

## Planning Response

### 1. Outline

The applicant is seeking outline planning permission from Rugby Borough Council (RBC) for residential development (up to 160 homes) on land east of Rugby Road, Clifton-upon-Dunsmore. The Application Site is a large agricultural field, not designated for its environmental or landscape value, well related to the village being adjacent to the village recreational ground, within a sustainable location with access by active travel to a range of services and facilities offered by Clifton-upon-Dunsmore and Rugby.

As part of their application, they have provided all transport related information in the following document.

Transport Assessment T25501 Rev A June 2025.pdf

We have provided responses to the proposed trip generation, distribution and traffic modelling methodology below.

### 2. Trip Generation, Traffic Distribution and Assignment

The applicant has provided vehicle trip rate data (Transport Assessment T25501 Rev A June 2025.pdf Fig. 7.0 Trip Generation, Distribution and Assignment *paragraphs 7.1 to 7.6, Table 10, Table 11 & Appendix B*)

TRICS 7.11.4 101224 B22.134132520 Database right of TRICS Consortium Ltd, 2025. All rights reserved **Monday 20/01/25**  
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**OFF-LINE VERSION** Hub Transport Planning Ltd 4 Temple Row Birmingham Licence No: 141301

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

#### TOTAL VEHICLES

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	35	168	0.092	35	168	0.302	35	168	0.394
08:00 - 09:00	35	168	0.146	<b>35</b>	<b>168</b>	<b>0.361</b>	<b>35</b>	<b>168</b>	<b>0.507</b>
09:00 - 10:00	35	168	0.135	35	168	0.165	35	168	0.300
10:00 - 11:00	35	168	0.122	35	168	0.146	35	168	0.268
11:00 - 12:00	35	168	0.132	35	168	0.138	35	168	0.270
12:00 - 13:00	35	168	0.148	35	168	0.136	35	168	0.284
13:00 - 14:00	35	168	0.152	35	168	0.149	35	168	0.301
14:00 - 15:00	35	168	0.157	35	168	0.178	35	168	0.335
15:00 - 16:00	35	168	0.270	35	168	0.179	35	168	0.449
16:00 - 17:00	35	168	0.271	35	168	0.175	35	168	0.446
17:00 - 18:00	<b>35</b>	<b>168</b>	<b>0.331</b>	35	168	0.158	35	168	0.489
18:00 - 19:00	35	168	0.265	35	168	0.142	35	168	0.407
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.221			2.229			4.450

This was carried out using TRICS (V 7.11.4) for category and is based on 1 Suburban Area and 34 Edge of Town sites (35 in total). We note that some of these sites 6 (approx. 17%) were surveyed prior to the Covid-19 pandemic. Three sites have been manually excluded as they are likely to be affected by the pandemic. The majority of the sample is based on site data from the 2021-2024 post-pandemic period, which is likely to reflect current travel behaviour

We also note that all 35 sites have been surveyed on neutral weekdays (Tuesdays, Wednesday, Thursdays), as set out in our modelling protocol. Also, 5 of the sampled 35 sites have a Travel Plan in place, although it is accepted that this is becoming generally more prevalent.

We have compared the proposed residential vehicle trip rates in Tables 10, 11 & Appendix B of the Transport Assessment T25501 Rev A June 2025.pdf, with locally observed edge of town vehicle trip rate data in Rugby, averaged from surveys undertaken in the residential areas of Cawston and Cotton Park areas during September 2024 and February 2025. Although these sites contain much higher housing numbers than the proposed development, the vehicle trip rates derived from these local surveys are broadly similar to those provided in Tables 10, 11 & Appendix B, with no significant difference in the resulting vehicular trip generation for the AM and PM weekday modelled periods, assuming 160 proposed dwellings.

Based on our comparisons with the local proxy trip rate data referred to above, we consider that the proposed vehicular trip rates provided in Tables 10, 11 & Appendix B of the Transport Assessment T25501 Rev A June 2025.pdf are acceptable for use in the modelling assessment of the proposed development (of up to 160 dwellings).

The applicant has noted the following in paragraph 7.7 of the TA:

“As requested by WCC, Mobile Network Data (MND) was obtained for LSOA E01031129 within which the site is located. This provided distribution proportions to feed into the RWA S-Paramics model as required under the WCC Modelling Protocol Advice Note 005 – Mobile Network Data document.”

However, there is no supporting evidence of the supplied MND data or plots as part of the appendices to back the use of this up. Please provide this in the TA appendices for validation.

### **3. Committed Developments**

The applicant has made the following note regarding committed developments

“It should be noted that as part of the pre-application and scoping stage, no specific committed developments were requested for modelling purposes by WCC, however it is likely that these may be picked up within the Rugby Wide Area (RWA) Paramics Model. This will be confirmed as part of the TAA report.”

(Transport Assessment T25501 Rev A June 2025.pdf 8.0 Traffic Impact *paragraph 8.1.1*)

We confirm that these committed developments are included in the updated Rugby Wide Area (RWA) forecast models which will form the basis of the development impact assessment (please see below).

#### 4. **ATC and CTC Traffic Data**

The applicant has carried out ATC & CTC(MMC) surveys data (Transport Assessment T25501 Rev A June 2025.pdf *Appendix G*)

Evidence of WCC permit granted for these surveys

230124-0631100303-17644	452435	276108	Rugby Road	06/02/2023	08/02/2023	Camera	TRUE	External	John Burton	Auto Surveys Ltd
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Based on this WCC has reviewed the ATC data that the applicant provided within the TA. The surveys within the TA had a permit, and WCC will accept the outputs.

#### 5. **Modelling Assessments**

As part of their submission the applicant has provided an assessment of the proposed site access junction. We note from paragraph 8.2 in the TA that this assessment will be updated following review of the modelling outputs. Please base this assessment on outputs from the RWA model scenarios listed below and provide a spreadsheet showing modelled and demand turning flows which should be requested from SLR when you commission your modelling assessment. Please also provide an annotated version of the proposed site access drawing showing visibilities and minor arm geometry so that we can check these have been correctly entered into your Junctions 11 Picady model (major road carriageway widths are already provided on the site access Drawing in the TA which is appreciated). Please also submit a copy of the Junctions 11 model itself when you have completed your update alongside the other deliverables referred to in our modelling protocol (<https://api.warwickshire.gov.uk/documents/WCCC-1615347118-1593>)

And has made the following statements on modelling (Transport Assessment T25501 Rev A June 2025.pdf 7.0 Trip Distribution and Assignment paragraphs 7.8 & 7.9)

“From initial contact with WCC, the RWA S-Paramics model was being updated and would not be ready for immediate use; at the time of writing, it is understood that the model is currently in the final stages of validation and sign off and therefore is still not available to use.”

“Considering this, all modelling work and junction assessments will be submitted to WCC as part of a forthcoming TAA report.”

Further statements to modelling have been made by the applicant in (Transport Assessment T25501 Rev A June 2025.pdf 8.0 Traffic Impact)

Within this section of the document the applicant has considered and provided evidence of using TEMPro to factor in forecasting the results from which can be found here (Transport Assessment T25501 Rev A June 2025.pdf 8.10 *Appendix H*)

The applicant has provided a junction assessment at the site access point (Transport Assessment T25501 Rev A June 2025.pdf 8.0 Traffic Impact *paragraphs 8.12, 8.13, 8.14, 8.15, Table 12 & Appendix I*)

We agree with the principle of the proposed format of the modelling analysis set out in, (Transport Assessment T25501 Rev A June 2025.pdf 7.0 Trip Distribution and Assignment *paragraphs 7.8 & 7.9*) based on licensing the new RWA Paramics Discovery Model, noting the detailed comments below.

As noted in our pre-app comments in Appendix C, at minimum the TA needs to consider development impact at the St. Thomas Cross junction (Newton Manor Lane/Newton Road) to the north of Clifton village in terms of capacity and safety. This junction which is included in the RWA model is of local concern and likely to become much busier due to residual committed development at Houlton and DIRFT III sites, both of which are explicitly represented in the RWA model.

In addition to the Paramics RWA model assessment, LinSig assessments will be required at the junctions listed below which are capacity constrained in forecast year scenarios, using flow outputs from the RWA Paramics model (using either 'demand flows' or 'modelled flows plus end queues' whichever is highest). WCC has approved LinSig models for these junctions which may be purchased from our Traffic Control and Information Systems (TCIS) Team on request.

- **Butlers Leap/Clifton Road/Houlton Way (4-arm signalised junction)**
- **Hillmorton Lane/Houlton Way (4-arm signalised junction)**
- **The Kent/Hillmorton Lane (shuttle signals)**

As noted above, the RWA model has been updated in Paramics Discovery software. We would expect outputs from the following model scenarios to be presented in the TA (these are slightly different from those listed in the TA).

- **2024 Base Year (to provide an indication of current network conditions)**
- **2035 Reference Case**
- **2035 Reference Case + Proposed Development**
- **2045 Reference Case**
- **2045 Reference Case + Proposed Development**
- **2045 Local Plan (currently adopted)**

- **2045 Local Plan (currently adopted) + Proposed Development**

Please note that we may also require sensitivity testing to account for other live planning applications in the area and will provide further details shortly.

Any questions on the above, please let me know.