

MRN: Norwich Western Link

"The Norwich Western Link Road (NWL) is needed to complete the orbital route around Norwich, to relieve the villages to the West of Norwich that are currently blighted by vehicles threading their way through from the A47 to the NDR, backing up on single track country lanes, to improve lifesaving access to the Norfolk and Norwich Hospital and to link North East Norfolk to the national road network."

"It is a key component of Norfolk's future transport network which needs to support all types of journeys: businesses delivering goods, visitors to the county and people providing and accessing services, including emergency services who depend upon a good, reliable road network. Norfolk, its residents and its economy need this missing link to be completed."

Jerome Mayhew MP
Member of Parliament for Broadland

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TRANSPORTEAST

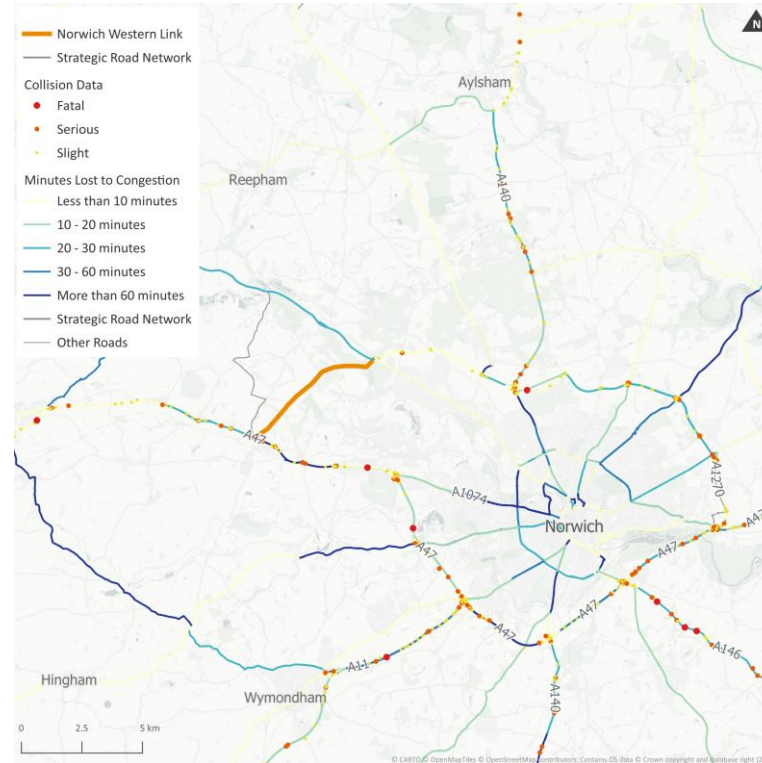
Free traffic blighted neighbourhoods to create healthier and safer streets

Overview of scheme

- The NWL would provide a higher standard route and significantly improve travel between two major roads west of Norwich, Broadland Northway and the A47 trunk road, as well as addressing issues of traffic congestion and rat-running.
- The scheme would improve strategic connections and support planned growth. It is part of a wider plan to support public transport and active travel across the city from Norfolk County Council.
- The scheme will support Missions to **Breakdown Barriers to Opportunity** and **Take Back our Streets** by removing traffic from local communities, improving places to become safer, cleaner and more accessible for local people.
- The scheme is strongly aligned to the **Economic Growth** mission; The NWL will provide improved access to Greater Norwich, where large-scale employment and housing growth are planned for the north and south-west over the next decade.

Delivering Government Missions

Deliverability in this Parliament	✓	Outline Business Case Approved 2023
	✓	Subject to agreement with DfT, review OBC to address complex environmental issues
	✓	Subject to approvals, building planned to begin in 2028/29, with 2-year construction period
Estimated Cost		£274m (based on current 2023 approved OBC)
Next Steps		Work with DfT and Natural England to address complex environmental challenges



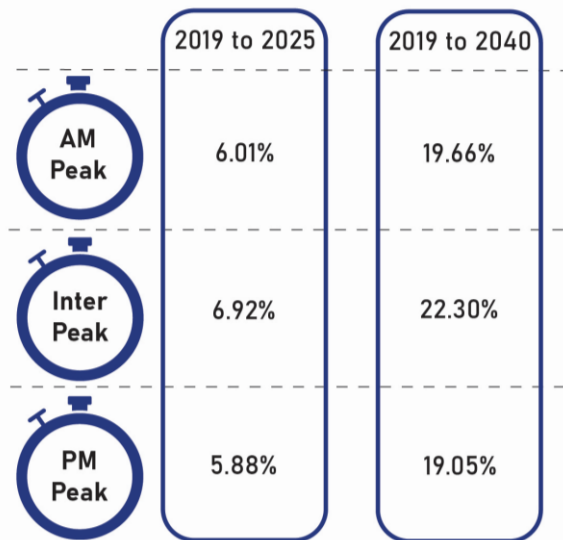
Key sites which will benefit from the new link include those centred around UEA, Norfolk and Norwich University Hospital and Norwich Airport.

The new link will also enhance access to the North Norfolk Coast as well as the city of Norwich so will support the tourism and visitor economy. The lack of an appropriate western link restricts access between Greater Norwich and west and north Norfolk, reducing potential markets and staff.

The scheme is within 5km of plans for **11,000 new homes**.

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Forecast traffic growth to 2040 is substantial, worsening congestion



Alignment to Transport East Aims

Scheme aligns with Transport East pathway of **Connecting growing towns and cities**. And specifically supports the goal of enhanced links **Within our towns and cities**.

The case for change

Communities along the route experience rat-running and inappropriate traffic, resulting in severance in these areas, directly impacting the quality of life of local people. Large-scale employment and housing growth are planned for the north and south-west of Norwich over the next decade, for which the transport network does not have the capacity to accommodate. Other opportunities for growth include strategic employment sites such as Norwich Airport to the north, and the Food Enterprise Zone and Norwich Research Park to the west.

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

Major housing development is either planned or already underway at Hethersett, Cringleford, Costessey and Easton. The traffic associated with this growth is expected to exacerbate problems already felt by local communities. There is no suitable A-road connection from the Broadland Northway (part of MRN) to the A47 (part of SRN) pushing strategic traffic into local communities. The existing congestion and delay will increase further worsening the journey time reliability for vehicles. Transport modelling suggests that traffic volumes are expected to grow significantly between 2019 and 2040 across the whole of Norwich and its hinterland despite a public transport investment plan; capacity is needed to accommodate growth and ensure that local communities can create places which are not dominated by cars.

Importance to 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 Western Link primarily affects local journeys around Norwich, one of the highest demand local flows in our regional modelling. Car journeys take on average 20% longer during peak periods, and there are currently few public transport alternatives. The Western Link will reduce the impact of congestion and make public transport and active travel trips more attractive by reducing traffic levels on local roads.