

Application by Highways England (now National Highways) for an Order Granting Development Consent for A47 Wansford to Sutton Dualling (TR010039)

Response by Peterborough City Council to Actions arising from: Issue Specific Hearing 2 – Environment

To clarify this response has been produced by Cambridgeshire County Council's LLFA on behalf of PCC as part of an ongoing service level agreement.

Action Point 13: Provide explanation as to why Wittering Brook needs to be throttled near to River Nene

EXQ1 1.12.10a – Wittering Brook Crossing

Given that the whole of the A47 culvert is proposed to be replaced, can the Applicant explain if there is a particular reason why only culvert options were assessed rather than others, for example, a clear span bridge?

During the Issue Specific Hearing 2 (ISH2) on Environmental Matters on 15th March 2022, the Examiner stated that the applicant's response was effectively that the city council requested this to ensure that the water flow was throttled. The Examiner requested for PCC to provide an explanation as to why Wittering Brook needs to be throttled near to the River Nene

LLFA Response: Paragraph 13.4.22 of Chapter 13 of the ES, states "the Environment Agency and Peterborough City Council were further consulted in November 2020 to discuss the Wittering Brook A47 culvert and associated floods risk. They noted the following... removing the throttle created by the existing culvert was agreed to be the preferred option..."

Unfortunately, at this time we are unable to obtain information to the contrary from PCC as we have limited access to file and email archives due to the current member of staff being on annual leave. Therefore, we request that the response due date for this question be extended to deadline D5 (20 April 2022).

Action Point 15: Provide details of A1 stream model choice

ExQ1 1.12.7 – Hydraulic Modelling: Paragraph 13.7.63 of Chapter 13 of the ES [AS-017] indicates that Hydraulic modelling of the A1 Mill Stream culvert was undertaken using HY-8 v7.6 (Federal ExQ1 issued: 18 January 2022 Responses Due: 15 February 2022 A47 WANSFORD TO SUTTON DUALLING - 78 - ExQ1 Question to: Question: Highway Administration, 2020). It is stated in the Flood Risk Assessment [APP-128] that this was agreed with PCC. Can the Applicant and PCC explain why they believe that this model is appropriate for hydraulic modelling of this crossing and what implications it has for the hydraulic modelling of Wittering Brook.

PCC Response:

We have reviewed the previous correspondence between the applicant and PCC's LLFA, and we are unable to find any such agreement over the use of the HY-8 v7.6 model. Therefore, PCC is not able to provide a response in relation to the examiner's question. As the LLFA, the correspondence shows comments were provided in relation to the culvert arrangement and the outputs of the modelling. However, in terms of the review of the type of modelling and hydrology, the LLFA relied on the expertise and opinion of the Environment Agency on the matter. Please see the email chain between

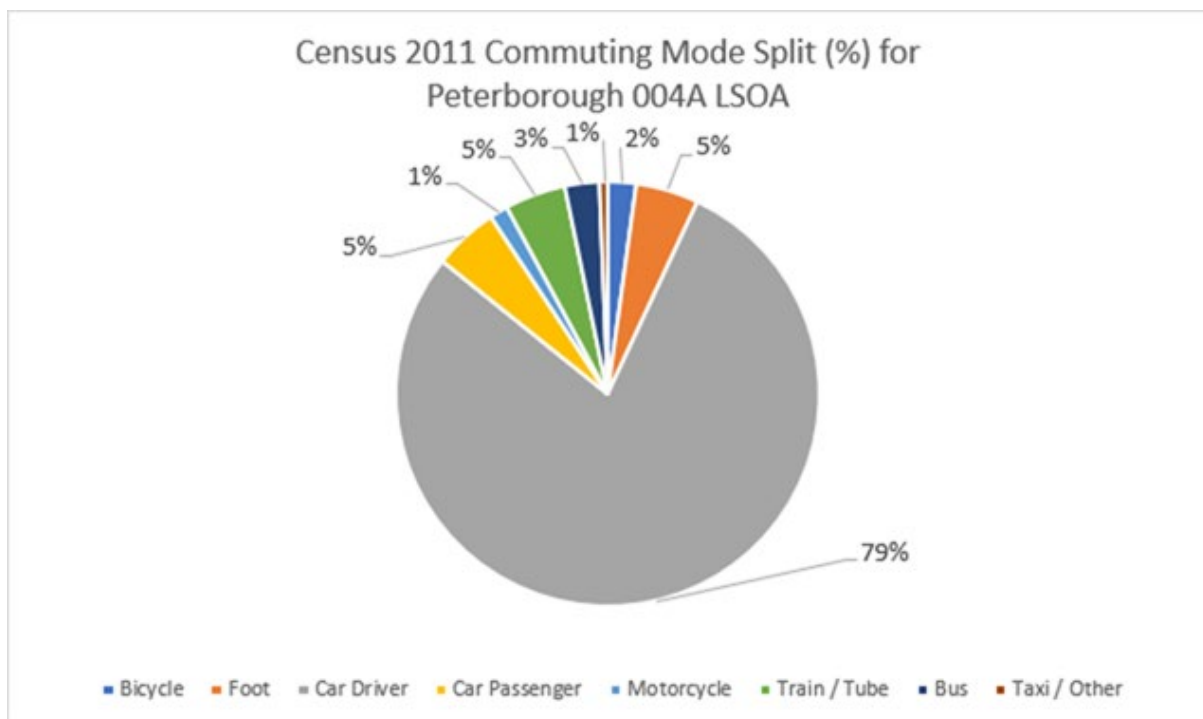
the applicant, Cambridgeshire County Council (CCC) and the Environment Agency in relation to the flood modelling to confirm the above. To clarify, Cambridgeshire County Council's LLFA provided comments on behalf of PCC's LLFA as part of an existing service level agreement.

Response by Peterborough City Council to Actions arising from: Issue Specific Hearing 3 – Traffic & Transport and Socio-Economics

Action Point 35: Information held on extent of use of roads by NMUs to north of A47 at present

- **Do we have any data as to the extent of NMU's for the roads north of the A47?**

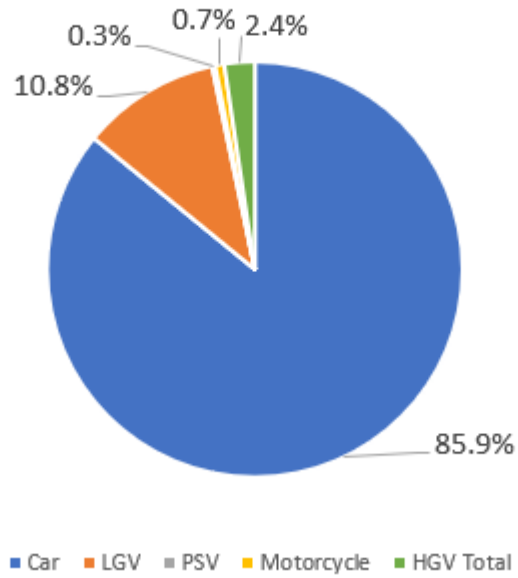
We do not hold any NMU data for the roads north of the A47 unfortunately. However, the Census 2011 data for the Peterborough 004A LSOA, which covers much of Langley Bush Road, shows the mode split for commuters and has been summarised below.



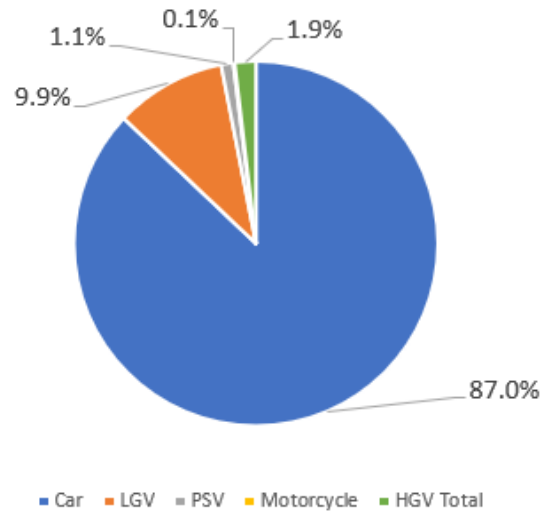
- **Langley Bush Road - Do we have any data on the traffic split for this road and the HGV use?**

Please see the below data for Langley bush road (top left) and Walcot Road East (top right) which is another local road similar in nature. The vehicle split is typical of a rural road with agricultural traffic in the west of the authority area and for comparison purposes we have also provided splits based on 2009 AADT data from the DfT for High Field Road to the west of Langley Bush Road. We have also provided The National Road Traffic Forecasts for Minor Roads in the East of England Region which show a HGV% figure of 1.3% as shown below.

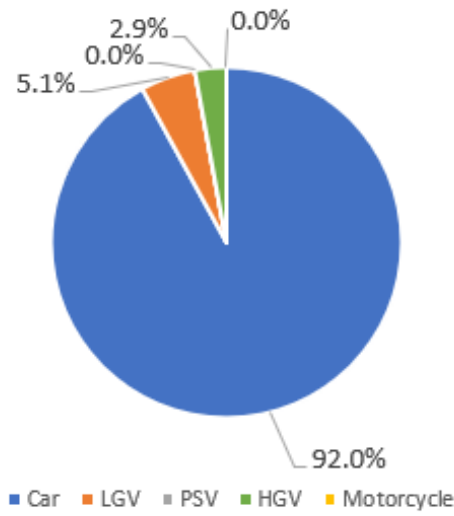
Bi-directional Vehicle Split (%) on Langley Bush Road, Helpston



Bi-directional Vehicle Split (%) on Walcot Rd East, Near Ufford



Bi-directional Annual Average Daily Traffic Vehicle Split (%) on High Field Road, West of Langley Bush Road



National Road Traffic Forecasts for East of England - Vehicle Splits (%) for Minor Roads

