



Norwich Western Link

Pre-Application Consultation Report

Appendix 13: Attlebridge Consultation Responses to Matters Raised

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1 Appendix 13 – Attlebridge Consultation – Responses to Matters Raised

1.1.1 This Appendix contains the most common themes and matters raised during the Attlebridge localised consultation, and the Applicant's response to the matters raised.

Table A13-1 Attlebridge Consultation Technical Responses (Individuals and Organisations)

Topic	Specific Issues Identified	Applicant's Response
Support the alternative scheme for Attlebridge or comment it is needed (including no objections)	Because there are too many vehicles using Station Road, because Station Road has a dangerous bend by the church and because pedestrians walk in Station Road to access Marriotts Way	The Applicant acknowledges support for the alternative scheme for Attlebridge.
Support the alternative scheme for Attlebridge or comment it is needed (including no objections)	Because Felthorpe Road is narrow with a weak bridge	The Applicant acknowledges support for the alternative scheme for Attlebridge. Felthorpe Road was included within the area of proposed prohibition of motor vehicles because of its narrow width and to avoid it being used as an alternative to Station Road.
Oppose the alternative scheme for Attlebridge or comment it is not needed	Because Station Road is suitable for through traffic	The proposals were developed for Station Road, Attlebridge because it met the original criteria of the modelled average annual daily traffic increasing by more than 1,000 vehicles.
Oppose the alternative scheme for Attlebridge or comment it is not needed	Because Station Road already has a weight restriction	The proposals were developed for Station Road, Attlebridge because it met the original criteria of the modelled average annual daily traffic increasing by more than 1,000 vehicles. The majority of these vehicles are exempt from this restriction as they are not HGVs.
Oppose the alternative scheme for Attlebridge or comment it is not needed	Because traffic will just go elsewhere	<p>The Applicant proposed a prohibition of motor vehicles (except for access) restriction for Station Road and Felthorpe Road instead of the turning restriction at the Reepham Road/Station Road junction as a result of the comments raised during the original pre-application consultation and because it considered that this would sufficiently deter through traffic on this road whilst maintaining the right turn into Station Road for those that have legitimate access.</p> <p>The Applicant proposes to take a monitor and manage approach to the introduction of the package of traffic mitigation proposals. This would ensure that traffic mitigation measures are introduced when required.</p> <p>The Applicant will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring. The outcome of the monitoring together with consultation with communities will inform the decision whether to proceed with the implementation of the prohibition of motor vehicles restriction on Station Road and Felthorpe Road. This 'monitor and manage' approach would not preclude the Applicant bringing forward traffic mitigation proposals before the opening of the Proposed Scheme if conditions on the network indicated its need.</p>

Topic	Specific Issues Identified	Applicant's Response
<p>Concern about the alternative routes to Station Road</p>	<p>Alternative routes to Station Road are onerous or dangerous</p>	<p>The Applicant now proposes a prohibition of motor vehicles (except for access) restriction for Station Road and Felthorpe Road instead of the turning restriction at the Reepham Road/Station Road junction as a result of the comments raised during the original pre-application consultation and because it considered that this would sufficiently deter through traffic on this road whilst maintaining the right turn into Station Road for those that have legitimate access.</p> <p>The Applicant proposes to take a monitor and manage approach to the introduction of the package of traffic mitigation proposals. This would ensure that traffic mitigation measures are introduced when required.</p> <p>The Applicant will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring. The outcome of the monitoring together with consultation with communities will inform the decision whether to proceed with the implementation of the prohibition of motor vehicles restriction on Station Road and Felthorpe Road. This 'monitor and manage' approach would not preclude the Applicant bringing forward traffic mitigation proposals before the opening of the Proposed Scheme if conditions on the network indicated its need.</p>
<p>Concern about the impacts on businesses</p>	<p>Concern that the alternatives routes will impact deliveries to businesses in the area</p>	<p>The Applicant now proposes a prohibition of motor vehicles (except for access) restriction for Station Road and Felthorpe Road instead of the turning restriction at the Reepham Road/Station Road junction as a result of the comments raised during the original pre-application consultation and because it considered that this would sufficiently deter through traffic on this road whilst maintaining the right turn into Station Road for those that have legitimate access.</p> <p>The Applicant proposes to take a monitor and manage approach to the introduction of the package of traffic mitigation proposals. This would ensure that traffic mitigation measures are introduced when required.</p> <p>The Applicant will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring. The outcome of the monitoring together with consultation with communities will inform the decision whether to proceed with the implementation of the prohibition of motor vehicles restriction on Station Road and Felthorpe Road. This 'monitor and manage' approach would not preclude the Applicant bringing forward traffic mitigation proposals before the opening of the Proposed Scheme if conditions on the network indicated its need.</p>

Topic	Specific Issues Identified	Applicant's Response
Concern whether the traffic modelling figures are correct	Questions whether the traffic modelling figures shown for Station Road are correct	The traffic model figures have been produced by a strategic transport model which meets DfT TAG Transport Appraisal Guidance requirements. The numbers have been rounded to the nearest 100 vehicles per day. The modelling has been updated for the planning application, taking into account revised assumptions for forecasting as published by DfT. The flows shown in the planning application for Station Road are 400 vehicles AADT in the Do Minimum scenario, 2000 with the Proposed Scheme (without the alternative Attlebridge scenario) in place and 0 with the Proposed Scheme in place with mitigation (including the alternative Attlebridge Scenario). It is acknowledged that there may be some minimal local traffic flows for legitimate access within Attlebridge using Station Road with the proposed access restriction in place.
Concern whether the traffic modelling figures are correct	Questions whether the traffic modelling figures shown for Reepham Road are correct	The traffic model figures have been produced by a strategic transport model which meets DfT TAG Transport Appraisal Guidance requirements. The numbers have been rounded to the nearest 100 vehicles per day. The modelling has been updated for the planning application, taking into account revised assumptions for forecasting as published by DfT. The flows shown in the planning application for Reepham Road are 2800 vehicles AADT in the Do Minimum scenario, 2500 with the Proposed Scheme in place (without the alternative Attlebridge scenario) and 2800 with the Proposed Scheme in place with mitigation (including the alternative Attlebridge Scenario).
Concern whether the traffic modelling figures are correct	Questions whether the traffic modelling figures shown for Fir Covert Road are correct	The traffic model figures have been produced by a strategic transport model which meets DfT TAG Transport Appraisal Guidance requirements. The numbers have been rounded to the nearest 100 vehicles per day. The modelling has been updated for the planning application, taking into account revised assumptions for forecasting as published by DfT. The flows shown in the planning application for Fir Covert Road are 12,500 vehicles AADT in the Do Minimum scenario, 10,300 with the Proposed Scheme in place (without the alternative Attlebridge scenario) and 10,400 with the Proposed Scheme in place with mitigation (including the alternative Attlebridge Scenario).
Suggested alternative to the prohibition of motor vehicles on Station Road/Felthorpe Road	Suggestion to provide traffic calming on Station Road as an alternative to the prohibition of motor vehicles restriction	See above response regarding the Applicant's proposal to take a monitor and manage approach to the introduction of the prohibition of motor vehicles restriction for Attlebridge. Traffic calming as an alternative is not currently proposed as part of the package for Attlebridge.
Suggested alternative to the prohibition of motor vehicles on Station Road/Felthorpe Road	Suggestion to provide a 20mph speed limit on Station Road as an alternative to the prohibition of motor vehicles restriction	See above response regarding the Applicant's proposal to take a monitor and manage approach to the introduction of the prohibition of motor vehicles restriction for Attlebridge. A 20mph speed limit as an alternative is not currently proposed as part of the package for Attlebridge.
Suggested alternative to the prohibition of motor vehicles on Station Road/Felthorpe Road	Suggestion to revert back to the original banned right turns as an alternative to the prohibition of motor vehicles restriction on Station Road	See above response regarding the Applicant's proposal to take a monitor and manage approach to the introduction of the prohibition of motor vehicles restriction for Attlebridge. Reverting back to the original proposal of a banned right turn from Reepham Road into Station Road is not currently proposed as part of the package for Attlebridge.
Suggested alternative to the prohibition of motor vehicles on Station Road/Felthorpe Road	Suggestion to wait until NWL is in operation and then monitor before deciding to implement the prohibition of motor vehicles restriction on Station Road	See above response regarding the Applicant's proposal to take a monitor and manage approach to the introduction of traffic mitigation measures for Attlebridge.

Topic	Specific Issues Identified	Applicant's Response
Suggested alternative to the prohibition of motor vehicles on Station Road/Felthorpe Road	Suggestion to allow an exemption to the prohibition of motor vehicles restriction on Station Road for small vehicles	A prohibition of motor vehicles with an exemption for small vehicles would not make sufficient difference to the traffic impacts to mitigate the effects of the Proposed Scheme.
Suggested improvements elsewhere on the local road network	Suggestion to provide traffic lights at the Porters Lane junction	Modelled forecasts for Porters Lane at its junction with the A1067 show 800 vehicle flow at opening year for an 'with Proposed Scheme and mitigation (including the alternative Attlebridge scenario)', compared to 1,2400vehicle flow for a 'without Proposed Scheme scenario'. This indicates that in both options with the Proposed Scheme, overall the Porters Lane arm of this junction would experience a reduction in vehicle flow in comparison with the Do Minimum Scenario. Therefore, it is currently not intended to provide traffic signals at this junction as part of the suite of traffic mitigation measures to support the Proposed Scheme.
Suggested improvements elsewhere on the local road network	Suggestion to provide a prohibition of motor vehicles on Hall Road, Alderford	Modelled forecasts for Hall Road show 1400 vehicles per day (AADT flow) at the opening year without the Proposed Scheme and 800 'with Proposed Scheme and mitigation (including alternative Attlebridge scenario) compared to 200 vehicle flow for a 'with Proposed Scheme without mitigation (the alternative Attlebridge). This indicates that overall Hall Road would still experience a reduction in vehicle flow in comparison with the future year without the Proposed Scheme, even with the revised mitigation proposals for Attlebridge. As a result, it is currently not intended to implement a prohibition of motor vehicles on Hall Road, Alderford as part of the suite of traffic mitigation measures to support the Proposed Scheme.
Suggested improvements elsewhere on the local road network	Suggestion to provide a 20mph speed limit on Reepham Road at the bridge in Alderford	20mph speed limits are generally used in areas of greater residential development than that occurring on Reepham Road in the area of the bridge in Alderford. The Applicant does not propose a 20mph speed limit at this location as part of the package of mitigation measures to support the Proposed Scheme.
Suggested improvements elsewhere on the local road network	Suggestion to provide a new road from the A1067 to pass the Bernard Matthews site and then link to the Reepham Road north of Alderford	A new road from the A1067 passing around the north of the Bernard Matthews site and joining Reepham Road in the area north of Alderford would be approximately 2.5 to 3.0 miles in length. Such a suggestion is considered to be beyond the scope of the traffic mitigation measures proposed to support the Proposed Scheme.
Questions regarding the prohibition of motor vehicles restriction	Clarification on vehicle exemptions on Station Road	The prohibition of motor vehicles on Station Road/Felthorpe Road would contain an exemption for access to land and properties located within the length of the restriction. Residents of Station Road would therefore have an exemption.
Questions regarding the prohibition of motor vehicles restriction	Question regarding how people will get to the Marriotts Way car park on Station Road	The prohibition of motor vehicles on Station Road/Felthorpe Road would contain an exemption for access to land and properties located within the length of the restriction. This includes access to the Marriotts Way car park.
Questions regarding the prohibition of motor vehicles restriction	Question regarding how the prohibition of motor vehicles restriction would be enforced	Enforcement of the prohibition of motor vehicles would be the responsibility of the police, and the level of enforcement would be dependent on its resources.

Topic	Specific Issues Identified	Applicant's Response
Questions regarding the traffic modelling	What assumptions were used when predicting where the traffic on Station Road has come from	The traffic model figures have been produced by a strategic transport model which meets DfT TAG Transport Appraisal Guidance requirements. The numbers have been rounded to the nearest 100 vehicles per day. The modelling has been updated for the planning application, taking into account revised assumptions for forecasting as published by DfT. The assumptions within the model on trip origins and destinations are derived from Mobile Network Data supplied by Telefonica containing records of local movements across the network detected by mobile phones in October 2019.
Questions regarding traffic modelling	Are the traffic modelling numbers shown per day, week, month or year?	The traffic modelling forecasts figures provided during the consultation were annual average daily flows (i.e. 24 hour average across a 7 day week period).
Other questions	What are the number of accidents on Station Road in last 5 years	There is one personal injury accident recorded on Station Road during the latest 5 year period for which data is available. The alternative proposal for Attlebridge was developed to mitigate the forecast increases in traffic using the road with the Proposed Scheme in place rather than address the number of existing accidents.
Other questions	Will Station Road receive the same level of maintenance	The level of routine maintenance is not expected to change as a result of the prohibition of motor vehicles restriction.
Other comments	Note that enforcement will be dependent on police resources	Enforcement of the prohibition of motor vehicles would be the responsibility of the police, and the level of enforcement would be dependent on its resources.