Norwich Western Link

Pre-Planning Application Consultation

Monday 15 August to Sunday 9 October 2022

www.norfolk.gov.uk/nwl

Norfolk County Council

IN TRAN communication for all

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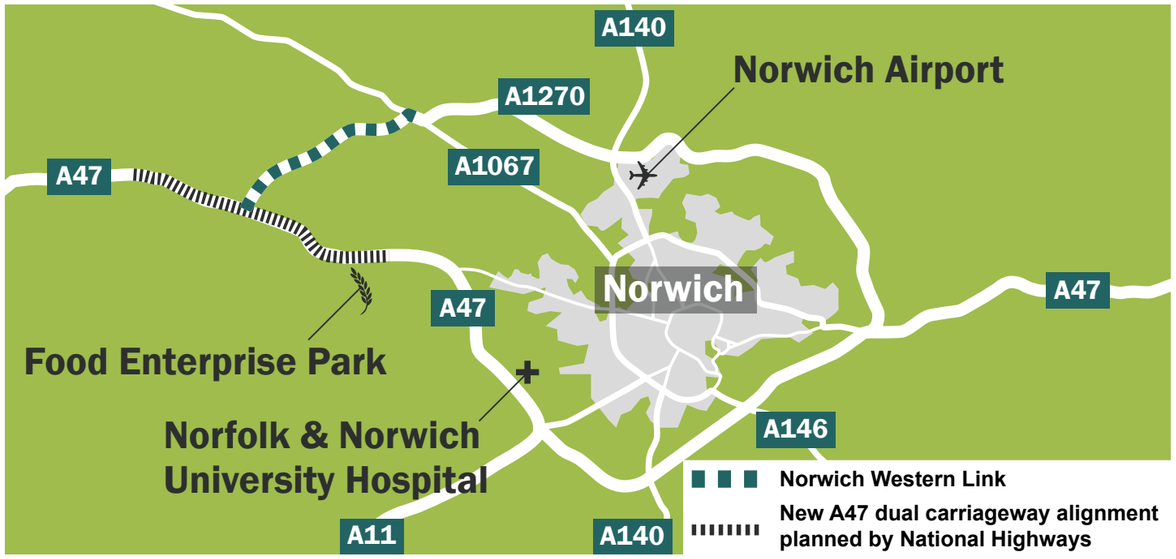
Introduction

With significant population and job growth anticipated in the Greater Norwich area, improving our transport infrastructure is vital to resolving existing traffic problems and ensuring our transport network can cope with this future growth.

The Norwich Western Link is an important part of Norfolk County Council's approach to improving travel in and around Norwich for all types of journeys and modes of transport. This new 3.9 mile dual carriageway road would connect the A1270 Broadland Northway to the A47 and complete a fully dualled orbital route around the city in combination with the planned dualling of the A47 between North Tuddenham and Easton by National Highways, due to open in 2025.

The Norwich Western Link would reduce the need for traffic to enter the city, alleviate local transport issues to the west of Norwich, cut journey times for residents, businesses, emergency services, and visitors, and create many benefits for local communities. As part of the project, we intend to provide complementary measures to encourage walking, cycling and public transport use as well as support and protect the environment in the local area.



This is our fourth public consultation on the Norwich Western Link. We intend to submit the planning application for the project in 2023 and we would like to know your views before we finalise the design. Please consider the information in this brochure and then give us your comments; there are details on how you can do this on the back page of the brochure.

Project timeline

2016
Made a priority infrastructure project by Norfolk County Council

2018
Public consultation on transport issues west of Norwich

2018/9
Public consultation on shortlist of route options

2019
Preferred route announced and project made a regional priority by Transport East

2020
Strategic Outline Business Case approved by Department for Transport (DfT) and public consultation on local access

2021
Outline Business Case submitted to DfT and Ferrovial Construction appointed as design and build contractor

2022
Pre-application public consultation

2023
Results of consultation published. Planning application finalised and submitted

2024
Full Business Case submitted to DfT and anticipated determination of planning application (allowing for possible public inquiry). Start of construction

2026
Road open for use

Future dates are anticipated and some are subject to all the necessary statutory processes being complete.

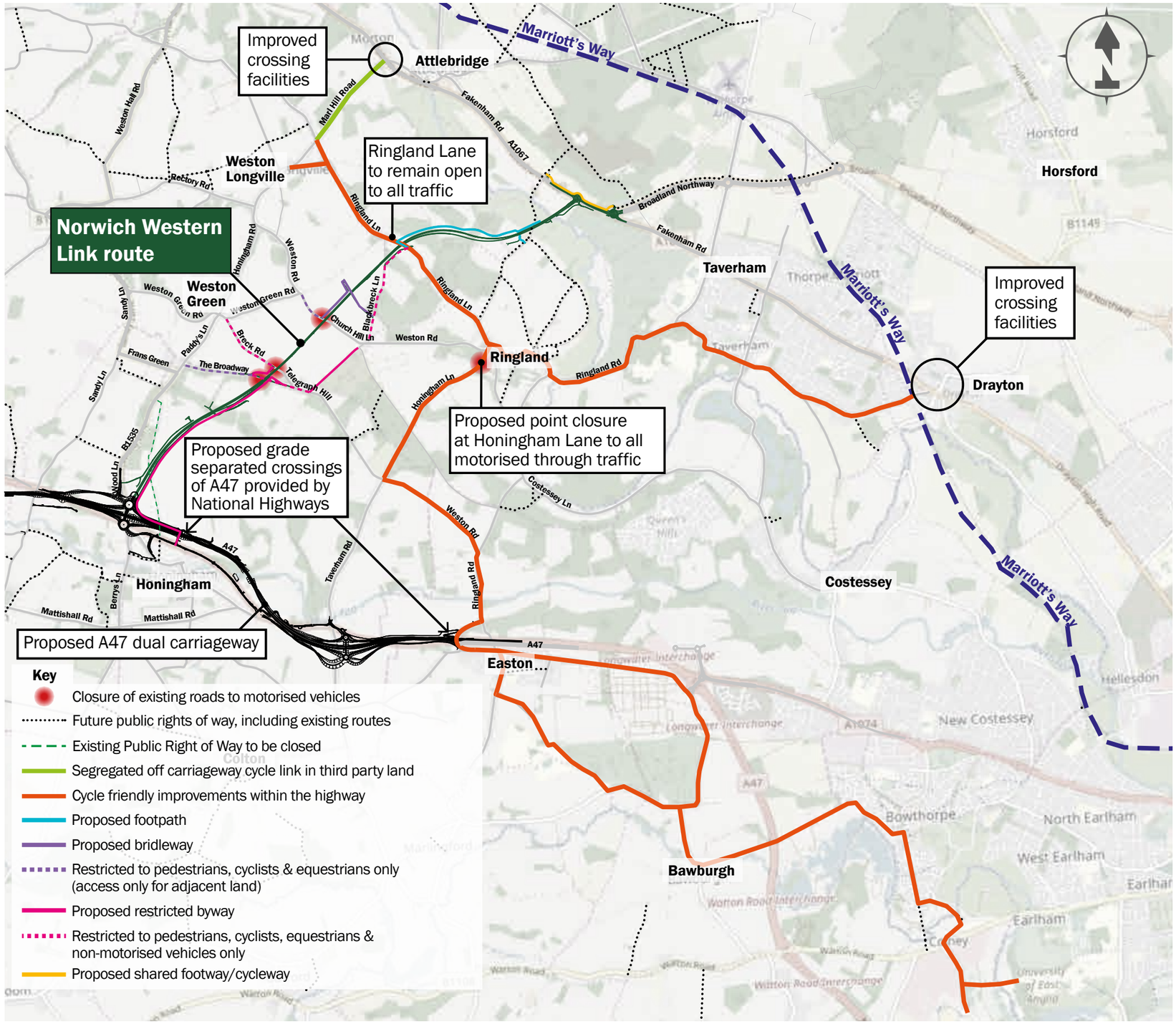
Project objectives

There are many things we have considered as we have developed our plans for the Norwich Western Link, including what we want it to achieve. We have therefore developed a set of objectives to guide our work. These are aligned with national and local policy and have taken account of the priorities of local residents, through previous engagement and consultations.

- Improve the quality of life for local communities
- Improve strategic connectivity with the national road network
- Support sustainable economic growth
- Promote an improved environment
- Reduce the impacts of traffic on people and places within the western area of Greater Norwich
- Encourage and support walking, cycling and public transport use
- Improve accessibility to key sites in Greater Norwich
- Improve safety on and near the road network, especially for pedestrians and cyclists
- Protect the natural and built environment, including the integrity of the River Wensum Special Area of Conservation
- Improve connectivity and journey times on key routes in Greater Norwich

Update on Local Access Consultation proposals

Between July and September 2020, we carried out a public consultation which asked for views on changes to Public Rights of Way and other complementary measures to support walking, cycling and public transport use to the west of Norwich. We also asked for feedback on proposals for the local roads that will be crossed by the Norwich Western Link. The feedback we have received has been taken into account as the design of the road has been developed. These are shown on the map where appropriate.



Local roads

As a result of feedback we have made these changes to our proposals:

- Ringland Lane is to be kept open to all traffic via an underpass of the Norwich Western Link, although it will be closed at times during construction.
- Weston Road/Church Hill Lane and Breck Road/Breck Lane are to be severed at the point at which they are crossed by the Norwich Western Link.
- The Broadway is to be kept open as a through route to farm traffic, walkers, cyclists and horse riders only via a green bridge over the Norwich Western Link, which would also serve as a wildlife crossing.

Honingham Lane is due to be closed temporarily as part of the National Highways A47 North Tuddenham to Easton Dualling project. Following the temporary closure we are proposing to introduce a permanent point closure on Honingham Lane to prevent through access for motorised traffic. This will support our aim to encourage cycling as part of the proposed network of cycle friendly routes (see further details below).

In all instances where roads are being closed or severed, access to adjacent properties will be maintained. Further details on the proposals for the roads crossed by the Norwich Western Link are shown later in the brochure.

Public Rights of Way

New Public Rights of Way will be created to improve links between routes and communities, and some existing Public Rights of Way will be re-routed closer to the Norwich Western Link.

Following the Local Access Consultation and environmental studies, an additional green bridge across the Norwich Western Link is proposed to carry the bridleway over the road and connect to Blackbreck Lane. This will also allow bats to safely cross the road.

For consistency with cycling measures being provided by National Highways as part of the A47 improvements, the previously proposed cycle link from Honingham Village Hall into the village has also been removed from the strategy.

Walking and cycling measures across the wider area

We're proposing to introduce measures to support walking and cycling across the area to the west of Norwich. This will include making roads safer, creating two new pedestrian and cycle crossing facilities across the A1067 and providing a separate off-road cycle path adjacent to Marl Hill Road.

Public transport

We are still exploring options for a potential new bus service which could be viable once the Norwich Western Link is in place and are continuing to discuss this with bus operators and developers in the surrounding area.

Design of the Norwich Western Link

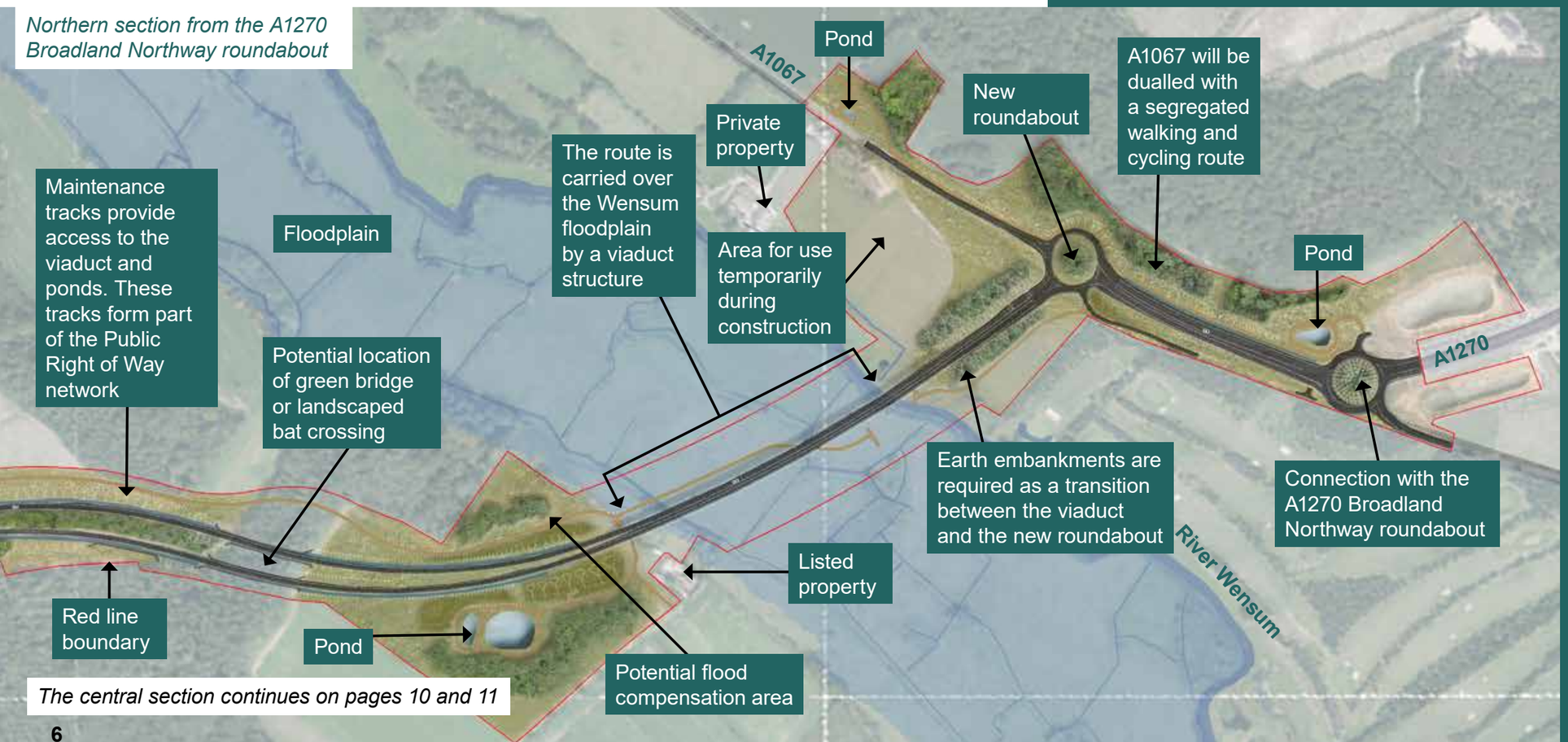
We have separated the 3.9-mile dual carriageway route of the Norwich Western Link into Northern, Viaduct, Central and Southern sections over the coming pages to provide details on:

- The alignment of the route and its fit within the landscape and surrounding biodiversity
- Constraints and considerations that have informed the design
- Key features and structures such as the road's junctions, the viaduct, green bridges and underpasses
- Landscaping and environmental mitigation measures close to the route, with the visualisations showing the planting at a mature state
- Other measures we are proposing include drainage ponds and changes to Public Rights of Way
- The land required for the road, including that needed on a temporary basis during the construction period, is shown by the draft red line boundary on the maps within this brochure. This includes landscaping and habitat creation immediately along the route, but may be amended to include environmental mitigation further from the road, once the environmental assessment has been completed.

The Norwich Western link has been developed through a collaborative process between engineering and environmental specialists in line with relevant industry standards and taking into account the feedback received at previous consultations and the latest ecological survey data. The design has been created with careful consideration to the environment and sensitivities of the area in which it will be sited.

The design and key features of the Norwich Western Link route can be seen in our fly-through video, which can be viewed on the consultation website via **www.norfolk.gov.uk/nwl.**

Northern section from the A1270 Broadland Northway roundabout



The central section continues on pages 10 and 11

Features of the Norwich Western Link

There are many features along the Norwich Western Link that will protect and support wildlife and reduce the impact the road will have on the area. These include:

- Sloped earth bunds will help hide the Norwich Western Link from view. They are between 2 and 5 metres tall and will be planted with native trees, shrubs and other plants to provide new habitats and provide wildlife corridors to link to existing ones. The planted bunds will also help reduce the amount of noise in the surrounding area. The bunds also enable the re-use of earth excavated for the scheme, which will reduce the number of HGV trips to and from the site.
- Wildlife crossings, which are described further on page 18 of this brochure provide places for wildlife to safely cross the road, as well as pedestrians, cyclists, and horse riders in some locations.
- Drainage ponds will provide new habitat for a number of species; and
- Roadside verges will have careful planting which will help direct wildlife to wildlife crossings and provide new habitats.

Northern section of the route

The northern section of the Norwich Western Link would include a connection with the western end of the A1270 Broadland Northway by dualling a section of the existing Fakenham Road and the construction of a new roundabout. The route would then proceed south, crossing the River Wensum floodplain by means of a viaduct, with earth embankments at either side to raise the level of the road. The proposed road passes through existing agricultural land and woodland, with a number of bends to minimise impacts on important habitats, including ancient woodland. The road separates on the approach to the woodland areas to allow for a wildlife crossing in this location. A maintenance track will be provided to the viaduct, which will form part of the new walking and cycling network.

The plans include several design elements to minimise the impact of the road on the environment.

- The roundabout will not be lit at night to minimise the impact of wildlife in this area, such as bats.
- Sloped earth bunds are planned around the roundabout and on the northwest and southeast approaches to the viaduct. The bunds will reduce noise and screen the road from view.
- There will be a wildlife crossing providing connectivity between retained woodland so that animals can cross the road safely. The design of this crossing is still under development in consultation with statutory bodies, such as Natural England.
- There are also plans to slightly increase the floodplain area of the River Wensum to balance the small area taken by columns that support the viaduct.

The River Wensum viaduct

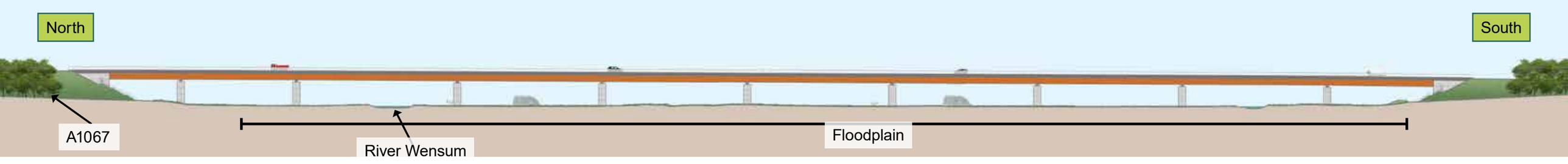
A viaduct is needed to carry the Norwich Western Link across the River Wensum Special Area of Conservation. The proposed design of the viaduct and the construction methods have all been carefully selected to minimise the impact on the surroundings and in particular to not affect the integrity of the River Wensum Special Area of Conservation.

The viaduct design

The River Wensum is a designated Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI), with important ecological characteristics and species that must be preserved. The design and construction methods for the viaduct have been carefully considered and will:

- Minimise construction within the floodplain by using longer spans between the concrete columns which support the viaduct structure. Abutments – which support the viaduct at either end - will be built outside the extent of the floodplain.
- The columns will be sited so that they don't impact on ditches which contain protected species.
- Cross the River Wensum at a height that minimises shading, which can impact on the local ecology.
- Reduce the lifetime maintenance requirements by choosing materials such as weathered steel which doesn't require painting.
- Reduce the visual impact of the viaduct, particularly from key viewpoints in the area, for example by using clear environmental barriers rather than solid fencing

The viaduct crossing the floodplain



The environmental barrier

The viaduct design includes a multi-purpose transparent environmental barrier on the outer edges to minimise the impact of noise and tyre spray from road traffic.

Noise, landscape, heritage and ecological assessments will be undertaken as part of the Environmental Impact Assessment process to ensure the design of the barrier takes account of all environmental considerations.

Viaduct with environmental barrier

Visualisation of the viaduct at road level

The water environment

The main water bodies in the area are the River Wensum and the tributary of the River Tud, as well as underlying groundwater aquifers. A flood risk assessment will consider the impacts of both permanent and temporary works on the floodplains to ensure water can still naturally collect here. To reduce the risk of flooding caused by the addition of structures in the floodplain, such as the concrete viaduct columns, additional areas of the floodplain will be created to allow water to safely collect elsewhere. This will ensure that there is no increased risk of flooding. Potential changes to river and groundwater flows will also be considered, although it is expected that any changes and associated impacts with the final design would be small. Mitigation for changes to river flows in the River Wensum will be linked to the wider Wensum Restoration Strategy being brought forward by Natural England.

Central section of the route

The central section of the route passes through an undulating, mainly agricultural landscape and crosses four existing roads. Weston Road (also known as Church Hill Lane) and Breck Road (also known as Breck Lane) will be closed with space provided for vehicles to safely turn around, known as a turning head.

Ringland Lane would pass under the Norwich Western Link, and at The Broadway a green bridge is proposed to support wildlife crossings and maintain the Public Right of Way for pedestrians, cyclists, horse-riders, and farm traffic. Morton Green Bridge will also provide a wildlife crossing point and Public Right of Way access, with Blackbreck Lane restricted to non-motorised users.

The plans include several design elements to minimise the impact of the road on the environment:

- The central section of the route will have wildlife crossings, to help animals cross the road safely.
- Native, hardy trees will be planted along the side of the road to replace those that have been lost and positively contribute to the landscape. It will also minimise the view of the road in the surrounding area.
- Sloped earth bunds are planned along the majority of the central section on both sides of the road. There will be gaps to allow for green bridges, woodland retention, and other engineering features.

Ringland Lane visualisation, planting shown at mature state

The northern section continues on pages 6 and 7.

Area for use temporarily during construction

Ringland Lane cross section location

Ringland Lane

The ponds will manage the surface water run off

Area for use temporarily material storage

Linear tree planting for screening and green bridge connectivity

Weston Road

Closure of Weston Road with turning head provided

Red line boundary

Morton Green Bridge with Public Right of Way

Area for temporary material storage

Layby

Area for use temporarily during construction

Breck Road

Weston Road

Temporary access road

The Broadway Green Bridge with Public Right of Way

Road closure with turning head provided

Change in Public Right of Way designation. More information on pages 4 and 5

Road closure with turning head provided

The Broadway

Breck Road

The Broadway

Road closure with turning head provided

Ringland Lane cross section

The southern section continues on page 12.

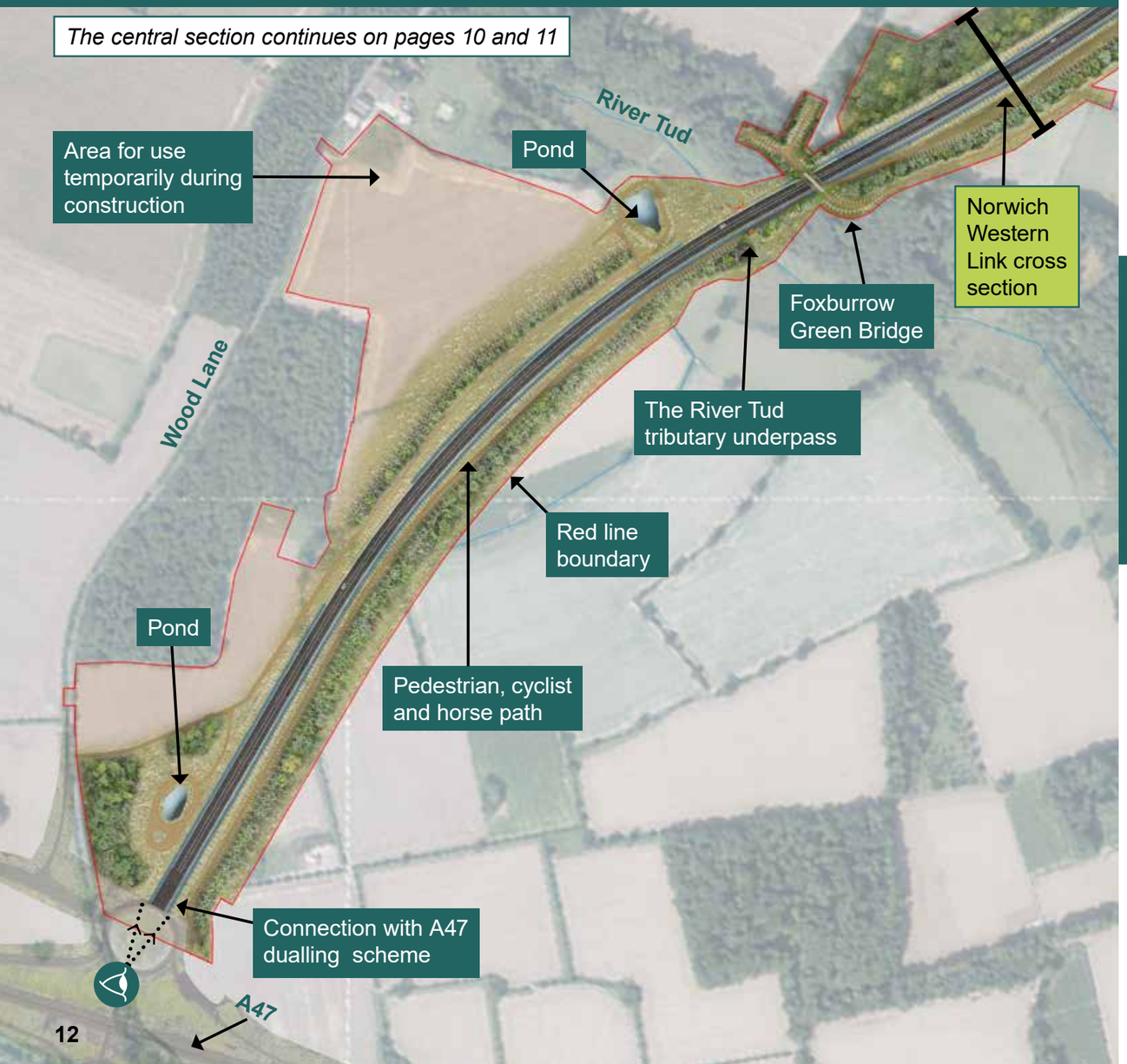
Southern section of the route

The southern section of the Norwich Western Link crosses over a tributary of the River Tud and passes through existing agricultural land and woodland, before connecting to the A47, via a new junction provided by National Highways. National Highways, who have responsibility for the A47, are planning to realign and dual the A47 from Easton to North Tuddenham and the new junction passes beneath the A47, therefore in this section the Norwich Western Link will be predominantly below existing ground level.

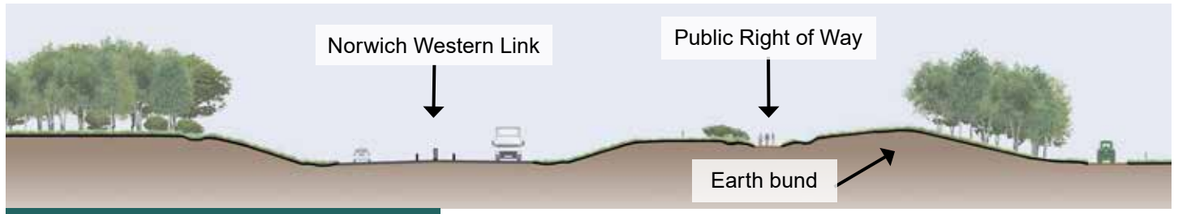
Features to support the natural environment in this area include:

- An underpass for the River Tud tributary. This is a common route for bats travelling east-west and an underpass would help them cross the road safely.
- Foxburrow Green Bridge, to support wildlife wanting to cross the new road. This green bridge will not be open to the public.
- A path for pedestrians and cyclists along the eastern side of the road.
- Sloped earth bunds are planned along the majority of the southern section on both sides of the road. There will be gaps to allow for green bridges, woodland retention, and other engineering features. On the western side of the road the bunds will stop 500 metres before the A47 junction.

The central section continues on pages 10 and 11



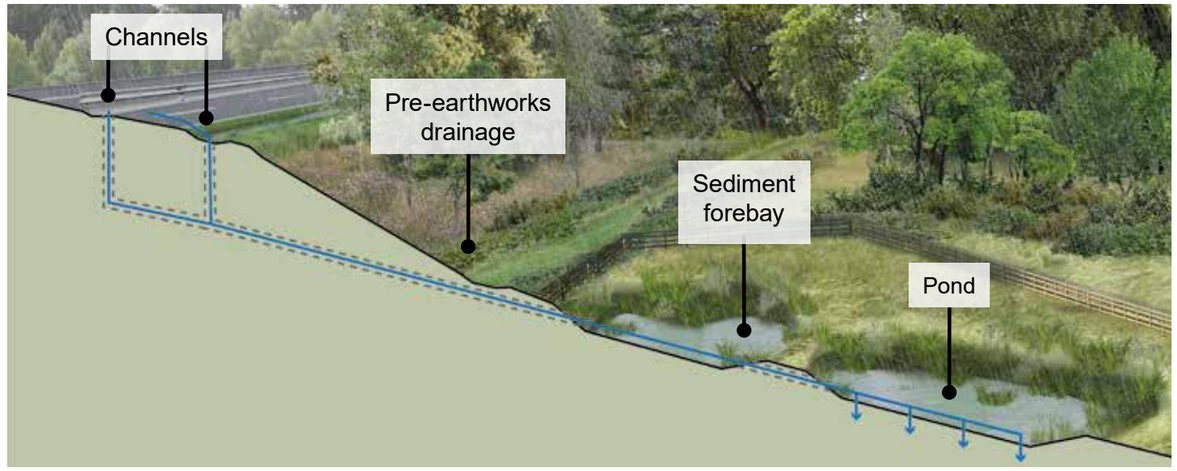
A47 junction visualisation looking north-east, planting shown at mature state



Norwich Western Link cross section

Drainage design to manage surface water

Surface water needs to be drained from the highway to keep the road safe for vehicle use and to ensure that road materials last as long as possible. The road will be built so water flows into channels that will feed into pipes which connect to a small pond (sediment forebay). This ensures water is clean before it enters a final pond (drainage basin) where the water soaks back into the ground. In between the road and ponds there is a drainage ditch to collect water from adjacent land and make sure it doesn't flow towards the road (pre-earthworks drainage). Ponds offer benefits for biodiversity with appropriate planting for habitat and food sources. They may also attract insects which provide food for various species of bird and bat.



Environmental considerations

The design of the Norwich Western Link has been developed to minimise adverse environmental impacts the proposed road may have on wildlife, the landscape and local residents. This has been balanced against other considerations, such as design standards, costs, and how effective the route will be at taking traffic off local roads. A summary of the main environmental considerations is provided on these pages.

We have produced an Environmental Information Document which provides more details on these considerations, and others, along with potential mitigation and enhancement measures. Information on where you can view this can be found on the back page of the brochure.

We are undertaking an Environmental Impact Assessment and Habitats Regulations Assessment which we will present in our planning application. This will outline how we have evaluated and mitigated the environmental impacts of the Norwich Western Link as well as enhancing the existing environment.

Construction

We are already considering how to limit the impact of construction of the Norwich Western Link on the local environment. An Outline Construction Environmental Management Plan (OCEMP) will be prepared as part of the planning application which will detail the mitigation measures we will take to ensure that we avoid or minimise risk to the environment.

Specialist staff will be employed before and during construction to manage the environmental and ecological considerations.

The Norwich Western Link viaduct as it would be seen from the Wensum Valley Hotel, Golf and Country Club

Air Quality

An air quality assessment will be carried out as part of the Environmental Statement which will be submitted as part of the planning application for the Norwich Western Link. The assessment will predict how air quality will change while the Norwich Western Link is being constructed and in use. It is likely that for existing communities nearby, air quality will improve as more traffic uses the Norwich Western Link rather than smaller local roads or travelling into the City. Mitigation measures for dust during the construction phase will be outlined in the OCEMP and are likely to include measures such as dust suppression, wheel washing, road cleaning, and construction site speed limits.

Climate

During the construction phase, we will minimise greenhouse gas emissions by design solutions which will reduce material use, maximising the construction materials which are recycled and from renewable resources, using locally sourced materials where available and practical, and using more innovative and efficient machinery to reduce emissions. When we take into account the emissions associated with the construction of the Norwich Western Link, together with the reduction in emissions from vehicles that will use the route once built, our modelling shows that there is likely to be an overall reduction in carbon emissions. A climate resilience assessment will also be prepared to look at current and future climatic factors, such as temperature, storms, wind, and rainfall and how that might impact the Norwich Western Link.

Cultural heritage

Low Farm Barn is a Grade II listed building which is situated close to the proposed route of the road. The proposed scheme would impact the rural setting of the barn through increases in noise and changes to the view.

A geophysical survey has been undertaken to identify archaeological activity along the route which may be affected by construction activities. Archaeological surveys are being undertaken to better understand the archaeological assets that may be affected and to identify appropriate mitigation, such as excavation and recording will be put in place during the construction phase.

Noise and vibration

A detailed noise and vibration assessment will be carried out as part of the Environmental Statement which will use modelling to determine the changes as a result of the Norwich Western Link during construction and once open to the traffic. As far as possible, the design of the Norwich Western Link has included measures to limit the noise from the road; for instance, the use of a low noise road surface along the length of the road.

A significant proportion of the road will be behind sloped earth bunds, or in cuttings, which will screen the road. Measures to reduce construction noise and vibrations will be detailed in the OCEMP are likely to include limitations on working hours.

Landscape and Visual Impact

The landscape design includes new planting areas, providing connectivity to existing planting for wildlife, visual screening for people, and beneficial new habitats for biodiversity. The type of planting includes new trees, scrub, hedgerows, wetland grasses, and rich grasses. All planting will be hardy native species which are commonly found in the area to ensure the scheme contributes positively to the landscape and replaces any planting lost during construction. Sloping earth bunds along the route will help reduce visual and noise disturbance. They will be between 2 and 5 metres high, depending on the part of the route and will be constructed from earth taken from elsewhere in the route, and in some places will be planted with trees. Planting will also help integrate new features like slopes and ponds, directing wildlife to new crossings and existing habitats.

The viaduct would be built high enough to ensure it clears the floodplain and minimises the impact on the environment. Because the bridge will be built in low-lying ground, we don't expect it to dominate the wider landscape. We would look to merge the bridge with its surroundings through planting and landscaping.

Ecological mitigation and enhancements

Preserving and enhancing important local habitat are a crucial part of our plans, and we will work with local landowners and develop habitat creation further from the road, beyond the mitigations shown in this brochure which cover the area immediately along the route.

We are aiming to achieve a 10% Biodiversity Net Gain on applicable habitats by creating and enhancing habitats during construction. Biodiversity Net Gain is an approach to development that leaves biodiversity in a better state than before. Some of the ways we are planning to do this are described here, and if you'd like more detail, you can find it in the Environmental Information Document. Information on where you can view this can be found on the back page of the brochure.

Wetland habitat creation and enhancement

New wetland habitat will be created close to the River Wensum, and suitable vegetation and conditions to provide habitat for Desmoulin Whorl snails. We will also improve existing ditches through widening them and reconnecting channels, translocating vegetation where possible. Adding fencing or extra-wide margins will also protect the ditches from cattle damage.

Woodland creation and enhancement

We will plant a mix of native tree species with scrub species to provide understory and edge habitat. This will encourage and support a range of species, such as hedgehogs, badgers, birds, reptiles, and bats. Woodland corridors will link existing areas of habitat, improving connectivity for wildlife and enhancing the visual appearance of the landscape.

Scrub creation

Scrub is a general term for shrubs such as wild privet, dogwood, buckthorn, and hawthorn which are typically found between grassland or heath and woodland. We will plant a diverse mix of species which will provide habitat for many of our native insects, birds and small mammals.

Grassland creation

Grassland can be large open areas, or narrow strips of land. We will use native seed mixes, including wildflower species, to provide a diverse habitat that will attract a wide range of insects (such as butterflies and bees) and arthropods (like spiders and millipedes). This in turn will provide foraging habitat for predators.

Hedgerow creation and enhancement

We will create new hedgerows providing new habitats for our native species and new corridors between existing habitats. Enhancing existing hedgerow with additional planting will improve the quality and diversity that these habitats already provide.

Other habitat features

We will provide habitats for other species, such as bat and bird boxes. These will be in safe locations away from the new road.

Proposed mitigation by key species

Over the past three years, we have carried out surveys to determine which species are found in and around the proposed route of the Norwich Western Link, working together with Natural England and the Environment Agency.

Some of the protected species we have identified, together with the mitigations we are proposing, are outlined in the table opposite.

Key species	Current situation	Mitigation
Bat species	Bats are widespread across the scheme, with pipistrelle species the most common. Barbastelle bats are found in the woodland in the central and northern areas of the scheme	Within the scheme boundary there is an objective to maintain as much of the existing foraging, commuting and roosting habitat as possible. Habitat creation and enhancement further from the road is required to avoid a net loss in suitable habitat. Provision of multiple crossing points to ensure commuting and foraging routes are maintained.
Barn Owls	Breeding territory present adjacent to site boundary with others recorded in the wider area.	Transfer of existing nest site (nest box) to suitable area away from the scheme highway. Enhanced and new foraging habitat for the species to be provided to avoid any net loss.
Badgers	Population widespread within the scheme boundary, but more prevalent in the northern woodlands	Habitat connectivity will be retained between setts to include features allowing badgers to cross the road safely. Fencing will be included to discourage crossing the road at unsafe locations
Desmoulin Whorl snails	Population is a qualifying feature of the River Wensum Special Area of Conservation; present in floodplain ditches within the scheme boundary and adjacent areas	Habitat creation and enhancement is proposed to ensure any indirect effects on this species are offset and that there is improved availability of suitable habitat.
Water voles and otters	Populations present in suitable habitat along the River Wensum and connected ditches, within and beyond the scheme boundary	Retention of wetland habitat where possible. Habitat connectivity must be retained within the scheme boundary with habitat creation and enhancement further from the road to avoid a net loss in suitable habitat

We have also identified other species near the proposed route of the Norwich Western Link including several species of fish, Great Crested Newts, the common toad, overwintering and breeding birds, reptiles, terrestrial invertebrates and aquatic macroinvertebrates.

Ancient and veteran trees, ancient woodland, and hedgerows

The location of ancient/veteran trees has been considered throughout the development of the Norwich Western Link design. A detailed survey of ancient/veteran trees has been undertaken to confirm where an appropriate buffer can be maintained between the tree and construction activity. Some ancient/veteran trees will require removal. Once removed, if feasible, each ancient/veteran tree will be allowed to decompose in a suitable location, providing valuable habitat for wildlife. For each ancient/veteran tree removed, three times the area lost will be planted with new trees.

A 15-metre buffer zone will be maintained between the edge of ancient woodland and the Norwich Western Link scheme boundary. The impact of air quality changes on the ancient woodland due to traffic using the Norwich Western Link will be assessed as part of the environmental impact assessment. Appropriate mitigations, if required, will be presented in the Environmental Statement.

There is potential for important hedgerows to be impacted by the Scheme. Compensation and enhancement of hedgerows is an important consideration of both the landscape design and ecological mitigations, particularly to maintain commuting routes for bats.

Connecting Wildlife Habitats

We will support wildlife connectivity between and within the areas they use for commuting and foraging.To maintain connectivity on either side of the road, we have designed multiple crossing points to help wildlife pass safely under or over the new road while keeping collision risk to a minimum. The crossings will be built at places that have been identified by our surveys as areas with high levels of animal movement.

Connectivity Features

At two locations underpasses will be used to provide connectivity for the identified bat flight routes and other wildlife.

The Norwich Western Link is carried over Ringland Lane via a bridge, creating an underpass. The bridge and scheme fencing will be designed to prevent light from spilling onto Ringland Lane. Hedgerows and trees will be planted to enhance existing vegetation and guide bat species to the underpass location.

At Foxburrow Stream, a culvert will allow the stream to flow underneath the Norwich Western Link. The height and width of the culvert has been designed to provide safe passage for wildlife. New planting will enhance existing vegetation to help guide bat species to the culvert location.

The green bridges are proposed to provide multi-functional connections on either side of the road. The potential green bridge in the northern section will not be accessible by the public, but the others will include a surfaced central section for non-motorised users such as cyclists, pedestrians and horse riders. The green bridges will have hedges on either side, and a parapet system for safety to minimise light spill from the headlights of vehicles using the Norwich Western Link. They would be planted with trees, shrubs, and other native species to encourage wildlife to use them. Planting would join retained trees and shrubs.

Environmental experts are considering two separate designs to help bats cross the road safely in the northern section of the route. The first option is a landscape design that retains existing trees on either side of the road and in the central reservation. This approach allows bats to safely cross the road by flying at a height above the tree canopy.

The second option at the northern section of the scheme is a green bridge designed to provide connectivity as described above. At this location no access would be provided for non-motorised users, should a green bridge be progressed. Environmental and bat experts are consulting with statutory bodies, like Natural England, to decide which design will be used.

Visualisation of landscaped bat crossing, planting shown at a mature state

Location of Connectivity Features

The location of wildlife connectivity features detailed on page 18 are shown on the map below.

Green Bridge perspective section

Traffic modelling and local mitigation

Traffic modelling shows that the Norwich Western Link will significantly reduce traffic on many local roads. However, in a few locations, increases are predicted as traffic seeks to get to and from the new road. Some roads are more able to accommodate extra traffic, such as the A1270 (Broadland Northway), A1067 and A47. We are not proposing to introduce any measures on these roads. On B Roads and minor rural roads through local communities where an increase in average annual daily traffic of more than 1000 vehicles per day is predicted, we are proposing to bring in measures to mitigate this impact. We have discussed these proposals with local parish councils and we will continue to develop the measures with them, taking feedback from the consultation into account. These maps show the proposed traffic mitigation, illustrating the 2026 forecast average number of vehicles travelling in both directions daily.

We are proposing a permanent point closure on Honingham Lane to motorised through traffic, with a restriction about 150m south of Ringland, once the Norwich Western Link opens. This will support our aim to encourage cycling as Honingham Lane forms part of our proposed network of cycle-friendly routes (see pages 4 and 5 for more details on this). A map showing the location of this proposed road closure is also shown below.

We are also preparing a Transport Assessment which will include details of proposed alterations to any junctions on the local road network if there is expected to be an increase in traffic as a result of the Norwich Western Link, which cannot be sustainably accommodated by the existing junction designs. Details of any proposed junction alterations will be included in the planning application.

Proposals to north of the A1067

A Station Road	
OY without NWL	200
OY with NWL	2,500
OY with NWL and measures	1,300

B Old Fakenham Road	
OY without NWL	1,000
OY with NWL	3,200
OY with NWL and measures	2,000

C Felthorpe Road	
OY without NWL	500
OY with NWL	200
OY with NWL and measures	200

D Taverham Road	
OY without NWL	3,600
OY with NWL	6,500
OY with NWL and measures	3,200

E The Street	
OY without NWL	3,500
OY with NWL	6,000
OY with NWL and measures	2,500

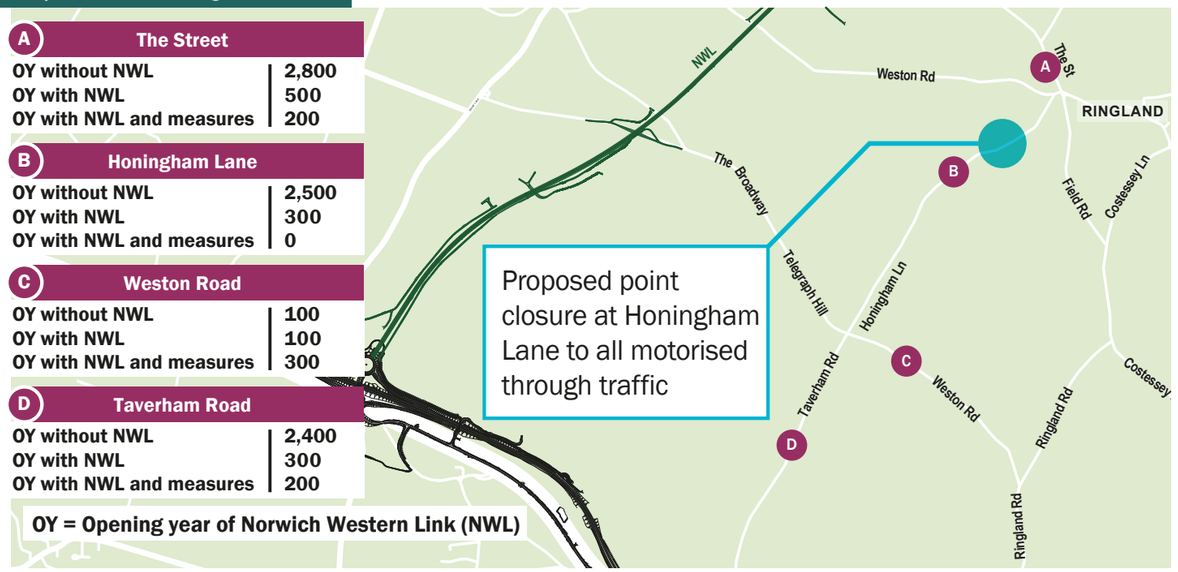
F Holt Road	
OY without NWL	6,100
OY with NWL	5,700
OY with NWL and measures	4,700

G Shortthorn Road	
OY without NWL	4,300
OY with NWL	6,000
OY with NWL and measures	1,800

H Holt Road	
OY without NWL	14,900
OY with NWL	14,600
OY with NWL and measures	13,600

Reduce speed limit through villages to 20mph to deter through traffic and increase safety for all road users

Proposal to Honingham Lane



A The Street	
OY without NWL	2,800
OY with NWL	500
OY with NWL and measures	200

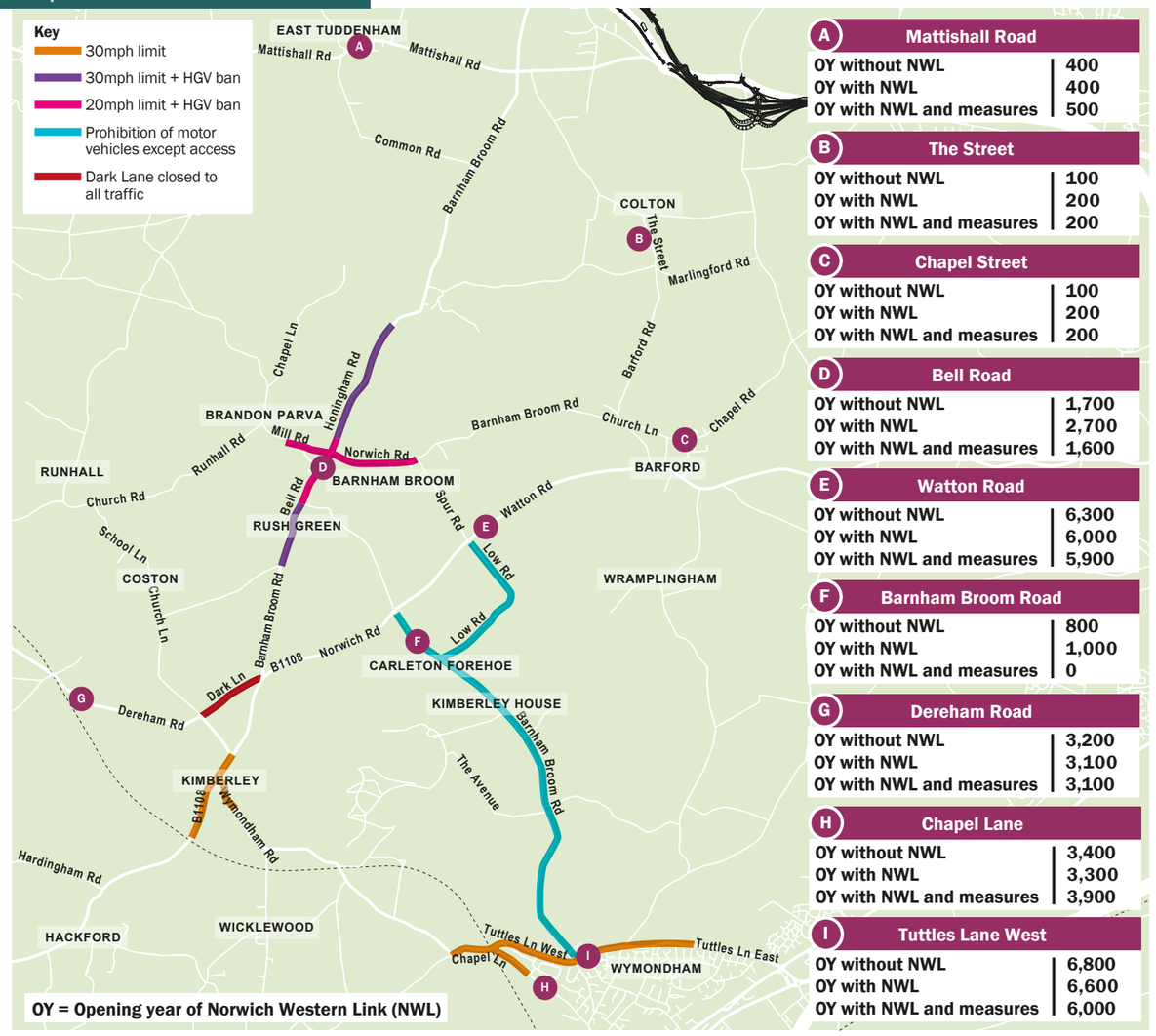
B Honingham Lane	
OY without NWL	2,500
OY with NWL	300
OY with NWL and measures	0

C Weston Road	
OY without NWL	100
OY with NWL	100
OY with NWL and measures	300

D Taverham Road	
OY without NWL	2,400
OY with NWL	300
OY with NWL and measures	200

OY = Opening year of Norwich Western Link (NWL)

Proposals to south of the A47



A Mattishall Road	
OY without NWL	400
OY with NWL	400
OY with NWL and measures	500

B The Street	
OY without NWL	100
OY with NWL	200
OY with NWL and measures	200

C Chapel Street	
OY without NWL	100
OY with NWL	200
OY with NWL and measures	200

D Bell Road	
OY without NWL	1,700
OY with NWL	2,700
OY with NWL and measures	1,600

E Watton Road	
OY without NWL	6,300
OY with NWL	6,000
OY with NWL and measures	5,900

F Barnham Broom Road	
OY without NWL	800
OY with NWL	1,000
OY with NWL and measures	0

G Dereham Road	
OY without NWL	3,200
OY with NWL	3,100
OY with NWL and measures	3,100

H Chapel Lane	
OY without NWL	3,400
OY with NWL	3,300
OY with NWL and measures	3,900

I Tuttles Lane West	
OY without NWL	6,800
OY with NWL	6,600
OY with NWL and measures	6,000

Traffic flow map

The future year predicted traffic flows on local roads with and without the Norwich Western Link scheme in place are shown below. The forecast traffic situation is shown for 2026 and 15 years after opening. The National Highways proposals for A47 between North Tuddenham and Easton are also included in both scenarios with an expected opening date in 2025.

The map indicates that the Norwich Western Link will provide substantial traffic relief to the vast majority of minor roads to the west of Norwich, with over 24,000 vehicles per day using the Norwich Western Link instead. This increases to 36,000 15 years after opening. Without the Norwich Western Link, it is likely that traffic flows on minor routes will continue to increase.

A The Common, Lyng

OY without NWL	3,200	
OY with NWL	3,000	▼6%
OY+15 without NWL	3,900	
OY+15 with NWL	3,600	▼8%

B Weston Hall Road

OY without NWL	4,300	
OY with NWL	1,500	▼65%
OY+15 without NWL	5,400	
OY+15 with NWL	1,300	▼76%

C A1067 at Lenwade

OY without NWL	12,800	
OY with NWL	12,900	▲1%
OY+15 without NWL	16,300	
OY+15 with NWL	15,300	▼6%

D Honingham Road

OY without NWL	3,900	
OY with NWL	800	▼79%
OY+15 without NWL	5,200	
OY+15 with NWL	800	▼85%

E A1067

OY without NWL	16,200	
OY with NWL	34,100	▲110%
OY+15 without NWL	20,900	
OY+15 with NWL	47,100	▲125%

F Broadland Northway

OY without NWL	12,700	
OY with NWL	29,200	▲130%
OY+15 without NWL	17,300	
OY+15 with NWL	41,400	▲139%

G Heath Road

OY without NWL	1,500	
OY with NWL	1,000	▼33%
OY+15 without NWL	1,700	
OY+15 with NWL	1,000	▼41%

H Wood Lane

OY without NWL	6,500	
OY with NWL	1,800	▼72%
OY+15 without NWL	8,800	
OY+15 with NWL	2,100	▼76%

I The Street, Ringland

OY without NWL	2800	
OY with NWL	200	▼93%
OY+15 without NWL	4,800	
OY+15 with NWL	300	▼94%

J Ringland Road

OY without NWL	2,700	
OY with NWL	400	▼85%
OY+15 without NWL	4,700	
OY+15 with NWL	500	▼89%

K Taverham Lane

OY without NWL	8,500	
OY with NWL	7,300	▼14%
OY+15 without NWL	8,700	
OY+15 with NWL	7,700	▼11%

L The Street, Honingham

OY without NWL	200	
OY with NWL	300	▲50%
OY+15 without NWL	200	
OY+15 with NWL	400	▲100%

M A47

OY without NWL	43,000	
OY with NWL	42,200	▼2%
OY+15 without NWL	52,300	
OY+15 with NWL	53,100	▲2%

N Sweet Briar Road

OY without NWL	30,100	
OY with NWL	29,100	▼3%
OY+15 without NWL	32,500	
OY+15 with NWL	31,400	▼3%

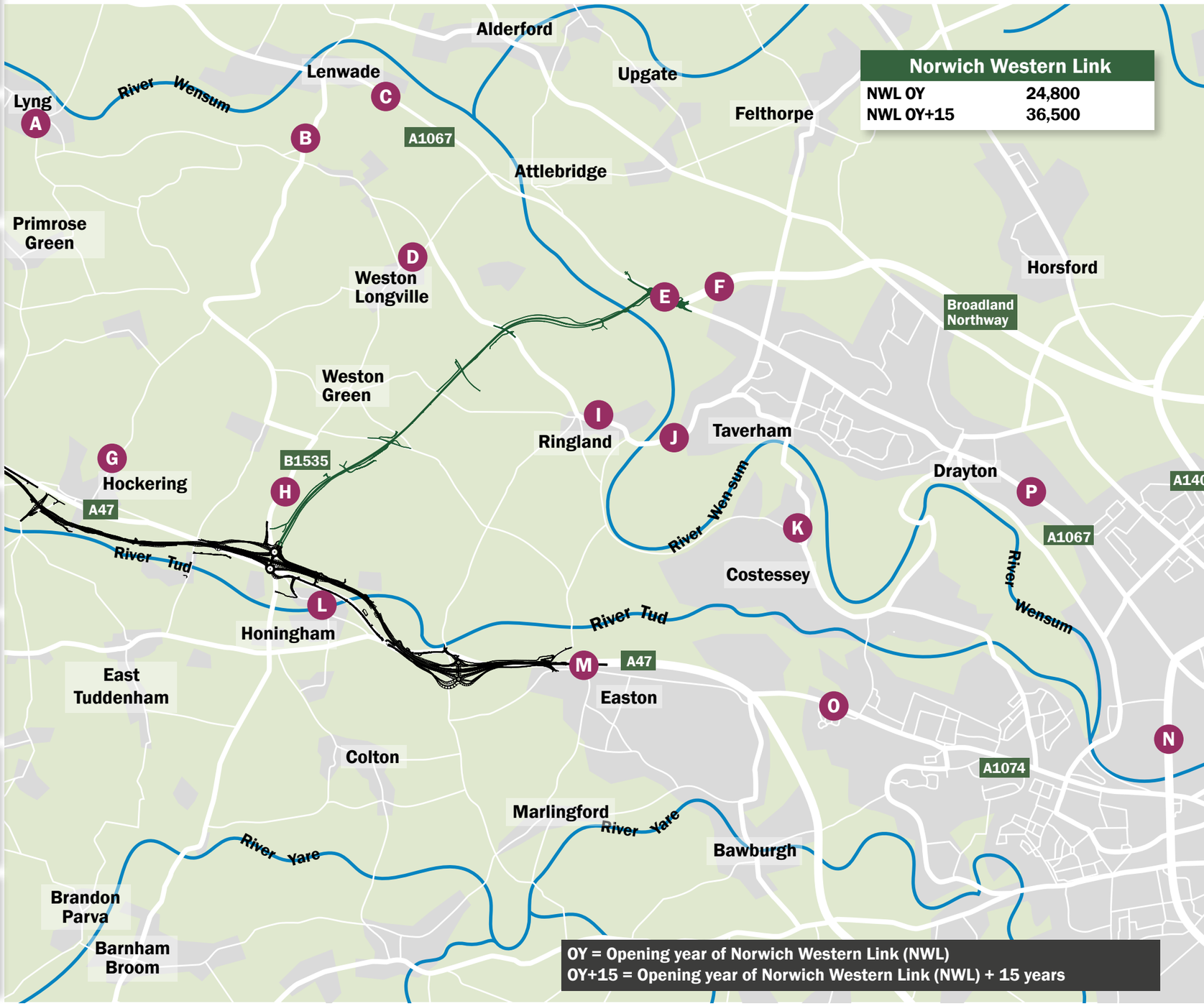
O A1074 Dereham Road

OY without NWL	30,700	
OY with NWL	28,100	▼8%
OY+15 without NWL	33,700	
OY+15 with NWL	31,100	▼8%

P A1067 Drayton High Road

OY without NWL	13,700	
OY with NWL	13,900	▲1%
OY+15 without NWL	14,500	
OY+15 with NWL	14,600	▲1%

TRAFFIC FLOW



Have your say

The consultation runs from Monday 15 August to Sunday 9 October.

The consultation website will be available to view throughout the consultation period via **www.norfolk.gov.uk/nwl**, where people can also respond by filling in the consultation questionnaire. People who can't access the internet can request for paper copies of the consultation brochure and questionnaire to be posted to them. Please email us at **NWLConsultation@norfolk.gov.uk.uk** or ring us on 0344 800 8020 and give us your postal address. We recommend submitting your views as soon as you can before the consultation closes at midnight on Sunday 9 October 2022.

The Environmental Information Document can be viewed on the consultation website via **www.norfolk.gov.uk/nwl**. This document will be available for the whole duration of the consultation. If you are unable to access the information online, a copy of the document will be available at the following locations: Taverham, Dereham, Reepham and Wymondham libraries as well at the Archive Centre at County Hall.

Staff will be available to discuss the consultation proposals via phone or internet calls during the consultation period. Appointments can be booked with members of the project team through the consultation website. Alternatively, please contact us on the number above and we'll arrange a time that is convenient for you.

We will also be running in-person events which will take place during the consultation period as follows.

Location	Date and Time
Barnham Broom Village Hall	**Friday 2nd September 2022 – 12-8pm**
The Costessey Centre – Stafford Hall	**Friday 9th September 2022 – 1-8pm**
Weston Longville – Hall for All	**Thursday 15th September 2022 – 12-8pm**
Felthorpe Village Hall	**Thursday 22nd September 2022 –12-8pm**

There are several ways you can respond to the consultation. You can:

- Complete the consultation questionnaire online via **www.norfolk.gov.uk/nwl**
- Complete a paper copy of the consultation questionnaire and post it to: Freepost Plus RTCL-XSTT-JZSK, Norfolk County Council, County Hall, Martineau Lane, Norwich, NR1 2DH
- Email comments to **NWLConsultation@norfolk.gov.uk**
- Write to: Freepost Plus RTCL-XSTT-JZSK, Norfolk County Council, County Hall, Martineau Lane, Norwich, NR1 2DH

If you need further assistance, please email us on **NWLConsultation@norfolk.gov.uk** or ring us on **0344 800 8020** and we'll do our best to assist you.

Our privacy statement can be found at: **https://www.norfolk.gov.uk/what-we-do-and-how-we-work/open-data-fois-and-data-protection/data-protection/privacy-notices/norfolk-county-council-privacy-notice**

Norfolk County Council