

---

## **Policy 6: Access and transportation**

The transportation system will be enhanced to develop the role of Norwich as a Regional Transport Node, particularly through the implementation of the Norwich Area Transportation Strategy, and will improve access to rural areas. This will be achieved by:

- implementation of the Norwich Area Transportation Strategy (NATS) including construction of the Northern Distributor Road (NDR)
- significant improvement to the bus, cycling and walking network, including Bus Rapid Transit on key routes in the Norwich area
- enhancing the Norwich Park & Ride system
- promoting enhancement of rail services, including improved journey time and reliability to London and Cambridge, and innovative use of the local rail network
- provision of an A140 Long Stratton Bypass
- promoting improvements to the A11 and A47
- supporting the growth and regional significance of Norwich International Airport for both leisure and business travel to destinations across the UK and beyond
- concentration of development close to essential services and facilities to encourage walking and cycling as the primary means of travel with public transport for wider access
- provision of IT links, telecommunications and promotion of home working
- protection of the function of strategic transport routes (corridors of movement)
- continued investigation of and support for rail freight opportunities
- continuing to improve public transport accessibility to and between Main Towns and Key Service Centres
- promoting local service delivery
- continuing to recognise that in the most rural areas the private car will remain an important means of travel

Fast broadband connections will be promoted throughout the area. All new development must demonstrate how it contributes to this objective.

### *Contributes to spatial planning objectives 1, 3, 4, 6, 7 and 11*

---

5.44 The transport strategy will promote sustainable economic development, improve local quality of life, reduce the contribution to climate change, promote healthy travel choices and minimise the need to use the private car. Social exclusion, deprivation and isolation will be reduced and accessibility for all to jobs, services and facilities enhanced.

5.45 Implementation of NATS including the NDR is fundamental to the delivery of this strategy. Significant improvement to public transport, walking and cycling in Norwich can only be achieved with the road capacity released by the NDR which also provides necessary access to key strategic employment and growth locations. The corridor currently protected (100m either side of the centre line of the current scheme) and the associated Postwick Hub will be shown on the Broadland District Council adopted Proposals Map.

5.46 Improved strategic links to the rest of the region and beyond and access to jobs, services and facilities across the area are also key to the success of this JCS. Good

strategic access reduces the perceived isolation of Norfolk. Improvements help stimulate and enhance the local economy and make the area more attractive for inward investment. In some instances the Joint Core Strategy may be able to deliver improvements, but it is often the case that improvements to infrastructure providing longer distance strategic links have to be delivered by outside agencies such as Network Rail and the Highways Agency. The JCS will ensure that it promotes these improvements by providing a context for them to occur and ensuring their importance is recognised. Any significant negative impacts of transport improvements will need to be addressed by appropriate mitigation measures.

5.47 Strategic improvements that are required to deliver growth and facilitate modal shift are:

- NATS/NDR. The NDR is recognised in the East of England Plan. Prior to changes in regional planning and government funding regimes, the NDR was supported through the Regional Funding Allocation and achieved 'programme entry' status. It is a major scheme in the Local Transport Plan and is included in the Department for Transport's Development Pool.
- junction improvements, including public transport priority, on the A47 Norwich Southern bypass, in particular at Longwater, Thickthorn and Postwick
- A140 Long Stratton Bypass will be funded mainly by housing and commercial development

5.48 Supported strategic improvements to aid delivery and economic success are:

- A11 dualling at Elveden, programmed for 2013
- A47 improvements to reduce the significant stretches that remain single carriageway
- improvement to rail services to London to reduce journey times and improve reliability
- further improvements to services on the Ely/Cambridge line
- the implementation of the East West rail link to provide enhance services to central, southern and western England
- further improvements to services on the Bittern and Wherry Lines including new stations at Rackheath and Broadland Business Park and the investigation of tram train services
- improvements to Norwich International Airport to expand business opportunities and provide for a wide range of international and domestic destinations

5.49 The levels of growth in the Joint Core Strategy will require that the consequent need to travel is managed. Travel planning and smarter choices initiatives will be promoted to ensure that all residents have good access to local jobs, services and facilities, preferably by either walking or cycling will reduce the need to travel and promote healthier lifestyles. For longer trips and in rural areas where there are fewer local services and employment opportunities, public transport will be promoted. To comply with sustainability objectives public transport will be prioritised, particularly in the urban areas. To meet the diversity of travel need, there has to be new and innovative ways of providing public transport including:

- high quality rapid bus services, in and around the city
- maximising the use of the local rail network to serve existing communities and locations for large-scale growth
- promotion and wider use of community transport schemes
- greater use of non-scheduled services such as flexi-bus and dial-a-ride services

5.50 In rural areas there will remain a reliance on the private car, but the impacts on the Norwich urban area can be minimised by promotion and improvement of the already extensive network of Park and Ride sites which are an integral part of the NATS. Rural car dependency will be monitored and ameliorated by the development of appropriate transport and planning responses.

5.51 Fast broadband connections and telecommunications are an increasingly important requirement to serve all development. New development should contribute to the creation of a comprehensive and effective network in both urban and rural areas to promote economic competitiveness and to reduce the need to travel.

### **References**

#### *05 Area-wide policies, Policy 6*

- Planning Policy Guidance 13 (PPG13) Transport
- Norfolk's 2nd Local Transport Plan (2006-2011)
- Norwich Area Transportation Strategy
- East of England Regional Assembly: Regional Funding Allocation
- East of England Plan Policies T1-T15 and NR1
- JCS Transport Strategy Report (Jan 2010)
- Baseline Conditions Report – JCS Submission (January 2010)