

**Greater Norwich  
Development Partnership  
Joint Core Strategy Examination**

**Written Statement on behalf of  
Landstock Estates Ltd and Landowners Group**

**Matter 5:**

**'Other Issues' concerning Access and Transportation  
(part policy 6)**

***[Most of the transport-related issues concerning the growth triangle are covered under matter 3, as are bus-related issues concerning the South Norfolk growth locations]***

**A Is the JCS policy for access and transportation, principally the Norwich Area Transportation Strategy (NATS) justified, effective and consistent with national policy as reflected in objective 7 of the JCS (ie, enhancing transport provision to meet the needs of existing and future populations, while reducing travel need and impact)?**

1.1 One of the main components of NATS is the proposed Northern Distributor Road (NDR). The NATS IP Consultation Document states:

*"The NDR is designed to provide an alternative route for traffic to and from the north of Norwich, widening the scope for major improvements and enabling us to promote more sustainable modes of transport in and around the city. It will also ensure that new housing areas to the north east of Norwich are properly serviced by transport links and do not simply add to congestion."*

1.2 The removal of a number of the circulatory traffic movements around the northern suburbs of the city will help deliver bus priority and other measures along the radial routes, however, the majority of vehicles wishing to enter the city centre will continue to use the various radial routes. The construction of the NDR will attract additional vehicle movements into the north east sector. At present, any vehicles wishing to access the A11/A47 from the A140 near the Airport are currently signposted to the west of the city around the outer ring road. The construction of a high speed dual carriageway link from the A140 through to Postwick and the A47T is going to significantly redistribute traffic. This link will enable vehicles to find the most suitable radial route into the city. The NDR will also attract vehicles into the northeast sector whom had previously travelled to the west of the city to join the trunk road network. This could include vehicles which had previously travelled around the outer ring road to the west. The NDR will not however remove the majority of the movements into the city centre from the radial routes, or the additional movements generated from the proposed growth areas in the north east sector. With the NDR improving circulatory movements it is likely that additional vehicle trips will be attracted to the northeast area, due to increase in reliability of journey times and journey speeds that will be experienced as a result of the greatly improved road standard.

- 1.3 This is confirmed in the NATS IP Report in Response to Inspectors Comments Table 4 Flows on Radial Routes to the North of Norwich. The table shows the vehicle movements experienced on each of the radial routes with and without the NDR at a location inside the built up area and one just inside the proposed NDR. On all of the routes shown apart from the B1150 overall vehicle movements increase more on the network as a result of the NDR. For example the table shows that for a location outside the built up area the vehicle movements along the Plumstead Road would increase from 5,500 (2006 Base Year) to 7,100 movements in 2016 and 8,100 movements in 2031 without the NDR. If the NDR is constructed then vehicle movements would increase to 15,000 in 2016 and 17,500 in 2031. This represents an increase of 9,400 movements on the network as a result of the NDR. This then needs to be compared to the potential reduction in vehicle movements that could be experienced as a result of the NDR within the built up area on the same radial route. Table 4 shows that vehicle movements inside the built up area as 11,000 (2006 base year) increasing to 14,500 in 2016 and reducing to 14,000 in 2031. The flows are estimated to change to 12,500 in 2016 and 13,000 in 2031 with the NDR, resulting in only a reduction of 1,000 vehicles. The NDR would therefore result in a net addition of 8,400 vehicle movements on Plumstead Road radial route. Using the same methodology Table 4 shows net increase in vehicle movements of 1,500 vehicles on the A140 radial route, net increase of 500 movements on the A1151 and net increase of 1,200 movements on Salhouse Road. The only radial route which shows an overall improvement is the B1150. It can therefore be demonstrated that the construction of the NDR will not reduce travel need or impact as it is anticipated to increase vehicle trips on the majority of the radial routes reinforcing car dependency.
- 1.4 An alternative to the current NATS IP strategy in the northeast sector is to construct a link road between Wroxham Road through to Postwick Junction (Plan B) see **Appendix A**, providing a wide single carriageway with restricted access and at grade junctions at each of the radial routes. This link would provide an effective route for vehicles in the northeast sector wishing to gain access to the trunk road network without having to pass through the existing residential areas around White Woman Lane and Barker Lane. The road would also provide an effective HGV route in the area removing some of the traffic which currently has to travel along the radial routes to the outer ring road and back out again along Yarmouth Road to Postwick. The link will also provide an effective link to the employment area of Broadland Business Park.
- 1.5 This link road will efficiently distribute traffic without becoming such an attractive route that it generates a net increase in vehicle movements. The route will facilitate improved bus services and will provide better access to the Sprowston Park and Ride as well as the Postwick Park and Ride. This road is deliverable, with two of the sections already enjoying

planning status. The White House Farm section between Wroxham Road and Salhouse Road has planning permission and the last section from Plumstead Road to Postwick junction has a Local Plan protected route status. The final section of the link road, the missing link between Salhouse Road and Plumstead Road is now available as a result the proposal for growth in this location and a change of land ownership.

- 1.6 This scheme coupled with an improvement at Postwick Junction can serve a reduced level of growth in the north east sector. Trips generated from a reduced growth level can be served by introducing an orbital bus service linking both Park and Ride sites and the employment areas to the north and Broadland Business Park. BRT can be introduced on Salhouse Road redirecting existing traffic from this route onto other radials to ensure reliability of service and journey time. This BRT will serve White House Farm, the Salhouse Road development areas and could be extended to serve Rackheath. The existing residential areas around Thorpe St Andrew such as Dussindale Park are already well served by Public Transport and bus priority measures will be introduced along Yarmouth Road to again improve journey times and reliability.
- 1.7 In addition further development in excess of 6,200 dwellings (4,000 Wymondham + 1,000 Hethersett + 1,200 Cringleford) located in the A11 corridor especially at north east Wymondham does not require any major highway improvements or new junctions onto the trunk road network. Bus priority and a BRT can be readily delivered along the A11 corridor. North East Wymondham is located adjacent to a strategic employment site and can be well connected to the existing facilities within Wymondham town centre, reducing the need to travel. The introduction of the BRT will provide an efficient and high quality bus service providing a real alternative to the private car for both existing residents and those of the proposed growth allocation wishing to travel to the city centre.
- 1.8 In summary the NATS strategy in its current form based on the NDR delivering spare capacity on the radial routes to the north does not appear to reduce car dependency. However if the NDR is removed or delayed an alternative NATS Plan B for the northeast sector providing a link road and improvement at Postwick can still provide effective distribution and access to the trunk road network for a reduced level of growth. This would also enable the introduction of BRT along Salhouse Road to serve the proposed new housing developments. Further development can be located in A11 corridor where all of proposed elements of the NATS strategy can be delivered. Wymondham with its employment opportunities and wide range of existing facilities provides an excellent location to locate development reducing the need to travel and minimising impact on existing residents and the highway network.

**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]**

1.9 Without the NDR and Postwick Hub, a number of the proposed improvements identified in Appendix 7 will not be able to be implemented without some other form of alternative improvement. These include the following:

- i) A1067 BRT
- ii) Yarmouth Rd BRT
- iii) Salhouse Rd BRT
- iv) A140 BRT
- v) Some of the City Centre Public Realm Improvements

With the potential doubts over funding for both the NDR and the Postwick Hub the above improvements are unlikely to proceed. There is no evidence presented in the JCS on how these improvements are to be delivered if the NDR does not proceed, i.e. there is no Plan B.

1.10 We are also aware that NCC have withdrawn their support to a proposed Long Stratton bypass, therefore this scheme is unlikely to progress as there are no funds available for its construction.

1.11 Other elements of infrastructure which are unlikely to get delivered in the short to medium term due to the forthcoming cutbacks in public spending include the proposed relocated rail station at Rackheath costing approx £25m. The scale of this cost is unlikely to be met by developer contributions, therefore, there is a real risk that this improvement will not be brought forward.

1.12 Strategic improvements which are not effected by the delivery of the NDR or potential public sector cuts are those located in the A11 corridor, these include the following:

- i) BRT B1172
- ii) Thickethorn Park and Ride expansion
- iii) Thickethorn Improvements/Bus Priority

It is not anticipated that any major public sector funding will be required for either the BRT or the Thickethorn improvements. The park and ride extension is expected to be funded by

NCC, however, developer contributions could be made available if additional development beyond the current 2,200 allocation takes place.

- 1.13 The A11 corridor has sufficient number of households to support a viable BRT, a large proportion of the bus priority lanes have already been provided and the corridor currently provides one of the best performing bus routes in the city. The route achieves 82-86% of the buses on time (2006-2009) which compares to corridors in the north performing at only 69-73% over the same period. Wymondham is one of the few settlements identified in JCS which has a rail station providing links to both Norwich Cambridge and onto London. This demonstrates that the A11 corridor is by far the best positioned radial route into the city to provide the frequency and quality of public transport provision that will encourage people to use buses or other modes of transport rather than the private car.

**C If the JCS is unsound in relation to aspects of access and transportation, are there any specific changes that would render it sound? [It would be necessary to consider whether these required further consultation or sustainability appraisal.]**

- 1.14 In order to make the JCS sound an alternative approach to delivering growth in the north east sector of the NPA needs to be included based on Plan B. See **Appendix A**. These improvements can be funded by developer contributions and would not be dependent on major public sector funding allocations. The strategy can be adapted to provide BRT into the city centre on a limited number of routes providing sustainable travel options to the proposed new areas of housing whilst improving and integrating with the existing bus services already serving the area. It is proposed that Plan B could accommodate growth of up to 3,600 dwellings in the north east sector over and above existing commitments.
- 1.15 Additional growth can be accommodated in the A11 corridor and Wymondham has demonstrated that it is a sustainable location for in excess of 4,000 dwellings in the Sustainability Appraisal. By allocating additional development at Wymondham, investment can be concentrated along the A11 corridor which will not only benefit the existing settlements, but that of the wider Norfolk area which uses the trunk road network.
- 1.16 The proposed strategic allocation at Long Stratton needs to be removed due to the fact that the bypass is unlikely to be delivered and that it is considered by NCC not possible to deliver the frequency of bus service required for a major growth location.

# Matter 05

## Appendices

<b>Appendix A:</b>	<b>Plan B – Proposed Link Road</b>	<b>07</b>
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