

# A47/A11 Thickthorn Junction

**Scheme Number: TR010037**

**Volume 9**

## **9.32 Applicant's Written Summary of Oral Submissions at OFH2**

The Infrastructure Planning (Examination Procedure) Rules 2010  
Rule 8(1)(c)

March 2022  
Deadline 9

Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning  
(Examination Procedure) Rules 2010**

A47/A11 Thickthorn Junction  
Development Consent Order 202[x]

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**9.32 APPLICANT'S WRITTEN SUMMARY OF  
ORAL SUBMISSIONS AT OFH2**

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## 1 INTRODUCTION

- 1.1. The Development Consent Order (**DCO**) application for the A47 – A11 Thickthorn Junction scheme was submitted on 31 March 2021 and accepted for examination on 28 April 2021.
- 1.2. The second Open Floor Hearing (OFH2) for the A47 – A11 Thickthorn Junction (DCO) application was held virtually on Microsoft Teams on Tuesday 1 March 2022 at 10.00am.
- 1.3. The purpose of this document is to set out Highways England's (the Applicant) comments on responses to the submission at Open Floor Hearing (**OFH2**) held on 01 March 2022 by Mr Ian James
- 1.4. The following sections present the responses where concerns or requests are made warranting provision of additional information or clarity by the Applicant.

## 2 Key Abbreviations

- 2.1.1 The following common abbreviations have been used in the Applicant's submissions to the Examination:
  - dDCO = draft Development Consent Order
  - DMRB = Design Manual for Roads and Bridges
  - ES = Environmental Statement
  - ExA = Examining Authority
  - NPSNN = National Policy Statement for National Networks 2014
  - NWL = Norwich Western Link
  - the Scheme = the A47/A11 Thickthorn Junction

### 3 THE APPLICANT'S SUBMISSIONS IN RESPONSE TO MATTERS RAISED AT OFH1

Ref	Questions / Issues Raised at OFH2 and Hearing Action Points	Summary of Applicant's Response at OFH2	Applicant's Additional Written Response
<b>Agenda Item 1: Ian James Submission</b>			
1.1	<p>Mr James, the director of Tots Town Limited, a children's play venue on Station Road, raised a concern regarding the vehicles exiting the A11 northbound onto Station Road heading towards Heathersett and the safety risks associated with the changes proposed as part of the Scheme. He was concerned the traffic survey was carried out during the lockdown and that vehicle numbers using the junction are in fact higher than those recorded. He regularly receives comments from customers about the difficulty in leaving the A11 due to the need to slow down to under 30 mph on a 70 mph road.</p> <p>He is particularly worried that the new road design will cause an increase in speeds along that stretch of the A11 and will lead to more accidents. Although the accident data does not show there is an existing problem, he suggested that schemes should be designed to prevent accidents, rather than waiting for them to happen.</p> <p>Mr James also queried the need for the new onbound slip road and whether this is a good use of taxpayers money</p> <p>Finally he asked the ExA to consider whether there could be any reduction in speed if the Station Lane junction is not to be improved any further</p>	<p>The Applicant confirmed it has responded to Mr James' concerns in the second set of written questions at TT 2.6 (REP5.020) and confirmed that the County Council as local highway authority has agreed with its approach taken to surveys</p> <p>The Applicant confirmed that the side roads strategy is fairly fixed, but it would see if anything could be done to address Mr James' concerns.</p>	<p>The primary impact the A47/A11 Thickthorn Junction scheme will have on the operation of the existing exit from the A11 onto Station Lane is the removal of peak hour traffic queuing on approach to the A47/A11 Thickthorn Gyratory. There have been four recorded collisions in the vicinity of the junction in the 10-year period from 2010 to 2019 inclusive, two serious and two slight. None of these accidents are related to vehicles exiting the A11 onto Station Lane. As such, additional works to the existing layout of the exit from the A11 onto Station Lane North are not deemed to be within the scope of the current A47/A11 Thickthorn Junction Improvement scheme.</p> <p>A merge taper for vehicles entering the A11 dual carriageway from Station Lane has been included in the scheme proposals as a GG104 safety risk assessment of the junction highlighted the potential minor risk of side swipes and rear end shunts related to vehicle joining the A11, due to the relative proximity of the proposed A11/A47 connector road, and a further GG104 safety risk assessment identified that the merge taper included in the Scheme design provides the greatest risk benefit.</p>

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			<p>A traffic survey was undertaken in July 2020 to collect data on the volumes of traffic using the Station Lane North junction, which was used to inform the traffic modelling and performance of the proposed Station Lane North/A11 entry taper that is included in the current proposals. Given the drop in normal traffic movements as a result of the national lockdown the survey data was adjusted using a conversion factor derived from 2019 vs 2020 traffic survey data on the Station Lane junction on the South of the A11. The result of the survey shows low level of traffic in both directions across all time periods of the day.</p> <p>During the development of the Scheme proposals, several additional options at the Station Lane North junction were investigated and discounted by the Applicant.</p> <ul style="list-style-type: none"> <li>• Stopping up the access entirely and reopening the access onto the B1172 is not deemed to be viable due to existing Station Lane north of the current cul-de- sac not being suitable for HGV vehicles, and the impact of increased traffic on the residential properties north of the stoppage.</li> <li>• Maintaining the access from the A11 and opening up access from the B1172 was also discounted for the same reasons, and also the likelihood of road users using the route as a 'rat</li> </ul>

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			<p>run' between Hethersett and the A11.</p> <p>To improve driver awareness, junction warning signs 305m in advance of the junction in the verge and central reserve will be provided in conjunction with 'SLOW' warning road marking at the location of the signs. Advanced direction signage for the A11/A47 connector road will be placed 270m downstream of the Station Lane junction exit, to avoid confusion and road users misinterpreting the Station lane exit for the A47 link road diverge.</p> <p>Based on the safety case and works already proposed at the Station Lane North Junction outlined above, the Applicant does not deem a speed reduction on the A11 carriageway to be necessary.</p>