From:	Catherine Townend
To:	Catherine Townend
Subject:	Appendix H - NH response to LPA, 15 June 2026
Date:	03 August 2026 15:30:27
Attachments:	image001.png image002.png RE Planning application re-consultation - 2500371OUT Land west of Stapleford Lane.msg

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From: Catherine Townend <Catherine.Townend@nationalhighways.co.uk>

Sent: 15 June 2026 16:39

To: Darren.Ottewell@broxtowe.gov.uk

Cc: Alan Siviter <alan.siviter@pegasusgroup.co.uk>; Daniel Law <daniel.law@aecom.com>

Subject: National Highways response - Planning application re-consultation - 25/00371/OUT Land west of Stapleford Lane (aka Toton West)

Dear Darren,

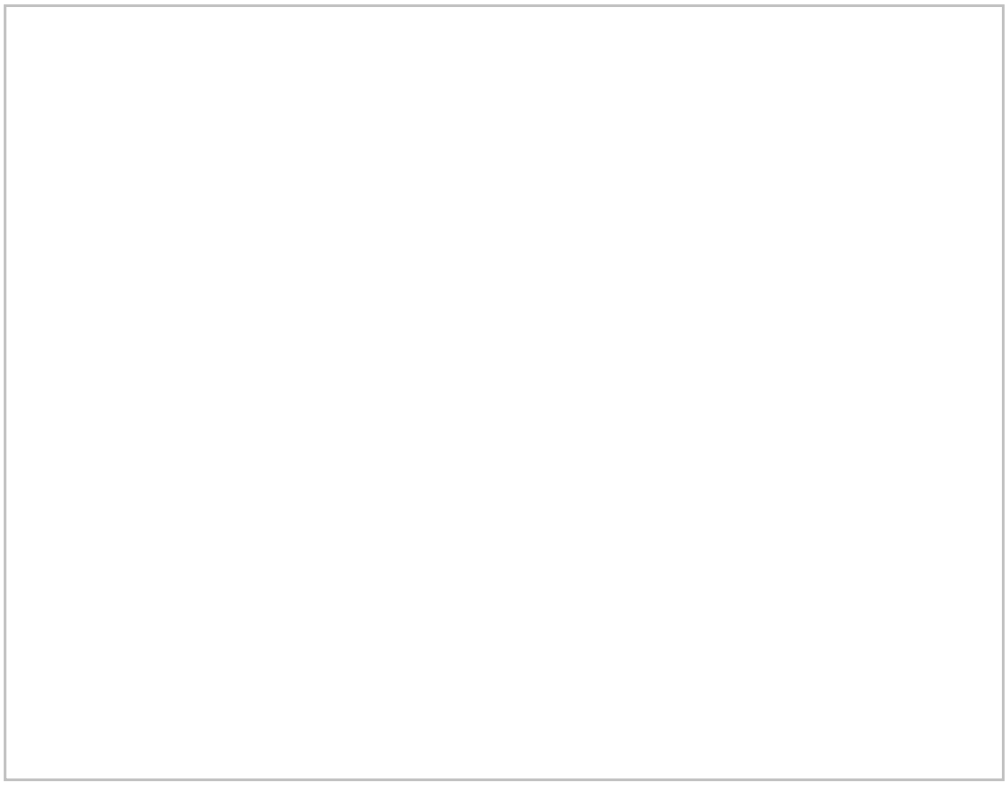
Further to your re-consultation on 26 May 2026 and attached email from Pegasus, please find attached our formal updated position.

You will be aware that new information was submitted to us on Friday (12 June), however, the attached response does not include our comments on the new information. This is still being reviewed.

In addition to our formal response, please find our more technical comments below:

Distribution Assumptions

We welcome the details regarding the distribution to and via Zone G. While we are content that the impact of the distribution to and via Zone G for MOSAs in Broxtowe and Nottingham are unlikely to generate significant demand on the SRN by the proposed development, we recommend the applicant re-visit the assigned route for Charnwood, for which we consider the routing shall not be via Zone G, but via the M1, as shown in the Google Map's Journey Planner below:



LinSig Modelling

As part of this LinSig model audit for the Toton West application, we have reviewed LinSig models and signal controller specification documents for the following junctions:

- M1 Junction 25
- A52 Bardills Roundabout
- A52 Bramcote Island
- B6003 Toton Park & Ride Access

General Comments for all Junctions modelled

Following our request, correspondence from the applicant confirmed that supporting information utilised to build the models would be provided. However the link provided to access the model files only includes the LinSig models and Controller Specification documents for each of the four junction sites.

To support the review of the modelling work for each junction location, the following additional information was requested through previous consultations, and this should be provided:

- Any observed signal timing data and analysis to support the modelled stage durations and cycle times
- Traffic flow analysis spreadsheets
- AutoCAD drawings of the junctions so that measured distances can be checked (PDF files have been received, but these should be provided in CAD file format if available)
- Calculations of the give way parameters used in the models
- Calculations of the saturation flow calculations (or assumptions made)

The applicant should explain how the modelled cruise times have been

determined. If cruise times have been calculated outside of the model by applying an average speed to a distance, we recommend that these calculations are done within LinSig (on the connectors) so that we can understand what assumptions have been made.

The applicant should provide evidence to support the validation of LinSig models. This should compare modelled queue lengths or Degree of Saturation values on a lane-by-lane basis against site observations.

M1 Junction 25

The two lanes on Arm 14 should not be modelled with different lane lengths as the difference in distances may affect the vehicle routing across the roundabout with different journey times for the same O/D pairs. If one of the two lanes is fed from the other, this should be modelled as a flare even if the queues do not stretch back to the flare point.

Based the above, the applicant should review the lane lengths of the long lanes on the other roundabout entries to ensure they are consistent and do not affect the choice of vehicle routes. We appreciate that lane lengths may have been reduced to reflect flares that have not been possible to model (LinSig can only model one flare off a long lane). However, as queues do not reach back past these secondary flare points, the adjacent long lane lengths should be consistent to ensure that routing choices are not affect by unrealistic differences in journey time values. Such an update would not have a significant effect on the model results.

On the M1 Southbound off-slip, lane 2 is signed for the A52 Derby, but this movement is not allowed with the current model structure. Arm 6 lane 2 should be fed by Arm 1 lane 2, rather than Arm 1 lane 3 as it is currently modelled.

A52 Bardills Roundabout – Existing

On Arm 7, the lane length has been set to the distance back to the A52 roundabout entry (Arm 4). It would be more appropriate if this lane length value was set to the distance back to the roundabout circulatory so any queues over this distance would be highlighted. The distances between the stoplines on Arm 4 and Arm 7 should be entered on the connectors between the two (as custom lane lengths) to determine the respective cruise times. A general rule of good practice LinSig modelling is to have the stopline-to-stopline distances entered on the connectors and the arm lane lengths represent the available storage area on those arms.

On Arm 2 (Garden Centre), the applicant should confirm how the give way parameters were determined, and also review the Clear Conflict values that have been used on each movement. These Clear Conflict values should represent the time it takes vehicles from Arms 1 and 8 to clear the conflict point with Arm 2. Please refer to the LinSig User Guide for further details. Traffic coming out of Arm 2 only gives way to roundabout traffic on the lane it is entering and none of the adjacent offside lanes. The approach adopted risks being overly optimistic, as drivers are more likely to be more cautious when vehicles are on the lanes adjacent to the lane they are entering, in-case they change lanes. As such the applicant should review the opposing lanes which the movements give way to. The suitability of the give way parameters will be ultimately determined by the

accuracy of the model validation.

The phase minimums for Phases J and K do not correspond to the values in the controller specification document. Although the models do not see these phase minimums violated, it is good practice to have the models match the controller specification document. Whilst you have included all the stages that are present in the controller, even if they are not modelled, the prohibited stage movements should also be shown. As we do not know how this LinSig model may be used in the future, we consider it should match the controller specification document as accurately as possible.

The applicant should explain how the cruise times have been determined. Some connectors have a mean cruise time and a custom lane length. The entered mean cruise times suggest mean cruise speeds between 30 and 40kph. As the roundabout has a speed limit of 40mph (64kph), the applicant should consider whether these modelled cruise times represent average undelayed cruise speeds observed at the junction.

Although we have not received any observed signal data, the stage sequence used should be explained. The CLF plans suggest that Stage 2 is not called. The applicant should present observed data to indicate that it is, if it is being modelled as such.

Please can you explain how the pedestrian intergreen values have been determined as they do not all correspond with the information in the controller specification document.

A52 Bardills Roundabout – Mitigation Tests

The applicant should provide the CAD files for the two mitigation options that have been modelled.

We note that the cycle time values have been changed in the Composite Mitigation model. These changes should be justified.

A52 Bramcote Island

As with the Bardills model, on the give way entries, the applicant should justify movements only giving way to movements they cross and those going into the lane being entered. Some drivers entering the roundabout would be cautious about vehicles on other lanes on the roundabout in-case they changed lane. The suitability of the give way parameters will be ultimately determined by the accuracy of the model validation.

The applicant should provide the reasoning for reducing the clear conflict distances from the default value of 2 seconds. As the lane lengths on the adjacent roundabout circulatory lanes are the same for all lanes on those arms, we do not consider that the clear conflict values can be zero for all movements.

B6003 Toton Park & Ride Access – Existing

We recommend that the applicant update the lane lengths on Arms 1 and 3 so that they go back to upstream constraints (i.e. the A52 Bardills Roundabout and the mini-roundabout within the Park & Ride site). If queues reach this point in any

scenario, the queue length value will be highlighted.

The applicant should explain how the pedestrian intergreen values have been determined. These values are variable and the controller specification document details how long they could be if they are fully demanded.

The applicant should ensure that all phase delay values correspond with those shown in the controller specification document as we have spotted a number of inconsistencies.

The junction has been double cycled with Stage 4 being called every other cycle. The applicant should provide evidence to demonstrate whether this is how the junction actually operates.

B6003 Toton Park & Ride Access – Proposed
The applicant should provide a CAD drawing of the proposed layout so that measurements can be checked, as well as some narrative to explain the new stage sequence and cycle time values that have been modelled.

To ensure consistency with the existing layout model when it comes to reporting overall junction results, we recommend that cruise times to the exit arms are the same between the two models.

Kind regards

Catherine Townend
Spatial Planner
Operations Directorate (Midlands) – *Nottinghamshire, Derbyshire, and North Leicestershire*
catherine.townend@nationalhighways.co.uk
Mobile: +44 (0) 7710 365579
Web: www.nationalhighways.co.uk

My working days are Monday to Thursday
Upcoming leave:

For information on working with National Highways on planning matters, please see the below guidance:
https://nationalhighways.co.uk/media/2depj2hh/final-cre23_0370-nh-planning-guide-2023.pdf

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From: Darren Ottewell
Sent: 26 May 2026 14:07
To: Steve Freek
Cc: Catherine Townend

Subject: Planning application re-consultation - 25/00371/OUT Land west of Stapleford Lane

Importance: High

> Some people who received this message don't often get email from darren.ottewell@broxtowe.gov.uk. Learn why this is important

Good Afternoon,

Following on from your email dated 15 May 2026, please find attached a file containing modelling information.

For NH

I've also attached a copy of the email from the agent with an explanation included of the additional work.

Please advise if you would like a formal re-consultation?

Kind Regards

Darren Ottewell
Senior Planning Officer
Broxtowe Borough Council
Planning and Economic Development
Chief Executive's Department
Council Offices, Foster Avenue
Beeston, Nottingham NG9 1AB
www.broxtowe.gov.uk
0115 9173046

IMPORTANT:

The advice contained in this response is given in good faith but is not binding on the Council. The formal decision of the Council can only be given as a decision on a planning application. Notwithstanding the advice given, there is no guarantee that planning permission will be granted, or refused, for a future planning application relating to the matter which is subject to this enquiry.