

TECHNICAL NOTE – Traffic Figures (Percentage Change)

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This document has been prepared to supplement the Transport Assessment and is submitted to PCC for their approval.

Purpose

The purpose of this Technical Note is to respond to comments that have been provided by Plymouth City Council (PCC) regarding traffic data relating to the proposed Energy from Waste CHP facility at Devonport Dockyard North Yard, Plymouth. In particular, this Technical Note responds to the correspondence received from PCC, dated 12th August 2011.

Introduction

URS Scott Wilson prepared a Transport Assessment (TA) on behalf of MVV Umwelt GmbH in support of a planning application for an Energy from Waste Combined Heat and Power (EfW CHP) facility at North Yard, Devonport in May 2011.

The assessment was prepared on the basis of an agreed TA Scope in addition to a number of consultations and meetings which were held with officers of PCC, throughout the preparation of the TA.

As such, the TA included details of the 2010 Observed traffic flows, 2011 Baseline traffic movements and the 2014 Do Minimum and 2014 Do Something forecast scenarios.

According to comments received from PCC on 15th June 2011, it was noted:

'I [PCC] am assuming that the traffic surveys conducted by SW recorded the number of existing HGV movements taking place through the junctions that have been modelled? If this is the case then I would suggest that this information be provided so that the number of HGV movements associated with the EfW facility can be compared (in respect of numbers and percentages) with the existing number of HGV movements on the local highway network so that the percentage impacts can be ascertained'.

Further information is therefore provided within this Technical Note. Whilst the comparison between the 2014 Do Minimum (without development) and 2014 Do Something (with development) scenarios can be made directly, it should be borne in mind that alternative comparisons made between the Do Something case and other scenarios will not show the impact of the development in isolation. Any such analysis will not therefore form a robust basis for the purposes of assessing the impact of the 'with development' situation.

Traffic Figures

PCC has requested that a comparison be made between the 2014 Do Something traffic figures (with development) and the without development (2014 Do Minimum) scenarios, as well as the cases for 2010

Observed and 2011 Baseline. This information is therefore presented for total vehicle movements as well as for HGV movements in isolation, as requested by PCC.

TABLES 1 to 4 show the percentage change of the generated development traffic on 2014 Do Minimum, 2011 Baseline and the 2010 Observed flows.

Table 1: All Traffic % Change at Saltash Road

	AM	PM	12hr
2010 Observed	2322	2572	22576
2011 Base	2340	2592	22750
2014 Do Min	2405	2663	23365
2014 Do Something	2413	2670	23453
Impact (%) Observed / Do something	3.91	3.79	3.88
Impact (%) Baseline / Do Something	3.10	3.00	3.09
Impact (%) 2014 Do min / Do something	0.31	0.24	0.38

Table 2: All Traffic % Impact at Wolseley Rd / A3064

	AM	PM	12hr
2010 Observed	2701	3462	28175
2011 Base	2722	3489	28392
2014 Do Min	2798	3584	29159
2014 Do Something	2827	3610	29474
Impact (%) Observed / Do something	4.66	4.27	4.61
Impact (%) Baseline / Do Something	3.86	3.47	3.81
Impact (%) 2014 Do min / Do something	1.04	0.73	1.08

Table 3: All Traffic % Impact at Carlton Terrace

	AM	PM	12hr
2010 Observed	2175	2653	20806
2011 Base	2192	2673	20966
2014 Do Min	2253	2747	21533
2014 Do Something	2274	2765	21749
Impact (%) Observed / Do something	4.55	4.22	4.53
Impact (%) Baseline / Do Something	3.74	3.44	3.73
Impact (%) 2014 Do min / Do something	0.93	0.66	1.00

Table 4: All Traffic % Impact at the A38 junctions

	AM	PM	12hr
2010 Observed	1873	2381	18077
2011 Base	1888	2399	18216
2014 Do Min	1940	2465	18709
2014 Do Something	1961	2483	18919
Impact (%) Observed / Do something	4.70	4.28	4.66
Impact (%) Baseline / Do Something	3.87	3.49	3.86
Impact (%) 2014 Do min / Do something	1.08	0.73	1.12

From the information shown in **TABLES 1 to 4** it is clear that the percentage change between the Do Min and the Do something is below or just over 1% at all of the junctions. The largest impact is at the A38 junctions when a 12 hr flow is considered. This impact however is very low at 1.12%. For clarity the percentage changes of the generated development HGV traffic on 2014 Do Minimum, 2011 Baseline and the 2010 Observed flows are displayed in **TABLES 5 to 8**.

Table 5: HGV % Impact at Saltash Road

	AM	PM	12hr
2010 Observed	32	11	328
2011 Base	32	11	331
2014 Do Min	33	11	339
2014 Dev HGVs	4	4	72
2014 Do Something	37	15	411
Impact (%) Observed / Do something	15.44	36.11	25.43
Impact (%) Baseline / Do Something	14.55	35.07	24.47
Impact (%) 2014 Do min / Do something	11.44	31.46	21.19

Table 6: HGV % Impact at Wolseley Rd / A3064

	AM	PM	12hr
2010 Observed	51	26	481
2011 Base	51	26	485
2014 Do Min	53	27	498
2014 Dev HGVs	18	16	265
2014 Do Something	71	43	762
Impact (%) Observed / Do something	39.81	66.16	58.51
Impact (%) Baseline / Do Something	38.72	64.90	57.31
Impact (%) 2014 Do min / Do something	34.96	60.49	53.16

Table 7: HGV % Impact at Carlton Terrace

	AM	PM	12hr
2010 Observed	50	24	459
2011 Base	50	24	463
2014 Do Min	52	25	475
2014 Dev HGVs	14	12	184
2014 Do Something	66	37	659
Impact (%) Observed / Do something	32.05	54.69	43.62
Impact (%) Baseline / Do Something	31.02	53.51	42.53
Impact (%) 2014 Do min / Do something	27.47	49.40	38.77

Table 8: HGV % Impact at A38 Junctions

	AM	PM	12hr
2010 Observed	45	20	400
2011 Base	45	20	403
2014 Do Min	47	21	414
2014 Dev HGVs	14	12	178
2014 Do Something	60	33	592
Impact (%) Observed / Do something	34.42	64.33	48.11
Impact (%) Baseline / Do Something	33.38	63.07	46.98
Impact (%) 2014 Do min / Do something	29.77	58.71	43.11

The proportional increase in HGVs for the junctions within the agreed study area is shown in **TABLES 5 to 8**. In general the percentage impact of HGV's at these junctions is in the PM peak. The largest increase in vehicles is in the PM peak at the Wolseley Road /A3064 junction with a 60.49% increase in HGVs. This increase looks high, however it should be noted that actually represents 16 HGV's, which equates to an HGV every 3 to 4 minutes.

Summary

URS Scott Wilson prepared a Transport Assessment (TA) on behalf of MVV Umwelt GmbH in support of a planning application for an Energy from Waste Combined Heat and Power (EfW CHP) facility at North Yard, Devonport in May 2011.

Since the submission of the TA which accompanied the planning application, comments have been received from PCC in an email dated 12 August 2011, and further information relating to this has been provided herein specifically concerning the percentage change in traffic flows.

Whilst the comparison between the 2014 Do Minimum (without development) and 2014 Do Something (with development) scenarios can be made directly, it is re-emphasised that alternative comparisons made between the Do Something case and other scenarios will not show the impact of the development in isolation. Any such analysis will not therefore form a robust basis for the purposes of assessing the impact of the 'with development' situation.