

Accidents between dates 01/05/2017 and 30/04/2020 (36) months  
Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Wednesday 13/03/2019 Time 0640 Slight at A509 ROUNDABOUT JNC 14 M1, PINEHAM, MK

E: 489179 N: 240913 Junction Detail: 1 Control 2

Fine without high winds Road surface Wet/Damp Daylight

GV2 (VAN) TRAV NORTH ON RBT & STAT AT RED ATS, C1 TRAV SAME DIR COLLS WITH REAR GV2. C1 THEN LEAVES SCENE.

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. 190078199 Speed limit 60

Crossing: Control 0 Facilities 0 Local Authority: E06000042 Parish: 1983 Road Section: Accident Type(s) NB

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other Left hand drive: No

On main carriageway No skidding, jack-knifing or overturning  
First point of impact Front Parts damaged: 0 0 0 Age of Driver 35 Sex of Driver Female Breath test Driver not contacted

Accidents between dates 01/05/2017 and 30/04/2020 (36) months  
Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Moving from S to N Going ahead but held up Left hand drive: No

On main carriageway No skidding, jack-knifing or overturning  
First point of impact Back Parts damaged: 0 0 0 Age of Driver 32 Sex of Driver Male Breath test Driver not contacted

Casualty Reference: 1 Age: 32 Male Driver/rider Severity: Slight Injured by vehicle: 2

Seatbelt: Unknown

Cycle helmet Not a cyclist

Ped. Location

Ped. Movement

Ped. Direction

Ped. Injury

School pupil: 0

Accidents between dates 01/05/2017 and 30/04/2020 (36) months

Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	1	1
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	1	1

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	1	1
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	1	1

Number of casualties meeting the criteria: 1

Accidents between dates 01/05/2017 and 30/04/2020 (36) months  
Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Thursday 04/07/2019 Time 1545 Slight at A509 JNC M1 ROUNDABOUT- JNC 14, BROOK FURLONG, MK

E: 489237 N: 240755 Junction Detail: 1 Control 2

Fine without high winds Road surface Dry Daylight

C2 & GV1 (VAN) STAT AT RBT ENTRY TOP OF N/BND EXIT SLIP RD FROM M1, ATS TURNED GREEN C2 & GV1 MOVED OFF, OTHER VEH APP FROM RIGHT THRU RED ATS, C2 BRAKED, GV1 HIT REAR C2.

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. 190207636 Speed limit 60

Crossing: Control 0 Facilities 0 Local Authority: E06000042 Parish: 1983 Road Section: Accident Type(s) NB

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Moving from SE to N Starting Left hand drive: No

On main carriageway  
First point of impact Front Parts damaged: 0 0 0 Age of Driver 39 Sex of Driver Male No skidding, jack-knifing or overturning  
Breath test Driver not contacted

Accidents between dates 01/05/2017 and 30/04/2020 (36) months  
Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Vehicle Reference 2 Car Moving from SE to N Stopping Left hand drive: No

On main carriageway No skidding, jack-knifing or overturning  
First point of impact Back Parts damaged: 0 0 0 Age of Driver 42 Sex of Driver Male Breath test Driver not contacted

Casualty Reference: 1 Age: 42 Male Driver/rider Severity: Slight Injured by vehicle: 2

Seatbelt: Unknown Cycle helmet Not a cyclist

Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates 01/05/2017 and 30/04/2020 (36) months

Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	1	1
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	1	1

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	1	1
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	1	1

Number of casualties meeting the criteria: 1

Accidents between dates 01/03/2017 and 29/02/2020 (36) months  
Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Monday 11/02/2019 Time 1536 Slight at A509 ROUNDABOUT JNC 14 M1, PINEHAM, MK

E: 489198 N: 240738 Junction Detail: 1 Control 2

Fine without high winds Road surface Dry Daylight

C1, C2 & C3 TRAV NORTH ON A509 APPR RBT, C1 BRAKES LATE & HARD, C2 FOLL COLLS WITH REAR C1, C3 FOLL C2 & COLLS WITH REAR C2.

Road Type Dual carriageway Vehicles 3 Casualties 1 Police Ref. 190064219 Speed limit 70

Crossing: Control 0 Facilities 0 Local Authority: E06000042 Parish: 1983 Road Section: Accident Type(s) NB

Causation

	Factor:	Participant:	Confidence:
1st:	Sudden braking	Vehicle 1	Possible
2nd:	Nervous/Uncertain/Panic	Vehicle 1	Possible
3rd:	Following too close	Vehicle 2	Possible
4th:	Following too close	Vehicle 3	Possible
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Stopping Left hand drive: No

On main carriageway No skidding, jack-knifing or overturning  
First point of impact Back Parts damaged: 0 0 0 Age of Driver 20 Sex of Driver Female Breath test Not requested

Accidents between dates 01/03/2017 and 29/02/2020 (36) months  
Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Vehicle Reference 2 Car Moving from S to N Going ahead other Left hand drive: No

On main carriageway  
First point of impact Front Parts damaged: 0 0 0 Age of Driver 62 Sex of Driver Male No skidding, jack-knifing or overturning  
Breath test Not requested  
Casualty Reference: 1 Age: 64 Female Passenger Severity: Slight Injured by vehicle: 2  
Seatbelt: Unknown Cycle helmet Not a cyclist  
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Vehicle Reference 3 Car Moving from S to N Going ahead other Left hand drive: No

On main carriageway  
First point of impact Front Parts damaged: 0 0 0 Age of Driver 24 Sex of Driver Male No skidding, jack-knifing or overturning  
Breath test Negative



Accidents between dates 01/03/2017 and 29/02/2020 (36) months

Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	1	1
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	1	1

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	0	0
Passenger	0	0	1	1
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	1	1

Number of casualties meeting the criteria: 1

Accidents between dates 01/03/2017 and 29/02/2020 (36) months  
Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Friday 27/12/2019 Time 1950 Slight at A509 JNC WITH M1 JNC 14 ROUNDABOUT, PINEHAM, MK  
E: 489195 N: 240739 Junction Detail: 1 Control 2  
Fine without high winds Road surface Wet/Damp Darkness: street lighting unknown  
C2 TRAV NORTH ON A509 STAT AT ENTRY TO RBT, C1 FOLL COLLS WITH REAR C2.  
Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. 190403179 Speed limit 70  
Crossing: Control 0 Facilities 0 Local Authority: E06000042 Parish: 1983 Road Section: Accident Type(s) NB

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other Left hand drive: No

On main carriageway  
First point of impact Front Parts damaged: 0 0 0 Age of Driver 32 Sex of Driver Male No skidding, jack-knifing or overturning  
Breath test Negative

Accidents between dates 01/03/2017 and 29/02/2020 (36) months  
Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Vehicle Reference 2 Car Moving from S to N Going ahead but held up Left hand drive: No

On main carriageway No skidding, jack-knifing or overturning  
First point of impact Back Parts damaged: 0 0 0 Age of Driver 46 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 46 Female Driver/rider Severity: Slight Injured by vehicle: 2

Seatbelt: Unknown Cycle helmet Not a cyclist

Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates 01/03/2017 and 29/02/2020 (36) months

Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	1	1
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	1	1

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	1	1
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	1	1

Number of casualties meeting the criteria: 1

Accidents between dates 01/03/2017 and 29/02/2020 (36) months  
Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Wednesday 18/12/2019 Time 2012 Slight at M1 MOTORWAY, NORTHBND ON-SLIP RD FROM JNC 14 RBT, PINEHAM, MK  
E: 489147 N: 240831 Junction Detail: 0 Control  
Fine without high winds Road surface Wet/Damp Darkness: no street lighting  
GV1 & C2 TRAV ON SLIP RD N/BND, FRONT C2 COLLS WITH O/SIDE GV1. C2 OVRTURNS.  
Road Type Slip road Vehicles 2 Casualties 2 Police Ref. 190395296 Speed limit 70  
Crossing: Control 0 Facilities 0 Local Authority: E06000042 Parish: 1983 Road Section: Accident Type(s) ZZ

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 2	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 2	Possible
3rd:	Following too close	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from SE to N Going ahead other Left hand drive: No

On main carriageway No skidding, jack-knifing or overturning  
First point of impact Offside Parts damaged: 0 0 0 Age of Driver Sex of Driver Male Breath test Negative

Accidents between dates 01/03/2017 and 29/02/2020 (36) months  
Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Vehicle Reference	2	Car		Moving from	SE	to	N	Going ahead other	Left hand drive: No
On main carriageway								No skidding, jack-knifing or overturning	
First point of impact	Front	Parts damaged:	0 0 0	Age of Driver	31	Sex of Driver	Female	Breath test	Negative
Casualty Reference:	1	Age:	31	Female	Driver/rider	Severity:	Slight	Injured by vehicle:	2
Seatbelt:	Unknown			Cycle helmet	Not a cyclist				
Ped. Location		Ped. Movement		Ped. Direction		Ped. Injury		School pupil:	0
Casualty Reference:	2	Age:	20	Male	Passenger	Severity:	Slight	Injured by vehicle:	2
Seatbelt:	Unknown			Cycle helmet	Not a cyclist				
Ped. Location		Ped. Movement		Ped. Direction		Ped. Injury		School pupil:	0

Accidents between dates 01/03/2017 and 29/02/2020 (36) months

Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	1	1
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	1	1

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	1	1
Passenger	0	0	1	1
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	2	2

Number of casualties meeting the criteria: 2

Accidents between dates 01/03/2017 and 29/02/2020 (36) months  
Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Tuesday 15/01/2019 Time 0728 Slight at M1 MOTORWAY, SOUTHEND EXIT SLIP ROAD TO JNC 14 RBT, PINEHAM, MILTON KEYNES  
E: 489131 N: 240945 Junction Detail: 0 Control  
Fine without high winds Road surface Dry Darkness: street lighting unknown  
C2 TRAV SOUTH & IN STAT TRAFF ON SLIP RD, GV1 TRAV SAME DIR COLLS WITH REAR C2. GV1 PULLS AROUND C2  
THEN DRIVES OFF FROM SCENE.  
Road Type Slip road Vehicles 2 Casualties 1 Police Ref. 190016874 Speed limit 70  
Crossing: Control 0 Facilities 0 Local Authority: E06000042 Parish: 1983 Road Section: Accident Type(s) NB

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods vehicle - unknown weight Moving from N to SE Going ahead other Left hand drive: No

On main carriageway  
First point of impact Front Parts damaged: 0 0 0 Age of Driver Sex of Driver Unknown No skidding, jack-knifing or overturning  
Breath test Driver not contacted



Accidents between dates 01/03/2017 and 29/02/2020 (36) months  
Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Vehicle Reference 2 Car Moving from N to SE Going ahead but held up Left hand drive: No

On main carriageway No skidding, jack-knifing or overturning  
First point of impact Back Parts damaged: 0 0 0 Age of Driver 25 Sex of Driver Male Breath test Driver not contacted

Casualty Reference: 1 Age: 25 Male Driver/rider Severity: Slight Injured by vehicle: 2

Seatbelt: Unknown Cycle helmet Not a cyclist

Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates 01/03/2017 and 29/02/2020 (36) months

Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	1	1
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	1	1

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	1	1
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	1	1

Number of casualties meeting the criteria: 1

Accidents between dates 01/03/2017 and 29/02/2020 (36) months  
Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Tuesday 06/11/2018 Time 1400 Slight at H5 JNC A5130 NORTHFIELD ROUNDABOUT, NORTHFIELD, MK

E: 489112 N: 240370 Junction Detail: 1 Control 2

Fine without high winds Road surface Dry Daylight

C2 NEG RBT TWDS A5130 EXIT WHEN STRUCK FROM BEHIND BY C1.

Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. 180347896 Speed limit 70

Crossing: Control 0 Facilities 0 Local Authority: E06000042 Parish: 1983 Road Section: Accident Type(s) CO

Causation

	Factor:	Participant:	Confidence:
1st:	Temporary road layout (eg contraflow)	Vehicle 1	Possible
2nd:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from W to E Going ahead other Left hand drive: No

On main carriageway No skidding, jack-knifing or overturning  
First point of impact Front Parts damaged: 0 0 0 Age of Driver 25 Sex of Driver Female Breath test Driver not contacted

Accidents between dates 01/03/2017 and 29/02/2020 (36) months  
Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Vehicle Reference 2 Car Moving from W to E Going ahead other Left hand drive: No

On main carriageway No skidding, jack-knifing or overturning  
First point of impact Back Parts damaged: 0 0 0 Age of Driver 52 Sex of Driver Female Breath test Driver not contacted

Casualty Reference: 1 Age: 52 Female Driver/rider Severity: Slight Injured by vehicle: 2

Seatbelt: Unknown Cycle helmet Not a cyclist

Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates 01/03/2017 and 29/02/2020 (36) months

Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	1	1
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	1	1

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	1	1
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	1	1

Number of casualties meeting the criteria: 1

Accidents between dates 01/03/2017 and 29/02/2020 (36) months  
Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Thursday 07/02/2019 Time 0840 Slight at V11 JNC H5 PINEHAM ROUNDABOUT, FOX MILNE, MK

E: 488390 N: 240333 Junction Detail: 1 Control 4

Fine without high winds Road surface Dry Daylight

C2 TRAV NORTH ON V11 & STAT AT ENTRY TO RBT, C1 TRAV SAME DIR COLLS WITH REAR C2.

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. 190045180 Speed limit 60

Crossing: Control 0 Facilities 0 Local Authority: E06000042 Parish: 1983 Road Section: Accident Type(s) NB

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other Left hand drive: No

On main carriageway No skidding, jack-knifing or overturning  
First point of impact Front Parts damaged: 0 0 0 Age of Driver Sex of Driver Unknown Breath test Driver not contacted

Accidents between dates 01/03/2017 and 29/02/2020 (36) months  
Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Vehicle Reference 2 Car Moving from S to N Going ahead but held up Left hand drive: No

On main carriageway No skidding, jack-knifing or overturning  
First point of impact Back Parts damaged: 0 0 0 Age of Driver 43 Sex of Driver Female Breath test Driver not contacted

Casualty Reference: 1 Age: 43 Female Driver/rider Severity: Slight Injured by vehicle: 2

Seatbelt: Unknown Cycle helmet Not a cyclist

Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates 01/03/2017 and 29/02/2020 (36) months

Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	1	1
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	1	1

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	1	1
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	1	1

Number of casualties meeting the criteria: 1



Accidents between dates 01/03/2017 and 29/02/2020 (36) months  
Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Monday 25/11/2019 Time 2017 Slight at H5 JNC V11 PINEHAM ROUNDABOUT, FOX MILNE, MK  
E: 488381 N: 240345 Junction Detail: 1 Control 4  
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit  
PC2 TRAV WEST ON H5 NEG RBT, C1 TRAV NORTH ON V11 DOES NOT SEE PC2 & ENTERS RBT COLL WITH PC2 AT LOW  
SPEED. PC2 NO LIGHTS.  
Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. 190371724 Speed limit 70  
Crossing: Control 0 Facilities 0 Local Authority: E06000042 Parish: 1983 Road Section: Accident Type(s) CM

Causation

	Factor:	Participant:	Confidence:
1st:	Not displaying lights at night or in poor visibility	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other Left hand drive: No

On main carriageway  
First point of impact Front Parts damaged: 0 0 0 Age of Driver 41 Sex of Driver Male No skidding, jack-knifing or overturning  
Breath test Negative

Accidents between dates 01/03/2017 and 29/02/2020 (36) months  
Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Vehicle Reference 2 Pedal Cycle Moving from E to W Going ahead other Left hand drive: No

On main carriageway No skidding, jack-knifing or overturning  
First point of impact Nearside Parts damaged: 0 0 0 Age of Driver 51 Sex of Driver Male Breath test Not applicable

Casualty Reference: 1 Age: 51 Male Driver/rider Severity: Slight Injured by vehicle: 2

Seatbelt: Not Applicable Cycle helmet Yes

Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates 01/03/2017 and 29/02/2020 (36) months

Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	0	0
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	1	1
Horses & other	0	0	0	0
Total	0	0	1	1

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	0	0
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	1	1
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	1	1

Number of casualties meeting the criteria: 1

Accidents between dates 01/03/2017 and 29/02/2020 (36) months  
Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Saturday 22/09/2018 Time 1750 Slight at H5 JNC V11 PINEHAM ROUNDABOUT, NORTHFIELD, MK

E: 488365 N: 240347 Junction Detail: 1 Control 2

Raining without high winds Road surface Wet/Damp Daylight

C1 TRAV WEST NEG RBT, DRVR LOST CONTRL ON RBT EXIT, C1 SKIDDED & LEFT C/WAY TO N/SIDE COLL WITH BARRIER.

Road Type Dual carriageway Vehicles 1 Casualties 1 Police Ref. 180293967 Speed limit 70

Crossing: Control 0 Facilities 0 Local Authority: E06000042 Parish: 1983 Road Section: Accident Type(s) SG

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from E to W Going ahead other Left hand drive: No

On main carriageway

First point of impact Front Parts damaged: 0 0 0 Age of Driver Sex of Driver Skidded Male Breath test Driver not contacted

Casualty Reference: 1 Age: Male Driver/rider Severity: Slight Injured by vehicle: 1

Seatbelt: Unknown

Cycle helmet Not a cyclist

Ped. Location

Ped. Movement

Ped. Direction

Ped. Injury

School pupil: 0

Accidents between dates 01/03/2017 and 29/02/2020 (36) months

Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	1	1
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	1	1

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	1	1
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	1	1

Number of casualties meeting the criteria: 1

Accidents between dates 01/05/2017 and 30/04/2020 (36) months  
Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Friday 11/10/2019 Time 1651 Serious at V11 TONGWELL ST JNC CARLETON GATE, WILLEN, MK  
E: 488201 N: 241385 Junction Detail: 3 Control 4  
Fine without high winds Road surface Wet/Damp Daylight

C2 STAT ON CARLTN GT TO TURN RIGHT ONTO V11, GV1 (VAN) TRAV N/W ON V11 APPR JNC, DRVR GV1 CLAIMS TO HAVE BLACKED OUT & GV1 COLLS WITH O/SIDE C2. GV1 THEN COLLS WITH TRAFF SIGN.

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. 190316337 Speed limit 60  
Crossing: Control 0 Facilities 0 Local Authority: E06000042 Parish: 1983 Road Section: Accident Type(s) ZZ

Causation

	Factor:	Participant:	Confidence:
1st:	Illness or disability, mental or physical	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Moving from SE to N Going ahead other Left hand drive: No

On main carriageway No skidding, jack-knifing or overturning  
First point of impact Front Parts damaged: 0 0 0 Age of Driver 46 Sex of Driver Male Breath test Negative

Accidents between dates 01/05/2017 and 30/04/2020 (36) months  
Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Vehicle Reference 2 Car Moving from S to SE Waiting to turn right Left hand drive: No

On main carriageway No skidding, jack-knifing or overturning  
First point of impact Offside Parts damaged: 0 0 0 Age of Driver 60 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 60 Female Driver/rider Severity: Serious Injured by vehicle: 2

Seatbelt: Worn and independently confirmed Cycle helmet Not a cyclist

Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates 01/05/2017 and 30/04/2020 (36) months

Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	1	0	1
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	1	0	1

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	0	1
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	1	0	1

Number of casualties meeting the criteria: 1



Accidents between dates 01/03/2017 and 29/02/2020 (36) months  
Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Friday 22/02/2019 Time 2100 Slight at WILLEN ROAD JNC ACCESS TO TRAVELLER SITE, NEWPORT PAGNELL, MK  
E: 487800 N: 242062 Junction Detail: 8 Control 4  
Fine without high winds Road surface Dry Darkness: no street lighting  
GV2 (VAN) TRAV NORTH & TURNING RIGHT INTO TRAVELLER SITE, C1 TRAV SAME DIR POSS EXCESS SPEED & COLLS  
INTO REAR GV2. DRVR C1 LEAVES SCENE THEN RETURNS.  
Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. 190069263 Speed limit 60  
Crossing: Control 0 Facilities 0 Local Authority: E06000042 Parish: 1190 Road Section: Accident Type(s) NB

Causation		
Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Very Likely
2nd: Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:		
4th:		
5th:		
6th:		

Vehicle Reference 1 Car Moving from S to N Going ahead other Left hand drive: No

On main carriageway No skidding, jack-knifing or overturning  
First point of impact Front Parts damaged: 0 0 0 Age of Driver 22 Sex of Driver Female Breath test Not requested  
Casualty Reference: 2 Age: 27 Male Passenger Severity: Slight Injured by vehicle: 1  
Seatbelt: Unknown Cycle helmet Not a cyclist  
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates 01/03/2017 and 29/02/2020 (36) months  
Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Moving from S to E Turning right Left hand drive: No

On main carriageway  
First point of impact Back Parts damaged: 0 0 0 Age of Driver 25 Sex of Driver Male No skidding, jack-knifing or overturning  
Breath test Not requested

Casualty Reference: 1 Age: 25 Male Driver/rider Severity: Slight Injured by vehicle: 2

Seatbelt: Unknown Cycle helmet Not a cyclist

Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates 01/03/2017 and 29/02/2020 (36) months

Selection: Notes:

**CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES**

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	1	1
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	1	1

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	1	1
Passenger	0	0	1	1
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	2	2

Number of casualties meeting the criteria: 2

## APPENDIX E

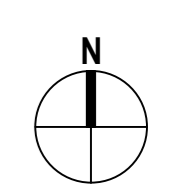
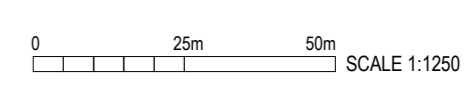
# PARAMETERS PLAN ILLUSTRATIVE DEVELOPMENT MASTERPLAN



**LEGEND**

- Strategic Perimeter Landscape Screening including; hedge and tree planting, grassland and drainage attenuation features
- Build development and non-strategic landscaping
- Planning Application red line  
18.75 hectares / 46.33 acres

The base plan used demonstrates one way in which the site could be delivered, accommodating built form alongside green infrastructure. It should not be taken as the definitive development scheme, as the application is submitted in Outline. The detailed layout and design and the Development Plots are Reserved Matters.



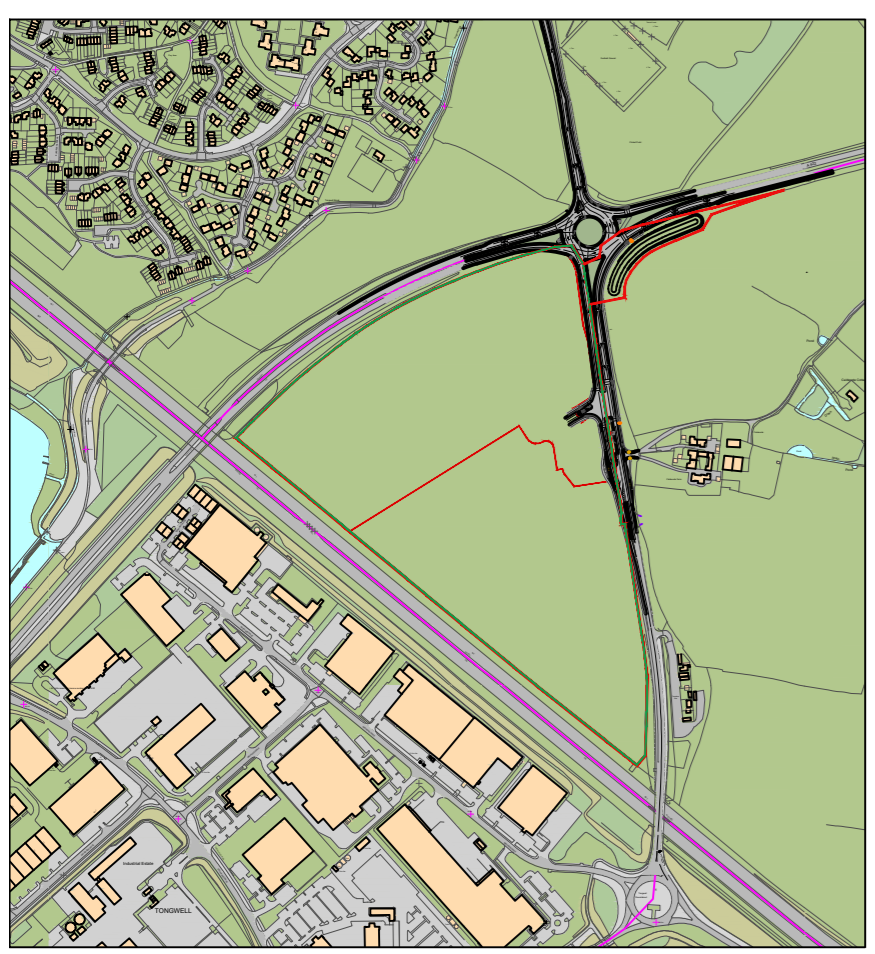
**LAND AT CALDECOTE FARM  
NEWPORT PAGNELL**

**newlands  
developments**

pHp Architects  
www.peter-haddon.com

**STRATEGIC LANDSCAPING PARAMETERS PLAN**

Drawing Status:	PRELIMINARY
CAD Reference:	4179 - SK015
Drawn:	SPH
Date:	JANUARY 2021
Scale: 1: @ A1	1:1250
Project No:	4179-01
Drawing No:	SK044
Rev:	P07



**UNIT 1**  
Gross Internal Areas

Warehouse	454,900 ft <sup>2</sup>	42,261 m <sup>2</sup>
Office (3 floors)	18,000 ft <sup>2</sup>	1,672 m <sup>2</sup>
Hub Office (2 floors)	2,000 ft <sup>2</sup>	186 m <sup>2</sup>
<b>TOTAL</b>	<b>474,900 ft<sup>2</sup></b>	<b>44,119 m<sup>2</sup></b>

Gatehouse 366 ft<sup>2</sup> 34 m<sup>2</sup>

**TOTAL** 475,266 ft<sup>2</sup> 44,153m<sup>2</sup>

10.04 ha (24.82 acres)

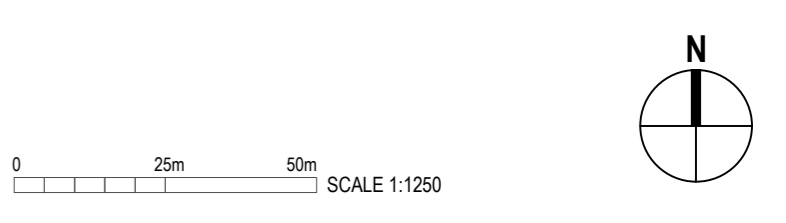
**UNIT 2**  
Gross Internal Areas

Warehouse	345,000 ft <sup>2</sup>	32,116 m <sup>2</sup>
Office (3 floors)	21,000 ft <sup>2</sup>	1,950 m <sup>2</sup>
Hub Office (2 floors)	2,000 ft <sup>2</sup>	186 m <sup>2</sup>
<b>SUB TOTAL</b>	<b>368,000 ft<sup>2</sup></b>	<b>34,252 m<sup>2</sup></b>

Gatehouse 366 ft<sup>2</sup> 34 m<sup>2</sup>

**TOTAL** 368,366 ft<sup>2</sup> 34,286 m<sup>2</sup>

8.68 ha (21.45 acres)



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architects

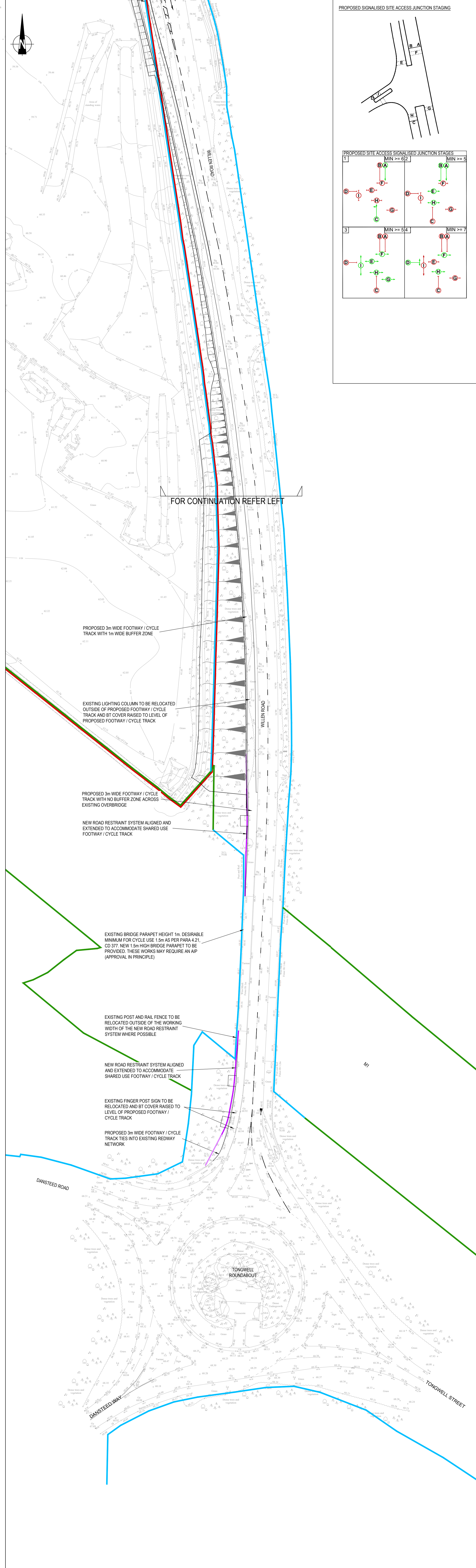
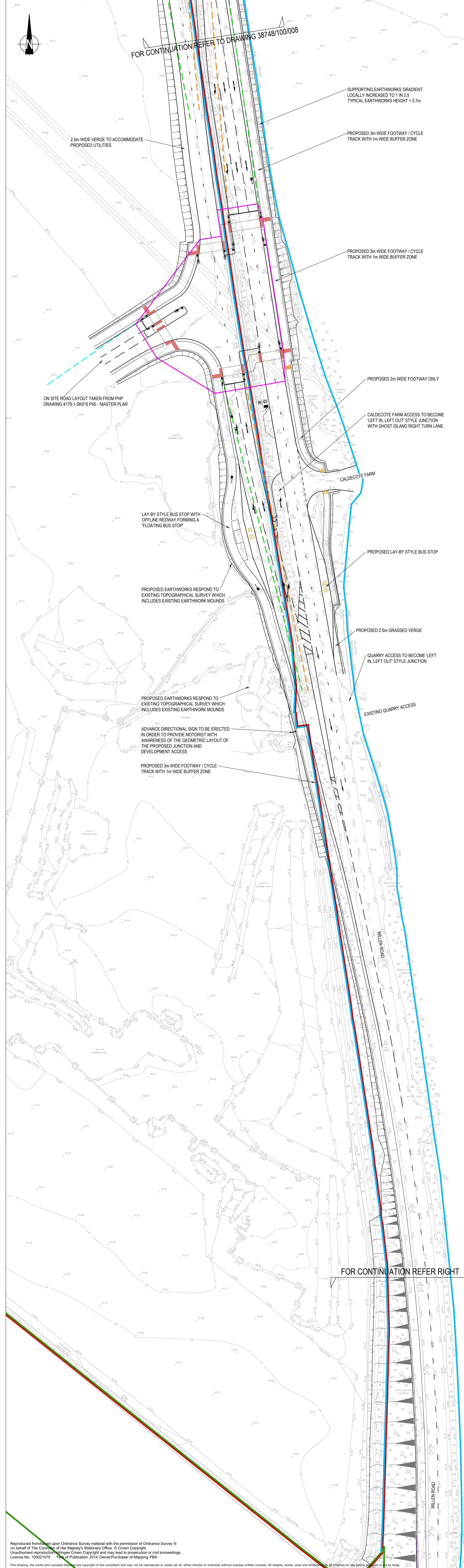
PROPOSED MASTERPLAN

Drawing Status: PRELIMINARY  
CAD Reference: 4179 - SK015  
Drawn: CW  
Date: JUNE 2018  
Scale: 1: @ A1 1:1250

Project No: 4179-01 Drawing No: SK015 Rev: P45

## APPENDIX F

# HIGHWAY DRAWINGS, RSA, DESIGN STATEMENTS AND WCHAR



**PROPOSED SIGNALISED SITE ACCESS JUNCTION STAGING**

**KEY:**

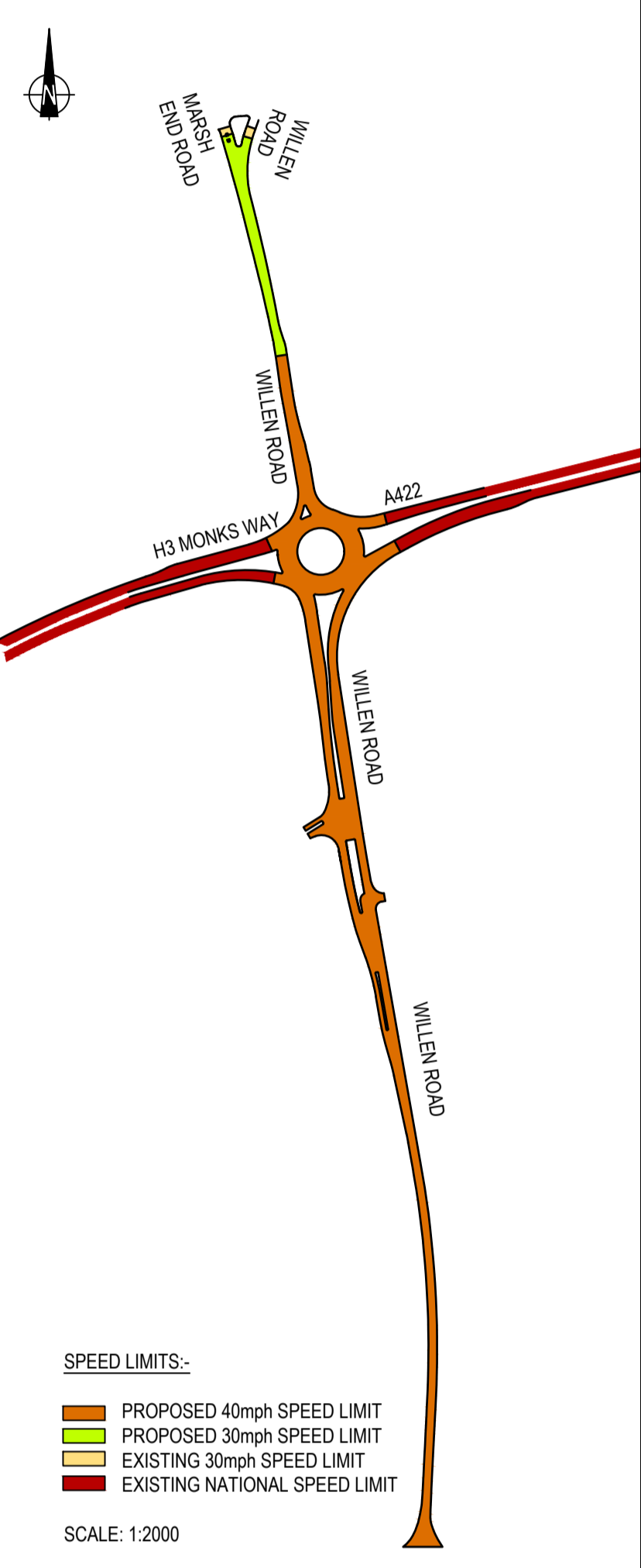
- HIGHWAYS ENGLAND HIGHWAY BOUNDARY
- MILTON KEYNES COUNCIL HIGHWAY BOUNDARY
- PROPOSED FULL HEIGHT SAFETY BARRIER
- PROPOSED ROAD RESTRAINT TERMINAL
- PROPOSED TRAFFIC SIGNALS
- PROPOSED TRAFFIC SIGNAL CONTROL BOX WITH MAINTENANCE ACCESS BAY FORMED USING PERMEABLE PAVING
- JUNCTION INTERVISIBILITY ZONE
- FORWARD VISIBILITY TO PRIMARY SIGNAL (NEAR SIDE) 120m SSD - DESIGN SPEED 70kph
- FORWARD VISIBILITY TO PRIMARY SIGNAL (OFFSIDE) 120m SSD - DESIGN SPEED 70kph
- FORWARD VISIBILITY TO PRIMARY SIGNAL (NEAR SIDE) 45m SSD - DESIGN SPEED 40kph

**NOTES:**

- ALIGNMENT OF MILTON KEYNES COUNCIL HIGHWAY BOUNDARY BASED ON HIGHWAY BOUNDARY INFORMATION PROVIDED BY MILTON KEYNES COUNCIL INTERPOLATED AND ALIGNED TO PHYSICAL FEATURES ON THE TOPOGRAPHICAL SURVEY. HIGHWAYS ENGLAND HIGHWAY BOUNDARY BASED ON HIGHWAYS ENGLAND GIS OPEN DATA DATED 28.10.2016.
- MKCS DRAFT 'A' HIGHWAY GUIDE FOR MILTON KEYNES DOCUMENT (DATED SEPTEMBER 2018), FIG 1 - HIGHWAY NETWORK PLAN AND TABLE 3.12 - TABLE OF LAYOUT STANDARDS INDICATE THAT THE DESIGN STANDARDS FOR WILLEN ROAD SHOULD BE BASED ON THE DESIGN MANUAL FOR ROADS AND BRIDGES DESIGN STANDARDS.
- EXISTING POSTED SPEED LIMIT OF WILLEN ROAD IS NATIONAL SPEED LIMIT (60kph). MKCS HAVE CONFIRMED THAT A TRAFFIC REGULATION ORDER (TRO) WILL BE REQUIRED TO REDUCE THE SPEED LIMIT TO 40kph. THEREFORE, THE DESIGN SPEED FOR THIS JUNCTION WILL BE 70kph.
- THE DESIGN OF THE SIGNALISED JUNCTION HAS BEEN BASED ON ADIC INFRASTRUCTURE LINSIG MODEL - 'App XX - PROPOSED ACCESS AND MARSH END MITIGATION v5.03kx'.
- THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH:
  - STANTEC TECHNICAL NOTE TN000001 - DESIGN STATEMENT - WILLEN ROAD / DEVELOPMENT ACCESS SIGNALISED JUNCTION.

**DESIGN RISK**

TRAFFIC REGULATION ORDER (TRO) WILL BE REQUIRED TO REDUCE THE SPEED LIMIT OF WILLEN ROAD AND REINFORCE THE 70kph DESIGN SPEED. A TRO MAY NOT BE GRANTED, AND THIS PROCESS IS SEPARATE TO THE PLANNING PROCESS.



Rev	Description	Drawn	Date	Chkd
8	MASTERPLAN UPDATED TO REV FINE	JR	28.07.21	JSH
4	REVISED TO REFLECT CLIENT COMMENTS & STAGE 1 RFA	DL	21.05.19	JSH

**LAND AT CALDECOTE FARM  
NEWPORT PAGNELL  
NEWLANDS DEVELOPMENTS**

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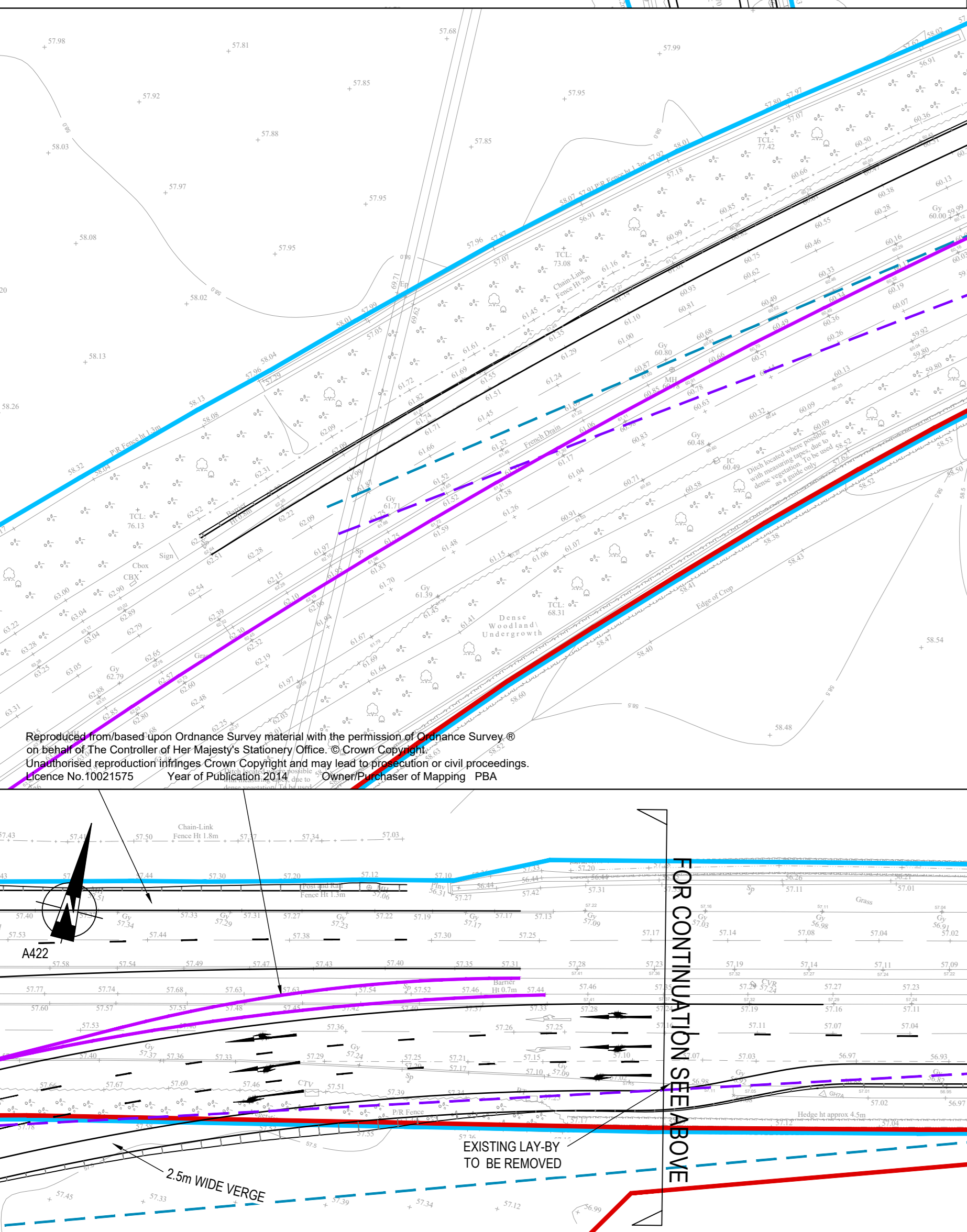
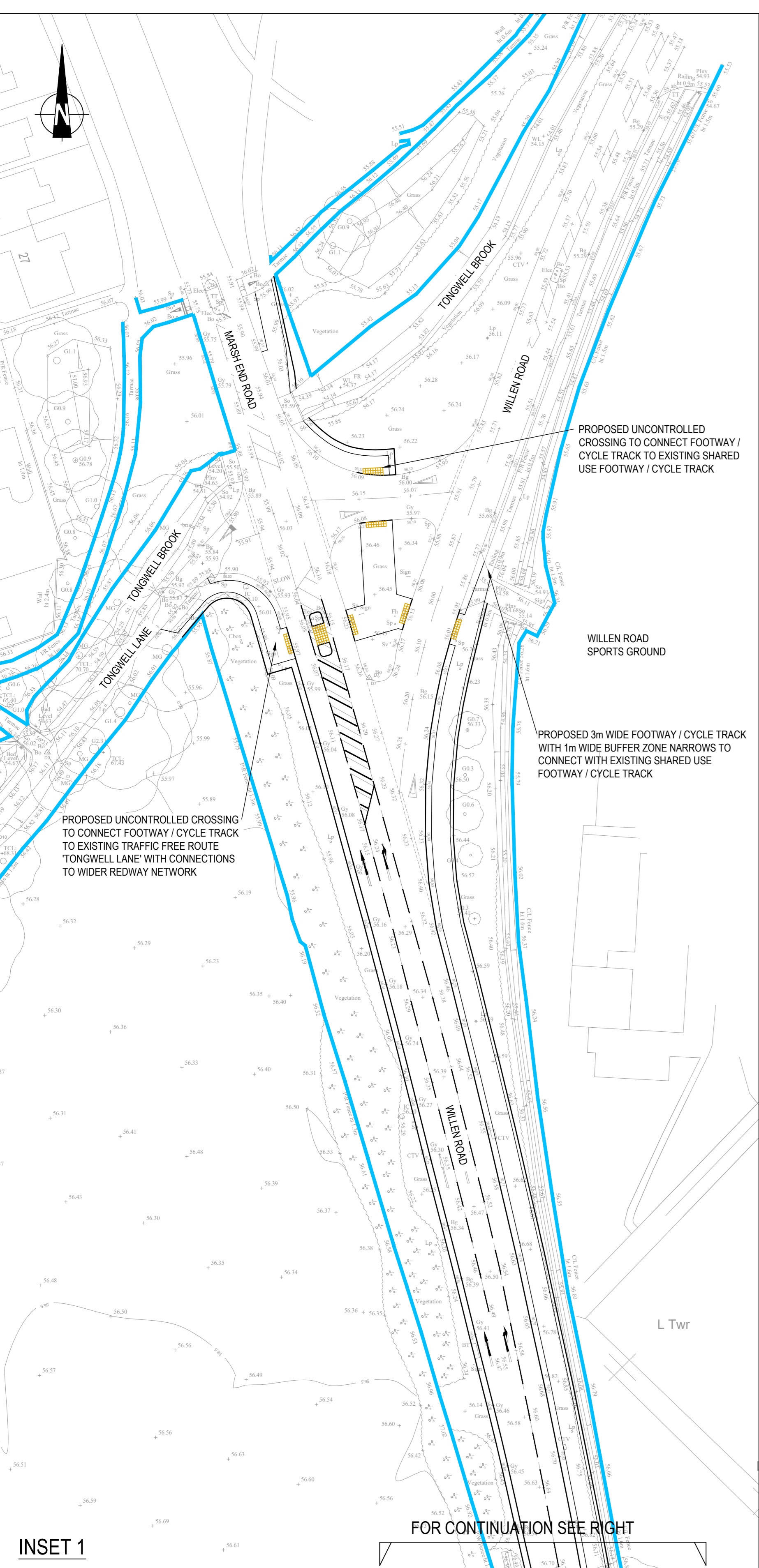
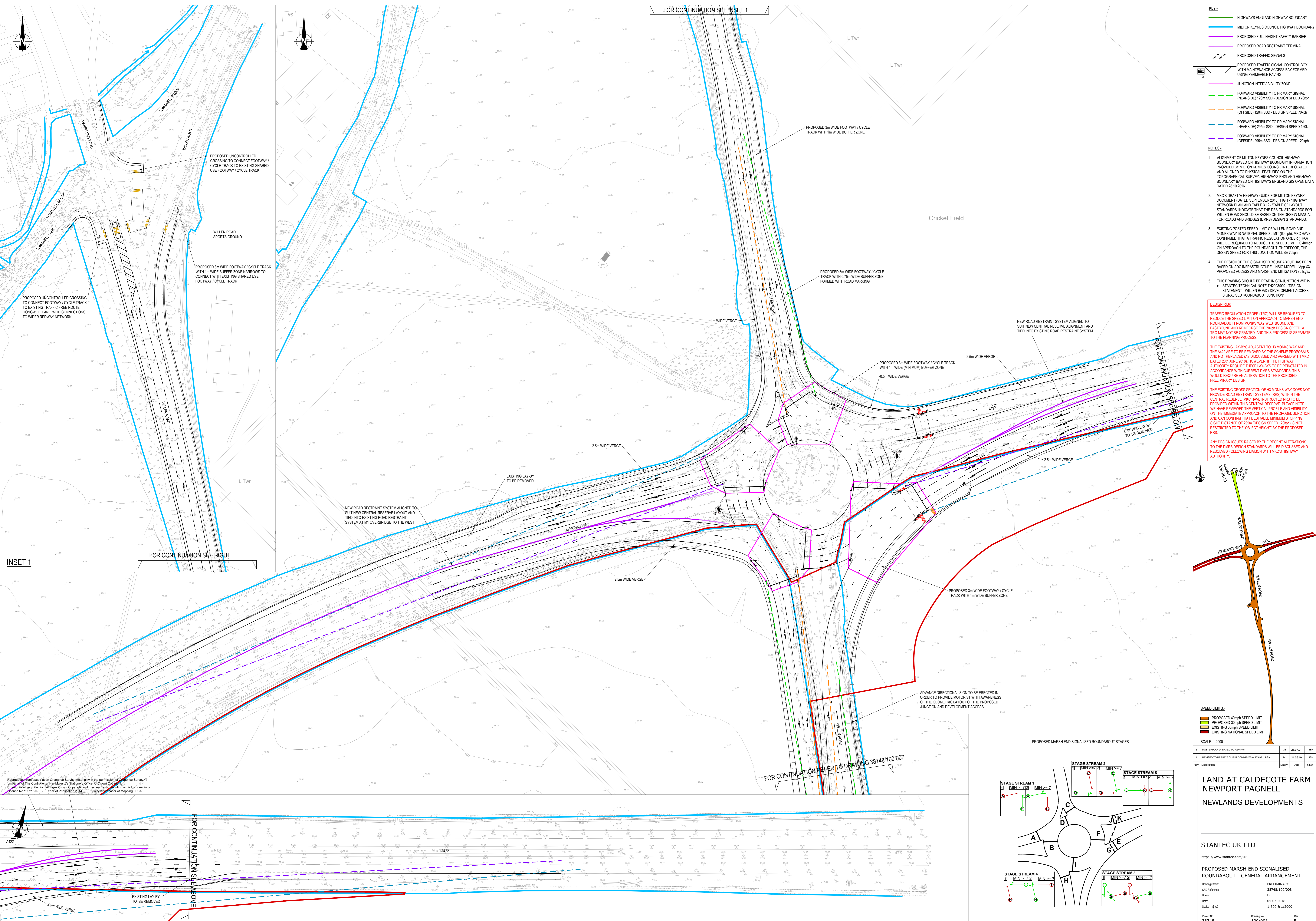
**PROPOSED SITE ACCESS SIGNALISED JUNCTION - GENERAL ARRANGEMENT**

Drawing Status:	PRELIMINARY
CAD Reference:	38748/100/007
Drawn:	DL
Date:	05.07.2018
Scale:	1:500 & 1:2000

Project No: 38748 Drawing No: 100/007 Rev: B

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- KEY:**
- HIGHWAYS ENGLAND HIGHWAY BOUNDARY
  - MILTON KEYNES COUNCIL HIGHWAY BOUNDARY
  - PROPOSED FULL HEIGHT SAFETY BARRIER
  - PROPOSED ROAD RESTRAINT TERMINAL
  - PROPOSED TRAFFIC SIGNALS
  - PROPOSED TRAFFIC SIGNAL CONTROL BOX WITH MAINTENANCE ACCESS BAY FORMED USING PERMEABLE PAVING
  - JUNCTION INTERVISIBILITY ZONE
  - - - FORWARD VISIBILITY TO PRIMARY SIGNAL (NEARSIDE) 120m SSD - DESIGN SPEED 70kph
  - - - FORWARD VISIBILITY TO PRIMARY SIGNAL (OFFSIDE) 120m SSD - DESIGN SPEED 70kph
  - - - FORWARD VISIBILITY TO PRIMARY SIGNAL (NEARSIDE) 25m SSD - DESIGN SPEED 120kph
  - - - FORWARD VISIBILITY TO PRIMARY SIGNAL (OFFSIDE) 25m SSD - DESIGN SPEED 120kph

- NOTES:**
1. ALIGNMENT OF MILTON KEYNES COUNCIL HIGHWAY BOUNDARY BASED ON HIGHWAY BOUNDARY INFORMATION PROVIDED BY MILTON KEYNES COUNCIL INTERPOLATED AND ALIGNED TO PHYSICAL FEATURES ON THE TOPOGRAPHICAL SURVEY. HIGHWAYS ENGLAND HIGHWAY BOUNDARY BASED ON HIGHWAYS ENGLAND GIS OPEN DATA DATED 28.10.2016.
  2. MKC'S DRAFT A HIGHWAY GUIDE FOR MILTON KEYNES' DOCUMENT (DATED SEPTEMBER 2018), FIG 1 - HIGHWAY NETWORK PLAN AND TABLE 1.12 - TABLE LAYOUT STANDARDS INDICATE THAT THE DESIGN STANDARDS FOR WILLEN ROAD SHOULD BE BASED ON THE DESIGN MANUAL FOR ROADS AND BRIDGES (DMRB) DESIGN STANDARDS.
  3. EXISTING POSTED SPEED LIMIT OF WILLEN ROAD AND MONKS WAY IS NATIONAL SPEED LIMIT (80kph). MKC HAVE CONFIRMED THAT A TRAFFIC REGULATION ORDER (TRO) WILL BE REQUIRED TO REDUCE THE SPEED LIMIT TO 40kph ON APPROACH TO THE ROUNDABOUT. THEREFORE, THE DESIGN SPEED FOR THIS JUNCTION WILL BE 70kph.
  4. THE DESIGN OF THE SIGNALISED ROUNDABOUT HAS BEEN BASED ON ADD INFRASTRUCTURE LINSIG MODEL - 'App XX - PROPOSED ACCESS AND MARSH END MITIGATION v5.1gkty'.
  5. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH:
    - STANTEC TECHNICAL NOTE T000002 - DESIGN STATEMENT - WILLEN ROAD / DEVELOPMENT ACCESS SIGNALISED ROUNDABOUT JUNCTION;

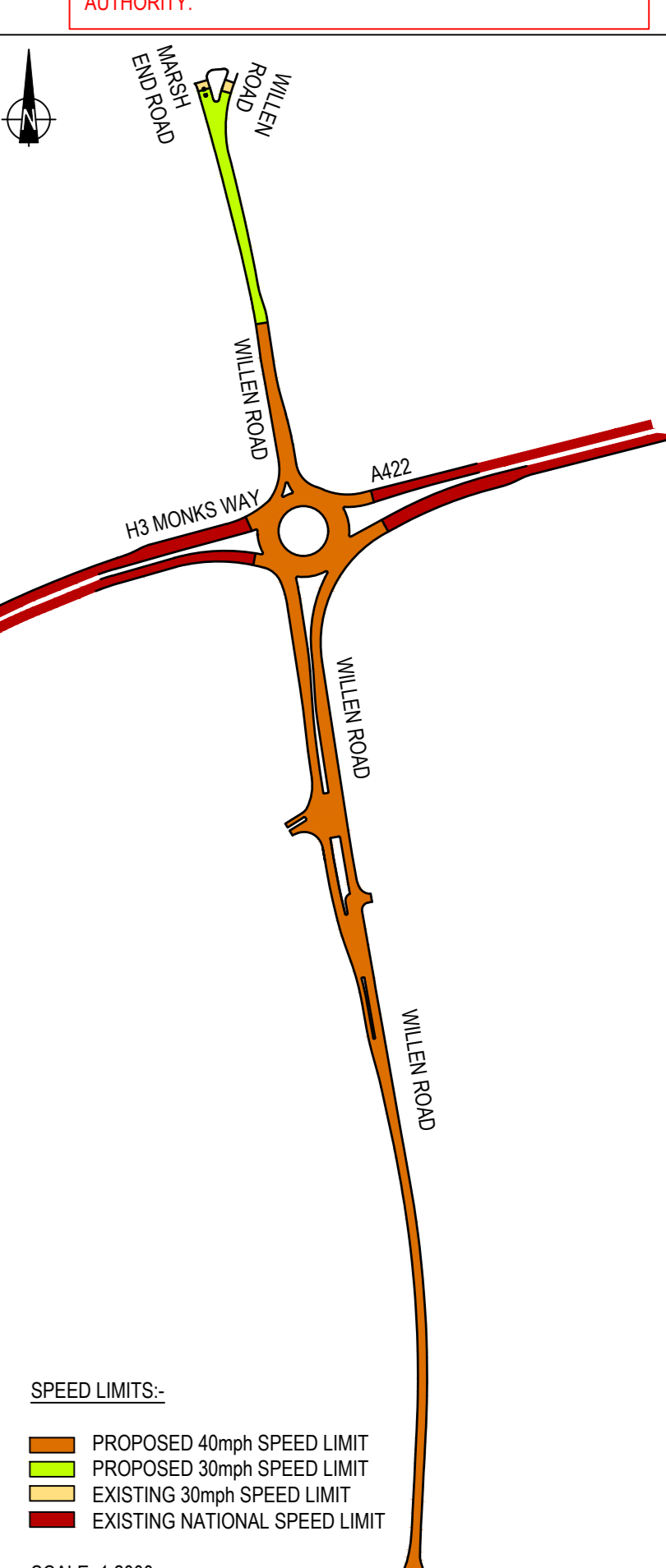
**DESIGN RISK**

TRAFFIC REGULATION ORDER (TRO) WILL BE REQUIRED TO REDUCE THE SPEED LIMIT ON APPROACH TO MARSH END ROUNDABOUT FROM MONKS WAY WESTBOUND AND EASTBOUND AND REINFORCE THE 70kph DESIGN SPEED. A TRO MAY NOT BE GRANTED, AND THIS PROCESS IS SEPARATE TO THE PLANNING PROCESS.

THE EXISTING LAY-BYS ADJACENT TO H3 MONKS WAY AND THE A422 ARE TO BE REMOVED BY THE SCHEME PROPOSALS AND NOT REPLACED (AS DISCUSSED AND AGREED WITH MKC DATED 20th JUNE 2018). HOWEVER, IF THE HIGHWAY AUTHORITY REQUIRE THESE LAY-BYS TO BE REINSTATED IN ACCORDANCE WITH CURRENT DMRB STANDARDS, THIS WOULD REQUIRE AN ALTERATION TO THE PROPOSED PRELIMINARY DESIGN.

THE EXISTING CROSS SECTION OF H3 MONKS WAY DOES NOT PROVIDE ROAD RESTRAINT SYSTEMS (RRS) WITHIN THE CENTRAL RESERVE. MKC HAVE INSTRUCTED RRS TO BE PROVIDED WITHIN THIS CENTRAL RESERVE. PLEASE NOTE, WE HAVE REVIEWED THE VERTICAL PROFILE AND VISIBILITY ON THE IMMEDIATE APPROACH TO THE PROPOSED JUNCTION AND CAN CONFIRM THAT DESIRABLE MINIMUM STOPPING SIGHT DISTANCE OF 205m (DESIGN SPEED 70kph) IS NOT RESTRICTED TO THE OBJECT HEIGHT BY THE PROPOSED RRS.

ANY DESIGN ISSUES RAISED BY THE RECENT ALTERATIONS TO THE DMRB DESIGN STANDARDS WILL BE DISCUSSED AND RESOLVED FOLLOWING LIAISON WITH MKC'S HIGHWAY AUTHORITY.



**SPEED LIMITS:**

- PROPOSED 40kph SPEED LIMIT
- PROPOSED 30kph SPEED LIMIT
- EXISTING 30kph SPEED LIMIT
- EXISTING NATIONAL SPEED LIMIT

SCALE: 1:2000

Rev	Description	Date	Drawn	Checked
B	MASTERPLAN UPDATED TO REV P45	28.07.21	JSH	
A	REVISED TO REFLECT CLIENT COMMENTS & STAGE 1 RFA	21.05.19	JSH	

**LAND AT CALDECOTE FARM NEWPORT PAGNELL**

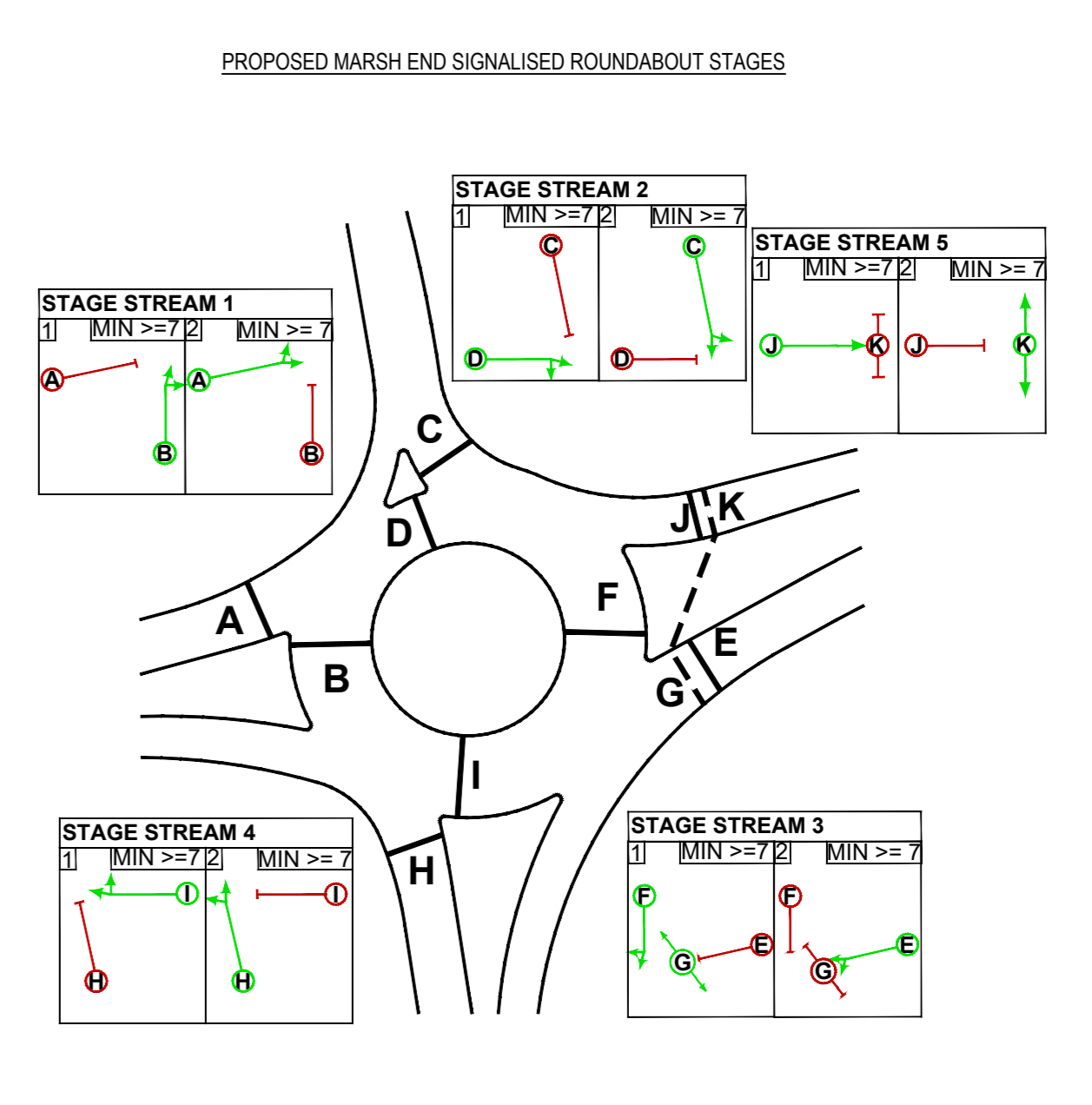
**NEULANDS DEVELOPMENTS**

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**PROPOSED MARSH END SIGNALISED ROUNDABOUT - GENERAL ARRANGEMENT**

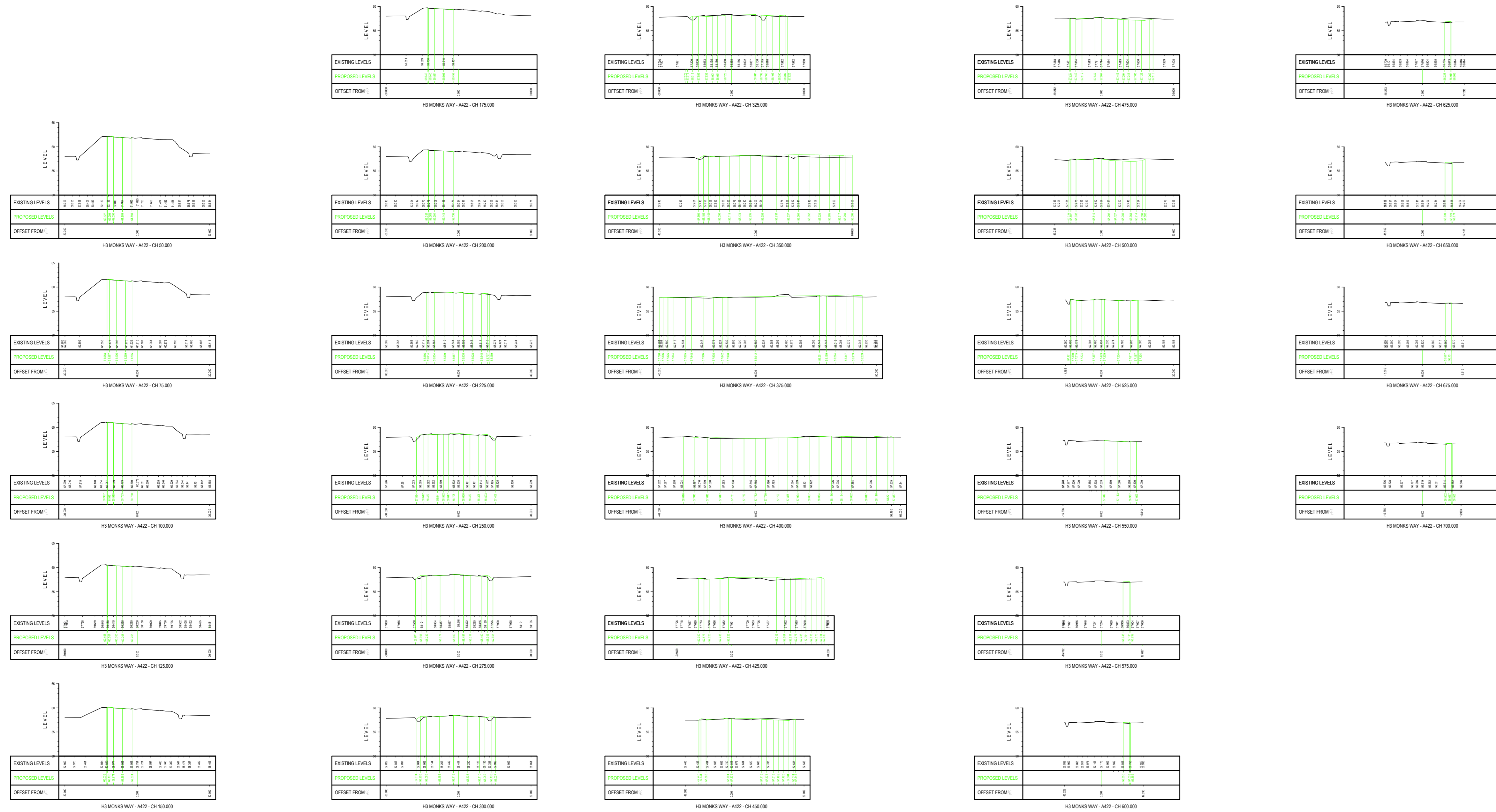
Drawing Status: PRELIMINARY  
 CAD Reference: 38748/100/008  
 Drawn: DL  
 Date: 05.07.2018  
 Scale: 1 @ A5  
 1:500 & 1:2000

Project No: 38748  
 Drawing No: 100/008  
 Rev: B

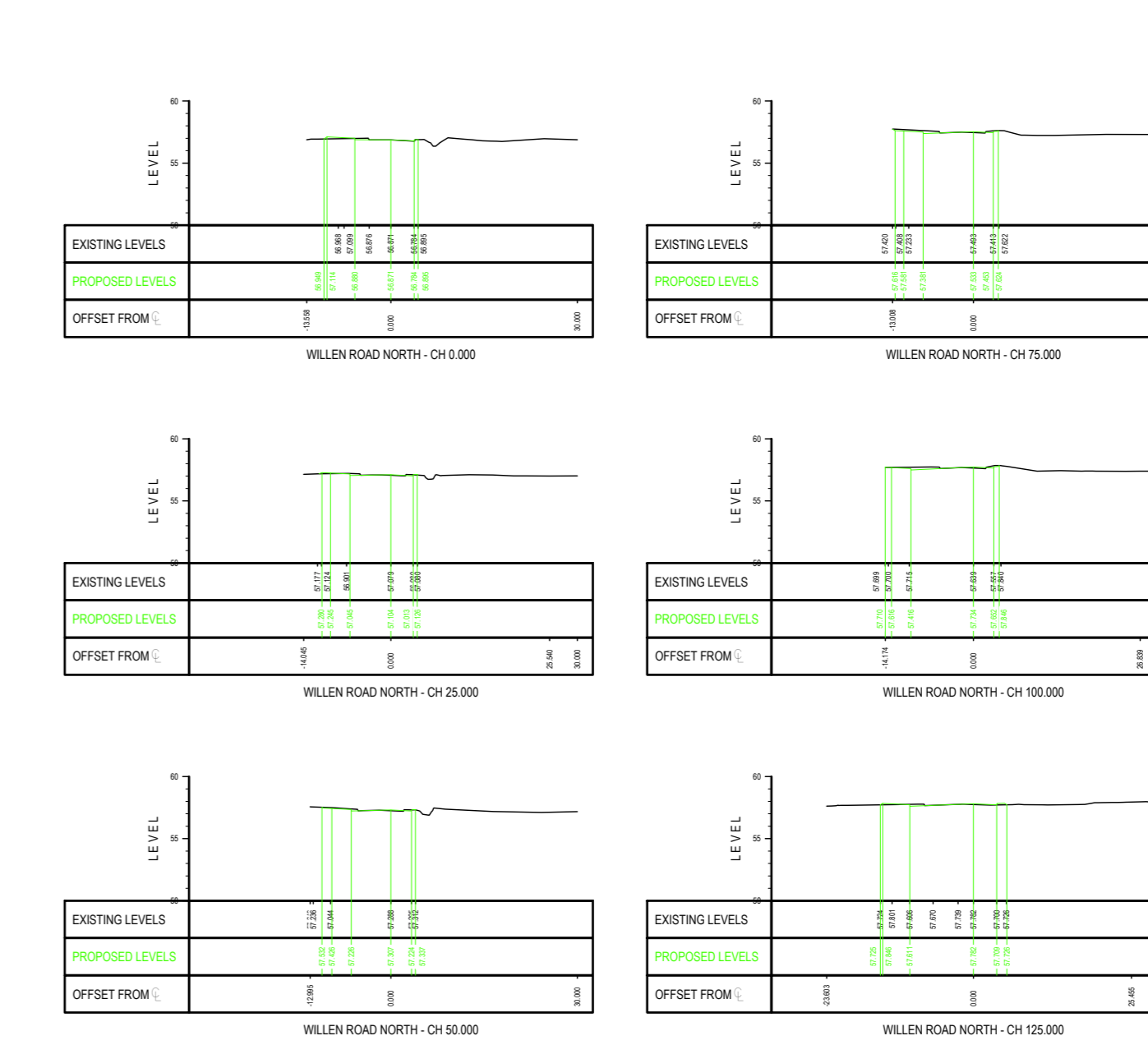


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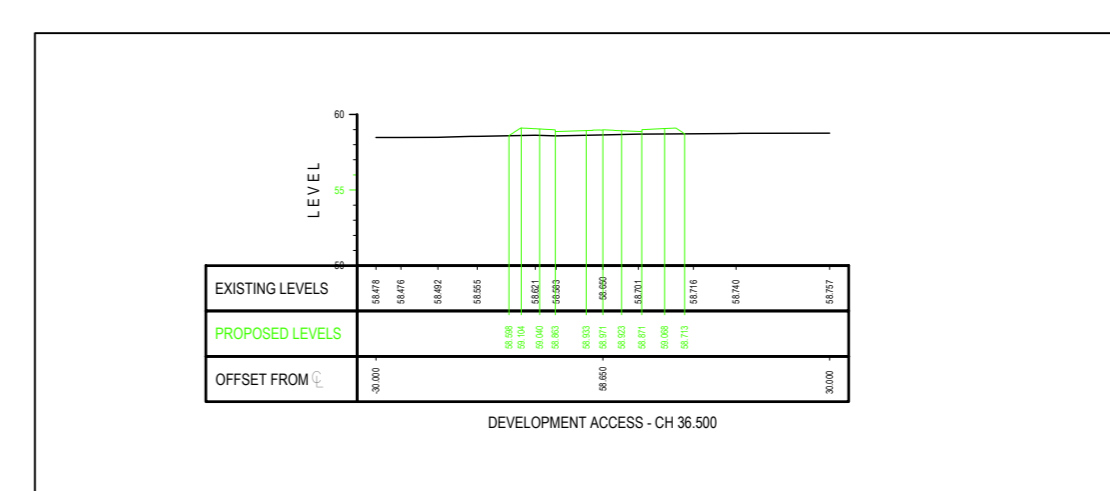
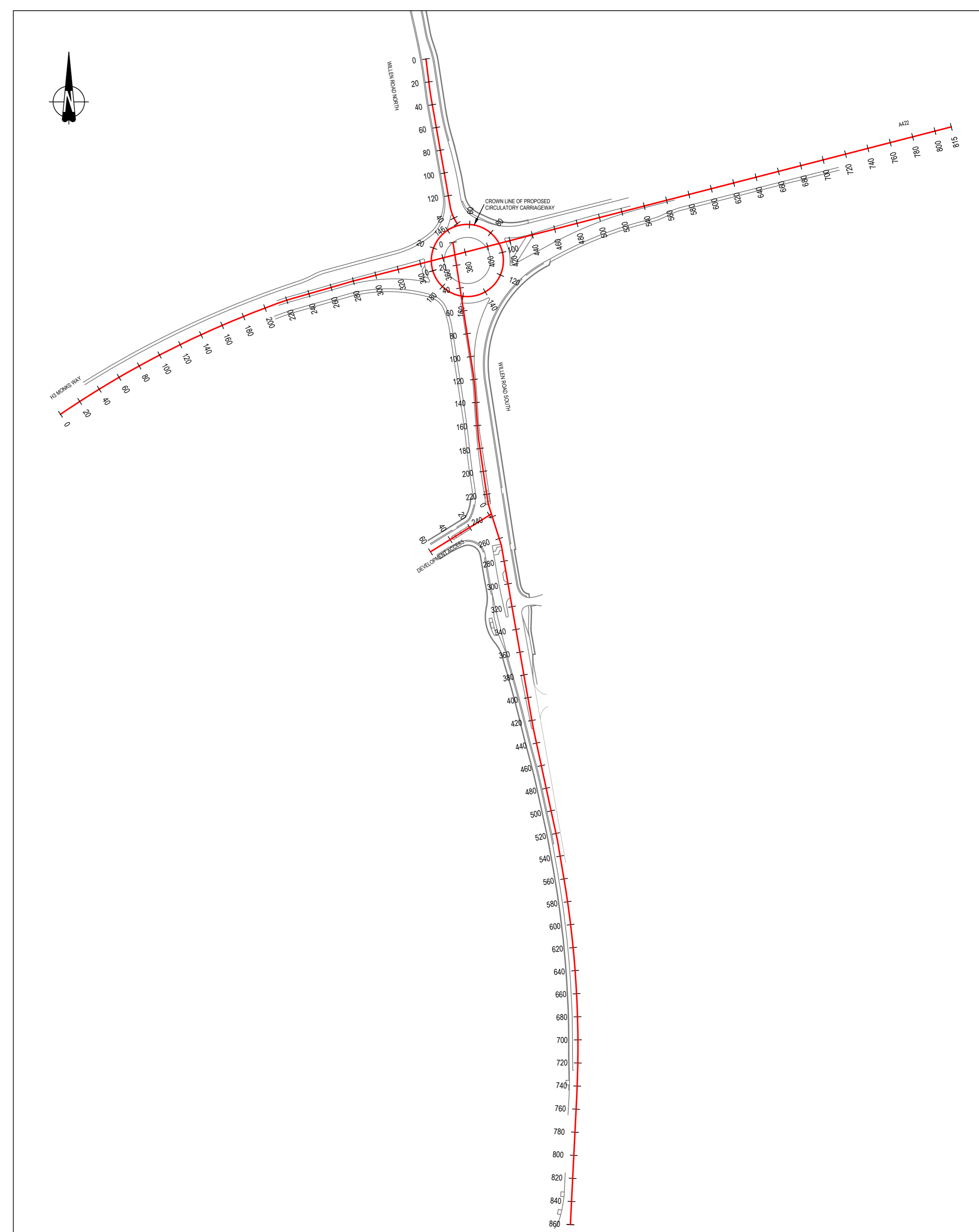
CROSS SECTION FOR MONKS WAY



CROSS SECTIONS FOR WILLEN ROAD - NORTH



CROSS SECTIONS FOR WILLEN ROAD - SOUTH



CROSS SECTION FOR DEVELOPMENT ACCESS

Rev	Description	Drawn	Date	Checked
B	MASTER PLAN UPDATED TO NEW PH	JR	28.07.21	JPH
A	REVISED TO REFLECT NEW DEVELOPMENT ACCESS LOCATION	DL	21.05.19	JPH

**LAND AT CALDECOTE FARM  
NEWPORT PAGNELL**

**NEWLANDS DEVELOPMENTS**

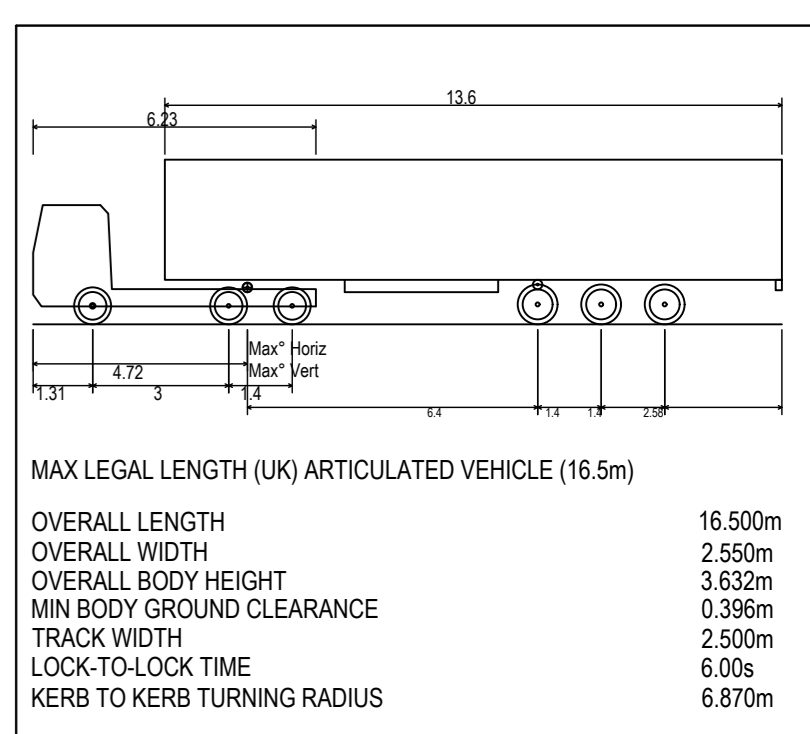
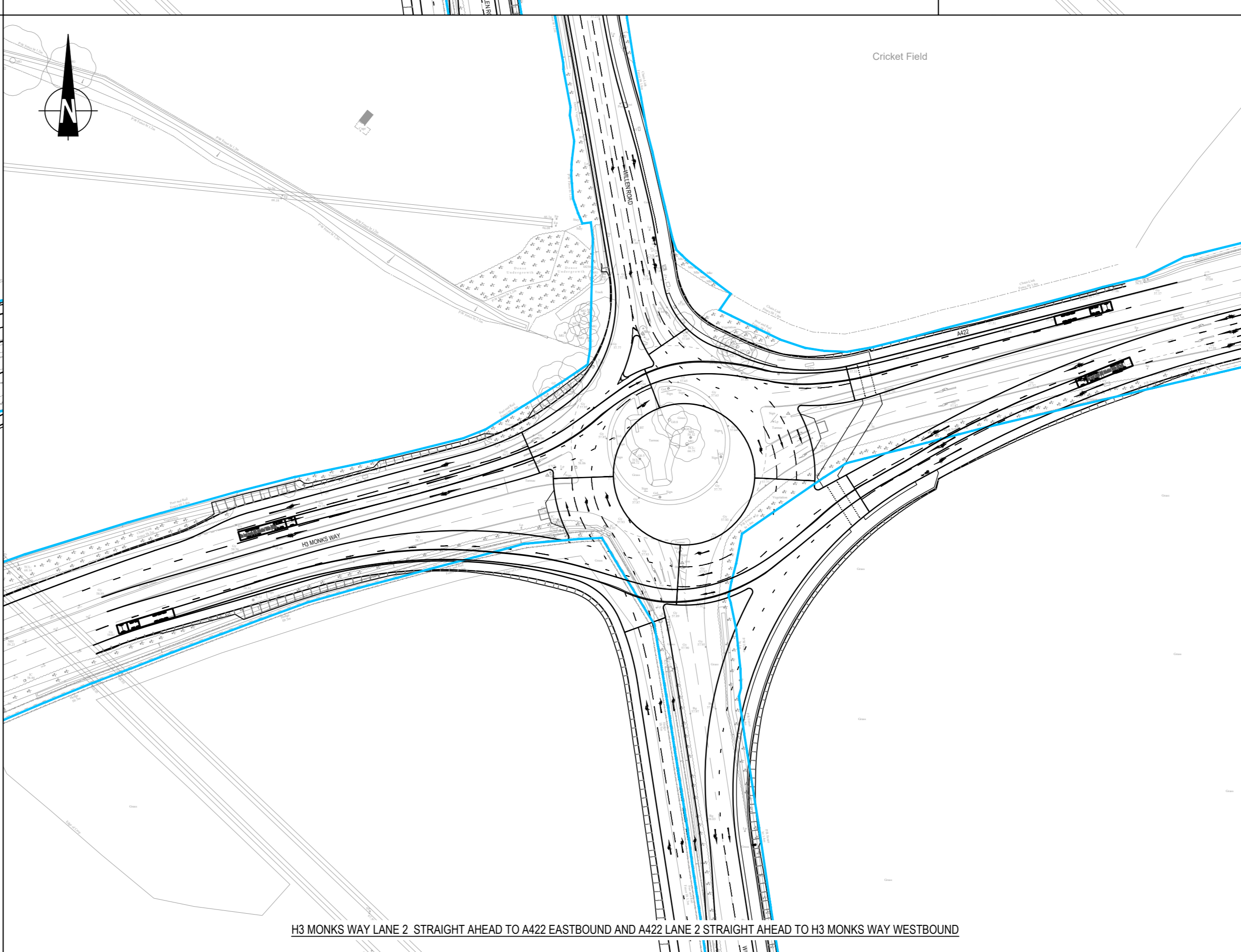
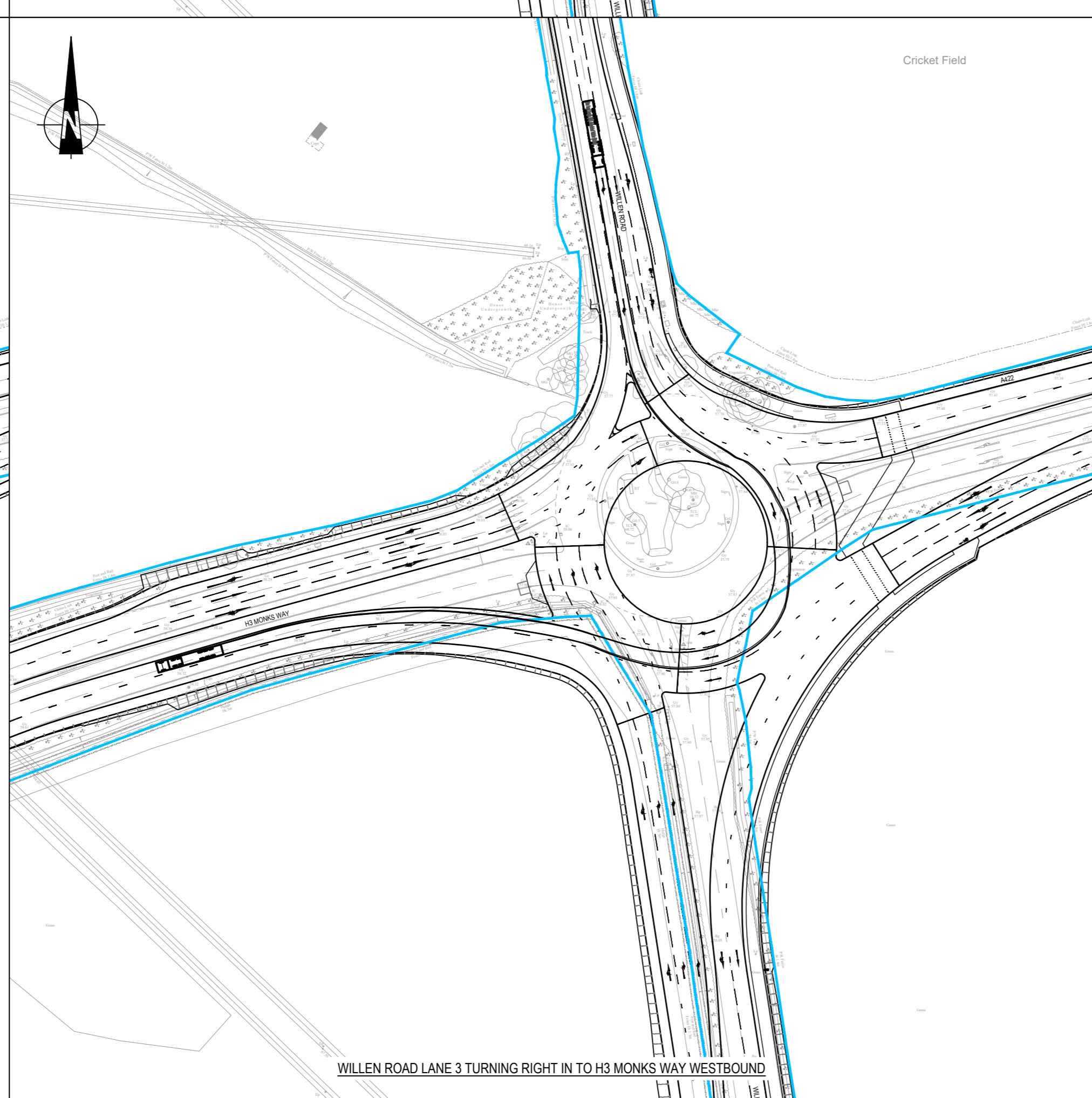
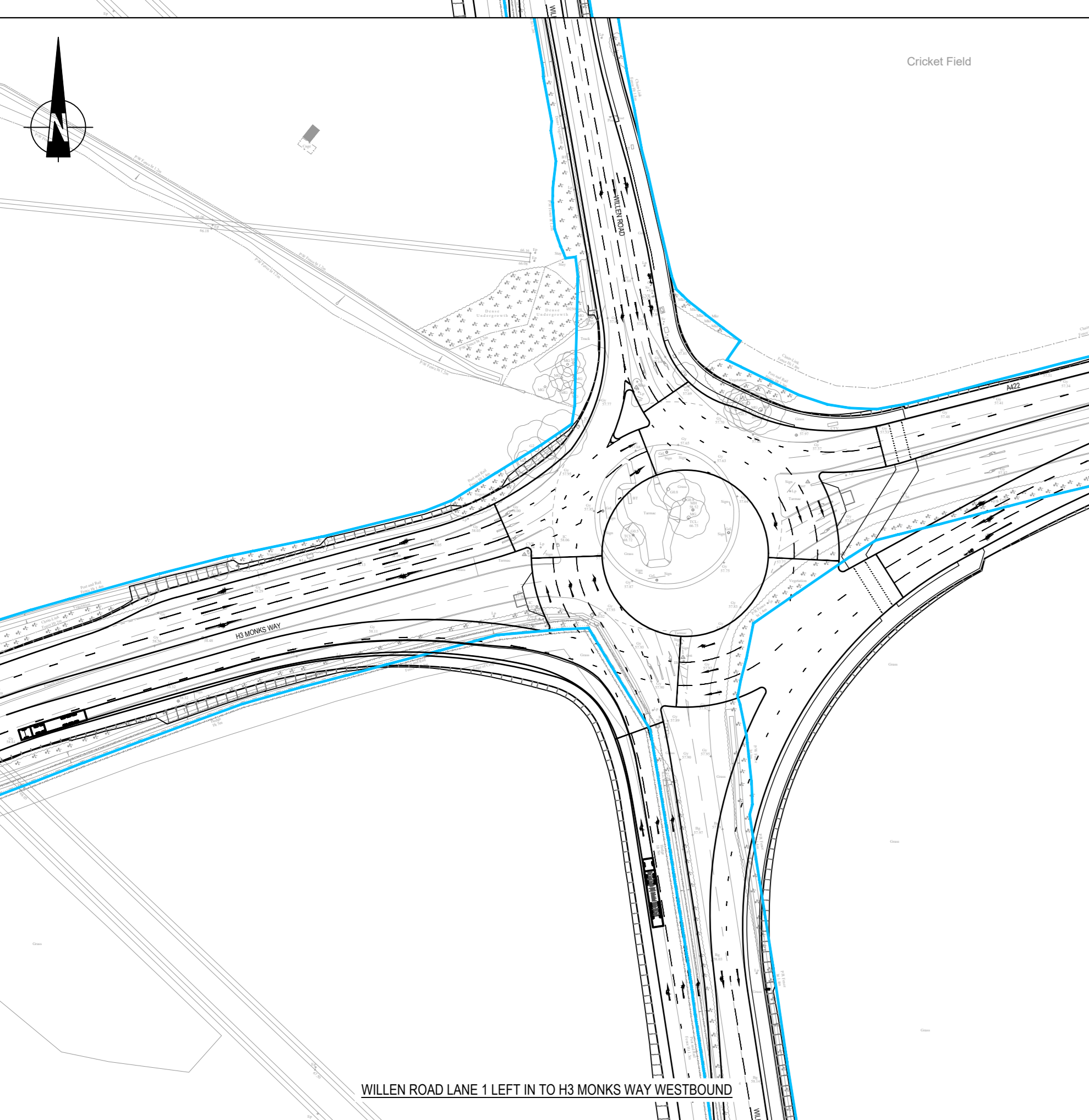
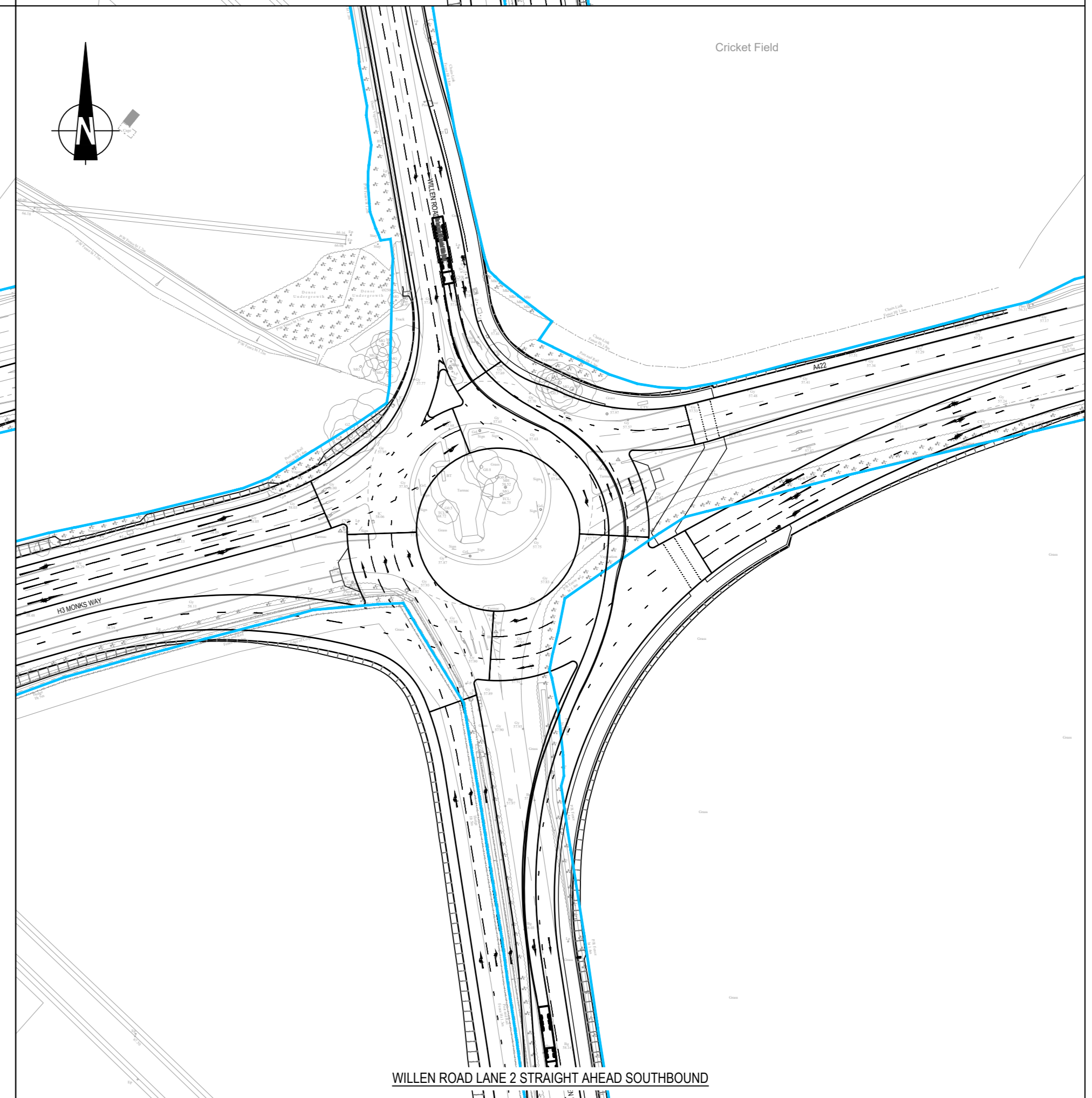
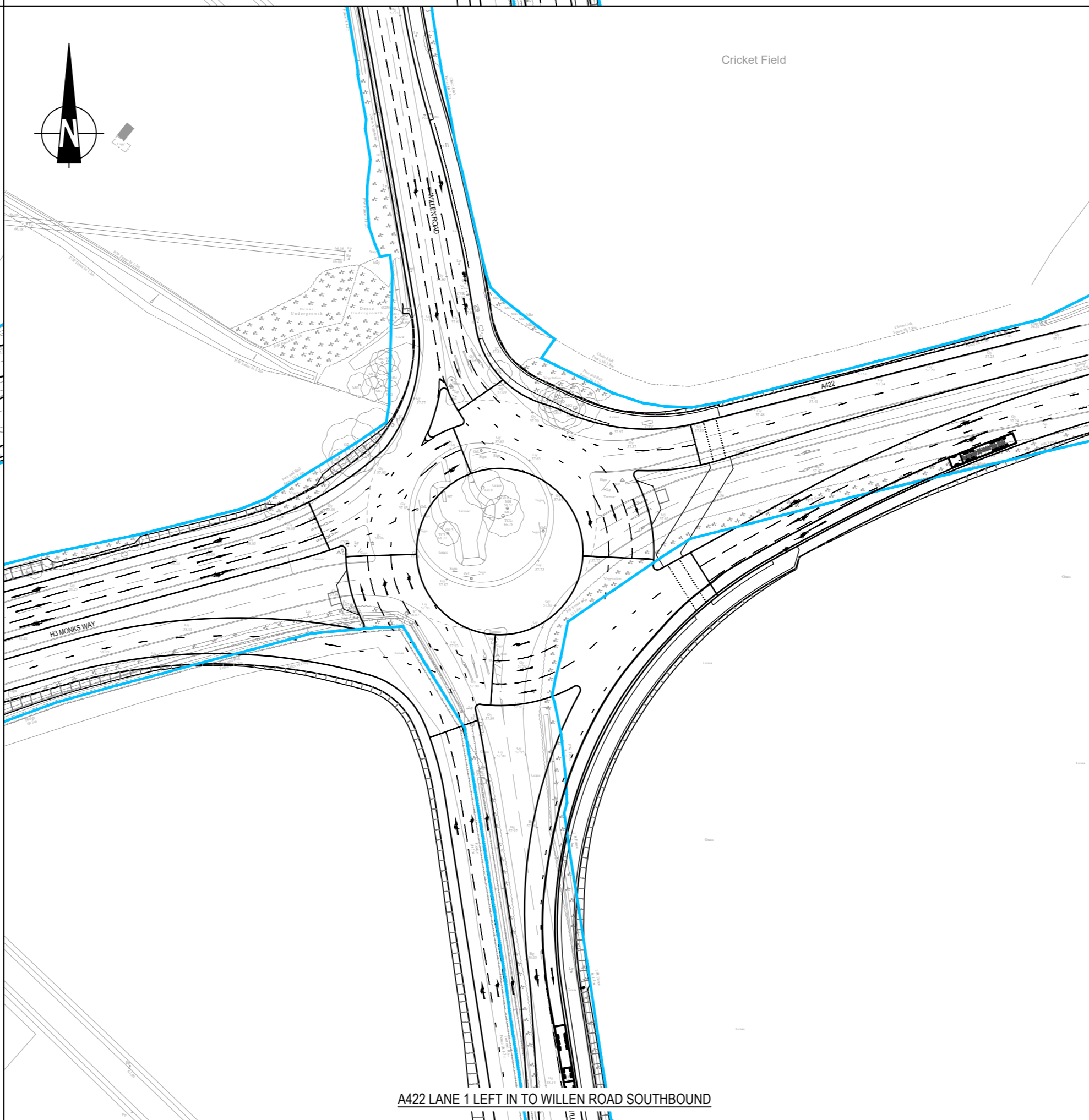
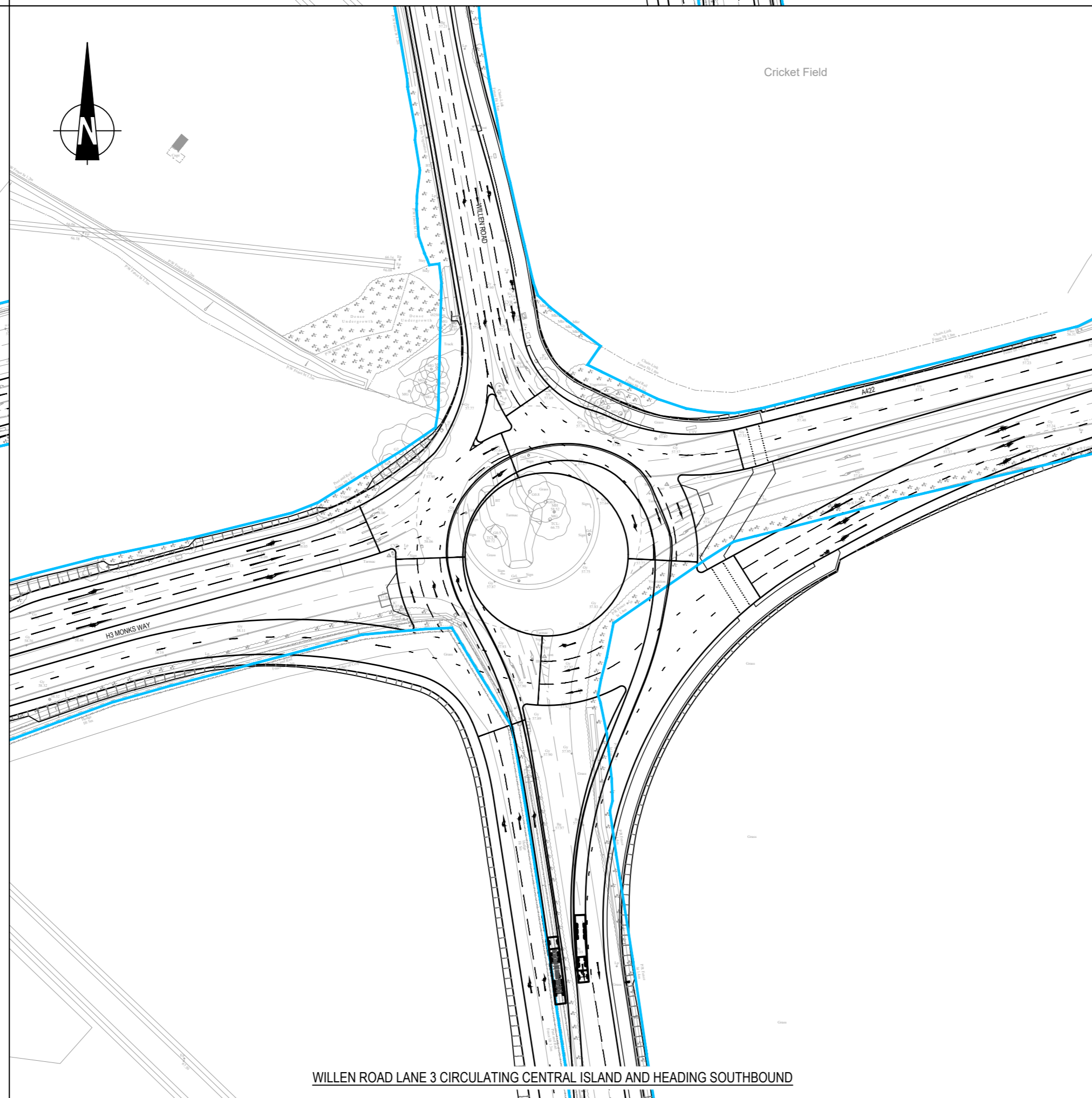
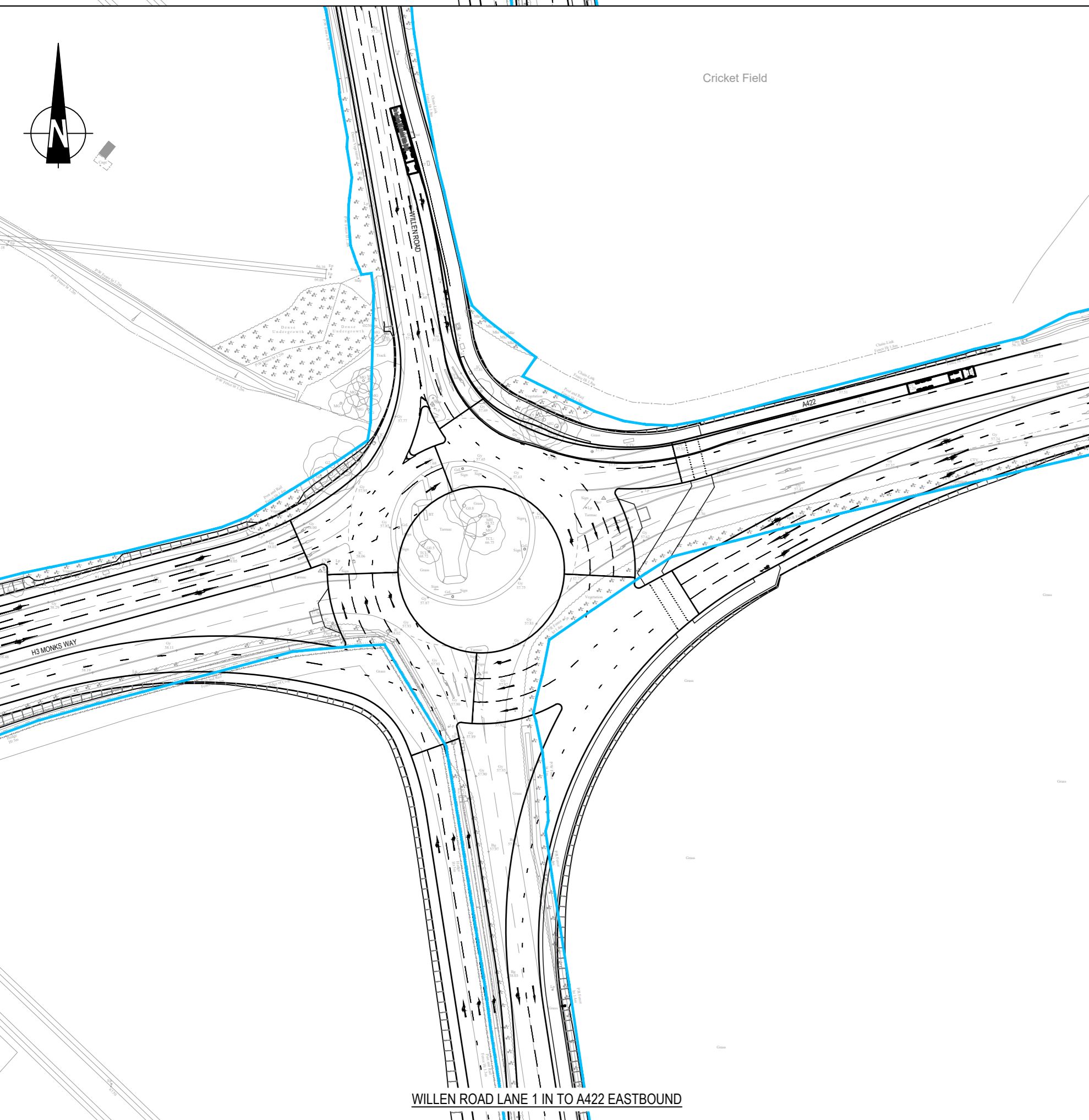
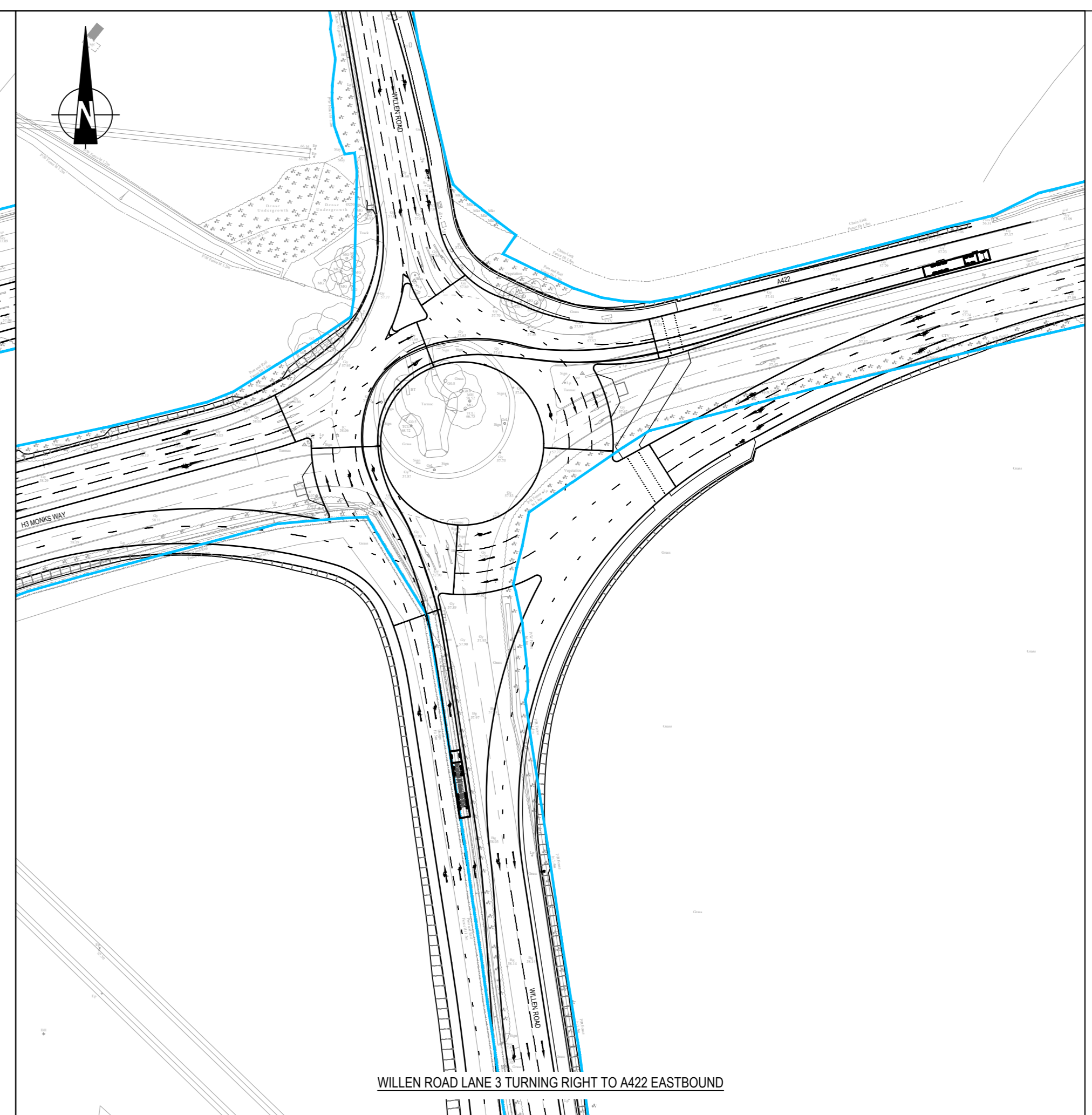
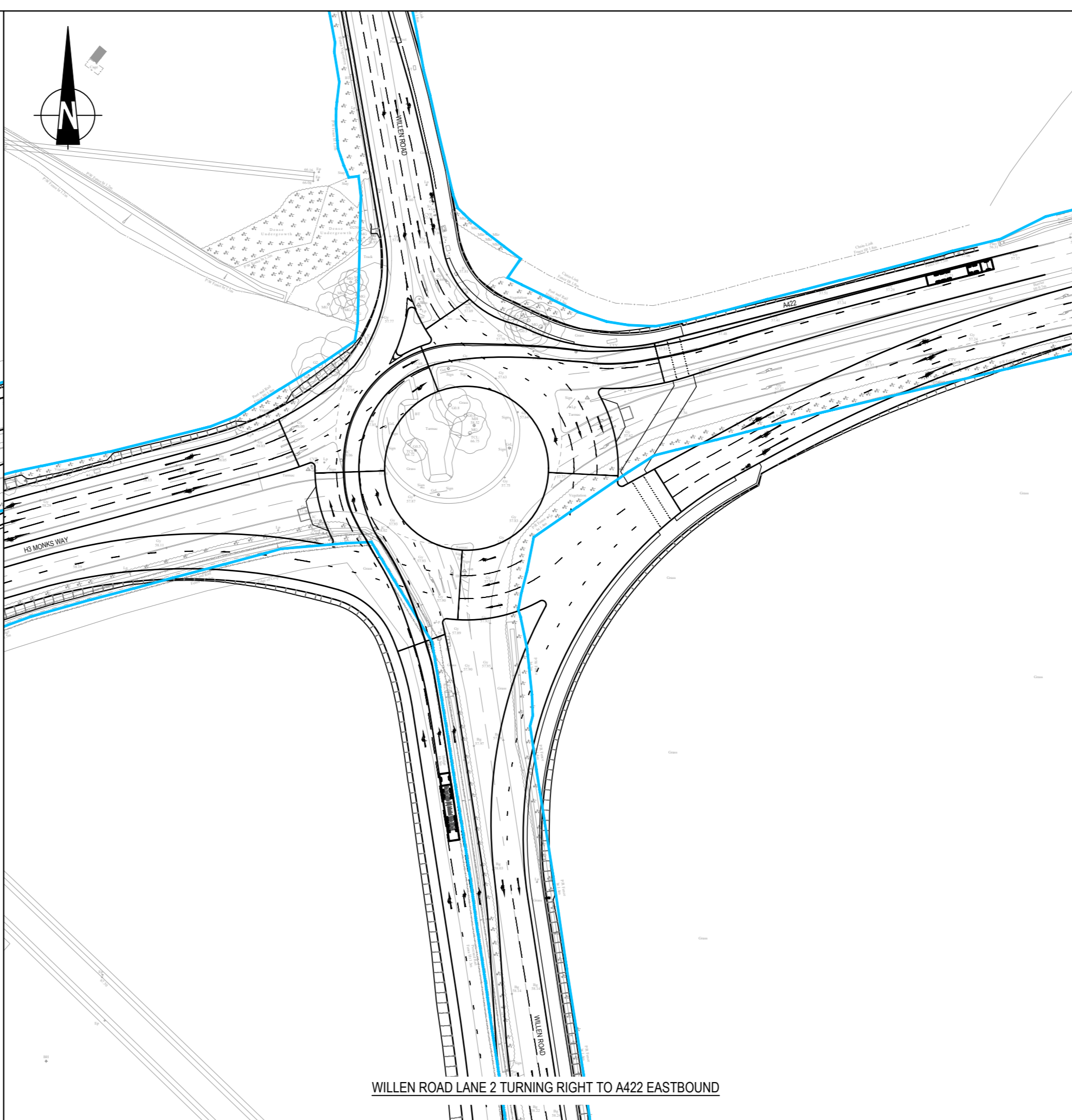
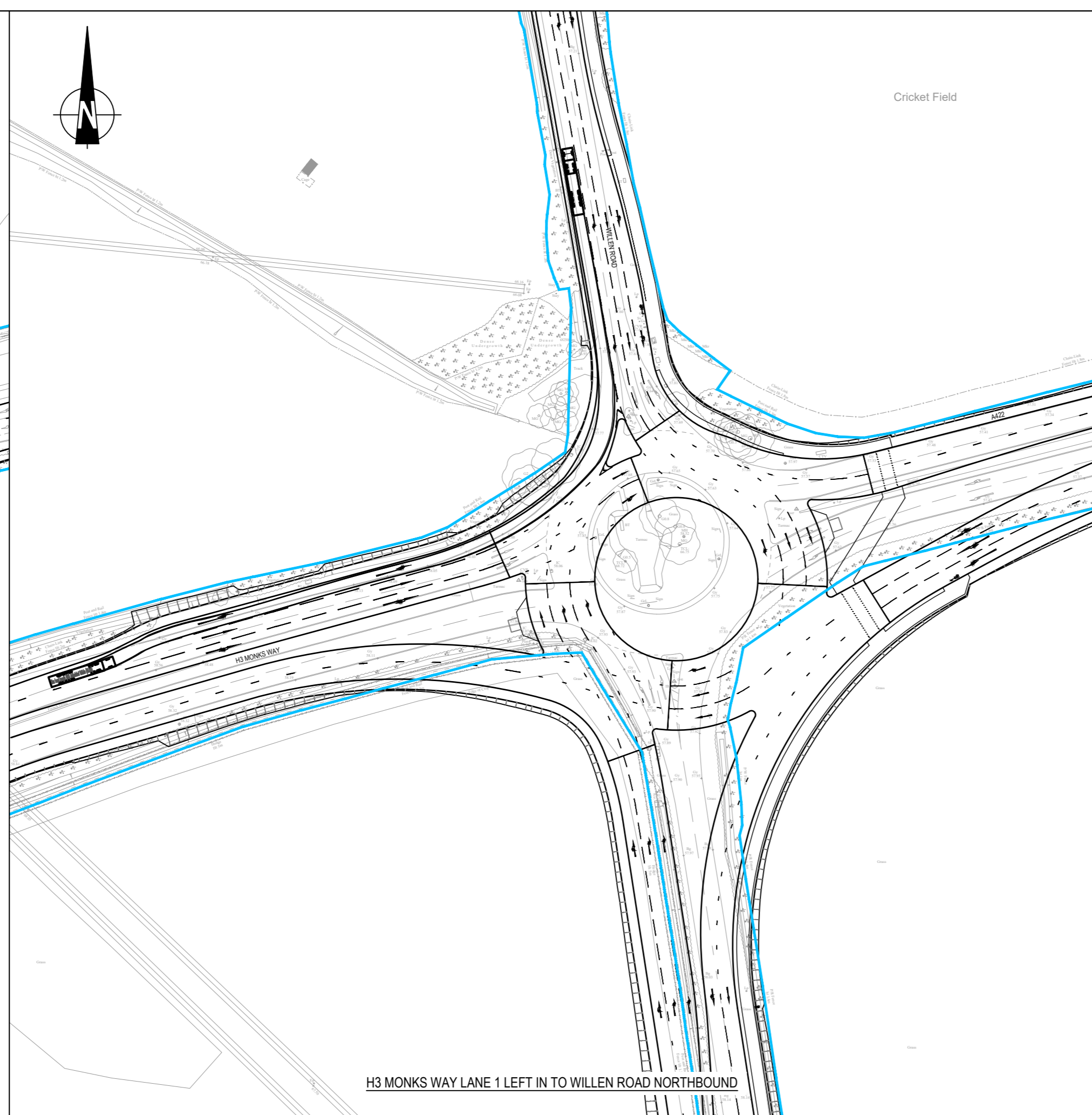
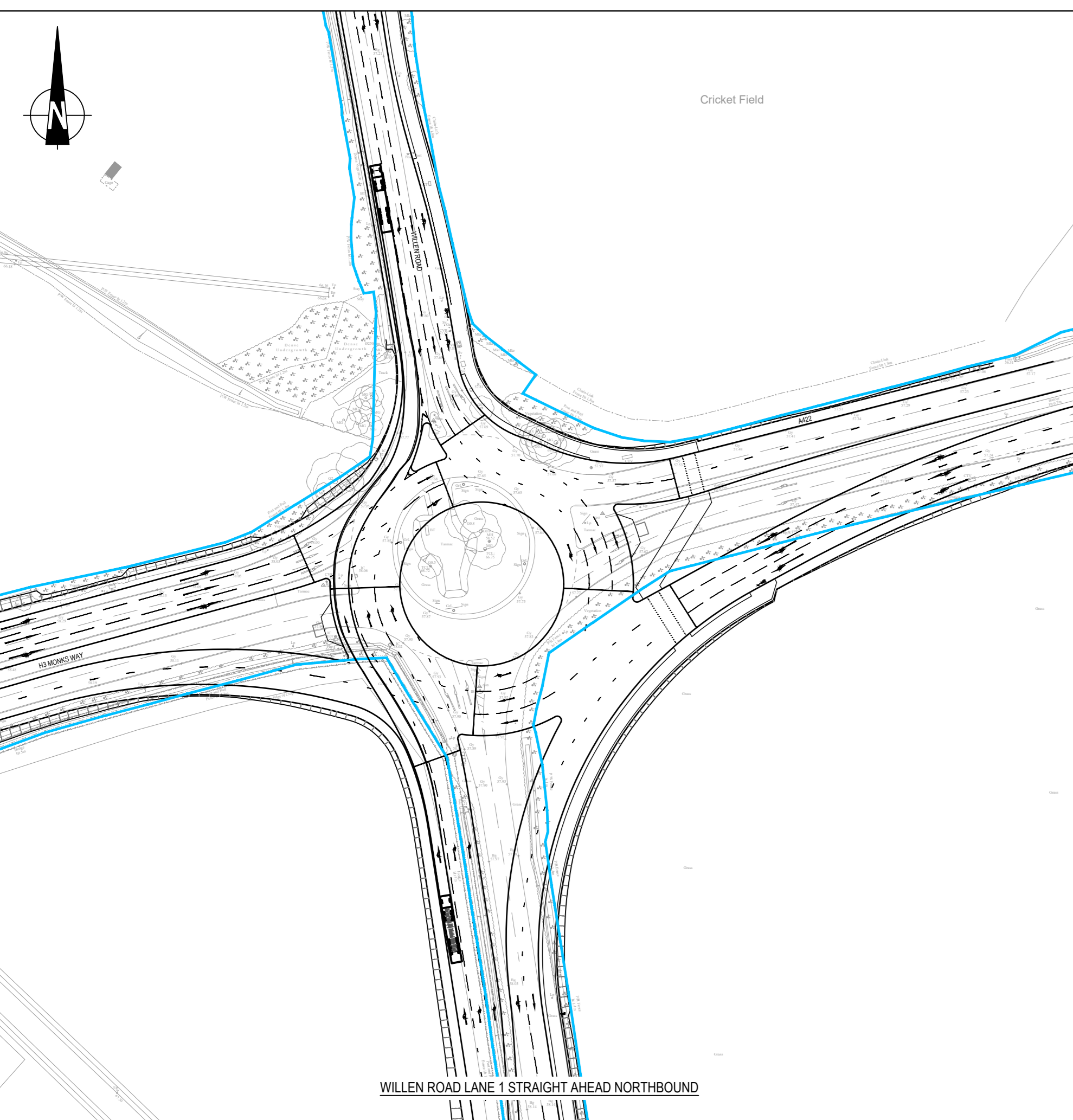
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**PROPOSED HIGHWAY  
CROSS SECTIONS**

Drawing Date:	PRELIMINARY
CAD Reference:	38748/100/015
Drawn:	DL
Date:	04.07.18
Scale:	1 @ A0
Project No:	38748
Drawing No:	100/015
Rev:	B





KEY:  
 EXISTING HIGHWAY BOUNDARY

NOTES:  
 1. ALL SWEEP PATH MANOEUVRES UNDERTAKEN MAINTAINING A SPEED OF 15mph.

Rev	Description	Drawn	Date	Check
B	MASTERPLAN UPDATED TO REV FMS	JR	18.07.21	JHM
A	SWEEP PATHS UPDATED	PHJ	21.05.19	JHM

**LAND AT CALDECOTE FARM  
NEWPORT PAGNELL**

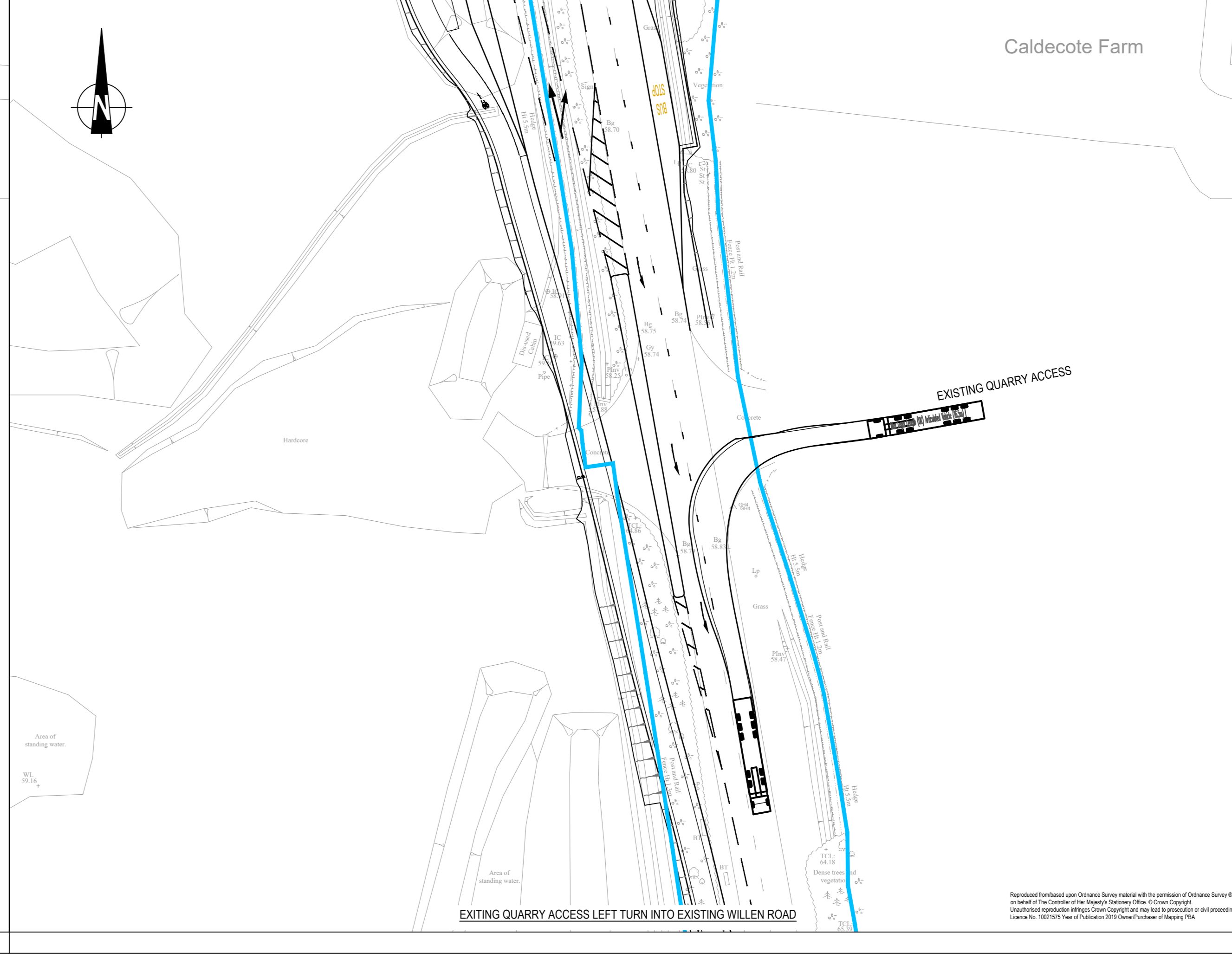
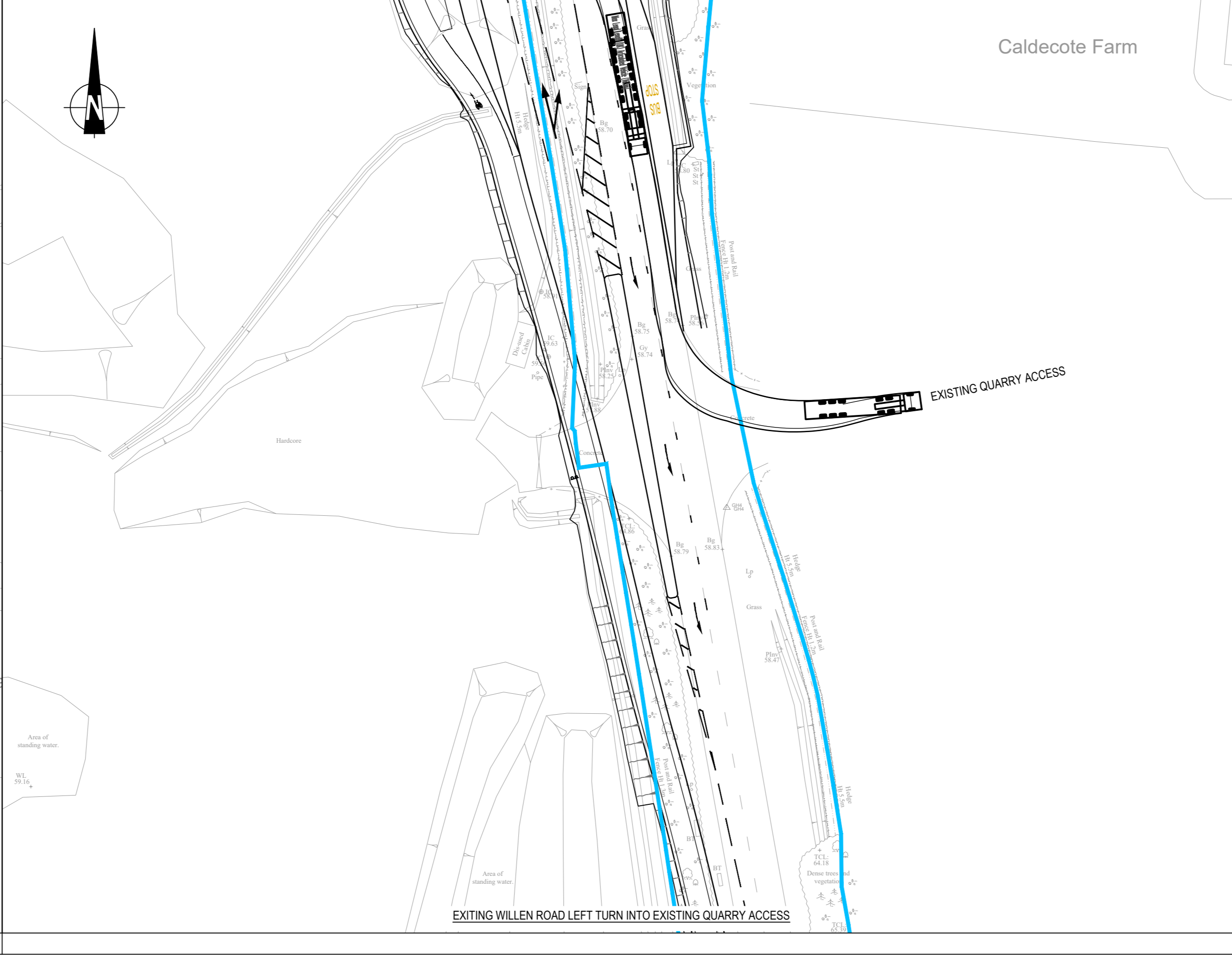
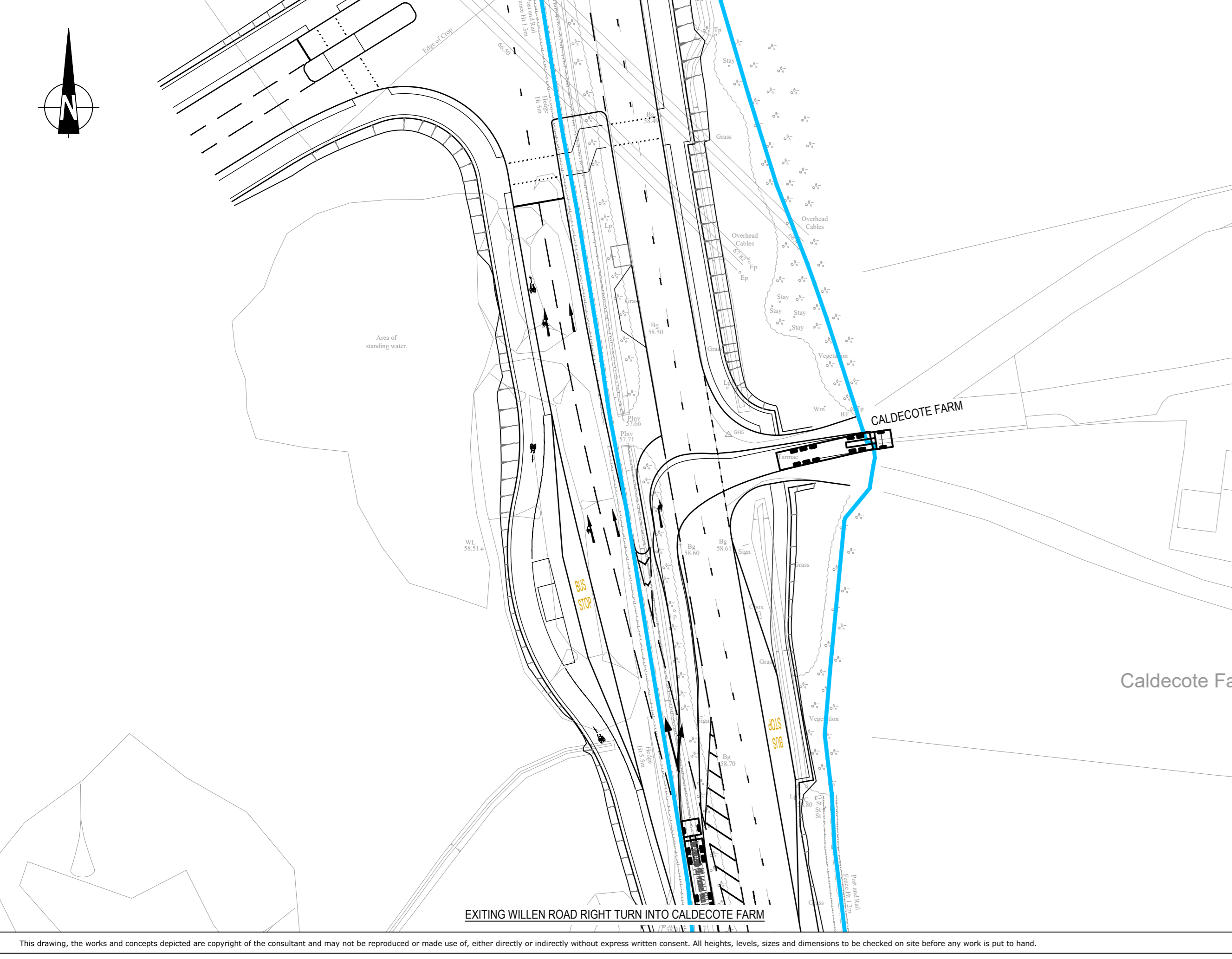
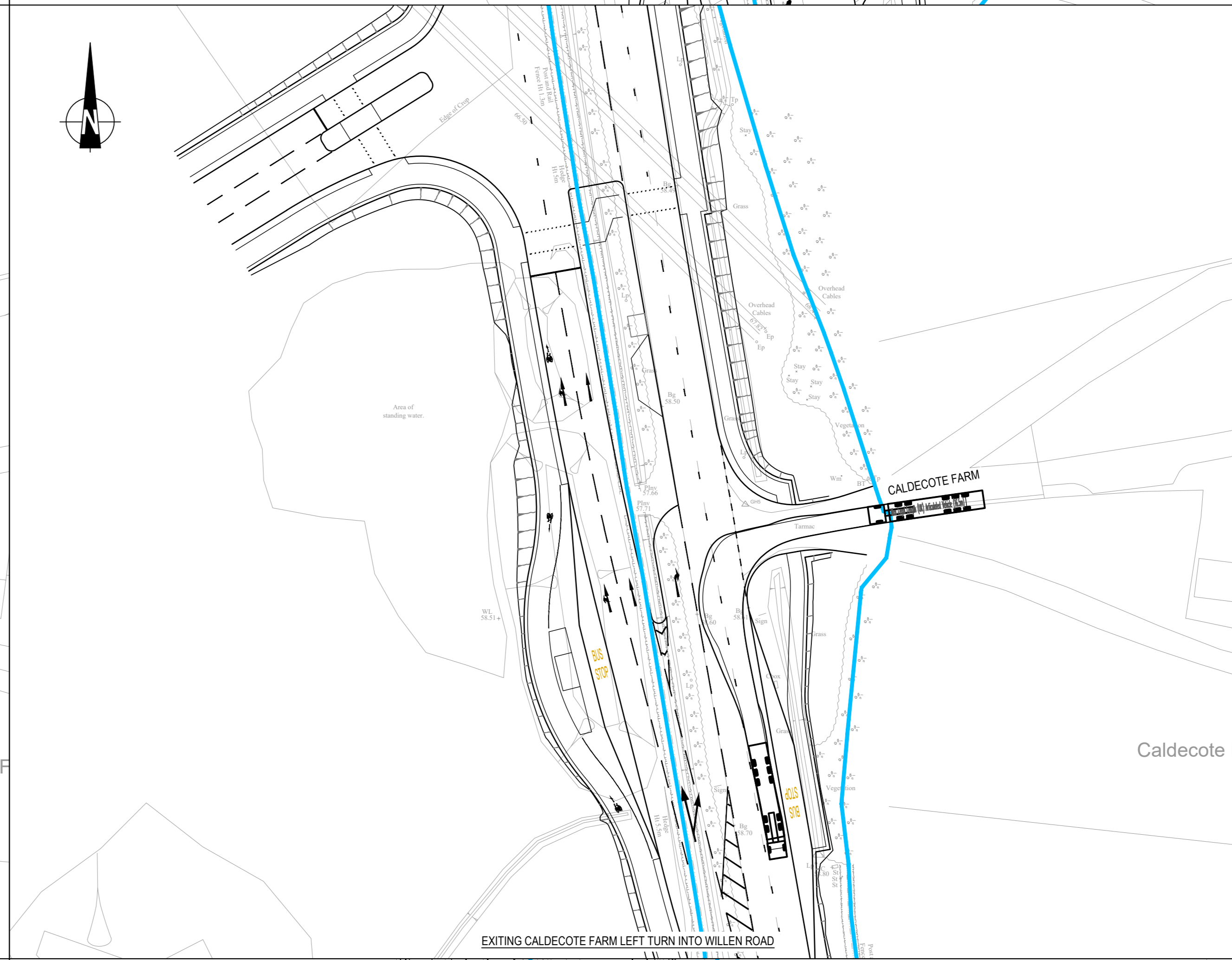
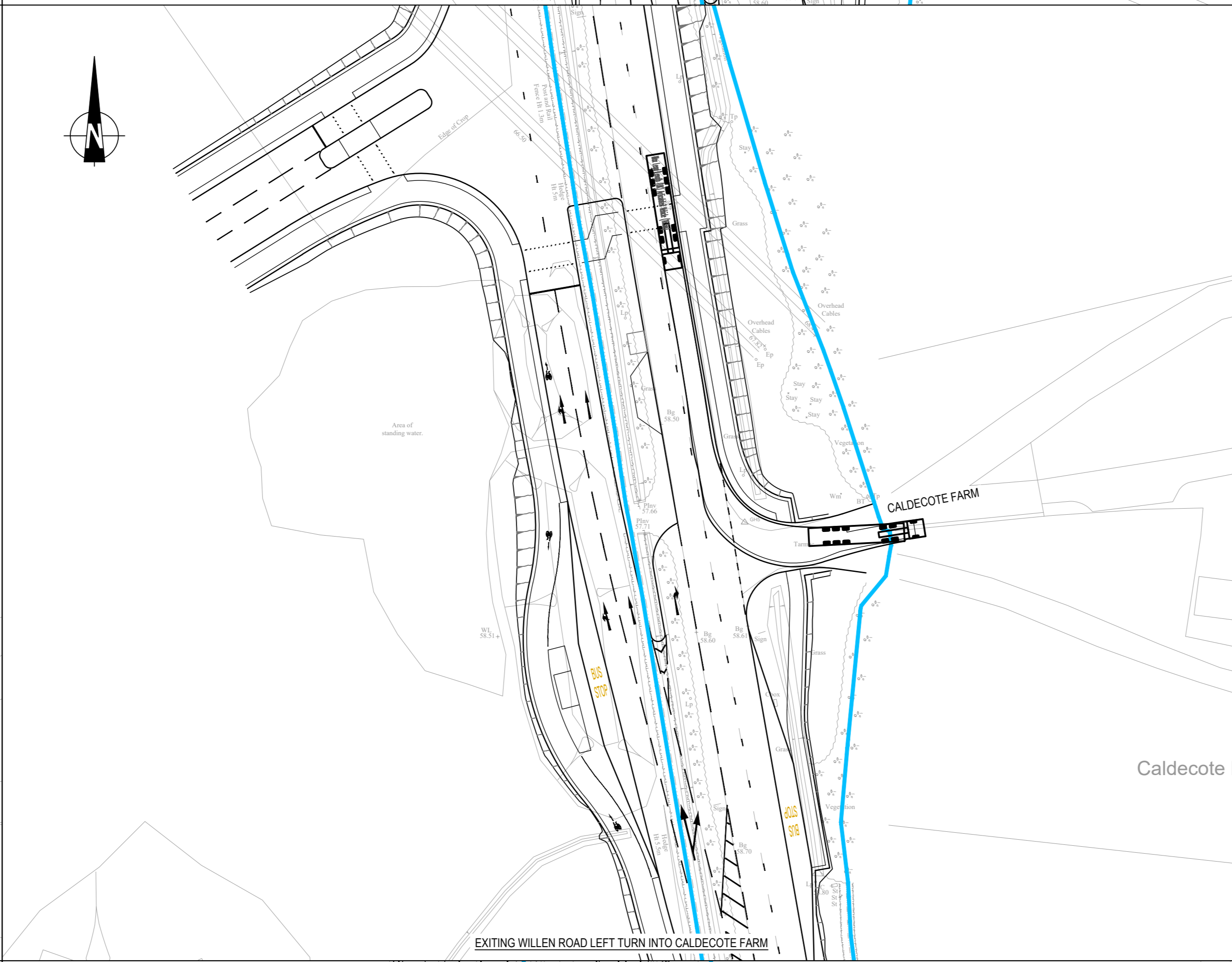
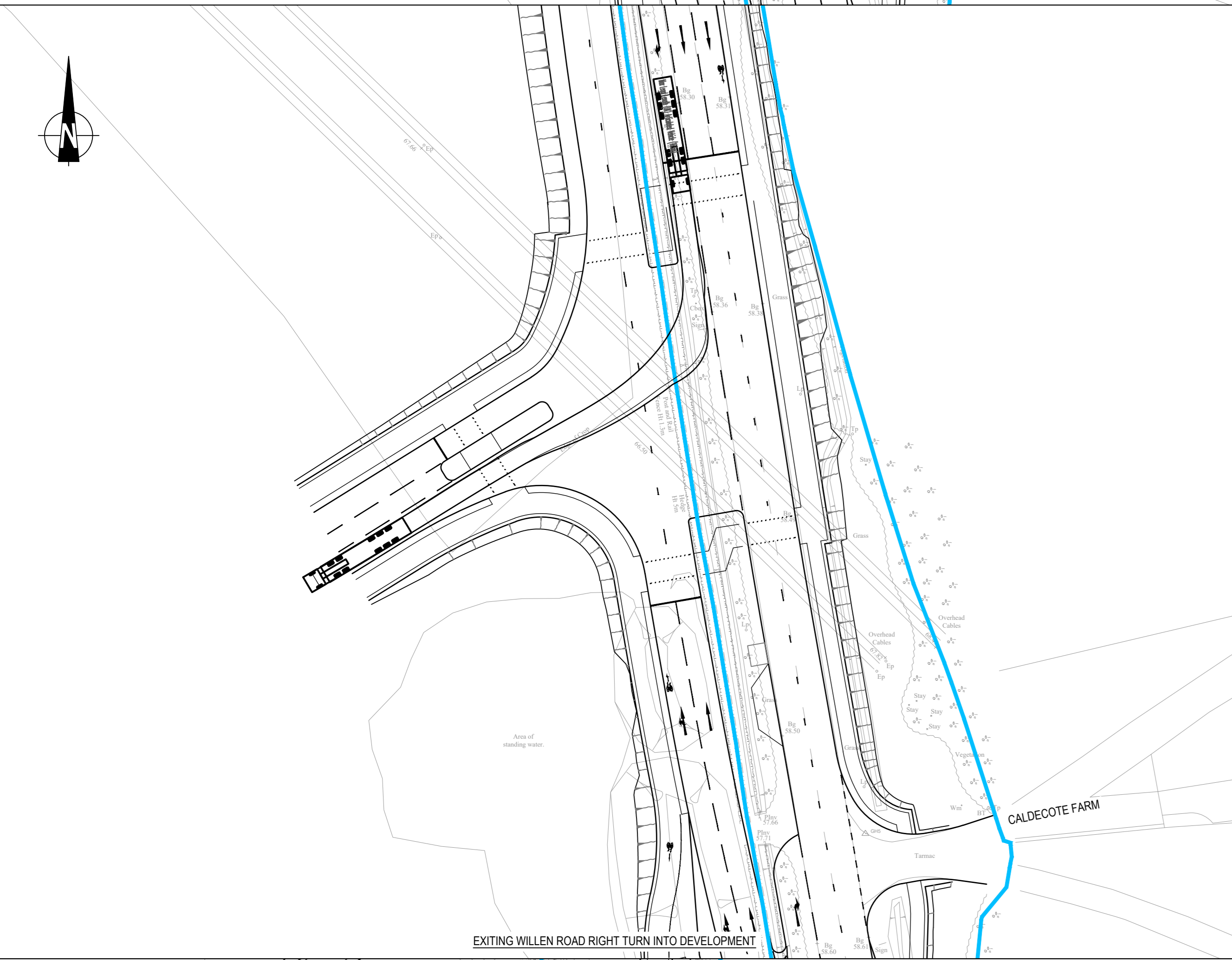
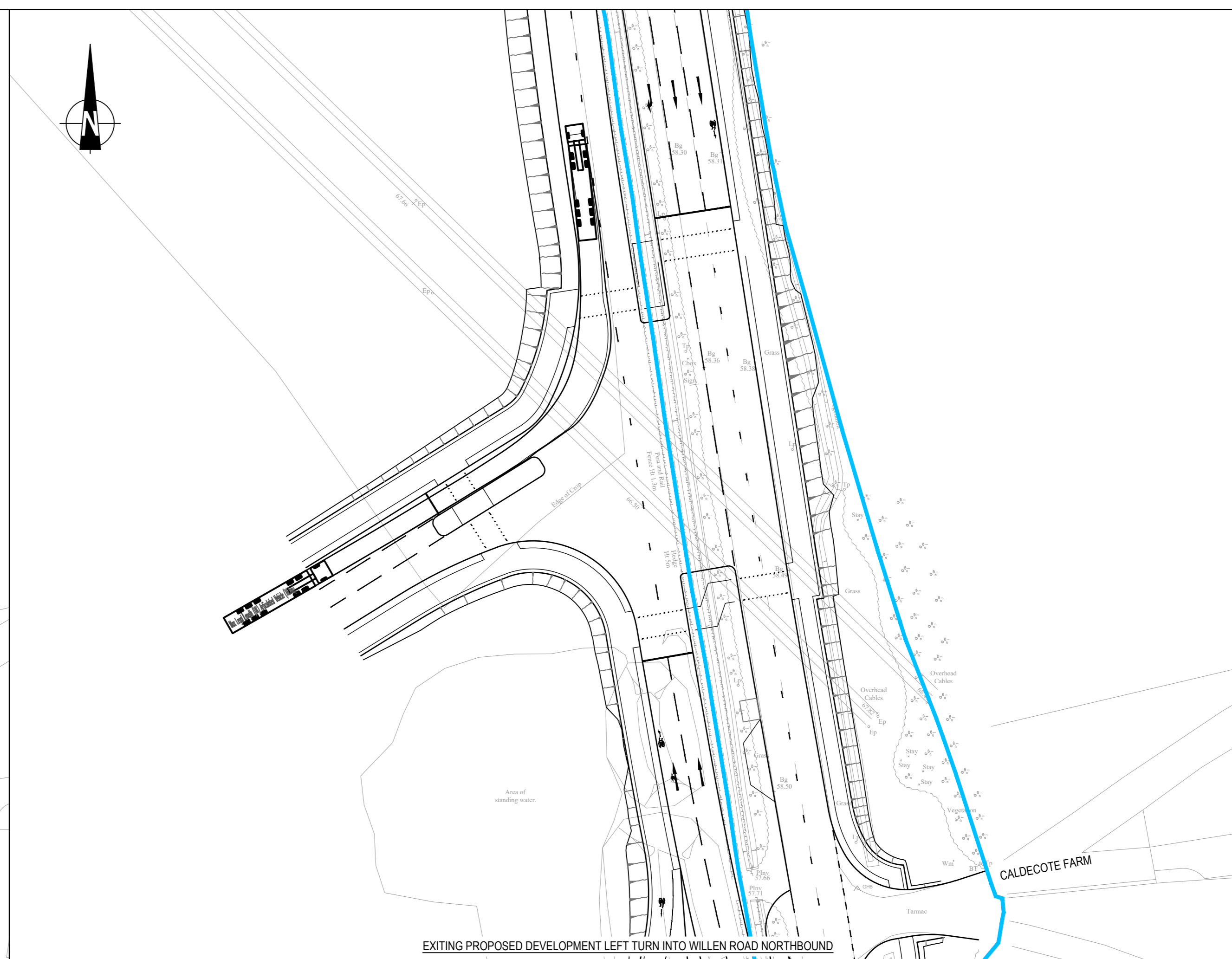
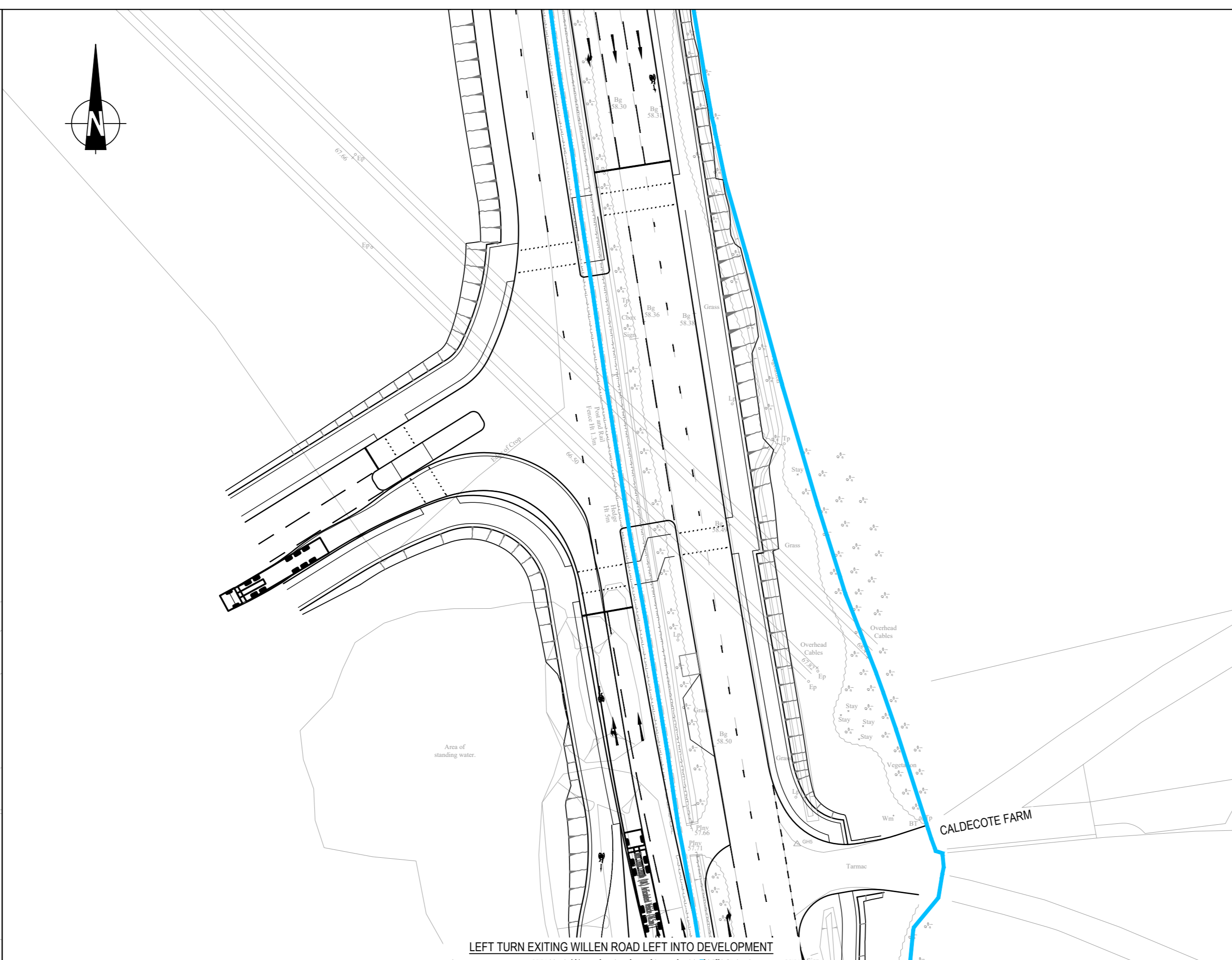
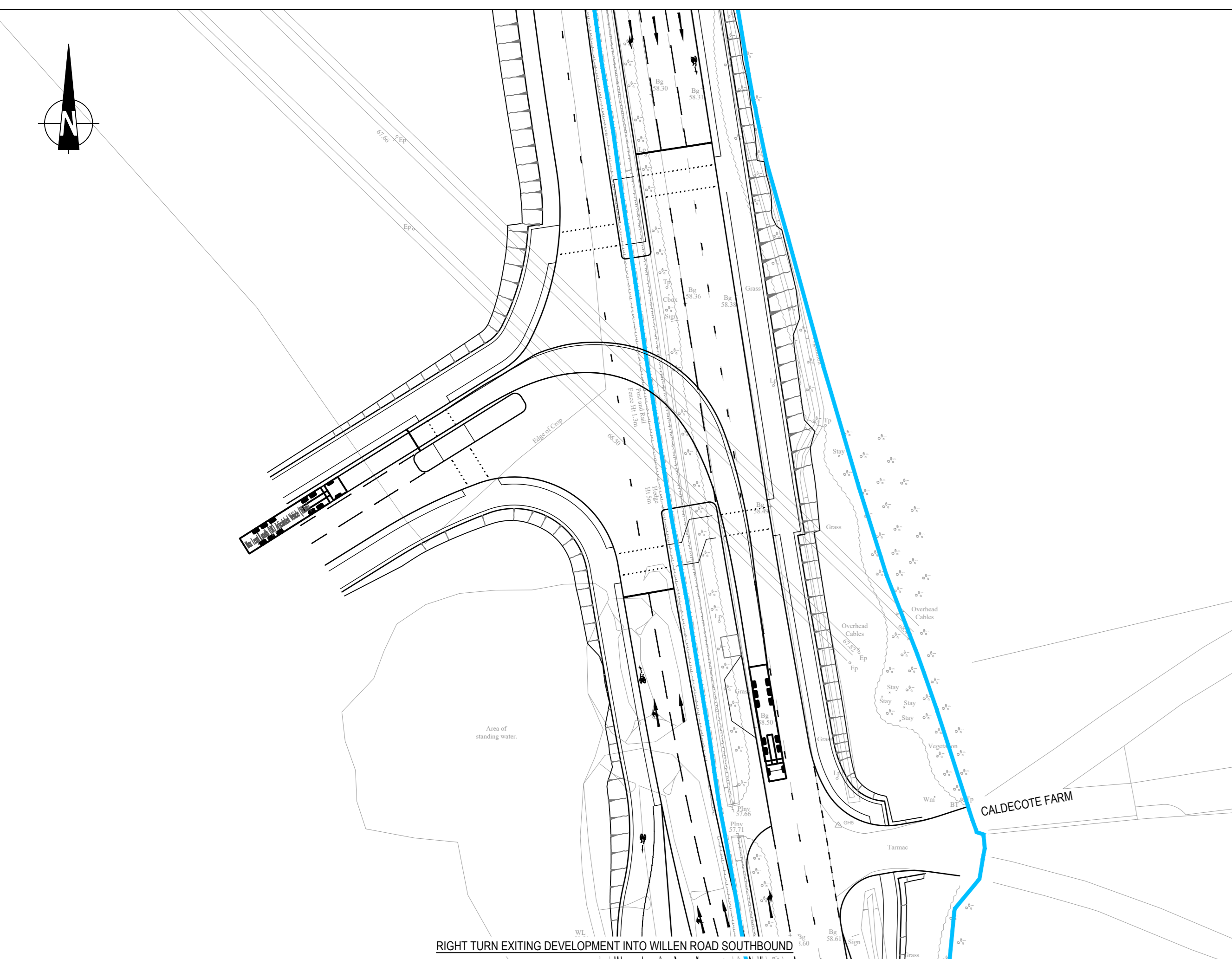
**NEWLANDS DEVELOPMENTS**

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**PROPOSED MARSH END SIGNALISED  
ROUNDBOUT SWEEP PATH ANALYSIS**

Drawing Status:	PRELIMINARY
CAD Reference:	38748/100/017
Drawn:	SW
Date:	04.07.18
Scale:	1:6.40
Project No:	38748
Drawing No:	100/017
Rev:	B

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MAX LEGAL LENGTH (UK) ARTICULATED VEHICLE (16.5m)	16.500m
OVERALL LENGTH	2.950m
OVERALL WIDTH	3.832m
MIN BODY GROUND CLEARANCE	2.368m
TRACK WIDTH	2.900m
LOCK-TO-LOCK TIME	6.00s
KERB TO KERB TURNING RADIUS	6.870m

KEY:  
 EXISTING HIGHWAY BOUNDARY

NOTES:

- ALL SWEEP PATH MANOEUVRES UNDERTAKEN MAINTAINING A SPEED OF MINIMUM OF 10mph AND MAXIMUM OF 15mph.

Rev	Description	Drawn	Date	Checked
B	MASTERPLAN UPDATED TO REF PMS	JR	18.07.21	JHM
A	REVISED TO REFLECT NEW LAYOUT	PKJ	21.05.19	JHM

**LAND AT CALDECOTE FARM  
NEWPORT PAGNELL**

**NEWLANDS DEVELOPMENTS**

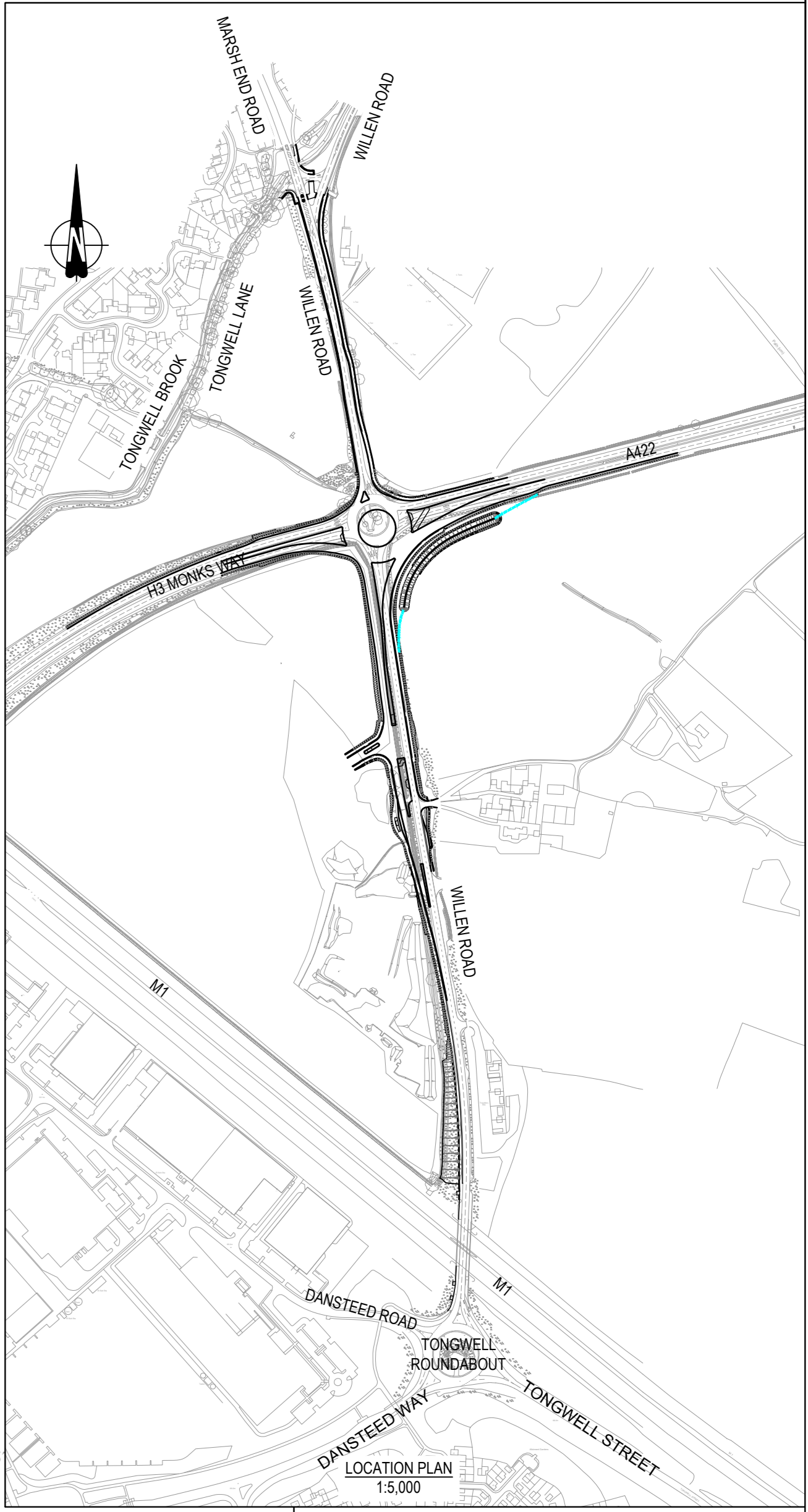
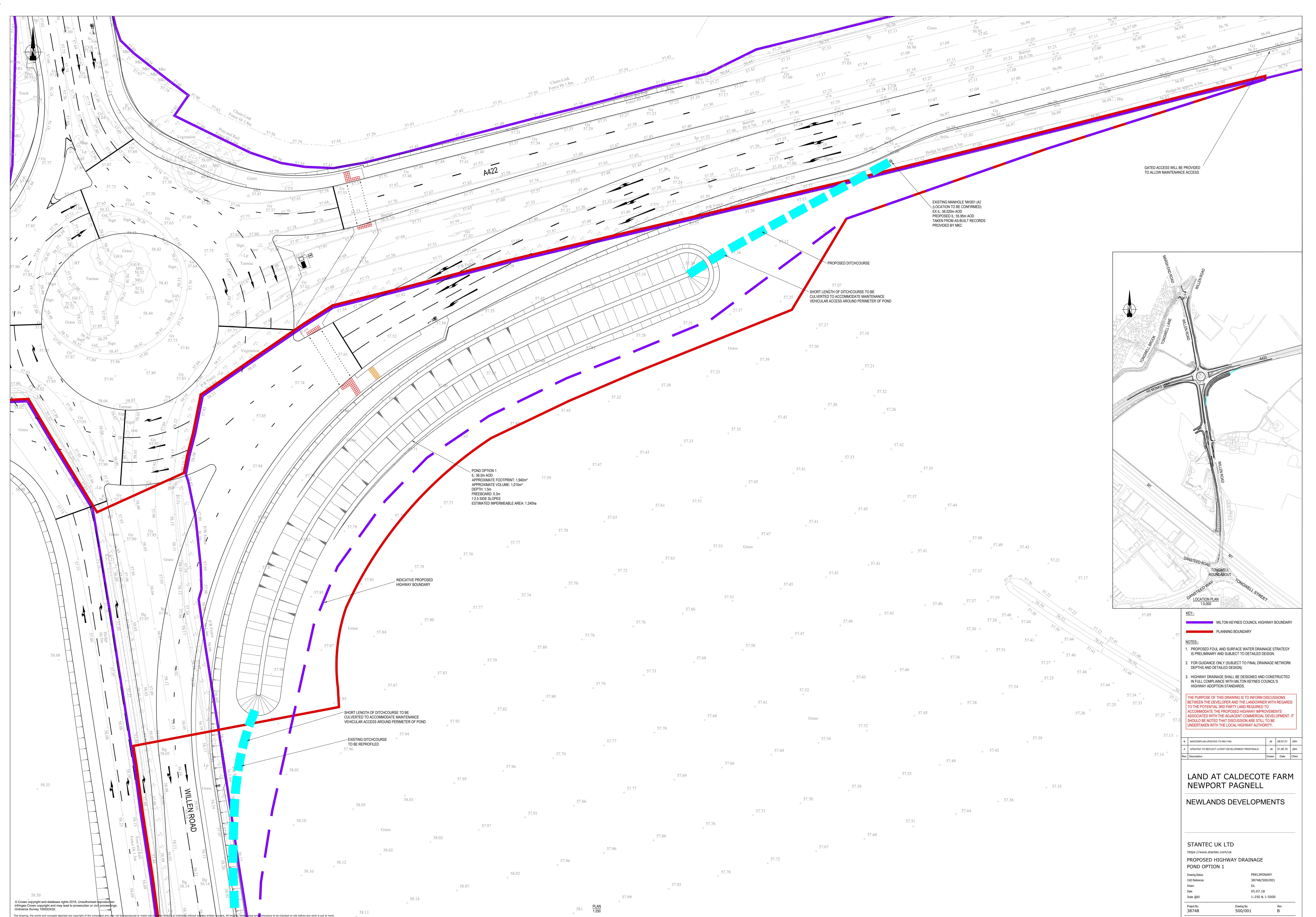
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<https://www.stantec.com/uk>

**PROPOSED WILLEN ROAD SIGNALISED  
JUNCTION SWEEP PATHS ANALYSIS**

Drawing State: PRELIMINARY  
 CAD Reference: 38748/100/018  
 Drawn: SW  
 Date: 04.07.18  
 Scale: 1:500

Project No: 38748 Drawing No: 100/018 Rev: B

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**POND OPTION 1**  
 IL: 56.0m AOD  
 APPROXIMATE FOOTPRINT: 1.940m<sup>2</sup>  
 APPROXIMATE VOLUME: 1.015m<sup>3</sup>  
 DEPTH: 1.5m  
 FREEBOARD: 0.3m  
 1:2.5 SIDE SLOPES  
 ESTIMATED IMPERMEABLE AREA 1.240ha

EXISTING MANHOLE 'MH301' (A)  
 (LOCATION TO BE CONFIRMED)  
 EX IL: 56.02m AOD  
 PROPOSED IL: 55.95m AOD  
 TAKEN FROM AS-BUILT RECORDS  
 PROVIDED BY MKC

PROPOSED DITCHCOURSE  
 SHORT LENGTH OF DITCHCOURSE TO BE  
 CULVERTED TO ACCOMMODATE MAINTENANCE  
 VEHICULAR ACCESS AROUND PERIMETER OF POND

SHORT LENGTH OF DITCHCOURSE TO BE  
 CULVERTED TO ACCOMMODATE MAINTENANCE  
 VEHICULAR ACCESS AROUND PERIMETER OF POND

EXISTING DITCHCOURSE  
 TO BE REPROFILED

INDICATIVE PROPOSED  
 HIGHWAY BOUNDARY

GATED ACCESS WILL BE PROVIDED  
 TO ALLOW MAINTENANCE ACCESS

**KEY:**  
 MILTON KEYNES COUNCIL HIGHWAY BOUNDARY  
 PLANNING BOUNDARY

- NOTES:**
1. PROPOSED FOUL AND SURFACE WATER DRAINAGE STRATEGY IS PRELIMINARY AND SUBJECT TO DETAILED DESIGN.
  2. FOR GUIDANCE ONLY (SUBJECT TO FINAL DRAINAGE NETWORK DEPTHS AND DETAILED DESIGN).
  3. HIGHWAY DRAINAGE SHALL BE DESIGNED AND CONSTRUCTED IN FULL COMPLIANCE WITH MILTON KEYNES COUNCIL'S HIGHWAY ADOPTION STANDARDS.

THE PURPOSE OF THIS DRAWING IS TO INFORM DISCUSSIONS BETWEEN THE DEVELOPER AND THE LANDOWNER WITH REGARDS TO THE POTENTIAL 3RD PARTY LAND REQUIRED TO ACCOMMODATE THE PROPOSED HIGHWAY IMPROVEMENTS ASSOCIATED WITH THE ADJACENT COMMERCIAL DEVELOPMENT. IT SHOULD BE NOTED THAT DISCUSSION ARE STILL TO BE UNDERTAKEN WITH THE LOCAL HIGHWAY AUTHORITY.

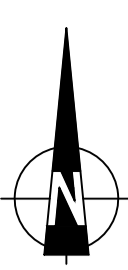
Rev	Description	Drawn	Date	Check
1	WATERLAW UPDATED TO REV FMS	JH	28.07.21	JSH
2	UPDATED TO REFLECT LATEST DEVELOPMENT PROPOSALS	JH	21.05.19	JSH

**LAND AT CALDECOTE FARM  
 NEWPORT PAGNELL**  
 NEWLANDS DEVELOPMENTS

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**PROPOSED HIGHWAY DRAINAGE**  
**POND OPTION 1**

Drawing Status	PRELIMINARY
CAO Reference	38748/500/001
Drawn	DL
Date	05.07.18
Scale @A0	1:250 & 1:5000
Project No:	38748
Drawing No:	500/001
Rev:	B

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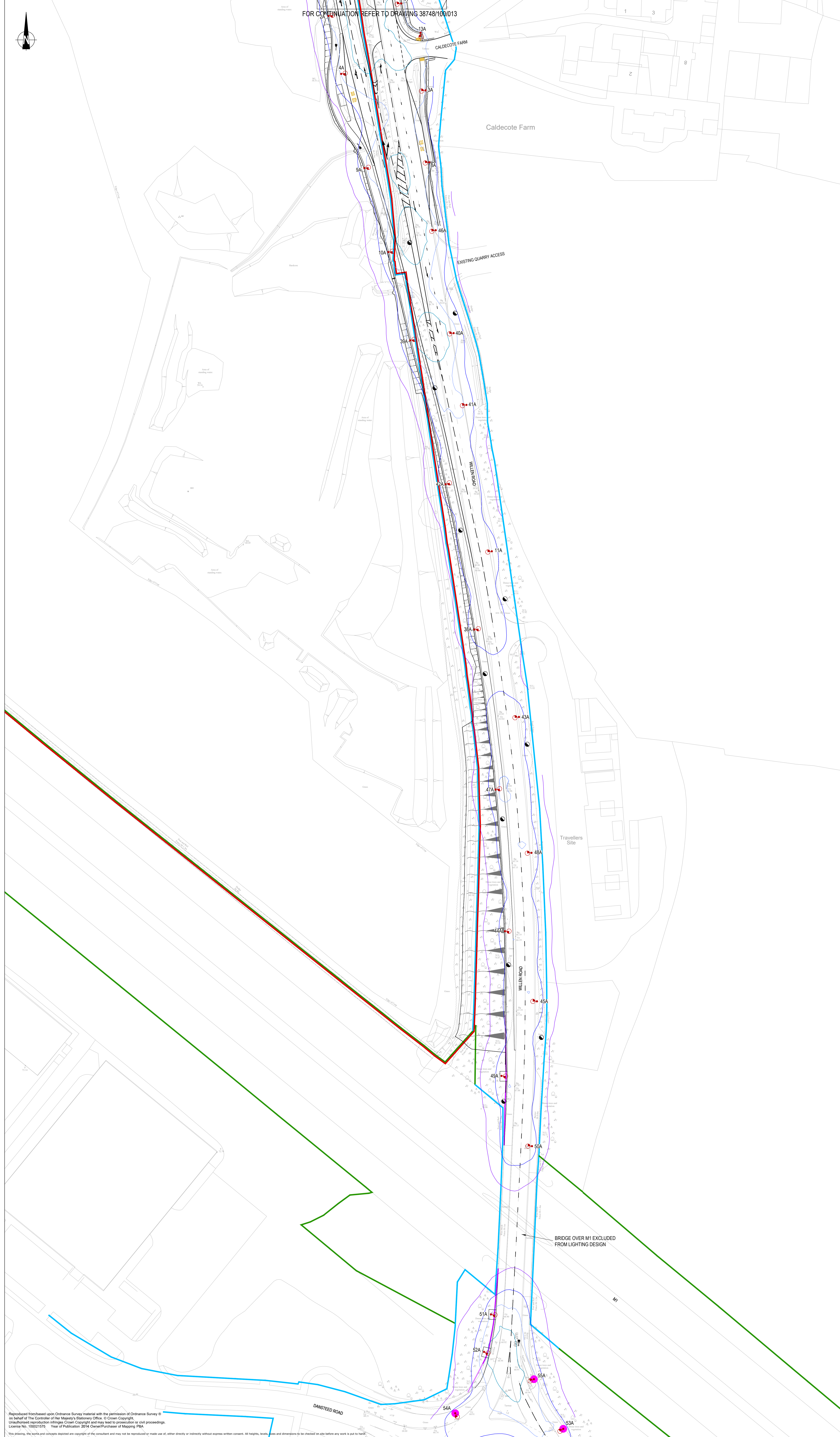


FOR CONTINUATION REFER TO DRAWING 38748/100/013

KEY:	
	PLANNING BOUNDARY
	HIGHWAY BOUNDARY
	LUMINAIRE A (PROPOSED)
	EXISTING COLUMN TO BE RETAINED AND LUMINAIRE TO BE REPLACED
	EXISTING COLUMN TO BE REMOVED
	5 LUX -
	10 LUX -
	15 LUX -
	20 LUX -
	25 LUX -

- INSTALLATION NOTES**
- ALL EQUIPMENT TO COMPLY WITH MILTON KEYNES COUNCIL - STREET LIGHTING SPECIFICATION - JUNE 2016.
  - ALL ARRANGEMENTS INCLUDING CABLING AND DUCTING DESIGN TO BE UNDERTAKEN BY THE CONTRACTOR. THE CONTRACTOR SHALL SUBMIT CABLING PROPOSALS TO MKC FOR APPROVAL. LANTERNS TO INCLUDE INTEGRAL DALI DRIVER TO PROVIDE CONSTANT LIGHT OUTPUT (CLO) AND LUMINAIRES SHALL BE CONSTRUCTED SO AS TO ACCEPT A PHOTOCELL. THE NEMA SOCKET WILL BE 7 PINS FOR FUTURE CONVERSION TO CMS. PHOTOCELL SPECIFICATION SELC 8481 SERIES 35/18. LED DRIVERS TO BE SUITABLE FOR DIMMING.
  - ALL ELECTRICAL COMPONENTS ARE TO BE DESIGNED AND TESTED IN ACCORDANCE WITH MKC'S SPECIFICATION.
  - ALL PROPOSED COLUMNS WILL BE 10m TO BE OCTAGONAL, GALVANISED STEEL AND PAINTED WITH 1m BRACKET TO MILTON KEYNES COUNCIL'S SPECIFICATION SECTION 4. PAINTED AND PROTECTED IN ACCORDANCE WITH SECTION 8 (COLOUR RAL 7037 - GREY).
  - WHERE EXISTING COLUMN LOCATIONS HAVE BEEN RETAINED THE CONTRACTOR IS TO ENSURE THESE ARE SUITABLE FOR USE WITH THE PROPOSED LUMINAIRES AND BRACKET. WHERE UNSUITABLE THIS COLUMN TO BE REPLACED.
  - LIGHTING COLUMN NUMBERING INDICATED ON THE DRAWINGS RELATES TO THE REALITY LIGHTING DESIGN REPORT. ACTUAL COLUMN NUMBERING TO BE AGREED WITH MKC ON SITE.

- DESIGN RATIONALE - NOTES**
- LIGHTING DESIGNED IN ACCORDANCE WITH BS5489-1:2013, BS EN13201-2:2015 AND MILTON KEYNES COUNCIL - STREET LIGHTING SPECIFICATION - JUNE 2016. DESIGN SUBJECT TO APPROVAL BY MILTON KEYNES COUNCIL AS WE WERE UNABLE TO OBTAIN A DESIGN BRIEF.
  - LIGHTING CLASS'S SELECTED FOR WILLEN ROAD, H3 MONKS WAY AND A422 - M3 (E4V = 15.55, EMANEVARY M3V=40).
  - LIGHTING CLASS'S SELECTED FOR PROPOSED SIGNAL CONTROLLED JUNCTIONS (CONFLICT ZONES) - C2 (E4V = 20.00, EMANEVARY M3V=40).
  - CALCULATION GRID SPACINGS 1.5m x 1.5m.
  - HOLOPHANE V-MAX LUMINAIRES USED FOR SCHEME IN ACCORDANCE WITH MKC'S SPECIFICATION.
  - PROPOSED LUMINAIRES TO BE MOUNTED TO THE COLUMN WITH 1m BRACKET.
  - COLUMN HEIGHTS AND POSITIONS WERE OPTIMISED SO THE MINIMUM AMOUNT WERE NEEDED AND EXISTING COLUMN LOCATIONS RETAINED WHERE POSSIBLE.
  - STREET LIGHTING RECORDS FOR EXISTING LIGHTING ARE UNAVAILABLE THEREFORE A DESIGN HAS BEEN MADE USING HOLOPHANE V-MAX LUMINAIRES.
  - THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH OUTDOOR LIGHTING REPORT. REALITY OUTDOOR REPORT - LAND AT CALDECOTE FARM, NEWPORT PAGNELL 190308.



Rev	Description	Drawn	Date	Check
B	MASTERPLAN UPDATED TO REV P45		08/28/21	JSH
A	REVISED TO REFLECT CLIENT COMMENTS & STAGE 1 RFA		21/05/19	JSH

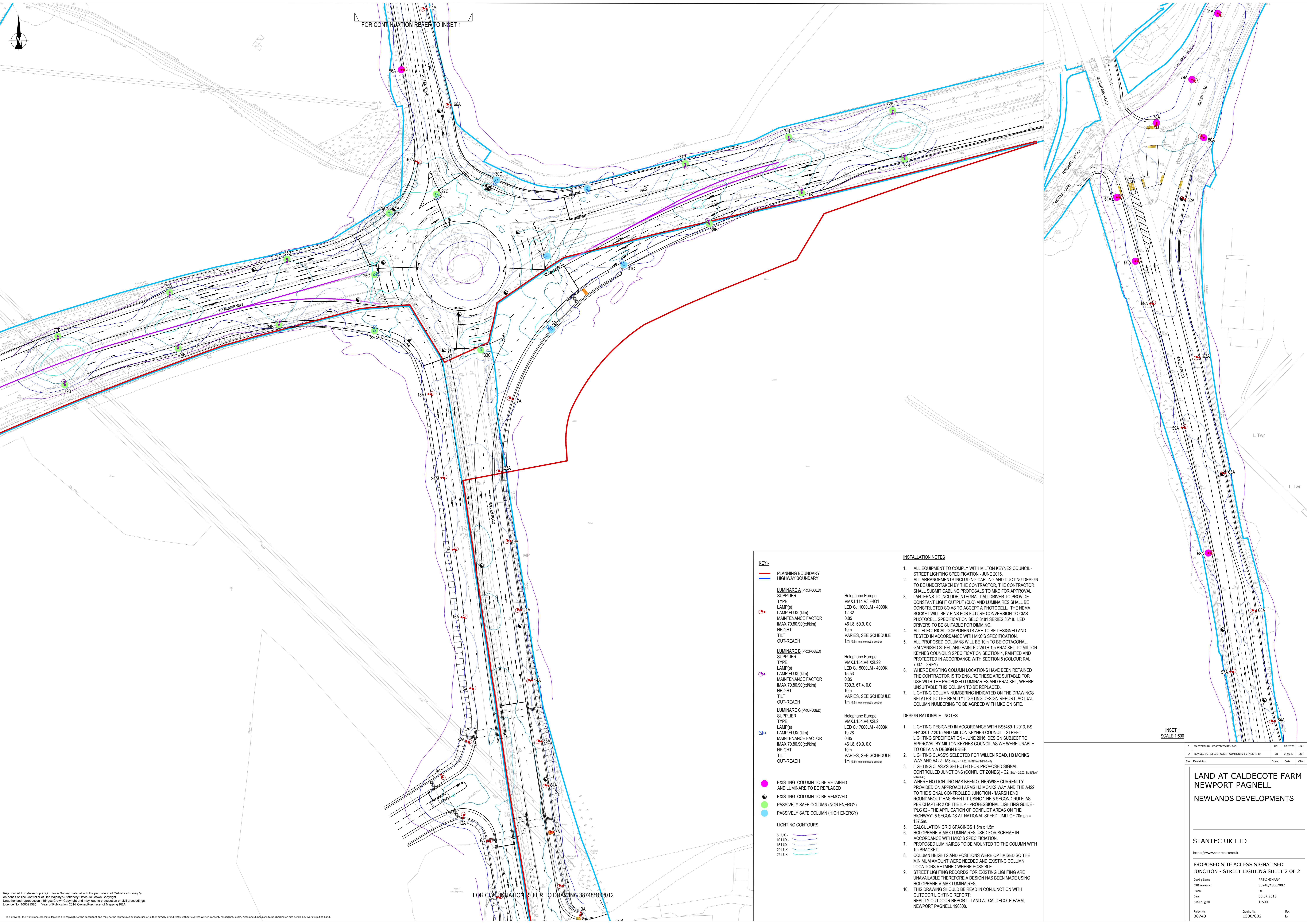
**LAND AT CALDECOTE FARM  
NEWPORT PAGNELL  
NEWLANDS DEVELOPMENTS**

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**PROPOSED SITE ACCESS SIGNALISED  
JUNCTION - STREET LIGHTING SHEET 1 OF 2**

Drawing Status:	PRELIMINARY
CAD Reference:	38748/1300/001
Drawn:	DL
Date:	05/07/2018
Scale 1 @ A0:	1:500
Project No:	38748
Drawing No:	1300/001
Rev:	B

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FOR CONTINUATION REFER TO INSET 1

FOR CONTINUATION REFER TO DRAWING 38748/100/012

**KEY:**

- PLANNING BOUNDARY
- HIGHWAY BOUNDARY

LUMINAIRE A (PROPOSED)	Supplier	Model
TYPE	Holophane Europe	VMXL114 V3 F4Q1
LAMP FLUX (lm)		LED C: 11000LM - 4000K
MAINTENANCE FACTOR		12.32
IMAX 70.80.90(cd/km)		0.85
HEIGHT		461.8, 69.9, 0.0
TILT		10m
OUT-REACH		VARIES, SEE SCHEDULE
1m (0.5m to photometric centre)		
LUMINAIRE B (PROPOSED)	Supplier	Model
TYPE	Holophane Europe	VMXL154 V4 X2L22
LAMP FLUX (lm)		LED C: 15000LM - 4000K
MAINTENANCE FACTOR		15.53
IMAX 70.80.90(cd/km)		0.85
HEIGHT		739.3, 67.4, 0.0
TILT		10m
OUT-REACH		VARIES, SEE SCHEDULE
1m (0.5m to photometric centre)		
LUMINAIRE C (PROPOSED)	Supplier	Model
TYPE	Holophane Europe	VMXL154 V4 X2L2
LAMP FLUX (lm)		LED C: 17000LM - 4000K
MAINTENANCE FACTOR		19.28
IMAX 70.80.90(cd/km)		0.85
HEIGHT		461.8, 69.9, 0.0
TILT		10m
OUT-REACH		VARIES, SEE SCHEDULE
1m (0.5m to photometric centre)		

- EXISTING COLUMN TO BE RETAINED
- EXISTING COLUMN TO BE REPLACED
- EXISTING COLUMN TO BE REMOVED
- PASSIVELY SAFE COLUMN (NON ENERGY)
- PASSIVELY SAFE COLUMN (HIGH ENERGY)

**LIGHTING CONTOURS**

- 5 LUX -
- 10 LUX -
- 15 LUX -
- 20 LUX -
- 25 LUX -

**INSTALLATION NOTES**

- ALL EQUIPMENT TO COMPLY WITH MILTON KEYNES COUNCIL - STREET LIGHTING SPECIFICATION - JUNE 2016.
- ALL ARRANGEMENTS INCLUDING CABLING AND DUCTING DESIGN TO BE UNDERTAKEN BY THE CONTRACTOR. THE CONTRACTOR SHALL SUBMIT CABLING PROPOSALS TO MKC FOR APPROVAL. LANTERNS TO INCLUDE INTEGRAL DALI DRIVER TO PROVIDE CONSTANT LIGHT OUTPUT (CLO) AND LUMINAIRES SHALL BE CONSTRUCTED SO AS TO ACCEPT A PHOTOCELL. THE NEMA SOCKET WILL BE 7 PINS FOR FUTURE CONVERSION TO CMS. PHOTOCELL SPECIFICATION SELC 8481 SERIES 3518. LED DRIVERS TO BE SUITABLE FOR DIMMING.
- ALL ELECTRICAL COMPONENTS ARE TO BE DESIGNED AND TESTED IN ACCORDANCE WITH MKC'S SPECIFICATION.
- ALL PROPOSED COLUMNS WILL BE 10m TO BE OCTAGONAL GALVANISED STEEL AND PAINTED WITH 1m BRACKET TO MILTON KEYNES COUNCIL'S SPECIFICATION SECTION 4. PAINTED AND PROTECTED IN ACCORDANCE WITH SECTION 8 (COLOUR RAL 7037 - GREY).
- WHERE EXISTING COLUMN LOCATIONS HAVE BEEN RETAINED THE CONTRACTOR IS TO ENSURE THESE ARE SUITABLE FOR USE WITH THE PROPOSED LUMINAIRES AND BRACKET, WHERE UNSUITABLE THIS COLUMN TO BE REPLACED.
- LIGHTING COLUMN NUMBERING INDICATED ON THE DRAWINGS RELATES TO THE REALITY LIGHTING DESIGN REPORT, ACTUAL COLUMN NUMBERING TO BE AGREED WITH MKC ON SITE.

**DESIGN RATIONALE - NOTES**

- LIGHTING DESIGNED IN ACCORDANCE WITH BS5489-1:2013, BS EN13201-2:2015 AND MILTON KEYNES COUNCIL - STREET LIGHTING SPECIFICATION - JUNE 2016. DESIGN SUBJECT TO APPROVAL BY MILTON KEYNES COUNCIL AS WE WERE UNABLE TO OBTAIN A DESIGN BRIEF.
- LIGHTING CLASS'S SELECTED FOR WILLEN ROAD, H3 MONKS WAY AND A422 - M3 (A16+15.0). (MILTON KEYNES COUNCIL - PLG 02 - THE APPLICATION OF CONFLICT AREAS ON THE HIGHWAY); 5 SECONDS AT NATIONAL SPEED LIMIT OF 70mph = 157.5m.
- CALCULATION GRID SPACINGS 1.5m x 1.5m.
- HOLOPHANE V-MAX LUMINAIRES USED FOR SCHEME IN ACCORDANCE WITH MKC'S SPECIFICATION.
- PROPOSED LUMINAIRES TO BE MOUNTED TO THE COLUMN WITH 1m BRACKET.
- COLUMN HEIGHTS AND POSITIONS WERE OPTIMISED SO THE MINIMUM AMOUNT WERE NEEDED AND EXISTING COLUMN LOCATIONS RETAINED WHERE POSSIBLE.
- STREET LIGHTING RECORDS FOR EXISTING LIGHTING ARE UNAVAILABLE THEREFORE A DESIGN HAS BEEN MADE USING HOLOPHANE V-MAX LUMINAIRES.
- THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH OUTDOOR LIGHTING REPORT: REALITY OUTDOOR REPORT - LAND AT CALDECOTE FARM, NEWPORT PAGNELL 190308.

INSET 1  
SCALE 1:500

Rev	Description	Drawn	Date	CHKD
B	WATERMAIN UPDATED TO REV P48	DL	28.07.21	JRH
A	REVISED TO REFLECT CLIENT COMMENTS & STAGE 1/5A	SB	21.05.18	JRH

**LAND AT CALDECOTE FARM  
NEWPORT PAGNELL  
NEWLANDS DEVELOPMENTS**

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PROPOSED SITE ACCESS SIGNALISED JUNCTION - STREET LIGHTING SHEET 2 OF 2

Drawing Date:	PRELIMINARY
CAD Reference:	38748/1300/002
Drawn:	DL
Date:	05.07.2018
Scale:	1 @ A0 1:500
Project No:	38748
Drawing No:	1300/002
Rev:	B

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## TECHNICAL NOTE

**Job Name:** Land at Caldecote Farm, Newport Pagnell  
**Job No:** 38748  
**Note No:** TN2003/001 Rev B  
**Date:** 3<sup>rd</sup> July 2018 – Updated 28<sup>th</sup> July 2021  
**Prepared By:** Douglas Pielage  
**Subject:** **Design Statement – Willen Road / Development Access Signalised Junction**

Item	Subject
1,	<p><b>Introduction</b></p> <p>This note has been prepared by Stantec UK Ltd to detail the design parameters, constraints and assumptions used to prepare the planning design of a signalised junction that will provide access into the proposed commercial development at Newport Pagnell being promoted by Newlands Developments.</p> <p>This 3-arm signalised junction is to be provided on Willen Road, and includes provisions for pedestrians and cyclists to access the development via off carriageway shared use footway / cycle track, referred to as a 'Redway' in Milton Keynes. The new 'Redway' facility is also to be provided north and south along the length of Willen Road. The junction will incorporate 2No. new Bus Stops required to serve the development.</p> <p>Willen Road is a rural, single carriageway, bound on both sides by grassed verges. It is subject to the national speed limit and illuminated by a system of street lighting. There are 2No. existing on-carriageway bus stops along Willen Road, located to the south of the proposed junction that are unaffected by this scheme.</p> <p>The Local Highway Authority is Milton Keynes Council (MKC), who have stipulated that a 40mph speed limit is put in place for Willen Road to support the development access.</p> <p>This note should be reviewed in conjunction with Drawing 38748/100/007 Rev B – 'Proposed Site Access Signalised Junction – General Arrangement'.</p>
2,	<p><b>Design Standards</b></p> <p>MKC does not currently have its own published highway design guide / standards. However, the Client's Design Team have provided Stantec with a Draft copy of MKC's 'A Highway Guide for Milton Keynes – September 2018'. Fig 1 and Table 3.12 within this document, have classified this road as a 'District Distributor', and the appropriate Design Standards as the Design Manual for Roads and Bridges.</p> <p>The design parameters of the proposed junction have been determined following a review of the following documents:-</p> <ul style="list-style-type: none"> <li>• Design Manual for Roads and Bridges (DMRB):- <ul style="list-style-type: none"> <li>○ CD 109 Rev 1 – 'Highway link design';</li> <li>○ CD 116 Rev 2 – 'Geometric design of roundabouts';</li> <li>○ CD 123 Rev 2 – 'Geometric design of at-grade priority and signal-controlled junctions';</li> <li>○ CD 127 Rev 1 – 'Cross-sections and headrooms';</li> <li>○ CD 143 Rev 2.0.1 – 'Designing for walking, cycling and horse-riding';</li> <li>○ CD 195 Rev 1.0.1 – 'Designing for cycle traffic';</li> </ul> </li> </ul>

## TECHNICAL NOTE

Item	Subject													
	<ul style="list-style-type: none"> <li>○ CD 377 Rev 4 – ‘Requirement for road restraint systems’;</li> <li>● Local Transport Note 1/20 – ‘Cycle Infrastructure Design’;</li> <li>● Traffic Signs Regulations and General Directions 2016 and associated Traffic Signs Manuals;</li> <li>● DfT’s Guidance on the Use of Tactile Paving Surfaces;</li> <li>● A Highway Guide for Milton Keynes – September 2018 DRAFT;</li> </ul>													
3,	<p><b>Speed Survey</b></p> <p>A vehicular traffic speed has been commissioned by ADC Infrastructure Limited. Vehicle speeds have been determined using Automatic Traffic Counts (ATC). We have confirmed with MKC, that ATCs are an acceptable survey method to determine the Design Speed for our scheme.</p> <p>The speed survey was undertaken from 30<sup>th</sup> October 2017 to 8<sup>th</sup> November 2017 on Willen Road at the approximate location of the proposed signalised junction, in both the southbound and northbound directions.</p> <p>The weather on these days is unknown. A summary of the results is provided below in Table 1.</p> <table border="1" data-bbox="336 954 1353 1344"> <thead> <tr> <th colspan="2">Site</th> <th>Mean Average Speed</th> <th>85<sup>th</sup> Percentile Speeds</th> <th>Speed Limit</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Willen Road</td> <td>Northbound</td> <td>40</td> <td>49</td> <td rowspan="2">National Speed Limit (60mph)</td> </tr> <tr> <td>Southbound</td> <td>41</td> <td>49.5</td> </tr> </tbody> </table> <p style="text-align: center;"><u>Table 1 – Speed Survey Results Willen Road</u></p> <p>The results indicate that the average speeds, and 85<sup>th</sup> percentile speeds are below the current national speed limit (60mph). This suggests that there is not a significant speeding issue along Willen Road.</p>	Site		Mean Average Speed	85 <sup>th</sup> Percentile Speeds	Speed Limit	Willen Road	Northbound	40	49	National Speed Limit (60mph)	Southbound	41	49.5
Site		Mean Average Speed	85 <sup>th</sup> Percentile Speeds	Speed Limit										
Willen Road	Northbound	40	49	National Speed Limit (60mph)										
	Southbound	41	49.5											

## TECHNICAL NOTE

Item	Subject
4,	<p><b>2D Design Elements</b></p> <ul style="list-style-type: none"> <li>• Northern and Southern Arms (Major) = Willen Road;</li> <li>• Western Arm (Minor) = Development Access Road;</li> <li>• Posted speed limit of Willen Road = National Speed Limit (60mph). Traffic Regulation Order (TRO) to be put in place to reduce the speed limit to 40mph – Design Risk if TRO is not granted;</li> <li>• Design Speed for the Major Road = 70kph (CD 109, Table 2.5);</li> <li>• Design Speed for the Minor Road (Western Arm) = 40kph (A Highway Guide for Milton Keynes – September 2018 DRAFT, Table 3.12 – Road Type 4 (Industrial Access));</li> <li>• Desirable Minimum Stopping Sight Distance Major Roads = 120m (CD 109, Table 2.10, para 2.13. CD 123, para 7.2);</li> <li>• Desirable Minimum Stopping Site Distance Minor Road (Western Arm = 45m (A Highway Guide for Milton Keynes – September 2018 DRAFT, Table 3.12 – Road Type 4 (Industrial Access));</li> <li>• Intervisibility Zone as per CD 123, para 7.3, TSM Chapter 6 Fig 2-2;</li> <li>• Design Vehicle = 16.5m long articulated vehicle (CD 123). Swept path analysis to be undertaken at speeds no greater than 15mph (CD 116, para 3.6.10 NOTE 2);</li> <li>• Existing longitudinal gradient of Willen Road:- <ul style="list-style-type: none"> <li>○ Slopes from the Tongwell Roundabout (at the southern end of Willen Road) downhill to the existing access at Caldecote Farm, ranging in gradient from 1 in 30 to 1 in 330;</li> <li>○ Willen Road continues to slope downhill to the A422 Roundabout at the northern end, ranging in gradient from 1 in 336 to 1 in 393;</li> <li>○ Gradient taken from topographical survey;</li> </ul> </li> </ul> <p><b><u>Corner Radii and Taper</u></b></p> <p><u>Western Arm Development Access Road</u></p> <p>Major to Minor R = 15m, 1 in 10 Taper, A = 25m (CD 123, Para 5.62 (2), Fig 5.6) and informed by Fig 7.11.2N1;</p> <p>Minor to Major R = 10m, 1 in 5 Taper, B = 30m (CD 123, Para 5.62 (1), Fig 5.6) and informed by Fig 7.11.2N1;</p> <hr/> <p><b><u>Carriageway Width (Entry Width)</u></b></p> <p><u>Northern and Southern Arms</u> 3.65m (CD 123, para 7.6 to 7.6.4);</p> <p><u>Western Arm Development Arm</u> 3.65m (CD 123, para 7.6 to 7.6.4);</p> <p><b><u>Approach Layout</u></b></p> <p><u>Northern and Southern Arms</u> Storage Length determined by ADC Transport Assessment. 1 in 5 Taper (maximum), Minimum length 15m (CD 123, Fig 7.8);</p> <p><u>Western Arm</u> Storage Length determined by ADC Transport Assessment;</p>

## TECHNICAL NOTE

Item	Subject
	<p><b><u>Lane Reduction</u></b>  <u>Southern Arm</u>            100m Minimum (CD 123, para 7.10.1 and Fig 7.10.1) <b>NB</b> starting from when 2 lanes start to reduce;</p>
	<p><b><u>Horizontal Clearance of Signals</u></b>            0.45m Minimum (CD 123, para 7.14);</p>
	<p><b><u>Distance between Stop Line and Primary Signal</u></b>            2.5m (TSM Chapter 6, para 4.2.2);</p>
	<p><b><u>Secondary Signal</u></b>            Within 50m of stop line (CD 123, para 7.2.8), located within 30° (CD 123, para 7.2.7, Fig 7.2.7);</p>
	<p><b><u>Maintenance</u></b>            Traffic signals maintenance access bay to be provided (TSM Chapter 6, Section 27.8);</p>
	<p><b><u>Controlled Crossings (Toucan Style)</u></b>  <u>Crossing Width</u>            Northern, Southern and Western Arms = 3.2m minimum (TSM Chapter 6, Section 20);</p> <p><u>Stagger (when provided)</u>            Left / Right stagger, stagger distance = 3m when refuge island is less than 5m;</p> <p><u>Refuge Island Width</u>            Minimum 3m wide as per CD 195, E/4.6 and Fig E/4.6;</p> <p><u>Distance between Primary Signal and 1<sup>st</sup> set of Crossing Studs</u>            0.5m (TSM Chapter 6, para 11.2.6);</p>
	<p><b><u>Carriageway Cross Section</u></b>            Figure 2.1.1N1g: Dimensions of cross-section components for urban all-purpose roads mainline (CD 127);</p>
5,	<p><b>3D Design Elements</b></p> <p>The vertical alignment of Willen Road South has been designed to comply with CD 109, particularly Table 2.10:-</p> <ul style="list-style-type: none"> <li>• Design Speed = 70kph;</li> <li>• Desirable Minimum Crest K Value = 30;</li> <li>• Absolute Minimum Sag K Value = 20;</li> <li>• Gradient Max = 1 in 28.5 (Existing);</li> <li>• Gradients Min = 1 in 150;</li> <li>• Crossfall = 1 in 40;</li> </ul>
6,	<p><b><u>Collision Data</u></b></p> <p>Recorded Injury Collision (RIC) data has been obtained from the CrashMap for years 5½ years (2015 to 2020 up to June). During this time, 2No. RICs (both slight) have occurred along the affected length of Willen Road:-</p> <ul style="list-style-type: none"> <li>• Both collisions involved HGVs at the existing access associated with the Sand and Gravel extraction site (refer to Section 8);</li> </ul>

## TECHNICAL NOTE

Item	Subject
	<ul style="list-style-type: none"> <li>• 1No. shunt type collision when the carriageway was wet;</li> <li>• 1No. occurred when the HGV was turning right during the hours of darkness;</li> </ul> <p>It is considered that 2No. RICs in 5½ years does not constitute a significant collision problem at this location with the current national speed limit in place. It is noted that the proposed LILO junction at the Quarry should help reduce collisions at this location.</p>
7,	<p><b><u>Proposed Non-Motorised User facilities</u></b></p> <p>Shared use footway / cycle track = 3m wide (CD 143, para E/3.5);</p> <p>Footway Only = 2m wide (CD 143, para E/1.2, Table E/1.2);</p> <p>Buffer Zone = 1m wide – (CD 143, para E/3.5.1(2) states 0.5m on roads with a speed limit of 40mph or less.</p> <p>There should be no street furniture or vegetation (except grass) within the separation distance.</p>
8,	<p><b><u>Relation to Existing Access Points</u></b></p> <p>The proposed development access has been located on the western side of Willen Road, 70m (approx.) to the north of the existing access serving the Caldecote Farm development (eastern side of Willen Road) and an existing gated access to the plot.</p> <p>There is a number of existing gated access points into the plot, however, they do not appear to be in use.</p> <p>The Caldecote Farm access is approximately at the midpoint of Willen Road along the eastern side. On the eastern side of Willen Road, 90m (approx.) south of Caldecote Farm access is an access for a Sand and Gravel extraction site. 240m (approx.) south of the Caldecote Farm access is an access to a permanent Traveller Site.</p> <p>As part of these scheme proposals, the existing Caldecote Farm development, and the Sand and Gravel Quarry, are to be served by Left In / Left Out (LILO) style junctions.</p>
9,	<p><b><u>Traffic Signs</u></b></p> <p>Advance Direction Signs (ADS) as well as Flag type directional signs shall be provided on the Willen Road approaches to the junction in accordance with Traffic Signs Regulations and General Directions 2016 (TRSGD) and associated Traffic Signs Manuals. These signs will incorporate existing destinations as well as signing the development. Care has been taken with the positioning, as well as the size of these signs so that they do not interfere with driver's visibility requirements.</p> <p>A 2m mounting height will be provided to Flag type signs to ensure visibility is not restricted (CD 116, para 3.36 NOTE 2).</p> <p>The 'x'-heights for these directional signs will be informed by the proposed 40mph speed limit being imposed by MKC, as well as any further comments received from MKC.</p> <p><b><u>Road Markings</u></b></p> <p>The existing road markings have been provided in response to the current national speed limit (60mph). The proposed reduction in speed limit (40mph) will require all affected road</p>

## TECHNICAL NOTE

Item	Subject
	<p>markings to be amended to reflect this lower limit. All required road marking amendments have been informed by Traffic Signs Manual Chapter 5 and 6.</p>
10,	<p><b><u>Road Restraint Systems (RRS)</u></b></p> <p>The existing length of Willen Road is subject to the national speed limit (60mph). The following road side hazards are present and adjacent to the carriageway:-</p> <ul style="list-style-type: none"> <li>• Ditchcourses, including headwalls;</li> <li>• Vegetation, including large mature trees;</li> <li>• Sign posts, street lighting, telegraph poles and feeder pillars;</li> <li>• Embankments;</li> <li>• Bridge structure over the M1;</li> </ul> <p>Currently, RRS have only been provided along a small length of Willen Road, on the approaches to the bridge over the M1 at the southern end of Willen Road.</p> <p>The scheme proposals will reduce the speed limit along Willen Road to 40mph. Heading northbound, after exiting the Tongwell Roundabout, motorists will be informed of the change to the road layout by the provision of:-</p> <ul style="list-style-type: none"> <li>• 2No. x 40mph speed terminal signs (sized in accordance with Traffic Signs Manual Chapter 3) at the southern end of Willen Road;</li> <li>• 40mph speed repeater signs along the length of Willen Road;</li> <li>• Advanced Directional Map Type Signs (ADS) which indicates the new road layout and provides warning of the proposed junction ahead;</li> <li>• Full and unrestricted visibility to primary traffic signals and associated stop line;</li> <li>• Full and unrestricted visibility on the immediate approach to the junction;</li> <li>• Street lighting to the appropriate illumination class along the length of Willen Road;</li> <li>• New surface course with increased Polished Stone Value (PSV) on the approach to the junction and within the extent of the junction itself;</li> <li>• Road markings appropriate to the new reduced speed limit;</li> </ul> <p>It is considered by the Design Team that the above measures are sufficient to mitigate against casual and inappropriate speeding.</p> <p>Taking the above into account, and in accordance CD 377, para 2.2, RRS is not required along Willen Road (bar the M1 overbridge).</p> <p><b><u>Passively Safe Systems</u></b></p> <p>As the speed limit for Willen Road will be reduced to 40mph, Passively Safe Systems are not considered to be required along this section of the scheme.</p>
11,	<p><b><u>Highway Boundary</u></b></p> <p>The location of the existing highway boundary has been determined using plans provided by Milton Keynes Council (MKC) which has then been transferred onto topographical survey data.</p> <p>The design of this signalised junction requires additional carriageway width and adjacent NMU facilities. The widening will primarily be undertaken on the western side of Willen Road so that no works encroach onto 3<sup>rd</sup> party land that is not within the control of the Developer or Highway Authority.</p>

## TECHNICAL NOTE

Item	Subject
12,	<p><b><u>Surface Water Drainage</u></b></p> <p>Refer to Technical Note TN2015/001 Rev B – ‘Preliminary Surface Water Drainage Strategy’.</p>
13,	<p><b><u>Utilities</u></b></p> <p>The affect this proposed junction may have on the existing utilities within the highway is currently being determined as part of the design of the junction. Utility records indicate that the following services are laid within Willen Road and adjacent grassed verges:-</p> <ul style="list-style-type: none"> <li>• Anglian Water – Potable Water Main;</li> <li>• BT – Fibre Infrastructure;</li> <li>• 2 No. HV Overhead Cables;</li> <li>• 1 No. HV Underground Cable;</li> </ul> <p>Any new supplies or diversions / protection of existing utilities is to be undertaken by the Client’s Utility Consultant.</p>
14,	<p><b><u>Street Lighting</u></b></p> <p>A Street Lighting design has been undertaken for Willen Road South in accordance with Milton Keynes Council’s Street Lighting Specification March 2016. The Street Lighting layout has been designed to Class C2 for Conflict Zones and M3 outside of conflict zones on Willen Road. Please refer to Street Lighting Design Drawing 38748/1300/001 Rev B for details, to be read in conjunction with Roadway Lighting Reports and Outdoor Reality Report.</p>
15,	<p><b><u>Bus Stops</u></b></p> <p>The Bus Stops to be located north and south of the signalised junction are required in order to serve the development. It is noted that Page 43 of MKC’s Draft ‘A Highway Guide for Milton Keynes’ document states:-</p> <p><i>“Bus stops that are required to be sited on primary and <b>district distributor roads</b>, (which include Milton Keynes’ Grid Roads) will <b>usually</b> be located in laybys and should be discussed at an early stage with the Council’s Development Management and Passenger Transport Officers.”</i></p> <p>Following liaison with MKC’s Public Transport, and subsequently Road Safety Team, lay-by style Bus Stops as per ‘Bus Stop Scheme Layout SS3’ of MKC’s Draft ‘A Highway Guide for Milton Keynes’ - September 2018 (Page 107), including bus shelters, are to be provided.</p> <p>Following liaison with MKC’s Senior Transport Planner - Cycling and Events Management, the scheme proposals indicate the alignment of the Redways being taken around the back of the Bus Shelters, in order to reduce the potential for conflict between Cyclists, and Pedestrians entering / exiting buses.</p>

# TECHNICAL NOTE

## DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
38748/TN2003/001	-	03/07/18	DP	JSH	JSH	-
38748/TN2003/001	A	21/05/19	JB	JSH	JSH	-
38748/TN2003/001	B	28/07/21	JB	JSH	JSH	-

This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

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## TECHNICAL NOTE

**Job Name:** Land at Caldecote Farm, Newport Pagnell  
**Job No:** 38748  
**Note No:** TN2003/002 Rev B  
**Date:** 3<sup>rd</sup> July 2018 – Updated 28<sup>th</sup> July 2021  
**Prepared By:** Douglas Pielage  
**Subject:** **Design Statement – Willen Road / Development Access Signalised Roundabout Junction**

Item	Subject
1,	<p><b>Introduction</b></p> <p>This note has been prepared by Stantec UK Ltd to detail the design parameters, constraints and assumptions used to prepare the planning design of an improvement scheme to alter the layout of an existing 4-arm roundabout (referred to as Marsh End Road Roundabout) in order to accommodate the likely increase in traffic flows generated by a proposed commercial development at Newport Pagnell being promoted by Newlands Developments. The existing roundabout is to be increased in size and signalised.</p> <p>This 4-arm signalised roundabout junction is to be provided on Willen Road / H3 Monks Way / A422 and includes provisions for pedestrians and cyclists on the eastern side of the junction in the form of off carriageway shared use footway / cycle track, referred to as a 'Redway' in Milton Keynes, and Toucan Style controlled crossing points.</p> <p>Willen Road is a rural, single carriageway, bound on both sides by grassed verges. It is subject to the national speed limit (60mph) and illuminated by a system of street lighting.</p> <p>H3 Monks Way and A422 are rural, dual carriageways, bound on both sides by grassed verges. They are subject to the national speed limit (70mph) and only illuminated by a system of street lighting at the Marsh End Roundabout.</p> <p>This note should be reviewed in conjunction with Drawing 38748/100/008 Rev B – 'Proposed Marsh End Signalised Roundabout General Arrangement'.</p>
2,	<p><b>Design Standards</b></p> <p>MKC does not currently have its own published highway design guide / standards. However, the Client's Design Team have provided Stantec with a Draft copy of MKC's 'A Highway Guide for Milton Keynes – September 2018'. Fig 1 and Table 3.12 within this document, have classified this road as a 'Primary Distributor', and the appropriate design standards as the Design Manual for Roads and Bridges.</p> <p>The design parameters of the proposed junction have been determined following a review of the following documents:-</p> <ul style="list-style-type: none"> <li>• Design Manual for Roads and Bridges (DMRB):- <ul style="list-style-type: none"> <li>○ CD 109 Rev 1 – 'Highway link design';</li> <li>○ CD 116 Rev 2 – 'Geometric design of roundabouts';</li> <li>○ CD 123 Rev 2 – 'Geometric design of at-grade priority and signal-controlled junctions';</li> <li>○ CD 127 Rev 1 – 'Cross-sections and headrooms';</li> </ul> </li> </ul>

## TECHNICAL NOTE

Item	Subject
	<ul style="list-style-type: none"> <li>○ CD 143 Rev 2.0.1 – ‘Designing for walking, cycling and horse-riding’;</li> <li>○ CD 195 Rev 1.0.1 – ‘Designing for cycle traffic’;</li> <li>○ CD 377 Rev 4 – ‘Requirement for road restraint systems’;</li> <li>● Local Transport Note 1/20 – ‘Cycle Infrastructure Design’;</li> <li>● Traffic Signs Regulations and General Directions 2016 and associated Traffic Signs Manuals;</li> <li>● DfT’s Guidance on the Use of Tactile Paving Surfaces;</li> <li>● A Highway Guide for Milton Keynes – September 2018 DRAFT;</li> </ul>
3,	<p><b>Speed Survey</b></p> <p>A vehicular traffic speed has been commissioned by ADC Infrastructure Limited. Vehicle speeds have been determined using Automatic Traffic Counts (ATC). We have confirmed with MKC, that ATCs are an acceptable survey method to determine the Design Speed for our scheme.</p> <p>The speed survey was undertaken from 30<sup>th</sup> October 2017 to 8<sup>th</sup> November 2017 on:-</p> <ul style="list-style-type: none"> <li>● A422 (Eastern Arm) – 250m (approx.) east of the existing Marsh End Road roundabout – in both the eastbound and westbound directions;</li> <li>● Willen Road (Northern Arm) – Halfway between the Willen Road / Marsh End Road junction and the existing Marsh End Road roundabout – in both the southbound and northbound directions;</li> <li>● Willen Road (Southern Arm) – 300m (approx.) south of the existing Marsh End Road roundabout – in both the southbound and northbound directions;</li> </ul>

## TECHNICAL NOTE

Item	Subject																															
	<p>The weather on these days is unknown. A summary of the results is provided below in Table 1.</p>																															
	<table border="1"> <thead> <tr> <th data-bbox="338 400 472 472">Site</th> <th data-bbox="472 400 644 472">Mean Average Speed</th> <th data-bbox="644 400 948 472">85<sup>th</sup> Percentile Speeds</th> <th data-bbox="948 400 1353 472">Speed Limit</th> </tr> </thead> <tbody> <tr> <td data-bbox="338 472 472 795" rowspan="2">A422 (Eastern Arm)</td> <td data-bbox="472 472 644 624">Eastbound</td> <td data-bbox="644 472 948 624">47</td> <td data-bbox="948 472 1353 624">54</td> <td data-bbox="1235 573 1342 701" rowspan="2">National Speed Limit (70mph)</td> </tr> <tr> <td data-bbox="472 624 644 795">Westbound</td> <td data-bbox="644 624 948 795">52</td> <td data-bbox="948 624 1353 795">64</td> </tr> <tr> <td data-bbox="338 795 472 1104" rowspan="2">Willen Road (Northern Arm)</td> <td data-bbox="472 795 644 947">Northbound</td> <td data-bbox="644 795 948 947">36</td> <td data-bbox="948 795 1353 947">41</td> <td data-bbox="1235 891 1342 1019" rowspan="2">National Speed Limit (60mph)</td> </tr> <tr> <td data-bbox="472 947 644 1104">Southbound</td> <td data-bbox="644 947 948 1104">33</td> <td data-bbox="948 947 1353 1104">41</td> </tr> <tr> <td data-bbox="338 1104 472 1413" rowspan="2">Willen Road (Southern Arm)</td> <td data-bbox="472 1104 644 1256">Northbound</td> <td data-bbox="644 1104 948 1256">40</td> <td data-bbox="948 1104 1353 1256">49</td> <td data-bbox="1235 1200 1342 1328" rowspan="2">National Speed Limit (60mph)</td> </tr> <tr> <td data-bbox="472 1256 644 1413">Southbound</td> <td data-bbox="644 1256 948 1413">41</td> <td data-bbox="948 1256 1353 1413">49.5</td> </tr> </tbody> </table>				Site	Mean Average Speed	85 <sup>th</sup> Percentile Speeds	Speed Limit	A422 (Eastern Arm)	Eastbound	47	54	National Speed Limit (70mph)	Westbound	52	64	Willen Road (Northern Arm)	Northbound	36	41	National Speed Limit (60mph)	Southbound	33	41	Willen Road (Southern Arm)	Northbound	40	49	National Speed Limit (60mph)	Southbound	41	49.5
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	<p align="center"><u>Table 1 – Speed Survey Results A422 and Willen Road</u></p>																															
	<p>The results indicate that the average speeds, and 85<sup>th</sup> percentile speeds are below the current national speed limits. This suggests that there is not a significant speeding issue along the A422 and Willen Road.</p>																															

## TECHNICAL NOTE

Item	Subject
4,	<p><b>2D Design Elements</b></p> <ul style="list-style-type: none"> <li>• Western Arm:- <ul style="list-style-type: none"> <li>○ H3 Monks Way;</li> <li>○ Dual carriageway;</li> <li>○ National Speed Limit;</li> <li>○ 120kph Design Speed (CD 109, Table 2.5);</li> <li>○ 295m Desirable Minimum Stopping Sight Distance (CD 109, Table 2.10, para 2.13. CD 116, Para 4.8);</li> </ul> </li>   <li>• Eastern Arm:- <ul style="list-style-type: none"> <li>○ A422;</li> <li>○ Dual carriageway;</li> <li>○ National Speed Limit;</li> <li>○ 120kph Design Speed (CD 109, Table 2.5);</li> <li>○ 295m Desirable Minimum Stopping Sight Distance (CD 109, Table 2.10, para 2.13. CD 116, para 4.8);</li> </ul> </li>   <li>• Northern Arm:- <ul style="list-style-type: none"> <li>○ Willen Road (North) leading to Marsh End Road;</li> <li>○ Single carriageway;</li> <li>○ Existing National Speed Limit / Proposed 40mph Speed Limit;</li> <li>○ 70kph Design Speed (CD 109, Table 2.5);</li> <li>○ 120m Desirable Minimum Stopping Sight Distance (CD 109, Table 2.10, para 2.13. CD 116, para 4.8);</li> </ul> </li>   <li>• Southern Arm:- <ul style="list-style-type: none"> <li>○ Willen Road (South);</li> <li>○ Existing Single carriageway / Proposed Dual carriageway;</li> <li>○ Existing National Speed Limit / Proposed 40mph Speed Limit;</li> <li>○ 70kph Design speed (CD 109, Table 2.5);</li> <li>○ 120m Desirable Minimum Stopping Sight Distance (CD 109, Table 2.10, para 2.13. CD 116, para 4.8);</li> </ul> </li>   <li>• Intervisibility Zone as per CD 116, para 4.9 and Fig 4.9.1;</li> <li>• Design Vehicle = 16.5m long articulated vehicle (CD 116). Swept path analysis to be undertaken at speeds no greater than 15mph (CD 116, para 3.6.10 NOTE 2);</li> <li>• Existing longitudinal gradients:- <ul style="list-style-type: none"> <li>○ H3 Monks Way Eastbound – ranging from 1 in 35 to 1 in 130;</li> <li>○ H3 Monks Way Westbound – ranging from 1 in 90 to 1 in 145;</li> <li>○ A422 Eastbound - ranging from 1 in 190 to 1 in 340;</li> <li>○ A422 Westbound - ranging from 1 in 190 to 1 in 480;</li> <li>○ Willen Road (North) ranging from 1 in 115 to 1 in 380;</li> <li>○ Willen Road (South) – Slopes downhill to the A422 Roundabout ranging in gradient from 1 in 336 to 1 in 415;</li> <li>○ Gradients taken from topographical survey;</li> </ul> </li> </ul>