

## Statements on behalf of The Fairfield Partnership

**Matter 5 – ‘Other Issues’ concerning Access and Transportation (part policy 6)****B The NDR aside, what evidence is available to give confidence about the planned completion dates of the other ‘strategic improvements’ and ‘supported improvements’ said to be necessary to deliver growth and facilitate modal shift [paras 5.46 & 47]**

1. With regard to the junction improvements on the A47, there is currently thought to be some capacity for development to take place in advance of the proposed improvements to the Thickthorn junction being completed. This will allow some development to come forward in the A11 corridor in the early part of the plan period, providing advance funding for the required improvements. Early delivery of an enhanced bus service would also create additional capacity for this junction, and would further enable growth to occur. See our representations on Matters 1 - 4 for further comment on the way in which this will be of benefit to the delivery of the proposed growth, and the strategy as a whole.
2. We also understand from our conversations with the Highways Agency that options are currently being explored for the ways in which additional capacity could be identified at this junction, and there may be potential for solutions to be found which will cost significantly less than the £45 million estimated in the LIPP.
3. With regard to the Longwater junction, the GNDP’s Transport Topic Paper (Document TP9) notes that **‘It is not clear whether this improvement will unlock road capacity to enable growth.’** The Topic Paper suggests that, alternatively, improvements could be made to the junction to the west of Easton to provide the necessary capacity. We understand that no solution has yet been identified in this regard, although the LIPP’s assertion that this work will be completed by 2016 may yet be achievable, depending on the future availability of funding (which, in the absence of any definite proposals, is also unclear).
4. We note that the draft LIPP (Document EIP85) lists the completion date for the Postwick Hub junction improvements as 2012. The estimated cost of these works is £25 million, and the LIPP indicates that £3.5 million has been set aside from Growth Point funding. In addition, while the Department for Transport (DfT) committed in December 2009 to provide a further £21 million funding for these improvements, the new Government has since put this decision on hold, pending the Autumn Spending Review. Therefore, the major bulk of the funding of these improvements is yet to be determined, although we note that even if the DfT and Growth Point funding were to be made available, the estimated cost indicates a remaining shortfall of £500,000, which must presumably be made up from another source.
5. In addition, if the DfT funding is to be made available, the proposed improvements to the Postwick Hub will then be subject to a public inquiry,

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which will further delay, and may potentially block, the beginning of construction works.

6. We have made representations regarding the Long Stratton bypass in our response to Matters 3 and 4. No funding source has yet been identified for the bypass, which is a prerequisite for development in Long Stratton. If it is to be funded by developer contributions from other parts of the NPA this could obviously have implications for the early delivery of other much needed infrastructure and raises issues of compatibility with the CIL regulations. We also question the assumption that the bypass will contribute to a modal shift away from car use, and suggest that the available evidence and common sense suggests that the opposite will be the case.
7. While the strategic improvements listed at paragraph 5.46 of the JCS do represent items of transport infrastructure which are genuinely required to deliver the growth outlined by the JCS, the items listed at paragraph 5.47 are aspirational projects which it is not within the scope of the JCS to deliver. For instance, the A11 dualling at Elveden is outside of the area covered by the JCS, and these improvements are already taking place in any case; the support of the JCS seems to be of little relevance in this instance, and it is questionable whether it should be mentioned here. The same may also be said of the other items listed under this paragraph, with the possible exception of the proposed improvements to the Bittern and Wherry railway lines.
8. The improvements to the Bittern and Wherry lines appear to fall between the categories formed by the items listed at paragraph 5.46 and the rest of the items at 5.47. As such, an additional paragraph could be inserted between them dealing solely with this item, and noting that the new stations and tram line services mentioned could help to encourage modal shift in the Growth Triangle.
9. However, if the remainder of the list of aspirational infrastructure improvements currently listed by paragraph 5.47 is to be retained, the paragraph could be reworded as follows:

5.47 The following strategic improvements are beyond the scope of this Core Strategy, but their delivery is supported in principle, as they can help to aid economic development in the Norwich Policy Area, and in the case of rail improvements, modal shift away from the use of private cars:

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14 October 2010