

## RESPONSE TO Q1.10.6

### M54-M6 LINK ROAD M6 DIESEL SITE AT SAREDON

<b>Project</b>	M6 Diesel site at Saredon & M54-M6 link road		
<b>Document Number</b>	SAR-BWB-GEN-XX-RP-TR-0002	<b>BWB Ref</b>	NTH2442
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## 1 INTRODUCTION

- 1.1 The M54-M6 link road scheme, if granted development consent, would provide a high quality dual carriageway link between the M54 at J1 and the M6 at J11. This would effectively bypass the existing A460 that runs between these two junctions, on which the M6 Diesel Saredon Filling Station is situated. The scheme is being promoted by Highways England, who are the Applicant.
- 1.2 BWB, on behalf of M6 Diesel, have submitted a Relevant Representation [RR-012] which raised concerns about the traffic modelling undertaken by Highways England with respect to the M6 Diesel site.
- 1.3 The Examining Authority (ExA) appointed to review the Applicant's proposals have asked M6 Diesel a four-part question, within their First Written Questions. This question is reference 1.10.6.
- 1.4 The purpose of this technical note is to provide a response to this question.

## 2 QUESTIONS AND RESPONSES

- 2.1 Question 1.10.6 is copied below, which is titled "Traffic generation of 'M6 Diesel'"

Question 1.10.6	Response from M6 Diesel
a) It is indicated in paragraph 4.6.6 of the Transport Assessment Report [APP-222] that at the 'M6 Diesel' fuel filling station the two-way HGV flow is 375 movements per day. Do the proprietors consider that this figure is approximately accurate?	<p>The Applicant's commentary at para 4.6.6 of the Transport Assessment [APP-222] is somewhat confusing as it is unclear whether the figure being talked about is the HGV flow south of M6 Diesel, the flow between M6 Diesel and the A460 (south), or the total flow to and from M6 Diesel (it is this last interpretation that seems to have been taken by the ExA).</p> <p>We do not agree with a figure of 375 movements per day. BWB, on behalf of M6 Diesel, procured a traffic survey of the M6 Diesel site in October 2019.</p>
b) If not, what figure is correct. Can any alternative figure be justified by evidence please?	<p>The traffic survey was undertaken using automatic number plate recognition (ANPR). The ANPR system was installed on Tuesday 01<sup>st</sup> October 2019 and was used to capture a full 24hr period the following day Wednesday 02<sup>nd</sup> October 2019, which was a fine, dry day.</p> <p>On the 2<sup>nd</sup> October 2019 survey showed there to be 570 HGVs using the site during the 24 hour period surveyed, which would result in 1,140 traffic movements per day. This is on the basis that an HGV entering and then, after refuelling, leaving the site is taken to be two traffic movements (one movement in and one out). 1,140 movements is approximately three times the figure of 375 movements.</p>
c) The Applicant indicates that they consider that customers of this facility	<p>The ANPR system was used to determine the direction of movements to and from the M6 Diesel site. The full data is presented in the table</p>

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use the site on the basis for pass-by trips. Does the proprietor have any information on the directions of travel for the customers of this facility or is there any information to show that the site is a destination in its own right.	below. We do not consider the site to be a destination in its own right, the vast majority of customers will have either come off of the M6 or M54 and will have broken their journeys to visit, rather than it being a final destination. The M6 Diesel site functions as a motorway filling / fuel station.
d) Is there information to show that HGVs will continue to use the length of the existing A460, ie from M54 Junction 1 to M6 Junction 11, and vice versa, rather than as is implied by the applicant undertake, effectively a U-turn and return from the original direction of travel.	Yes. The ANPR data shows that, within the 24hour period surveyed: <ul style="list-style-type: none"> <li>• 104 of 570 HGVs (18%) came from the direction of the M54 and then continued in the direction of the M6;</li> <li>• 167 of the 570 HGVs (29%) came from the direction of the M6 and then continued in the direction of the M54;</li> <li>• 62 of the 570 HGVs (11%) came from the direction of the M54 and then exited in the direction of the M54; and</li> <li>• 237 of the 570 HGVs (42%) came from the direction of the M6 and then exited in the direction of the M6.</li> </ul> It can be seen that 58% of HGVs come from the direction of the M54 and/or exit in the direction of the M54. The full data is presented in the table below.

2.2 The following table sets out the direction of travel, to and from the site, of the HGVs recorded.

Time period	Right In/Right Out (from M54 J1 to M6 J11)	Right in/Left Out (to and from M54 J1)	Left In/Right Out (to and from M6 J11)	Left In/Left Out (From M6 J11 to M54 J1)	Total
<b>Morning Peak (08:30 - 09:30)</b>	6	8	17	13	44
<b>Inter Peak (11:15 - 12:15)</b>	6	8	17	13	44
<b>Evening Peak (17:45 - 18:45)</b>	1	3	7	15	26
<b>24 Hour</b>	104	62	237	167	570

2.3 The ANPR camera was also used to check if any vehicles exited the site left, U-turned at M54 J1 and then passed the site again heading north to the M6. There were no such movements recorded.