

St George's Barracks

Transport Assessments Review

COMHA3RCC001 / 001 / 02

15/07/2019





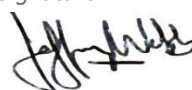
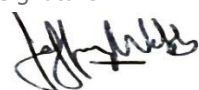


ameyconsulting



Document Control Sheet

Project Name:	Transport Assessments Review
Project Number:	COMHA3RCC001
Report Title:	St George's Barracks
Report Number:	001

Issue Status/Amendment	Prepared	Reviewed	Approved
01	Name: Elizabeth Elphick Signature:  Date: 04/07/2019	Name: Raymond Logan Signature:  Date: 5/7/19	Name: Jeff Webb Signature:  Date: 5/7/19
02	Name: Elizabeth Elphick Signature:  Date: 12/07/2019	Name: Jeff Webb Signature:  Date: 15/07/2019	Name: Jeff Webb Signature:  Date: 15/07/2019
	Name: Signature: Date:	Name: Signature: Date:	Name: Signature: Date:
	Name: Signature: Date:	Name: Signature: Date:	Name: Signature: Date:

Contents

1. Introduction.....	2
2. Transport Assessments Review	3
3. Summary.....	28

1. Introduction

- 1.1.1 Amey have been commissioned by Rutland County Council to review two Transport Assessments (TA's) undertaken by AECOM and Campbell Reith Hill LLP covering proposed development at St George's Barracks in Edith Weston, Rutland. The original AECOM TA was produced in support of the proposed development of 3570 residential units and 61,000m² Gross Floor Area of B1/B2/B8 employment. The Campbell Reith Hill LLP TA follows the previous TA and refines the development proposal to include the refurbishment of the existing shopping centre and the provision of up to 2,315 residential dwellings (C3), up to 62,200 sqm of commercial floorspace (office / general industry / light industrial / storage and distribution – use classes B1a/b/c, B2 and B8) as well as community facilities and associated retail spaces; and the replacement three form entry primary school.
- 1.1.2 This report sets out the headline findings of the review. The review takes each chapter of the TA's (and any supporting information within the appendices) in turn and identifies any specific sections of the report which are considered of particular importance or may require further information/discussion.
- 1.1.3 The following guidance has been used in evaluating the content of the TA;
<https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>
(Paragraph: 015 Reference ID: 42-015-20140306)
- 1.1.4 It should be noted this is a desktop review and a site visit has not been undertaken in the preparation of this review.
- 1.1.5 The review undertaken has addressed highway elements and has not focussed on planning policy aspects.

2. Transport Assessments Review

Issues Ranking Table				
Accept (A)	General Observation (GO)	More Information (MI)	Concern (C)	Significant Concern (SC)
This aspect of the analysis is accepted without modification.	An issue highlighted for information but does not require an action from the applicant.	An issue where there is insufficient information to determine whether or not something is acceptable.	An issue that should be addressed further but is likely to be resolved by a simple solution.	An issue that is fundamentally unacceptable and would require work to provide a solution.

Issue	AECOM TA (April 2018) - Summary Review Comment		Highway Authority Response/Action
Executive Summary			
1 Introduction			
GO	1.1	It would be advantageous to include a little more detail of the development within the opening paragraphs. The size and nature of the proposed development are not mentioned until chapter 5.	
GO		The timeframe that the assessment covers should be agreed with the local highway authority in consultation with the relevant transport network operators and service providers.	

2 Policy Review			
A	2.2	The 'National Planning Policy Framework' (NPPF) and the 'National Planning Practice Guidance' (NPPG) have been referenced in the preparation of the document.	
GO	2.2	Since the document was written in April 2018, a revised version of NPPF was published in July 2018. This may have implications for highway and transportation policy.	
GO	2.2.1 / 2.2.2	The National Policy section of the TA paragraphs 2.1 and 2.2 provide details of relevant guidance documents in advising the scope of the TA, they do not however provide details of the National Policy Context for the development itself.	
GO	2.3	Detailed policy analysis is outside the scope of this assessment, however further detail should be provided to show where the proposed development fulfils the relevant local policies.	
GO	2.4	What are the aims and objectives of the development and how does the proposed master plan help to deliver them?	
3 Baseline Condition			
GO	3.1	More information could be provided regarding neighbouring uses, amenity and character.	
A	3.1	Details are provided of footways, street lighting and speeds on local roads. It is noted that paragraph 4.2 details some of the amenities available within Edith Weston giving distances from the site.	
A	3.2	Traffic counts for October 2017 are reported for 7 key road links with a further link count taken from WebTRIS data referenced within the text (3.2.8).	

GO	3.2	No date is given for the WebTRIS data source in this section. Further detail is provided for the October 2017 counts in Chapter 7.2 and for the WebTRIS data source in 8.2.12, it would be helpful to cross reference these here.	
GO	3.2.4 to 3.2.18	No turning counts are provided within the context of 'Existing Highway Network'. These are reported in Appendix D, it would be helpful to cross reference this here.	
A	3.4	Accident data has been provided for a 5-year period between 2012 and 2016 in paragraph 3.4 with an accident plot in Appendix A, a summary is provided in 10.3.	
GO	3.4	It might be helpful to include the summary at the end of 3.4.	
GO		The 'National Planning Practice Guidance' (NPPG) states that the TA should include: " <i>data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area...</i> " No breakdown is given to indicate the vehicle type in particular HGV traffic generated by the development. Traffic generations given in subsequent chapter are 'worst case' scenarios and are not adjusted for any potential transfer to other modes.	
MI		A description of parking facilities in the area has not been provided. Given that the proposed development is a contained site which replaces all existing infrastructure it is likely that the only existing parking relevant to the development would be that provided for local amenities within Edith Weston.	
4 Sustainable Accessibility			
A	4.2	Details are provided of walking routes with reference to relevant policies.	

GO	4.3	Although the current local conditions are appropriate for cycling the development itself is likely to have some impact on this in terms of increasing the level of traffic on local roads and indeed the nature of the roads themselves.	
A	4.3	Paragraph 4.3 mentions a number of locations accessible by bicycle.	
GO	4.3	However, with the exception of Oakham, these locations appear to be villages with limited employment opportunities or amenities.	
A	4.4.1	Details are provided of local bus services relevant to the development.	
GO	4.4.1	No information has been provided on the occupancy of existing bus services and their ability, or otherwise, to accommodate new passengers.	
A	4.4.2	Details are provided of Rail provision in the area.	
GO	4.4.2	No mention is made of availability or cost of parking at the station in relation to onward journeys by rail.	
A	4.4.2	It is noted that Oakham station is at the upper limit for journeys made partly by bike.	
GO	4.4.2	It should perhaps also be noted that there is limited cycle parking available at the station with only 22 cycle spaces available although these are covered by CCTV.	
5 Development Proposals			
GO	5.1	The total for number of dwellings and employment land use has not been provided.	

A	5.2	Details are provided of the housing and employment land proposed and includes build out rates.	
GO	5.2	No mention is made here of the new primary school and the 'local centre' indicated in the 'High Level Masterplan' in Appendix A. Both of these scheme elements offer the opportunity to meet local plan objectives policy HT3 (ii) by 'minimising the need to travel' and should be highlighted.	
A	5.3 to 5.5	Proposed site accesses are indicated.	
MI		No mention is made of parking standards for the site and no parking calculations made to form a proposed parking strategy. Parking is referenced in the policy review HT4 and HT6 but no assurances are given that the proposed design meets the requirements of the policy.	

6 Trip Generation & Distribution			
A	6.2	Supporting details have been provided in Appendix C from the TRICS database to support the trip rates used. Without exact TRICS search criteria we have been unable to replicate the generation rates in the document. However, we have found the rates to be broadly appropriate. Full referencing of TRICS search criteria would be required for a more detailed TA.	
GO	6.2	Table 12 paragraph 6.2 does not report the 'Trip Rate Parameter'.	
GO	6.3	No specific number or percentages are given for the number of HGVs the site is expected to generate. B1 / B2 / B8 employment land is likely to generate HGV movements.	
A	6.4	Evidence has been provided of likely distribution of trips and the assumptions appear reasonable. Resultant traffic flows are reported in Appendix D and cross referenced here.	
GO		The current MOD land-use of the St Georges site is due to continue operation until 2020/2021. No calculation is reported to have been carried out to remove the trips currently generated by the site from the baseline data prior to the addition of the development trips. This would likely require counts to be carried out at all existing site entrance / exit points.	
A / GO		The 'National Planning Practice Guidance' (NPPG) states that the TA should include "a qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site". No breakdown is provided of modal split and all trips appear to be assumed to be motorised vehicles. It is likely that traffic generation has been overestimated which suggests that what is presented represents a robust assessment of likely impacts.	
7 Traffic Impact Assessment Scope			

GO	7.2	Can this be cross referenced to section 3.2. Further detail could be provided showing which sites were ATC and which were MCC.	
A	7.3	Assessment scenarios appear to be reasonable based on the anticipated build out rates given in paragraph 5.2.	
A	7.4	Consideration has been given to the peak travel times observed locally and these times have been used for assessment.	
A	7.5.1	<p>Amey have been unable to recreate the TEMPRO results reported in the TA and used in the traffic growth forecasts. In addition, it is unclear from the report where values for NTEM growth between 2017 and 2041 were calculated as NTEM as reported by TEMPRO version 7.2 is currently available to 2040. It is likely that these were manually calculated, or a proxy was used, if so details should be provided. However;</p> <ul style="list-style-type: none"> • AECOM have assumed higher growth factors than indicated by TEMPRO version 7.2. This being the case the assessments carried out can be deemed to be robust. • TEMPRO reports average peak hour growth between 2039 and 2040 as approximately 0.5%. Assuming a fairly consistent increase year on year the growth reported for 2041 seems reasonable if slightly higher than Temprom is currently suggesting. This being the case the assessments carried out can be deemed to be robust. 	
MI	7.5.2	The TA states that <i>"In order to provide a further degree of robustness to the estimated traffic growth, the growth factors from TEMPRO were compared with results generated by the traffic model produced by AECOM to test the Rutland Local Plan allocations."</i> No evidence is provided to demonstrate this match and may be required at a later stage.	
8 Traffic Impact Assessment			

MI	8.2	Appendix E not supplied with reviewed copy of the TA. Amey have not therefore given full consideration to junction modelling, comments relate only to the conclusions drawn from the results presented.	
A	8.2.1 to 8.2.3	A full assessment of the approach taken to assess Junction 1 has not been carried out, however the approach does appear reasonable, as do conclusions drawn from the assessment. For consideration: Were the interactions between the models taken into account? In example 1A traffic queueing on the central island section to turn northbound on the A6003 would block 1C traffic turning from the south into Lyndon Road. This is likely to be largely irrelevant given the statement <i>"If one element of the junction fails to operate satisfactorily, the junction as a whole is considered to fail."</i> Junction identified as requiring mitigation.	
A	8.2.4	Junction 2, conclusions drawn appear reasonable. Junction identified as requiring mitigation.	
A	8.2.5	Junction 3, conclusions drawn appear reasonable.	
A	8.2.6	Junction 4, conclusions drawn appear reasonable.	
A	8.2.7	Junction 5, conclusions drawn appear reasonable. Junction identified as requiring mitigation.	
A	8.2.8	Junction 6, conclusions drawn appear reasonable. Junction identified as requiring mitigation.	
A	8.2.9	Junction 7, conclusions drawn appear reasonable.	
A	8.2.10	Junction 8, conclusions drawn appear reasonable. Junction identified as requiring mitigation although stated to be already incorporated into the Masterplan for the site.	
A	8.2.11	Junction 9, conclusions drawn appear reasonable. Junction identified as requiring mitigation.	

GO	8.2.12	Junction 10, no junction assessment appears to have been carried out in this location. Percentage increases have been calculated using WebTRIS data plus development flows.	
GO	8.3	Has consideration been given to any construction trips which fall within the assessed peaks? If so, do the additional construction trips, albeit temporary, form a part of the base + development traffic for the years in which active construction continues? The TA states that HGV movements will be managed within a CTMP.	
GO		The 'National Planning Practice Guidance' (NPPG) states that the TA should include " <i>an assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas)</i> ". Should the TA provide detail regarding Rutland Water and the likely impact of the development?	
9 Proposed Mitigation			
A	9.2	Details are provided of where junction improvements are indicated as mitigation for the development.	
GO	9.2.1 to 9.2.5	All junction assessments have been re-run to assess the suitability of the proposed designs. These assessments demonstrate that a suitable design capable of carrying the additional traffic is possible, but not the feasibility of the design; constraints are likely to exist. In example; do any of the proposed designs require 3 rd party land?	
A	9.3	Walking and cycling both internally to the site and links to the surrounding area are incorporated into the design considerations.	
A	9.3	An increase to bus frequency (route 12) is proposed.	

GO	9.3	However new bus stops or route amendments are not discussed. The nearest bus stop 'The Wheatsheaf' in Edith Weston, although recorded as being approximately 400m to the west of the site, is potentially in excess of 1.4km – 1.6km from the furthest reaches of the site. The 'future satellite settlement' location is over 2km from the nearest bus stop.	
A	9.3	The TA states that consideration should be given of the viability of re-introducing a rail station and associated facilities at Luffenham.	
A	9.5	Indicative costs of the recommended mitigations are given.	
10 Summary & Conclusions			
GO	10.2	As referenced with regard to 2.2.1 the TA does not contextualise the development with regard to National government policy.	
Appendices			
A	A	Accident plotting, site Masterplan and junction designs for junctions identified as requiring mitigation.	
A	B	Details of Development Build out rates and calculated trip generations.	
A	C	TRICS outputs.	
A	D	Flow diagrams for all scenarios.	
MI	E	Modelling outputs have not been provided with the supplied version of the TA.	

Issue	Campbell Reith Hill TA (November 2018) - Summary Review Comment		Highway Authority Response/Action
1 Introduction			
A	1.2	Description of proposed development, including number of units and business floor space.	
A	1.3	Document references cited.	
2 Project Background			
A	2.1 – 2.8	Sets out the site history and current status.	
3 Community Engagement			
A	3.1 – 3.5	Public engagement exercise undertaken, and outcomes used to inform masterplan.	
A	3.6	Public engagement used to help identify and address any shortfall in public transport capacity.	
4 Planning Context			
A	4.1.1 – 4.1.6	National policy’s relevant to the development have been highlighted.	
GO	4.1.1 – 4.1.6	How does the development Masterplan respond to relevant government planning policy guidance and statements?	
A	4.2.1 – 4.2.3	The Local Plan where it relates to the development of St George’s Barracks has been highlighted.	

GO	4.2.2	The policy document has not reproduced well and is difficult to read.	
GO	4.2.2	How does the development Masterplan seek to respond to relevant local policy?	
5 Existing Conditions			
5.1 The Existing Site			
A	5.1.1	Site location is given in relation to nearby towns and villages.	
A	5.1.2	Amenities within Edith Weston and North Luffenham are not detailed here. It is noted that further information is supplied regarding the immediate locality and the character of the area in 5.3.	
A	5.1.2	Amenities within nearby Oakham are detailed.	
A	5.1.3	Existing accesses detailed.	
A	5.1.3	Existing functional classification of the nearby road network is detailed 5.7 to 5.11, it might be helpful to mention that the two roads where vehicular accesses are currently located are non-classified minor roads.	
5.2 Existing travel patterns			
GO	5.2.1 – 5.2.4	Values reported for travel to work via sustainable modes of transport appear high especially given the rural nature of the area in question. Amey have not been able to reproduce similar values using reported statistics on the Nomis site. Evidence of Nomis data could be included in the appendices to clarify.	
5.3 The surrounding area			
A	5.3.1 – 5.3.6	Detailed description of surrounding area including map showing the site in relation to local amenities. Mention is made of Rutland Water and it's importance as a water supply, tourist attraction and SSSI.	
5.4 Public transport			

A	5.4.1 – 5.4.4	Bus and Rail services detailed. Including some of the limitations.	
GO	5.4.1	It should be noted that the nearest bus stop 'The Wheatsheaf' in Edith Weston is potentially in excess of 1.6km from the furthest reaches of the site.	
GO	5.4.2	Map has not reproduced well.	
GO		No information has been provided on the occupancy of existing bus services and their ability, or otherwise, to accommodate new passengers.	
GO		No mention is made of availability or cost of parking at the station in relation to onward journeys by rail.	
5.5 Walking			
A	5.5.1 – 5.5.2	Details of walking provision supplied along with 5, 10- and 15-minute walking isochrones.	
GO	5.5.2	Figure 2 has not reproduced well here though it is noted that a clearer version is included in the Appendix.	
GO		No indication is given of the current levels of usage of the existing paths and routes.	
5.6 Cycling			
A	5.6.1 – 5.6.3	Details of cycling provision supplied along with 5, 10- and 15-minute cycling isochrones.	
GO	5.6.3	Figure 3 has not reproduced well here though it is noted that a clearer version is included in the Appendix.	
GO		No quantification is given of the current levels of usage of the existing cycle provision.	
5.7 The Local Road Network			

A	5.7.1 - 5.9.25	Full descriptions including speed limits and peak hour traffic flows are included for an appropriate selection of local roads.	
GO	5.7.1	It would be a good idea to include the A roads in this list.	
5.10 Strategic Roads			
A	5.10.1 – 5.10.2	A section of the A1 is highlighted for further examination.	
GO	5.11	Traffic data not yet obtained and included here.	
5.12 Traffic Assignment			
A	5.12.2	Turning counts have been collected for 13 key junctions, large number of junctions assessed provides a good level of assurance around the likely impacts of the development on the surrounding network.	
A	5.12.3	Details have been provided of when counts were collected.	
GO	5.12.3	Details could also be supplied regarding the methodology of the data collection.	
GO	5.12.4	A map showing the location of the junctions assessed is provided, although not all location markers are clear.	
5.13 Junction Assessment			
GO	5.13.1	Appendix 6 not supplied with reviewed copy of the TA. Amey have not therefore given full consideration to junction modelling, comments relate only to the conclusions drawn from the results presented.	
GO		The 'National Planning Practice Guidance' (NPPG) states that the TA should include: "data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area..." No breakdown is	

		given to indicate the vehicle type. HGV traffic may be of particular importance given the business elements of the proposed development.	
GO	5.13.1	Full version details for Junctions 8 and LinSig should be included. It is likely that these are available in Appendix 6 but Amey have been unable to review this appendix.	
A	5.13.1 – 5.13.5	Assumptions and parameters for junction assessments clearly laid out	
GO	5.13.4	<p>This paragraph states: 'These junctions were assessed through the April 2018 Transport Assessment and therefore a check has been applied to these rather than re-running the relevant junction modelling process.' This is taken to mean that these results are the same results as reported in the AECOM report dated April 2018, however results in the subsequent tables whilst not dissimilar do not match those presented in that report. It is noted that AECOM report that junctions 9 was used in their assessments whilst junctions 8 was used here and in subsequent future scenarios.</p> <p>Whilst validation of the AECOM results using junction 8 is appropriate, it would be judicious to report the results as originally published given that it states that models have not been re-run. However, it is accepted that in order that results are comparable with the future scenarios the same software version should be used. Clarification should be given here. Baseline traffic counts used appear to be the same October 2017 counts.</p>	
GO	5.13.6	This paragraph states that 'Each of the junctions have been assessed in the Base Year 2025' most subsequent tables are referenced as 2024.	
GO	5.13.7 – 5.13.26	Individual summary tables should be labelled making it clear what software and version were used to calculate the results.	
GO	5.13.7	In the April 2017 AECOM TA, this junction was assessed as three separate junctions due to the complexity of movements through the junction. It is assumed that the same approach was taken here but this is not apparent from the results reported here.	
A	5.13.8	Junction 1, conclusions drawn appear reasonable based on results presented.	

A	5.13.9	Junction 2, conclusions drawn appear reasonable based on results presented.	
A	5.13.10	Junction 3, conclusions drawn appear reasonable based on results presented.	
A	5.13.11	Junction 4, conclusions drawn appear reasonable based on results presented.	
A	5.13.13	Junction 5, conclusions drawn appear reasonable based on results presented.	
A	5.13.15	Junction 6, conclusions drawn appear reasonable based on results presented.	
A	5.13.17	Junction 7, conclusions drawn appear reasonable based on results presented.	
A	5.13.19	Junction 8a, conclusions drawn appear reasonable based on results presented.	
A	5.13.21	Junction 9, conclusions drawn appear reasonable based on results presented.	
A	5.13.22 – 5.13.24	Junction 10, the report does not contain any results for this junction. 'It is intended that following the submission of this Transport Assessment, discussions with Highways England be undertaken to discuss the potential impact on the Strategic Road Network.'	
A	5.13.26	Junction 12, conclusions drawn appear reasonable based on results presented.	
A		Junctions 8 & 11 are new access points for the site and therefore do not appear in the base data.	
5.14 Collision Data			
A	5.14.1	Summary of AECOM report collision data. It is assumed that the intention is to read this report in conjunction with the AECOM report? Would it perhaps be better to reproduce the AECOM data here?	
GO	5.14.2	2017 collisions have been examined and are reported. No additional commentary is provided.	
6 Development Proposals			

6.1 The Development Proposals			
A	6.1.1 – 6.1.3	Scale of development clearly outlined.	
A	6.1.4- 6.1.8	Access to the site and its connectivity with the surrounding area outlined including improvements and traffic calming proposed for the existing network.	
6.2 Parking			
A	6.2.1 – 6.2.4	Parking to be provided with regard to Rutland County Council parking standards. Cycle parking and electric vehicles also considered.	
6.3 Public Transport			
A	6.3.1 – 6.3.3	Improvements to bus services and the provision of new bus stops. residential Travel Planning and ways of encouraging bus use.	
6.4 Walking and Cycling			
A	6.4.1 – 6.4.5	Evidence provided that walking and cycling have been considered and catered for in the design of the development.	
7 Development Scenarios			
7.1 Assessment Scenarios			
A	7.1.1 – 7.1.3	Three potential scenarios clearly outlined.	
7.2 Growth factors			
A	7.2.1	Years selected are appropriate to the phasing of the programme.	

GO	7.2.2	Tempo values closely match those Amey have calculated. It would be advisable to record here all parameters selected and assumptions made to enable values to be matched entirely.	
A	7.2.3	Resultant traffic figures are referenced to Appendix 1.	
7.3 Build Out Assumptions			
A	7.3.1 – 7.3.3	Build out rates detailed.	
GO	7.3.2	Table 7.3 labelled 'Trip Rates' but values reported are trips. Cross referenced to appendices.	
A	7.3.2	Please see comments below in Chapter 8 regarding TRICS.	
7.4 Phasing			
A	7.4.1 – 7.4.2	Consideration given to phasing to minimise impact.	
7.5 Linked Trips			
A	7.5.1 – 7.5.2	Consideration given to likely reduction in overall trips expected to be generated as a result of linked trips.	
8 Trip Generation and Distribution			
8.1 Trip generation			
A	8.1.1 – 8.1.5	TRICS rates reported by proposed land use and cross referenced to full details in Appendix 3.	
A	8.1.1 – 8.1.3	Amey are using a newer version of TRICS and have been unable to precisely replicate the rates reported in tables 8.1 to 8.4 based on the parameters as reported within the body of the text and on the TRICS data sheet in Appendix 3. However, comparing the trips	

		calculated using the two sets of rates results in very little overall difference in trips generated by the residential elements of the development. Sufficient evidence of trip generation methodology is provided, and rates used are considered to be reasonable.	
A	8.1.3 – 8.1.5	<p>Amey are using a newer version of TRICS and have been unable to precisely replicate the rates reported in table 8.5 based on the parameters as reported within the body of the text and on the TRICS data sheet in Appendix 3. However, comparing the trips calculated using the two sets of rates results in very little overall difference in trips generated by the employment elements of the development. Sufficient evidence of trip generation methodology is provided, and rates used are considered reasonable.</p> <p>The current MOD land-use of the St Georges site is due to continue operation until 2020/2021. No calculation is reported to have been carried out to remove the trips currently generated by the site from the baseline data prior to the addition of the development trips. However, counts have been carried out at the existing site entrance / exit points which would enable this to be done.</p> <p>Trip generations given are 'worst case' scenarios and are not adjusted for any potential transfer to other modes.</p>	
8.2 Trip distribution			
A	8.2.1 – 8.2.13	Not enough evidence is provided to enable checks to be made on the results, however the methodology detailed appears to be sound.	
9 Future Year Assessment			
9.1 Assessment Scenario 2031			
GO	9.1.1	For clarity individual tables should be labelled with software and version used.	
A	9.1.2	As for baseline assessments commentary is provided only on the results as reported and conclusions drawn.	
A	9.1.4	Junction 1, conclusions drawn appear reasonable based on results presented.	
A	9.1.6	Junction 2, conclusions drawn appear reasonable based on results presented.	

A	9.1.8	Junction 3, conclusions drawn appear reasonable based on results presented.	
A	9.1.10	Junction 4, conclusions drawn appear reasonable based on results presented.	
A	9.1.12	Junction 5, conclusions drawn appear reasonable based on results presented.	
A	9.1.14	Junction 6, conclusions drawn appear reasonable based on results presented. Junction identified as requiring mitigation.	
A	9.1.17	Junction 7, conclusions drawn appear reasonable based on results presented.	
A	9.1.18 – 9.1.19	Junction 8a, no results presented as junction will need to be redesigned to an appropriate standard.	
A	9.1.21	Junction 9, conclusions drawn appear reasonable based on results presented.	
A	9.1.22 – 9.1.23	Junction 10, no results presented but highlighted for further work.	
GO	9.1.25	Table 9.17 incorrectly labelled as junction 8a.	
A	9.1.26	Junction 11, conclusions drawn appear reasonable based on results presented.	
A	9.1.28	Junction 12, conclusions drawn appear reasonable based on results presented.	
9.2 Summary of Highway Impacts (2031)			
A	9.2.1 – 9.2.5	Identification of required mitigation based on 2031 assessment.	
9.3 Assessment Scenario 2036			
A	9.3.1 – 9.3.2	As for baseline assessments commentary is provided only on the results as reported and conclusions drawn.	

A	9.3.4	Junction 1, conclusions drawn appear reasonable based on results presented. Junction identified as requiring mitigation.	
A	9.3.6	Junction 2, conclusions drawn appear reasonable based on results presented.	
A	9.3.8 – 9.3.9	Junction 3, conclusions drawn appear reasonable based on results presented. Junction identified as requiring mitigation.	
A	9.3.11	Junction 4, conclusions drawn appear reasonable based on results presented.	
A	9.3.13	Junction 5, conclusions drawn appear reasonable based on results presented.	
GO	9.4	Paragraph numbering?	
A	9.4	Junction 6, conclusions drawn appear reasonable based on results presented. Junction identified as requiring mitigation.	
A	9.4.2	Junction 7, conclusions drawn appear reasonable based on results presented.	
A	9.4.3 – 9.4.4	Junction 8a, no results presented as junction will need to be redesigned to an appropriate standard.	
A	9.4.6	Junction 9, conclusions drawn appear reasonable based on results presented.	
A	9.4.7 – 9.4.8	Junction 10, no results presented but highlighted for further work.	
A	9.4.11	Junction 11, conclusions drawn appear reasonable based on results presented.	
GO	9.5	Numbering convention changed.	
A	9.5.2	Junction 12, conclusions drawn appear reasonable based on results presented.	
9.6 Summary of Highway Impacts (2036)			

A	9.6.1 – 9.6.4	Identification of required mitigation based on 2036 assessment.	
10 Sustainable Development Opportunities			
10.1 Integrated Bus Links			
A	10.1.1 – 1.1.5	Outline details provided of new connected bus services forming a part of the site planning.	
10.2 Park and Ride Site			
A	10.2.1 – 10.2.2	Land set aside for Park and Ride site to Rutland Water with 150 parking spaces.	
GO	10.2.1 – 10.2.2	Are there likely to be any impacts on the local road network of diverting trips from the existing Rutland Water car Park to the park and ride site?	
10.3 Car Club			
A	10.3.1 – 10.3.3	Outline details provided of planned car club.	
10.4 Walking and Cycling			
A	10.4.1 – 10.4.4	Walking and cycling internal links and connectivity to existing network considered including potential changes to the road network.	
A	10.4.1 – 10.4.4	Consideration appears to have been given to the likely impact of the development on currently good cycling conditions in the area and recognition given to the need to provide appropriate mitigation.	

10.5 Electric Vehicles			
A	10.5.1 – 10.5.3	Consideration is given to providing for electric vehicles both residentially and commercially.	
11 Residual Impacts and Mitigation			
11.1 Walking			
A	11.1.1 – 1.1.2	Appropriate considerations have been made with regard to walking.	
11.2 Cycling			
A	11.2.1 – 11.2.3	Appropriate considerations have been made with regard to cycling.	
11.3 Public Transport			
A	11.3.1 – 11.3.2	Appropriate considerations have been made with regard to public transport.	
11.4 Parking			
A	11.4.1 – 11.4.3	Appropriate considerations have been made with regard to parking.	
11.5 Road Network & Junction operation			
A	11.5.1	Details are provided of where junction improvements are indicated as mitigation for the development.	

A	11.5.1 - 11.5.27	All junction assessments have been re-run to assess the suitability of the proposed designs. These assessments demonstrate that a suitable design capable of carrying the additional traffic is possible.	
A	11.5.1 - 11.5.27	Consideration has been given to physical constraints which could potentially impact on the practical feasibility of the design, including current land ownership.	
11.6 Summary of Mitigation Measures			
A	11.6.1	All required measures outlined. Details not provided for management of construction traffic.	
12 Summary and Conclusions			
A	12.1 – 12.9	Summary of findings and conclusions.	
GO	12.5	Table labelled 'trip rates' rather than 'trips'.	
12.10 Next Steps			
A	12.11 – 12.14	Several further actions reported.	

3. Summary

3.1.1 For the purpose of allocation in the Local Plan, the submitted TA's are detailed and provide a robust reassurance that any issues would be able to be addressed in a more detailed TA at the time of planning application.

3.1.2 Trip generations and the growth factors used appear to be reasonable within the context of the stated purpose of the TA's.

3.1.3 It is likely that the development impacts have been overestimated in the approach taken, for a number of reasons;

- The TEMPRO factors appear to be higher (in AECOM TA) than those currently reported;
- Trips generated by the existing land use have not been removed from the final calculations of trips, and
- No vehicle trips have been assumed to transfer to other modes.

A breakdown by vehicle type would however be of assistance as HGV movements may potentially be high with this development.

3.1.4 The wide area and large number of junctions assessed provides a good level of assurance around the likely impacts of the development on the surrounding network.