



Norwich Western Link Transport Assessment - Appendix 2 – Local Access 2020 Consultation Brochure Part 1 of 2

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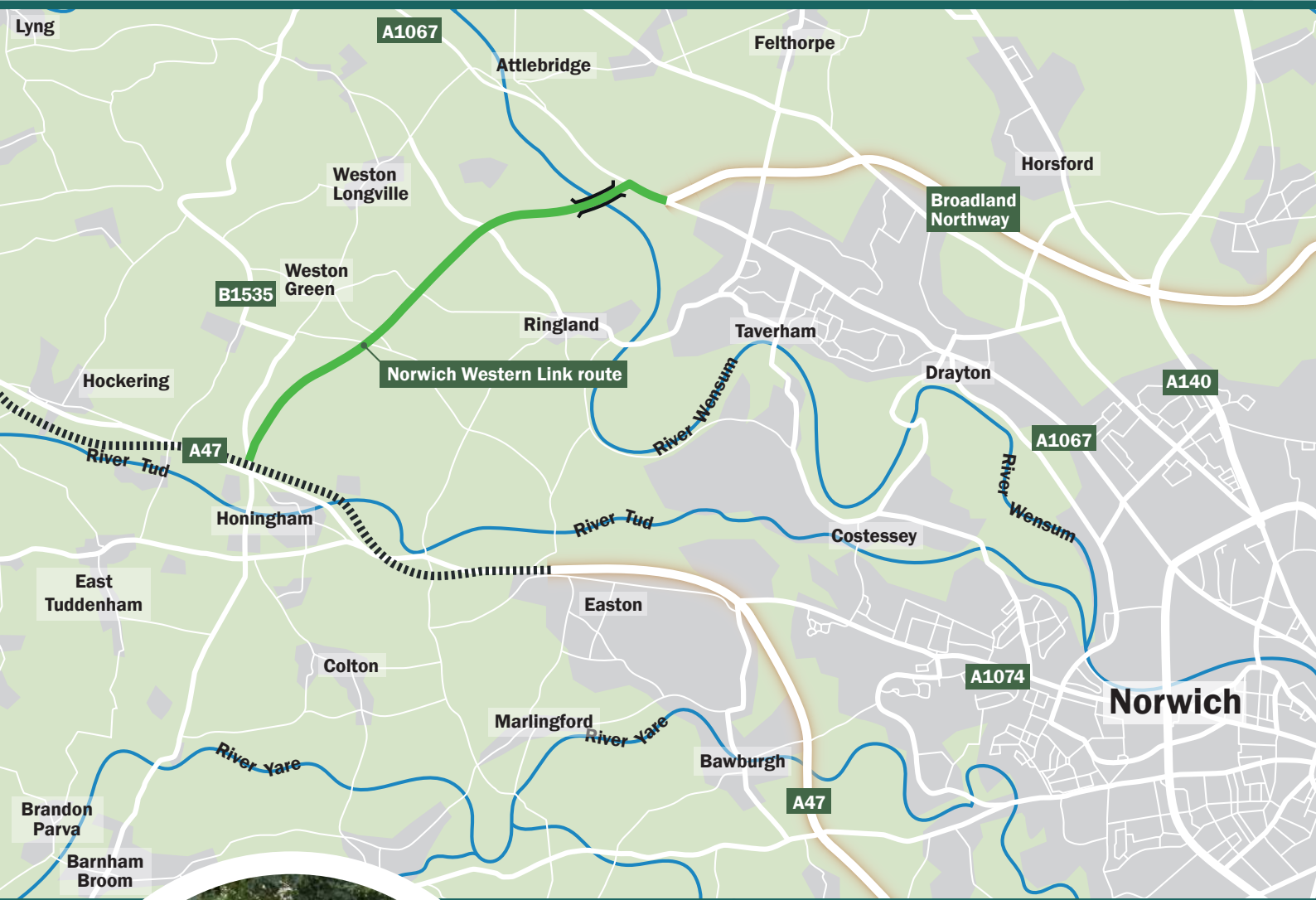


1 Local Access 2020 Consultation Brochure

1.1.1 The brochure created for the 2020 Local Access Consultation which focused on local access in the vicinity of the Proposed Scheme for vehicles, cyclists, pedestrians and other users. The brochure set out the proposals for existing roads that cross the Classified Road (Ringland Lane, Weston Road, Breck Road, The Broadway) and sustainable transport measures across the wider area.



Local Access Consultation



**Monday 27 July
to Sunday 20
September 2020**

www.norfolk.gov.uk/nwl

Introduction

With significant job and population growth anticipated in the Greater Norwich area, it's vital we have the transport infrastructure in place so communities can grow successfully and people and goods can get where they need to go safely and efficiently.

Creating a Norwich Western Link to connect the western end of Broadland Northway (formerly the Northern Distributor Road) to the A47 is one of Norfolk County Council's top infrastructure priorities. Since before Broadland Northway fully opened in spring

2018, there have been calls to fill in what many people saw as the 'missing link' between where the new dual carriageway road ends at the A1067 Fakenham Road and the A47.

Together with the A47 dualling between North Tuddenham and Easton, due to start construction during 2022, the 3.8 mile Norwich Western Link would complete a dual carriageway orbital route around Norwich. This would reduce the need for traffic to enter the city and alleviate local transport issues to the west of Norwich.

Work to date

Our first Norwich Western Link consultation in summer 2018 showed there was strong support for creating a new road link between the A47 and Broadland Northway west of Norwich.

Following this, we assessed more than 80 options that could address the transport problems that exist in the area to the west of Norwich and reduced these down to a shortlist of four road options. We held a further public consultation on these options from November 2018 to January 2019 and considered the responses alongside other crucial information – such as transport benefits, environmental data and effects, value for money and impacts on local communities – to agree a preferred route in July 2019.

Since last July, we've been doing a lot of work to develop the design of the route and progress the project, including:

- » **Further surveys to continue building on our knowledge and provide up-to-date information to be taken into account in our decision-making on the project**
- » **Refining the alignment of the route to respond to further information gathered such as environmental constraints and to link in to the new A47 junction planned as part of the North Tuddenham to Easton dualling scheme being delivered by Highways England**
- » **Initial work on developing environmental mitigation and enhancement measures.**

In May 2020 the Department for Transport (DfT) approved our initial business case, which provided more than £1 million of development funding and means the Norwich Western Link has been given conditional entry into DfT's 'Large Local Majors' project funding programme.

Project objectives

There are many things we need to consider as we continue to work on our plans for the Norwich Western Link, including what we want it to achieve. We have therefore developed a set of objectives to guide our work. These are aligned with national and local policy and have taken account of the priorities of local residents.



Support sustainable economic growth



Improve the quality of life for local communities



Promote an improved environment



Improve strategic connectivity with the national road network



Improve connectivity and journey times on key routes in Greater Norwich



Encourage and support walking, cycling and public transport use



Reduce the impacts of traffic on people and places within the western area of Greater Norwich



Protect the natural and built environment, including the integrity of the River Wensum Special Area of Conservation



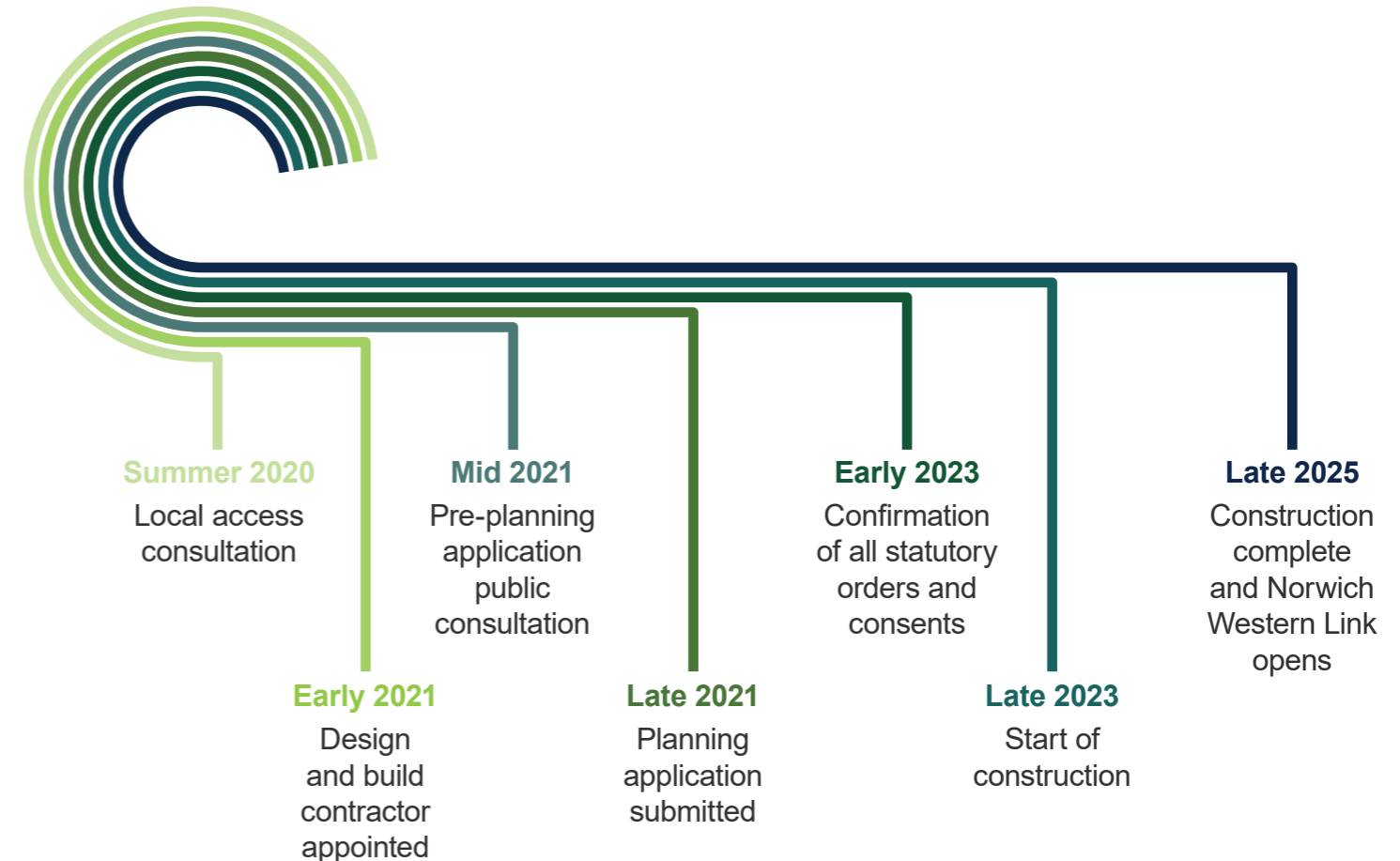
Improve safety on and near the road network, especially for pedestrians and cyclists



Improve accessibility to key sites in Greater Norwich

Project timeline

We are working to the following timetable, some of which is subject to all the necessary statutory processes for a project of this kind being completed.



Why are we consulting?

We began the process to find a contractor for the Norwich Western Link in June 2020 by advertising the opportunity. Once appointed, the contractor will be responsible for the design of the road and its construction.

Following the preferred route announcement and subsequent work to develop the project, we are now in a position to share some of our proposals and get people's feedback. We want to do this now so that this feedback can be taken into account and inform our ongoing work and the bidding contractors during the procurement process. The contractors will be expected to progress their proposed design for the Norwich Western Link in the run-up to one of them being appointed.

What's in this consultation?

This consultation will focus on local access in the vicinity of the Norwich Western Link for vehicles, cyclists, walkers and other users.

We want to gauge views and receive people's thoughts on our proposals for the local roads that cross the route of the Norwich Western Link. The project has been developed to have no junctions with local roads between the A1067 Fakenham Road and A47 so that it would be effective at preventing rat-running, reducing journey times and improving journey reliability.

We do however need to decide what to do with the local roads that cross the route in light of the new link road and how this will change the way people travel. We also need to consider impacts on Public Rights of Way in the area and how we should support people to get where they want or need to go via various means of transport.

To complement this, we would like to gain feedback on early proposals to support walking, cycling and public transport use across a wider area to the west of Norwich. Over shorter distances and between residential areas and key destinations, we're keen to support people to choose an alternative to getting in their car where practical.

We will also take the opportunity to share some details of the initial design that has been developed since the preferred route was agreed in July 2019.

In arriving at these proposals, we have considered the needs of all users to make what we're suggesting as inclusive as possible. We have already had a lot of really useful input from a range of groups and representatives including parish councils, walking and cycling groups, bus companies and others with an interest in local access and Public Rights of Way.

We're looking forward to hearing what you think and every response will be considered. Thanks in advance for taking the time to give us your opinions and insight.



What will be in the next consultation?

We intend to submit the planning application for the Norwich Western Link in 2021. Before then, we will hold another public consultation to gain feedback on the details of the scheme that we plan to include in the planning application.

The pre-application consultation will provide more detail about the project and include elements such as:



The design of the viaduct over the River Wensum

The route of the Norwich Western Link includes a 670 metre-long viaduct which will be designed and constructed so as to not affect the integrity of the River Wensum Special Area of Conservation. Due to the specialist design and construction methods required, the contractor will be responsible for developing these details following their appointment.

Traffic mitigation



The Norwich Western Link will reduce traffic congestion and rat-running on many local roads by creating a higher quality connection between the A47 and Broadland Northway. However all likely changes to how traffic will use the road network will need to be considered and we will also determine whether any traffic management measures are needed. We use traffic modelling to predict how traffic flows and movements are likely to alter as a result of the Norwich Western Link and other factors, such as dualling of the A47 and population growth. We're currently updating our traffic model to take account of new data and once complete, we'll use this to provide more details of the final design of the scheme and of any wider traffic mitigation measures.

Environmental mitigation



We are committed to building the Norwich Western Link in an environmentally-responsible way. Finding ways to limit the road's impact on wildlife, the landscape and local residents is a priority, and we will carry out an environmental impact assessment ahead of submitting the planning application which will inform what mitigation measures are needed and would be most effective. However current proposals for wildlife crossings along the Norwich Western Link are shown on the route map in these consultation materials.

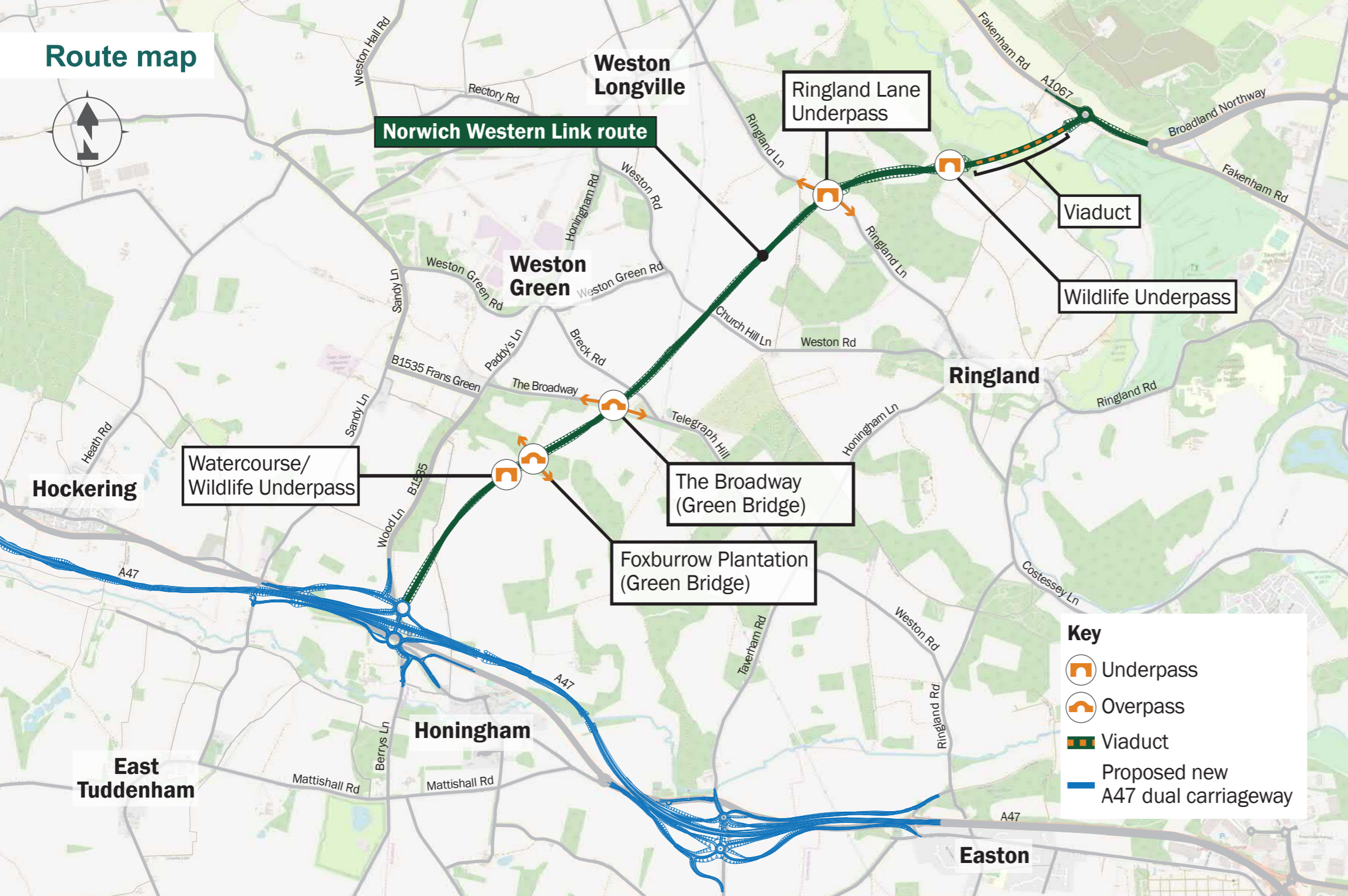
Improvements to the A47

Highways England are planning to replace the existing single carriageway A47 between North Tuddenham and Easton with a dual carriageway, and have indicated construction will start in 2022. A statutory consultation on their proposals for this stretch of road, which included the proposed junction into which the Norwich Western Link would connect, was held in spring 2020. Details of this proposed junction, and the other junction Highways England are proposing at Taverham Road and Blind Lane, are shown on the route map in these consultation materials.

We've been in regular contact with Highways England since our work on the Norwich Western Link began and we will continue to share information and work together to ensure we're taking account of each other's plans and to minimise potential disruption to local residents and people travelling through the area once construction begins.

Highways England are also planning to improve the A47/A11 Thickthorn interchange and dual the A47 between Blofield and North Burlingham.

Route map



Local roads that cross the Norwich Western Link

Four existing roads cross the route of the proposed Norwich Western Link. Our proposals for these roads are summarised below and more details on our proposals for each road are provided further ahead in these consultation materials. Please note that where we are proposing to close any roads, access to property will be maintained.

- **Ringland Lane** – two options: to keep the road open to all through traffic; or for it to be restricted to walkers, cyclists and horse riders only. Both options would see Ringland Lane cross under the Norwich Western Link.
- **Weston Road (a section of which is also known as Church Hill Lane)** – to be entirely closed to through traffic.
- **Breck Road (also known as Breck Lane)** – to be entirely closed to through traffic.
- **The Broadway** – kept open as a through route to walkers, cyclists and horse riders only via a green bridge over the Norwich Western Link, which would also serve as a wildlife crossing.

In developing these proposals, we have considered a number of factors, including: feedback from local parish councils; current usage of these roads and potential impacts on journeys across the wider transport network; local topography, environmental considerations and mitigation requirements, and value for money.

Illustrative profile of the Norwich Western Link within the existing landscape



Please note: the vertical scale has been exaggerated for clarity.