

Redgate Site Extension, Atherstone Road

Transport Statement



Transport Planning Consultants



Redgate Site Extension, Atherstone Road

Transport Statement

SJT/BM 25192-01b Transport Statement
14th August 2023

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Prepared for:

Extra Room Self Storage



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1.0 INTRODUCTION

- 1.1 DTA has been commissioned by Extra Room Self Storage to provide transport and highways advice for the proposed extension to the existing Redgate self-storage facility on the junction of the A5 Watling Street and the A444 Atherstone Road, Fenny Drayton. The site has an existing gross floor area (GFA) of 710sqm, the proposals are to provide an additional 1,370sqm of B8 use and is shown on the site plan attached as **Appendix A**.
- 1.2 This TS has been prepared in accordance with the revised National Planning Policy Framework (NPPF) and national Planning Practice Guidance (PPG).
- 1.3 Previously, the site was occupied by a Countrywide Store selling rural retail goods and operated under planning permission for restricted retail use related to agricultural practices.
- 1.4 The site has since been operational as a self-storage facility with planning permission for both A1 retail and B8 storage.
- 1.5 This TS provides a review of the change in vehicle traffic generation resulting from the extension of the site and demonstrates that there would be minimal impact on generation.
- 1.6 The proposed generation is less than the previously accepted on site, therefore the impact of the scheme in terms of the operation of the local highway network would not be significant.
- 1.7 The proposed redevelopment is well located in relation to the local highway network. No changes to the existing access arrangements are proposed as part of the scheme.
- 1.8 Overall, the report concludes that the proposals will have no material adverse impact on the safety or operation of the surrounding road network.



2.0 SITE LOCATION AND LOCAL ROAD NETWORK

2.1 Site Location

- 2.1.1 The site is located at the junction where the A5 Watling Street and the A444 Atherstone Road meet, approximately 5km north of the centre of Nuneaton. The site is primarily rural in nature, bound to the north and west by open fields, and A5 and A444 to the south and east respectively. The location of the site is shown on **Figure 1**.

Figure 1 – Site Location



- 2.1.2 There is a single, detached warehouse building on site. Externally there is a concrete and tarmac surfaced yard and parking area.



2.1.3 There are two existing vehicle access points into the site. The first access is located at the southern border of the site off the A5 and the second is located off the A444 to the east (see **Figure 2**).

2.2 Local and Strategic Road Network

2.2.1 The local highway network within the immediate vicinity of the site is shown on **Figure 2**.

Figure 2 – Local Highway Network



2.2.2 The A5 runs along the site's southern boundary and is subject to a 50mph speed limit within the vicinity of the site. It connects with the A444 at the south-eastern corner of the site where there is an elongated roundabout configuration which can be seen on **Figure 2**.



- 2.2.3 To the east, the A5 runs along the southern border of Hinckley before providing a connection to the M69 Junction 1. The M69 runs south to north between Coventry and Leicester. To the west, the A5 runs through the centre of Atherstone before providing a connection to the M42 via Junction 10.
- 2.2.4 The A444 south section (Weddington Lane), is a single carriageway road routeing between the site and the centre of Nuneaton. The road is rural in nature and is subject to a 50mph speed limit near the site. Continuing north from the A5, the A444 north section (Atherstone Road) runs past the site frontage before eventually connecting with the M42 Junction 11 to the north-west.
- 2.2.5 The MIRA Technology Institute located 1.5km southeast of the site on the A5 has a proposed extension involving improvements to the local road network, including the A5 / A444 Atherstone road junction. Proposals are to create a new roundabout junction to the east of the site whilst closing off the existing junction. The proposed junction is shown in **Appendix B**.
- 2.2.6 The MIRA scheme is yet to be determined but it is assumed that the access arrangements to the site will be maintained if the scheme is implemented.



2.3 Road Safety

2.3.1 Personal Injury Collision (PIC) data was obtained from Warwickshire County Council for the most recent 5-year period for which data is available. This data, including a plan showing the assessment area, is attached as **Appendix C**. The results are summarised below in **Table 1**.

Table 1 – Summary of PIC Data

Date	Severity	No. Casualties	No. Vehicles	Veh. 1	Veh. 2	Veh. 3
08/07/2019	slight	1	2	car	car	~
15/09/2019	slight	1	2	car	motorcycle	~
02/11/2021	slight	1	2	car	car	~
02/11/2021	slight	2	2	car	car	~
22/10/2019	slight	1	2	car	HGV	~
04/06/2019	slight	2	2	car	HGV	~
06/04/2023	slight	2	3	car	car	HGV

2.3.2 As shown above, there have been seven recorded PICs within the area studied over the most recent 5-year period, of which all were recorded as 'slight'.

2.3.3 The collisions involving HGV's are recorded as rear shunt type collisions where the car has failed to stop in traffic and collided with the rear of the HGV.

2.3.4 The PICs are attributable to driver error and are not the result of an existing highway safety issue. None of the PIC incidents occurred at either of the site access points.

2.3.5 Overall, it is therefore concluded that there are no existing highway safety issues that would warrant mitigation as part of the redevelopment proposals.



2.4 Existing Traffic Flows

- 2.4.1 A survey of existing vehicle movements entering the site was undertaken between Monday 17th and Sunday 30th April 2023. This data, which is attached as **Appendix D**, shows that an average of 6.4 vehicles per day entered the site (12.7 two-way movements) which is not significant. These movements were spread across the day and comprised a combination of cars, transit vans and Luton box vans.

3.0 DEVELOPMENT PROPOSALS

- 3.1 The proposals comprise a full application for an extension to the self-storage unit to provide an additional 1,370 sqm of gross floor space. The site plan is attached as **Appendix A**.
- 3.2 The existing vehicular access points will be retained from both the A5 and A444 by the redevelopment scheme.
- 3.3 Parking provision for up to 14 vehicles, including one disabled space, is provided on site. The parking accumulation using the operational data attached as **Appendix D** shows that in the busiest periods, a peak of 4 vehicles were present at any one time.
- 3.4 Therefore, with the extension of 1,370 sqm a maximum of 8 extra cars could potentially be present at one given time, creating a maximum potential of 12 cars present at the site. Hence, the current provision of 14 spaces is considered sufficient for the operation of the site.



4.0 TRAFFIC GENERATION AND IMPACT

4.1 Traffic Generation

- 4.1.1 The original application (Application Reference: 19/00447/FUL) for both A1 use and B8 use, (under DTA Transport Statement 21114-01) calculated the net change in vehicle movements from the Countrywide Store to a self-storage facility.
- 4.1.2 At the time the site was not operational, therefore, the TRICS database was used to estimate trips from 'Land Use 01/ H – Retail – Garden Centre' and compared to the mix of A1 'restricted' retail and B8 storage use.
- 4.1.3 The consented trip rates from the previous application (Application Reference: 19/00447/FUL) gave the forecast traffic generation from the Countrywide store and the self-storage facility as shown in **Table 2**.

Table 2 – Previous Application Consented Trip Generation (two-way flows)

	Consented Total Vehicle Trips	
	Previous (Countrywide Store)	Now Operational (Self-Storage Facility)
AM Peak	3	2
PM Peak	10	6
12-Hour	187	114

- 4.1.4 As the site is now operational, more accurate survey data has been obtained for traffic generation on site. This data has been used to forecast the traffic generation of the development proposals.
- 4.1.5 This was done by extrapolating the traffic movements associated with the site's existing operations based on the change in GFA. Currently, the site has a GFA of 710 sqm and the proposals will increase this by 1,370 sqm.



4.1.6 On the basis that the existing site generates an average of around 6 vehicles (12 two-way movements) per day with 710 sqm, the proposals of 1,370 sqm would potentially generate an additional 12 vehicles (24 two-way movements) per day. During the morning and evening peak hours, this equates to 1 additional vehicle trips (2 two-way movements) as shown in **Table 3**. This traffic data is shown in **Appendix D**.

Table 3 – Proposed Additional Traffic Generation – based on existing uses

	Proposed Traffic Generation (1,370sqm)		
	In	Out	Total
AM Peak 0800-0900	1	1	2
PM Peak 1700-1800	1	1	2
Daily	12	12	24

4.1.7 For robustness, survey data from the nearby Extra Room Self Storage site in Fenny Drayton (Application Reference: 23/00239/FUL) has been used for comparison. The Fenny Drayton survey was taken with an operation GFA of 1,225 sqm. Applying Fenny Drayton's traffic generation to this site of 1,370 sqm gives the forecast generation shown in **Table 4**.

Table 4 – Proposed Additional Traffic Generation (Fenny Drayton data)

	Proposed Traffic Generation (1,370sqm)		
	In	Out	Total
AM Peak 0800-0900	1	1	2
PM Peak 1700-1800	1	1	2
Daily	13	13	26

4.1.8 The data from the existing site in Fenny Drayton forecasts a generation of 26 two-way movements. Therefore, as a worst-case scenario the data from Fenny Drayton will be used to forecast the traffic generation.



- 4.1.9 The worst-case scenario is therefore the existing generation of 12 two-way movements in addition to the forecast generation of 26 two-way movements from the development proposals of 1,370 sqm of B8 use. This gives a worst-case total of 38 two-way movements.
- 4.1.10 The net change in vehicle trip generation between the consented forecast generation and proposed forecast generation is shown in **Table 5**.

Table 5 – Summary of Net Trip Generation (two-way flows)

	Total Vehicle Trips		
	Consented traffic Generation	Proposed (710sqm +1,370sqm)	Proposed Net Change
AM Peak	2	3	+1
PM Peak	6	3	-3
12-Hour	114	38	-76

- 4.1.11 This demonstrates that in comparison to the consented acceptable generation, whilst having a potential increase of 1 movement during the AM Peak, there would be an overall reduction in traffic generation of 3 movements during the PM peak period and over the course of a day, with a reduction of 76 two-way movements.
- 4.2 **Summary**
- 4.2.1 The above analysis demonstrates that the development proposals would have a negligible impact in traffic generation terms. The actual traffic generation during operation of the site is much lower than the consented acceptable forecast generation from the original application (Application Reference: 19/00447/FUL).
- 4.2.2 The overall level of traffic generated by the extension will be less than the generation considered acceptable previously, therefore would not be material. Consequently, the impact of the scheme in terms of the operation of the local highway network would not be significant.



5.0 CONCLUSIONS

- 5.1 DTA has been commissioned by Extra Room Self Storage to provide transport and highways advice for the proposed extension to the Redgate self-storage facility on the junction of the A5 Watling Street and the A444 Atherstone Road, Fenny Drayton. The proposals, which will provide an additional 1,370 sqm of B8 use gross floor area (GFA).
- 5.2 Previously, the site was occupied by a Countrywide Store selling rural retail goods and operated under planning permission for restricted retail use related to agricultural practices.
- 5.3 The site has since been operational as a self-storage facility with planning permission for both A1 retail and B8 storage.
- 5.4 This Transport Statement has provided a review of the change in vehicle traffic generation resulting from the extension of the site. It demonstrates that there would be an overall reduction in traffic than previously consented as acceptable on site. No alterations to the existing vehicle access arrangements are proposed.
- 5.5 Overall, therefore, the proposed redevelopment will not result in any significant impact in terms of the operation and safety of the local highway network. In planning terms therefore, the impact cannot be considered “severe” in the context of National Planning Policy Framework paragraph 110.

Appendix A



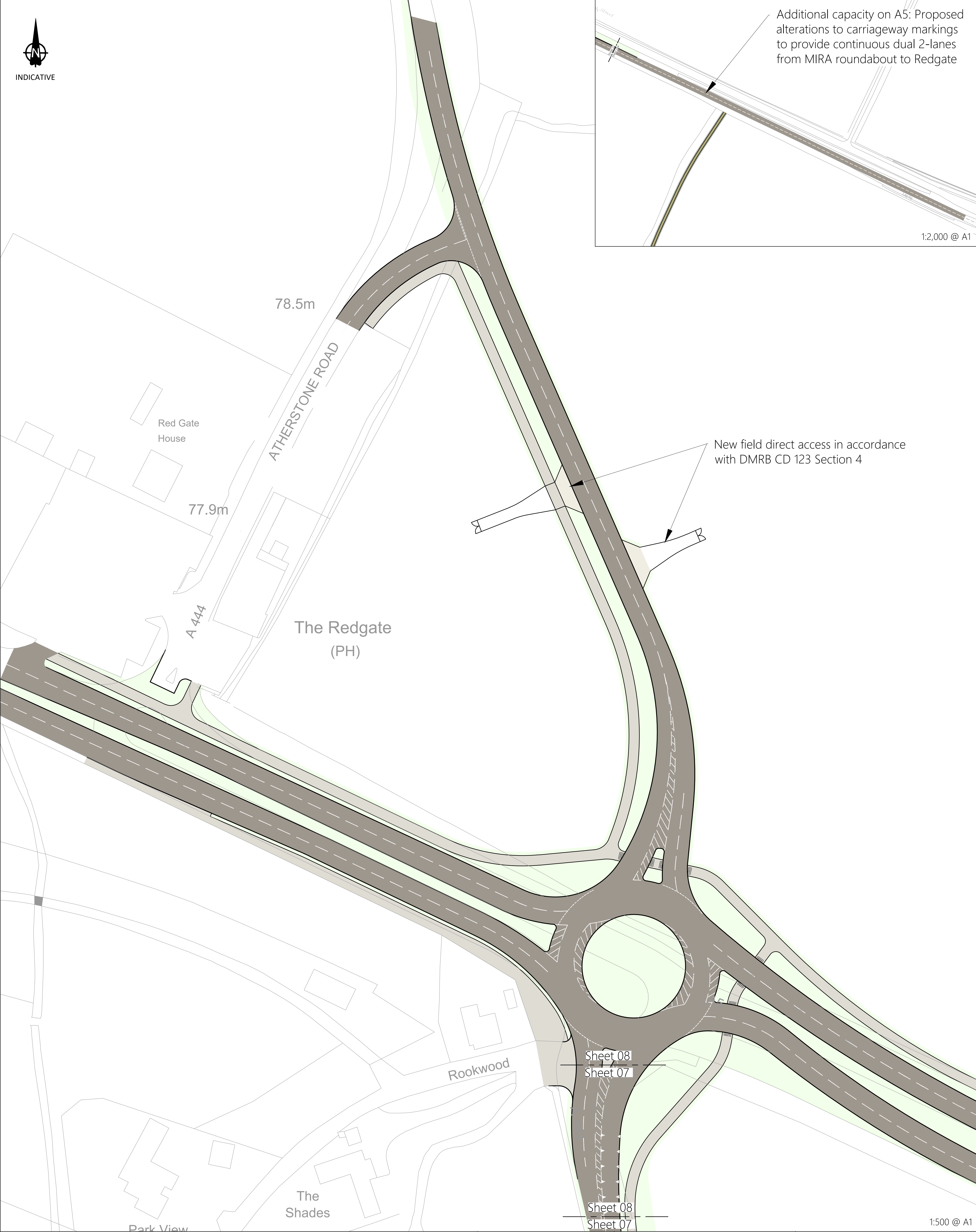
ALL DRAWINGS PREPARED BY ANDREW
LARGE SURVEYORS LTD ARE TO BE
UTILISED FOR PLANNING PURPOSES
ONLY

PROPOSED SITE:

AndrewLarge
surveyors LTD

FORMER COUNTRYWIDE STORE
ATHERSTONE ROAD
CALDECOTE
NUNEATON
CV10 0RY
PROPOSED SITE PLAN
SCALE: 1:500@A1

Appendix B



Notes

- Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
- This drawing has been based upon topographical survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.
- All Earthworks slopes are at 1:3 gradient unless specified otherwise.

Key

- Carriageway
- Footway
- Cycleway
- Verge
- Landscaping

Sheet Location Plan

Drawing Revisions

Rev.	Dm.	Date:	Details	Chk.
-	AM	18/07/2022	First issue	MS
A	DC	20/07/2022	Amended Layout	MS
B	ZM	27/07/2022	Amended Layout	MS
C	ZM	02/08/2022	Amended Layout	MS

Client

ERI MTP Ltd

Project

MIRA Technology Park South Site

Title

Proposed A5 - A444 Link Road and Off-Site Mitigation

MILESTONE
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Drawing Number:

17059/GA/08

Scale:

As Shown @ A1

Revision:

C

Ordnance Survey Licence number: 100057360

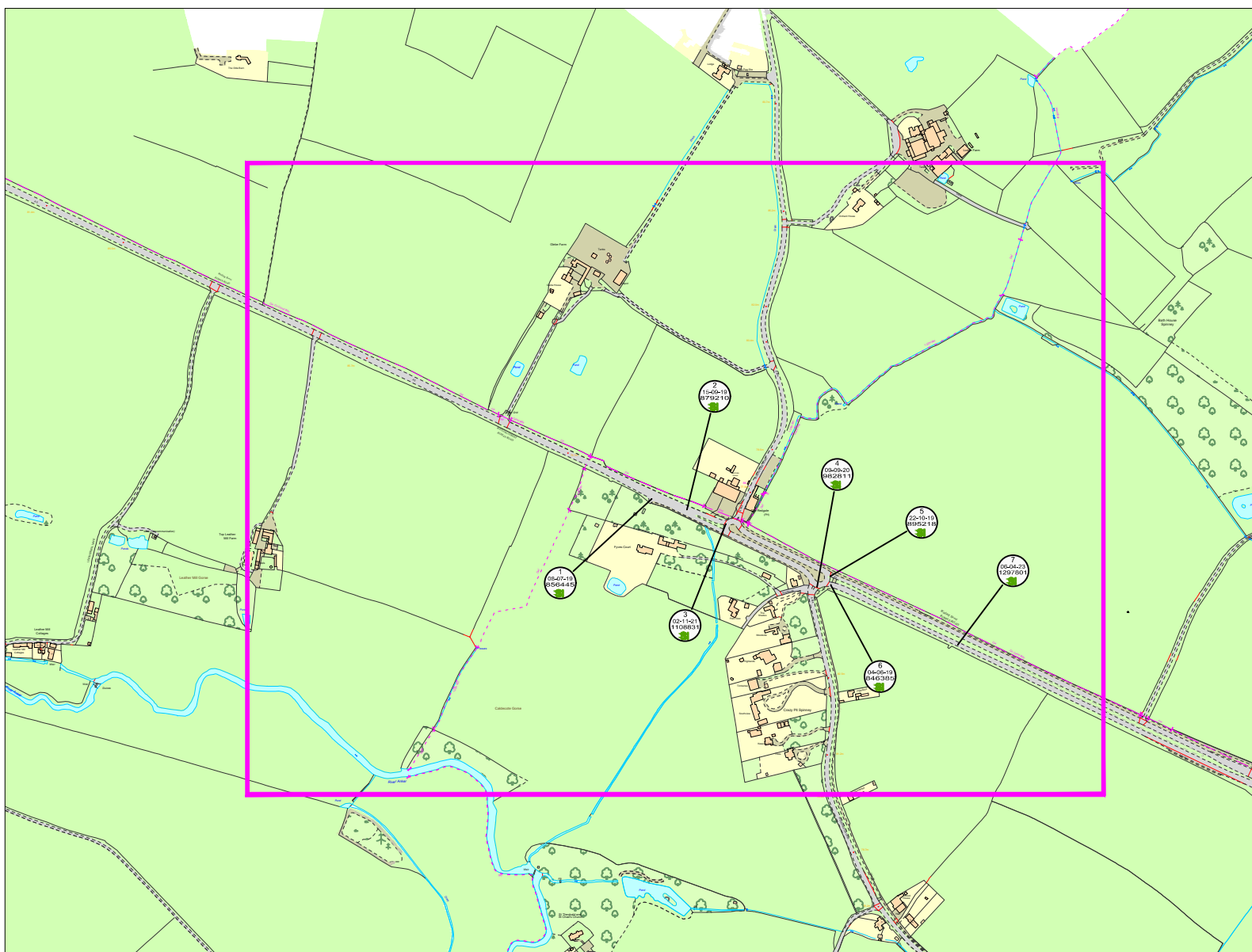
Appendix C



**25192 Watling Street 01/05/2018 -
17/05/2023
04 Jun 2019 to 06 Apr 2023**

Report produced: 23/05/2023

Road Safety Intelligence Team
Tel: 01926 412740
Email: rsinfo@warwickshire.gov.uk



Year	Fatal	Serious	Slight	Total	Time	Fatal	Serious	Slight	Total	District	Fatal	Serious	Slight	Total
2019	0	0	4	4	0000-0059	0	0	1	1	North Warwickshire	0	0	7	7
2020	0	0	1	1	0100-0159	0	0	0	0					
2021	0	0	1	1	0200-0259	0	0	0	0	Road Class	Fatal	Serious	Slight	Total
2023	0	0	1	1	0300-0359	0	0	0	0	M	0	0	0	0
					0400-0459	0	0	0	0	A(M)	0	0	0	0
Month	Fatal	Serious	Slight	Total	0500-0559	0	0	0	0	A	0	0	7	7
January	0	0	0	0	0600-0659	0	0	0	0	B	0	0	0	0
February	0	0	0	0	0700-0759	0	0	0	0	Other	0	0	0	0
March	0	0	0	0	0800-0859	0	0	0	0					
April	0	0	1	1	0900-0959	0	0	0	0	Speed Limit	Fatal	Serious	Slight	Total
May	0	0	0	0	1000-1059	0	0	1	1	20	0	0	0	0
June	0	0	1	1	1100-1159	0	0	1	1	30	0	0	0	0
July	0	0	1	1	1200-1259	0	0	0	0	40	0	0	0	0
August	0	0	0	0	1300-1359	0	0	1	1	50	0	0	5	5
September	0	0	2	2	1400-1459	0	0	0	0	60	0	0	1	1
October	0	0	1	1	1500-1559	0	0	0	0	70	0	0	1	1
November	0	0	1	1	1600-1659	0	0	0	0					
December	0	0	0	0	1700-1759	0	0	1	1	Obstruction (Veh Totals)	Fatal	Serious	Slight	Total
					1800-1859	0	0	0	0	Sign/Signal	0	0	0	0
Day	Fatal	Serious	Slight	Total	1900-1959	0	0	1	1	Lamp Post	0	0	0	0
Sunday	0	0	1	1	2000-2059	0	0	0	0	Pole	0	0	0	0
Monday	0	0	1	1	2100-2159	0	0	0	0	Tree	0	0	0	0
Tuesday	0	0	3	3	2200-2259	0	0	1	1	Bus Stop	0	0	0	0
Wednesday	0	0	1	1	2300-2359	0	0	0	0	Barrier	0	0	1	1
Thursday	0	0	1	1						Other	0	0	0	0
Friday	0	0	0	0	Lighting	Fatal	Serious	Slight	Total					
Saturday	0	0	0	0	Daylight	0	0	4	4	Junction Type	Fatal	Serious	Slight	Total
					Darkness	0	0	3	3	Not at Junction	0	0	3	3
Ped Crossing	Fatal	Serious	Slight	Total						Roundabout	0	0	3	3
Not at crossing	0	0	7	7	Weather	Fatal	Serious	Slight	Total	Mini R'about	0	0	0	0
Zebra	0	0	0	0	Fine without high winds	0	0	6	6	T or Staggered	0	0	0	0
Pelican	0	0	0	0	Raining without high winds	0	0	0	0	Slip Road	0	0	1	1
Ped Phase	0	0	0	0	Snowing without high winds	0	0	0	0	Crossroads	0	0	0	0
Footbridge	0	0	0	0	Fine with high winds	0	0	1	1	Multiple Junct	0	0	0	0
Refuge	0	0	0	0	Raining with high winds	0	0	0	0	Private Drive	0	0	0	0
Unknown	0	0	0	0	Snowing with high winds	0	0	0	0	Other Junction	0	0	0	0
					Fog or mist - if hazard	0	0	0	0	Unknown	0	0	0	0
Bends (Veh Totals)	Fatal	Serious	Slight	Total	Other	0	0	0	0					
Left Hand Bend	0	0	0	0	Unknown	0	0	0	0					
Right Hand Bend	0	0	0	0										
					Road Surface	Fatal	Serious	Slight	Total					

ALL ROAD USERS - CASUALTIES

Year	Fatal	Serious	Slight	Total	Casualty Age	Fatal	Serious	Slight	Total	Weather	Fatal	Serious	Slight	Total															
2019	0	0	5	5	0 - 5	0	0	0	0	Fine without high winds	0	0	9	9															
2020	0	0	2	2	6 - 10	0	0	0	0	Raining without high winds	0	0	0	0															
2021	0	0	1	1	11 - 16	0	0	0	0	Snowing without high winds	0	0	0	0															
2023	0	0	2	2	17 - 25	0	0	4	4	Fine with high winds	0	0	1	1															
Month	Fatal	Serious	Slight	Total	26 - 35	0	0	2	2	Raining with high winds	0	0	0	0															
					36 - 45	0	0	1	1	Snowing with high winds	0	0	0	0															
					46 - 55	0	0	0	0	Fog or mist - if hazard	0	0	0	0															
					56 - 64	0	0	1	1	Other	0	0	0	0															
					65+	0	0	2	2	Unknown	0	0	0	0															
					Unknown	0	0	0	0	Road Surface	Fatal	Serious	Slight	Total															
					Time	Fatal	Serious	Slight	Total						Dry	0	0	9	9										
															Wet/Damp	0	0	0	0										
															Snow	0	0	0	0										
															Frost/Ice	0	0	1	1										
															Flood	0	0	0	0										
															Unknown	0	0	0	0										
															District	Fatal	Serious	Slight	Total	North Warwickshire	0	0	10	10					
																				Road Class	Fatal	Serious	Slight	Total					
																									M	0	0	0	0
																									A(M)	0	0	0	0
																									A	0	0	10	10
																									B	0	0	0	0
Other	0	0	0	0																									
Speed Limit	Fatal	Serious	Slight	Total																									
					1500-1559	0	0	0	0																				
					1600-1659	0	0	0	0																				
					1700-1759	0	0	1	1																				
					1800-1859	0	0	0	0																				
					1900-1959	0	0	2	2																				
					2000-2059	0	0	0	0																				
					2100-2159	0	0	0	0																				
					2200-2259	0	0	1	1																				
					2300-2359	0	0	0	0																				
Obstruction	Fatal	Serious	Slight	Total																									
					Sign/Signal	0	0	0	0																				
					Lamp Post	0	0	0	0																				
					Pole	0	0	0	0																				
					Tree	0	0	0	0																				
					Bus Stop	0	0	0	0																				
					Barrier	0	0	1	1																				
					Other	0	0	0	0																				
					Bends	Fatal	Serious	Slight	Total	Lighting	Fatal	Serious	Slight	Total															
Left Hand Bend	0	0	0	0	Daylight	0	0	6	6																				
Right Hand Bend	0	0	0	0	Darkness	0	0	4	4																				

ALL ROAD USERS - CASUALTIES

Junction Type	Fatal	Serious	Slight	Total
Not at Junction	0	0	4	4
Roundabout	0	0	5	5
Mini R'about	0	0	0	0
T or Staggered	0	0	0	0
Slip Road	0	0	1	1
Crossroads	0	0	0	0
Multiple Junct	0	0	0	0
Private Drive	0	0	0	0
Other Junction	0	0	0	0
Unknown	0	0	0	0

D-PRINT CRASH REPORT

23-May-2023
08:45:57

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No A5 Section Grid 434991E Ref 295822N	SLIGHT	08/07/2019	2	17:04	L	Dry	Fine			
	WATLING STREET (A5)										North Warwickshire
	V1 DRIVING ON A5 TOWARDS ATHERSTONE, V2 WAS DRIVING IN THE SAME DIRECTION BEHIND V1. V1 HAS PULLED INTO A PRIVATE DRIVE OFF OF THE MAIN CARRIAGEWAY, V1 THEN REJOINS THE MAIN CARRIAGEWAY INTO THE PATH OF V2. V2 HAS ATTEMPTED TO SWERVE BUT HAS BEEN UNABLE TO AVOID A COLLISION. THERE ARE DIFFERING ALLEGATIONS AS TO WHETHER V1 INDICATED BEFORE REJOINING.						Veh1, car, E -> W Veh2, car, E -> W			Casualties 1 Vehicles 2	
2	Road No A5 Section Grid 435047E Ref 295805N	SLIGHT	15/09/2019	1	10:50	L	Dry	Fine		R.TURN	M/C
	WATLING STREET (A5) - 69 METRES FROM JUNCTION WITH ATHERSTONE ROAD (A444)										North Warwickshire
	VEH 1 & 2 NAVIGATING ISLAND WHEN THEY BOTH COLLIDED.						Veh1, car, W -> E Veh2, m/cycle unknown cc, E -> N			Casualties 1 Vehicles 2	
3	Road No A5 Section Grid 435109E Ref 295782N	SLIGHT	02/11/2021	3	22:35	DRK STL	Frost/Ice	Fine Wind			
	WATLING STREET (A5) AT JUNCTION WITH ATHERSTONE ROAD (A444), CALDECOTE										North Warwickshire
	VEHICLE 1 WAS TRAVELLING NORTHBOUND ON THE A5 FROM NUNEATON AND WAS GOING AROUND THE ROUNDABOUT TO GO BACK TOWARDS NUNEATON WHEN THEY HAVE SKIDDED ON ICE. THE VEHICLE HAS THEN GONE OVER THE CENTRAL RESERVATION AND COLLIDED HEAD ON WITH VEHICLE 2 WHO WAS APPROACHING THE ROUNDABOUT						Veh1, car, SE -> SE Veh2, car, NW -> SE			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

23-May-2023
08:45:57

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	Road No A444 Grid 435254E Section Ref 295682N	SLIGHT	09/09/2020	4	19:42	DRK STL	Dry	Fine		R.TURN	
	WEDDINGTON LANE (A444) AT JUNCTION WITH WATLING STREET (A5)										North Warwickshire
	VEH 001 TRAVELLING OFF THE A5 ONTO WEDDINGTON LANE, VEH 002 APPROACHING A5 FROM OPPOSITE DIRECTION. VEH 001 MIS-READS THE ROAD AND OVER STEERS, LOSES CONTROL AND COLLIDES WITH ON COMING VEH 002 ON WRONG SIDE OF THE ROAD, CAUSING EXTENSIVE FRONT END DAMAGE TO BOTH.						Veh1, car, NW -> SW Veh2, car, SE -> SW			Casualties 2 Vehicles 2	
5	Road No A5 Grid 435275E Section Ref 295699N	SLIGHT	22/10/2019	3	00:16	DRK NSL	Dry	Fine		O/TAKE	HGV
	A5 CALDECOT JUNCTION WITH WEDDINGTON LANE (A444)										North Warwickshire
	VEH 001 HAS BEEN WITNESSED TO PASS HGV'S WHILST IN RIGHT LANE FOR A444 WEDDINGTON TURN. A5 JUNCTION REDUCES TO 1 LANE. MERCEDES HAS TRIED TO BEAT HGV'S, LOST CONTROL, HITTING BARRIER AND ENDS UP ON NORTHBOUND CARRIAGEWAY.						Veh1, car, NW -> SE Veh2, goods > 7.5t, NW -> SE			Casualties 1 Vehicles 2	
6	Road No A5 Grid 435276E Section Ref 295685N	SLIGHT	04/06/2019	3	11:58	L	Dry	Fine			HGV
	A5 JUNCTION WITH WEDDINGTON LANE (A444) CALDECOTE										North Warwickshire
	DRIVER OF VEH 1 WAS TRAVELLING ALONG THE A5, NUNEATON, HEADING IN THE DIRECTION OF ATHERSTONE AND APPROACHING THE JUNCTION/ ROUNDABOUT OF WEDDINGTON LANE, NUNEATON. VEH 002 (A VEHICLE TRANSPORT LORRY) WAS INFRONT OF VEH 001 AND HAS STOPPED AT THE ROUNDABOUT. VEH 001 HAS DRIVEN IN TO THE BACK OF VEH 002. DRIVER OF VEH 001 THINKS HE WAS GOING APPROXIMATELY 30 MPH						Veh1, car, SE -> NW Veh2, goods 3.5 - 7.5t, SE -> NW			Casualties 2 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

23-May-2023
08:45:57

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
7	Road No A5 Section	Grid 435478E Ref 295590N	SLIGHT	06/04/2023	5	13:24	L	Dry	Fine		HGV
WATLING STREET (A5), CALDECOTE, WARWICKSHIRE										North Warwickshire	
ALL VEHICLES HAVE BEEN TRAVELLING ALONG THE A5 TOWARDS THE JUNCTION OF WEDDINGTON LANE NUNEATON. THIS STRETCH OF THE A5 GOES FROM A DUAL CARRIAGEWAY (50 MPH LIMIT) TO A SINGLE LANE ON APPROACH TO THE REDGATE JUNCTION. I ASSUSME DUE TO VOLUME OF TRAFFIC PEOPLE HAVE LEFT THER BRAKING UNTIL LAST MINUTE/ POOR OBS AND VEH3 HAS STOPPED AS HAS VEH 2 BUT VEH1 HAS HIT VEH2 PUSHING THEM INTO THE REAR OF VEH3. DRIVER OF VEH2 HAS GOT WHIPLASH INJURIES							Veh1, car, SE -> NW Veh2, car, SE -> NW Veh3, goods > 7.5t, SE -> NW			Casualties 2 Vehicles 3	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
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Street Lighting

L Daylight
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Special Conditions

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Appendix D

Extra Room Self Storage

Daily inbound vehicle movements

Date	Vehicles in
Monday-17-Apr-23	5
Tuesday-18-Apr-23	6
Wednesday-19-Apr-23	4
Thursday-20-Apr-23	11
Friday-21-Apr-23	7
Saturday-22-Apr-23	7
Sunday-23-Apr-23	8
Monday-24-Apr-23	6
Tuesday-25-Apr-23	6
Wednesday-26-Apr-23	11
Thursday-27-Apr-23	3
Friday-28-Apr-23	7
Saturday-29-Apr-23	5
Sunday-30-Apr-23	3
Total vehicles in	89

Inbound vehicles summary

Average daily vehicles in	6
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Trips for existing 710sqm building (inbound+outbound)

Average daily trips	12
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Implied inbound vehicles for new 1,370sqm extension

Average daily vehicles in	11.6
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Average daily two-way

23

Fenny Drayton data

Average daily two-way

26

Implied trips for new 1,370sqm extension (inbound+outbound)

Average daily trips	23.2
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35

38



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