

Appendix 3: Response from Traffic Management describing traffic modelling and measurement work undertaken as part of the design process.

Thank you for email stating your objections to the proposed changes to movement regulations in the vicinity of Platform Road on behalf of the residents of Admiralty House. The matter has now been registered on the Council's Forward Plan to be decided on 18th December 2012. The Cabinet meeting will be held in the Council Chamber, commencing at 5pm and is open to the public. The Chair of the meeting may also invite contributions from the people attending, if they wish to speak. The Cabinet Agenda and Report for this item is usually available around a week in advance of the meeting from the web site below.

<http://www.southampton.gov.uk/modernGov/ieListDocuments.aspx?CId=126&Mid=2227&Ver=4>

To protect the personal information of private individuals, the Council will remove the address, telephone number and/or email address from correspondence prior to release of the Cabinet Report. If there is any other personal information you would wish to be removed from your correspondence, please advise me by 13th November.

In respect of the particular point you have raised regarding the traffic data, I have obtained the following further information.

In March 2010, SCC commissioned Mott MacDonald (MM) to undertake a Transport Assessment (TA) of the proposals set out in Port of Southampton Masterplan 2009 – 2030 (2009) focusing on the impacts of container traffic, import/export motor vehicle traffic, cruise passengers, and Port employees. Forecasts of road vehicle and rail movements in 2016 and 2030 were made and the impact on the local road and rail networks were assessed. Mitigation measures at critical locations were also developed and the means of funding these were considered.

The report concluded that forecasts of Port activity indicated that Dock Gate 4 would experience a considerable increase in cruise traffic demand, which would exacerbate the current congestion problem. The report recommended that the current road access arrangements indicate that improvements would be needed to accommodate the increased traffic and highlighted the movement through the Queen's Park gyratory as a key issue.

The TA proposed that Platform Road be converted to a two-way road with two lanes in each direction, which would divert traffic from Orchard Place and Queen's Terrace reducing the severance between Queen's Park and the area to its north. A number of options were considered, all of which required the complete signalisation of the entrance to Dock Gate 4 and the junction of Terminus Terrace / Canute Road / Platform Road. The options also require land take from the Vokes Memorial Garden on the south side of Platform Road.

At the beginning of 2011, SCC commissioned ROMANSE (with the assistance and auditing from Halcrow) to undertake micro simulation modelling of various options identified through the TA. Flow matrices were provided by MM, which included traffic growth estimations in both background and port traffic up to 2030. The findings of this modelling works were used to develop the outline design for the scheme, and were submitted in support of SCC's Regional Growth Fund bid (1 and 2) to the Department for Business, Innovation and Skills.

The recent installation of traffic measurement devices was intended to provide further information for the work to assess the noise and air pollution impacts of the scheme.

If you require any further information please contact me.

Regards

Graham Muir | Interim Team Leader (Traffic Management)