

**A57/A628 Mottram – Tintwistle Bypass & A628/A616  
Route Restraint Measures  
Public Inquiry**

**HA Document Reference: HA/73**

**Explanation of the Further Change  
in the Traffic Forecasts**

# Explanation of the Further Change in the Traffic Forecasts

## **1 INTRODUCTION**

- 1.1 As stated to the Inquiry on Day 14, (Tuesday 6 November 2007) further inconsistencies have been discovered within the traffic forecasts, in addition to those that were identified in September (Document HA/45).
- 1.2 Following the issues identified in September, a comprehensive set of checks has been carried out on the network representing the Scheme. These checks have included examination of the link coding and a review of the forecasting processes including the status of the traffic growth factors used in the model.

## **2 CODING INCONSISTENCIES**

- 2.1 The checks have revealed inconsistencies with the allocation of speed flow curves on certain links in the traffic model affected by the coding of the scheme. Speed flow curves define relationships between the reducing speed of traffic with increasing traffic flow, and they vary by type of link so that different curves are defined for different standards of rural and urban roads. Inconsistencies were found in speed flow curve allocation on links representing a section of the A616(T) southeast of Flouch to a node close to the A616(T) / B6088 junction, and on a section of the A628(T) west of Flouch to Windle Edge. Corrections to the speed flow curves on the A616(T) has the effect of increasing forecast journey times on the A616(T), and correction of those on the A628(T) has the effect of decreasing forecast journey times on the A628(T).
- 2.2 The detailed checks also showed inconsistencies in the coding of traffic signals at a junction in Glossop. Signal control data had been omitted for the pm peak

and on one arm of the junction in the interpeak period. The alteration of these will increase delays at the junction, but will not cause a significant effect on the traffic forecasts.

- 2.3 Detailed checks also showed that speed limits on sections of the bypassed A628 were specified as follows:- between Hollingworth and Tintwistle was specified as 30 mph instead of 40 mph, and from the eastern limit of Tintwistle to Townhead Roundabout was specified as 30 mph instead of 40 mph. Due to the relatively short length of the affected links, alteration of these inconsistencies result in relatively small changes in traffic forecasts.
- 2.4 The detailed checks have also uncovered a number of minor inconsistencies, relating to link lengths, saturation flows and traffic signal timings. These require adjustment to the traffic model, but tests have indicated that none of them make significant differences to forecast traffic flows or junction operation.

### **3 FORECAST GROWTH**

- 3.1 The traffic model supporting the February 2007 Environmental Statement used TEMPRO version 5.2 and National Road Traffic Forecasts (NRTF) 1997 traffic growth factors. An updated version of TEMPRO, version 5.3, was issued in October 2006, after the traffic forecasts had been finalised to allow environment assessments to be carried out for publication of the Environmental Statement in February 2007.
- 3.2 Revised National Traffic Model (NTM 07) growth information was issued in October 2007 and this supersedes the NRTF 1997 forecasts. It is thus considered appropriate by the Highways Agency to incorporate TEMPRO version 5.3 into the revisions to the traffic model and to follow the latest DfT advice to use the NTM 07 growth.

## **4 DO MINIMUM SCHEMES AND DEVELOPMENTS**

- 4.1 Given the extent of the above work the opportunity has also been taken to review the programmed transport schemes which are coded into the transport model, and updated information has been obtained, so that the opportunity can be taken to bring the future networks up to date.
- 4.2 In previous modelling the growth of air passenger trips generated by Manchester Airport was based on the draft master plan. This information is being updated with the data from the final version of the master plan. Other changes in traffic due to planned developments are taken into account by TEMPRO version 5.3.

## **5 REVISION TO TRAFFIC FORECASTS**

- 5.1 Work is progressing on the production of revised traffic forecasts which will incorporate all the above changes. Consideration will also be given to the possible need to adjust the Route Restraint Measures.
- 5.2 Given the extended timetable for the Inquiry, and the fact that the traffic survey base year is 2001, the opportunity is also being taken to undertake a Present Year Validation as recommended in DMRB.

## **6 NECESSARY REVISIONS TO THE ENVIRONMENTAL STATEMENT, EVIDENCE AND OTHER HA DOCUMENTS**

- 6.1 As a result of the above issues all documents submitted as part of the September 2007 revision no longer have any relevance and should be disregarded.
- 6.2 The HA intend to revise the original Proofs of Evidence, Environmental

Statement and other relevant documents. It is expected that this information will not be available until after Easter 2008. This is because the traffic forecasts upon which much of the evidence is based will not be finalised until early 2008.

6.3 In addition the opportunity will be taken to include updates of DMRB Vol11 (DD 136) that have taken place since the original ES was published. Necessary factual changes that have occurred since publication will also be incorporated, for example the revised proposals for exchange land.

6.4 The HA does not envisage being in a position to give any further information until late February 2008.