

APPENDIX A: TRANSPORT ASSESSMENT SCOPING NOTE

WEST MIDLANDS INTERCHANGE

PRELIMINARY SCOPING REPORT TRANSPORT
ASSESSMENT

CONFIDENTIAL

JUNE 2016

**WEST MIDLANDS
INTERCHANGE – PROPOSED
RAIL FREIGHT INTERCHANGE**
PRELIMINARY SCOPING REPORT
TRANSPORT ASSESSMENT

Four Ashes Ltd

Type of document Draft

Project no: 70001979

Date: June 2016

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QUALITY MANAGEMENT

ISSUE/REVISION	FIRST ISSUE	REVISION 1	REVISION 2	REVISION 3
Remarks				
Date				
Prepared by	Luke Schroder			
Signature				
Checked by	Ian Fielding			
Signature				
Authorised by	Neil Findlay			
Signature				
Project number	7001979			
Report number				
File reference	S:\70001979 - WMI SRF\IC Documents\Reports\SCOPING REPORT\160307 Scoping Note NF V2 - wm.docx			

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1 INTRODUCTION

1.1 BACKGROUND INFORMATION

- 1.1.1 WSP | Parsons Brinckerhoff has been commissioned by Four Ashes Ltd to assess the transport impact of progressing a Strategic Rail Freight Interchange (SRFI) on land to the south of the A5 and to the east of the A449, Four Ashes, Staffordshire. The location of the site is shown in Figure 1.
- 1.1.2 The report sets out the proposed scope and methodology of the Transport Assessment (TA) that it is proposed will be undertaken in order to assess and identify the impacts of the development proposal. The TA will detail and identify a suitable site access and transport strategy to support the proposed development of an SRFI at Four Ashes.
- 1.1.3 It is anticipated that separate documents will be prepared during the life of the project dealing with specific items such as trip generation, distribution and appropriate public transport strategies.
- 1.1.4 It is proposed that the SRFI will provide an intermodal interchange with a number of B8 units amounting to floor area in the order of 800,000sqm (8,600,000sqft).
- 1.1.5 This report has been drafted to draw comment from the following key stakeholders:
- Highways England;
 - Staffordshire County Council;
 - South Staffordshire District Council; and
 - Wolverhampton City Council.
- 1.1.6 The report seeks to establish agreement on the following matters:
- The study area of the Transport Assessment,
 - Assessment methodology including traffic attraction and distribution; and
 - The key issues that the Transport Assessment should address.
- 1.1.7 An initial meeting was held between representatives of WSP | PB, Highways England and Staffordshire County Council on 6 April 2016. The purpose of the meeting was to provide an introductory overview of the scheme to the Highway Stakeholders in order to commence a dialogue in relation to the proposals. A Note of the discussions held is provided at Appendix A and it was agreed that a Scoping Note should be prepared that allows transport matters in connection with the scheme to move forward.
- 1.1.8 The scheme is currently the subject of a Non Statutory Stage 1 Consultation process as part of the DCO application and two Masterplan options for the development of the scheme have been prepared. Details of the Masterplan options are provided at Appendix B.

1.2 WHAT IS A SRFI

- 1.2.1 An SRFI falls within the definition of a Nationally Significant Infrastructure Project (NSIP) as defined in the Planning Act 2008 and an application will therefore be made in due course for a Development Consent Order (DCO).
- 1.2.2 An SRFI is a multi-modal rail freight interchange and distribution centre linked to both the rail and primary road network. It includes the provision of; a rail/road intermodal terminal which handles containers and would be open to all businesses, and rail served warehousing. Such facilities distribute goods to both local and national market places and as a consequence there is a need for these facilities to be located in proximity to the trunk road and motorway network for onward distribution of goods.
- 1.2.3 There is recognition in the National Policy Statement for National Networks (NPS) of a need for a network of SRFIs throughout the UK in order to allow them to operate to their full potential and to achieve the full level of rail freight movement growth. Whilst the recession has slowed SRFI growth in previous years, this has now gained pace given the expansion and success of the DIRFT facility in Daventry and the promotion of a number of other sites around the country.
- 1.2.4 An SRFI has considerable potential to generate employment. The floor area provided by these facilities does not consist of empty sheds full of stored products. They are busy hubs with large numbers of employees carrying out a range of activities from manual to managerial, all aligned to the distribution of goods. A key point to recognise is that SRFIs operate with different travel characteristics to typical B8 logistic parks and this will need to be recognised during the assessment process.
- 1.2.5 The main objectives of Government policy for SRFIs as set out in the NPS are to optimise the use of rail in the freight process by maximising rail trunk haul and seeking to minimise the secondary distribution of goods by road by co-locating distribution and freight activities. SRFIs provide a key element in reducing the cost to business of moving freight by rail and are important in facilitating the transfer of freight from road to rail. This therefore reduces trip mileage of freight movements on both the national and local road networks. The transfer of freight from road to rail has an important part to play in a low carbon economy and in helping to address climate change. Reliance on the existing road based approach to logistics and rail freight interchanges would see road delays to the movement of goods continue to increase.
- 1.2.6 As a result the development of SRFIs and a growing rail freight network should result in the removal of HGV movements from the national road network as more goods are moved by rail. However, with freight being handled at the SRFI there will be a localised traffic impact as HGVs will be used for the final distribution of goods, the collection of loads for dispatch by rail and there will be traffic generated by the local employment.
- 1.2.7 The SRFI will operate for 24 hours a day seven days a week. This means that there could be associated HGV movements throughout the week. Generally the pattern is for uniform volumes between 0700 and 1900 with a lower level of activity at other times.
- 1.2.8 There tends to be two employment components, namely; office workers with conventional office hours and shift workers who conventionally work over the following three periods; 0600-1400, 1400-2200 and 2200-0600. As a result the employment traffic generation is spread out over a number of hours.

2 POLICY REVIEW

2.1.1

A review of the national and local policy will be completed with the following documents to be appraised.

National Policy

- National Planning Policy Framework;
- National Policy Statement for National Networks (DfT Circular December 2014);
- Planning Policy for Traveller Sites;
- The Strategic Road Network and the Delivery of Sustainable Development (DfT Circular 02/2013);
- The Logistics Growth Review – Connecting People with Goods;

Regional Policy

- West Midlands Strategic Employment Site Study;
- Black Country and South Staffordshire Sub Regional High Quality Employment Land Study 2014/2015 Stage 2 Report;
- Black Country and South Staffordshire Sub Regional High Quality Employment Land Study 2014/2015 Stage 1 Report;
- Black Country and Southern Staffordshire Regional Logistics Site (RLS) Study (URS);

Local Policy

- Staffordshire Local Transport Plan 2011;
- South Staffordshire Site Allocations DPD;
- South Staffordshire Infrastructure Delivery Plan;
- Staffordshire and Stoke-on-Trent Economic Review;

3 EXISTING CONDITIONS

3.1 SITE LOCATION

- 3.1.1 The general location of the site is to the north of Wolverhampton and west of Cannock. The A5 runs to the north of the site and the M6 Junction 12 is to the north east. The M6 is to the east, the village of Four Ashes is to the south and the A449 runs along the west, as shown on Figure 1.
- 3.1.2 The M6 is the major road in the area as it serves the north and south of the UK and the M6 Toll is approximately 2 miles to the south. The A5 is a trunk road from the M6 Junction 12 which connects to the A449 trunk road at Gailey and then the A449 continues south to the M54 Junction 2 which provides access to the west and south to Birmingham. All these roads are part of the Strategic Road Network (SRN) and Highways England (HE) is the relevant highway authority.
- 3.1.3 To the east, the M6 Junction 12 is a large conventional grade separated roundabout with four approach arms and no traffic signals.
- 3.1.4 The A5 from the M6 to Gailey is a single carriageway road with a 50mph speed limit enforced by speed cameras. Some direct frontage access is available to a small number of properties from the A5. The A5 and A449 form a roundabout junction known locally as the Gailey Roundabout which has development on three corners with individual accesses near the junction itself.
- 3.1.5 South from the Gailey Roundabout, the A449 is a rural dual carriageway subject to the national speed limit of 70mph. It has a small number of at grade junctions which are a combination of priority controlled, roundabouts and traffic signals and some direct accesses to properties. At the M54 Junction 2 there is a large signal controlled grade separated roundabout which has recently been upgraded as part of the i54 Development.
- 3.1.6 To the south of the site Station Drive runs from the A449 through Four Ashes before continuing as Vicarage Road over the M6 and forming a traffic signal junction with the A5 to the east of the M6 Junction 12. Station Drive is a single carriageway which is subject to a 30mph speed limit through Four Ashes but then is subject to the national speed limit of 60mph. As the road approaches Four Ashes it passes under the West Coast Main Line (WCML). This bridge has restricted headroom of 3.7 metres which precludes its use by most HGVs.

3.2 EXISTING SITE USE

- 3.2.1 The site is mostly made up of a patchwork of fields for arable farming with a large section of the north eastern part of the site where sand gravel extraction is taking place.
- 3.2.2 There are several residential properties situated within proximity to the sites boundary, including a parcel of residential homes to the north accessible via Croft Lane. In addition to the properties on Croft Lane there are a several residential buildings accessed via the A5 adjacent to the northern site boundary including a Police Unit situated to the north west corner and two residential plots bordering the north east corner of the site adjacent to the Calf Heath Reservoir. To the east of the site boundary with Vicarage Road there is a further residential dwelling located adjacent to the site that can be accessed via unnamed road via Vicarage Road.
- 3.2.3 The West Coast Mainline (WCML) and Staffordshire and Worcestershire Canal both run through the site with the line of the canal consisting of a designated conservation area. Calf Heath Wood is located in the centre of the site.

3.3 PERSONAL INJURY ACCIDENT DATA

3.3.1 A review of 2010-2014 PIA data has been undertaken focusing on the surrounding local network. The review has looked for any existing accident hotspots that could indicate highway safety or layout concerns. Figure 2 shows the local highway network and the number of accidents at key junctions and locations around the site. This figure demonstrates that there are no unusual accident patterns, with very few serious or fatal accidents, identified by the review.

3.3.2 Prior to the issue of the TA that will accompany the DCO application, it is proposed that personal injury accident data (PIA) records for the most recently available five year period will be obtained and analysed for the identified study area.

3.4 EXISTING TRAFFIC FLOWS

3.4.1 Following discussions with Highways England's Consultants, JMP, we understand that traffic surveys were carried out of a number of junctions in the vicinity of the site during 2013 and September 2015. These surveys were carried out in order to be included within a VISSIM micro simulation traffic model. It is understood that this model provides a validated 2015 baseline position. Where possible, it is anticipated that the data available from the model will be utilised as part of the transport work concerning the DCO application. This is in order to work to an agreed baseline position wherever possible.

3.4.2 Details in terms of the anticipated junction assessment cordon are considered later within this Scoping Note.

3.4.3 Figure 3 sets out the current daily traffic volumes on the A5 and A449 in the vicinity of the site. They show that the existing traffic flows are not generally excessive for the nature of the roads. Details on the performance of these roads will form part of the more detailed transport assessment.

3.5 RAIL / BUS NETWORK

3.5.1 There are two bus routes between Stafford and Wolverhampton which operate along the A449. They both stop immediately opposite Gravelly Way, the existing access into the site. These currently provide a combined 30 minute frequency during the day, offering non car accessibility to the site in general. There is a further service which provides additional buses in the peak periods only. Figure 4 provides further details.

3.5.2 Details will be provided that will summarise the local bus and rail network in the vicinity of the site. This will focus on the availability of non car travel opportunities in relation to worker shift patterns at the SRFI and will identify any gaps in existing services and connections to areas that are forecast to accommodate high levels of future employee numbers.

3.6 WALKING AND CYCLING FACILITIES

3.6.1 The nearest railway station is at Penkridge, approximately 4km from the site. Services to the south travel to Wolverhampton, Birmingham, London Euston and Stafford and to the north to Manchester are provided from here.

3.6.2 There is one existing public right of way (PRoW), a footpath, which passes through the site. It enters the site from the A449 approximately 400m south of the Gailey Roundabout crossing the railway to Croft Lane.

3.6.3 There is a mapped cycle route along the A449 from the M54 to Penkridge as well as a route along the canal through the site. Both of these routes offer the opportunity for access to the site by cycle.

3.6.4 A review of the local walking and cycling routes will be completed, identifying any constraints and potential improvements available including the canal towpaths in the vicinity of the site.

3.7 LOCAL FACILITIES

Details of the relevant local facilities available to future employees in the vicinity of the site will be provided to help improve the sustainability of the site.

4 DEVELOPMENT PROPOSALS

4.1 INTRODUCTION

4.1.1 This section will provide details on the development proposal.

4.1.2 The masterplans for the proposed development are currently at consultation and therefore and these are provided at Appendix B of this document for information purposes.

4.2 VEHICULAR ACCESS OPTIONS

4.2.1 As both the A5 and the A449 form part of the Strategic Road Network (SRN) falling under the jurisdiction of Highways England the implications of the use of existing junctions and the introduction of new junctions to serve development proposals from the A5 and A449 need to be agreed with this Stakeholder. Advice on providing access from the SRN is provided within the Highways England document "The Strategic Road Network and the Delivery of Sustainable Development" Circular 02/2013.

4.2.2 The presumption of Highways England is that new junctions or direct means of access from Motorways will not be permitted unless essential for the delivery of strategically planned growth. This proposal does not seek to achieve direct access from the M6 or the creation of a new junction with the M6.

4.2.3 As set out in Circular 02/2013 Highways England adopts a graduated and less restrictive approach to creating new junctions or intensifying the use of existing points of access to non motorway routes. There is however a presumption in favour of the use of existing junctions rather than the creation of new junctions. However the need to facilitate growth and the role highway accesses play in achieving development needs to be taken into account.

4.2.4 Vicarage Road is a local road and is the responsibility of Staffordshire County Council as Local Highway Authority. The Local Highway Authority does not have specific design guidance for the creation of new junctions serving commercial development sites. It is therefore necessary to consider the Design Manual for Roads and Bridges when assessing the geometric requirements of new junctions to serve development providing commercial floor space.

4.2.5 Provided at Figure 5 is an indicative diagram showing possible points of access which could serve the site. As can be seen, four general access routes are proposed to serve the development. These are as follows;

- Access One from the A5 (Between M6 Junction 12 and the Gailey Roundabout)
- Access Two from the A449 (provided between The Gailey Roundabout and the signal controlled junction of A449 / Station Road)
- Access Three from Vicarage Road
- Access Four also from A5 (Emergency Access Only).

4.2.6 It should be emphasised that these locations are dependent on the emerging site details and could possibly be amended as a result of consultations.

A5

- 4.2.7 The key access to the development for vehicular traffic would be via the A5 and which would be provided between Junction 12 of the M6 and the Gailey Roundabout. For the reasons provided above it should be as close as possible to the M6, but with sufficient distance to avoid any interaction between possible queues from each junction.
- 4.2.8 It is considered that the optimum form of access for such a junction would consist of the provision of a new roundabout junction with the A5. The junction configuration would consist of a three arm roundabout with a diameter of approximately 60 metres. A concept design for such an arrangement is shown on drawing 70001979-sk004 which is appended to this Scoping Report.
- 4.2.9 Approaches to the junction along the A5 would need to be widened as shown in order to allow two vehicles to wait side by side at the stop lines of the junction and this would provide benefits from the operational perspective.
- 4.2.10 It should be noted that access from the A5 would necessitate the introduction of a new junction with the Strategic Route Network (SRN). However it is understood that ultimately the development proposal would necessitate the closure of the existing access that serves the mineral workings that is currently served via a left in / left out junction with the A5. Consequently the introduction of a three arm roundabout junction with the A5 would not result in a net increase in junctions joining the A5 in perpetuity. Initial discussions with Highways England suggest that they understand the need for the provision of the new junction given the need to serve the development and promote strategic growth.
- 4.2.11 Regard has been given to adjoining entrances to existing properties from the A5 in order to ensure rights of access are not compromised. This will need to be considered in relation to the final scheme design.
- 4.2.12 The speed limit of the A5 in the vicinity of the site is 50 mph and this will form part of the final design requirements of the new junction.
- 4.2.13 New junctions provided within the development itself will need to be introduced in a location and form that does not prejudice the future operation of the roundabout access from the A5. This work will form part of the ongoing input during the life of the project.
- 4.2.14 Given the presence of the existing north / south cycleway that is provided adjacent to the A449, it is considered that it would be beneficial to provide a cycleway link adjacent to the A5 in order to provide a connection for those wishing to travel to the site by bicycle from this direction. This will provide linkages from the site towards existing cycle infrastructure.
- 4.2.15 A key aspect of the selection process for SRFIs is to provide convenient access to the Strategic Highway Network. The proposed A5 access providing the primary site access will enable this objective to be fulfilled.

A449

- 4.2.16 The second option is to gain access to the site from the west via A449 and Gravelly Way. Access is required from this direction in order to provide a route to serve traffic from the development with a south west origin or destination and importantly to allow such traffic to bypass the Gailey Roundabout.
- 4.2.17 A second site access on the A449 provides a choice of routes for the development which immediately lessens the traffic impact on the road network compared to a single point of access. Currently, an existing junction connects to A449 via Gravelly Way by way of a four arm priority controlled cross roads junction. However, works are scheduled for the introduction of a traffic signal junction to serve the consented Bericote development on land to the east of Gravelly Way.

- 4.2.18 The purpose of this site access junction is to serve any non M6 development traffic that has an origin or destination to the south west of the site, principally the M54. This will ensure that any development traffic travelling to or from this direction can bypass the Gailey Roundabout. It will therefore be advantageous to provide a signage strategy within the site which directs vehicles towards the A449 / Gravelly Way junction for movements towards the M54.
- 4.2.19 Consideration has been given to the potential introduction of a four arm roundabout in order to serve this section of the site. At this stage, given that the works to the junction of A449 / Gravelly Way have been progressed purely to serve the consented Bericote development, rather than serve more strategic growth, it is anticipated that a four arm roundabout junction would present a preferred layout from this direction given the increased number of HGVs. Drawing 70001979-sk002 shows a concept design of a four arm roundabout with a diameter of approximately 60 metres and which is appended to this Scoping Report.
- 4.2.20 Given the presence of an existing cycle route adjacent to A449, cycle routes into the development are proposed from this direction.
- 4.2.21 It will be a requirement to demonstrate that any new junctions that are introduced within the development site will not prejudice the operation of the junction of Gravelly Way and the A449.

Vicarage Road

- 4.2.22 In order to provide the most efficient layout in terms of vehicle movements and choice of routes it is proposed to provide an access on Vicarage Road. This would provide a further access towards M6 Junction 12, an alternative route for local employees and potentially serve any additional land which might become part of a successful SRFI.
- 4.2.23 There will be a suitable signing strategy for this route in order to reflect the anticipated more local use. This will aim to direct vehicles towards the A5 and Cannock. This is because Vicarage Road is a more local road which currently serves a number of existing residential properties.
- 4.2.24 In addition, an existing railway bridge with a restricted head room of 3.7 metres is located to the south west of the site on Station Drive. The sign strategy will also seek to ensure that traffic to the south west is not directed to or from Vicarage Road. Consequently access from Vicarage Road will not be identified as the main entrance to the SRFI. Initial discussions held with both Staffordshire County Council and Highways England reinforce this view.
- 4.2.25 It is anticipated that the Vicarage Road access junction would consist of a four arm roundabout arrangement.
- 4.2.26 Suitable cycle facilities can be provided which allow linkages to towards the existing advisory cycle facilities that are present adjacent to Vicarage Road and Straight Mile to the south and then the east.
- 4.2.27 Drawing 70001979-sk005 shows a concept design of a four arm roundabout with a diameter of approximately 50 metres and which is appended to this Scoping Report. This drawing also shows the provision of a 4.0 metre cycleway to the south west which will allow connections towards the existing cycleway's that are present in this direction.

A5 – Emergency Access

- 4.2.28 The provision of the fourth access would provide a further connection to the A5 and would be in addition to the A5 roundabout access to the development for use during emergencies only. This would be a secondary access from the A5 in order to provide a choice of routes. This is considered an appropriate additional junction given the size of the proposed development and the nature of the vehicles and its limited use.
- 4.2.29 The provision of the emergency access is important as if there is an incident at the main roundabout junction then there is an alternative access to the site.
- 4.2.30 Access from this direction could take the form of a priority junction served with a right turn lane from the A5. Whilst this access would only be for use during emergencies, it has been designed to meet recognised standards of the design Manual for Roads and Bridges. A concept design showing such an arrangement is provided at drawing 70001979-sk003. The arrangement shown would meet the geometric design requirements for the provision of such junctions including the provision of 4.5m x 160 metre and 9.0m x 160m visibility splays.
- 4.2.31 The provision of the access will provide resilience for the development in terms of facilitating access to the A5 in the event of an incident at the main site access as well as for emergency service vehicles. This will ensure M6 traffic will not necessarily need to use The Gailey Roundabout or Vicarage Road in the event of an incident at the main site access roundabout.
- 4.2.32 Whilst it is acknowledged that the provision of this junction may result in an increase in the number of junctions along the A5, it is considered that this should not necessarily be contrary to Circular 02/2013 which takes a less prescriptive approach to the introduction of new points of access to the non motorway sections of the SRN.

4.3 PEDESTRIAN AND CYCLE ACCESS

- 4.3.1 It is intended to provide pedestrian and cycle access for the site to encourage sustainable modes of transport and further increase the site permeability. It is anticipated that the access from the A5 and A449 would provide pedestrian and cycle access the south east and Vicarage Road. Given the lack of pedestrian catchments to the south east it is anticipated that non car access from this direction would focus on accommodating cycle movements only.

4.4 ANTICIPATED SHIFT PATTERNS

- 4.4.1 It is anticipated that tenants of the site will operate 24 hour working practices and have three shift patterns with the conventional change over periods of 6am, 2pm and 10pm. The shift patterns related to the SRFI will result in fewer vehicular trips being added to the network during the AM and PM peak hours.

4.5 TRAVEL PLAN

- 4.5.1 An accompanying Travel Plan will be provided to read in conjunction with the Transport Assessment. This document will seek to encourage employees and visitors of the site to use healthier and lower carbon transport options in contrast with single occupancy vehicle trips. This document will set out to achieve this through the provisions of appropriate measures and incentives.

4.6 FREIGHT MANAGEMENT PLAN

A Freight Management Plan will be provided along with the Transport Assessment and this will form the primary means of managing the movement of HGVs to and from the site.

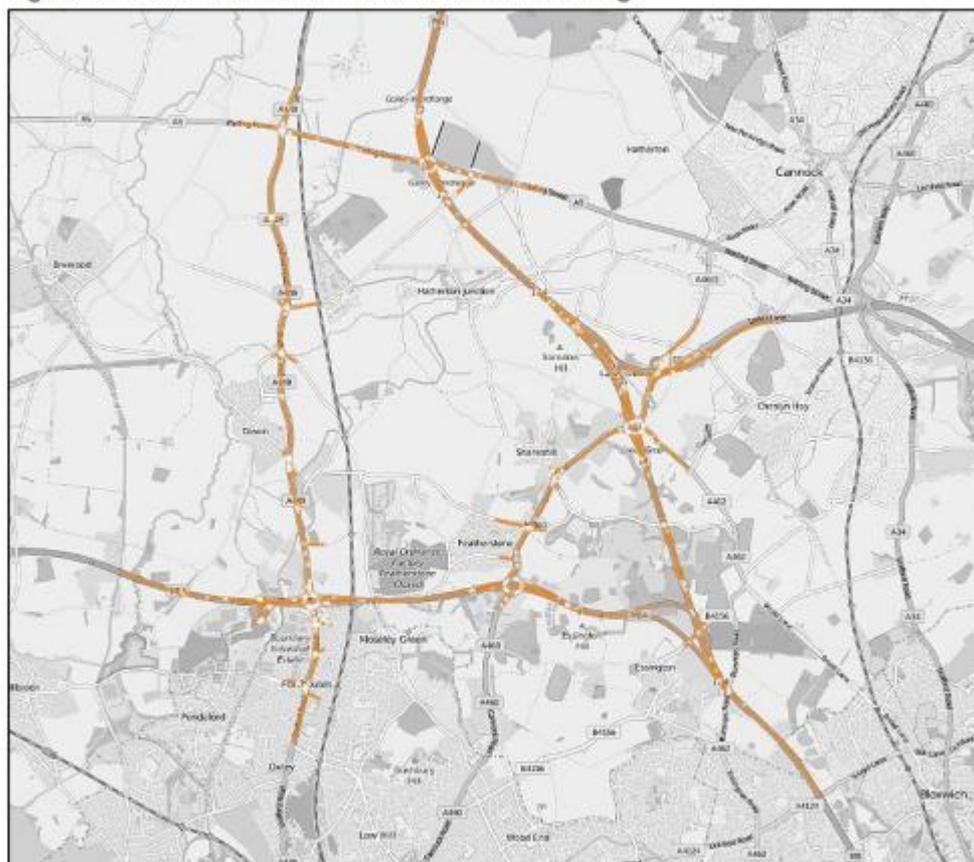
5 PROPOSED TRANSPORT ASSESSMENT

5.1 TRAFFIC MODELS

- 5.1.1 As previously advised, WSP | PB have been provided with a copy of the VISSIM model prepared by JMP as Consultants acting for Highways England which presents a validated Baseline traffic model at 2015. A Validation Report has been prepared and submitted to WSP | PB.
- 5.1.2 It is anticipated that the traffic data from this model will form the basis of the highway assessments that will be undertaken in order to consider the implications of the development. This data can be supplemented by further surveys as required.
- 5.1.3 We understand that the model provided deals with the area set out in Figure 5.1 which is an extract of Figure 1.1 of the JMP Validation Report.

Figure 5.1: - VISSIM Model Cordon.

Figure 1.1: 2015 South Staffordshire Model Coverage



- 5.1.4 In terms of work moving forward in relation to the WMI scheme, the model can be used for assessment purposes. We have been advised by JMP that the model runs to identify the future year traffic flow implications can be undertaken by JMP or by WSP | PB using the model provided.

- 5.1.5 A SATURN model has been prepared by Atkins acting for Highways England and the purpose of this model has been to forecast the changes in traffic flow that would arise as a consequence of the introduction of the M54 / M6 / M6 Toll link. The SATURN model assesses the effects of three route options for the introduction of the link road, together with a further variant. A forecast report has been prepared which has been supplied to WSP | PB and which provides the forecast traffic flows for two future year scenario's, these being 2021 and 2036. The Forecast report also provides traffic flows at these future years without the inclusion of the link road.
- 5.1.6 Specifically, the report provides details of traffic flows using the northern section of the A449 and the eastern section of the A5 on the approach to M6 Junction 12.
- 5.1.7 The output of the VISSIM model will be used to inform the detailed traffic modelling of the junctions that will form the highway network assessment cordon as well as assessing the development traffic implications as necessary. The data from the SATURN model will identify traffic adjustments that have been forecast arising from the introduction of the M54 / M6 / M6 Toll Link. The relevant adjustments identified by the model will be applied to the necessary links of the local network that will experience traffic changes arising from the scheme. These will be the A449 and the A5

5.2 APPROACH TO TRIP ATTRACTION

- 5.2.1 At the Scoping Meeting of 6 April 2016, it was confirmed that the proposed approach to trip attraction of the proposed SRFI would be based upon a traffic survey of existing traffic movements at the DIRFT SRFI located in Daventry, Northamptonshire.
- 5.2.2 DIRFT is a rail freight terminal including intermodal terminal, rail connected warehousing and standalone warehousing. It is located west of a junction on the motorway network, Junction 18 of the M1. Public transport to the site is limited and there are no built up areas within a reasonable walking distance. In these terms it is similar to WMI and therefore makes it a comparable site to WMI and suitable for using to establish SRFI trip generation.
- 5.2.3 Comments were made by SCC that clarification should be provided within the Scoping Note setting out why a traffic survey of DIRFT would provide a comparable approach upon which to base the forecast traffic of the WMI scheme.
- 5.2.4 It is important to clarify that the approach to trip attraction is proposed to be based upon surveys of existing traffic movements at DIRFT rather than focusing upon the approach to trip attraction that was adopted through the Transport Assessment prepared to support the recent DCO application for the DIRFT 3 expansion.
- 5.2.5 DIRFT is also located within the Midlands as is the case with the WMI proposal therefore from the regional context it can be seen to be comparable. It is also located in proximity to the Strategic Route Network (SRN) via Junction 17 of the M1. The WMI site also benefits from access to the SRN being located approximately 0.5 km from Junction 12 of the M6.
- 5.2.6 From the perspective of access to the work force, an assessment has been carried out of the working population surrounding both the WMI site and DIRFT. An assessment has been carried out to identify the proportion of the working population of the Census Middle Super Output Area (MSOA) within which the WMI site and the DIRFT sites are located. This also identifies details of the car ownership levels within each MSOA. This information is presented in Table 5.1 for the WMI Site and Table 5.2 for the DIRFT Site.

Table 5.1 Worker Population and Mode Share - WMI

LOCAL AUTHORITY: DISTRICT / UNITARY (PRIOR TO APRIL 2015)	WORKING POPULATION	PERCENTAGE WORKING WITHIN MSOA 006	CAR OWNERSHIP (%)	No. WORKING IN SS 006
South Staffordshire 006	4,415	8%	88.9	
South Staffordshire	36,453	25%	86.7	9113
Wolverhampton	108,004	23%	66.3	24841
Cannock Chase	38,814	10%	79.9	3881
Walsall	105,000	10%	71.2	10500
Lichfield	44,755	2%	86.5	895
Dudley	123,197	4%	77.1	4928
Sandwell	125,467	2%	66.1	2509
Birmingham	488,095	3%	64.2	14643
Stafford	67,178	5%	82.5	3359
Telford and Wrekin	83,177	3%	79.4	2495
Total	1,220,140			77165

Table 5.2 Worker Population and Mode Share - DIRFT

LOCAL AUTHORITY: DISTRICT / UNITARY (PRIOR TO APRIL 2015)	WORKING POPULATION	PERCENTAGE WORKING WITHIN MSOA 003	CAR OWNERSHIP (%)	No. WORKING IN DAV003
Daventry 003	7,699	6%	91.6	
Daventry	38,650	19%	88	7344
Rugby	47,452	32%	82.5	15185
Coventry	148,246	10%	67.9	14825
Northampton	118,778	7%	75.6	8314
South Northamptonshire	34,323	1%	90.8	343
Leicester	163,224	4%	63.1	6529
Harborough	42,180	3%	88.2	1265
Hinckley	42,514	3%	85.4	1275
Wellingborough	34,351	1%	78.9	344
Nuneaton	45,300	4%	77.6	1812
Kettering	42,290	1%	81.2	423
Total	765,007			57659

- 5.2.7 In terms of a comparison of the worker populations, the use of the DIRFT site for traffic attraction forecasts is considered appropriate for the following reasons.
- 5.2.8 Car ownership levels for both Census areas is broadly similar, with the main contributing Districts (10% or above) providing an average of 76% within Staffordshire 006 and 79% at Daventry 003.
- 5.2.9 When considering this comparison it should be considered that DIRFT provides the main source of employment within the Daventry 003 MSOA. There is an existing workforce already in place within Staffordshire 006 particularly within the Four Ashes Industrial Estate which reflects a mature employment area which has established over time bringing workers into this area. Both sites also have access to a significant level of resident population and thus workers.
- 5.2.10 Given the above, it is considered that the use of DIRFT represents the optimum basis upon which to base the traffic forecasts of the WMI proposal.

5.3 TRIP ATTRACTION

- 5.3.1 24hr vehicular trip generation for the development will be forecast using data recorded at an existing successful SRFI at Daventry, known as DIRFT together with specific forecast demand at WMI.
- 5.3.2 DIRFT is a rail freight terminal including intermodal terminal, rail connected warehousing and standalone warehousing. It is located west of a junction on the motorway network, Junction 18 of the M1. Public transport to the site is limited and there are no built up areas within a reasonable walking distance. In these terms it is similar to WMI and therefore makes it a comparable site to WMI and suitable for using to establish SRFI trip generation.
- 5.3.3 Surveys will be carried out across the DIRFT site to establish both number and type of vehicles arriving and leaving each warehouse in order to calculate a trip rate for both, employee vehicles and HGVs.
- 5.3.4 In order to account for the movement of vehicles within DIRFT and establish the proportion of internal trips (trips between warehouses and trips between the intermodal terminal and warehouses) Automatic Number Plate Recognition (ANPR) surveys will be carried out to track the movements of vehicles around the site.
- 5.3.5 It is proposed to carry out the following surveys
- 24hr Manual Classified Count at the access of each warehouse (or group of warehouses)
 - 24hr ANPR survey at the access of each warehouse (or group of warehouses), onto the public highway, at the access into / out of the Intermodal Terminal as well as on the road where vehicles leave the site
- 5.3.6 Using the known floor areas of the warehousing at DIRFT it will be possible to calculate a trip rate for employee vehicles and HGVs for both rail connected warehousing and standalone warehousing using the manual classified count at the entrance to each warehouse.
- 5.3.7 Using the ANPR survey it will be possible to calculate the proportion of these trips which are internal and remain on site. The trip generation can then be discounted by this proportion to establish the number of trips generated by WMI which impact on the external highway network.

- 5.3.8 In order to accurately predict the number of non-private car trips generated by WMI, it is proposed to use census data to establish the travel mode proportions for journeys to work in the area. This will include journeys by bus, walking, cycling, car passenger and taxi as well as by private car. Working back from the proposed number of employee private vehicle trips and the proportion of private vehicle trips, it will be possible to establish the number of journeys made by other modes.

5.4 APPROACH TO TRIP DISTRIBUTION AND ASSIGNMENT

- 5.4.1 Given the nature of the development, the distribution of development traffic will consist of two key components, this being the distribution of employee based vehicles and also HGV movements. These types of vehicles have different journey characteristics which influence travel behaviour and which need to be accounted for as part of the assessment of the highway implications of the scheme.

5.5 EMPLOYEE TRIP DISTRIBUTION

- 5.5.1 It is common practice to establish a development trip distribution using census data. Journey to work data provides information on the start and end point of a person's journey to work. For an employment site, this information is usually gathered for journeys to the area the site is located in, if there is sufficient development or a nearby area containing similar development. Given the level of workforce currently employed within the Census area within which the site is located, there is an existing workforce upon which the travel characteristics of the proposal can be based upon for assessment purposes. The journey to work census data includes a breakdown for all the different modes of travel so it is possible to establish a distribution for each mode.
- 5.5.2 In addition to journey to work data it is proposed to analyse unemployment data and use this to influence the trip distribution. It is assumed that a larger proportion of trips will come from areas where there are more workers available.

5.6 HGV TRIP DISTRIBUTION

- 5.6.1 To understand the likely distribution of the HGV trips to the intermodal terminal the DfT document 'Road Freight Statistics 2014' will be utilised. This document provides data on the volume of goods inbound and outbound to each region in the UK. At this time the 2014 document is the most recent available.
- 5.6.2 As WMI is located in the West Midlands region of the UK it is expected that it would result in a distribution pattern similar to the rest of the region.
- 5.6.3 It is anticipated that goods will be delivered into WMI and will be distributed by HGV from there. In order to calculate the distribution of goods outbound from WMI to all regions in the UK other than the West Midlands, information on outbound goods from the West Midlands region will be used.
- 5.6.4 The distribution of trips from WMI to destinations within West Midlands will be calculated using information on freight movements into the region from all other regions in the UK.
- 5.6.5 It is intended to use the same Road Freight Statistics data to establish a trip distribution for HGV trips generated by the onsite warehousing therefore the same methodology as detailed above for the intermodal terminal will be applied to the separate warehouse trips.

5.7 JUNCTION IMPACT

- 5.7.1 A junction impact review will be undertaken considering the traffic generated by the proposed development on the local highway network. The review will evaluate traffic flows, link capacities and the percentage of change seen as a result of the development in comparison to Baseline conditions.

5.7.2 The traffic derived for the proposed development will be added to forecast base traffic to analyse the future operation of key local junctions. It is proposed to assess the following junctions:

- A449 / B5012 Roundabout;
- Gailey roundabout;
- M6 Junction 12;
- M54 Junction 2;
- A5 / Vicarage Road;
- A449 / Vicarage Road;
- Proposed roundabout access from A5;
- Proposed access from A449;
- Proposed priority junction access from A5 and
- Proposed roundabout access from Vicarage Road.

5.7.3 The location of the junction assessments outlined above can be seen on Figure 6.

5.7.4 WSP | Parsons Brinckerhoff would welcome clarification that the extent of the Highway Assessment cordon is acceptable.

5.8 ASSESSMENT SCENARIO'S / FUTURE YEARS

5.8.1 An assessment will be carried out of the operation of the highway network under existing conditions. The traffic data to be utilised for this will be based upon the output of the VISSIM model, supplemented by further traffic surveys as necessary.

5.8.2 Circular 02/2013 requires that the implications consideration should be given to the future operation of the SRN during future years in order to forecast the implications of development proposals. The documents states at paragraph 25, page 7 that *"The overall forecast demand should be compared to the ability of the existing network to accommodate traffic over a period up to ten years after the date of registration of a planning application or the end of the relevant Local Plan whichever is the greater. This is known as the review period"*.

5.8.3 It is anticipated that the DCO application will be submitted in 2017. The plan period of the adopted South Staffordshire Core Strategy DPD runs to 2028. On this basis, a future year assessment of the development proposals should be prepared to include for the future year of 2028.

5.8.4 However, the Circular advises within the footnote of page 7 that:

"The length of the review period, at the discretion of the Secretary of State for Transport, can be amended for individual cases, where there is a wider political and economic imperative or, for example, where proposals will take a long time to develop fully. This would only be in exceptional circumstance."

5.8.5 In the case of SRFI's, following the example of DIRFT, it is known that these facilities take some time to mature in terms of the take up of units. This is primarily due to the fact that the construction of development floor area, rail facilities and Intermodal interchanges do take a period over different timescales. This approach was accepted by the Secretary of State in respect of the East Midlands Gateway SRFI.

- 5.8.6 The presence or otherwise of the Intermodal Interchange also has an influence on the trip attraction of the scheme. On a proportional basis, a lower level of trips would be expected once the Intermodal Interchange is present at an SRFI.
- 5.8.7 As sometime will elapse between the construction of the Intermodal Interchange and the full build of the development, it is considered and this will have an influence on the take up of the development and thus trip attraction.
- 5.8.8 It is therefore anticipated that the development would take some time until it is fully operational and as a consequence, this will need to be reflected in the year of assessment as the scheme is unlikely to be operating to its full capacity by 2028. Discussions within the wider project team have identified that the full year of operational capacity is anticipated to be in the region of 2036. An assessment of the implications of the scheme at this juncture is likely to be more realistic in terms of identifying the implications of the scheme than a 2028 assessment where a lower level of floor area would be occupied and the Intermodal Interchange may not have been operational for a sustained period of time.
- 5.8.9 In addition, the SATURN model provides traffic data for 2036 and this could inform the future year assessments. Therefore assessments undertaken at a future year of 2036 would align with work previously undertaken for Highways England.
- 5.8.10 We would therefore suggest that a future year assessment of the development at 2036 would be more realistic than 2028. We would welcome clarification of this approach.

5.9 COMMITTED DEVELOPMENT

- 5.9.1 In relation to committed development, regard will be given to the necessary schemes that benefit from a resolution to grant planning consent or which are the subject of a current planning application. This traffic will be included within the assessment of the traffic implications of the scheme. It is anticipated that the main concern from the perspective of committed development will concern the consented development at the Bericote site. We would welcome clarification of any other specific committed developments that should be allowed for within the assessment of traffic impacts.

5.10 IMPROVEMENT SCHEMES

- 5.10.1 Highways England invests in improvements to the SRN throughout the UK. Identified below are schemes which are either complete, being implemented or are planned for the SRN in the vicinity of Birmingham and WMI.
- 5.10.2 The following schemes have been recently completed:
- SMART Motorways between M6 J10a and J13
 - Improvements to M54 J2
 - SMART Motorways between M6 J5 and J8
 - SMART Motorways between M6 J8 and J10a
 - Improvements to M6 J17
 - Improvements to M6 J16

5.10.3 The following schemes are currently being implemented:

- SMART Motorways between M6 J16 and J19
- SMART Motorways between M5 J6 and J4a
- Improvements to A45 / A46 junction
- Improvements to M1 J19

5.10.4 The following schemes are planned:

- M54 to M6 / M6 Toll
- SMART Motorways between M6 J13 and J15
- SMART Motorways between M6 J2 and J4
- Improvements to M42 J6
- Improvements to M6 J10
- Improvements to A46 and its junctions through Coventry
- SMART Motorways at M40 / M42 Interchange
- Improvements to M5 J5, J6 and J7

5.10.5 The locations of these improvements are shown on Figure 7, attached.

5.10.6 These improvements, along with the introduction of a network of SRFIs, will aid the flow of traffic and reduce congestion on the SRN around the West Midlands.

5.10.7 One of the schemes directly beneficial to WMI is the proposed M54 to M6 Link Road. This is likely to remove traffic from the A5 and A449 in the vicinity of WMI, reducing congestion at the Gailey roundabout and along both roads. This will assist in improving journey reliability for existing local traffic and proposed users of WMI.

Appendix A

**MINUTES OF MEETING WITH HIGHWAYS ENGLAND AND
STAFFORDSHIRE COUNTY COUNCIL**

MEETING NOTES



Job Title	West Midlands Interchange Strategic Rail Freight Interchange
Project Number	70001979
Date	06 April 2016
Time	1300
Venue	WSP Parsons Brinckerhoff Birmingham
Subject	Transport Aspects of Proposals for Strategic Rail Freight Interchange (Land to the South East of A449/A5 Junction)
Client	Four Ashes Ltd
Present	Neil Hansen – Highways England (NH) Simon Hawe – Staffordshire County Council (SH) Neil Findlay - WSP Parsons Brinckerhoff (NF) Ian Fielding - WSP Parsons Brinckerhoff (IF)
Apologies	None
Distribution	As above plus: Project Team

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MATTERS ARISING	ACTION
1.0 INTRODUCTIONS	
1.1 The purpose of the meeting was to commence dialogue with both Highways England and Staffordshire County Council, describe the proposals and advise of the work that will be undertaken in order to deal with the transport impacts of the scheme. Whilst initial material had been submitted to the Stakeholders, it was envisaged that a more detailed Scoping Note would be issued which will develop issues arising from the discussions.	
1.2 NH explained that the role of Highways England was to manage the operation of the Strategic Route Network (SRN) and support sustainable growth whilst following Government Policy.	
1.3 Previous meetings have been held between the scheme Planning Consultant (Quod), the host Planning Authority, South Staffordshire District Council and Staffordshire County Council as Strategic Planning Authority.	
2.0 SCHEME PROPOSALS & DEVELOPMENT CONSENT ORDER APPLICATION	
2.1 The outline of the scheme was discussed with the provision of direct rail access, the Intermodal Terminal and supporting B8 warehouse units. It was explained that the full site assembly has yet to be finalised with some further land to the south east that may ultimately form part of the development.	
2.2 NH was keen to understand the position in terms of consultation with Network Rail and requested details of the contact with whom the Project Team have been discussing matters as it relates to this scheme. * Post Meeting Note – Network Rail Contact is Guy Bates (guy.bates@networkrail.co.uk)	WSP PB
2.3 NH is keen to understand the position reached in terms of Rail as it relates to the scheme and the principles of the provision of rail access. It was suggested that WSP PB would keep Highways England appraised in this regard. NH is keen to present a consistent message together with Network Rail.	WSP PB
2.4 The requirement for all matters to be agreed prior to the DCO examination was stressed and NH understands the need for this and has also been involved with	

MATTERS ARISING	ACTION
the DCO process for DIRFT.	
2.5 Stage 1 Consultation is due to commence in June 2016 with the DCO Application to be submitted in September 2017.	
3.0 WHAT IS A STRATEGIC RAIL FREIGHT INTERCHANGE	
3.1 NF explained the rationale of SRFI and the ethos that these facilities distribute goods to both local and national market places. There is a need for these facilities to be located in proximity to the Motorway Network for onward distribution of goods. There is also recognition that there is a need for a network of SRFI facilities throughout the UK in order to allow them to operate to their full potential and achieve a shift away from road based freight. Whilst the recession slowed growth of SRFI, this is now gaining pace given the expansion of DIRFT and the East Midlands Gateway approval.	
3.2 It was stressed that SRFI have bespoke traffic characteristics and given the presence of Intermodal Terminals differ in terms of their travel characteristics from typical B8 facilities given the greater opportunity for sustainable delivery.	
4.0 PROPOSED FORM OF ACCESS	
4.1 Details of the proposed form of access were presented these being as follows:- → Roundabout access from A5; → Roundabout or signal access from A449 via Gravelly Way; → Roundabout access from Vicarage Road; and → Priority Junction with A5.	
4.2 Discussions were held in respect of each option.	
Roundabout via A5	
4.3 Access from the north is proposed by way of a three arm roundabout with the A5. NH initially felt that the junction maybe too close to M6 junction 12. It was discussed that the proposed junction is over 500 metres from the grade separated junction.	
4.4 The commercial need for good access from this direction was stressed and NH appreciated this when it was explained that some existing junctions may be closed off in the future as part of the site assembly.	
Access from A449	
4.5 The need for a secondary access from this direction via the existing Gravelly Way junction was expressed particularly in order for traffic with a south westerly origin / destination to avoid the Gailey Roundabout. SH advised that SCC are introducing the works to convert the Gravelly Way junction to traffic signal control as part of the Bericote consent and are being delivered by the County on behalf of Highways England. These works would also see Gravelly Way brought up to adoptable highway standard.	
4.6 NH advised that his preference would be for the introduction of a roundabout at this junction.	
Roundabout Access from Vicarage Road	
4.7 NF made the case that there is a need for a permeable site access from operators and there is also the potential land to the south east so therefore an access is desirable from this direction.	
4.8 NH felt that access from this direction could put pressure on the A5 junction with Vicarage Road and this would need to be investigated. Access from this direction should not be the primary access and should accommodate limited HGV traffic.	

MATTERS ARISING	ACTION
<p>The restricted height railway bridge was discussed and a clear strategy would be needed to ensure inappropriate vehicles did not travel in this direction.</p>	
<p>A5 Access – Priority Junction</p>	
<p>4.9 NH view is that the number of new junctions to be introduced on the Strategic Highway Network should be limited particularly when available routes would exist – ie the new roundabout.</p>	
<p>4.10 Whilst access from this route is not being ruled out at this stage, a strong case would be needed if this is to be considered further. Showing a net reduction in points of access with the A5 would help with the case.</p>	
<p>4.11 IF suggested whether the closure of adjacent points of access would assist here, particularly if further land could be brought into the site assembly? This would ultimately need to be considered further in due course.</p>	
<p>4.12 SH questioned whether the new roads that would come forward would be offered for adoption? At this stage this is uncertain, but provision of an adopted route might have advantages as it could offer an unsigned alternative route for traffic travelling to/from the south west in order to avoid the Gailey Roundabout. SH was not uncomfortable with the provision of an adopted route provided through the site. NH advised that the A449 is the diversion route for traffic in the event that the M6 was closed.</p>	
<p>4.13 A discussion was also held as to whether Haulage Tractors associated with the development and which are used by operators at SRFI facilities could use the public highway. SH advised that this would require further consideration.</p>	
<p>4.14 SH was keen to understand whether provision would be made for accommodating HGV parking, particularly overnight. There may be a requirement on carriageway HGV parking restrictions if the new road were adopted. Thought may be needed as to whether a specific parking area could be provided for HGV layover given the proximity to the M6.</p>	
<p>4.15 Non car access was discussed and particularly the need to provide connections to existing and proposed cycle facilities. Matters were also discussed in respect of on site cycle facilities and whether on carriageway facilities would suffice? SH view was that this is best provided off carriageway. Shared cycle/footway routes provided with a width of 4 metres provided along one side of the carriageway should be considered, as these have been used successfully elsewhere in the County. Further footway provision should also be allowed for the adjacent side of the carriageway. Thought should also be given to providing connections to the Canal.</p>	
<p>4.16 NF advised that some aspects of the development would need to be gated, particularly the individual units and the Intermodal Terminal. This is needed for security and customs purposes given that some goods would arrive via the continent.</p>	
<p>4.17 In terms of non-car access, it was explained that at this stage, it is unknown whether bus operators would come onto the site. Experience from elsewhere has shown that the provision of specific operator shuttle buses allows bespoke non car travel arrangements to be provided and which can be tailored to employee catchments and worker shift patterns.</p>	
<p>5.0 STRATEGIC MODELS AND COMMITTED DEVELOPMENT</p>	
<p>5.1 NH provided details of the contacts at Highways England who run their models (JMP and Atkins) and suggested contact be made with them to understand what allowances are included within the models and whether they are suitable for use as part of our work.</p>	WSP PB

MATTERS ARISING	ACTION
6.0 COMMITTED STRATEGIC ROUTE NETWORK IMPROVEMENT SCHEMES	
6.1 NH suggested that the Highways England website is the best source of information as to the status of current and planned schemes. It was felt that providing the schedule of improvements schemes WSP PB have identified within the Scoping Note would be beneficial.	
6.2 A discussion was also held in respect of the document RIS document "Post 2020: Planning Ahead" which explains the next steps arising from RIS1 as it leads towards RIS2.	
7.0 M54 / M6 / M6 TOLL LINK	
7.1 As the M54 / M6 / M6 Toll link is committed, it was NH's view that capacity assessment work should allow for the inclusion of this scheme.	
7.2 However, as there is always some uncertainty as to the delivery of such schemes and funding, it is NH view that an answer that addresses the position if the scheme is not forthcoming should be provided as part of the assessment work.	
7.3 However reference to this committed scheme should be included in the Scoping Note.	
7.4 In terms of the status of the scheme, whilst it is committed, further work is currently being undertaken in respect of route options and consultation.	
8.0 GAILEY ROUNDABOUT	
8.1 Monies had been set aside from the i54 development to provide for improvements along the A449 corridor. It is also understood that monies have been set aside from the Bericote consent. Whilst some preliminary design work has been undertaken, there is no specific scheme available at this moment in time.	
9.0 YEAR OF SCHEME OPERATION AND REQUIRED ASSESSMENT YEARS	
9.1 NF suggested that a year of opening assessment may not be particularly helpful in respect of this site as it takes some time for SRFI's to mature in terms of floor area occupancy and for full take up of the rail offer. Therefore there would be merit in undertaking a future year assessment sometime post 2030 and which would be more likely to align with the output of strategic traffic models.	
9.2 NH view was that a proposed year of assessment should be provided within the Scoping Note and this could be discussed further in due course.	WSP PB
10.0 PROPOSED METHOD OF ASSESSMENT OF TRIP ATTRACTION	
10.1 NF advised that the approach we would be making for trip attraction of the scheme would be by way of a survey of the DIRFT complex. From reviews of previous work that has been carried out, it is considered that this is the most comparable operation and would present the most up to date data upon which to base an assessment.	
10.2 SH felt that details should be provided within the Scoping Note explaining the comparability of the DIRFT site to WMI, particularly in terms of adjacent population and sources of potential employees.	
10.3 With regard to the distribution of trips, this would be twofold; employee trips would be based upon an assessment of Census Journey to Work data and employee catchments whilst HGV trips would be based upon market forecasts.	
10.4 Essentially, all information in this respect should be included within the Scoping	WSP PB

Meeting Notes

MATTERS ARISING	ACTION
Notes where it will be reviewed by Highways England and SCC.	
11.0 KEY JUNCTIONS FOR ASSESSMENT	
11.1 NH felt the key junctions from the Strategic point of view would be M6 Junction 12, i54 junction, Gailey Roundabout and A5 / Vicarage Road. SH was of the view that it would be useful to understand the traffic implications in terms of vehicle changes first before committing to this further.	
11.2 Details of the proposed network for assessment should be included within the Scoping Note.	
12.0 POTENTIAL DE TRUNKING OF A5 / A449	
12.1 NF raised the potential of whether the A5 and A449 would remain as part of the Strategic Route Network in the event that the M54 / M6 / M6 Toll link were to come forward. This matter was raised by Planning Officers of SCC at the meeting held with Quod in March 2016.	
12.2 NH's understanding was that Highways England does not currently envisage de-trunking parts of their current network, particularly as they are now a commercial operation. However NH felt it is worth writing to him on this point so a formal response could be made.	WSP PB
12.3 NF had raised this point as from his perspective it would be useful to understand whether a less onerous approach to access could be taken if the A5 in particular was de-trunked and whether a greater number of access points could thus be introduced.	
12.4 SH was of the view that if the A5 were to become a County road, it would still be a primary route and would more than likely be treated in the same way as if it were still part of the SRN, particularly if there was the opportunity to serve the site via an alternative option.	
13.0 TRAFFIC SURVEY REQUIREMENTS	
13.1 The need to undertake surveys may to some degree be influenced by the availability of model data but any new turning counts should be supplemented by queue length data and validated by weekly counts which could be provided by way of vehicle detection loops.	
14.0 ANY OTHER BUSINESS	
14.1 No items raised	
15.0 NEXT STEPS	
15.1 WSP PB to prepare a Scoping Note for issue to both NH and SH	WSP PB

Appendix B

MASTERPLAN

Notes:
 Contractors must verify all dimensions on site before commencing any work on site drawings. This drawing is not to be scaled. Use figured dimensions only.
 Subject to statutory approvals and survey.
 Areas:
 Building areas are liable to adjustment over the course of the design process due to the ongoing construction-related developments.

Key

-  Existing Canal
-  Existing landscape retained
-  Proposed water attenuation lagoons & swales
-  Proposed New Landscape
-  Rail Infrastructure
-  Road Infrastructure

0m 50m 100m 200m 500m

Schedule of Accomodation

- Plot 1010 - 44,148sqm / 475,209sqft
- Plot 1020 - 32,461sqm / 349,410sqft
- Plot 1030 - 75,598sqm / 813,737sqft
- Plot 1040 - 34,418sqm / 370,475sqft
- Plot 2010 - 50,017sqm / 538,383sqft
- Plot 3010 - 47,108sqm / 507,071sqft
- Plot 3020 - 36,173sqm / 389,366sqft
- Plot 3030 - 91,631sqm / 986,316sqft
- Plot 4010 - 60,234sqm / 648,359sqft
- Plot 4020 - 67,809sqm / 729,896sqft
- Plot 4030 - 76,528sqm / 823,747qft
- Plot 4040 - 69,931sqm / 752,737sqft
- Plot 5010 - 35,853sqm / 385,922sqft
- Plot 5020 - 48,627sqm / 523,421sqft
- Plot 5030 - 17,523sqm / 188,618sqft

Total GIA - 788,059sqm / 8,482,667sqft

06 Plot 1010 & 2010 updated, rail terminal revised and notes updated	02.06.16	PMJS
05 Graphics updated	27.05.16	PMJS
04 Terminal layout updated, 5000 units amended, notes added	26.05.16	PMJS
03 Terminal Containers Revised; Swales Amended;	20.05.16	SM
02 Notes updated	20.05.16	PMJS
01 First Consultation Issue	18.05.16	SM

ILLUSTRATIVE

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Project Job Number 4049
 WEST MIDLANDS INTERCHANGE STAFFORD

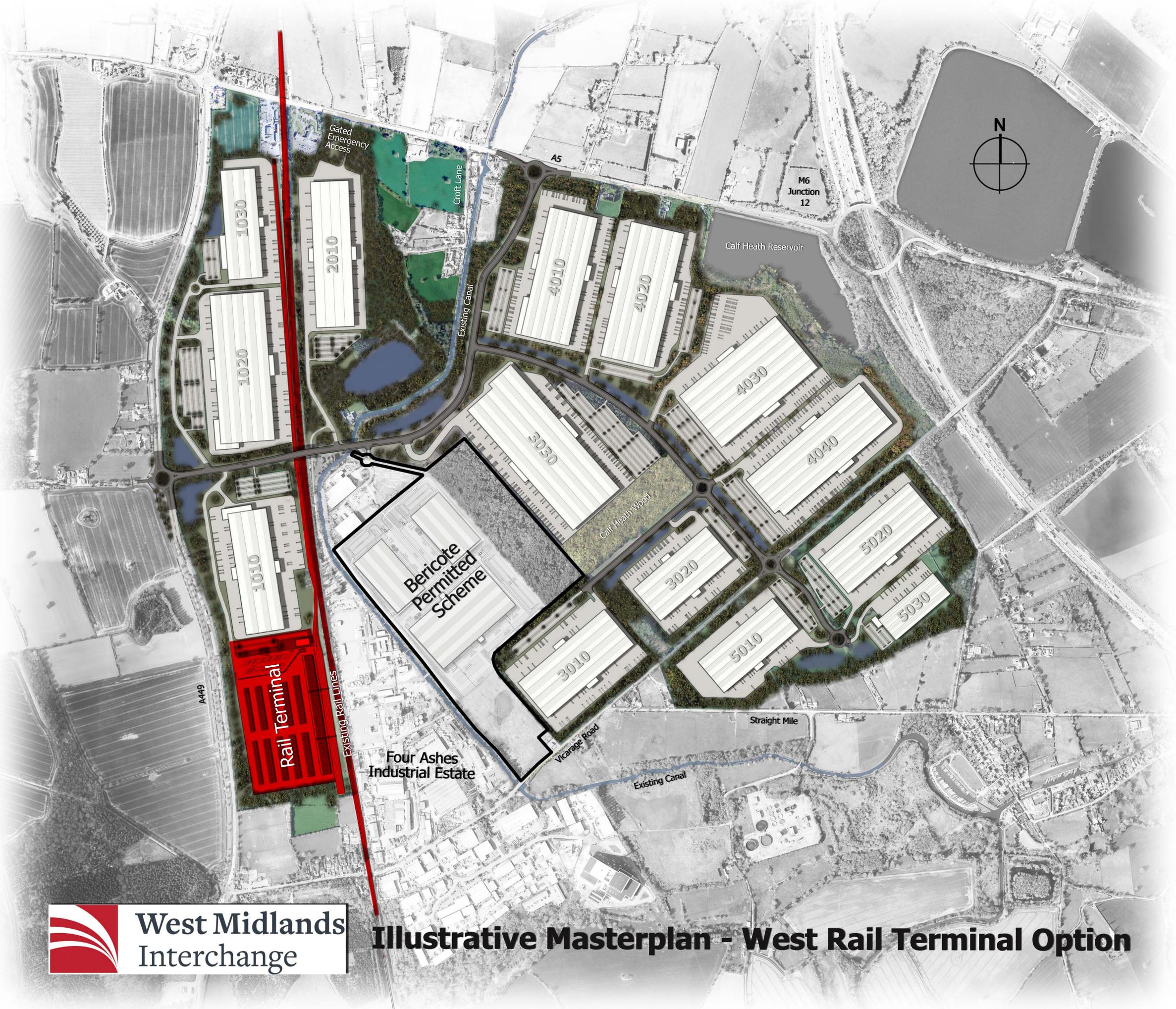
Client **West Midlands Interchange**

Drawing Title Drawing Size A1
 ILLUSTRATIVE MASTERPLAN WEST RAIL OPTION

Drawn SM	Date 18.05.16	Scale 1/5000	Client 4049
Reviewed by PMJS	Drawing No. 4049-100	Rev. 06	



Illustrative Masterplan - West Rail Terminal Option



Notes:
Contractors must verify all dimensions on site before commencing any work or site drainage. This drawing is not to be scaled. Use figured dimensions only.
Subject to statutory approvals and surveys.

AREAS
Building areas are liable to adjustment over the course of the design process due to the ongoing construction detailing developments.

Key

-  Existing Canal
-  Existing landscape retained
-  Proposed water attenuation lagoons & swales
-  Proposed New Landscape
-  Rail Infrastructure
-  Road Infrastructure

0m 50m 100m 200m 500m

Schedule of Accomodation

- Plot 1010 - 59,844sqm / 644,160sqft
- Plot 1020 - 61,982sqm / 667,174sqft
- Plot 1030 - 75,598sqm / 813,737sqft
- Plot 1040 - 34,418sqm / 370,475sqft
- Plot 2010 - 50,017sqm / 538,383sqft
- Plot 3010 - 47,108sqm / 507,071sqft
- Plot 3020 - 54,760sqm / 589,436sqft
- Plot 4010 - 109,014sqm / 1,173,427sqft
- Plot 4020 - 60,556sqm / 651,825sqft
- Plot 4030 - 60,076sqm / 646,658sqft
- Plot 4040 - 59,276sqm / 638,047sqft
- Plot 5010 - 35,853sqm / 385,922sqft
- Plot 5020 - 48,627sqm / 523,421sqft
- Plot 5030 - 17,523sqm / 188,618sqft

Total GIA - 774,652sqm / 8,338,354sqft

06 Rail terminal updated and notes & graphics revised	02.06.16 PMJS
05 Graphics Updated	27.05.16 PMJS
04 Terminal Layout Updated; 500 Units Updated; Notes Added	26.05.16 SM
03 Terminal Updated; Swales Amended; Secondary Exit from 2010 Added	20.05.16 SM
02 Notes Updated	20.05.16 PMJS
01 First Consultation Issue	18.05.16 PMJS

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Project Job Number 4049
WEST MIDLANDS INTERCHANGE STAFFORD

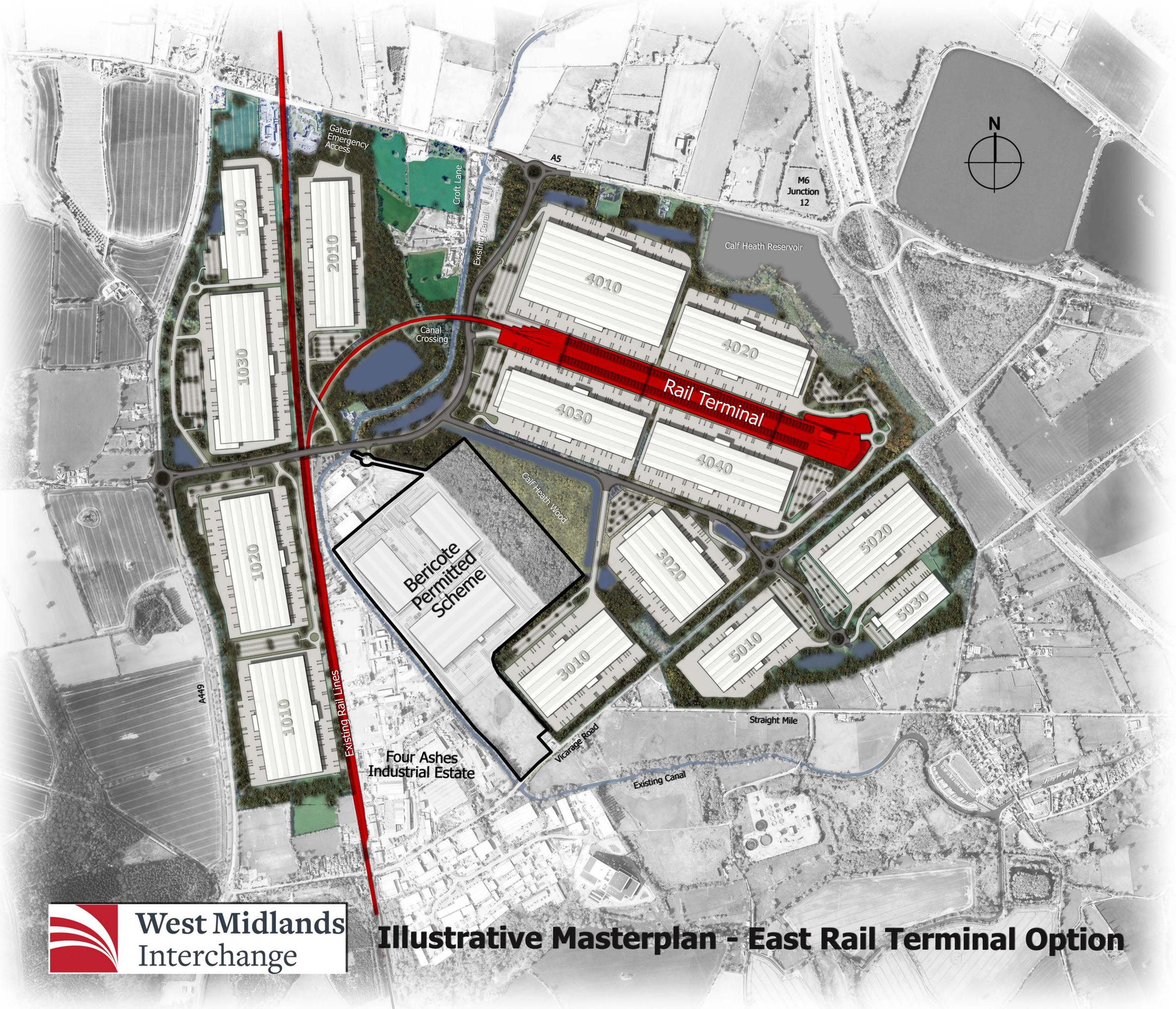
Client **West Midlands Interchange**

Drawing Title Drawing Size A1
ILLUSTRATIVE MASTERPLAN EAST RAIL OPTION

Drawn PM	Date 18.05.16	Scale 1/5000	Code 4049
Reviewed by PMJS	Drawing No. 4049-200	Rev. 06	

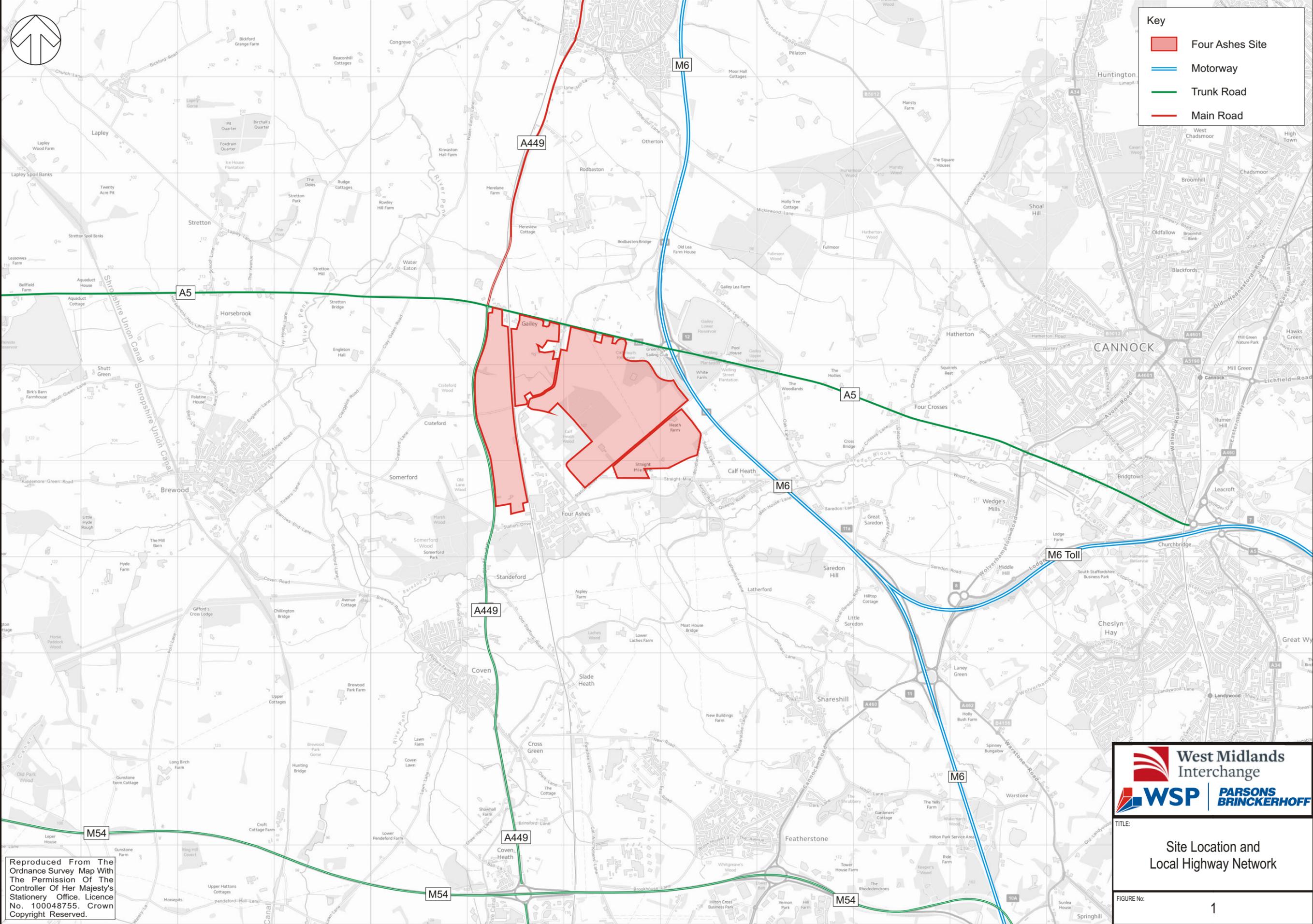


Illustrative Masterplan - East Rail Terminal Option



Appendix C

FIGURES AND DRAWINGS



Key

- Four Ashes Site
- Motorway
- Trunk Road
- Main Road



West Midlands Interchange

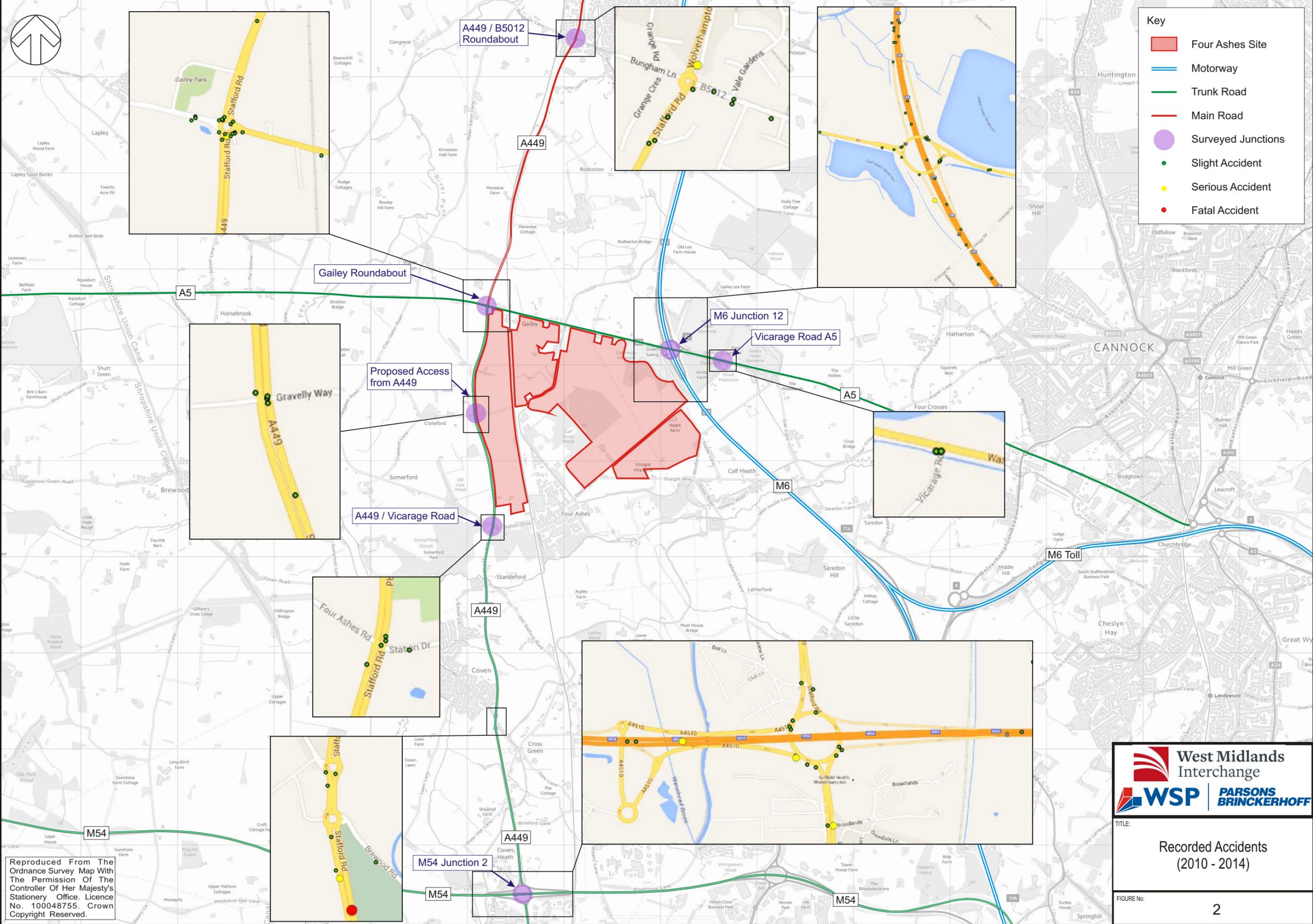



TITLE:
Site Location and Local Highway Network

FIGURE No: 1

S:\70001979 - Four Ashes SRF\IE Models and Drawings\Development\COREL

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Key

- Four Ashes Site
- Motorway
- Trunk Road
- Main Road
- Surveyed Junctions
- Slight Accident
- Serious Accident
- Fatal Accident

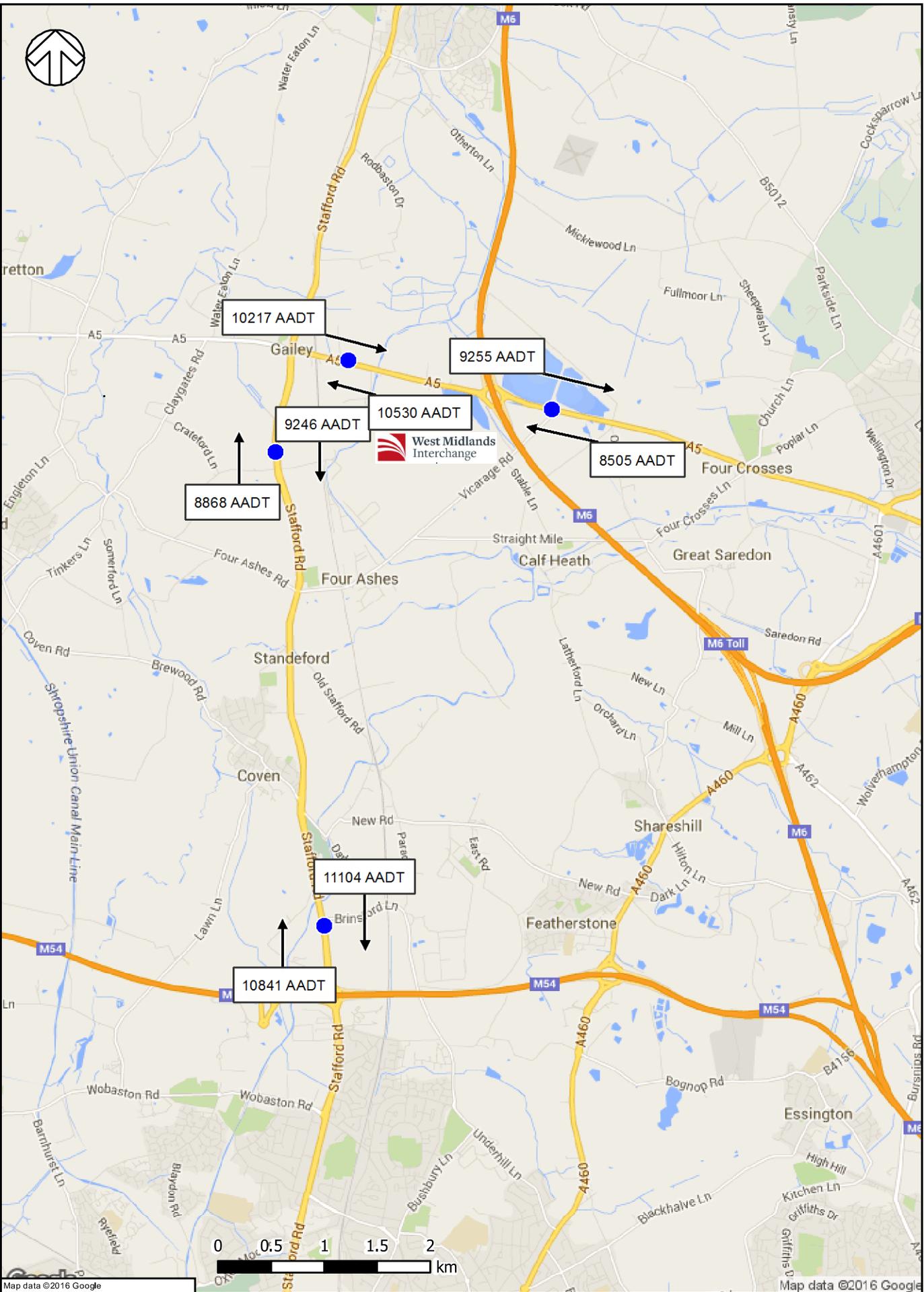
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West Midlands Interchange

TITLE:
Recorded Accidents (2010 - 2014)

FIGURE No: 2



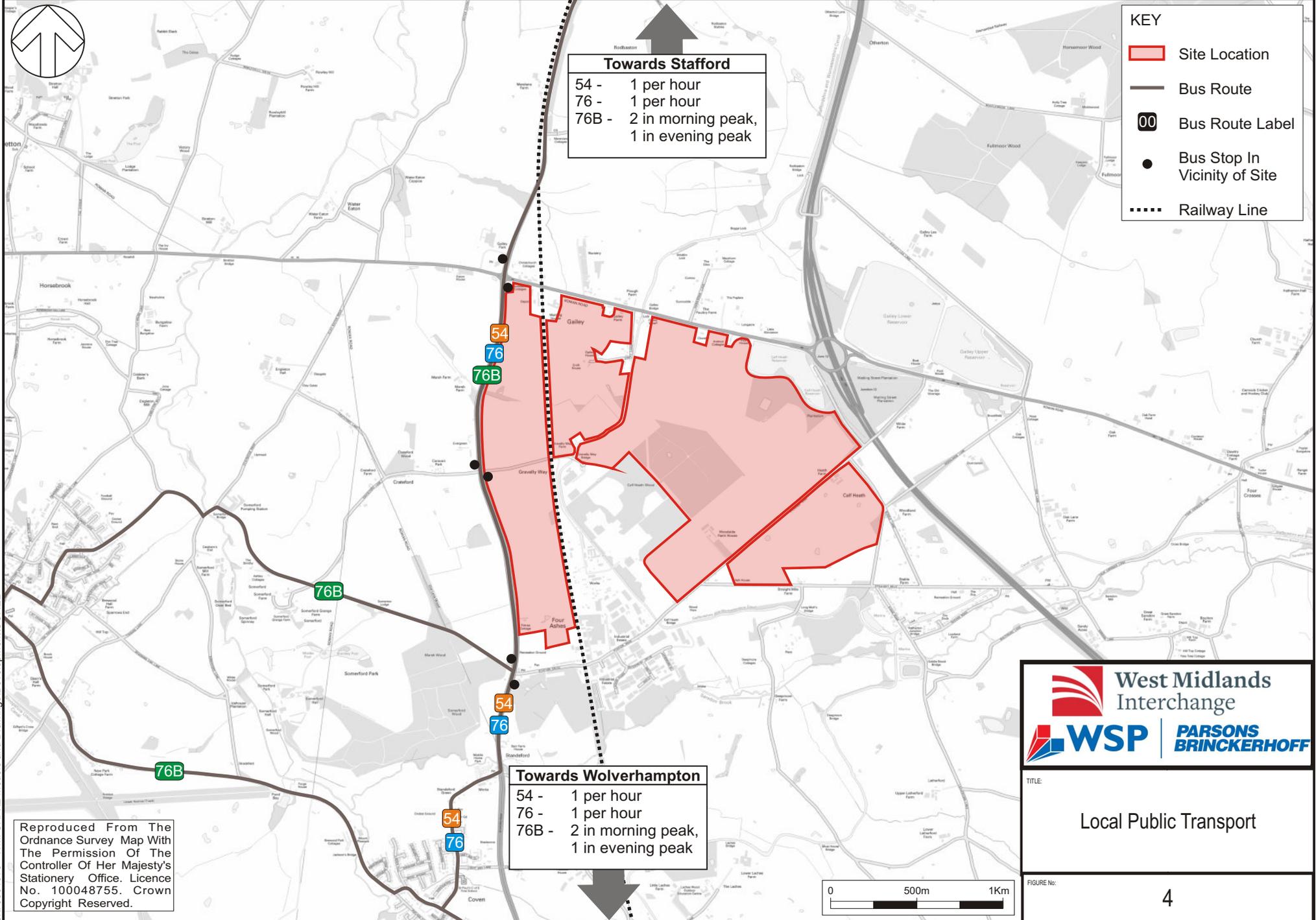


Towards Stafford

54 - 1 per hour
 76 - 1 per hour
 76B - 2 in morning peak,
 1 in evening peak

KEY

- Site Location
- Bus Route
- 00 Bus Route Label
- Bus Stop In Vicinity of Site
- Railway Line



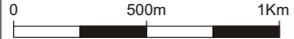
Towards Wolverhampton

54 - 1 per hour
 76 - 1 per hour
 76B - 2 in morning peak,
 1 in evening peak

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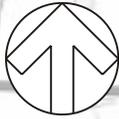
TITLE:
 Local Public Transport

FIGURE No:
 4



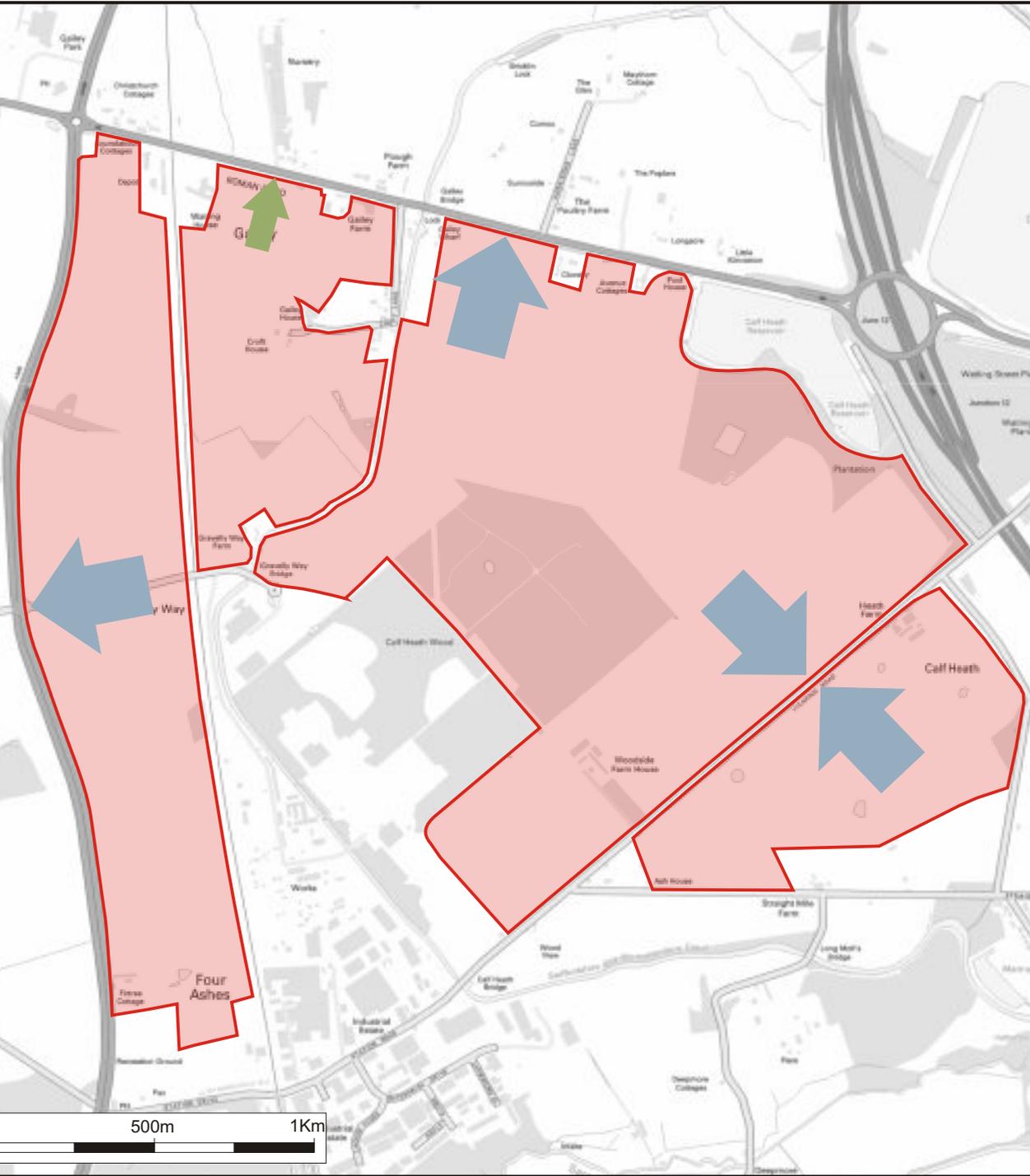
S:\70001979 - WMI SRFIE Models and Drawings\Development\COREL

S:\01-Prospects\DEVELOPMENT New Bids\7000\1979-Four Ashes SRFIE Models and Drawings\Development\CORELL\1979-Fig1-Site Location.cdr

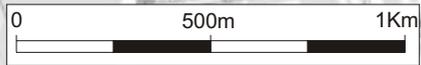


KEY

-  Site Boundary
-  Indicative Site Access Point
-  Emergency Access



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TITLE:

 Indicative Site Access Points

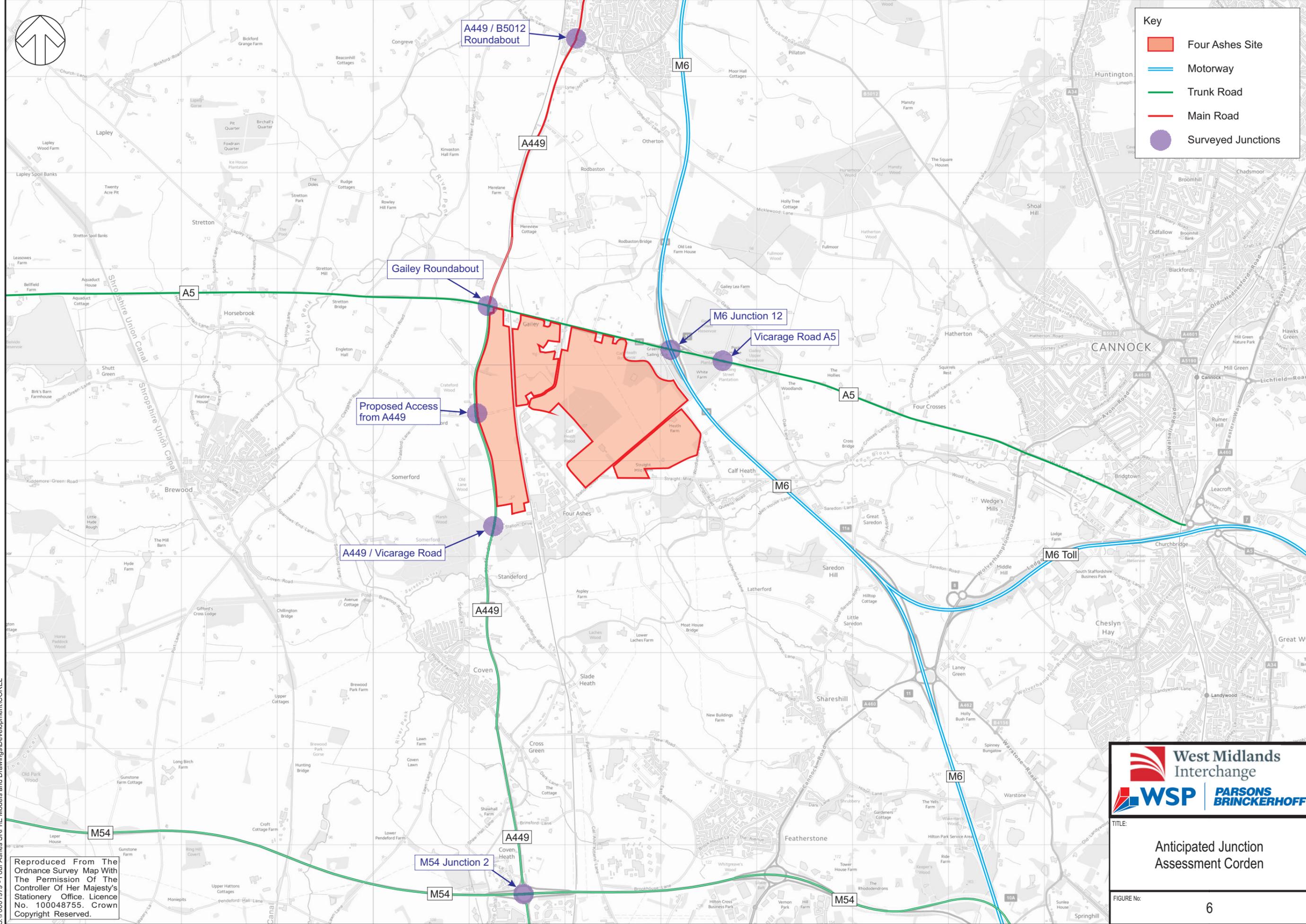
FIGURE No:

 5



Key

- Four Ashes Site
- Motorway
- Trunk Road
- Main Road
- Surveyed Junctions

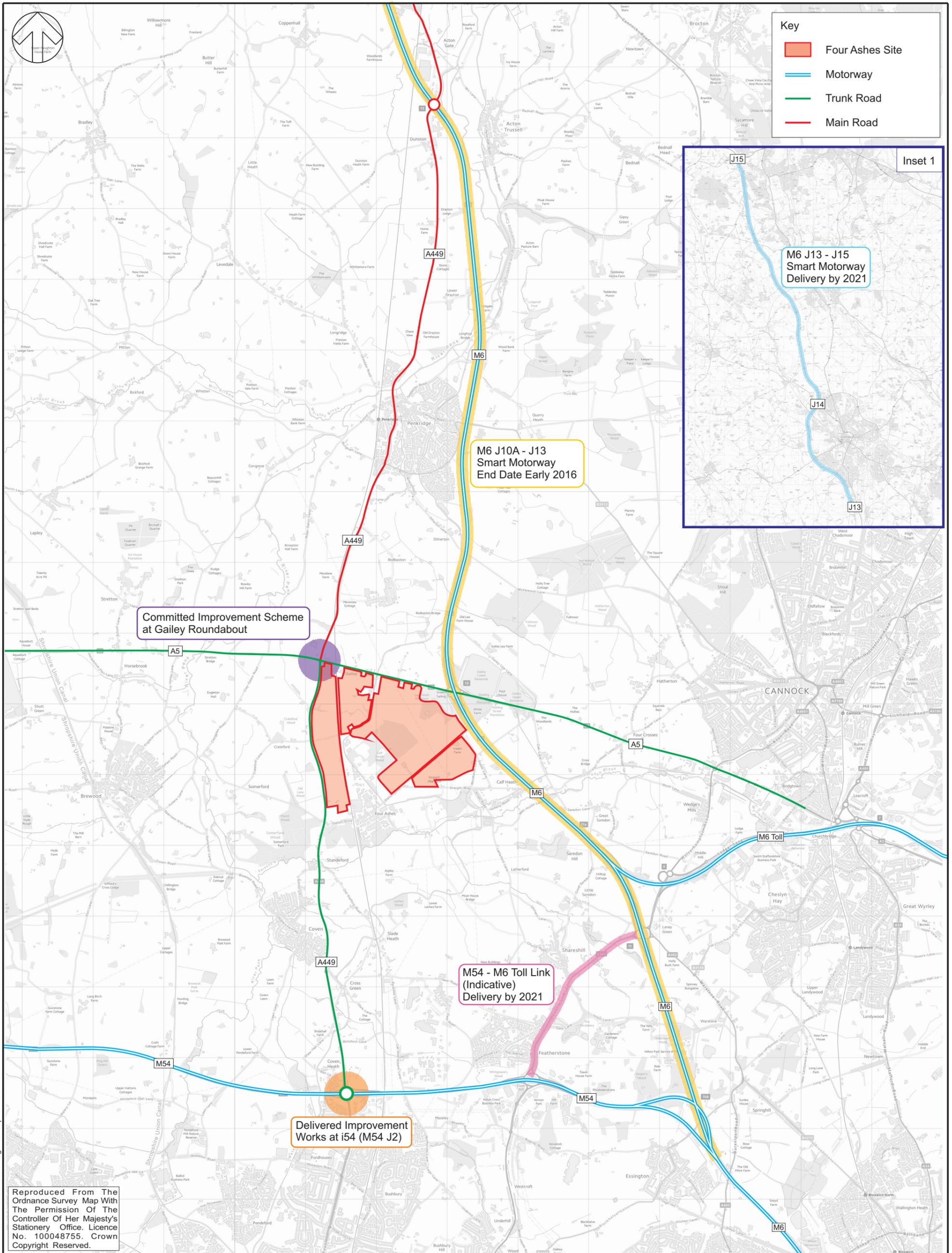


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TITLE:
Anticipated Junction Assessment Corden

FIGURE No: **6**



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KEY

 HIGHWAY BOUNDARY

Homestead

Shelter

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A	23/02/16	RJM	ISSUED FOR	IF	NF
SCALE @ A3:		CHECKED:	APPROVED:		
1:1000		LB	NF		
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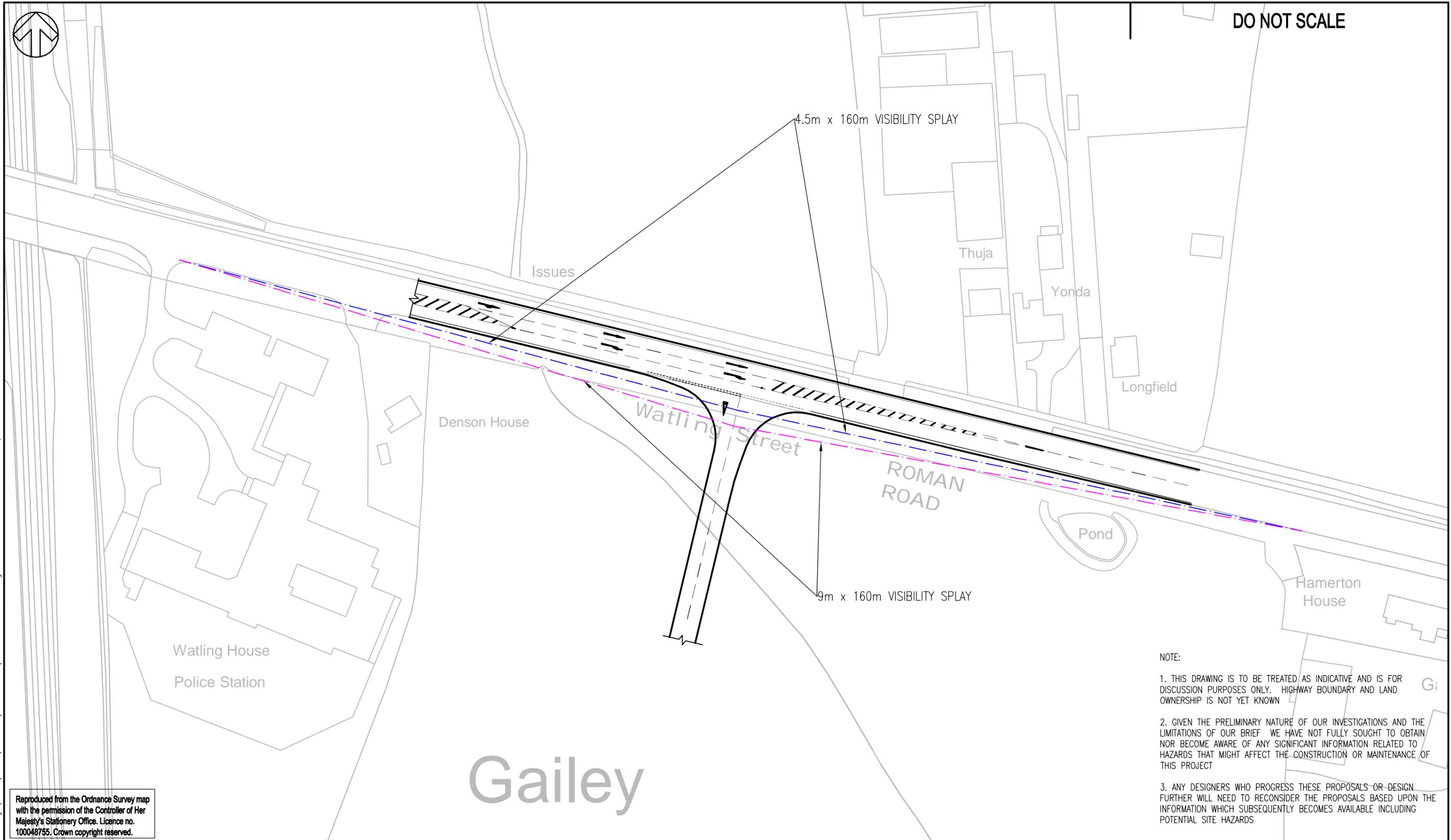
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PROJECT: WMI SRFI		
TITLE: A449 SITE ACCESS		
CLIENT:  West Midlands Interchange	CAD FILE: 70001979-SK-002.DWG	DESIGN-DRAWN: RJM
ARCHITECT:	PROJECT No: 70001979	DATE: February 16
	DRAWING No: 70001979-SK-002	REV: B

S:\70001979 - WMI SRFI\LE Models and Drawings\Development\AUTOCAD\SK Sketches\70001979-SK-002.dwg 02/06/2016 11:30:21 Marsland, Richard



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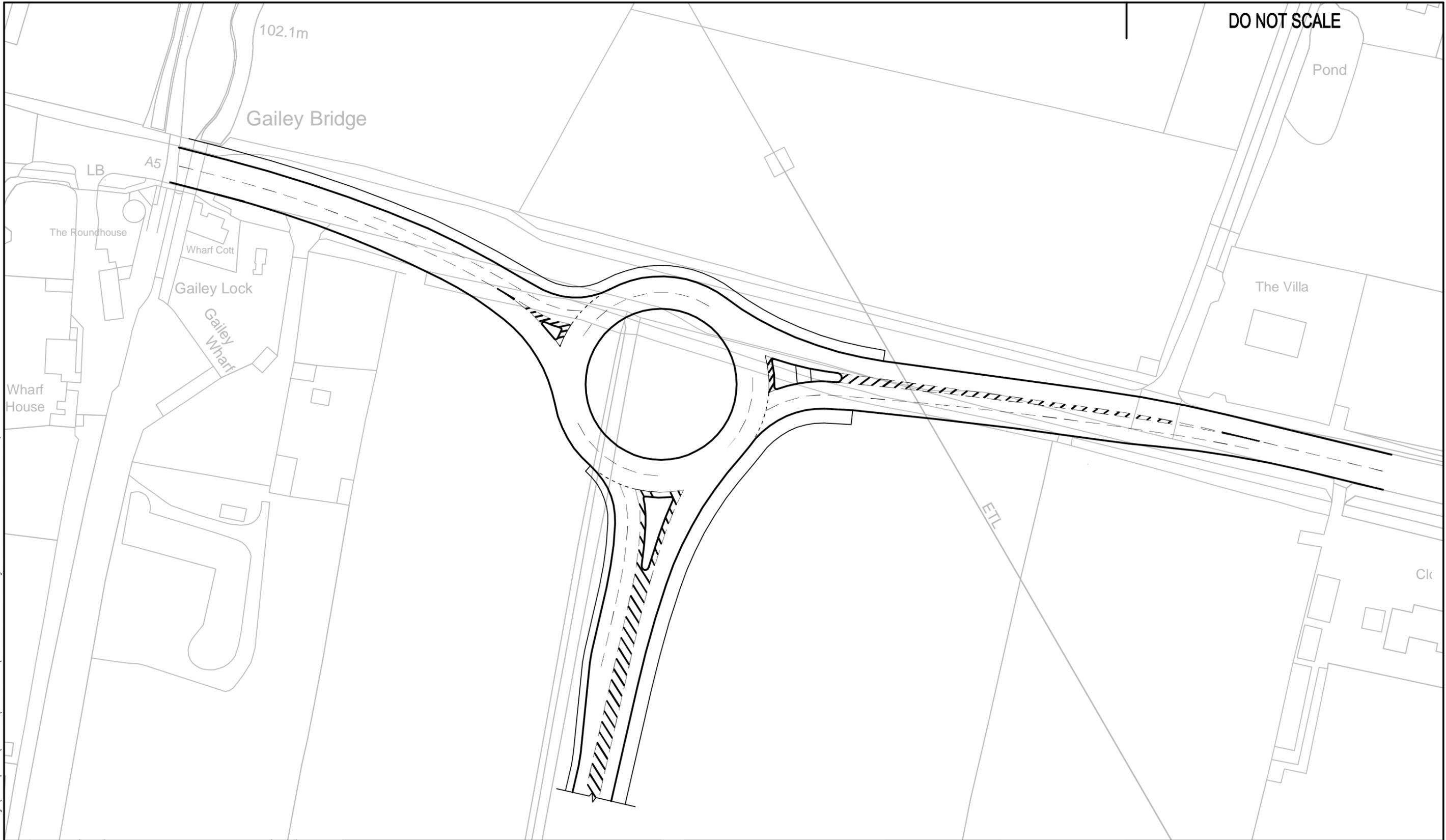
ARCHITECT: West Midlands Interchange

PROJECT: WMI SRFI

TITLE: A5 SECONDARY ACCESS, GHOST JUNCTION

SCALE @ A3: 1:500	CHECKED: LB	APPROVED: NF
CAD FILE: 70001979-SK-003.DWG	DESIGN-DRAWN: RJM	DATE: March 16
PROJECT No: 70001979	DRAWING No: 70001979-SK-003	REV: A
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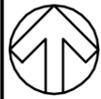
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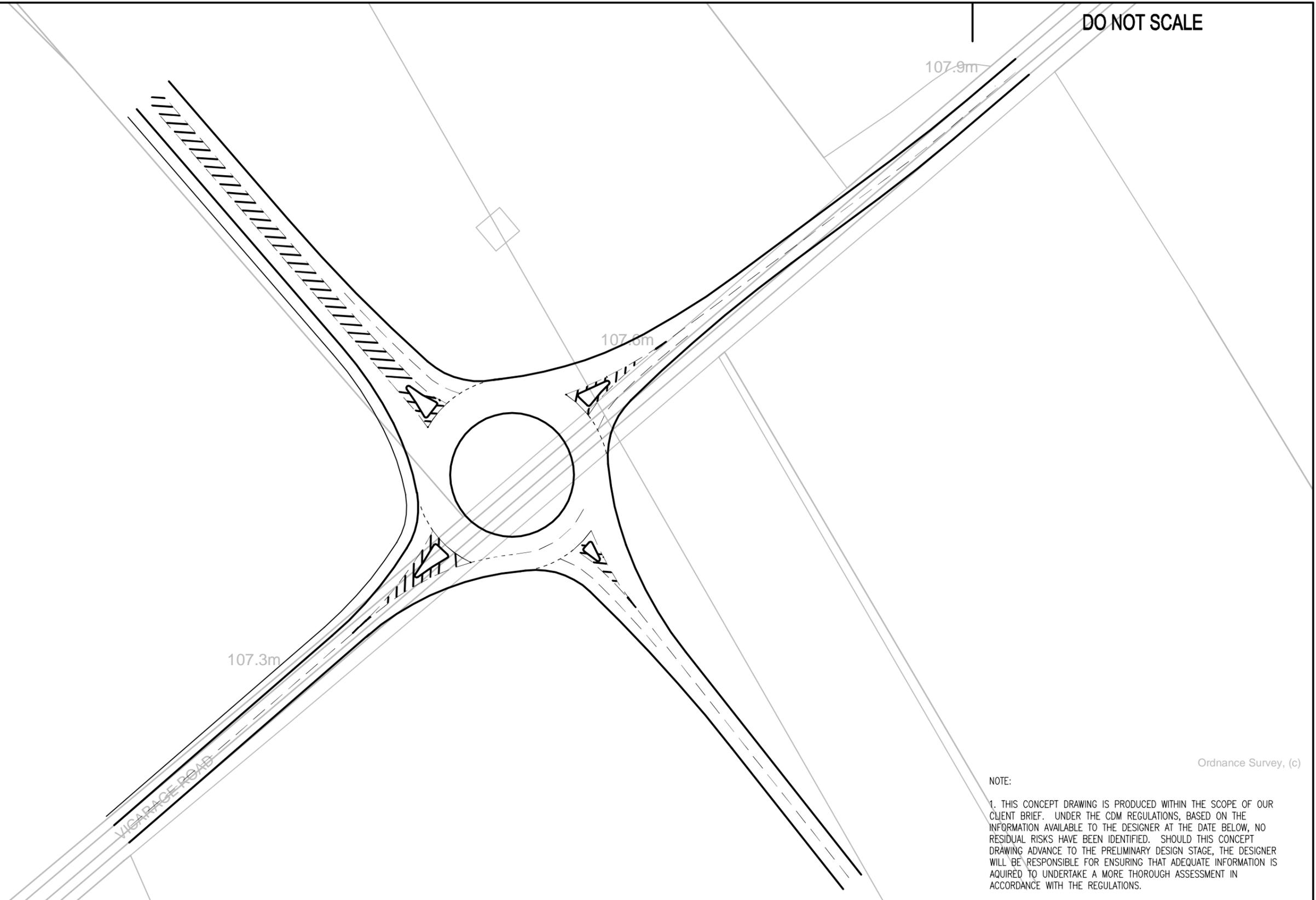
PROJECT: **WMI SRFI**

TITLE: **PROPOSED A5 SITE ACCESS ROUNDABOUT**

SCALE @ A3: 1:1000	CHECKED: IF	APPROVED: NJF
CAD FILE: 70001979-SK-004.DWG	DESIGN-DRAWN: RJM	DATE: April 16
PROJECT No: 70001979	DRAWING No: 70001979-SK-004	REV: A
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ARCHITECT:

PROJECT: WMI SRFI

TITLE: PROPOSED VICARAGE ROAD SITE ACCESS ROUNDABOUT

SCALE @ A3: 1:1000	CHECKED: IF	APPROVED: NJF
CAD FILE: 70001979-SK-005.DWG	DESIGN-DRAWN: RJM	DATE: April 16
PROJECT No: 70001979	DRAWING No: 70001979-SK-005	REV: A
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