

Statement from NNTAG and GNDP setting out their respective views on Table 4 of EIP88 and the extent of their agreement and disagreement

Agreed statements between NNTAG and GNDP on Table 4 of EIP88

- 1 Table 4 presents annual average daily traffic flows derived by interrogating output from a run of the strategic SATURN model dated January 2010 and called "NATS Plus"
- 2 Flow is defined in Table 4 as numbers of vehicles passing a single point
- 3 Table 4 is derived from the same information base as Table 1 in EIP 88
- 4 Columns "2016" and "2031" refer to the modelled situation with JCS growth assumed, but no NATS IP
- 5 Columns "2016 NATS IP" and "2031 NATS IP" refer to the modelled situation with JCS growth and the NATS IP measures in place
- 6 The point locations "outside urban area" are just within the line of the proposed NDR
- 7 The point locations "inside urban area" are just outside the existing Outer Ring Road
- 8 The flows in Table 4 relate to vehicles passing a specific location on the key radial routes in the north east that will be affected by the NATS Implementation Plan (NATSIP)
- 9 At all of the geographical locations listed in the table, 7 of the "2016" flows are higher than the "2006 base" flows, 2 are equal and 1 lower.
- 10 At the locations specified as "inside the built up area" the "2016 NATS IP" flows are less than the "2016" flows
- 11 At the locations specified as "outside the built up area" the "2016 NATS IP" 4 flows are higher and 1 flow is lower than the "2016" flows
- 12 A similar effect is noted when the 2031 flows are considered
- 13 The above trend for "inside the built up area" and "outside the built up area" shows the effects of all NATS IP measures on the radial routes in the North East and it does not distinguish between individual elements
- 14 The ten locations considered in this analysis have been chosen specifically to illustrate the overall NATSIP effect on the radial routes in the North East

NNTAG Statements on Table 4 of EIP88 not agreed by GNDP

Table 4 is part of the overall summary of the impact of NATSIP, including the NDR. From this, and the other information in EIP88 from the same data source, the following points are clear.

- a. It is impossible to assess congestion or emissions impacts, either in the sector or across the network, because no data peak hour travel (when congestion is worst) is provided, nor are any standard measures, such as vehicle hours or kilometres spent in congested conditions. Agreed statement 2 makes it clear that no data on vehicle kilometres has been presented, only spot flows.
- b. No test results excluding the NDR, but including NATSIP + maximum sustainable measures, have been presented. This means that it is impossible to compare a realistic alternative package without NDR to one with the road. Indeed, Table 1 shows that the NATSIP package has a minimal impact – the differences in highway flows are so low that they all vanish once rounded to the nearest 500.
- c. The lack of impact can be explained either by the model being insensitive to the impact of sustainable measures such as smarter choices, walking and cycling, or by the package being almost completely ineffective. It may be that the NDR, by making private car use more attractive, has undermined the other measures. However, given our knowledge of the model used, insensitivity of the model appears to us more likely.
- d. The data presented in Table 4 provides no evidence that NDR is able or necessary to provide road space for the sustainable measures in NATSIP.
- e. Even Table 4 does not show a clear reduction in traffic in the North East sector - the column totals (adding up the spot counts) show an overall increase of about 4% with NATSIP, compared to doing nothing, and this does not include other traffic in the sector, such as traffic on the NDR itself.
- f. Our position remains that the data supplied is inadequate to justify the proposals being considered at the EIP.

GNDP Statements on Table 4 of EIP88 not agreed by NNTAG

The GNDP conclusions drawn from Table 4 are set out in paragraph 7.5 of EIP88.

At locations outside of the built up area, just south of the NDR the flows increase but at locations inside the built up area, closer to the Outer Ring Road, the flows decrease. From these modelled flows the GNDP draws the following conclusions.

- 1 The differences in modelled flows show that, rather than passing through the built up area, traffic is using the NDR instead. The effect of this is that the residents living directly on these routes will have a better quality of life.
- 2 The changes in flows show that road space can be reallocated to give opportunity for the introduction of Bus Rapid Transit (BRT), improved public transport and other measures to encourage sustainable transport by improving cycling and walking facilities.
- 3 Although there will be flow increases on radial routes outside of the existing built up area due to traffic accessing the NDR, new housing growth along these roads can take account of this in terms of careful design to protect residential amenity