

Your ref:

Our ref: 38450/NTN/LETTERS/RSH/SND/LP



13 March 2018

Rutland County Council
Planning Policy
Catmose Street
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LE15 6HP

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Dear Sirs,

**RE: DRAFT LOCAL PLAN – PROPOSED ALLOCATIONS – SUPPLEMENTARY HIGHWAYS
EVIDENCE: RUTLAND – POLICY RLP13 – CROSS BOUNDARY DEVELOPMENT
OPPORTUNITY – STAMFORD NORTH**

As part of the transport-related evidence base supporting the emerging South Kesteven and Rutland Local Plans, WSP, under the Lincolnshire County Council Technical Services Partnership, produced an updated transport model for Stamford in 2017.

This has been used to provide evidence to support the proposed allocation of land at Stamford North (across both South Kesteven and Rutland) for residential-led mixed use development. This will also include a new road connection between Ryhall Road in the east and the Great North Road to the west.

Model Reporting and Results

WSP's reporting of the updated Stamford Transport Model includes a Local Model Validation Report (LMVR, January 2018 v03) and Forecasting Reports which were issued by Lincolnshire County Council to Rutland County Council and South Kesteven District Council on 15 March 2018.

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 Forecast Report (January 2018 v02) 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 (January 2018 v03) which amended the future year base model forecasting to incorporate the land at Stamford West (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:

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A list of members' names is open to inspection at our registered office.



- 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. Stamford West), 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 mitigates the proposed impact but actually shows some extra benefit to traffic flows in the centre of Stamford. This high-level review would be enhanced by more detailed technical assessment work 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.

Access to the Strategic Highway Network

In addition to the above, Peter Brett Associates (on behalf of the promoters of the land at Stamford North) have undertaken further work relating to access to the strategic highway network, providing further evidence to support the proposed allocations within the South Kesteven and Rutland Local Plans.

Extensive dialogue with the Highway Authorities was undertaken, resulting in Peter Brett Associates (PBA) submitting two technical reports to Highways England (in March 2017 and January 2018) relating to the issue of the proposed allocation highway access to the A1.

This work identified that, due to the current substandard layout of the A1/ A606 Empingham Road access and the impact of further general traffic growth in the area, improvements would be required to this junction irrespective of specific development proposals / Local Plan allocations. The proposed allocation of land at Stamford North, together with the proposed link road across the northern side of the town, therefore provides the opportunity for this issue to be addressed.

PBA issued the “A1 Access Report Update” to Highways England in January 2018, which was informed by the use of the updated Stamford transport model. This assessed the impact of the proposed allocations at Stamford North together with the proposed link road across the north of the town. It also set out a number of options for improvements at the A1/ A606 Empingham Road junction.

The report has been reviewed by Highway England and their consultants AECOM, and this review concluded that:

- The technical information provided (including the updated Stamford transport model upon which it is based) is both suitable and acceptable;



- Although further assessment work is required to provide more detail to support Departures from Standard applications in due course, appropriate improvements are possible to the layout at the A1 / A606 Empingham Road junction;
- The need for any lane gains/drops of the current merges and diverges at the A1 / A606 Empingham Road Junction has been ruled out and agreed as a result of the review and on-going dialogue; and
- Potential mitigation options at the A1 / A606 Empingham Road Junction have been discussed and reviewed. A viable mitigation strategy that can be achieved has been agreed with Highways England.

This additional evidence was discussed and its conclusions agreed during the monthly Stamford North meeting held at SKDC Offices on 21st February 2018 and attended by representatives from Burghley Estates, Larkfleet Homes, Savills, SKDC, AECOM (on behalf of Highways England) and PBA. It assists in demonstrating that, with specific access to the A1, the proposed allocation of Stamford North in both the South Kesteven and Rutland Local Plans is appropriate from a highway-related perspective. Indeed, the proposed allocation provides the opportunity to improve access to the A1 and more widely delivers transport-related benefits to Stamford as a whole.

Should any further information or clarification be required please do not hesitate to contact me.

Yours faithfully

S Davis

Simon Davis
Director
For and on behalf of
PETER BRETT ASSOCIATES LLP

c.c. South Kesteven District Council
Highways England
Lincolnshire County Council