Gateway to growth
A fully dualled A47 will help to boost the economic prosperity of a large part of the east of England and make a significant contribution to the national economic recovery. Our programme of staged investment will help turn the 115 miles of the A47/A12 into a genuine strategic link.

We are calling on government to commit to a short to medium term investment programme costing £416m as well as a fully dualled A47, with appropriate grade separation, in the longer term. The estimated cost of a fully dualled A47 is some £1.4bn.

Over the six year period to 2021 we are asking for around 2% of government’s total planned investment in the strategic road network. Comparatively the combined economies of the Greater Cambridge and Greater Peterborough and New Anglia LEPs are currently worth around 4% of total UK economic output.

With a combination of selected improvements on the A47 and A12 trunk road between Peterborough and Lowestoft, within 20 years there will be 16,690 more jobs in the area, 10,585 new dwellings and an increase of £706m per annum in economic output (GVA). The Enterprise Zone at Great Yarmouth and Lowestoft (set to deliver 10,000 jobs in 25 years) and the Greater Norwich City Deal (set to deliver 40,000 jobs by 2031) offers further economic opportunity for the area.

A fully dualled A47 would significantly improve safety and journey reliability, reducing travel times by 55 minutes, to the significant benefit of road users including hauliers, as well as deliver further economic benefit to the area. Recent work conducted by the A47 Alliance shows that a fully dualled A47 offers high value for money with certain schemes categorised as ‘very high’.

The A47 is part of the Trans-European Network and – together with the A12 to Lowestoft – designated by 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 A47 Alliance brings together the business community, local authorities, MPs and stakeholders along the whole of the trunk road route between Peterborough and Lowestoft including the A12. Partners, including the Greater Cambridge Greater Peterborough and New Anglia LEPs are working together to make the case for improvements and to secure the investment required to make it happen.

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.

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East of England Forecasting Model (Oxford Economics) 2013 run
Adapted from ONS Regional Accounts
- Eye bypass junctions - £3m
- Parkway junction - £15m

- Wisbech bypass junctions - £9m
- Wisbech bypass dualling - £68m
- Guyhirn to Wisbech dualling - £61m

- Postwick junction - £19m
- Thetford junction - £50m
- Longwater junction - £80m

- Thorney bypass to Guyhirn dualling - £77m
- Wansford to Sutton dualling - £23m
- Blofield to Burlingham dualling - £40m
- Denmark Road improvements - £10-12m
- Lake Lothing Crossing - £65m

**Norwich**

- Postwick junction - £19m
- Thickthorn junction - £50m
- Longwater junction - £80m

- A12 junctions – tbd
- Third River Crossing - £172m
- Vauxhall junctions - £20-30m
- Great Yarmouth dualling - £13m

**Great Yarmouth**

- A12 Great Yarmouth to New Crossing Lowestoft dualling - £190m

**Lowestoft**

- Denmark Road improvements - £10-12m
- Lake Lothing Crossing - £65m

**King’s Lynn**

- Thorney bypass to Guyhirn dualling including East Winch/Middleton bypass - £166m
- Easton to North Tuddenham dualling - £71m
- Swaffham to Dereham dualling - £163m

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### SHORT-MEDIUM TERM: 2015-21

<table>
<thead>
<tr>
<th>Location</th>
<th>Schemes</th>
<th>Indicative Cost</th>
<th>Economic Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Norwich</td>
<td>Postwick Hub Junction</td>
<td>£19m (funding secured)</td>
<td>1,700 jobs 200 homes £76m GVA p.a.</td>
</tr>
<tr>
<td>Peterborough</td>
<td>A1 Wansford to Sutton Roundabout Dualling</td>
<td>£23m (excluding Junction Improvements)</td>
<td>BCR: HIGH Improved journey times &amp; reliability</td>
</tr>
<tr>
<td></td>
<td>Parkway Junction Improvements</td>
<td>£15m</td>
<td>4,000 jobs 5,790 homes £160m GVA p.a.</td>
</tr>
<tr>
<td>Peterborough to Wisbech</td>
<td>Eye Bypass Junction Improvements (short term)</td>
<td>£3m</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Peterborough to Thorney Dualling (medium term)</td>
<td>£64m</td>
<td>BCR: VERY HIGH Improved journey times &amp; reliability</td>
</tr>
<tr>
<td></td>
<td>Guyhirn to Wisbech B198 Dualling</td>
<td>£61m</td>
<td>BCR: HIGH Improved journey times &amp; reliability</td>
</tr>
<tr>
<td>Wisbech</td>
<td>Wisbech Bypass Junction Improvements</td>
<td>£9m</td>
<td>1,500 jobs 2,000 homes £51m GVA p.a.</td>
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<tr>
<td>King’s Lynn</td>
<td>Hardwick, Saddlebow &amp; Pullover junction improvements</td>
<td>£20-30m (Hardwick)</td>
<td>750 jobs 400 homes £19m GVA p.a.</td>
</tr>
<tr>
<td>King’s Lynn to Norwich</td>
<td>North Tuddenham to Easton Dualling</td>
<td>£71m</td>
<td>BCR: VERY HIGH Improved journey times &amp; reliability</td>
</tr>
<tr>
<td>Norwich</td>
<td>Longwater Junction</td>
<td>£30m</td>
<td>350 homes</td>
</tr>
<tr>
<td></td>
<td>Thickthorn Junction</td>
<td>£50m</td>
<td>3,300 jobs 1,450 homes £149m GVA p.a.</td>
</tr>
<tr>
<td>Norwich to Great Yarmouth</td>
<td>Blofield to Burlingham Dualling</td>
<td>£40m</td>
<td>BCR: VERY HIGH Improved journey times &amp; reliability</td>
</tr>
<tr>
<td>Great Yarmouth</td>
<td>Vauxhall Roundabout</td>
<td>£20-30m</td>
<td>3,865 jobs* 200 homes* £146m GVA p.a.*</td>
</tr>
<tr>
<td>Lowestoft</td>
<td>Denmark Road</td>
<td>£10-12m</td>
<td>1,775 jobs 545 homes* £105m GVA p.a.*</td>
</tr>
<tr>
<td><strong>TOTAL short-medium term ask</strong></td>
<td></td>
<td><strong>£416m</strong></td>
<td></td>
</tr>
</tbody>
</table>

### LONGER TERM: POST 2021

<table>
<thead>
<tr>
<th>Location</th>
<th>Schemes</th>
<th>Indicative Cost</th>
<th>Economic Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peterborough to Wisbech</td>
<td>Thorney Bypass to Guyhirn Dualling</td>
<td>£77m</td>
<td>BCR: HIGH Improved journey times &amp; reliability</td>
</tr>
<tr>
<td>Wisbech</td>
<td>Wisbech Bypass Dualling</td>
<td>£68m</td>
<td>BCR: MEDIUM Improved journey times &amp; reliability</td>
</tr>
<tr>
<td>Wisbech to King’s Lynn</td>
<td>Tilney St Lawrence to King’s Lynn Dualling</td>
<td>£36m</td>
<td>BCR: HIGH Improved journey times &amp; reliability</td>
</tr>
<tr>
<td>King’s Lynn to Norwich</td>
<td>King’s Lynn to Swaffham Dualling including East Winch/ Middleton Bypass</td>
<td>£166m</td>
<td>BCR: MEDIUM Improved journey times, reliability &amp; local communities</td>
</tr>
<tr>
<td></td>
<td>Swaffham to Dereham Dualling</td>
<td>£163m</td>
<td></td>
</tr>
<tr>
<td>Norwich to Great Yarmouth</td>
<td>Acle Straight Dualling</td>
<td>£105m</td>
<td>BCR: HIGH Improved journey times &amp; reliability</td>
</tr>
<tr>
<td>Great Yarmouth</td>
<td>Third River Crossing, Great Yarmouth</td>
<td>£112m</td>
<td>BCR: VERY HIGH (crossing only)</td>
</tr>
<tr>
<td></td>
<td>A12 junctions in Great Yarmouth (Harfreys and Gapton Hall Roundabouts)</td>
<td>not yet known</td>
<td>3,865 jobs* 200 homes* £146m GVA p.a.*</td>
</tr>
<tr>
<td>Great Yarmouth to Lowestoft</td>
<td>A12 Gorleston to New Crossing Lowestoft Dualling</td>
<td>£102m</td>
<td>BCR: MEDIUM Improved journey times &amp; reliability</td>
</tr>
<tr>
<td></td>
<td>A12 from A47 Great Yarmouth to dualling at Gorleston Bypass</td>
<td>£123m</td>
<td></td>
</tr>
<tr>
<td>Lowestoft</td>
<td>Lake Lothing Crossing, Lowestoft</td>
<td>£65m</td>
<td>BCR: HIGH Improved journey times &amp; reliability</td>
</tr>
<tr>
<td><strong>TOTAL longer term ask</strong></td>
<td></td>
<td><strong>£1bn</strong></td>
<td></td>
</tr>
</tbody>
</table>

Note:  
- **BCR = Benefit Cost Ratio**  
  - MEDIUM = BCR = 1.5-2  
  - HIGH = BCR = 2-4  
  - VERY HIGH = BCR greater than 4  
- * in conjunction with other improvements in Great Yarmouth/Lowestoft  
- 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 the Postwick Hub Junction can accommodate around 5,000 jobs and 600 homes. BCRs are calculated using the average cost of recent HA schemes and include both traffic flow and accident benefits data. While every effort has been made to ensure information consistent along the route, evidence has been sourced from several different studies, so some methodological inconsistencies may exist.
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