

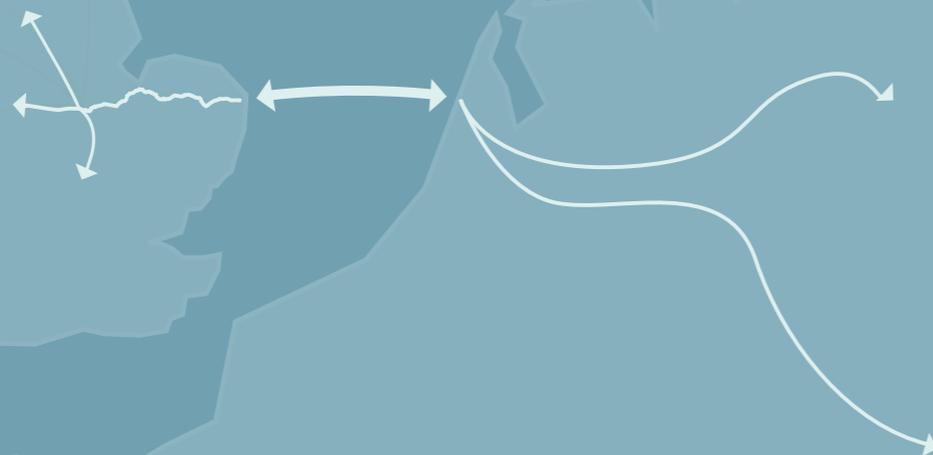
STRATEGIC ROUTE

47

Gateway to growth

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**Our programme of targeted improvements will transform the 105 miles of the A47 into a true strategic link between central/northern Europe and the Midlands and the North – boosting the economic development of a large part of the east of England and making a significant contribution to the national economic recovery.**

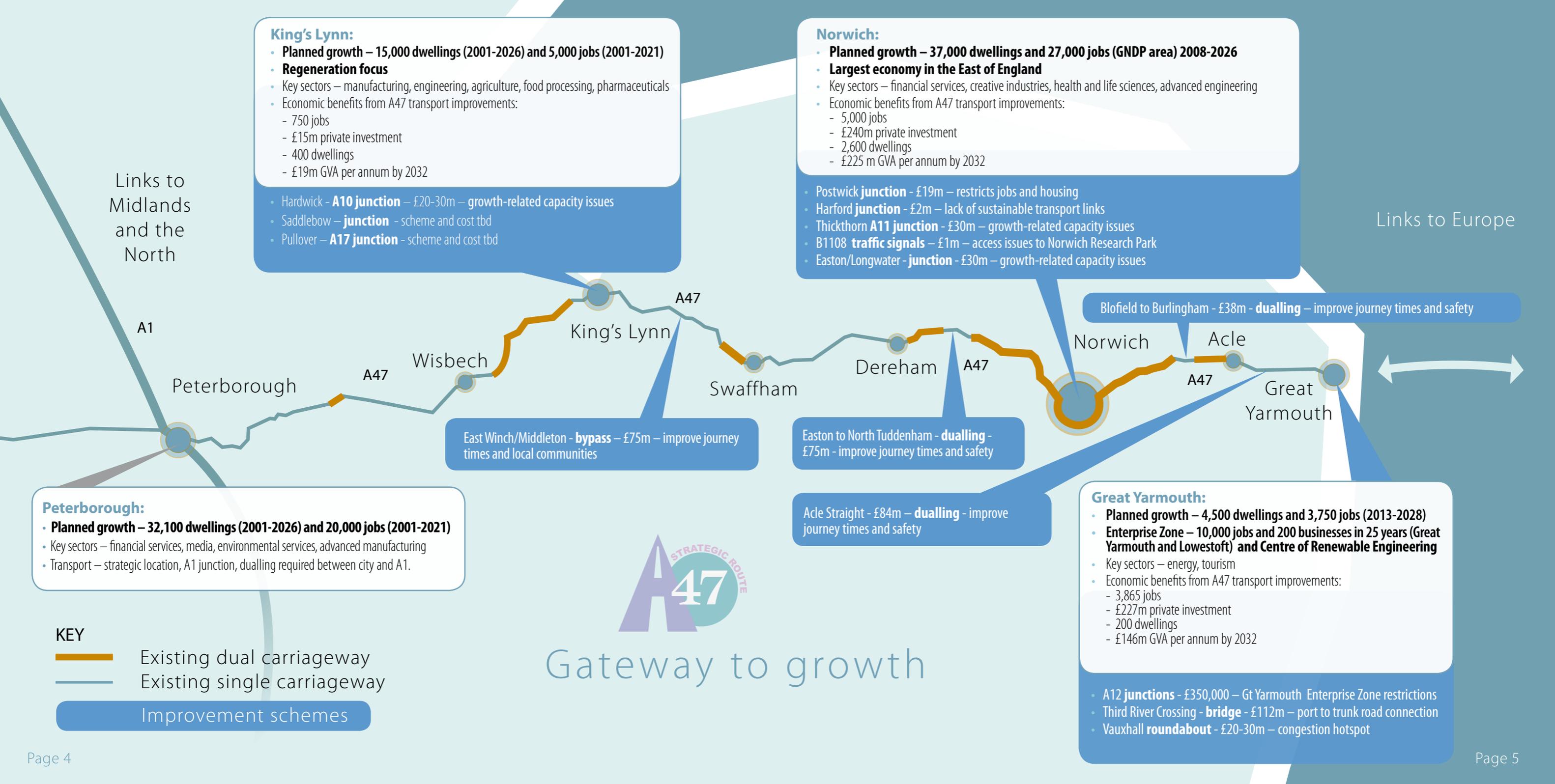
With a combination of selected dualling, junction improvements and the creation of a new river crossing in Great Yarmouth, there will, within 20 years, be 9,615 more jobs in Norfolk and an increase of £390 million per annum in economic output (GVA).

**This represents an excellent return on investment – equating to over £3 billion net present value.**

As well as reducing travel times by over 30 minutes (benefiting road users in excess of £42 million per year), our improvements will bring an additional £802 million of private investment and an extra 500 investment related jobs.

The A47 is part of the Trans-European Network and designated by the British government as a trunk road. However, the poor quality and unreliability of parts of the route means it does not function as the 'gateway to growth' it should be. The following pages outline our vision for the future of this major route. It shows the positive action local partners are taking to progress this vision and sets out our ask to Government if this vision is to be fully realised.

**The A47 Alliance** brings together businesses, local authorities, MPs and stakeholders along the route. Partners, including the New Anglia LEP and the business community, are working together to make the case for improvement and to secure the investment required to make it happen.



**King's Lynn:**

- **Planned growth – 15,000 dwellings (2001-2026) and 5,000 jobs (2001-2021)**
- **Regeneration focus**
- Key sectors – manufacturing, engineering, agriculture, food processing, pharmaceuticals
- Economic benefits from A47 transport improvements:
  - 750 jobs
  - £15m private investment
  - 400 dwellings
  - £19m GVA per annum by 2032

• Hardwick - **A10 junction** – £20-30m – growth-related capacity issues

• Saddlebow – **junction** - scheme and cost tbd

• Pullover – **A17 junction** - scheme and cost tbd

**Norwich:**

- **Planned growth – 37,000 dwellings and 27,000 jobs (GNP area) 2008-2026**
- **Largest economy in the East of England**
- Key sectors – financial services, creative industries, health and life sciences, advanced engineering
- Economic benefits from A47 transport improvements:
  - 5,000 jobs
  - £240m private investment
  - 2,600 dwellings
  - £225 m GVA per annum by 2032

• Postwick **junction** - £19m – restricts jobs and housing

• Harford **junction** - £2m – lack of sustainable transport links

• Thickthorn **A11 junction** - £30m – growth-related capacity issues

• B1108 **traffic signals** – £1m – access issues to Norwich Research Park

• Easton/Longwater - **junction** - £30m – growth-related capacity issues

Blofield to Burlingham - £38m - **dualling** – improve journey times and safety

East Winch/Middleton - **bypass** – £75m – improve journey times and local communities

Easton to North Tuddenham - **dualling** - £75m - improve journey times and safety

Acle Straight - £84m – **dualling** - improve journey times and safety

**Great Yarmouth:**

- **Planned growth – 4,500 dwellings and 3,750 jobs (2013-2028)**
- **Enterprise Zone – 10,000 jobs and 200 businesses in 25 years (Great Yarmouth and Lowestoft) and Centre of Renewable Engineering**
- Key sectors – energy, tourism
- Economic benefits from A47 transport improvements:
  - 3,865 jobs
  - £227m private investment
  - 200 dwellings
  - £146m GVA per annum by 2032

• A12 **junctions** - £350,000 – Gt Yarmouth Enterprise Zone restrictions

• Third River Crossing - **bridge** - £112m – port to trunk road connection

• Vauxhall **roundabout** - £20-30m – congestion hotspot

**Peterborough:**

- **Planned growth – 32,100 dwellings (2001-2026) and 20,000 jobs (2001-2021)**
- Key sectors – financial services, media, environmental services, advanced manufacturing
- Transport – strategic location, A1 junction, dualling required between city and A1.

**KEY**

— Existing dual carriageway

— Existing single carriageway

Improvement schemes

**A47 STRATEGIC ROUTE**

Gateway to growth

# The business case

Jobs	Homes	Net present value (£b)	GVA (£m)	Funding identified (£m)	Potential for other local funding (£m)	Government funding sought (£m)
9,615	3,200	3.3	390 p.a.	circa 110	50-150	270-370

## Business case scheme by scheme

	Schemes	Cost	Potential local contributions	Scale of additional funding to be secured	Jobs	Inv. (£m)	GVA (£m)	Homes
Great Yarmouth	Third River Crossing	£112m	Being examined (including tolls)	✓✓	3,865	227	146	200
	Vauxhall roundabout	£20-30m	None identified	✓✓✓				
	A12 Beacon Park roundabout	£100,000	Pinchpoint fund – announcement expected end 2012					
	Other local junctions	£250,000	Pinchpoint fund – announcement expected end 2012					
Great Yarmouth to Norwich	Acle Straight dualling	£84m	None identified	✓✓✓	Improved journey times and reliability			
	Blofield to Burlingham dualling	£38m	None identified	✓✓✓	Improved journey times and reliability			

	Schemes	Cost	Potential local contributions	Scale of additional funding to be secured	Jobs	Inv. (£m)	GVA (£m)	Homes
Norwich southern bypass	Thickthorn A11 junction	£30m	Developer contribution (CIL/S106)	✓	3,300	158	149	1,450
	B1108 Traffic signals	£1m	Project 26	£0				
	Harford A140 junction	£2m	Developer contribution (CIL/S106)	✓				600
	Longwater A1074 junction	£30m	Developer contribution (CIL/S106)	✓				350
	Postwick Hub junction	£19m	DfT funding secured	£0	1,700	82	76	200
Norwich to King's Lynn	North Tuddenham to Easton dualling	£75m	Being examined	✓✓	Improved journey times and reliability			
	East Winch/ Middleton bypass	£75m	Being examined	✓✓	Improved journey times and reliability			
King's Lynn	Hardwick Saddlebow Pullover junctions	£20-30m	Developer contribution (CIL/S106)	✓	750	15	19	400

**KEY:** **Red** – Schemes for which we need support  
**Amber** – Schemes we are more confident about delivering locally  
**Green** – Schemes for which full funding has already been secured

Figures are based on information known to date. Jobs and homes are based on economic modelling techniques which attribute a proportion of the growth potential of the land released. E.g. the land released by Postwick can accommodate around 5,000 jobs and 1,600 homes.

The A47 is part of the Trans-European Network but due to the poor quality and unreliability of parts of the route it does not function as the gateway to growth that it should be. We are taking positive action to progress our vision. So far we have identified local funding of around £110m and there is the potential to increase this by seeking other external funding opportunities. However, we are calling on Government to also back our vision and help us secure a fully funded business plan to deliver an A47 fit for the future.

## Contact details

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