

Appendix 4

Meeting Notes (WBC and HE)

NOTE OF MEETING

PROJECT: Peel Hall, Warrington

DATE: 19th January 2016

HELD: AECOM, 6th Floor, No.1 New York Street, Manchester @ 14:30.

PRESENT:	Shaun Reynolds	Highways England
	Simon Clarke	Highways England
	Frank Mohan	AECOM
	Catherine Zoeflig	AECOM
	Michelle Zenner	Warrington Borough Council
	Richard Flood	Warrington Borough Council
	Dave Tighe	Highgate Transportation
	Fiona Bennett	Highgate Transportation

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1. DT provided a summary to the history of the site, recapped the scoping meeting from June 2014 and the set out the current development profile and access strategy and explained that the applicant has now secured all points of access. It was explained that the planning application would be for outline consent but with full approval on the access strategy.
 2. It was agreed that all parties will work together and that a step-by-step approach was favoured by all.
 3. Trip Rates:
 - TRICS to be used, with validation from local surveys.
 - FB to circulate 2014 and 2015 traffic surveys to all parties and produce a trip rate report for agreement, which will feed into the scoping report.
 - CZ to provide the latest Omega TA trip rates to HTP.
 4. Modelling:
 - FM explained that the Highways England VISSIM model has not been progressed beyond the March 2015 report. HE/AECOM to progress.
 - SR proposed that the use of one model, rather than two, would keep the modelling together.
 - It was agreed by all parties that the use of the VISSIM model would be beneficial.

- WBC and HTP to discuss and agree on the additional points of coverage required for the local highway network. The area further east, linking the site to Birchwood, would be favourable.
 - As assessment work progresses it may be prudent that consideration is given to different access scenarios such as a through-route across the site.
 - SR reiterated that the VISSIM model was to be extended at the developer's expense and that AECOM will act as modellers. AECOM and HTP to liaise.
 - It was agreed that, further to a review of the current traffic surveys, there may be a need to commission additional surveys between the site and Birchwood.
 - It was agreed that the 2014 and 2015 traffic surveys are still valid for use.
 - MZ confirmed that WBC has ATC data for the A49.
 - SR confirmed that the HE has traffic data for the SRN.
 - SR will consider if further diverge assessments will be required for Junction 9 of the M62.
 - It was discussed that the HE would like to see modelling carried out for opening year, plus full build-out for mitigation tests and then 10 years hence (the latter with no further mitigation required). *MZ has confirmed that WBC will be happy with these modelling years.*
 - WBC to consider other modelling years.
5. Network constraints and future plans:
- SR explained that the M62 network is quite full and depending on traffic distribution Junction 21 of the M6 (to the south) may need to be included within the scoping area and so could J22 (to the north).
 - MZ stressed that the A49 is also quite full.
 - SR mentioned Smart Motorways and Ramp Metering in terms of current and future plans for this section of the SRN.
 - There may be a need to consider future plans for the Croft Interchange (J21A M6/J10 M62).
 - *SR has confirmed that HE policy states that no mitigation works are allowed within the HE highways boundary.*
6. Committed developments:
- MZ/RF to provide more information. MZ has confirmed that Mike Davies (Planning) should be contacted to obtain a full picture of committed development in the area.

7. Mitigation:
 - MZ said that WBC will seek to ensure that the traffic generated from the development is mitigated.
 - MZ said that no specific measures identified for this area of Warrington at this time, but mentioned that WBC may want to look at the Fordton junction with A49.
 - DT asked WBC to also consider potential mitigation measures.
8. Other matters:
 - SR requested interface details on proposed boundary treatment along northern edge of site. HE require that the risk of pedestrian intrusion is minimised and that vehicle restraint is considered and accounted for. The HE will not fund any additional vehicle restraint systems required as part of this development. DT anticipated bunding along the boundary.
 - SR asked if the 50m buffer was wide enough and for this to be investigated.
 - SR/SC to check policy/ guidance regarding the location of the proposed balancing ponds in close proximity to the SRN where not protected from boundary treatment.
9. Next meeting end of February – date to be confirmed.

NOTE OF MEETING

PROJECT: Peel Hall, Warrington

DATE: 8th March 2016

HELD: WBC, New Town House, Warrington @ 14:00.

PRESENT:	Richard Flood	Warrington Borough Council
	Michelle Zenner	Warrington Borough Council
	Dave Tighe	Highgate Transportation
	Fiona Bennett	Highgate Transportation

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1. DT explained the latest development profile and set out that we are awaiting the latest masterplan for circulation. RF expressed his desire for all parties to work together, whilst each being sympathetic to the desires and pressures of each other's clients.
 - DT explained that the previously identified retirement homes are now included as part of the 1,200 dwellings and will be treated as ordinary dwellings for trip rate purposes. There is now a separate care home facility of 100-beds.
 - MZ expressed the need to ensure that appropriate and desirable walking and cycling links are included within the masterplan, including those for recreational use. DT said that each parcel/use would be assessed accordingly
 - WBC happy with splitting the local centre and food store car parks, back-to-back with good pedestrian linkages – but no vehicular through route. DT explained that this would make access simpler from the eastern part of the development and that car parks would be designed to have sufficient capacity to accommodate some of the school drop off requirement.
 - The principle of providing school drop-off and collection car parking and turn around facilities on the end of the access road that serves the primary school was agreed. MZ proposed localised widening (e.g. 7.5m) of this access road. FB to investigate accordingly. It is unlikely that green verges will be provided on the road past the school and TROs and Keep Clear markings could assist with the further control of parking in front of the school if required.
 - It was discussed that staff parking would be provided on the school site (and coach turn around facilities), but a travel plan will be required to encourage non-car modes of travel. It was agreed that a 2-form entry school would be assumed for within the TA modelling and that this will result in some external trips.
 - It was agreed that good pedestrian links to the school should be created, but that no desirable pedestrian links will be made between the school and Windermere Avenue in order to prevent this area becoming an attractive drop-off and collection area.

2. Accesses:

- Blackbrook Avenue/Mill Lane – southbound deflection on Mill Lane to be checked. Vehicle tracking to be issued to WBC.
- Radley Lane – DT gave background to proposals that resulted from the recent public consultation. MZ requested that it be modified to reflect their design guide. FB agreed to modify the alignment and show vehicle tracking.
- Poplars Avenue (central) – DT explained changes that are planned re: bus stop location and controlled crossing to both switch sides further to Network Warrington meeting. Discussion held over detail of controlled pedestrian crossing. FB to rework and issue with tracking.
- Proposed parking areas at Poplars Avenue well received by WBC.
- Grasmere Avenue – segregated footway to be highlighted.
- Poplars Avenue (west) – Tracking at Cotswold Road/Poplars Avenue corner to be provided. Tracking to focus on large vans and rigid vehicles.
- Birch Avenue – alternative parking area options to be drawn up.
- Mill Lane – FB to reconsider the need for the off-road cycle facility. FB to provide tracking at the third party access and tweak radii as required.
- Peel Cottage Lane – MZ to investigate the requirements for service strips. HTP to investigate existing refuse collection to Peel Hall Cottage.

3. Phasing:

- DT ran through initial phasing plan and set out that phasing would be dealt with in detail in the TA.
- WBC are not able to make a decision on the quantum of development loading onto Poplars Avenue until modelling results are in.

4. Bus strategy:

- DT explained that we have worked up a comprehensive bus strategy with Network Warrington which includes for extension to existing services during early phases of development and a flagship route from the town centre, through the site, to Birchwood.
- WBC are happy for us to speak directly to their colleague Alyn Jones.

5. Trip Rates:

- MZ recommended that food store trip rates to be based on the generic category within TRICS rather than the discount food store option. FB to run a comparison test.
- Future reports for comment to be sent directly to Gavin Coupe at ATKINS copying in MZ and RF.
- FB set out that there will be a trip rate note that includes for trip rates over the morning and afternoon peak periods (0700-0930 and 1600-1830 respectively), to assist AECOM with modelling the peak hours.

- DT set out that a level of development trip rates will be internalised due to the location of Primary school and local centre facilities, and also subject to a discount factor yet to be proposed to account for, for example, the proposed bus strategy (which includes bus passes to new residents).
6. Committed development:
- FB summarised these as: Land at Benson Road (2015/26220), Birchwood Shopping Centre (2015/25880), Birchwood Park (2015/26044) and Calver Park (2015/26685).
 - MZ agreed to send through her highway consultation responses on these. (Received – thank you).
 - It was agreed that the B&Q extension at Winwick (2015/26628) did not need to be included under committed developments as it is considered that this will not have a peak hour weekday impact in real terms.
7. Spine Road as a through-route scenario:
- RF requested that the scenario that has the spine road as a through route and the links to Winwick Road be considered (i.e. removes/relocates the existing closure and creates a signalled junction with Winwick Road) as this would help reduce the impact on Long Lane/A49 junction from development traffic. RF said that this is something that officers need to be able to demonstrate to Members has been considered in detail.
 - A discussion took place regarding the implications and achievability of this and HTP agreed to carry out some further investigation.
8. Any other business
- Growth factors were discussed. WBC advised that the same mechanism used for growing existing network flows used in the Omega application should be applied to the Peel Hall application.
 - The AECOM modelling timescale and the TA program was discussed. RF/MZ strongly advised against an interim TA being submitted with the planning application given their experience with the Omega application and stressed that they would push for the application not to be validated if all the modelling work was not completed.
 - It was noted that the Omega application will not go to committee until after the May 2016 elections.
 - MZ said that the number of planning applications had more than doubled and that officer response times had increased accordingly. RF said that there may be a new protocol introduced to help manage the resources available. DT/FB said they appreciated the time and cooperation received to date.

NOTE OF MEETING

PROJECT: Peel Hall, Warrington

DATE: 12th September 2016

HELD: AECOM, 6th Floor, No.1 New York Street, Manchester @ 14:00.

PRESENT:	Shaun Reynolds	Highways England
	Simon Clarke	Highways England
	Alistair Johnson	AECOM
	Catherine Zoeflig	AECOM
	Richard Flood	Warrington Borough Council
	Andrew Oates	Warrington Borough Council
	Gavin Coupe	Atkins
	Dave Tighe	Highgate Transportation
	Fiona Bennett	Highgate Transportation

DT opened the meeting and explained that the scope of the meeting was to review the VISSIM modelling, but that it would be also useful to discuss the emerging comments on the various technical notes that have been submitted since the spring and from the TA submitted in June 2016.

1. DT also explained that the base AM and PM (2015) VISSIM models would be issued to GC for audit. (GC said that as it is a large model, he would review upon arrival and provide an estimation of timescales for the audit.) It was agreed that GC and AJ were to converse directly over the VISSIM modelling, ensuring that all parties are kept abreast of changes moving forward.
2. CZ explained that we have a good base model that we are comfortable with and that reflects the existing situation on the network.
3. AJ explained that the network is as per that agreed with Warrington following the joint meeting on 19th January 2016.
4. AJ ran the base (2015) AM model, which he confirmed was converged to 100%, and explained the following:
 - Dynamic assignment was used, in which route choice is made within the VISSIM model whilst it is running, and not prescribed by the modeller.
 - The model has had to be coded to represent the aggressive driver behaviours observed on the busy Warrington network.
 - Multiple site visits were carried out, particularly to the signal junctions, to observe on-site timings, traffic build-up and driver behaviour.

- The original base matrices were taken from the 2008 Warrington Borough Council (WBC) VISUM model and calibrated by on-site survey data from 2014, 2015 and 2016 counts.
 - The journey times/routes were previously agreed with WBC.
 - HGVs were observed on the minor routes throughout the network.
 - Base model outputs taken from 5 seeds (seeds 5, 10, 15, 20 and 25).
 - AM modelling covers 0700-0930 and 1600-1830 (15 minute intervals).
 - Weekday peaks modelled only.
 - Very large and complex modelling network.
 - Post meeting note: Two of the journey times did not validate (westbound movement on the A50 in the morning peak and southbound movement on the A49 in the afternoon peak period).
5. RF queried the validation of Sandy Lane West junction as on site experience is that queues build up and block back to the Cotswold Road roundabout. AJ explained that he undertook many site visits and that different runs will show slightly different variations, but that queueing back along Sandy Lane West does occur within the modelling; it builds up and dissipates at various times within the base model.
 6. GC queried the behaviour of vehicles on the M62 network eastbound. AJ explained that the VISSIM model has been taken from the large HE VISSIM model of the motorway network and SR explained that the slowing traffic was likely due to the M6 merge slip eastbound at Junction 10/Croft Interchange.
 7. AJ presented the base (2015) PM model, which also further demonstrated the rise and fall of traffic at the Sandy Lane West arm of its junction with the A49.
 8. AJ explained that the AM 2019 scenarios are still not converged due to the level of committed development traffic and growthed traffic.
 9. The PM 2019 Do Minimum model was run. GC commented that he noted queueing off the network i.e. at Birchwood (Oakwood Gate) and AJ confirmed that not all vehicles are able to filter through onto the network at this point. AJ also explained that the signal timings in the Do Something mirror those modelled in the Do Minimum. GC suggested lengthening of the links where queueing off the network occurs.
 10. GC also raised the possibility that it may be that some of the development traffic and other traffic in the 2019 scenario is outside the model during the peak hours, queueing to get in. This and potential effects will be considered further following audit.
 11. AJ then ran the PM 2019 Do Something model. He explained that the development traffic was represented by the small green vehicle markers and that it can be seen that there are only a few development vehicles making up each junction queue, with the Sandy Lane West junction having a slightly higher percentage of development vehicles likely due to the proximity to the development as well as to the A49 and M62.

12. AJ explained that costs have been put into the base model on links to reflect current behaviour through residential roads. GC suggested that details of the costs need to be in the LMVR
13. The Cotswold Road link into Poplars Avenue is currently not modelled as a link, but has zones loading to and from the adjacent links and also enables development traffic to load onto it in either direction. AJ confirmed that this is as per the agreed scope. (AECOM modelling scope issued to WBC 1st April 2016 attached for reference). WBC raised concern over the routing of traffic in this location. It is agreed that this would be picked up in the audit process.
14. DT raised concerns over the following:
 - Currently we are not getting a feel for impact of the development on the network.
 - There is a lot of committed development traffic and background growth traffic on the network that is currently prohibiting the VISSIM model from operating in future years.
 - A dialogue needs to be started now to set out sensitivity tests going forward. AO set out that WBC would want to see modelling of phased impact of development over a series of years.
15. In terms of sensitivity testing, RF said that it would be ever so helpful if one of the scenarios to be addressed could be a through route for all traffic across the site, providing a link between the new roundabout on Blackbrook Avenue and Poplars Avenue in the vicinity of the proposed employment access and linking through along Poplars Avenue i.e. removing the existing closure. The existing A49 junction would be modified to include traffic signals. This is understood to be a key issue with Members and therefore if not tested RF will have difficulty persuading Members to accept the impact of the development on the immediate residential network. This will be addressed following the audit of the base model.
16. CZ proposed moving forward with the good base model (further to audit) and adding development traffic, then add growth incrementally.
17. A discussion was held over the OMEGA traffic flows and why it was not originally included within the VISSIM modelling as a committed development. In summary:
 - The OMEGA January TA showed only 0.2% of traffic coming off M62 at Junction 9 and travelling south.
 - The use of high motorway growth rates on all links within the model is considered to include any OMEGA traffic that would potentially flow through the network modelled, and the level of committed development trips added onto the network is very high in any event.
 - Committed developments were confirmed in WBC meeting of 8th March 2016 and previous correspondence with Michelle Zenner and Mike Davies from 9th and 10th February 2016.

18. Overall it was agreed that it would be prudent to review the acceptable growth rates to be used. CZ to provide latest OMEGA development traffic flows from the OMEGA VISSIM output files (i.e. the 0.2% to/from Winwick Road South as shown in the OMEGA January 2016 TA, or most recent figures if applicable) so that the OMEGA flows can be considered in more detail by all. The actual vehicle numbers generated by OMEGA to/from the M62 East would also be helpful (shown as 19.6% in the OMEGA January 2016 TA).
19. SR set out that there should be realistic levels of growth within the model and that the HE would be happy to look at discounting growth. GC asked to assist in process.
20. RF specified that any assumptions used in discounting growth would need to be justified.
21. SR advised that HE will look at sensitivity tests and it is understood that they would instruct Atkins to carry these out.
22. DT recalled the comments from the planning officer at the OMEGA committee meeting that it was not for the development to solve existing highway problems but to mitigate its own impact.
23. Trip rates were discussed, and the methodology adopted by HTP in setting out development trip rates was put forward. DT set out that the general approach was to follow the OMEGA process and parameters wherever possible/appropriate. HTP stated that overall they are putting comparably more trips on network than the OMEGA application did e.g. the difference in the actual number of trips assumed for the food store and local centre.
24. DT reiterated that the masterplan is illustrative. HTP will provide an example sketch of the proposed local centre car park layout (ref: 140367-D-003/C - attached). The Design and Access statement also shows the intention of a no-vehicular through route through the local centre car park on page 35 (Section 8 – Access). DT explained that the client would be happy to accept a condition to secure this.
25. It was discussed that the school is likely to be a single form entry, but HTP have modelled for a two-form entry to ensure robustness. DT explained that we are not getting a response from the education departments at WBC as to what level of primary school provision they need. It was agreed that DT would ask Satnam for the latest email correspondence with the education authority and provide this to RF so that RF can apply pressure to bottom-out the primary school provision on site and inform the trip rates and discounting process. (Post meeting note: Agreed between DT and RF 15/09/16)
26. AO stated that the discounting of trips associated with the school and local centre was a vital element that needed to be supported with evidence. It was agreed that this would be looked at by HTP in more detail as a sensitivity test.
27. Winwick B&Q was discussed. HTP set out that the previous agreement with WBC to not include it within the committed development assessment was based on a review of the application's TA, WBC highways response to that application and discussions with WBC held at the meeting on 8th March 2016. The evidence for this was also supplied in TN/10

on committed developments (attached). HTP to ensure all supporting text/technical notes contained with the October TA submission.

28. The bus gate design was discussed and it was agreed that cycle and NMU needs will be considered in the design. DT explained that it is an outline application. RF explained that as it will be adopted by the highways authority it needs to be agreed with them – WBC would be looking to use ANPR and therefore physical measures would be unlikely. RF to send through further thoughts on bus gate design. DT said happy to accept a condition to secure this.
29. HTP to send HE a hard copy of the June TA.
30. Going forward, hard copies of TA addendum to be issued as follows:
 - 1x HE (SR)
 - 2x WBC (RF)
 - 1x ATKINS (GC)
31. GC to email comments on gravity model to AJ copying in FB.
32. RF to supply WBC comments on the 14th October deadline for TA addendum in light of current modelling situation.
33. AO response to TA to be submitted to Mike Davies and likely sent out by end of this week.
34. Further to the meeting RF suggested that the OMEGA application was different in that the development traffic did not all filter through a constrained residential network; they had new infrastructure to tie-into within the OMEGA site. DT said that in principle the developments were very similar in terms of content, but as always the impact is specific to the sites specific location.
35. In terms of summarising the modelling strategy moving forward:
 - HE want 2019 (all development - to assess the proposals) and 2029 (all development for their own benefit in terms of forward programming). This is what was agreed at our January meeting. This will need an agreed constrained level of growth. Mitigation would only be based on 2019 modelling outputs.
 - WBC would like phased modelling to represent the phases of development build-out. This is to be agreed on moving forward.
36. Further points:
 - AO to provide refuse vehicle dimensions for tracking.
 - AO/RF to confirm the availability of Saturday traffic flow data.
 - RF to check if there are any further phases planned for the Birchwood pinch-point junction (Oakwood Gate). (Post meeting note: RF supplied details 15/09/16)

NOTE OF MEETING

PROJECT: Peel Hall, Warrington

DATE: 22nd March 2017

HELD: Warrington BC, New Town House @ 10:00.

PRESENT:	Richard Flood	WBC
	Andy Oates	WBC
	Mike Davies	WBC
	Colin Griffiths	Satnam
	Dave Tighe	Highgate Transportation
	Fiona Bennett	Highgate Transportation

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1. HTP asked if WBC would audit the VISSIM information submitted on 6th January. WBC didn't consider it necessary as now moving to SATURN.
 2. The use of SATURN to move forward with the modelling was agreed with WBC. However WBC highway officers do not agree to the use of the network already completed within their SATURN model as the WBC SATURN model has not yet been validated (latest estimate, the model will be ready by September 2017). Therefore the Satnam team will build a SATURN model from scratch.
 3. HTP and Satnam confirmed that they have instructed AECOM to carry out the Peel Hall SATURN model, using the same modelling team as used for the VISSIM modelling i.e. separate from the team preparing the WBC SATURN modelling. Therefore no conflict of interest for the AECOM team arises.

Scenario testing

4. Years of assessment had previously been set out as 2019 and 2029 (both with all development). However, HTP proposed the following for moving forward:
 - a. Based on now being one year further on, an opening year of 2020 is more appropriate.
 - b. The phasing programme has been revised to reflect a ten year build out, and confirmed based on housing numbers. Therefore an assessment year of 'opening year plus 10 years after' is considered appropriate to assess the forecast traffic impact from the whole development.
 - c. An interim year has previously been requested by WBC, as set out in their consultation response, to assess the development for a mid-build scenario without the spine road in place and thereby all traffic must use the external road network to access the local centre facilities.

- d. The current phasing schedule sets out end of year five for the initial section of the spine road link to be provided. It is therefore considered that five years after opening (2025) is appropriate to be modelled but without putting the initial link for the spine road in; this would be for circa 600 dwellings.
5. Therefore the SATURN modelling years of assessment are proposed as 2025 and 2031. These were agreed with WBC as reasonable and consistent.
6. WBC are keen to see a link road scenario through the site tested. HTP confirmed that this was a scenario we would be looking to include as a sensitivity test. It was confirmed by CG that if this road was a priority for WBC, Satnam would not build the road as it would serve wider needs, but would instead assist the council in achieving it as far as current land ownership allowed. It was made clear that other residential properties would have to be acquired to facilitate this route onto Poplars Avenue and these would have to be acquired by the council as they are operated by a housing association.

Work Stages

7. HTP tabled a preliminary schedule of work stages (see attached) for the proposed SATURN modelling. It was agreed that this was broadly similar to that set out by WBC (albeit for VISSIM) and reasonable.
8. WBC had concerns over the iterative nature and the amount of audit work likely to arise for the pre-app stage as a model audit was outside the normal scope of a pre-app and as such would not usually be carried out until after submission of a planning application.
9. On that basis, WBC do not intend to review the SATURN base model as part of the pre-app, or the outputs at each stage, and therefore the Satnam team can carry out this work without staged checking by WBC, as WBC had confidence in AECOM. It was agreed that there was no overriding need for the step by step review.
10. It was discussed that a follow up meeting would be arranged for three months' time (June 2017) to update WBC on progress and discuss impact and anticipated mitigation.
11. HTP to keep WBC updated on progress periodically.
12. WBC agreed to supply a response within the next two weeks regarding an indication of the level of engagement they consider reasonable as part of this pre-app process (and fee).

Timescales

13. HTP estimate that with the modelling required and step by step review by WBC, the TA would be ready by September 2017.
14. Appeal to be lodged by August 2017 for refused application. Inquiry expected within six months of this, hence late 2017 date likely. If WBC require an opportunity to reconsider a second application prior to the inquiry therefore, it would have to be submitted in late July 2017.

15. Agreed between CG and MD that any second application would ideally be considered at committee in October 2017. A speedy resolution of S106 arising from any favourable committee decision will be required, and it was agreed that a draft S106 should be submitted with the application and be in a position ready to sign immediately following committee.

Mitigation Measures

16. HTP asked if WBC, as local highway authority, had a feel for mitigation measures to protect the area to the south of Poplars Avenue. WBC were unwilling to provide any advice or comment until they have considered the modelling results.

Planning Issues

17. EDUCATION: CG to feedback to MD once advice is received Education.
18. OPENSOURCE: MD to feedback once he has further input from within the council.
19. HEALTH CONTRIBUTIONS: CG to respond.
20. ECOLOGY: updates ongoing and MD emphasised that an agreed position with GMEU and WBC was required for resubmitted application.
21. AFFORDABLE HOUSING: position agreed.
22. AIR QUALITY: MD suggested that AQ be relooked to ensure it takes on board the most recent reports from WHO etc.
23. SECTION 106: draft to be submitted with second application and/or worked up prior to inquiry.
24. CONDITIONS: CG to prepare a list and send to MD when appropriate.
25. VIABILITY: MD noted that if Satnam were to raise viability points then a viability appraisal was required with the application.
26. LOCAL PLAN: the SATURN model is being prepared by WBC to test possible Local Plan allocations; CG to liaise with MB regarding general progress on Local Plan.

Actions

- i. AO to feedback on work tasks WBC can do for the pre-app, and timescales.
- ii. HTP to confirm to AECOM to continue with SATURN from scratch.
- iii. Next meeting scheduled for June 2017.
- iv. Information to be sent to WBC as work produced.

END OF MEETING

NOTE OF MEETING

PROJECT: Peel Hall, Warrington

DATE: 9th January 2018

HELD: Warrington BC, New Town House, Buttermarket Street, Warrington WA1 2NH @ 11:30.

PRESENT:	Mike Taylor	WBC
	Alan Dicken	WBC
	Mike Davies	WBC
	Andy Carpenter	WSP
	Colin Wright	WSP
	Dave Tighe	Highgate Transportation
	Fiona Bennett	Highgate Transportation

SATURN

1. DT/FB set out that they want to agree as much as possible in advance of the inquiry but do have a concern of being asked to revisit and justify some of the modelling parameters that were set out and provided in 2016, including those that arose from the agreement to follow what had been used to support the Omega application.
2. MD said that WBC need to be in position to re-advertise the application as soon as the completed TA (and the additional EIA material also requested by PINS) are submitted by the end of January. FB confirmed that our full Transport Assessment would be provided by the end of January.
3. MD was anxious that any subsequent sensitivity testing should result in limited change.
4. AD/MT recalled that the VISSIM model was never fully validated and that the SATURN model is predicated on some of the VISSIM assumptions.
5. DT/FB said that the VISSIM model was on the cusp of being validated early 2017.
6. In terms of the SATURN modelling CW asked:
 - That the use of the OD data in the Peel Hall SATURN model is checked against the OD data in WBCs recently validated SATURN base model.
 - For further checks to be carried out on the A574 link as whilst the flows were acceptable, the journey time was quicker than expected and suggested AECOM look at turning movements and network coding at the relevant junctions along the link. FB confirmed that AECOM had carried out checks and were happy the base model validated satisfactorily. DT/FB agreed to provide SATURN model files to assist in any review work by WSP.
 - DT/FB suggested that a future meeting may be beneficial between WSP and AECOM, and are happy to arrange if required.

7. Discussion regarding the Forecasting Report took place, the key points were:
 - CW asked for further information around how background growth and committed developments had been modelled.
 - A discussion took place regarding the alternative approaches to growth that could have been taken i.e. i) reduce background growth to maximise development impact, or ii) use the growth levels to flush out which junctions have the potential to require additional mitigation. In 2016 it was agreed that the VISSIM work would progress on the basis of the higher growth rates and adding on the agreed committed development that was not already accounted for. This follows the approach by Omega (apply motorway growth and then discount) upon which the 2016 modelling work was agreed and progressed at the request of WBC/HE.
 - FB suggested sensitivity testing could be carried out to understand the impact of applying different growth rates.
 - MT/AC raised the issue of how trip rates had been applied and discounting of trips treated in the forecast model. FB/DT set out that the approach followed that agreed for Omega and as requested by WBC/HE.
 - CW asked whether a Gravity Model or Proxy Zones methodology had been used from the development trip distribution. He shared a concern that the proportion of short range trips from the developments in the model was too high when compared to Journey To Work data from current census, and thus diluting the impact of the development trips on the wider network. FB to confirm.
 - CW suggested that a comparison with Trafficmaster data for journey times on Poplars Avenue could be considered.
8. AD stated that the recently completed WMMTM SATURN base model was available for third party use and further information could be provided at a cost to HTP on request.
9. DT/FB said that most of the parameter queries raised stem from discussions in 2016 between ourselves, AECOM and WBC and Atkins that allowed the VISSIM modelling work to proceed. DT/FB agreed to respond to the points raised above as requested.
10. DT/FB stated that from discussions with AECOM it is considered that given the extensive modelling that has taken place covering this area of Warrington, any changes to the parameters are not likely to significantly change the level of flows at any given location or the potential mitigation works to be considered and tested.

Actions:

- A. WBC and WSP to provide response on HTP comments received to date on the SATURN base model and Forecasting report by close of play Friday 12/01/18**
- B. WBC to consider provisionally what additional junctions they may wish to be considered for mitigation. To be provided by 19th January 2018.**
- C. HTP to provide clarification on whether further tests were undertaken on the VISUM OD flows prior to use in the VISSIM and SATURN modelling; what committed developments were added to the v7.2 TEMPRO background growth; whether a Gravity Model has actually been produced or if this term referred to the use of proxy zones; if further analysis has been completed on the turning flows at the College Place roundabout.**
- D. HTP to confirm if they wish to be provided with the OD matrix information from WBC's recently validated base SATURN model. [Post meeting note – this information was requested on 10th January 2018].**

Potential Mitigation Measures

11. DT/FB stated a desire to agree locations to be considered for mitigation and tabled a number of proposals.
12. MT stated that any comments made by WBC on the proposed plans would have to be caveated and would be provisional only, and may be subject to further comment.
13. The proposals tabled by HTP comprised:
 - Hilden Road/Orford Green Roundabout. Proposals to increase highway capacity by changes which would reverse some previous measures implemented by WBC to reduce capacity. AD/MT to investigate history and need for existing measures.
 - Capesthorpe Road/Poplars Avenue Roundabout. Scheme to increase roundabout capacity through measures on entry/exits and reduced roundabout dimensions.
 - Crab Lane/Enfield Park Road. Introduction of traffic signal control
 - Sandy Lane West/A49. Widening on approach to roundabout junction from Sandy Lane West. Requires land believed to be in WBC ownership. DT/FB confirmed that this has previously been discussed with WBC.
 - Option B scheme based on through route from within site emerging onto A49 with new traffic signal junction at Poplars Avenue. MT highlighted that initial issues would include the impact on bus routing and the impacts on local movements as a result of the proposed one-way systems.

14. AD/MT confirmed that they would review the preliminary mitigation measure tabled and the proposed A49 access junction (Option B through route scenario) and provide comments by the end of week commencing 15th January 2018. It was also confirmed that the details for the future schemes at the College Place Roundabout and Oakwood Gate Roundabout are progressing and as soon as information is available will be provided for use in the future year modelling, together with the latest signal timing data for the recently improved Insall Road/Blackbrook Avenue junction.
15. CW/AC queried that one of the A49 junctions should be investigated further. AD also confirmed that, WBC would consider provisionally what additional junctions they may wish to be considered for mitigation.

Actions:

- E. AD/MT to confirm background on the current layout at the A50 Orford Road/Hilden Road roundabout and provide provisional comments on the other potential mitigation measures and the Option B plan for A49 Junction tabled. This information to be provided by 19th January 2018.**
- F. FB/DT to circulate electronic copies of the potential mitigation plans and the proposed A49/Poplars Avenue access junction. [Post meeting note – circulated on 10th January 2018]**

Framework Travel Plan

16. DT/FB confirmed that the Transport Assessment will be accompanied by a Framework Travel Plan. At this stage it is an umbrella document and that individual Travel Plans are expected to be subject to a future planning condition.
17. AD confirmed that the Council can assist in the delivery of travel plans measures for large developments, both residential and commercial and agreed to send examples of service provided by WBC to HTP.

Action:

- G. AD to confirm the Travel Plan services that WBC offer in respect of major developments.**

Transport Assessment

18. FB/DT confirmed that the full Transport Assessment will be issued by the end of January 2018. This is as set out in the programme discussed in October.
19. MT advised HTP to consider previous comments raised by Andy Oates on a previous version of the TA. This included consideration of other junctions and the impact of the scheme on the network at weekends, particularly on the A49 corridor. FB/DT confirmed that this was being considered.

Sensitivity Testing

20. Following the submission of the Transport Assessment there may be a period of sensitivity testing. MD was concerned that this may require additional advertising if significant changes or additional mitigation measures came forward, and noted that his programme did not include time for this second consultation.
21. DT/FB advised that it is not considered likely that the sensitivity tests will significantly alter the level of impact or the mitigation proposed.

Statement of Common Ground

22. It was agreed that a Statement of Common Ground on Highway Matters would be jointly produced following submission of the Transport Assessment.

AOB

Next meeting date to be first half of week commencing 12th February 2018 – all to circulate availability.

Meeting/discussion with WSP and AECOM to be arranged by HTP as appropriate.