

Technical Note 1

Project: Land North of Stamford	Lead Development Officer: Ian Field
Location: Stamford	Lead Transport Officer(s): Karl Gibson
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Introduction

WSP were commissioned in 2017 under the Lincolnshire County Council Technical Services Partnership to develop and update the Stamford Transport Model to help provide evidence in support of a land allocation known as The Land North of Stamford Development. This comprises two residential-led developments – one in South Kesteven for up to circa 1350 dwellings, and one immediately to the west of this in Rutland for up to 650 dwellings.

The Land North of Stamford is being assessed as part of the Local Plan Reviews of both South Kesteven and Rutland County Council. The evidence provided will inform the decision to include this allocation in the forthcoming Local Plans. In addition, this work will provide information to inform more detailed transport assessment work in support of potential future planning applications for the development.

In addition to the development plans, a link road that provides access to the development could be included as part of the coordinated approach, which would run from the B1081 Casterton Road in the west, to the A6121 Ryhall Road in the east.

This work represents a high level traffic modelling exercise to provide evidence for the Local Plan Review process to support the Stamford North allocation in the Local Plans. The reporting within the documents covers the impact on the local highway network managed by the local Highways Authority only. Further detailed work is likely to be required to satisfy Highways England's requirements as to the impact on the A1. Subsequent more detailed work will be required to support any future planning applications with particular emphasis on the phasing of development linked to the delivery of the proposed link road.

Reporting

WSP's reporting of this includes a Local Model Validation Report (LMVR), and Forecasting Reports.

The LMVR describes the development of the updated model and its validation against observed traffic data. It concludes that the model validates to an acceptable level such that it:

- is appropriate for use in terms of its ability to replicate existing traffic movements within the town centre and areas adjacent to the future development;
- forms a suitable platform from which forecast year models can be developed;
- provides the required level of rigour and assurance, including model validation, to underpin investment decisions.

A draft Forecast Report was produced which describes the input, assumptions and procedures involved in setting up and running the future year forecasts for the Stamford Model, along with the demand and assignment results of these forecasts.

This was supplemented by a Forecast Scenario Update Report which amended the future year base model forecasting to incorporate the land West of Stamford (Exeter Fields) as committed development, and provided further information regarding the likely traffic impact of the proposals for the Land North of Stamford.

The results of the modelling may be summarised as follows:

- Peak hour traffic growth between the Base Year (2016) and 2036 Do Minimum (i.e. excluding Land North of Stamford) is forecast to be between 12% (AM) and 10% (PM).
- Peak hour traffic growth 2036 between Do Minimum and Do Something as a result of the proposals (i.e. with Land North of Stamford) is forecast to be around 10% (AM) and 10% (PM).
- Of the total forecast growth to 2036, around half is base traffic growth and committed development happening anyway (e.g. West Stamford), and the other half arises from the development of the Land North of Stamford.
- As a measure of overall network conditions, average network speeds do not change between the Do Minimum and Do Something scenarios in 2036 (i.e. as a result of the development and the link road).
- The future development will bring additional traffic to Stamford however, the proposed road will relieve congestion in the town centre;
- The model outputs are considered satisfactory and no significant negative impact on the current roads within Stamford has been observed at the strategic level.

Overall, therefore, these results show that this development and the link road at worst mitigate the proposed impact and actually shows some extra benefit to traffic flows in the centre of Stamford. This high level assessment would be enhanced by more detailed assessment to support any future planning applications. This would address the detail of site accesses together with an assessment of more localised junction improvements that would demonstrate a greater level of overall benefit to Stamford from the provision of the link road across the north of the town.



For Director of Environment and Economy