| **Canterbury District Transport Strategy 2014-2031 : Summary of Public Consultation Comments and Representations (page 40 only)**  **Comment or Representation Officer Response** |
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| 667 | Comment that VISUM is a strategic model and detailed work to consider the impact on junctions and internalisation of trips will be required | **1** | Agreed - additional work will be required on this and can be included in the transport assessments for the planning applications for each site | N |
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| 668 | Comment that the VISUM model is robust and in reality there would be reduced impact of the network | **1** | Comment noted | N |
| 669 | Comment that the VISUM model predicts up to 17% increases in the Do Minimum scenario which would not be supported by any infrastructure improvements | **1** | This is correct and demonstrates that even without planned development the demand to travel will increase but with no meaningful mitigation | N |
| 670 | The Visum model concentrates on Canterbury and cannot show the impact of developments on areas outside the city | **1** | This is correct. Canterbury is an attractor of traffic and has the most significant traffic congestion. Developments outside Canterbury will still produce traffic that gravitates towards the city | N |
| 671 | VISUM modelling figures in document C004300069/003 demonstrate that the Eastern bypass would not be worth the significant expense | **1** | Paragraphs 7.12-7.16 explain why an Eastern by-pass is not included in the strategy | N |
| 672 | Want to see more development scenarios modelled because the council has no secure data on which to optimise development locations | **1** | Alternative development scenarios were modelled in a previous Options report | N |
| 673 | Paras 4.54 to 4.67 Misleading as give impression several different development scenarios were modelled | **1** | Alternative development scenarios were modelled in a previous Options report | N |
| 674 | Spatially-based modelling needs to be carried out before the Local Plan can be found to be sound | **1** | Alternative development scenarios were modelled in a previous Options report | N |
| 675 | Para 7.12 can’t find any mention of this in the VISUM modelling in appendix 1 | **1** | The Eastern by-pass modelling is contained in a separate report that was made available during the public consultation | N |
| 676 | Para 7.23 difficult to envisage how any mini-gyratory system will remove west bound queuing. Increased retail offer will generate more traffic. Has this been accounted for in VISUM model? | **1** | Westbound queuing on Wincheap will be eased all as side roads will be required to turn left to join the gyratory. The increased retail offer is included within the model but more detailed modelling on the gyratory system will be carried out an at appropriate time | N |
| 677 | 4.3.3 The proposed bus gate The proposed bus gate on Old Dover Road at St Lawrence needs careful consideration as the diversion of more traffic to New Dover Road would probably cause delays to existing inter-urban routes. Needs to be considered in more detail as part of comprehensive improvement for buses approaching from the south | **1** | Agreed - detailed transport modelling will be carried out in order to understand the wider traffic implications of a bus gate at an appropriate time | N |
| 678 | The VISUM model has not been made available in an accessible form so that the public can understand the consequences of proposed development and/or transport infrastructure decisions in detail | **1** | The model is a complex data base that runs on specialised software. The outcome of the modelling has been made available as part of the public consultation | N |
| 679 | The VISUM model does not take into account many changes to the economic environment and the local transportation infrastructure | **1** | The model is a forecasting tool, and takes into account changing demographics as far as they are known. It uses past experience to predict the future | N |
| 680 | In the VISUM model there is a very large discrepancy in respect of figures for the A290 and A2050 and smaller discrepancies on Tyler Hill Road, Broad Oak Road, Stodmarsh Road, the A257 and the A28 (west) | **1** | The modelling has been carried out using methodology which is compliant with the Department for Transport's guidance. The model has been calibrated and validated and demonstrated to be accurate within the accepted tolerances. | N |
| 681 | All traffic through Rough Common is counted inside the VISUM cordon but is outside the surveyed cordon counts. This large volume of traffic makes a significant difference to overall flows around north and west Canterbury | **1** | Any traffic that has an origin or destination in Rough Common Road has been counted within the modelling as it is within the fully modelled area | N |