Supplementary Report

Planning and Development Board

9 June 2025

(6/d) Application No: PAP/2022/0423

Land to the south of Watling Street, Caldecote, CV10 0TS

Outline planning permission for extension to MIRA Technology Park to comprise employment use (Class B2); associated office and service uses (Class E (g)), storage (Class B8), new spine road, car parking, landscaping and enabling works for

ERI MTP Ltd

Introduction

Members will be aware of this item on the main published agenda.

Since preparation of that report, the objector has submitted a further report entitled "Updated Review of A5 Mitigation" which is said to address concerns previously expressed about his alternative arrangement for the Drayton Lane junction. This is attached in full at **Appendix A.**

Observations

This recent report has been forwarded to the applicant in order to ascertain whether he wishes to amend any or part of his proposals as a consequence.

The applicant has confirmed that no changes are proposed and therefore requests that his latest submitted plans are determined. He says that the Highway Authorities support the existing proposals and that it remains his view that the changes are unnecessary because the existing proposals would not lead to unreasonable restrictions on the objector's business.

Recommendation

This remains as set out in the main report.

PAP/2022/0423

Mira / Extra Self Storage

Updated Review of A5 Mitigation

DTA
Transport Planning Consultants

Contents

Appendices

1.0 Introduction

1.1 David Tucker Associates (DTA) is advising Extra Room Self Storage Ltd on the access implications of the works to the A5, proposed as part of the outline MIRA planning application (LPA: PAP/2022/0423), on their property on Drayton Lane. These works would prohibit the right turn movements at the A5 Watling Street – Drayton Lane junction. These turning restrictions have not been demonstrated to be necessary to allow the Woodford Lane junction to be signalised.

1.2 A concept scheme has previously been provided by DTA to National Highways (NH), the local planning and highway authorities and the applicant which demonstrates that all movements access to and from Drayton Lane is achievable. A response from the highway consultant, Milestone, acting on behalf of the applicant has been received (dated 21st January 2025). It is attached at **Appendix A**. This report addresses their comments.

2.0 The Modelling Approach

2.1 The original application for MIRA proposed the signalisation of both Woodford Lane and Drayton Lane. LinSig models were presented by the applicant which treated both junctions as being independent of each other. In later development the applicant used a microsimulation model.

2.2 In the review of the scheme, a LinSig model was developed by DTA, replicating the approach taken by the applicant for the Woodford Lane junction, to support their concept schemes retaining all movements.

2.3 The key consideration of the Woodford Lane Junction is how the flare will operate. This is in effect a re-purposed left turn filter lane which is approximately 80m in length with a funnel immediately downstream. The maximum use of the flare is circa 13 cars including the left turners but in practice is likely to be less. The maximum rate at which vehicles will enter the funnel will be equivalent to the saturation flow of the two upstream lanes for the duration for which the flare is effective. The funnel is effectively a constriction which either needs to be sufficiently long to allow the platoon to disperse or there will be delay within the funnel which will feedback into the use of the flare. The funnel is significantly

shorter than the flare at around 50-60m (length within which vehicles can be carried two abreast).

2.4 The issue for the Drayton Lane junction is that there could be confusion about whether downstream delay is attributable to the junction or funnel. The design solutions here are either to extend two westbound lanes through both junctions and locate the funnel to the west of both junctions OR link the timings of the junctions so they are co-ordinated such that ahead traffic from Woodford Lane junction is not held at the Drayton Lane junction when the flare is operational. The DTA concept scheme adopted the former approach but either approach is workable here. Both options are shown on the drawings at **Appendix B.**

3.0 Milestone Modelling Concerns

3.1 Cruise speeds and link lengths can be defined within the model to allow drive times to be calculated. Alternatively drive times can be defined directly as was done within the model; ultimately the outcome will be the same. **Milestone concern 1** is that cruise speeds are not defined. This metric is not used and makes no difference to the outcome.

3.2 A flare is proposed on Drayton Lane to minimise the green time required for the minor arm demand. **Milestone concern 2** is where the flare should be developed on the nearside or the offside. In a practical sense the difference between a nearside and offside flare is the layout of the road markings on the road – which can be defined and refined at the detailed design stage. The appropriate assignment of traffic relates to the overall weight of demand in each lane, and the approach taken (assuming an off-side flare), is most appropriate in that respect.

3.3 **Milestone concern 3** is in three parts:

a. 50:50 split for ahead traffic is unlikely due to the presence of a give-way right-turn into Drayton Lane. Drivers will likely be aware of this and the potential for queuing and therefore will likely select to drive in the nearside lane.

b. Within the LinSig Arm 12/2 (right-turners) are giving way to Arm 12/1 this is wrong and should be giving way to Arm 7 (A5 West).

c. Neither lane 1 or 2 have been inputted as nearside lanes, therefore overestimating the saturation flow.

3.4 As discussed above, the use of the flares is a matter of judgment. This concern would be equally applied to the scheme that Milestone have agreed with NH where the proposed works at Woodford Lane will be influenced by the merge/funnel upstream. From experience elsewhere on the A5 corridor there can be a tendency to over assign traffic to flares. A conservative approach has been adopted in the updated LinSig model in this regard. The proposed funnel does not extend as far back as Drayton Lane and there is ample opportunity for merging/weaving if necessary.

3.5 The give-way relationship should have been to Arm 7 and this has been amended.

3.6 The model can be updated to provide nearside lane factors but these are internal links and there should be consistency in saturation flows to avoid spurious queues.

3.7 **Milestone concern 4** is that Arm 3 is not required in the context of the capacity outcome. This is partly true but providing for it in the model is good practice and allows consideration of the funnel more directly. As above, drive times have been defined rather than cruise speeds and lengths. The inclusion of Arm 3 makes no difference to assumed queuing length because the queue is represented on the signal-controlled link.

3.8 **Milestone concern 5** is the same point as Milestone concern 4. Arm 9 is not required in the context of the capacity outcome but providing for it in the model is good practice.

3.9 **Milestone concern 6** was that the radius on 6/2 reduces the saturation flow on this arm by 2.5% which, given the relatively short green periods assigned to the associated phase, will make no practical difference.

3.10 An updated Model for both options is provided at **Appendix C.**

3.11 In response to their comment in relation to queuing and degree of saturation for different scenarios (item 1 under "Additional Points") the modelling has been updated as above. However, the reason for the difference in simple terms is that the proportion of turning traffic is different between the two scenarios and this therefore results in different levels of queuing and degrees of saturation.

4.0 General Arrangement

4.1 To address GA comments the general arrangement drawing has been updated as shown at **Appendix B**. It is now based on a topographical survey commissioned by the client (provided separately at **Appendix D**).

4.2 Vehicle tracking has been undertaken based on a maximum legal articulated lorry (i.e. DMRB design vehicle) and these are provided at **Appendix E**. The layout has been adjusted to accommodate this vehicle.

4.3 The highway boundary extents are shown. In practice our client is willing to contribute land in the northwest quadrant of the Drayton Lane junction to support an appropriate layout and hence land is not considered to be a constraint.

4.4 Signal intervisibility envelopes are shown. Intervisibility is achievable at the Drayton Lane junction. Forward visibility to a primary signal head is achievable on all approaches. A nearside primary signal head can be provided on the Drayton Lane minor arm.

MILESTONE
TRANSPORT PLANNING

Mr G Warriner
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By e-mail

MTP Ref: 17-059

21 January 2025

Dear Graeme,

Re: Technical Note to Review A5 Mitigation prepared by DTA on behalf of ERSS dated 15.01.24

Milestone Transport Planning ("MTP") have reviewed the Technical Note to Review A5 Mitigation prepared by DTA on behalf of ERSS and dated 15 January 2025.

The main point is that the linked traffic signals they propose (i.e. the signalisation of Drayton Lane as well as the signalisation of Woodford Lane, based on MTP drawings) was rejected by the Highway Authorities, in particular National Highways, as part of their review of the Transport Assessment (August 2022) submitted with the planning application.

Notwithstanding the fact that the layout is unacceptable to the Highway Authorities, MTP have identified a number of issues with the LinSig modelling that DTA have undertaken to assess the linked signals in their Technical Note. These concerns are detailed below.

1. No cruise speeds between arms identified.

2. Arm 8 - Drayton Lane:
   a. In line with the proposed drawing prepared by DTA the short-lane should be provided for left-turning traffic not right.

3. Arm 12 - A5 East:
   a. 50:50 split for ahead traffic is unlikely due to the presence of a give-way right-turn into Drayton Lane. Drivers will likely be aware of this and the potential for queuing and therefore will likely select to drive in the nearside lane.
   b. Within the LinSig Arm 12/2 (right-turners) are giving way to Arm 12/1 this is wrong and should be giving way to Arm 7 (A5 West).
   c. Neither lane 1 or 2 have been inputted as nearside lanes, therefore overestimating the saturation flow.

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4. Arm 3:
   a. This is unnecessary within the linked model.
   b. DTA have inputted a physical lane length of 28.0 PCUs. It is unclear why this has been added. Arm 12 has a length of 26.1 PCUs, which is accounting for the spaces between the two junctions. Therefore, the inclusion of Arm 3 is overestimating the amount of queuing space between the two junctions.
   c. Neither lane 1 or 2 have been inputted as nearside lanes, therefore overestimating the saturation flow.

5. Arm 9:
   a. This is unnecessary within the linked model.
   b. DTA have inputted a physical lane length of 60.0 PCUs. It is unclear why this has been added. Arm 1 has a length of 26.1 PCUs, which is accounting for the spaces between the two junctions. Therefore, the inclusion of Arm 9 is overestimating the amount of queuing space between the two junctions.

6. Arm 2 - Woodford Lane:
   a. Infinite radius inputted for left-turners, therefore overestimating the saturation flow.

Additional points regarding the Technical Note and the LinSig modelling contained therein include:

1. It is unclear why the degree of saturation and queuing on the A5 eastbound is highest in the AM1 scenario, despite the traffic flows increasing in the subsequent scenarios.

2. No swept-path analysis shown for HGVs accessing / egressing Drayton Lane.

3. No signal intervisibility shown.

4. No highway boundary shown.

All of the above casts doubt on the conclusions reached within the DTA Technical Note to Review A5 Mitigation dated 15 January 2025. Coupled with the clear response from the Highway Authorities that the linked signals at both the Drayton Lane and Woodford Lane junctions with the A5 Watling Street is not an acceptable mitigation solution, the findings within the DTA Technical Note dated 15 January 2025 should be rejected.

Yours sincerely

[redacted]

Matthew Stevens

for Milestone Transport Planning Limited

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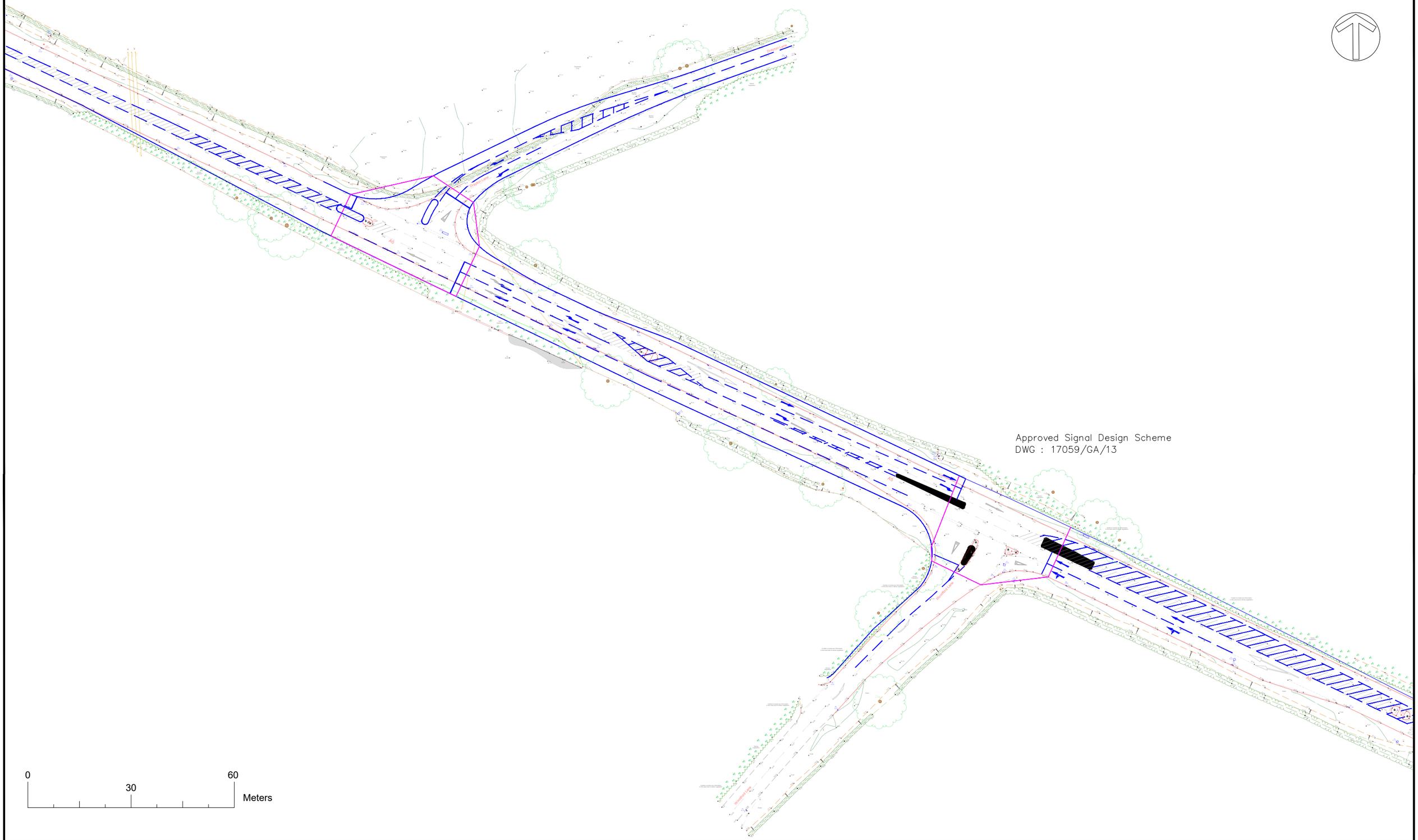
Appendix B



REV	DESCRIPTION	DRAWN	INITIALS	DATE

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JOB TITLE: Mira / Extra Room Self Storage
CLIENT: Mark Simpson

DRAWING TITLE: A5 – Drayton Lane – Woodford Lane Junctions
Concept Mitigation Package 1

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
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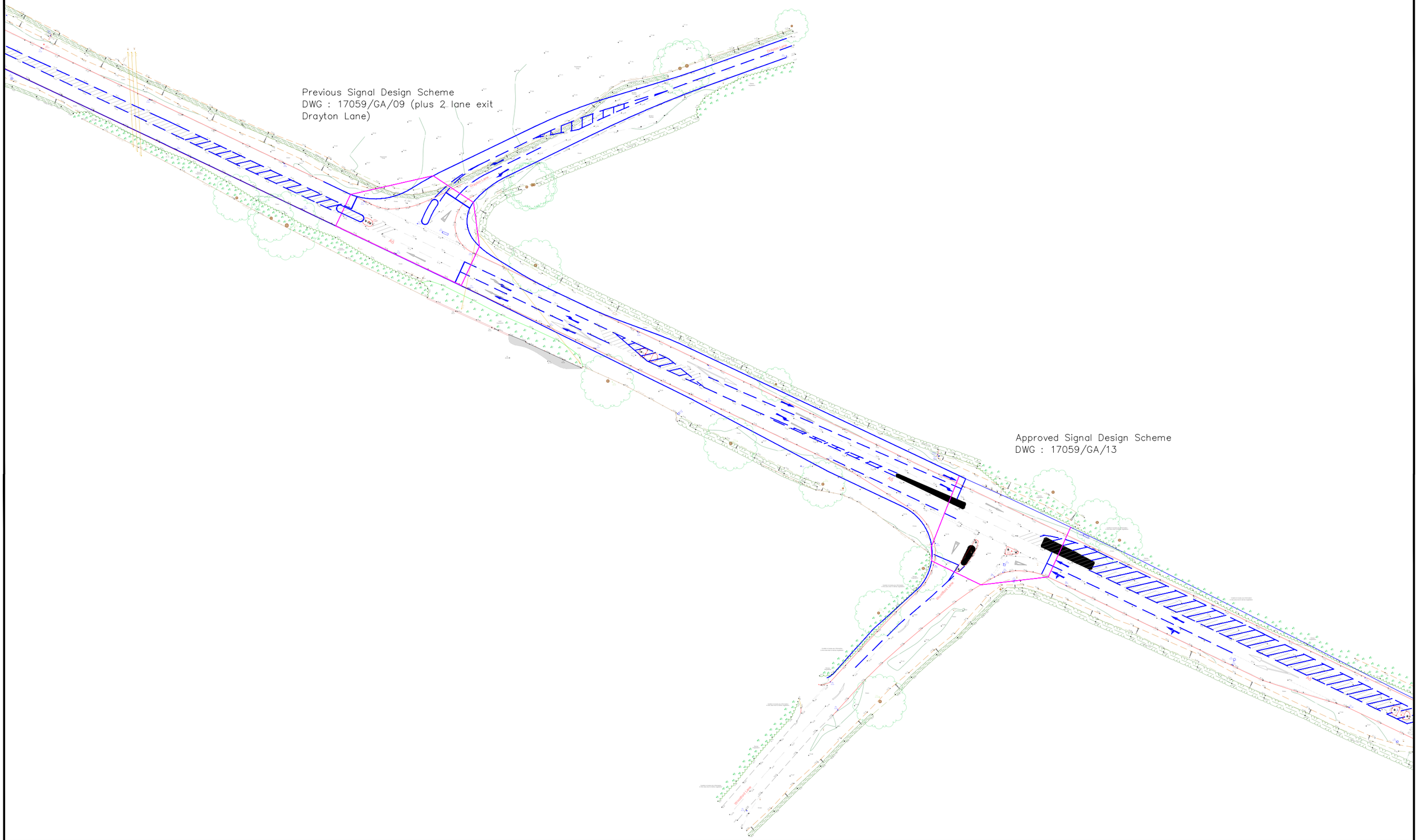

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JOB TITLE: Mira / Extra Room Self Storage
CLIENT: Mark Simpson

DRAWING TITLE: A5 – Drayton Lane – Woodford Lane Junctions
Concept Mitigation Package 2

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1:1000@A3	BP	07/05/25	24316-03-GA	

Appendix C

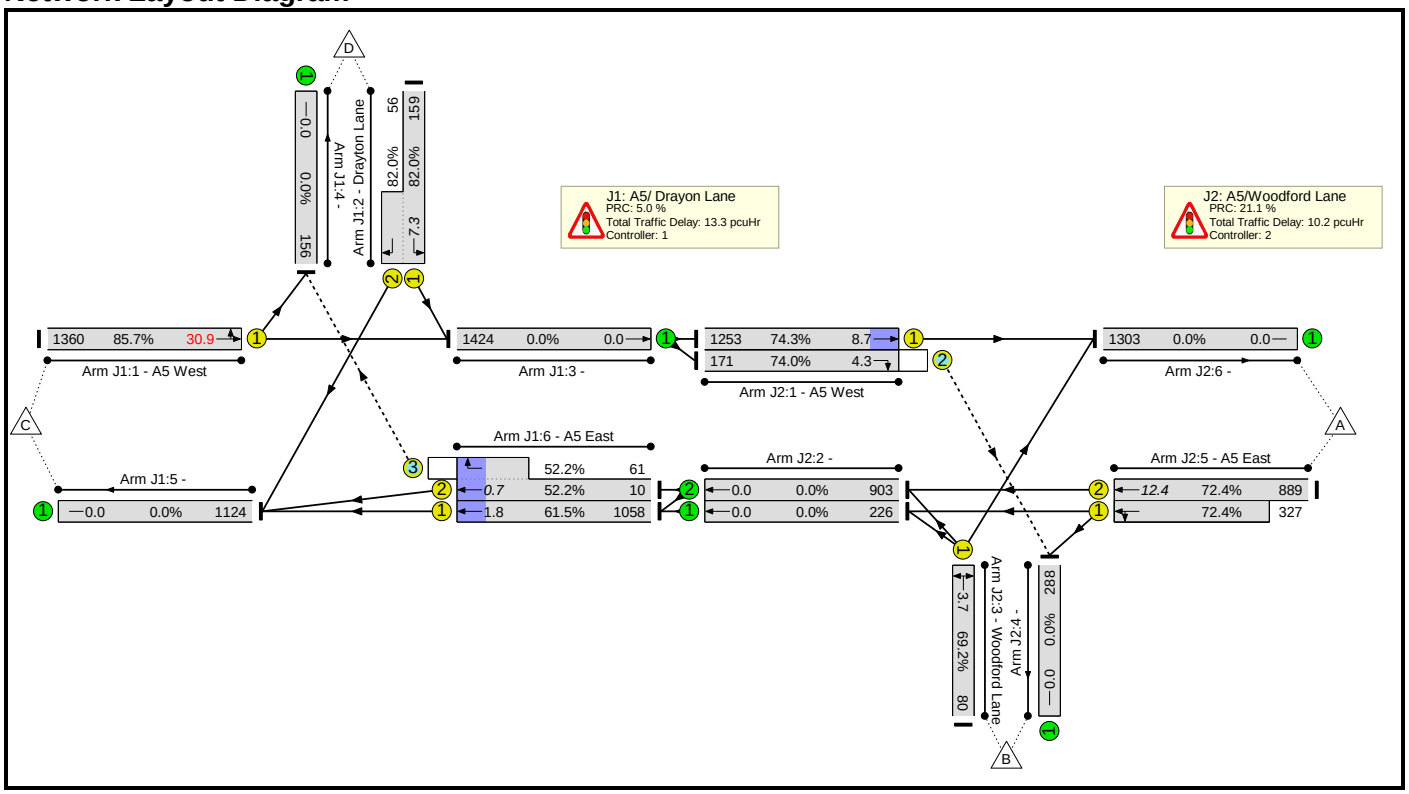
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	A5 – Drayton Lane – Woodford Lane
Additional detail:	
File name:	Linked Junction LinSig Model_REV1e.lsg3x
Author:	RM
Company:	David Tucker Associates
Address:	Henley-in-Arden

Scenario 1: 'AM1' (FG1: 'AM1 Reference + DEV', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

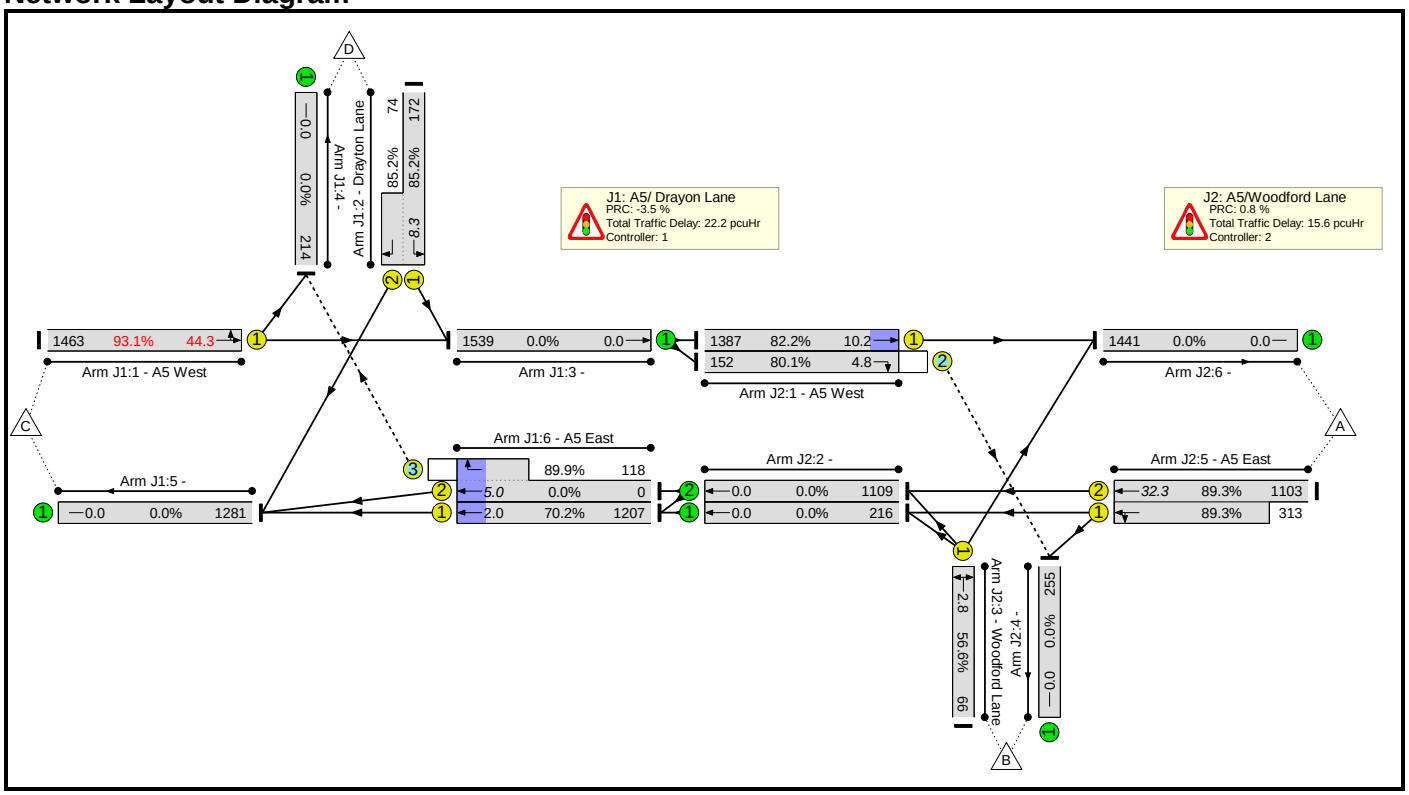
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**85.7%**	**70**	**159**	**3**	**23.4**	-	-
J1: A5/ Drayon Lane	-	-	-		-	-	-	-	-	-	**85.7%**	**0**	**61**	**0**	**13.3**	-	-
1/1	A5 West Ahead Left	U	C1:B		1	96	-	1360	1963	1587	85.7%	-	-	-	5.6	14.9	30.9
2/1+2/2	Drayton Lane Left Right	U	C1:C	C1:E	1	13:6	7	215	1747:1868	194+68	82.0 : 82.0%	-	-	-	5.2	87.5	7.3
6/1	A5 East Ahead	U	C1:A		1	104	-	1058	1965	1719	61.5%	-	-	-	0.9	3.2	1.8
6/2+6/3	A5 East Right Ahead	U+O	C1:A		1	104	-	71	1965:1709	19+117	52.2 : 52.2%	0	61	0	1.5	74.6	0.7
J2: A5/Woodford Lane	-	-	-		-	-	-	-	-	-	**74.3%**	**70**	**98**	**3**	**10.2**	-	-
1/1	A5 West Ahead	U	C2:A		1	102	-	1253	1965	1687	74.3%	-	-	-	2.0	5.9	8.7
1/2	A5 West Right	O	C2:A	C2:D	1	102	6	171	1731	231	74.0%	70	98	3	3.1	64.9	4.3
3/1	Woodford Lane Left Right	U	C2:C		1	7	-	80	1734	116	69.2%	-	-	-	2.3	102.5	3.7
5/2+5/1	A5 East Ahead Left	U	C2:B		1	94	-	1216	1965:1865	1228+452	72.4 : 72.4%	-	-	-	2.8	8.2	12.4

C1	PRC for Signalled Lanes (%):	5.0	Total Delay for Signalled Lanes (pcuHr):	13.28	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	21.1	Total Delay for Signalled Lanes (pcuHr):	10.16	Cycle Time (s): 120
	PRC Over All Lanes (%):	5.0	Total Delay Over All Lanes(pcuHr):	23.44	

Basic Results Summary

Scenario 2: 'AM2' (FG2: 'AM2 Reference + DEV', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

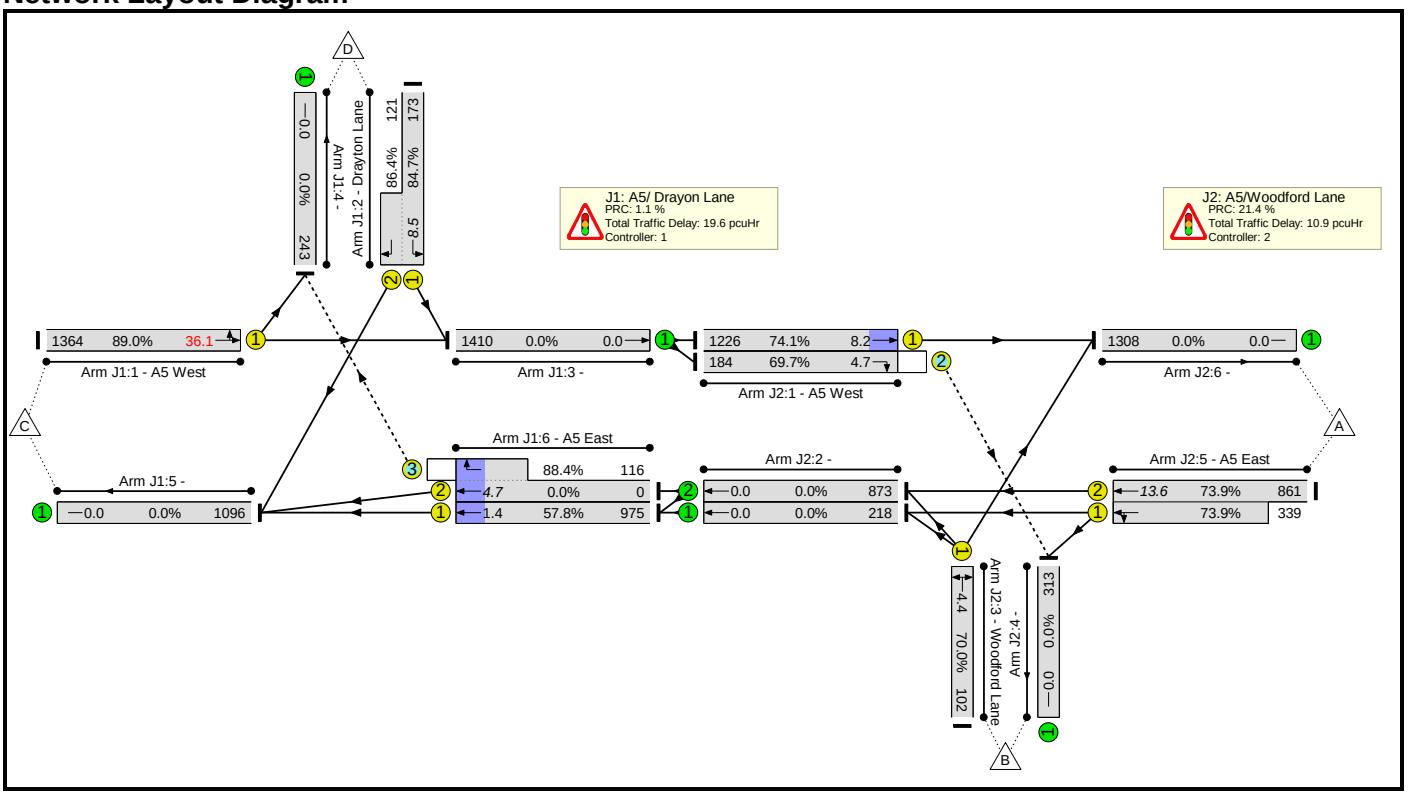
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**93.1%**	**0**	**234**	**36**	**37.8**	-	-
J1: A5/ Drayon Lane	-	-	-		-	-	-	-	-	-	**93.1%**	**0**	**84**	**34**	**22.2**	-	-
1/1	A5 West Ahead Left	U	C1:B		1	95	-	1463	1964	1571	93.1%	-	-	-	9.9	24.4	44.3
2/1+2/2	Drayton Lane Left Right	U	C1:C	C1:E	1	14:6	8	246	1747:1868	202+87	85.2 : 85.2%	-	-	-	6.1	89.9	8.3
6/1	A5 East Ahead	U	C1:A		1	104	-	1207	1965	1719	70.2%	-	-	-	1.3	3.9	2.0
6/2+6/3	A5 East Right Ahead	U+O	C1:A		1	104	-	118	1965:1709	0+131	0.0 : 89.9%	0	84	34	4.9	148.4	5.0
J2: A5/Woodford Lane	-	-	-		-	-	-	-	-	-	**89.3%**	**0**	**150**	**2**	**15.6**	-	-
1/1	A5 West Ahead	U	C2:A		1	102	-	1387	1965	1687	82.2%	-	-	-	3.0	7.7	10.2
1/2	A5 West Right	O	C2:A	C2:D	1	102	10	152	1731	190	80.1%	0	150	2	3.9	92.0	4.8
3/1	Woodford Lane Left Right	U	C2:C		1	7	-	66	1749	117	56.6%	-	-	-	1.6	89.0	2.8
5/2+5/1	A5 East Ahead Left	U	C2:B		1	90	-	1416	1965:1873	1235+351	89.3 : 89.3%	-	-	-	7.2	18.2	32.3

C1	PRC for Signalled Lanes (%):	-3.5	Total Delay for Signalled Lanes (pcuHr):	22.20	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	0.8	Total Delay for Signalled Lanes (pcuHr):	15.62	Cycle Time (s): 120
	PRC Over All Lanes (%):	-3.5	Total Delay Over All Lanes(pcuHr):	37.82	

Basic Results Summary

Scenario 3: 'AM3' (FG3: 'AM3 Reference + DEV', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

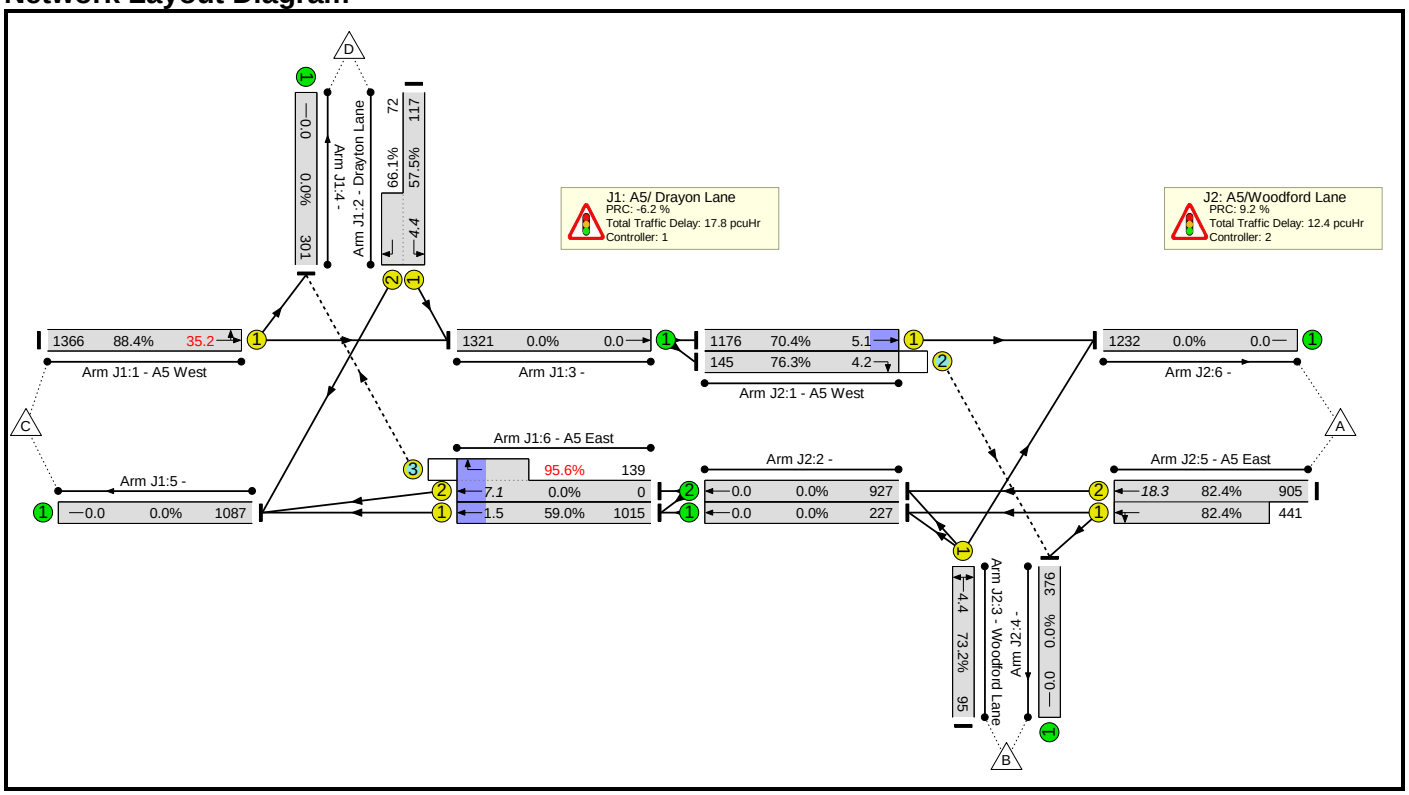
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**89.0%**	**74**	**191**	**35**	**30.5**	-	-
J1: A5/ Drayon Lane	-	-	-		-	-	-	-	-	-	**89.0%**	**0**	**84**	**32**	**19.6**	-	-
1/1	A5 West Ahead Left	U	C1:B		1	93	-	1364	1957	1533	89.0%	-	-	-	7.4	19.5	36.1
2/1+2/2	Drayton Lane Left Right	U	C1:C	C1:E	1	16:8	8	294	1747:1868	204+140	84.7 : 86.4%	-	-	-	6.8	83.8	8.5
6/1	A5 East Ahead	U	C1:A		1	102	-	975	1965	1687	57.8%	-	-	-	0.8	3.0	1.4
6/2+6/3	A5 East Right Ahead	U+O	C1:A		1	102	-	116	1965:1709	0+131	0.0 : 88.4%	0	84	32	4.5	140.6	4.7
J2: A5/Woodford Lane	-	-	-		-	-	-	-	-	-	**74.1%**	**74**	**107**	**3**	**10.9**	-	-
1/1	A5 West Ahead	U	C2:A		1	100	-	1226	1965	1654	74.1%	-	-	-	2.1	6.1	8.2
1/2	A5 West Right	O	C2:A	C2:D	1	100	8	184	1731	264	69.7%	74	107	3	2.9	56.8	4.7
3/1	Woodford Lane Left Right	U	C2:C		1	9	-	102	1748	146	70.0%	-	-	-	2.6	92.8	4.4
5/2+5/1	A5 East Ahead Left	U	C2:B		1	90	-	1200	1965:1859	1165+459	73.9 : 73.9%	-	-	-	3.3	9.9	13.6

C1	PRC for Signalled Lanes (%):	1.1	Total Delay for Signalled Lanes (pcuHr):	19.56	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	21.4	Total Delay for Signalled Lanes (pcuHr):	10.92	Cycle Time (s): 120
	PRC Over All Lanes (%):	1.1	Total Delay Over All Lanes(pcuHr):	30.48	

Basic Results Summary

Scenario 4: 'PM1' (FG4: 'PM1 Reference + DEV', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

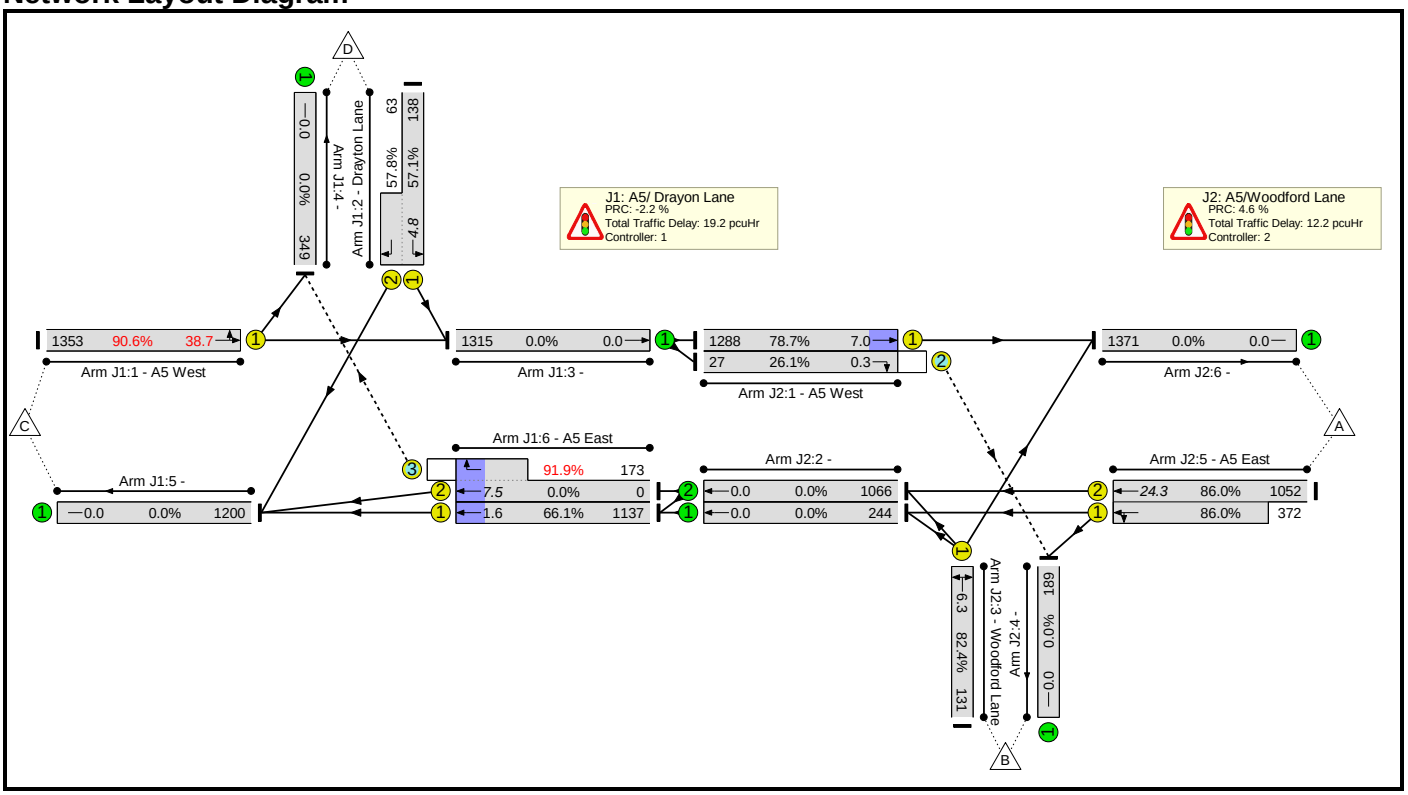
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**95.6%**	**0**	**238**	**45**	**30.2**	-	-
J1: A5/ Drayon Lane	-	-	-		-	-	-	-	-	-	**95.6%**	**0**	**96**	**43**	**17.8**	-	-
1/1	A5 West Ahead Left	U	C1:B		1	94	-	1366	1951	1545	88.4%	-	-	-	7.0	18.4	35.2
2/1+2/2	Drayton Lane Left Right	U	C1:C	C1:E	1	15:6	9	189	1747:1868	204+109	57.5 : 66.1%	-	-	-	3.4	65.4	4.4
6/1	A5 East Ahead	U	C1:A		1	104	-	1015	1965	1719	59.0%	-	-	-	0.8	3.0	1.5
6/2+6/3	A5 East Right Ahead	U+O	C1:A		1	104	-	139	1965:1709	0+145	0.0 : 95.6%	0	96	43	6.5	169.6	7.1
J2: A5/Woodford Lane	-	-	-		-	-	-	-	-	-	**82.4%**	**0**	**143**	**2**	**12.4**	-	-
1/1	A5 West Ahead	U	C2:A		1	101	-	1176	1965	1670	70.4%	-	-	-	1.6	4.8	5.1
1/2	A5 West Right	O	C2:A	C2:D	1	101	10	145	1731	190	76.3%	0	143	2	3.5	85.9	4.2
3/1	Woodford Lane Left Right	U	C2:C		1	8	-	95	1731	130	73.2%	-	-	-	2.7	102.5	4.4
5/2+5/1	A5 East Ahead Left	U	C2:B		1	89	-	1346	1965:1822	1098+535	82.4 : 82.4%	-	-	-	4.7	12.5	18.3

C1	PRC for Signalled Lanes (%):	-6.2	Total Delay for Signalled Lanes (pcuHr):	17.79	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	9.2	Total Delay for Signalled Lanes (pcuHr):	12.40	Cycle Time (s): 120
	PRC Over All Lanes (%):	-6.2	Total Delay Over All Lanes(pcuHr):	30.20	

Basic Results Summary

Scenario 5: 'PM2' (FG5: 'PM2 Reference + DEV', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

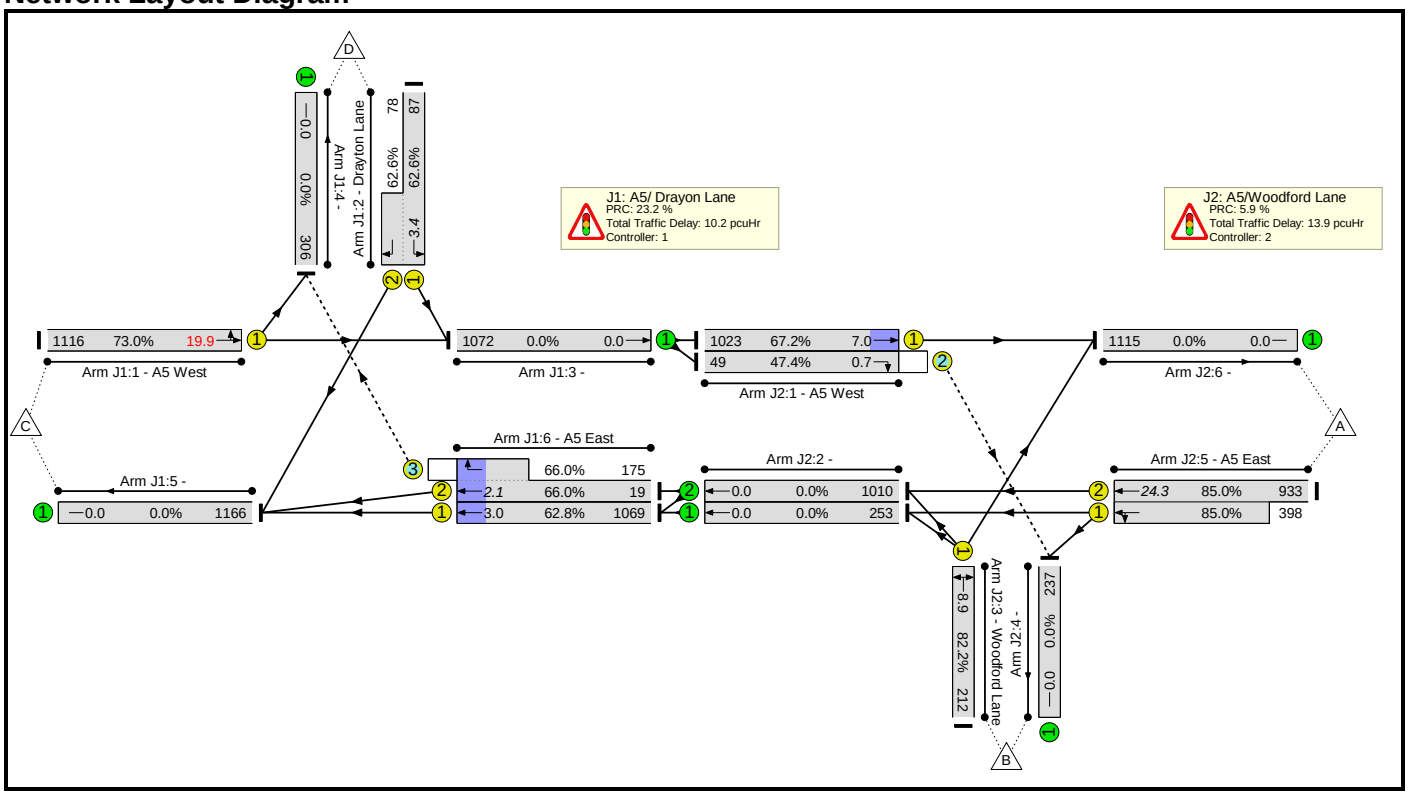
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**91.9%**	**0**	**159**	**41**	**31.4**	-	-
J1: A5/ Drayon Lane	-	-	-		-	-	-	-	-	-	**91.9%**	**0**	**132**	**41**	**19.2**	-	-
1/1	A5 West Ahead Left	U	C1:B		1	91	-	1353	1948	1493	90.6%	-	-	-	8.5	22.7	38.7
2/1+2/2	Drayton Lane Left Right	U	C1:C	C1:E	1	18:6	12	201	1747:1868	242+109	57.1 : 57.8%	-	-	-	3.4	60.9	4.8
6/1	A5 East Ahead	U	C1:A		1	104	-	1137	1965	1719	66.1%	-	-	-	1.1	3.4	1.6
6/2+6/3	A5 East Right Ahead	U+O	C1:A		1	104	-	173	1965:1709	0+188	0.0 : 91.9%	0	132	41	6.2	129.0	7.5
J2: A5/Woodford Lane	-	-	-		-	-	-	-	-	-	**86.0%**	**0**	**27**	**0**	**12.2**	-	-
1/1	A5 West Ahead	U	C2:A		1	99	-	1288	1965	1637	78.7%	-	-	-	2.4	6.7	7.0
1/2	A5 West Right	O	C2:A	C2:D	1	99	4	27	1731	103	26.1%	0	27	0	0.6	73.4	0.3
3/1	Woodford Lane Left Right	U	C2:C		1	10	-	131	1735	159	82.4%	-	-	-	4.0	109.6	6.3
5/2+5/1	A5 East Ahead Left	U	C2:B		1	93	-	1424	1965:1845	1223+432	86.0 : 86.0%	-	-	-	5.3	13.3	24.3

C1	PRC for Signalled Lanes (%):	-2.2	Total Delay for Signalled Lanes (pcuHr):	19.21	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	4.6	Total Delay for Signalled Lanes (pcuHr):	12.19	Cycle Time (s): 120
	PRC Over All Lanes (%):	-2.2	Total Delay Over All Lanes(pcuHr):	31.40	

Basic Results Summary

Scenario 6: 'PM3' (FG6: 'PM3 Reference + DEV', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**85.0%**	**109**	**114**	**1**	**24.1**	-	-
J1: A5/ Drayon Lane	-	-	-		-	-	-	-	-	-	**73.0%**	**109**	**66**	**0**	**10.2**	-	-
1/1	A5 West Ahead Left	U	C1:B		1	93	-	1116	1951	1528	73.0%	-	-	-	3.4	10.9	19.9
2/1+2/2	Drayton Lane Left Right	U	C1:C	C1:E	1	16:7	9	165	1747:1868	139+125	62.6 : 62.6%	-	-	-	3.1	68.3	3.4
6/1	A5 East Ahead	U	C1:A		1	103	-	1069	1965	1703	62.8%	-	-	-	1.0	3.5	3.0
6/2+6/3	A5 East Right Ahead	U+O	C1:A		1	103	-	194	1965:1709	29+265	66.0 : 66.0%	109	66	0	2.6	49.0	2.1
J2: A5/Woodford Lane	-	-	-		-	-	-	-	-	-	**85.0%**	**0**	**48**	**1**	**13.9**	-	-
1/1	A5 West Ahead	U	C2:A		1	92	-	1023	1965	1523	67.2%	-	-	-	1.9	6.8	7.0
1/2	A5 West Right	O	C2:A	C2:D	1	92	4	49	1731	103	47.4%	0	48	1	1.2	84.7	0.7
3/1	Woodford Lane Left Right	U	C2:C		1	17	-	212	1719	258	82.2%	-	-	-	5.0	85.4	8.9
5/2+5/1	A5 East Ahead Left	U	C2:B		1	86	-	1331	1965:1835	1098+468	85.0 : 85.0%	-	-	-	5.8	15.6	24.3

C1	PRC for Signalled Lanes (%):	23.2	Total Delay for Signalled Lanes (pcuHr):	10.19	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	5.9	Total Delay for Signalled Lanes (pcuHr):	13.90	Cycle Time (s): 120
	PRC Over All Lanes (%):	5.9	Total Delay Over All Lanes(pcuHr):	24.09	

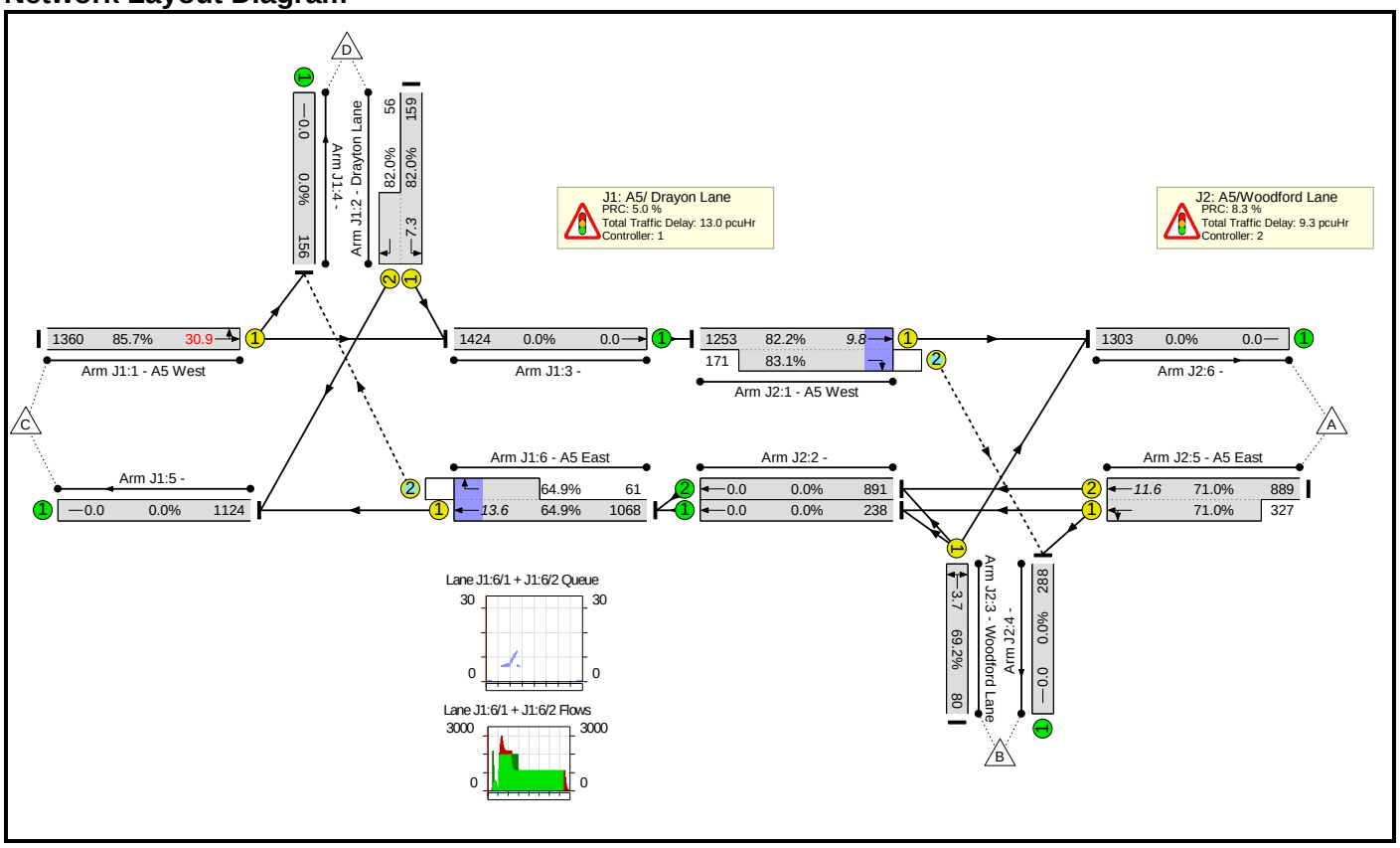
Basic Results Summary

User and Project Details

Project:	
Title:	A5 – Drayton Lane – Woodford Lane
Location:	
Additional detail:	
File name:	Linked Junction LinSig Model_REV2.lsg3x
Author:	RM
Company:	David Tucker Associates
Address:	Henley-in-Arden

Scenario 1: 'AM1' (FG1: 'AM1 Reference + DEV', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

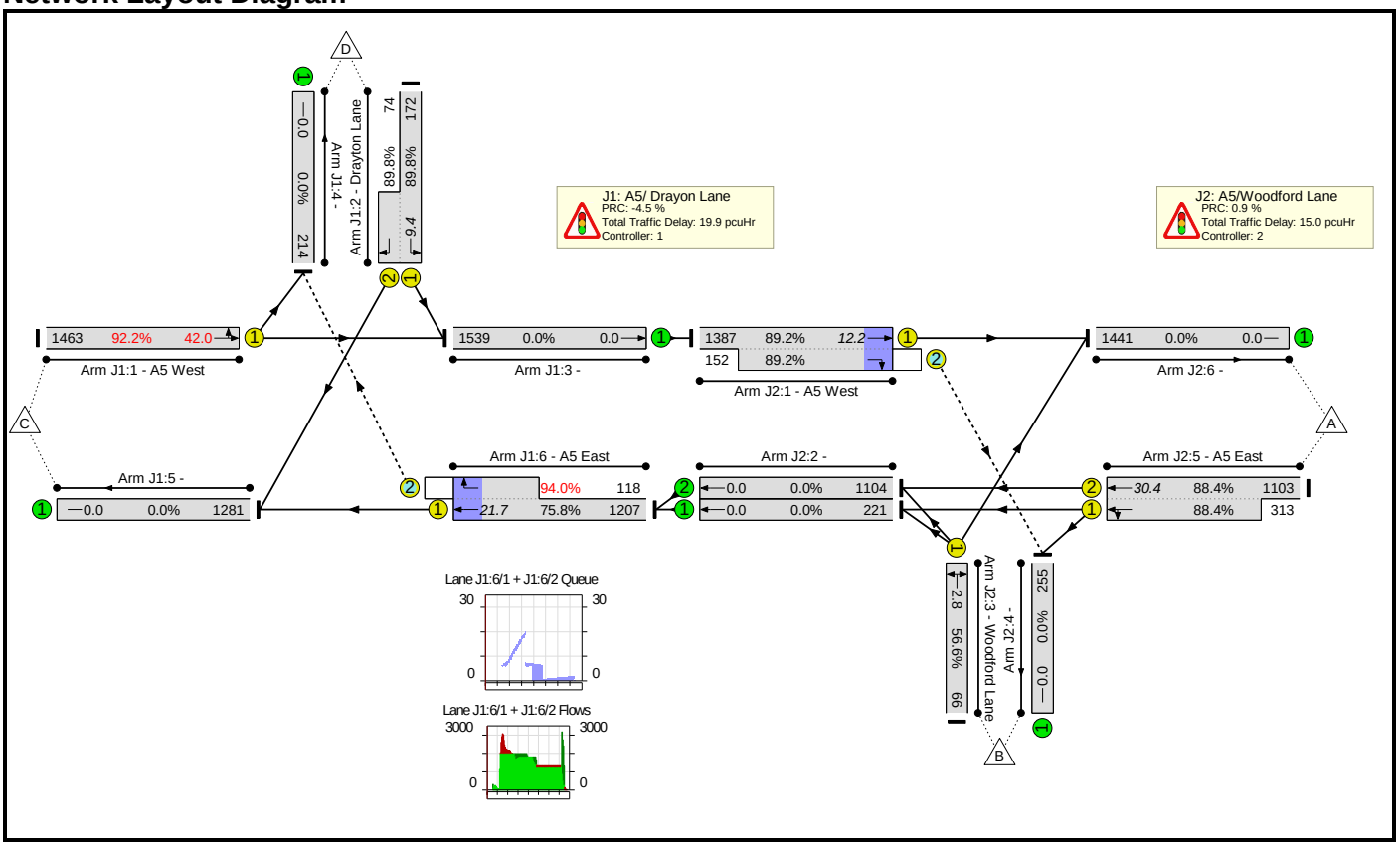
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**85.7%**	**74**	**132**	**26**	**22.3**	-	-
J1: A5/ Drayon Lane	-	-	-		-	-	-	-	-	-	**85.7%**	**0**	**60**	**1**	**13.0**	-	-
1/1	A5 West Ahead Left	U	C1:B		1	96	-	1360	1963	1587	85.7%	-	-	-	5.6	14.9	30.9
2/1+2/2	Drayton Lane Left Right	U	C1:C	C1:E	1	13:6	7	215	1747:1868	194+68	82.0 : 82.0%	-	-	-	5.2	87.5	7.3
6/1+6/2	A5 East Right Ahead	U+O	C1:A	C1:D	1	104	5	1129	1980:1965	1647+94	64.9 : 64.9%	0	60	1	2.1	6.8	13.6
J2: A5/Woodford Lane	-	-	-		-	-	-	-	-	-	**83.1%**	**74**	**72**	**25**	**9.3**	-	-
1/1+1/2	A5 West Right Ahead	U+O	C2:A	C2:D	1	102	4	1424	1965:1731	1525+206	82.2 : 83.1%	74	72	25	4.6	11.7	9.8
3/1	Woodford Lane Left Right	U	C2:C		1	7	-	80	1734	116	69.2%	-	-	-	2.3	102.5	3.7
5/2+5/1	A5 East Ahead Left	U	C2:B		1	96	-	1216	1965:1865	1251+460	71.0 : 71.0%	-	-	-	2.5	7.3	11.6

C1	PRC for Signalled Lanes (%):	5.0	Total Delay for Signalled Lanes (pcuHr):	12.98	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	8.3	Total Delay for Signalled Lanes (pcuHr):	9.35	Cycle Time (s): 120
	PRC Over All Lanes (%):	5.0	Total Delay Over All Lanes(pcuHr):	22.33	

Basic Results Summary

Scenario 2: 'AM2' (FG2: 'AM2 Reference + DEV', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

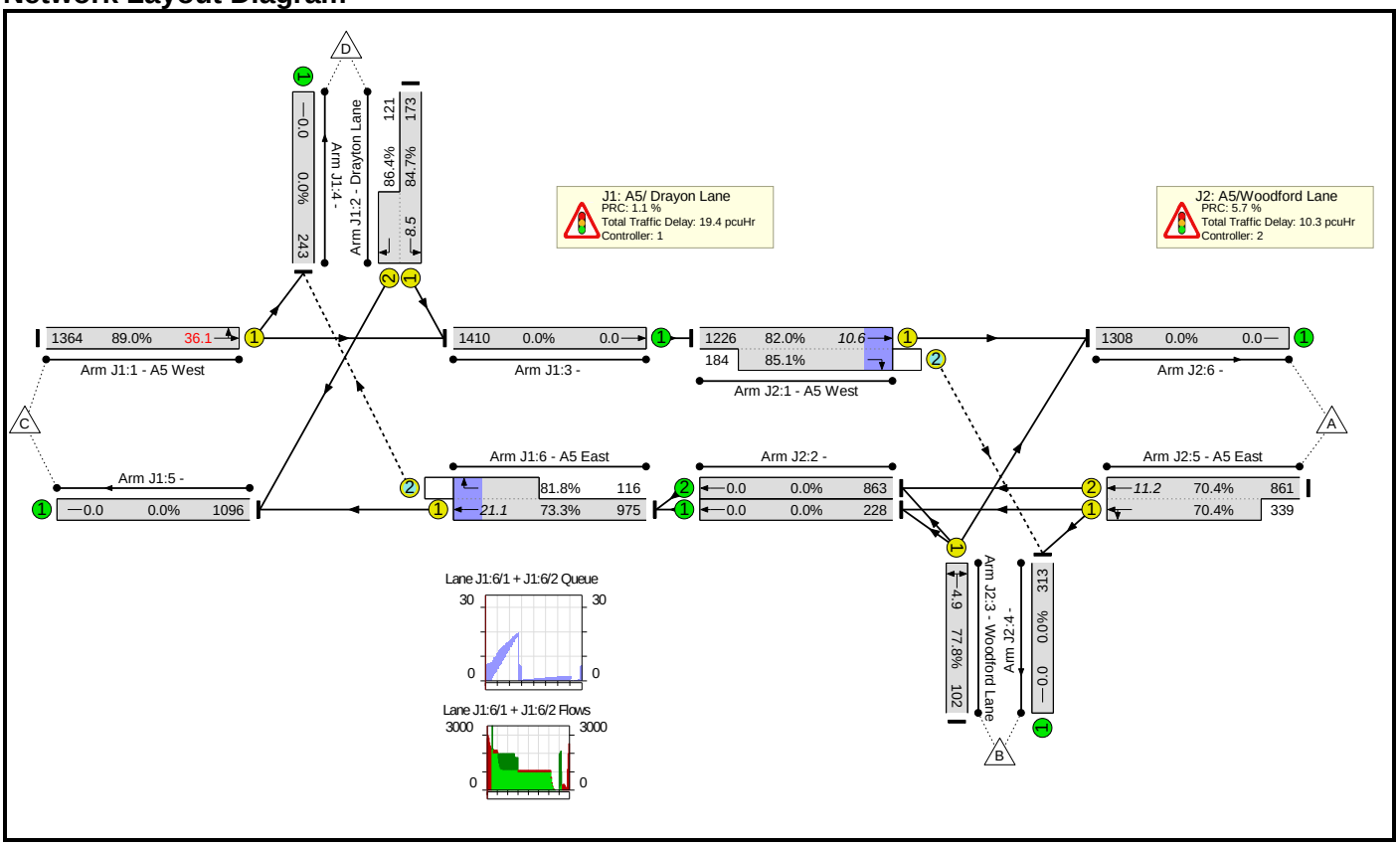
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**94.0%**	**0**	**216**	**54**	**34.9**	-	-
J1: A5/ Drayon Lane	-	-	-		-	-	-	-	-	-	**94.0%**	**0**	**72**	**46**	**19.9**	-	-
1/1	A5 West Ahead Left	U	C1:B		1	96	-	1463	1964	1588	92.2%	-	-	-	8.9	21.9	42.0
2/1+2/2	Drayton Lane Left Right	U	C1:C	C1:E	1	13:6	7	246	1747:1868	192+82	89.8 : 89.8%	-	-	-	7.1	104.5	9.4
6/1+6/2	A5 East Right Ahead	U+O	C1:A	C1:D	1	104	5	1325	1980:1965	1592+125	75.8 : 94.0%	0	72	46	3.8	10.5	21.7
J2: A5/Woodford Lane	-	-	-		-	-	-	-	-	-	**89.2%**	**0**	**144**	**8**	**15.0**	-	-
1/1+1/2	A5 West Right Ahead	U+O	C2:A	C2:D	1	102	9	1539	1965:1731	1555+170	89.2 : 89.2%	0	144	8	6.8	15.8	12.2
3/1	Woodford Lane Left Right	U	C2:C		1	7	-	66	1749	117	56.6%	-	-	-	1.6	89.0	2.8
5/2+5/1	A5 East Ahead Left	U	C2:B		1	91	-	1416	1965:1873	1248+354	88.4 : 88.4%	-	-	-	6.6	16.7	30.4

C1	PRC for Signalled Lanes (%):	-4.5	Total Delay for Signalled Lanes (pcuHr):	19.90	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	0.9	Total Delay for Signalled Lanes (pcuHr):	14.99	Cycle Time (s): 120
	PRC Over All Lanes (%):	-4.5	Total Delay Over All Lanes(pcuHr):	34.89	

Basic Results Summary

Scenario 3: 'AM3' (FG3: 'AM3 Reference + DEV', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

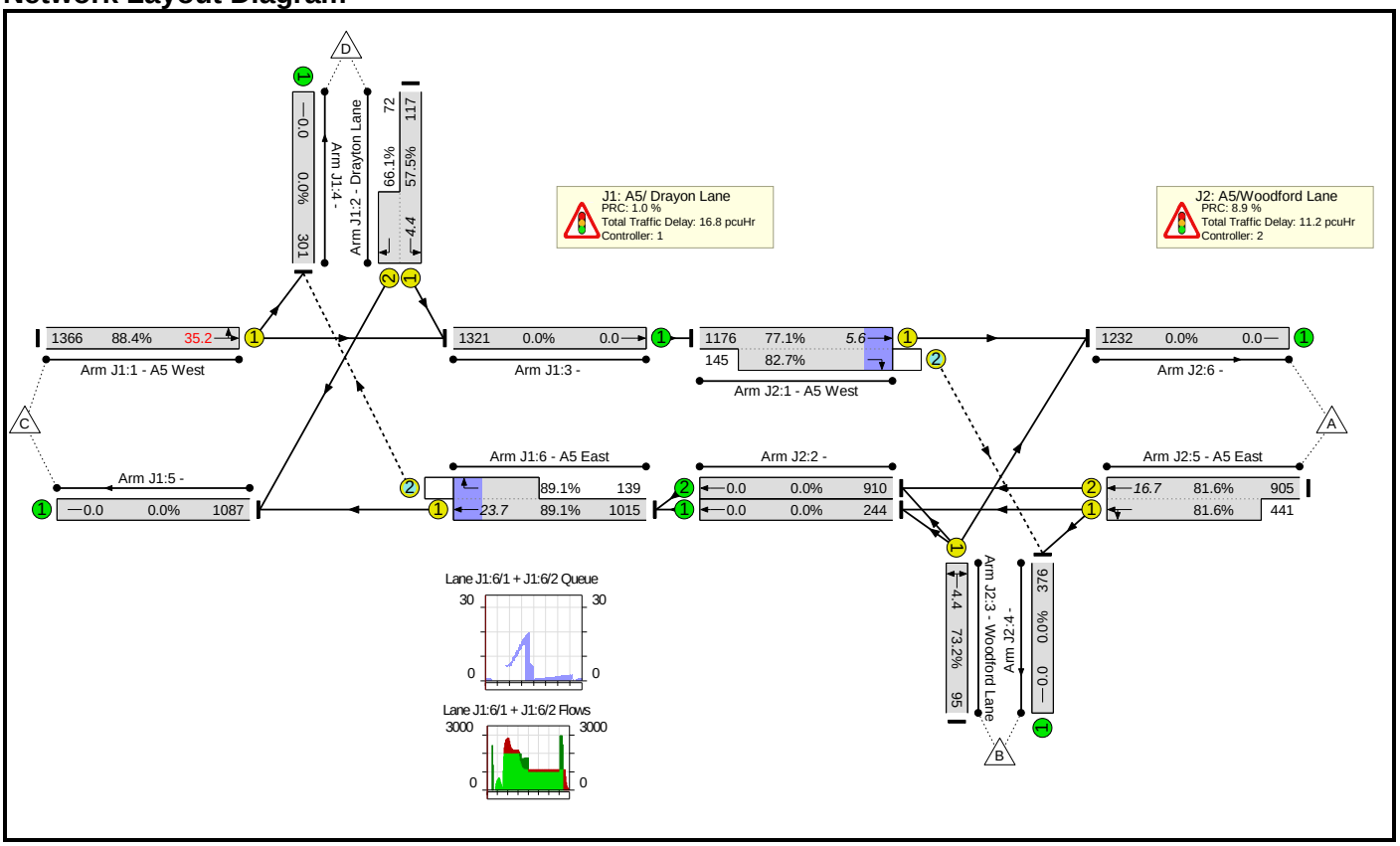
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**89.0%**	**84**	**156**	**60**	**29.7**	-	-
J1: A5/ Drayon Lane	-	-	-		-	-	-	-	-	-	**89.0%**	**0**	**84**	**32**	**19.4**	-	-
1/1	A5 West Ahead Left	U	C1:B		1	93	-	1364	1957	1533	89.0%	-	-	-	7.4	19.5	36.1
2/1+2/2	Drayton Lane Left Right	U	C1:C	C1:E	1	16:8	8	294	1747:1868	204+140	84.7 : 86.4%	-	-	-	6.8	83.8	8.5
6/1+6/2	A5 East Right Ahead	U+O	C1:A	C1:D	1	102	6	1091	1980:1965	1330+142	73.3 : 81.8%	0	84	32	5.1	16.9	21.1
J2: A5/Woodford Lane	-	-	-		-	-	-	-	-	-	**85.1%**	**84**	**72**	**28**	**10.3**	-	-
1/1+1/2	A5 West Right Ahead	U+O	C2:A	C2:D	1	101	4	1410	1965:1731	1496+216	82.0 : 85.1%	84	72	28	4.7	12.0	10.6
3/1	Woodford Lane Left Right	U	C2:C		1	8	-	102	1748	131	77.8%	-	-	-	3.1	110.3	4.9
5/2+5/1	A5 East Ahead Left	U	C2:B		1	95	-	1200	1965:1859	1223+481	70.4 : 70.4%	-	-	-	2.5	7.5	11.2

C1	PRC for Signalled Lanes (%):	1.1	Total Delay for Signalled Lanes (pcuHr):	19.36	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	5.7	Total Delay for Signalled Lanes (pcuHr):	10.33	Cycle Time (s): 120
	PRC Over All Lanes (%):	1.1	Total Delay Over All Lanes(pcuHr):	29.69	

Basic Results Summary

Scenario 4: 'PM1' (FG4: 'PM1 Reference + DEV', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

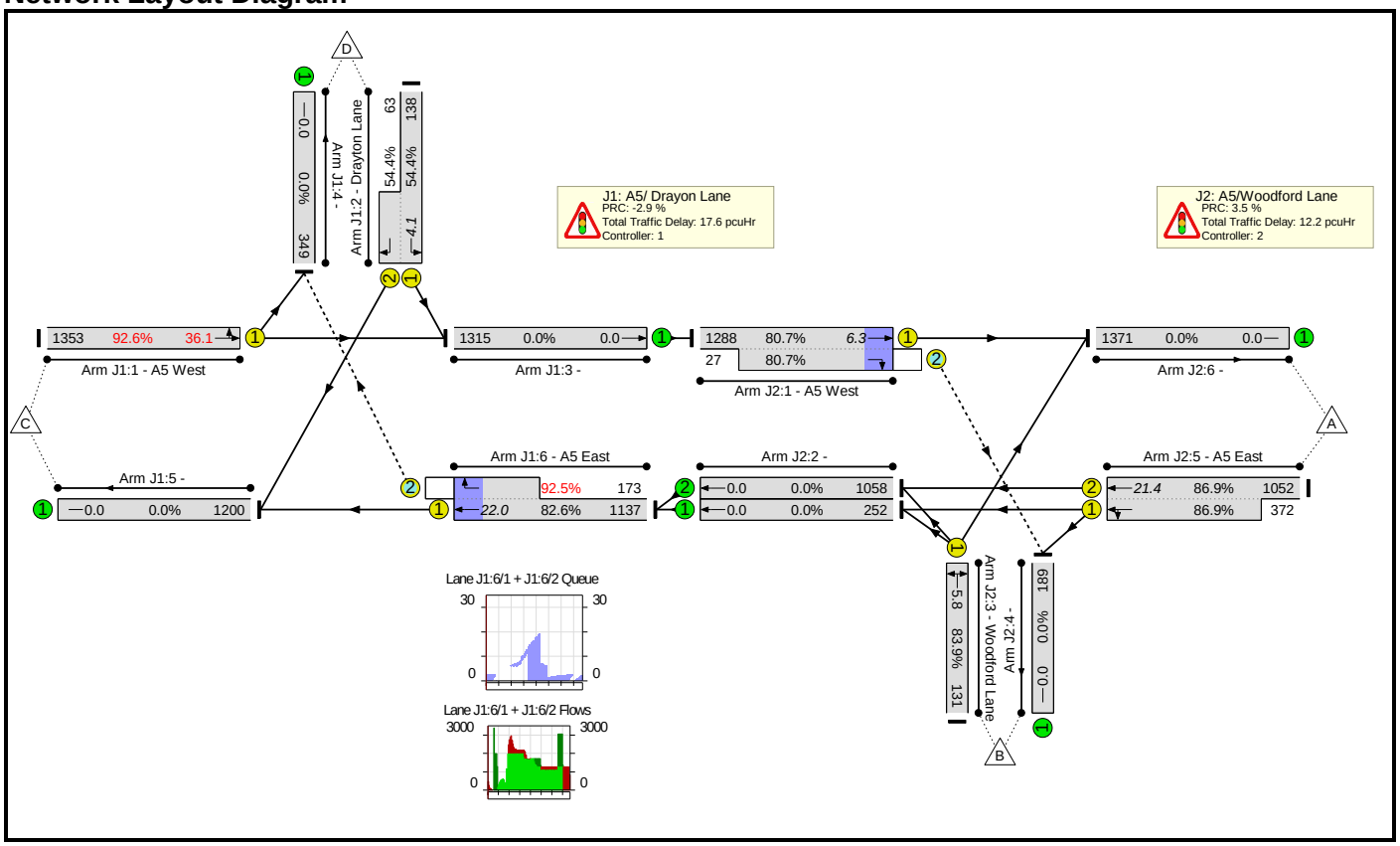
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**89.1%**	**0**	**239**	**45**	**27.9**	-	-
J1: A5/ Drayon Lane	-	-	-		-	-	-	-	-	-	**89.1%**	**0**	**96**	**43**	**16.8**	-	-
1/1	A5 West Ahead Left	U	C1:B		1	94	-	1366	1951	1545	88.4%	-	-	-	7.0	18.4	35.2
2/1+2/2	Drayton Lane Left Right	U	C1:C	C1:E	1	15:6	9	189	1747:1868	204+109	57.5 : 66.1%	-	-	-	3.4	65.4	4.4
6/1+6/2	A5 East Right Ahead	U+O	C1:A	C1:D	1	104	7	1154	1980:1965	1139+156	89.1 : 89.1%	0	96	43	6.4	19.8	23.7
J2: A5/Woodford Lane	-	-	-		-	-	-	-	-	-	**82.7%**	**0**	**143**	**2**	**11.2**	-	-
1/1+1/2	A5 West Right Ahead	U+O	C2:A	C2:D	1	101	9	1321	1965:1731	1525+175	77.1 : 82.7%	0	143	2	4.1	11.2	5.6
3/1	Woodford Lane Left Right	U	C2:C		1	8	-	95	1731	130	73.2%	-	-	-	2.7	102.5	4.4
5/2+5/1	A5 East Ahead Left	U	C2:B		1	90	-	1346	1965:1822	1109+540	81.6 : 81.6%	-	-	-	4.4	11.7	16.7

C1	PRC for Signalled Lanes (%):	1.0	Total Delay for Signalled Lanes (pcuHr):	16.75	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	8.9	Total Delay for Signalled Lanes (pcuHr):	11.19	Cycle Time (s): 120
	PRC Over All Lanes (%):	1.0	Total Delay Over All Lanes(pcuHr):	27.94	

Basic Results Summary

Scenario 5: 'PM2' (FG5: 'PM2 Reference + DEV', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

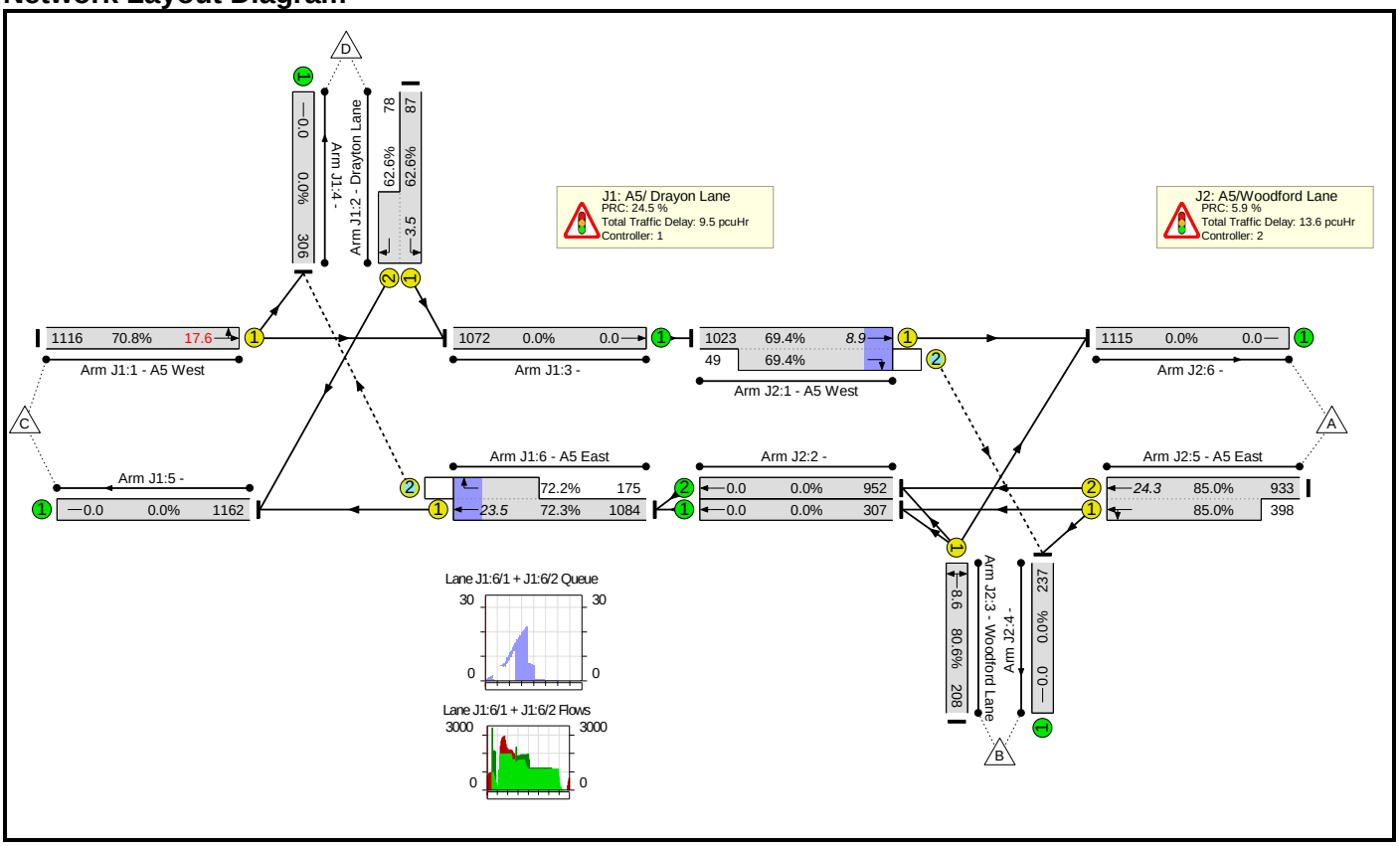
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**92.6%**	**0**	**142**	**58**	**29.8**	-	-
J1: A5/ Drayon Lane	-	-	-		-	-	-	-	-	-	**92.6%**	**0**	**115**	**58**	**17.6**	-	-
1/1	A5 West Ahead Left	U	C1:B		1	74	-	1353	1948	1461	92.6%	-	-	-	9.5	25.3	36.1
2/1+2/2	Drayton Lane Left Right	U	C1:C	C1:E	1	15:6	9	201	1747:1868	253+116	54.4 : 54.4%	-	-	-	2.8	51.0	4.1
6/1+6/2	A5 East Right Ahead	U+O	C1:A	C1:D	1	84	7	1310	1980:1965	1376+187	82.6 : 92.5%	0	115	58	5.3	14.5	22.0
J2: A5/Woodford Lane	-	-	-		-	-	-	-	-	-	**86.9%**	**0**	**27**	**0**	**12.2**	-	-
1/1+1/2	A5 West Right Ahead	U+O	C2:A	C2:D	1	81	4	1315	1965:1731	1596+33	80.7 : 80.7%	0	27	0	2.9	7.8	6.3
3/1	Woodford Lane Left Right	U	C2:C		1	8	-	131	1735	156	83.9%	-	-	-	3.8	105.7	5.8
5/2+5/1	A5 East Ahead Left	U	C2:B		1	75	-	1424	1965:1845	1210+428	86.9 : 86.9%	-	-	-	5.5	13.8	21.4

C1	PRC for Signalled Lanes (%):	-2.9	Total Delay for Signalled Lanes (pcuHr):	17.65	Cycle Time (s): 100
C2	PRC for Signalled Lanes (%):	3.5	Total Delay for Signalled Lanes (pcuHr):	12.18	Cycle Time (s): 100
	PRC Over All Lanes (%):	-2.9	Total Delay Over All Lanes(pcuHr):	29.82	

Basic Results Summary

Scenario 6: 'PM3' (FG6: 'PM3 Reference + DEV', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



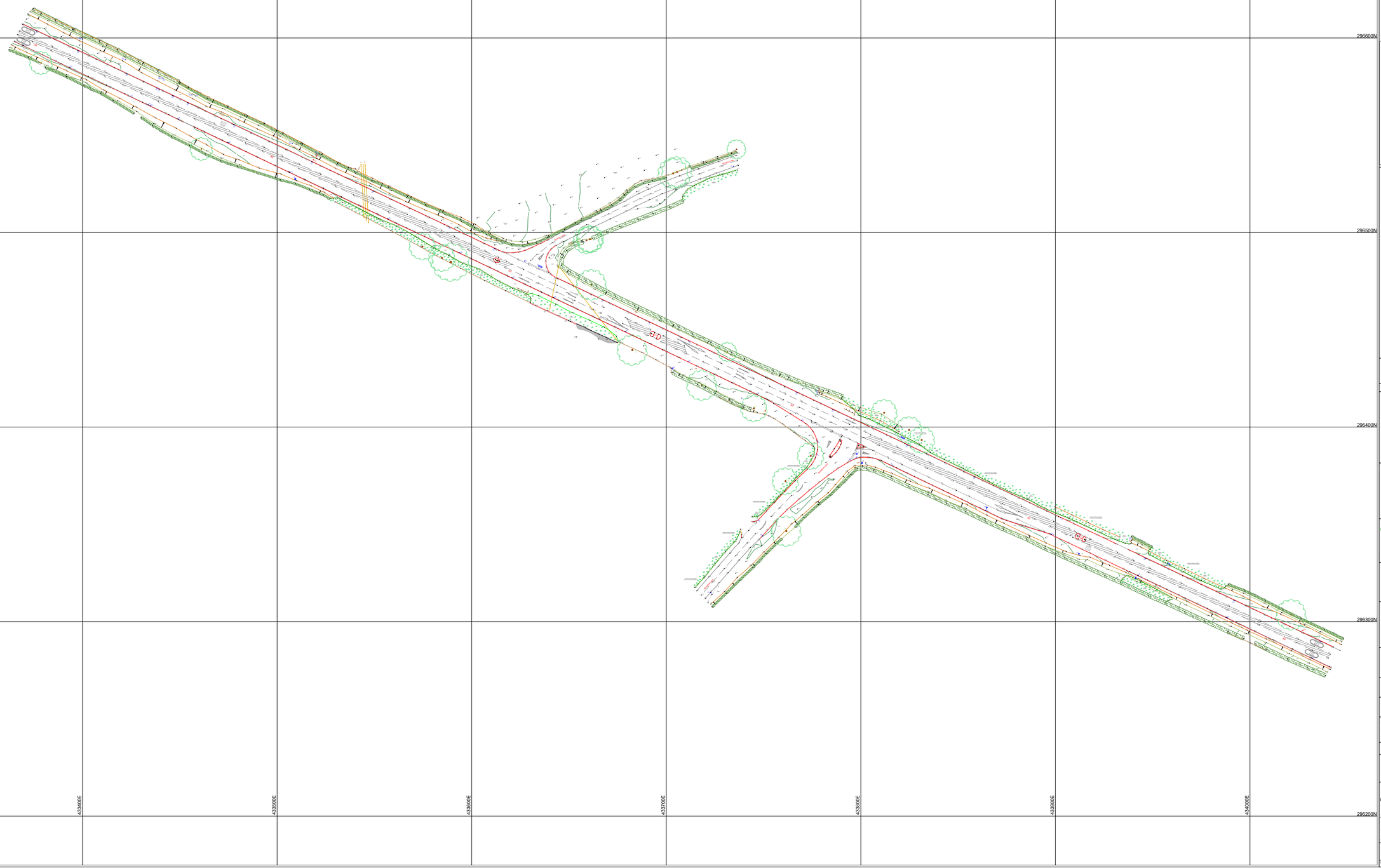
Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**85.0%**	**122**	**101**	**1**	**23.0**	-	-
J1: A5/ Drayon Lane	-	-	-		-	-	-	-	-	-	**72.3%**	**122**	**53**	**0**	**9.5**	-	-
1/1	A5 West Ahead Left	U	C1:B		1	96	-	1116	1951	1577	70.8%	-	-	-	2.8	9.0	17.6
2/1+2/2	Drayton Lane Left Right	U	C1:C	C1:E	1	13:7	6	165	1747:1868	139+125	62.6 : 62.6%	-	-	-	3.2	69.8	3.5
6/1+6/2	A5 East Right Ahead	U+O	C1:A	C1:D	1	103	4	1259	1980:1965	1500+242	72.3 : 72.2%	122	53	0	3.5	9.9	23.5
J2: A5/Woodford Lane	-	-	-		-	-	-	-	-	-	**85.0%**	**0**	**48**	**1**	**13.6**	-	-
1/1+1/2	A5 West Right Ahead	U+O	C2:A	C2:D	1	92	4	1072	1965:1731	1475+71	69.4 : 69.4%	0	48	1	3.0	10.1	8.9
3/1	Woodford Lane Left Right	U	C2:C		1	17	-	208	1720	258	80.6%	-	-	-	4.8	82.7	8.6
5/2+5/1	A5 East Ahead Left	U	C2:B		1	86	-	1331	1965:1835	1098+468	85.0 : 85.0%	-	-	-	5.8	15.6	24.3

C1	PRC for Signalled Lanes (%):	24.5	Total Delay for Signalled Lanes (pcuHr):	9.46	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	5.9	Total Delay for Signalled Lanes (pcuHr):	13.56	Cycle Time (s): 120
	PRC Over All Lanes (%):	5.9	Total Delay Over All Lanes(pcuHr):	23.02	

Appendix D



N

SURVEY STATIONS			
Name	Easting	Northing	Height
GH1	433518.692	296537.396	75.514
GH2	433613.193	296485.899	76.220
GH3	433693.503	296447.526	76.239
GH4	433759.934	296360.156	76.015
GH5	433913.185	296342.578	77.740
GH6	434027.135	296295.476	81.572

OS Note:

This survey has been orientated to the Ordnance Survey (O.S) National Grid OSGB36(15) via Global Navigation Satellite Systems (GNSS) and the O.S. Active Network (OS Net).

A true OSGB36 coordinate has been established near to the site centre via a transformation using the OSTN15GB & OSGM15GB transformation models.

The survey has been correlated to this point and a further one or more OSGB36 (15) points established to create a true O.S. bearing for angle orientation.

No scale factor has been applied to the survey therefore the coordinates shown are arbitrary & not true O.S. Coordinates which have a scale factor applied.

Please refer to Survey Station Table to enable establishment of the on-site grid and datum.

Legend:

Buildings; Wall; Kerb line; Line marking; Drop kerb; Centre line; Top of bank

Overhead Cable; Concrete edge; Tarmac edge; Grass verge; Canopy/Overhang; Verge; Bottom of bank

Station and Name; Station Level

Tree / Bush / Sapling; Area of Undergrowth; Woodland

R: Ridge Level; E: Eaves Level; F: Flat Roof Level

Gate

Fence types:

TW: Interwoven; IR: Iron Railings; WM: Wire Mesh; PR: Post & Rail; PW: Post & Wire; CL: Chain Link; WP: Wooden Panels; CB: Close Boarded; SP: Steel Palisade

CVR	Cover (generic)	RBo	Reflective Bollard
IC	Inspection chamber	Rem Bo	Removable Bollard
Pinv	Pipe invert	Bo	Bollard
Gy	Gully	IB	Illuminated bollard
Bg	Back gully	BIN	Rubbish bin
DP	Down pipe	VP	Vent pipe
Pipe	Pipe above ground	PBOX	Post box
MH	Manhole	Stump	Tree Stump
WL	Water level	Stile	Stile
WO	Wash out	IFL	Internal floor level
SV	Stop valve	THL	Threshold level
BT	Stop tap	SP	Sign post
EP	Electricity post	P.O	Pile Location
LP	Lamp post	BH	Borehole
TP	Telegraph post	ELC	Electric
TL	Traffic light	BT	British Telecom
Bus	Bus stop	CBX	Control box
ER	Earth rod	TT	Tactile
WM	Water meter	BP	Brick pavred
Gas	Gas valve	CPS	Concrete pawing slabs
Air	Air valve	CVR	Cover
ICU	Unidentified inspection	Rwall	Retaining wall
FL	Flood light	TWL	Top of Wall Level
RE	Rodding eye	TCL	Tree canopy level
BB	Bellsha beacon	TVL	Top of Vegetation Level
CTV	Cable tv	G	Girth
Meter	Gas marker post	MG	Multi girth
Su	Soffit	CL	Cover level
FH	Fire hydrant	IL	Invert level
CE	Cats Eyes	UTR	Unable to raise
GL	Ground light		

Rev.	Date	Description	Drawn	Q. Ref.

greenhatch group

- Topographical Surveys
- Site Engineering
- Utility / CCTV Surveys
- Measured Building Surveys
- 3D Laser Scanning
- Revit & BIM Models

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CLIENT

Extra Room
Self Storage

PROJECT

A5/DraytonLane/Woodford Lane,
Fenny Drayton, Nuneaton,
CV10 0SB

TITLE

Topographical Survey

SCALE	DATE SURVEYED
A1@ 1:1000	16.04.25
DRAWN	QUALITY REF
WA	GH24591

Level datum	See note
Grid orientation	See note
Job number	54179

Drawing No.	Rev.
54179_T	0

Comments

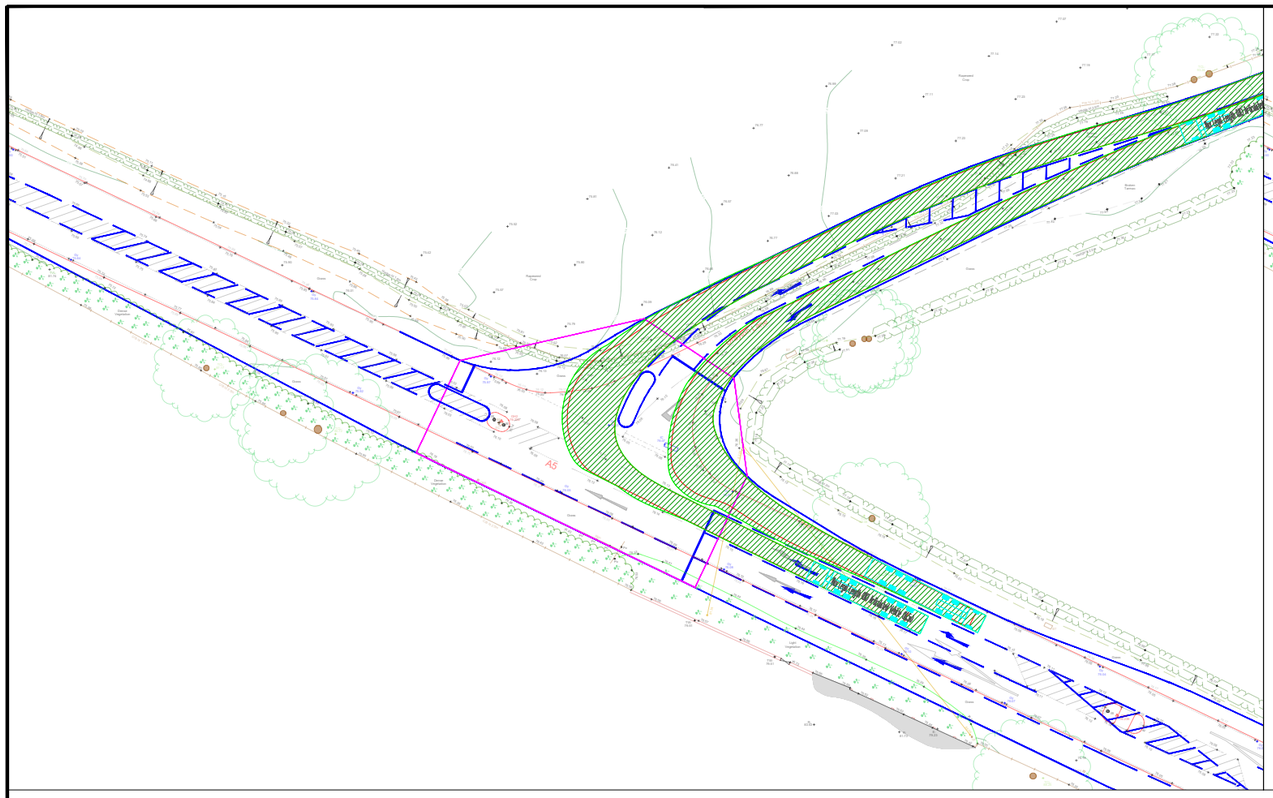
This plan should only be used for its original purpose. Greenhatch Group accepts no responsibility for this plan if supplied to any party other than the original client.

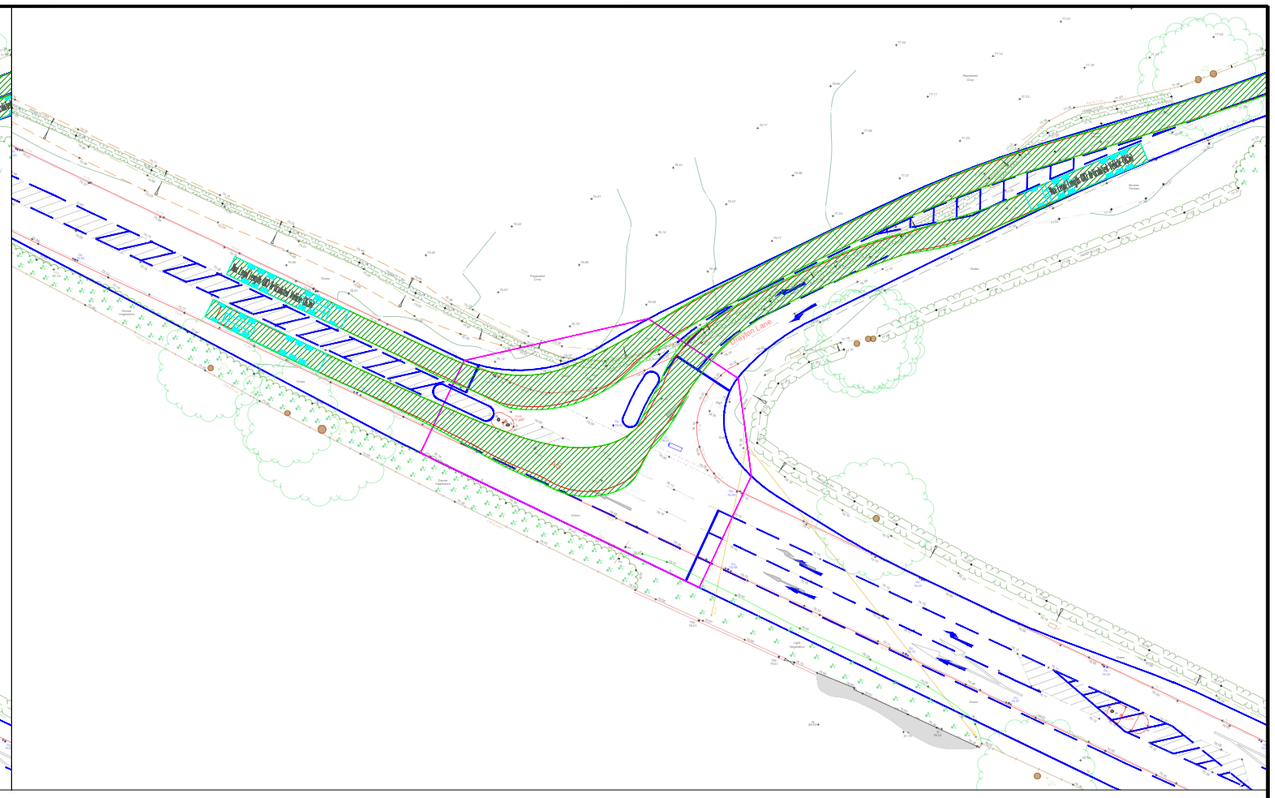
All dimensions should be checked on site prior to design and construction.

Drainage information (where applicable) has been visually inspected from the surface and therefore should be treated as approximate only.

Notes:

Appendix E





REV	DESCRIPTION	DRAWN	INITIALS	DATE

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Fax: +44(0)1564 793983
www.dtatransportation.co.uk

JOB TITLE: Mira / Extra Room Self Storage

CLIENT: Mark Simpson

DRAWING TITLE:
A5 – Drayton Lane – Woodford Lane Junctions
Concept Mitigation Package 1
Vehicle Tracking

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
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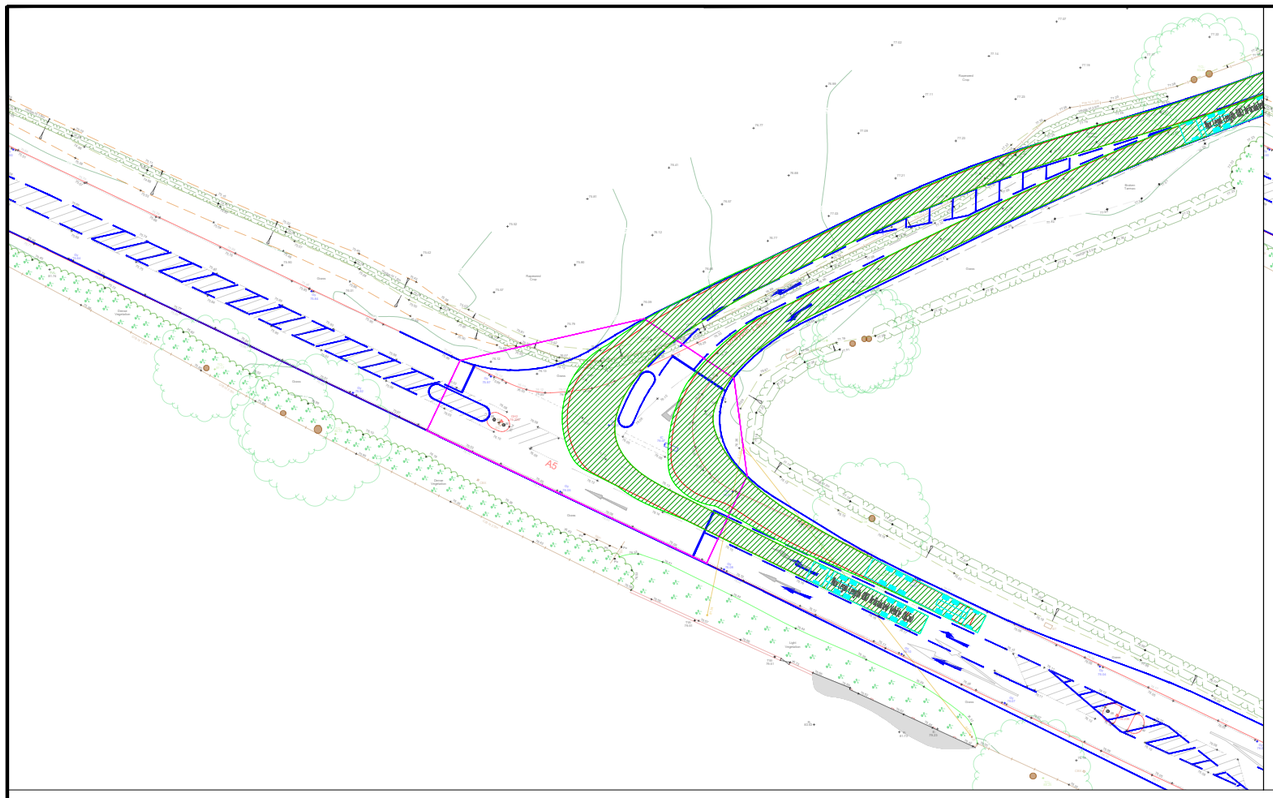

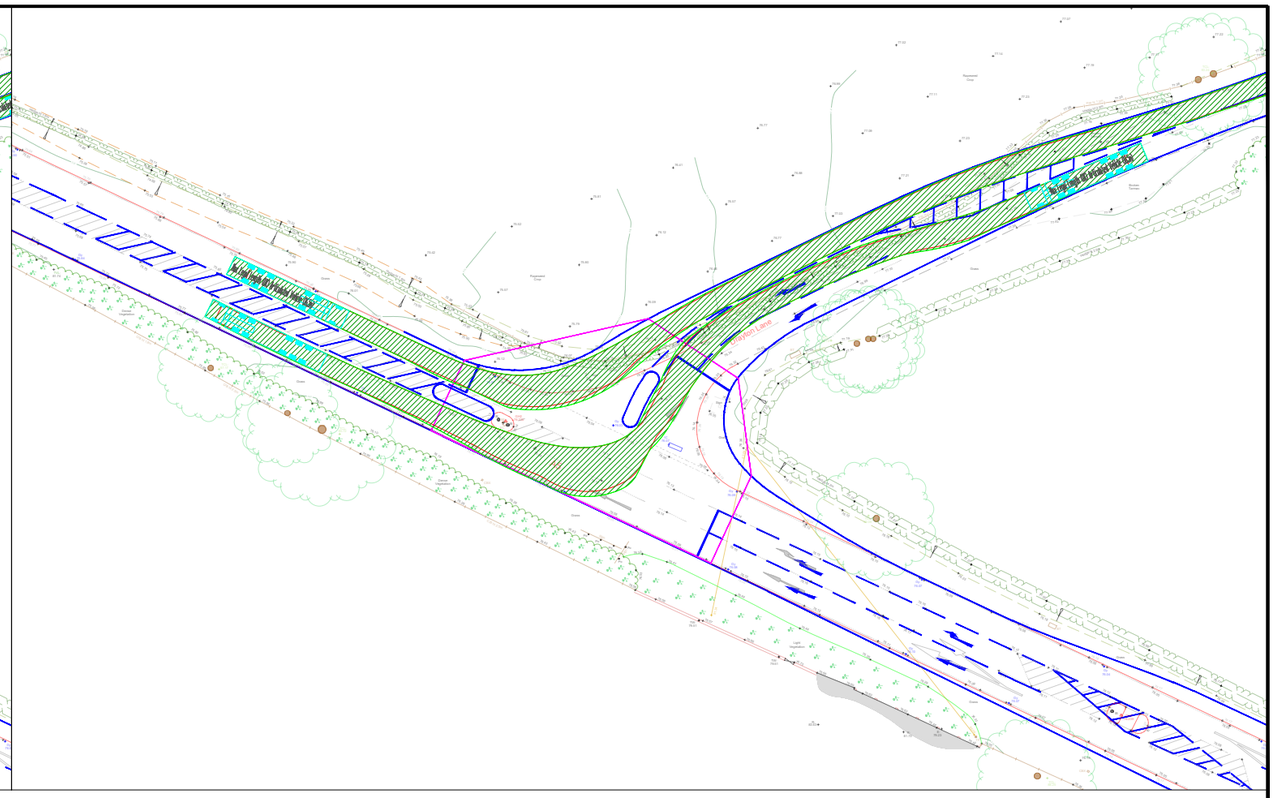

REV	DESCRIPTION	DRAWN	INITIALS	DATE

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JOB TITLE	Mira / Extra Room Self Storage
CLIENT	Mark Simpson
DRAWING TITLE	A5 – Drayton Lane – Woodford Lane Junctions Concept Mitigation Package 2 Vehicle Tracking

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1:1000@A3	BP	07/05/25	24316-03-TK	

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