

SCHEDULES

SCHEDULE 3

CLASSIFICATION OF ROADS, ETC

PART 1

A12 AND A146

Commencement Information

II Sch. 3 Pt. 1 in force at 21.5.2020, see [art. 1](#)

In the administrative area of East Suffolk Council—

A12 Waveney Drive

1. A length of existing highway proposed to be improved and to be re-classified as part of the A12, along both the northbound and southbound carriageways, commencing from the roundabout junction of Tom Crisp Way (A12) and Horn Hill (A12) in a westerly direction to a point where it joins the existing crossroad junction with Durban Road and Riverside Road, identified by a yellow line on the classification of roads plan.

A12 Lake Lothing Third Crossing Southern Roundabout

2. A length of new and existing highway proposed to be constructed and improved and to be classified as part of the A12 and to be known as the Lake Lothing Third Crossing Southern Roundabout, over the entire length of the circulatory carriageway that will form the improved junction of Waveney Drive (B1531) and Riverside Road (also to be re-classified as part of the A12), identified by a yellow line on the classification of roads plan.

A12 Riverside Road

3. A length of existing highway proposed to be improved and to be classified as part of the A12, along both the northbound and southbound carriageways, commencing at the junction of Waveney Drive (B1531) and Durban Road (unclassified) and extending in a generally northerly direction for a distance of 200 metres, identified by a cyan line on the classification of roads plan.

A12 Lake Lothing Third Crossing

4. A length of new highway proposed to be constructed and to be classified as part of the A12, along both the northbound and southbound carriageways, commencing from the existing Riverside Road at a point 200 metres north of its existing junction with Waveney Drive (B1531) and Durban Road (unclassified), and extending for a distance of 405 metres in a generally northerly direction across Lake Lothing and then continuing in a north-westerly direction, crossing the existing railway

(East Suffolk Line) onwards to a point where it joins a proposed new roundabout junction (to be known as “the Lake Lothing Third Crossing Northern Roundabout”), identified by a dashed purple line on the classification of roads plan.

A12 Lake Lothing Third Crossing Northern Roundabout

5. A length of new highway proposed to be constructed and to be classified as part of the A12 and to be known as the Lake Lothing Third Crossing Northern Roundabout, over the entire length of the circulatory carriageway located 75 metres to the south-west of the existing roundabout junction of Rotterdam Road and Denmark Road, identified by a dashed purple line on the classification of roads plan.

A12 Lake Lothing Third Crossing Northern Roundabout western arm (to and from Peto Way)

6. A length of new highway, proposed to be constructed and to be classified as part of the A12 (Peto Way), along both the northbound and southbound carriageways, commencing from the proposed Lake Lothing Third Crossing Northern Roundabout and extending for a distance of 70 metres in a north-westerly direction to a point where it joins the existing Peto Way (C970) (which is to be reclassified as the A12) located 145 metres to the east of the existing roundabout junction of Peto Way and Barnards Way, identified by a dashed purple line on the classification of roads plan.

A12 Roundabout (existing junction of Peto Way (C970), Barnards Way and North Quay Retail Park)

7. A length of existing highway proposed to be classified as part of the A12, over the entire length of the circulatory carriageway forming the existing roundabout junction of Peto Way (C970), Barnards Way and North Quay Retail Park, identified by a solid purple line on the classification of roads plan.

A12 Peto Way

8. A length of existing highway to be improved and to be re-classified as part of the A12, commencing from its junction with the western arm of the Lake Lothing Third Crossing Northern Roundabout and extending in a generally north-westerly direction to a point where it joins the existing roundabout junction of Peto Way (C970), Barnards Way and North Quay Retail Park, identified by a solid purple line on the classification of roads plan.

A12 Roundabout (existing junction of Peto Way (C970), Barnards Way and North Quay Retail Park)

9. A length of existing highway proposed to be classified as part of the A12, over the entire length of the circulatory carriageway forming the existing roundabout junction of Peto Way (C970), Barnards Way and North Quay Retail Park, identified by a solid purple line on the classification of roads plan.

A12 Peto Way

10. A length of existing highway proposed to be classified as part of the A12, along both the northbound and southbound carriageways, commencing from the roundabout forming the junction of Peto Way (C970), Barnards Way and North Quay Retail Park extending in a north westerly direction to the point where it joins the existing roundabout junction of Peto Way (C970) and Peto Way (A1117) with Normanston Drive (A1117) and Normanston Drive (A1144) and Fir Lane, identified by a solid purple line on the classification of roads plan.

A12 Roundabout (existing junction of Peto Way (C970) and Peto Way (A1117) with Normanston Drive (A1117) and Normanston Drive (A1144))

11. A length of existing highway proposed to be classified as part of the A12, over the entire length of the circulatory carriageway forming the existing roundabout junction of Peto Way (C970) and Peto Way (A1117) with Normanston Drive (A1117) and Normanston Drive (A1144), identified by a red line on the classification of roads plan.

A12 Peto Way

12. A length of existing highway proposed to be classified as part of the A12, along both the northbound and southbound carriageways, commencing from the roundabout forming the junction of Peto Way (C970) and Peto Way (A1117) with Normanston Drive (A1144) and Normanston Drive (A1117) and Fir Lane, extending in a northerly direction to the point where it joins the existing roundabout junction of Millennium Way (A1117) and Oulton Road, identified by a red line on the classification of roads plan.

A12 Roundabout (existing junction of Oulton Road, Millennium Way and Peto Way)

13. A length of existing highway proposed to be classified as part of the A12, over the entire length of the circulatory carriageway forming the existing roundabout junction of Oulton Road (B1074), Millennium Way (A1117) and Peto Way (A1117). identified by a red line on the classification of roads plan.

A12 Millennium Way

14. A length of existing highway to be re-classified as part of the A12, along both the northbound and southbound carriageways, commencing from the existing roundabout junction of Millennium Way (A1117) and Oulton Road (B1074), extending in a northerly direction to the point where it joins the existing roundabout junction of Park Meadows and Bentley Drive, identified by a red line on the classification of roads plan.

A12 Roundabout (existing junction of Millennium Way, Bentley Drive and Park Meadows)

15. A length of existing highway proposed to be classified as part of the A12, over the entire length of the circulatory carriageway forming the existing roundabout junction of Millennium Way (A1117), Bentley Drive and Park Meadows, identified by a red line on the classification of roads plan.

A12 Millennium Way

16. A length of existing highway to be re-classified as part of the A12, along both the northbound and southbound carriageways, commencing from the existing roundabout junction of Millennium Way (A1117), Park Meadows and Bentley Drive, extending in a northerly direction to the point where it joins the existing roundabout junction of Yarmouth Road (A47), Corton Long Lane (B1385) and Blundeston Road, identified by a red line on the classification of roads plan.

A146 Bridge Road

17. A length of existing highway along both the northbound and southbound carriageways proposed to be re-classified as part of the A146, commencing from the northern end of the A146 Beccles Road (a point 135m from the junction with Cotmer Road in a northerly direction where the road crosses the rail line) and continuing in a general northerly direction up to the existing roundabout

junction of Bridge Road, Saltwater Way (A1117) and Victoria Road (B1531), identified by a blue line on the classification of roads plan.

A146 Roundabout (existing junction of Saltwater Way (A1117), Bridge Road (A1117) and Victoria Road (B1531))

18. A length of existing highway proposed to be re-classified as part of the A146, over the entire length of the circulatory carriageway forming the roundabout junction of Saltwater Way (A1117), Bridge Road (A1117) and Victoria Road (B1531), identified by a blue line on the classification of roads plan.

A146 Saltwater Way

19. A length of existing highway along both the northbound and southbound carriageways proposed to be re-classified as part of the A146, commencing from the existing roundabout junction of Bridge Road (A1117) and Victoria Road (B1531) with Saltwater Way (A1117) and continuing in a generally northerly direction to a point where it joins the exit arm of the un-classified section of Bridge Road, identified by a blue line on the classification of roads plan.

A146 Bridge Road

20. A length of existing highway along both the northbound and southbound carriageways proposed to be re-classified as part of the A146, commencing from where Saltwater Way (A1117) joins the exit arm from the existing unclassified section of Bridge Road and extending in a generally northerly direction until it joins the roundabout junction of Commodore Road (unclassified) and Bridge Road (A1117), identified by a blue line on the classification of roads plan.

A146 Roundabout (existing junction of Bridge Road (A1117) and Commodore Road)

21. A length of existing highway proposed to be reclassified as part of the A146, over the entire length of the circulatory carriageway, forming the roundabout junction of Bridge Road (A1117) with Commodore Road, identified by a blue line on the classification of roads plan.

A146 Bridge Road

22. A length of existing highway along both the northbound and southbound carriageways proposed to be re-classified as part of the A146, commencing from the roundabout junction of Bridge Road (A1117) and Commodore Road in a north-easterly direction to a point where it joins the roundabout junction of Bridge Road (A1117), Gorleston Road (B1375) and Normanston Drive (A1117), identified by a blue line on the classification of roads plan.

A146 Roundabout (existing junction of Bridge Road (A1117), Gorleston Road (B1375) and Normanston Drive (A1117))

23. A length of existing highway proposed to be re-classified as part of the A146, over the entire length of the circulatory carriageway forming the roundabout junction of Gorleston Road (B1375), Normanston Drive (A1117) and Bridge Road (A1117), identified by a blue line on the classification of roads plan.

A146 Normanston Drive

24. A length of existing highway along both the northbound and southbound carriageways proposed to be re-classified as part of the A146, commencing from the roundabout junction of Gorleston Road (B1375), Normanston Drive (A1117) and Bridge Road (A1117) in a generally

Changes to legislation: *There are currently no known outstanding effects for the The Lake Lothing (Lowestoft) Third Crossing Order 2020, PART 1. (See end of Document for details)*

north-easterly direction to a point where it joins the existing roundabout junction of Peto Way (A1117), Normanston Drive (A1117), Peto Way (C970), Normanston Drive (A1144) and Fir Lane (unclassified), identified by a blue line on the classification of roads plan.

Changes to legislation:

There are currently no known outstanding effects for the The Lake Lothing (Lowestoft) Third Crossing Order 2020, PART 1.