Land North East of M42 Junction 10

784-B033920

Departure from Standards Report

Hodgetts Estates

March 2024

Document prepared on behalf of Tetra Tech Limited. Registered in England number: 01959704

TETRA TECH

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1.0 Introduction

Proposed Development

1.1 Tetra Tech (TT) were engaged by Hodgetts Estates in January 2022 to advise on transport and highway matters in relation to their proposals for a major development consisting of 100,000sqm of employment uses and a 150-space lorry park with a 400sqm amenity block, located off the A5 Watling Street, north-east of the M42 Junction 10 (M42 Jn10) interchange, in Warwickshire. The location of the site is shown at Figure 1, Appendix A.

1.2 An outline planning application for the development site was submitted to North Warwickshire Borough Council (NWBC), with details of access submitted for approval in full and all other matters reserved. The application (ref: PAP/2021/0663) was validated on 2 December 2021.

Existing Situation

1.3 The M42 Junction 10 operates under MOVA control and so each pair of approach/ circulating stop lines has varying cycle times. Some of the approaches are coordinated, so that as one approach's cycle time alters for traffic demands then the downstream signals do so accordingly.

1.4 The junction operates reasonably well in terms of queues and delays except for the A5 eastbound approach in the AM peak hour, Image 1 below refers.

1.5 The A5 eastbound approach experiences typical AM peak hour queues of 47pcu and delays of around 3 minutes per vehicle. At times the queue extends beyond the Pennine Way overbridge. The A5 eastbound queue affects the eastbound slip road from Pennine Way North, and the slip road queue typically extends back to the roundabout from 8:00 to 8:30am, see images 2 and 3 below.

Image 1 Google Traffic – Typical AM peak hour 8.00am

Image 2 View looking towards A5 eastbound merge slip road from the Pennine Way North roundabout at 8:24am, 4 July 2023

Image 3 View looking east along the A5 from the Pennine Way North overbridge at 8:24am, 4 July 2023

1.6 The junction operates reasonably well in the PM peak hour with the most notable queue on the M42 northbound off slip (15pcu) and the two circulating lanes on the southern overbridge (16pcu queue).

Image 4 Google Traffic – Typical PM peak hour 5.30pm

Development Masterplan

1.7 The application is in outline for up to 100,000sqm of B8 use, of which up to 10,000sqm (10%) could be flexible E(g)(iii)/B2/B8 use, and a 150-space lorry park and associated 400sqm amenity block, with all matters reserved apart from access. A copy of the latest illustrative masterplan is shown at Chetwoods Drawing 4263-CA-00-00-DR-A-00090-SK5 attached at Appendix B.

Highway Access

1.8 The proposed site access arrangement is shown in drawings 784-B033920-TTE-00-ZZ-PL-H-0002-P02 attached in Appendix D. The access junction comprises a new traffic signal controlled junction on the A5 dual carriageway some 600m west of the signal controlled A5/ Birch Coppice junction and some 320m east of the signal controlled M42 jn10 roundabout.

1.9 The proposed layout has been prepared in accordance with the requirements of CD123 “Geometric Design of At-Grade Priority and Signal-Controlled Junctions”. It comprises a new signalised junction from the A5 and includes widening on the A5 to provide 3 lanes on the eastern approach, and 3 lanes on the western approach. A fully signalised pedestrian and cycle crossing of the site access arm is provided as well as a fully signal controlled pedestrian crossing of the A5. In addition, there are pedestrian and cycle improvements along the A5.

Traffic Assessment

1.10 The application was initially supported by a Transport Assessment (TA) and Framework Travel Plan (FTP) produced by Bancroft Consulting. In February 2023 this was superseded by a ‘Revised TA’, prepared by TT. A Transport Addendum Report which updated the modelling of the development traffic impacts using 2023 survey data was submitted in December 2023.

1.11 The impact of traffic generated by the proposed development was assessed using TRANSYT 16. The model includes the A5 between and including its junctions with the B5080 Pennine Way and B5404 Quarry Hill, M42 Jn10, A5/ Danny Morson Way

(Birch Coppice), A5/ Meridian Drive (Core 42 business park), and the A5/ Long Street (Dordon Roundabout).

1.12 The modelling strategy, network extents, surveyed traffic flows, committed development and local plan traffic flows, development traffic flows, and growth rates were all agreed by National Highways (27 November 2023) Warwickshire County Council (25 July 2023) and Staffordshire County Council (30 November 2023). The validation of the 2023 TRANSYT model was agreed by National Highways in November 2023, with the exception of the A5/ Core 42 junction, which was agreed on 22 February 2024.

1.13 National Highways are currently reviewing the future year TRANSYT models. For the sake of brevity in this report, copies of the Consolidated Modelling Note and Transport Assessment Addendum have not been appended but can be provided on request.

1.14 The Future Year Modeling Report dated December 2022, and which was attached at Appendix C of the Revised Transport Assessment, identified that there were long delays in the AM peak hour on the A5 eastbound approach to M42 Jn10. In 2026 a queue of 55 vehicles and the delay of 3½ minutes per vehicle was predicted in the worst lane, which, with development traffic increased to a queue of 107 vehicles and the delay to 6½ minutes per vehicle. In 2031 in the No Development situation the predicted queue is 100 vehicles with a delay of 6¼ minutes per vehicle in the worst lane, which increases to 157 vehicles and a delay of nearly 9 minutes per vehicle in the with development scenario.

1.15 The AM peak hour impact of the development on other approaches to M42 Jn10 was not significant.

1.16 In the PM peak hour, the impacts of the development on the A5 eastbound approach were much less than in the AM, and the impacts elsewhere were relatively modest.

Proposed Mitigation

1.17 As a result of the adverse impact on the operation on M42 Jn10, a mitigation scheme was devised. The scheme was based on the indicative improvements for M42 Jn10 from the North Warwickshire Borough Council Local Plan produced by Phil Jones Associates and is attached at Appendix C.

1.18 For the proposed development at Land NE of M42 Jn10, the proposed highways improvements are shown at drawing numbers below and are attached at Appendix D:

- 784-B033920-TTE-00-ZZ-PL-H-0001-P04, which shows the proposed improvements at M42 Jn10 and the foot/cycleway improvements between Pennine Way and the M42 southbound off slip.
- 784-B033920-TTE-00-ZZ-PL-H-0002-P02, which shows the layout of the proposed site access junction.
- 784-B033920-TTE-00-ZZ-PL-H-0003-P02, which shows section 1 of the proposed foot/cycleway improvements between the M42 southbound off slip and Brown's Lane.
- 784-B033920-TTE-00-ZZ-PL-H-0004-P02, which shows section 2 of the proposed foot/cycleway improvements between the M42 southbound off slip and Brown's Lane.
- 784-B033920-TTE-00-ZZ-PL-H-0005-P02, which shows section 3 of the proposed foot/cycleway improvements between the M42 southbound off slip and Brown's Lane

1.19 Briefly the proposed highway improvements comprise:

- Widening the A5 eastbound approach to M42 Jn10 to provide 3 lanes and amending the A5/ Pennine Way eastbound on-slip to Lane Gain (Merge Type E)
- Widening the M42 Jn10 circulatory carriageway on the approach to the Green Lane signals to 4 lanes.
- Signal controlled pedestrian and cycle crossing of the Green Lane arm of M42 Jn10 to replace the current uncontrolled crossings.
- Signal controlled pedestrian and cycle crossing of the M42 northbound on-slip to replace the current uncontrolled crossing.
- Signal controlled pedestrian and cycle crossing of the M42 southbound off slip to replace the current uncontrolled crossing.
- Signal controlled pedestrian crossing of the A5 at the proposed site access junction to replace a current uncontrolled crossing.

- Signal controlled pedestrian and cycle crossing of the proposed site access junction.
- Extended 4 lane flared section on the A5 westbound approach to M42 Jn10.
- Improved shared foot/cycleway on the north side of the A5 between the site access and the Pennine Way north roundabout, including the northern part of Jn10.
- 50mph speed limit on the A5 from a point 120m west of the Pennine Way overbridge to the existing 50mph speed limit west of the site.
- A new separate 3.0m wide shared foot/cycleway between the site access and the A5 near to Brown's Lane, Dordon.

1.20 The designs above have followed the relevant guidance in DMRB, particularly:

- CD109 Highway Link Design
- CD116 Geometric Design of Roundabouts
- CD123 Geometric Design of At-Grade Priority and Signal-Controlled Junctions
- CD143 Designing for Walking, Cycling and Horse-Riding
- CD169 The Design of Lay-Bys, Maintenance Hardstandings, Rest Areas, Service Areas and Observation Platforms

1.21 The performance of the proposed highway works was re-assessed in the December 2023 Transport Assessment Addendum report using the TRANSYT 16 model (para 1.11-1.13 above refers). In the 2033 Reference Case (TAA Appendix K) the predicted AM peak hour With Development queue on the A5 eastbound approach is reduced to less than 10 vehicles in each lane and with the delay being at most 20 seconds per vehicle. The impact on other approaches was not significant. The PM peak hour queues and delays were similar.

1.22 The performance of the proposed highway works with the addition of Local Plan traffic was also assessed (TAA Appendix M refers) which showed acceptable levels of queues and delays in both AM and PM peak periods.

2.0 Proposed Departures from Standard

Location of the Departures

2.1 The proposed mitigation design includes two departures from standard. The departures are shown on drawing 784-B033920-TTE-00-ZZ-PL-H-0001-P04, M42 Jn10 Proposed Improvements, attached at Appendix D.

2.2 The two departures are located together on the northern footway at a distance of 107m west of the Kinsall Green slip road. The area of the departures is shown in Image 5 below, and are also indicated on Figure1, Appendix A.

Image 5. Google Street view image of the area of the proposed departures on the A5 eastbound carriageway.

2.3 There are two eastbound 3.8m wide traffic lanes, with a nearside 1.0m wide hard strip and a 1.0m wide hard strip on the offside. There is a shared unsegregated foot/cycle way of some 1.5m in width, a crash barrier and then a 4.2m wide embanked verge between the crash barrier and a close boarded boundary fence.

2.4 Behind the boundary fence is private land currently used as a SUDS drainage pond for the adjacent ACE135 development site. This is a B8 storage and distribution unit accessed from Kinsall Green and operated by Movianto.

2.5 In this location, the A5 is subject to the National Speed Limit of 70mph and has a system of street lighting.

2.6 At present the existing width of the shared use route in the vicinity of the proposed departure is approximately 1.5m. This is currently less than the minimum width of 2.0m specified in para. E3.5 in CD 143.

2.7 There is a current 1.0m wide hardstrip on the A5 which provides the separation strip. The current width of the separation strip does not meet the minimum 1.5m which is specified in para 3.5.1 of CD143.

Existing Movement Volumes

2.8 Surveys were undertaken to record the existing pedestrian and cycle movements to gain an understanding of the existing sustainable travel activity in the vicinity of the site, and to inform the WCHAR assessment.

2.9 On Wednesday 8 June 2022, directional pedestrian and cycle volumes between the hours of 7am and 7pm were recorded at 18 locations in the vicinity of the development site. The nearest survey location was the foot/cycle way between the A5 west arm and the Green Lane arm of M42 Jn10. During the 12 hour period 14 pedestrians and 17 cyclists were recorded.

2.10 There is no pedestrian or cycle crossing of the A5 west arm and it is reasonable to conclude that all the pedestrians and cyclists at the survey location will have passed along the A5 through the area of the two departures. Given that the observed flow is well below 200 in a 12 hour survey period, and although some pedestrians and cyclists could use Kinsall Green, the use of a 2.0m shared use route is considered to be appropriate. A copy of Figure 2 from the Revised TA is attached at Appendix E. As a further check, the traffic survey data recorded on 4 July was reviewed at the A5/ Kinsall Green junction. In the AM peak hour 0 pedestrians and 5 cyclists were recorded, and in the PM peak hour 0 pedestrians and 7 cyclists were recorded. Video survey files are available on request.

2.11 Traffic flows on the A5 west arm were recorded on 4 July 2023 and have been agreed with National Highways as being representative. The AM peak hour flows on the eastbound carriageway are 2,135pcu (260 HGVs), and 1,642pcu (143 HGVs) in the PM peak hour. Figures 1 and 2 from Appendix I of the TAA are attached at Appendix F to this report.

Accident Data

2.12 For the TAA, accident data for 1 January 2018 to 31 December 2019 and from 1 January 2022 to 23 September 2023 was presented in section 4 of that report, with the data attached at Appendix F. Accidents which had occurred in 2020 and 2021 were excluded because of the effects of the Covid-19 pandemic. The accident data presented covers 3 years and 10 months. The accident plots attached at Appendix G are taken from the TAA, and amended to identify the location of the departures. These show the accidents from 1/1/2018 to 23/9/2023 inclusive.

2.13 Accident plot E1 is for accidents in Staffordshire, and plot E2 is for accidents in Warwickshire. The proposed departure is located in Staffordshire and plot E1 is the most relevant. However it can be seen there were no accidents on either plot E1 or E2 in the vicinity of the proposed departure.

2.14 The nearest accident (ref 20936138) was not assessed in the TAA as it occurred in 2020. This accident occurred on 9 January 2020 at 4:59pm, during the hours of darkness during fine weather. A car on the A5 on-slip was changing lanes to the right to join the A5 main carriageway, and was in collision with a motorcycle travelling ahead on the A5 mid junction. The motorcyclist suffered serious injury. The Staffordshire accident records are included in Appendix G.

2.15 If the departure is approved, then drivers on the A5 on-slip would have a lane gain merge arrangement and a much longer time to move to other lanes on the A5.

2.16 There were no recorded pedestrian or cycle accidents on the A5 eastbound carriageway in the Staffordshire section.

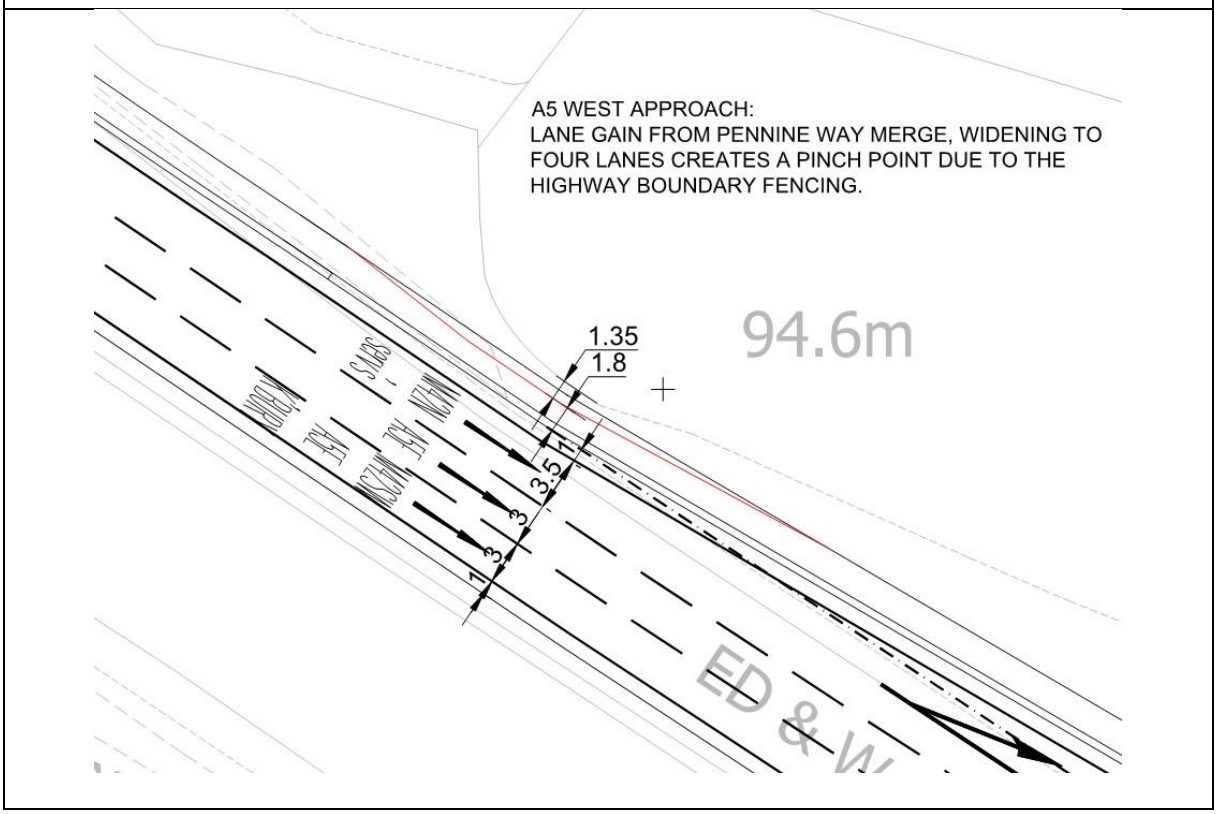
Rationale for the Departures.

2.17 As noted above there are existing long queues and delays on the A5 eastbound approach to M42 Jn10 in the AM peak, which are predicted to increase as a result of the proposed development, or as a result of the NWBC Local Plan. Improvements to M42 Jn10, shown in the illustrative scheme in Appendix C, were identified as being required for the delivery of the NWBC Local Plan.

2.18 The existing queues and delays on the A5 eastbound approach are in part due to merging traffic from the Pennine Way north roundabout, and traffic queues back up along the slip road to the roundabout. The Local Plan illustrative improvement envisaged altering the present Type A merge to a Type E lane gain merge to reduce merging delays and to provide a 3 lane approach to M42 Jn10. This element of the Local Plan illustrative scheme was included in the proposed TT mitigation measures at Appendix D.

2.19 To provide the lane gain merge it is necessary to widen the A5 carriageway to accommodate three traffic lanes and it is also desirable to widen the existing substandard foot/cycle way provision. However, there is a width restriction imposed by the highway/ land boundary fence together with a level difference. As can be seen on the scheme drawing, and in the extract shown at Image 6, below, the boundary fence bellies southwards towards the A5 for a short distance, and either side of this the land constraint does not affect the scheme proposals.

Image 6. Extract from TTE-00-ZZ-PL-H-0001-P04, M42 Jn10 Proposed Improvements showing the area of the proposed departures on the A5 eastbound carriageway.



2.20 To widen the A5 northward to the boundary fence a retaining wall of circa 1.5m in height will be needed. Allowing space (1.35m) for a retaining wall limits the available space for the highway improvement to 13.3m (see above).

2.21 As specified in CD143 E/3.5 unsegregated shared use routes shall be a minimum of 2.0m where there are less than 200 users per hour, and CD143 E/3.5.1 specifies that shared use routes should have a minimum separation of 1.5m from the carriageway.

2.22 Normal practice is to provide 3.5m wide lanes approaching traffic signal junctions and therefore the width required would be 1.0m offside hardstrip plus 10.5m carriageway (3x 3.5m lanes) plus 1.5m separation strip plus 2.0m shared use route. A total width of 15m. There is insufficient space (by 1.7m) to accommodate this provision.

2.23 To fit the scheme within the available width some compromises are necessary:

- Locally reduce the offside and middle traffic lane widths to 3.0m, whilst retaining 3.5m for the nearside lane. In CD123 para 7.7 and 7.8 the minimum width of a traffic lane approaching signals is 3.0m and this is within current guidance.
- Locally reduce the width of the shared use route from 2.0m to 1.8m. This is not in accord with CD143 and a departure is requested. For a distance of 7.5m the width of the shared use route is 1.8m. For a distance of 10m upstream the narrower section is preceded by a taper which gradually reduced the width from 2.0m to 1.8m. Downstream there is a 20m taper which returns the width back to 2.0m. The overall distance over which the shared use route is less than 2.0m is 37.5m.
- Locally reduce the width of the separation strip from 1.5m to 1.0m. This is not in accordance with CD143 and a departure is requested. For a distance of 7.5m the separation to the carriageway is reduced to 1.0m. There is an upstream taper of 10m over which the separation is reduced from 1.5m to 1.0m, and a 20m downstream taper over which it returns to 1.5m. The overall distance over which the separation distance is less than 2.0m is 37.5m.
- As a mitigation measure for the reduction in the shared use route width, separation strip and traffic lane width reductions it is proposed to reduce the speed limit from 70mph to 50mph on this approach. This will also reduce the speed limit of the circulatory carriageway of M42 Jn10 from 70mph to 50mph, as two approach arms would now have a 50mph speed limit, and Green Lane has a 30mph speed limit. The existing short 530m section of 70mph speed limit on the A5 east of M42 Jn10 would also be reduced to 50mph to tie in with the existing 50mph speed limit on the A5 to Dordon.

Alternatives Rejected

2.24 An alternative to the departure would be to acquire additional land outside the highway boundary. This is not considered to be feasible or cost effective for a highway improvement to be funded by a developer.

2.25 An alternative would be not to do the development. However, there is a need for additional industrial, storage and distribution space in the area, and the site is ideally located adjacent to the Strategic and motorway networks. The development also includes a 150-space lorry park in an area identified as a lorry parking ‘hotspot’ in the

national lorry parking surveys, and inappropriate roadside lorry parking is a regular issue in the area. The development, by funding the highway works to this section of the A5, would reduce queues and delays on the Strategic Road Network, providing increased efficiency of operation, and more widespread economic benefits. The development scheme also introduces improvements to sustainable transport connections between Tamworth and Dordon – Polesworth, as well as to major employment areas at Birch Coppice, Core 42, and Tamworth Logistics Park.

2.26 Widening on the south side of the westbound A5 carriageway and shifting the central reserve across to create the necessary room on the eastbound carriageway was rejected because of the likely excessive costs.

Benefits of the Departures

2.27 The benefits of permitting the departures are that:

- The development of a large scale industrial, storage/ distribution site can proceed which generates economic and employment benefits to the area.
- The development of a 150-space lorry park in a nationally identified area of need will bring environmental benefits by reducing inappropriate road side parking which has associated waste, noise and disturbance issues. It also provides a safe area for drivers to park for rest breaks and overnight stops.
- The proposed development proposes improvements to the sustainable transport connections between Tamworth, Dordon and Polesworth and to major employment areas at Birch Coppice, Core 42 and Tamworth Logistics Park.
- The proposed highway improvements scheme will reduce queues and delays to road users on the A5 improving efficiency of network operation and wider economic benefits from reduced delays.
- The existing foot/ cycle provision on the north side of the A5 does not meet current standards in CD143. With the proposed measures, excluding the area of the departures, the width of the foot/cycle route and the separation strip will increase to meet CD143 requirement. Where the departures are proposed, the proposed width of the foot/cycle route will be greater than the existing width, and

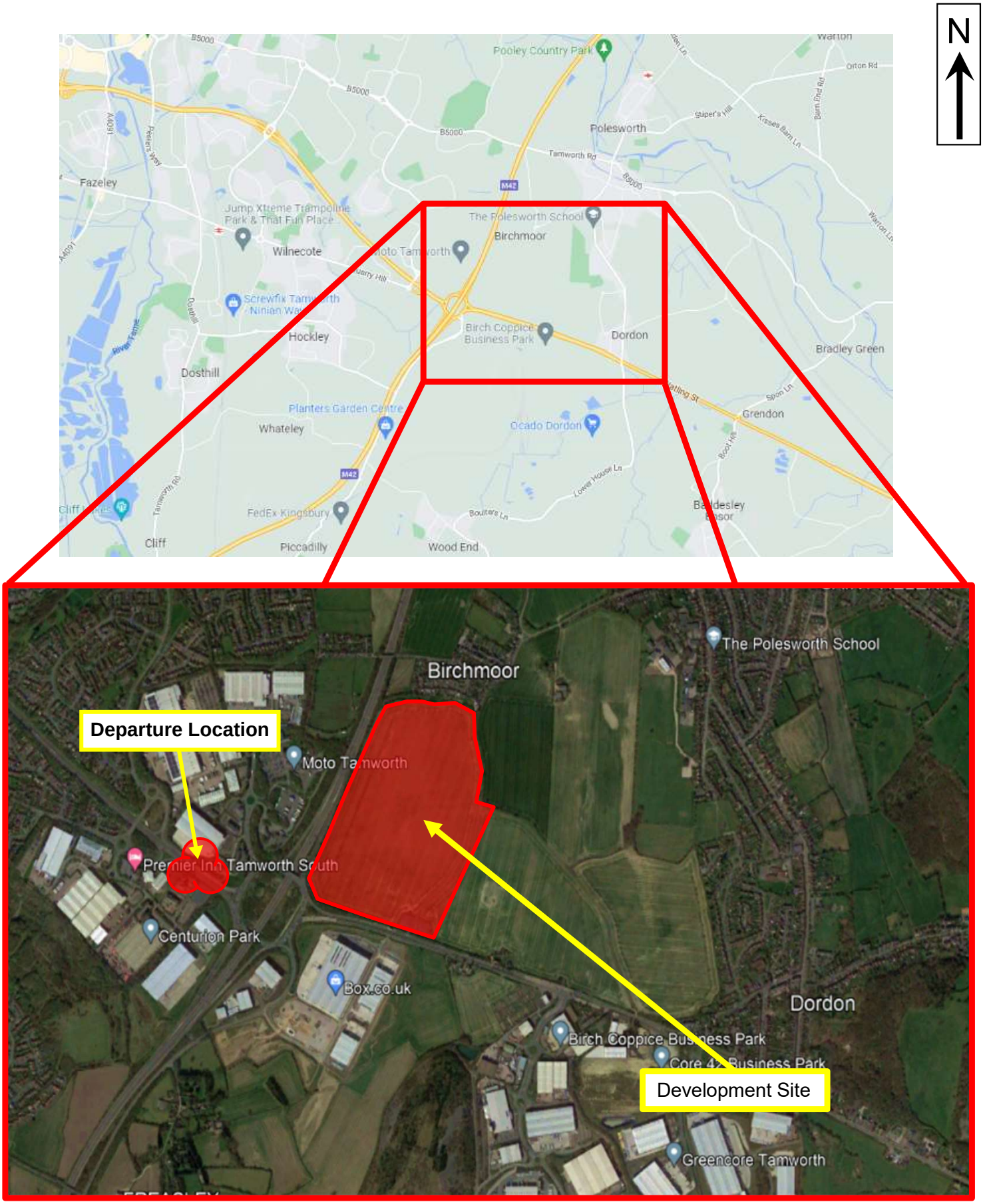
the separation strip will be the same as existing. Thus the departure scheme will be an improvement on the existing substandard provision.

- The departures avoid the costs and programme risks associated with acquiring third party land for highway improvement schemes.
- By reducing queues and delays, improving provision for HGVs and by improving sustainable transport connections, the proposed highway works align well with the objectives of the South Midlands Route Strategy (National Highways, May 2023).

Conclusion

2.28 In principal approval of the proposed departures is recommended.

Appendix A: Location Plan



M42 Junction 10, Tamworth

Site Location Plan

Figure 1

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Appendix B: Development Site Masterplan

NOTES.

Please note Title Plans have been scaled using Ordinace Survey features which may have altered over time. Complete accuracy cannot be guaranteed without further on-site survey.
Any dimensions given are to be confirmed with site measure.

Subject to Surveys, constraints & planning.

Red Line indicative only.

Contractors must verify all dimensions on site before commencing any work or shop drawings. This drawing is not to be scaled. Use figured dimensions only.

Subject to statutory approvals and survey.

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

Please note the information contained within this drawing is solely for the benefit of the employer and should not be relied upon by third parties.

The CDM hazard management procedures for the Chetwoods aspects of the design of this project are to be found on the "Chetwoods - Hazard Analysis and Design Risk Assessment" and/or drawings. The full project design teams comprehensive set of hazard management procedures are available from the Principle Designer appointed for the project

Please note Title Plans have been scaled using Ordinace Survey features which may have altered over time. Complete accuracy cannot be guaranteed without further on-site survey.

North

Development Site Boundary
(red line indicative only)
79.97 acres / 32.36 Ha

Parameter Boundary

Public bridleway (to be diverted where necessary)

Rev	Revision Description	Date	Author/ Reviewer

SKETCH

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Project

LAND NORTH EAST OF J10 M42, DORDON

Client

HODGETTS ESTATES

Drawing Title

INDICATIVE MASTERPLAN
INST+ SPECIFICATION

Scale	Size	Drawn	Checked	Date
1:1500	A1	RC	NH	09/02/23

Project	Originator	Zone	Level	Type	Role	Number	Rev.
4263	CA	00	00	DR	A	00090	SK5

Appendix C: M42 Jn10 Indicative Improvement Plan for NWBC Local Plan

Drawing Status:
These drawings have been produced with reference to the CDM Regulations 2015; Regulation 9.

These Drawings are for planning approvals and are not to be used for construction purposes. It is the responsibility of the contractor and client to identify risks associated with the construction stage and to design appropriate measures to mitigate. The risks identified on the PJA Scheme Design Risk Assessment are based on the information available at the time of the design (drawing date) Where shown on PJA Design Drawings, the position of services is based on information provided by other parties at the time of the design and is for guidance only. It is the responsibility of the Client and Contractor to verify the exact position of any services before commencing works on site.

Client Duties:
The client is directed to Regulation 4 of the CDM 2015 Regulations: Client duties in relation to managing projects

Rev / Date	Description	Drn	Chck'd

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Client
Warwickshire County Council (WCC)

Project
02853 M42 Junction 10

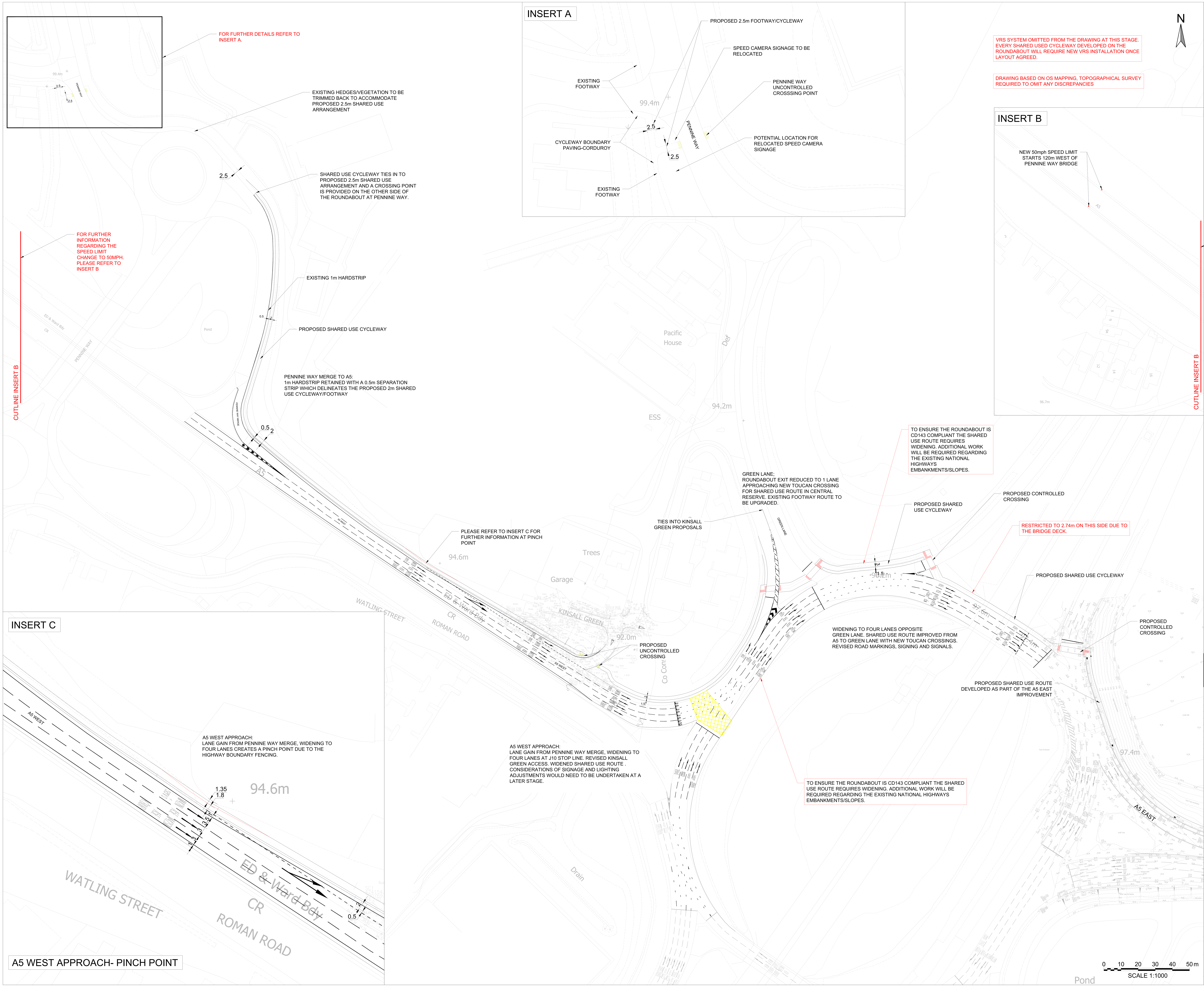
Drawing
Indicative Solution.
Level Intervention
2 B+C+D+E+F

Drawn by: AH 24/08/2017	Scale:
Checked by: MN 24/08/2017	1:2000 @ A1

Drawing No. 02853 - 01 | Revision A

File: T:\Projects Current\#2800\02853 M42 J10 HS2 Impact\2. Drawings\Design\Preliminary Design\Level Intervention 2B&C&D&E&F\Level Intervention 2B+C+D+E+F.dwg

Appendix D: TT M42 Jn10 Proposed Improvement Drawings


FOR FURTHER DETAILS REFER TO INSERT A.
EXISTING HEDGES/VEGETATION TO BE TRIMMED BACK TO ACCOMMODATE PROPOSED 2.5M SHARED USE ARRANGEMENT
2.5
SHARED USE CYCLEWAY TIES IN TO PROPOSED 2.5m SHARED USE ARRANGEMENT AND A CROSSING POINT IS PROVIDED ON THE OTHER SIDE OF THE ROUNDABOUT AT PENNINE WAY.
FOR FURTHER INFORMATION REGARDING THE SPEED LIMIT CHANGE TO 50MPH. PLEASE REFER TO INSERT B
EXISTING 1m HARDSTRIP
PROPOSED SHARED USE CYCLEWAY
PENNINE WAY MERGE TO A5: 1m HARDSTRIP RETAINED WITH A 0.5m SEPARATION STRIP WHICH DELINEATES THE PROPOSED 2m SHARED USE CYCLEWAY/FOOTWAY
CUTLINE INSERT B
0.5
2
PLEASE REFER TO INSERT C FOR FURTHER INFORMATION AT PINCH POINT
94.6m
Trees
Garage
Pacific House
ESS
94.2m
WATLING STREET
CR
ROMAN ROAD
ED & Ward Bdy
KINSALL GREEN
92.0m
PROPOSED UNCONTROLLED CROSSING
TIES INTO KINSALL GREEN PROPOSALS
GREEN LANE; ROUNDABOUT EXIT REDUCED TO 1 LANE APPROACHING NEW TOUCAN CROSSING FOR SHARED USE ROUTE IN CENTRAL RESERVE. EXISTING FOOTWAY ROUTE TO BE UPGRADED.
TO ENSURE THE ROUNDABOUT IS CD143 COMPLIANT THE SHARED USE ROUTE REQUIRES WIDENING. ADDITIONAL WORK WILL BE REQUIRED REGARDING THE EXISTING NATIONAL HIGHWAYS EMBANKMENTS/SLOPES.
PROPOSED SHARED USE CYCLEWAY
PROPOSED CONTROLLED CROSSING
RESTRICTED TO 2.74m ON THIS SIDE DUE TO THE BRIDGE DECK.
PROPOSED SHARED USE CYCLEWAY
WIDENING TO FOUR LANES OPPOSITE GREEN LANE. SHARED USE ROUTE IMPROVED FROM A5 TO GREEN LANE WITH NEW TOUCAN CROSSINGS. REVISED ROAD MARKINGS, SIGNING AND SIGNALS.
PROPOSED CONTROLLED CROSSING
PROPOSED SHARED USE ROUTE DEVELOPED AS PART OF THE A5 EAST IMPROVEMENT
97.4m
A5 EAST
A5 WEST APPROACH: LANE GAIN FROM PENNINE WAY MERGE, WIDENING TO FOUR LANES AT J10 STOP LINE. REVISED KINSALL GREEN ACCESS. WIDENED SHARED USE ROUTE. CONSIDERATIONS OF SIGNAGE AND LIGHTING ADJUSTMENTS WOULD NEED TO BE UNDERTAKEN AT A LATER STAGE.
TO ENSURE THE ROUNDABOUT IS CD143 COMPLIANT THE SHARED USE ROUTE REQUIRES WIDENING. ADDITIONAL WORK WILL BE REQUIRED REGARDING THE EXISTING NATIONAL HIGHWAYS EMBANKMENTS/SLOPES.
Drain
Pond
INSERT A
PROPOSED 2.5m FOOTWAY/CYCLEWAY
SPEED CAMERA SIGNAGE TO BE RELOCATED
EXISTING FOOTWAY
99.4m
PENNINE WAY UNCONTROLLED CROSSSING POINT
2.5
PENNINE WAY
CYCLEWAY BOUNDARY PAVING-CORDUROY
POTENTIAL LOCATION FOR RELOCATED SPEED CAMERA SIGNAGE
EXISTING FOOTWAY
N
VRS SYSTEM OMITTED FROM THE DRAWING AT THIS STAGE. EVERY SHARED USED CYCLEWAY DEVELOPED ON THE ROUNDABOUT WILL REQUIRE NEW VRS INSTALLATION ONCE LAYOUT AGREED.
DRAWING BASED ON OS MAPPING, TOPOGRAPHICAL SURVEY REQUIRED TO OMIT ANY DISCREPANCIES
INSERT B
NEW 50mph SPEED LIMIT STARTS 120m WEST OF PENNINE WAY BRIDGE
CUTLINE INSERT B
INSERT C
A5 WEST
A5 WEST APPROACH: LANE GAIN FROM PENNINE WAY MERGE, WIDENING TO FOUR LANES CREATES A PINCH POINT DUE TO THE HIGHWAY BOUNDARY FENCING.
1.35
1.8
94.6m
WATLING STREET
ED & Ward Bdy
CR
ROMAN ROAD
0.5
A5 WEST APPROACH- PINCH POINT
0 10 20 30 40 50m
SCALE 1:1000

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2. ALL DIMENSIONS ARE IN METRES UNLESS SPECIFIED OTHERWISE.

PRELIMINARY ISSUE

Rev	Description	Date	Drn	Chk	App
P04	AMENDMENTS TO ROAD MARKINGS	04.12.2023	JG	GW	NB
P03	MINOR AMENDMENTS	25.10.2023	LJB	LB	NB
P02	MINOR AMENDMENTS	14.08.2023	LJB	LB	NB
P01	PRELIMINARY FIRST ISSUE	21.10.2022	LJB	LB	NB

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HODGETTS ESTATES

Project Name

M42 JUNCTION 10
ROUNDABOUT IMPROVEMENT

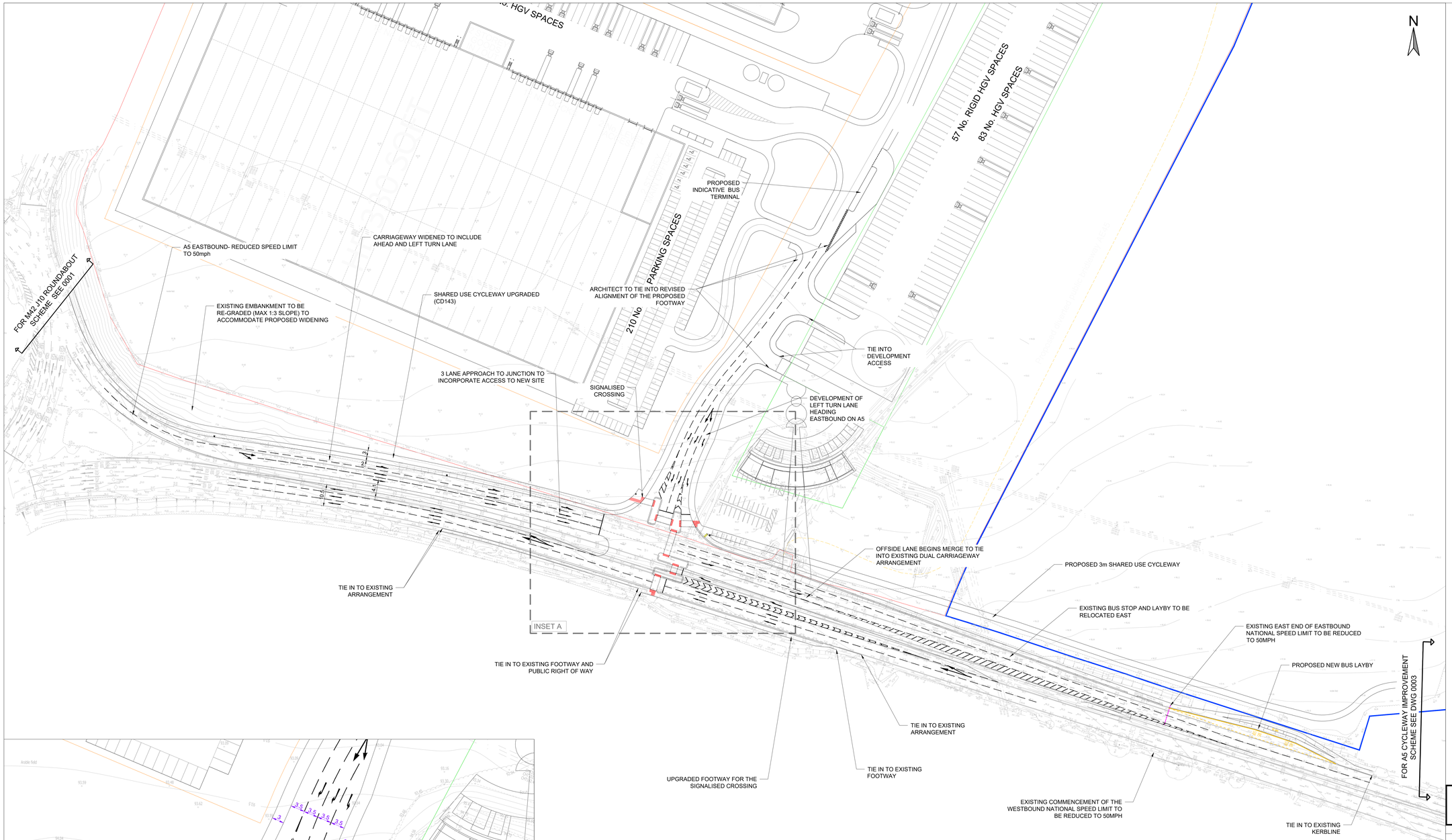
Sheet Title

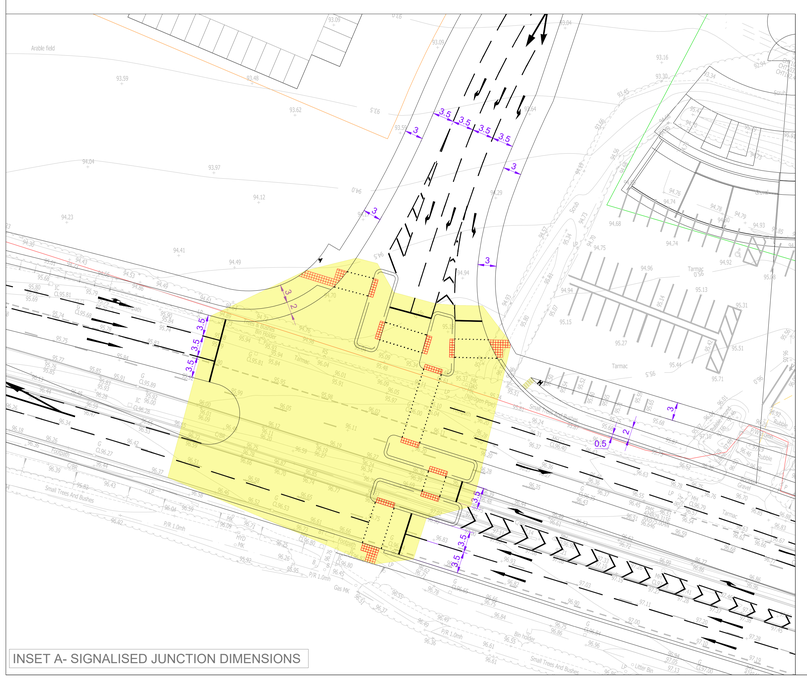
PROPOSED LAYOUT

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B033920	LJB	Sep'22	LB	Sep '22	NB	Sep '22	1:1000	S3

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
B033920	TTE	00	ZZ	SK	H	0001	P04

TTE_MT_v1





NOTES -

1. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.
2. THE INFORMATION SHOWN ON THIS DRAWING IS INTENDED TO PROVIDE A GENERAL OUTLINE OF THE HIGHWAY IMPROVEMENT WORKS.

KEY:

- SITE BOUNDARY 1
- SITE BOUNDARY 2
- INTERVISIBILITY ZONE

PRELIMINARY ISSUE

Rev	Description	Date	Drn / Chk / App
P02	ADJUSTMENT TO SPEED LIMIT SIGNS & INTERVISIBILITY ZONE ADDED	04.12.2023	JG / GW / NB
P01	PRELIMINARY FIRST ISSUE	04.11.2022	LJB / LB / NB

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Project Name

M42 JUNCTION 10
A5 CYCLEWAY IMPROVEMENT

Sheet Title

PROPOSED LAYOUT FOR A5 AND NEW SITE ACCESS

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B033920	LJB	Oct"22	LB	Oct '22	NB	Oct '22	1:1000	S3

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
B033920	TTE	00	ZZ	PL	H	0002	P02

TTE_MT_v1

PROPOSED SIGN TO DIAG 956 TO INDICATED SHARED USE CYCLEWAY

PROPOSED 2m VERGE

PROPOSED 3m WIDE SHARED USE CYCLEWAY

PROPOSED SIGN TO DIAG 956 TO INDICATED SHARED USE CYCLEWAY

HEDGEROW ALONG A5 TO BE MAINTAINED AND KEPT TO SUITABLE LEVELS

PROPOSED SIGN TO DIAG 956 TO INDICATED SHARED USE CYCLEWAY

PROPOSED 3m WIDE SHARED USE CYCLEWAY

PROPOSED 2m VERGE

PROPOSED SIGN TO DIAG 956 TO INDICATED SHARED USE CYCLEWAY

PROPOSED SIGN TO DIAG 956 TO INDICATED SHARED USE CYCLEWAY

ABSOLUTE MINIMUM CROSSING WIDTH AS 3m. REVIEWED AT DETAILED DESIGN STAGE.

INDICATIVE SITE ACCESS CROSSING POINT.
SIGNALISED CROSSING TO BE REVIEWED AT DETAILED DESIGN STAGE.

SHARED USE FACILITY TO CONTINUE INTO THE SITE DEVELOPMENT. PROPOSAL TO BE FINALISED AT A LATER STAGE.

CYCLISTS DISMOUNT

PROPOSED SIGN TO DIAG 956 TO INDICATED SHARED USE CYCLEWAY AND SIGN TO DIAG 966 CYCLIST DISMOUNT

FOR CONTINUATION SEE VIEWPORT 2

VIEWPORT 1

0 5 10 15 20 25m
SCALE 1:500

FOR CONTINUATION SEE VIEWPORT 1

PROPOSED SIGN TO DIAG 956 TO INDICATED SHARED USE CYCLEWAY

INDICATIVE BRIDLE-WAY ROUTE. WAY MARKER TO BE IMPLEMENTED TO INFORM USERS OF THE START OF THE BRIDLEWAY ROUTE

PROPOSED 3m WIDE SHARED USE CYCLEWAY

PROPOSED SIGN TO DIAG 956 TO INDICATED SHARED USE CYCLEWAY

PROPOSED SIGN TO DIAG 956 TO INDICATED SHARED USE CYCLEWAY

FOR CONTINUATION SEE VIEWPORT 3

R25

VIEWPORT 2

0 5 10 15 20 25m
SCALE 1:500

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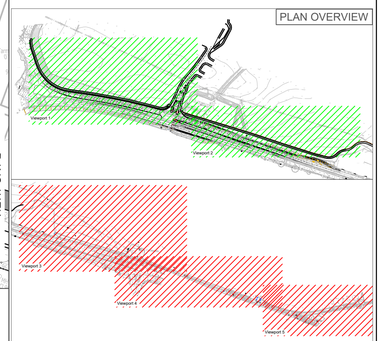
KEY:

- SITE BOUNDARY 1
- SITE BOUNDARY 2
- PROPOSED 5m SHARED USE CYCLEWAY
- INDICATIVE SITE ACCESS LAYOUT
- PROTECTIVE TIMBER FENCE OR SIMILAR APPROVED
- EXISTING BRIDLEWAY ROUTE (166/AE45/1)
- PROPOSED DIVERSION OF BRIDLEWAY ROUTE

PLAN OVERVIEW



PRELIMINARY ISSUE

Rev	Description	Date	Drn	Chk	App
P02	INITIAL COMMENTS INCORPORATED	11.08.2022	LJB	JG	LB
P01	PRELIMINARY FIRST ISSUE	25.05.2022	LJB	JG	LB

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HODGETTS ESTATES

Project Name

M42 JUNCTION 10
A5 CYCLEWAY IMPROVEMENT

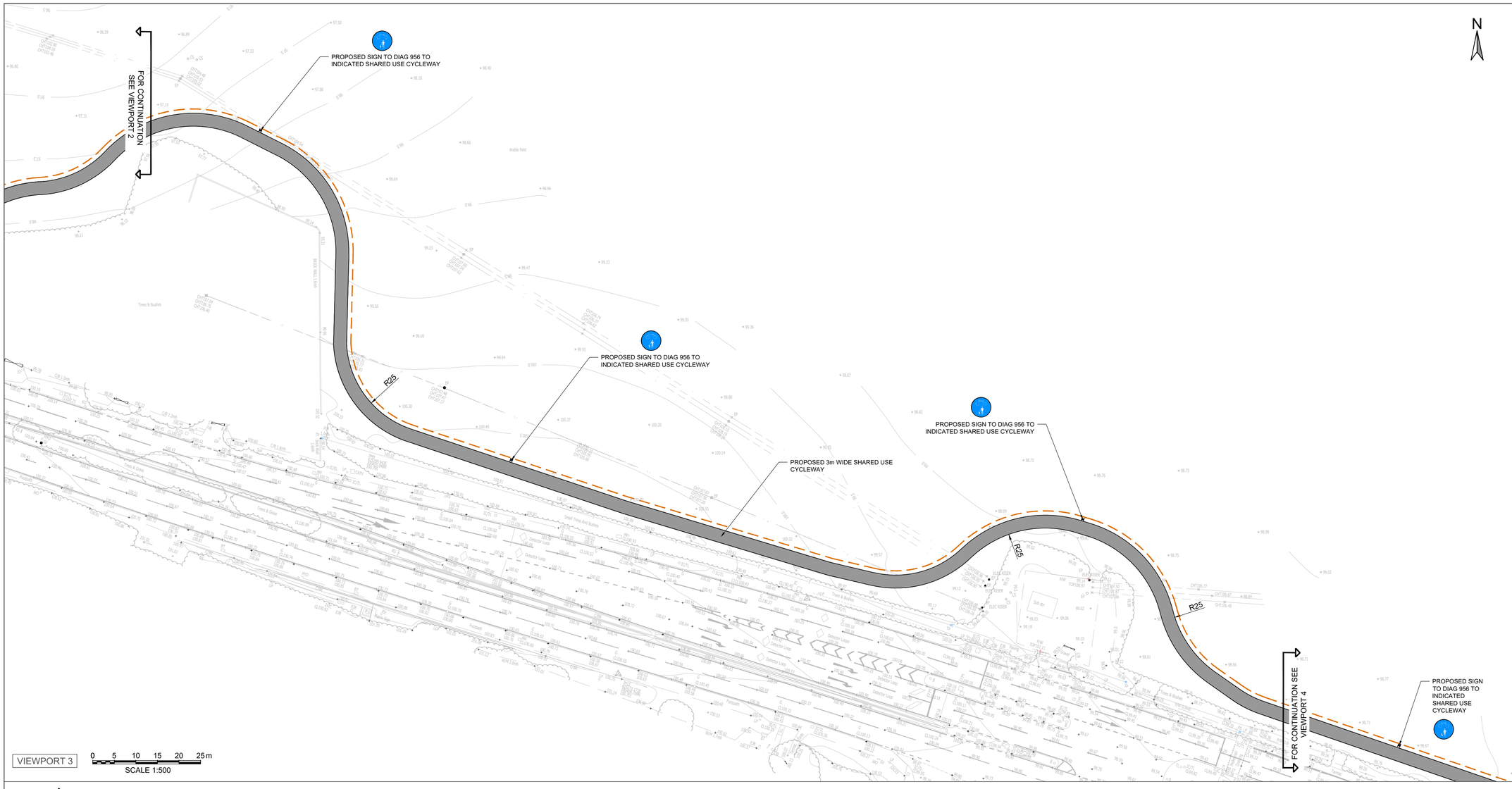
Sheet Title

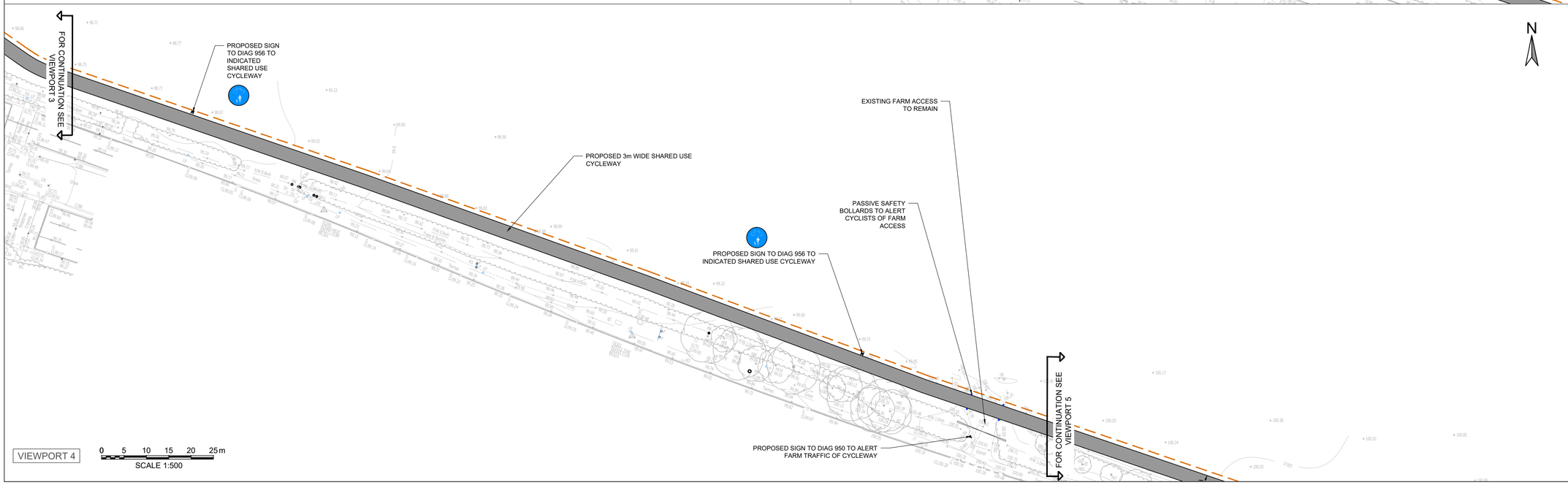
PROPOSED LAYOUT
SHEET 1

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B033920	LJB	May '22	JG	May '22	LB	May '22	1:500	S3

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
B033920	TTE	00	ZZ	PL	H	0003	P02

TTE_MT_v1





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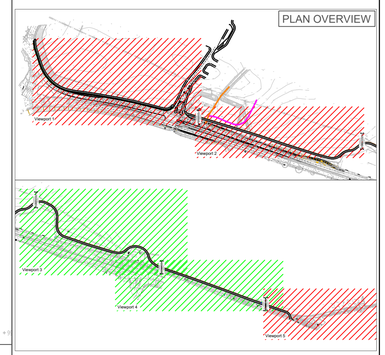
KEY:

- SITE BOUNDARY 2
- PROPOSED 5m SHARED USE CYCLEWAY
- PROTECTIVE TIMBER FENCE OR SIMILAR APPROVED
- PASSIVE SAFETY BOLLARDS



PRELIMINARY ISSUE

Rev	Description	Date	Drn / Chk / App
P02	INITIAL COMMENTS INCORPORATED	11.08.2022	LJB / LB / NB
P01	PRELIMINARY FIRST ISSUE	25.05.2022	LJB / JG / LB

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Project Name

M42 JUNCTION 10
A5 CYCLEWAY IMPROVEMENT

Sheet Title

PROPOSED LAYOUT
SHEET 2

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B033920	LJB	May '22	JG	May '22	LB	May '22	1:500	S3

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
B033920	- TTE	- 00	- ZZ	- PL	- H	- 0004	P02

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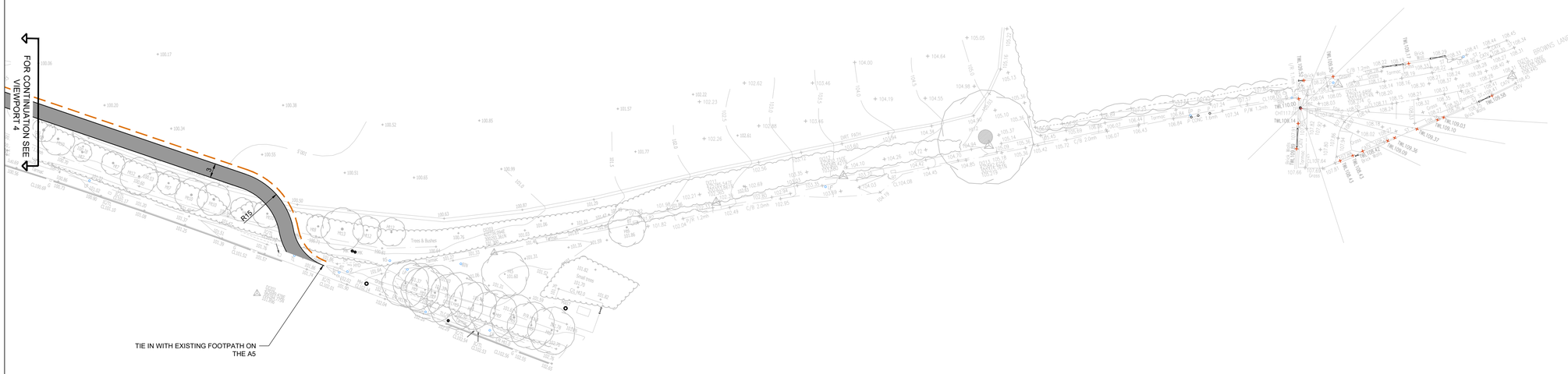

VIEWPORT 5

0 5 10 15 20 25m

SCALE 1:500

N

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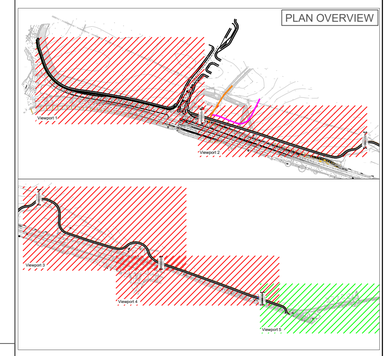
KEY:

- SITE BOUNDARY 2
- PROPOSED 5m SHARED USE CYCLEWAY
- PROTECTIVE TIMBER FENCE OR SIMILAR APPROVED

PLAN OVERVIEW



PRELIMINARY ISSUE

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Project Name

M42 JUNCTION 10
A5 CYCLEWAY IMPROVEMENT

Sheet Title

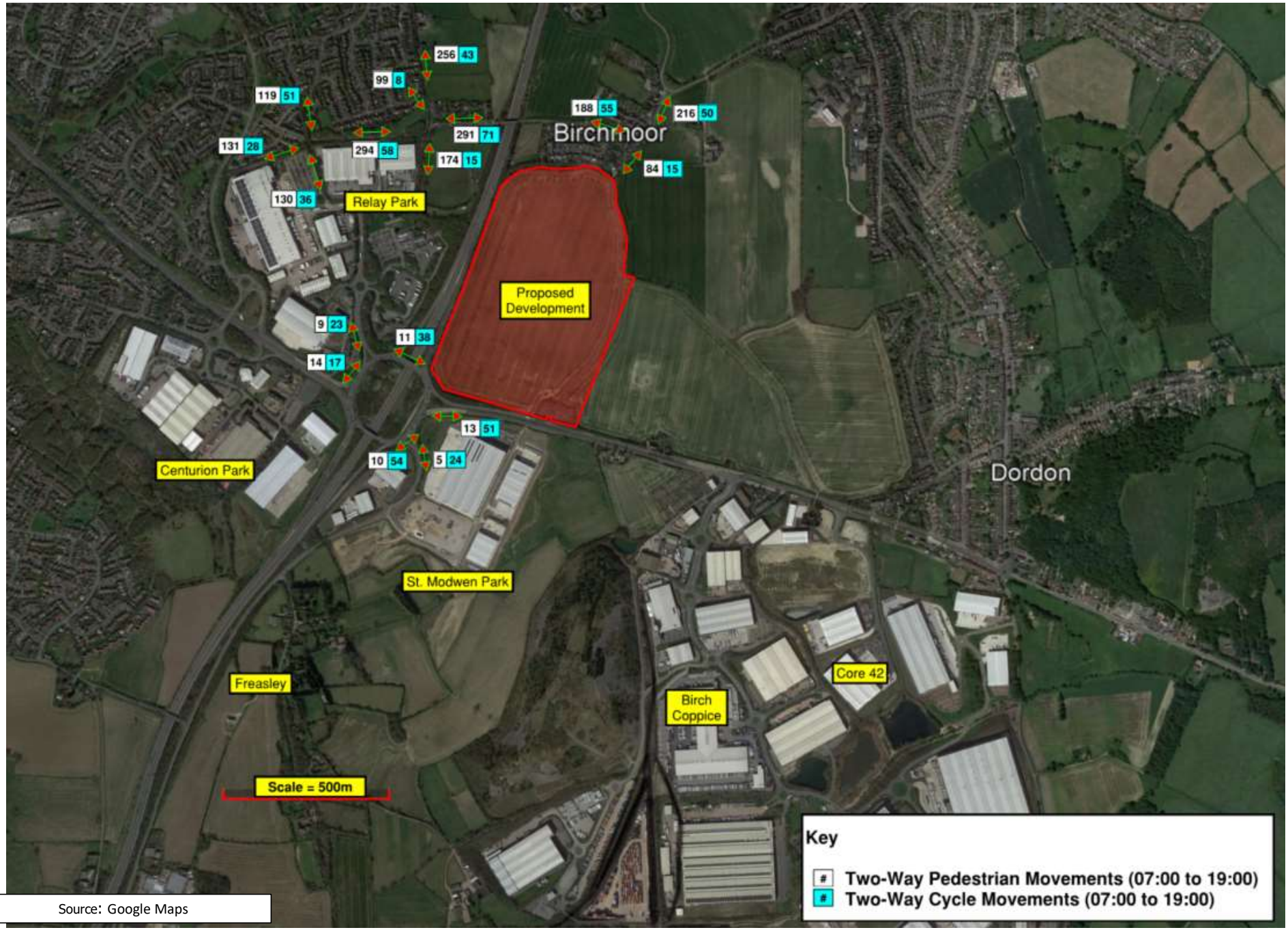
PROPOSED LAYOUT
SHEET 3

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B033920	LJB	May '22	JG	May '22	LB	May '22	1:500	S3

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
B033920	TTE	00	ZZ	SK	H	0005	P02

TTE_MT_v1

Appendix E: Cycle Flows



M42 Junction 10, Tamworth

Pedestrian/ Cycle Movements (Wednesday 8th June 2022)

Figure 2

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Appendix F: 2023 Traffic Flow Diagrams

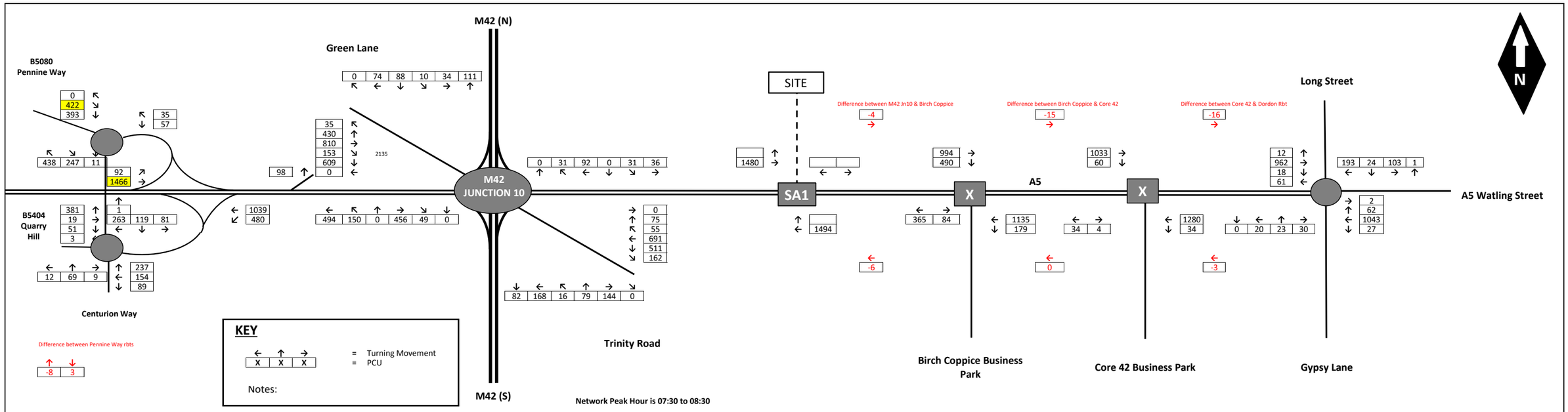

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FIGURE 1

2023 AM PEAK (0730 TO 0830) - DEMAND FLOWS

Land North East of M42 Junction 10

JOB NUMBER: 784-B033920

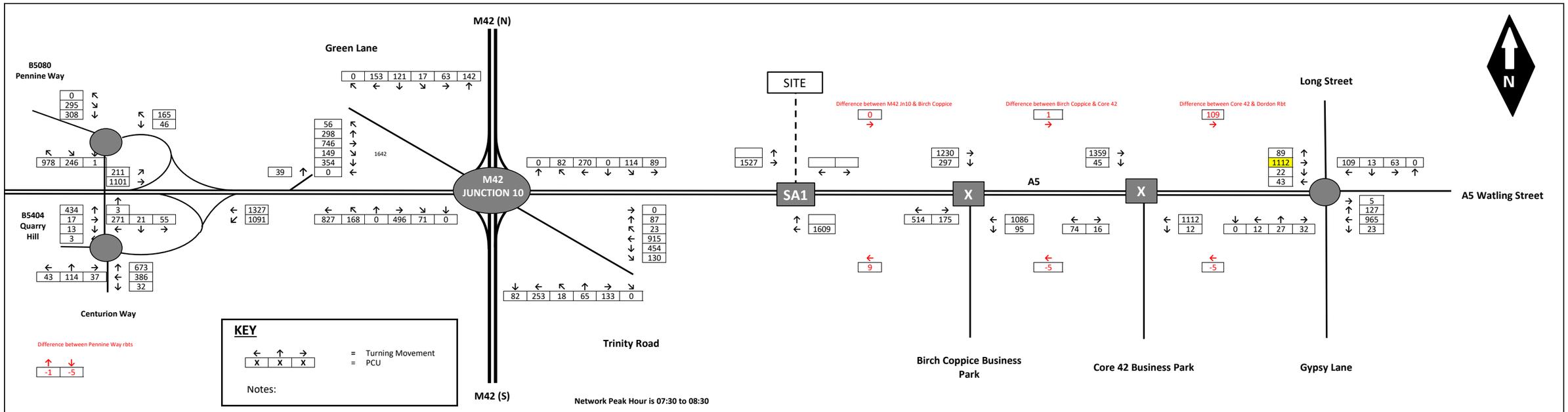

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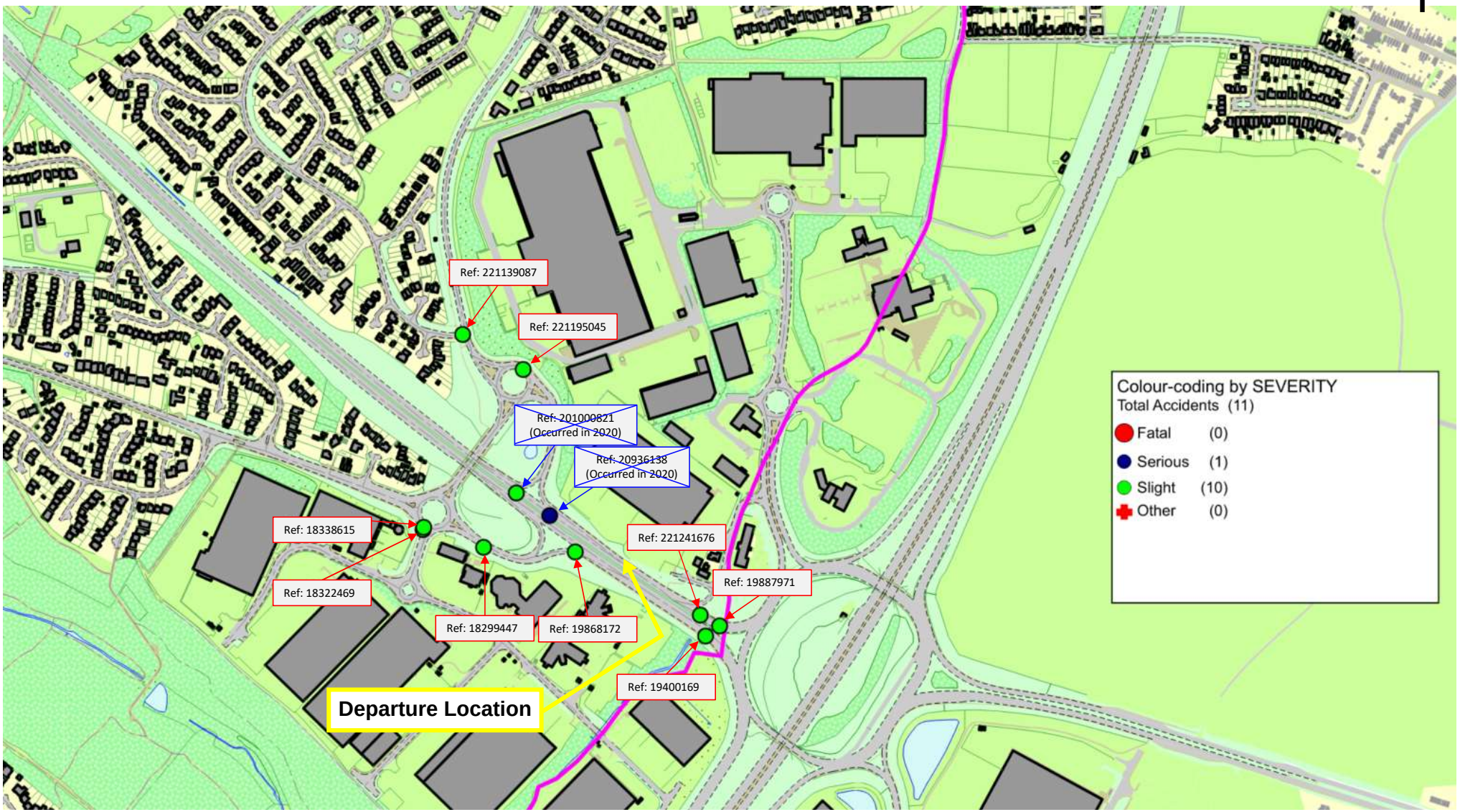
FIGURE 2

2023 PM PEAK (1645 TO 1745) - DEMAND FLOWS CORRECTED

Land North East of M42 Junction 10

JOB NUMBER: 784-B033920

Appendix G: Accident Data



Source: Staffordshire County Council

Lane NE of M42 Junction 10

Staffordshire Accident Data

Figure E1

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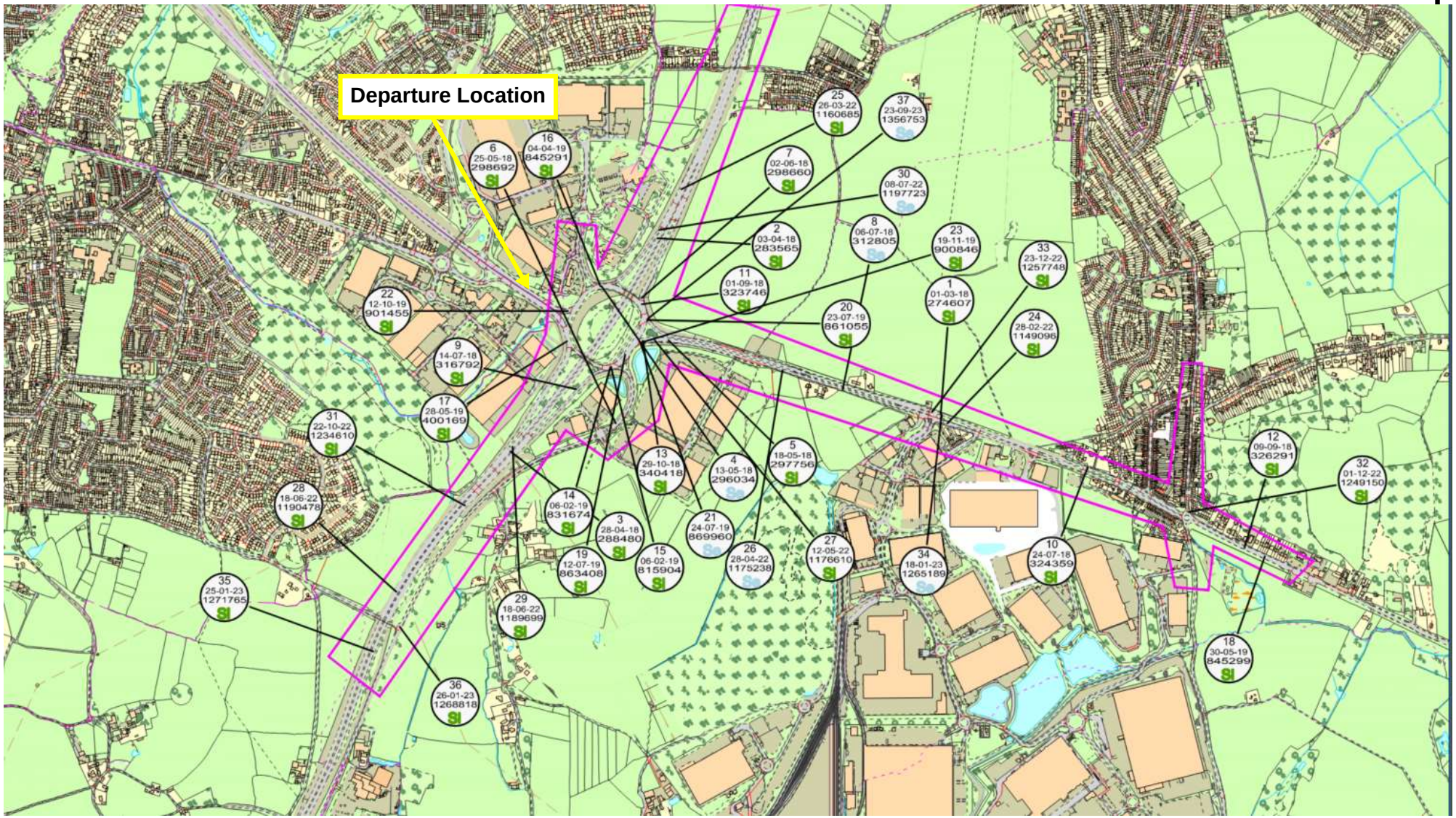

Source: Warwickshire County Council

Lane NE of M42 Junction 10

Warwickshire Accident Data

Figure E2

TETRA TECH

Accidents between dates **01/01/2018** and **29/10/2023** (70) months

Selection:

Selected using Manual Selection

Notes:

Acc. Ref. No: 18299447 **Road:** A 5 **Grid Reference:** 423916 300819

District Council: Tamworth **Time:** 1530 Saturday 21-April-2018

Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 70

Severity: SLIGHT **Road surface** Wet/Damp

Location: THOMAS GUY WAY A5 NB EXIT SLIP BY PREMIER INN

The accident occured on the A5, a slip road.

Special conditions and hazards: None

Vehicle 1 Car, travelling from SE to NW was stopping on the main carriageway. The vehicle was not at, or within 20M of a junction and skidded. The male driver aged 18 lived in BH31.

Casualty 1 (Vehicle 1) A male driver aged 18 suffered a slight injury.

Contributory Factors

Vehicle 1 Poor turn or manoevre
Vehicle 1 Sudden braking
Vehicle 1 Loss of control

Acc. Ref. No: 18322469 **Road:** D 66 **Grid Reference:** 423838 300842

District Council: Tamworth **Time:** 1703 Monday 02-July-2018

Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 30

Severity: SLIGHT **Road surface** Dry

Location: WATLING ST B5404 JN WITH QUARRY HILL

The accident occured at a roundabout on the D66, a single carriageway at its junction with the B5404 controlled by a give way or uncontrolled.

Special conditions and hazards: None

Vehicle 1 Car, travelling from SW to NE was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The female driver aged 24 lived in NG8.

Vehicle 2 Pedal Cycle, travelling from NW to SE was going ahead other on the main carriageway. The vehicle was entering main road. The female d aged 23.

Casualty 1 (Vehicle 2) A female rider aged 23 suffered a slight injury.

Casualty 2 (Vehicle 1) A female driver aged 24 suffered a slight injury.

Contributory Factors

Vehicle 2 Illegal turn or direction of travel
Vehicle 2 Cyclist entering road from pavement

Acc. Ref. No: 18338615 **Road:** B 5404 **Grid Reference:** 423839 300845

District Council: Tamworth **Time:** 1430 Tuesday 25-September-2018

Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 30

Severity: SLIGHT **Road surface** Dry

Location: QUARRY HILL B5404 AT JN WITH PENINE WAY

The accident occured at a roundabout on the B5404, at its junction with the B5080 controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Car, travelling from NE to NW was turning right on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver of an unknown age .

Vehicle 2 Car, travelling from NE to NW was stopping on the main carriageway. The vehicle was mid junction - on roundabout or main road. The fem driver aged 24 lived in B77.

Casualty 1 (Vehicle 2) A female driver aged 24 suffered a slight injury.

Contributory Factors

Vehicle 1 Failed to look properly

Accidents between dates **01/01/2018** and **29/10/2023** (70) months

Selection:

Selected using Manual Selection

Notes:

Acc. Ref. No: 19400169 **Road:** A 5 **Grid Reference:** 424202 300705
District Council: Tamworth **Time:** 2018 Tuesday 28-May-2019
Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 70
Severity: SLIGHT **Road surface** Dry
Location: THOMAS GUY WAY (A5) APPROX 60MTS NW M42 ISLAND

The accident occured on the A5, a dual carriageway .

Special conditions and hazards: None

Vehicle 1 Motorcycle over 500cc, travelling from SE to NW was going ahead other on the main carriageway. The vehicle was not at, or within 20M of junction. The male driver aged 68 lived in DA2.

Casualty 1 (Vehicle 1) A male rider aged 68 suffered a slight injury.

Contributory Factors

Vehicle 1 Dazzling sun

Acc. Ref. No: 19868172 **Road:** A 5 **Grid Reference:** 424034 300813
District Council: Tamworth **Time:** 2018 Thursday 18-July-2019
Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 70
Severity: SLIGHT **Road surface** Dry
Location: A5 NB J/W STONEYDELPH EXIT

The accident occured at a T or staggered junction on the A5, a slip road at its junction with the A5 controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Motorcycle over 500cc, travelling from SE to W was turning left on the main carriageway. The vehicle cleared junction or waiting/parked at junction exit. The male driver aged 44 lived in CV9.

Casualty 1 (Vehicle 1) A male rider aged 44 suffered a slight injury.

Contributory Factors

Vehicle 1 Dazzling sun
Vehicle 1 Swerved

Acc. Ref. No: 19887971 **Road:** A 5 **Grid Reference:** 424220 300718
District Council: Tamworth **Time:** 1202 Saturday 07-September-2019
Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 70
Severity: SLIGHT **Road surface** Dry
Location: A5 - APPROX 38MTS SE J/W KINSALL GREEN

The accident occured on the A5, a dual carriageway .

Special conditions and hazards: None

Vehicle 1 Car, travelling from NW to SE was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction. The fer driver aged 70 lived in DE13.

Vehicle 2 Car, travelling from NW to SE was going ahead but held up on the main carriageway. The vehicle was not at, or within 20M of a junction. T male driver aged 53 lived in B75.

Casualty 1 (Vehicle 1) A female vehicle or pillion passenger aged 74 suffered a slight injury.

Contributory Factors

Vehicle 1 Following too close
Vehicle 1 Failed to look properly
Vehicle 1 Failed to judge other persons path or speed

Accidents between dates **01/01/2018** and **29/10/2023** (70) months

Selection: **Notes:**

Selected using Manual Selection

Acc. Ref. No: 20936138 **Road:** A 5 **Grid Reference:** 424001 300860

District Council: Tamworth **Time:** 1659 Thursday 09-January-2020

Lighting: Darkness: street lights present and lit **Weather:** Fine without high winds **Speed limit:** 70

Severity: SERIOUS **Road surface** Dry

Location: THOMAS GUY WAY (A5 EB) J/W STONEYDELPH ENTRY SLIP

The accident occured at a slip road on the A5, a dual carriageway at its junction with the A5 controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Car, travelling from N to SE was changing lane to right on the main carriageway. The vehicle was entering from slip road. The male driver an unknown age .

Vehicle 2 Motor Cycle over 50 cc and up to 125cc, travelling from NW to SE was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 19 lived in DE12.

Vehicle 3 Car, travelling from NW to SE was going ahead other on the main carriageway. The vehicle cleared junction or waiting/parked at junction e The male driver aged 62 lived in B77.

Casualty 1 (Vehicle 2) A male rider aged 19 suffered a serious injury.

Contributory Factors

Vehicle 1 Failed to look properly
Vehicle 1 Poor turn or manoevre
Vehicle 1 Careless/Reckless/In a hurry
Vehicle 1 Exceeding speed limit

Acc. Ref. No: 201000821 **Road:** A 5 **Grid Reference:** 423958 300889

District Council: Tamworth **Time:** 1252 Friday 28-August-2020

Lighting: Daylight **Weather:** Raining without high winds **Speed limit:** 70

Severity: SLIGHT **Road surface** Wet/Damp

Location: A5 EB J/W EXIT SLIP STONEYDELPH

The accident occured at a slip road on the A5, a dual carriageway at its junction with the A5 controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Goods 7.5 tonnes mgw and over, travelling from NW to SE was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 49 lived in DE23.

Vehicle 2 Car, travelling from NW to SE was going ahead but held up on the main carriageway. The vehicle was mid junction - on roundabout or mai road. The male driver aged 20.

Vehicle 3 Car, travelling from NW to SE was going ahead but held up on the main carriageway. The vehicle cleared junction or waiting/parked at jun exit. The male driver aged 35 lived in CV11.

Casualty 2 (Vehicle 2) A male vehicle or pillion passenger aged 61 suffered a slight injury.

Contributory Factors

Vehicle 1 Dazzling sun
Vehicle 1 Slippery road (due to weather)
Vehicle 1 Travelling too fast for conditions

Acc. Ref. No: 221139087 **Road:** B 5080 **Grid Reference:** 423889 301093

District Council: Tamworth **Time:** 1620 Friday 21-January-2022

Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 40

Severity: SLIGHT **Road surface** Dry

Location: PENNINE WAY (B5080) AT JUNCTION WITH PENNYMOOR ROAD

The accident occured at a T or staggered junction on the B5080, a single carriageway at its junction with the Unclassified52 controlled by a giv way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Car, travelling from W to SE was turning right on the main carriageway. The vehicle was entering main road. The female driver aged 38 liv B77.

Vehicle 2 Van or Goods 3.5 tonnes mgw and under, travelling from SE to NW was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 31 lived in B24.

Casualty 1 (Vehicle 1) A female driver aged 38 suffered a slight injury.

Accidents between dates **01/01/2018** **and** **29/10/2023** (70) months

Selection: **Notes:**

Selected using Manual Selection

Acc. Ref. No: 221195045 **Road:** B 5080 **Grid Reference:** 423967 301048

District Council: Tamworth **Time:** 1733 Monday 11-April-2022

Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 30

Severity: SLIGHT **Road surface** Dry

Location: PENNINE WAY R'BT J/W THOMAS GUY WAY (A5)

The accident occured at a roundabout on the B5080, at its junction with the A5 controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Car, travelling from N to S was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. Th female driver aged 39 lived in B77.

Vehicle 2 Car, travelling from SW to S was stopping on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver of an unknown age .

Casualty 1 (Vehicle 1) A female driver aged 39 suffered a slight injury.

Contributory Factors

Vehicle 1 Following too close

Vehicle 2 Sudden braking

Acc. Ref. No: 221241676 **Road:** A 5 **Grid Reference:** 424195 300732

District Council: Tamworth **Time:** 1715 Wednesday 09-November-2022

Lighting: Darkness: street lights present and lit **Weather:** Unknown **Speed limit:** 70

Severity: SLIGHT **Road surface** Dry

Location: A5 EB APPROX 10MTS SE J/W KINSALL GREEN (A5)

The accident occured at a T or staggered junction on the A5, a dual carriageway at its junction with the Unclassified31 controlled by a give wa uncontrolled..

Special conditions and hazards: None

Vehicle 1 Car, travelling from NW to SE was stopping on the main carriageway. The vehicle cleared junction or waiting/parked at junction exit. The m driver aged 22 lived in CV9.

Vehicle 2 Car, travelling from NW to SE was stopping on the main carriageway. The vehicle cleared junction or waiting/parked at junction exit. The female driver aged 63 lived in CV10.

Casualty 1 (Vehicle 2) A female driver aged 63 suffered a slight injury.
