

## Appendix DT/14

January 2020 Progress Meeting Note

**NOTE OF MEETING**

PROJECT: Peel Hall, Warrington

DATE: 14<sup>th</sup> January 2020

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

PRESENT:	Mike Taylor	WBC
	Martha Hughes	WBC
	Colin Wright	WSP
	Dave Tighe	Highgate Transportation
	Fiona Bennett	Highgate Transportation

1. The meeting was arranged to discuss the development traffic impact further to the analysis of the WMMTM16 SATURN results, structured around Technical Note HTP/TN/14/Development Traffic Impact Summary, and to agree a scope for the next stage of modelling,
2. FB confirmed that, in TN/14, the 5% impact was provided in terms of total junction flows.
3. CW to review submitted technical information. **Post Meeting Note** MT confirmed that he is: *comfortable with the approach taken and the work carried out so far; a final review will only take place once the TA that packages everything together is produced.*
4. CW requested HTP to confirm from AECOM (WMMTM16) why there are slight differences between Access Strategy A and Access Strategy B Do Minimum outputs. It was confirmed that we could proceed with using Access Strategy A Do Minimum in any event as previously agreed. **Post Meeting Note** Response from AECOM received 15/01/20.
5. The methodology for junction selection was agreed and further to discussion, the final list of agreed junctions for stand-alone modelling, subject to CW detailed review, is:
  - i. Golborne Road/Myddleton Lane
  - ii. Delph Lane/Myddleton Lane
  - iii. A49 J9 roundabout including M62 slip roads
  - iv. A50/Hilden Road roundabout, linked with the A50/Poplars Avenue
  - v. A50/Hallfields Lane
  - vi. A49/A50/Hawleys Lane crossroads
  - vii. A49/JunctionNINE Retail Park
  - viii. Cromwell Avenue/Calver Road linked with Sandy Lane West/A49 roundabout
  - ix. Site Access junction – Birch Avenue/A49
  - x. Site Access junction – Poplars Avenue (West)
  - xi. Site Access junction – Poplars Avenue (Central)
  - xii. Site Access junction – Mill Lane/Mill Lane
  - xiii. Site Access junction – Mill Lane/Blackbrook Avenue new roundabout

- xiv. Blackbrook Avenue roundabout with Enfield Park Road and Ballater Drive
  - xv. Blackbrook Avenue roundabout with Enfield Park Road and Capesthorne Road
  - xvi. Poplars Avenue roundabout with Capesthorne Road
6. It was agreed that modelling of the large Woolston Grange roundabout would not be required.
  7. It was also agreed that those junctions on the A49 corridor will be modelled using the VISSIM and as such further stand-alone modelling for these junctions is unlikely to be required.
  8. Development impact and mitigation on the Hilden Road/A50 roundabout was discussed. MT confirmed that, depending on impact, he would rather retain the safety scheme at this junction than remove it, with funds instead diverted to support measures aimed at offsetting impact on the area to the immediate south of the Peel Hall site and/or Travel Plan measures to reduce travel. MT confirmed that the same approach could apply to other locations.
  9. The Hawleys Lane/A49/A50 signalised junction was also discussed. MT confirmed that, depending on impact, he would consider accepting a contribution to MOVA rather than physical engineering measures.  
**Post Meeting Note** MT said that whilst adopting *a pragmatic approach it may be that more comprehensive measures are needed to address impacts but until the modelling results are known it is too early to agree specifics.*
  10. The need for mitigation at the M62 junction 9 would form part of the VISSIM analysis, given the committed works on the A49 to the immediate north of this. It was discussed that sensitivity testing for the 2022 Full Development scenario would be needed in VISSIM for with and without the approved (third-party) mitigation on the A49 to the immediate north of the M62. **Post Meeting Note** HTP discussed with VISSIM team and results to be provided when available.
  11. MT asked HTP to speak to the public transport officer, Alyn Jones, at Warrington BC. **Post Meeting Note** MT supplied contact details.
  12. MT to provide feedback on potential measures suitable for the area immediately south of the Peel Hall site, having spoken with his traffic management colleagues. DT mentioned the proposals discussed at the inquiry i.e. extend 20mph speed limit and provision of verge parking. MT reiterated that the removal of the proposed employment land use is a benefit.  
**Post Meeting Note** MT confirmed that *this is likely to involve the provision of parking bays, the replacement of measures along Capesthorne Road with more appropriate traffic calming and additional traffic calming/traffic management measures in the wider area.*
  13. HTP confirmed that they are reviewing Access Strategy B as a sensitivity test.
  14. HTP confirmed expectation was to have completed the modelling and produced an Addendum Transport Assessment by the beginning of March 2020, and that they would feed MT and CW results on a regular basis.

15. HTP to purchase updated accident data from Warrington BC. **Post Meeting Note** Data requested 23/01/20
  
16. Masterplan comments:
  - i. MT would like SATNAM to consider the 150 dwelling extension to Mill Lane in the longer term i.e. access served from Mill Lane during the early phases of development, but with eventual connection to the internal spine road and closure of the new access for motor vehicles once the wider development is sufficiently progressed.
  - ii. MT asked if SATNAM would consider accessing the c20 dwellings proposed from Birch Avenue through the former employment area and onto Poplars Avenue to address the inspector's concerns. However, after discussion it was agreed that the situation described by the inspector was more onerous than the reality and putting additional traffic onto Poplars Avenue could be considered a dis-benefit under Access Strategy A.