

Planning Inspectorate NSIP ref no TR010037

A47 – A11 Thickthorn Junction

Submission from Richard Hawker IP ref No 20028387 Date: 10 February 2022

Deadline D7 response to Applicant's submission at Deadline D6.

Transport and Traffic.

1) **2015 and 2019 models**

- a) In REP6-019, response to the submission of Dr Boswell (Climate Emergency and Planning and Policy), the Applicant refers to its submission REP2-001 (cover letter), which states that it had undertaken a comparison between the 2015 and 2019 traffic models on the total AADT, summed across major links across the area, and that this had indicated an increase of just 3.4%.

I reiterate some points here made in my submission at REP6-027. Whilst it is good to know that the Applicant's initial assertion has been borne out by subsequent investigation, it would seem right that during this examination we are given more detail than just a bland statement. What are the actual figures which confirms the initial statement? The Applicant states that a similar exercise done on the A47 North Tuddenham scheme showed a similar general increase (of 3.3%) also, but some figures in that area have shown markedly different values. For instance, Taverham Road AADT value is 200 for 2019 base year, whereas it is 600 for 2015 base year, with no change in physical road layout. This may not be classed as a major link at present, but it is a road planned to be joined directly to the dualled A47, so it is clearly considered to be important. This massive difference surely needs to be justified. Do some roads in the Thickthorn area show similar vast differences in the models? If so, why? We have still not been told what correlation there is between the traffic models and the actual counts made on the roads in the area. Surely counts HAVE been made, and these could be used directly. Can we see those results, against the outputs of the model, to give confidence in the model? After all, this is a comparison between two dates 7 and 3 years ago; we do not have to deal with the uncertainty of predicting the future.

- b) Has the Applicant requested from Department for Transport the reason why they have not yet approved the NATS 2019 model? If indeed the figures seem reasonable to the Applicant, it must surely be very strange that the model cannot be approved after over 2 years since it was created.

- 2) **30% change in figures.** I understand that the 30% change queried by Dr Boswell refers to traffic within an area including the NWL, but, as the Applicant has offered an explanation of this, I would like to ask that this is expanded upon, as I do not understand it. Please can the applicant detail what were the differences in road links which gave rise to such a very large difference in predicted figures?

3) **Park and Ride Slip Road**

REP6-021 Ref GC2.2 refers to the 'Park and Ride slip road'; please can this be identified by reference to a plan, as I cannot identify its position.

Thank you.

Richard Hawker

10 February 2022