

It has been brought to my attention by an industry professional that the Gladstone development Transport assessment has a few flaws. Namely that their TRICs Assessment has been based on residential unit numbers less than their proposed development. There is an argument that they should look at a similar size development on the island to suit the local environment. The results could possibly show a different result than reported. Whilst they have included Committed Development i.e. those that the Local Planning Authority have approved, it would appear that they have failed to undertake a cumulative impact assessment based on possible future developments on the island and undertake a severity assessment. This would likely produce a larger impact than currently stated. With regards to Langstone Bridge they are stating that this is according to DfT TA 79/99 an Urban All-purpose road (UAP1) i.e. High standard road, with limited side roads and access on the approaches and as such their pro-rata rates state that this would have a capacity of 1345 vehicles/hour. However, the road has the characteristics of a UAP2 road i.e. Good standard road with side roads and accesses on the approaches to the bridge, which based on a pro-rata would be c.1265 vehicles/hour. However, they state that the highest observed value of 1143 vehicles/hour in the AM peak is well-below this figure indicating that there is currently spare capacity on the bridge. But doesn't appear to show how their development, committed and cumulative development would impact the bridge. As such the input taking into account of the aforementioned would also effect other junctions along the highway network. The last part is the swept path analysis of the proposed access to the site, which appears not to show articulated vehicles coming and going to the south during a delivery run nor any pantechon movements, as such it is possible that this junction will not work as they stated and needs to be looked at again.

Their Distribution calculations should be investigated whilst they appear that they have followed a normal industry format, have they actually established what will hit the bridge and as for the design capacity of the bridge including loading, how much life does it have and what happens if it needs major repair or closure?