

Application R11/0699 – Proposed development at Rugby Radio Station

Highway Authorities joint position statement

The following are the key issues raised by Northamptonshire, Leicestershire and Warwickshire County Councils as Local Highway Authorities and the Highways Agency, in response to the formal consultation by Rugby Borough Council on application R11/0699.

For the details of the representations made by the Highway Authorities, please see their individual responses. These include questions relating to the areas being modelled, type of model and scenarios being tested. However, these issues are specifically related to concerns of the relevant Authority and are not subject to this joint position statement.

Once the applicant has had time to consider the points below, the Highway Authorities recommend a meeting be arranged to discuss the points and agree an approach to progress works.

- The Rugby S-PARAMICS future years modelling is yet to be finalised, reviewed and agreed. Once a set of models have been agreed, clarification should be sought, on the criteria against which, the models should be assessed to enable those areas where mitigation may be required to be more easily identifiable. Clarification should also be sought from the respective highway authorities, whose immediate road network is not contained within the S-PARAMICS model, as to how they would wish to see the impacts on their road networks assessed should the model not have sufficient coverage
- These results will also confirm if further SRN junctions might need to be assessed and whether mitigation measures on the SRN and Local Highway networks may be required.
- Clarification is required in regards to cumulative impact assessments and junction capacity assessments.
- Further details in relation to the access strategy for the site including how this relates to DIRFT III access strategy are required. This should include phasing details and triggers for mitigation measures.

- Justification is required for the assumptions made for; Modal Split, Mode Share, linked trips, diverted trips, trip distribution, trip assignment, trip internalisation and traffic growth.
- A revised Framework Travel Plan is required.
- The TA should demonstrate that the assumed bus mode share (including the target mode shift from car to bus) is consistent with the proposed bus seat capacity.
- The TA should also clearly show that the corresponding reduction in car trips brought about by the target mode shift from car to bus is consistent with the matrix trip totals used in the S-PARAMICS modelling
- Links to relevant national and local transport policies and guidance should be provided;
- Supplementary traffic data is required;
- Further accident data details are required.
- Details in relation to existing sustainable transport conditions are required.
- The TA needs to consider public transport connections to/from Northamptonshire Towns and villages and any enhancements necessary.
- Accident analysis is required to cover a larger area of Northamptonshire, and more details analysis is required.
- The TA does not include all committed developments, including those in Rugby, Daventry and elsewhere in West Northamptonshire.
- The TA does not consider the impact of the development on the Northamptonshire highway network in sufficient detail; for example NCC is concerned with movements 'rat running' through the villages to the south and east. There are also concerns with the standard of local roads in Northamptonshire that would see additional traffic movements as a result of the development. Further assessment is required

- There are concerns related to commercial vehicles movements generated by the development passing through the Northamptonshire villages that may require Amenity Weight Restrictions to prevent large vehicles from accessing inappropriate local roads.
- There is a need to understand the complex relationship between housing type and employment type in order to avoid out commuting.
- Suitable mitigation has not be proposed in areas where detrimental impact has been highlighted.
- Further details on construction traffic and its potential impact on the SRN is required.
- Further information to resolve current issues associated with the impact of the road traffic noise upon the development site is required.