

## Rugby Borough Council, Warwickshire County Council

### RBC Strategic Transport Assessment

SLR Project No.: 431.000286.00065

16 April 2026

Revision: 1

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## RUGBY LOCAL PLAN REG 19 SUBMISSION – RESPONSE TO NH REVIEW OF TRAFFIC MODELLING EVIDENCE

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### 1.0 Introduction

- 1.1 SLR Consulting Ltd (SLR) have been assisting Rugby Borough Council (RBC) and Warwickshire County Council (WCC), in the assessment of options pertaining to the delivery of growth in housing and employment through the new Rugby Borough Council Local Plan, expected to be adopted in 2027.
- 1.2 An assessment of an initial set of options was undertaken by SLR, to consider the emerging development strategy, and its potential effect on the operation of the Highway Network, which was documented within the Strategic Transport Assessment (STA) report<sup>1</sup>.
- 1.3 RBC subsequently identified the sites which it intended to promote through the Regulation 19 consultation. These sites have then been re-assessed with the findings and recommendations presented within the STA Addendum Report<sup>2</sup>.
- 1.4 At this stage, SLR have provided the traffic modelling files that underpin evidence presented within the STA Addendum Report to National Highways (NH), to enable NH to provide comments on the traffic modelling evidence, in the context of assessing the potential implications of the proposed plan on the safe and efficient operation of the Strategic Road Network (SRN).
- 1.5 This note sets out the comments SLR have received from NH following their review of the modelling, and provides a response, or additional supporting evidence, where necessary.

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<sup>1</sup> 000065.R001.Rugby Wide Area Strategic Transport Assessment Report

<sup>2</sup> 000065.R002.Rugby Wide Area Strategic Transport Assessment Addendum Report

## 2.0 Modelling Files

2.1 SLR have issued a suite of Paramics models to NH, which were used to inform the evidence presented within the STA documents. The traffic models shared are listed below. These models were also accompanied by supporting spreadsheets and reports.

- 2024 Base Model
- 2042 Local Plan Reference Case model
- 2042 Local Plan Do Nothing
- 2042 Local Plan Do Something
- 2042 Local Plan Do Something Reduced Mitigation

2.2 NH have provided comments, with a list of requested actions, following a review of the models and resultant outputs. This information is provided in a technical note, received by SLR in March 2026, which is appended to this note (**Appendix A**).

2.3 The remainder of this note provides the SLR response to the points raised in the NH note.

## 3.0 Modelling Review – NH Comments and SLR Response

### NH Required Action 1:

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*Disaggregate the A5 northbound and southbound journey time routes to allow clearer interpretation. It is currently not possible to determine the true journey time impacts, particularly northbound, due to the removal of impedance at the A426/A5 Gibbet Hill junction in the Do Something scenarios*

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### SLR Response:

3.1 It is understood that the requirement for additional reporting on the A5 is related to impacts modelled at the A5/Watling Street/Danes Way junction, whilst also being cognisant of the approach adopted to the modelling of the A426/Gibbet Hill roundabout.

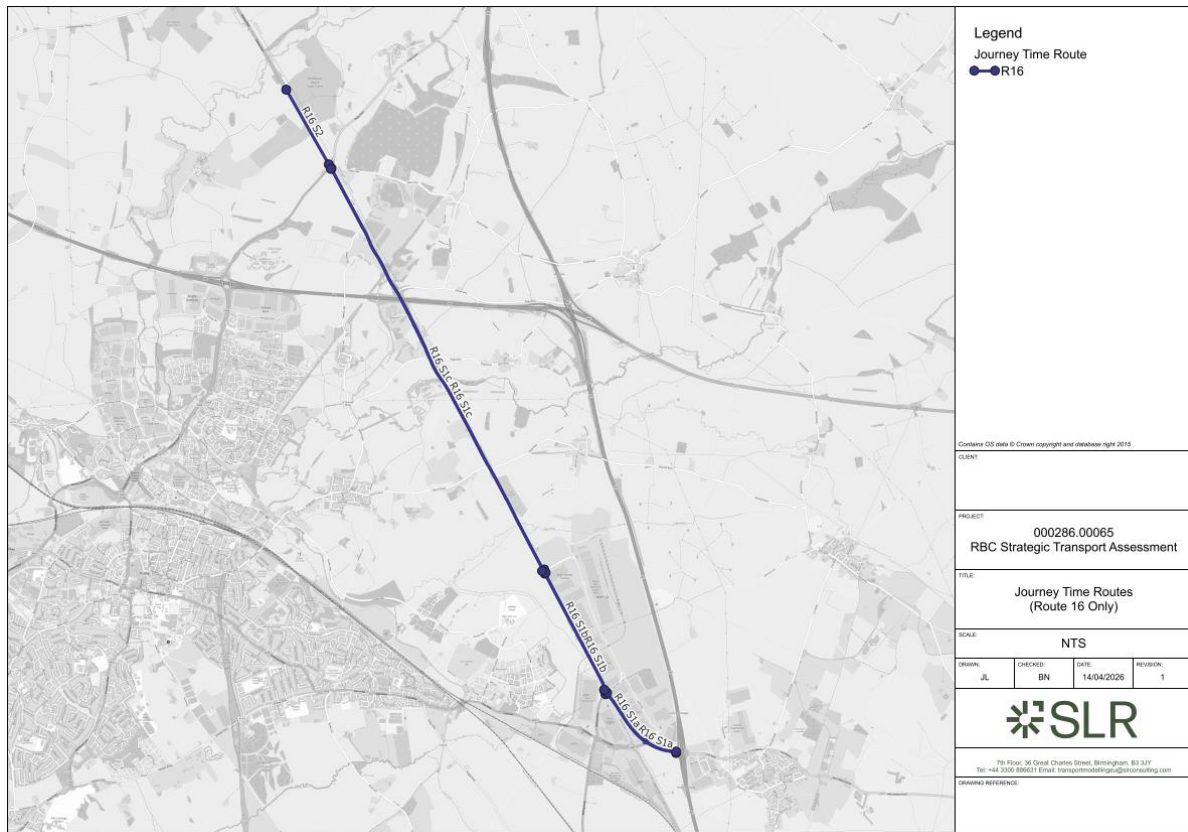
3.2 Accordingly, SLR have broken Route 16 (reflecting the A5 corridor) down into 4 sections, as shown within the following **Figure 1**, and presented outputs for these revised journey time sections within the updated results spreadsheet<sup>3</sup> issued alongside this response. SLR assume that this will provide the additional detail regarding the reporting of impacts on this route required by NH, but can provide further information beyond this if this would be helpful.

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<sup>3</sup> 000286.00065.SP031 Results Spreadsheet 2042 STA Testing\_SW Rugby Emp Sensitivity v2\_COMPRESSED



**Figure 1 Route 16 Journey Path by Section**



**NH Required Action 2:**

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*Investigate the A5 eastbound journey time reduction in the RRAM (Section 1: M69 J1-B4114). The reduction observed in the Do Something scenario is not explained*

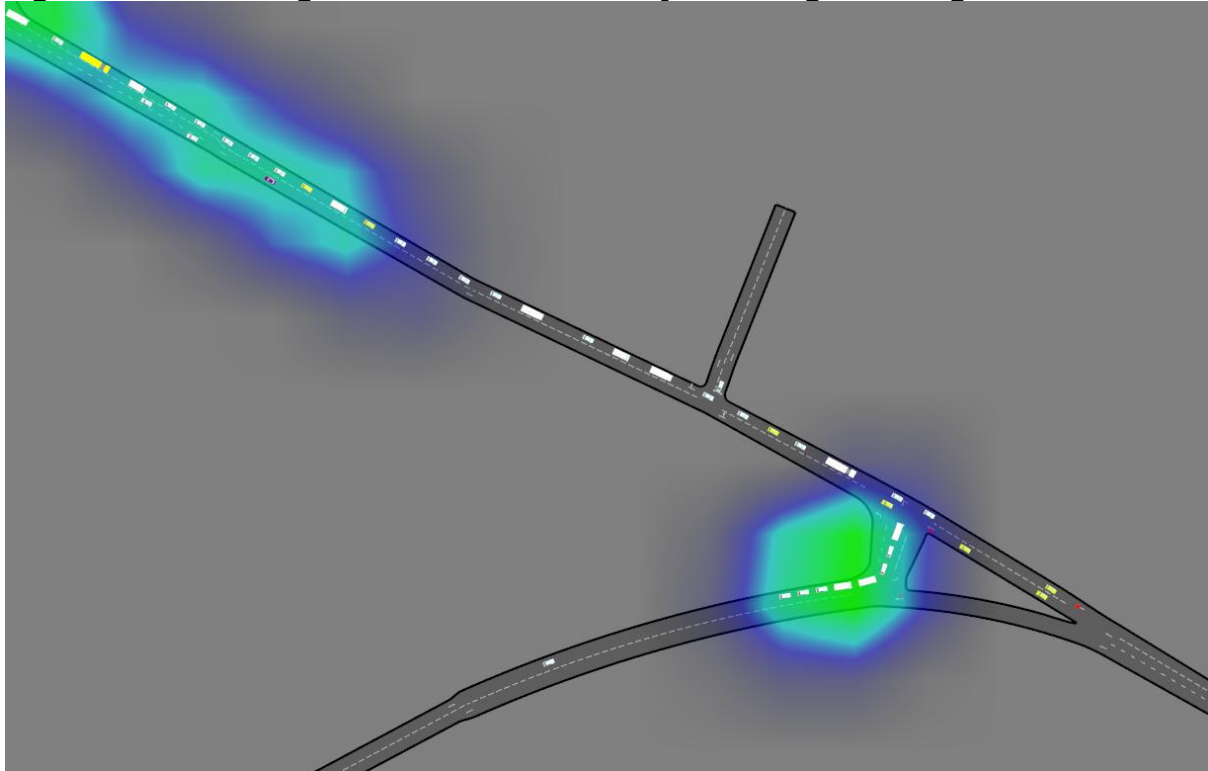
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**SLR Response:**

- 3.3 SLR have investigated the differences in reported modelled journey times between the 2042 RRAM Reference Case and 2042 Do Something scenarios on Route 7 Section 1 EB (A5 eastbound), based upon the original model runs reported.
- 3.4 Snapshots have indicated that this route experiences delays but that any queues that do form dissipate quickly. This delay is occurring at the right turn movement at the A5/Smockington Lane junction, with vehicles on the A5, waiting for a gap in oncoming traffic before making the right turn into Smockington Lane. During the busiest periods queues build up behind the vehicle that is waiting for the gap in oncoming traffic to make this movement, this is demonstrated within the following figure.



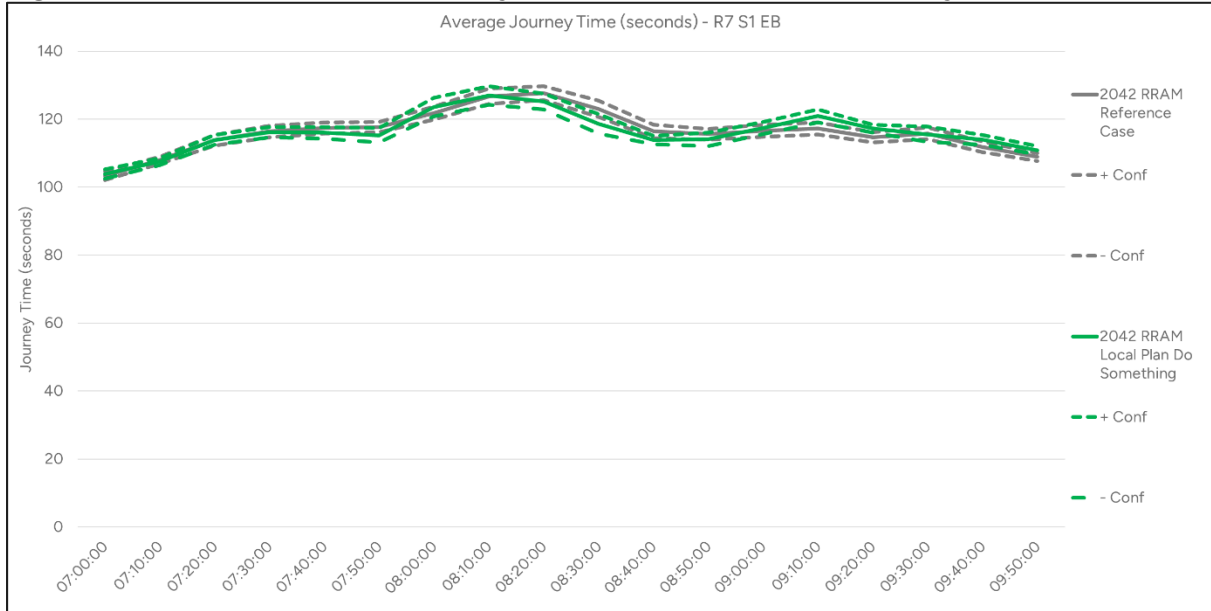
**Figure 2 A5/Smockington Lane Junction – Delays from Right Turning Vehicles**



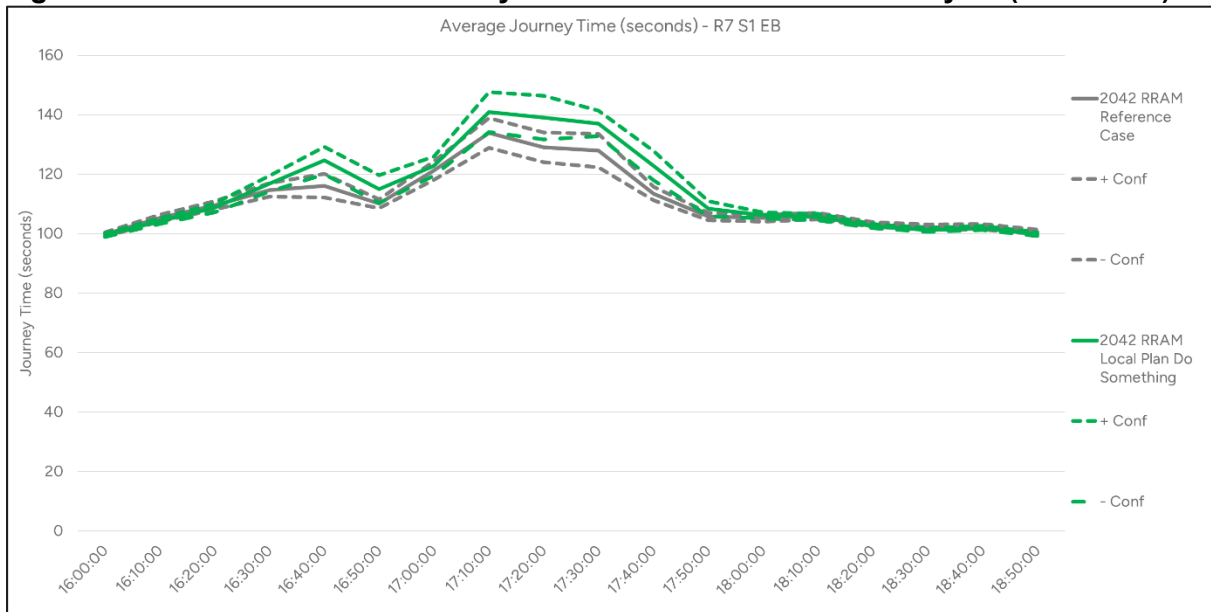
- 3.5 It is apparent that this is an issue that occurs sporadically, and impacts are short-lived, i.e. the queues dissipate once the vehicle waiting to turn right has made the movement. It is also apparent that this is not a consistent issue across the model simulation, and doesn't appear to occur in every run, moreover it is occurring when a particularly hesitant vehicle is waiting to make the movement.
- 3.6 There are no differences in the model networks in this area between the 2042 RRAM Reference Case and 2042 RRAM Do Something scenarios, and therefore any impacts reported in the modelling results presented to date are likely a result of this phenomenon and its occurrence across individual model runs skewing the average journey time outputs reported.
- 3.7 Therefore, as a further stage of analysis on this point, SLR have produced 95% confidence interval analysis within the following two figures, extracted from 2042 RRAM Reference Case and 2042 RRAM Do Something scenarios. These outputs report the AM and PM period modelled journey times on Route 7 Section 1 eastbound, with the average, upper and lower confidence interval outputs presented.



**Figure 3 Route 7 Sec 1 EB – Journey Time Confidence Interval Analysis (AM Period)**



**Figure 4 Route 7 Sec 1 EB – Journey Time Confidence Interval Analysis (PM Period)**



3.8 Based upon the aggregated set of model outputs presented within the previous two figures, the central tendency of the model performance is to show that there is no statistically significant difference in journey times on the modelled network between the two scenarios.

3.9 It is however considered pertinent to monitor potential impacts at this location going forward, and consider potential mitigation solutions in the form of a right-turn bay should issues arise in the future.



### NH Required Action 3:

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*Provide further explanation for the apparent reduction in flows along the A45 in the Do Something scenario*

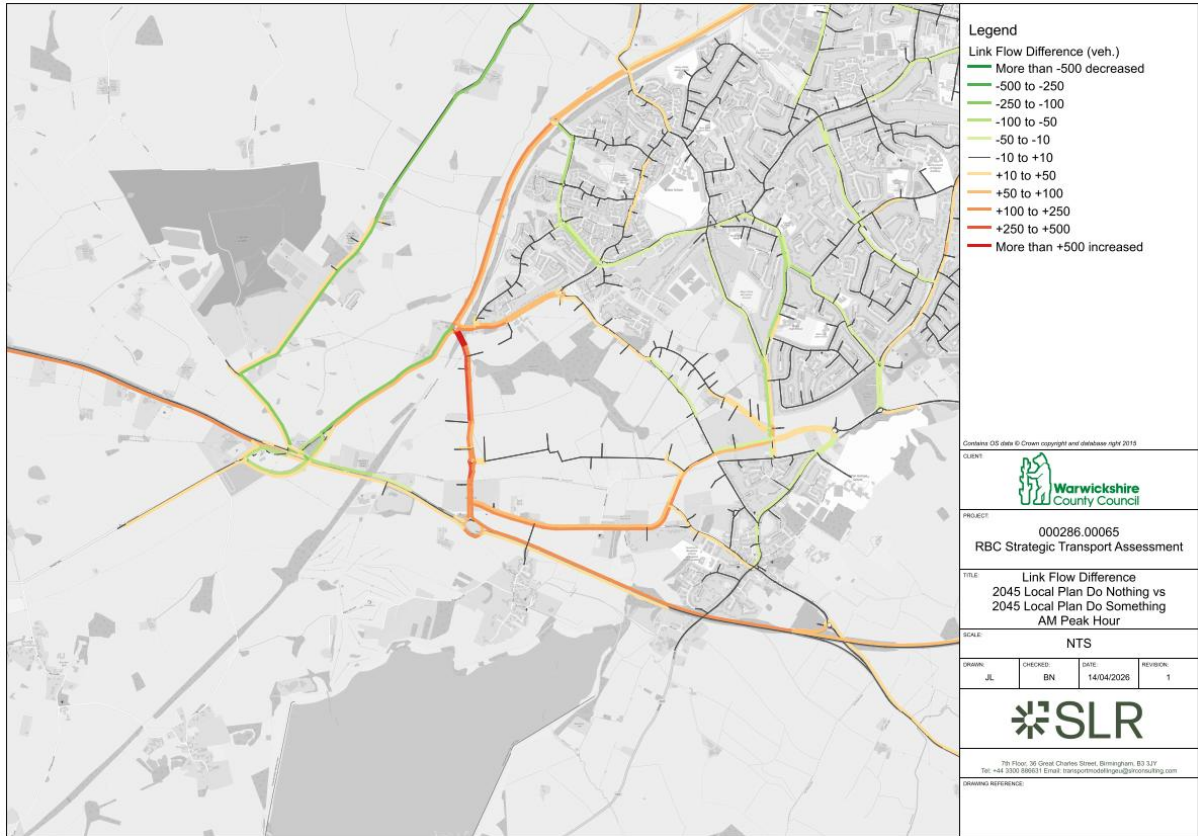
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### SLR Response:

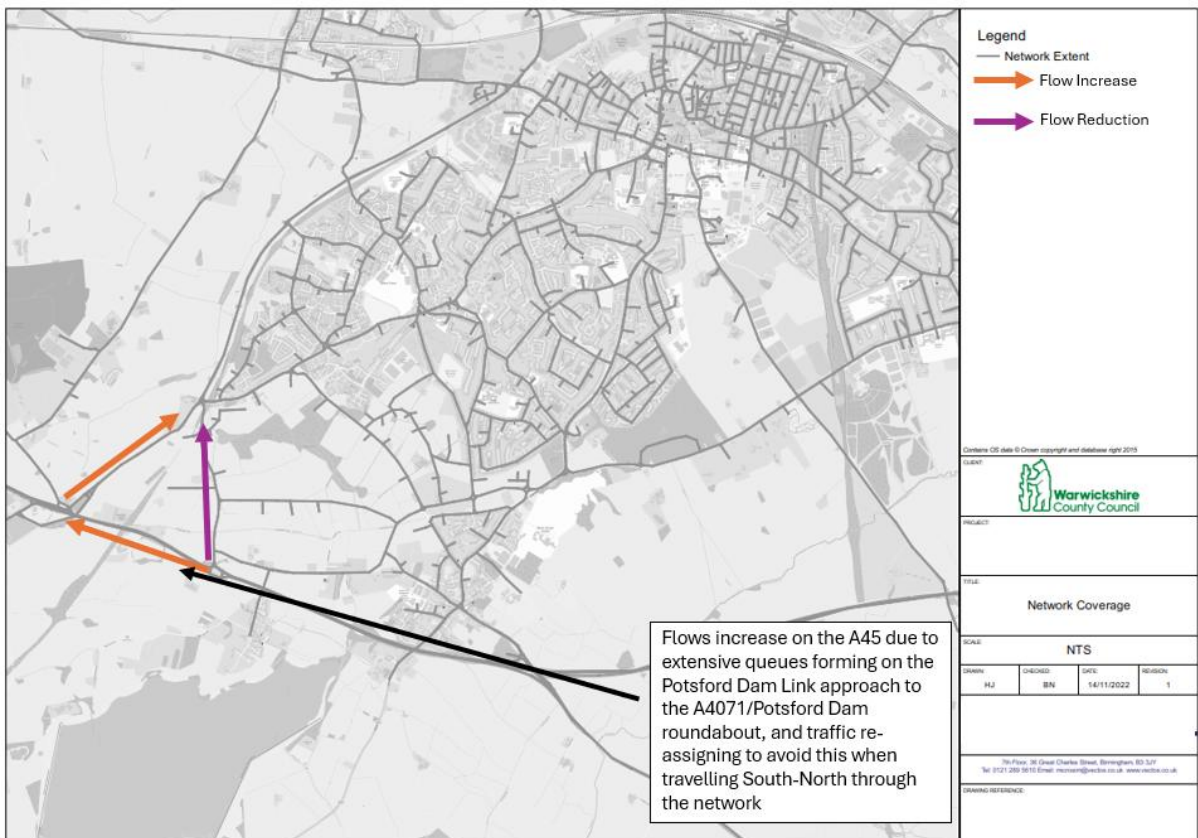
- 3.10 The reduction in traffic flows on the A45 (between the Thurlaston and Blue Boar interchange) occurs in the Do Something scenarios, relative to the Do Nothing scenarios, as a direct result of the mitigation scheme included at the A4071/Potsford Dam Link roundabout.
- 3.11 Within the Do Nothing scenario, i.e. prior to the inclusion of additional mitigation at this location, significant queues form on the Potsford Dam Link approach to the roundabout. This is a particular issue during the AM period.
- 3.12 As a result, the AM period outputs show instances of traffic avoiding using the Potsford Dam Link when travelling south to north from the A45/M45 towards Rugby town centre and beyond. Instead of exiting the A45/M45 Thurlaston Interchange, and travelling north on the Potsford Dam Link, traffic chooses to stay on the A45 and exit at the Blue Boar interchange, and travel north on the A4071, despite this being a longer route.
- 3.13 Once the significant queues on the Potsford Dam Link are removed, by delivering the mitigation at the A4071/Potsford Dam Link roundabout (in the Do Something scenario), there is a reduced propensity for traffic re-assignment via the Blue Boar interchange, and instead traffic chooses to route South-North via the now mitigated Potsford Dam Link.
- 3.14 To help demonstrate this, a flow difference plot is provided within **Figure 5**, which shows the differences in AM peak hour link flows between the Do Nothing and Do Something scenarios around the part of the network concerned. In addition to this **Figure 6** and **Figure 7** provide a further visual with annotation of the re-assignment occurring.



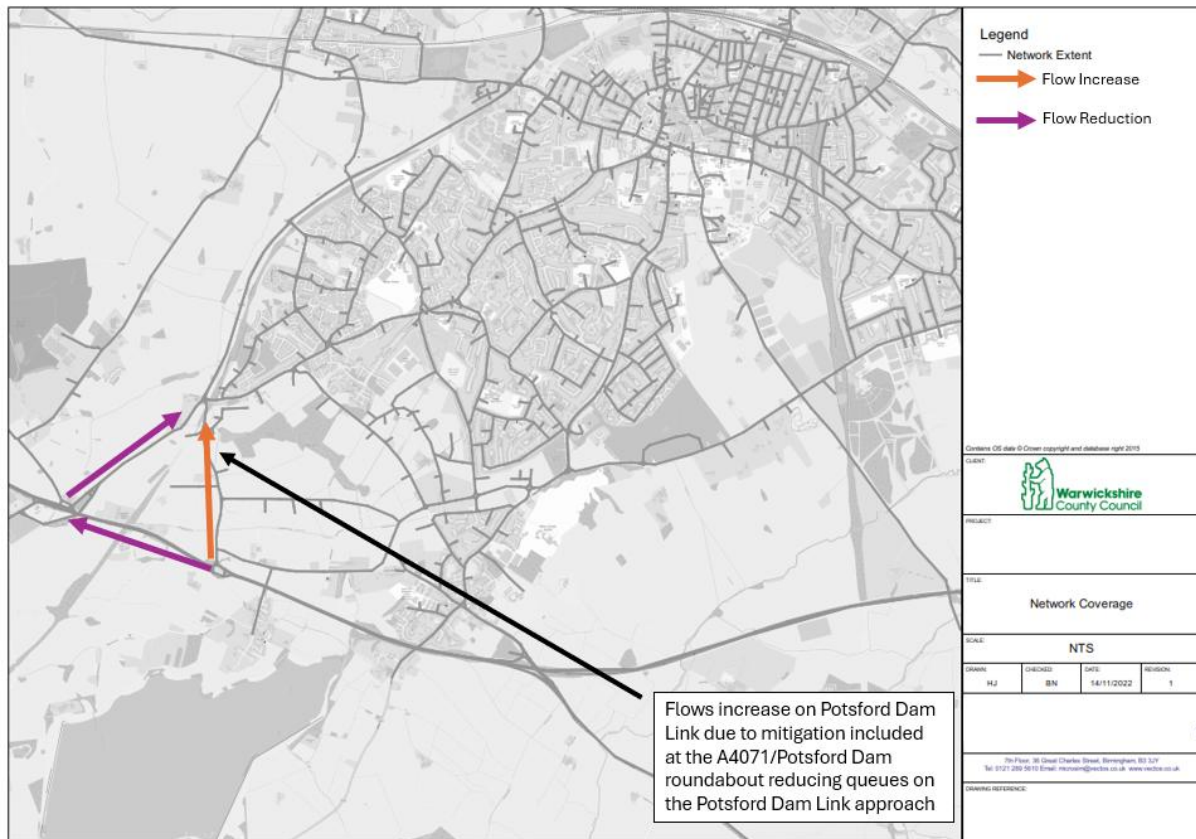
**Figure 5 A45/Potsford Dam Link – AM Peak Hour Link Flow Difference Plot – Do Nothing vs Do Something Scenario**



**Figure 6 Local Plan Do Nothing – A45 Flows**



**Figure 7 Local Plan Do Something – A45 Flows**



**NH Required Action 4:**

*Confirm whether signal optimisation has been applied at the Thurlaston Interchange, and also highlight and other signalised adjustments in the model which may not have been fully reported in the documentation*

**SLR Response:**

3.15 SLR have provided additional information below regarding the signalised junctions on the SRN that have been optimised within the RWA and RRAM models, in response to the inclusion of additional traffic related to the STA sites. In each instance, signal staging and overall cycle times have been left unchanged from the Base and Reference Case position, with just the amount of green time assigned to each stage adjusted:

SRN signalised junctions optimised:

- M1 Junction 18
- M69 Junction 1
- M6 Junction 2
- A46/A428 Binley Roundabout



- A45/A46 Toll Bar End
- A45/M45 Thurlaston Interchange

#### **NH Required Action 5:**

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*Provide information on Junction 108 in the RWA model as this is not presented in the results spreadsheet*

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#### **SLR Response:**

- 3.16 The modelling results spreadsheet<sup>4</sup>, issued alongside this note, has been updated to report queue impacts at Junction 108 for all scenarios.

#### **NH Required Action 5:**

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*Note that LINSIG models will be required at some stage to verify the proposed optimisation of signal timings*

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#### **SLR Response:**

- 3.17 It is acknowledged that supporting the Paramics modelling with detailed LINSIG modelling would be beneficial. SLR assume that this is work which can follow, and would therefore propose to engage with NH and WCC on this separately, to understand fully the requirements and priorities.

## **4.0 Summary**

- 4.1 SLR Consulting Ltd (SLR) have been assisting Rugby Borough Council (RBC) and Warwickshire County Council (WCC), in the assessment of options pertaining to the delivery of growth in housing and employment through the new Rugby Borough Council Local Plan, expected to be adopted in 2027.
- 4.2 An assessment of an initial set of options was undertaken by SLR, to consider the emerging development strategy, and its potential effect on the operation of the Highway Network, which was documented within the Strategic Transport Assessment (STA) report<sup>5</sup>.

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<sup>4</sup> 000286.00065.SP031 Results Spreadsheet 2042 STA Testing\_SW Rugby Emp Sensitivity v2\_COMPRESSED

<sup>5</sup> 000065.R001.Rugby Wide Area Strategic Transport Assessment Report



- 4.3 RBC subsequently identified the sites which it intended to promote through the Regulation 19 consultation. These sites have then been re-assessed with the findings and recommendations presented within the STA Addendum Report<sup>6</sup>.
- 4.4 At this stage, SLR have provided the traffic modelling files that underpin evidence presented within the STA Addendum Report to National Highways (NH), to enable NH to provide comments on the traffic modelling evidence, in the context of assessing the potential implications of the proposed plan on the safe and efficient operation of the Strategic Road Network (SRN).
- 4.5 This note sets out the comments SLR have received from NH following their review of the modelling, and provides a response, or additional supporting evidence, where necessary.

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<sup>6</sup> 000065.R002.Rugby Wide Area Strategic Transport Assessment Addendum Report



# Appendix A

## A.1 National Highways Review of Rugby Local Plan Reg 19 Submission Modelling



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[www.nationalhighways.co.uk](http://www.nationalhighways.co.uk)

10 March 2026

Dear James,

### **Rugby Local Plan Reg 19 Submission - Traffic modelling Evidence**

National Highways welcomes the opportunity to provide comments on the 'Rugby Local Plan Reg 19 Submission - Traffic modelling Evidence' documents sent via email to National Highways on the 29<sup>th</sup> January 2026 and subsequent information requested sent via email on the 19<sup>th</sup> February 2026.

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). It is our role to maintain the safe and efficient operation of the SRN whilst acting as a delivery partner to national economic growth.

In relation to Rugby Local Plan, National Highways' principal interest is ensuring the safe and efficient operation of the SRN.

In responding to Local Plan consultations, we have regard to DfT's Circular 01/2022 - SRN and the delivery of sustainable development ('the Circular'), which sets out how interactions with the SRN should be considered in the making of local plans. Paragraph 28 of the Circular sets out that:

*"The policies and allocations that result from plan-making must not compromise the SRN's prime function to enable the long-distance movement of people and goods. When the company assists local authorities in the development of their plans and strategies, the local authority should ensure that the SRN is not being relied upon for the transport accessibility of site allocations except where this relates to roadside facilities or SRN-dependent sectors (such as logistics and manufacturing). The company will also work with local authorities to explore opportunities to promote*

walking, wheeling, cycling, public transport and shared travel in plan-making, in line with the expectations set out in the NPPF and the Transport Decarbonisation Plan.”

Considering the above National Highways has the following comments relating to the documents provided for our review:

**Rugby Wide Area (RWA) Model**

Regarding the Rugby Area Wide Model results, we have reviewed the Network Statistics, Journey Times, Queue Lengths and Flows changes.

The following Scenarios have been presented:

- 2024 RWA Base Model
- 2042 Local Plan Reference Case - model inclusive of all existing consented sites and infrastructure, along with sites allocated within the current Local Plan, with supporting infrastructure
- 2042 Local Plan Do Nothing - as per the Local Plan Reference Case + the Regulation 19 site demands
- 2042 Local Plan Do Something - as per the Do Minimum + Mode Shift + all Highway Mitigation previously identified
- 2042 Local Plan Do Something Reduced Mitigation - as per the Do Minimum + Mode Shift + Highway Mitigation previously identified (without the A4071/Potsford Dam and A4071/B4112 schemes)

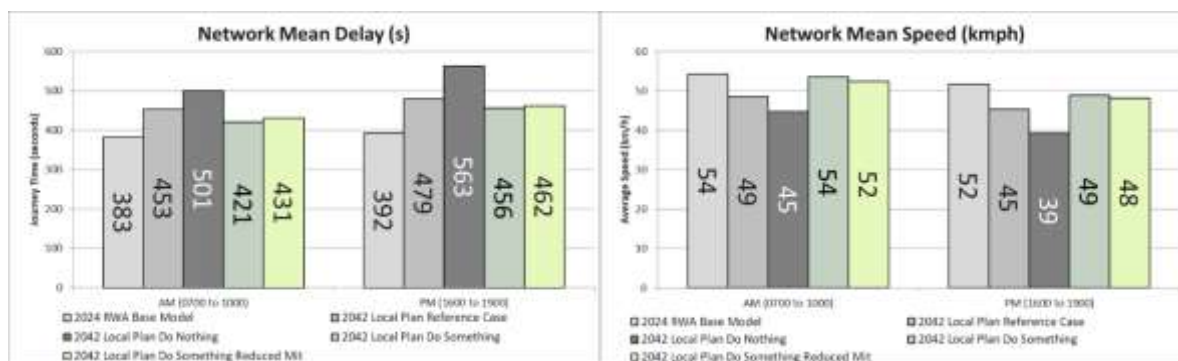
Before discussing the RWA model results, the following points regarding the mitigation measures should be noted, as they are essential for understanding changes in performance across the SRN corridors and junctions.

SRN Junction	Scheme Details	Stage of Plan Required
A426/A5 Gibbet Hill	Widening/Signalisation	Prior to Local Plan
A5/A428 Halfway House	Widening scheme	2032 – early stages of plan period
M1 Junction 18	Signal timing optimisation	2032 - early stages of plan period
M69 Junction 1	Signal timing optimisation	2042 – full plan build out

**Figure 1: SLR Mitigation Measures within RWA**

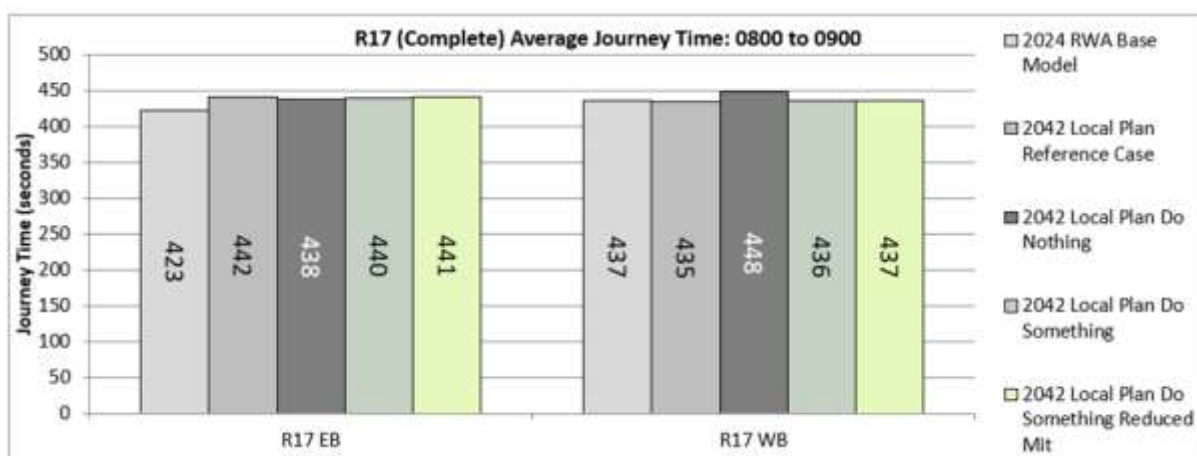
In terms of Network Statistics, as previously highlighted this is not a metric which can indicate whether the SRN is impacted by the Local Plan trips, as it considers both SRN and the Local Road network. However, the network statistics indicate that that the 2042 forecast reference case shows a network performance deterioration from the

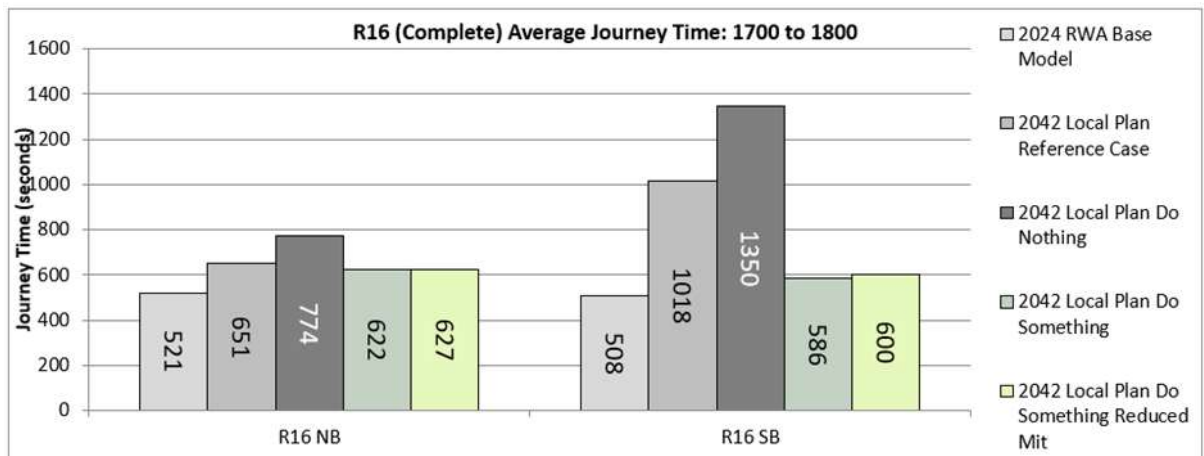
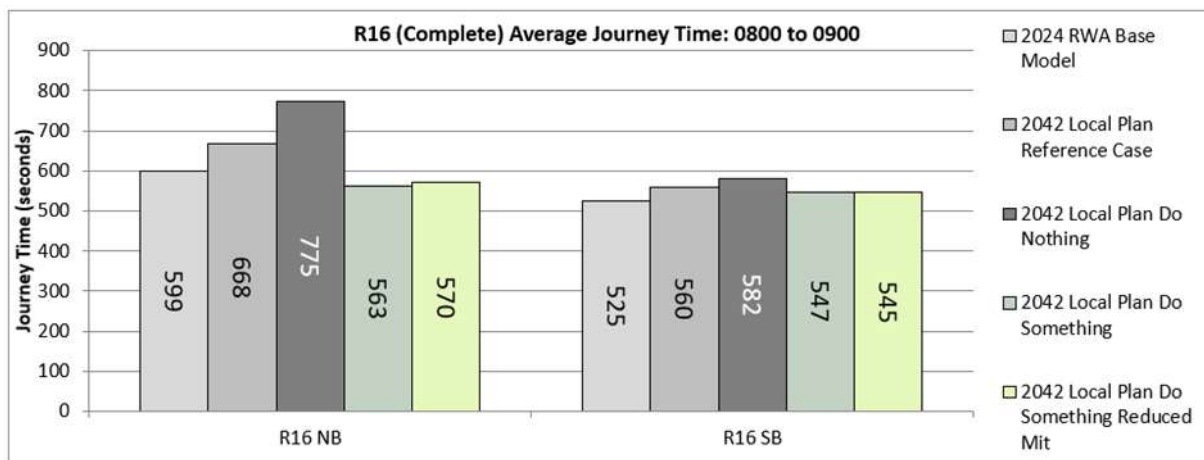
2024 base levels, and continues to deteriorate once the Regulation 19 sites come on-line. However, once modal shift and all highway mitigation measures are introduced the performance improves with mean delay reducing below that observed in the Local Plan Reference Case. This remains true even without the Potsford Dam and A4071/B4112 schemes.



**Figure 2: RWA Average Delay and Speed per Vehicle**

There are two key corridors to consider when assessing whether the SRN can accommodate the additional Local Plan demand, the A5 (Route Reference R16) and the A45/M45 (Route Reference R17). Both routes exhibit performance trends consistent with the wider network statistics. The 2042 Local Plan Do Nothing scenario produces the highest delays on both corridors, with the exception of the A45/M45 eastbound in the AM peak, where journey times remain broadly similar across all scenarios, indicating sufficient residual capacity in this direction. The introduction of mode shift and the full package of highway mitigation measures leads to a marked reduction in delays, these improvements are most pronounced on the A5 particularly northbound in the AM peak and southbound in the PM peak, demonstrating that the proposed mitigation measures along this route enhance capacity and effectively reduce delay.





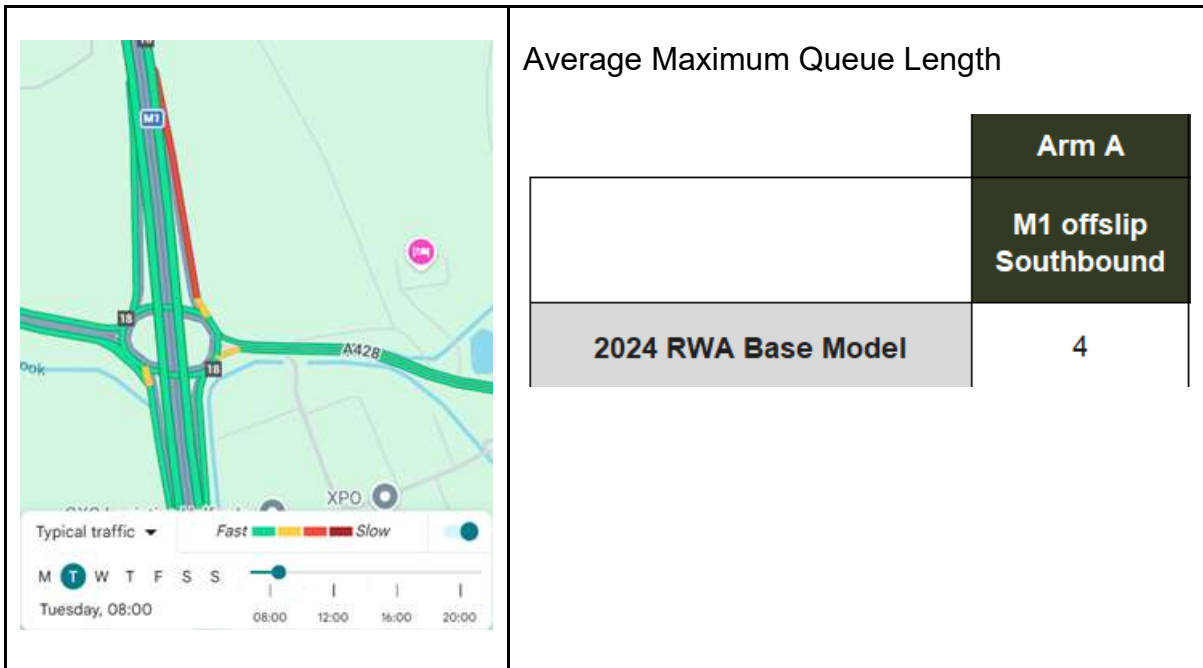
**Figure 3: Route 16 and 17 Journey Times Comparisons**

However, further examination shows that the A426/A5 Gibbet Hill junction has not been modelled in the Do Something scenarios. As a result, the full A5 journey time route (Route 16) is compromised and cannot be reliably used for comparison between

scenarios. The only section that can be meaningfully assessed is section 1 southbound, between the Gibbet Hill junction and M1 Junction 18. This section shows minimal change in the AM peak but a notable improvement in the PM peak, with approximately a three-minute reduction in journey time when comparing the Local Plan Do Nothing and Do Something scenarios. Given the increase in southbound flow, this represents a positive outcome for the SRN and the mitigation measures look to be working well.

Reviewing the wider modelling outputs, SLR has provided queue length statistics for 10 key SRN junctions. Most junctions exhibit similar or improved queue lengths when comparing the 2042 Local Plan Do Nothing scenario with both the Do Something and Do Something (Reduced Mitigation) scenarios. However, two junctions warrant further attention. First, at the A5 / Watling Street / Danes Way junction, the A5 northbound approach shows increased queueing, approximately 7 vehicles (42 m) in the AM peak and 24 vehicles (144 m) in the PM peak between the Do Nothing and Do Something scenarios. Second, junction 108 appears to represent a new development access, yet no reporting has been provided. Due to these issues, the A5 northbound modelling results are inconclusive, and further information is required to confirm journey time impacts. It is therefore recommended that journey time route R16 is divided into shorter sections to allow a clearer understanding of conditions along the corridor.

It should also be noted that the M1 Junction 18 grade-separated junction shows a significant improvement, with the M1 southbound off-slip experiencing a substantial reduction in AM peak queues, from 180 vehicles to 11 vehicles, reflecting the effects of signal optimisation. While Google traffic data (with the usual caveats) suggests that this approach typically experiences long delays, the 2024 Base model indicates only a short queue as shown below. When signal optimisation forms part of the proposed mitigation, it is essential that the baseline model is robust. A well-calibrated and validated LINSIG model should therefore be used to assess any proposed signal adjustments and verify their feasibility. This requirement applies to all locations where signal optimisation has been included as part of the mitigation package.



**Figure 4: AM Google Traffic conditions compared to Base Model conditions**

As noted above, the A426/A5 Gibbet Hill junction shows substantial reductions in queueing on all approaches in both the AM and PM peaks, with queues dropping to zero. This occurs because the junction has been coded with ‘Major’ priorities, meaning vehicles experience no delay when passing through. While this approach was applied to avoid restricting movements entering the network and on the basis that mitigation will ultimately be introduced at this location, which is accepted, it makes it difficult to interpret journey times on the A5 northbound as highlighted previously. On a positive note, there are queue reductions observed at the A5/A428 Halfway House roundabout due to the inclusion of widening, indicating that this has provided a positive outcome.

For the A45/M45 junctions, the Thurlaston Interchange showing reduced queues. Closer inspection suggests that signal timings have been adjusted, although this is not referenced within the supporting documentation and will therefore require further clarification. The Dunchurch Interchange shows no operational issues in any scenario. No information has been provided for the on-slips at the Blue Boar Flyover, preventing any assessment of these elements.

Noting the above, the A5 and A45/M45 corridors experience notable increases in traffic demand, with two-way flows rising by between 150 and 800 vehicles in the AM peak and between 300 and 1,100 vehicles in the PM peak. Despite these increases, the mitigation measures appear to be performing effectively in the southbound direction, particularly in the PM peak, where journey times reduce when comparing

the Local Plan Do Nothing and Do Something scenarios. However, at this stage it is not possible to confirm whether the northbound direction is performing similarly.

With respect to the A45, flow changes are more modest, ranging from -70 to +120 two-way trips in the PM peak. In the AM peak, the variation is broader, from -190 to +570 vehicles. Further explanation of the apparent reductions in traffic volumes would be beneficial to National Highway understanding of their network in this area.

**Rugby Rural Area Model (RRAM)**

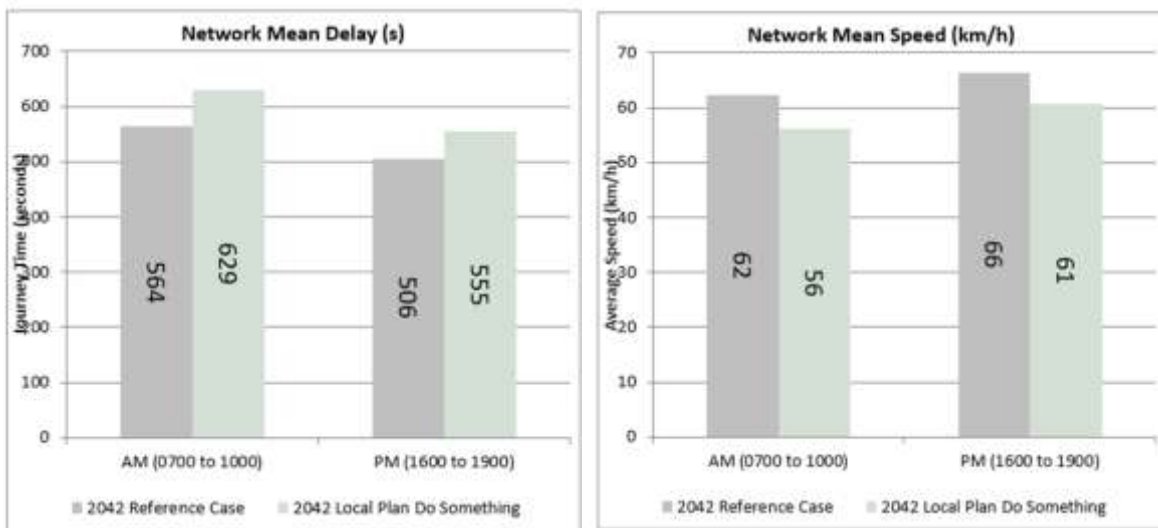
Two scenarios have been provided for the RRAM assessment; a reference Case Model and a Local Plan Do Something Model.

Before discussing the RRAM model results, the following points regarding the mitigation measures should be noted, as they are essential for understanding changes in performance across the SRN corridors and junctions.

SRN Junction	Scheme Details	Stage of Plan Required
M6 Junction 2	Signal timing optimisation	2042 – full plan build out
A46/A428 Binley Roundabout	Signal timing optimisation	2042 – full plan build out

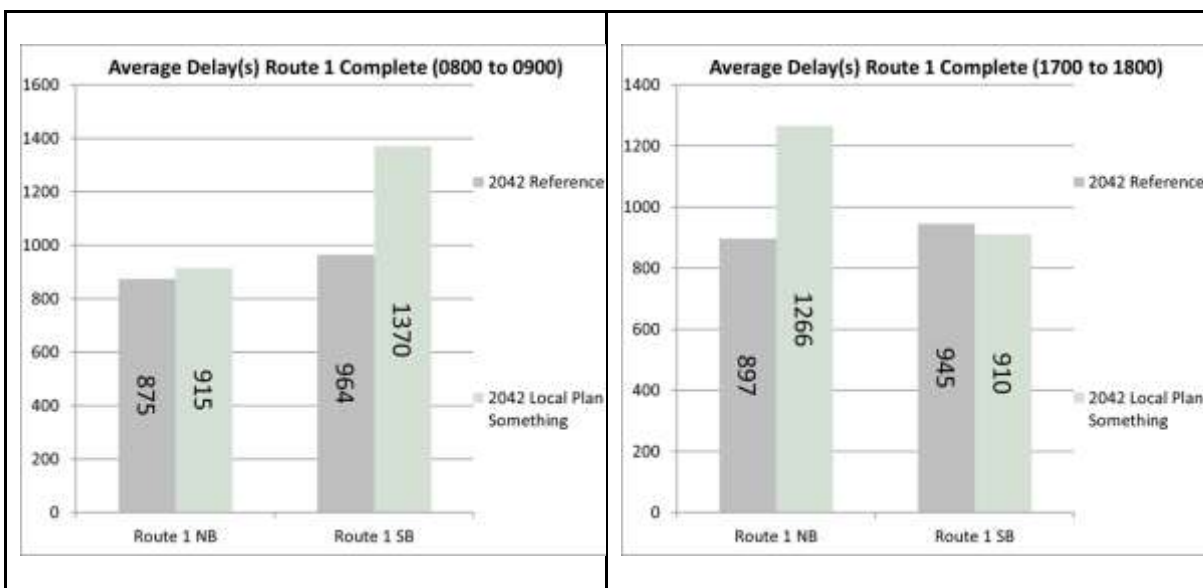
**Figure 5: SLR Mitigation Measures within RRAM**

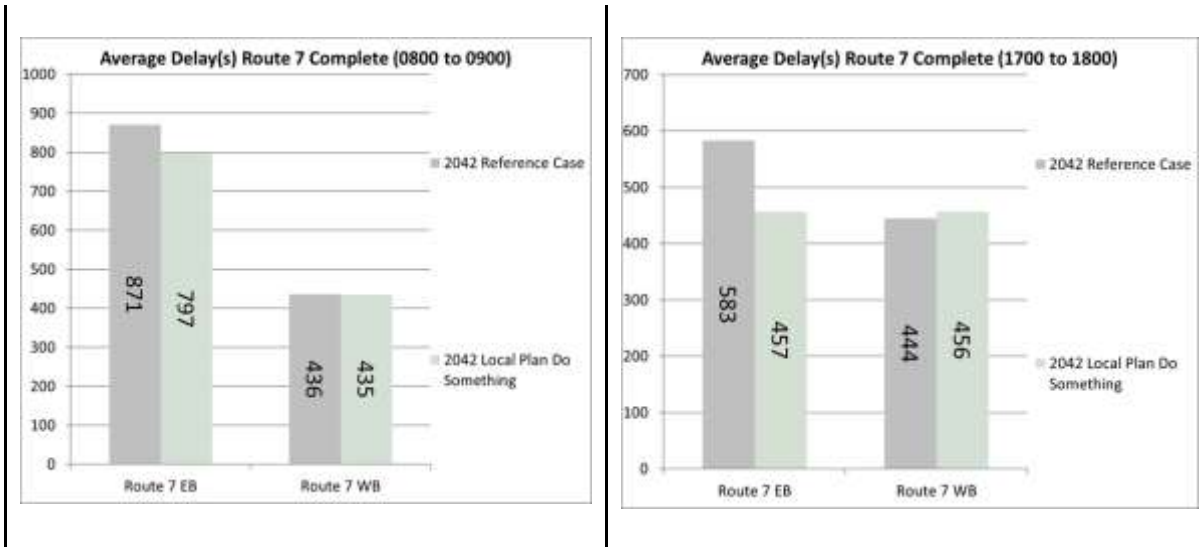
Unlike the RWA model network statistics, the Local Plan Do Something scenario within the RRAM shows a deterioration in overall network performance, with average mean delays per vehicle increasing by approximately one minute in the AM peak and around 50 seconds in the PM peak. However, this should not be interpreted as a direct deterioration of the SRN, as the network statistics encompass both the SRN and the local road network, and the observed increases primarily reflect impacts on the local network rather than SRN-specific issues.



**Figure 6: RRAM Average Delay and Speed per Vehicle**

There are two key SRN routes within the model: the M69/A46 (Route Reference R1) and the A5 (Route Reference R7). The M69/A46 corridor experiences an increase in journey times during both the AM and PM peak periods, with the exception of the southbound direction in the PM peak. In contrast, the A5 corridor shows generally improved journey times across both peaks, with all but one movement experiencing an increase, a marginal increase of around 12 seconds in the PM westbound direction.





**Figure 7: Route 1 and 7 Journey Times Comparisons**

A particularly notable improvement occurs on the A5 eastbound in both peak hours, it is not clear why there is such a significant reduction in journey time in the Local Plan model, a more detailed look into the journey time section indicates that Section 1, between M69 J1 and B4114 Smockington Lane, sees around a 2 minute time saving, given there is no mitigation measures proposed here. Further information / investigation required.



**Figure 8: Journey time Comparison on the A5 between M69 J1 and B4114 Smockington Lane**

For the M69/A46 route, the key sections exhibiting increased journey times are as follows:

- Section between the A5 and M6 SB (AM only);

- Section between M6 and Walsgrave Roundabout SB (AM), NB (PM);
- Section between Walgrave Roundabout and Binley Roundabout SB &NB (PM only);
- Section between Binley Roundabout and Tollbar End NB and SB (PM only); and
- Section between Stivichall Interchange NB (PM only).

Based on the above, the increase in journey times appears to be the result of higher traffic volumes with no additional mitigation measures in place to offset these impacts.

With regards to queueing, there is a significant reduction in queueing on the A428 Westbound approach to Binley Roundabout in the PM peak hour, closer examination into the models indicates that signals have been adjusted to improve this approach. As noted above, any optimisation of signals should be presented in LINSIG for review. Queues increase at a number of locations, including A5 / Mere Lane roundabout where the A5 southbound approach see a 17 vehicle (85m) increase in queueing during the AM peak, the M69 J1 eastbound offslip see a 13 vehicle (78m) during the PM peak hour and the M6 off-slip WB sees an increase of 36 vehicles (216m) during the PM peak.

Noting the above comments on performance, the queue length and journey time assessments already reflect the inclusion of additional trips. The flow changes outlined below should therefore be considered alongside those observations.

Along the Coventry Bypass, two-way flows increase by between 250 and 2,100 vehicles in the AM peak and between 600 and 2,100 vehicles in the PM peak. Whereas on the A5, two-way flows vary between -80 and +160 vehicles in the AM peak and increase by between 160 and 290 vehicles in the PM peak. As referenced earlier, the section between M69 Junction 1 and B4114 Smockington Lane records an eastbound increase of approximately 150 vehicles between the Reference Case and Do Something scenarios.

It should be noted that these comments represent National Highways interpretation of the model outputs. SLR should confirm or correct any misinterpretation, as this may influence the conclusions and recommendations set out above.

## **Overview**

The mitigation measures within the RWA model appear to deliver a positive impact on overall network performance. However, it is noted that the A426/A5 Gibbet Hill junction has been coded without priorities, which undermines the validity of its results. Where

signalised junctions have been optimised, the corresponding LINSIG assessments should be submitted to National Highways to confirm the feasibility of the proposed signal settings.

Within the RRAM, issues are highlighted along the Coventry Bypass and the M69 corridor. In the absence of any further mitigation measures, increases in traffic volumes will inevitably lead to longer journey times. There is also evidence of signal adjustments within the model; therefore, the relevant LINSIG files should again be provided for review. Furthermore, the observed improvement in the first eastbound section of the A5 journey time route is unclear, particularly given the absence of network changes and the increase in demand. This anomaly requires further explanation.

In summary the following actions are required:

- Disaggregate the A5 northbound and southbound journey time routes to allow clearer interpretation. It is currently not possible to determine the true journey time impacts, particularly northbound, due to the removal of impedance at the A426/A5 Gibbet Hill junction in the Do Something scenario.
- Investigate the A5 eastbound journey time reduction in the RRAM (Section 1: M69 J1–B4114). The reduction observed in the Do Something scenario is not explained.
- Provide further explanation for the apparent reduction in flows along the A45 in the Do Something scenario.
- Confirm whether signal optimisation has been applied at the Thurlaston Interchange and also highlight any other signalised adjustments in the model which may not have been fully reported in the documentation.
- Provide information on Junction 108 in the RWA model as this is not presented in the results spreadsheets
- Note that LINSIG models will be required at some stage to verify the proposed optimisation of the signals timings.

I hope the above comments are useful. Should you have any further queries please do not hesitate to get in touch.

Yours Sincerely,

Patrick Thomas  
Spatial Planning



Making Sustainability Happen