APPENDIX 1

A) Briefing Note - Infrastructure Requirements and the North Warwickshire Local Plan – August 2018
B) Statement of Common Ground – Highway Infrastructure Matters/A5, Warwickshire County Council, Highways England, North Warwickshire Borough Council – August 2018
C) Rural Routes Local Plan Assessment – North Warwickshire Borough Council – August 2018
**Introduction**

1. This Briefing Note has been produced to set out Warwickshire County Councils (WCCs) understanding with regards the highway infrastructure provision necessary to support the North Warwickshire Borough Council (NWBC) Local Plan (LP).

**Purpose of This Note**

2. The purpose of this note is to outline the background to the identification of the measures which have been identified support the NWBC LP proposals as well as setting out the future work which is ongoing.

**Background**

3. The A5 is considered to be a key corridor of strategic importance. It links the East and West Midlands and provides significant opportunities for additional housing and employment to be delivered both to support NWBCs needs but also to serve the wider West Midlands region.

4. The A5 is a route which has been identified as strategically important and requiring improvement for a number of years now with Highways England having already undertaken the design of options to improve the A5 as well as an outline business case. This aligns with the Highways England SRN Initial Report which identifies this section of the A5 as an option for a future Expressway.

5. More recently Midlands Connect have begun a study to look at the role of the A5 at the regional level in order that the key constraints posed by the A5 can be identified and the necessary improvements put forward to improve the operation of the network moving forward Highways England (HE), WCC and NWBC are partner and key stakeholder with the Warwickshire County Council County Council Housing Infrastructure Fund (HIF) Bid for the A5 Transport Corridor in North Warwickshire, which is one of 44 areas to progress to the next stage (Business plan stage) of the £5 billion Housing Infrastructure Fund. Technical support will be provided from the Ministry of Housing, Communities & Local Government to help develop full bids for the scheme.

6. An overview of the evidence collated to date, the HIF and future studies is provided in the following sections:
Recent Assessments

7. The key infrastructure which has been identified to support the NWBC LP has been identified through the Strategic Transport Assessment (STA) work completed by Vectos Microsim (VM) on behalf of NWBC and WCC.

8. The STA identified the key measures necessary to support the delivery of the plan alongside an indicative phasing plan for the infrastructure delivery. At this stage it is recognised that the phasing of schemes is, in part, driven by the manner in which development comes forward throughout the local plan and therefore the order of schemes identified within the STA is considered to serve as a guide only at this stage. It does, however, provide an indication of the strategy required to facilitate the level of growth identified by 2021, 2026 and finally by 2031 (now 2033).

9. Supplementary work has been done since the STA has been completed which assess the operation of the A5 inclusive of the developments identified within both NWBC Local Plan proposals as well as the, now adopted, NBBC Local Plan. This included all housing and employment along the corridor and demonstrated that the strategy for the A5 will accommodate the proposed level of housing and employment growth which has been identified thus far.

Housing Infrastructure Fund (HIF)

Figure 1: A5 Strategy Supported within the HIF Bid

---

1 NWBC STA Report October 2017, Vectos Microsim, Table 1, Page 6 [Document link]
2 VM175144.R002 - A5 Growth Corridor Study ISSUED, Vectos Microsim, August 2018
10. WCC and key stakeholders are actively engaged with the HIF team to support the allocation of funding to enable the A5 proposals to be brought forward. Initially the HIF bid was submitted to support the delivery of two phases of the strategy but this has now been expanded to include Phase 3.

11. The analysis undertaken thus far reveals that the full strategy identified in Figure 1 will support the identified growth. Whilst Phases 1 to 3 will be delivered through HIF the 4th phase can reasonably be expected to be delivered by the employment allocation and other new development proposals within the area.

12. WCC will continue to work with HE and NWBC to support the HIF funding submission as well as working with site promoters within the area to support the delivery of the A5 proposals. WCC are also actively engaging with Midlands Connect to assist in the wider assessment of the A5 corridor.

**Infrastructure Delivery**

13. At this stage the responsibility for funding the infrastructure delivery lies between the HIF funding and the specific developments. For example, the minor junction improvements on the A5 are identified as part of the HIF submission but we are also in discussion with development sites to deliver the proposals early to support earlier delivery of development.

14. Developers and site promoters will be expected to utilise WCCs traffic models to assess the development specific impacts and determine the site specific infrastructure requirements in the form of more localised schemes not necessarily identified within the Strategic level assessments. The approach to development assessments is standardised across all sites and an overview of this approach is provided within Appendix A.

15. Similarly developers promoting the land to the East of Polesworth recognise the benefits of delivering the A5/B5000 link road as part of their development proposals whilst other developments within the area are also in discussions with WCC around delivering some of the other measures which have been identified to date.

16. M42 J10 has historically been seen as a bottleneck to traffic movements on the corridor and both WCC and HE have worked up solutions for this junction which will be delivered outside of the HIF or NWBC Local Plan proposals. Ideally these junction proposals will be delivered through the Highways England Road Infrastructure Strategy (RIS) and the presence of the HS2 works in the area are seen as an opportunity to, as a minimum, lay the foundations for the wider junction improvements to be delivered.

17. WCC have a successful record of delivering infrastructure both in isolation (A444 Nuneaton and A452 Europa Way highway improvements and Warwick Parkway, Stratford Parkway and Kenilworth Rail Stations) and in partnership with Highways England (M40 Junction 12) which provides us with confidence that the schemes that have been identified can be delivered.
18. Furthermore, Midlands Connect are investigating the opportunity for improvements along the A5 meaning that design and assessment work will be ongoing beyond the period of Examination of the Local Plan.

Summary

19. A number of studies have been completed by Highways England in advance of the Strategic Transport Assessment. The Strategic Transport Assessment builds upon the work that Highways England and their consultants have completed. The STA identifies an infrastructure strategy which will enable development to come forward in key phases and in a manner which does not preclude the wider aspirations for the A5.

20. WCC envisage that the infrastructure improvements which are required off the SRN will be delivered by the allocated sites, this includes the A5/B5000 link. Additionally, WCC are in discussions with some of the site promoters regarding the delivery of some of the focussed junction improvements along the A5.

21. The HIF submission is intended to secure funding to bring forward three key phases of the A5 which, if successful, will enable all of the housing identified within the NWBC Local Plan proposals to be delivered whilst paving the way for the employment allocation near MIRA to be delivered through the addition of the 4th phase of infrastructure.

22. WCC will continue to work with all stakeholders to support the HIF submission and will continue to explore other avenues of funding, in the short term it is envisaged this work will continue with the Midlands Connect study as well as the HE RIS rounds 2 and 3.
APPENDIX A

Proposed Approach to Development Specific Modelling and Appraisal Post Adoption of the Local Plan
Modelling and Assessment Approach post Adoption of the Local Plan

It is recognised that the work undertaken to date, to support the identification of transport infrastructure, and specifically highway capacity schemes, necessary to facilitate the local plan delivery, is high level.

The Strategic Transport Assessment (STA) identifies what would be considered to be the critical dependencies (i.e. the essential infrastructure necessary to ensure an acceptable level of operation).

Therefore it is expected that the assessment and appraisal of infrastructure requirements will continue throughout the life of the local plan. It is expected that the development specific planning applications will be supported with transport modelling and that the approach to the modelling will be both consistent with the approach adopted for the STA (albeit in a greater level of detail) and also, where applicable, consistent between sites.

Consistency between sites will be particularly pertinent when considering the development area to the southwest which is promoted by multiple parties.

The consistency in the appraisal process is seen as a key determining factor in safeguarding the operation of the network post-adoption and also in ensuring that the schemes identified through the STA are delivered in an appropriate form.

Impact assessments which are completed on behalf of the individual developments will all be asked to reflect the same set of modelling scenarios and considerations, the only expected variations between each development will relate to the development proposals being tested, the year and, potentially, the commitments and permissions which will be likely to increase over time.

Developments assessments must set out:

- An approach to establishing the localised impacts associated with the site which will not have been picked up within the STA work due to the strategic focus of the STA.
- A secondary assessment will need to be completed to identify where the development impacts are likely to occur across the network and a review will be undertaken to establish if the areas of impact accord with those identified through the STA work or are entirely new.
- Mitigation in areas not previously identified through the STA work will need to be secured against the development proposals. Mitigation in areas where a strategic scheme has been identified will need to be secured via direct delivery or secured contributions, this will be subject to negotiations upon completion of the modelling and assessment.

\[\text{Recognising that the STA work is based on a 2016 model which will be subject to a series of updates, over time, to ensure that the traffic conditions within the model are representative of on-street conditions at an appropriate point in time (i.e. 5 years or greater).}\]
Warwickshire County Council require modelling to be undertaken to support all substantial development proposals and this is a policy contained within LTP3 and the approach to modelling is also governed by a separate modelling protocol which ensures that the approach which is adopted is appropriate to the needs of the County.

In instances where multiple sites are being promoted within a single allocation area, area specific protocols will be defined which ensure that there is an even greater level of consistency between the different areas of development as such, key parameters will be controlled and agreed by all parties in advance, including:

- Development trip rates and trip generation assumptions.
- Development distribution patterns.

Where it is necessary to do so, the need to include additional developments and interventions will also be documented as it will be necessary for live applications to be considered in conjunction with each other to avoid separate assessments for multiple sites being submitted in isolation of each other.

This approach also enables key areas of impact to be identified and assessed at a high level of detail. For example, the cumulative impacts on sensitive will especially need to be considered for those sites which come forward in advance of the delivery of key infrastructure which has been identified in these areas.

---

4 For example the impacts on the A5 in advance of the Dualing between Dordon and Polesworth
North Warwickshire Local Plan Examination

Transport and Highways Statement of Common Ground as agreed between
North Warwickshire Borough Council
and
Warwickshire County Council – Transport & Economy
and
Highways England

September 2018
1. Purpose of this Statement

1.1 The purpose of this statement is to inform the Inspector and other parties about the areas of agreement between North Warwickshire Borough Council, Warwickshire County Council and Highways England in relation to transport and highways matters relating to the North Warwickshire Submission Local Plan 2018.

1.2 It follows the Regulation 19 stage representations made by Highways England to the North Warwickshire Submission Local Plan 2018.

1.3 The Duty to Co-operate Statement (Examination Document CD0/05) states in Paragraph 5.14 under the heading Highways England (formerly Highways Agency):

   “Highways England considers the Local Plan to be evidenced and developed.”

1.4 Highways England made further representations on the Publication Draft Local Plan (Regulation 18 stage).

1.5 Warwickshire County Council also made representations on the North Warwickshire Submission Local Plan 2018 (NWLP), in relation to housing, economic growth, transport and highways, education, public health, ecology, flood risk, minerals, archaeology and the County Council’s landowner interests.

1.6 This Statement of Common Ground considers transport and highways matters only.

1.7 This Statement of Common Ground sets out the agreement between North Warwickshire Borough Council, Warwickshire County Council and Highways England in relation to transport and highways matters.
2. Background

Warwickshire County Council

2.1 Warwickshire County Council as the Local Highway Authority has actively worked with the Borough Council during all stages of the production of the Local Plan particularly Regulation 18 and Regulation 19 stages.

2.2 For the Draft Submission Stage, the County Council responded that the Plan is supported, and noted they were working closely with Highways England in the development of the Strategic Transport Assessment (STA), infrastructure provision and the identification of potential mitigation solutions on the A5 corridor.

“The initial work undertaken by the County Council identified significant impacts and mitigation requirements which may be deemed unviable for delivery through the Local Plan process. The County is, therefore, working closely with Highways England on the development of options which are considered in scale with the development proposals but do not present a barrier to long term aspirations for capacity improvements on the strategic A5 corridor.”

2.3 Warwickshire County Council has submitted a Housing Infrastructure Fund (HiF) expression of interest for the A5 Transport Corridor in North Warwickshire and this is one of 44 proposals to progress to the next stage (Business Plan stage) of the £5 billion Housing Infrastructure Fund. Technical support is being provided from the Ministry of Housing, Communities & Local Government to help develop a full business case for the scheme funding.

Highways England

2.4 Highways England, as the Highway Authority for the Strategic Road Network (SRN) in England, has also engaged proactively with North Warwickshire Borough Council on the Draft Local Plan, and in its representations has indicated that the proposed residential and employment allocations would have an impact on the SRN, specifically the A5 trunk road and M42 Junction 10. It was further noted that these impacts were likely to be subject to a cumulative effect in conjunction with wider growth associated with neighbouring boroughs, including Tamworth and Nuneaton & Bedworth.

2.5 Highways England recognised the importance to the Local Plan evidence base of the work being undertaken by Warwickshire County Council to develop a STA for North Warwickshire Borough Council and commented on the scope of the STA transport assessment work necessary to assess the traffic implications of the planned growth in the area.

2.6 The STA was subsequently completed by Warwickshire County Council in August 2017 and forms part of the submitted evidence base underpinning
the Plan. Highways England have confirmed the STA is broadly acceptable and are pleased to see it informs the North Warwickshire Infrastructure Development Plan (IDP) dated March 2018 that sets out the infrastructure requirements identified as being necessary to deliver the Plan.

**A5 Corridor and M42 Junction 10**

2.7 The STA and IDP have set out a number of individual schemes along the A5 which will be necessary to accommodate the forecast levels of development traffic arising from planned growth. Highways England agree that a piecemeal approach to improvement of individual junctions or sections of the A5 will not meet the wider aspirations expressed by parties including Warwickshire County Council and Midlands Connect for a comprehensive upgrade of the A5. The Warwickshire County Council HiF Bid will, if successful, enable a significant upgrade of the route within North Warwickshire and is fully supported by Highways England.

2.8 Highways England has no current proposals to improve the A5 in North Warwickshire and recognise that the progress of the A5 HiF Bid may have implications for the timing and delivery of individual schemes identified within the IDP. There are aspirations for a more significant, longer term improvement to the wider A5 corridor and it is anticipated that the future of such a longer term proposal will be considered as part of future Road Investment Strategies. Highways England are satisfied that the delivery of such a proposal is not a critical component necessary to deliver the Plan.

**M42/M6 Junctions & A446**

2.9 While the majority of growth contained within the NWLP is focused in (or near to) the A5 corridor, growth external to North Warwickshire Borough Council also has implications for the transport networks (including the SRN) within the Borough. New travel patterns and challenges may arise as a result of the proposed route of HS2 Phase 2 and with the planned HS2 Phase 1 Birmingham Interchange station located to the east of Birmingham International Airport. These pressures are predominantly focused around the M42, M6 and A446 routes including M42 Junction 9 and M6 Junction 4 within the borough being particularly affected. Primary mitigation for the direct local transport impacts of HS2 is provided for in the Act which permits its construction.

2.10 Highways England note that there is potential for changing travel patterns and cross boundary implications of associated development near the interchange station to impact on North Warwickshire. While this growth largely pertains to committed or emerging developments within Birmingham and Solihull, it is necessary that the NWLP to consider these emerging cumulative implications in so far as they are foreseeable at this time. Highways England notes that the Submission NWLP acknowledges the pressure from growth outside the Borough, including addressing an element of unmet development need in the wider region, through the
Plan’s employment and housing allocations, and that the STA has sought to take these additional pressures into account in a practical and realistic manner, particularly in relation to the A5 corridor and M42 Junction 10.

3. Conclusions

3.1 Extensive investigations of highway infrastructure need in the A5 corridor have been undertaken by Highways England and Warwickshire County Council over the recent past with the latter considering the detailed impact of proposed development in the North Warwickshire area on both the local highway network and the A5. The need for and delivery of highway infrastructure to support growth has been carefully assessed and relevant funding mechanisms are being pursued. On the basis of the evidence produced, Highways England and Warwickshire County Council view the Plan as satisfactorily evidenced based and developed with respect to transport.

3.2 A number of significant infrastructure schemes on the SRN arise from the NWLP, most notably in the A5 Corridor. Highways England is satisfied that the work done to date to identify A5 infrastructure needs is appropriate to the plan making process as set out in the National Planning Policy Framework, and that the schemes currently identified in the IDP are broadly appropriate to support the delivery of planned growth arising in North Warwickshire.

3.3 Highways England note that there are no present commitments to provide public funding to the improvement schemes proposed for the A5 but there are prospective funding sources, including HiF and the Road Investment Strategy. Any potential future funding from Highways England would be subject to confirmation of schemes within a future Road Investment Strategy, where such schemes would need to be considered alongside other regional and national priorities. Highways England recognises that HiF has been introduced by the government specifically to enable the provision of infrastructure that will support the delivery of housing and welcomes the progress of the Warwickshire County Council HiF proposals to the second stage of the delivery process, and the support that this gives to the delivery prospects of the proposed A5 improvement schemes.

3.4 There are a number of wider issues, including cross boundary growth arising from Birmingham and Solihull, together with HS2 that are likely to impact on parts of North Warwickshire’s transport networks and which may have consequences for the overall prioritisation of funding and delivery of infrastructure within the borough. The IDP is therefore likely to require future updating to reflect the cumulative implications of these wider issues as their implications and infrastructure needs become clearer. Highways England and Warwickshire County Council note that the IDP is a working document and that it will be updated when additional evidence is available.
3.5 Highways England are committed to continued engagement with North Warwickshire Borough Council and Warwickshire County Council to help inform the ongoing development and delivery of the highway infrastructure needed to support the North Warwickshire Local Plan.

4. Agreed Matters

4.1 North Warwickshire Borough Council, Warwickshire County Council and Highways England agree that the requirements for the Duty to Cooperate process and for consultation with respect to the North Warwickshire Local Plan have been met in terms of transport and highways matters.

4.2 There is agreement between North Warwickshire Borough Council, Warwickshire County Council and Highways England on the need for highway improvements to enable delivery of the Plan, including on the A5 Trunk Road. It is further agreed that the STA as reflected in the draft IDP provides the most up to date evidence in this regard.

4.3 All parties welcome identification of Highways England as a potential delivery partner and key stakeholder for the development of the A5 HiF schemes.

4.4 Highways England and Warwickshire County Council are committed to supporting North Warwickshire Borough Council in the development and delivery of mitigation on the SRN. In this regard, all three authorities recognise the importance of continuing co-operation and collaboration to ensure the effective delivery of the Local Plan and supporting infrastructure and services which are essential for successful communities.

5. Matters Outstanding

5.1 Highways England are currently reviewing a piece of traffic analysis work that further clarifies the implications of the two neighbouring Borough Plans and associated growth. It intends to confirm the infrastructure required on the A5 corridor and provides additional detail beyond the agreed conclusions from the STA [August 2017]. This draft report is “VM VM175144 A5 Growth Corridor Study: 2031 Forecasting & Opti- neering Report August 2018”.

5.2 The additional modelling is welcomed by Highways England and focuses solely on the wider A5 corridor and takes into consideration wider growth in the region.

5.3 Highways England are also currently reviewing a Briefing Note, titled “Infrastructure Requirements and the North Warwickshire Local Plan August 2018”.

5.4 The review of this additional evidence and briefing paper is to be concluded prior to the Examination in Public Commencing.
AGREEMENT

Signed by

[Redacted] on behalf of North Warwickshire Borough
Dated ..............

[Redacted] on behalf of Warwickshire County Council Dated ......

Erl Wong
Asset Manager, Coventry & Warwickshire
on behalf of Highways England
Dated 30 August 2018
**Introduction**

1. Vectos Microsim (VM) have been commissioned by Warwickshire County council (WCC) to conduct an assessment of the impacts of Local Plan proposals on the rural routes of North Warwickshire that lie outside of the extent of the existing A5/Atherstone model area. This will be achieved by making use of the existing model data supplemented by Google Traffic, Highways Analyst, and Mobile Network Data resources.

2. This Note sets out our approach to the testing alongside the emerging findings.

**Background**

3. The latest Strategic Transport Assessment (STA) report has identified an infrastructure strategy which is considered necessary to support the delivery of the housing and employment growth which has been identified within the North Warwickshire Local Plan. The STA focuses on the critical dependencies necessary to facilitate the delivery of the local plan proposals identified by North Warwickshire and, more specifically, within the A5/Atherstone area.

4. The existing model deals with the rural routes as external zones which generate and attract traffic associated with the Local Plan developments. The aim of this assessment is to consider the location of these externals zones and examine the impacts of the additional Local Plan traffic levels on areas of concern that lie outside of the model area.

5. To do this, the model data will be cross-checked with Mobile Network Data and Google Traffic routing, to confirm that the modelling assumptions are accurate. Once this is confirmed and any adjustments made, the location of the external zones and main onward routes can be considered using Google Traffic and Highways Analyst to ensure that they do not intersect with any locations that are already impacted by heavy congestion.

6. This approach is in line with approaches adopted elsewhere in the county, particularly Warwick district, where it is considered necessary to assess the potential impact of Local Plan development trips in areas outside of the area that has been considered within the modelling.

7. The coverage of the core A5/Atherstone model alongside the external zones representing the external routes to be examined is illustrated within **Figure 1**.
8. While all external model zones will be analysed, the main priority of this assessment is to evaluate the rural routes to the South and Southwest between the Atherstone/A5 area and the M42/M6/Birmingham area which are considered the most critical in terms of the likely impacts on traffic patterns in this area.

**Methodology**

9. The first stage of the assessment was to review the WCC mobile network database (MND) distributions for the key policy areas around the Local Plan proposals, to check for variance between the patterns in this data, and the distributions currently assumed within the modelling.

10. In addition to the MND review, the routing patterns within the model were reviewed against those identifiable in Google Traffic for both the AM and PM time periods. It was considered important to establish that the model did not allocate trips solely to major routes when Google traffic suggested alternative routes would be quicker/more realistic.

11. This review identified a very low level of variance between the MND and Google Traffic data sources and the routing patterns within the model. On this basis VM are confident that the modelling distribution for the routes in question are robust.

12. Following the distribution review detailed above, the model demands were reviewed to determine the level of traffic entering/exiting at each external loading point. For each zone,
traffic was broken down into categories (based on the existing model matrix levels) to calculate the proportion of new Local Plan trips entering/exiting each zone.

13. Once the percentage growth in traffic levels entering and exiting the network was identified and located at each external loading point, it was possible to review these external routes using Highways Analyst and Google Traffic for any pinch points or delay ‘hot spots’ that would be negatively affected by the additional Local Plan traffic. The findings are presented below:

**External Zones Traffic Flow Review**

14. A summary of all zones that recorded an increase in traffic as a result of the Local Plan proposals is shown in **Table 1**. This data has also been presented in maps outlined in **Figure 2** and **Figure 3**.

<table>
<thead>
<tr>
<th>Time Zone</th>
<th>Time</th>
<th>07:00 - 08:00</th>
<th>08:00 - 09:00</th>
<th>09:00 - 10:00</th>
<th>07:00 - 10:00</th>
<th>16:00 - 17:00</th>
<th>17:00 - 18:00</th>
<th>18:00 - 19:00</th>
<th>16:00 - 19:00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zone</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>903</td>
<td></td>
<td>19.0%</td>
<td>22.6%</td>
<td>22.7%</td>
<td>21.6%</td>
<td>16.3%</td>
<td>13.1%</td>
<td>7.3%</td>
<td>12.5%</td>
</tr>
<tr>
<td>904</td>
<td></td>
<td>1.9%</td>
<td>2.1%</td>
<td>3.2%</td>
<td>2.3%</td>
<td>2.3%</td>
<td>2.3%</td>
<td>1.0%</td>
<td>1.9%</td>
</tr>
<tr>
<td>905</td>
<td></td>
<td>0.3%</td>
<td>0.4%</td>
<td>0.4%</td>
<td>0.4%</td>
<td>0.3%</td>
<td>0.3%</td>
<td>0.1%</td>
<td>0.2%</td>
</tr>
<tr>
<td>907</td>
<td></td>
<td>0.1%</td>
<td>0.1%</td>
<td>0.1%</td>
<td>0.1%</td>
<td>0.1%</td>
<td>0.1%</td>
<td>0.0%</td>
<td>0.1%</td>
</tr>
<tr>
<td>909</td>
<td></td>
<td>0.2%</td>
<td>0.3%</td>
<td>0.2%</td>
<td>0.3%</td>
<td>0.2%</td>
<td>0.2%</td>
<td>0.1%</td>
<td>0.2%</td>
</tr>
<tr>
<td>910</td>
<td></td>
<td>8.6%</td>
<td>10.8%</td>
<td>6.1%</td>
<td>8.3%</td>
<td>6.1%</td>
<td>5.7%</td>
<td>3.0%</td>
<td>5.1%</td>
</tr>
<tr>
<td>913</td>
<td></td>
<td>0.6%</td>
<td>1.0%</td>
<td>1.3%</td>
<td>0.9%</td>
<td>0.7%</td>
<td>0.6%</td>
<td>0.5%</td>
<td>0.6%</td>
</tr>
<tr>
<td>914</td>
<td></td>
<td>3.3%</td>
<td>3.8%</td>
<td>3.0%</td>
<td>3.4%</td>
<td>2.4%</td>
<td>2.3%</td>
<td>1.2%</td>
<td>2.0%</td>
</tr>
<tr>
<td>916</td>
<td></td>
<td>3.3%</td>
<td>6.8%</td>
<td>5.6%</td>
<td>5.0%</td>
<td>3.8%</td>
<td>4.6%</td>
<td>2.5%</td>
<td>3.7%</td>
</tr>
<tr>
<td>920</td>
<td></td>
<td>4.8%</td>
<td>7.4%</td>
<td>10.9%</td>
<td>7.1%</td>
<td>7.4%</td>
<td>5.9%</td>
<td>3.5%</td>
<td>5.7%</td>
</tr>
<tr>
<td>923</td>
<td></td>
<td>1.1%</td>
<td>1.7%</td>
<td>1.8%</td>
<td>1.5%</td>
<td>1.1%</td>
<td>1.1%</td>
<td>0.6%</td>
<td>1.0%</td>
</tr>
</tbody>
</table>

**Figure 2 Local Plan % Increase in flow by zone for the AM Peak Hour**

[Map showing Local Plan % Increase in flow by zone for the AM Peak Hour]
Detail on the most significant increases is set out below:

**Zone 910: Lower House Lane / Wood End**

A notable increase in traffic occurs at zone 910, exiting the model onto Lower House Lane. Two-way traffic increases at this location by 10.8% and 5.7% in the AM and PM hours peak respectively.

A review of Highways Analyst and Google Traffic data indicates that this is unlikely that this volume of additional traffic will cause significant issues at this location, with no identifiable issues to report in the AM or PM peak along the routes via Boulters Lane and Wood End.

**Zone 920: B4116 Sheepy Road**

The analysis has indicated that an increase in traffic is predicted to occur at zone 920 exiting onto the model network onto the B4116 Sheepy Road. The Local Plan proposals are predicted to increase the two-way flow along this road by 7.4% and 5.9% in the AM and PM peak respectively.

Upon a review of the Highways Analyst tool, and Google Traffic data (see Figure 5) along this route, no existing congestion issues were identified during the AM period. The analysis did identify that some delay currently occurs at Twycross during the PM peak, however, as the increase in traffic is relatively small (just 31 extra vehicles across the PM peak hour) this unlikely to cause any notable impact.
Zone 916: A5 Watling Street

20. The analysis identified that two-way traffic flow along the A5 is predicted to increase by 6.8% in the AM peak hour and 5.9% in the PM peak hour. As this increase is relatively small and because this assessment was primarily concerned with more minor and rural routes, it was not deemed necessary to investigate and discuss the impacts of this increase within this note.

Zone 914: Coleshill Road

21. The model predicts that two-way traffic flow along Coleshill Road is predicted to increase by approximately 9 vehicles (or 3.8%) in the AM peak and 7 vehicles (2.3%) in the PM peak. There are no identifiable traffic issues in the area that this minor increase is likely to impact upon according to Highways Analyst and Google traffic.

Zone 923: Trinity Road

22. The analysis has identified that Trinity Road is predicted to experience a 1.7% and 1.1% increase in two-way flow in the AM and PM peaks respectively. While these are very small increases, it appears that this is a route which is potentially sensitive to additional traffic, particularly during the AM peak, due to congestion that currently occurs at the Piccadilly railway underpass signals. The Google Traffic analysis of this delay is demonstrated by Figure 6.

23. Further investigation into this potential impact revealed that the model predicts that there will only be an additional 12 vehicles using this route during the AM peak hour, and as such it is deemed unlikely that any significant additional delay will occur.
24. Vectos Microsim (VM) have been commissioned by Warwickshire County Council (WCC) to conduct an assessment of the impacts of the North Warwickshire Local Plan proposals on the rural routes that lie outside of the extent of the existing A5/Atherstone model area.

25. The A5/Atherstone model deals with the rural routes as external zones which generate and attract traffic associated with the Local Plan developments. This assessment looked in detail at each of the external zones to examine if the additional traffic associated with the Local Plan proposals was a cause for concern on these routes that lie outside of the model area.

26. Following a review of the model inputs, including the Local Plan site distributions and route choice, all data sets were deemed to be consistent with routing assumptions within the model, and as such the model data was considered robust.

27. The proportion of trips associated with the Local Plan proposals was calculated as a percentage of the zone total for each external loading point in the model extent. The associated routes which feed into the external model zones were then analysed for any pinch points or delay ‘hot spots’ that would be negatively affected by the additional trips on the network in the Local Plan scenario, by reviewing the Highways Analyst tool and Google Traffic.

28. While some minor issues were identified on external routes to the west, such as at Zone 903 (Tamworth Road/Mercian Way), no major congestion issues were identified on routes between the Atherstone/A5 area and the M42/M6/Birmingham area, which was the main purpose of this assessment.

29. In conclusion there were no identifiable issues of concern with any of the rural routes between the Atherstone/A5 area and the M42/M6/Birmingham area.
APPENDIX 2

Infrastructure/Financial Contributions Assessment for Secondary and Acute Care – George Eliot Hospital Trust – August 2018
<table>
<thead>
<tr>
<th>Site Name</th>
<th>Currently Land Use</th>
<th>Estimated Site Area</th>
<th>Potential Site Area</th>
<th>Potential Site Impact</th>
<th>Potential Site Cost</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atherstone &amp; Warwick</td>
<td>Land to north-west of Atherstone off Whittington Lane</td>
<td>1282</td>
<td>3077</td>
<td>£ 736,000</td>
<td>Capital contribution may be required for this development</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Land at Holly Lane Atherstone (ATH20)</td>
<td>531</td>
<td>1274</td>
<td>£ 306,000</td>
<td>Capital contribution may be required for this development</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Land off Sheep Rid, (football ground) (Althorne Hall redevelopment site, Coseley Road)</td>
<td>46</td>
<td>116</td>
<td>£ 26,500</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>54</td>
<td>136</td>
<td>£ 10,500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>1973</td>
<td>4991</td>
<td>£ 1,691,600</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pelsworth &amp; Jordan</td>
<td>Land to east of Pelsworth &amp; Jordan</td>
<td>2000</td>
<td>4800</td>
<td>£ 1,152,000</td>
<td>Capital contribution may be required for this development</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Land at Woodcote Farm, Pelsworth</td>
<td>32</td>
<td>77</td>
<td>£ 18,500</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Land at Farmfields Hill, Pelsworth</td>
<td>9</td>
<td>22</td>
<td>£ 6,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Former Pelsworth Learning Centre, High St, Pelsworth</td>
<td>14</td>
<td>34</td>
<td>£ 6,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Land at Windrush Drive Lane, Jordan</td>
<td>9</td>
<td>22</td>
<td>£ 6,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Former Chapel House site, Jordan</td>
<td>7</td>
<td>17</td>
<td>£ 6,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>2071</td>
<td>4979</td>
<td>£ 1,127,500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coalhill</td>
<td>Recreation site (COL 1)</td>
<td>13</td>
<td>29</td>
<td>£ 4,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Police station and Leisure Centre site (COL 3)</td>
<td>25</td>
<td>60</td>
<td>£ 14,400</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Land at Blakemore (COL 6)</td>
<td>27</td>
<td>65</td>
<td>£ 15,500</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Aldermans Road, adjacent to Memorial Hall, Coalhill</td>
<td>30</td>
<td>72</td>
<td>£ 17,300</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>84</td>
<td>226</td>
<td>£ 54,200</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Settlements adjoining District Boundary</td>
<td>Land at Rope's Lane, adjacent to Tamworth</td>
<td>1191</td>
<td>2658</td>
<td>£ 667,000</td>
<td>Capital contribution may be required for this development</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Site at Lichfield Road, Tamworth</td>
<td>141</td>
<td>336</td>
<td>£ 61,200</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>1332</td>
<td>3097</td>
<td>£ 728,200</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grendon &amp; Baddiley Church</td>
<td>Land at Church Farm, Baddiley</td>
<td>47</td>
<td>113</td>
<td>£ 24,800</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Land north of Grendon Community Hall (former Youth Centre) Boot Hill Green</td>
<td>7</td>
<td>17</td>
<td>£ 6,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Former Sparrowhawk School site, Sparrow Hawk Lane, Grendon</td>
<td>9</td>
<td>24</td>
<td>£ 22,400</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Former Recreation centre site, Sparrow Hawk Lane</td>
<td>5</td>
<td>13</td>
<td>£ 6,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>59</td>
<td>126</td>
<td>£ 47,200</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Harwich</td>
<td>Land between Church Farm and National Trust Lodge (former Stable Block)</td>
<td>460</td>
<td>960</td>
<td>£ 230,800</td>
<td>Capital contribution may be required for this development</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Land at Greenhill, Harwich</td>
<td>38</td>
<td>91</td>
<td>£ 21,900</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>former Grendon Community Hall (former Youth Centre) Boot Hill Green</td>
<td>303</td>
<td>812</td>
<td>£ 264,600</td>
<td>Capital contribution may be required for this development</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Land south of Coast Hill, Arley Common</td>
<td>230</td>
<td>512</td>
<td>£ 132,600</td>
<td>Capital contribution may be required for this development</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>1023</td>
<td>2456</td>
<td>£ 589,700</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kingbury</td>
<td>Land north of Kingbury Ltd, Kingbury</td>
<td>41</td>
<td>98</td>
<td>£ 25,600</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Walsall</td>
<td>Former School redevelopment site (excl of original historic school buildings)</td>
<td>48</td>
<td>115</td>
<td>£ 27,600</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ambley</td>
<td>Land at Village Farm, Birmingham Road</td>
<td>12</td>
<td>29</td>
<td>£ 7,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Land near of Village Hall, Birmingham Road</td>
<td>31</td>
<td>74</td>
<td>£ 17,500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>43</td>
<td>103</td>
<td>£ 24,500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Newton Regis</td>
<td>Manor Farm</td>
<td>21</td>
<td>55</td>
<td>£ 5,100</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shifnal</td>
<td>Land south of Shifnal Village Hall</td>
<td>24</td>
<td>58</td>
<td>£ 13,800</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Warton</td>
<td>Land north of Warton Rd, Warton (part Warton)</td>
<td>64</td>
<td>211</td>
<td>£ 50,700</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wood End</td>
<td>Land south of Ilkestone Farm no 115, Ilkestone Rd</td>
<td>28</td>
<td>67</td>
<td>£ 16,100</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>6024</td>
<td>16378</td>
<td>£ 3,898,000</td>
<td>The Trust has not fully assessed the impact of the new housing capital developments however the Trust is currently at full capacity in respect of its patient beds, expedient action is possible that larger developments would be added to make a capital contribution towards the expansion of A&amp;E facility, new wards and the expansion of the waiting list.</td>
<td></td>
</tr>
</tbody>
</table>

Notes:
- Housing Size: 2.4 per ha (same calculation as education cases and top end of PAYs figures are used to allow for most feasible) with the exception of Britains Mill which is understood to be an extra care home where a ratio of 1.5 has been applied.
- Revenue contribution is based on a contribution per house of £576.49. This is composed of 2 elements of gap funding for BREIT and premium staffing costs: see equations below.
- Marginal Rate = Development Population (Dwellings × 2.4) / Development Activity Rate per head of population/year x Cost per Activity.
- Premium Staffing Cost = Development Population (Dwellings × 2.4) / Development Activity Rate per head of population/year x Cost per Activity x % proportion of staff costs + % Agency Premium cap.
APPENDIX 3

Statement on education needs and infrastructure for North Warwickshire Borough Local Plan, Warwickshire County Council – August 2018
Statement on education needs and infrastructure

North Warwickshire Borough Local Plan

Warwickshire County Council has a statutory responsibility under the Education Act 1996 to provide a school place to all of its school-age resident children. This responsibility still remains despite the recent direction of government policy towards giving schools more autonomy. As a result, all schools, including Academies and Free Schools, are considered equally in the County Council’s planning of school places.

In addition the Local Authority also has a duty to ensure sufficient childcare for children aged 0-4, including free early years provision for eligible young children, and the duty to ensure sufficient and appropriate education for those children with SEND.

It is expected the growth outlined in the emerging North Warwickshire Local Plan for the period 2011-2033 would generate between 2700 and 3800 additional children aged 2 - 18 that would require an early years, school or post 16 place. It should be noted the variance accounts for the difference between those housing allocations in LP39 and the expected windfall to reach the housing requirement up to 2033 as outlined in paragraph 14.7 of the local plan.

It is expected that a combination of both expansion of existing provision and the development of new school provision will be required to ensure this additional need for places is met throughout the lifetime of the Local Plan and beyond.

The education infrastructure requirements expected to ensure sufficient school, early years and post 16 provision are outlined by area within the Infrastructure Delivery Plan. The exact details of the individual projects needed to deliver this additional provision will be area and locality dependant, taking into account the capacity of existing schools, the expected forecast pupil numbers, and the level of housing development proposed in the area and the numbers of associated additional children generated.

Developer contributions will be sought in order to enable the provision of any new the education infrastructure necessary to meet the demands of those additional children generated as a result of development, either towards the expansion of existing provision or the delivery of new provision as appropriate.
<table>
<thead>
<tr>
<th>Town</th>
<th>Year</th>
<th>Reference</th>
<th>Population</th>
<th>Employment</th>
<th>Industry</th>
<th>Environment</th>
<th>Housing</th>
<th>Education</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town A</td>
<td>2020</td>
<td>12345</td>
<td>1234567</td>
<td>1234567</td>
<td>1234567</td>
<td>1234567</td>
<td>1234567</td>
<td>1234567</td>
</tr>
<tr>
<td>Town B</td>
<td>2021</td>
<td>12345</td>
<td>1234567</td>
<td>1234567</td>
<td>1234567</td>
<td>1234567</td>
<td>1234567</td>
<td>1234567</td>
</tr>
<tr>
<td>Town C</td>
<td>2022</td>
<td>12345</td>
<td>1234567</td>
<td>1234567</td>
<td>1234567</td>
<td>1234567</td>
<td>1234567</td>
<td>1234567</td>
</tr>
</tbody>
</table>

**Notes:**
- Population figures are estimates based on the latest census data.
- Employment data includes both full-time and part-time jobs.
- Industry classification follows the latest version of the Standard Industrial Classification.
- Environmental data includes air quality, water quality, and land use efficiency.
- Housing includes both residential and non-residential properties.
- Education figures reflect the number of students in the local schools.

**Appendix:**
- Additional tables and charts are available upon request.