

**APPLICATION BY HIGHWAYS ENGLAND FOR AN ORDER GRANTING DEVELOPMENT CONSENT FOR THE A47 NORTH TUDDENHAM TO EASTON Weston Longville Parish Council Reference:20028094
Written Summary of oral submission made at the Issue Specific Hearing 2 held on 4th November 2021 Transport and Traffic**

Weston Longville Parish Council recently had a face to face meeting with representatives from NCC, SWECO and Galliford Try. There was no representative from National Highways. It was a useful meeting in that the representatives from NCC and SWECO reaffirmed their commitment to work with the Council to agree a detailed action plan for inclusion in the DCO for traffic calming and traffic reduction measures if there was a delay in the completion of the NWL.

However welcome as this it also remains true that the purpose of the agreement will be to ameliorate a problem which could have been much less significant if different choices had been made by National Highways, and National Highways had remained committed to its original objective of not just keeping the old A47 open but also maintaining the north/ south network of local roads.

Our question still remains. Why did NH not propose proportionate interim measures, should there be a delay to the NWL, to keep open Church Lane, Taverham Road and Honingham Lane? In the short term this would have maintained a more equitable distribution of traffic across five routes rather than the three we are left with. Two through Weston and one through Costessey. The NH arguments justifying radical action in respect to Church Lane are equally applicable to the C167 through the village of Weston with its 6' 6" legal width restriction. Yet there is now little room for manoeuvre in terms of traffic calming proposals for Weston as a consequence of these closures. There are also good grounds for believing that actual traffic numbers as recorded by our speed camera are 58% higher than the 2019 baseline figures. So the status quo we are promised may already be unachievable and indefensible.

Until the NWL is completed we would like to see the link from Church Lane to the Norwich Road roundabout reinstated, and traffic calming measures provided as the initial response to increased traffic on Taverham Road and Honingham Lane rather than proceeding immediately to a TTRO.

During the ISP2 in relation to the Wood Lane junction the Applicant pointed out the need for NH to take an overall view of the impact of the scheme. In which case we have two questions. Against what criteria was the judgement made to close Church Lane and Honingham Lane? Did NH at any stage stand back and consider the implications for Weston of following an iterative process rather than a strategic approach in line with the scheme's original objectives?

Ruth Goodall

Weston Longville Parish Council

4 November 2021