improve access to the port / industrial areas	61.4% (256)	27.8% (116)	4.3% (18)	2.9% (12)	2.4% (10)	1.2% (5)







9.7. Improve access to the port / industrial areas			Response Percent
1	Strongly agree		61.4%
2	Agree		27.8%
3	Neither agree or disagree		4.3%
4	Disagree		2.9%
5	Strongly disagree		2.4%
6	Don't know		1.2%







9.4. Make journey times shorter			Response Percent
1	Strongly agree		57.5%
2	Agree		21.4%
3	Neither agree or disagree		8.2%
4	Disagree		6.5%
5	Strongly disagree		5.5%
6	Don't know		1.0%

9.3. Reduce congestion			Response Percent
1	Strongly agree		60.8%
2	Agree		19.2%
3	Neither agree or disagree		6.5%
4	Disagree		7.0%
5	Strongly disagree		5.5%
6	Don't know		1.0%

9.5. Encourage businesses to invest in the area			Response Percent
1	Strongly agree		44.5%
2	Agree		30.1%
3	Neither agree or disagree		13.2%
4	Disagree		6.7%
5	Strongly disagree		3.8%
6	Don't know		1.7%

9.1. Help to create more jobs			Response Percent
1	Strongly agree		38.4%
2	Agree		32.4%
3	Neither agree or disagree		16.3%
4	Disagree		7.7%
5	Strongly disagree		3.4%
6	Don't know		1.9%

9.2. Improve the quality of life			Response Percent
1	Strongly agree		40.8%
2	Agree		34.8%
3	Neither agree or disagree		12.4%
4	Disagree		6.0%
5	Strongly disagree		4.5%
6	Don't know		1.4%

9.6. Encourage more visitors to the area			Response Percent
1	Strongly agree		29.2%
2	Agree		31.1%
3	Neither agree or disagree		22.5%
4	Disagree		9.6%
5	Strongly disagree		6.0%
6	Don't know		1.7%

### Key highlights:

- **89.2%** of respondents either strongly agree or agree that access to the port would be improved by a Third River Crossing
- **78.9%** would either strongly agree or agree that a new crossing would make journey times shorter
- **80%** would either strongly agree or agree congestion would be reduced
- **74.6%** of respondents would either strongly agree or agree that a new Third River crossing would encourage businesses to invest in the area
- **70.8%** would either strongly agree or agree that the bridge would help create new jobs in the area
- **75.6%** would either strongly agree or agree that the bridge would improve their quality of life
- **60.3%** would also either strongly agree or agree that the bridge would encourage visitors into Great Yarmouth

### 4.10 Question 10: Open question on Third River Crossing

We asked people to then give us their own views on other improvements they think a new Third River Crossing would bring to Great Yarmouth and Gorleston.

10. If you can think of other improvements that having a Third River Crossing could bring to Great Yarmouth, please write them in below:

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#### 4.11 Question 11: Open question on infrastructure

The final question was left open for people to leave any comments they wished to make about the Third River Crossing or the wider infrastructure improvements in Great Yarmouth or Gorleston.

11. If you have any other comments on proposals to build the Third River Crossing or on transport issues affecting Great Yarmouth and Gorleston please write them in below:

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## 5.0 Summary of Support

### 5.1 Political

There is a high level of political support from all political leaders and parties in relation to the Great Yarmouth Third River Crossing. A summary of their main points:

#### **Brandon Lewis MP:**

Mr Lewis has provided us with his speech delivered to the Chamber of Commerce meet the MP event.

Mr Lewis has stated his clear and unequivocal support for the Third River Crossing in Great Yarmouth. Stating that ‘It’s a big boost ... making a huge difference to our infrastructure. We have secured £10m for safety improvements to the Acle Straight and £30m to improve Vauxhall Roundabout. With the Third River Crossing, this would do a lot to tackle the traffic problems in the town. That will give us the position to then argue for dualling.

Mr Lewis also reiterated that it was great for the town on a day when Yarmouth’s Regent Street had been hit by a devastating fire. “It’s a big boost when we could do with some good news,” he said, adding: “It will make a huge difference to our infrastructure

Mr Lewis said that developing the business case itself would be a huge piece of work and stressed that although people talk about dualling the Acle Straight as a priority, this scheme (Third River Crossing) would do a lot to alleviate traffic issues in the town.

He added: “We have secured £10m for safety improvements on the Acle Straight and £30m to improve the Vauxhall roundabout. With the third river crossing, this

would do a lot to tackle the traffic problems in the town. That will give us the position to then argue for dualling.”

**Chris Starkie, Managing Director of New Anglia LEP:**

A key partner and funding contributor to the Great Yarmouth Third river Crossing the New Anglia Local Enterprise Partnership has stated full support of the scheme, saying that the bridge “Boosting connectivity is key to boosting our productivity, attracting inward investment and retaining local talent. A third river crossing in Great Yarmouth would support all three; helping to create thousands of new jobs, improving links across the town and the rest of the region as well as reducing congestion which costs our local business time, money and customers.”. The LEP are more than just stakeholders; the LEP is responsible for the Strategic Economic Plan of which the Great Yarmouth Third River Crossing is an important component. Regular reports have been made via the project board that has a LEP representative present.

**Cllr Martin Wilby Chairman of the environment, development and transport committee at Norfolk County Council**

Cllr Wilby has stated that the Third River Crossing unites councillors of all political parties as the Third River Crossing would be a huge benefit for Yarmouth, Norfolk and nationally bringing prosperity and reducing journey times and congestion in the town.

“I want us to be in the strongest possible position to demonstrate what and where investment is needed to ease congestion in Great Yarmouth and Gorleston. We hope we can use the information gathered through the consultation to help us secure funding to make it easier to get to and around the Yarmouth area. This is obviously good for people living and working there, but it should also pay dividends for Great Yarmouth’s future prosperity.”

Cllr Wilby has encouraged residents and businesses to get involved in the consultation process saying “This is your chance to get your thoughts and frustrations about transport in the town off your chest, and we hope it will help us secure funding to make getting around Great Yarmouth easier.

“This is obviously good for people living and working there, but it should also pay dividends for Great Yarmouth’s future prosperity.”

**Cllr Graham Plant, the leader of Great Yarmouth Borough Council.**

Cllr Plant as Leader of Great Yarmouth Borough Council has been a strong advocate of the importance of the Third River Crossing stating that “The business case for Great Yarmouth’s Third River Crossing is incredibly strong and there is absolute commitment from public and private sector partners to help secure the necessary national funding to make it and its benefits a reality.’

“This strategic infrastructure, so central to economic growth in the region and UK, will significantly improve traffic connections, create thousands of jobs and unlock further business, regeneration and investment opportunities.

Cllr Plant recognises and urges government to recognise that “Great Yarmouth is world-renowned as England’s offshore energy sector capital, in line to share in billions of pounds of private investment over coming decades, including in offshore windfarms and gas platform decommissioning. Linking the Port, new deep-water Outer Harbour and Enterprise Zone to the trunk road network will further boost the UK’s prospects and prosperity, ensuring we are better placed to capture these jobs and investment for the nation.”

## 5.1 Businesses

Throughout the development of the outline business case we have been actively working with the Chamber of Commerce to engage businesses within and around Great Yarmouth.

To summarise some of the key points made by businesses:

### **Neil Orford, President of Great Yarmouth Chamber Council.**

“The new crossing would provide much needed connections between the strategic road network and the fast growing energy related Enterprise Zone. It provides linkages across the River Yare to the economic growth hub on the South Denes peninsula. The additional crossing would also support tourism, which is worth £577m per annum to Great Yarmouth and create jobs for 30% of the local workforce.”

Mr Orford was also very pleased to see vital traffic surveys being carried out in Great Yarmouth to support the Outline Business Case submission, saying I am pleased to see a survey being carried out in Great Yarmouth to support future transport investment in the Town. Any improvements to the transport infrastructure will be of great benefit to businesses, residents and visitors to the Town.”

As the new president of the Chamber in Great Yarmouth he stated that they were delighted to hear the Great Yarmouth Third River crossing had received this vote of support from Whitehall.

The Chamber Council received an informative presentation about the scheme earlier in the year and have pledged our support to help Norfolk County Council drive this forward. It will significantly benefit the growing business area in Yarmouth.”

It is proposed that the bridge, which could cost between £100m to £120m, will run from the Harfrey’s roundabout on the A12 and cross the River Yare to South Denes. If the scheme is approved, an estimated start date for the project is 2021. It is thought around 9,000 jobs could be created through its construction and afterwards, and it would make the town much more attractive to investors.

### **Andy Penman previous president of Great Yarmouth Chamber Council**

Mr Penman while President of the Chamber in Great Yarmouth recognised the need for the Third River Crossing saying, "Pressure needs to be stepped up over the third river crossing for Great Yarmouth. Norfolk Chamber will also call on our local MPs to lobby for the necessary funding to deliver the river crossing for Great Yarmouth. A crossing at this point would relieve traffic congestion, improve connectivity to the South Denes employment area and open up more regeneration opportunities, which are vital for the improvement of Great Yarmouth."

**Richard Goffin, Port Director, Peel Ports Great Yarmouth**

Peel port as a major stakeholder in the consultation process and development of the outline business case has said that "Investment in improved transport infrastructure is an essential step to unlocking Great Yarmouth's true potential. The ability to attract opportunities will not only benefit existing businesses but also the communities we serve today and the future prosperity we can deliver tomorrow."

Throughout the outline business case development and the past work in Great Yarmouth we have developed positive close working relationships with the new Peel Port directorship. Technical detail meetings have been held throughout the consultation process and during the development of the outline business case. In particular with relation to the specific details of the operation, detailed design of the structure and its potential impact on the port activity. These operational, design and mitigation details will continue to be developed with Peel Ports in the next phase of design and planning.

**John Potter, Director, Porters Leisure Ltd**

A major business in Great Yarmouth employing 600 local residents and 200 staff from outside Great Yarmouth has given us their absolute support for the Third River Crossing.

Mr Potter's Great Grandfather started the business in 1920. John Potter has stated emphatically that he cannot express the literal relief the Third River Crossing would bring to his business in Great Yarmouth.

Stating that Great Yarmouth is cut off at every turn by some of the most deprived and suffocating transport links in the Country. They find themselves 'literally, economically and socially gridlocked on a daily basis'. Mr Potter Sr could never have imagined how the area would be so blighted with transport issues.

A number of key issues are highlighted by Mr Potter including the negative impact to the supply chain, the inability to attract and retain highly skilled staff and the congestion suffered by visitors. Mr Potter states that they are equally hampered going north and south and that there is no escaping the delays. Like all businesses Potters Leisure need to attract a skilled workforce. They have 580 staff at one resort and we often require specialised skills. They attract staff from the surrounding areas including Norwich and negotiating the Acle Straight adds to the problem. There is also the problem of Gapton Roundabout (often called Gapton Halt) and Harfreys Roundabout, adding to the delays.

Potters also run a local restaurant, beauty salon, hairdressers, ten pin bowling and health club with 1500 members many who suffer congestion on approach. They host many high profile televised events and have lost contracts stating that the accessibility and infrastructure issues have been a deciding factor in these decisions. The poor road and rail links contribute to an invisible loss of regeneration to Great Yarmouth.

Mr Potter also talks about the development of a software business that supplies the passenger cruise industry which operates 150 small, medium and very large cruise ships across the globe. However they were forced to move from their base in Great Yarmouth to better served locations.

He urges the government to bring Great Yarmouth back to its former glory and support the infrastructure improvements in Great Yarmouth.

### **Jonathan Newman Manager Great Yarmouth Business Improvement District**

The Great Yarmouth BID represents 180 retail businesses within the centre. The bridge if successful will have a positive impact on the future development of the town centre businesses. By connecting the truck road network to the centre of Great Yarmouth it will reduce congestion, help regenerate the town centre and help the town businesses prosper.

The current lack of connectivity severely inhibits movement in and around Great Yarmouth resulting in congestion and ultimately limits the economic potential of the town.

The BID are also keen to ensure that the Great Yarmouth Third River Crossing continues to be seen as a high priority both locally and in Westminster and we wanted to show you the level of support the scheme has and the importance of the bridge to the people and businesses within Great Yarmouth.

### **Huw and Wendy Sayer Directors**

Wendy and Huw, Directors of a well-known business have urged the government to support a Third River Crossing in Great Yarmouth. They recognise that the town has demonstrated great potential as a centre for servicing the offshore energy sector in the North Sea, and that a Third River Crossing is essential in supporting its economic growth, creating jobs and raising living standards in the borough and surrounding areas.

Wendy and Huw are keenly aware through conversations with local business leaders of the need for better infrastructure to link the regions business zones. The Third River Crossing is particularly important as it would link the A road network with the port of Great Yarmouth and the South Denes regeneration zone.

They are aware that the local MP Brandon Lewis has shown strong support for the bridge and that the Norfolk Chamber of Commerce also backs the development. They all recognise the important and how vital it is to the regeneration of Great Yarmouth.



The new crossing would reduce congestion in the town and shorten journeys from the A12 to the service port. This would encourage more energy and engineering companies to base operations in the area, which would boost Norfolk's wider economy. It would also boost tourism, which is worth over £500m a year to the local economy and employs (directly and indirectly) some 30% of the workforce.

Regional growth is essential if we are to rebalance the UK economy and put it on a more sustainable footing. Our expertise in offshore energy and advanced engineering are two of our great export services. This is something that Westminster needs to encourage post Brexit.

Huw and Wendy are among many businesses who urge the Secretary of State and the Government to make the Great Yarmouth Third River Crossing a high priority project to boost the local economy and help us compete internationally.

They recognise that the project has the overwhelming support of the local community. We look forward to hearing your commitment to this project when Norfolk County Council submits the outline business case in March 2017.



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## Appendix D-4 – Stage 2 Public Consultations (August 2017 to October 2017): Consultation Leaflet and Questionnaire

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# 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

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:

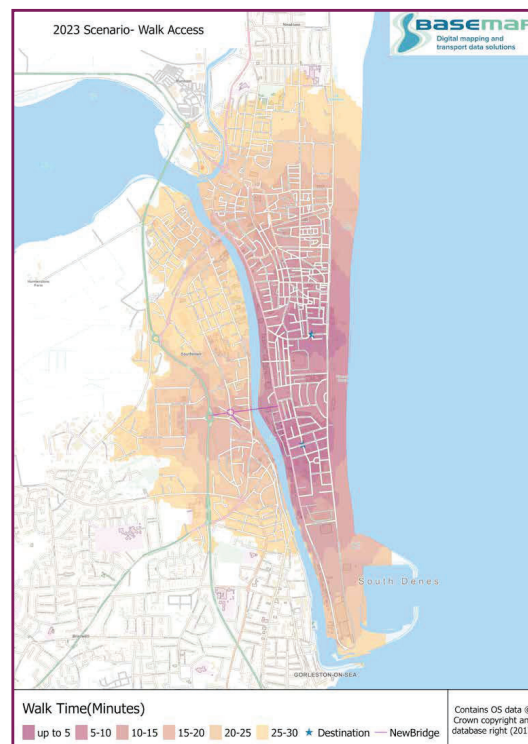
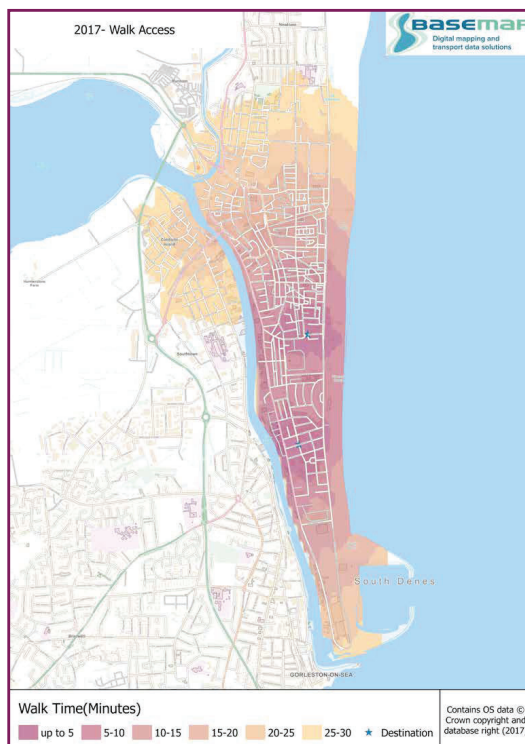
- Providing traffic relief to Breydon Bridge and Haven Bridge
- Reducing congestion and delay in the town centre
- Improving journey time reliability
- Improving access to the Great Yarmouth peninsula
- Improving traffic safety
- Enhancing access for walking, cycling and public transport
- Improving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

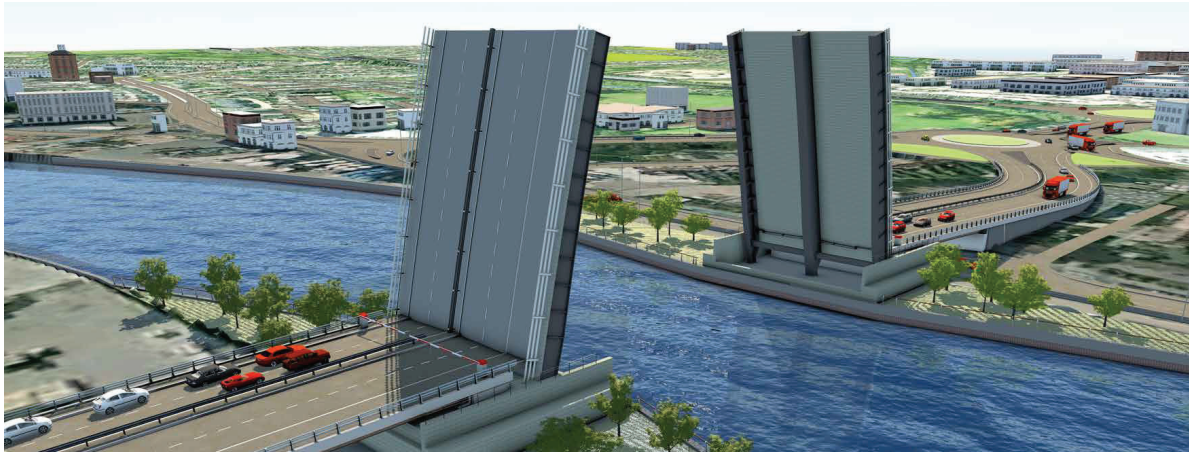
- 55% fewer vehicles on Haven Bridge
- 46% fewer vehicles on Pasteur Road
- 23% fewer vehicles on the A47 between Harfreys and Gapton
- 39% fewer vehicles on South Quay.

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.

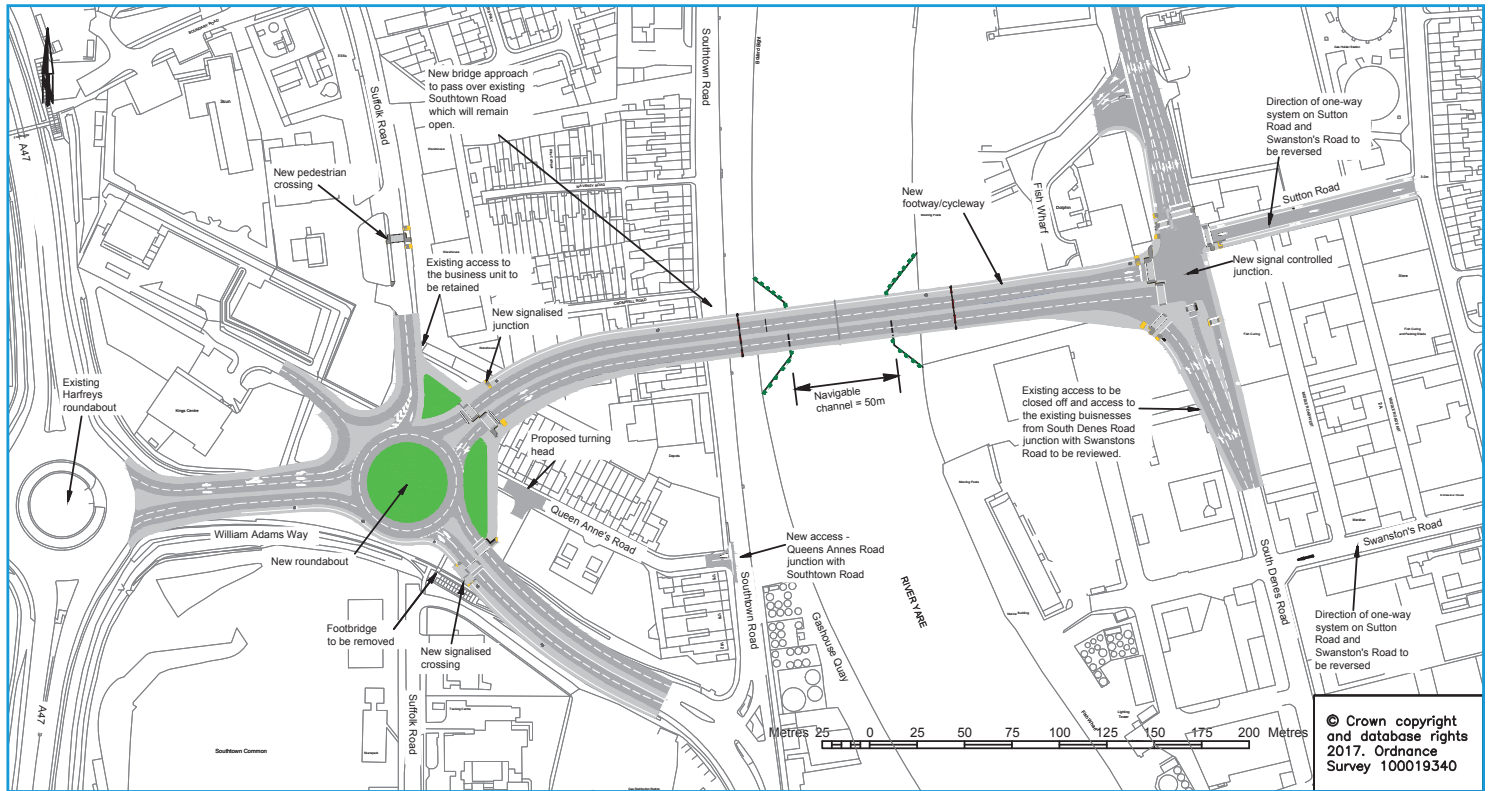


## Key Facts

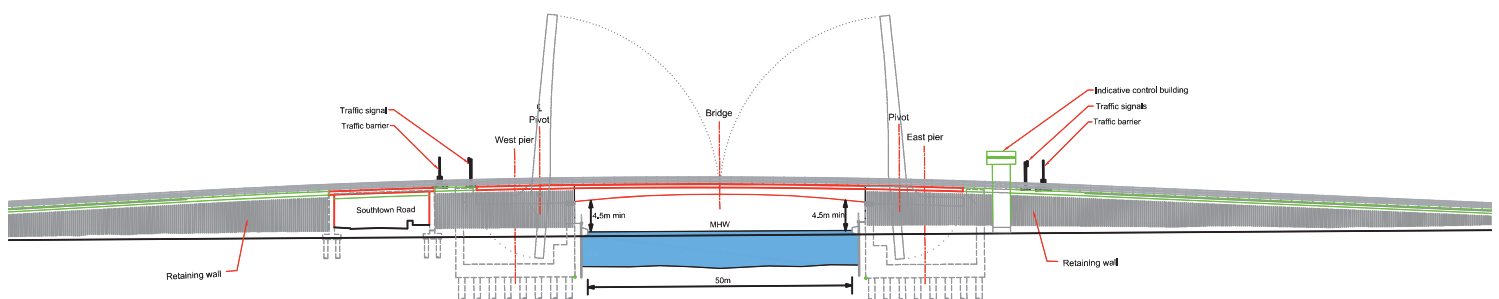
Estimated number of openings on a typical day (in 2023)	15 (based upon our assessment of predicted river traffic).
Combined length of time the bridge is closed to traffic on a typical day	75 minutes (approx average of 5 minutes per opening).
Total time each day the bridge is open to traffic/pedestrians/cyclists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

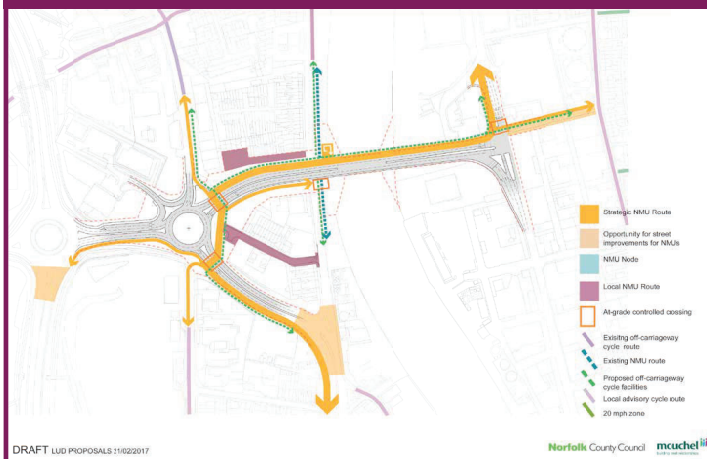
We are proposing to construct a new roundabout on the west side of the river at Suffolk Road with a new

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

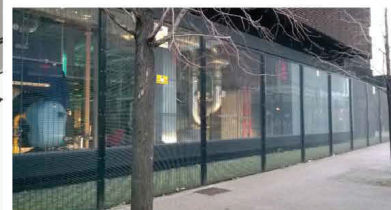
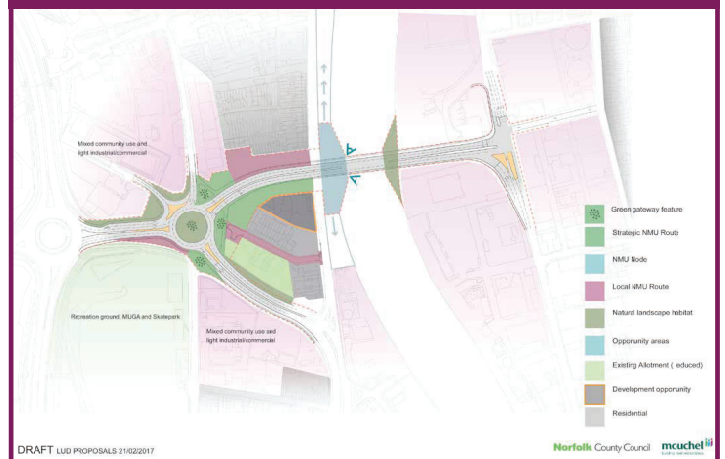
Improved and new facilities for walking, cycling (shown as non motorised users (NMF) below) and public transport will be included as part of our plans.

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) Gaptown 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.

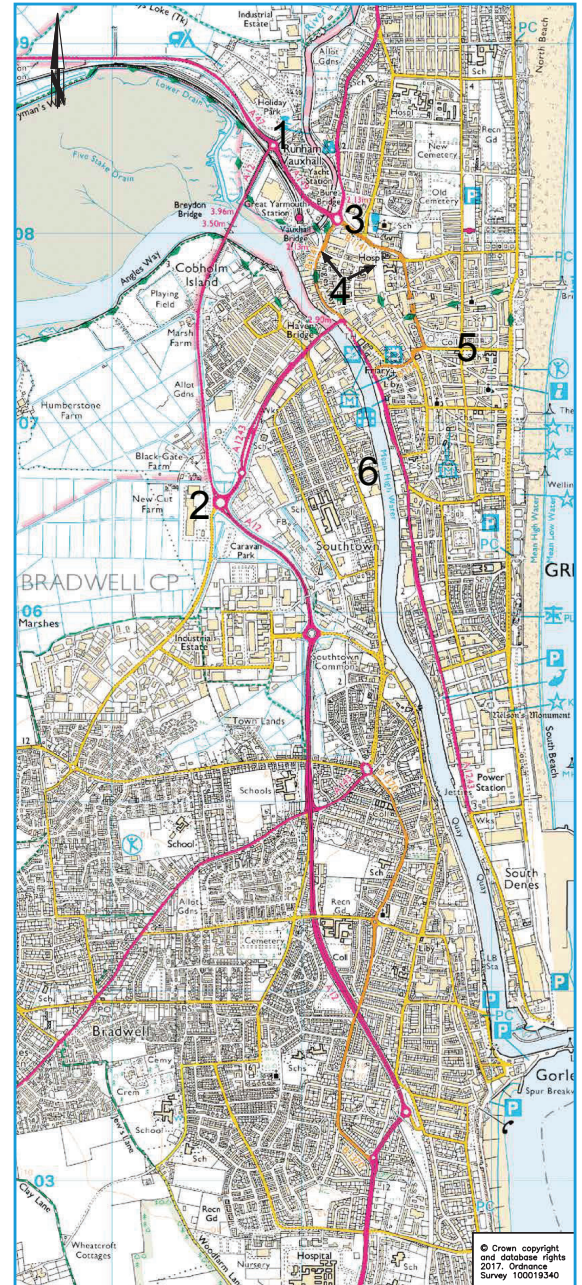
## (5) Trafalgar Road

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](mailto: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](http://www.norfolk.gov.uk/3rc)**
- **Emailing the project team at [gy3rc@norfolk.gov.uk](mailto: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](http://www.norfolk.gov.uk/3rc)**
- **emailing [gy3rc@norfolk.gov.uk](mailto:gy3rc@norfolk.gov.uk)**





# Great Yarmouth Third River Crossing

## Stage 2 (Scheme Development Consultation)

Earlier in 2017 we asked for views on congestion in Great Yarmouth and whether people supported proposals for a Third River Crossing. We are now undertaking this consultation to understand your views on the more-detailed bridge design. Thank you for taking part in this consultation your comments will help us to develop the scheme further.

1) Are you answering this questionnaire predominantly as a...? Please select one only:

River user (leisure)   
River user (commercial)

Car driver   
Walker   
Cyclist

Other, please write here:

2) How important or unimportant do you consider the following factors in choosing a design for the bridge? Please select one on each row:

	Very important	Important	Of little importance	Not important
Frequency of opening				
Visual impact of the bridge				
Value for money				
Amount of land taken for the project				
Gradient of the bridge for pedestrians, cyclists and wheelchair users				

Other, please write in here:

3) What are your views on the proposals for the 4.5m bascule bridge?  
Please write here:

4) Is there anything you would change about the proposal? If so, please tell us by writing below:

5) If you have any other comments on the project please write them below:

6) Please tick all that apply:

I live in Great Yarmouth	<input type="checkbox"/>	I have a business in Great Yarmouth	<input type="checkbox"/>
I work in Great Yarmouth	<input type="checkbox"/>	I am a visitor to Great Yarmouth	<input type="checkbox"/>

Other, please write here:

7) The postcode for where I live is .....

8) The postcode for my business (if applicable) is .....

We will treat your postcode with respect.  
We will only use it to understand where people's responses are coming from.  
As we don't know your name or house number we cannot use it to contact you.

**Thank you for taking part in this consultation.**

**Please return by 6 October 2017.**



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## Appendix D-5 - Report to Norfolk County Council's Environment, Transport and Development Committee (10 November 2017)



# Environment Development and Transport Committee

Item No.

<b>Report title:</b>	<b>Great Yarmouth Third River Crossing project – Stage 2 scheme development public consultation</b>
<b>Date of meeting:</b>	<b>10 November 2017</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe, Executive Director Community and Environmental Services</b>
<b>Strategic impact</b> The County Council, at its meeting in December 2016, agreed a motion setting out that the 'Council recognises the vital importance of improving our transport infrastructure and that this will help to deliver the new jobs and economic growth that is needed in the years ahead.' In addition the motion set out that the 'Council also recognises the importance of giving a clear message of its infrastructure priorities to the government and its agencies, and so ensure that there is universal recognition of their importance to the people of Norfolk.' Three projects were identified as priorities for the coming years; Great Yarmouth Third River Crossing; Norwich Western Link; Long Stratton bypass.  A new river crossing at Great Yarmouth will help us meet this priority. It offers a direct route into the town from the south, provides the link between the trunk road network and the expanding port and the South Denes Enterprise Zone sites, and overcomes the problem of limited road access to the peninsula of Great Yarmouth. The Third River Crossing is vital to the economic prosperity of Great Yarmouth. Great Yarmouth is part of a larger economic sub-region with a strong economic heritage including manufacturing, food and drink processing, tourism and leisure industries. Great Yarmouth is highlighted as a key growth location within the Norfolk and Suffolk Strategic Economic Plan.	

## Executive summary

<p>Norfolk County Council adopted a preferred scheme for the Great Yarmouth Third River Crossing in 2009, comprising an opening bridge over the River Yare to connect the trunk road network, at the A47 (formally the A12) Harfreys Roundabout, to the southern peninsula near to the port and Enterprise Zone sites.</p> <p>An Outline Business Case (OBC) for the project was submitted to the Department for Transport (DfT) on the 30 March 2017.</p> <p>EDT Committee received an update on progress on 15 September 2017. The report explained the next major step was to undertake a further round of consultation (Stage 2 of a proposed three stage process) to help to develop the details of the scheme.</p> <p>This report sets out the consultation process and the responses received. The key findings are:</p> <ul style="list-style-type: none"><li>• Support for the scheme remains high;</li><li>• There is overall support for the proposed scheme of a bascule bridge at 4.5m clearance;</li><li>• The key concern relates to how the bridge affects ports business and the passage of vessels on the river;</li><li>• The consultation has helped identify a number of suggestions regarding how the</li></ul>
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scheme could be improved, which will need to be considered in more detail during the next stage of scheme development.

**Recommendations:**

- 1. Committee notes the outcomes of the consultation described in this report.**
- 2. Committee notes the specific issues (as detailed in Section 3.0) raised as part of the consultation that will need to be considered in more detail during the next stage of scheme development.**
- 3. Committee approves the further development of the preferred scheme which provides for a bascule bridge with a clearance of 4.5m over the water at average high tide, as set out in the OBC. The next steps will include a further statutory public consultation in 2018 on the detailed scheme, and the results will be reported to Committee prior to the submission of an application for planning consent.**

**1. The consultation process**

1.1. The consultation process for the Great Yarmouth Third River Crossing comprises of three stages as follows:

<b>Stage</b>	<b>Purpose</b>
Stage 1 (Completed Jan 2017) Initial engagement consultation	Understand views on congestion, share emerging proposals and understand level of support
Stage 2 (Sept – Oct 2017) Scheme development consultation	Understand views on the bridge development work so far
Stage 3 (Planned for May – July 2017) Pre-application consultation	Present details of the proposed scheme and understand views on it before an application for planning consent

1.2. The Stage 1 consultation results were reported to Committee in March 2017.

1.3. The preferred scheme taken forward to Stage 2 consultation was a bascule bridge with a clearance of 4.5m over the water at an average high tide. An alternative bridge type (a swing bridge) that could be built was also suggested as part of the consultation. The details are described in the consultation material that is included in the Consultation Report in Appendix A.

1.4. The Stage 2 consultation process has comprised:

- Consultation letters advising of the forthcoming consultations and exhibition dates sent to approximately 15,000 local residents and stakeholder organisations;
- General publicity undertaken including press releases and posters and consultation brochures placed in Great Yarmouth Library, Gorleston Library, East Norfolk Sixth Form College, Gt Yarmouth College and Marina Centre;
- Consultation material posted on Norfolk County Council’s website at [www.norfolk.gov.uk/3rc](http://www.norfolk.gov.uk/3rc) with the facility for electronic submission of questionnaires;
- A series of staffed and unstaffed exhibitions at the Imperial Hotel, Great Yarmouth Library, Gorleston Library and the Kings Centre.

1.5. The Stage 2 consultation period ran from 4 September until 6 October 2017.

## 2. Consultation responses

2.1. A Consultation Report has been prepared and sets out in more detail the responses to the consultation. The report is included as Appendix A.

### 2.2. Exhibitions

2.3. Public exhibitions were held at the following venues:

Date	Venue
4 Sept to 8 Sept 2017 (staffed on 7 Sept)	Imperial Hotel, Gt Yarmouth
11 Sept to 16 Sept 2017 (staffed on 16 Sept)	Gt Yarmouth Library
18 Sept to 23 Sept 2017 (staffed on 19 Sept)	Gorleston Library
26 Sept to 29 Sept 2017 (staffed on 28 Sept)	Kings Centre, Gt Yarmouth

2.4. Officers also visited Morrisons in Gorleston, Market Gates Shopping Centre, and Great Yarmouth Marina Centre, for short sessions to raise awareness of the exhibitions.

### 2.5. Questionnaires and Written Responses

2.6. A total of 167 questionnaires were returned by the 6 October either via paper or electronically representing a low response rate for the number of consultation letters sent out.

2.7. A further 47 written responses were received either by letter or email as summarised below:

Type	Number
Resident or land owner	21
Stakeholder organisation	10
Port or river user	7
Government organisation	5
Local authority	3
Utility company	1

2.8. An analysis and discussion of both the questionnaire returns and written responses is contained in the Consultation Report in Appendix A.

## 3. Key issues arising from the consultation

### 3.1. Type of bridge

The consultation material showed a 4.5m bascule bridge as the proposed solution for the Third River Crossing scheme. It also suggested that a swing bridge as an alternative to a bascule bridge could be considered and presented advantages and disadvantages.

3.2. There was 74 questionnaire responses that expressed preference for a bascule bridge with 4.5m clearance (or indicated that the preferred scheme was satisfactory). This is compared to 6 responses who did not like this proposal or preferred a swing bridge. In addition some 30 questionnaire comments expressed concern about the bascule bridge, although a number of these concerns could equally be applied to a swing bridge (e.g. concerns about the effects to residents, land take, location of the bridge and narrowing of the river). A fixed bridge or a tunnel were also suggested as alternative solutions in a small number of the responses.

3.3. Of the written responses received, the majority expressed support for the scheme or confirmed that they had no specific comment to make. However, 8 responses, mainly from port and river users, expressed concern about the 4.5m bascule bridge

and how it would conflict with their operations.

### 3.4. **Bridge height**

A limited number of questionnaire responses, 8 in total, expressed a view that the clearance of the bridge is low and should be higher. The same 8 written responses identified in Section 3.4 also expressed concern about the bridge clearance and/or the implications of the bridge on vessel movements. These concerns are explained in greater detail below.

### 3.5. **Implications of the bridge on river vessel movement and the business of the port**

During the consultation the key points raised regarding the implication of river vessel movement and port business are summarised below:

- Comment that the bridge will restrict the passage of vessels and prevent continual use of the river;
- Concern regarding the frequency of bridge opening for river vessels;
- Suggestion that a timetable of bridge openings should be produced;
- Suggestion that the commitment to lift the bridge on demand for all commercial vehicles cannot be met;
- Suggestion that the bridge openings should be synchronised with the opening of Breydon Bridge and Haven Bridge;
- Requests for a clear statement of the bridge opening policy and who will decide when the bridge opens;
- Concern regarding the detrimental effect the bridge could have on the business viability of port operations to the north and that the port will no longer have a bridge free access;
- Comment that the predicted number of bridge openings is low because some quay areas are not currently operational;
- Comment that the predicted number of bridge openings is low because there is an assumption that the areas to the north will not attract new business;
- Concern that marine pilot vessels will not be able to pass under the bridge;
- Request for information on how the frequency of bridge openings has been calculated;
- Views that a clearance of 4.5m has already been decided, that a 4.5m or 10.0m clearance would make little difference to the opening frequency and a clearance of at least 14.0m is needed.

### 3.6. **Other road improvements**

A number of responses suggested that we should consider other highway improvements including:

- Improve and dual the Acle Straight;
- Improve the Gapton Hall Roundabout;
- Improve the Vauxhall Roundabout;
- Improve and dual the A47 around Great Yarmouth;
- Improve public transport priority at Haven Bridge and Southtown Road;
- Remove traffic from the sea front.

### 3.7. **Suggested improvements to the scheme**

A number of detailed improvements to the scheme were suggested during the Stage 2 consultation. These improvements could be summarised as follows:



- Improve South Denes Road, William Adams Way and Harfreys Roundabout to accommodate the potential increase in traffic that the scheme could generate here;
- Re-design the new roundabout on William Adams Way to allow a direct connection of the Kings Centre entrance/exit to this roundabout;
- Make sure that the bridge is a visually appealing and iconic structure that has good lighting and CCTV cameras;
- Provide good NMU facilities that also link to a wider network of routes including suggested routes via South Denes Road (onto the town centre) and adjacent to the quayside;
- Provide a scheme that does not narrow the river and has adequate mooring facilities either side of the bridge;
- Provide better landscaping and public realm improvements.

3.8. These suggested improvements are summarised in the Consultation Report.

### 3.9. **Key areas of concern raised during consultation**

Key areas of concern have been identified from the consultation following an analysis of both the questionnaires and the written responses and these are summarised below:

- Impact on vessel movements and business associated with the port;
- Potential for congestion elsewhere on the highway network;
- Impact on local residents and land (including allotment land affected);
- Cost of scheme is too high and greater priority should be given to improving other roads.

### 3.10. **Location of the bridge**

The location of the bridge was not a question raised by the Stage 2 consultation. This has been agreed and fixed since 2009 and there are no proposals to change its location. However, a small number of the responses (9 questionnaire responses together with 2 written responses) suggested that the bridge should be in an alternative location ranging from closer to Breydon Bridge to closer to the sea or over the River Bure to the north of Great Yarmouth. There was also concern raised that the current location would split the main business river in half.

3.11. The more detailed analysis of the response received is included within the Consultation Report in Appendix A.

## **4. Conclusion**

4.1. The results of the consultation are discussed in Section 9.0 of the Consultation Report in Appendix A.

4.2. The majority of responses expressed support for a Third River Crossing scheme, which reflects the support for the scheme that was identified during the Stage 1 Consultations undertaken in January 2017.

4.3. The consultation responses indicate an overall support for a bascule bridge over a swing bridge. However, there were responses, particularly written responses from port businesses, expressing concern regarding the effects of the Third River Crossing on port and river related activities,

4.4. Taking into consideration the consultation results, on balance the preferred option for a Third River Crossing still remains a bascule bridge with 4.5m clearance. However, the concerns relating to port and river related businesses are acknowledged, and further work would be undertaken in consultation with these

businesses to fully understand their concerns and consider ways to mitigate them.

- 4.5. If members agree to proceed with development of the preferred scheme of a 4.5m bascule bridge then the issues raised during the consultation will need very careful consideration during the next stage of scheme development. This will include how to better engage stakeholders during the next round of consultations.

## **5. Current timetable for scheme development**

- 5.1. Indicative statutory process details and timescales:

- |   |                |
|---|----------------|
| • Commence Statutory Consultations      | Spring 2018    |
| • Development Consent Order Application | Early 2019     |
| • Examination in Public                 | Summer 2019    |
| • Start of Construction                 | Winter 2020    |
| • Bridge completed and open             | Winter 2022/23 |

## **6. Financial Implications**

- 6.1. The Outline Business Case submission to DfT set out the project cost. On the 15 September Committee agreed to continue the project to maintain its delivery programme up to the confirmation of a funding decision which it was hoped would be announced in September 2017. The funding decision from DfT is still awaited. The details agreed in September will enable the continuing development of the project until December 2017. If the decision is delayed beyond this date a further note will be provided to the Chair and will be reported to Committee.

## **7. Issues, risks and innovation**

- 7.1. Key risks at this stage still remain as presented to Committee on 17 March 2017, which assuming that the scheme progresses were identified as:
- Planning Process: not obtaining planning consent; or receiving unexpected and onerous requirements from the Development Consent Order.
  - Construction: difficulties in securing access for surveys and preliminary construction; the construction schedule of the A47 Harfreys roundabout, or other A47 schemes, conflicting with the bridge works programme; or adverse weather conditions causing delays/damage to construction.
  - Port operations: the number and type of vessels changing significantly between now and construction, resulting in reduced traffic benefits or greater mitigation requirements; the need to alter the bridge to accommodate port operations; or the bridge affects the river sedimentation regime affecting port operations and maintenance.
  - Design/Scope change: vessel simulations show a need for a bridge wider than 50m clear span; variations from current geotechnical and topographical assumptions impact on the design; or unexpected statutory services are located, particularly if they are under water/anticipated pier and fender locations.

## **8. Background**

- 8.1. In 2009 Cabinet adopted a preferred route for the scheme by way of a dual carriageway link utilising a 50m span bascule bridge over the river, it authorised purchase of properties the subject of valid Blight Notices served upon the Council and agreed for further study work to be undertaken into funding and procurement options.
- 8.2. Since then (2009), £2.8m has been invested by the Council to acquire properties

and land.

- 8.3. Following the submission of the OBC in March 2017, that utilised funding provided by the DFT as part of its fast track Large Local Major Transport Schemes fund, local work has continued to be delivered in line with the overall programme.
- 8.4. A report was presented to EDT Committee on 15 September 2017 to provide an update on progress since the submission of the OBC.

Background reports:

Cabinet 7 December 2009 - Follow this [link](#) (see item 22)

EDT Committee 20 May 2016 – Follow this [link](#) (see item 9 page 28)

EDT Committee 17 March 2017 - Follow this [link](#) (see item 11 page 43)

EDT Committee 15 September 2017 – Follow this [link](#) (see item 15 page 98)

Background Papers:

*Appendix A – Consultation Report (including a copy of the exhibition boards)*

## Officer Contact

If you have any questions about matters contained in this paper or want to see copies of any assessments, eg equality impact assessment, please get in touch with:

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# Great Yarmouth Third River Crossing

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## Stage 2 Consultation Report

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Revision	Date	Description
1	Oct 2017	Final draft

## **Great Yarmouth Third River Crossing Stage 2 Consultation Report**

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### **Appendices**

- A Copy of Exhibition Boards

## **Executive Summary**

This report provides a summary of the Stage 2 consultations undertaken for the Great Yarmouth Third River Crossing scheme and the results of the consultation responses received.

The key findings from the consultation were as follows:

- Overall support for the scheme remains high,
- There is general support for the proposed scheme of a bascule bridge at 4.5m clearance,
- A key concern relates to how the bridge affects port business and the passage of vessels on the river,
- The consultation has helped identify a number of suggestions regarding how the scheme could be improved, which will need to be considered in more detail during the next stage of scheme development.



## 1.0 Introduction

1.1 This report provides a summary of the results of the Stage 2 (of a three stage consultation process) consultations on the Great Yarmouth Third River Crossing scheme. The proposed stages of consultation are shown below.

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

1.2 The main aims of this Stage 2 consultation were to:

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

## 2.0 Summary of Consultations Undertaken

2.1 The table below outlines the public engagement processes that were undertaken for the Stage 2 consultations.

Date	Engagement
Week commencing 14/8/17	Consultation letters advising of the forthcoming consultations and exhibition dates sent to approximately 15,000 local residents and key stakeholder organisations
4/9/17 to 6/10/17	General publicity undertaken including: <ul style="list-style-type: none"> <li>• Press releases</li> <li>• Posters and consultation brochures placed in Great Yarmouth Library, Gorleston Library, East Norfolk Sixth Form College, Gt Yarmouth College and the Marina Centre</li> </ul>
4/9/17 to 6/10/17	Details of the consultation and exhibition boards posted on Norfolk County Council's website at <a href="http://www.norfolk.gov.uk/3rc">www.norfolk.gov.uk/3rc</a>
4/9/17 to 8/9/17	Public exhibition at the Imperial Hotel, Gt Yarmouth (staffed on 7/9/17)
11/9/17 to 16/9/17	Public exhibition at the Gt Yarmouth Library (staffed on 16/9/17)
18/9/17 to 23/9/17	Public exhibition at the Gorleston Library (staffed on 19/9/17)
26/9/17 to 29/9/17	Public exhibition at the Kings Centre, Gt Yarmouth (staffed on 28/9/17)

13/9/17 (1/2 day)	Staffed located in Morrisons, Gorleston to raise awareness of the exhibitions
21/9/17 (1/2 day)	Staffed located in Market Gates Shopping Centre, Great Yarmouth to raise awareness of the exhibitions
21/9/17 (1/2 day)	Staffed located in Marina Centre, Great Yarmouth to raise awareness of the exhibitions
6/10/17	Deadline for consultation responses

2.2 Details of boards that formed the public exhibition displays are contained in Appendix A of this report.

2.3 Comments on the consultation could be made by:

- Completing a questionnaire form at the exhibition or on-line at [www.norfolk.gov.uk/3rc](http://www.norfolk.gov.uk/3rc),
- Emailing comments to [gy3rc@norfolk.gov.uk](mailto:gy3rc@norfolk.gov.uk),
- Writing to “Great Yarmouth Third River Crossing, Major Projects Team, Norfolk County Council, County Hall – Floor 2, Martineau Lane, Norwich. NR1 2DH”.

### 3.0 Summary of Responses

#### 3.1 Overall Responses

3.1.1 A total of 214 responses were received to consultation as follows.

Type of Response	Number
Questionnaire Returns (Online or Paper)	167
Written Responses	47

#### 3.2 Summary of Responses (Questionnaire Returns)

3.2.1 Question 1 of the questionnaire asked “**Are you answering this questionnaire predominantly as a...?**” Analysis of the results showed the following.

Responses by Mode of Transport	Number	%age (of total questionnaires)
River User (Leisure)	3	1.8%
River User (Commercial)	2	1.2%
Car Driver	126	75.4%
Walker	16	9.6%
Cyclist	5	3.0%
Not Answered	15	9.0%
<b>Total</b>	<b>167</b>	<b>100.0%</b>

3.2.2 Question 6 of the questionnaire asked whether those who were responding to the questions lived, worked, owned a business or were a visitor to Great Yarmouth. Analysis of the results showed the following.

Responses by Type of Visitor	Number	%age (of total questionnaires)
I live in Great Yarmouth	100	59.9%
I work in Great Yarmouth	42	25.1%
I have a business in Great Yarmouth	19	11.4%
I am a visitor to Great Yarmouth	30	18.0%
<b>Total</b>	<b>191*</b>	<b>114.4%</b>

\*figure is greater than 167 because some questionnaires gave multiple answers to this question

### 3.3 Summary of Responses (Written Responses)

3.3.1 In addition to the questionnaires, a further 47 written responses were received via letter or email. These came from the following.

Type of Responder	Number	%age (of total written response)
Resident or land owner	21	44.7%
Stakeholder organisation	10	21.3%
Port or river user	7	14.9%
Government organisation	5	10.6%
Local authority	3	6.4%
Utility company	1	2.1%
<b>Total</b>	<b>47</b>	<b>100.0%</b>

3.3.2 The 47 written responses were broken down as follows.

Response	Number	%age (of total written response)
Responses that made specific comment on the scheme	24	51.1%
Responses that requested further information on the scheme but made no comment on the scheme	9	19.1%
Responses that expressed general support for the scheme but made no specific comment on it	8	17.0%
Responses that confirmed they had no comment to make	6	12.8%

Total	47	100.0%
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3.3.3 The responses that contained a comment on the scheme have been expanded in more detail within the relevant sections below.

#### 4.0 Important Aspects of the Bridge

##### 4.1 Important Aspects of the Bridge (Questionnaire Returns)

4.1.1 Question 2 of the questionnaire asked **“How important or unimportant do you consider the following factors in choosing a design for the bridge?”** Analysis of the results showed the following.

Factor	Very important	Important	Of little importance	Not important
How important is the frequency of opening	79	61	13	1
How important is the visual impact of the bridge	50	71	33	5
How important is value for money	106	48	6	1
How important is the amount of land taken for the project	51	61	36	11
How important is the gradient of the bridge	45	83	19	8

4.1.2 The majority of responses considered that all these factors were either important or very important. The factors that the majority of responses identified as very important were ‘the frequency of opening’ and ‘value for money’.

##### 4.2 Important Aspects of the Bridge (Written Responses)

4.2.1 Of those written responses that commented on the bridge the most important factors identified were:

- The frequency of opening of the bridge and in particular concern regarding the effects of the bridge on river vessels,
- The visual impact of the bridge,
- The need to provide good pedestrian/cycle facilities,
- The amount of land taken for the project.

#### 5.0 Views on Proposed Option - 4.5m Bascule Bridge

##### 5.1 Views on Proposed Option – 4.5m Bascule Bridge (Questionnaire Returns)

5.1.1 The consultation material showed a 4.5m bascule bridge as the preferred solution for the Third River Crossing scheme. However, it also noted that an alternative type of bridge, could be a cable stayed swing bridge. A summary of the advantages and disadvantages of the proposed bascule bridge compared to an alternative of a swing bridge were provided.

5.1.2 The consultation results showed that a bascule bridge was favoured by the majority of those who responded to the consultation as outlined below.

5.1.3 Question 3 of the questionnaire asked “**What are your views on the proposals for the 4.5m bascule bridge?**” and 149 of the questionnaires contained a response to this question. Analysis of the results showed the following.

View	Number	%age (of total questionnaires)	%age (of the 149 questionnaires that responded)
Responses stating a preference for a bascule bridge or that the preferred scheme was satisfactory. The main reason for this view being: <ul style="list-style-type: none"> <li>No reason</li> <li>Better traffic impact</li> <li>Less environmental impact</li> <li>Lower costs</li> <li>Better visual impact</li> <li>Similar to Lowestoft Bridge</li> </ul>	74	44.3%	50.0%
Responses stating no preference on the type of bridge or support for any type of bridge	34	20.4%	23.0%
Responses stating concerns about the bascule bridge. The main concerns being: <ul style="list-style-type: none"> <li>Effects on residents/land take</li> <li>Frequency of opening</li> <li>Location of the bridge</li> <li>Traffic impact on surrounding roads</li> <li>Height of Bridge</li> <li>Costs of bridge</li> <li>Won't help A47 traffic</li> <li>Narrowing of river</li> </ul>	30	18.0%	20.3%
Responses suggesting other improvements to the scheme. These included: <ul style="list-style-type: none"> <li>Provide a tunnel</li> <li>Restrict the bridge openings</li> </ul>	12	7.2%	8.1%
Responses stating no support for any bridge	7	4.2%	4.7%
Responses not supporting a bascule bridge or stating a preference for a swing bridge. The main reason for this view being: <ul style="list-style-type: none"> <li>Easier maintenance</li> <li>Less environmental impact</li> <li>Less impact on local residents</li> <li>Bascule bridge too low</li> </ul>	6	3.6%	4.1%

5.1.4 Those responses that stated preference for a bascule bridge (or indicated that the preferred scheme was satisfactory) was much larger than the responses that did not support a bascule bridge (or stated a preference for a swing bridge). In addition some comments expressed concern about the bascule bridge, although

a number of these concerns could equally be applied to a swing bridge (e.g. concerns about the effects to residents, land take, location of the bridge and narrowing of the river).

5.2 Views on Proposed Option – 4.5m Bascule Bridge (Written Responses)

5.2.1 Analysis of the 24 written responses that made comment on the bascule bridge identified the following views.

View	Detail
<p>Concern regarding the implications of the bridge on river vessel movements and the business of the port (8 responses)</p>	<ul style="list-style-type: none"> <li>• Comment that the bridge will restrict the passage of vessels and prevent continual use of the river</li> <li>• Concern regarding the frequency of bridge opening</li> <li>• Suggestion that a timetable of bridge openings should be produced</li> <li>• Suggestion that the commitment to lift the bridge on demand of all commercial vehicles cannot be met</li> <li>• Suggestion that the bridge openings should be synchronised with the opening of Breydon Bridge and Haven Bridge</li> <li>• Requests for a clear statement of the bridge opening policy and who will decide when the bridge opens</li> <li>• Concern regarding the detrimental effect the bridge could have on the business viability of port operations to the north and that the port will no longer have a 'bridge and lock free access'</li> <li>• Comment that the predicted number of bridge openings is low because some quay areas are not currently operational</li> <li>• Comment that the predicted number of bridge openings is low because there is an assumption that the areas to the north will not attract new business</li> <li>• Concern that marine pilot vessels will not be able to pass under the bridge</li> <li>• Request for information on how the frequency of bridge openings has been calculated</li> <li>• Concern that the bridge at the proposed location will split the main business river in half</li> </ul>
<p>Comments on the bridge height (5 responses)</p>	<ul style="list-style-type: none"> <li>• Comment that the height of the bridge is low and should be higher</li> <li>• Suggestion that a bridge height of 4.5m has already been decided</li> <li>• Comment that a 4.5m or 10.0m high bridge will make little difference to the opening frequency and that a bridge height of at least 14.0m is needed</li> <li>• 1 response considered that the 4.5m was height acceptable</li> </ul>
<p>Comments on the impact of properties (4 responses)</p>	<ul style="list-style-type: none"> <li>• Concern at the loss of allotment land</li> <li>• Request to provide a direct connection of the Kings Centre entrance/exit to the new roundabout on William Adams Way</li> <li>• Concern that the integrity of the quay walls may not be sufficient for the bridge</li> </ul>
<p>Comments on type of bridge (3 responses)</p>	<ul style="list-style-type: none"> <li>• Suggestion that the bridge should be a cabled stayed swing bridge because this would be easier to maintain and more visually attractive</li> </ul>



	<ul style="list-style-type: none"> <li>• Comment that a swing bridge could cause navigational problems for vessels</li> </ul>
Comments regarding Non-Motorised Users (NMUs) (3 responses)	<ul style="list-style-type: none"> <li>• Comment that the bridge should allow pedestrians and cyclists to use it</li> <li>• Comment that the scheme's toucan crossings need to be sufficiently wide for shared use</li> <li>• Comment that the gradient of approaches to the bridge is very important and should not be more than 5% over 100m</li> <li>• Comment that the signalised crossings at the new roundabout is an improvement over the current footbridge crossing on William Adams Way</li> <li>• Comments that the NMU facilities need to link into a wider network of routes</li> </ul>
Comments on visual impact of structure (3 responses)	<ul style="list-style-type: none"> <li>• Comment that the impact of the height of the bridge (both when open and closed) on the significance of Nelson's Column, the surrounding conservation area and other historic environments need to be considered</li> <li>• Comment that the bridge needs to be made an iconic structure</li> </ul>
Comments regarding environmental impacts (3 responses)	<ul style="list-style-type: none"> <li>• Comment that the scheme may generate additional tourism and recreational pressure on nearby sensitive environmental sites</li> <li>• Concern that the run off from the bridge into the River Yare may impact sensitive sites such as Breydon Water</li> <li>• Scheme needs positive bat and bird nesting enhancement</li> <li>• Need to understand the archaeological potential of the scheme area and how the proposals may impact on this</li> </ul>
Comments on the surrounding road network (3 responses)	<ul style="list-style-type: none"> <li>• Concern that once vehicles have crossed the bridge into South Denes what will be the route into town to avoid the South Quay area</li> <li>• Comment that money could be better spent improving other roads</li> </ul>
Comments regarding construction of the scheme (1 response)	<ul style="list-style-type: none"> <li>• Concerns regarding the local network disruption that could be created during the scheme construction and that a Construction Traffic Management Plan be produced for the next round of consultations</li> </ul>

5.2.2 14 of the written responses expressed support for the scheme or had no comment to make. However, of those that did comment on the scheme the majority expressed concern about the effects on port related businesses. These responses generally came from the port businesses themselves and other river users.

## 6.0 Suggested Changes to the Scheme

### 6.1 Suggested Changes to the Scheme (Questionnaire Returns)

6.1.1 Question 4 of the questionnaire asked "***Is there anything you would change about the proposal?***" and 87 of the questionnaires contained a response to this question. Analysis of the results showed that the most frequent responses were.

Change	Number	%age (of total questionnaires)	%age (of the 87 questionnaires that responded)
Change nothing	29	17.4%	36.3%
Suggested improvements to scheme. <ul style="list-style-type: none"> <li>The list of suggested improvements to the scheme is detailed in Section 7.0.</li> </ul>	21	12.6%	26.3%
Change the location of the bridge. Suggested alternative locations were: <ul style="list-style-type: none"> <li>Closer to Breydon Bridge</li> <li>Closer to Gorleston/the sea to reduce affects to shipping</li> <li>Along the line of William Adams Way to avoid properties</li> <li>Along the line of St Annes Road to avoid properties</li> <li>Over the Bure River to the north of Great Yarmouth</li> </ul>	9	5.4%	11.3%
Change the type of bridge. The suggested alternatives were: <ul style="list-style-type: none"> <li>Swing bridge</li> <li>Fixed bridge or flyover bridge</li> <li>Tunnel</li> </ul>	8	4.8%	10.0%
Provide improvements to other roads. The suggested locations were: <ul style="list-style-type: none"> <li>Improve and dual the Acle Straight</li> <li>Improve the Gapton Hall Roundabout</li> <li>Improve the Vauxhall Roundabout</li> <li>Improve and dual the A47 around Great Yarmouth</li> <li>Improve public transport priority at Haven Bridge and Southtown Road</li> <li>Remove traffic from the sea front</li> </ul>	8	4.8%	10.0%
General comments not supporting the scheme	7	4.2%	8.8%
General comments supporting the scheme	4	2.4%	5.0%
Make bridge higher	2	1.2%	2.5%

6.1.2 Just over half of the total responses completed this section of the questionnaire and of these a small majority suggested that nothing should be changed. The next most frequent response was suggested improvements to the scheme and these are detailed in Section 7 of this report.

## 6.2 Suggested Changes to the Scheme (Written Responses)

6.2.1 Analysis of the written responses that commented on the scheme identified the following suggested changes to the scheme.

Change	Detail
Suggested improvements to scheme (5 responses)	<ul style="list-style-type: none"> <li>The list of suggested improvements to the scheme is detailed in Section 7.0.</li> </ul>
Location of the bridge (1 response)	<ul style="list-style-type: none"> <li>Suggestion at the new bridge should be at the site of the existing Haven Bridge but be much higher. The existing roads in this area should then be improved</li> </ul>
Provide improvements to other roads (1 response)	<ul style="list-style-type: none"> <li>Suggestion for a wider plan for NMU routes that would connect locations further away via the new bridge, which are signed for pedestrians and cyclists</li> </ul>

## 7.0 Scheme Improvements (Questionnaire Returns and Written Responses)

7.1 A list of the suggested improvements to the scheme, from a combined analysis of both the questionnaire returns and written responses, is detailed below.

Improvement	Detail
South Denes Road	<ul style="list-style-type: none"> <li>Improve South Denes Road into the town centre due to concern about increased traffic</li> <li>Provide an on-road cycle lane on South Denes road from the new bridge into the town centre</li> <li>Provide a roundabout at the South Denes Road junction instead of traffic signals</li> </ul>
William Adams Way	<ul style="list-style-type: none"> <li>Widen William Adams Way due to concern about increased traffic</li> <li>Re-design the new roundabout on William Adams Way to allow a direct connection of the Kings Centre entrance/exit to this roundabout</li> </ul>
Harfreys Roundabout	<ul style="list-style-type: none"> <li>Harfreys Roundabout will require works to accommodate the revised local highway network accessing the new bridge</li> </ul>
Bridge	<ul style="list-style-type: none"> <li>Make sure bridge is well lit and CCTV provided</li> <li>Make bridge an iconic structure rather than just a functional bridge</li> <li>Only have set opening times for bridge</li> <li>Charge river vessels for each bridge opening</li> </ul>
River	<ul style="list-style-type: none"> <li>Do not narrow river channel as this will cause flooding</li> <li>Provide adequate pontoon areas to allow ships to moor whilst waiting for bridge to open</li> </ul>
NMU Facilities	<ul style="list-style-type: none"> <li>Provide a riverside/quayside walk</li> <li>Provide well signed paths for walkers and cyclists in area around bridge</li> </ul>

	<ul style="list-style-type: none"> <li>• Provide separate carriageway for walkers and cyclists on both sides of the bridge</li> </ul>
Land	<ul style="list-style-type: none"> <li>• Provide better landscaping and public realm improvements</li> <li>• Provide better information to affected residents regarding land purchase and compensation</li> <li>• Reduce amount of land take of allotments or provide a replacement nearby</li> </ul>
Environment	<ul style="list-style-type: none"> <li>• Scheme needs positive bat and bird nesting enhancement</li> <li>• Need to understand the archaeological potential of the scheme area and how the proposals may impact on this</li> </ul>
Surrounding Area	<ul style="list-style-type: none"> <li>• Improve roads leading to bridge due to concern about increased traffic</li> </ul>

## 8.0 Scheme Concerns (Questionnaire Returns and Written Responses)

8.1 A list of concerns, from a combined analysis of both the questionnaire and written responses, is detailed below.

Concern	Detail
Impact on vessel movements and business associated with the port	<p>Particular areas of concern were:</p> <ul style="list-style-type: none"> <li>• Effects of the bridge on the commercial and business operation of the port</li> <li>• Predicted number of bridge openings shown at the exhibition is an underestimate</li> <li>• Bridge may not open to all commercial traffic</li> </ul>
Scheme could cause congestion elsewhere on the network	<p>Particular areas of concern were:</p> <ul style="list-style-type: none"> <li>• A47 around Great Yarmouth including Breydon Bridge</li> <li>• A47 Acle Straight</li> <li>• Surrounding road system caused by frequency of bridge opening</li> <li>• Haven Bridge area</li> <li>• North Quay area</li> <li>• South Quay area</li> </ul>
Impact on local residents and land	<p>Particular areas of concern were:</p> <ul style="list-style-type: none"> <li>• Residents need for more information on the scheme impacts and whether properties would be purchased by the Council</li> <li>• Residents of properties close the scheme, but not directly affected by it, request for more information on whether they would receive compensation</li> <li>• Impacts on parking during construction</li> <li>• Loss of allotment land</li> </ul>
Cost of scheme	<p>Particular areas of concern were:</p> <ul style="list-style-type: none"> <li>• Greater priority to improve other roads</li> <li>• Scheme costs are too high</li> </ul>

## 9.0 Discussion

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- 9.1 A total of 167 questionnaires were returned (either paper copies or entered electrically on-line), which represents a low response rate for the number of consultation letters sent out. A further 47 written responses were received.
- 9.2 When asked to comment on the bascule bridge 44% of the questionnaire responses stated a preference for a bascule bridge or that the preferred scheme was satisfactory. 4% did not support a bascule bridge or stated a preference for a swing bridge. 4% did not support any form of bridge. The remaining 48% did not provide any specific comment to this question.
- 9.3 There have been concerns raised during the consultation from port related businesses particularly those located north of the proposed new bridge crossing regarding the location of the bridge, the bridge type and bridge height related to the impact on vessel movements and the impact this may have on their businesses.
- 9.4 Extensive assessment work was undertaken prior to the adoption of a preferred route by the council in December 2009. This work considered alternative bridge locations and the feasibility of a tunnel option. At the time a tunnel option was not considered viable as it did not meet basic Government value for money criteria. The conclusion of the work leading up to adoption of a preferred route was that a bridge option from Harfreys roundabout with a new bascule bridge crossing the River Yare to join South Denes Road south of Sutton Road best met the scheme objectives by providing the optimum balance between congestion relief, improvement in accessibility across the river, value for money and predicted impact.
- 9.5 Further work was undertaken by Mouchel (now WSP) prior to the Outline Business Case submission earlier this year to look at the conflicting consideration when deciding on an optimal height for the bridge:
- The first is the frequency of bridge opening; with a higher bridge generally resulting in a reduced frequency of opening;
  - The second is to ensure the new road and bridge is optimised in terms of its links with the existing road network, particularly the A47 to the east of the town. This also means connecting with South Denes Road, which leads to both the port and the town centre;
  - Thirdly, it is necessary to ensure the new bridge is accessible and usable by pedestrians, cyclists and mobility impaired users. Guidance recommends a maximum gradient of 5%.
- 9.6 Finally, the overall scheme costs must be reasonable such that the scheme is good value for money and can successfully compete for DfT funding.
- 9.7 Having considered the various options, the preferred solution presented for consultation was a bascule bridge with 4.5m clearance over the river with a maximum of 5% approach gradients that would tie into existing ground levels at Suffolk Road and South Denes Road. With a 4.5m clearance the bridge would need to open for all commercial river vessels.
-

- 9.8 Although a swing bridge was rejected during earlier work prior to 2009 it was shown as part of the Stage 2 consultation process as an alternative to a bascule bridge. One of the advantages of this bridge form would be that it would allow a thinner bridge deck to be provided resulting in more clearance for river vessels compared to a bascule bridge. Some feasibility work has been undertaken to consider what could be achieved and even with a swing bridge the maximum clearance that could be achieved would be 10m. This would allow 40% of the current commercial vessels to pass through the bridge without it opening. The 10m clearance would be provided over a distance of 25m in the middle of the river channel, and either side the clearance would be less. It would require a number of design departure from standards including approach gradients greater than 5%. More land and property would be taken as it would not be possible to tie into existing ground levels at Suffolk Road and South Denes Road without significant additional engineering works and cost.
- 9.9 Some responses to the consultation suggest that a 10m clearance would not be sufficient and that at least 14m would be required in order to satisfy the needs of existing and future workboats. This would require the scheme to extend well beyond South Denes Road, significantly into the peninsula with much greater associated land, property, cost and visual impacts. It would also not remove the need for a lifting bridge.
- 9.10 In choosing a way forward there is a balance to be made when considering the conflicting considerations.
- 9.11 A 10m clearance scheme has a number of design compromises and a 14m clearance scheme would not be viable for the reasons explained above. The traffic modelling work undertaken to date for the preferred scheme assumes that the bridge will open for all commercial river vessels and that the bridge will operate 24 hours a day, 7 days a week. The impact on both cost and benefits is reflected in the traffic modelling and economic work. A design that enables the bridge to open for all commercial river vessels on demand does significantly reduce the argument to provide a bridge with a higher clearance with its associated cost and impact. However, the specific concerns raised during the consultation such as uncertainty around traffic congestion, impact on vessel movements and concern that the bridge would not open on demand for commercial vessels are recognised.
- 9.12 If it is decided to proceed with development of the preferred scheme with a 4.5m clearance then the issues raised during the consultation will need very careful consideration during the next stage of scheme development.
- 9.13 The traffic modelling would be further developed taking into consideration the consultation feedback so that forecast traffic movements during the peak morning and evening periods can be made available for the next public consultation. This work would also reflect on recent river count surveys that have been undertaken and would need to demonstrate how traffic would be managed using Variable Message Sign (VMS) technology when a bridge in Great



Yarmouth (e.g. Haven Bridge, Breydon Bridge or the potential Third River Crossing) is closed to road traffic especially during the peak periods. A key aspect of the scheme moving forward would be the investigation of technology that can be utilised to maximise the speed that the bridge can open and close to reduce the impact of the closure on road traffic.

- 9.14 Further work would be undertaken in consultation with the port related businesses to fully understand their concerns and consider ways to mitigate these concerns such as investigating how assurances can be provided that the bridge would open on demand for commercial vessels, design the bridge to make it as reliable as it can be and if it does break down there is a fail-safe built into the design to allow the bridge to open quickly so there is minimal disruption to river vessels. There are also other matters relating to the operation of the bridge raised during the consultation that would need further consideration and discussion with the relevant stakeholders.
- 9.15 There will also be the need to engage with local residents and landowners including the Great Yarmouth and Gorleston Allotment Association to discuss specific concerns raised and investigate what can be done to mitigate the impact of the scheme.
- 9.16 The suggested improvements to the scheme mentioned in Section 7.0 of this report and will need to be fully considered during the next stage of scheme development.
- 9.17 Improvements to the A47 are the responsibility of Highways England (HE) and form part of their Roads Investment Strategy programme(s) and are therefore outside the scope of this project. The report to EDT committee on 15 September 2017 provided an update of the projects being delivered by HE following their preferred route announcements in August 2017. The A47 Alliance, of which Norfolk County Council is a member, has requested that the dualling of the A47 Acle Straight be included within the Government's Second Road Investment Strategy (RIS2), which it intends to deliver between 2020 and 2025.
- 9.18 Suggestions to improve public transport priority at Haven Bridge and Southtown Road and the removal traffic from the sea front are outside the scope of this project, however local traffic improvements will be included wherever possible as part of wider network improvements to benefit the overall road network operation before and after delivery of the project.

# **APPENDIX A**

## **Exhibition Board PDFs**

# 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
<b>September – October 2017</b>	<b>Stage 2 Scheme development consultation</b>	<b>Understand views on the bridge development work so far</b>
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

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

[www.norfolk.gov.uk/3rc](http://www.norfolk.gov.uk/3rc)

## 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:

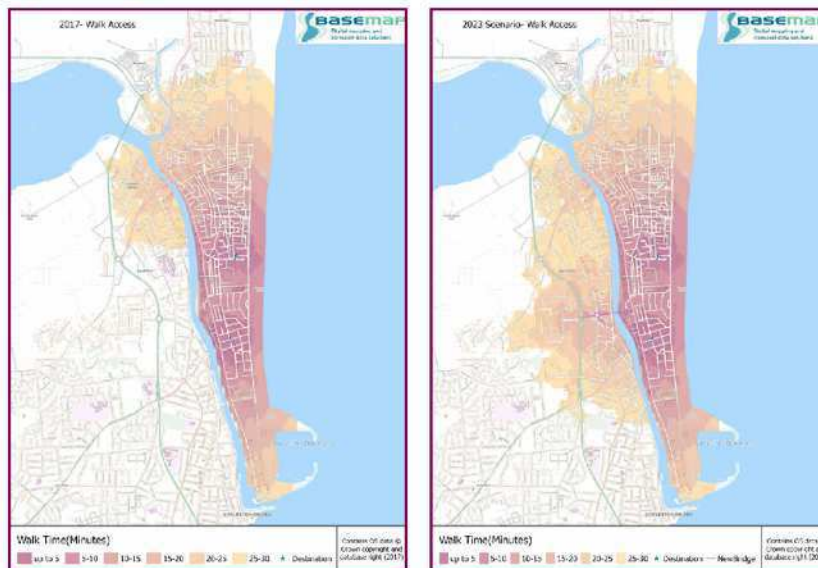
- Providing traffic relief to Breydon Bridge and Haven Bridge
- Reducing congestion and delay in the town centre
- Improving journey time reliability
- Improving access to the Great Yarmouth peninsula
- Improving traffic safety
- Enhancing access for walking, cycling and public transport
- Improving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

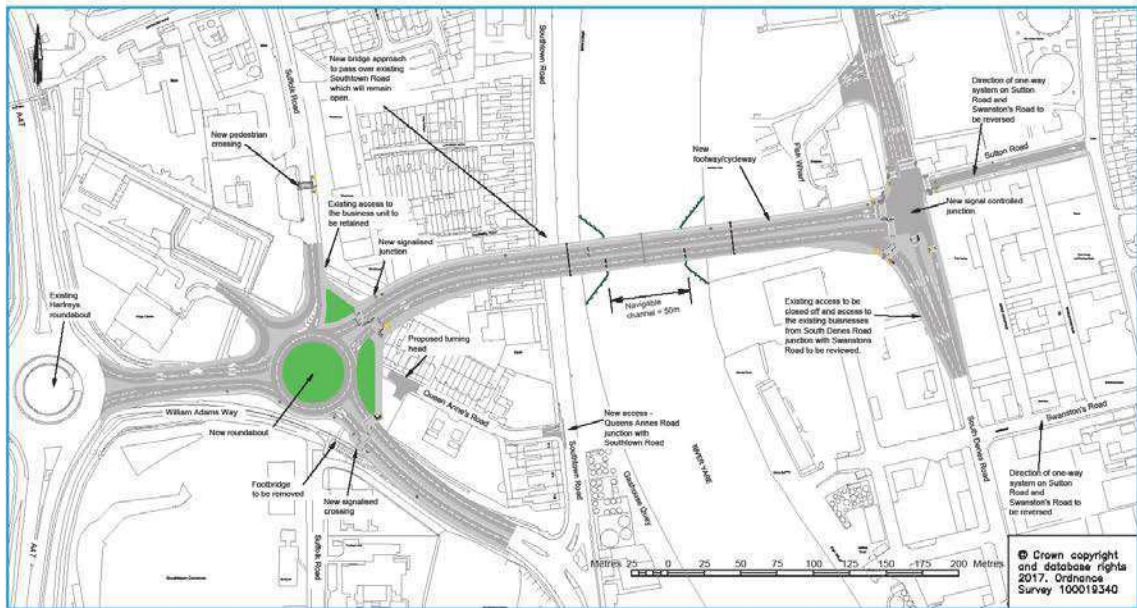
The new bridge needs to open and allow the passage of boats and large vessels along the river. Having considered the various options we think the best solution is to provide a bascule bridge with a clearance of 4.5m over the water at high tide.



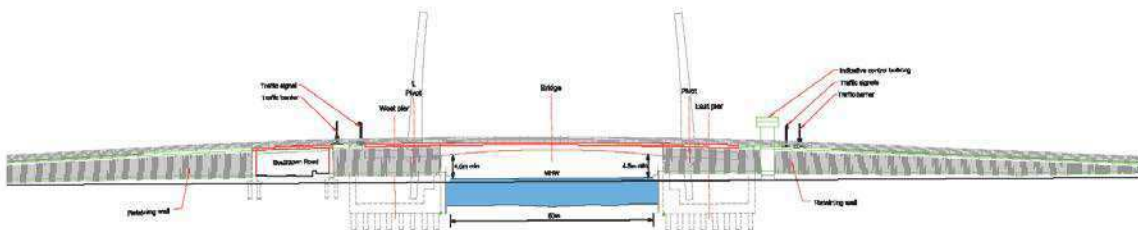
Key Facts	
Estimated number of openings on a typical day (in 2023)	15 (based upon our assessment of predicted river traffic).
Combined length of time the bridge is closed to traffic on a typical day	75 minutes (approx average of 5 minutes per opening).
Total time each day the bridge is open to traffic/pedestrians/cyclists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



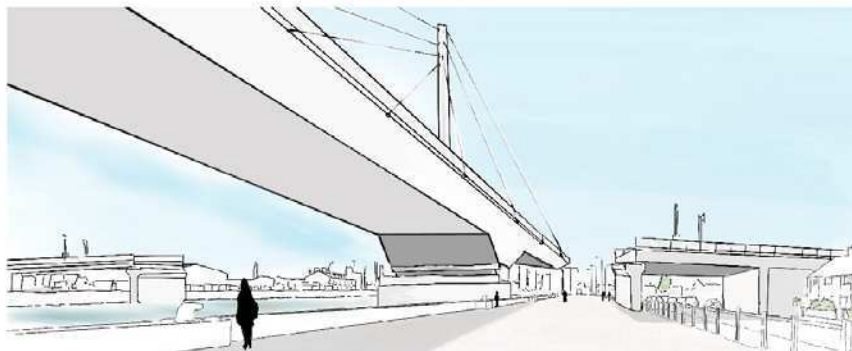
The drawing below shows the side profile of a 4.5m bascule bridge.





# 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

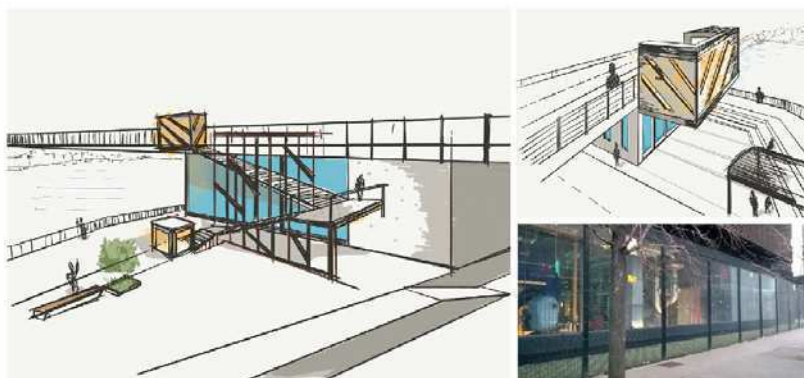
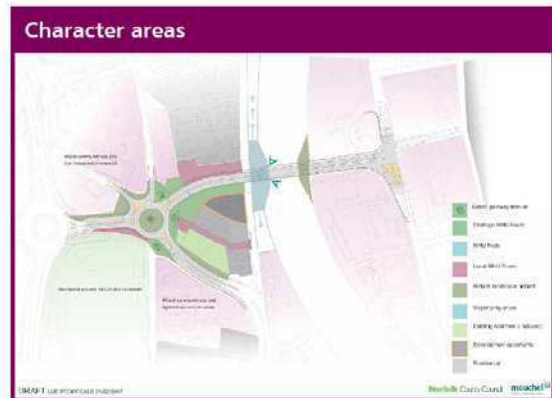
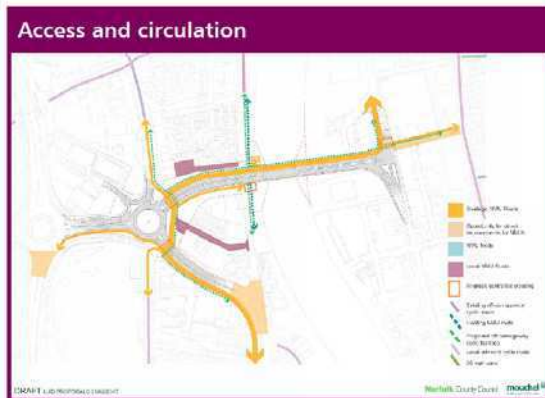
The new bridge will be designed to integrate with the existing townscape and road network to enhance access for everyone.

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 (NMFU) below) and public transport will be included as part of our plans.

Some of our ideas developed so far are shown below.





## 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...



[www.norfolk.gov.uk/3rc](http://www.norfolk.gov.uk/3rc)

 **Norfolk** County Council

# 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) Gaptown 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](mailto: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](http://www.norfolk.gov.uk/3rc)**
- **Emailing the project team at [gy3rc@norfolk.gov.uk](mailto: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](http://www.norfolk.gov.uk/3rc)**
- **emailing [gy3rc@norfolk.gov.uk](mailto:gy3rc@norfolk.gov.uk)**



[www.norfolk.gov.uk/3rc](http://www.norfolk.gov.uk/3rc)

 **Norfolk** County Council



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## Appendix E-1 – Statement of Community Consultation Letters



NCC contact number: 0344 800 8020  
Text relay no.: 18001 0344 800 8020

██████████  
Managing Director  
Norfolk County Council  
County Hall  
Martineau Lane  
Norwich  
NR1 2SG

Your Ref:  
Date: 22 May 2018

My Ref: CES/PKA018/GB  
Tel No.: 01603 224279  
Email: gy3rc@norfolk.gov.uk

Dear ██████████

### **Great Yarmouth Third River Crossing – Statement of Community Consultation**

On 26 February 2018 the Secretary of State directed, pursuant to Section 35 of the Planning Act 2008, that the proposed scheme known as the Great Yarmouth Third River Crossing together with any matters associated with it, is to be treated as development for which development consent is required.

As a result Norfolk County Council intends to submit an application for development consent to the Secretary of State and part of this application process requires the County Council, as the applicant, to produce a Statement of Community Consultation (SoCC). The SoCC defines how it intends to undertake the pre-application consultations with the local community in fulfilment of the requirements of Section 47 of the Planning Act 2008.

Before publishing the SoCC there is a requirement to consult local authorities on its content and give regard to any responses received. As a result I am writing to formally consult Norfolk County Council on the content of the attached draft SoCC. I would be grateful if the draft SoCC could be disseminated around various parts of your council in order that they are aware of the proposed consultation and have an opportunity to comment on this should they wish to do so.

*Continued.../*

Please note that there is a requirement to allow a minimum period (as defined by Section 47 of the Planning Act 2008) of at least 28 days for comments on the draft SoCC to be received, which commences the day after the day on which the local authority receives the consultation documents. The deadline to receive responses to this consultation is therefore 22 June 2018.

In the meantime should you have any further queries please do not hesitate to contact me using the above telephone number or e-mail address.

Yours sincerely

[REDACTED]

Project Engineer



NCC contact number: 0344 800 8020  
Text relay no.: 18001 0344 800 8020

██████████  
Chief Executive Officer  
Great Yarmouth Borough Council  
Town Hall  
Hall Plain  
Great Yarmouth  
NR30 2QF

Your Ref:  
Date: 22 May 2018

My Ref: CES/PKA018/GB  
Tel No.: 01603 224279  
Email: gy3rc@norfolk.gov.uk

Dear ██████████

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Before publishing the SoCC there is a requirement to consult local authorities on its content and give regard to any responses received. As a result I am writing to formally consult Great Yarmouth Borough Council on the content of the attached draft SoCC. I would be grateful if the draft SoCC could be disseminated around various parts of your council in order that they are aware of the proposed consultation and have an opportunity to comment on this should they wish to do so.

*Continued.../*

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In the meantime should you have any further queries please do not hesitate to contact me using the above telephone number or e-mail address.

Yours sincerely

[REDACTED]

Project Engineer

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## Appendix E-2 – Statement of Community Consultation Responses





**Norfolk** County Council

Community and Environmental  
Services Department  
Planning Services Floor 6  
County Hall  
Martineau Lane  
Norwich  
NR1 2SG

[REDACTED]  
Project Engineer  
Infrastructure Delivery Team  
Norfolk County Council  
Community & Environmental Services, Floor 2  
County Hall  
Martineau Lane  
Norwich  
NR1 2DH

NCC general enquiries: 0344 800 8020  
Text relay no: 18001 0344 800 8020

Your Ref: CES/PKA018/GB  
Date: 21 June 2018

My Ref: H/6/2018/6005

Tel No.: [REDACTED]

Email: [REDACTED]

Dear [REDACTED]

**Third River Crossing, Great Yarmouth: NSIP: Third River Crossing - consultation on the Statement of Community Consultation (SOCC)**

I refer to your letter dated 22 May 2018, regarding the consultation on the draft Statement of Community Consultation (SoCC) for the Third River Crossing, Great Yarmouth.

Having reviewed the draft SoCC, I am of the view that there is further scope to set out the benefits the proposed scheme will bring both to the area, and further afield, the potential impacts and required mitigation.

The range of locations, dates and times the scheme documentation can be viewed is welcomed enabling a number of opportunities for stakeholders and members of the public to view the proposals, seek clarification on issues (if necessary) and provide comments. As 'applicant/promoter' of the scheme, I suggest consideration be given to holding a public exhibition here at County Hall, or including it as a document deposit location, to capture the wider public, given that this is a nationally significant scheme. Whilst those to be consulted are area based, you should provide reasoned justification for the consultation areas you have defined because there maybe groups outside the defined consultation areas that maybe impacted on by the proposed scheme.

According to our records there is a gypsy and traveller site on Gapton Hall Road, therefore with regards to paragraph 5.11 hard to reach groups, I suggest consideration is given to engaging the gypsy and traveller community. The County Council run a gypsy and traveller forum you may wish to make contact with. See link below for details Continue...

<https://www.norfolk.gov.uk/what-we-do-and-how-we-work/policy-performance-and-partnerships/partnerships/diversity-and-community-cohesion-partnerships/gypsy-and-traveller-forum>

I have no other records of hard to reach groups in the area, but that is not to say there aren't any. If you haven't done so already, you may wish to contact [REDACTED] who may be able to provide you with a list of stakeholders, local interest groups and hard to reach groups, which will assist you in ensuring as many groups have the opportunity to engage in the process as possible.

The County Council's Statement of Community Involvement (SCI) sets out other methods of community involvement you may wish to consider. The SCI can be viewed via the following link

<https://www.norfolk.gov.uk/what-we-do-and-how-we-work/policy-performance-and-partnerships/policies-and-strategies/minerals-and-waste-planning-policies/statement-of-community-involvement>

You will need to consider consultation being undertaken on planning applications in the area, particularly those adjacent to the proposed third river crossing. In addition, for the avoidance of confusion, you should be mindful of other major public consultation exercises that are being undertaken in the area at the same time. For example: Norfolk Minerals and Waste Local Plan Review. The County Council will commence consultation to consolidate 3 adopted development plan documents (DPDs) into one Local Plan during July and August 2018

Great Yarmouth Borough Council Draft Local Plan - Development Management Policies and Site Specific Allocations. It is anticipated that this consultation will take place during the summer/autumn 2018

I therefore suggest that you contact services within Norfolk County Council, Great Yarmouth Borough Council, Great Yarmouth Port Company and the Marine Management Organisation (MMO) for such information.

It should be made clear that this SoCC is part of the pre-application process, and that there will be opportunities in the NSIP process for stakeholders and members of the public to make representation on the proposed scheme, once the application is formally lodged with the Planning Inspectorate (PINS).

For you information, I have attached comments received from the Lead Local Flood Authority (LLFA). The LLFA do not comment on the SoCC, but do advise of the flooding concerns the local community may have.

If you have any queries, please do not hesitate to contact the case officer, [REDACTED] on Norwich [REDACTED]

Yours sincerely

[REDACTED]  
Head of Planning



**S47 Norfolk County Council (Lead Local Flood Authority) Response to Consultation on Draft SoCC**

**From:** Lead Local Flood Authority  
**To:** Planning Services  
**Subject:** RE: H/6/2018/6005 - Great Yarmouth Third River Crossing - consultation on the draft Statement of Community Consultation (SOCC) H/6/2018/6005- FAO County Ecologist, Green Infrastructure, Arboricultural & PROW  
**Date:** 12 June 2018 10:19:15

---

Dear [REDACTED]

The Lead Local Flood Authority have no opinion on how the community is consulted as part of this application, however we would remind the applicant that there are several local sensitives about flooding which the local community may be concerned about as part of the application. Any consultation should make clear that these issues are already recognised and will be considered as part of the application process.

In particular we have previously advised the applicant in response to the scoping study (May 2018) that there are issues of flooding locally, their general location and that works proposed would need to consider this as part of the design to prevent adverse impacts. The incidences of flooding are located near the watercourse which flows under William Adam Way which is part of the works and so the community may raise these issues as part of a consultation.

**Disclaimer**

*We have relied on the accuracy and completeness of the information supplied to us in providing the above advice and can take no responsibility for incorrect data or interpretation, or omissions, in such information. If we have not referred to a particular issue in our response, it should not be assumed that there is no impact associated with that issue.*

[REDACTED]  
Senior Flood Risk Officer  
Lead Local Flood Authority  
(I do not work on Wednesdays or Friday after 2pm)

Email: [lfa@norfolk.gov.uk](mailto:lfa@norfolk.gov.uk) for any planning enquiries or statutory planning consultations  
Email: [water.management@norfolk.gov.uk](mailto:water.management@norfolk.gov.uk) for any reports of flooding, watercourse regulation or general enquiries.  
Web: [www.norfolk.gov.uk](http://www.norfolk.gov.uk)

**Norfolk County Council**

General enquiries: 0344 800 8020 or [information@norfolk.gov.uk](mailto:information@norfolk.gov.uk)



*Think... is it really necessary to print this email*



**From:** [REDACTED]  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Great Yarmouth Third River Crossing Statement of Community Consultation  
**Date:** 20 June 2018 10:46:24

---

[REDACTED]

Apologies for the delay.

Great Yarmouth Borough Council has no objections to the draft Statement of Community Consultation, but would like to see a display in the Town Hall for the duration of the consultation period, as previously discussed and referred to in your email to [REDACTED] of 13<sup>th</sup> April (a copy of which I will forward to you). The Borough Council is not especially concerned whether that display is explicitly referenced in the Statement of Community Consultation, as it is already covered under the generic provisions of the Statement.

Great Yarmouth Borough Council appreciates the opportunities the County Council has provided for its ongoing involvement and cooperation in the development of this project, and looks forward to continuing its engagement in bringing it to fruition.

Regards,

[REDACTED]

[REDACTED]  
**Principal Strategic Planner**  
**Great Yarmouth Borough Council**

[REDACTED]

[www.great-yarmouth.gov.uk](http://www.great-yarmouth.gov.uk)

2<sup>nd</sup> Floor, Town Hall, Hall Plain, Great Yarmouth, Norfolk, NR30 2QF

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## Appendix E-3 – Statement of Community Consultation





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# Great Yarmouth Third River Crossing

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## Statement of Community Consultation

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Planning Act 2008

Infrastructure Planning

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

**Document Reference:** 0.5 Statement of Community Consultation  
**Regulation Number:** Section 47 Planning Act 2008  
**Author:** Norfolk County Council



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**Great Yarmouth Third River Crossing**  
**Statement of Community Consultation**  
**(Published under Section 47(6) of the Planning Act 2008)**

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**Appendices**

Appendix A – Key Elements of Scheme Proposal

Appendix B – Consultation Leaflet Delivery Area

Appendix C – Consultation Brochure and Consultation Leaflet Delivery to Parish Councils

<b>Revision</b>	<b>Date</b>	<b>Issued by</b>	<b>Comments</b>
2	14/7/18	G Broad	Final Issue for Publishing

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## 1.0 This Statement of Community Consultation

- 1.1 This Statement of Community Consultation (SoCC) sets out when and how Norfolk County Council (NCC) proposes to undertake pre-application consultations with the local community on the Great Yarmouth Third River Crossing (“the Proposed Scheme”). The SoCC provides background on the Proposed Scheme and outlines where additional information can be found. Further, it details how comments on the Proposed Scheme can be made during the consultation process.
- 1.2 This SoCC has been prepared and published in accordance with Section 47 of the Planning Act 2008, and NCC has had regard to the Secretary of State’s Guidance<sup>1</sup> as required by section 50(3). It is also a requirement of Section 47 that applicants carry out their consultation in accordance with the SoCC. A consultation on the contents of this SoCC has been undertaken with the relevant Local Authorities responsible for the area where the Proposed Scheme will be constructed, and regard has been given to their responses, in line with Section 47(5) of the Planning Act 2008.
- 1.3 Specifically, NCC consulted relevant services within NCC on 22 May 2018 (with a response from NCC Planning Services received on 21 June 2018, which also included a response from NCC lead local flood authority dated 12 June 2018) and Great Yarmouth Borough Council on 22 May 2018 (with a response received on 20 June 2018).
- 1.4 Details contained within this SoCC are as follows:

<b>The Proposed Scheme</b>	Summary of the Proposed Scheme and its objectives.
<b>The Application Process</b>	Explanation of the application process for development consent.
<b>Previous Consultations</b>	Summary of the consultations previously undertaken prior to those detailed in this SoCC.
<b>Statutory Pre-Application Consultations</b>	Details of the proposed pre-application consultations including: <ul style="list-style-type: none"> <li>• What we are consulting on,</li> <li>• How we will consult,</li> <li>• Who we will consult.</li> </ul>
<b>Environmental Information</b>	Explanation of how details of the Environmental Impact Assessments can be obtained.
<b>Consultation Feedback</b>	Information on how responses to the proposals can be made and how we will use these responses.

- 1.5 The statutory pre-application consultations with the local community will commence at 00:00hrs on 20 August 2018 and the deadline for responses is 23:59hrs on 5 October 2018.

<sup>1</sup> “Planning Act 2008: Guidance on the pre-application process” – Department for Communities and Local Government March 2015

- 1.6 This SoCC was published on 3 August 2018 and will be available to inspect at the Consultation Events (Section 5.6.3), Consultation Document Deposit Locations (See Section 5.7) and online at [www.norfolk.gov.uk/3rc](http://www.norfolk.gov.uk/3rc).



## 2.0 The Proposed Scheme

2.1 The Proposed Scheme involves the construction, operation and maintenance of the new crossing of the River Yare in Great Yarmouth. The Proposed Scheme consists of:

- A new dual carriageway road across the river, linking the A47 at Harfrey's Roundabout on the western side to the A1243 South Denes Road on the eastern side;
- An opening span double leaf bascule bridge across the river, including structures to support and accommodate operational requirements of the opening mechanism, including counterweights either at, above or below the bridge deck. This may involve the construction of two new 'knuckles' that extend the quay wall into the river;
- A new five-arm roundabout connecting the new crossing with Suffolk Road, William Adams Way and the western end of Queen Anne's Road;
- A single span bridge over Southtown Road, with either reinforced earth embankments or embankments retained by reinforced earth walls, or a combination of these, joining that bridge to the new roundabout at William Adams Way;
- The closure of Queen Anne's Road at its junction with Suffolk Road, and the opening of a new priority junction onto Southtown Road providing access to the Queen Anne's Road residential area;
- Revised access arrangements for existing businesses onto the local highway network;
- Dedicated provision for cyclists and pedestrians which tie into existing networks;
- A control tower structure located in proximity to the crossing on the western side of the river. The control tower will facilitate the 24/7 operation of the opening span of the new double leaf bascule bridge;
- The demolition of an existing pedestrian bridge on William Adams Way;
- Provision of small vessel waiting facilities to the north and south of the crossing, either as floating pontoons or additional fendering to the existing berths, including any dredging and quay strengthening works that may be required;
- Provision of a large vessel waiting facility, if deemed necessary following a navigation risk assessment, at a remote location south of the crossing, including any dredging, quay strengthening, fendering and mooring alterations required;
- Additional variable message signage to assist the movement of traffic in response to network conditions and the openings / closings of the double leaf bascule bridge;
- Provision of drainage infrastructure, lighting and landscaping.

2.2 The key elements of the Proposed Scheme are shown in Appendix A.

2.3 The main objectives of the Proposed Scheme are as follows:

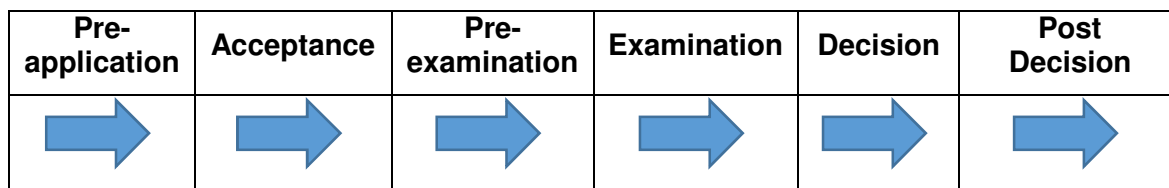
- To support Great Yarmouth as a centre for both offshore renewable energy and the offshore oil and gas industry, enabling the delivery of

renewable energy Nationally Significant Infrastructure Projects and enhancing the port's role as an international gateway;

- To improve access and strategic connectivity between Great Yarmouth port and the national road network thereby supporting and promoting economic and employment growth (particularly in the Enterprise Zone);
- To support the regeneration of Great Yarmouth, including the town centre and seafront, helping the visitor and retail economy;
- To improve regional and local access by enhancing the resilience of the local road network, reducing congestion and improving journey time reliability;
- To improve safety and to reduce road casualties and accidents, in part by reducing heavy traffic from unsuitable routes within the town centre;
- To improve access to and from the Great Yarmouth peninsula for pedestrians, cyclists and buses, encouraging more sustainable modes of transport and also reducing community severance;
- To protect and enhance the environment by reducing emissions of greenhouse gases and minimising the environmental impact of the Proposed Scheme.

### **3.0 The Application Process**

- 3.1 On 26 January 2018, NCC formally requested that the Secretary of State for Transport should use the power under Section 35 of the Planning Act 2008 to direct that the Proposed Scheme, and any associated matters, should be treated as development for which development consent is required.
- 3.2 In the Direction of 26 February 2018, the Secretary of State confirmed that he was satisfied that the Proposed Scheme is nationally significant. He therefore directed that the Proposed Scheme, and any associated matters, is to be treated as development for which development consent is required. The effect of the Direction is that progression and assessment of the Proposed Scheme will take place under the Planning Act 2008's consenting regime for nationally significant infrastructure projects. Where a project is authorised under this regime, that will remove the need for planning permission and, where appropriate, other consents and permissions which the Proposed Scheme would require if the Direction had not been made.
- 3.3 A copy of the Secretary of State's Direction is available on NCC's website: ([www.norfolk.gov.uk/3rc](http://www.norfolk.gov.uk/3rc)).
- 3.4 In order to progress the Proposed Scheme, NCC therefore intends to make an application under the Planning Act 2008 for a Development Consent Order (DCO) in order to obtain the necessary consents to construct, operate and maintain the Proposed Scheme. This application will be made to the Secretary of State for Transport, who makes the decision on applications concerning transport infrastructure projects.
- 3.5 NCC expects that a DCO application for the Proposed Scheme will be submitted to the Planning Inspectorate (PINS) in Spring 2019.
- 3.6 PINS is responsible for administering the DCO process on behalf of the Secretary of State. This includes the appointment of Inspectors to act as the "Examining Authority" who will examine applications for DCOs and provide recommendations to the Secretary of State for Transport, who then decides whether the DCO should be made. Further information on this process can be found on PINS (National Infrastructure Planning) website: <https://infrastructure.planninginspectorate.gov.uk/>.
- 3.7 A DCO, if granted, would give consent for the construction, operation and maintenance of the Proposed Scheme. A DCO can also include provisions about related matters, such as compulsory acquisition of land, road closures, new or altered roads and matters concerning the River Yare (including, potentially, a Deemed Marine Licence). The DCO can impose any requirements which the Secretary of State considers appropriate. It is important to note that a DCO can replace the need to obtain most other permissions and consents which a project would otherwise need. The effect is that the DCO process may well be the only opportunity that the community will have to engage with the Proposed Scheme and influence whether the Proposed Scheme should receive consent (and if so on what terms).
- 3.8 A summary of the DCO process is shown by the diagram below and described in the subsequent paragraphs 3.9 to 3.14.
-



- 3.9 **Pre-application** - During this period the scheme proposals are developed and the statutory pre-application consultation is undertaken.
- 3.10 **Acceptance** - PINS, on behalf of the Secretary of State for Housing, Communities and Local Government, has 28 days to decide whether the application meets the required standards to proceed to examination. Before a DCO application is accepted, the Secretary of State must be satisfied that the applicant has carried out effective pre-application consultation in accordance with the Planning Act 2008 with both specified consultees and the local community. This pre-application consultation is a key part of the DCO process.
- 3.11 **Pre-examination** - If the application for a DCO is accepted by PINS, the application will be the subject of notification and publicity to be carried out by NCC. The public will be able to register with PINS and provide a written summary of their views on the application, which will enable them to become an Interested Party. Preparation for the Examination will take place, including a Preliminary Meeting which Interested Parties will be invited to attend. This process generally takes in the region of three months (and is called the 'pre-examination' stage).
- 3.12 **Examination** - During the DCO examination, those who have previously registered to have their say as Interested Parties will be invited to provide more details of their views in writing and can also request Open Floor Hearings and Compulsory Acquisition Hearings. The Examining Authority may also decide to hold hearings, in particular to examine specific issues. The Examination period lasts up to six months.
- 3.13 **Decision** - Within three months of the examination period concluding the Examining Authority will make a recommendation to the Secretary of State for Transport, who will then decide, generally within a statutory period of three months, whether to make the DCO.
- 3.14 **Post Decision** – There is an opportunity for legal challenge to a decision to make a DCO.
- 3.15 The application for the Proposed Scheme is being prepared in line with relevant national policy, primarily the National Networks National Policy Statement 2015, which provides the policy context for nationally significant road and rail projects. Further information can be found on the following website: <https://www.gov.uk/government/publications/national-policy-statement-for-national-networks>.

#### 4.0 Previous Consultations (Stages 1 and 2)

- 4.1 NCC has been undertaking consultations on the Proposed Scheme since 2009. More recently, NCC has adopted a three stage consultation process as follows:

<b>Stage</b>	<b>Purpose</b>
<p><b><u>Stage 1 (Nov 2016 – Jan 2017)</u></b> Initial engagement non-statutory consultation.</p>	<p>To invite and assess views on congestion within Great Yarmouth and the surrounding area, to share emerging proposals and to understand the level of support for the Proposed Scheme.</p>
<p><b><u>Stage 2 (Sept – Oct 2017)</u></b> Scheme development non-statutory consultation.</p>	<p>To invite and assess views on the Proposed Scheme development work so far.</p>
<p><b><u>Stage 3 (Planned for Aug – Oct 2018)</u></b> Statutory pre-application consultation.</p>	<p>To provide updated details on the Proposed Scheme and to invite and assess views on it, before an application for a DCO is submitted.</p>

- 4.2 NCC has listened to what local people and other parties have had to say during the non-statutory Stage 1 and 2 consultations, which has assisted the development of the proposals.
- 4.3 The consultations detailed in this SoCC are the Stage 3 statutory pre-application consultations identified in the above table. This is being undertaken to seek views on the Proposed Scheme to inform its refinement and, where appropriate, revision prior to making the application for a DCO.

## **5.0 Statutory Pre-application Consultations (Stage 3)**

### **5.1 What specific matters are we seeking comments on?**

5.1.1 The Consultation will invite comment and seek views on the information provided, which will include:

- The principle of, need for and design of the Proposed Scheme (including alternative ways of meeting the need);
- Detailed proposals for the Proposed Scheme including bridge alignment, junction layouts, works on existing roads and side roads, and design details;
- Preliminary environmental information relating to the construction, operation and maintenance of the Proposed Scheme - provided by the Preliminary Environmental Information Report (PEIR) and the non-technical summary;
- Potential impacts of the Proposed Scheme on traffic (and possible mitigation measures);
- Potential impacts of the Proposed Scheme on port related activities and river vessel movements.

### **5.2 When will the Consultation be held?**

5.2.1 NCC will hold a consultation with the local community between 00:00hrs on 20 August 2018 and 23.59hrs on 5 October 2018. It is important that feedback is provided during the Consultation Period to inform the ongoing development and design of the Proposed Scheme. Further details of this consultation are provided below.

### **5.3 Who will be able to comment on the Proposed Scheme?**

5.3.1 The Consultation will be open to anyone who wishes to express a view on the Proposed Scheme.

### **5.4 How will the Consultation be communicated?**

5.4.1 NCC wishes to ensure that local communities, businesses, stakeholders and interest groups have an opportunity to fully understand and comment on the Proposed Scheme.

5.4.2 The Consultation will be widely advertised in local media and using social media such as Facebook and Twitter. Notices pursuant to Section 47 of the Planning Act 2008 will be published in the Eastern Daily Press and Great Yarmouth Mercury newspapers.

5.4.3 In addition to the community consultation, which is the subject of this SoCC, separate pre-application consultation will take place with certain prescribed bodies, affected land owners and local authorities in accordance with Section 42 of the Planning Act 2008. A notice will also be published (in accordance with Section 48 of the Planning Act 2008) in the Eastern Daily Press, Great Yarmouth Mercury, The Times and the London Gazette advertising the Proposed Scheme. These consultations and notices will contain appropriate details of the Proposed Scheme, the intention to submit an application for a DCO and the Preliminary Environmental Information, together with details of how and when to provide feedback.



## 5.5 What documents will be produced?

### 5.5.1 NCC will produce the following Consultation Documents:

- **Consultation Leaflet:** The Consultation Leaflet will include details of the Public Exhibitions and Consultation Events and how to provide feedback. It will be produced to help publicise the Public Exhibitions and Consultation Events and will be sent to residential and business addresses within the vicinity of the Proposed Scheme (area shown on plan in Appendix B) using the latest available address information;
- **Consultation Brochure and Consultation Questionnaire:** The Consultation Brochure will contain a more detailed summary of the project proposals and the potential impacts. It will be accompanied by a Consultation Questionnaire to facilitate comments on the Proposed Scheme. Specific questions will be asked in the Consultation Questionnaire, but it will also give respondents an opportunity to raise any other issues if they wish. In addition to being available at the Public Exhibitions and Consultation Events these documents will be sent to parish councils located within or adjacent to the Great Yarmouth Borough Council administrative area (parish councils shown on plan in Appendix C);
- **Preliminary Environmental Information Report (PEIR):** The Proposed Scheme is EIA development for the purposes of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations). It will therefore require environmental impact assessment under the EIA Regulations and an Environmental Statement (ES) will accompany the application for a DCO. The PEIR provides preliminary environmental information, and will be available as part of the community consultations detailed in this SoCC. It will also be sent in electronic form (and made available in paper form on request) to the consultation bodies prescribed by the EIA Regulations and everyone required to be consulted by section 42 of the Planning Act 2008. The PEIR will provide information at a level appropriate to allow consultees to develop an informed view of the likely significant environmental effects of the Proposed Scheme and will include details of the Proposed Scheme, the anticipated likely significant effects of the Proposed Scheme on the environment, the envisaged mitigation or compensatory measures, and the reasonable alternatives considered.
- **Non-Technical Summary of the PEIR:** A summary of the key information in the PEIR will also be made available in a Non-Technical Summary of the PEIR;
- **Non-Technical Note on Transport Modelling:** This will explain the process used to produce the traffic flow forecasts provided in the Consultation Documents;
- **Design Process Summary:** This will explain the design rationale for the Proposed Scheme;
- **Questions and Answers:** Answers will be provided to commonly posed questions.

5.5.2 In addition to the Consultation Documents detailed in Section 5.5.1 above, the following consultation materials will be produced:

- **Consultation Posters:** To be displayed at certain public locations to advertise the consultation;
- **Public Exhibition Information Boards:** These will be provided to help inform at the Public Exhibitions and Consultation Events, and will include a summary of the Proposed Scheme and its potential impacts.

5.6 How will we consult?

5.6.1 **Project Website:** Web pages for the Proposed Scheme on NCC's website have been set up, and will be updated to include the latest scheme information. They are available at this location: [www.norfolk.gov.uk/3rc](http://www.norfolk.gov.uk/3rc) and will include details regarding the pre-application consultation. All the Consultation Documents listed under Section 5.5.1 and the Public Exhibition information boards above will be available on the project website.

5.6.2 **Public Exhibitions:** A series of Public Exhibitions (unstaffed) will be held at the times and venues detailed below to give people the opportunity to view the scheme proposals. The Public Exhibitions will contain information boards together the Consultation Documents listed under Section 5.5.1.

Venue	Date	Time
<b>Great Yarmouth Library</b> Tolhouse Street Great Yarmouth NR30 2SH	Monday 20 August 2018 to Saturday 25 August 2018	Monday: 12pm-5pm Tuesday: 9am-5pm Wednesday: 9am-7:30pm Thursday: 9am-5pm Friday: 9am-5pm Saturday: 9am-4:30pm
<b>Priory Centre</b> Priory Plain Great Yarmouth NR30 1NW	Tuesday 28 August 2018 to Saturday 1 September 2018	Tuesday: 12pm-9pm Wednesday: 8:30am- 12:45pm and 4pm-9pm Thursday: 8:30am-9pm Friday: 8:30am-12:45pm and 4pm-9pm Saturday: 8am-4pm
<b>Gorleston Library</b> Lowestoft Road Gorleston-on-Sea Great Yarmouth NR31 6SG	Monday 3 September 2018 to Saturday 8 September 2018	Monday: 12pm-5pm Tuesday: 9:30am-8pm Wednesday: 9:30am-5pm Thursday: 9:30am-8pm Friday: 9:30am-5pm Saturday: 9:30am-4pm
<b>Kings Centre</b> 30 Queen Anne's Road Southtown Great Yarmouth NR31 0LE	Tuesday 11 September 2018 to Saturday 15 September 2018	Tuesday: 12pm-5pm Wednesday: 9am-9pm Thursday: 9am-5pm Friday: 9am-5pm Saturday: 9am-4pm

Two smaller publicity exhibitions, containing scheme information and details of how to participate in this consultation will be on display between 20 August 2018 and 5 October 2018 in the reception areas of Great Yarmouth Town Hall and County Hall, Norwich.

**5.6.3 Consultation Events:** Consultation Events, that will include the Public Exhibition information boards, will be held at the locations and dates/times detailed in the table below. All the Consultation Documents listed under Section 5.5.1, and those listed under Section 5.5.2 above, together with this SoCC, will be available at these Consultation Events. These documents can be taken away from the Consultation Events free of charge, with the exception of the PEIR, for which a charge of £10 will be made. The Consultation Events will be staffed to allow people to hold face-to-face discussions with the project team.

Venue	Date	Time
<b>Great Yarmouth Library</b> Tolhouse Street Great Yarmouth NR30 2SH	Saturday 25 August 2018	10:00am to 4:30pm
<b>Priory Centre</b> Priory Plain Great Yarmouth NR30 1NW	Thursday 30 August 2018	10:00am to 9:00pm
<b>Gorleston Library</b> Lowestoft Road Gorleston-on-Sea Great Yarmouth NR31 6SG	Tuesday 4 September 2018	10:00am to 8:00pm
<b>Kings Centre</b> 30 Queen Annes Road Southtown Great Yarmouth NR31 0LE	Wednesday 12 September 2018	10:00am to 8:00pm

**5.7 Consultation Document Deposit Locations:** For those that cannot attend the exhibitions all the Consultation Documents listed under Section 5.5.1 above, together with this SoCC, will be available to view at the following Consultation Document Deposit Locations between 20 August 2018 and 5 October 2018:

- Great Yarmouth Library – Tolhouse Street, Great Yarmouth, NR30 2SH;
- Gorleston Library – Lowestoft Road, Gorleston-on-Sea, Great Yarmouth, NR31 6SG;
- Priory Centre, Priory Plain, Great Yarmouth, NR30 1NW;
- Kings Centre – 30 Queen Annes Road, Southtown, Great Yarmouth, NR31 0LE;
- Great Yarmouth Town Hall – Hall Plain, Great Yarmouth, NR30 2QF;
- The Archive Centre, County Hall, Martineau Lane, Norwich, NR1 2DQ.

**5.8 Obtaining Copies of Consultation Documents:** Paper copies of the Consultation Documents can also be requested from NCC using the same contact details in Section 7.1 between 20 August 2018 and 5 October 2018. Consultation Documents will be made available free of charge, with the exception of the PEIR, for which a charge of £10 will be made. It will also be

possible for documents to be photocopied at Great Yarmouth Library and Gorleston Library although charges will apply for photocopying.

- 5.9 **Political Engagement:** The Consultation Brochure, Consultation Leaflet, and Consultation Questionnaire will be provided for local politicians (borough/county councillors, MPs and MEPs) whose constituencies are within the vicinity of the Proposed Scheme.
- 5.10 **Stakeholder Holders:** NCC has previously held meetings with a number of stakeholders and will continue to do so before, during and after the Consultation. When invited, and where it is possible to do so, the project team will attend meetings with other stakeholder groups interested in the Proposed Scheme.
- 5.11 **Hard to Reach Groups:** NCC wishes to involve a wide range of the community in the pre-application consultation by:
- Consultation Posters will be erected at various on-street locations in the vicinity of the Proposed Scheme. The consultation poster will also be erected in local colleges, shopping centres/supermarkets, medical centres, and the tourist information centre;
  - NCC will also attempt to contact local minority groups so that they can be informed of and engaged with the consultation;
  - If required NCC can provide the consultation material in an alternative format or in a different language (see contact details on the inside of the front page of this SoCC).

## **6.0 Environmental Information**

- 6.1 Preliminary environmental information will be available to view on NCC's website and in the Consultation Document Deposit Locations listed in Section 5.7 of this SoCC. Hard copies of the Consultation Materials can also be requested (free of charge) from NCC, with the exception of the PEIR, for which a charge of £10 will be made.

## 7.0 Consultation Feedback

- 7.1 Comments on the Proposed Scheme and the Consultation can be made using the following methods:
- Completing a Consultation Questionnaire at the exhibitions or on-line at [www.norfolk.gov.uk/3rc](http://www.norfolk.gov.uk/3rc);
  - Emailing comments to [gy3rc-st3consultation@norfolk.gov.uk](mailto:gy3rc-st3consultation@norfolk.gov.uk);
  - Writing to: “Freepost Plus RTCL-XSTT-JZSK, Norfolk County Council, GY3RC, Ground floor - south wing, County Hall, Martineau Lane, Norwich NR1 2DH”.
- 7.2 NCC, as the applicant for a DCO must have regard to any relevant responses received. Responses made during the Consultation Period will be documented and carefully considered by NCC in further developing the Proposed Scheme. NCC will consider the materiality of any resulting changes to the Proposed Scheme. Depending on factors such as the degree of change, the effect on the local community and the level of public interest, these changes may present the need for further consultation, which may be targeted at specific locations or on particular issues. Any future public consultation will be publicised and held as considered appropriate to NCC at that time.
- 7.3 A Consultation Report will be produced to accompany the DCO application as required by Section 37(3)(c) of the Planning Act 2008, and will include an explanation of how comments received have helped to influence the scheme proposals. Anonymised consultation response may be published as part of this document.
- 7.4 Where any additional consultation responses and / or feedback is received after the date specified for receipt below, these will only be accepted and considered at the discretion of NCC. This decision will be based on, amongst other factors, the significance of the issues raised (including whether they have previously been raised by others) and the amount of time that may have elapsed since the conclusion of the Consultation Period and the need to secure progress towards submission of the application following the conclusion of the Consultation Period.
- 7.5 NCC will continue to update the project website during and after the Consultation Period.

**The deadline for comments to be received as part of this pre-application consultation is 23:59hrs on Friday 5 October 2018.**

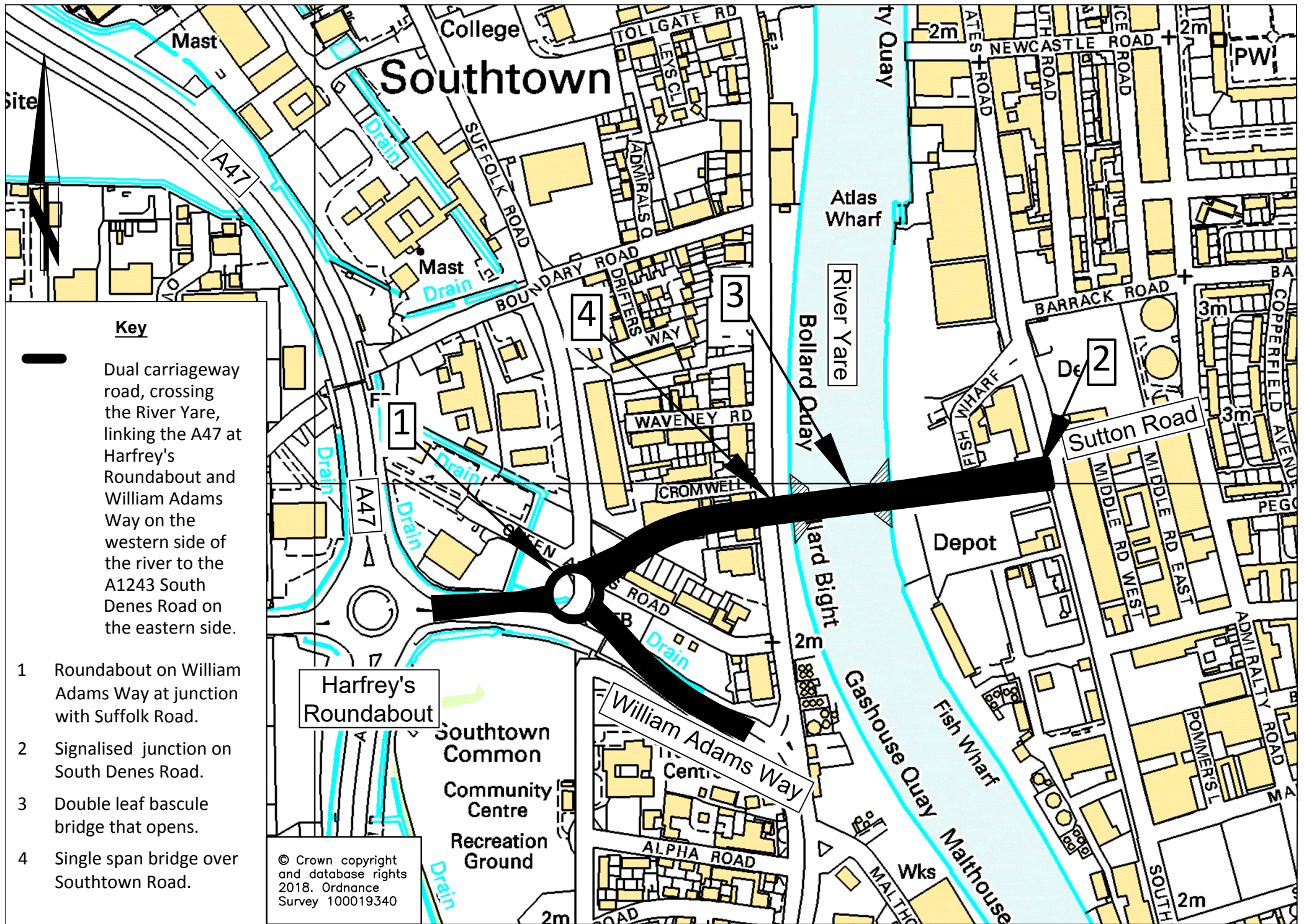


# **APPENDIX A**

Key Elements of Scheme Proposal







# Southtown

## Key

Dual carriageway road, crossing the River Yare, linking the A47 at Harfrey's Roundabout and William Adams Way on the western side of the river to the A1243 South Denes Road on the eastern side.

- 1 Roundabout on William Adams Way at junction with Suffolk Road.
- 2 Signalised junction on South Denes Road.
- 3 Double leaf bascule bridge that opens.
- 4 Single span bridge over Southtown Road.

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# **APPENDIX B**

Consultation Leaflet Delivery Area









**Key**

— — — — — Area of proposed Consultation Leaflet delivery

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**DRAWING TITLE**

Great Yarmouth Third River Crossing  
Section 47 - Proposed Area of Consultation Leaflet Delivery

**Tom McCabe**  
Executive Director of  
Community and Environmental Services  
Norfolk County Council  
County Hall  
Martineau Lane  
Norwich NR1 2SG

REV.	DESCRIPTION	DRAWN	CHECKED	DATE

SURVEYED BY	INITIAL	DATE	DRAWING No.
			PKA018-MP-032
DESIGNED BY	KP	03/18	PROJECT TITLE
DRAWN BY	KP	03/18	Great Yarmouth Third River Crossing
CHECKED BY	GB	5/18	SCALE
			1:8000 @ A3
			FILE No.
			PKA018



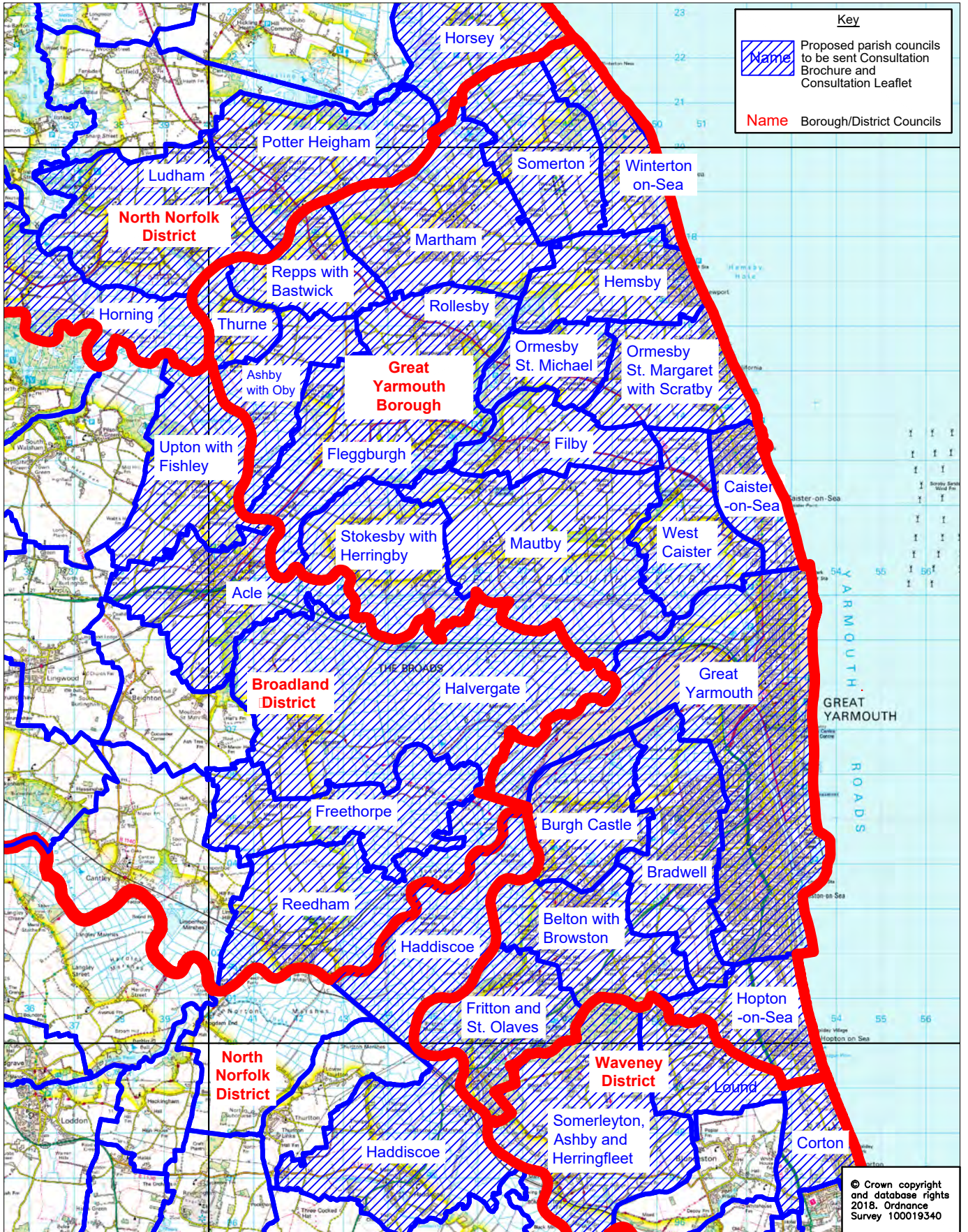
# **APPENDIX C**

Consultation Brochure and Consultation Leaflet Delivery to Parish Councils










**Key**

 **Name** Proposed parish councils to be sent Consultation Brochure and Consultation Leaflet

**Name** Borough/District Councils

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**DRAWING TITLE**  
 Great Yarmouth Third River Crossing  
 Section 47 - Proposed Consultation Brochure  
 And Consultation Leaflet Delivery To Parish Councils

**Tom McCabe**  
 Executive Director of  
 Community and Environmental Services  
 Norfolk County Council  
 County Hall  
 Martineau Lane  
 Norwich NR1 2SG

REV.	DESCRIPTION	DRAWN	CHECKED	DATE

	INITIAL	DATE	DRAWING No.
SURVEYED BY	OS	2018	PKA018-MP-014
DESIGNED BY	KP	03/18	PROJECT TITLE
DRAWN BY	KP	03/18	Great Yarmouth Third River Crossing
CHECKED BY	GB	5/18	SCALE
			1:8000 @ A3
			FILE No.
			PKA018





If you need this document printed in large print, Braille, alternative format, sound or other language, please email [gy3rc-st3consultation@norfolk.gov.uk](mailto:gy3rc-st3consultation@norfolk.gov.uk), contact customer service at 0344 800 8020 or text message at 18001 0344 800 8020 (text phone) and we will try to help you.

Ak potrebujete tento dokument vytlačený veľkým písmom, Braillovým písmom, v alternatívnom formáte, vo zvukovej forme alebo v inom jazyku, pošlite e-mailovú správu na adresu [gy3rc-st3consultation@norfolk.gov.uk](mailto:gy3rc-st3consultation@norfolk.gov.uk), kontaktujte oddelenie služieb zákazníkom na čísle 0344 800 8020 alebo pošlite textovú správu na 18001 0344 800 8020 (textový telefón) a vynasnažíme sa pomôcť vám.

Если вам необходимо распечатать этот документ крупным шрифтом, шрифтом Брайля, а также если этот документ нужен вам в аудио-формате, альтернативном формате или на другом языке, отправьте сообщение на адрес электронной почты [gy3rc-st3consultation@norfolk.gov.uk](mailto:gy3rc-st3consultation@norfolk.gov.uk), обратитесь в центр обслуживания клиентов по телефону 0344 800 8020 или службу для людей с ограниченными возможностями по номеру 18001 0344 800 8020 (текстофон), и мы сделаем все возможное, чтобы вам помочь.

Se precisar deste documento com caracteres grandes, em Braille, num formato alternativo, em áudio ou noutra idioma, envie, por favor, um e-mail para [gy3rc-st3consultation@norfolk.gov.uk](mailto:gy3rc-st3consultation@norfolk.gov.uk), contacte o Serviço de Apoio ao Cliente através do 0344 800 8020 ou envie uma mensagem de texto para o 18001 0344 800 8020 (telefone de texto) e faremos o nosso melhor para o/a ajudar.

Jei norétumėte šį dokumentą gauti dideliu šriftu, garso įrašū, Brailio raštu, kitu formatu ar kita kalba, atsiųskite el. laišką [gy3rc-st3consultation@norfolk.gov.uk](mailto:gy3rc-st3consultation@norfolk.gov.uk), susisiekitė su klientų aptarnavimo centru tel. 0344 800 8020, arba teksto atpasakojimo numeriu 18001 0344 800 8020 (tekstinis telefonas) ir mes pasistengsime jums padėti.

Aby otrzymać ten dokument wydrukowany większą czcionką, zapisany alfabetem Braille'a, w innym formacie, w postaci dźwiękowej lub w innym języku, prosimy o wysłanie wiadomości e-mail na adres [gy3rc-st3consultation@norfolk.gov.uk](mailto:gy3rc-st3consultation@norfolk.gov.uk) albo kontakt z Obsługą Klienta pod numerem 0344 800 8020 lub pod numerem telefonu tekstowego 18001 0344 800 8020, a dołożymy wszelkich starań, aby udzielić pomocy.



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## Appendix F- Section 47 Notices



Service & Repairs LUDHAM GARAGE LTD • SERVICING • MOT TESTING • BODY REPAIRS • FORD PARTS • ATTENDED FORECOURT

Trailers & Tow Bars DAXARA 107 galvanized tipping trailer...

Trailers Large spares department, full repair and servicing facilities.

Cars For Sale A 56 VW Beetle Convertible 1.6 Lunar, 26,734 miles...

JOHN FAIRCLOTH LTD Grange Farm, Silsoe, Bedfordshire. 01603 720328

WANTED Low Mileage Cars with Service History MOT Not Necessary Up to £3,000

Commercial vehicles A06 Combi Diesel Van, SLD, 83,862 Miles £2,950 No Vat

Motorcycles & Scooters HONDA CB 500, 1998, black, excellent condition...

MOTORCYCLE leathers, boots, gloves, Blue, White/Black 'Gericke'...

business To Advertise 01603 660101

Plant & Machinery Compressors Compressors Sale, Hire & installation

AIR COMPRESSORS, Pressure Washers, Generators new & used.

ESTABLISHED in 1974 we have been supplying good and used forklifts...

agricultural To Advertise 01603 660101

ALL types of farm buildings wanted for demolition, site clearance...

ELECTRIC fence plus 3 rolls of rabbit netting

TG ASKEW All Grades of road plantings. Aggregates, crushed concrete and hardcore...

AGRICULTURAL SCRAP WANTED TOP PRICES PAID! Old farm machinery, Combines, JCBs, Trailers...

Proudly SUPPLYING East Anglia's Farmers WM AGRI - Central Norfolk Machinery brokerage sourcing and sales

WANTED to rent - Large livestock barn for 2018/19 winter season.

Auctions BARRY L HAWKINS Independent Auctioneer and Land Agent

Downham Market | Auction Rooms Antiques & General Sale Wednesday 8th August

JOBS MATCHED TO YOUR CV Look local with jobs24.co.uk

Section 47(6)(a) Planning Act 2008 Proposed Great Yarmouth Third River Crossing

Notice Publicising Statement of Community Consultation Venue Details table with columns for Venue, Mon, Tue, Wed, Thu, Fri, Sat, Sun

THE NORFOLK COUNTY COUNCIL (BURNHAM MARKET, MARKET PLACE) (PROHIBITION OF WAITING) AMENDMENT ORDER 2018

THE NORFOLK COUNTY COUNCIL ROAD TRAFFIC REGULATION ACT 1984, SECTION 16A AS AMENDED BY THE ROAD TRAFFIC REGULATION (SPECIAL EVENTS) ACT 1994

THE NORFOLK COUNTY COUNCIL (GAYTON, HALL FARM ROAD) (20 MPH SPEED LIMIT) ORDER 2018

PAULINE DIANA NICHOLLS (Deceased) Grant to the Trustee Act 1925 any person who is a claimant...

AGRICULTURAL MACHINERY WANTED Used Tractors and good, clean farm equipment

Poultry & Livestock POL Pullets, 21 weeks, Golden, Fully Vaccinated, Goslings, Hemprahl...

Fruit, Veg & Herbs PYO Raspberries £1.80, Gooseberries £1.20, Broadbeans 45p...

Legal and Public Notices Goods Vehicle Operator's Licence

Norfolk County Council Proposed 20 mph Speed Limit 2018

THE NORFOLK COUNTY COUNCIL (FORNCETT, STATION ROAD) (40 M.P.H. SPEED LIMIT) ORDER 2018

THE NORFOLK COUNTY COUNCIL ROAD TRAFFIC REGULATION ACT 1984, SECTION 16A AS AMENDED BY THE ROAD TRAFFIC REGULATION (SPECIAL EVENTS) ACT 1994

THE NORFOLK COUNTY COUNCIL (GAYTON, HALL FARM ROAD) (20 MPH SPEED LIMIT) ORDER 2018

PAULINE DIANA NICHOLLS (Deceased) Grant to the Trustee Act 1925 any person who is a claimant...

**Section 47(6)(a) Planning Act 2008  
Proposed Great Yarmouth Third River Crossing  
Notice Publicising Statement of Community Consultation**



Norfolk County Council proposes to apply to the Secretary of State under the Planning Act 2008 for a development consent order to authorise the construction, operation, and maintenance of a new crossing of the River Yare in Great Yarmouth (the Proposed Application).

Norfolk County Council has a duty under Section 47 of the Planning Act 2008 to prepare a Statement of Community Consultation (SOCC) setting out how it will consult the local community about the Proposed Application.

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Copies of the SOCC are available on request. Requests should be made by:

- **Writing to:** Great Yarmouth Third River Crossing, Infrastructure Delivery Team, Norfolk County Council, Martineau Lane, Norwich, NR1 2DH
- **Emailing:** [gy3rc-st3consultation@norfolk.gov.uk](mailto:gy3rc-st3consultation@norfolk.gov.uk)
- **Telephoning:** 0344 800 8020

Tom McCabe  
Executive Director of Community and Environmental Services  
3 August 2018

Venue Details	Mon	Tue	Wed	Thu	Fri	Sat	Sun
<b>Great Yarmouth Library</b> Tolhouse Street Great Yarmouth NR30 2SH	9am - 5pm	9am - 5pm	9am - 7:30pm	9am - 5pm	9am - 5pm	9am - 4:30pm	Closed
<b>Corleston Library</b> Lowestoft Road Corleston-on-Sea Great Yarmouth NR31 6SG	9:30am - 5pm	9:30am - 8pm	9:30am - 5pm	9:30am - 8pm	9:30am - 5pm	9:30am - 4pm	Closed
<b>Priory Centre</b> Priory Plain Great Yarmouth NR30 1NW	8:30am - 9pm	8:30am - 9pm	8:30am - 9pm	8:30am - 9pm	9am - 4:30pm	Closed	Closed
<b>Kings Centre</b> 30 Queen Anne's Road Southtown Great Yarmouth NR31 0LE	9am - 5pm	9am - 5pm	9am - 5pm	9am - 5pm	9am - 5pm	Closed	Closed
<b>Great Yarmouth Town Hall</b> Hall Plain Great Yarmouth NR30 2QF	9am - 5pm	9am - 5pm	9am - 5pm	9am - 5pm	9am - 5pm	Closed	Closed
<b>The Archive Centre</b> Martineau Lane, Norwich, NR1 2DQ	9am - 5pm	9:30am - 5pm	9am - 5pm	9am - 7pm	9am - 5pm	Closed	Closed
<b>Great Yarmouth Town Hall closes at 3pm on the first Thursday of each month All venues above will be closed on Monday 27th August 2018</b>							



Great Yarmouth Mercury | Friday, 3 August 2018

**motoring**  
To Advertise  
**01493 335000**

**£100-£5000**  
ALL VEHICLES  
WANTED  
**MODERN CARS,  
VANS & CLASSIC**  
Buyers or non runners  
Any classic car, any condition  
MOT or MOT failures  
Best price paid.  
Same day collection  
**07495 941908**

**Garages & Parking**

**GARAGES/STORAGE** To  
Rent, Bradwell, Gorleston  
Caister and Acle. Tel 01493  
664532 or 07757 414223

**recruitment**  
To Advertise  
**01603 693868**

The California Tavern,  
California Road,  
Great Yarmouth, NR29 3QW  
Requires

**HEAD CHEF**  
Must have experience  
and be motivated.  
Full time,  
all year round position.  
**£15.00 per hour.**  
We also require  
experienced  
**Bar Staff**  
Please email  
belindagillman@aol.com  
or text **07889 506367**  
or pop in and fill out an  
application form.

**Nursing, Medical & Care**  
**The Coach House Residential Home (Dementia)**  
requires  
• **Care Assistants** to work day / night.  
• **Cook**  
• **Activities Coordinator**  
Training will be provided  
Please apply in writing  
with CV and 2 references  
The Manager,  
Yarmouth Rd, Hemsted, NR29 4HL  
Telephone 01493 730265

**Family Amusements Ltd**  
Wellington Pier and Bowl  
requires the following  
seasonal staff:  
• **ARCADE ASSISTANT**  
• **BAR ASSISTANT**  
Previous experience  
not essential as training  
will be given.  
Please call into the  
Wellington Pier or Bowl  
to collect an  
application form.

**ALBIES TAXIS**  
**Taxi Drivers Required**  
Days, Evenings, Nights and Weekends,  
self-employed basis  
Hackney Carriage licence required,  
or help can be given to obtain  
**PAYE Taxi Drivers**  
Required for evenings, nights and weekends  
Must be flexible with hours  
50 hours per week good rates of pay with bonus system  
**Albies Workshops**  
Looking for a Fully Skilled Workshop Technician  
MOT tester is an advantage but not essential  
Servicing, Repairs, Diagnostics good rates of pay  
depending on skill and ability  
**Please call 01493331111 Or email C.V to  
(simon.kitchen@albies.co.uk)**  
**School Drivers Required**  
Covering school contracts within Norfolk and Suffolk  
Min 25-30 hours a week on paye basis  
(school term time only)  
School badge and hackney licence required or help  
can be given to obtain  
**Please call 01493331111  
Or email (andy.watson@albies.co.uk)**

**JOBS MATCHED TO YOUR CV**  
Look local with jobs24.co.uk

**Legal and Public Notices**  
**PLANNING APPLICATIONS**  
Great Yarmouth Borough Council has received the following applications, which are required to be advertised:  
**Planning (Listed Buildings and Conservation Areas) Act 1990 PROPOSALS WITHIN CONSERVATION AREAS**  
**Conservation Area No 7**  
• The construction of a detached double garage to serve existing dwelling and sub division of side garden and the construction of a detached 3 bed chukka bungalow.  
The Old Wargie, The Street, Hamsey, Great Yarmouth  
Application No: 06/180370F  
**Conservation Area No 17**  
• Erection of 1 no 2 bed dwelling  
High Street (land ex), Gorleston, Great Yarmouth  
Application No: 06/180413F  
**Conservation Area No 4**  
• Proposed retrospective application for change of use to increase number HMO rooms to 7.  
45A King Street, Great Yarmouth  
Application No: 06/180492C1  
• Town and Country Planning (Development Management Procedure) Order 2015  
**NOTICE UNDER ARTICLE 15**  
• Erection of three dwellings, garage access and associated works.  
Green Lane and Ormsley Lane (Corner of), The Great Yarmouth  
Application No: 06/180408F  
The above proposed development does not accord with the provisions set out within the saved policies of the Great Yarmouth Borough-Wide Local Plan (2011)  
• Change of use of land to the static caravans rather than touring caravans.  
Vauxhall Holiday Park, Acle New Road, Great Yarmouth  
Application No: 06/180328F  
The above development is a major development  
New extension lobby to form new entrance to indoor pool. Construction of a new 8 lane tower plus 2 lanes and new pool room.  
Seashore Holiday Park, North Drive, Great Yarmouth  
Application No: 06/180496F  
The above development may be of interest to members of the public.  
Applications, plans and other documentation can be viewed and commented upon online at: <http://myplanning.greatyarmouth.gov.uk/DocuWebHome/Search>  
Alternatively they can be viewed at the Town Hall Reception, Town Hall, Hall Place, Great Yarmouth, during office hours. Written representations should be sent to the above address by 26th August 2018, quoting the application numbers. All representations will be recorded on a public file, be viewable on the Council's website, and will be referred to by the Secretary of State's Inspector, in the event of an appeal.  
Dean Minto (Planning Manager)

**TRACY (TRACIE) SALMON**  
(Deceased)  
Pursuant to the Testate Act 1955 any persons having a claim against or an interest in the Estate of the abovesigned deceased, late of 4 Fountains Road, Gorleston Great Yarmouth Norfolk NR31 8EA, who died on 25/04/2018, are required to send particulars thereof in writing to the undersigned, Solicitors, on or before 12/02/2019, after which date the estate will be distributed having regard only to claims and interests of which they have had notice.  
**REYNOLDS PARRY JOHNS LLP**  
10 Eastern Street High Wycombe Bucks HP11 3BT

**Notice pursuant to Section 27 of the Trustee Act 1925**  
**RE FREDERICK LEONARD SMITH DECEASED**  
ANY PERSON having any claims against or an interest in the Estate of Frederick Leonard Smith (Deceased) late of 30 Ramboislet Close, Gorleston, Great Yarmouth, Norfolk, NR31 7DP who died on the 30th March 2017 is required to send written particulars thereof to us, the undersigned, on or before the 2nd October 2018 after which date the Estate will be distributed by the Personal Representatives among the persons entitled thereto having regard only to valid claims and interest of which particulars have been so given.  
Dated this 26th day of July 2018  
Chamberlains  
5 High Street,  
Caister-on-Sea,  
Great Yarmouth,  
Norfolk, NR31 5EL  
Solicitors for the Executors.

**classified ads** buy local sell local

**TAKE OUR HAND**  
Take Our Hand is a newly formed charity in Norfolk whose aim is to help young people cope with bereavement. We are looking for Trustees and volunteers to help with our first project by assisting with general administration and event planning.  
For further information please email [info@takeourhand.org.uk](mailto:info@takeourhand.org.uk)

**Haven Seashore Holiday Park Great Yarmouth**  
We are recruiting for **Full and Part Time Bar and Waiting Team** to join us as part of our busy Mash and Barrel restaurant and Live Lounge. We Provide our guests with an outstanding experience and ensuring great service. If you think this is for you email [benjamin.coulbeck@bourne-leisure.co.uk](mailto:benjamin.coulbeck@bourne-leisure.co.uk)  
Experience isn't always necessary as full training is provided.

**Fishermans Return, Winterton on Sea** require  
**Chef/Assistant Cook, Bar & Waiting Staff & Kitchen Staff in also**  
Hours to be arranged. Immediate start.  
Please advise of relevant experience and your contact details via email to [enquiries@fishermansreturn.com](mailto:enquiries@fishermansreturn.com)

**SET UP A JOB ALERT TODAY**  
Look local with jobs24.co.uk

**Section 47(6)(a) Planning Act 2008**  
**Proposed Great Yarmouth Third River Crossing**  
**Notice Publicising Statement of Community Consultation**

Norfolk County Council proposes to apply to the Secretary of State under the Planning Act 2008 for a development consent order to authorise the construction, operation, and maintenance of a new crossing of the River Yare in Great Yarmouth, the Proposed Application.

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- **Emailing:** [gr3cc@norfolk.gov.uk](mailto:gr3cc@norfolk.gov.uk)
- **Telephoning:** 0344 800 9222

Tom McCabe  
Executive Director of Community and Environmental Services  
5 August 2018

Venue Details	Mon	Tue	Wed	Thu	Fri	Sat	Sun
<b>Great Yarmouth Library</b> Tolhouse Street Great Yarmouth NR30 2SH	9am - 5pm	9am - 5pm	9am - 7:30pm	9am - 5pm	9am - 5pm	9am - 4:30pm	Closed
<b>Gorleston Library</b> Cromwell Road Gorleston-on-Sea Great Yarmouth NR31 6SQ	9:30am - 5pm	9:30am - 5pm	9:30am - 5pm	9:30am - 5pm	9:30am - 5pm	9:30am - 4pm	Closed
<b>Priority Centre</b> Priority Plaza Great Yarmouth NR30 9HW	8:30am - 3pm	8:30am - 3pm	8:30am - 3pm	8:30am - 3pm	8am - 4:30pm	Closed	Closed
<b>Kings Centre</b> 30 Queen Anne's Road Southtown Great Yarmouth NR51 0LE	9am - 5pm	9am - 5pm	9am - 5pm	9am - 5pm	9am - 5pm	Closed	Closed
<b>Great Yarmouth Town Hall</b> Hall Place Great Yarmouth NR30 2QP	9am - 5pm	9am - 5pm	9am - 5pm	9am - 5pm	9am - 5pm	Closed	Closed
<b>The Archive Centre</b> Waterhall Lane Norwich, NR1 2DH	9am - 5pm	9:30am - 5pm	9am - 5pm	9am - 5pm	9am - 5pm	Closed	Closed

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All venues above will be closed on Monday 27th August 2018

Your trusted local business directory [www.localsearch24.co.uk](http://www.localsearch24.co.uk)

See next page for expanded version



**Section 47(6)(a) Planning Act 2008  
Proposed Great Yarmouth Third River Crossing  
Notice Publicising Statement of Community Consultation**



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Tom McCabe  
Executive Director of Community and Environmental Services  
3 August 2018

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