

Project name: Vale of York**Date:**
30th October 2018

Vale of York MSA

General

This note has been prepared in response to a Highways England review of AECOMs Transport Assessment received on 5th October 2018. Highways England has requested clarification on the following three items:

1. Parking is based upon busiest month, however, it should be demonstrated that the busiest month is in fact July, based upon the number of missing survey days within July and other months.
2. The parking provision generally complies with Cir 02/13, however the number of caravan / motorhome / vehicle with trailer spaces available for disabled users should be increased to 2.
3. It should be demonstrated that the inclusion of committed developments would not materially change the assessments.

1. Parking based on busiest Month

July was highlighted as the busiest month across the year of 2016 with a total two way movement of 2,293,406 vehicles. AECOM highlighted that within July three days of data was missing, other months of the year in 2016 have complete datasets however; July even with three days missing, is still the busiest month and therefore this month was considered the worst case and used in the assessment.

AECOM made a manual adjusted to the AADT data to compensate for the incomplete data (the missing three days) which was deemed acceptable by Highways England prior to submission of the assessment.

2. Parking Provision

Parking provision was based on vehicle movements during the busiest month of the year, the month of July. As demonstrated this is a robust assessment and as a result parking accumulation as set out in the TA is still considered to be robust. Highways England have requested an increase of 2 parking spaces for caravan / motorhome / vehicle with trailer spaces available for disabled users. Applegreen will make the necessary alterations to their plans to accommodate this at the Reserved Matters stage, but has indicated on a mark-up on the plans how this can be accommodated.

3. Committed Developments

Committed developments have been considered in the assessment of impact of these proposals and the traffic flows represent this are shown in Figures 6.4 to 6.7 in the TA. The actual level of committed development considered as part of the analysis at the time of drafting the TA reflects the data available at that time. AECOM were aware of two potential committed development sites on the strategic road network but as this data was not available it was not included within the assessment and discounted.

Figure 1 highlights the committed development on the local road network within the vicinity of the site, AECOM do not envisage this traffic having a material change to the assessment or have a detrimental impact on the strategic road network.

Figure 1 – Committed Development

