Bunn, Nick

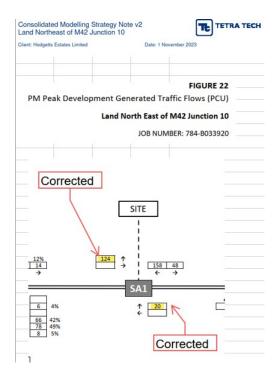|	
From:	Adrian Chadha ███████████████████████████
Sent:	27 November 2023 11:24
To:	Wakenshaw, Gareth
Cc:	Patrick Thomas; Morris, Chris
Subject:	RE: Land NE of M42 J10 2023 - Baseline Transyt Validation Report & Consildated Modelling Strategy Note NH review

Hi Gareth,

Thank you for your email, please find our comments as below.

Consolidated Modelling Strategy Note:

We note the Consolidated Modelling Strategy Note has been updated to correct a discrepancy found in the PM development trip figure (Figure 22). We note that the error has now been corrected in the revised note (Version 2, dated Nov 2023) and is now in line with the agreed trip generation. National Highways agree that there are no further comments for the applicant to address regarding trip generation associated with the development.

Demand Dependent Stage Frequency:

We have reviewed queries raised by Tetra Tech via email on 6th November 2023 regarding AM peak call frequencies, as listed in our previous comments on 25th October 2023. The applicant should note that these figures are a result of checks performed by AECOM to determine the frequency of stages being called at the A5/Meridian Drive junction in the AM Peak, based on an analysis of the signal data supplied by the applicant. This analysis was undertaken with the purpose of determining the accuracy of Demand Dependency values used in the v5 models submitted in October 2023. Therefore, we require the applicant to determine the frequency

demand dependent stages and demonstrated how signal data has been determined in the modelling of this junction.

For information the signal data supplied for this junction had been recorded for each phase or movement. Therefore, the data will require sorting such that the stages running can then be determined. In our stage frequency analysis, we summated the signal data and then sorted the phase start and end green times for each movement (sorted by the start of green time). We then determined which stage was running throughout the peak hour. We suggest that you could carry out a similar analysis for both peak hours and then use this data to determine suitable stage lengths.

Furthermore, we require the applicant to undertake an analysis of the phase signal data at the A5 / Meridian Drive junction to determine how often, and how long each stage runs for. We require this to be presented in an Excel spreadsheet showing how the observed phase signal timings lead to the stage duration and demand dependency data that is entered into the TRANSYT model. We note that following this, National Highways require TRANSYT models updated with the calculated data, for our review and comment.

Furthermore, the applicant should note that based on the screenshots included within the applicant's email dated 30th October 2023, the A5 Eastbound ahead movement (Phase A) should be running in Stage 4, so please can you add it into the Stage Library tab for the junction (Controller 8).

Kind regards,

Adrian Chadha
Spatial Planning Team (Midlands Central)
Operations Directorate
National Highways
The Cube | 199 Wharfside Street | Birmingham | B1 1RN
www.nationalhighways.co.uk

For information about our engagement with the planning system please visit
www.nationalhighways.co.uk/our-work/planning-and-the-strategic-road-network-in-england

From: Wakenshaw, Gareth ▮▮▮▮▮▮▮▮▮▮▮▮▮▮▮▮
Sent: Monday, November 27, 2023 10:48 AM
To: Morris, Chris <chris.morris1@aecom.com>
Cc: Adrian Chadha ▮▮▮▮▮▮▮▮▮▮▮▮▮▮▮▮▮▮▮▮▮▮▮ Patrick Thomas
▮▮▮▮▮▮▮▮▮▮▮▮▮▮▮▮▮▮▮▮▮

Subject: RE: Land NE of M42 J10 2023 - Baseline Transyt Validation Report & Consildated Modelling Strategy Note NH review

Hi Chris,

Have you had a chance to review my email further below dated 6th November?

Kind Regards