

Report to	Cabinet	Item
	16 January 2019	
Report of	Head of city development services	6
Subject	Response to the Norfolk County Council consultation on the Norwich Western Link route options	

Purpose

To consider the proposals for the route options for the Western Link, which will connect the Broadland Northway (formerly the NDR) to the A47.

Recommendation

To:

- (1) advise Norfolk County Council that the city council fully supports the principal of the proposal to construct the Norwich Western Link and that while the city council does not support option A it has no preference between options B, C and D; and
- (2) request that Norfolk County Council, through detailed design, ensures that the Norwich Western Link preserves the potential for walking, cycling and public transport use by ensuring any potential severance effects are fully mitigated.

Corporate and service priorities

The report helps to meet the corporate priority a safe, clean and low carbon city

Financial implications

None

Ward/s: Multiple Wards

Cabinet member: Councillor Stonard - sustainable and inclusive growth

Contact officers

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Background documents

None

Report

Background

1. Earlier this year Norfolk County Council completed construction of the Norwich Northern Distributor Road (NDR) now known as the Broadland Northway. The road links the A47 trunk road at Postwick (to the east of the city) to the A1067 Fakenham Road (to the north-west of the city).
2. In the summer the county council consulted on the principal of completing the route from the current western end of Broadland Northway to the A47 to the west of the city. The rationale behind providing a Western Link is that it will give residents, businesses, visitors and people travelling through the area a number of important benefits, including:
 - Removing additional traffic from our congested suburban city streets and outer ring road west of the city
 - Adding to the benefits that dualling the A47 will bring
 - Reducing rat-running in villages to the west of Norwich, improving quality of life
 - Improving people's living environment
 - Improving links and journey time reliability to the west and north of the county
 - Improving transport links to the A47 and beyond to the Midlands (including better connectivity to Norwich airport)
 - Supporting economic growth
 - Helping to encourage investment into Norfolk and encouraging further economic growth
 - Improving connectivity to the hospital, university and major employment areas at the Norwich Research Park
3. In response to that consultation the city council offered its' full support to the construction of the western link, subject to the delivery of a package of sustainable transport improvements as promoted through Transport for Norwich (TfN) and mitigation of the environmental impacts.
4. The county council is now consulting on the route options for the Western Link.

The route options

5. Four options are being put forward as possible routes for the Western Link. These are:

Option A

6. A 7.2 mile single carriageway upgrade to the B1535 and A1067, linking to the A47 at the Wood Lane junction north of Honingham. This option would significantly realign the current B road, smoothing it out to make it a higher standard route. The route would join the A1067 via a new junction at Lenwade and make use of the existing bridge across the River Wensum at Attlebridge.
7. It is predicted this route would carry around 10,000 vehicles a day by 2040. The estimated cost is £60m.

Option B

8. A new dual carriageway route and dual carriageway upgrade of the A1067, with the new route to the east of Weston Longville and linking to the A47 at Wood Lane. At the northern end of this route, two alternatives are given for how it could join the A1067. One would be via a new junction near Attlebridge which would include widening the existing River Wensum Bridge at Attlebridge - this route would total 5.1 miles in length. The other would see a new 660 metre viaduct crossing of the Wensum created, joining the A1067 further to the east and would total 4.7 miles in length.
9. It is predicted this route would carry around 30,000 vehicles a day by 2040. The cost of the route using the existing bridge is estimated at £129m while the viaduct alternative is estimated to cost £155m.

Option C

10. A new dual carriageway route and dual carriageway upgrade of the A1067, linking to the A47 at Wood Lane and totaling 3.9 miles. A short section of the A1067 would be dualled before a new junction would take the route between Weston Longville and Ringland, crossing the River Wensum on a 720 metre-long viaduct.
11. It is predicted this route would carry around 32,000 vehicles a day by 2040. The estimated cost is £153m.

Option D

12. A new dual carriageway route and dual carriageway upgrade of the A1067. The route is similar to Option C at its northern end, however it then runs to the west of Ringland and links to the A47 further east. A short section of the A1067 would be dualled before a new junction would take the route between Weston Longville and Ringland, crossing the River Wensum on a 660 metre-long viaduct, then turning more to the south and crossing the River Tud on a second viaduct, this one 120 metres long, before it meets the A47.
13. Two alternatives for how option D could join the A47 are shown. This is due to Highways England's plans to dual the section of the A47 between North Tuddenham and Easton. There is currently limited detail available on the new junction location near Easton and, until more detail is known, the Council has accounted for the possibility of the junction being located near Blind Lane and Taverham Road or closer to the current Easton roundabout junction. The location of the junction makes a small difference to the overall length of the route - 3.8 miles if the route connects near Blind Lane and Taverham Road and 3.7 miles if it connects near the current Easton roundabout.
14. It is predicted this route would carry around 31,000 vehicles a day by 2040. The estimated cost is £161m (this remains the same for both alternatives for how the route could join the A47).
15. The plan attached as appendix 1 shows those routes.

Discussion

16. Previously the city council has stated that as the Western Link is outside of the city boundary then the routing of the link is a matter for Broadland and South Norfolk to comment on as they are directly affected. However having reviewed the options put forward in the consultation it is felt that Route A, the single carriageway option, options has the least potential to benefit the city. It is projected to carry around 10,000 vehicles a day, whereas the other 3 options look to cater for over 30,000 vehicles each. Taking more traffic away from the existing road network has the potential to unlock capacity for significant improvements for pedestrians, cyclists and public transport in the west of the city.
17. One of the key benefits of completing the Western Link is to provide for easier access to Norwich International airport. Should a single carriageway route be provided, this will reduce that benefit. Adopting a dual carriageway option will mean that once the dualling of the A47 is complete there will be a complete dual carriageway route to and from the airport to the Midlands and the UK's motorway network.
18. For these reasons it is recommended that the city council does not support option A. With regard to the other 3 options the potential impact on the city are very similar and therefore the city council would support the adoption of any of those routes.

Severance

19. Whilst any detailed design is yet to be commenced it is possible that a new road could sever existing routes, such as those used by pedestrians and cyclists. With access to the river valleys and important amenity for Norwich residents it is requested that the detail design of the preferred route seeks to mitigate any potential severance so that effects on pedestrians, cyclists and public transport are minimised and if possible routes and access is enhanced.

Integrated impact assessment



NORWICH
City Council

The IIA should assess **the impact of the recommendation** being made by the report

Detailed guidance to help with the completion of the assessment can be found [here](#). Delete this row after completion

Report author to complete

Committee:	Cabinet
Committee date:	11 July 2018
Director I Head of service	Head of city development services and head of planning
Report subject:	Response to the Norfolk County Council consultation on the Norwich Western Link
Date assessed:	29 June 2018

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposal will generate construction jobs in the wider Norwich area, future investment in the area and create opportunities for growth and jobs, particularly, in the NE side of the city. Coupled to delivery of other NATS measures the proposal will also create opportunities for growth and jobs elsewhere in Greater Norwich, including the city centre
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	


Health and well being	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Potential to reduce traffic flows and associated pollution problems on parts of the city's radial routes and ring road if coupled with other transportation projects in the city, thereby also providing improved conditions for active travel (walking and cycling)
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Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Potential to reduce traffic flows and improve highway safety on parts of the city's radial routes and ring road if coupled with other transportation projects in the city
Natural and built environment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No significant impact in the city
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Potential to reduce traffic flows on parts of the city's radial routes and ring road if coupled with other transportation projects in the city
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Energy and climate change	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Potential to reduce traffic flows on parts of the city's radial routes and ring road if coupled with other transportation projects in the city. Risk of additional trips unless delivered as part of overall package also investing in walking, cycling and public transport.
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Recommendations from impact assessment				
Positive				
As the site is entirely within Broadland District and South Norfolk district council administrative areas, this analysis relates to the impacts on Norwich only. Overall there are positive features in terms of employment opportunities for construction and as part of the wider growth of the Norwich area. The positive impacts on the environment, traffic and pollution and health are dependent on a programme of improvements to transport on foot, by cycle and public transport, as opportunities for removing traffic capacity on key parts of radial routes and the ring road northwest of the city are delivered. It is essential that these take place concurrently with the development.				
Negative				
Issues				

KEY

 Preferred route for new dual carriageway section of A47

