

1 INTRODUCTION

- 1.1 Tetra Tech (TT) have been appointed by Hodgetts Estates to support their outline planning application for a proposed development of up to 100,000sqm of employment uses and a 150-space overnight lorry park (including an associated 400sqm amenity block) on land to the northeast of M42 Junction 10. The application is supported by a Transport Assessment (TA) prepared by TT, dated February 2023.
- 1.2 This Consolidated Modelling Strategy Note v2 expands on the previously approved Modelling Strategy Note, dated 18th March 2022 and Consolidated Modelling Strategy Note, dated 7th June 2023. It also follows the recent meetings held between representative of National Highways (NH), Warwickshire County Council (WCC), Staffordshire County Council (SSC), North Warwickshire Borough Council (NWBC), Hodgetts Estates and TT on 15th March 2023 and 23rd May 2023. Minutes of both meetings are attached at Appendix A.
- 1.3 WCC confirmed acceptance of the Consolidated Modelling Note on 25th July 2023. SCC provided comments on the 7th June Note and NH provided comments on 21st September. This v2 Modelling Strategy Note seeks to address the comments raised by SCC and NH and update the document where applicable due to timing of events, i.e. 4th July traffic surveys now complete.
- 1.4 The key changes agreed to the previous modelling strategy note include;
- i) Additional junctions requiring assessment.
 - ii) Use of 2023 survey data in the baseline model.
 - iii) Extraction of committed and Local Plan traffic flows from the current WCC A5 Atherstone A5 PARAMICS model and adding them to the 2023 surveyed flows.
 - iv) Use of TEMPRO growth factors.

2 AGREED SCOPE OF ROAD NETWORK

2.1 At the 15th March 2023 meeting it was agreed that further detailed modelling work to test the traffic impacts of the proposed development are required for the following seven junctions;

1. M42 Junction 10 Interchange (6-arm grade separated signalised roundabout)
2. A5 Watling Street/ Site Access junction (proposed 3-arm signalised junction)
3. A5 Watling Street/ Danny Morson Way (4-arm signalised junction, known locally as Birch Coppice)
4. A5 Watling Street/ Meridian Drive (3-arm signalised junction, known locally as Core 42)
5. B5080 Pennine Way North/ A5 Eastbound on/ off slip road (3-arm roundabout junction)
6. B5080 Pennine Way South/ A5 Westbound on/ off slip road/ Centurion Way/ Quarry Hill (4-arm roundabout junction)
7. A5 Watling Street/ Long Street/ Gypsy Lane (4-arm roundabout junction)

3 CURRENT TRAFFIC MODELS

3.1 A validated TRANSYT model of junctions 1 to 4 (excluding the site access) was developed using March 2022 traffic flows and agreed with NH and WCC. The model has since been extended to include junctions 5 and 6 but at the time of writing the validation of the model has not been approved. Notwithstanding that, based on the latest discussions, the extent of the model requires further extending to include an additional junction (junction 7), discussed in more detail at Chapter 4 below.

3.2 The current WCC Atherstone A5 PARAMICS model operated by Vectos requires an update using 2023 surveyed traffic flows. At the 15th March 2023 it was confirmed the updated model would not be available for use until September 2023 at the earliest.

3.3 The WCC Atherstone A5 PARAMICS model includes the junctions listed at Chapter 2 above. It was agreed that the current model could be used to extract the committed and Local Plan

traffic, which in turn would then be added to the new 2023 flows to establish “No Development” scenarios (discussed in more detail at Chapter 5 below) together with background growth factors applied to the surveys. A licence has been obtained by Hodgetts Estates to use the WCC Atherstone A5 PARAMICS model.

4 VALIDATED 2023 BASELINE MODEL

- 4.1 TT will model the network of 6 junctions (excluding the site access at this stage) by extending the previously approved 2022 TRANSYT model which will provide a sound basis for assessing the performance of the road network in future years both with and without the proposed development. TRANSYT 16 has been used as it models the interaction of queuing, lane starvation, and blocking back effects. The software also can model the effects of uncoordinated traffic signals and intermittent stages. In addition, a simulation mode is available within which individual vehicles are simulated so the queuing effects and lane starvation can be readily tracked.
- 4.2 Full manual classified traffic counts of the six junctions took place on Tuesday 4th July 2023 between the hours 07:00 to 09:30 and 16:00 to 18:30, Appendix B refers. The flows were converted to Passenger Car Units (PCU) and the peak hours derived. Figure 11 attached in Appendix D shows the AM peak hour flows and Figure 12 shows the PM peak equivalent. Traffic flow link counts were collected for a full week of data, to verify the 4th July surveys are typical of weekday conditions, from Monday 3rd July to Sunday 9th July inclusive of both, Appendix B also refers. SCC, WCC and NH have all confirmed the 4th July surveys were typical weekday surveys and are acceptable to use in the baseline model.
- 4.3 The green signal timings at each stop line were recorded so that the average green splits, cycle times and offsets can be obtained and then used in the TRANSYT model.
- 4.4 The stop line saturation flows calculated using the 2022 traffic surveys, identified in TT's 2022 TRANSYT Baseline Validation Model Report, dated 13th May 2022, will be retained.
- 4.5 Maximum queue lengths on each signalised approach were recorded in 5-minute intervals. The observed queues provide a useful tool to verify the queuing results in the TRANSYT model.

- 4.6 At the priority controlled roundabout junctions the queue in each lane on each approach were recorded at 1-minute intervals.
- 4.7 A TRANSYT 2023 Model Validation Report was be issued to NH, WCC & SCC on 21st August 2023 for approval prior to running the opening and future year assessments discussed in more detail at Chapters 5 and 6 below. NH prepared a response to this report, dated 21st September 2023 and TT subsequently submitted a “TRANSYT 2023 Baseline Validation Report, Response to NH Comments of 21st September 2023”, dated 9th October 2023. At the time of writing NH submitted a response, dated 26th October 2023 which confirmed all matters are now agreed apart from one relating to signal timings at the A5/ Core 42 junction.

5 OPENING AND FUTURE YEAR ASSESSMENTS – REFERENCE CASE

Committed Developments

- 5.1 As discussed in the 15th March 2023 meeting, an opening year assessment and a future year assessment are required for the reference case, i.e., without the Local Plan generated traffic and associated highway infrastructure. An opening year of 2026 and a future year of 2033 have been agreed and will be the years used in the forthcoming TRANSYT modelling.

WCC Atherstone A5 PARAMICS Committed Developments

- 5.2 As agreed, the committed development generated traffic flows to be used within the TRANSYT model have been taken from the current WCC Atherstone A5 PARAMICS model. A thorough review of the committed traffic flows has been undertaken and adjustments made for those development partially built and occupied at the time of the traffic surveys to avoid double counting. The agreed adjustments to the committed development traffic flows are shown in Tables 1 and 2 attached at Appendix C.
- 5.3 It should be noted that SCC did raise a concern that the existing base year flows in the PARAMICS model may have an influence on the routing of committed development traffic flows. Vectos provided the following response, *"I would suggest that the com dev assignment will not be particularly sensitive to the baseline flows as (1) the model has limited route choice, (2) the A5 is classed as a Major road so is more attractive in Paramics (in the cost calcs Major*

roads are valued at half the cost of Minor roads) making route choice switching less sensitive, but most importantly (3) the Demand flows are taken out of a model run with no congestion (i.e. we run the model with 50% of demands and double the answers), which ensures traffic (including Com Dev demands) uses their preferred route despite any congestion that may be seen in a 100% run.” This response satisfied SCC concerns.

- 5.4 The majority of the committed development flows have been extracted from the WCC Atherstone A5 PARAMICS model. Figure 1 attached at Appendix D shows the numbered turning movements TT have derived to assign the committed traffic from the WCC Atherstone A5 PARAMICS model. Table A also at Appendix D shows all of the committed development AM peak hour traffic flows (PCU) by movement number, assuming all are unoccupied. Table B shows the PM peak hour equivalent.
- 5.5 The agreed build out and occupations in 2026 (see Appendix C) have been applied to the committed developments and Table C attached at Appendix D shows the AM peak adjusted traffic flows that need to be added onto the baseline flows, also shown diagrammatically in Figure 2 at Appendix D. Table D attached at Appendix D shows the PM peak adjusted traffic flows that need to be added onto the baseline flows, also shown diagrammatically in Figure 3 at Appendix D.
- 5.6 The agreed build out and occupations in 2033 (see Appendix C) have been applied to the committed developments and Table E attached at Appendix D shows the AM peak adjusted traffic flows that need to be added onto the baseline flows, also shown diagrammatically in Figure 4 at Appendix D. Table F attached at Appendix D shows the PM peak adjusted traffic flows that need to be added onto the baseline flows, also shown diagrammatically in Figure 5 at Appendix D.

Arkall Farm Committed Development

- 5.7 In addition, the traffic flows from the Arkall Farm development of 1,100 dwellings have had to be calculated manually as agreed with NH, WCC and SCC. Figure 6 attached at Appendix D shows the traffic assignment routing on the road network. In 2026 it is assumed 315 homes will be occupied at the site after the July 2023 traffic surveys and Figure 7 at Appendix D shows the 2026 AM Peak associated flows. Figure 8 also at Appendix D shows the PM peak equivalent. In 2033 it is assumed 884 homes will be occupied at the site after the July 2023

traffic surveys and Figure 9 at Appendix D shows the 2033 AM Peak associated flows. Figure 10 also at Appendix D shows the PM peak equivalent.

Core 42 Committed Development

5.8 Another development that needs to be considered is the remaining 0.34ha at Core 42. The total development is for 17.47ha, of which 17.13ha is built and occupied. The July 2023 traffic surveys have been used to derive the volume of additional traffic which is 2% (0.34ha/17.13ha).

5.9 Figure 11 attached at Appendix D shows the 2023 AM Peak surveyed traffic and Figure 12 also at Appendix D shows the PM peak for which the Core 42 committed development flows have been derived. The committed development flows from Core 42 have been distributed around the road network based on the proposed development's traffic assignment, discussed later (see Figure 21 for the AM peak and Figure 22 for the PM peak both at Appendix E). Figure 13 attached at Appendix D shows the AM peak traffic flows associated with the remaining 0.34ha at Core 42 and will be applied to the 2026 and 2033 assessment years. Figure 14 also at Appendix D shows the PM peak equivalent.

Dunstall Lane Committed Development

5.10 The final committed development that needs to be considered is the ongoing Dunstall Lane development of 800 units. At the time of the July 2023 surveys, Tamworth Borough Council advised that approx. 550 homes will be built and occupied, with the remaining 250 to be fully occupied by 2026. The supporting TA, prepared by WYG, dated 2016, provides the traffic flows associated with all 800 homes at the Pennine Way roundabout junctions and M42 Junction 10 in their Appendix J. The flows have factored down to 31.2% (250/800) for those remaining to be built and occupied in July 2023. To the east of Junction 10, the flows have been assigned in a similar manner to the Arkall Farm residential development. Figure 15 attached at Appendix D shows the AM peak traffic flows associated with the remaining 250 homes and will be applied to the 2026 and 2033 assessment years. Figure 16 also at Appendix D shows the PM peak equivalent.

2026 Total Committed Development Flows

- 5.11 The committed development flows from the WCC Atherstone A5 PARAMICS model (2026), Arkall Farm (2026), Dunstall Lane (2026) and Core 42 developments have all been added together to generate the 2026 total committed traffic flows. Figure 17 attached at Appendix D shows the 2026 AM Peak and Figure 18 also at Appendix D shows the PM Peak equivalent.

2033 Total Committed Development Flows

- 5.12 Similarly, the committed development flows from the WCC Atherstone A5 PARAMICS model (2033), Arkall Farm (2033), Dunstall Lane (2033) and Core 42 developments have all been added together to generate the 2033 total committed traffic flows. Figure 19 attached at Appendix D shows the 2033 AM Peak and Figure 20 also at Appendix D shows the PM Peak equivalent.

Traffic Growth

- 5.13 For the remainder of the committed developments neither included in the WCC Atherstone A5 PARAMICS model nor added manually based on extracts from the approved TAs, it is necessary to capture their traffic flows within a background growth factor.
- 5.14 DfT have released TEMPro v8, which replaces v7.2c, however the 2022 update to the National Trip End Model (NTEM) using National Road Traffic Projections 22 (NRTP 22) is not fully functioning with alternative planning assumptions until the release of TEMPro v8.1, due later in 2023.
- 5.15 It has been agreed with NH, WCC and SCC, in the first instance, to compare the traffic growth factors using those from the TEMPro v7.2c utilising Road Traffic Forecasts 18 (RTF 18) and later do so with TEMPro v8.1 and NRTP 22 when available.
- 5.16 For the purpose of agreeing the TEMPro 7.2c growth factors, the methodology and planning assumptions are discussed below.

2023 to 2026 Growth Factors

- 5.17 Traffic flows surveyed in 2023 will be projected to 2026 by applying factors extracted from DfT's TEMPRO v7.2c program using the definitive NTEM v7.2c database and the current RTF

2018 dataset in line with TAG Unit M4 Forecasting and Uncertainty. As all committed developments within the North Warwickshire and Tamworth regions are being considered, the growth factors for both areas have been derived. Following discussions with DfT there is no function to combine cross boundary authorities together, it is up to the user and local authorities to agree a suitable local approach. It is considered that taking the average of the growth factors for North Warwickshire and Tamworth then applying it to the 2023 surveyed flows is appropriate.

5.18 TEMPro includes growth for committed and Local Plan allocation sites, therefore in the Reference Case scenario it is important to exclude projections for Local Plan sites which do not benefit from planning permission, this is discussed in more detail below.

5.19 Table 5.1 below shows the planning assumptions for households and jobs in North Warwickshire and Tamworth from 2023 to 2026.

Table 5.1: TEMPro 2023 to 2026 Household and Employment Projections

	Households			Employment (jobs)		
	2023	2026	Increase	2023	2026	Increase
Tamworth	34103	34725	+622	33286	33581	+295
North Warwickshire	27849	28202	+353	43199	43580	+381

5.20 In Tamworth TEMPro assumes 622 new homes will be constructed from 2023 to 2026. Following a review of Table 1 from Table v7 at Appendix C, it can be seen that traffic generated from 796 new homes with planning permission has been manually added onto the road network. The traffic flows are discussed earlier in this Chapter. Therefore the 622 new homes projected in TEMPro have been accounted for already within committed developments and so they can be removed from the growth factor to avoid double counting. However, there is one site (Coton House Farm) for 141 dwellings which has not been manually added within committed developments, therefore those new homes have been added back into the TEMPro growth.

5.21 In North Warwickshire TEMPro assumes 353 new homes will be constructed from 2023 to 2026. Following a review of Table 1 from Table v7 at Appendix C, it can be seen that traffic generated from 217 new homes with planning permission has been manually added onto the road network, thus leaving a residual of 136 new homes. These are Local Plan sites which do not yet benefit from planning permission, not to be considered in the Reference Case, so the

residual 136 new homes can be removed. However, there is one site (Land off Spon Lane) for 4 dwellings which has not been manually added within committed developments, therefore those new homes have been added back into the TEMPro growth.

5.22 For the employment in Tamworth, TEMPro assumes an increase of 295 jobs. Following a review of Table 2 from Table v7 at Appendix C, there is only 1 committed employment site in Tamworth and that is fully built and occupied hence its traffic flows will be included in the July 2023 surveys. Therefore, it is reasonable to assume the extra 295 jobs in TEMPro are associated with the Local Plan sites and can be removed from the projections.

5.23 For the employment in North Warwickshire, TEMPro assumes an increase of 381 jobs. Following a review of Table 2 from Table v7 at Appendix C, there are several committed employment sites in North Warwickshire which are either fully built and occupied or their traffic generations have been included in the Vectos WCC Atherstone A5 PARAMICS model, one being the Land at Rowland Way generating an extra 425 jobs. Therefore, TEMPro will be adjusted, removing the extra 381 jobs to avoid double counting. However, there is one site (Land off Carlyon Road Industrial Estate) which is fully built but not yet occupied that will create an extra 170 jobs, therefore they have been added back into the TEMPro growth.

5.24 Table 5.2 below summarises the 2023 to 2026 TEMPro adjustments for the Reference Case.

Table 5.2: TEMPro Adjusted 2023 to 2026 Household and Employment Projections (Reference Case)

	Households			Employment (jobs)		
	2023	2026	Increase	2023	2026	Increase
Tamworth	34,103	34,244	+141	33,286	33,286	+0
North Warwickshire	27,849	27,853	+4	43,199	43,369	+170

5.26 The RTF 2018 NTM dataset was used and “Trunk” was selected as the road type. Table 5.3 below summarises the growth factors for Tamworth and North Warwickshire along with the average rates that will be applied to the July 2023 surveyed PCU flows.

Table 5.3: TEMPro 2023 to 2026 Growth Factors (Reference Case)

	Period	
	AM Peak	PM Peak
Tamworth	1.0088	1.0082
North Warwickshire	1.0072	1.0076
Average	1.008	1.0079

2023 to 2033 Growth Factors

5.27 The methodology discussed above for the 2023 to 2026 growth factors has been followed for the those from 2023 to 2033.

5.28 Table 5.4 below shows the planning assumptions in households and jobs in North Warwickshire and Tamworth from 2023 to 2033.

Table 5.4: TEMPro 2023 to 2033 Household and Employment Projections

	Households			Employment (jobs)		
	2023	2033	Increase	2023	2033	Increase
Tamworth	34,103	36,209	+2,106	33,286	34,202	+916
North Warwickshire	27,849	29,336	+1,487	43,199	44,387	+1,188

5.29 In Tamworth TEMPro assumes 2,106 new homes will be constructed from 2023 to 2033. Following a review of Table 1 from Table v7 at Appendix C, it can be seen that traffic generated from 894 new homes with planning permission has been manually added onto the road network, thus leaving a residual of 1,212 new homes. These are Local Plan sites which do not yet benefit from planning permission, not to be considered in the Reference Case, so the residual 1,212 new homes can be removed. However, there is one site (Coton House Farm) for 141 dwellings which has not been manually added within committed developments, therefore those new homes have been added back into the TEMPro growth.

5.30 In North Warwickshire TEMPro assumes 1,487 new homes will be constructed from 2023 to 2033. Following a review of Table 1 from Table v7 at Appendix C, it can be seen that traffic generated from 1,319 new homes has been manually added onto the road network, thus leaving a residual of 168 new homes. These are Local Plan sites which do not yet benefit from planning permission, not to be considered in the Reference Case, so the residual 1,212 new homes can be removed. However, there is one site (Land off Spoon Lane) for 4 dwellings which has not been manually added within committed developments, therefore those new homes have been added back into the TEMPro growth.

5.31 For the employment in Tamworth, TEMPro assumes an increase of 916 jobs. Following a review of Table 2 from Table v7 at Appendix C, there is only 1 committed employment site in Tamworth and that is fully built and occupied hence its traffic flows will be included in the July 2023 surveys. Therefore, it is reasonable to assume the extra 916 jobs in TEMPro are associated with the Local Plan sites and can be removed from the projections.

5.32 For the employment in North Warwickshire, TEMPro assumes an increase of 1,188 jobs. Following a review of Table 2 from Table v7 at Appendix C, there are several committed employment sites which are either fully built and occupied or their traffic generations have been included in the Vectos WCC Atherstone A5 PARAMICS model, one being the Land at Rowland Way generating an extra 425 jobs. Therefore, TEMPro will be adjusted, removing the extra 1,188 jobs to avoid double counting. However, there is one site (Land off Carlyon Road Industrial Estate) which is fully built but not yet occupied that will create an extra 170 jobs, therefore they have been added back into the TEMPro growth.

5.33 Table 5.5 below summarises the 2023 to 2033 TEMPro adjustments for the Reference Case.

Table 5.5: TEMPro Adjusted 2023 to 2033 Household and Employment Projections (Reference Case)

	Households			Employment (jobs)		
	2023	2033	Increase	2023	2033	Increase
Tamworth	34,103	34,244	+141	33,286	33,286	+0
North Warwickshire	27,849	27,853	+4	43,199	43,369	+170

5.34 The RTF 2018 NTM dataset was used and “Trunk” was selected as the road type. Table 5.6 below summarises the growth factors for Tamworth and North Warwickshire along with the average rates that will be applied to the July 2023 surveyed PCU flows.

Table 5.6: TEMPro 2023 to 2033 Growth Factors (Reference Case)

	Period	
	AM Peak	PM Peak
Tamworth	1.0278	1.0251
North Warwickshire	1.0228	1.0241
Average	1.0253	1.0246

No Development Flows

5.35 The relevant committed development flows will be added to the 2023 baseline traffic to generate the 2026 and 2033 Reference Case No Development flows.

5.36 The following scenarios will be modelled in the AM peak (08:00 to 09:00) and PM peak (17:00 to 18:00) periods;

- a) 2026 Reference Case - No Development
- b) 2031 Reference Case - No Development

Development Generated Traffic Flows

- 5.37 The development generated flows (PCU) have been extracted from the WCC Atherstone A5 PARAMICS model. Figure 21 attached at Appendix E shows the AM Peak traffic and Figure 22 also at Appendix E shows the PM Peak equivalent.

With Development Flows

- 5.38 The development generated flows will be added to the 2026 and 2033 Reference Case No Development traffic to generate the 2026 and 2033 Reference Case With Development flows.
- 5.39 Once the 2023 TRANSYT baseline model is approved, the proposed site access junction as shown at TT Drawing 784-B033920-TTE-00-ZZ-PL-H-0002 Rev P01 attached at Appendix G will be coded into the model. Based on previous future year modelling work it has been identified that a mitigation scheme is required at Junction 10, whilst also providing foot/ cycle enhancements. It is considered this scheme will again be required, therefore the Junction 10 improvement drawings as shown at TT Drawing 784-B033920-TTE-00-ZZ-PL-H-0001 Rev P03 attached at Appendix F will also be coded into the model.
- 5.40 Following the modelling work, if further mitigation is required over and above that identified already at Junction 10, a scheme will be developed and the model adjusted to incorporate the necessary improvements.
- 5.41 The following scenarios will be modelled in the AM peak (08:00 to 09:00) and PM peak (17:00 to 18:00) periods;
- c) 2026 Reference Case – With Development
 - d) 2033 Reference Case – With Development
- 5.42 The A5/ Long Street/ Gypsy Lane (Dordon) roundabout junction will be upgraded as part of the Dordon to Atherstone project. A scheme has been developed by WCC through the Housing Infrastructure Grant (HIG) in 2019, provided by the Department for Levelling Up, Housing and Communities. The application is supported by NH. It was confirmed at the 23rd May 2023 meeting that the Dordon roundabout scheme is only to be included in the Local Plan assessment (see next chapter) therefore the existing arrangement will be retained in the 2026 and 2033 Reference Case assessments.

6 FUTURE YEAR ASSESSMENT – LOCAL PLAN CASE

Local Plan Allocations

- 6.1 As discussed in the 15th March 2023 meeting a future year assessment (2033) is required for the Local Plan case, i.e., with the traffic generated from the committed developments identified above, plus that from the Local Plan sites and their associated highway infrastructure schemes.

WCC Atherstone A5 PARAMICS Local Plan Allocations

- 6.2 As agreed, the Local Plan Allocation generated traffic flows to be used within the TRANSYT model have been taken from the current WCC Atherstone A5 PARAMICS model. A thorough review of the Local Plan traffic flows have been undertaken and adjustments made for those developments partially built and occupied at the time of the traffic surveys to avoid double counting. The agreed adjustments are shown at Tables 3 and 4 attached at Appendix C.

- 6.3 The majority of the Local Plan traffic flows have been extracted from the WCC Atherstone A5 PARAMICS model. Figure 1 attached at Appendix D shows the numbered turning movements TT have derived to assign the Local Plan traffic from the WCC Atherstone A5 PARAMICS model. Table G attached at Appendix F shows all of the Local Plan flows by movement number, assuming all are unoccupied. Table H shows the PM peak equivalent.

- 6.4 In 2033 the agreed build out and occupations (see Appendix C) have been applied to the Local Plan developments and Table I attached at Appendix F shows the AM peak adjusted traffic that need to be added onto the baseline flows, also shown diagrammatically in Figure 23 also at Appendix F. Table J attached at Appendix F shows the PM peak adjusted traffic that need to be added onto the baseline flows, also shown diagrammatically in Figure 24 also at Appendix F.

Birch Coppice and Core 42 Local Plan Flows

- 6.5 As identified in Table 4 at Appendix C, there is a 5.1ha site at Birch Coppice and a 3.45ha site at Core 42 forming part of the Local Plan. In order to estimate the vehicle trips from these sites the July 2023 surveyed flows have been used on a pro rata basis. At Birch Coppice, 5.1ha of the currently built 145ha equates to 3.5%, and so 3.5% of the surveyed traffic flow in/ out of

Birch Coppice will represent the Local Plan site. At Core 42, 3.45ha of the currently built 17.13ha equates to 20.1%, and so 20.1% of the surveyed traffic flow in/ out of Core 42 will represent the Local Plan site.

6.6 Figure 11 attached at Appendix D shows the 2023 AM Peak surveyed flows and Figure 12 also at Appendix D shows the PM peak from which the Birch Coppice and Core 42 Local Plan sites have been derived. The Local Plan flows from Birch Coppice and Core 42 have been distributed around the road network based on the proposed development's traffic assignment, discussed later (see Figure 21 for the AM peak and Figure 22 for the PM peak both at Appendix E). Figure 25 attached at Appendix F shows the AM peak traffic flows associated with the Birch Coppice and Core 42 Local Plan sites and will be applied to the 2033 Local Plan assessment years. Figure 26 also at Appendix F shows the PM peak equivalent.

2033 Total Local Plan Allocation Flows

6.7 The Local Plan Allocation flows from the WCC Atherstone A5 PARAMICS model (2033) and the additional Local Plan Allocations at Birch Coppice and Core 42 have all been added together to generate the 2033 total Local Plan traffic flows. Figure 27 attached at Appendix F shows the 2033 AM Peak and Figure 28 also at Appendix F shows the PM Peak equivalent.

Traffic Growth

2023 to 2033 Growth Factors

6.8 The methodology discussed in Chapter 5 for the 2023 to 2033 growth factors has been followed for the Local Plan assessment.

6.9 Table 6.1 below shows the planning assumptions in households and jobs in North Warwickshire and Tamworth from 2023 to 2033.

Table 6.1: TEMPro 2023 to 2033 Household and Employment Projections

	Households			Employment (jobs)		
	2023	2033	Increase	2023	2033	Increase
Tamworth	34,103	36,209	+2,106	33,286	34,202	+916
North Warwickshire	27,849	29,336	+1,487	43,199	44,387	+1,188

- 6.10 In Tamworth TEMPro assumes 2,106 new homes will be constructed from 2023 to 2033. Following a review of Table 1 from Table v7 at Appendix C, it can be seen that traffic generated from 894 new homes with planning permission has been manually added onto the road network, thus leaving a residual of 1,212 new homes. The residual 1,212 new homes have been retained in TEMPro for the Local Plan growth. It has been assumed the 1,212 new homes includes the Coton House Farm committed site for 141 new dwellings.
- 6.11 In North Warwickshire TEMPro assumes 1,487 new homes will be constructed from 2023 to 2033. Following a review of Table 1 from Table v7 at Appendix C, it can be seen that traffic generated from 1,319 new homes with planning permission has been manually added onto the road network, thus leaving a residual of 168 new homes. However, following a further review of Table 3 from Table v7, there are another 1,135 homes among the Local Plan sites that have not been added manually, therefore the residual of 168 new homes in TEMPro has been replaced with an allowance of 1,135 new homes.
- 6.12 For the employment in Tamworth, TEMPro assumes an increase of 916 jobs. Following a review of Table 2 from Table v7 at Appendix C, there is only 1 committed employment site in Tamworth and that is fully built and occupied hence its traffic flows will be included in the July 2023 surveys. Following a review of Table 4 from Table v7 at Appendix C, there are 4 Local Plan employment sites in Tamworth, totalling 13.14ha. Of the 13.14ha, 0.75ha is built and occupied at the time of the July 2023 surveys therefore, the extra 916 jobs has been factored down by 5.7% ($0.75/13.14$) which is a reduction of 52 jobs, leaving a total of extra 864 jobs to be retained in the TEMPro assumptions.
- 6.13 For the employment in North Warwickshire, TEMPro assumes an increase of 1,188 jobs. Following a review of Table 2 from Table v7 at Appendix C, there are several committed employment sites which are either fully built and occupied or their traffic generations have been included in the Vectos WCC Atherstone A5 PARAMICS model, one being the Land at Rowland Way generating an extra 425 jobs, leaving a residual of extra 763 jobs. There is one site (Land off Carlyon Road Industrial Estate) which is fully built but not yet occupied that will create an extra 170 jobs and as they have not been added manually the extra 170 jobs need to be included in TEMPro growth. It is reasonable to assume the remaining extra 593 jobs ($763 - 170$) are associated with the 3 Local Plan employment sites yet to be built and totalling 50.55ha as listed in Table 4 from Table v7 at Appendix C. The traffic flows associated with

these 3 sites have been accounted for in the Vectos WCC Atherstone A5 PARAMICS model or uplifting surveyed flow data, therefore they can be removed from the TEMPro growth.

6.14 Table 6.2 below summarises the 2023 to 2033 TEMPro adjustments for the Local Plan Case.

Table 6.2: TEMPro Adjusted 2023 to 2033 Household and Employment Projections (Local Plan Case)

	Households			Employment (jobs)		
	2023	2033	Increase	2023	2033	Increase
Tamworth	34,103	35,315	+1,212	33,286	34,150	+864
North Warwickshire	27,849	28,984	+1,135	43,199	43,369	+170

6.15 The RTF 2018 NTM dataset was used and “Trunk” was selected as the road type. Table 6.3 below summarises the growth factors for Tamworth and North Warwickshire along with the average rates that will be applied to the July 2023 surveyed PCU flows.

Table 6.3: TEMPro 2023 to 2033 Growth Factors (Local Plan Case)

	Period	
	AM Peak	PM Peak
Tamworth	1.0570	1.0544
North Warwickshire	1.0399	1.0417
Average	1.0485	1.0481

Local Plan Allocation Infrastructure

6.16 As discussed and agreed previously, a future year assessment is required for the Local Plan case, which includes all the Local Plan allocations and their associated highway infrastructure.

6.17 The Local Plan includes a mitigation scheme at Junction 10 shown at Phil Jones Associates Drawing 02853-01 Rev A attached at Appendix H. It was agreed at the 15th March 2023 meeting with NH and WCC that when assessing the road network including the traffic associated with the Local Plan allocations, the scheme at Junction 10 also must be included.

6.18 The A5/ Long Street/ Gypsy Lane roundabout junction will be upgraded as part of the Dordon to Atherstone project and identified as ID6 in the North Warwickshire Infrastructure Delivery Plan, dated March 2018. A scheme has been developed by WCC through the Housing

Infrastructure Grant (HIG) in 2019, provided by the Department for Levelling Up, Housing and Communities. The application is supported by NH.

- 6.19 A Public Consultation Event ran for 7 weeks up to 27th October 2022 which presented 3 options, all of which involve a bypass carriageway to the South of the current A5 between Dordon roundabout to a point 500m west of Grendon roundabout, the results of which are attached at Appendix I. Option B is the preferred scheme to be taken forwards. However, the initial funding was allocated for a signalised junction as shown at Option A.
- 6.20 Given the uncertainty of the scheme to be progressed, NH advised (at the 23rd May 2023 meeting) the No Development model should be tested with the current proposal in the Local Plan (ID 6), that is Option A (signalised junction).
- 6.21 In addition there will be a new link road between the B5000 and the A5, with a 40mph speed limit and will connect to a new A5 roundabout junction to the east of Green Lane which will serve the new Grendon bypass. In order to appreciate how it might affect the baseline traffic in 2033, Vectos ran their model with and without the link road and provided traffic turning matrices for both scenarios as well as the percentage changes in baseline traffic flow at each of the junctions to be assessed. To consider applying a change the baseline traffic flows in 2033, the following criteria have been set;
- the absolute change in vehicle flow on any movement is +/- 50pcu and
 - the percentage change in vehicle flow on any movement is +/- 10%
- 6.22 The results at the junctions to be included in the TRANSYT model are attached at Appendix J and it shows that in only two instances (on the A5/ Gypsy Lane/ Long Lane junction) is the absolute change in flow +/- 50 and on those relatively lightly trafficked movements the % change is greater than 10%. However in both the AM and PM peak hours the traffic impacts of the link road at the junction overall are minor, i.e. less than 1% in the AM and 2% in the PM. So on balance it is considered the A5 to B5000 link road has minor effects to the baseline flows across the Transyt network so no adjustment will be made to the 2033 Local Plan scenario.

No Development Flows

6.23 The 2033 total committed development flows (Figure 19 and 20 at Appendix D) and the 2033 total Local Plan flows (Figures 27 and 28 at Appendix F) will be added to the 2023 baseline traffic to generate the 2033 Local Plan Case No Development flows.

6.24 The following scenario will be modelled in the AM peak (08:00 to 09:00) and PM peak (17:00 to 18:00) periods;

- e) 2033 Local Plan Case - No Development

Development Generated Traffic Flows

6.25 The development generated flows (PCU) have been extracted from the WCC Atherstone A5 Paramics model. Figure 21 attached at Appendix E shows the AM Peak traffic and Figure 22 also at Appendix E shows the PM Peak equivalent.

With Development Flows

6.26 The development generated flows will be added to the 2033 Local Plan Case No Development traffic to generate the 2033 Local Plan Case With Development flows.

6.27 The following scenario will be modelled in the AM peak (08:00 to 09:00) and PM peak (17:00 to 18:00) periods;

- f) 2033 Local Plan Case - With Development

7 TECHNICAL NOTE

7.1 A Technical Note will be produced detailing the modelling results for all scenarios discussed above. The Note will be issued to WCC, SCC and NH for review.

APPENDIX A

Meeting Notes

Minutes Of Meeting

Project Number:	784-B033920
Project Title:	PAP/2021/0663 - Land NE of M42 J10 Atherstone/ A5 model
Meeting:	A5 Atherstone Model, TT TRANSYT Model
Held At:	Teams
Date and Time:	15 th March 2023
Minutes Taken By:	Gareth Wakenshaw
Attendees:	Andrew Collinson (AC); NWBC Ben Simm (BS); National Highways (NH) Alan Law (AL), Tony Burrows (TB), Moises Mugerza (MM); WCC Amrit Mudhar (AM), Will Spencer (WS); SCC Nick Bunn (NB), Gareth Wakenshaw (GW); Tetra Tech (TT) David Hodgetts (DH), Edward Hodgetts (EH), Jane Hodgetts (JH); Hodgetts Estates (HE)
Apologies:	

1. Introductions

- As requested by AM, it was agreed that identified monthly meetings would be useful to keep track on the application. **Action: AC to set up monthly meetings**

2. Transyt Model

i) AECOM technical comments

- BS identified that NH will issue AECOM comments to TT's TRANSYT response by the end of the week. **Action: BS to issue comments**

ii) Flows to use & growth

- It was agreed that Option 3 in TT email 23 Feb was an acceptable means of assessing the highway impacts of the proposed development and avoided the need to wait until the WCC A5 Corridor model is ready. The junctions are to be resurveyed in March/ April 2023 survey counts. NB asked that the highways authorities advise of any committed works which might interfere with the survey timeframe. **Action: TT to appoint surveys and get survey permissions/ permits. NH/SCC/WCC to advise of committed works.**
- AM requested a week long ATC surveys to validate the turning counts, and AL suggested that there should ideally be 1 west of the Jn 10, 1 set east of Jn10 and 1 set E of Core 42. **Action TT to arrange additional surveys. Post meet note: survey firm advised of safety issues placing ATC on the A5 west of Jn10. Suggested ATC locations attached.**

Minutes Of Meeting

- It was also agreed that committed development and local plan allocation traffic flows can be extracted from the A5/ Atherstone model. **Action: TT to request flows from Vectos.**
- Assessment years were agreed to be 2026 and 2033 (End of local Plan). **Action: TT to provide growth factors for approval**
- AC/ AM requires Staffordshire committed developments to be reviewed to see if any more recent additions. **Action: TT to contact Richard Powell – please pass on contact details.** **Post meet note:** GW emailed Richard Powell.
- It was agreed that the committed developments would be reviewed with AC and Richard Powell of Tamworth so that completed development can be removed and the flows for part completed development can be adjusted accordingly. **Action TT to review Committed Developments with NWBC and TBC.** **Post meet note:** TT are reviewing the current applications and taking an initial estimate of their build out completions (and occupations) and forecast for 2026 and 2033 to be issued for review this week.

iii) Extent of model

- It was agreed that the extent of TRANSYT model include A5/ Pennine Way roundabout junctions in the west, M42 Jn10, A5/ Birch Coppice, A5/ Core 42 and A5/ Dordon roundabout. **Action TT to extend proposed surveys to include A5/ Dordon roundabout.**
- It was noted that the A5/ Dordon roundabout affected by the Dordon to Atherstone improvement scheme which was out to public consultation last October. The exact scheme to assess in 2033 is not confirmed. At present the A5/ Atherstone model includes Option A (Traffic Signals) but latest consultation shows that Option B (roundabout) is the preferred option. BS stated that NH does not have a preferred scheme at the present time and this will not be confirmed until PCF Stage 3. AL advised that agreement with Homes England is for the scheme to be delivered in start in 2028. AL further confirmed that the scheme was independent of RIS3. AL advised that WCC preference was Option 2. BS noted that NH had not yet announced the preferred scheme. NB suggested that for completeness, TT could assess both the Option A and Options B schemes. AL noted that WCC has a recovery and recycling strategy agreed with Homes England and that any impacts of the proposals on the junction could be subject to contributions therefore. **Action: AL and BS to speak to colleagues and advise which option(s) to assess in the future year.**
- BS discussed the impacts at Longshoot/Dodwells remote from the site further to the east, which has capacity constraints. In particular the potential volume of HGV traffic generated by the site. The Land at Padge Hall Farm application (employment uses) (Rugby Borough Council ref. R21/0985) was approved nearby and will deepen the c/w under the Watling Street Bridge and thus make the A5 corridor to the M69 more attractive for HGVs. BS would like to see traffic flow predictions along this route to rule out the need for any assessment. NB noted the Jn10 development site's proximity to Birch Coppice and that some 10% of goods lifted could be by rail-freight based on a study attached to the TA. Although no reductions has yet been applied to the development generated flows, this would be a consideration under Circular 01/2022 and the potential impact at Longshoot/Dodwells. **Action: TT to request development traffic flows (cars and HGVs) from Vectos to establish the volume of traffic (particularly for HGVs) to/ from Longshoot/Dodwells.**

iv) Use of Transyt

- AL queried the use of Transyt. NB offered to liaise with TRL to provide advice direct to WCC on Transyt. It was agreed by all parties that Transyt is appropriate to assess the agreed model area (which includes both the signal controlled junctions and priority controlled roundabouts).

Minutes Of Meeting

3. WCC Licence

- AL agreed to the use of the existing A5/ Atherstone model and for HE to enter into the WCC licence agreement. As HE already paid for the licence, AL/ MM will advise of a reduced rate. **Action: TT/ HE to submit licence application doc and discuss fees with AL. Post meet note: TT submitted licence application and await WCC response for payment to be made.**

4. Site Access Design

- NB discussed the SSD to back of predicted queue and embankment can be amended to suit. BS confirms asset team will not review the layout until the modelling work is completed and agreed. It was agreed that the SSD to the junction should be based on the observed speeds. BS had concerns with the radar speed meter method and requested a verification from an ATC. **Action: TT to arrange ATC. Post meet note: Suggested ATC locations attached.**
- BS noted that the segregated left turn lane (from the Local Plan scheme) has been removed from TT proposal. NB confirmed that the Transyt modelling showed that the left turn slip was not necessary to cater for the Local Plan scenario. TT has identified the modelling works shows that the segregated left turn slip is not required even in the Local Plan scenario with Development. BS stated that as the proposals differ from the from the Local Plan scheme, the applicant will therefore be required to provide drawings showing the proposed improvements at M42 Jn10. **Action: TT to provide note and modelling results covering this point.**

5. Proposed Improvements

- BS not consulted on foot/ cycleway on north side of M42 Jn10 / A5 proposals. Asset teams needs to review but appreciates they may need modelling work complete first. **Action: BS to ask Technical team to review the foot/ cycleway proposals.** Please see attached Appendix L from the Revised TA which includes the Site access, Jn10 and offline foot/ cycleway proposals.
- AM would like to see swept path drawings at the site access and at the A5 eastbound slip road from Pennine Way to J10. **Action: TT to provide swept path drawings.**
- AM would like confirmation on bus times and frequency into the site (i.e., bus schedule for both routes), PTS doesn't mention. **Action: TT to advise.**
- AL queried if there are ped/ cycle counts on northern bridge of J10. TT confirmed counts undertaken in 2022 at a number of locations. **Action: AL to speak to cycling officer to see if counts undertaken in 2022 are acceptable. Post meet note: For ease of refence please see attached Figure 2 from the Revised TA which shows the two-way 12 hour ped/ cycle counts in the area.**
- BS recognises the new DfT Circular 01/2022 has active travel at its heart and sustainable transport options and promotion is critical in all new developments. NB acknowledged this and reiterated the excellent sustainable options the site is proposing, not only for the development itself but for the wider community by upgrading and providing new connections, effectively making routes both more attractive and shorter distances. The new Circular states measures to improve community connectivity and public transport accessibility, will be weighed against any negative safety, traffic flow, environmental and deliverability considerations. BS noted the site must have a robust Travel Plan with ambitious targets.

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6. WCHAR, RSA1, GG104

- WCHAR will be revised. **Action: TT to submit.**
- BS no comments on the S1RSA brief until the junction modelling is complete and agreed.
- BS very important to get any Departures logged onto DAS and get approved before undertaking the S1RSA. **Action: TT to log Departures on DAS and put Ben down as the sponsor.**
- BS requires GG104 in accordance with new Circular. **Action: TT to provide a GG104 brief to Ben for review.**

7. Circular 01/2022 issues

- BS confirmed that a Vision document and Vision-led Travel Plan are required. BS confirmed no protocol yet set on these requirements but will be in a better position to advise next week. **Action: BS to advise on requirements for a Vision-Led Travel Plan, etc.**
- BS advised that the Coventry Gigafactory is a useful example to consider in the form of a Sustainable Transport Statement linked to the S106. NB confirmed that NH in North Tyneside have accepted one of our Vision Documents. BS offered to find and circulate the Sustainable Transport Statement for the Coventry Gigafactory. **Action: BS to find and circulate the Sustainable Transport Statement for the Coventry Gigafactory.**

8. WCC Update on A5 Corridor Model

- AL says the surveys are a month behind schedule but should be all complete end of April and data available in May. Confident that as the A5 corridor model to the M69 has limited route choice it should be possible to make up the time with the aim for future year models to be available in September.

9. Next Steps

- Arrange Monthly meetings. **AC to arrange monthly meetings moving forwards.**
- Review NH/ AECOM Transyt comments. **BS to issue and TT to review AECOM comments on Transyt model.**
- Arrange Traffic surveys. **TT to arrange traffic surveys. Please confirm the proposed surveys (see attached PDF) are acceptable to be undertaken on Wednesday 19th April**
- Extend Transyt model to include Pennine Way rfts and A5/ Dordon roundabout. **TT to action.**
- Renew Licence Agreement. **TT/HE have applied for new licence, WCC to take payment from HE**
- Extract committed development & local plan allocations traffic flows from A5/ Atherstone Model. **TT to action.**
- Review % complete on Committed Developments / allocations with TBC and NWBC. **TT and AC to action.**
- Confirm whether there are additional committed developments to be included. **TT to emailed Richard Prowell, await response.**
- Confirm future year junction(s) layouts to be assessed at A5/ Dordon roundabout. **BS and AL to advise on appropriate scheme(s) to assess.**
- TT to prepare a Consolidated Methodology Strategy Note to bring together all of the above items. **TT to action.**

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10. AOB

- AM noted an article which stated that in order to meet net zero, there should be 35% electric car charging should be provided for fleets on site. AM accepted that this was only one source and confirmed that SCC would not object on this issue but stated a preference for an increase on the current offer of 10% EV charging and rapid charging points, as well as ducting for a further 15% of spaces to future proof the development (25% in total). **Post Meet:** it should be noted that ducting is being provided to 100% of commercial vehicle parking spaces (for both light vehicles and HGVs).
- AM, in future report submissions, please do not append previous submitted document. **TT to action.**
- AM, please provide TRANSYT outputs in reports. **TT to action.**
- AM explanation to why accident data is only provided pre Covid. NB explained Covid that lockdowns resulted in less traffic and therefore accident patterns and frequencies not typical of normal conditions. AM requested accident data for last three years regardless. **TT to action.**
- AM welcomed the bus service into the site (between Tamworth and Nuneaton) but would like to see offer of free bus taster tickets. **TT to review Travel Plan.**
- AM would like to see emergency lifts home extended to all employees and not just cyclists. **TT to review Travel Plan.**
- AM requested clarity on the extent of the 50mph zone. **Post Meet:** Please see attached drawings from TA Appendix L which show the indicative location proposals subject to agreement.
- AM offer to provide comprehensive list setting out the above points to TT. **AM to provide AOB points to TT.**

Date of Next Meeting:	TBC by AC
Date of Issue:	28 th March 2023
File Reference:	\\ds-dc-vm-101\Data\Projects\784-B033920 Land NE of M42 Jn10\40 Communications\42 Meetings

Minutes Of Meeting

Project Number:	784-B033920
Project Title:	PAP/2021/0663 - Land NE of M42 J10 Atherstone/ A5 model
Meeting:	Highways
Held At:	Teams
Date and Time:	23 rd May 2023
Minutes Taken By:	Gareth Wakenshaw
Attendees:	Andrew Collinson (AC); NWBC Ben Simm (BS), Patrick Thomas (PT); National Highways (NH) Alan Law (AL), Tony Burrows (TB); WCC Amrit Mudhar (AM); SCC Nick Bunn (NB), Gareth Wakenshaw (GW); Tetra Tech (TT) David Hodgetts (DH); Hodgetts Estates (HE)
Apologies:	

1. Introductions

- PT to take over from BS on behalf of NH as BS is moving to work on a DCO scheme. All communications to go through PT, and BS to no longer be cc's on emails.

2. Update on 15th March 2023 Meeting

- NB gave a brief overview and noted that matters arising were covered in the main agenda.

3. Progress on A5 roadworks

- BS commented that Fiona McKenzie (NH route manager) confirmed 2 weeks ago that the A5 resurfacing works progressing well and on schedule. **Action: PT and BS to check with Fiona again and revert back.**

4. Circular 01/2022

- BS confirmed that as the modelling work is not complete, the application is subject to the new 01/2022 Circular.
- NB discussed the required process, i.e. vision document, vision-led Travel Plan and resultant trip reductions to be agreed.
- NB outlined the likely reductions in employee movements and HGV movements arising from use of the Birch Coppice rail freight terminal.
- BS happy with this approach but does require two scenarios to be assessed, i.e. "worst-case" with no trip reductions and "Sustainable Transport Case" with trip reductions for sustainable mode offerings.

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- AL requires clear evidence for trip reductions and don't just apply a blanket reduction of all trips. For example, if a new foot/ cycleway crosses Junction 10, then trips on that particular OD movement within the model needs to be reduced for the transfer of a car trip to a walk/ cycle trip.

Action: TT to prepare and issue Vision document and vision led travel plan.

5. Transyt Model

i) TT response to AECOM comments

- GW discussed the main responses and those that require NH to agree – Phase G at junctions 3 and 4 and saturation flows at the site access junction. Agreement is sought facilitate model preparation when the traffic data is received.
- **Action: BS & PT to review with AECOM and respond.**

ii) General Update

- GW talked through the progress table and thanked all for contributions to date, noted that a lot of progress has been made.
- Cotton House Farm and Dunstall Lane developments not in Vectos paramics model flows, GW suggested to use Temprow growth. AM requires the TA's to be reviewed to see if the predicted trips can be extracted. AM said it is for NH to take a view. **Action: TT to review TA's**
- GW talked about the use of Temprow v8.1 upon release and will issue factors to apply to 2023 survey counts. AM wary of new growth factors and would like to see a comparison against Temprow v7.2c. **Action GW: to issue both sets of growth factors for discussion (after v8.1 released). This will be included in the Consolidated Methodology Note.**
- Dordon roundabout. All agreed 2026 and 2033 Reference case to model Dordon roundabout in its current arrangement. In the 2033 Local Plan scenario model Dordon roundabout as Option A Traffic Signals as in the current Local Plan scenario.
- NB discussed the potential effect of the A5 to B5000 link road on baseline traffic flows (Local Plan scenario only) and this is not accounted for from Vectos committed and local plan flow data. AL confirmed WCC don't have any baseline flow reductions etc that can be applied to the network but considers the link road will take traffic away from Dordon/ Long Street and not necessarily from the A5.
- NB advised that Vectos can do additional Local Plan +/- the link road to evaluate the traffic change. All agreed worthwhile exercise. **Action: TT to instruct Vectos, analyse the data and revert back with findings and any proposed adjustments. This will be included in the Consolidated Methodology Note.**
- AL sought confirmation from BS that WCC can review the Transyt model assessments/ review carried out by AECOM on behalf of NH.. BS explained that AECOM review all the TRANSYT inputs and the models are thoroughly checked over BS confirmed that the AECOM reviews can be shared with WCC and SCC. GW reiterated TRANSYT far better tool than LINSIG for complex and linked junctions where queuing back is an issue.

iii) 4th July Surveys

- All agreed 4th July surveys acceptable subject to A5 roadworks completed on time.
- AM requires confirmation of dates for ATC surveys. **Post meet note: GW confirmed ATCs will cover Monday 3rd July to Sunday 9th July inclusive.**

6. Site Access Design & Improvements

- NB discussed that we need early view back from NH on access junction and cycle proposals. BS & PT explained that ideally the modelling needs to be agreed first but

Minutes Of Meeting

appreciate early views are sought. PT explained they will seek high level views from asset team but will be caveated that it is subject to the modelling results. **Action: PT to instruct Asset team for review of proposals (GW sent at meeting) and revert back with comments.**

- AM has no comments on the design as not affecting Staffordshire network. **Post Meet Note:** see image on last page, proposal is to convert the 2m footway into a shared/ cycleway (yellow highlight) and provide tactile paving at the uncontrolled crossing point. The shared foot/ cycleway route will terminate on Pennymoore Road and cyclists drop onto the carriageway. Amrit it would be useful for your comments as this is on part of Staffordshire network.
- BS requires Departure from Standards in design to be logged onto DAS and PT as sponsor. **Action: TT preparing and will log onto DAS system.**

7. Extent of highway maintainable at public expense by SoS on A5.

- BS acknowledges that this is with him to action. **Action: BS to send through plans.**
- NB queried whether the adoption of the slip road from the A5 to Kinsall Green had been adopted. The Sc106 Agreement for ACE135 (planning application reference 0646/2018) include a sum for its adoption.. **Action: PT to review and revert back.**

8. WCHAR, S1RSA and GG104

- WCHAR will be revised after modelling work agreed. **Action: TT to instruct Drummond Black after modelling approved.**
- S1RSA Brief, BS cant find CV's to the brief. BS agrees it will be good to get brief agreed in advance of modelling work. **Action: TT to send CV's to PT. Action: PT to review Brief.**
- GG104. PT confirms there is no formal brief to follow, NB proposed doing an informal GG104 brief, agreed this is appropriate. **Action: TT to send informal GG104 brief to PT.**

9. Next Steps

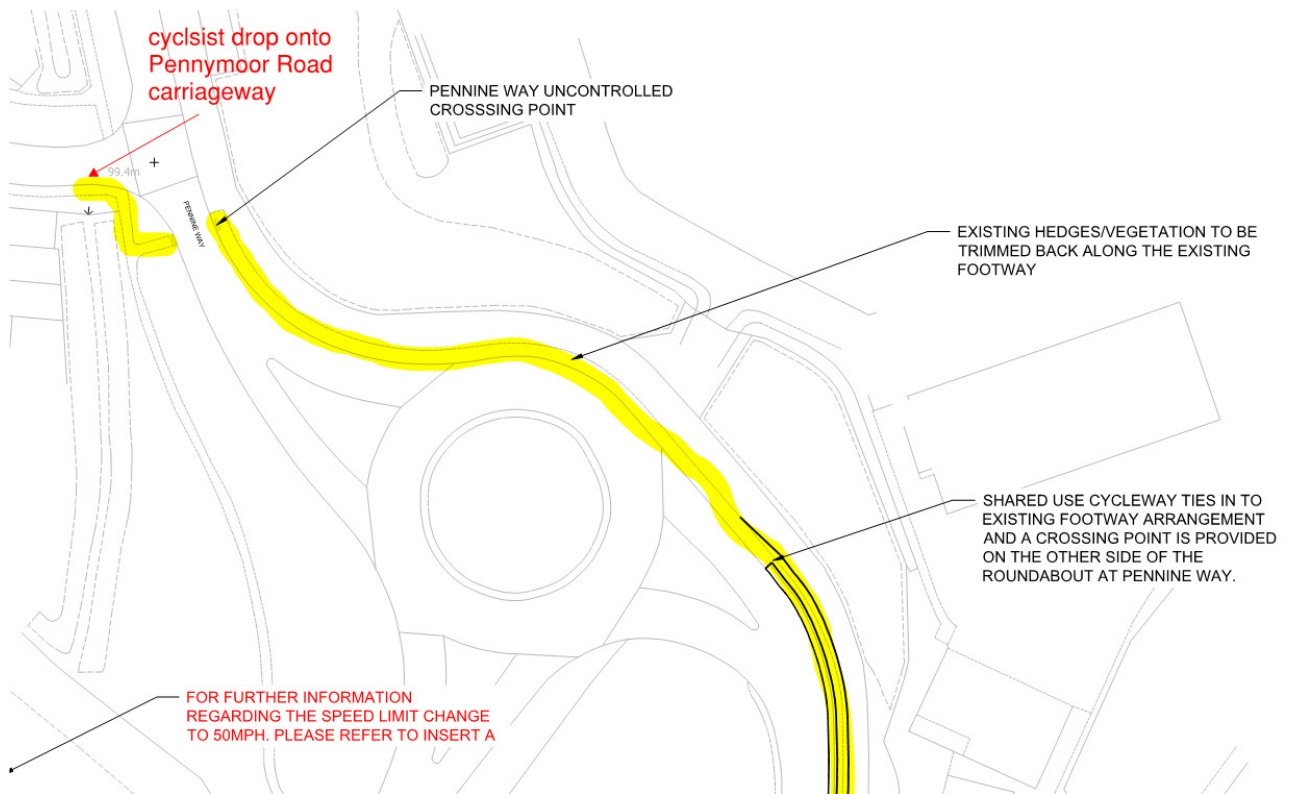
- TT to prepare and issue meeting notes.

10. AOB

- Discussion around July meeting. All agreed to a meeting on July 26th. **Post meet note: AC issued meeting invite for 2pm on Wednesday 26th July.**


Date of Next Meeting:	28 th June 2023
Date of Issue:	24 th May 2023
File Reference:	\\lds-dc-vm-101\Data\Projects\784-B033920 Land NE of M42 Jn10\40 Communications\42 Meetings

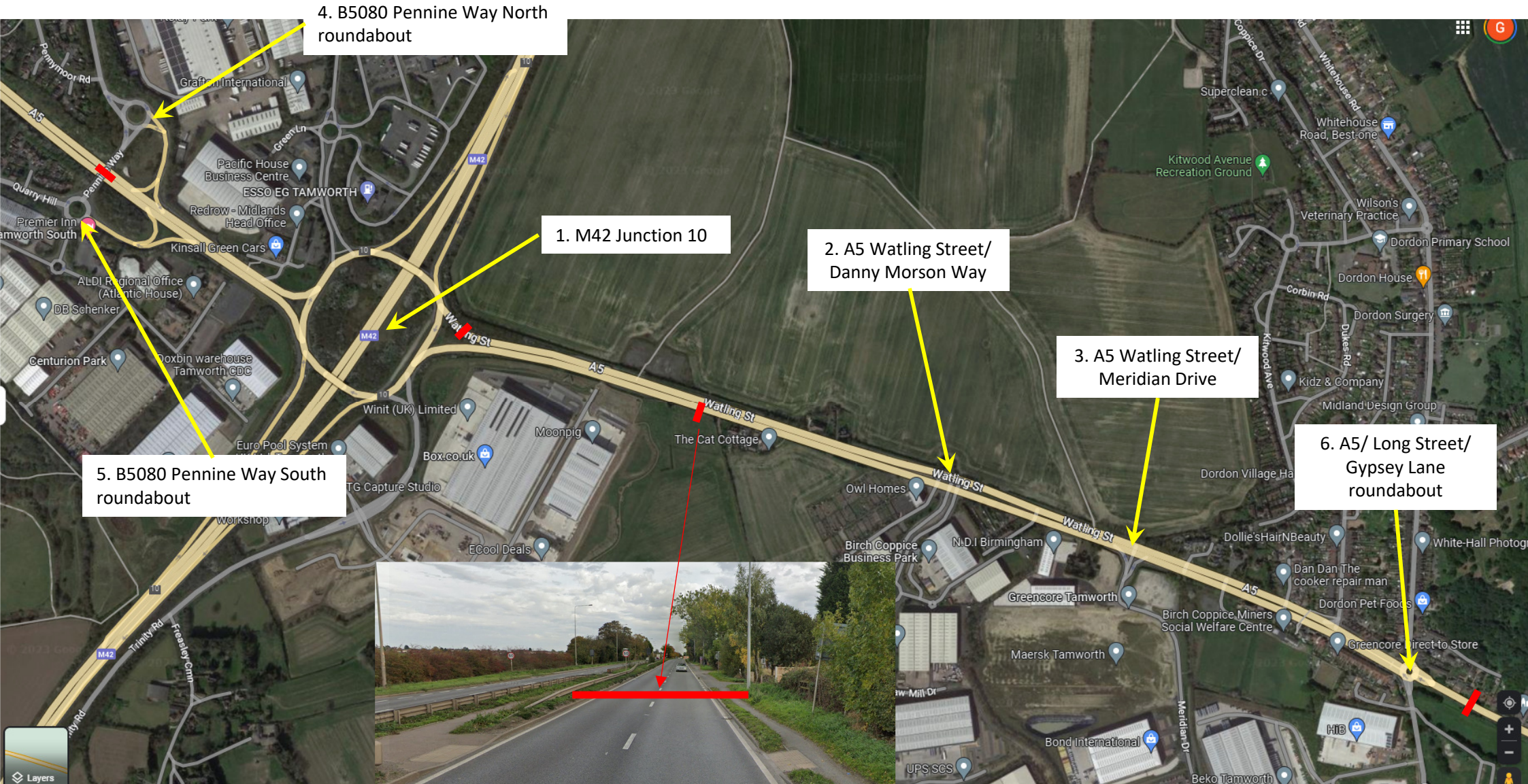
Minutes Of Meeting



APPENDIX B

Traffic Survey Specification

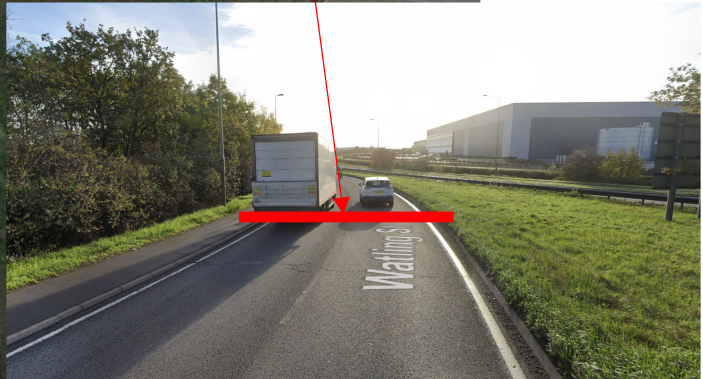
 1 week ATC (4 in total)



- Stop line
- ↔ Cameras to pick up stop line and queue in distance
- 1 week ATC

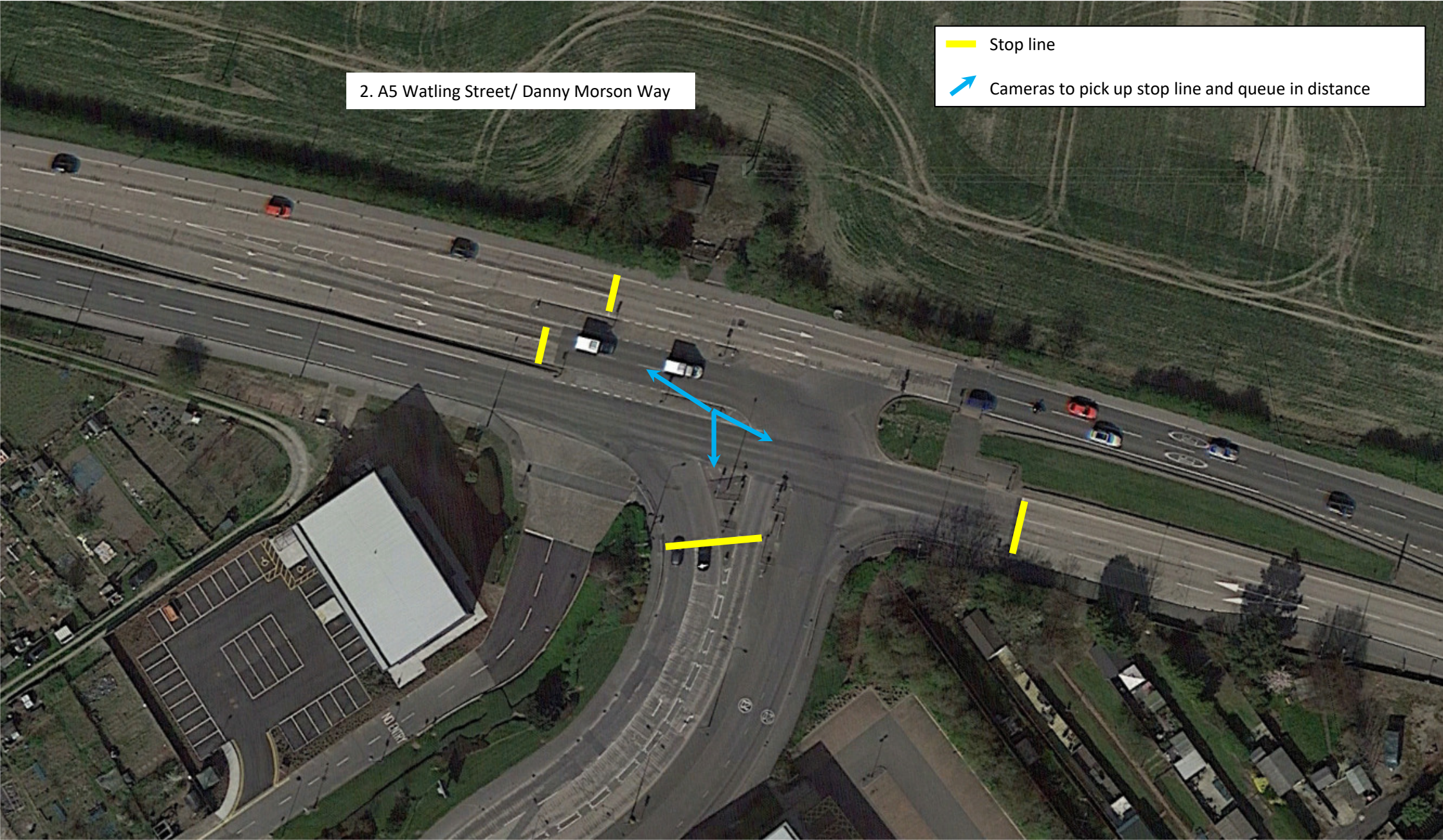
1. M42 Junction 10

116 m



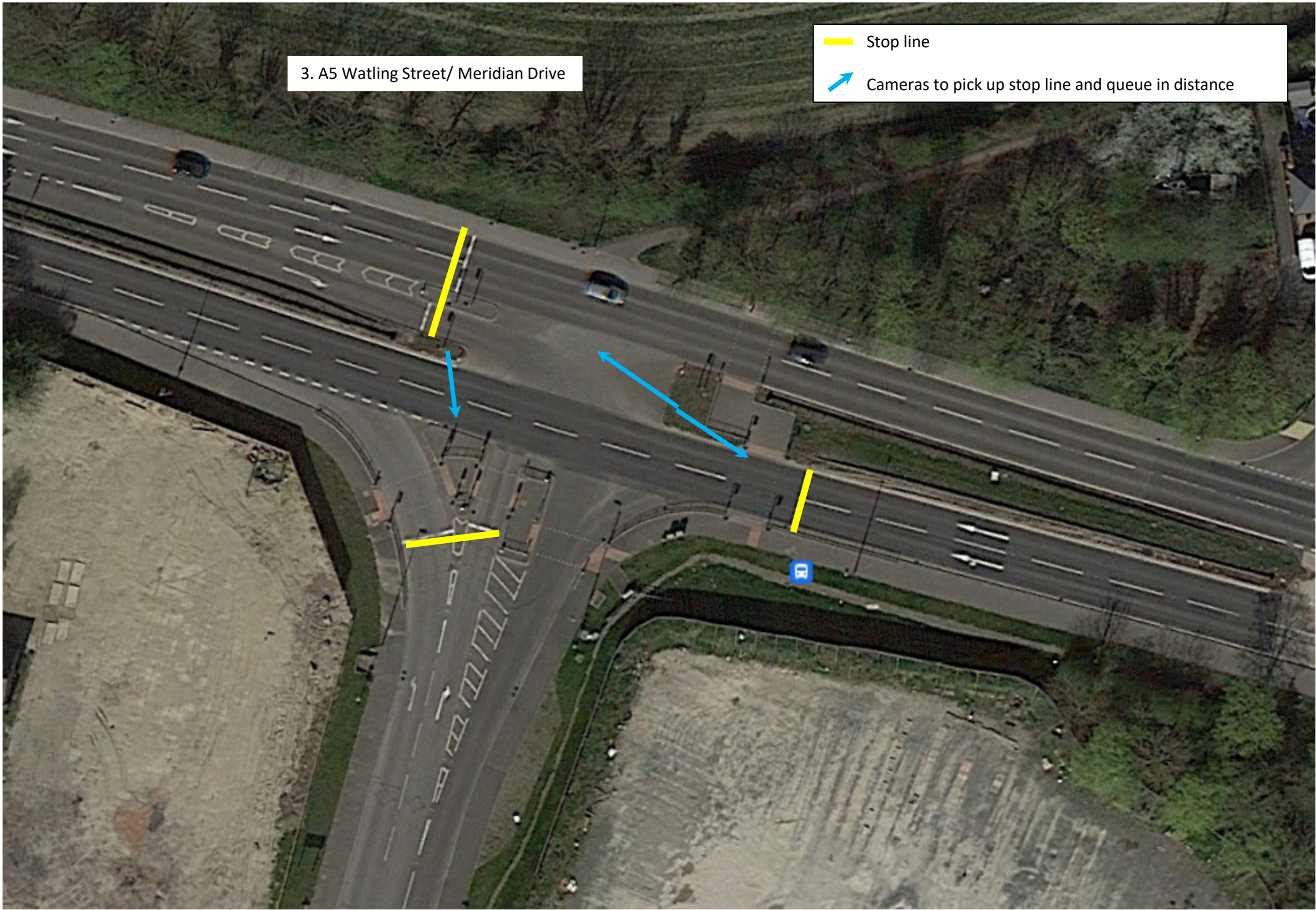
2. A5 Watling Street/ Danny Morson Way

- Stop line
- ↗ Cameras to pick up stop line and queue in distance



3. A5 Watling Street/ Meridian Drive

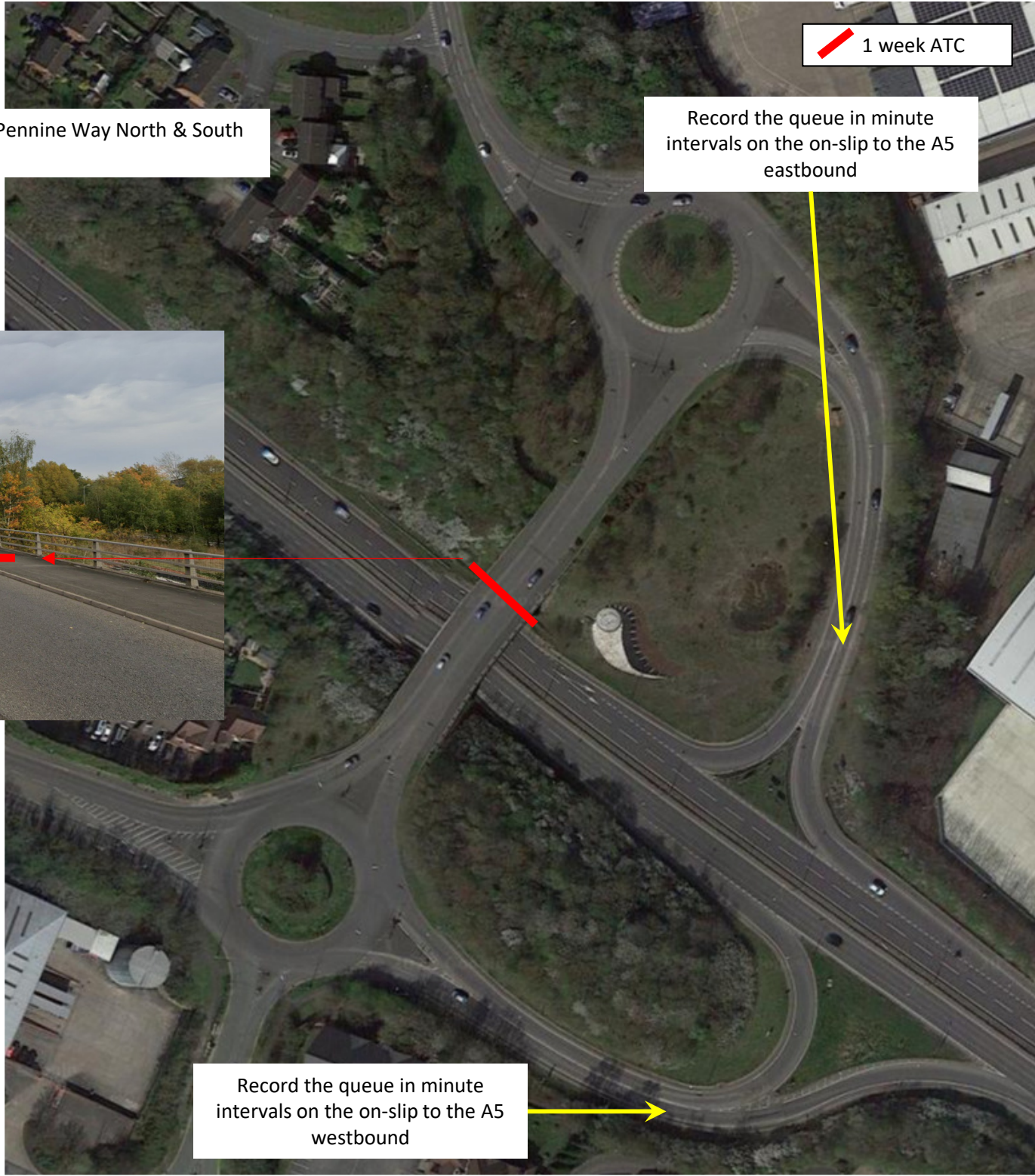
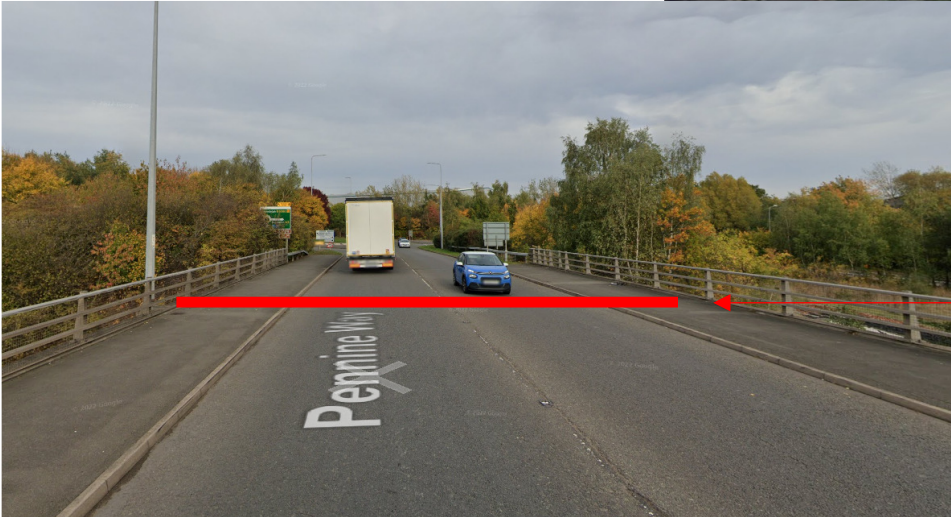
- Stop line
- ↗ Cameras to pick up stop line and queue in distance



4 & 5. B5080 Pennine Way North & South Roundabouts

1 week ATC

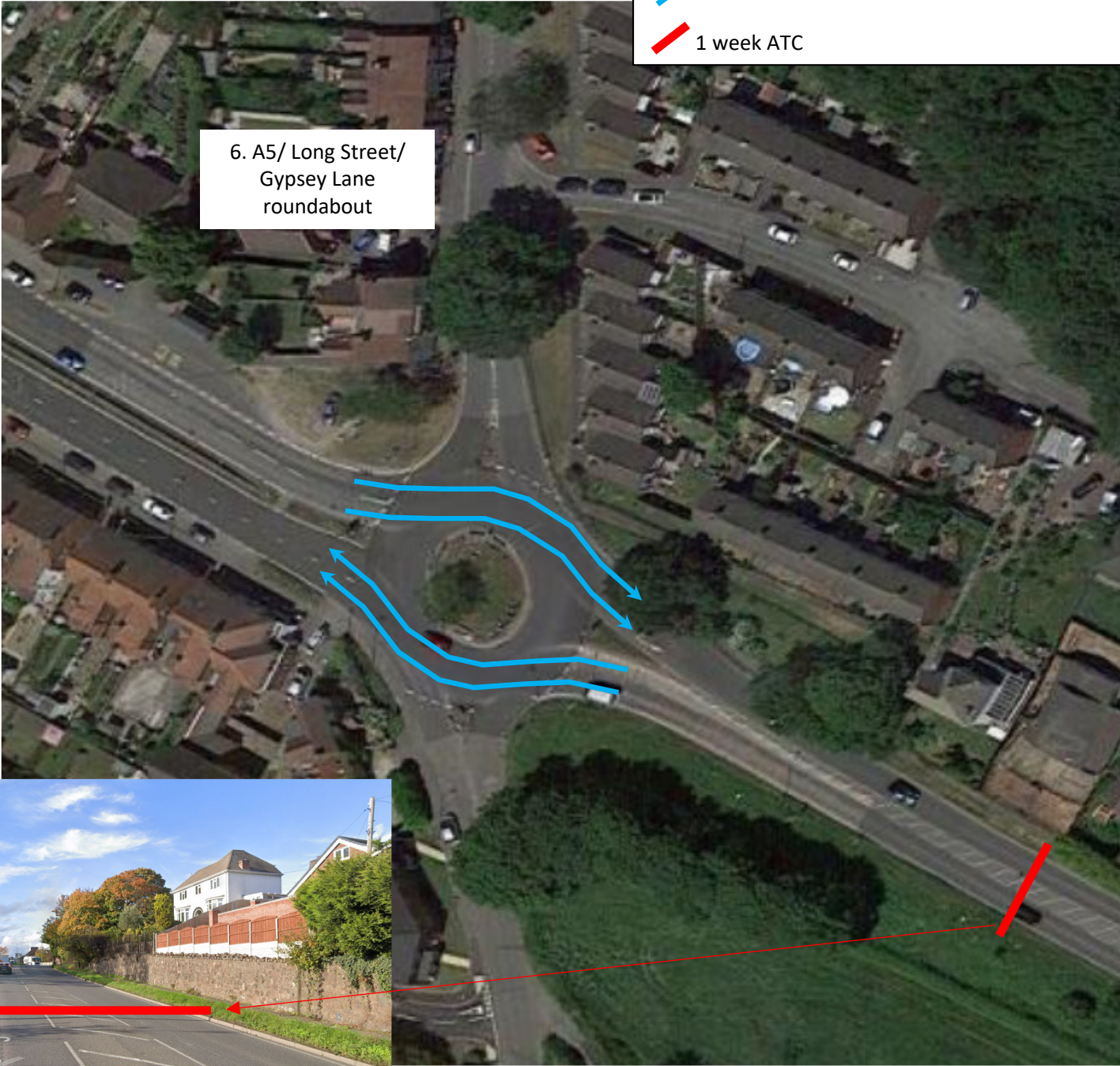
Record the queue in minute intervals on the on-slip to the A5 eastbound



Record the queue in minute intervals on the on-slip to the A5 westbound

↗ Lane counts to identify proportion using offside lane to go going ahead
↘ 1 week ATC

6. A5/ Long Street/
Gypsey Lane
roundabout



APPENDIX C

Committed & Local Plan Sites & Build Out Rates

North Warwickshire Borough Council & Tamworth Borough Council - Committed & Local Plan Allocations (Residential & Employment) v7

Prepared by TetraTech (TT) for the purpose of establishing committed and Local Plan allocation traffic flows to be included in the A5 TRANSYT model to support Hodgett Estates Planning Application PAP/2021/0663 Land North East of M42 Jn10 Oct-23

Map Ref	Committed Development Residential Sites (Dwellings)	Policy Number	Reference Number	Notes	Approved Units	Estimated Occupied in July 2023	Estimated Occupied in 2026	Estimated Occupied in 2033	Method for including traffic flows in TT's Transyt Model
1	Tamworth Golf Club		0088/2015 (Outline)	Partially built in April 2023	1100	597	1002	1100	Flows from Vectos, A5 Atherstone Model
2	Land South of Grendon			Andrew Collinson to Assist	143	0	0	143	Flows from Vectos, A5 Atherstone Model
3	Land South of Dairy House Farm (Phase 1 and Phase 2)		PAP/2013/0224 & PAP/2017/0156	Fully built & occupied in April 2023	205	205	205	205	Flows included in July 2023 surveys
4	Land at Rowlands Way Resi		PAP/2012/0297	Fully built & occupied in April 2023	88	88	88	88	Flows included in July 2023 surveys
5(H1)	Land at Holly Lane	H1	PAP/2014/0542 (Outline)	Not Started	743	0	100	743	Flows from Vectos, A5 Atherstone Model
6	Former Polesworth High School			Fully built & occupied in April 2023	12	12	12	12	Flows included in July 2023 surveys
7	Land RO 5/7 Fairfields Hill		PAP/2019/0689	Not Started	9	0	9	9	Flows from Vectos, A5 Atherstone Model
8	Former Britannia Mill		PAP/2019/0180	Not Started	59	0	0	59	Flows from Vectos, A5 Atherstone Model
9	Former Sparrowdale School Site/ Recycling Centre		PAP/2019/0396	Fully built & occupied in April 2023	61	61	61	61	Flows included in July 2023 surveys
10	Land at former Chapel House		PAP/2015/0215	Fully built & occupied in April 2023	8	8	8	8	Flows included in July 2023 surveys
11	Robey's Lane Phase 1		PAP/2017/0257	Not Started	500	0	100	500	Flows from Vectos, A5 Atherstone Model
12	Land at Windy Ridge		PAP/2017/0229	Not Started	8	0	8	8	Flows from Vectos, A5 Atherstone Model
13	Land West of Woodpack Farm			Fully built & occupied in April 2023	32	32	32	32	Flows included in July 2023 surveys
24	Anker Valley		0105/2014 - 555 dwellings 0331/2018	Fully built & occupied in April 2023	535	535	535	535	Flows included in July 2023 surveys
25	Dunstall Lane		0308/2016	Partially built in April 2023	800	550	800	800	Flows derived taken from WYG TA, dated 2016
26	Coton House Farm	387	0020/2019	Not Started	141	0	141	141	Traffic generations to be included in TEMPRO background Growth
27	Land north of Coton Lane			Fully built & occupied in April 2023	170	170	170	170	Flows included in July 2023 surveys
14	Land off Spon Lane		PAP/2020/0082	Started	6	2	6	6	Traffic generations to be included in TEMPRO background Growth
29	Arkall Farm, Land north of Ashby Road		14/00516/OUTME1	Started	1000	116	431	1000	Flows derived from PBA assignment at M42 Jn 10. Await WCC acceptance
Total					5477	2376	3708	5477	

Map Ref	Committed Development Employment Sites	Policy Number	Reference Number	Notes	Approved Ha	Estimated Occupied in July 2023	Estimated Occupied in 2026	Estimated Occupied in 2033 (Staff)	Estimated Occupied in 2033 (Staff)	Method for including traffic flows in TT's Transyt Model
	Plot 7, Birch Coppice			Fully built & occupied in April 2023	2.2	2.2	2.2		2.2	Flows included in July 2023 surveys
15	Danny Morson Way (Phase 1)		PAP/2013/0504	Fully built & occupied in April 2023	1.15	1.15	1.15		1.15	Flows included in July 2023 surveys
16	Land At Hall End Farm		PAP/2013/0269	0.34ha left to develop	17.47	17.13	17.47		17.47	Uplift surveyed flows in/out of Core 42 by 2% (0.34ha/17.13ha)
17	Land at the Beanstalk (Phase 3)		PAP/2012/0347	Fully built & occupied in April 2023	13.06	13.06	13.06		13.06	Flows included in July 2023 surveys
18	Aldi Foodstores LTD		PAP/2012/0103	Fully built & occupied in April 2023	1.08	1.08	1.08		1.08	Flows included in July 2023 surveys
19	Land to southeast of M42 J10 Trinity Road			Fully built & occupied in April 2023	8	8	8		8	Flows included in July 2023 surveys
20(E1)	Land at Rowland Way Employ	E1	PAP/2018/0159	Not Started	6.5	0	6.5	425	6.5	Flows from Vectos, A5 Atherstone Model
21	Darwell Park			Fully built & occupied in April 2023	0.7	0.7	0.7		0.7	Flows included in July 2023 surveys
22	Site at Relay Park	TBC EMP8	0464/2018	Fully built & occupied in April 2023	2.84	2.84	2.84	300	2.84	Flows included in July 2023 surveys
23	Land East of Centurion Park		PAP/2014/0014	Fully built & occupied in April 2023	8.5	8.5	8.5		8.5	Flows included in July 2023 surveys
30	Land off Carlyon Road Industrial Estate, Atherstone		PAP/2019/0228	Fully built but not occupied	1.3	0	1.3	170	1.3	Traffic generations to be included in TEMPRO background Growth
Total					62.8	54.66	62.8		62.8	

Map Ref	Local Plan Allocation Residential Sites (Dwellings)	Policy Number	Comments	Notes	Allocated Units	Estimated Occupied in July 2023	Estimated Occupied in 2026	Estimated Occupied in 2033	Method for including traffic flows in TT's Transyt Model
H2	Land at Whittingham Farm	H2	Adopted 2021 Local Plan	Not Started	1282	0	0	1282	Flows from Vectos, A5 Atherstone Model
H3	Allotments adjacent to Memorial Park, Coleshill	H3	Adopted 2021 Local Plan	Not Started	30	0	0	30	Traffic generations to be included in TEMPRO background Growth
H4	Land East of Dordon & Polesworth	H4	Adopted 2021 Local Plan, changed from H7	Not Started	1675	0	50	1675	Flows from Vectos, A5 Atherstone Model
H5	Robey's Lane Phase 2	H5	Adopted 2021 Local Plan, changed from H13	Not Started	1270	0	150	1040	Flows from Vectos, A5 Atherstone Model
RH3	Atherstone Football Ground	RH3	Adopted 2021 Local Plan, now a Reserved site	Discount reserved housing sites	46	0	0	0	Do not include
H7	Land at Church Farm, Baddesley	H7	Adopted 2021 Local Plan	Not Started	47	0	25	47	Traffic generations to be included in TEMPRO background Growth
H8	Land north of Grendon Community Hall	H8	Adopted 2021 Local Plan	Not Started	7	0	0	7	Traffic generations to be included in TEMPRO background Growth
H9	Land between Church Road and Nuneaton Road, Hartshill	H9	Adopted 2021 Local Plan	Not Started	400	0	0	400	Traffic generations to be included in TEMPRO background Growth
H10	Land south of Coleshill Road, Ansley Common	H10	Adopted 2021 Local Plan	Not Started	450	0	0	450	Traffic generations to be included in TEMPRO background Growth
H14	Manor Farm	H14	Adopted 2021 Local Plan	Ground works started	21	0	21	21	Traffic generations to be included in TEMPRO background Growth
H15	Land south of Shuttington Village Hall	H15	Adopted 2021 Local Plan	Not Started	24	0	24	24	Traffic generations to be included in TEMPRO background Growth
H16	Land north of Orton Road	H16	Adopted 2021 Local Plan	Ground works started	128	0	80	128	Traffic generations to be included in TEMPRO background Growth
H17	Land south of Islington Farm	H17	Adopted 2021 Local Plan	Ground works started	28	0	28	28	Traffic generations to be included in TEMPRO background Growth
Total					5408	0	378	5132	

Map Ref	Local Plan Allocation Employment Sites	Policy Number	Comments	Notes	Allocated Ha	Estimated Occupied in July 2023	Estimated Occupied in 2026	Estimated Occupied in 2033 (Staff)	Estimated Occupied in 2033 (Staff)	Method for including traffic flows in TT's Transyt Model
28	Land North of Aldi Whittington Lane			Fully built & occupied in April 2023	1.5	1.5	1.5		1.5	Flows included in July 2023 surveys
	Sites at Centurion Park			Fully built & occupied in April 2023	0.75	0.75	0.75		0.75	Flows included in July 2023 surveys
E2	Land to the West of Birch Coppice	E2	Adopted 2021 Local Plan, changed from 8.55ha to 5.1ha	Not Started	5.1	0	0		5.1	Uplift surveyed flows in/out of Birch Coppice by 3.5% (5.1ha/145ha)
E3	Land including site of playing fields south of A5 Dordon, adjacent to Hall End Farm	E3		Not Started	3.45	0	0		3.45	Uplift surveyed flows in/out of Core 42 by 20.1% (3.45ha/17.13ha)
E4	Mira Technology Park	E4	PAP/2022/0423	Not Started	42	0	0		42	Flows from Vectos, A5 Atherstone Model
EMP 1	Land south of the A5, Bitterscote South	EMP 1	0055/2018 - expired	Not Started	9.8	0	0		9.8	Traffic generations to be included in TEMPRO background Growth
EMP 10	Vacant land and car park off Sandy Way, Amington	EMP 10, 30, 34		Not Started	1.64	0	0		1.64	Traffic generations to be included in TEMPRO background Growth
EMP 26	Land adjacent to Sandy Hill Business Park	EMP 26	0337/2020	Not Started	0.95	0	0		0.95	Traffic generations to be included in TEMPRO background Growth
Total					65.19	2.25	2.25		65.19	

Note Planning application for Robey's Lane Phases 1 & 2 (PAP/2018/0755) is for 1540 homes, thus a reduction from 1,770 homes assumed in the Vectos A5 Atherstone model - flows will be adjusted accordingly sites in North Warwickshire sites in Tamworth

APPENDIX D

Committed Development Traffic Flows

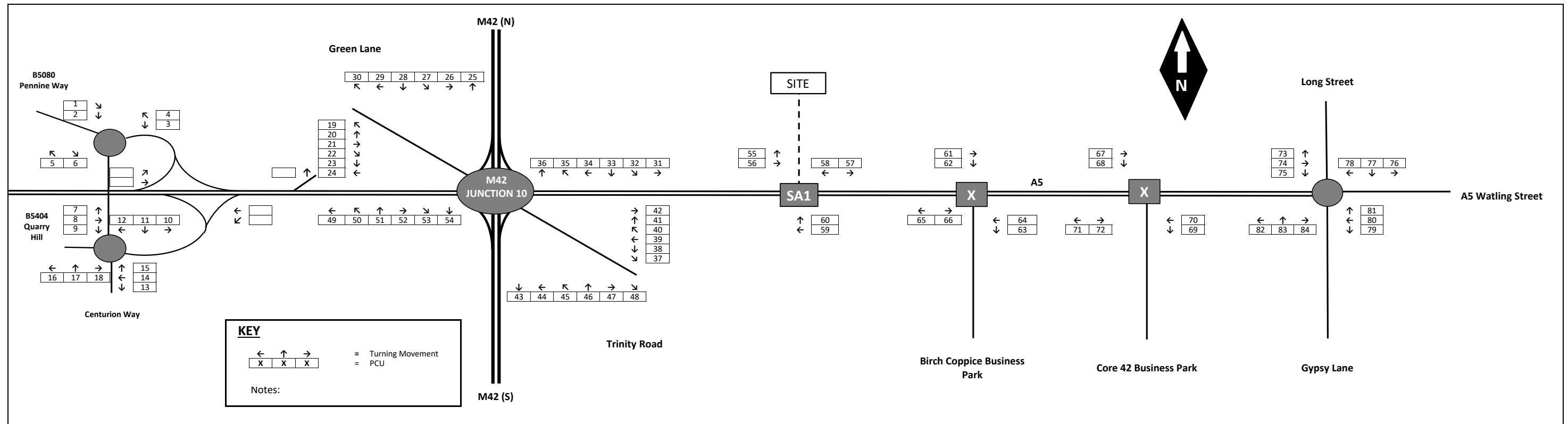


FIGURE 1
Turning Movements for Committed & Local Plan Developments - VECTOS Data

Land North East of M42 Junction 10

JOB NUMBER: 784-B033920

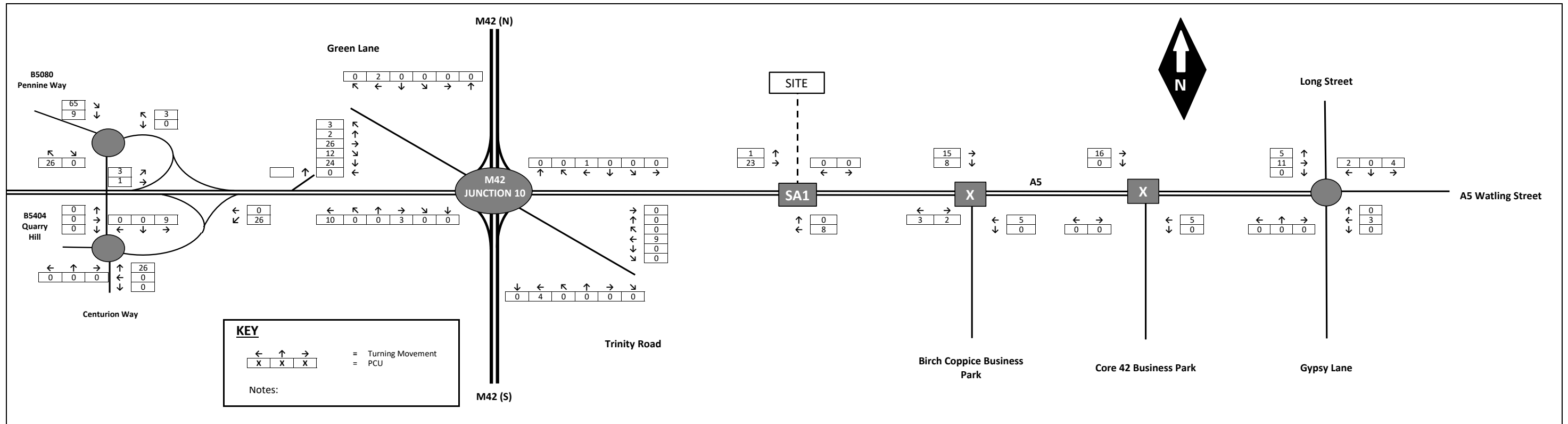


FIGURE 2

2026 AM Peak Committed Developments PCU (from Vectos)

Land North East of M42 Junction 10

JOB NUMBER: 784-B033920



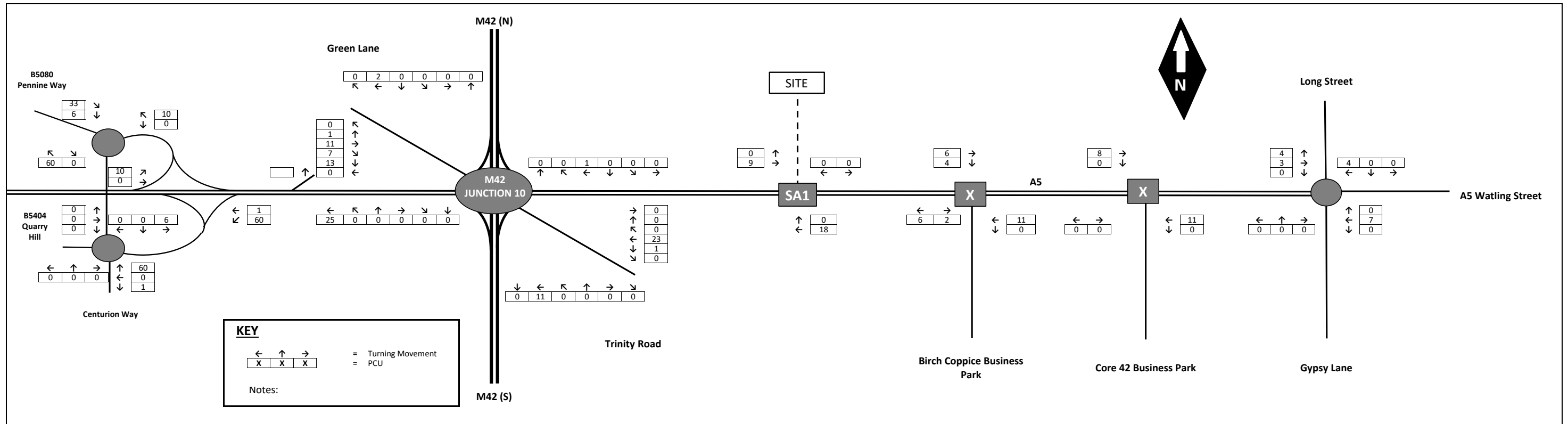


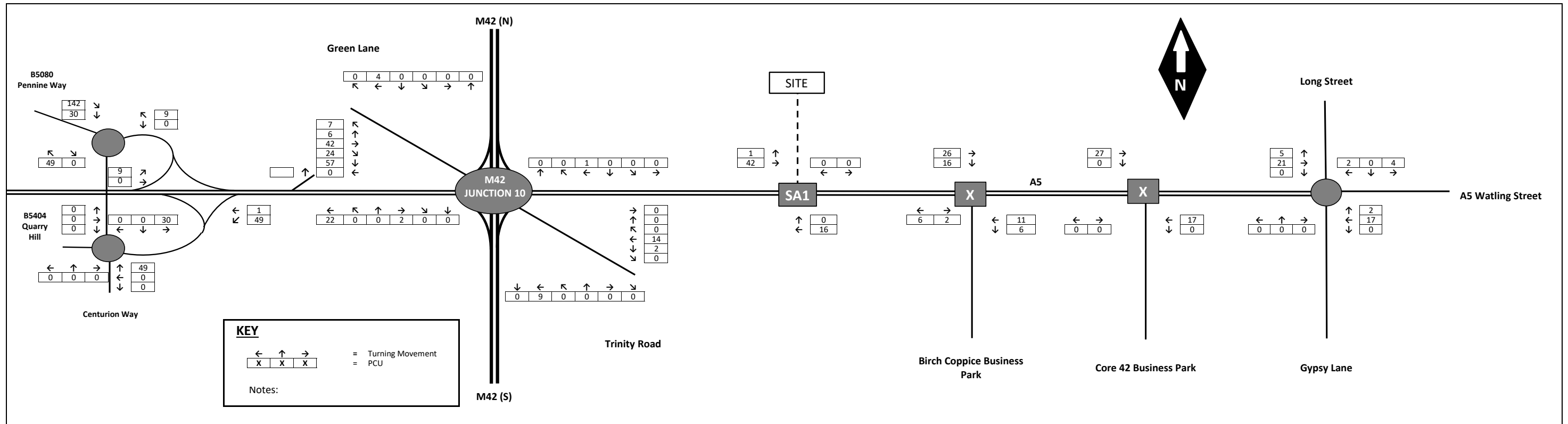
FIGURE 3

2026 PM Peak Committed Developments PCU (from Vectos)

Land North East of M42 Junction 10

JOB NUMBER: 784-B033920





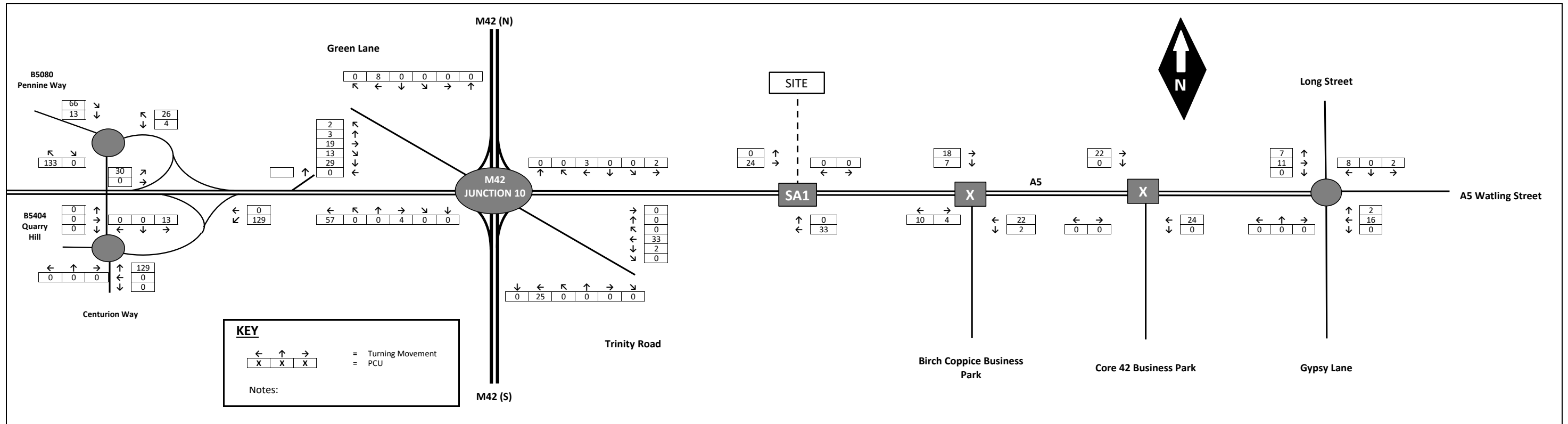


FIGURE 5

2033 PM Peak Committed Developments PCU (from Vectos)

Land North East of M42 Junction 10

JOB NUMBER: 784-B033920



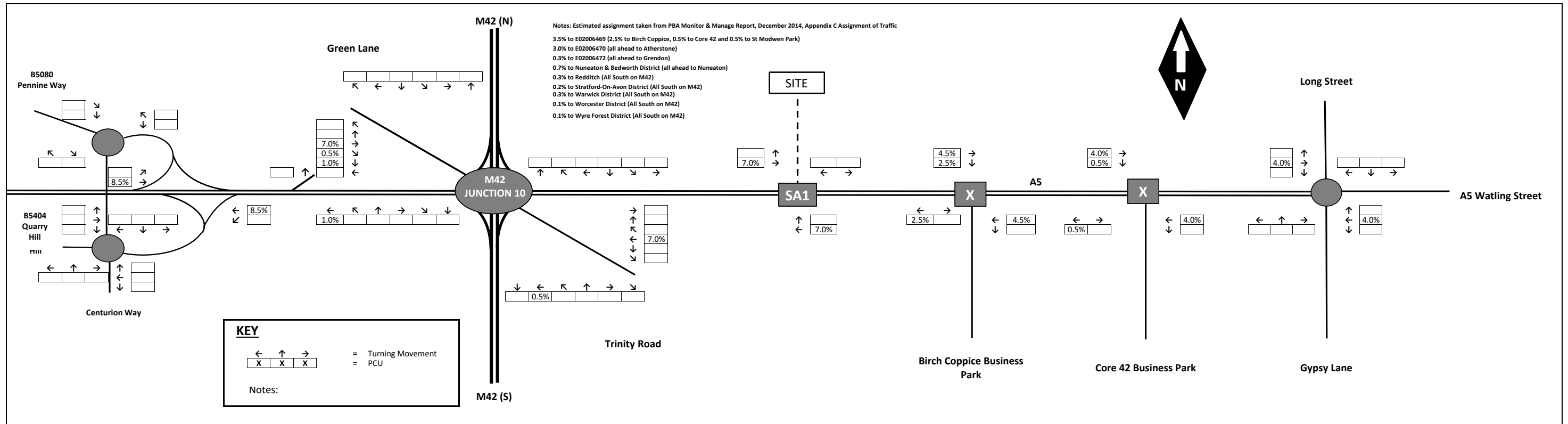


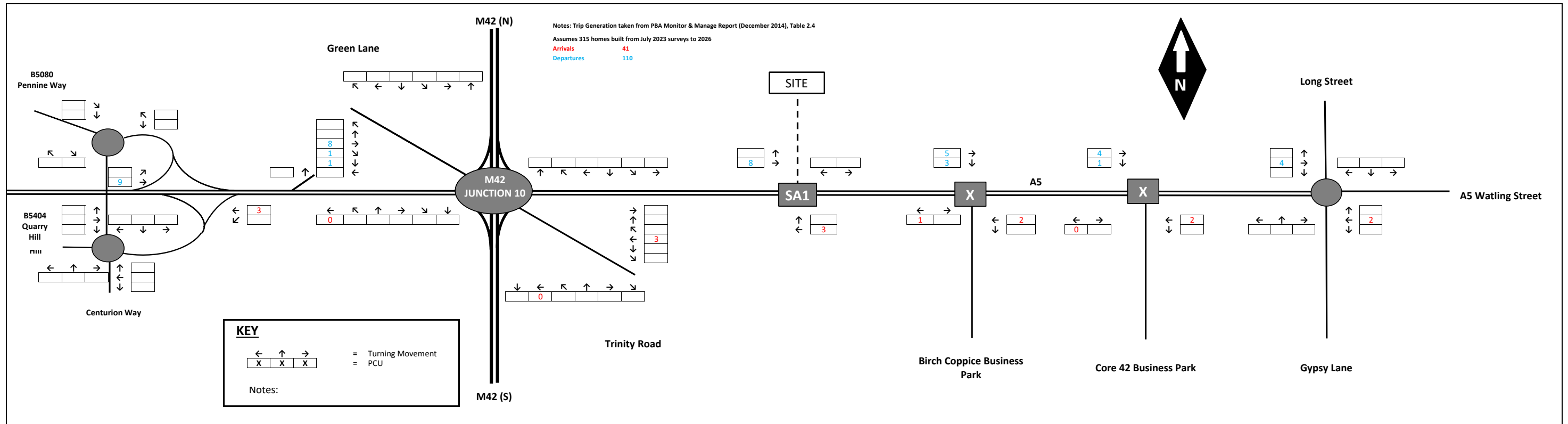
FIGURE 6

Arkall Farm - Traffic Assignment

Land North East of M42 Junction 10

JOB NUMBER: 784-B033920





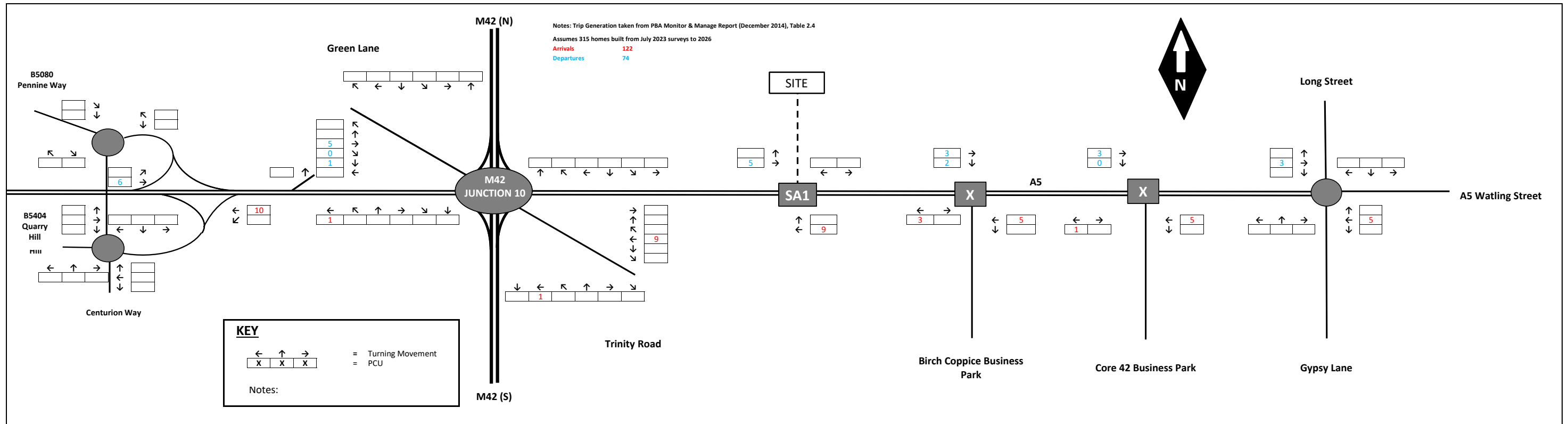


FIGURE 8
 Arkall Farm - PM Peak Development Flows in 2026

Land North East of M42 Junction 10

JOB NUMBER: 784-B033920

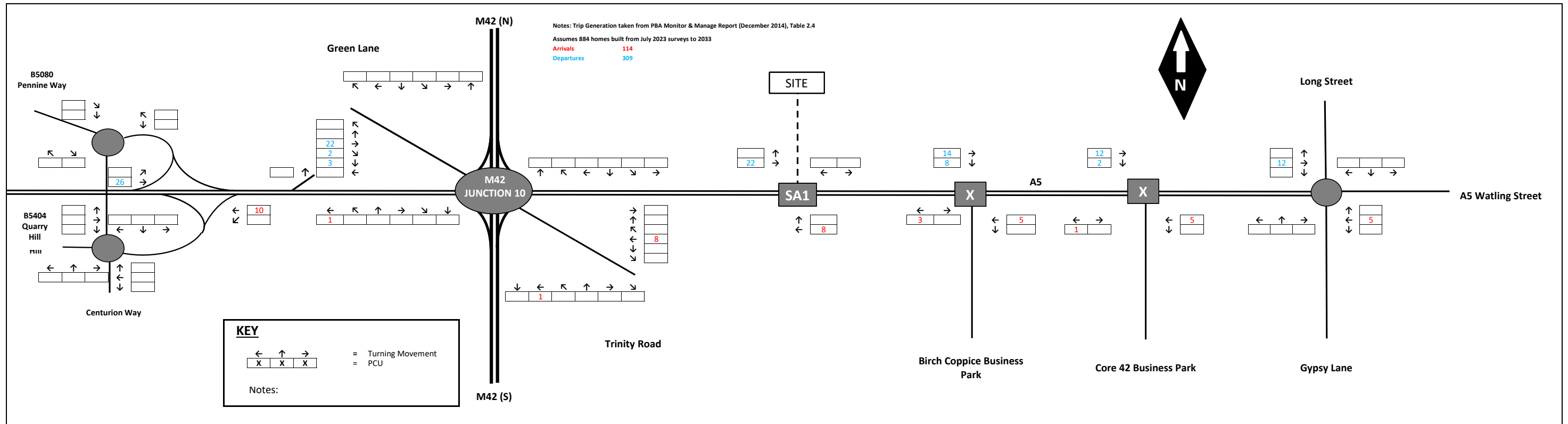


FIGURE 9
 Arkall Farm - AM Peak Development Flows in 2033

Land North East of M42 Junction 10

JOB NUMBER: 784-B033920

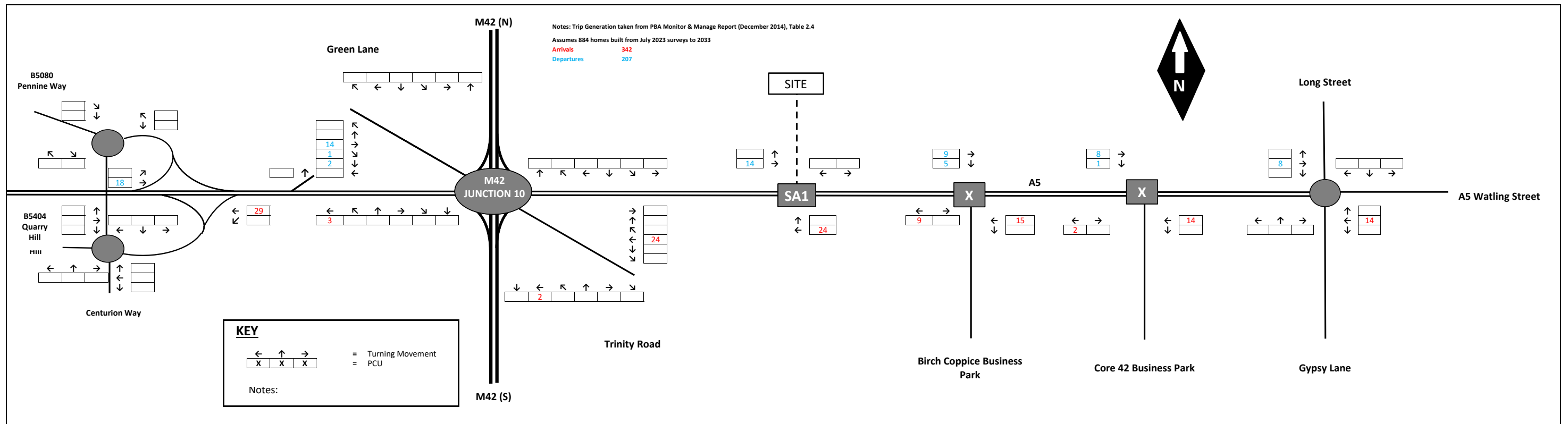


FIGURE 10
 Arkall Farm - PM Peak Development Flows in 2033

Land North East of M42 Junction 10

JOB NUMBER: 784-B033920

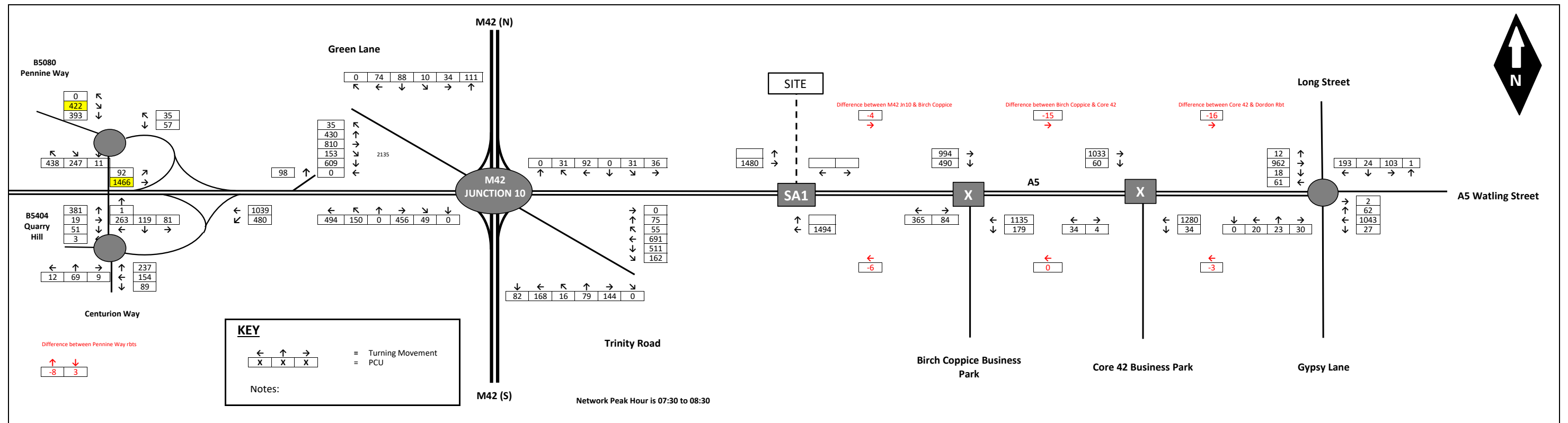
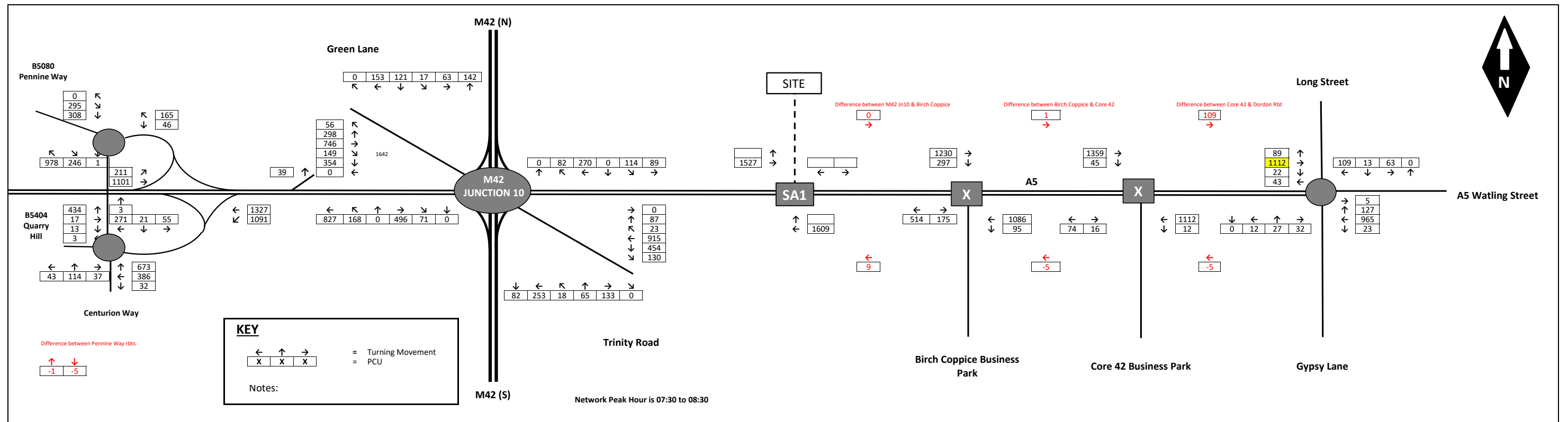


FIGURE 11
 2023 AM PEAK (0730 TO 0830) - DEMAND FLOWS

Land North East of M42 Junction 10

JOB NUMBER: 784-B033920



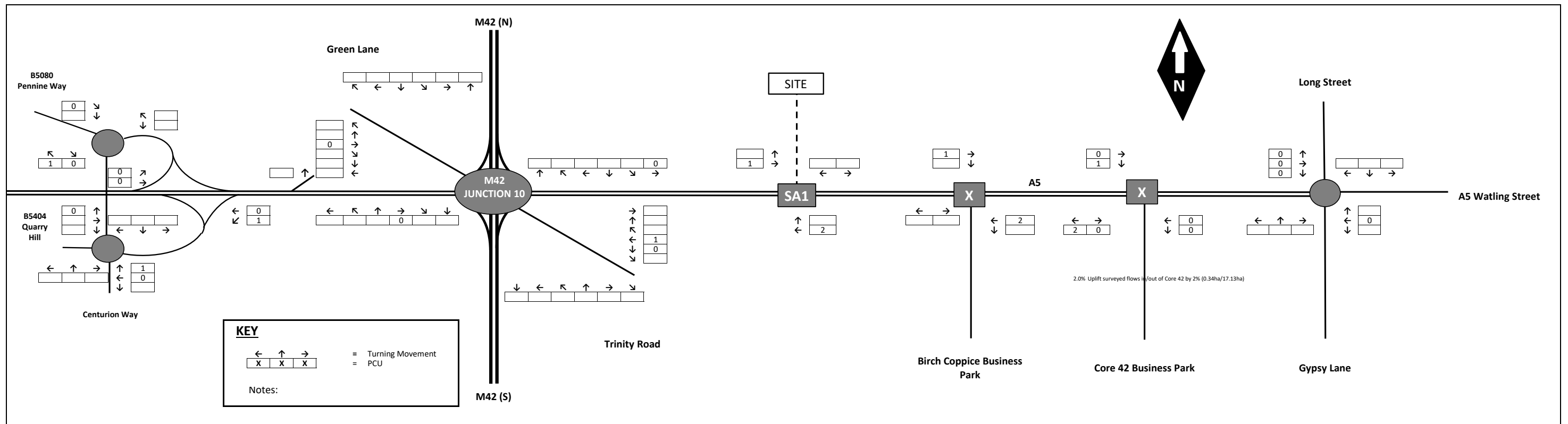
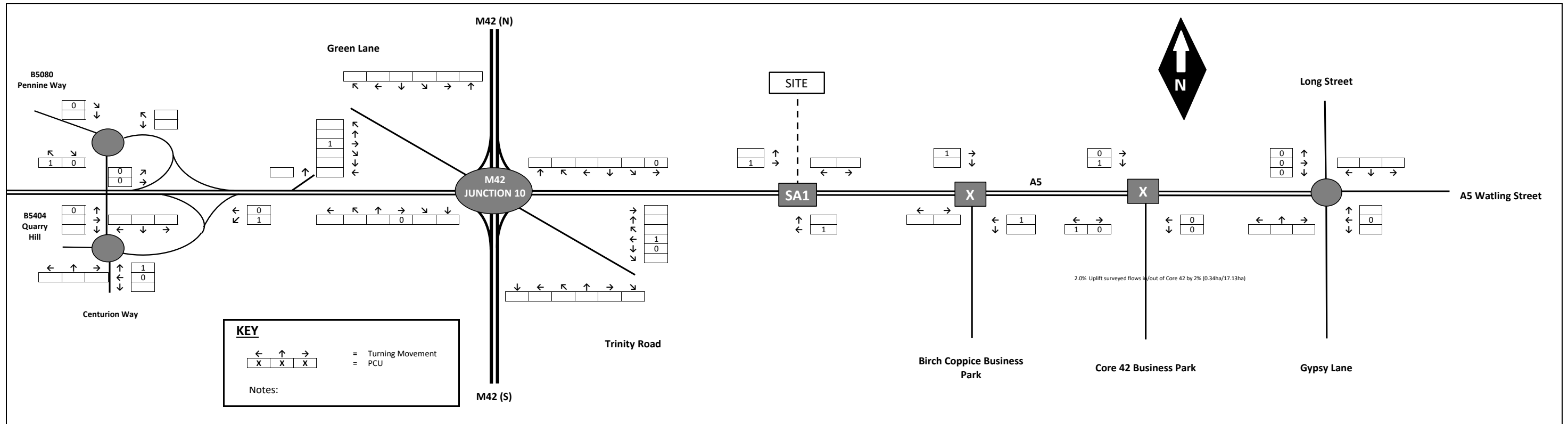
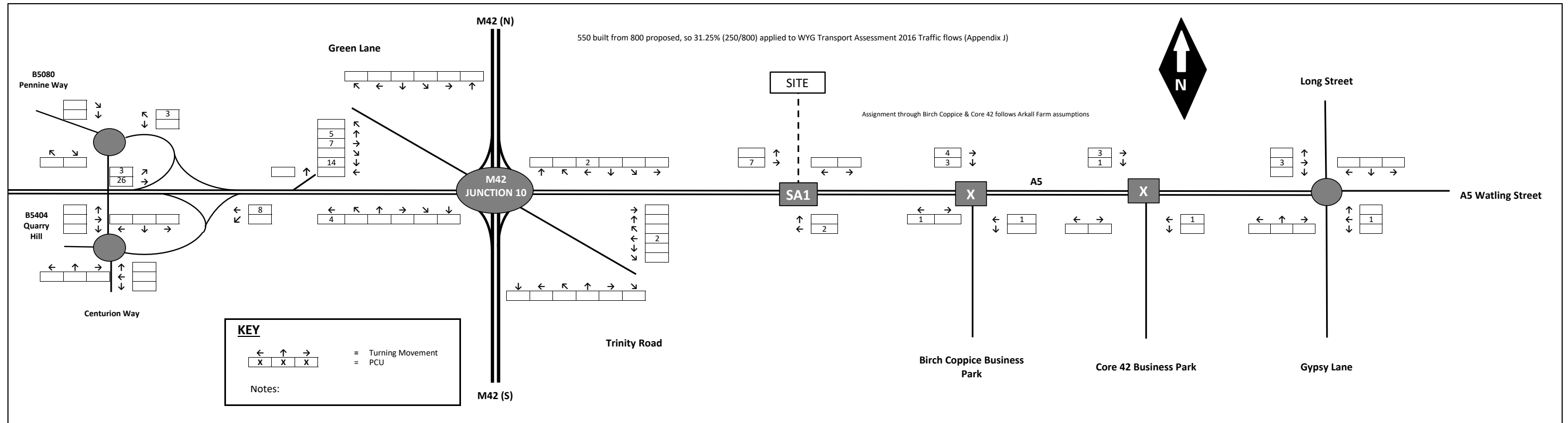


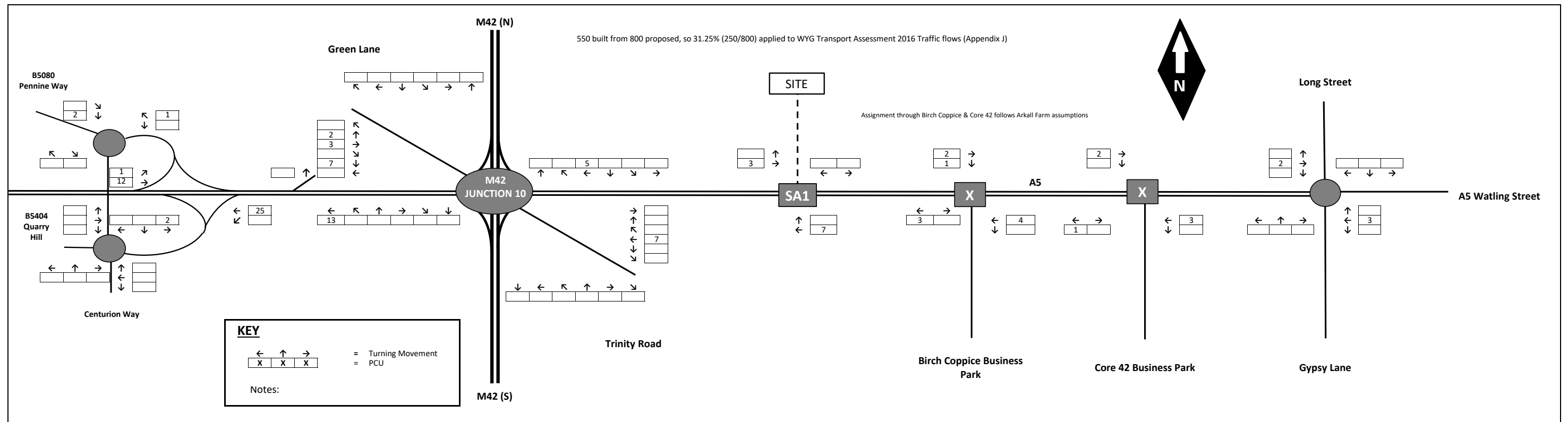
FIGURE 13
AM Core 42 Committed Development Flows

Land North East of M42 Junction 10

JOB NUMBER: 784-B033920







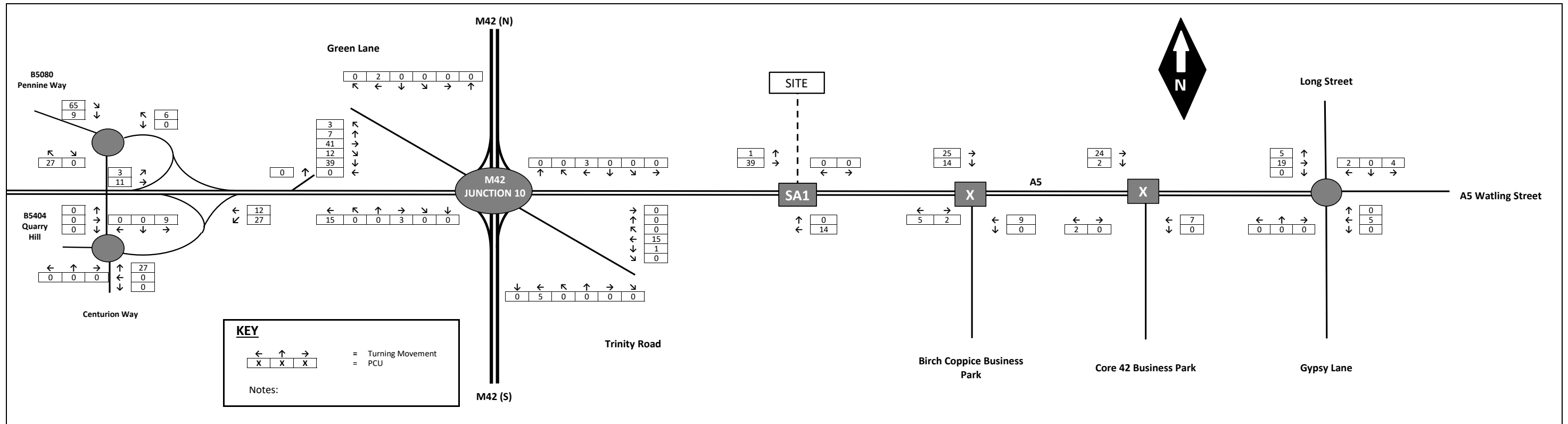


FIGURE 17
2026 AM Peak Total Committed Development Flows

Land North East of M42 Junction 10

JOB NUMBER: 784-B033920

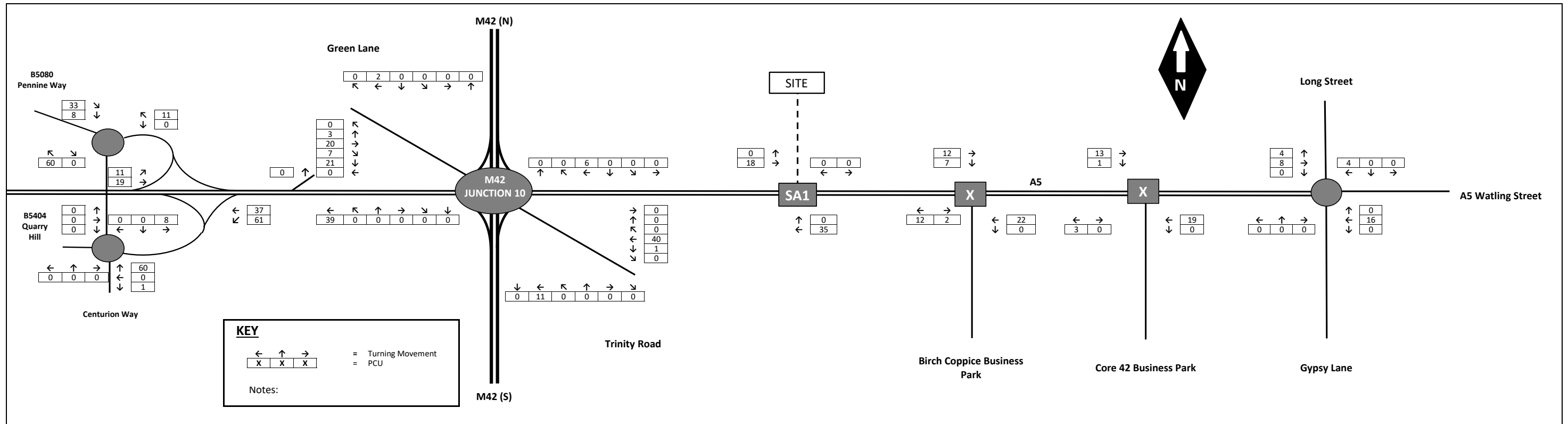


FIGURE 18
2026 PM Peak Total Committed Development Flows

Land North East of M42 Junction 10

JOB NUMBER: 784-B033920

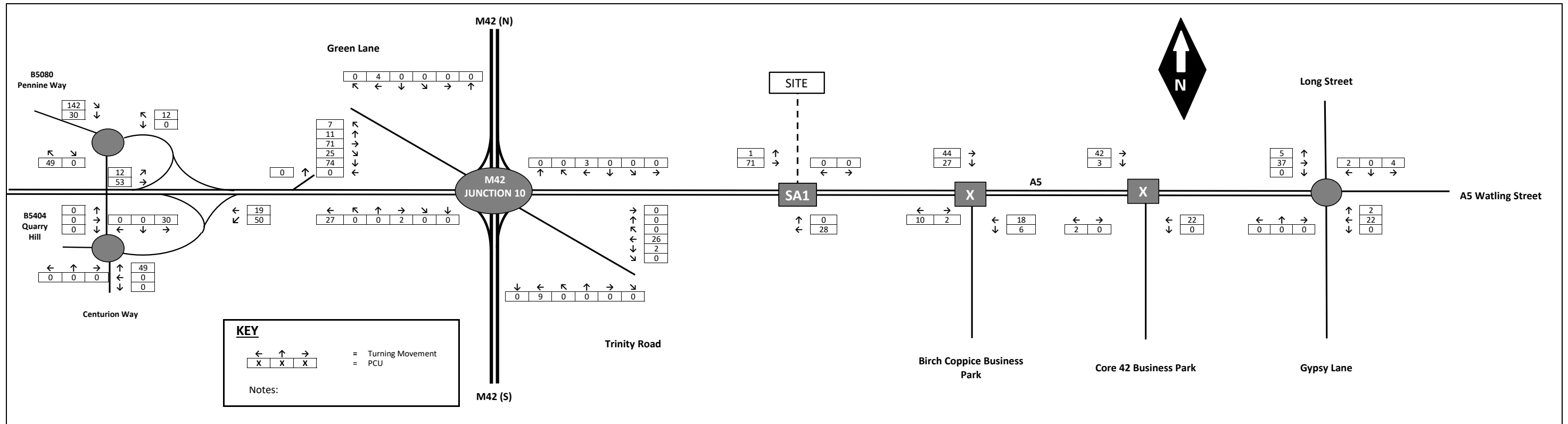
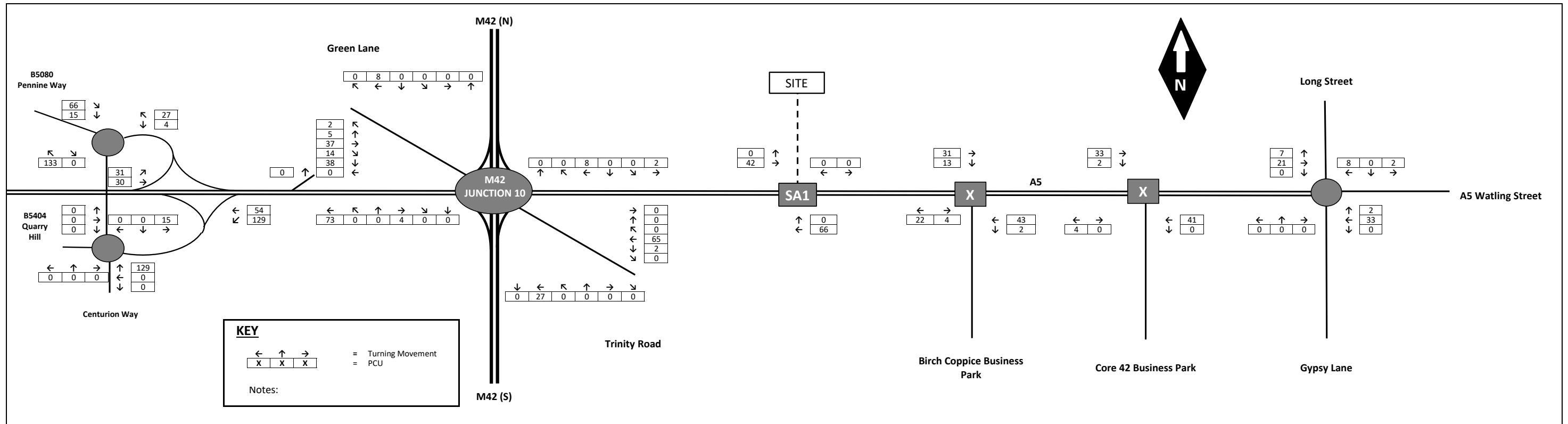


FIGURE 19
2033 AM Peak Total Committed Development Flows

Land North East of M42 Junction 10

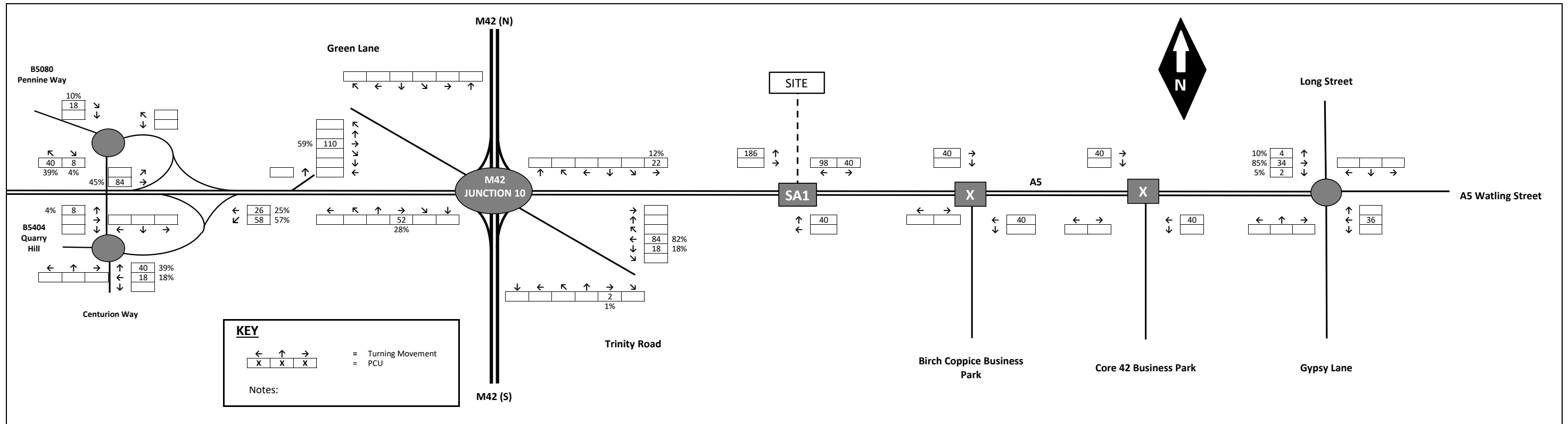
JOB NUMBER: 784-B033920

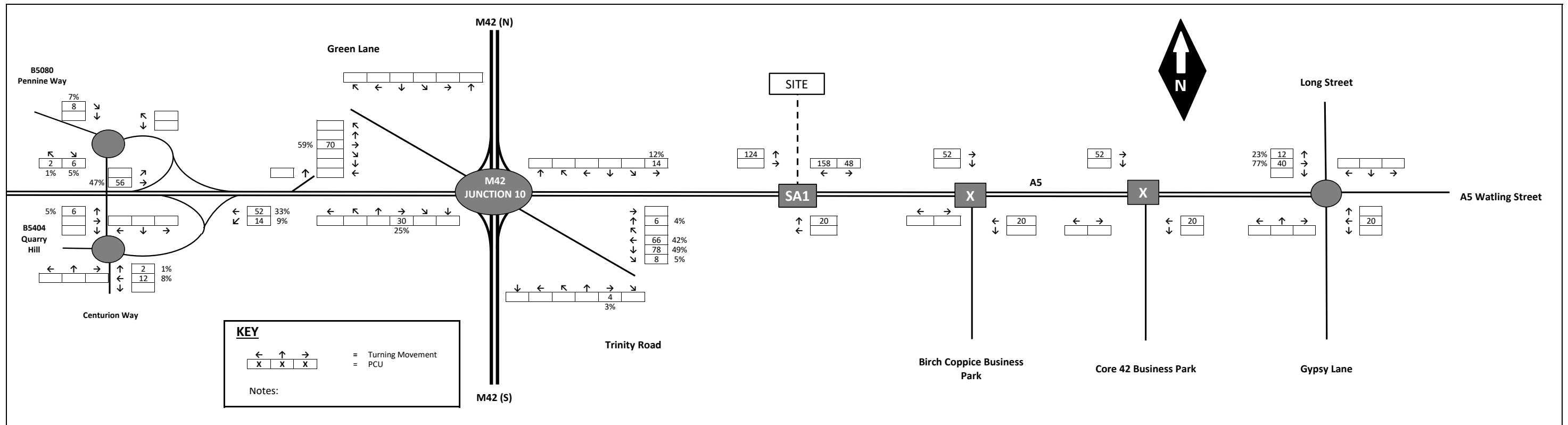




APPENDIX E

Development Generated Traffic Flows





APPENDIX F

Local Plan Allocation Traffic Flows

Table G - AM Peak Local Plan Allocations 0% complete - VECTOS

Local Plan Allocation	Robey's Lane Ph1	Land East of Dordon and Polesworth	Land at Whittington Farm	Atherstone Football Ground	Birch Coppice (All sites)	Sites at Centurion Park	Land North of Aldi Whittington Lane	MIRA	Total	
Total Dwellings	1270	2000	1282	46	8.55	0.77	1.5	42		
No. Dwellings Occupied	0	0	0	0	0	0	0	0		
Percentage Complete	0%	0%	0%	0%	0%	0%	0%	0%		
HGV %	0%	0%	0%	0%	0%	0%	0%	0%		
Movement Number										
1	134	2	0	0	26	0	2	2	166	1
2	24	0	0	0	0	0	0	0	24	2
3	0	0	0	0	0	0	0	0	0	3
4	8	0	0	0	0	0	0	0	8	4
5	50	6	2	0	8	0	0	0	66	5
6	0	0	0	0	0	2	0	12	14	6
7	0	0	0	0	0	0	0	10	10	7
8	0	0	0	0	0	0	0	0	0	8
9	0	0	0	0	0	0	0	0	0	9
10	22	0	0	0	0	0	0	0	22	10
11	0	0	0	0	0	0	0	0	0	11
12	0	0	0	0	0	0	0	0	0	12
13	0	0	0	0	4	14	0	0	18	13
14	0	0	0	0	0	0	0	2	2	14
15	50	6	2	0	8	0	0	0	66	15
16	0	0	0	0	0	0	0	0	0	16
17	0	0	0	0	0	2	0	2	4	17
18	0	0	0	0	0	2	0	0	2	18
19	6	0	0	0	0	0	0	0	6	19
20	4	0	0	0	0	0	0	0	4	20
21	30	60	16	0	48	2	12	34	202	21
22	26	0	0	0	0	0	0	0	26	22
23	60	0	0	0	0	0	0	0	60	23
24	0	0	0	0	0	0	0	0	0	24
25	0	0	0	0	0	0	0	0	0	25
26	0	2	2	0	0	0	2	2	8	26
27	0	0	0	0	0	0	0	0	0	27
28	0	0	0	0	0	0	0	0	0	28
29	2	0	0	0	0	0	0	0	2	29
30	0	0	0	0	0	0	0	0	0	30
31	0	0	0	0	2	0	0	0	2	31
32	0	0	0	0	0	0	0	0	0	32
33	0	0	0	0	0	0	0	0	0	33
34	2	0	0	0	0	2	0	0	4	34
35	0	0	0	0	0	0	0	0	0	35
36	0	0	0	0	0	0	0	0	0	36
37	0	4	0	0	0	0	0	0	4	37
38	0	248	24	0	4	0	0	0	276	38
39	12	228	52	2	22	8	0	4	328	39
40	0	10	4	0	0	0	0	0	14	40
41	0	4	2	2	4	0	0	0	12	41
42	0	10	2	0	0	0	0	0	12	42
43	0	0	0	0	0	0	0	0	0	43
44	12	0	0	0	0	2	0	0	14	44
45	0	0	0	0	0	0	0	0	0	45
46	0	0	0	0	0	0	0	0	0	46
47	0	0	0	0	2	0	0	0	2	47
48	0	0	0	0	0	0	0	0	0	48
49	20	0	0	0	0	2	0	0	22	49
50	0	0	0	0	0	0	0	0	0	50
51	0	0	0	0	0	0	0	0	0	51
52	0	64	6	0	10	0	4	0	84	52
53	0	0	0	0	0	0	0	0	0	53
54	0	0	0	0	0	0	0	0	0	54
55	0	0	0	0	0	0	0	0	0	55
56	30	134	26	0	62	2	18	36	308	56
57	0	0	0	0	0	0	0	0	0	57
58	0	0	0	0	0	0	0	0	0	58
59	12	502	88	4	30	8	0	4	648	59
60	0	0	0	0	0	0	0	0	0	60
61	8	134	26	0	6	2	18	36	230	61
62	22	0	0	0	56	0	0	0	78	62
63	0	76	16	0	114	0	0	0	206	63
64	4	500	88	4	4	4	0	4	608	64
65	8	0	0	0	26	4	0	0	38	65
66	0	20	4	0	34	0	0	0	58	66
67	8	152	30	0	34	2	18	36	280	67
68	0	0	0	0	6	0	0	0	6	68
69	0	6	6	0	16	0	0	0	28	69
70	4	584	104	4	114	4	0	4	818	70
71	0	0	0	0	4	0	0	0	4	71
72	0	2	2	0	4	0	0	0	8	72
73	2	0	0	0	0	0	0	0	2	73
74	8	142	30	0	38	2	16	36	272	74
75	0	0	0	0	0	0	0	0	0	75
76	0	0	2	0	0	0	0	2	4	76
77	0	0	0	0	0	0	0	0	0	77
78	0	0	0	0	4	0	0	0	4	78
79	0	0	0	0	0	0	0	0	0	79
80	4	592	112	4	128	4	0	4	848	80
81	0	0	10	0	0	0	0	0	10	81
82	0	0	0	0	0	0	0	0	0	82
83	0	0	0	0	0	0	0	0	0	83
84	0	0	0	0	0	0	2	2	4	84

Table I - 2033 AM Peak Local Plan Allocations

Local Plan Allocation	Robey's Lane Ph1	Land East of Dordon and Polesworth	Land at Whittington Farm	Atherstone Football Ground	Birch Coppice (All sites)	Sites at Centurion Park	Land North of Aldi Whittington Lane	MIRA	Total	
Total Dwellings/ Employment	1270	2000	1282	46	8.55	0.77	1.5	42		
No. Dwellings Occupied at time of 2023 Surveys	0	0	0	0	0	0.77	1.5	0		
Percentage Complete in 2023	0%	0%	0%	0%	0%	100%	100%	0%		
No. Dwellings Occupied in 2033	1040	1675	1282	0	0	0.77	1.5	42		
Percentage Occupied in 2033	82%	84%	100%	0%	0%	100%	100%	100%		
Percentage Occupied between 2023 and 2033	82%	84%	100%	0%	0%	0%	0%	100%		
HGV %	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
1	110	2	0	0	0	0	0	2	113	1
2	20	0	0	0	0	0	0	0	20	2
3	0	0	0	0	0	0	0	0	0	3
4	7	0	0	0	0	0	0	0	7	4
5	41	5	2	0	0	0	0	0	48	5
6	0	0	0	0	0	0	0	12	12	6
7	0	0	0	0	0	0	0	10	10	7
8	0	0	0	0	0	0	0	0	0	8
9	0	0	0	0	0	0	0	0	0	9
10	18	0	0	0	0	0	0	0	18	10
11	0	0	0	0	0	0	0	0	0	11
12	0	0	0	0	0	0	0	0	0	12
13	0	0	0	0	0	0	0	0	0	13
14	0	0	0	0	0	0	0	2	2	14
15	41	5	2	0	0	0	0	0	48	15
16	0	0	0	0	0	0	0	0	0	16
17	0	0	0	0	0	0	0	2	2	17
18	0	0	0	0	0	0	0	0	0	18
19	5	0	0	0	0	0	0	0	5	19
20	3	0	0	0	0	0	0	0	3	20
21	25	50	16	0	0	0	0	34	125	21
22	21	0	0	0	0	0	0	0	21	22
23	49	0	0	0	0	0	0	0	49	23
24	0	0	0	0	0	0	0	0	0	24
25	0	0	0	0	0	0	0	0	0	25
26	0	2	2	0	0	0	0	2	6	26
27	0	0	0	0	0	0	0	0	0	27
28	0	0	0	0	0	0	0	0	0	28
29	2	0	0	0	0	0	0	0	2	29
30	0	0	0	0	0	0	0	0	0	30
31	0	0	0	0	0	0	0	0	0	31
32	0	0	0	0	0	0	0	0	0	32
33	0	0	0	0	0	0	0	0	0	33
34	2	0	0	0	0	0	0	0	2	34
35	0	0	0	0	0	0	0	0	0	35
36	0	0	0	0	0	0	0	0	0	36
37	0	3	0	0	0	0	0	0	3	37
38	0	208	24	0	0	0	0	0	232	38
39	10	191	52	0	0	0	0	4	257	39
40	0	8	4	0	0	0	0	0	12	40
41	0	3	2	0	0	0	0	0	5	41
42	0	8	2	0	0	0	0	0	10	42
43	0	0	0	0	0	0	0	0	0	43
44	10	0	0	0	0	0	0	0	10	44
45	0	0	0	0	0	0	0	0	0	45
46	0	0	0	0	0	0	0	0	0	46
47	0	0	0	0	0	0	0	0	0	47
48	0	0	0	0	0	0	0	0	0	48
49	16	0	0	0	0	0	0	0	16	49
50	0	0	0	0	0	0	0	0	0	50
51	0	0	0	0	0	0	0	0	0	51
52	0	54	6	0	0	0	0	0	60	52
53	0	0	0	0	0	0	0	0	0	53
54	0	0	0	0	0	0	0	0	0	54
55	0	0	0	0	0	0	0	0	0	55
56	25	112	26	0	0	0	0	36	199	56
57	0	0	0	0	0	0	0	0	0	57
58	0	0	0	0	0	0	0	0	0	58
59	10	420	88	0	0	0	0	4	522	59
60	0	0	0	0	0	0	0	0	0	60
61	7	112	26	0	0	0	0	36	181	61
62	18	0	0	0	0	0	0	0	18	62
63	0	64	16	0	0	0	0	0	80	63
64	3	419	88	0	0	0	0	4	514	64
65	7	0	0	0	0	0	0	0	7	65
66	0	17	4	0	0	0	0	0	21	66
67	7	127	30	0	0	0	0	36	200	67
68	0	0	0	0	0	0	0	0	0	68
69	0	5	6	0	0	0	0	0	11	69
70	3	489	104	0	0	0	0	4	600	70
71	0	0	0	0	0	0	0	0	0	71
72	0	2	2	0	0	0	0	0	4	72
73	2	0	0	0	0	0	0	0	2	73
74	7	119	30	0	0	0	0	36	191	74
75	0	0	0	0	0	0	0	0	0	75
76	0	0	2	0	0	0	0	2	4	76
77	0	0	0	0	0	0	0	0	0	77
78	0	0	0	0	0	0	0	0	0	78
79	0	0	0	0	0	0	0	0	0	79
80	3	496	112	0	0	0	0	4	615	80
81	0	0	10	0	0	0	0	0	10	81
82	0	0	0	0	0	0	0	0	0	82
83	0	0	0	0	0	0	0	0	0	83
84	0	0	0	0	0	0	0	2	2	84

surveyed flows in/out of Birch Coppice to be uplifted by surveyed flows (disregard Vectos flows)
 to be discounted as agreed with North Warwickshire
 Revised housing numbers as advised by North Warwickshire
 Sites built and occupied at time of 2033 surveys (disregard Vectos flows)

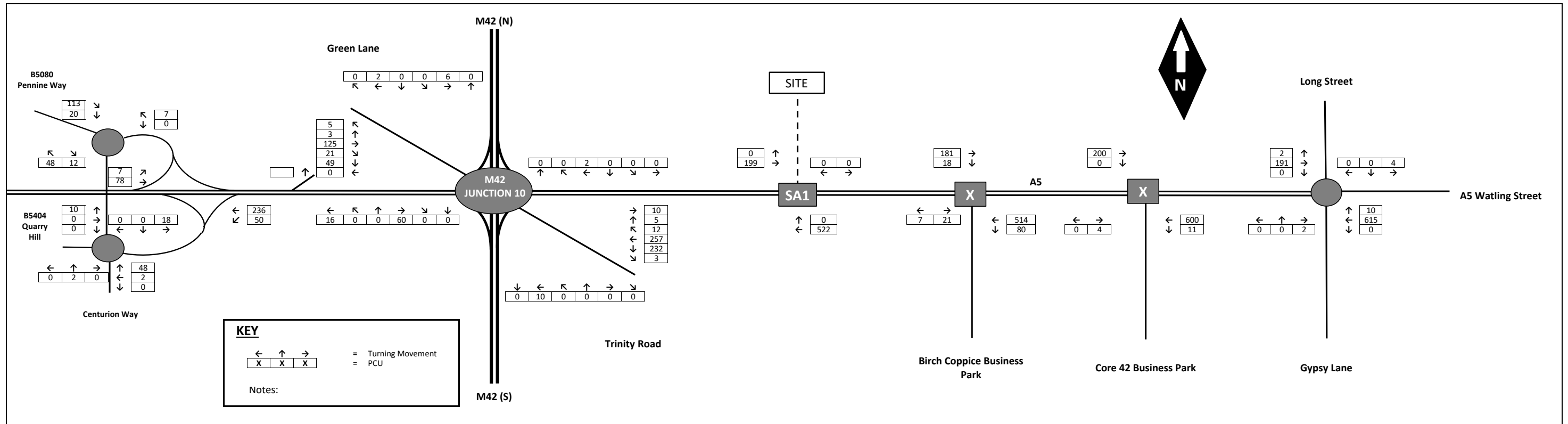


FIGURE 23

2033 AM Peak Local Plan PCU Traffic Flows (from Vectos)

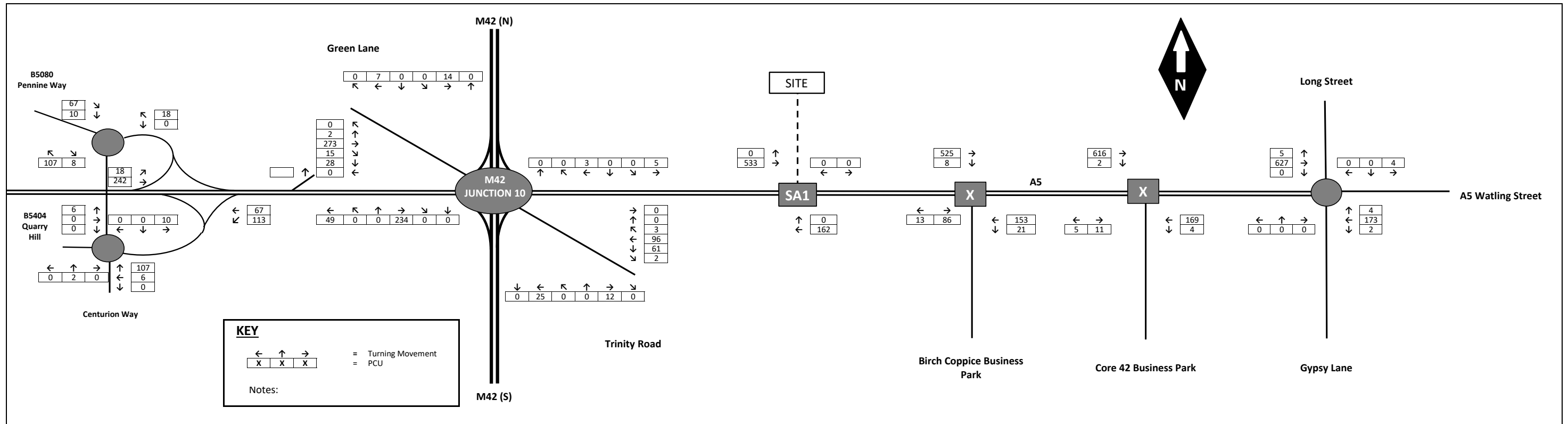
Land North East of M42 Junction 10

JOB NUMBER: 784-B033920

Table J - 2033 PM Peak Local Plan Allocations

Local Plan Allocation	Robey's Lane Ph1	Land East of Dordon and Polesworth	Land at Whittington Farm	Atherstone Football Ground	Birch Coppice (All sites)	Sites at Centurion Park	Land North of Aldi Whittington Lane	MIRA	Total	
Total Dwellings/ Employment	1270	2000	1282	46	8.55	0.77	1.5	42		
No. Dwellings Occupied at time of 2023 Surveys	0	0	0	0	0	0.77	1.5	0		
Percentage Complete in 2023	0%	0%	0%	0%	0%	100%	100%	0%		
No. Dwellings Occupied in 2033	1040	1675	1282	0	0	0.77	1.5	42		
Percentage Occupied in 2033	82%	84%	100%	0%	0%	100%	100%	100%		
Percentage Occupied between 2023 and 2033	82%	84%	100%	0%	0%	0%	0%	100%		
HGV %	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
1	59	0	4	0	0	0	0	4	67	1
2	10	0	0	0	0	0	0	0	10	2
3	0	0	0	0	0	0	0	0	0	3
4	18	0	0	0	0	0	0	0	18	4
5	105	0	0	0	0	0	0	2	107	5
6	0	0	0	0	0	0	0	8	8	6
7	0	0	0	0	0	0	0	6	6	7
8	0	0	0	0	0	0	0	0	0	8
9	0	0	0	0	0	0	0	0	0	9
10	10	0	0	0	0	0	0	0	10	10
11	0	0	0	0	0	0	0	0	0	11
12	0	0	0	0	0	0	0	0	0	12
13	0	0	0	0	0	0	0	0	0	13
14	0	0	0	0	0	0	0	6	6	14
15	105	0	0	0	0	0	0	2	107	15
16	0	0	0	0	0	0	0	0	0	16
17	0	0	0	0	0	0	0	2	2	17
18	0	0	0	0	0	0	0	0	0	18
19	0	0	0	0	0	0	0	0	0	19
20	2	0	0	0	0	0	0	0	2	20
21	11	188	54	0	0	0	0	20	273	21
22	15	0	0	0	0	0	0	0	15	22
23	28	0	0	0	0	0	0	0	28	23
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25	0	0	0	0	0	0	0	0	0	25
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33	0	0	0	0	0	0	0	0	0	33
34	3	0	0	0	0	0	0	0	3	34
35	0	0	0	0	0	0	0	0	0	35
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38	0	55	6	0	0	0	0	0	61	38
39	23	45	12	0	0	0	0	16	96	39
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44	25	0	0	0	0	0	0	0	25	44
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46	0	0	0	0	0	0	0	0	0	46
47	0	12	0	0	0	0	0	0	12	47
48	0	0	0	0	0	0	0	0	0	48
49	49	0	0	0	0	0	0	0	49	49
50	0	0	0	0	0	0	0	0	0	50
51	0	0	0	0	0	0	0	0	0	51
52	0	206	28	0	0	0	0	0	234	52
53	0	0	0	0	0	0	0	0	0	53
54	0	0	0	0	0	0	0	0	0	54
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59	23	106	18	0	0	0	0	16	162	59
60	0	0	0	0	0	0	0	0	0	60
61	3	414	86	0	0	0	0	22	525	61
62	8	0	0	0	0	0	0	0	8	62
63	0	15	4	0	0	0	0	2	21	63
64	10	107	20	0	0	0	0	16	153	64
65	13	0	0	0	0	0	0	0	13	65
66	0	64	20	0	0	0	0	2	86	66
67	2	482	108	0	0	0	0	24	616	67
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74	0	491	114	0	0	0	0	22	627	74
75	0	0	0	0	0	0	0	0	0	75
76	0	0	2	0	0	0	0	2	4	76
77	0	0	0	0	0	0	0	0	0	77
78	0	0	0	0	0	0	0	0	0	78
79	0	0	0	0	0	0	0	2	2	79
80	5	124	26	0	0	0	0	18	173	80
81	0	0	4	0	0	0	0	0	4	81
82	0	0	0	0	0	0	0	0	0	82
83	0	0	0	0	0	0	0	0	0	83
84	0	0	0	0	0	0	0	0	0	84

surveyed flows in/out of Birch Coppice to be uplifted by surveyed flows (disregard Vectos flows)
 to be discounted as agreed with North Warwickshire
 Revised housing numbers as advised by North Warwickshire
 Sites built and occupied at time of 2033 surveys (disregard Vectos flows)



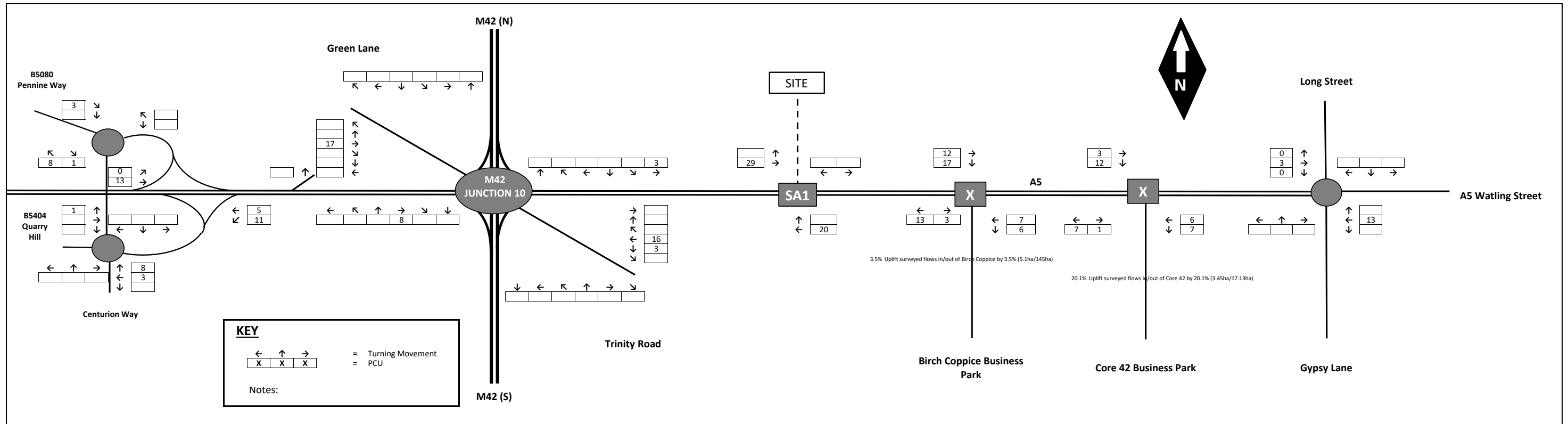


FIGURE 25

2033 AM Peak Birch Coppice & Core 42 Local Plan Flows

Land North East of M42 Junction 10

JOB NUMBER: 784-B033920



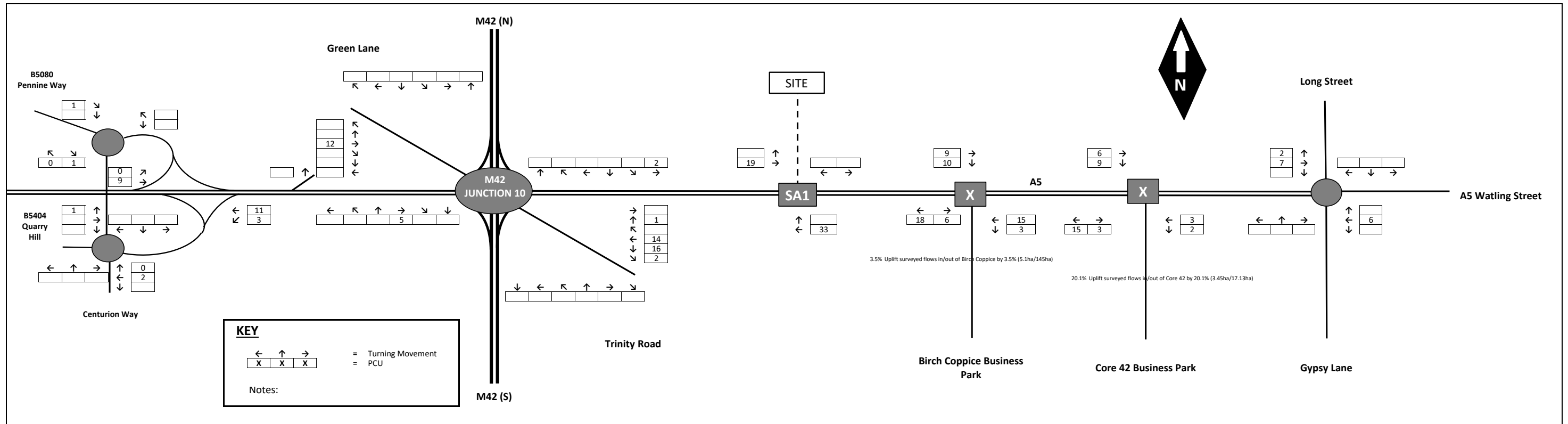


FIGURE 26

2033 PM Peak Birch Coppice & Core 42 Local Plan Flows

Land North East of M42 Junction 10

JOB NUMBER: 784-B033920



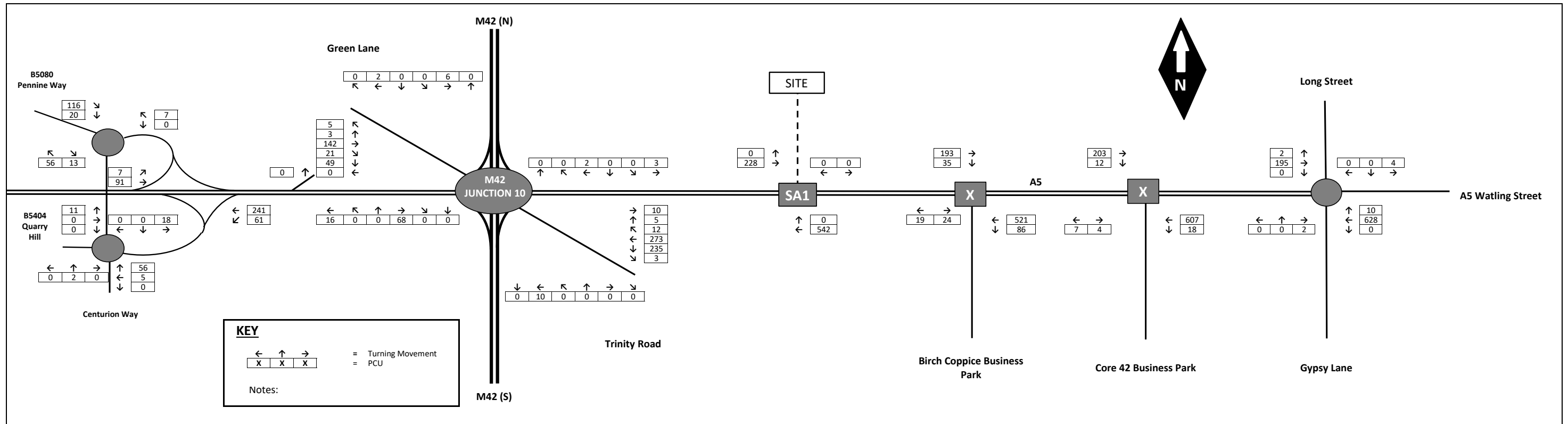


FIGURE 27
 2033 AM Peak Total Local Plan Traffic Flows (PCU)
 Land North East of M42 Junction 10
 JOB NUMBER: 784-B033920

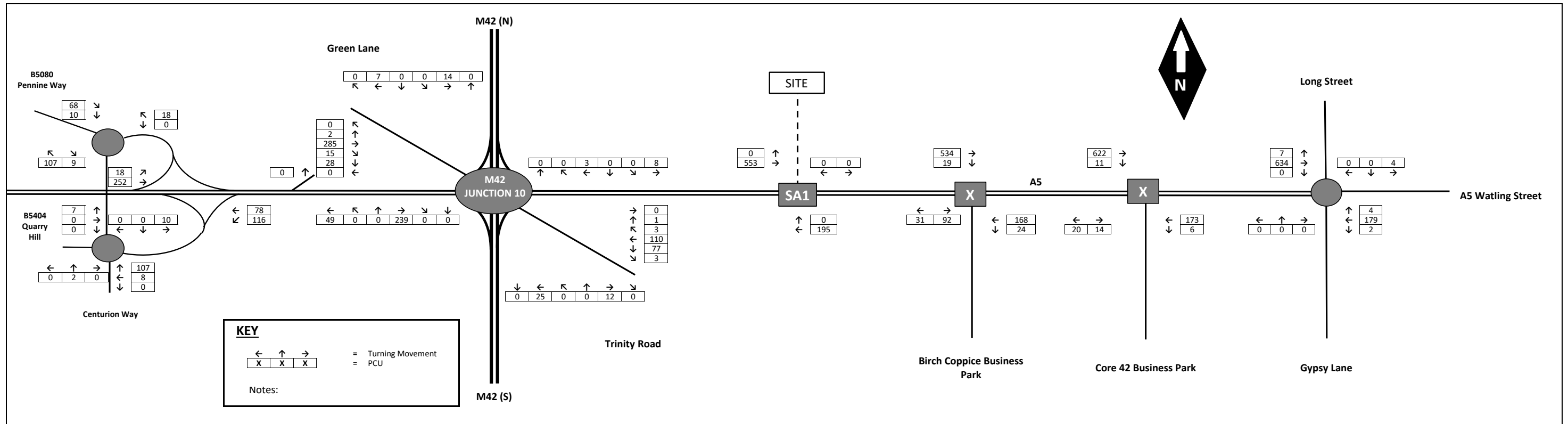


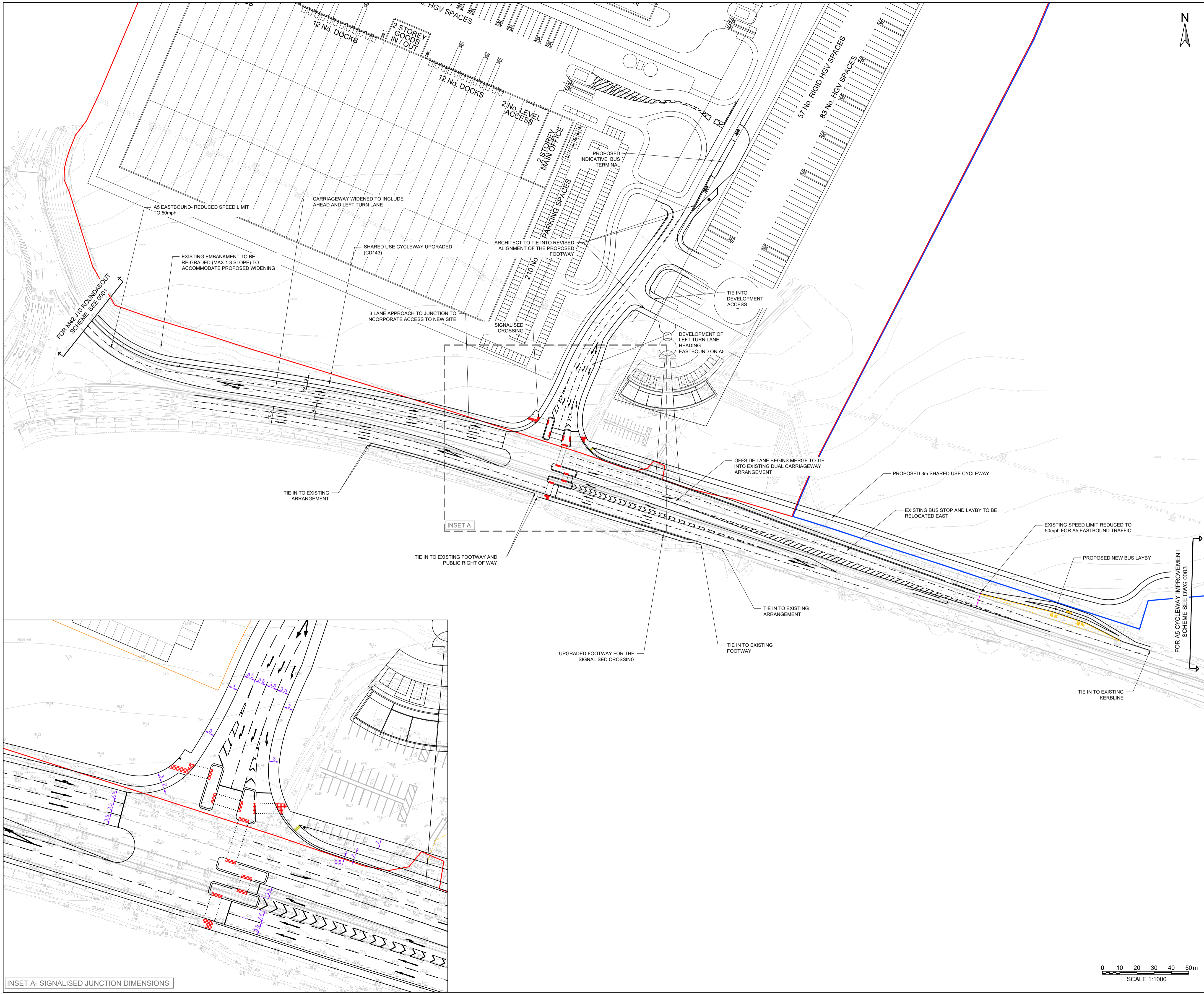
FIGURE 28
2033 PM Peak Total Local Plan Traffic Flows (PCU)

Land North East of M42 Junction 10

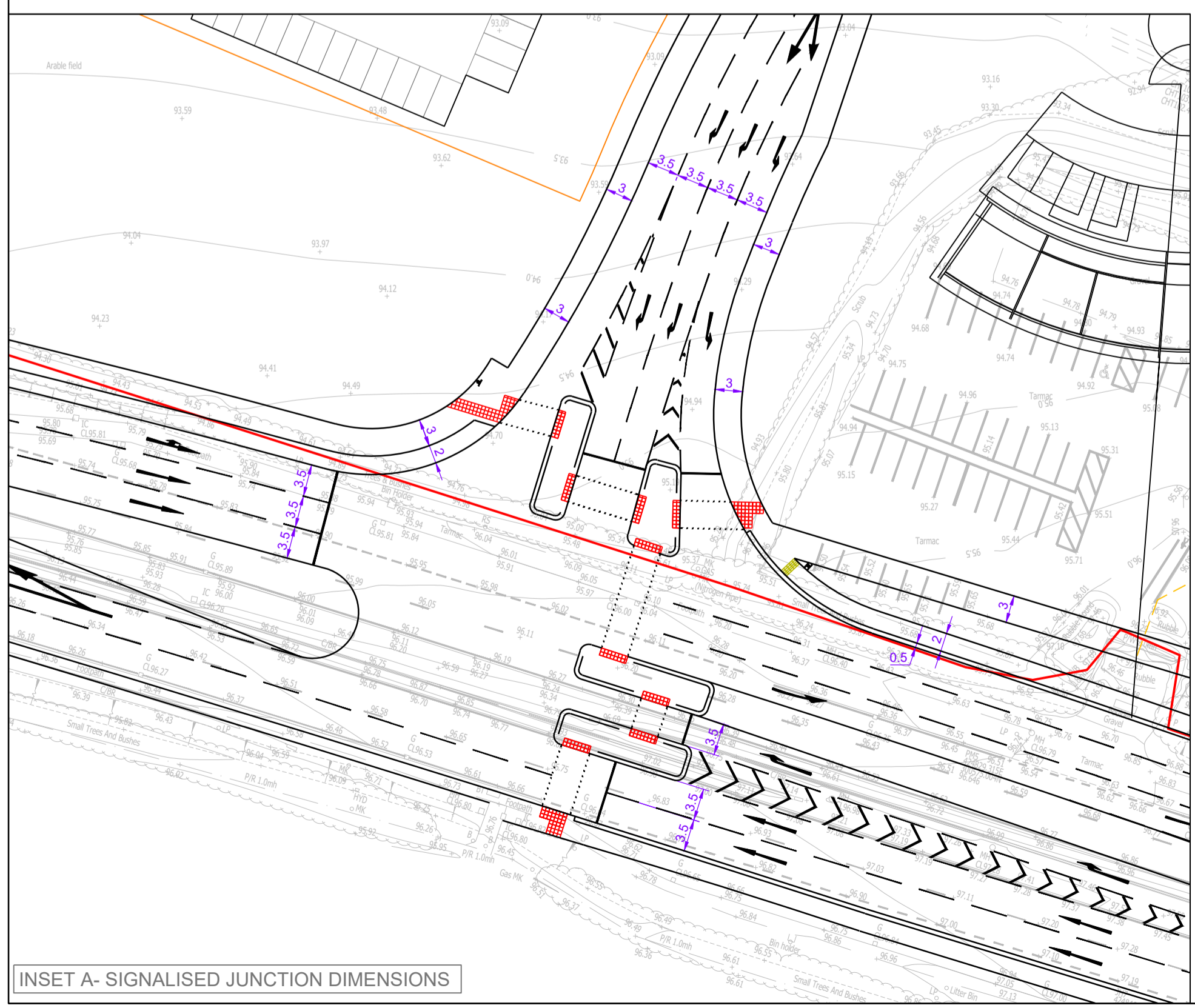
JOB NUMBER: 784-B033920

APPENDIX G

TT Drawings



- NOTES -**
- ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.
 - THE INFORMATION SHOWN ON THIS DRAWING IS INTENDED TO PROVIDE A GENERAL OUTLINE OF THE HIGHWAY IMPROVEMENT WORKS.
- KEY:**
- SITE BOUNDARY 1
 - SITE BOUNDARY 2



PRELIMINARY ISSUE

P01	PRELIMINARY FIRST ISSUE	04.11.2022	LJB	LB	NB
Rev	Description	Date	Drn	CHK	App

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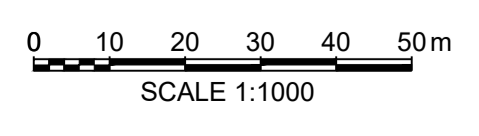


Client
HODGETTS ESTATES

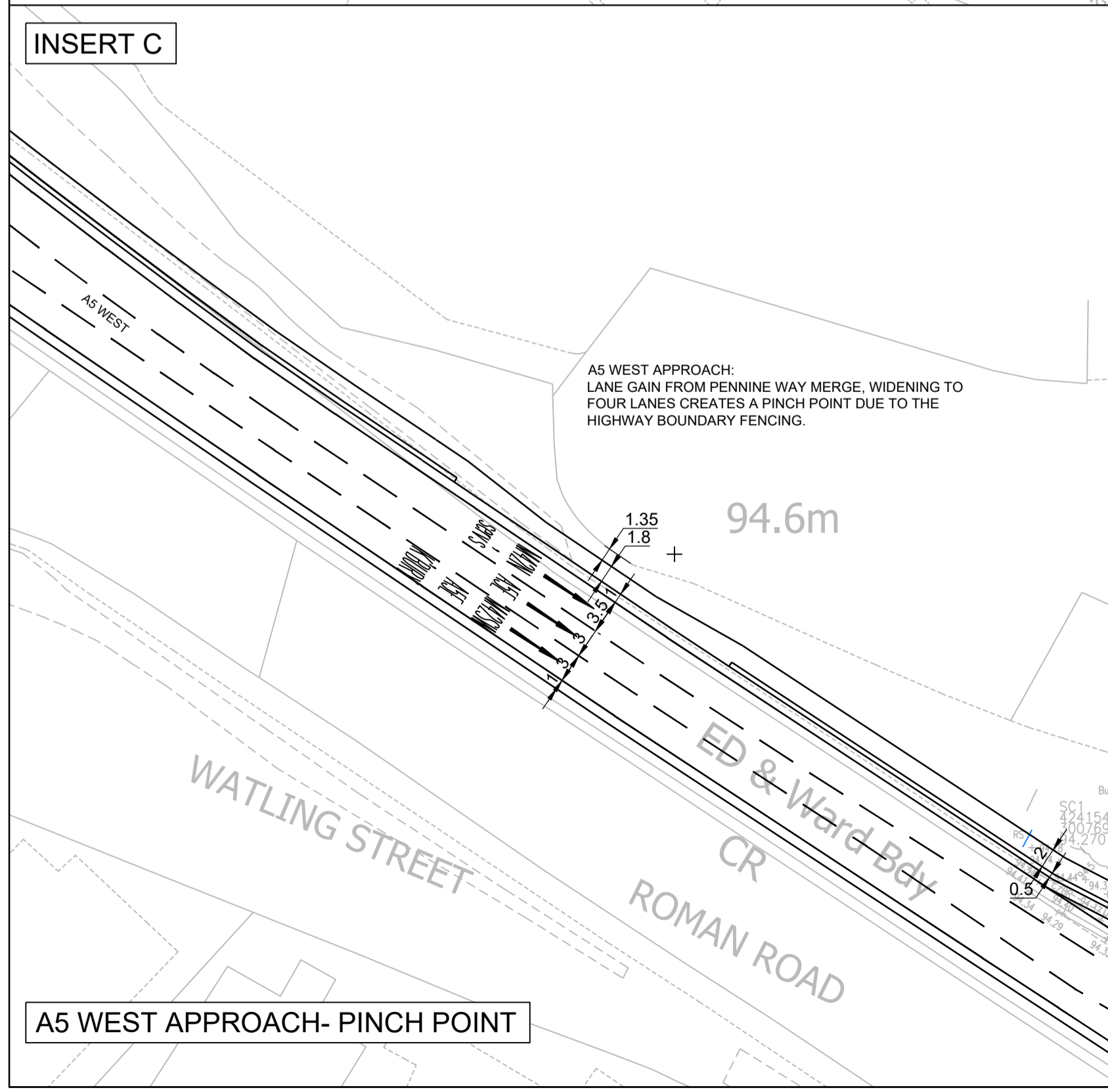
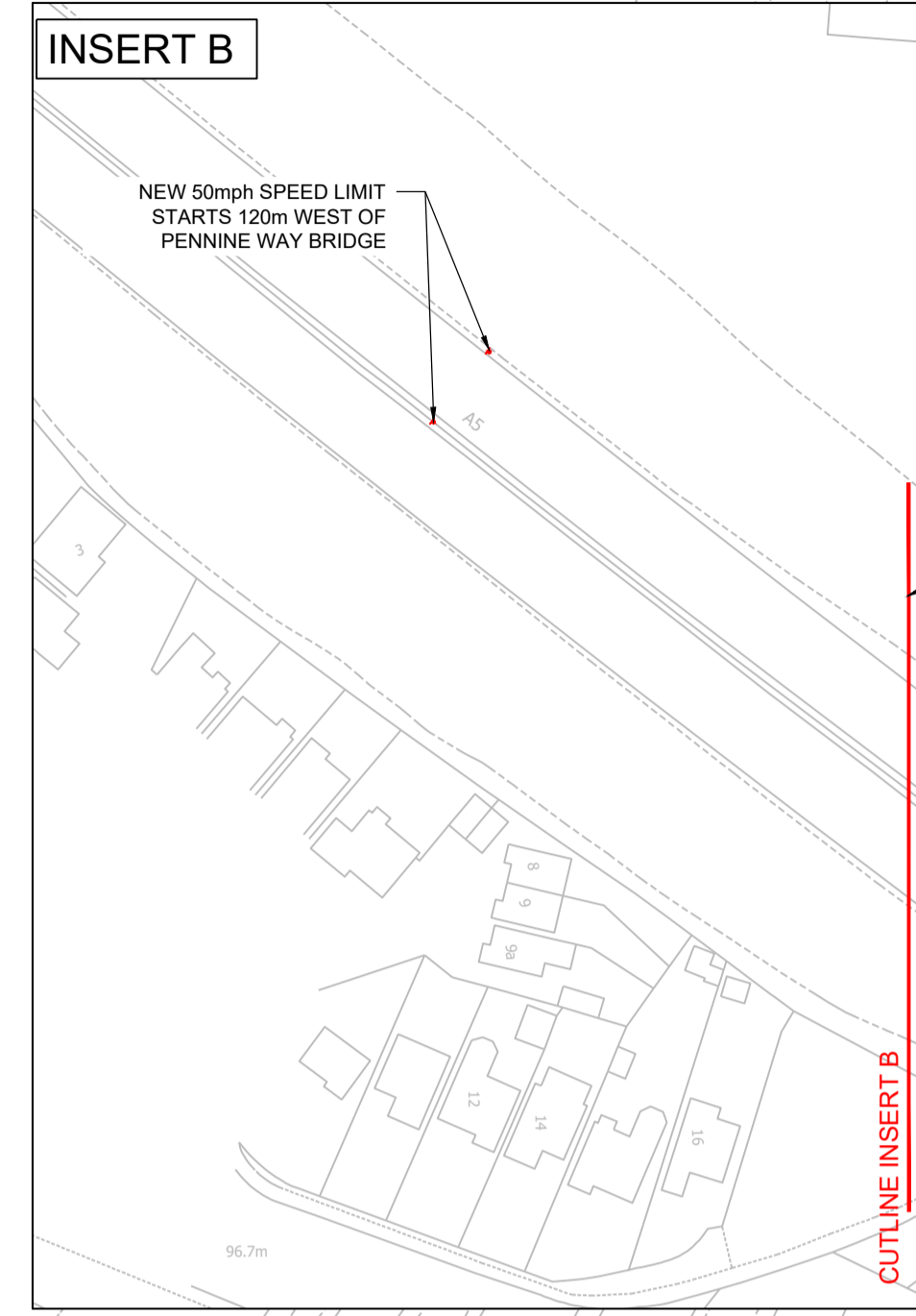
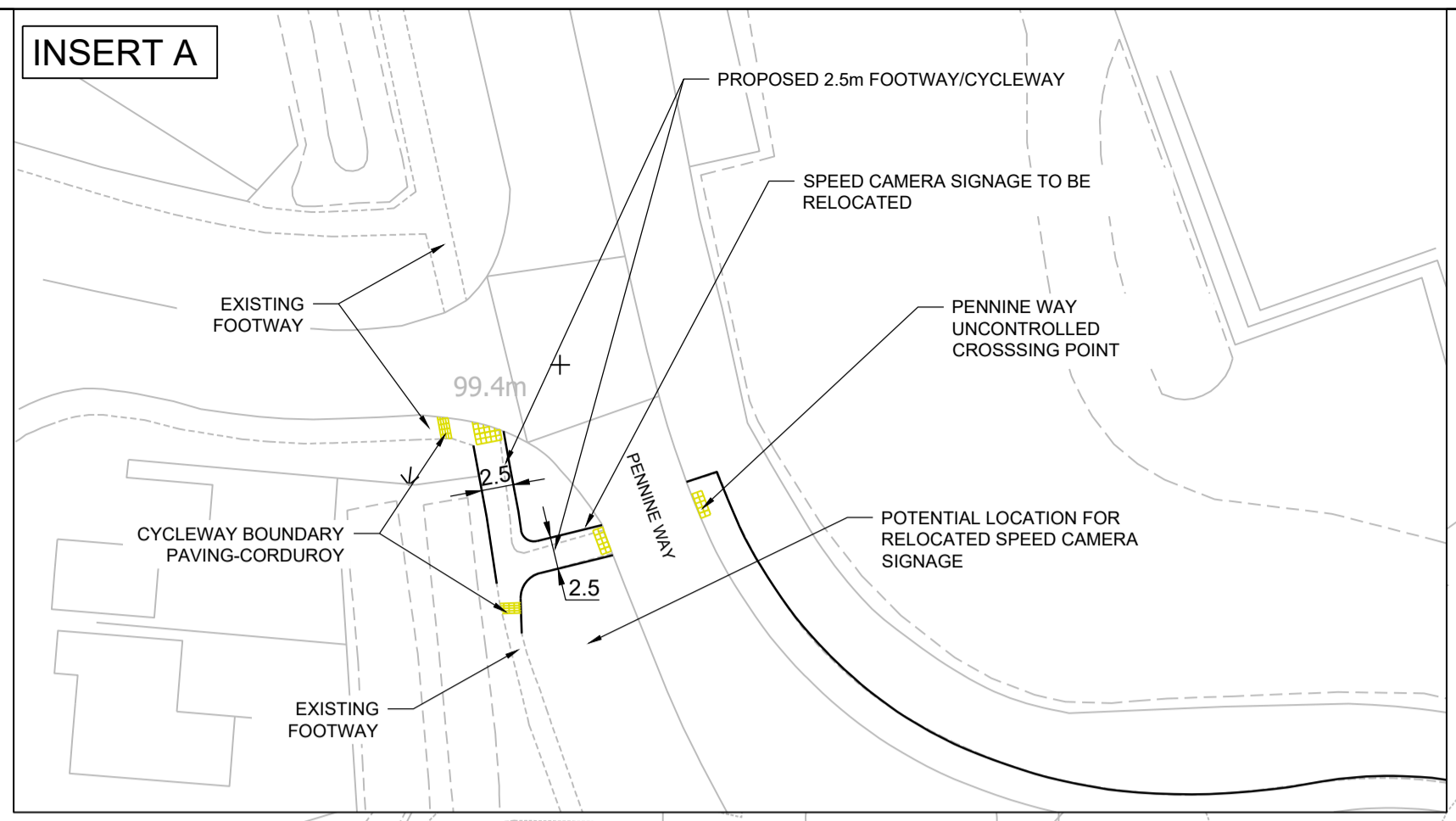
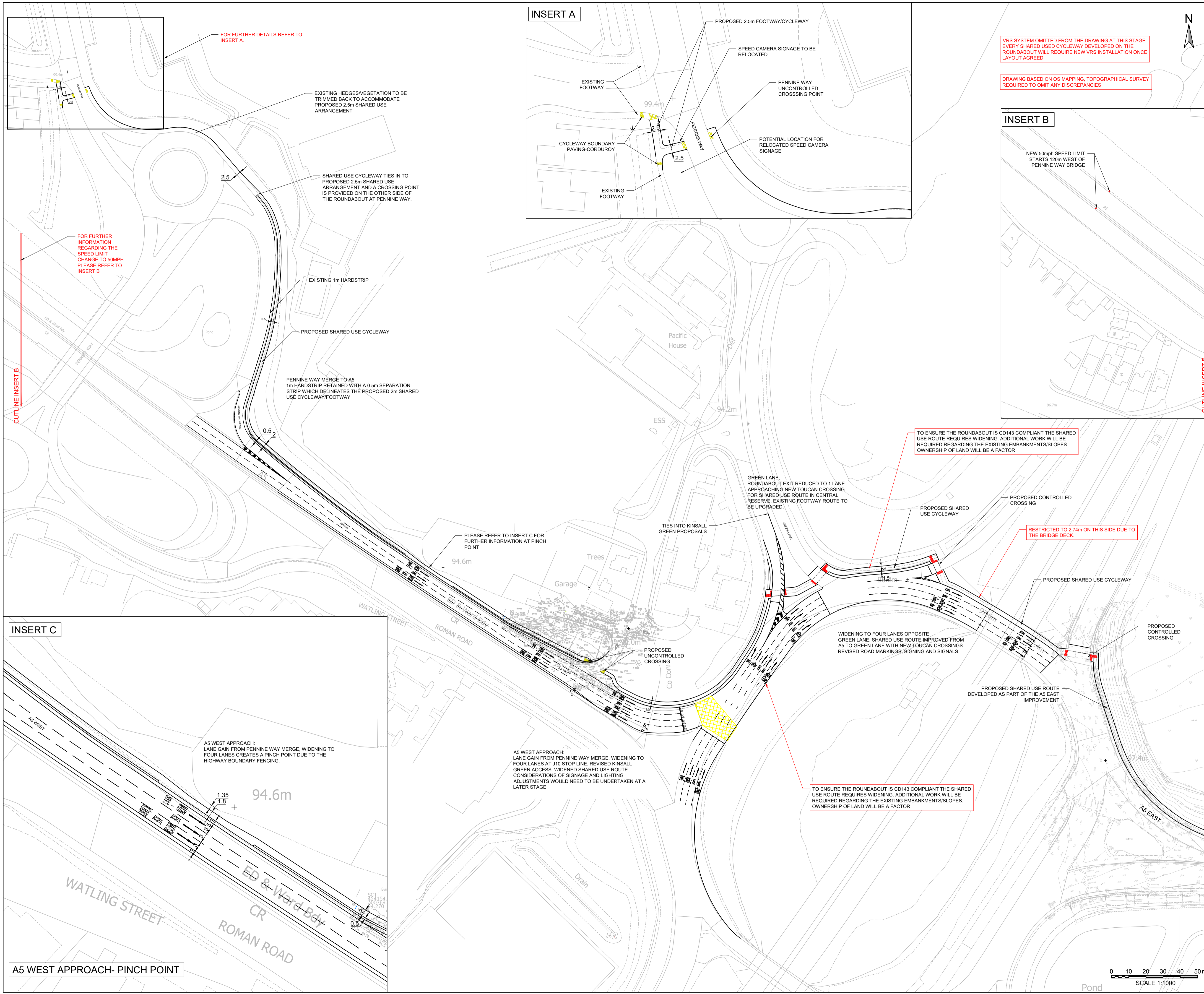
Project Name
**M42 JUNCTION 10
 A5 CYCLEWAY IMPROVEMENT**

Sheet Title
**PROPOSED LAYOUT FOR A5 AND NEW SITE
 ACCESS**

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B033920	LJB	Oct'22	LB	Oct '22	NB	Oct '22	1:1000	S3
Client Project Number	Originator	Volume/System Level/Location	Type/Code	Role	Number	Revision		
B033920	TTE	- 00 - ZZ	- PL - H	- H	- 0002	P01		



INSET A- SIGNALISED JUNCTION DIMENSIONS



1. THIS DRAWING SHOULD BE READ IN RELATION TO THE SUBJECT OF THE TITLE ONLY. OTHER INFORMATION SHOWN ON THE DRAWING IS TO BE CONSIDERED INDICATIVE ONLY. REFERENCE SHOULD BE MADE TO APPROPRIATE DRAWING SERIES/SPECIFICATIONS FOR OTHER INFORMATION.
2. ALL DIMENSIONS ARE IN METRES UNLESS SPECIFIED OTHERWISE.

PRELIMINARY ISSUE

Rev.	Description	Date	Drawn	Checked	Approved
P03	MINOR AMENDMENTS	25.10.2023	LJB	LB	NB
P02	MINOR AMENDMENTS	14.08.2023	LJB	LB	NB
P01	PRELIMINARY FIRST ISSUE	21.10.2022	LJB	LB	NB

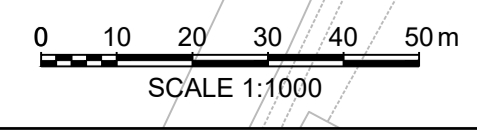
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Client
HODGETTS ESTATES

Project Name
M42 JUNCTION 10 ROUNDABOUT IMPROVEMENT

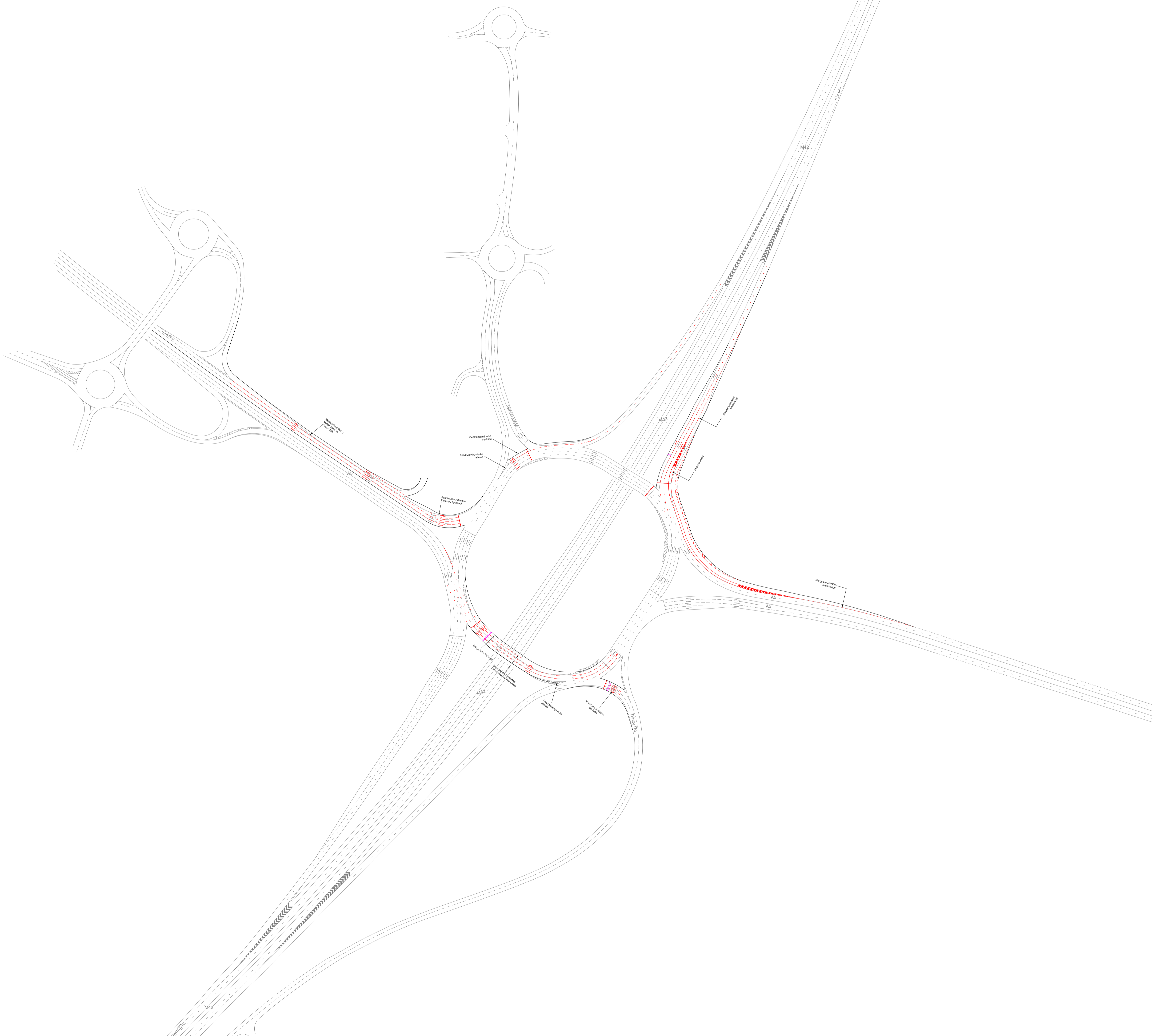
Sheet Title
PROPOSED LAYOUT

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability	
784-B033920	LJB	Sep'22	LB	Sep '22	NB	Sep '22	1:1000	S3	
Client Project Number	Originator	Volume/System Level/Location	Type/Code	Role	Number	Revision			
B033920	TTE	- 00 - ZZ - SK - H	- 0001	P03					



APPENDIX H

Drawings by Others



Drawing Status:
 These drawings have been produced with reference to the CDM Regulations 2015, Regulation 9.

These Drawings are for planning approvals and are not to be used for construction purposes. It is the responsibility of the contractor and client to identify risks associated with the construction stage and to design appropriate measures to mitigate. The risks identified on the PJA Scheme Design Risk Assessment are based on the information available at the time of the design (drawing date) Where shown on PJA Design Drawings, the position of services is based on information provided by other parties at the time of the design and is for guidance only. It is the responsibility of the Client and Contractor to verify the exact position of any services before commencing works on site.

Client Duties:
 The client is directed to Regulation 4 of the CDM 2015 Regulations: Client duties in relation to managing projects

Rev / Date	Description	Drn	Chck'd
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Client
 Warwickshire County Council
 (WCC)

Project
 02853 M42 Junction 10

Drawing
 Indicative Solution.
 Level Intervention
 2 B+C+D+E+F

Drawn by: AH	24/08/2017	Scale:
Checked by: MN	24/08/2017	1:2000 @ A1

Drawing No.	Revision
02853 - 01	A

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APPENDIX I

A5/ Dordon Roundabout Consultation

A5 Dordon to Atherstone project

Public consultation report

21 February 2023

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1. Executive Summary

The A5 Dordon to Atherstone project proposes improvements to sections of the A5 between Dordon and Atherstone to increase capacity and provide opportunities for housing and employment growth, to support North Warwickshire Borough Council and the wider West Midlands region.

The purpose of the Public Consultation was to seek feedback from the public and stakeholders on which of the three options presented (Option A, Option B and Option C), would best improve current conditions and facilitate increased growth in the region.

The three options presented all involve a bypass carriageway to the south of the current A5 between the Dordon roundabout to a point 500m west of the Grendon (Spon Lane / Boot Hill / Watling Street) roundabout. The bypass options only differ in their road layout, connections to local roads and overall scale of works.

Option A – signalised junction to replace the Dordon roundabout.

Option B – new larger roundabout to serve Watling Street and Gypsy Lane, no direct access from Long Street to the A5.

Option C – “left in – left out” arrangement for traffic using Gypsy Lane, no direct access from Long Street to the A5.

All three scheme options also include improvements to the Spon Lane / Boot Hill / Watling Street roundabout and the Holly Lane / Merevale Lane / Watling Street roundabout to the western side of the Atherstone bypass.

The consultation ran for seven and a half weeks from 5 September to 27 October 2022, including an extension to acknowledge the National Mourning Period following the death of Queen Elizabeth II. Over the consultation period, **179** responses were received via the following channels:

- CitizenSpace – **108 responses**
- Freeform responses (project inbox, letters and phone calls) – **36 responses**
- Hard copy returns (received via freepost, email and at consultation events) – **35 responses**

Responses were predominantly received from local residents (84%) with 94% travelling by car along the A5 between Dordon and Atherstone as their main means of transport. The majority of consultees use the A5 on a daily basis, and at a combination of ‘peak’ and ‘off-peak’ periods throughout the week and on weekends.

Key findings

Overall, 63% of consultees ‘agree’ or ‘strongly agree’ that improvements to the route are needed. This is reflected in the feedback received relating to the existing A5 conditions, which show high levels of dissatisfaction in relation to road layout, road safety, congestion, journey times, and access for walking, cycling and horse riding.

The feedback received relating to the proposed A5 improvements show limited support, with 48% of consultees indicating they 'oppose' or 'strongly oppose' the proposed improvements, while 45% indicated they 'support' or 'strongly support'.

When asked about their preferred route overall, Option B was the clear preference, with a 34% majority via the consultation survey and 42% via the freeform responses.

While Option B is shown to be the preferred route, many consultees chose not to answer or to select 'No preference' when asked which option they support (37% of survey responses and 52% in freeform responses).

When asked about route preference in relation to specific considerations, results varied, with the majority of consultees selecting Option A when considering land take and impact to biodiversity; Option B when considering the longer-term benefits relating to journey times, safety and congestion; and, 'No preference' when considering environmental impacts.

The open-format sections of the survey and email submissions, enable a deeper analysis of key issues, concerns and further considerations. This was completed through an analysis of common themes and sentiment.

In these sections, many consultees cite concerns relating to a perceived increase in congestion, slowing of journey times and the potential for a negative impact on air quality as a result of the proposals.

The rationale for these concerns include: congestion arising from double to single lane transitions; increased traffic using the route once upgrades are complete; and, the use of signals at junctions causing traffic to slow and vehicles to idle.

Another key theme to emerge in this part of the analysis is a request to include further walking and cycling provisions.

Whilst outside of the scope of the project, the previously publicised bypass of Grendon was the most common theme to arise. In many cases, respondents either expressed a preference for this bypass road over the current proposals or suggested a scheme of that nature be completed prior to dualling of the A5 between Dordon and Atherstone.

2. Introduction

2.1 Introduction to the scheme

The A5 is part of a key strategic route between London and Holyhead. It forms a significant east-west link across the South Midlands connecting the East and West Midlands and acts as a local distributor connecting a number of urban areas to the national motorway network (M1, M42, M69 and M6/M6 (Toll)).

The A5 Dordon to Atherstone project is located in North Warwickshire between the Dordon roundabout (A5 Watling Street / Long Street / Gypsy Lane), Spon Lane roundabout at Grendon and Holly Lane roundabout (A5 / Holly Lane / B1143 Merevale Lane).

The A5 Dordon to Atherstone project proposes improvements to this section of the A5 to increase capacity and provide opportunities for housing and employment to support North Warwickshire Borough Council and the wider West Midlands region. Three options have been developed and presented for public consultation, as part of the 'Options Selection' stage (Stage 2) in the project's development.



2.2 Background

2.2.1 Initial development of the scheme

The project was developed by Warwickshire County Council (WCC) through the application for a Housing Infrastructure Grant (HIG) in 2019 provided by the Department for Levelling Up, Housing and Communities.

The application was supported by National Highways, who were then asked to take the scheme forward to develop viable options.

2.2.2 Early engagement

Early engagement on the development of this project started in July 2021 with local MPs, North Warwickshire Borough Council, Warwickshire County Council, Homes England, and the A5 Partnership, together with county, borough and local parish councils.

These stakeholders provided valuable insights that have helped us understand the concerns affecting road users, business and residents. The learnings taken from this early engagement directly influenced the options developed and presented for public consultation.

2.3 Scheme aims and objectives

The scheme has been developed based on the following objectives:

Improve connectivity and support economic growth

- Enable the delivery of housing development at strategic sites along the A5 that are linked to the scheme's funding.
- Consider wider economic growth.

Provide faster and more reliable journeys

- Reduce queuing on the A5 Dordon, Spon Lane and Holly Lane roundabouts.
- Improve journey time reliability along this section of the A5.

Improve safety for all

- Maintain and improve road safety on the A5 between Dordon and Atherstone.
- Improve road worker safety.

Environment

- Minimise adverse impacts on the environment.
- Seek opportunities to protect and enhance the environment.

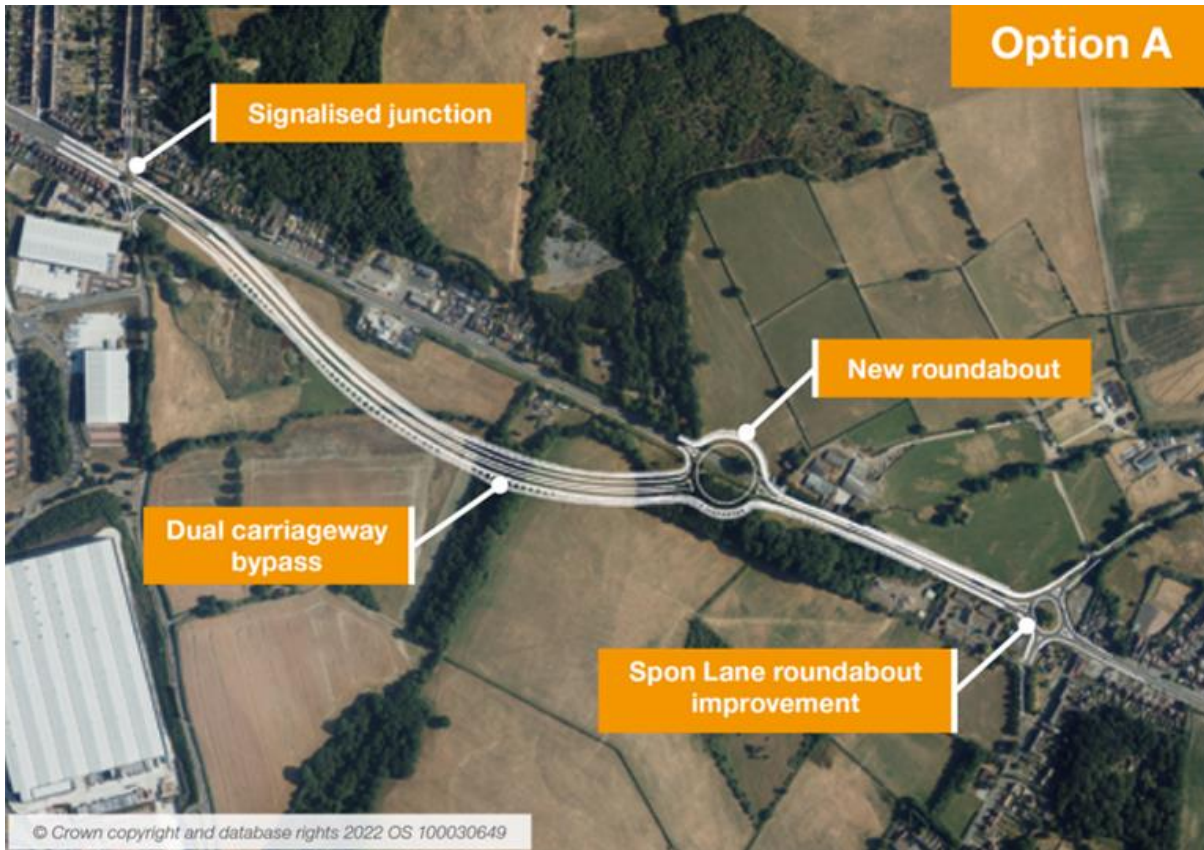
Meeting the needs of all users

- Improve accessibility and safety for local road users, cyclists, walkers, horse riders and other vulnerable users of the network.

2.4 Summary of options

The following three options were developed for public consultation, with varying levels of improvements against the scheme objectives.

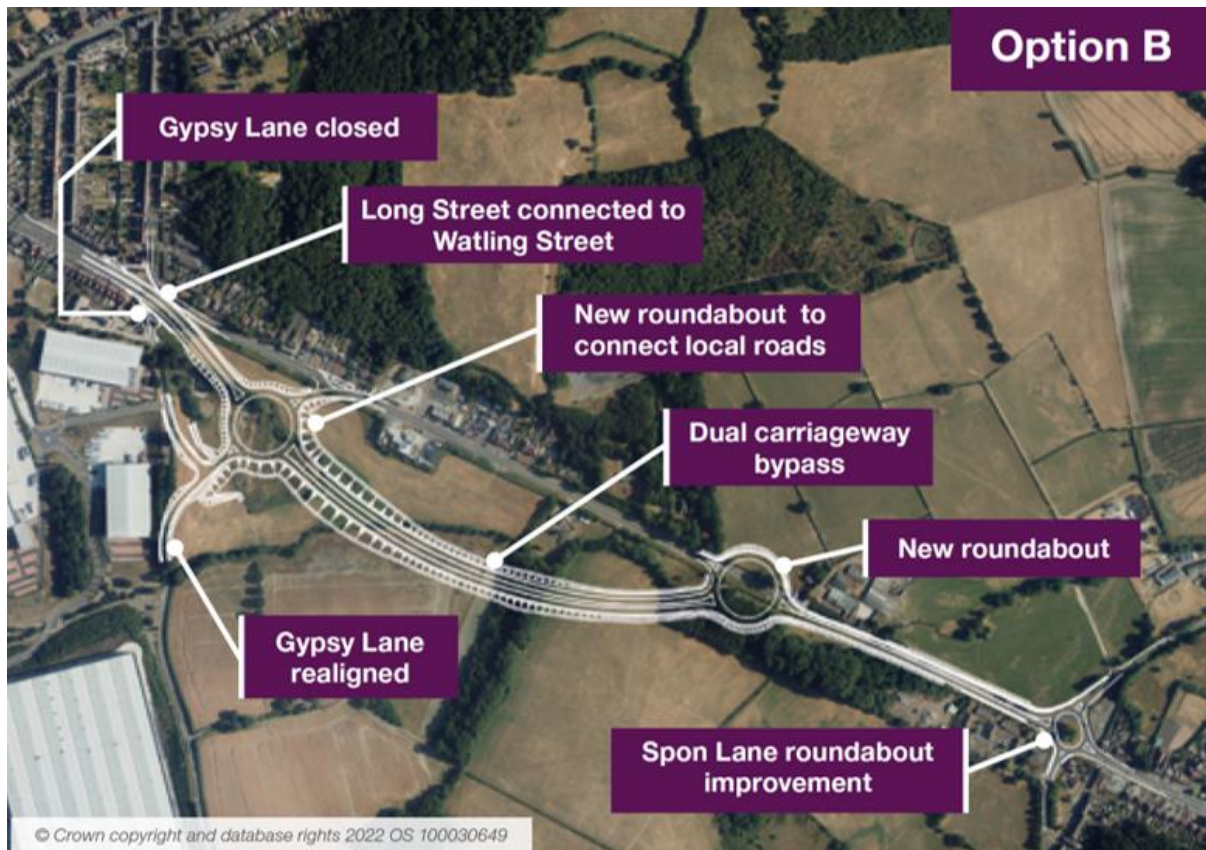
Option A – Dual carriageway, signalised junction and new roundabout



Summary:

Option A introduces a dual carriageway bypass to the south of the existing A5 corridor and ties into the A5 at the Dordon roundabout. The Dordon roundabout will be upgraded to a four-way signalised junction, maintaining access to Long Street and Gypsy Lane direct from the A5 mainline. A new roundabout is proposed at the eastern end of the bypass to tie back into the existing A5. The existing bypassed section of the A5 is proposed to be de-trunked and will be accessed via the new roundabout.

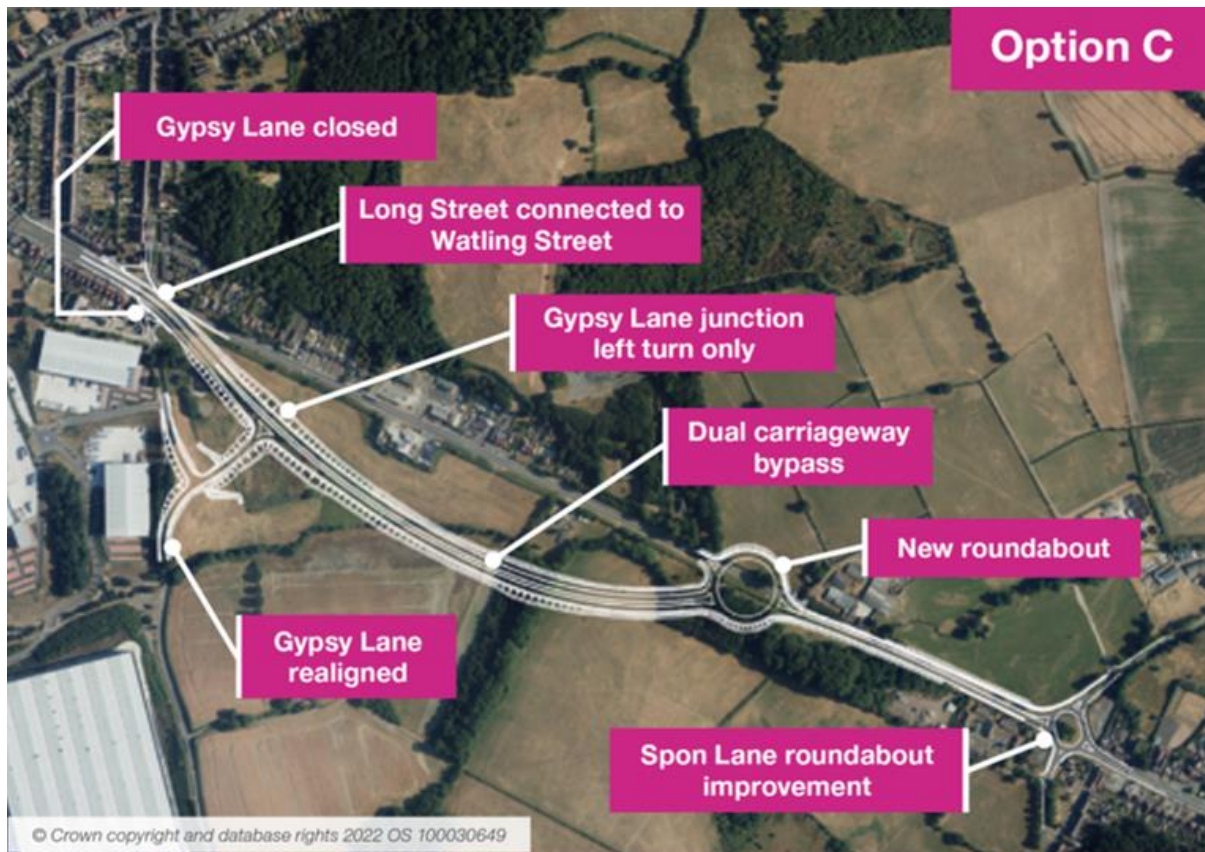
Option B – Dual carriageway and two new roundabouts



Summary:

Option B introduces a dual carriageway bypass to the south of the existing A5 corridor and ties into the existing alignment of the A5 at the Dordon roundabout, with the dual carriageway replacing the existing roundabout. The existing Gypsy Lane junction with the A5 will be closed, a new roundabout will be provided to the east, along the new bypass, providing links back to Gypsy Lane, Long Street and the bypassed section of the A5. A second new roundabout is proposed at the eastern end of the bypass to tie back into the existing A5. The existing bypassed section of the A5 is proposed to be de-trunked and will also be accessible via the new eastern roundabout.

Option C – Dual carriageway, new roundabout and new junction

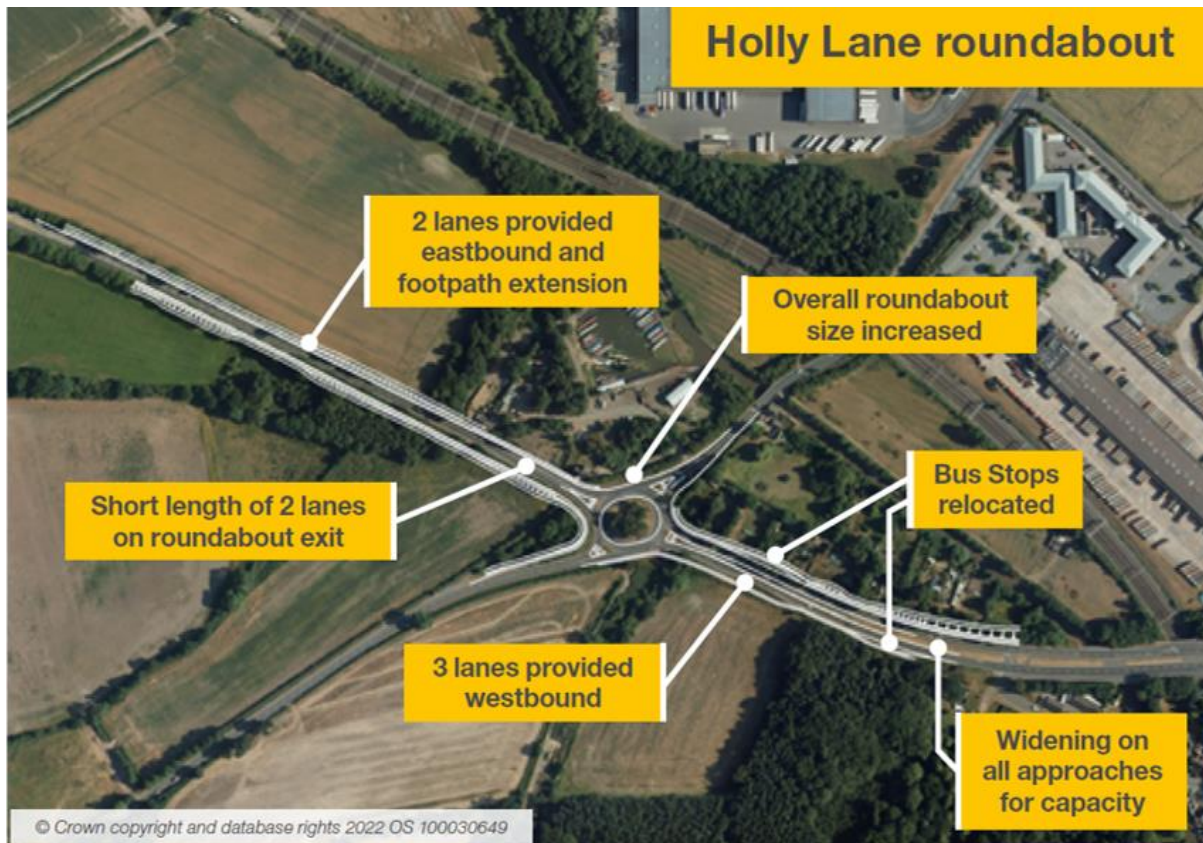


Summary:

Option C introduces a dual carriageway bypass to the south of the existing A5 corridor and ties into the existing A5 at the existing Dordon roundabout, with the dual carriageway replacing the existing roundabout. The existing Gypsy Lane junction with the A5 will be closed, a new left off/left on at grade junction will be provided to the east, along the new bypass, providing a link to/from Gypsy Lane. No right turns will be permitted into or out of Gypsy Lane, resulting in vehicles having to travel to the next roundabout to perform a U-turn.

A new roundabout is proposed at the eastern end of the bypass to tie back into the existing A5. The existing bypassed section of the A5 is proposed to be de-trunked and will be accessible via the new eastern roundabout. Access to Dordon/Long Street will be via the newly de-trunked section of A5 carriageway.

Holly Lane roundabout – Improvements



Summary:

Improvements to Holly Lane will increase the size of the roundabout to provide additional capacity together with footpath and bus stop provision.

3. Consultation

3.1 What we did

The public consultation ran for seven and a half weeks from 5 September to 27 October 2022. The consultation period was initially planned for six weeks, which was extended to acknowledge the National Mourning Period following the death of Queen Elizabeth II.

The consultation sought to obtain the views of residents, businesses, key stakeholders, interested groups and the range of people who use the roads at and near the A5 between Dordon and Atherstone. The consultation was accessible through a range of in-person, virtual and remote forums to encourage as many people as possible to participate.

The consultation materials presented the project objectives and intended outcomes with detailed information provided on each of the three options. It also included comparative information on the impacts for each option across a range of areas, including transport, economy, and the environment.

The consultation materials contained as much information as possible in an easy-to-understand format to ensure participants were fully informed on all aspects of the proposals and well-equipped to provide their views. In the case that more information was needed, a range of contact methods were available to speak to the project team.

3.1.1 Events, forums and publicity

National Highways recognise how important it is that local people are given the opportunity to provide their views and comments for consideration and undertook a series of events and promotional activities to engage as many people as possible throughout the consultation period.

Citizen Space

A dedicated Citizen Space webpage was developed to hold information about the proposed options and consultation. Details of consultation events, project contact details and the consultation submission portal were available throughout the consultation period.

Virtual exhibition

A virtual event space was hosted for the duration of the consultation which recreated the in-person experience of the consultation events, with 24-hour access for consultees to view at their convenience.



Public exhibitions

During the consultation period, four exhibition events were held at community hubs where local people were invited to view and discuss the proposals, meet different technical leads from the project

team and ask questions about the options. More than 250 people attended across the four events.

The dates, venues and times for the events are as follows:

Date	Time	Location
Thursday 8 September 2022	2pm – 8pm	Dordon Village Hall
Wednesday 28 September 2022	11.30am – 5pm	Owen Street Community Arts Centre
Thursday 6 October 2022	2pm – 8pm	Dordon Village Hall
Thursday 20 October 2022	3pm – 8pm	Grendon Community Centre

Online events

Two online events were held where the project team presented the project and provided detail relating to the proposed options and key considerations. The forum enabled attendees to engage directly with key technical experts to have their questions answered and raise any concerns. Approximately 10 people attended the two events.

The dates and times for these online events were as follows:

- **Tuesday 20 September 2022 from 6pm**
- **Thursday 13 October 2022 from 6pm**



Engagement van

The National Highways Engagement Van was positioned at the Tamworth Services located at Junction 10 of the M42 and on the A5 at the Grendon Working Mens Club at various times throughout the consultation period.

Members of the project team were on-hand during set periods to answer any questions, listen to the public's views on the scheme and distribute consultation materials. Over 40 people visited the team at the engagement van throughout the consultation period.

Print and digital media

To generate awareness and reach as many people as possible, the consultation was advertised in local press publications, including:

- **Coventry Telegraph**
- **Tamworth Herald**
- **Coventry Observer**

The consultation was also advertised on National Highways social media channels and stakeholder groups were encouraged to promote the consultation through their communications channels. These stakeholders included;

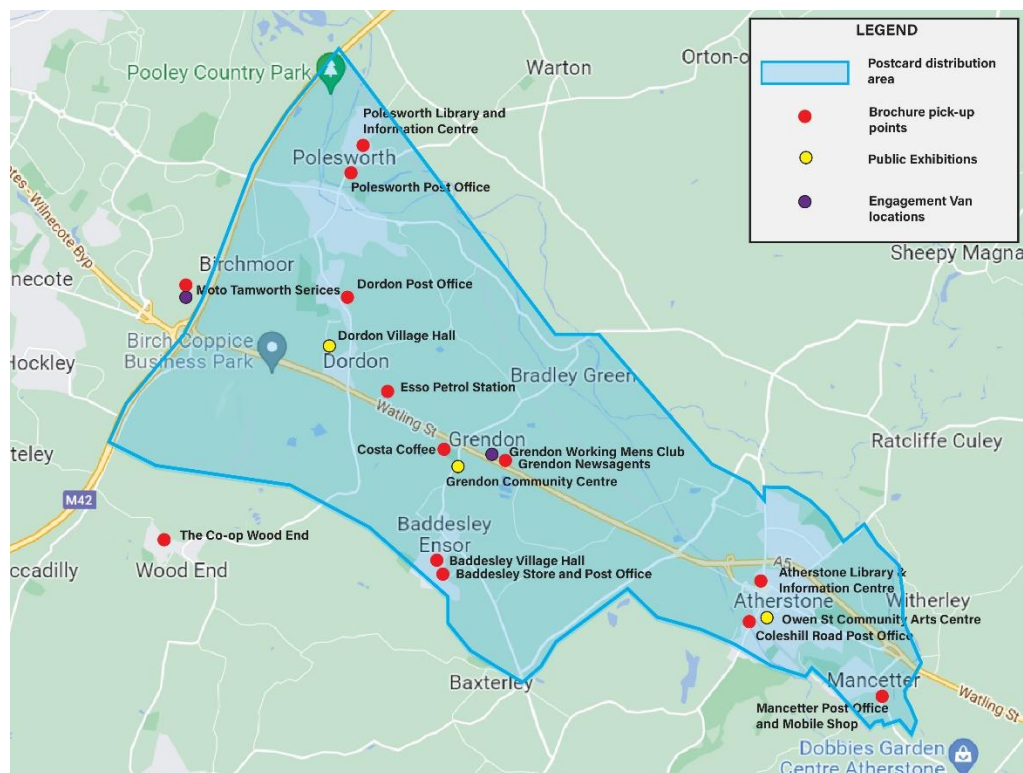
Craig Tracey MP, North Warwickshire Borough Council, Warwickshire County Council, Midlands Connect, Coventry & Warwickshire Local Enterprise Partnership and, Dordon and Grendon parish councils.

Brochures and postcards

Consultation postcards were distributed to approximately 12,000 addresses along the scheme corridor. The postcards held information on where to access the consultation, along with times, locations, and dates for the in-person exhibitions.

Brochures were placed at 13 locations across the area, such as motorway service stations, community centres, libraries and local shops/post offices. Posters were also placed in shop-front windows to further promote the consultation and engage the passing public.

Map of consultation and promotional activities



Phone and email

Emails were received containing questions, comments and long-form responses to the consultation. A dedicated project phone line was live throughout the consultation period and staffed by the Project Team who were available to answer any questions and receive feedback.

3.1.2 Stakeholder engagement

Key project stakeholders were provided scheme briefings and meetings with the project team in the lead-up to, and during the consultation. During the briefings, the project team presented information on the consultation and were able to answer any questions relating to the proposed options.

In some cases, stakeholders were provided publicity materials to share through their channels and with members of the community. Feedback received at this stage helped shape consultation activities to reach as many people in the community as possible.

These stakeholders include:

- Local MPs
- North Warwickshire Borough Council
- Warwickshire County Council
- Homes England
- Midlands Connect
- Coventry & Warwickshire Local Enterprise Partnership
- A5 Partnership
- Grendon Parish Council
- Dordon Parish Council

4. Consultation Findings

4.1 Overview

Consultees were asked to share their views on the proposals through a questionnaire which could be submitted online, at in-person events or by Freepost. Freeform responses could be submitted by email, phone or by post.

The questionnaire asked consultees their views on the existing road layout and conditions; their sentiment relating to the proposed options; and any additional comments, concerns or issues they would like to have considered.

A total of **179 consultation** responses were submitted throughout the public consultation period.

The responses have been received via the following channels:

- CitizenSpace – **108 responses**
- Project inbox, letters and phone calls – **36 responses**
- Hard copy surveys (received via freepost, email and at consultation events) – **35 responses**

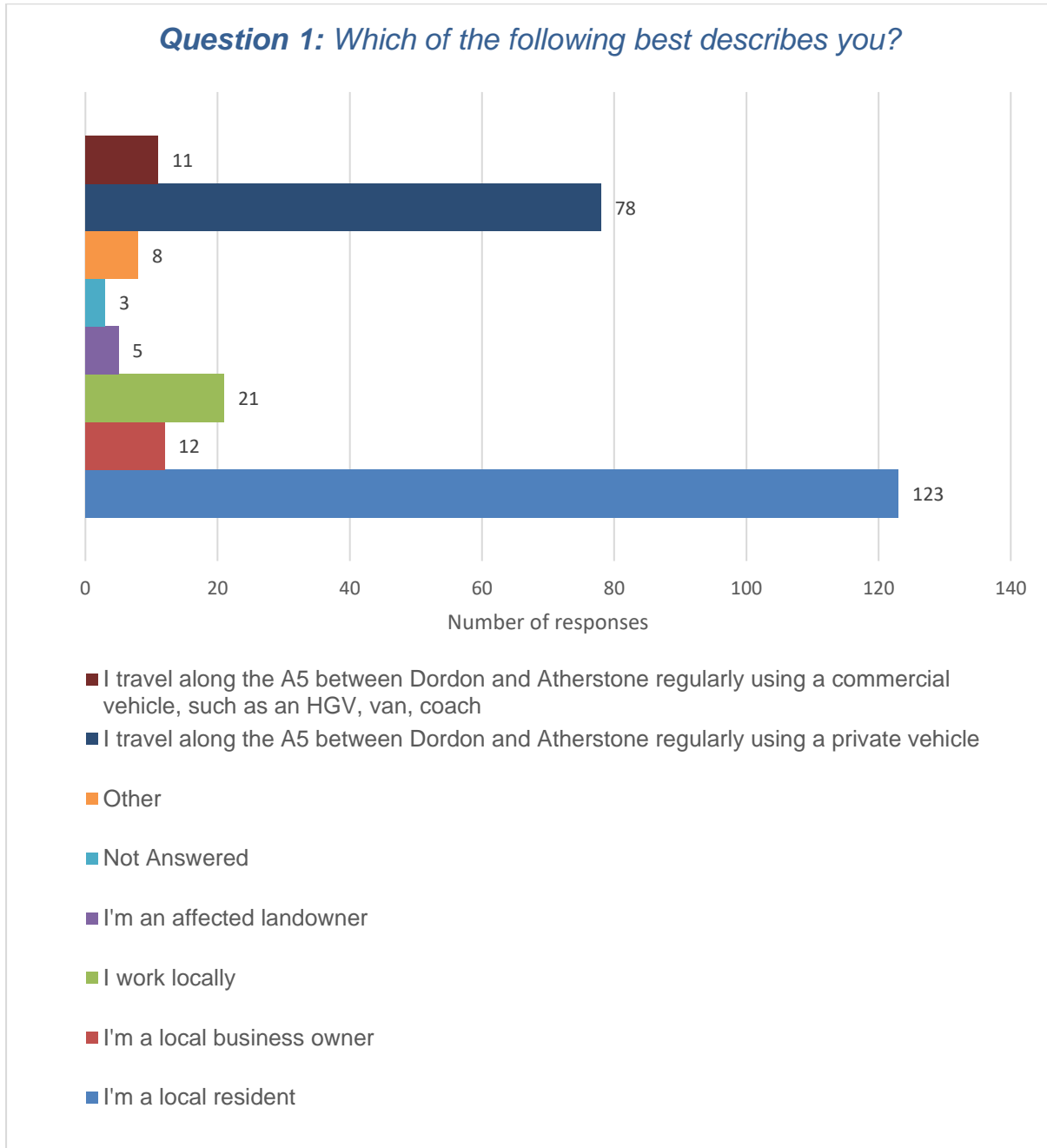
Feedback was obtained through a range of closed and open-answer question formats, resulting in a clear display of sentiment relating to key aspects of the proposals, whilst allowing for comments and suggestions for consideration.

The closed-answer responses have been quantified and displayed through graphs and percentages. The open-answer responses have been analysed according to theme and sentiment, and represented in numeric, summary, and graphical format.

4.2 Who we heard from

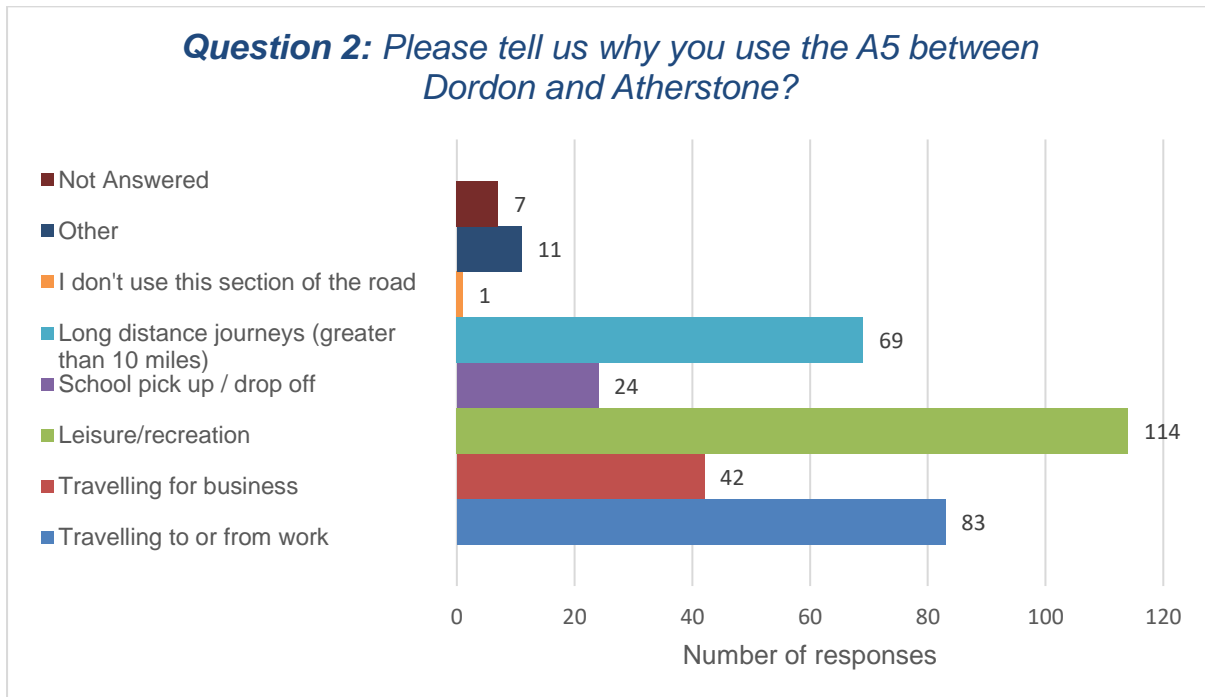
4.2.1 What describes you

Of those who responded to the questionnaire, **84% are local residents** and **14% told us they work locally**. Other responses to the multiple-choice question can be seen through the graph below.



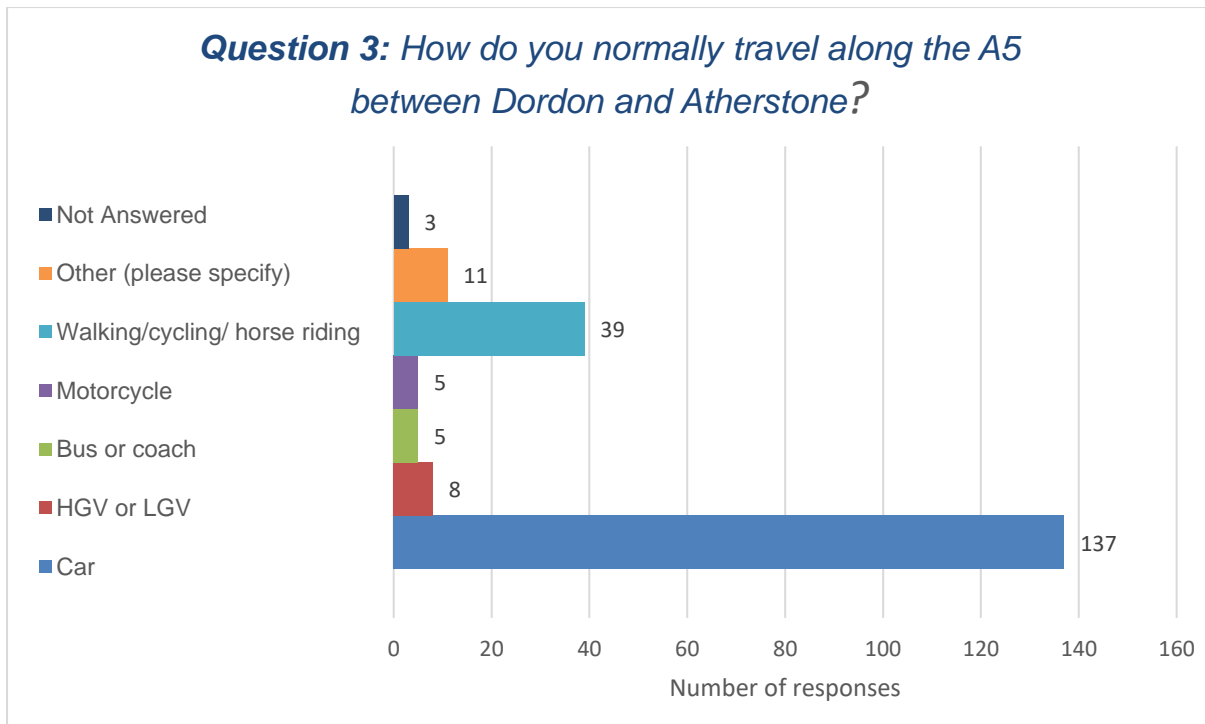
4.2.2 Why you use the A5

When asked why they use the A5, results varied, with many respondents ticking several applicable responses. Overall, **leisure/recreation was the most common reason (79%), closely followed by travel to or from work (57%).**



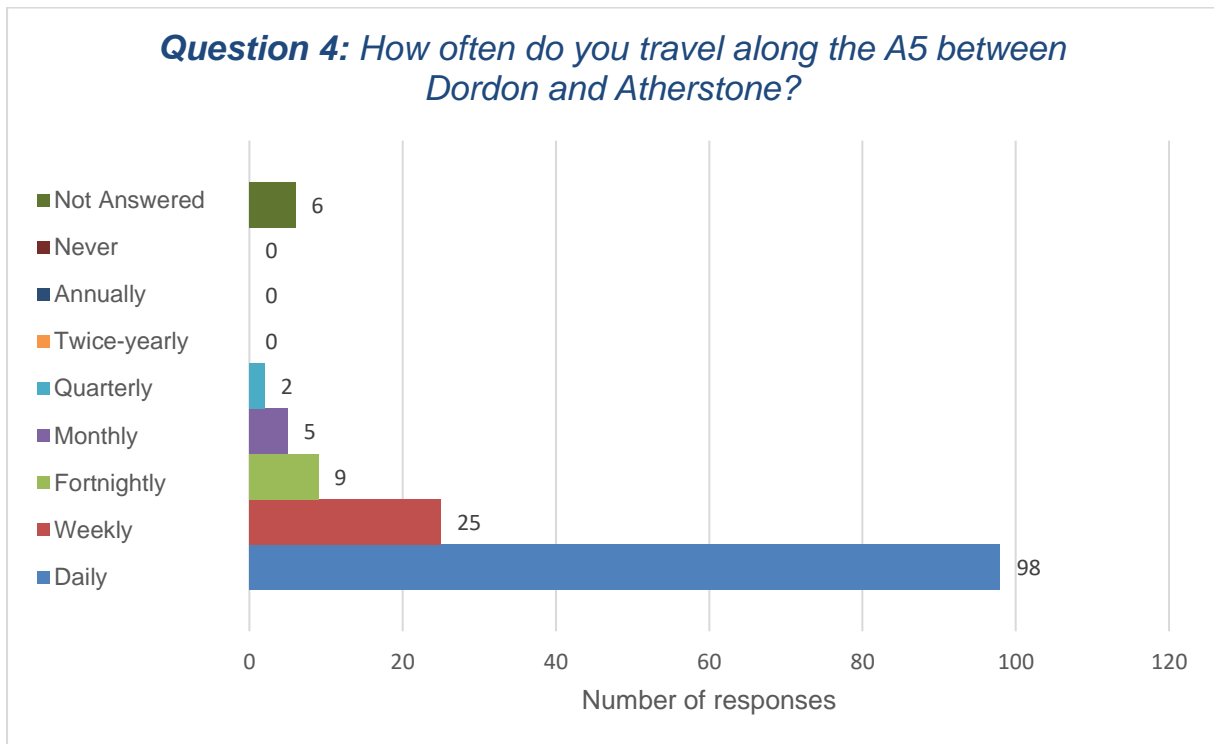
4.2.3 Mode of transport

When asked their mode of transport along the A5, **94% of consultees told us they travel by car, with 27% walking, cycling or horse riding.**



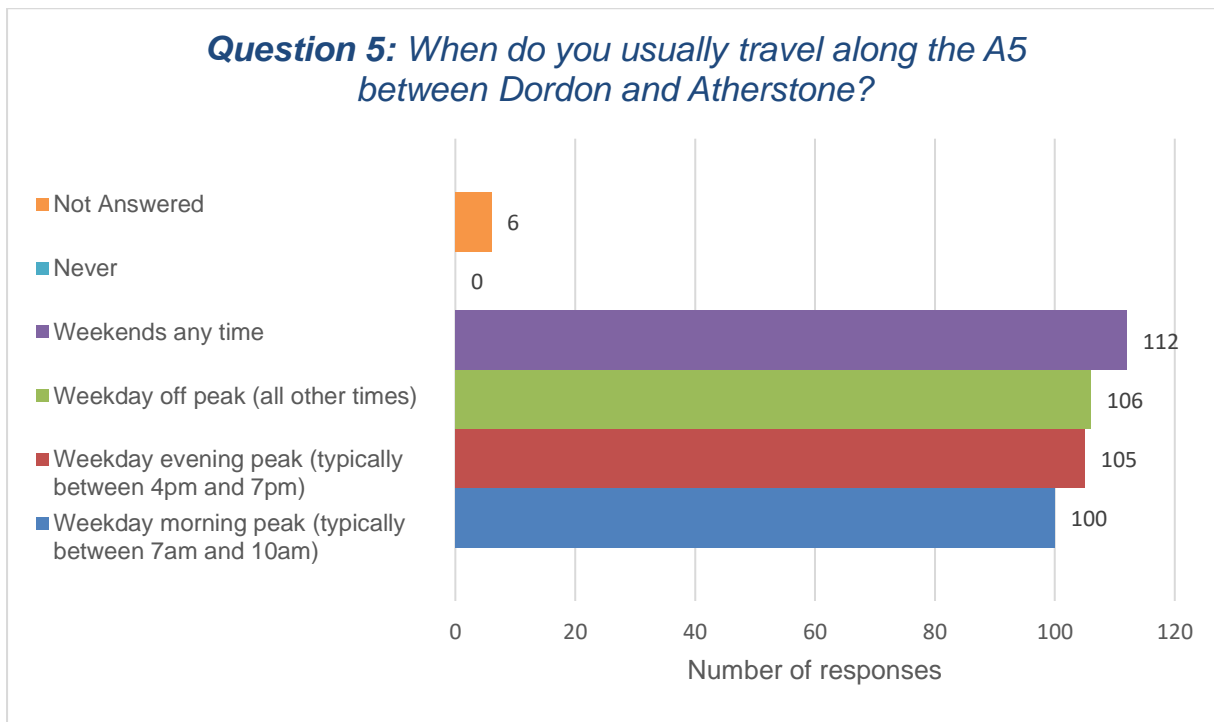
4.2.4 How often you travel

When asked how often they travel along the A5, **68% of consultees told us they travel daily**, with **17% travelling weekly**.



4.2.5 When you travel

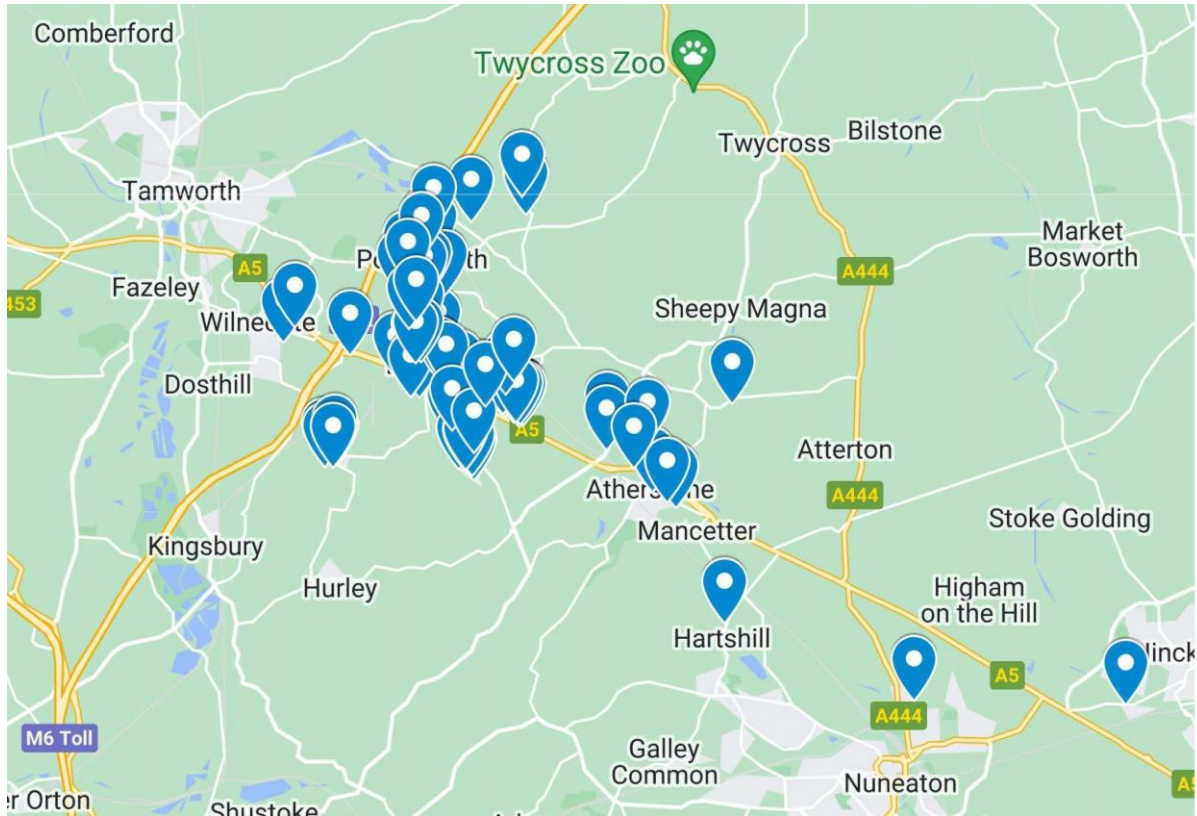
As can be seen below, there is a spread of travel times for those using the A5 during the week and on weekends, with many consultees listing multiple travel windows.



4.2.6 Response by location

Participants in the consultation were asked to share their address which shows a spread of response locations from across the scheme area.

The below map shows the locations of the participants of the consultation:

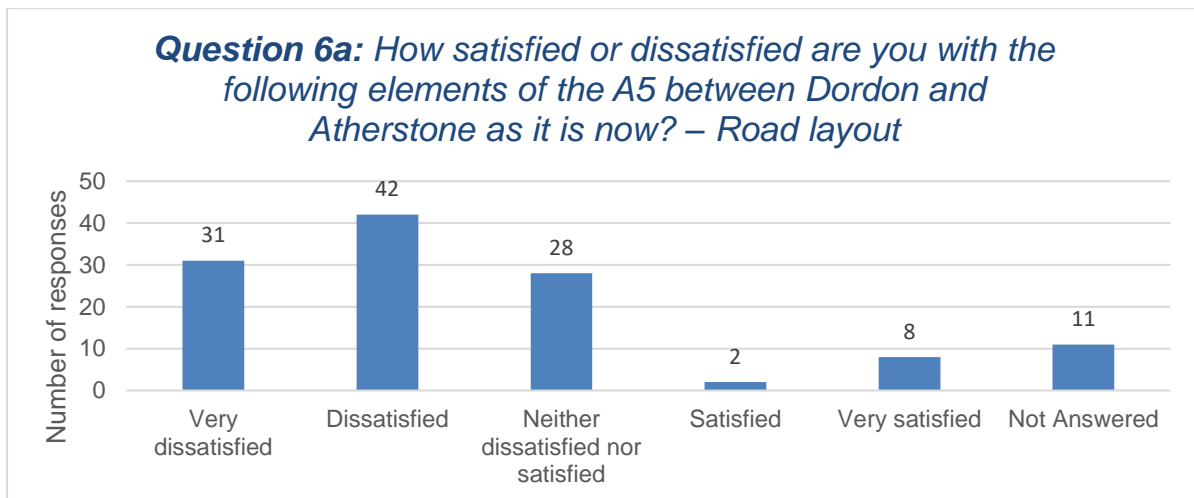


4.3 Views on the current road

To understand views relating to the current A5 road conditions, consultees were asked a series of closed-answer questions with an opportunity to provide further detail on any specific concerns or issues. The responses to these questions have been quantified to determine the current satisfaction levels for the stretch of road and the need for improvement.

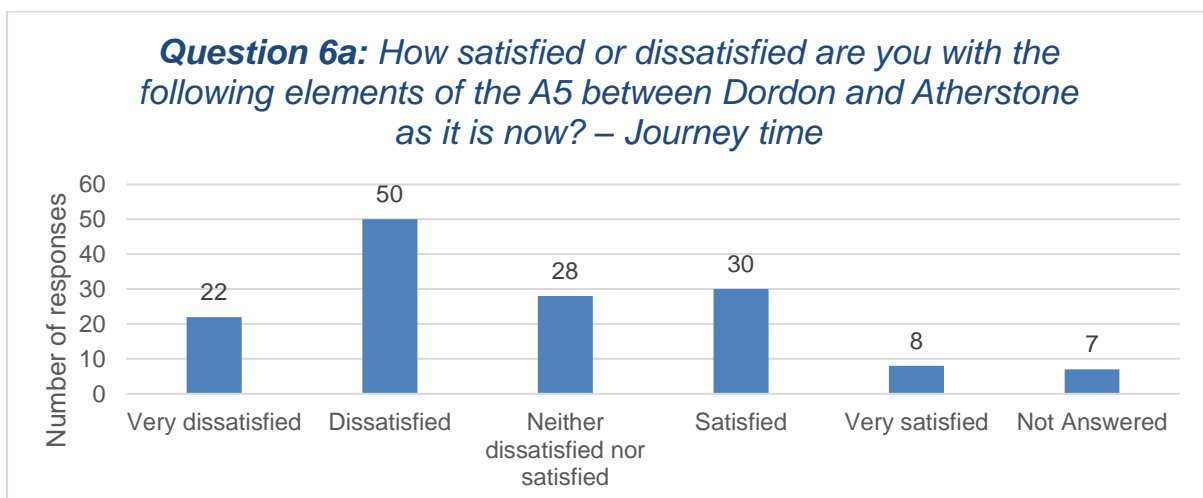
4.3.1 Road layout

When asked about the level of satisfaction for the existing A5 road in relation to road layout, the results show **50% of respondents are either 'dissatisfied' or 'very dissatisfied'**, **27% are 'satisfied' or 'very satisfied'** and **19% are 'neither dissatisfied nor satisfied'**.



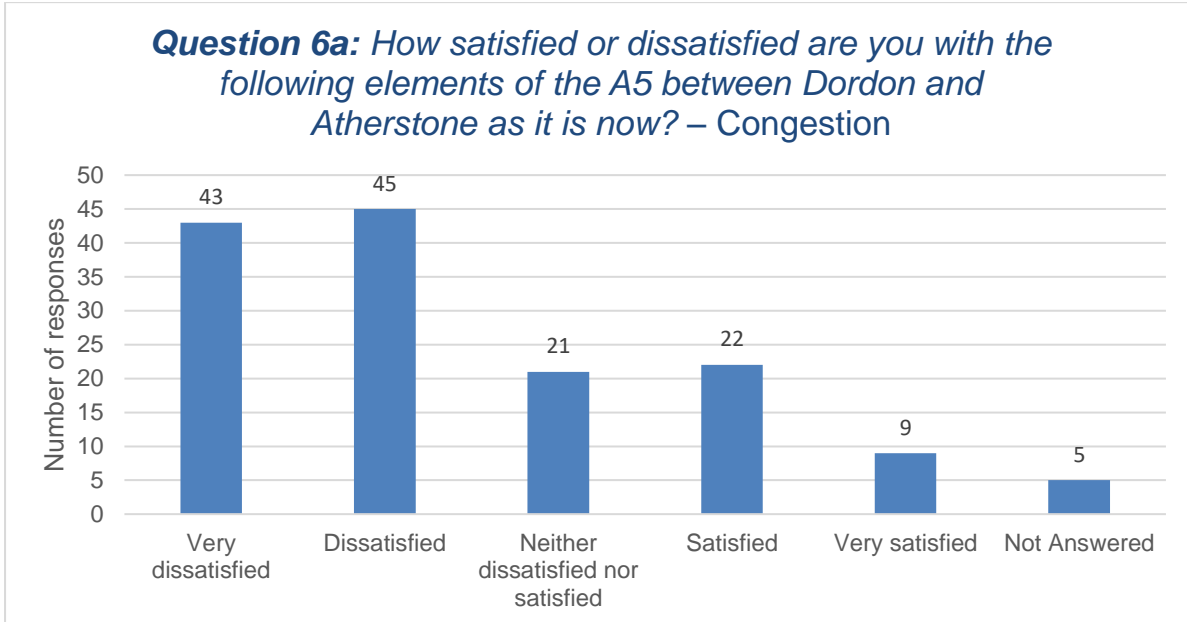
4.3.2 Journey time

When asked about the level of satisfaction for the existing A5 in relation to journey time, the results show **50% of respondents are either 'dissatisfied' or 'very dissatisfied'**, **26% are 'satisfied' or 'very satisfied'** and **19% are 'neither dissatisfied nor satisfied'**.



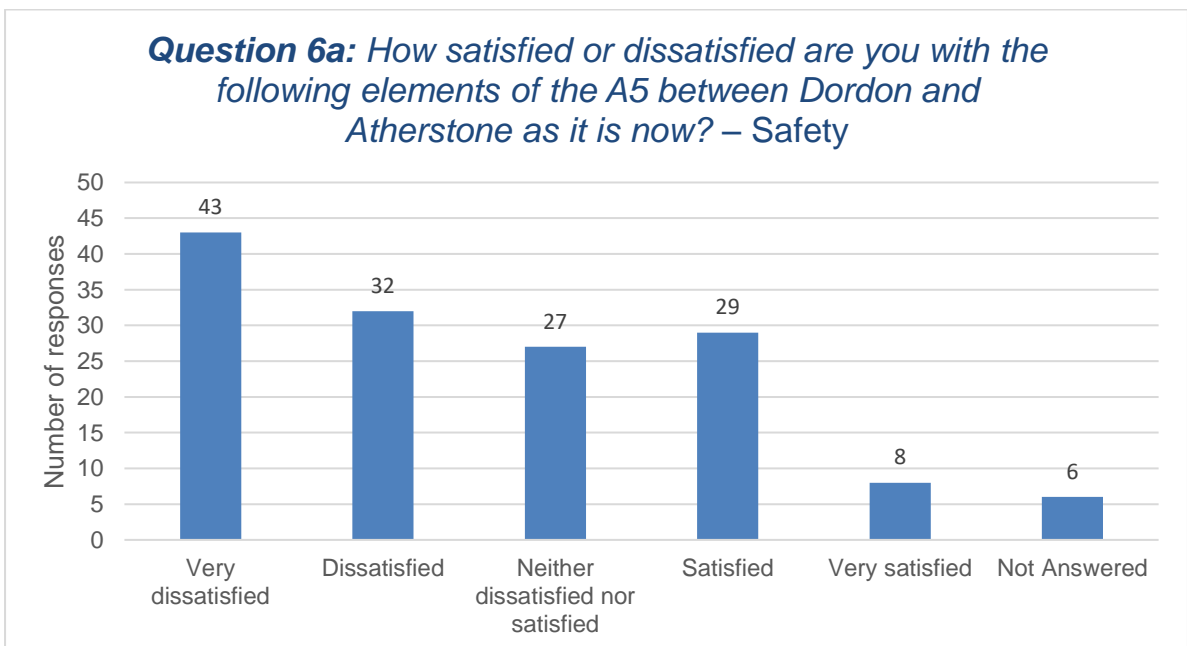
4.3.3 Congestion

When asked about the level of satisfaction for the existing A5 in relation to congestion, the results show **61% of respondents are either 'dissatisfied' or 'very dissatisfied'**, **21% are 'satisfied' or 'very satisfied'** and **14% are 'neither dissatisfied nor satisfied'**.



4.3.4 Safety

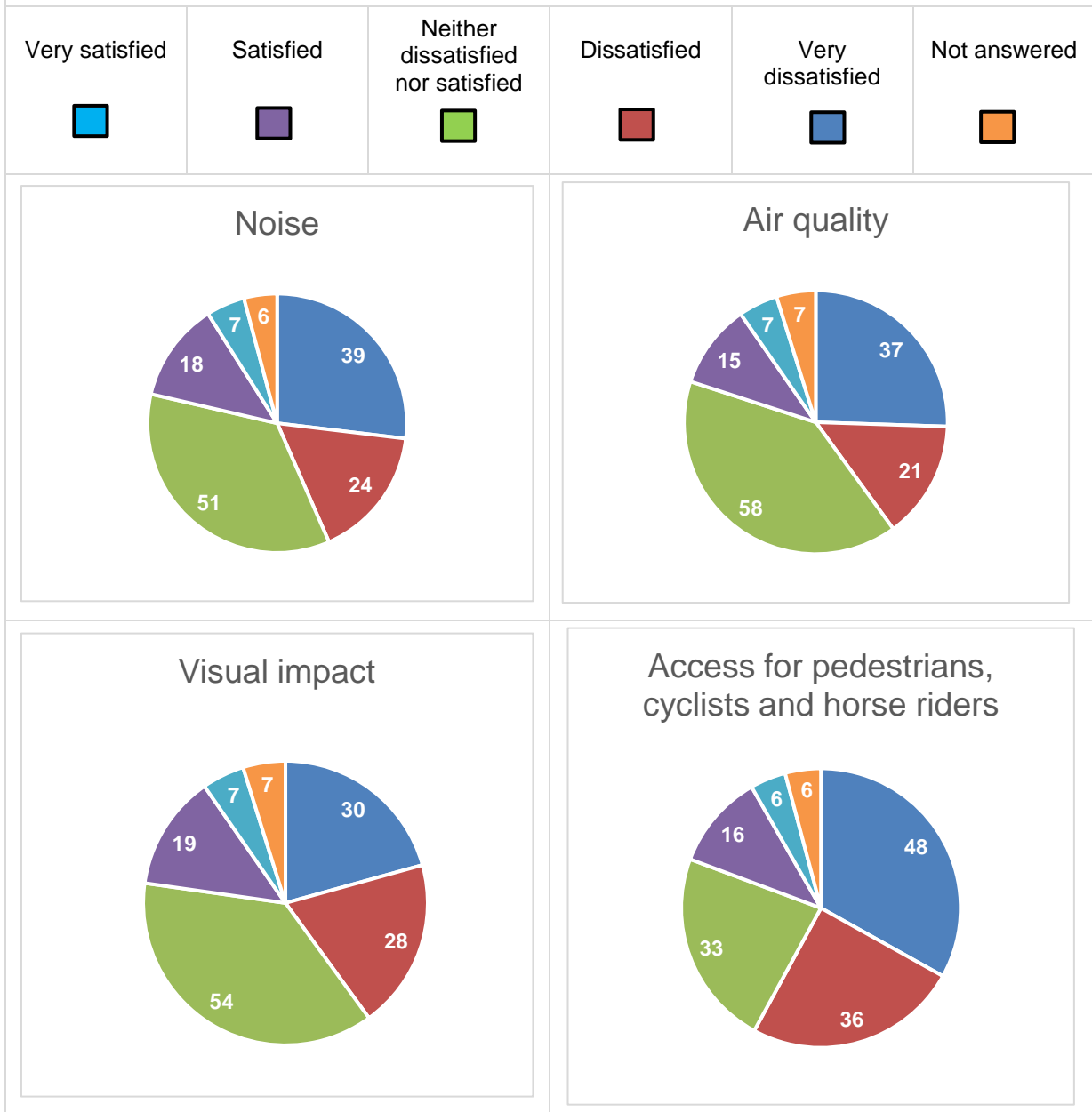
When asked about the level of satisfaction for the existing A5 in relation to road safety, the results show **52% of respondents are either 'dissatisfied' or 'very dissatisfied'**, **26% are 'satisfied' or 'very satisfied'** and **19% are 'neither dissatisfied nor satisfied'**.



4.3.5 Environment and access

When asked about the level of satisfaction for the existing A5 in relation to environment and access, the results by number of responses can be seen as follows:

Question 6a: *How satisfied or dissatisfied are you with the following elements of the A5 between Dordon and Atherstone as it is now? - Noise / Air quality / Visual impact / Access for pedestrians, cyclists and horse riders*



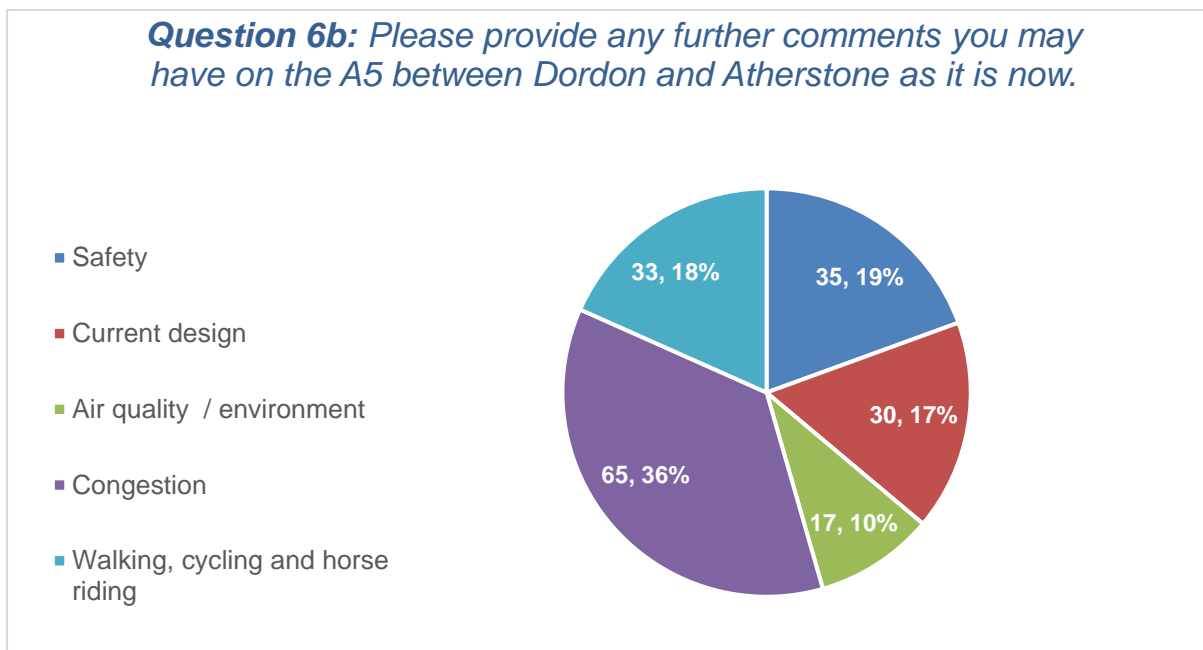
4.3.6 Key themes and priorities

Consultees were asked if they had any further comments in relation to the existing roadway which resulted in **106** responses. Of the responses that were submitted, we have identified several recurring themes.

The top five key themes by number of mentions include:

- **Congestion**
- **Walking, cycling and horse riding**
- **Safety**
- **Current design**
- **Air quality / environment**

The following chart shows the number of mentions by theme.



4.3.6.1 Extract of comments

“The congestion can lead to some drivers taking risks and driving dangerously”

“One of the biggest problems is getting out of Long Street, Dordon onto the A5. The parking on Long Street exacerbates the issue and creates nightmare queues. People are then so desperate to get out that they take risks.”

“The noise levels are excessive due to the acceleration and speed of all passing vehicles.”

“It flows absolutely fine. Slight build up of traffic during peak hours but absolutely no worse than any surrounding roads.”

“The amount of HGV vehicles is on the increase air pollution is a concern and physical vibrations felt in the homes from heavy lorries. Accessing or crossing the A5 either on foot or by car is hindered from a constant stream of traffic.”

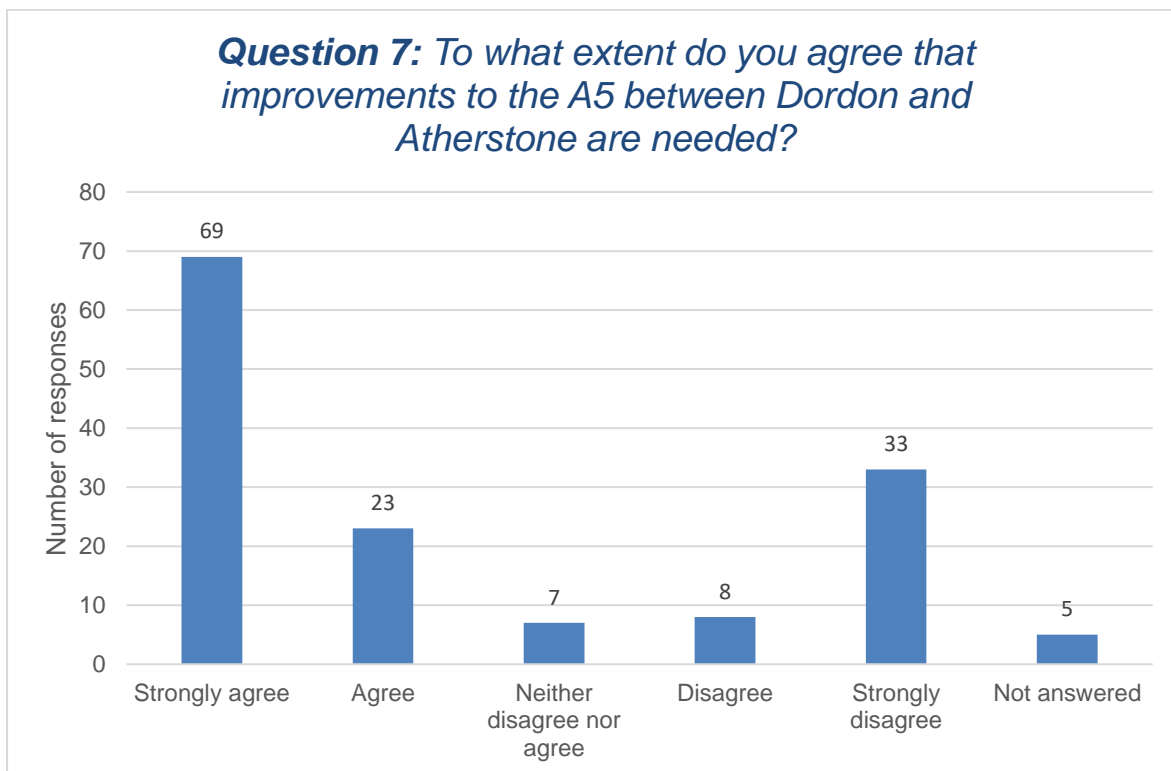
4.4 Views on the options to dual the route

Consultees were asked a series of closed-answer questions in relation to the proposed A5 improvements between Dordon and Atherstone with an opportunity to provide further detail on any specific concerns or issues. The outcomes of these questions have been quantified to determine the need for improvement and preference for the options presented.

The open-format sections of the survey and email submissions, enabled a deeper analysis of key issues, concerns and further considerations. This was completed through an analysis of common themes and sentiment.

4.4.1 The need for change

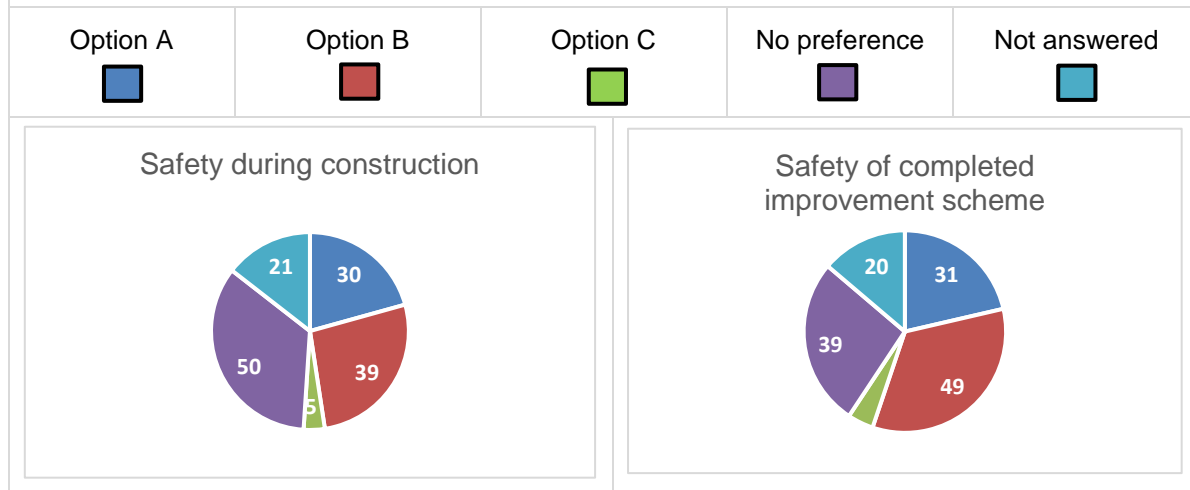
When asked for their opinion, **63% of consultees told us they ‘agree’ or ‘strongly agree’ that improvements to the A5 between Dordon and Atherstone are needed.**



4.4.2 Safety of completed scheme / safety during construction

Consultees were asked to give their preference for the Options based on safety of the completed scheme and safety during construction. As can be see below, the highest response recorded for **safety during construction is ‘No preference’ (34%)**. When considering **safety of the completed scheme, ‘Option B’ had the highest response rate of 34%**.

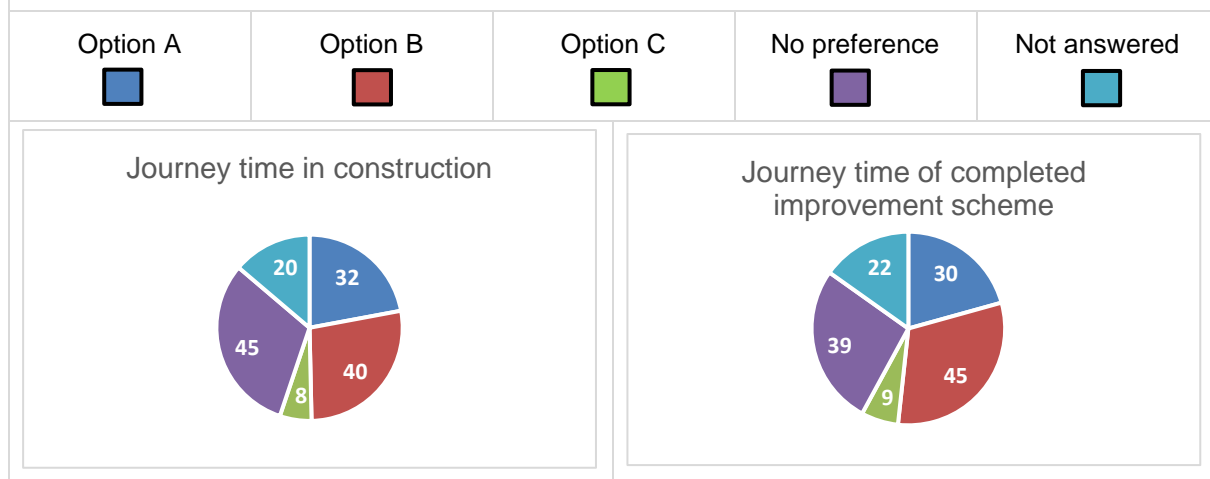
Question 8a: Which option would you prefer when considering safety? – Safety during construction / Safety of completed improvement scheme



4.4.3 Journey time of completed scheme / during construction

When asked to give their preference for the Options based on journey time of the completed scheme and during construction, respondents showed the strongest level of support for **‘No preference’ (31%) during construction and ‘Option B’ (31%) for the completed scheme**.

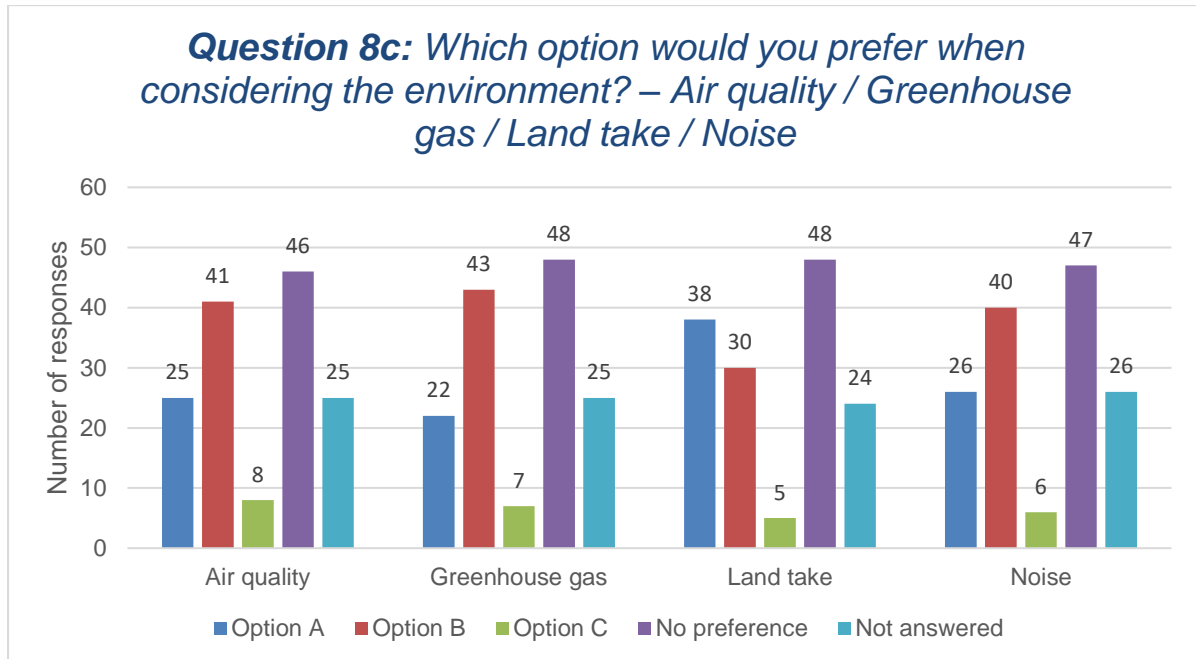
Question 8b: Which option would you prefer when considering journey time? – Journey time during construction / Journey time of completed improvement scheme



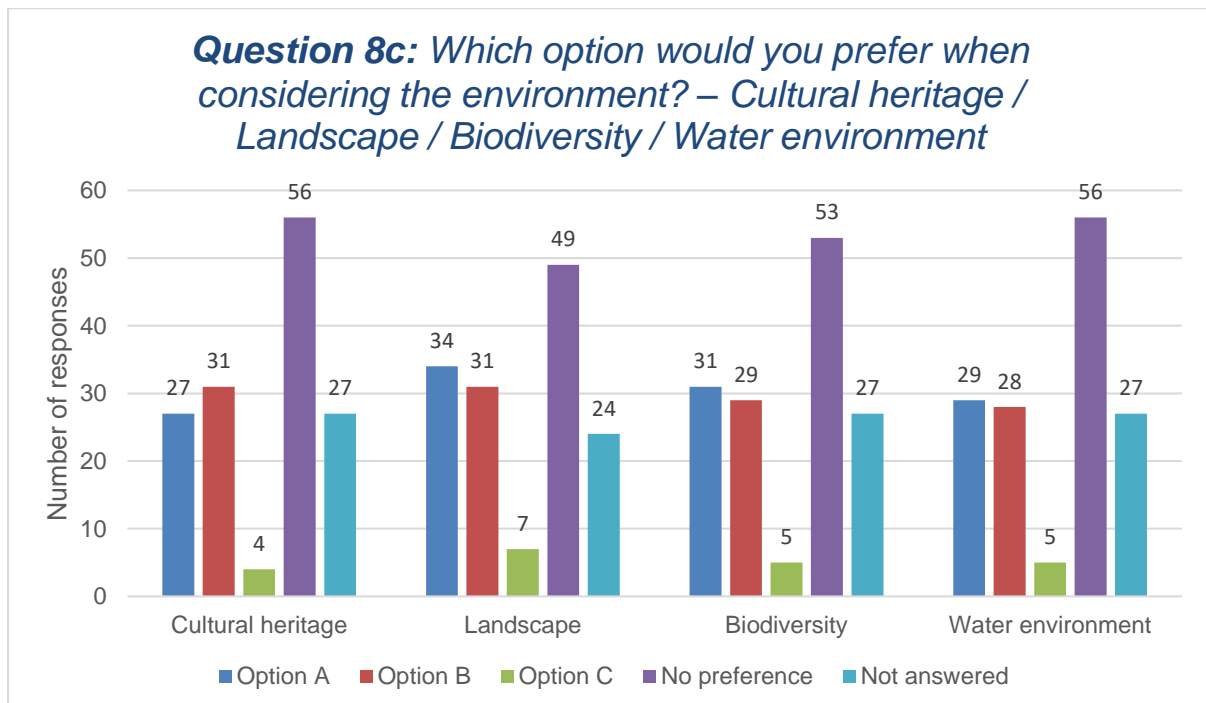
4.4.4 Environmental and heritage considerations

Consultees were asked to nominate their preferred route option when considering specific environmental and cultural heritage elements. The results of these questions have been collated and are presented below.

Part 1:

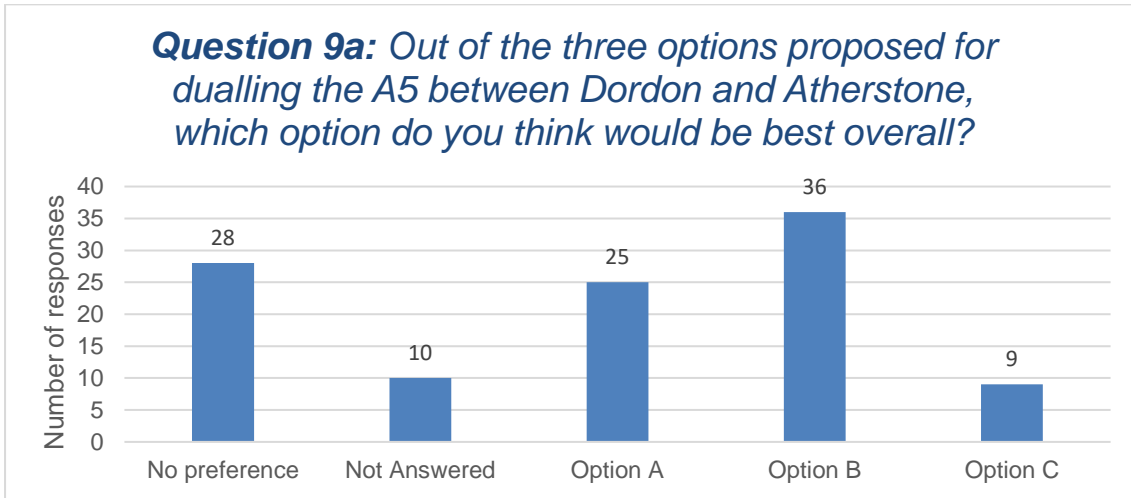


Part 2:



4.4.5 Preferred route

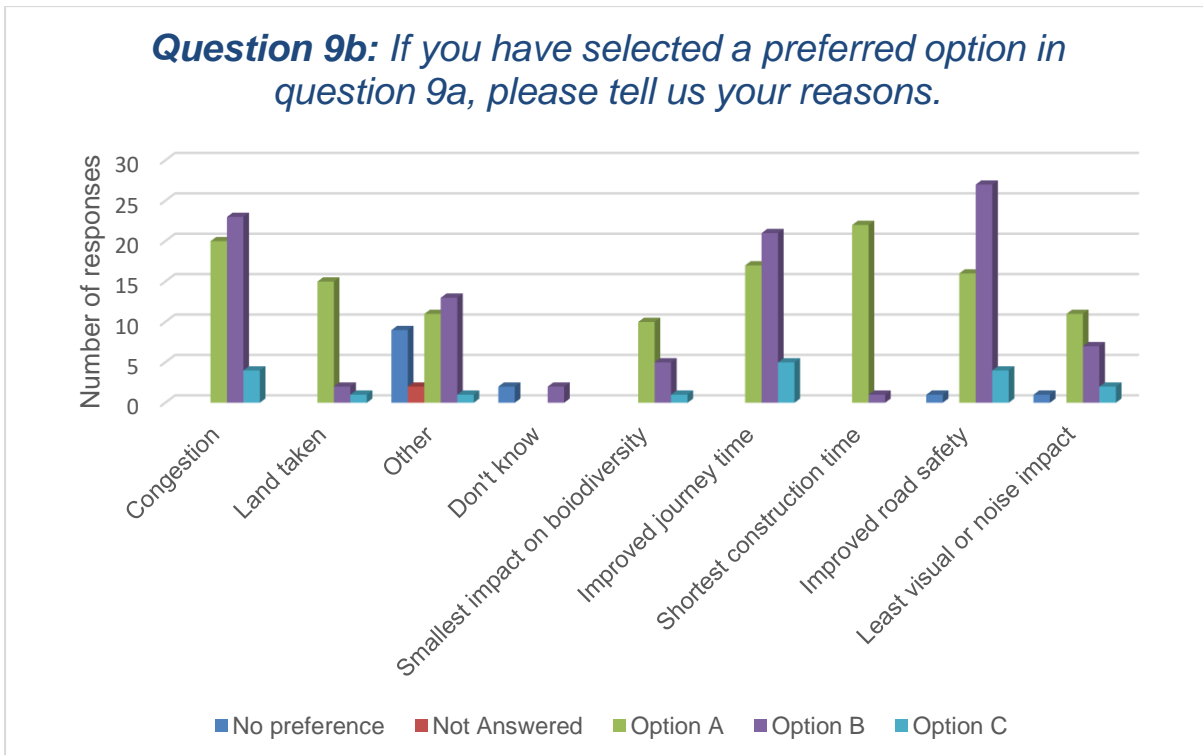
When asked about a preferred route overall, **Option B has the highest level of support, with a 34% response rate**. The results are shown below in percentage and graphical format.



Option A	Option B	Option C	No preference	Not answered
23%	34%	6%	21%	16%

4.4.6 Reason for route preference

Consultees were asked the reason(s) for choosing their preferred route. This question nominated a series of options for consultees to select in response to the question. The results can be seen below.



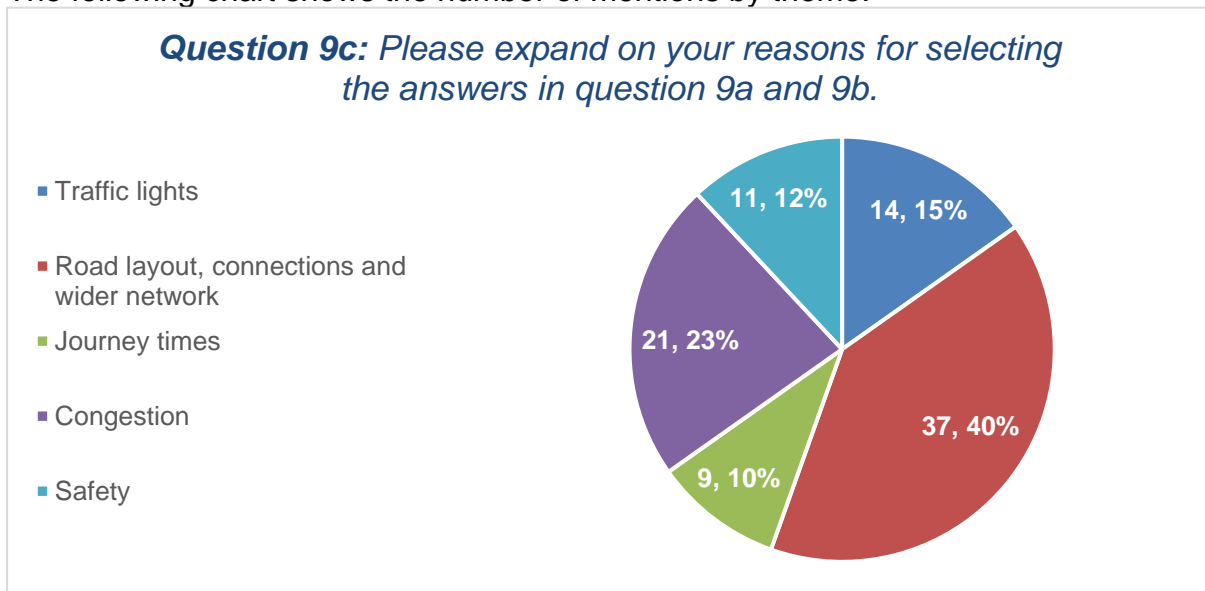
4.4.7 Key themes and priorities

Consultees were asked to expand on the reasons for their preferred route which resulted in **84** responses. These responses have been analysed to identify common themes and the frequency on mention. Many responses referenced more than one theme.

The top five key themes by number of mentions include:

- **Road layout, connections and wider network**
- **Congestion**
- **Traffic lights**
- **Safety**
- **Journey times**

The following chart shows the number of mentions by theme.



4.4.7.1 Extract of comments

“Option A is the speediest & cheapest construction project & provides a better solution for residents accessing Dordon from A5.”

“Option B is the most comprehensive solution and considering the A5 is one of the busiest trunk roads in the UK, any proposed solution needs to be fit for the future.”

“Option A in my opinion offers a straight forward solution to improve movement of traffic along the A5 without complicating the road system more than necessary and drawing vehicles away from built up areas.”

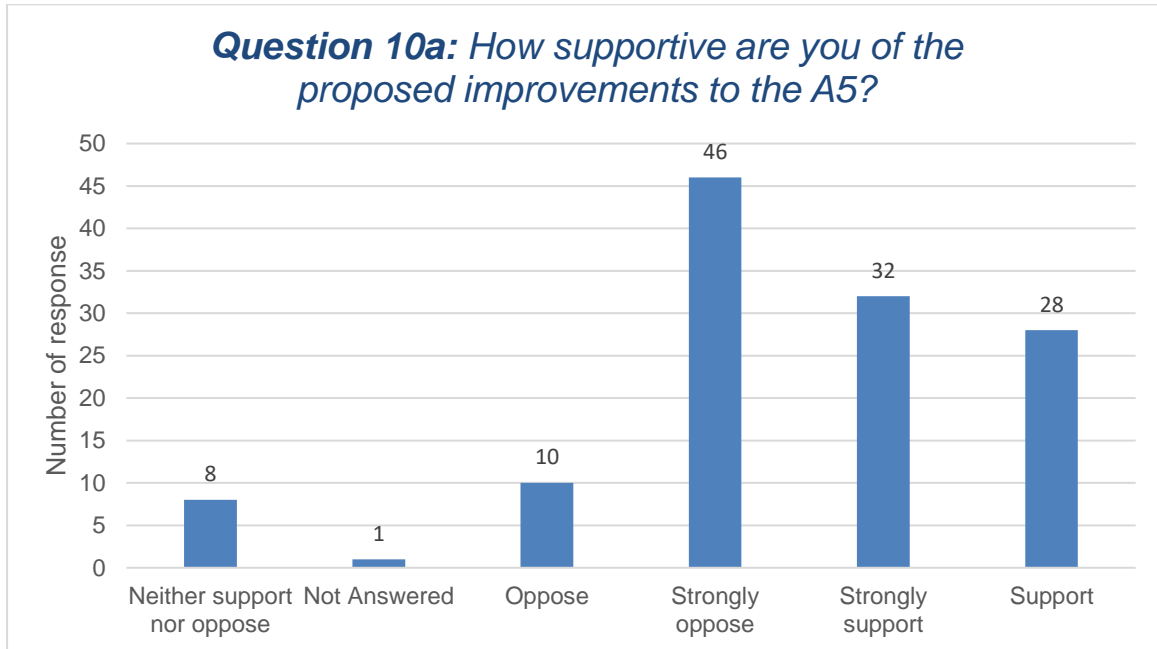
“B is the only option that satisfies all requirements for local traffic. Yes it's more expensive, bit if this is going to be done it needs to be done right.”

“It seems option B takes into account the needs of local residents by still allowing access to frontages and business along the A5 whilst also taking the thoroughfare traffic away from these areas.”

4.5 Views on proposed improvements to the A5

4.5.1 Support for the proposed scheme

When asked about levels of support for the proposed A5 improvements, **48%** 'oppose' or 'strongly oppose' the proposed improvements, **44%** 'support' or 'strongly support', and **8%** 'Neither support nor oppose' or did not answer.



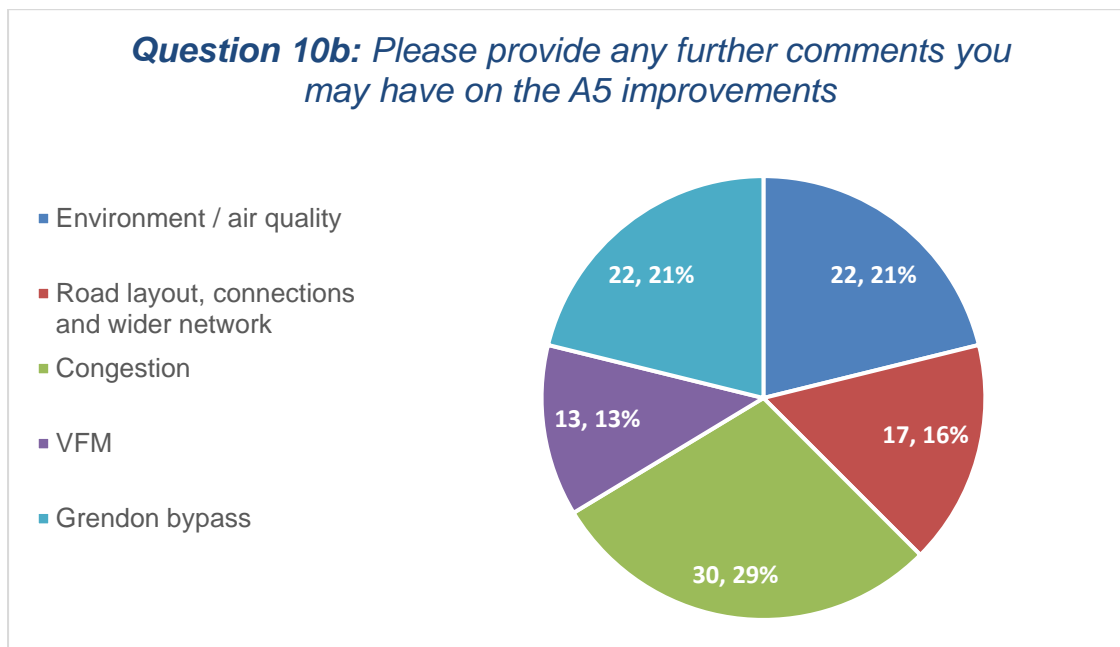
Key themes and priorities

Consultees were asked to provide any further comments on the proposed improvements which resulted in **94** responses. These responses have been analysed to identify common themes and the frequency on mention. Many responses referenced more than one theme.

Top five key themes by number of times mentioned include:

- **Congestion**
- **Environment / air quality**
- **Grendon Bypass**
- **Road layout, connections and wider network**
- **Value for money (VFM)**

The following chart shows the number and percentage of mentions by topic.



4.5.1.1 Extract of comments

“Any construction project needs to maximise the planting of new trees & negate the loss of agricultural land. Too often, such projects take from local communities & give nothing back. Attempts must be made to reduce noise & air pollution & breaking up the visual impact of a new section of dual-carriageway.”

“Better to bypass Grendon, improve road marking and signage at roundabouts, this would be as effective and way less money.”

“The proposed scheme will induce an increase in long-distance commuting, thereby adding to bottlenecks on nearby roads.”

“Would be wonderful if the improvements catered for cycling and walking - not just vehicles.”

“Attempts must be made to reduce noise & air pollution & breaking up the visual impact of a new section of dual-carriageway.”

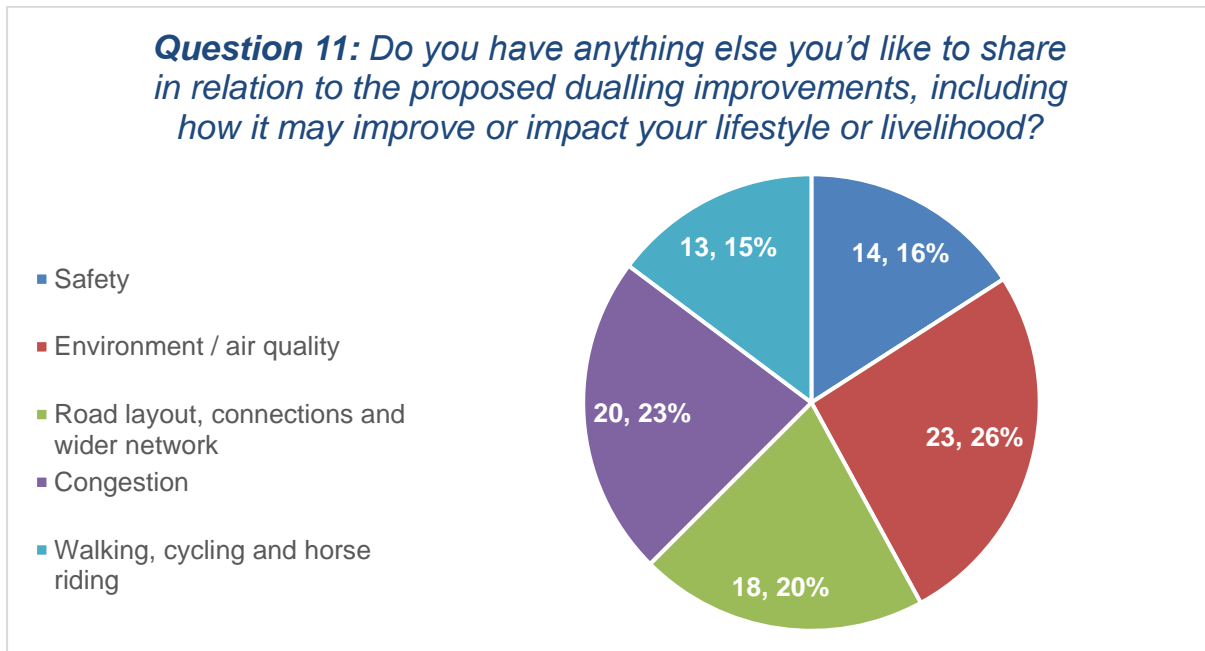
4.6 Any additional comments

Consultees were asked if they had anything else they'd like to share in relation to the proposed improvements, which resulted in **87** responses. These responses have been analysed to identify common themes and the frequency on mention. Many responses referenced more than one theme.

Top five key themes by number of times mentioned include:

- **Safety**
- **Environment / air quality**
- **Road layout, connections and wider network**
- **Congestion**
- **Walking, cycling and horse riding**

The following chart shows the number and percentage of mentions by topic.



4.6.1.1 Extract of comments

“These proposals will likely increase my commute time through the area as all 3 options would create a significant bottleneck around Dordon.”

“I feel that all the options will be beneficial to travel time on this section of the A5, and also improve visual appeal.”

“There will be more cars running through the area. Noise pollution and air quality will be severely impacted.”

“Why not place a good quality, smooth, well maintained and segregated cycle lane along here? This villages are not far apart by bicycle and cycle lanes are many times cheaper than roads.”

“Dualling of the A5 Option A will create a substantial distance between us and the traffic flow which will benefit our health, safety and physical/mental wellbeing.”

4.7 Freeform responses

A further **36** summary and long-form responses were submitted to the project team through the project email address, letters and phone calls. Many of these responses included a great level of detail and insight from members of the local community which are being assessed alongside responses to the questionnaire.

Several key stakeholders submitted their views in this format, including the MP, county, borough and parish councils, landowners, and businesses in the area.

Many submissions contain questions, requests for further information, and technical notes relating to land ownership, future developments, impact to businesses and land take. The detail provided is being reviewed by the project team as part of the Options Assessment and further consultation will take place, should the project be taken forward to the next stage of development.

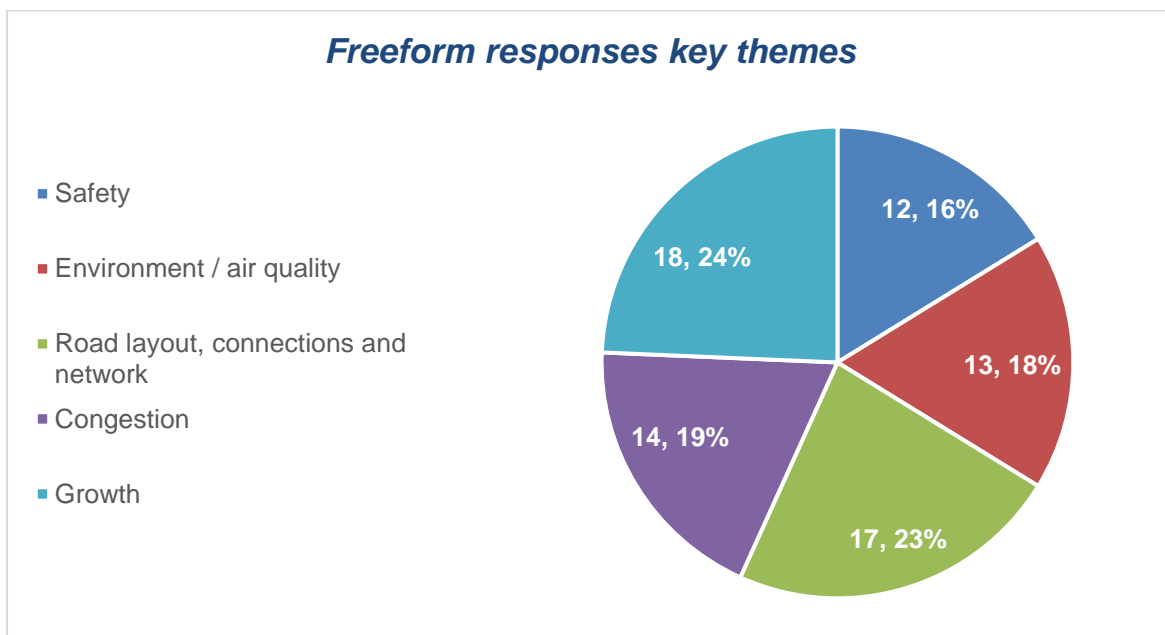
The freeform responses have been analysed to gauge the route preferences, which can be seen follows:

Option A	Option B	Option C	None
1	9	0	11

The top 5 key themes by number of times mentioned include:

- **Safety**
- **Environment / air quality**
- **Road layout, connections and network**
- **Congestion**
- **Growth**

The following chart shows the number of mentions by theme.



4.8 Change requests and alternative suggestions

There are 74 change requests and suggestions identified from all survey responses. Freeform responses contain a considerable number of change requests, alternative suggestions, and requests for information.

The main suggestion/recurring comment relates to a bypass around Grendon which consultees either cited as being a better solution, or one that should be undertaken before the proposed A5 improvement works to address flow-on congestion into Grendon.

While this proposal falls outside of the scope this project, the sentiment expressed by consultees has been acknowledged through this report and will be considered in relation to future development of the wider A5 corridor.

Other suggestions included alterations to connecting roads, parking facilities and general maintenance of this stretch of the A5. In addition, many consultees expressed a desire to see more development of walking, cycling and horse riding provisions in the proposals.

Change requests and alternative suggestions are reviewed by the project team as part of the Options Assessment and will be considered for inclusion, should the project be taken forward to the next stage of development.

4.9 Stakeholder participation

A total of **24 participants** in the consultation identified themselves as being a part of an organisation, authority, action group or local business.

We heard from representatives from **four councils** and one **MP** across the region through both formal letters, emails and survey responses, providing valuable insights from their experience and the communities they represent.

We also heard from **six transport groups and service providers**, including the **A5 Partnership** who provided detail on their views on the proposals in relation to the wider A5 network.

There were **seven responses from landowners, estates and developers** who expressed interest in the proposals in relation to future housing developments, planning applications and growth across the area.

We heard from **seven businesses** with an interest in the proposed scheme. The businesses who responded to the consultation have local offices, farms and estates, use the A5 between Dordon and Atherstone for transporting goods and services or have customers using this route.

The following organisations and stakeholder representatives submitted a response to the consultation:

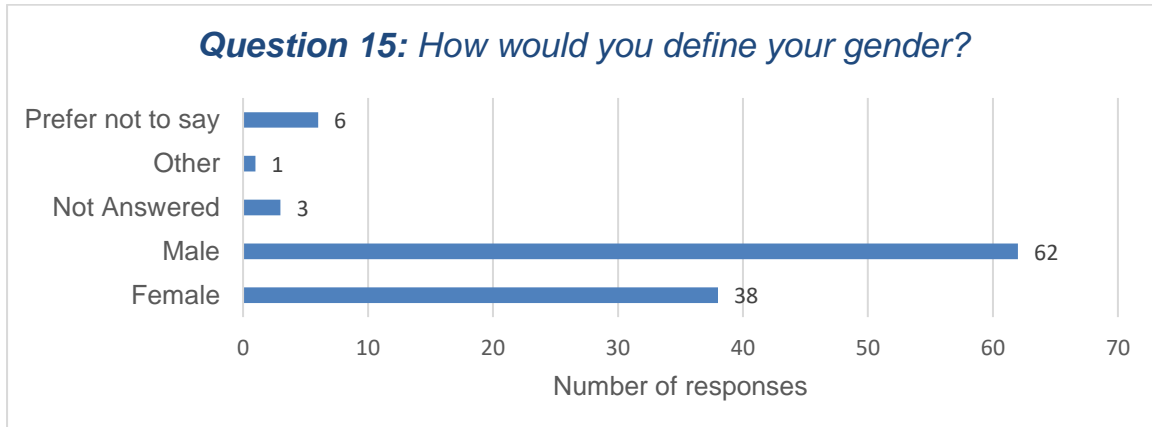
Landowners and Estates	Councils, MPs and Councillors
<ul style="list-style-type: none"> • Merevale Estates • Cathedral Agricultural Partnership • Hodgetts Estates • Dairy House Farm • IM Land • Lincourt Strategic Land • Church Commissioners for England 	<ul style="list-style-type: none"> • Craig Tracey MP • Warwickshire County Council • North Warwickshire County Council • Dordon Parish Council • Grendon Parish Council • Dordon Ward Councillor
Businesses	Transport and Service Providers
<ul style="list-style-type: none"> • White Animal Feed • White Farming Partnership • Euro Garages Ltd • MPK Garages Ltd • Aldi • Award Leisure • AKF Contractors Ltd 	<ul style="list-style-type: none"> • A5 Partnership • Atherstone Rails Users Group (ARUG) • FedEx Express UK Transportation Limited
	Community and Action Groups
	<ul style="list-style-type: none"> • Atherstone Forum

4.10 Equality and diversity

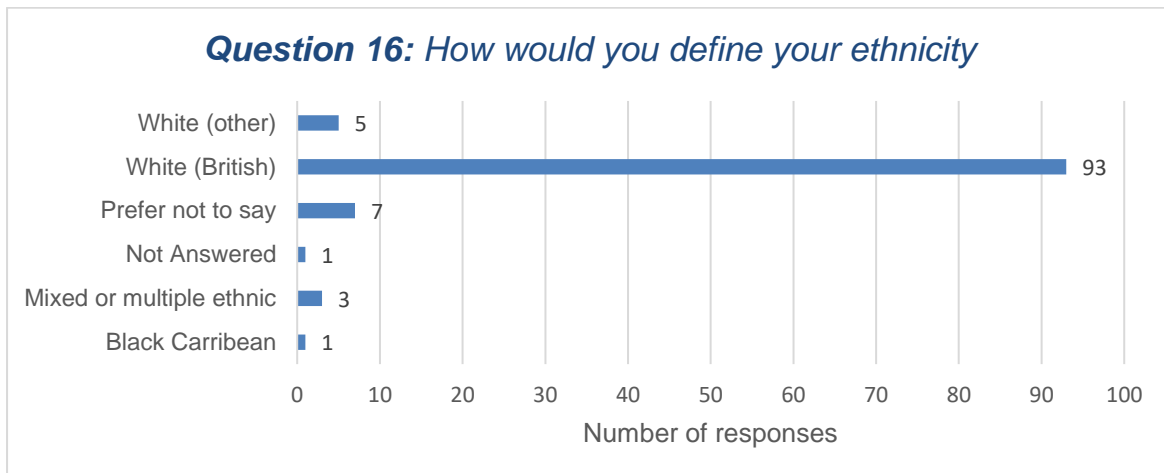
As part of the consultation survey, respondents were asked to provide demographic information, however, this was not mandatory. This information helps understand whether the consultation has been useful to people of different backgrounds and with different requirements, and to help us to improve accessibility. Consent has been obtained for the presentation of this information.

Responses to key demographic questions:

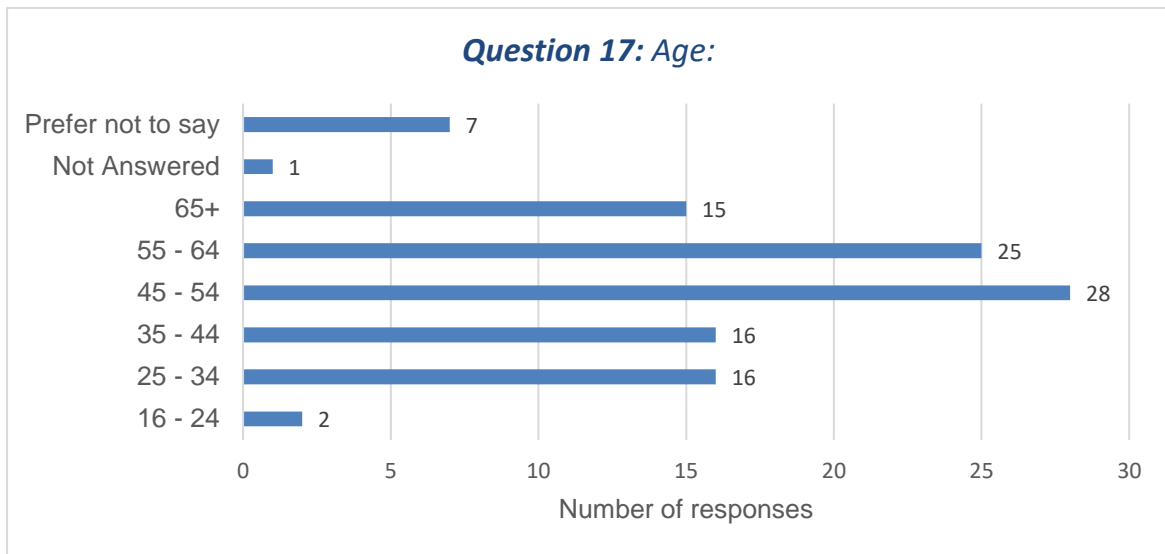
Gender:



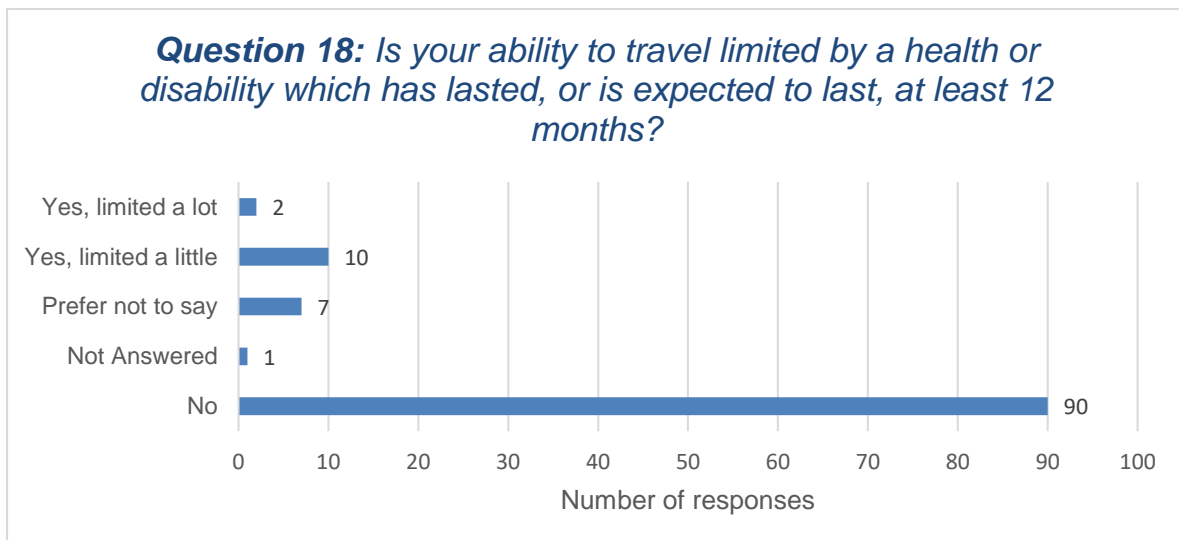
Ethnicity:



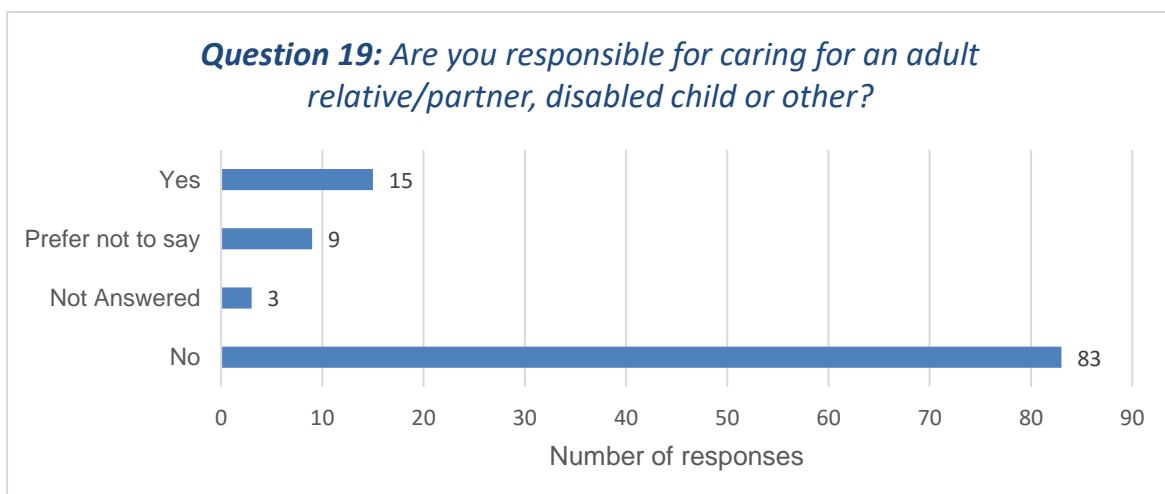
Age:



Health and disability:

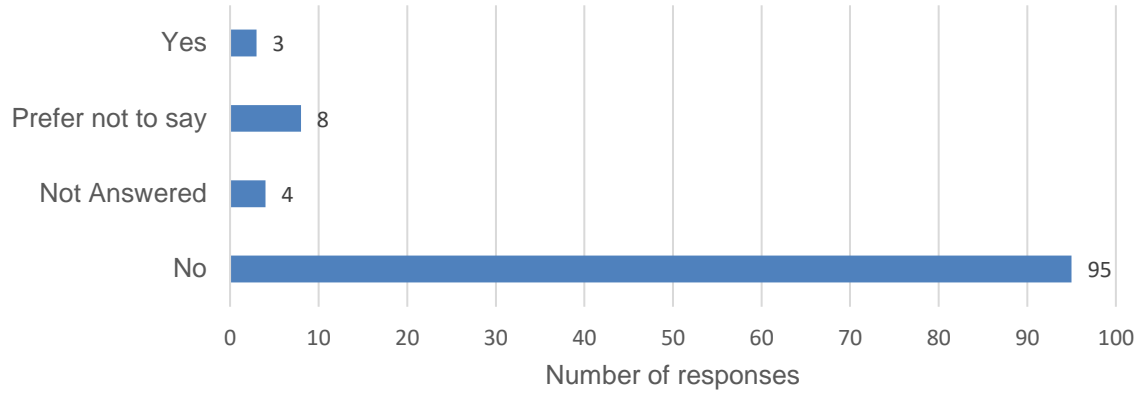


Caring obligations:



Blue badge holders:

Question 20: Are you a bluebadge holder?



5. Conclusion

The public consultation has captured a wide range of views from local residents, authorities, business owners, local workers and those travelling along the A5 between Dordon and Atherstone on a regular basis. This has enabled a holistic view of the sentiments, key themes, concerns, and overall levels of support for the proposed improvements.

The feedback received relating to the existing A5 conditions show high levels of dissatisfaction relating to road layout, road safety, congestion, access for walking, cycling and horse riding, and journey times.

From the 179 responses to the consultation, there is a clear desire for change with 63% of consultees agreeing that improvements to the route are needed.

Overall, there is limited support for the proposals (44%), with majority of respondents opposed to the improvements (48%). Of the options presented, Option B has been shown to be the preferred route overall with 34% support from survey responses and 42% from the freeform responses.

It should be noted that while Option B is shown to be the preferred route, many consultees chose to not to answer or to list 'No preference' when asked for their preference of the three options. This can be seen in the 37% who submitted their views through the questionnaire and 52% through the freeform responses.

Many of the other objectives of the scheme show a similar response from consultees. For example, when asked specifically about the impact to journey times as a result of the proposed improvements, 31% of consultees selected Option B as their preferred option, with 42% answering 'No preference' or choosing not to answer.

When asked about environmental and heritage considerations, the 'No preference' response is the highest across all questions in this section.

Rationale for these results can be drawn from the open-format responses received with many consultees citing concerns relating to a perceived increase in congestion, slowing of journey times and the potential for a negative impact on air quality.

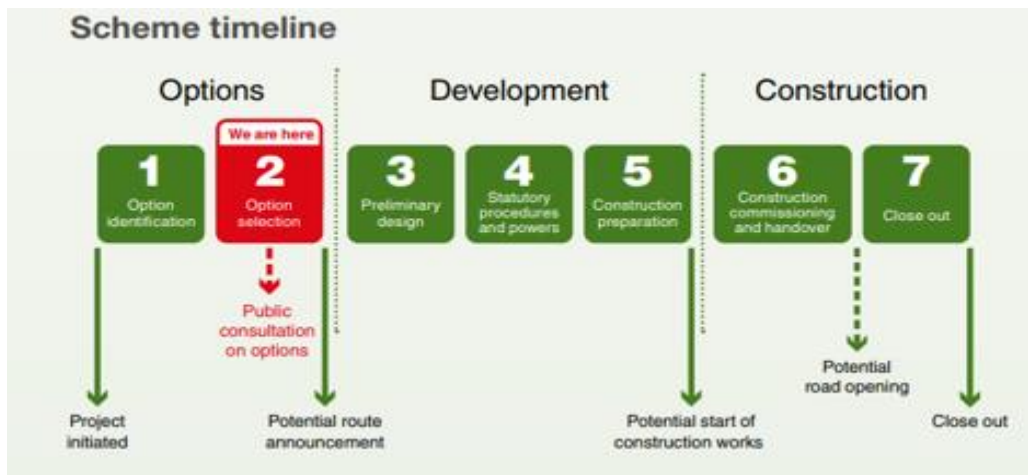
This reasoning comes from several points including: congestion arising from double to single lane transitions; increased traffic using the route once upgrades are complete; and, the use of signals at junctions causing traffic to slow and vehicles to idle.

Lastly, many consultees expressed a desire for a bypass road north of Grendon to be undertaken instead of, or prior to the proposed improvement works. While this suggestion is outside of the scope of this project, the feedback in this regard has been carefully documented and will be considered through assessments of the wider A5 corridor.

6. Next Steps

The feedback received during the consultation will now be considered as the A5 Dordon to Atherstone Project continues through the Options Stage. If the scheme is approved for the next stage of design (Stage 3 – Development Phase in the diagram below), there would be further opportunities for the public to have their say.

At that point we would develop the design in more detail, carry out more environmental assessments and look at further steps we can take to reduce environmental impacts. As part of this process, we would carry out another public consultation where the public would have the opportunity to review the chosen design and give more feedback.



APPENDIX J

A5 to B5000 Link Road Effect Traffic Flows

