

## Andrew Collinson

---

**From:**  
**Sent:**  
**To:**  
**Cc:**



**Subject:** PAP/2021/0663 - Land NE of M42 J10 - NH Response on Modelling and other Matters

**Caution:** This is an external email. Please take care when clicking links or opening attachments. When in doubt, contact the ServiceDesk

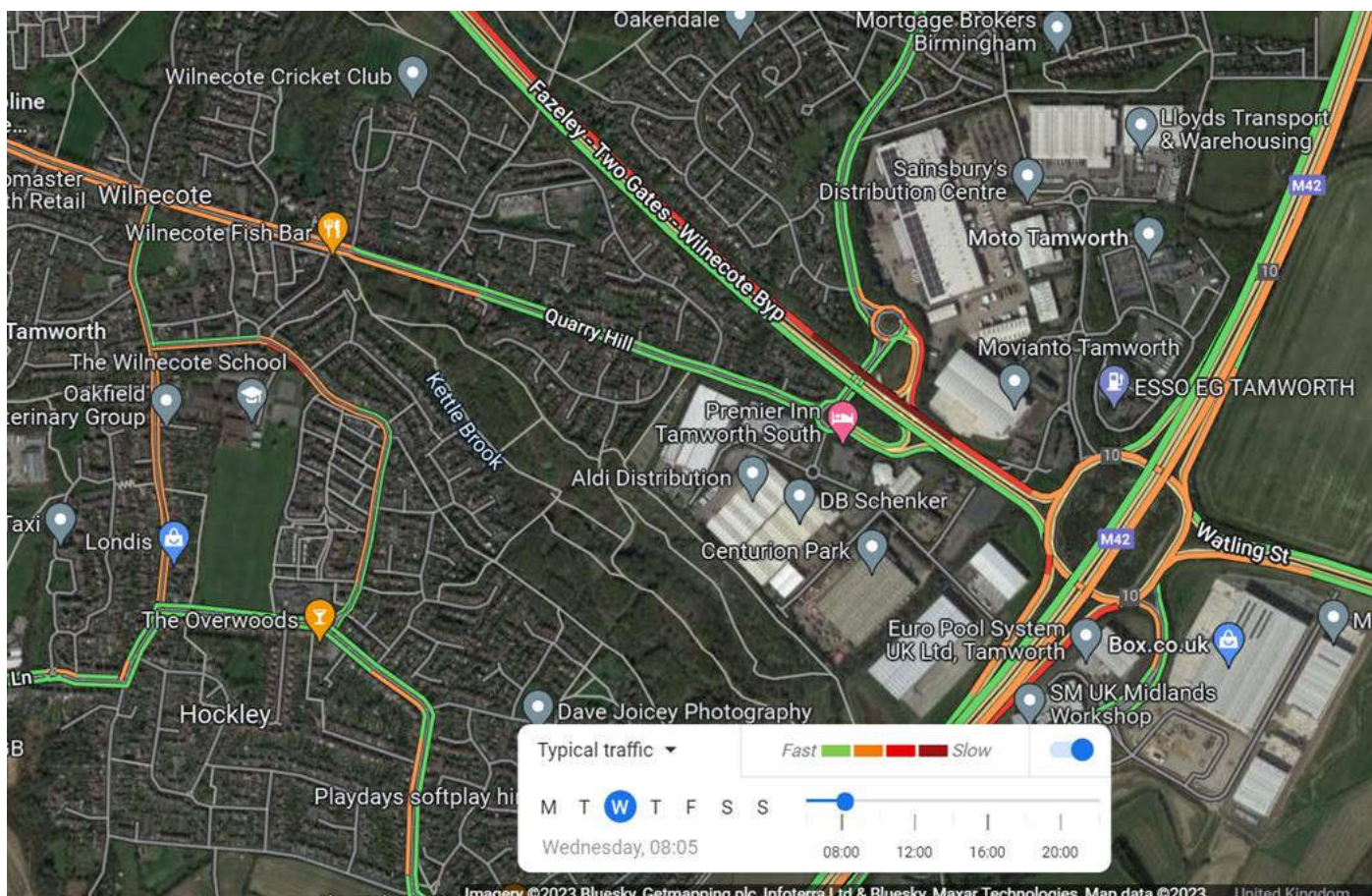
Dear Nick

Many apologies for the delay in responding to you on this matter. We have now had the opportunity to review the TRANSYT Modelling provided which has been reviewed by our consultants AECOM, and discussed with our stakeholders in the form of Warwickshire County Council and Staffordshire County Council, in their capacity as the Local Highway Authorities (LHAs) which interact with our network, as their networks interact with the SRN at this location.

### **Modelling Comments:**

National Highways have held a discussion with Warwickshire County Council (WCC) on the suitability of the base data which has been used from the A5 Atherstone Paramics Model. It is understood that WCC were not provided with the outputs from the Paramics Model to undertake a review and consider their acceptability for before being utilised within the TRANSYT Model as the base data. It is understood that the modelling licence was agreed with WCC in March 2020, and the model licence has now expired (March 2021). In addition, it is also understood that WCC were not approached by Tetra Tech at the time of the modelling data being used to develop the TRAYST to check if any model updates had taken place or anything that needed to be factored into the modelling. I have therefore been advised by WCC that due to the above the demand flow input data used in the TRANSYT Model cannot be authorised by themselves at this time. Therefore National Highways cannot accept the model at this moment in time.

Furthermore, based on discussions with Staffordshire County Council (SCC), and our review the of the TRANSYT Model the junction of the A5 / Pennine Way has not been included in the assessments. This is an error and must be included within the assessment area. Queuing has regularly observed back from M42 J10 on the eastbound arm, queuing back to and often past the A5 / Pennine Way Junction during the peak periods. I have provided an image from google maps below for a typical traffic for a Wednesday at 8:00am.



Based on this, we agree with SCC that the Pennine Way Junction needs to be included with any modelling of the development site. We do recognise that information has been supplied to demonstrate that the queuing did not occur to this extent. However this was only taken on one day, and traffic levels and operations are still recovering from COVID. Therefore such a short period is not a robust submission to demonstrate the need to discount a junction.

Therefore in order to progress, based on the information provided and consideration of the information which has been provided by SCC and WCC we consider that the transport modelling needs to be revisited. In order to keep timescales it is recommended that the A5 Atherstone Model be utilised to assess the development impacts on the highway networks, and this is the most suitable tool as it includes the A5 / Pennine Way Junction.

Additional comments on the TRANSYT modelling.

- The applicant has provided traffic flow diagrams which allows us to verify whether traffic flows have been input to the model correctly, which is welcomed. However, from a check of these flows: some flow inconsistencies have been observed in the models. These have been flagged in the checklists provided. The applicant should review these and amend their modelling, or justify as appropriate. Any instances where a queue exceeds the link length need to be addressed;
- **For “M42 J10 and A5 – Proposed With Local Plan / mitigation”**: the intergreen value is missing for Phase “G” on Controller 3 and some queries have been raised regarding verifying intergreen values in the attached; and
- **For “M42 J10 and A5 – Proposed With Local Plan / mitigation”**: the impact of merging from three lanes into two immediately to the east of the proposed development site access

should be considered by the applicant as this may not be accurately replicated in the model and in reality cause queueing / delay.

Notwithstanding the above, based on discussions with Warwickshire County Council and Staffordshire County Council we cannot accept the modelling at this time. I will therefore be updating our holding response accordingly and moving it onto a six month holding response until progress can be made.

**Other Comments:**

The following comments are made in relation to other matters of concern in relation to the development proposals.

***Access Arrangements:***

National Highways still have not agreed the access arrangements as the design cannot be accepted until the modelling has been completed to demonstrate that there is sufficient capacity to accommodate the development traffic and existing / future traffic flows on the A5 Trunk Road. In addition the modelling may require amendments to the access arrangements for them to be suitable operationally and in safety terms. Whilst a WCHAR has been undertaken this would need to be redone once the modelling has been completed and then the Road Safety Audit Stage 1 process in accordance with DMRB GG119 – Road Safety Audits can begin.

It should be noted that we still have significant safety concerns regarding the position of the signalised access on the A5 and the proximity to the M42 J10 junction and whether there is compliant standard stopping site distances in accordance with DMRB CD:109 Highway Link Design. We are concerned that the proximity of the access to the junction and that motorists exiting the junction would have insufficient time to stop at a red signal in a suitable time resulting in an incursion into the junction and potential for conflict with other vehicles to occur, undermining highway safety.

In addition, motorists exiting M42 Junction 10 onto the A5 will not expect to encounter stationary traffic at the proposed signalised access. We consider this will result in the potential for rear-end shunt accidents to occur, and due to the potential speeds involved such collisions may result in injuries to those involved. However should larger vehicles be involved these collisions would be severe and even fatal. This situation could be further exacerbated by poor weather conditions, especially in heavy rain, icy conditions or fog, where forward visibility would be reduced and require forward stopping distances for the conditions increased – especially during the winter months of darkness.

Therefore at present National Highways has significant reservations regarding the access arrangements.

***Proposed Cycling Infrastructure:***

National Highways has received the information provided in relation to the cycling infrastructure on the northern side of the A5 which has been discussed with the Warwickshire Cycling Officer. We reiterate the point that these have not been agreed as suggested in the submitted information as Warwickshire County Council are not the relevant highway authority that manages and maintains the safe and efficient operation of the A5 Trunk Road and wider SRN.

Having reviewed the proposals we have significant concerns in terms of highway safety as the links provide no or limited connections to existing infrastructure on the network. Notably at M42 J10 as the link would begin adjacent to the M42 southbound off-slip, however it should be noted that there are no pedestrian or cycle infrastructure facilities provided on the northern part of the circulatory of M42 J10. The need for a RSA Stage 1 will also need to be undertaken on any of the

proposed cycling infrastructure improvements in accordance with DMRB GG119 – Road Safety Audits.

In conclusion, we have concerns regarding the proposed cycle infrastructure at present.

***Drainage Impact:***

This remains an outstanding matter, based on our assessment of the planning application and development proposals, we do have concerns surrounding the surface water runoff from this site and the impact it could have on the safe and efficient operation of the M42 Motorway and the A5 Trunk Road. We therefore request a more detailed submission in regards to the submission of a drainage strategy which will detail the measures which will prevent surface runoff onto the M42 Motorway and A5 Trunk Road Corridors.

***Boundary Treatment:***

This remains an outstanding matter, based on our assessment of the planning application and development proposals, we request the provision of information regarding boundary treatments adjacent to the M42 Motorway and A5 Trunk Road Corridors. This is to assess them in terms of safety, as they create a fixed structure which if in place could worsen accident should a vehicle loose control resulting in potential or even fatal accidents to occur.

**Summary:**

Based on our review of the modelling, the advice from the Local Highway Authorities and the additional matters which need to be resolved, we have concluded that we will be updating our holding response based on the above. We therefore will submit a further holding response to North Warwickshire Borough Council in its capacity as the LPA that the application should not be determined for a period of 6 months as there are significant matters which need to be resolved.

I would ask that in terms of responding to this email that you ensure that the representatives from Warwickshire County Council, Staffordshire County Council and North Warwickshire Borough Council are included. In the meantime if you have any questions or comments on anything provided in this response, please do not hesitate to contact me on the details provided.

Many thanks



For information about our engagement with the planning system please visit <https://highwaysengland.co.uk/our-work/planning-and-the-strategic-road-network-in-england/>

This email may contain information which is confidential and is intended only for use of the recipient/s named above. If you are not an intended recipient, you are hereby notified that any copying, distribution, disclosure, reliance upon or other use of the contents of this email is strictly prohibited. If you have received this email in error, please notify the sender and destroy it.

**National Highways Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF | <https://nationalhighways.co.uk> | [info@nationalhighways.co.uk](mailto:info@nationalhighways.co.uk)**

*Registered in England and Wales no 9346363 | Registered Office: Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ*

Consider the environment. Please don't print this e-mail unless you really need to.