

Braybrook, Jane 19/10/2023

[External Email]

[Confirm the senders email address is genuine, before clicking on links and replying]

I will limit my response to highway safety.

According to the NPPF para 111 “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe.”

I draw your attention to some of the recent RTAs in the wider area before an additional predicted vehicle increase to 2039 of 23.4% according to modelling data (Technical note Appendix 3 F51c page 10)

8/9/23 A17 at Terrington St Clement closed -2 vehicle collision

16/9/23 A17 blocked at Terrington St Clement collision

25/9/23 2 vehicle collision on Hardwick interchange King’s Lynn

25/9/23 2 vehicle collision on A10 at Stow Bardolph

29/9/23 Motorcyclist hospitalised following collision on A149 Queen Elizabeth hospital roundabout

8/10/23 4 vehicle accident A149 between QE hospital and Knights Hill roundabout

10/10/23 3 vehicle collision on A148 Grimston Road approaching Knights Hill roundabout

16/10/23 3 hospitalised following 2 vehicle collision on Hardwick Road

(Information King’s Lynn Police)

The modelling undertaken forecasts 11,473 dwellings up to 2039, (page 8) 4,000 of which will be in the West Winch Growth Area (WWGA)

Modelling also suggests that the West Winch Housing Access Road which will serve the 4,000 dwellings in addition to all through traffic, will mitigate congestion (summary page 23) on the wider network. It does not anticipate congestion on the WWHAR itself, despite there being 4 roundabouts to negotiate, and traffic joining through traffic from access points at those roundabouts. There is the further challenge of backed up/slow moving vehicles joining the A47 from the WWHAR already identified as being congested on the approach to the Hardwick interchange. (page 22)

The proposed WWHAR is a single carriageway road of 1.5 miles. To suggest that “the scheme is able to mitigate the impacts of this development (4,000 houses) on the wider highway network” is difficult to comprehend.

In fact, in Table 5, page 34, the summary shows key roads in the King’s Lynn and West Norfolk area close to, at or over capacity in 2039. Measures to mitigate these issues are by no means guaranteed. Solutions such as “a shift to sustainable modes of transport”, “potential improvements”, “proposed mitigation solutions are being considered” are not solid proposals. The STARS scheme might go some way to alleviating congestion towards the town centre, but bottlenecks will invariably persist because of the nature of the town centre roads.

The conclusion is optimistic rather than realistic.

I therefore have to object to the construction of the WWHAR as a means to enable the bringing forward of 4,000 houses in the WWGA.

Jane Braybrook