

Appendix 2A

LETTERS OF SUPPORT





HOUSE OF COMMONS

LONDON SW1A 0AA

Rt Hon Grant Shapps MP
Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

18th June 2021

Dear Secretary of State,

RE: Norwich Western Link

We are writing to confirm our continued and strong support for the Norwich Western Link (NWL) project, a new 3.8-mile dual carriageway road which would fill in a missing link between the strategic and major road network close to the city of Norwich.

The NWL will provide an excellent return on national and local investment, with a benefit to cost ratio of 3.4, placing it in the 'high' category for value for money according to Department for Transport criteria.

It will reduce traffic congestion and journey times in Greater Norwich, and improve access to key sites which have ambitious growth plans, including Norwich Research Park, Norwich Airport and the Food Enterprise Park, immediately west of Norwich.

By enabling more efficient journeys, the NWL will also reduce carbon emissions from vehicles over the 60-year appraisal period, in support of national carbon reduction targets. Alongside the road, there will also be significant investment in environmental and sustainable transport measures across a wide area as part of the project's aims to have a lasting positive impact on local communities and wildlife.

The NWL has been identified as a regional priority by Transport East, the Sub-national Transport Body, and Norfolk County Council plan to submit an Outline Business Case for the project to the Department for Transport next month as a Large Local Majors scheme. Securing government investment will demonstrate ministers' confidence in Norfolk and our ambitions for the future of our county.

As MPs local to the scheme, together with the Leader of Norfolk County Council, we endorse this business case and look forward to working with the Department for Transport to ensure this vital piece of infrastructure can be completed on schedule in early 2025.

Your sincerely,

Jerome Mayhew

Jerome Mayhew MP

Chloe Smith

Chloe Smith MP

DB

Duncan Baker MP

Norfolk Fire and Rescue Service
Fire Headquarters
Room 8.2.6 OCC
Jubilee House
Falconers Chase
Wymondham
NR18 OWW

via email

Norwichwesternlink@norfolk.gov.uk

Website: www.norfolk.gov.uk/fire

Please ask for:
Direct Dial:
Email:
My Ref:
Date:

Stuart Ruff
01603 537489
stuart.ruff@norfolk.gov.uk
Norwich Western Link
09 December 2020

Dear Sir/Madam

Please accept this letter as my formal support for the proposal to create a Norwich Western Link road. Norfolk Fire and Rescue Service (NFRS) would welcome developments to improve the road infrastructure in the general area highlighted by the proposals.

In addition to the objective of improving overall road safety for our community, the key outcome of this proposal which NFRS would specifically welcome is reduced traffic congestion and increased traffic flow which we believe will bring a significant benefit in reducing our overall attendance time to incidents in the affected area. NFRS utilise a nearest available asset mobilising system for our emergency response model, and improved road infrastructure can have a positive impact on our response times.

We would also welcome the opportunity to reduce the number of heavy goods vehicles using minor roads around the Norwich area, in addition to the possible positive environmental vehicle emission efficiencies this proposal could deliver.

Please do not hesitate to contact me should you wish for further comment from NFRS.

Yours Sincerely,



Stuart Ruff
Chief Fire Officer



7 January 2021

To whom it may concern

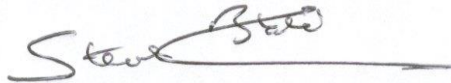
Dear Sirs

NORWICH WESTERN LINK – LETTER OF SUPPORT

On behalf of North Norfolk District Council, I write to provide our support, in principle, to the Norwich Western Link project.

Although we are unable to comment on the detail of the project, we would urge that Government give priority to the completion of this key piece of infrastructure in Norfolk to provide a dual carriageway orbital route around Norwich.

Yours faithfully



Steve Blatch
CHIEF EXECUTIVE



Chris Fernandez,
Norwich Western Link Project Manager
Infrastructure Delivery, Community and
Environmental Services
Norfolk County Council.

Via Email: to
norwichwesternlink@norfolk.gov.uk

Roads and Armed Policing Unit,
Force Traffic Management Officer,
OCC Wymondham,
Falconers Chase,
WYMONDHAM,
Norfolk.
NR18 0WW.

Tel: 01953 424825
Fax: 01953 424898
Email: TMONorfolk@norfolk.pnn.police.uk

26th November 2020

Reference JA/A1270-WL/26.11.20

www.norfolk.police.uk
Non-Emergency Tel: 101

Dear Chris,

A1270 Broadland Northway – Western Link Support Consultation.

I am responding to your email dated 18th November 2020 in respect of consulting with Norfolk Constabulary Traffic Management eliciting support for the proposed A1270 Broadland Northway Western Link project.

I have looked at your objectives for the project and I will answer these as I go through them individually. The objectives which are not applicable to Police Traffic Management I have responded to as 'No Comment':

High-level objectives

- ***Support sustainable economic growth***

No comment

- ***Improve the quality of life for local communities***

More and more people are now using alternative means of transport which include walking, running and cycling. The Norfolk and Suffolk Constabularies Roads Policing strategies include reducing casualties on the road network.

Any improvement to enable people to drive, walk, run or cycle more safely, or by taking traffic away from the western area of greater Norwich has got to be welcomed and gets the support of Norfolk Constabulary.

I see the new A1270 western link as creating a safer environment for the motorist and at the same time encourages walking and cycling in the area which is highlighted in the 'Connecting Norfolk' Norfolk's Transport Plan 2011.

The current A1270 Broadland Northway distributor road from the east does this by removing unnecessary traffic from the eastern and northern area of greater Norwich whilst providing recreational areas such as cycleways and pedestrian walkways along its route.

I would like to see this continued with the western link project to provide a safer environment for all road users.

- ***Promote an improved environment***

There are a great number of delivery vehicles that pass through the northern and western area of greater Norwich which do not need to stop in the city but are just passing through. This is very much more prevalent around the Amazon distribution base in Caley Close, Norwich for example.

If a western link distributor road was built, this would allow all a good number of these vehicles to totally avoid the city and improve their journey time, reduce their costs and contribute to less pollution and creating a more environmentally friendly atmosphere.

The western area of greater Norwich at times is known to have regular congestion and long queues and any improvement to these perceptions would be very welcome. A western link distributor road would certainly greatly reduce the amount of unnecessary traffic, noise and visual intrusion passing through the western area of greater Norwich and certainly greatly improve the environment for the residents, business owners and visitors.

In my other comments I will refer to reducing pollution and greenhouse gasses. A western link distributor road should dramatically reduce pollution/greenhouse gasses in the city as a lot of the unnecessary vehicles will not need to pass through the western area of greater Norwich which on many occasions will be in a 'stop/start' fashion adding to the particulates and greenhouse gasses in the atmosphere and general pollution. This is particularly prevalent with HGV's.

- ***Improve strategic connectivity with the national road network***

Clearly from a policing point of view this objective is extremely important for us and dovetails into other objectives discussed here. The advantage of removing all unnecessary through traffic from the western area of greater Norwich is welcomed and, in this respect, we would very much support this objective.

For example: HGV's by their very nature are much slower than the general traffic in starting up from a standing start and in general are slower moving through the run of traffic than the majority of other vehicles. A distributor road which removes all the unnecessary HGV's from north and western area of greater Norwich will in turn speed up the general flow of traffic very much aiding our vision of reducing congestion.

There are a lot of residents of Norfolk and surrounding counties who use the current east/north A1270 as a corridor for work purposes, whether that be commuting to and from their place of work, or when travelling during the working day and using the A1270 corridor.

If the current east/north A1270 was linked via a western link distributor road to the western side of the A47 this would greatly improve journey times and also journey reliability which has got to be welcomed and help to ensure a better journey for these road users in particular.

Specific objectives

- ***Improve connectivity and journey times on key routes in greater Norwich***

As mentioned above, I see the new western link distributor road connecting the current A1270 to the A47 at the west of Norwich as a great asset to the road's infrastructure of Norfolk.

The western area of greater Norwich does get heavily congested particularly during peak times as outlined in my other comments.

Such congestion can seriously affect response times for the emergency services, which affects my police officer colleagues when they are attending emergency incidents. It also affects the other emergency services (namely Fire and Rescue Service and the Ambulance Service) in a similar respect.

As stated above, a western link distributor road would clearly be very beneficial in reducing police and other emergency services response times between the east and west of the County for all emergency services rather than having to drive through the northern/western end of greater Norwich.

By reducing the amount of unnecessary through traffic in the western area of greater Norwich itself will in turn enable the necessary traffic within that area to move around in a freer moving environment which also will assist with reducing congestion.

The anticipated reduced congestion in this part of greater Norwich, will also assist with operational policing in the area if police officers are able to travel more freely rather than be stuck in congested traffic queues which they can find themselves in quite often at present.

- ***Reduce the impacts of traffic on people and places within the western area of greater Norwich***

No comment

- ***Encourage and support walking, cycling and public transport use***

More and more people are now using alternative means of transport which include walking, running and cycling. The Norfolk and Suffolk Constabularies Roads Policing strategies include to reduce casualties on the road network.

Any improvement to enable people to walk, run or cycle more safely, or by taking traffic away from the western area of greater Norwich has got to be welcomed and gets the support of Norfolk Constabulary.

I see a new western link distributor road as creating a safer environment for travel that encourages walking and cycling in the western area of greater Norwich which is highlighted in the 'Connecting Norfolk' - Norfolk's Transport Plan 2011.

- ***Improve safety on and near the road network, especially for pedestrians and cyclists***

This for me is one of the biggest areas of concern. With the current build-up of traffic in the western area of greater Norwich, it does add to the risk to pedestrians and cyclists alike due to the amount of unnecessary traffic.

As previously stated one of the Norfolk and Suffolk Road Policing objectives is to reduce speed and casualty reduction. We do this by concentrating our efforts on the main fatal four collision causes:

- ✚ Excess speed
- ✚ Drink/Drug driving
- ✚ Failing to wear a seatbelt
- ✚ Use of mobile phones whilst driving/riding

I see a future western link distributor road as a great asset in reducing driver frustrations. A frustrated driver in my view is very much more likely to exceed a speed limit and take uncalculated risks if they are late for an appointment etc.

It is a well-known fact that road congestion can lead to aggressive driving which is very dangerous.

Aggressive, angry motorists not only create an intimidating driving environment on the roads, their actions can also lead to collisions which can cause casualties and even fatalities.

Vulnerable road users such as pedestrians and cyclists are particularly at risk from such behaviour, while inexperienced or physically impaired drivers may be more intimidated by certain behaviours than other motorists.

By building a western link distributor road and bringing the benefits of less congestion, improving journey time etc, this will in turn reduce driver frustration and hopefully will also lead to less drivers failing to comply to speed limits and less mobile phone use whilst driving which are two of our four main objectives. This in turn should lead to less collisions and hopefully reduce casualties.

The current A1270 provides areas for pedestrians and cyclists alike to use them for recreation in a safe environment away from the main roads. I would wish to see this continued on the western link distributor road again providing a very safe environment for pedestrians and cyclists alike.

- ***Protect the natural and built environment, including the integrity of the River Wensum Special Area of Conservation***

No comment

- ***Improve accessibility to key sites in greater Norwich***

No comment

In general, although a western link distributor road may increase the local response around policing fast roads incidents (these are incidents which occur on a road with a speed limit of 40mph and above), the benefits of a western link distributor road would certainly outweigh this possible extra workload.

Norfolk Constabulary are supportive of the project for a new A1270 western link distributor road.

If I can be of any further assistance, please do not hesitate to contact me,

Yours sincerely,

A handwritten signature in black ink that reads "Jack Askew". The signature is written in a cursive style with a large initial 'J' and a distinct 'A'.

Mr. Jack Askew
Force Traffic Management Officer
Roads & Armed Policing Team.

20th May 2021

Dear Secretary of State,

Norwich Western Link- Letter of Transport East Support

In July 2019, the Transport East partnership submitted a programme of Large Local Major (LLM) schemes and Major Road Network (MRN) schemes to the Department for Transport (DfT) for consideration for funding from the National Roads Fund between 2020 and 2025. Subsequently each authority has progressed their own projects through DfT's business case pathway on an individual basis with the department.

One of these is the Norwich Western Link, which is now seeking progression through a business case gateway, this being for the department to approve the Outline Business Case. I am writing to endorse Transport East's support for this project and to ask that it be given speedy authorisation by the department in order for it to proceed on its course to delivery.

The Norwich Western Link is a new 3.8 mile stretch of dual carriageway road to connect the western end of Broadland Northway to the A47. It will fill in the 'missing link' between these major roads, helping to create a fully dual carriageway orbital route around the city of Norwich and improving journey times and reliability.

Once construction is complete, due in 2025, the new road will better connect people to key employment, retail, health, leisure and educational sites in and around Norwich, and provide an attractive link to Norwich Airport and areas north of the city from the Midlands along the A47 trunk road. In addition, through a combination of reducing traffic congestion of the local road network and the inclusion of targeted sustainable transport measures, the project will support people to walk, cycle and use public transport.

Delivery of all of the projects endorsed by Transport East in its 2019 submission is important to enable the sub-region to reach its full potential. It is encouraging to see the local authorities progressing their schemes and we are grateful that government has put the LLM and MRN process in place to enable further confidence in taking these schemes towards delivery on the ground.

I look forward to hearing a positive outcome from the department on this scheme.

Yours Sincerely



Cllr Kevin Bentley
Chair of Transport East

norwichwesternlink@norfolk.gov.uk

1 December 2020

Dear Sirs

Norwich Western Link Project

Norwich Airport wholeheartedly supports the ambition of Norfolk County Council to see the Norwich Western Link Project come to fruition. Securing infrastructure fit for the 21st century is essential to the continued and long-term prosperity of the county and the wider region, and the Western Link Project has a vital part to play in that. Whilst the coronavirus pandemic has inevitably altered the short-term landscape for the aviation sector, it is now more important than ever to deliver the required surrounding infrastructure to help ensure the local community, economy, and Airport can recover as quickly as possible. As the provider of key infrastructure to Norfolk and the wider region, Norwich Airport recognizes the need for our region to remain connected if it is to be successful.

The Western Link is a critical improvement that will have direct benefits to the accessibility and sustainability of the Airport. At present, traffic congestion, rat-running and delays to journeys are all significant issues on minor roads to the west of Norwich. The Western Link would provide the necessary orbital connections to improve the effectiveness of the Broadland Northway and open up the airport to a wider passenger market.

The Airport has also recently secured outline planning permission for commercial development at Imperial Park. This is a 90-acre development site on land located to the North of the Airport, which will become a key strategic employment site for the region. Planning permission allows for up to 47,517.5sqm of general employment development (including light industrial and warehouse uses) and 47,517.5 sqm of aviation related employment development and has the potential to create 2,000 jobs for the region. The Western Link will provide significant benefits not only by improving accessibility of the site to employees, but also helping to reduce the number of heavy goods vehicles using minor roads in the region.

Through the provision of cycle and pedestrian routes and links, the Western Link will also improve modal shift towards sustainable forms of transport providing a more accessible and less intimidating environment for cyclists and pedestrians. This is an important aspect of the Airport's future surface access strategy and will contribute towards improved sustainability across the City.

As a major local business and local employer, we regularly work with other stakeholders and bodies to support investment in Norfolk, the creation of new jobs locally, and greater economic growth for our region. We firmly believe that the proposed investment in the Norwich Western Link Project will act as an enabler for further investment and growth, and we are keen to support Norfolk County Council in its ambition to progress this to a reality.

Yours faithfully



Richard Pace
Managing Director
Norwich Airport

Our ref:
Your ref:

Norfolk County Council
County Hall
Martineau Lane
Norwich
NR1 2DH

Eric Cooper
Network Delivery & Development - East
Woodlands
Manton Lane
Bedford MK41 7LW

Direct Line:

9 January 2019

Dear Sirs

Norwich Western Link Consultation

Thank you for consulting Highways England on proposals for a Norwich Western Link (NWL) road connecting the A47 to the west of Easton with the A1270/Fakenham Road corridor to the north.

As you will be aware Highways England is currently progressing with a Road Investment Strategy project to upgrade the A47 between North Tuddenham and Easton to a dual carriageway standard with a proposed start of works of 2021/2022. A date for a submission for a Development Consent Order (DCO) has yet to be established.

Currently, it is too early to confirm a junction strategy for the scheme, but at this stage of development, Highways England's assumption is that the upgraded A47 corridor will link to the existing local road network and a developing junction strategy will be based on this scenario. In the event the NWL is taken forward, and depending on NWL route corridor selection, it will be important to ensure that there is synergy between the two schemes with a coordinated approach on the junction design. It would be expected if there is any need to upgrade the emerging A47 junction designs to accommodate the NWL, the additional junction costs will be part of the NWL scheme budget.

In addition to a coordinated approach with the junctions, should there be a future change in government policy or through the DCO process, a change to our proposals, it will be important to ensure that there is a consistency of highway standard between the link road and the A47. Highways England would wish to avoid any short sections of single A47 trunk road between separate sections of dualling.

At this stage Highways England does not have a view on a preferred link road option, save opting for a route which maximises the design life of the A47. This is a strategic corridor linking the east coast ports and Norwich with the Midlands and the north, and it should have primacy over any local connecting road. Therefore in developing junction options and route choice, consideration will need to be given to ensuring no significant delay to through traffic.



Highways England looks forward to working in partnership with Norfolk County Council as both our schemes are taken forward, and where appropriate sharing data and knowledge to ensure the outcome of our work provides an improved and connected road network.

Yours faithfully



Eric Cooper

Asset Development Team Leader
Network Delivery & Development (East)
Email: @highwaysengland.co.uk

Norwich Western Link
Via email

South Norfolk Council
Cygnet Court
Long Stratton
Norwich
NR15 2XE

Date: 14 December 2020

Letter of support

Norwich Western Link

I write to confirm my wholehearted support for the Norwich Western Link. South Norfolk, along with its partners in the Greater Norwich Partnership, has worked hard to proactively deliver growth and as a result the area has enjoyed unprecedented levels of growth. However, our communities need to reassure of continued investment in infrastructure to support this growth to ensure that residents of South Norfolk and the wider population are well connected and have good access to jobs, leisure, education and to each other. To this end I consider that the Norwich Western Link will enable these connections to be strengthened and at the same time it will also ensure an attractive link to Norwich Airport and areas north of the city from the Midlands along the A47 trunk road.

Furthermore, the Norwich Western Link will take traffic off local roads and out of communities and improve the resilience of Norfolk's road network, making journeys more efficient and helping to improve air quality in residential areas. The associated reduction in congestion on the local road network and the inclusion of targeted sustainable transport measures will also support people to walk, cycle and use public transport.

Finally the Norwich Western Link will fill in the 'missing link' between Broadland Northway, part of the Major Road Network, and the A47, part of the Strategic Road Network, helping to create a fully dual carriageway orbital route around Norwich and improving journey times and reliability. South Norfolk has supported this long term ambition for an orbital route and I once again give my wholehearted support for the business case and the delivery of this long awaited and crucial connection in our wider road network.



**Cllr John Fuller OBE – Leader
South Norfolk Council**

Hours of opening: Monday to Friday 8.15am to 5pm
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Freephone: 0808 168 2000

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Until 2020

18th November 2020

Sent by email to

norwichwesternlink@norfolk.gov.uk

Dear Sir / Madam

Norwich Western Link

I'm writing today in support of Norfolk County Council's proposal for the development of the Norwich Western Link, connecting the Broadland Northway to the A47 west of Norwich.

I note the objectives that you have set for such a project to deliver and agree that they are all required and likely to be met by this crucial piece of infrastructure.

In addition to those, and drawing as we do from such a large catchment, this project will directly benefit the Chantry Place Shopping Centre (formerly intu Chapelfield) and help support the businesses that operate here and the thousands of full and part time jobs that are provided by this site. Moreover, it is likely to benefit the retail and visitor offer across Norwich as journey times, reliability and safety are all improved for those accessing the city from further afield.

Yours faithfully



Paul McCarthy
General Manager

Our ref:
Your ref:

Emma Wood
Operations - East
Woodlands
Manton Lane
Bedford MK41 7LW

Chris Fernandez
Norwich Western Link Project Manager
Infrastructure Delivery
Community and Environmental Services
Floor 2
County Hall
Martineau Lane
Norwich
NR1 2DH

16th December 2020

Dear Chris

Norwich Western Link Consultation

Highways England have been working closely with the Norfolk County Council Norwich Western Link team for more than two years now. With significant upgrades to the A47 trunk road planned to a similar timescale as delivery of the Norwich Western Link, both parties have recognised that there is a great need to share information and work collaboratively to ensure the work is coordinated. This is particularly the case on the North Tuddenham to Easton dualling scheme as the Norwich Western Link will tie in to a new grade-separated junction that is being created as part of the Western Link project.

In our view, our collaborative working has been very successful to date. A representative from Highways England sits on the Norwich Western Link Project Board, which oversees the project and includes senior officers from the council and key partners. Our project teams meet on a monthly basis and are in regular contact with each other between these meetings. We have also been pleased to attend the Norwich Western Link Local Liaison Group, made up of local parish council representatives, to provide updates and this summer, this arrangement was formalised as it became a joint liaison group for both projects. Highways England have also had a presence at the Norwich Western Link Ecology Liaison Group meetings, made up of local groups and organisations with an interest in wildlife.

We look forward to continue to work with the Norwich Western Link project team as our schemes are progressed and throughout delivery.

Yours sincerely



EWood

Emma Wood
Spatial Planner
Operations (East)
Email: emma.wood@highwaysengland.co.uk

Friday 4th December 2020

Western Link Outline Business Case

Dear Chris

New Anglia Local Enterprise Partnership fully supports the submission for an outline business case to deliver the Norwich Western Link. The Norwich Western Link, connecting the Broadland Northway from the A1067 to the A47 west of Norwich, will help deliver the Economic Strategy for Norfolk and Suffolk, which sets out ambitious targets to grow our economy by £17.5 billion, creating 88,000 new jobs and 140,000 new homes and increasing GVA by £39 per hour by 2036.

The scheme will support the ambitions of the Norfolk and Suffolk Economic Strategy by reducing city centre congestion, improving transport links and journey reliability to economic opportunities to the north and east of the city to the rest of the County and beyond to the Midlands and the north particularly Norwich Airport, a centre for operations for our internationally significant Energy Coast and home to the world's first Aviation Academy.

The project will also encourage further investment into Norwich and Greater Norwich, a Priority Place in the Norfolk and Suffolk Economic Strategy, covering Broadland District Council, Norwich City Council and South Norfolk Council areas to further boost economic growth. The city has a long tradition of creative, radical thinking, and has a fast growing digital and creative hub as well as an established cultural scene. The city also has a successful financial and insurance cluster, home to Aviva, Marsh and Virgin Money and a growing number start-ups and fin-tech companies.

The Norwich Western Link also presents the opportunity to add to the benefits that will be realised by Highways England's A47 improvements and improve connectivity to the centres of global excellence in food and health at Norwich Research Park, the Food Enterprise Zone at Easton and the Cambridge Norwich Tech Corridor.

Finally, the Norwich Western Link is also identified as a priority in our Integrated Transport Strategy and has been identified by Transport East in their Investment and Delivery Plan as a measure within one of six strategic corridors where investment is necessary to delivering an ambitious and cohesive transport strategy.

In summary, we can confirm that we fully support the proposal to submit the outline business case and we will continue to work with Norfolk County Council and partners on ways to bring forward the Western Link.

Yours Faithfully



Chris Starkie
Chief Executive



The Road Haulage Association

Tom Cotton
Head of Licensing and Infrastructure Policy
Road Haulage Association
The Old Forge, South Road
Weybridge, KT13 9DZ

14th December 2020.

Susie Lockwood,
Stakeholder and Engagement Manager
Infrastructure Delivery
County Hall,
Martineau Lane,
Norwich,
NR1 2DH

Dear Ms Lockwood,

Re: Norwich Western Link

The RHA endorses and welcomes the above road scheme development, we encourage Norfolk County Council to progress this as quickly as possible. The economic benefits to the surrounding area and nationally cannot be underestimated.

The RHA supports the proposal to build a road, ideally dual carriageway, linking the A47 and A1067, as soon as possible. This would reduce journey time, improve air quality and assist the economic growth in the area north of Norwich. Also access to national critical infrastructure, such as the airport and hospital.

This link would enable traffic to take a much shorter route making the area north of Norwich, which contains considerable critical infrastructure, considerably more accessible. It would provide a resilience route in the event the existing A47 failing, or being closed.

Yours faithfully,



The Road Haulage Association

Tom W.Cotton
Head of Licensing and Infrastructure Policy
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HOUSE OF COMMONS

LONDON SW1A 0AA

25th November 2020

To Whom it may concern,

RE: Norwich Western Link Road

I am writing in support of the Norwich Western Link which has been found to be the best option for Norfolk in terms of its impact on local communities, environmental impact, value for money and through the benefits it will provide to local transport links and safety, by removing the rat runs between the A47 and the NDR.

In addition, there is strong local support with the consultation receiving more than 1,700 responses which showed that there is very strong support for the Western Link, with the majority of those responding suggesting a new road as their preferred solution. It is not only local residents who support the Western Link; the Norfolk and Norwich University Hospital, Norwich Airport, Norfolk Constabulary, Norfolk Fire and Rescue and the New Anglia Local Enterprise Partnership have all expressed their support too.

What is also particularly welcome is the Council are aiming to achieve a biodiversity net gain for all applicable habitats, as set out by Defra, which will see new areas of habitat created, including woodland and wetland, as well as improvements to existing ones.

Yours sincerely,

Jerome Mayhew

Jerome Mayhew MP

Weston Longville Parish Council

Outline Business Case for the Norwich Western Link

Weston Longville Parish Council has been considering the issues of excessive volumes and speeds of traffic through our parish for more than 20 years. Over the years, various schemes have been proposed and considered, with the WLPC 's aim always being to reduce the impact of traffic through the parish.

Not surprisingly it become increasingly clear that once the NDR was built, and the growth strategy for Norwich was developed to the west and south of the city, the volume of traffic crossing from the A1067 to the A47, using two minor single track roads and an inadequate HGV route (B1535), would make the provision of a link road inevitable. The situation will be exacerbated still further if the section of the A47 between North Tuddenham and Easton is dualled without the NWL.

WLPC ,whilst supporting the generic strategic objectives of a NWL, did not support the route chosen by Norfolk County Council for the NWL and advocated a number of route possibilities which connected the NDR to the A47 closer to Norwich. Nonetheless WLPC has been working actively with officers and councillors to achieve the best outcome for the parish. WLPC have submitted a range of proposals to mitigate the impact of the NWL dealing with the reclassification of roads, safeguarding conditions, access, environmental protection, landscaping and design.

Our support for the Norwich Western Link is conditional on a level of funding being secured which will ensure that our mitigation measures are fully implemented.

Ruth Goodall
Weston Longville Parish Council
16 December 2020

Chris Fernandez
Norwich Western Link Project Manager
Infrastructure Delivery, Community and Environmental Services
Norfolk County Council
County Hall
Martineau Lane
Norwich
NR1 2DH

Monday, 14 December 2020

Dear Chris

Norwich Western Link

Norfolk Chambers of Commerce is a business membership organisation representing over 900 Chamber members across the county, who employ over 100,000 people. On behalf of our members, we would like to express our support for the Norwich Western Link project.

The successful delivery of the Broadland Northway (formerly the NDR) is a clear signal that Norfolk is embracing growth and development in order to create the jobs and houses that our region needs and has been strongly welcomed by the Norfolk business community. However, to maximise the potential for this region – the missing link from the A1067 to the A47 must be completed as soon as possible.

The Norwich Western Link will facilitate easier access to both Norwich International Airport and Great Yarmouth port. It will further help to improve journeys into and around the west of the city, support potential housing and jobs growth; provide the infrastructure to manage the additional traffic this will create, and improve quality of life for people living in the area.

We believe that the Norwich Western Link meets many of the national infrastructure objectives including:

- **Reducing traffic congestion**
 - The Norwich Western Link will take traffic off local roads and out of communities and improve the resilience of Norfolk's road network, making journeys more efficient and helping to improve air quality in residential areas.
- **Supporting economic growth and rebalancing**
 - The Norwich Western Link will better connect people to key employment, retail, health, leisure and educational sites in and around Norwich, and provide an attractive link to Norwich Airport and areas north of the city from the Midlands along the A47 trunk road.

- **Supporting housing delivery**
 - The Norwich Western Link will help to ensure Norfolk has the right transport infrastructure to cope with planned housing and job growth, particularly in the Greater Norwich area, and link communities to employment sites, opening up local labour markets.
- **Supporting all road users**
 - The Norwich Western Link will, through a combination of reducing congestion of the local road network and the inclusion of targeted sustainable transport measures, support people to walk, cycle and use public transport.
- **Supporting the Strategic Road Network**
 - The Norwich Western Link will fill in the 'missing link' between Broadland Northway, part of the Major Road Network, and the A47, part of the Strategic Road Network, helping to create a fully dual carriageway orbital route around Norwich and improving journey times and reliability.

We would encourage a speedy delivery of the Norwich Western Link. As completing this 'missing link' will create stronger and more effective links to the Midlands and the North and will help Norfolk businesses to thrive and deliver greater economic growth and jobs in our region.

Yours sincerely



Nova Fairbank
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24th November 2020

RE: Proposed Norwich Western Link

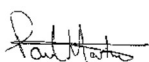
As the main public transport provider in Norwich, we are acutely aware of the impact that traffic congestion has on our services and the lives of our passengers. With the planned introduction of thousands of new houses, not only in the Greater Norwich area, but specifically to the west of the city, this congestion is only going to get worse. A good public transport system is a key part of any thriving city and this is almost impossible to deliver if buses are stuck in traffic queues along with general traffic.

The Broadland Northway has already delivered viable alternative routes for general traffic to traverse the city, instead of going directly through the centre and we have as a result, seen a reduction in congestion on some corridors. There is however, still a significant amount of traffic that uses Dereham Road, the outer ring road and many of the rural roads through Costessey, Drayton and Taverham along with its surrounding areas to travel between the A47 and the A1067 and beyond, to link with the Broadland Northway.

The proposal to build a western link that connect Broadland Northway to the soon to be dualled section of the A47, will fulfil a number of your objectives.

Congestion will be reduced not only in the urban areas to the west of the city, but also in the rural areas between Fakenham Road and Dereham Road, as traffic is able to take a route offering more reliable journey times. The link will also support access to the proposed Food Hub in Easton, enabling large goods vehicles to avoid using the roads within Norwich. There are many benefits to delivering the western link road and it is a scheme that First Eastern Counties would entirely support.

Regards,



Paul Martin
Commercial Manager