

# Wellesbourne SPD – Modelling Protocol Note

## Microsimulation Modelling Thresholds

The nature of any forthcoming planning application(s) for the Masterplan area is to be confirmed; however, cumulatively it will meet at least one of the Warwickshire County Council (WCC) criteria requiring that microsimulation modelling be undertaken. Appropriate assumptions around the Masterplan's delivery would be agreed with WCC officers during pre-application discussions to establish reasonable assessment parameters and scenarios.

WCC's Advice Note 000<sup>1</sup> requires any "significant development" to be modelled using microsimulation models if certain criteria are met. These criteria are as follows:

- The trips associated exceed a threshold of 200 trips generated during the AM, PM or Saturday 3 hour peak periods and is situated in an urban area
- The development creates a significant alteration to the highway network
- The development is located at a point on the network considered to be of strategic importance
- The development is located at a point on the network considered to be significantly constrained
- The development or traffic from it is located in an area of sensitivity due to environmental constraints (e.g. within an AQMA) or there is Council Member or public concern

## Model Suitability

The most appropriate model to use would be WCC's Paramics model of the local highway network: the Stratford upon Avon Wide Area (SuAWA) model.

The calibration of the SuAWA model in the vicinity of the SPD site would be reviewed as part of pre-application discussions. If necessary, traffic surveys would be collected to improve the calibration and validity of the model in the local area.

Junction 15 of the M40 is beyond the extent of the SuAWA model but is within the Warwick and Leamington Wide Area (WLWA) model. Appropriate assessment of the Masterplan's impact on Junction 15 and other M40 junctions would be agreed with WCC and NH as part of any future planning application.

## Assessment of Impacts

Assessment scenarios will be assessed as required by WCC's advice notes, allowing for cumulative impacts of any committed developments and consideration of various future year sensitivity tests. These will identify where the Masterplan's impacts are likely to occur across the network.

Any necessary mitigation of adverse impacts on highway capacity will be secured via direct delivery or secured contributions, which will be subject to negotiations upon completion of the modelling assessments.

New and upgraded accesses to the SPD site would be assessed within isolated junction models (ARCADY, PICADY or LinSig) to inform their capacities, designs and signal requirements.

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<sup>1</sup> <https://www.warwickshire.gov.uk/modelling-surveys/traffic-modelling-development-assessments/1>