



Our ref:
Your ref: 22/00882/OUT

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FAO Christopher Brown

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Dear Christopher

Land Adjacent Mira Technology Park Caldecote Warwickshire CV10 0TS

Thank you for your letter of 17 October 2023 regarding additional information for the above application.

We have reviewed the *Milestone Transport Assessment Addendum dated September 2023* and set out below our comments, as it relates to the Strategic Road Network (SRN) and the modelling of the network:

The Transport Assessment Addendum (TAA) sets out an assessment of the highway network based upon modelling approaches:

- The WCC Nuneaton and Bedworth Wide Area (NBWA) PARAMICS model, as set out in the original Transport Assessment, and
- The LCC Pan Regional Transport Model (PRTM) as undertaken in late 2022 / early 2023.

The assessment of the network can then be given as follows, based upon the 2031 design year traffic flows:

A5 / B4111 / B4116 Mancetter Island

- The junction is predicted to operate within capacity using both sets of modelling data, and this can be accepted.

A5 / Drayton Lane

- The assessments based upon both the NBWA and PRTM modelling shows that the existing layout will operate over capacity;
- The previously submitted mitigation within the original Transport Assessment was to provide traffic signals at this junction, and through subsequent discussion

this has now been superseded by a left in / left out priority junction, which is accepted in principle;

- The assessment of the left in / left out mitigation using the PRTM traffic data, shows that the junction will operate within capacity, and this can be accepted.

A5 / Woodford Lane

- The assessments based upon both the NBWA and PRTM modelling shows that the existing layout will operate over capacity;
- The previously submitted mitigation within the original Transport Assessment was to provide traffic signals at this junction, and through subsequent discussion this has now been superseded by a left in / left out priority junction, which is accepted in principle;
- The assessment of the left in / left out mitigation using the PRTM traffic data, shows that the junction will operate within capacity, and this can be accepted.

A5 / A444 Redgate

- It is proposed to replace the existing junction layout with a “normal” roundabout layout incorporating a diversion of the northern A444 Atherstone Road;
- From both the NBWA and PRTM modelling data this new layout is predicted to operate within capacity and this can be accepted.

A5 / MIRA roundabout

- The assessments based upon the NBWA data show that the improved MIRA junction will operate with an RFC of 0.87 and 0.94 on the A5 east and west approaches in the AM peak, and in the PM peak, with a maximum RFC of 0.83 on the MIRA Drive approach. The junction is therefore predicted to operate slightly above capacity, with a maximum queue of 12 on the A5 west approach in the AM peak hour at 2031;
- Based upon the PRTM data, the junction is predicted to have an RFC of 0.88 on the A5 west approach in the AM peak hour, and RFCs below 0.85 in the PM peak. It is therefore again predicted to operate slightly above capacity, with a maximum queue of 7 on the A5 west approach in the AM peak hour at 2031.

A5 / Higham Lane

- Based upon the NBWA data, in the AM peak, the A5 east arm is predicted to operate with an RFC of 0.91, which increases to 0.99 with the addition of the development, with an increase in queue from 9 to 24 pcus;
- In the PM peak, the A5 west approach has an RFC of 1.03 in the base scenario, which increases to 1.10 with the addition of the development traffic, with an increase in queue length from 46 to 95 pcus;
- Therefore, using the NBWA data the junction is predicted to operate above capacity with increases in queue of around 15 in the AM peak and 49 in the PM peak;
- Based upon the PRTM data the junction is predicted to operate within capacity in both the base and base plus development scenarios in 2031;

- However, the PRTM data does use lower traffic flows, with around 360 less trips in the base analysis, 800 less in the AM peak with development and 650 less in the PM peak with development scenario;

A5 Longshoot / Dodwells

We have undertaken a review of the A5 VISSIM and can summarise out our thoughts as follows:

- Mitigation was only deemed necessary for the AM Peak, since queues were not shown to increase significantly in the PM Peak;
- The mitigation took the form of minor signal timing changes at Dodwell Roundabout, changes of up to +/- 3 seconds at stop lines;
- In the AM 2031 scenario where MIRA is assumed to be built out and mitigation has not been applied, this shows significant average queue increases on:
 - A47 Dodwells Road on approach to the Dodwells Roundabout: An average queue length of 261 metres is predicted, which is a 157m increase should MIRA not be built.
 - A5 Watling Street (SE Arm) on approach to Long Shoot: An average queue length of 108 metres is predicted, which is an 89m increase should MIRA not be built
- In the AM 2031 scenario where MIRA is assumed to be built out and mitigation has been applied, this shows significant queuing increases on:
 - A5 Watling Street (SE Arm) on approach to Long Shoot: An average queue length of 98 metres is predicted, which is a 79m increase should MIRA not be built
- It should be noted that A5 Watling Street (SE Arm) has a link length of around 550 metres before the Dodwells Roundabout exit is reached, i.e. the model does not predict that the queue will on average reach back to impact the operation of Dodwells Roundabout. The distance back to the ALDI exit is around 215 metres;
- Journey Time changes have also been extracted from the VISSIM modelling. In the AM 2031 scenario where MIRA is assumed to be built out and mitigation has been applied, this shows notable increases in the following JT segments:
 - B4666 Coventry Road to A5 Watling Street SE: A journey time increase of 20% (55 seconds) is predicted. This is an increase from 274s to 329s..
 - B4666 Coventry Road to Aldi/Petrol Pump: A journey time increase of 25% (30 seconds) is predicted. This is an increase from 118s to 147s.
- Journey Times increase on average by 7% in the AM 2031 Peak, and by 2% in the PM 2031 Peak.

Yours sincerely

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