

Technical Note 24

Project: Wisbech Area Transport Study & Mitigation Strategy

Subject: Explanatory Note

Date: January 2013

1. Introduction

This Technical Note provides a brief explanation of the Wisbech Area Transport Study work and the Wisbech Transport Mitigation Strategy. It also adds as a guide to explain the different reports and documents that are provided as part of the outputs for the study.

2. Background

What is the Wisbech Area Transport Study?

The Wisbech Area Transport Study involves the commissioning, building and testing of a traffic model. The model is to assess the transport implications for different scales of housing and job growth in Wisbech up to 2031. The outcomes of the testing are to support the Fenland District Council Core Strategy.

What is the Wisbech Transport Mitigation Strategy?

Since 2009 a range of traffic modelling has been undertaken to assess different scales of housing and job growth. The results of this modelling work are set out in a range of technical notes and reports that form part of the study. It is however clear from the different modelling runs that there are problems and congestion on the transport network in Wisbech that will need to be addressed. It is clear that transport mitigation measures will be needed in a number of key locations to reduce the transport issues associated with the development traffic. Work has been undertaken to put together a package of schemes that will address the transport issues, it is known as the Wisbech Transport Mitigation Strategy.

3. Reports and Documents that form part of the Study

A large number of reports and documents make up the work that has been completed as part of the Wisbech Area Transport Study and the Wisbech Transport Mitigation Strategy. Below is a list of each of the reports with a brief summary of what is contained in each document.

Data Collection Report

In order to build a traffic model, information and figures are needed about traffic levels on key roads and junctions. This is to ensure that the traffic model replicates the road network and its use during the year in which it is built. The data collection report sets out the key information that was collected including the survey results to enable the Wisbech traffic model to be built.

Local Model Validation Report (LMVR)

As stated above the traffic model must replicate the current road network and its use during the year in which it was built. This is known as a base year. The base year for the Wisbech Area Transport Study is 2008. In order to ensure that the traffic model is performing as expected a series of processes and tests will be performed. The end result of this work is that the traffic model will be validated. A validated model is then considered suitable for testing future performance of the network. The LMVR Report sets out how the traffic model was built and it describes the processes and tests that were undertaken to validate the traffic model.

Forecasting Report (2009)

The 2009 traffic Forecasting Report sets out the results of the first 5 tests that were undertaken using the traffic model. The results are for the period 2008 – 2026. The report explains the details of each test and some of the key results. Here is a brief synopsis of each test in this report:

- Test 1 – 2000 homes and 100 acres of employment land all on the western side of Wisbech. Part A of test 1 included a Wisbech Western Bypass. Part B did not include any additional transport infrastructure. With committed and windfall development this test assumed a total housing allocation for Wisbech of 3920.
- Test 2 – 2000 homes and 21 acres of employment land – The housing was to be situated on the western side of Wisbech and the employment in the north in the port area. Part A of this test included a northern bypass and Part B did not include any additional transport infrastructure. With committed and windfall development this test assumed a total housing allocation for Wisbech of 3920.
- Test 3 – 2000 homes and 21 acres of employment land – The housing to be situated on the west side of Wisbech and the employment land in the north in the port area. Part A of this test includes a local distributor road to be built in the north of Wisbech. Part B does not include any additional transport infrastructure. With committed and windfall development this test assumed a total housing allocation for Wisbech of 3920.
- Test 4 – this was never completed. Housing and employment totals were as per test 1. This test included proposals for a larger scale Western Bypass that also included the section of A47 from Cromwell Road to the link with A141 at Guyhirn. Given the outcome of test 1, it was considered that Test 4 would not be necessary.
- Test 5 – 1900 homes and 3.7 acres of employment land all on the eastern side of Wisbech. This test consisted of Part A only as no additional transport infrastructure was included. With committed and windfall development this test assumed a total housing allocation for Wisbech of 3820.

Technical Note A – Summary of the Forecasting Report 2009

Technical Note A is a summary document of the above mentioned 2009 Forecasting Report. It includes some of the key results and analysis from the main report.

Technical Note B Analysing Future Year Trip Distribution (2010)

The above documents concluded the initial work that was commissioned for the Wisbech Area Transport Study. The Local Authorities however agreed that some additional analysis of the information was needed so that we could better interpret the results of the testing. This was however put on hold as Fenland District Council decided to review its Core Strategy and its options for growth.

Technical Note B sets out further analysis of the 2009 traffic modelling. In particular it focuses on Test 1 and 5 of the 2009 work to show the routing of traffic across the network for residential purposes and also employment purposes. The Local Authorities wanted to understand the level of traffic using a Western Relief Road that would have previously used Town Bridge or Freedom Bridge. This Technical Note shows how traffic is distributed across the network. There are a range of charts and graphs in the report showing how where there is congestion on the network.

Technical Note C - Public Transport Mode Choice Model (January 2011)

This Technical Note focused on the development of a new bus service for Wisbech. The current town bus service focuses its route on the north eastern area of the town. This Technical Note assessed the proposed developments on both the east and the west of Wisbech, looking at the potential for a new public transport service for each. The note sets out the proposed route for each of the services and assesses their potential for reducing the impacts of traffic.

Technical Note D - Shaping Fenland's Future Options (September 2011)

This report like the 2009 Forecasting Report and Technical Note A above sets out the results of the initial traffic modelling to support the Neighbourhood Planning Study. There are tables and graphs to show the impacts of the developments on the transport network. This work covered the time period 2008 – 2026. There were two tests for this work Do Something 1 (DS1) and Do Something 2 (DS2), the details of which are below:

- DS1 – This test included 1800 homes and 38.6 hectares of employment land on the east side of Wisbech. No additional transport infrastructure was included in this test. With committed and windfall development this test assumed a total housing allocation for Wisbech of 4127
- DS2 - This test included the same amount of employment land as test one but the level of homes increased to 1925. The 1800 homes and employment land are situated in the east of Wisbech the same as the DS1 test. The additional homes are situated in the south of Wisbech. No additional transport infrastructure has been included in this test. With committed and windfall development this test assumed a total housing allocation for Wisbech of 4252

The above reports concluded the second stage of the Wisbech Area Transport Study.

During 2011 proposals for the Fenland District Council Core Strategy were revised to take account of the final Neighbourhood Planning Study and also revised Government Guidance for Local Development Frameworks. A third stage of the Wisbech Area Transport Study was then commissioned to undertake 2 further tests using the traffic model. The following report was then produced based on this commission:

Technical Note E - Fenland LDF Neighbourhood Planning Options (February 2012)

This report details the results of the 3 sets of traffic modelling that were commissioned as part of the Wisbech Area Transport Study. The Forecasting Work was commissioned to cover the period 2011 – 2031. There were two tests for this work Do Something 1 (DS1) and Do Something 2 (DS2), the details of which are below:

- DS1 – This test included 1000 homes in the east of Wisbech in Fenland, 500 homes in the east of Wisbech in Kings Lynn & West Norfolk and 750 homes in the west of Wisbech. 1304 jobs have been assumed in the south area employment zones. No additional transport infrastructure has been included in this test. With committed and windfall development this test assumed a total housing allocation for Wisbech of 3710

- DS2 – This test included 1000 homes in the east of Wisbech in Fenland, 500 homes in the east of Wisbech in Kings Lynn & West Norfolk and 2000 homes in the west of Wisbech. It also included 250 homes in the south of Wisbech. 2000 jobs have been assumed in the south area employment zones. No additional transport infrastructure has been included in this test. With committed and windfall development this test assumed a total housing allocation for Wisbech of 5210.

Following the completion of the July 2012 work, it was clear that further traffic modelling was required in order to assess the impact of transport mitigation measures. The testing of 3710 homes and 1304 jobs as detailed above showed that there would be specific pressures on the transport network from this level of development. This created a need to refine the traffic modelling and test some solutions to the transport issues. The following reports have been produced detailed the information from this stage of the study:

Technical Note F - Fenland LDF Neighbourhood Planning Options (Dec 2012)

This technical note includes the traffic forecasting work with the Wisbech Transport Mitigation Strategy. There was one test do Something 1 (DS1), the details of which are as follows:

- DS1 – This test included 1000 homes in the east of Wisbech in Fenland and 750 homes in the west of Wisbech. 1304 jobs have been assumed in the south area employment zones. The full Wisbech Transport Mitigation Strategy has been included in this test. With committed and windfall development this test assumed a total housing allocation for Wisbech of 3210.

Technical Note G - Wisbech Transport Mitigation Strategy (Jan 2013)

This report sets out how the Wisbech Transport Mitigation Strategy was developed and includes the final details of the strategy.

4. Access to the Reports

All the above mentioned reports can be found on Fenland District Council website by going to the following address:

<http://www.fenland.gov.uk/article/3578/Area-Transport-Studies>