

Comments on any other information and submissions received by D3

This document sets out CBCs comments on other information and submissions received by D3 and not covered by other representations with regards to matters of traffic and highways.

Set out below are the relevant response and related document reference. Unless expressly stated otherwise, CBC would reiterate and rely upon their comments and representations submitted to the ExA at Deadline 1 and Deadline 2.

9.22 Applicants comments on Local Impact Reports

Construction Phase Impacts	6.2	<p>The opportunity for further discussion with regards to the use of the A603 as a formal diversion is welcomed and CBC would encourage the applicant to contact the CBC traffic manager to progress these discussions.</p> <p>It is noted that the Applicant acknowledges that there will be significant traffic increases forecast on sections of the CBC local road network during the construction phases of the development and further engagement with CBC with regards to the monitoring and management of these impacts is encouraged – as outlined in the joint position statement (REP3-016)</p>
Operational Phase Impacts	6.3	<p>The response provided with regards to Monitor and Manage represents the standard operation and management of the Strategic Road Network and is not tailored to the impacts of the DCO scheme. Whilst the RIS represents a mechanism by which a long-term solution to traffic issues on the A1 could be identified, and further assessment of a major improvement through the RIS (or other funding mechanism) would be strongly supported by CBC, this does not address the more immediate impacts of the DCO scheme, nor does it</p>

		address the potential displacement of strategic traffic onto local roads through Sandy. It is also noted that the applicant does not intend to monitor traffic impacts on the local network. However, there are specific traffic dynamics associated with the A1 and adjacent routes (and Sandy in particular) where CBC consider that a broader monitoring process would be both reasonable and proportionate.
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### 9.32 Applicant response to actions arising from Issue Specific Hearing 2

Topic	Action Number	Comment
Joint position statement on the possibility, process and outcomes of common modelling methodology	2	The joint position statement referenced (TRO10044/EXAM/9.38) excludes comments made by CBC with specific regards to the outcomes of the common modelling methodology, although these are referenced within the associated CBC submission REP3-043. In particular the over-arching issue of the applicant's approach to mitigation via Monitor and Manage as detailed within the submitted Transport Assessment Annex (APP-243). This is a matter which remains unaddressed and of fundamental importance to CBC – as it represents the only approach to mitigation proposed on highly traffic sensitive junctions within the CBC authority area.
Update on the construction traffic impacts at the following locations, including likely Heavy Goods Vehicles (HGVs) numbers, routes and frequency:	4	Whilst the information provided in Appendix A of document TRO10044/EXAM/9.32 gives some further information with regards to potential peak numbers of HGVs using Station Road – which are assumed to

		<p>equate to a peak daily demand for 50 movements (25 arrivals and 25 departures), no information on duration of use, or potential vehicle types has been provided. Taking into account the narrow nature of sections of the route, which are incapable of accommodating a HGV if opposed by another vehicle, and the poor condition of the carriageway, CBC's concern with regards to the use of the route for significant construction traffic remains.</p>
<p>Consider how physical measures such as temporary traffic calming (to reduce need for enforcement), or temporary traffic regulation HGV restrictions could be introduced to assist in mitigating effects of construction traffic and inappropriate re-routing on the local highway network.</p>	<p>6</p>	<p>The response provided suggests that the responsibility for identifying impacts upon the local road network will sit with the Local Highway Authority. It is agreed that the management of traffic on the Strategic Network represents an important part of the overall traffic management response. However, as the applicants modelling predicts, there will remain a significant residual impact on the Local Highway network that also needs to be acknowledged, monitored, and managed. As detailed in the previous CBC responses such monitoring and management carries a resource implication for which the authority would be seeking appropriate support. The CBC position on this matter is summarised in the Joint Position Statement (REP3-016).</p>