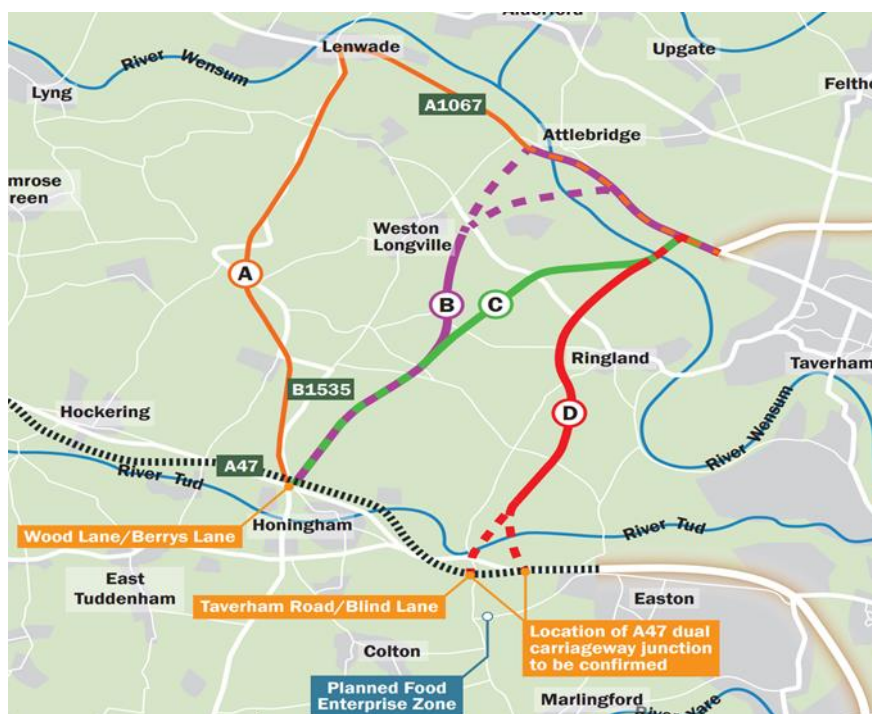


Dear Resident

Ringland Parish Council - Western Link Update

Please see below information kindly produced by Nick Adams following the Ringland Consultation.



As you will hopefully be aware the public consultation process on the routes for the proposed Western Link Road has now started, with the first public presentation having taken place in Ringland Village Hall on Wednesday 28th November. Many thanks to the 60 or so people from Ringland who attended, along with 30 from other parishes who also came.

The Western Link, together with the upgrading of the A47 to dual carriageway between Easton and North Tuddenham will have a massive impact on life in Ringland, the surrounding villages and the environment. It is essential that **everyone** who lives in Ringland is aware of the various proposed routes and makes their opinion known to Norfolk County Council through the NWL website: www.norfolk.gov.uk/nwl

The Ringland Parish Council's view is that a Western Link Road is now both necessary and inevitable, given the proposed housing developments around the new Northern Distributor Road and within Taverham and Honingham. In addition development of facilities such as the Food Enterprise Park at Easton will only add to the pressure on the already overstretched local roads and lanes.

Ringland PC believe that the best route is the one that is going to have a negative effect on the smallest number of households possible, whilst achieving the desired objective of taking the largest volume of traffic off the local road network.

Route A does not achieve this objective as it is projected to carry only 10,000 vehicles a day and the effect on traffic on the majority of local roads is only in the region of 10%.

Although the cheapest route by far as it is only a single carriageway and requires no new river crossings, it will not deliver the required reduction in local road use and should in our opinion be discounted.

Both versions of **route B**, in common with all three of the dual carriageway routes, achieve the required reduction in local road traffic, but they run extremely close to Weston Longville. An investigation performed for Ringland PC shows that some 80 households are within 750m of route B. Although these routes will reduce noise levels to some degree in Ringland, it is Ringland PC's view that they should also be discounted on the basis of the impact they will have on Weston Longville.

Route C appears to be the best choice for a number of reasons. Only 32 households are within 750m of the route, which passes more or less equally between Weston Longville and Ringland. It will take the most cars off local roads while it costs less than both route D and the Viaduct version of route B. The viaduct over the river Wensum will probably result in some traffic noise in Ringland, but the reduction in traffic over the existing Ringland bridge from 5,700 to 400 vehicles each day will compensate for this to some degree. Similarly the road will run within 600 metres of the edge of Weston Green. It will however bring the number of cars passing through the centre of Weston Green from 5,500 to around 800 each day reducing overall noise and pollution levels in that area considerably.

Route D is the most expensive of the routes as it requires two viaducts to cross both the Wensum and the Tud. It runs within 250 metres of the Western end of Ringland where it will probably cross the existing road to Weston Longville on a bridge, increasing noise levels. As the road wraps closely around the western side of the village from North to South noise will severely affect all of Ringland. This route affects the greatest number of local residents of all the dual carriageway routes by a large margin, with 133 households being within 750m of the route. It also risks the greatest environmental impact due to the two river crossings and its route along the edge of the Southern Ringland Common. This route is the shortest of all of the options by approximately 500 metres, however the overall journey time from the Blind Lane junction of the A47 to the Western end of the NDR is only one and a half minutes shorter than route C. Traffic flow predictions show that it will not be as effective at taking as many cars off the local roads as route C. Ringland PC strongly recommends that route D also be discounted on the basis of the lower cost benefit ratio and significant negative impact on households not just in Ringland but throughout the area.

To summarise, Ringland Parish Council recommends the adoption of **route C** as it is clearly the most cost effective solution and it also has a negative effect on the smallest number of households in the whole Wensum valley area.

Please take a few minutes to consider the data on the NWL website before making your vote for whichever route you consider to be the best. If you do not have access to the internet or want a copy of the NWL options consultation booklet that was distributed at the recent meeting then please do not hesitate to contact the Ringland Parish Council on 01603 868680 who will be pleased to help.

The public opinion on which route is preferred will be a significant factor in the final decision and every vote counts, so please get your votes in before the closing date of the **18th January 2019**. To vote go to www.norfolk.gov.uk/nwl

There will be a public meeting at the village hall on Monday 7th January (7.45pm) where we will review the latest position.

Yours sincerely



Ian Colman - **Chairman**