

Technical Note

Project:	Land west of Watling Street, Park Street (Application ref: 5/2022/0267)		
Subject:	Traffic impact of proposed development		
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Date:	18/09/2023	Project No.:	5153233
Distribution:	Project team	Representing:	M Scott Properties Ltd.

Document history

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1.0	Draft for client review	SK	MG	MG	MC	18/09/23

Client signoff

Client	M Scott Properties Ltd.
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Client signature / date	

This technical note provides further information regarding the likely traffic impact of the proposed residential development located on Land Between Caravan Site and Watling Street, Park Street St, Albans, Hertfordshire, AL2 2NZ (Application Ref. No.: 5/2022/0267). The information contained in this note supplements that provided in the Transport Assessment (TA) and subsequent Transport Assessment Addendum submitted with the planning application.

Department for Transport (DfT) count point data (Location 78319) on Watling Street indicates that the Average Annual Daily Traffic (AADT) flow on Watling Street was 11,268 vehicles in 2016, which was the last time a DfT manual count was undertaken at this location. The AADT flow on Watling Street recorded by the 2021 Automatic Traffic Count (ATC) was 10,033 vehicles. Therefore, traffic flows on Watling Street have in the past been approximately 12% higher than that recorded in 2021.

Nonetheless, the traffic modelling for the proposed access junction, presented in the TA, shows that it will operate well within capacity, with a maximum ratio of demand to capacity of 4% for the Watling Street southbound ahead and right turn movements. So even if the forecast baseline traffic flows on Watling Street are now back to those historically recorded, this would not alter the conclusions of the TA that the proposed development will have a negligible impact on traffic congestion and delay on Watling Street.

Furthermore, the traffic modelling is based on forecast traffic flows at the year of opening that include background traffic growth added to the 2021 recorded traffic flows using the DfT growth factor applicable at the time the junction modelling was undertaken. DfT has subsequently reduced its forecast for background traffic growth to reflect the impact of Covid-19 in pausing traffic growth and forecast changes in both demographics and economic growth post the pandemic. Therefore, the traffic modelling is robust since it is based on a higher DfT factor for forecast background traffic growth than would now be applicable.