

MRN: A10 West Winch Housing Access Road

"I strongly support the West Winch Housing Access Road project to unlock housing, boost growth, and improve safety. This infrastructure is vital to support up to 4,000 new homes, alleviate traffic on the A10, and improve connectivity between the A10 and A47."

James Wild MP
Member of Parliament for North West Norfolk

"While £14.65m has already previously been secured from Homes England towards the project, further funding is needed from Government to deliver this project."

"I urge the Government to approve the business case and provide full funding through the Department for Transport's Major Road Network fund. This project is a regional priority and must be prioritised in the upcoming Comprehensive Spending Review to ensure the successful development of West Norfolk and beyond."

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The Relief Road is an essential prerequisite to unlock 4,000 homes

Overview of scheme

- The route connects the A10 to the A47 along a new 1.5-mile road. The road will connect to the A47 via a new signalised roundabout and dedicated free-flow slip road. The scheme would see the dualling of the A47 between Hardwick and the new road.
- The scheme improves walking and cycling links within the village and into King's Lynn. It would also allow measures in West Winch to reduce road speeds and improve walking and cycling infrastructure.

Delivering Government Missions

- The scheme is strongly aligned to the **Economic Growth** mission; it is within 5km of and is required for plans for 4,000 homes. The Access Road is an essential scheme to ensure there is sufficient highway capacity to enable and unlock the delivery of 4,000 new homes as set out in the Local Plan.
- The scheme is also likely to support the **Breakdown Barriers to Opportunity** mission due to the site's contribution to affordable housing. It will also facilitate the provision of new sustainable communities in the growth area.

Deliverability in this Parliament

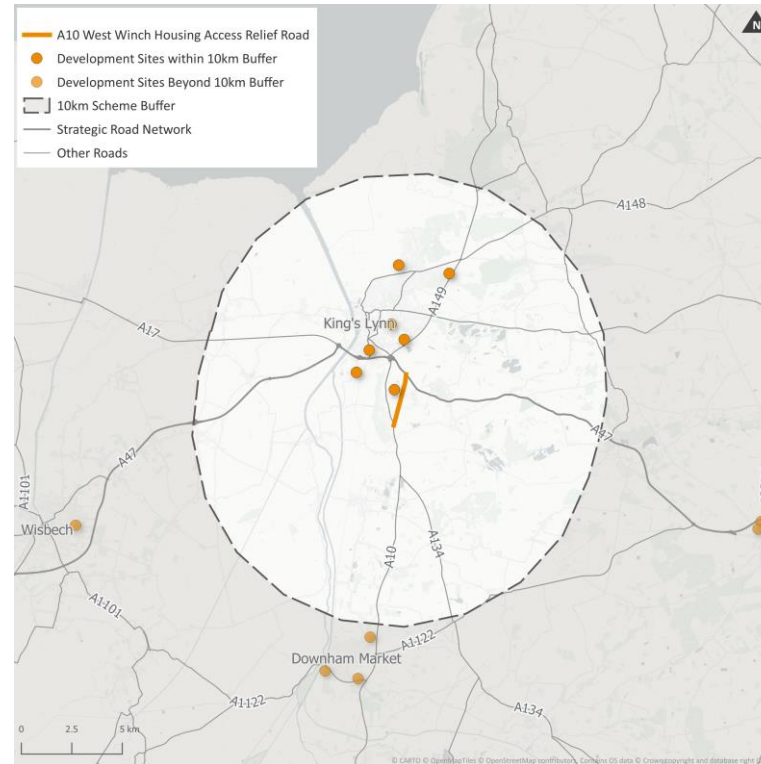
- ✓ Public consultation undertaken
- ✓ 2024 Homes England agreed to support funding
- ✓ Planning application submitted
- ✓ Building planned to begin in 2026 with the road open by the end of 2027

Estimated Cost

Between £50-65 million

Next Steps

DfT approval needed on the OBC to enable the Council to move on to FBC and procurement/delivery



The scheme is within 5km of the planned development of **4,000 homes**.

The A10 is a key route to/from the major regional centres of Cambridge and Ely. It also connects, via the A47, to Norwich, Great Yarmouth and Lowestoft to the east and Peterborough and the Midlands to the west.

The West Winch Housing Access Road will provide an alternative route around village of West Winch. This would lead to a decrease in traffic through the village, enabling the implementation of measures to enhance active travel, safety and improve living conditions for local residents.

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TRANSPORTEAST



Without change, **3,650** of the **4,000** homes proposed for the **South-East King's Lynn Strategic Growth Area** cannot be delivered.

Alignment to Transport East Aims

Scheme aligns with Transport East pathway of **Connecting growing towns and cities**. And specifically supports the goal to '**Deliver faster, more reliable connections between growing places**.'

The case for change

The scheme will provide an alternative route around West Winch, relieving congestion and making journeys through West Winch more, sustainable, reliable and safer. Avoiding the congested A10 approach to the Hardwick junction by using the WWHAR will improve reliability for business users. At present, the perception of congestion on journeys to/from King's Lynn is considered to be having a negative impact on business confidence.

Existing roads will become more reliable for public transport users and the design includes improved infrastructure for people walking, wheeling and cycling, including vulnerable road users.

Why now and what happens if we don't deliver?

Without addressing housing supply, local growth will be constrained. Only a small portion of housing in the Local Plan allocation will come forward without the A10 West Winch scheme, as the Local Plan requires this scheme to be built to unlock the building of 4,000 homes. If the scheme is not implemented, there will be an expected increase in business costs and considerably longer commutes in the wider area. This would have detrimental impacts to the productivity and economic activity in the area, hitting the attractiveness and feasibility of inward investment to the area. In addition, worsening congestion across the network will result in safety and air quality concerns for local communities living near busy roads.

Importance to the Transport East region

Transport East's Connectivity Study has carried out a comprehensive assessment of the importance of schemes in the Strategic Investment Plan to the goals of the Transport East Strategy. This study quantified the importance of different corridors against a range of strategic metrics linked to the Strategy. Schemes were assessed against their likely ability to support the Strategy Goals and how important the corridor they sat within was to regional connectivity.

The West Winch scheme largely impacts on journeys around Kings Lynn, an important area of local demand in the region. Congestion on the corridor is currently high, with road journeys taking 20% longer in the peak and public transport very uncompetitive. The scheme will reduce this congestion and make public transport journeys more competitive.