

# **Planning Inspectorate NSIP ref no TR010037**

## **A47 – A11 Thickthorn Junction**

**Submission from Richard Hawker IP ref No 20028387 Date: 6 December 2021**

**Deadline D4 response to applicant's submission at Deadline D3, Written summary of Oral submission at ISH1 (ref 1.4) REP3-019.**

### **Transport and Traffic.**

I am grateful to the applicant for summarising the oral submission I made to the Issue-Specific hearing on 17 November, and providing a response.

Whilst it is interesting to note that the traffic model has been calibrated and validated, for the lay public this has little meaning without explanation of how this process is achieved, which we have not been given. Simply producing an anticipated level of traffic flow gives no understanding of the current traffic situation, nor of how the proposed scheme will alter it. I do not understand why the applicant 'does not deem it necessary' to release this information, when the intention of this examination is surely to demonstrate clearly, in public, that the background to the scheme is sound. I call upon the ExA to support my request for this information.

Recent experience with traffic modelling in this vicinity has proved remarkably inaccurate. Below, as Appendix 1. I show predicted and actual traffic flow figures for the recently-constructed Norwich Northern Distributor Road. The accuracy is generally outside the limits apparently deemed acceptable by traffic modellers. Note that where figures are not shown for the roads listed, this is because no relevant figures are available – figures have not been chosen selectively for those which show large deviations.

My earlier statement has not been adequately addressed: the applicant claims that the roundabout is congested, and this is the root problem to be solved, then an analysis of the traffic using it, and how this could be reduced or diverted, is an obvious first step. I cannot see that this has been addressed systematically; I note the reference to APP-127, but would appreciate being directed to particular paragraphs of this document which show this. I can find no reference to the particular design ideas I suggest, such as providing slip roads to take traffic away from the roundabout. A proper origin and destination analysis could indicate way to provide alternative routes for traffic, avoiding the junction altogether. When the spending of so many millions of public money is being considered, this would seem essential. Why cannot this be done?

(Please also note my submission of 23 November 2021)

Richard Hawker

**APPENDIX 1** Prediction of traffic counts following the building of the Norwich Northern Distributor Road (NDR) – completed April 2018. *See table on next page.*

May 2018 Automatic Traffic counts (ATC) 5-weekday average over 24 hours. (from NCC)

One-way figures from individual ATC spreadsheets.

Predicted values from histograms presented at LLG sub-group 20 Sept 2018

^ Other sources give 1902 for May 2018

\*NB **GEH factor** (Geoffrey Havers) is difference between actual and predicted values, divided by the square root of their average.

It is a measure of how accurate the forecast was, allowing greater differences for small flows.

Statement from NCC specialist: GEH should ideally be under 5. Between **5 and 10 requires investigation.**

Note that most above are above 10. The range is **+53 to -59.**

R D Hawker 4 March 2019 Updated 19 Feb 2021 & 23 Nov 2021

N W L A T C N o	NDR ATC no	Location	Parish	Actual Combi ned May 18  C	Predic t in 2017  D	Predict with Low growth 2017 Sensitivit y report E	% abo ve pre dict ed D& C	*GEH factor using D&C	*GEH factor using E & C
1	ATC15	C198 The Common	Lyng	2140	-----				
2	A106	C173 Weston H Rd	Weston L	5054	3500		44	+24	-
4		C167 Hon'hm Rd	Weston L	3360	3000		12	+6	-
6		C173 Heath Rd	Hockering	1901	1300		46	+15	-
7		C198 Lyng Rd	N Tudd'm	2881	----				-
8	A109	C167 Wood La	Honingham	5954	2500		138	+53	-
9		C493 Stone Rd	Hockering	1163	----				-
10		C173 Heath Rd	Hockering	2424^	1300		?	?	-
14		C245 The Street	Felthorpe	5224	3000		74	+35	-
40		A1067 Drayton Rd	Hellesdon		----				
42	A21	C282 School Rd	Drayton	11729	9400	9000	24	+23	+27
43		C480 Low Road	Drayton	4241?	4000?		?	?	
54	A79	NDR A1067 – Fir Cov	Attlebridge	7669	12300	11500	-37	-46	-39
55		NDR Fir Cov – Reeph Rd	Taverham	11311	14200	13300	-20	-26	-18
56	A91	NDR Rph - Drytn Slip	Horsford	11646	19000	17500	-38	-59	-48
57	A66	NDR Drytn Slip - Crom	Horsford	21052	22300	21000	-5	-11	+0.35
58		NDR <i>not available</i>	Horsh St F		----				
66		B1150 NWlshn Rd	Crostwick	16742	16600		0.1	+1.1	-
68	A31	C172 Ringland Rd	Taverham	4926	3500	3200	40	+22	+27
69		C461 Taverham La	Costessey	7323	4700		55		
70		C162 Costessey La	Drayton	4698	-----				
73		C262 Taverham Rd	Felthorpe	4779	-----				
74		U57169 Brands La	Felthorpe	480	----				
76		C171 West End	Costessey	7732	----				
77		C171 T'nho Rd	Costessey	5012	-----				
78		C162 L'gwater La	Costessey	11386	-----				
79		C574 Dereham Rd	Easton	2789	-----				
83	A111	U78219 Rglnd,Ch Rd	Easton	4594	3000	2700	53	+32	+31
86		A1067 F'ham Rd N of Lenwade	Gt W'chghm	13785	12000		14		
	A105	Marl Hill							

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