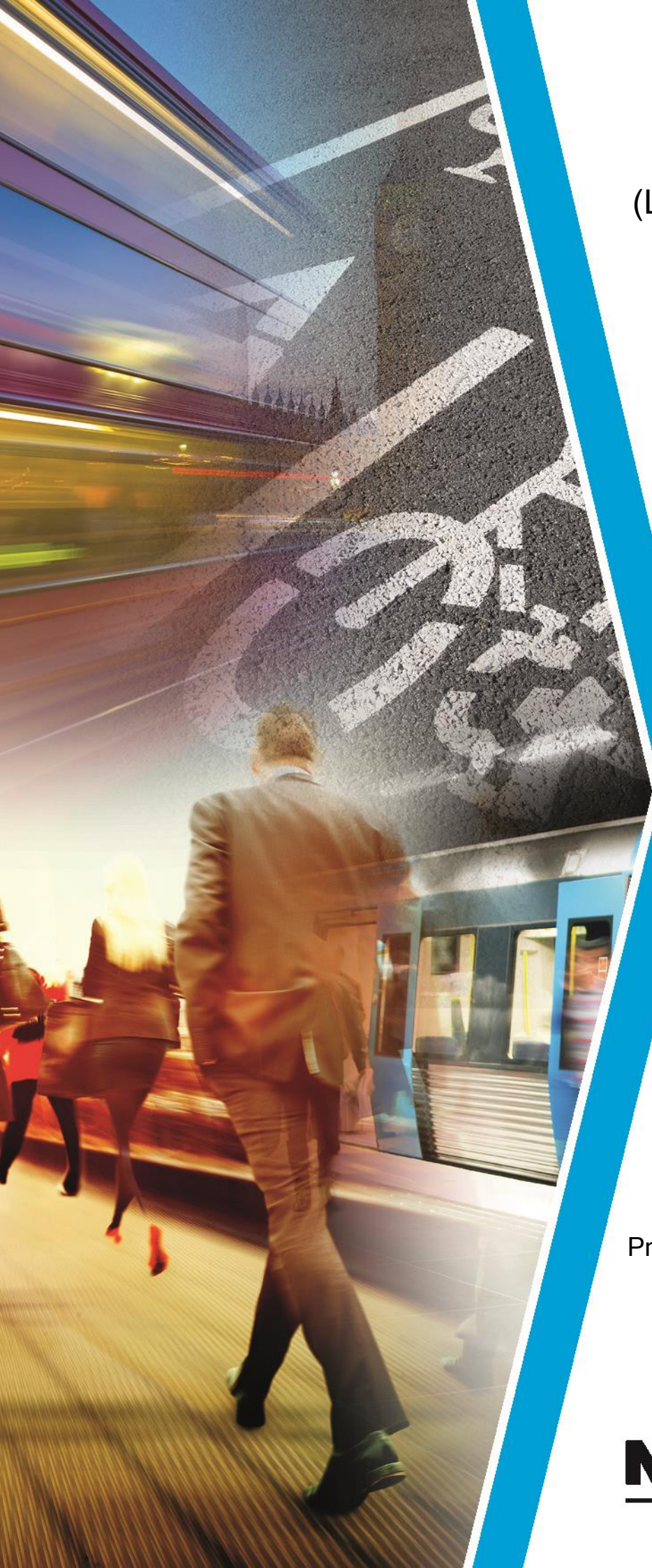




MIRA Technology Park South Site

(LPA Ref: PAP/2022/0423)

TA Addendum (iii)

Prepared on behalf of ERI MTP Ltd

October 2024

MILESTONE
TRANSPORT PLANNING

MIRA Technology Park South Site

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1. Introduction & Scope of Document

- 1.1 This Transport Assessment Addendum (“TAA(iii)”) has been prepared following dialogue with National Highways (“NH”) post the Resolution to Grant determined by the Planning and Development Board at North Warwickshire Borough Council (“NWBC”) on 5 February 2024 for the following planning application submitted in October 2022 by ERI MTP Ltd (NWBC Ref: PAP/2022/0423).

“Outline planning permission for extension to MIRA Technology Park to comprise employment use (Class B2); associated office and service uses (Class E(g)(ii)), storage (Class B8), new spine road, car parking, landscaping and enabling works.”

- 1.2 In advance of the NWBC Planning and Development Board meeting, the applicant submitted a Transport Assessment Addendum (“TAA(ii)”) dated December 2023 that responded to matters raised by National Highways (“NH”) in their Planning Response dated 4 October 2023 which recommended a Holding Objection on the determination of the application to allow for additional information to be submitted following a review of a previous Transport Assessment Addendum (“TAA(i)”) dated September 2023.
- 1.3 TAA(ii) provided a detailed response regarding the impacts arising from MIRA South traffic demand on the operational and safety characteristics of key junctions / modes on the A5 Watling Street which forms part of the Strategic Road Network (“SRN”), in the form of sensitivity test modelling.
- 1.4 This detailed response included a comprehensive review of the off-site highway mitigation package to be delivered by the proposed development to offset the additional impacts arising from the MIRA South development and was informed by a meeting held between NH and the applicant team on 8 November 2023.
- 1.5 TAA(ii) provided a summary of the agreed position between NH and the applicant concerning how the additional impacts from the MIRA South development at the A5 Watling Street / Woodford Lane / Drayton Lane are to be addressed, arising from the meeting held on 8 November 2023. In this regard, paragraph 6.7 of TAA(ii) states:

“Through our discussions, NH have been identifying options for safety enhancements at both the A5 / Woodford Lane and A5 / Drayton Lane junctions and have proposed that a planning contribution be sought to support the delivery of the preferred scheme, when identified.”

- 1.6 NH then issued a further Planning Response on 22 December 2023 that recommended a Holding Objection on the determination of the application to allow for a review of the submitted TAA(ii) and to allow the applicant to complete Road Safety Audits on the agreed off-site mitigation package, once the review of TAA(ii) had been completed.
- 1.7 Since receipt of the NH Planning Response in December 2023 and the NWBC Planning and Development Board in February 2024, the applicant team has proactively engaged with NH as well as the local Highway Authorities, Warwickshire County Council (“WCC”) and Leicestershire County Council (“LCC”) to address residual matters that enable the Holding Objection to be lifted and the application to be determined.
- 1.8 This document, TAA(iii), therefore provides a summary of the engagement between the applicant, NH, WCC and LCC.
- 1.9 It is important to note that, save for the A5 Watling Street / Woodford Lane / Drayton Lane Safety Enhancement Scheme, completed Road Safety Audits, signed by the Highway Authorities (NH, WCC and LCC), are in place for all other elements of the off-site mitigation package outlined within TAA(ii).

- 1.10 The TAA(iii) therefore focuses on the one residual matter to be agreed with the Highway Authorities (NH, WCC and LCC) in respect of the A5 Watling Street / Woodford Lane / Drayton Lane Safety Enhancement Scheme and no other elements of the agreed off-site mitigation package outlined within TAA(ii) are affected.
- 1.11 On this basis, Section 2 of the document provides a timeline of engagement. Section 3 provides a detailed description of the now agreed position regarding the A5 Watling Street / Woodford Lane / Drayton Lane Safety Enhancement Scheme and a summary of the document is provided in Section 4.

2. Project Timeline (since December 2023)

- 5 December 2023
 - TAA(ii), RSA1 Brief (for off-site mitigation outlined in TAA(ii)) and WCHAR issued to National Highways
- 22 December 2023
 - NH Planning Response issued
- 29 January 2024
 - NH comments on TAA(ii) received
- 31 January 2024
 - Applicant response to NH comments on TAA(ii)
- 13 February 2024
 - NH accept applicant response to NH comments on TAA(ii)
- 14 February 2024
 - WCC agree RSA1 brief for off-site mitigation outlined in TAA(ii)
- 20 February 2024
 - NH issue RSA1 brief for off-site mitigation outlined in TAA(ii) to Auditor
- 22 February 2024
 - LCC issue comments on RSA1 brief for off-site mitigation outlined in TAA(ii)
- 23 February 2024
 - Final version of RSA1 brief for off-site mitigation outlined in TAA(ii) issued to NH, WCC & LCC
- 26 March 2024
 - RSA1 for off-site mitigation outlined in TAA(ii) issued by Auditor for Designers Response
- March 2024
 - NH issue updated Planning Response to Planning Authorities stating:

“Since issuing our previous response the Audit Team have been instructed to undertake the Stage 1 RSA and their Report is awaited.”

Since issuing our previous response we have completed our review of the submitted traffic modelling information. Based on this we are satisfied that the proposed development would not have an adverse impact on the safe and efficient operation of the SRN.

Following the agreement of the traffic modelling Stage 1 Road Safety Audits (RSA) of the proposed mitigation schemes will be undertaken. The RSA Audit Team have been duly instructed and their Report is awaited.”

- 12 April 2024
 - RSA1 with Designers Response for off-site mitigation outlined in TAA(ii) issued by applicant to NH / WCC / LCC

- April 2024

- NH issue updated Planning Response to Planning Authorities stating:

“The Stage 1 RSA has been completed and the Designers Response report is currently being reviewed. Following this, appropriate actions will be agreed with the applicant so that the Stage 1 RSA can be closed out.”

Work is also continuing to identify the most appropriate solution to address the impacts of the development on the A5 Woodford Lane and Drayton Lane junctions; together with the mechanism to secure this through any planning approval.”

- 24 May 2024

- NH identify concerns raised by Warwickshire Police regarding the introduction of any reduced speed limit as part of safety enhancement measures for A5 Watling Street in proximity of Woodford Lane / Drayton Lane

- 28 May 2024

- LCC issue comments on RSA1 with Designers Response for off-site mitigation

- May 2024

- NH issue updated Planning Response to Planning Authorities stating:

“We will shortly be finalising the Stage 1 RSA. In addition, work is continuing to identify the most appropriate solution to address the impacts of the development on the A5 Woodford Lane and Drayton Lane junctions; together with the mechanism to secure this through any planning approval.”

- 10 July 2024

- NH confirm that they & WCC can sign off RSA1 with Designers Response for off-site mitigation but that some matters were still outstanding with LCC
- NH confirm that in addition to all Highway Authorities signing off RSA1, the A5 Watling Street / Woodford Lane / Drayton Lane Safety Mitigation scheme will also need to be adopted before the Holding Objection can be lifted
- NH state that, following consultation, the agreed position of the Highway Authorities (NH, WCC & LCC) for the A5 Watling Street / Woodford Lane / Drayton Lane Safety Mitigation scheme is based on the signalisation of the A5 / Woodford Lane junction and the prohibition of right in and right out manoeuvres at the A5 / Drayton Lane junction - a preliminary plan showing the agreed position, prepared by NH, was provided.

- 18 July 2024

- Warwickshire Police confirm that concerns regarding the A5 Watling Street / Woodford Lane / Drayton Lane Safety Mitigation are based around the enforceability of a speed limit reduction from 50mph to 40mph, otherwise there is broad support for a scheme, subject to receiving more detail

- 24 July 2024

- Applicant submits further information to address LCC comments on RSA1 with Designers Response for off-site mitigation

- 31 July 2024

- Applicant submits preliminary proposals for A5 Average Speed Camera (“ASC”) Enforcement Scheme to Warwickshire Police for comment

- 1 August 2024
 - Warwickshire Police express full support for A5 ASC scheme, subject to minor amendments
- 2 August 2024
 - LCC issue further comments on RSA1 with Designers Response for off-site mitigation
- 6 August 2024
 - Applicant submits further information to address LCC comments on RSA1 with Designers Response for off-site mitigation
- 6 August 2024
 - Applicant hosts meeting with the Highway Authorities (NH, WCC & LCC) and Warwickshire Police to discuss, the A5 Watling Street / Woodford Lane / Drayton Lane Safety Mitigation scheme
 - Applicant presents A5 ASC Scheme to Highway Authorities for comment
 - Applicant agrees to conduct A5 speed surveys
 - Applicant agrees to prepare RSA1 Brief for A5 ASC Scheme for the Highway Authorities to sign off
- 8 August 2024
 - LCC issue further comments on RSA1 with Designers Response for off-site mitigation
- 9 August 2024
 - Applicant submits further information to address LCC comments on RSA1 with Designers Response for off-site mitigation
- 23 August 2024
 - LCC issue further comments on RSA1 with Designers Response for off-site mitigation
- August 2024
 - NH issue updated Planning Response to Planning Authorities stating:

“Progress has been made with the developer who has identified an alternative average speed camera mitigation scheme to address the impacts of the development on the A5 Woodford Lane and Drayton Lane junctions, together with the mechanism to secure this through any planning approval. National Highways alongside the other Highway Authorities is now undertaking technical review of the proposal, If accepted the developer shall need to undertake a Road Safety Audit Stage 1 for the proposed mitigation scheme.”
- 3 September 2024
 - Applicant submits RSA1 Brief to the Highway Authorities (NH, WCC & LCC) with finalised A5 ASC Scheme plans and results of Automatic Traffic Count Surveys conducted on the A5 Watling Street
- 4 September 2024
 - Applicant submits further information to address LCC comments on RSA1 with Designers Response for off-site mitigation
- 11 September 2024
 - LCC confirm that they have no further comments on RSA1 with Designers Response for off-site mitigation

- 26 September 2024

- NH confirm, from Technical Review, that they cannot support the A5 ASC Scheme put forward by the applicant as the Automatic Traffic Surveys show that 85th percentile speeds do not meet the criteria of 5mph above posted speed limit as set out in the guidance contained in the Annex to the DfT Circular 01/07 Guidance
- NH confirm that the A5 Watling Street / Woodford Lane / Drayton Lane Safety Mitigation scheme should be based upon the signalisation of the A5 / Woodford Lane junction and the prohibition of right in and right out manoeuvres at the A5 / Drayton Lane junction, as provided to the applicant in July 2024
- Applicant undertook to carry out a Design Review of the NH preliminary scheme for the signalisation of the A5 / Woodford Lane junction and the prohibition of right in and right out manoeuvres at the A5 / Drayton Lane junction

- 2 October 2024

- Applicant hosts meeting with the Highway Authorities (NH, WCC & LCC) to discuss the A5 Watling Street / Woodford Lane / Drayton Lane Safety Mitigation scheme
- Applicant presents results from Design Review of NH preliminary scheme
- Highway Authorities provide verbal confirmation of their support for the updated proposals for the signalisation of the A5 / Woodford Lane junction and the prohibition of right in and right out manoeuvres at the A5 / Drayton Lane junction
- Highway Authorities provide the modelling that supported the NH preliminary scheme
- Applicant agrees to prepare RSA1 Brief for the signalisation of the A5 / Woodford Lane junction and the prohibition of right in and right out manoeuvres at the A5 / Drayton Lane junction for the Highway Authorities to sign off
- NH provides safety engineering comments on justification for not proceeding with A5 ASC scheme

- 8 October 2024

- Applicant circulates RSA1 Brief to Highway Authorities (NH, WCC & LCC) for sign off

3. A5 Watling Street / Woodford Lane / Drayton Lane Safety Mitigation Scheme

Scheme Development

- 3.1 As outlined in Section 2, NH prepared a preliminary scheme for the A5 Watling Street / Woodford Lane / Drayton Lane Safety Mitigation scheme that was presented to the applicant in a meeting held on 10 July 2024.
- 3.2 The preliminary scheme is based on an agreed position reached by each of the Highway Authorities, namely NH who are responsible for the A5 Watling Street, as part of the SRN, WCC as Highway Authority for Woodford Lane and LCC as Highway Authority for Drayton Lane.
- 3.3 The preliminary scheme represents the Highway Authorities collective response to the poor safety record at both junctions. The record of KSI accidents that have occurred involve vehicles undertaking right turn manoeuvres at these junctions. There is also a pattern of these KSIs occurring during weekday peak periods when the number and length of gaps on the A5 Watling Street for turning vehicles is at their lowest.
- 3.4 The preliminary scheme is a culmination of option testing that the Highway Authorities collectively engaged in, assessing the impacts of various forms of junction control on the wider operational capacity of the highway network through a microsimulation model commissioned by WCC on behalf of the three Highway Authorities.
- 3.5 The microsimulation model not only takes account of baseline traffic and future flows, taking account of projected traffic growth, but also includes the effects of the additional traffic through these junctions generated by the MIRA south development.
- 3.6 As noted in Section 2, the NH preliminary scheme is based on the signalisation of the A5 Watling Street / Woodford Lane junction and the prohibition of right in and right out manoeuvres at the A5 / Drayton Lane junction.
- 3.7 Plan 17059/GA/13 Rev B included as Appendix 1 provides a copy of the A5 Watling Street / Woodford Lane / Drayton Lane Safety Enhancement Scheme. This plan is based on the NH Preliminary Scheme with some minor amendments. These minor amendments have included:
- Minor amendments to kerblines to reflect swept path analysis of a maximum legal articulated vehicle (18.55m).
 - The inclusion of junction visibility splays.
 - The inclusion of forward visibility to primary signal heads and junction intervisibility at the traffic signal installation (A5 Watling Street / Woodford Lane)
- 3.8 Plan 17059/TK13 Rev A, also included in Appendix 1,
- 3.9 The A5 Watling Street / Woodford Lane / Drayton Lane Safety Enhancement Scheme comprises the widening of the existing carriageway on the A5 Watling Street on its northern side in proximity to the Woodford Lane junction to enable traffic islands to be constructed within the centre of the carriageway to accommodate the traffic signal poles / heads.
- 3.10 The widening will enable separate ahead and right turn lanes to be provided on the eastbound carriageway of the A5 Watling Street on approach to the stopline at the Woodford Lane junction. These separate ahead and right turn lanes will extend over 80 metres.

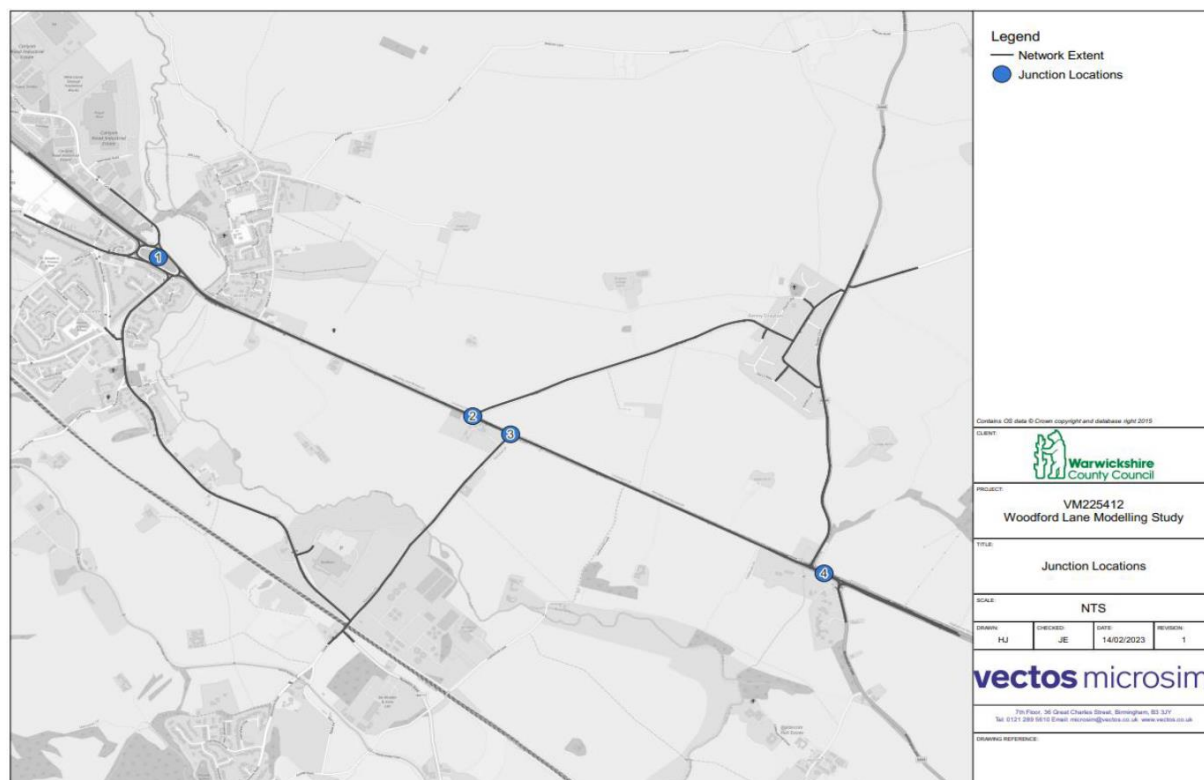
- 3.11 On the westbound carriageway of the A5 Watling Street, the existing nearside lane on approach to the Woodford Lane junction will be re-marked for ahead and left traffic and the offside lane will be for ahead only traffic. The existing traffic island between the existing left and ahead lanes on the north-west bound carriageway will be removed. As with the existing arrangements, this flared two lane section will extend for approximately 65 metres.
- 3.12 On exit from the Woodford Lane junction, the two lane ahead section will extend for approximately 55 metres before they merge into a single ahead lane on approach to the Drayton Lane junction.
- 3.13 On Woodford Lane approach to the traffic signals junction there will be minor kerb works to the nearside to accommodate the turning requirements of the maximum legal articulated vehicle (18.55m). A single lane stopline will be provided on the Woodford Lane approach that will accommodate both left and right turn movements onto the A5 Watling Street. A replacement traffic island will be provided in the centre of the carriageway on Woodford Lane to accommodate traffic signal poles / heads.
- 3.14 At the Drayton Lane junction, a new traffic island of 40 metres in length will be constructed in the centre of the carriageway to physically prohibit right turn manoeuvres at the junction. Minor kerb works will also be undertaken on the Drayton Lane approach to the A5 Watling Street to accommodate the turning requirements of the maximum legal articulated vehicle (18.55m). This kerb realignment will then tie into the widening on the north side of the A5 Watling Street that extends through the adjacent Woodford Lane junction.
- 3.15 The A5 Watling Street / Woodford Lane / Drayton Lane Safety Enhancement Scheme will be supported by a comprehensive signage strategy, supported where necessary by amendments to existing or new Traffic Regulation Orders ("TROs") where appropriate. The signage proposals / TRO's will be developed as the scheme progresses through detailed design / Technical Approvals.
- 3.16 Further to a meeting hosted by the applicant on 2 October 2024, the Highway Authorities (NH, WCC & LCC) have confirmed that the A5 Watling Street / Woodford Lane / Drayton Lane Safety Enhancement Scheme as shown on Plan 17059/GA/13 Rev B is developed to an appropriate for a Stage 1 Road Safety Audit ("RSA1") to be undertaken.
- 3.17 The RSA1 has now been commissioned and the Audit along with the Designers Response and Highway Authority sign off will be provided to the Local Planning Authorities when completed.
- 3.18 NH have confirmed an undertaking that the signed RSA1 will enable the Holding Objection to be lifted to enable planning permission to be granted.

Capacity Modelling

- 3.19 In September 2023, as part of the development of the scheme proposals for the A5 Watling Street / Woodford Lane / Drayton Lane Safety Enhancement Scheme, a Paramics microsimulation model was commissioned by WCC on behalf of the Highway Authorities to assess the future operational characteristics of the network with the implementation of the works.
- 3.20 A calibrated and validated 2022 base model was used to create a 2036 future forecast year scenario for benchmarking to assess possible alternative layouts for the junction, including the Highway Authorities' preferred option for the signalisation of the A5 Watling Street / Woodford Lane junction and the prohibition of right turn movements at the A5 Watling Street / Drayton Lane junction.

- 3.21 The 2036 Reference Case model was created by assigning additional demands related to consented development sites within the study area, as well as growth predictions extracted from TEMPro. Figure 3.1 shows the extent of the study area included within the Paramics microsimulation model.

Figure 3.1 Paramics Model Study Area



- 3.22 A MIRA Sensitivity Test model was also created to determine changes in operational capacity on the network with the additional demand generated by the MIRA South development.
- 3.23 Tables 3.1 and 3.2 provide a summary of the total 'In' flows for the weekday AM and PM peak periods to both the A5 Watling Street / Woodford Lane and A5 Watling Street / Drayton Lane junctions respectively, making a comparison between outputs from the 2036 Reference Case and the 2036 Reference Case + MIRA South Paramics microsimulation models commissioned by WCC on behalf of the Highway Authorities.

Table 3.1 A5 Watling Street / Woodford Lane - Paramics Model Total 'In' Flows

Time Period		A5 Watling Street EB		Woodford Lane		A5 Watling Street WB		Total Junction	
		2036 RC	2036 RC + MIRA	2036 RC	2036 RC + MIRA	2036 RC	2036 RC + MIRA	2036 RC	2036 RC + MIRA
AM Peak	0700-0800	1091	1158 (+67)	194	261 (+67)	860	1028 (+168)	2145	2447 (+302)
	0800-0900	1071	1129 (+58)	160	297 (+137)	886	1032 (+146)	2117	2458 (+341)
	0900-1000	877	1032 (+155)	184	238 (+54)	776	905 (+129)	1837	2175 (+338)
PM Peak	1600-1700	958	910 (-48)	197	204 (+7)	1105	1425 (+320)	2260	2539 (+279)
	1700-1800	965	893 (-72)	217	225 (+8)	1105	1357 (+252)	2287	2475 (+188)
	1800-1900	554	671 (+117)	136	161 (+25)	822	924 (+102)	1512	1756 (+244)

Table 3.2 A5 Watling Street / Drayton Lane - Paramics Model Total 'In' Flows

Time Period		A5 Watling Street EB		Drayton Lane		A5 Watling Street WB		Total Junction	
		2036 RC	2036 RC + MIRA	2036 RC	2036 RC + MIRA	2036 RC	2036 RC + MIRA	2036 RC	2036 RC + MIRA
AM Peak	0700-0800	1111	1191 (+80)	110	72 (-38)	804	906 (+102)	2025	2169 (+144)
	0800-0900	1130	1170 (+40)	150	83 (-67)	748	844 (+96)	2028	2097 (+69)
	0900-1000	825	1070 (+245)	119	35 (-84)	615	709 (+94)	1559	1814 (+255)
PM Peak	1600-1700	990	980 (-10)	84	50 (-34)	911	1163 (+252)	1985	2193 (+208)
	1700-1800	967	971 (+4)	80	14 (-66)	995	1269 (+274)	2042	2254 (+212)
	1800-1900	582	726 (+144)	32	18 (-14)	688	756 (+68)	1302	1500 (+198)

3.24 Based on the modelled flows through both junctions, Tables 3.3 and 3.4 provide a summary of the modelled queue lengths for the weekday AM and PM peak periods on the approaches to both the A5 Watling Street / Woodford Lane and A5 Watling Street / Drayton Lane junctions respectively. As before, Tables 3.3 and 3.4 make a comparison between outputs from the 2036 Reference Case and the 2036 Reference Case + MIRA South Paramics microsimulation models commissioned by WCC on behalf of the Highway Authorities.

Table 3.3 A5 Watling Street / Woodford Lane - Paramics Model Queue Lengths (Vehs)

Time Period		A5 Watling Street EB		Woodford Lane		A5 Watling Street WB	
		2036 RC	2036 RC + MIRA	2036 RC	2036 RC + MIRA	2036 RC	2036 RC + MIRA
AM Peak	0700-0800	10	11 (+1)	10	18 (+8)	8	11 (+3)
	0800-0900	13	11 (-2)	10	17 (+7)	7	11 (+4)
	0900-1000	8	10 (+2)	7	9 (+2)	6	8 (+2)
PM Peak	1600-1700	9	9 (-)	8	9 (+1)	8	19 (+11)
	1700-1800	9	8 (-1)	8	9 (+1)	8	13 (+5)
	1800-1900	6	7 (+1)	6	7 (+1)	7	10 (+3)

Table 3.4 A5 Watling Street / Drayton Lane - Paramics Model Queue Lengths (Vehs)

Time Period		A5 Watling Street EB		Drayton Lane		A5 Watling Street WB	
		2036 RC	2036 RC + MIRA	2036 RC	2036 RC + MIRA	2036 RC	2036 RC + MIRA
AM Peak	0700-0800	0	0 (-)	6	4 (-2)	0	1 (+1)
	0800-0900	2	1 (-1)	7	4 (-3)	0	0 (-)
	0900-1000	0	0 (-)	6	2 (-4)	0	0 (-)
PM Peak	1600-1700	0	0 (-)	4	3 (-1)	0	1 (+1)
	1700-1800	1	0 (-1)	5	1 (-4)	1	1 (-)
	1800-1900	0	0 (-)	1	1 (-)	1	1 (-)

- 3.25 From Table 3.3 it can be seen that with the signalisation of the A5 Watling Street / Woodford Lane as part of the wider A5 Watling Street / Woodford Lane / Drayton Lane Safety Enhancement Scheme, queue lengths are not materially different between the 2036 future forecast year Reference Case and Reference Case + MIRA South models during both the weekday AM and PM peak periods.
- 3.26 The maximum queue on A5 Watling Street (eastbound) is during the AM peak period (0800-0900hrs) of 13 vehicles which is equivalent to a queue length of c. 78 metres if contained within a single lane.
- 3.27 From the A5 Watling Street / Woodford Lane / Drayton Lane Safety Enhancement Scheme plan included as Appendix 1, the A5 Watling Street (eastbound) approach to the junction is provided with two lanes of queuing capacity for at least 80 metres and therefore the predicted maximum queue can easily be accommodated within the available link length without any instance of blocking back to the preceding Drayton Lane junction.
- 3.28 The maximum queue on Woodford Lane is during the AM peak period (0700-0800hrs) of 18 vehicles which is equivalent to a queue length of c. 108 metres on the single lane approach to the junction. The total link length of Woodford Lane is 1.1kms and therefore the queue can be easily accommodated within the available link length.

- 3.29 The maximum queue on A5 Watling Street (westbound) is during the PM peak period (1600-1700hrs) of 19 vehicles which is equivalent to a queue length of c. 114 metres if contained within a single lane.
- 3.30 From the A5 Watling Street / Woodford Lane / Drayton Lane Safety Enhancement Scheme plan included as Appendix 1, the A5 Watling Street (westbound) approach to the junction is provided with two lanes of queuing capacity for at least 65 metres and the total link length back to the preceding junction (Redgate Island) is 1.4kms.
- 3.31 It is therefore evident that the predicted maximum queue can easily be accommodated within the available link length without any instance of blocking back.
- 3.32 From Table 3.4 it can be seen that with the signalisation of the A5 Watling Street / Woodford Lane as part of the wider A5 Watling Street / Woodford Lane / Drayton Lane Safety Enhancement Scheme, queue lengths are not materially different between the 2036 future forecast year Reference Case and Reference Case + MIRA South models during both the weekday AM and PM peak periods.
- 3.33 The maximum queue on Drayton Lane is during the AM peak period (0800-0900hrs) of 7 vehicles which is equivalent to a queue length of c. 42 metres on the single lane approach to the junction and reduces to 4 vehicles with the MIRA South traffic added. The total link length of Drayton Lane to the edge of Fenny Drayton village is 1.4kms and therefore the queue can be easily accommodated within the available link length.
- 3.34 No, or limited, queuing is shown on both the A5 Watling Street approaches during any given hourly period in the weekday AM and PM peaks which is to be expected as the A5 Watling Street / Woodford Lane / Drayton Lane Safety Enhancement Scheme does not allow for any turning traffic on these approaches that will conflict with through movements in both directions.

4. Summary & Conclusion

- 4.1 This TAA(iii) has been prepared to provide a summary of the engagement between the applicant and the Highway Authorities (National Highways, Warwickshire County Council and Leicestershire County Council) post the Resolution to Grant determined the Planning and Development Board at North Warwickshire Borough Council on 5 February 2024 for the planning application submitted in October 2022 by ERI MTP Limited (LPA Ref. PAP/2022/0423) for *“Outline planning permission for extension of MIRA Technology Park to comprise employment use (Class B2); associated office and service uses (Class Eg); storage (Class B8); new spine road; car parking, landscaping and enabling works”*.
- 4.2 Specifically, TAA(iii) provides a summary of the timeline of engagement with the Highway Authorities, centred on the delivery of an element of the off-site mitigation package to address the additional impacts arising from the MIRA South development known as the A5 Watling Street / Woodford Lane / Drayton Lane Safety Enhancement Scheme.
- 4.3 Whereas the Resolution to Grant was, at the time, based on a planning contribution to be made by the applicant towards the delivery of the A5 Watling Street / Woodford Lane / Drayton Lane Safety Enhancement Scheme, the agreed position with the Highway Authorities is now that the applicant will deliver physical works comprising the signalisation of the A5 Watling Street / Woodford Lane junction and the prohibition of right turn manoeuvres at the A5 Watling Street / Drayton Lane junction.
- 4.4 Within TAA(iii) a detailed description is provided of the A5 Watling Street / Woodford Lane / Drayton Lane Safety Enhancement Scheme, including a design review conducted of the preliminary proposals provided by National Highways, the Road Safety Audit process being conducted, and the capacity modelling that was jointly commissioned by the Highway Authorities to support the proposals.
- 4.5 Based on the findings within TAA(iii) it is concluded that, in the context of paragraph 111 of the NPPF (2023) and paragraph 51 of the DfT Circular 01-2022, there are no residual cumulative impacts in terms of highway safety and therefore the NH recommendation that planning permission is not granted for a period to allow for additional information to be provided by the applicant can be lifted.

Appendix 1



Kenilworth
Farm

The Vogue

The Old Stableblock

~~Ponds~~

75.6m

Inset @ 1:500

✓ 160.0m x 4.5m Junction
Visibility splay

1

1

Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Key

- National Highways Boundary
- - Singalised Junction Intervisibility
- - - 160.0m x 4.5m Junction Visibility Splay
- - - 160.0m Signal Head Visibility

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details:	Chk:
-	BM	01/10/2024	First issue	MS
A	BM	03/10/2024	Minor amendments	MS
B	BM	08/10/2024	Minor amendments	MS

Client

ERI MTP Ltd

Project

MIRA Technology Park South Site

Title

A5 Watling Street / Woodford Lane / Drayton Lane Safety Enhancement Scheme



MILESTONE
TRANSPORT PLANNING

7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number:

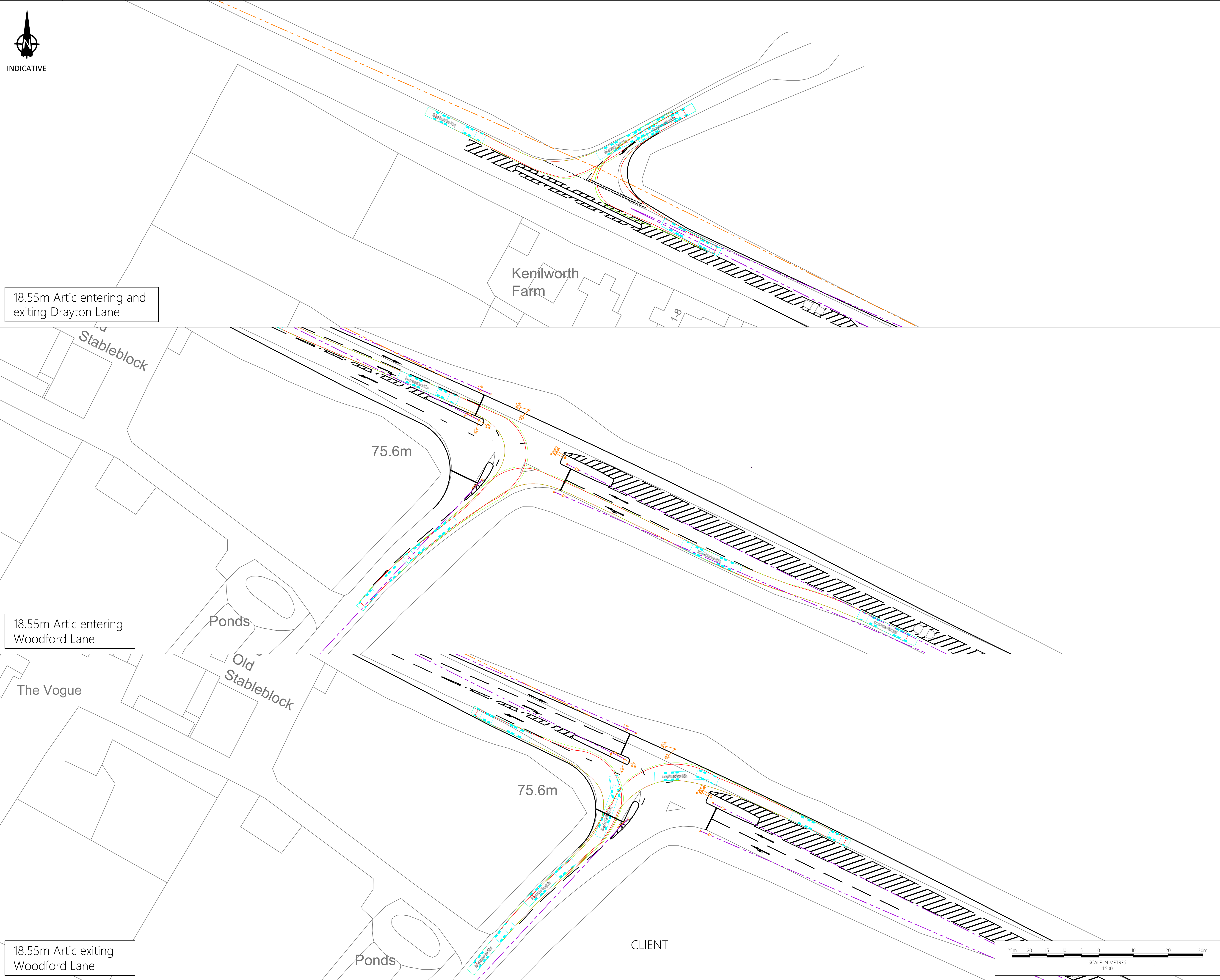
17059/GA/13

ale:

500 @ A1

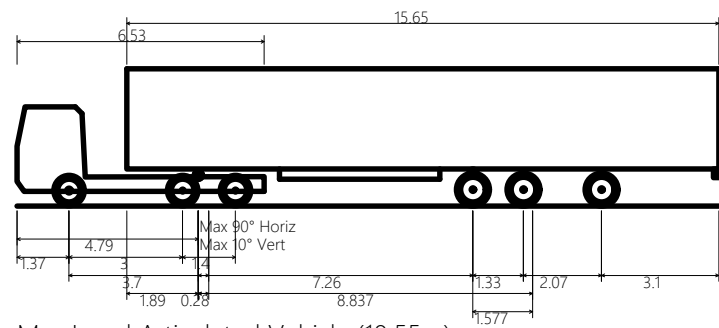
vision;

3



- Notes
1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
 2. This drawing has been based upon Ordnance Survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Vehicle Profile



Max Legal Articulated Vehicle (18.55m)
Overall Length 18.550m
Overall Width 2.500m
Overall Body Height 3.632m
Min Body Ground Clearance 0.396m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.870m
Speed 15kph

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Dwn:	Date:	Details:	Chk:
-	AM	01/10/2024	First issue	MS
A	BM	01/10/2024	Minor Amendments	MS

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Scale:

1:500 @ A1

Revision:

A