
The Norfolk County Council (Norwich Northern Distributor Road (A1067 to A47(T))) Order

Applicant's comment on Written Representations by Drayton Parish Council

Planning Act 2008

Infrastructure Planning

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

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Introduction

This document provides the Applicant's responses in respect of selected issues raised by Drayton Parish Council in their Written Representation to the Examining Authority dated 3 July 2014. The Written Representation covers many issues. Some of these have been addressed elsewhere (including the Applicant's comments on Relevant Representations, and the Applicant's comments on other Written Representations). Therefore a limited selection of issues raised have been extracted and comments provided.

The points have been responded to where possible in the order they were raised. Each issue, or in some cases a summary of it, is shown in italics.

This document should also be read in conjunction with the Statement of Common Ground NCC/EX/6.

Applicant's comment on Written Representations

Representation

- 1.1. *Drayton Lane (South) to remain fully open to traffic to its junction with Reepham Road (C261). Traffic Calming measures to be put in place on both Hall Lane (South) and Hall Lane (North).*

Applicant's comment

- 1.1.1. An amendment to the DCO Scheme has been promoted to address this issue by keeping Drayton Lane South open. Refer to the report 'Proposed Minor Change to the Application for Development Consent: Drayton Lane (south)' (Document Ref. 5.13). The Planning Inspectorate in the Rule 9 letter dated 16 July 2014 has stated that the revised proposal can be considered as part of the existing application.
- 1.1.2. Norfolk County Council (NCC) is proposing to implement traffic calming measures on Hall Lane and to introduce a speed limit on Drayton Lane (south). These measures are not part of the NDR scheme and are proposed to be implemented irrespective of whether the NDR goes ahead. They are currently planned to address existing local concerns about traffic flows, HGV use, speed, safety and accidents in this location.

Representation

- 1.2. *Drayton Parish Council is still studying in detail the proposed NDR link road and the proposed T junction with Reepham Road and has major concerns with the safety of this junction with its sweeping curve and potential speed issues on the existing Reepham Road section. Drayton Parish Council provisionally therefore would seek to have this T junction altered to a roundabout on safety grounds.*

Applicant's comment

- 1.2.1. NCC disagrees that a simple T junction at Reepham Road would be unsafe. The current scheme would improve safety at the existing junction with a simplified three arm priority junction designed to current design standards. NCC would not wish to progress a roundabout at Reepham Road/Drayton Lane because of the likely increase in traffic flows on School Road and Hall Lane south of Drayton Lane. This issue has been fully considered within the Statement of Common Ground NCC/EX/6.

Representation

- 1.3. *The only reason Drayton Parish Council has not sought to request a roundabout at this junction previously is because of NCC traffic modelling figures, which are now being questioned at many levels.*

Applicant's comment

- 1.3.1. The traffic model developed for Norwich and for the appraisal of NDR is designed so that it is capable of forecasting the traffic impacts of the proposed measures, or alternatives to these, across the city network and surrounding area. To produce the most likely and credible forecasts it is necessary to start with a base model of sufficient accuracy and realistic assumptions about the changes in traffic demand and the behaviour of users. The Department for Transport (DfT) produce best practice guidance that sets standards that should be met in the development of the base model, and provides guidance and data for the realistic estimation of the future. The traffic model development has complied with this guidance and used the data made available by the DfT.
- 1.3.2. The traffic model was validated to meet DfT guidance targets and the validation results that support the latest traffic model are set out in the Highway Model - Local Model Validation (Document Ref. 5.9).
- 1.3.3. This sets out how the latest survey data collected in 2012 has been used to build the traffic model shows that it provides a good representation of traffic behaviour in the study area. The base model is checked by comparing overall modelled flows across strategic cordons (rings) and screen lines. These global checks meet DfT criteria. On this basis it is considered that the base model forms a robust basis from which future year forecasts for the NDR scheme can be developed.

- 1.3.4. The calibration and validation in the local area around Drayton is considered to be good. This is illustrated by the results for the calibration screen line D shown in Tables S4, S15 and S26 for Drayton High Road (location D5), Reepham Road (D6) and Hall Lane (D7) and the validation screen line I shown in Tables S11, S22 and S33 for Hall Lane (I6) and School Road (I7).
- 1.3.5. Further counts were also carried out in 2013 on Drayton Lane and Hall Lane to support the investigation of a number of options to address the concerns raised regarding the closure of Drayton Lane. These showed noticeable differences on these two roads compared with the model although adding the two counts together produced corridor counts that matched very closely with the validation count at location I6. Therefore it is considered that the model is acceptable for the appraisal of the Scheme and an alternative with Drayton lane kept open.
- 1.3.6. With this good quality base information in the local Drayton area it means that credible forecasts have been produced for the impacts of the NDR proposals in the local area. The forecasts are reported in Norwich NDR Traffic Forecasting Report (Document Ref. 5.6). This shows in Appendix I in Figure I1 the forecasts of Annual Average Daily Traffic flows in the local Drayton area with and without the current proposals for NDR (with Drayton Lane closed).