

Rugby Borough Emerging Local Plan: The Preferred Option, December 2015

Response to consultation by Princethorpe Parish Council

The Borough's Local Plan: Preferred Option, was discussed at the meeting of Princethorpe Parish Council on 10 December 2015. This response has been further discussed and approved at the Parish Council meeting on 11 February 2016.

Our response focusses on the housing strategy in the Local Plan: Preferred Option (LPPO). The strategy involves an additional 12,400 homes within the Borough. None of these new homes are planned for our village, although of the seven rural locations, all but one of them (Wolvey) are in neighbouring villages (Stretton on Dunsmore) or villages for whom key commuter routes include routes south that flow through Princethorpe. In addition, for the key development on the South West of Rugby for 5400 houses, the natural southern commuter route will flow through Princethorpe.

Our overriding concern with the LPPO is the consequences for traffic flow on routes south of these developments leading through Princethorpe. Some commuter traffic from these developments will head west or east to on the A45, but there are many key commuter destinations that lie to the south: Leamington, Warwick, Kenilworth, University of Warwick, the A46 to Stratford, etc. It is likely that a significant proportion of the daily traffic commuting from these developments will travel south. The key routes are the B4453 and the B4454 (Fosse Way). Both routes meet in Princethorpe just before crossing the A423. These routes are already at full capacity, especially during early morning and late afternoon. IN addition, both routes are minor roads that are not designed for the level of traffic they currently carry, let alone the increase consequent upon the proposed housing developments north of Princethorpe.

We recently commissioned (November 2015) a traffic data survey on all routes into and out of Princethorpe. A summary of that data is included as appendix to this response below. The main points re current traffic flow are:

1. There is severe congestion on both the B4453 and B4454 during 'rush hours' as traffic heading south queues to await access with the junction with the A423 in the middle of Princethorpe.
2. Between the hours of 7-9 am on a weekday morning approx 3,500 vehicles pass through the junction of the A423 with the B4453 and B4454 – nearly one vehicle every 2 seconds!
3. Both northern routes into Princethorpe – B4453 and B4454 – already carry very high numbers of large HGVs: the B4453 carries on average just over 300 HGVs larger than 11.5m per weekday; the B4454 carries approx 260 HGVs larger than 11.5m per weekday. Neither road is fit for this level of large HGVs; it is worth noting that in the month before Christmas 2015 two large HGVs ran off the road on the B4453 and had to be recovered by crane. The road is a minor road and not fit for this sort of traffic
4. The level of HGV traffic on the B4453 is a consequence of earlier development – the western relief road to Rugby; of the 300 large HGVs using that route on a daily basis, 140 are from the fleet operating between the Long Itchington quarry and the Cement works west of Rugby.

Our concern with the LPPO is that without substantial investment in appropriate roadworks, the current road infrastructure is simply not fit to carry any more traffic on routes south from the proposed developments running through Princethorpe.

There are a number of obvious infrastructure investments that need to be considered as part of the planning for the housing development in LPPO:

- (a) One strategy would be to consider a by-pass for Princethorpe's northern access routes altogether, although that would have to extract traffic from both the B4453 and B4454 to be effective. In the long term, some such major re-structuring of traffic might be inevitable.
- (b) A more immediate solution would be investment in traffic management as the B4453 and B4454 meet the A423. The current junction is a bottleneck and, given the priority enjoyed by the A423, a difficult junction to cross for those vehicles approaching on the two minor roads. Installing a roundabout at this junction would ease the current congestion and also go a long way to managing the present high levels of speeding on all routes through Princethorpe, but especially on the A423. (Note, the A423 is the road that young children need to cross to access the village school and it has a very high percentage of vehicles exceeding the speed limit – 88% of vehicles on the western entry to the village.)

The view of the Princethorpe Parish Council is that the proposals for housing development as outlined in the Borough's Preferred Option must be accompanied by detailed planning for management of the traffic consequent on this development using routes south through Princethorpe. We request that

- **A:** detailed modelling be undertaken on the traffic flow consequences of the proposed housing development
- **B:** detailed consideration be given to how best to mitigate the further deterioration to village life in Princethorpe due to the excessive traffic flows approaching the village on the northern routes
- **C:** consideration be given to resourcing solutions to the traffic problems facing Princethorpe by, e.g., §106 agreements to fund options such as those indicated above.

11 February 2016

Appendix
Princethorpe Traffic Survey November 2015

Some headlines from the data.

The table below comprises the following data:

- Location 1 is A423 north of B4453 - speed limit 40mph
- Location 2 is A423 Oxford road to Southam - speed limit 40mph
- Location 3 is B4453 Leamington Rd - speed limit 30mph
- Location 4 is B4453 to Rugby by Hill Top Park - speed limit 50mph
- Location 5 is Fosse Way north of Barn Lane - speed limit 40mph
- Location 6 is Fosse Way south of Sheep Dip Lane - speed limit 30mph

- Column A weekly total volume of vehicles
- Column B daily average (Monday to Friday) volume of vehicles
- Column C weekly total of vehicles longer than 11.5 metres
- Column D daily average (Monday to Friday) of vehicles longer than 11.5 metres
- Column E weekly total of of vehicles exceeding speed limit
- Column F daily average (Monday to Friday) of vehicles exceeding speed limit
- Column G shows the percentage of vehicles speeding for the given route and direction.

Location	direction	A	B	C	D	E	F	G
1	SE	27961	4527	1332	246	24785	3952	88%
1	NW	26691	4268	1486	275	23537	3720	88%
2	S	24504	3890	1152	213	531	62	2%
2	N	29105	4771	1272	240	1252	144	4%
3	SW	7820	1292	63	12	3981	629	51%
3	NE	10254	1634	155	16	3709	593	36%
4	NE	18928	3124	766	158	4364	797	23%
4	SW	17752	2910	717	151	3381	380	19%
5	NE	23149	3788	815	152	15341	2286	66%
5	SW	22302	3739	575	106	20818	3466	93%
6	N	14476	2493	182	36	11013	1875	76%
6	S	11809	1951	107	18	7344	1164	62%

Total number of speedings in 1 week **120,056!!** out of 234,751 recordings of vehicle passes at data points. Note, 120,056 is not the number of vehicles, for many will have passed two points as they go through our village and this figure will include many cases of a vehicle speeding twice – on entering and leaving the village. The very high percentage of speedings on the A423 and southern Fosse route are perhaps not so surprising, but the very high level of speeding near the bus stop on the Fosse Way and well within the 30mph speed limit sign is very worrying – location 5, column G. Note also, that the comparatively lower percentage of speedings at location 4 (Hill Top Park) is offset by the fact that this is the one part of the village where the speed limit is still 50mph, so those percentages represent speeding data over what is already a high speed limit.

Flow – numbers of HGVs

The figures in columns C & D are for the very largest vehicles passing through the village, those in excess of 11.5 metres. And remember that the numbers on the B4453 and the Fosse Way capture the volume of large HGVs on minor roads. The main traffic on these routes for HGVs is on the northern part of these routes: just

over 300 for daily average on the B4453 north of the village and 258 for the daily average on the Fosse Way on the northern side of the village.

Volume of flow at the junction of the A423/Fosse Way/B4453

The radar data collectors were positioned to measure all traffic entering and leaving the village. This does not make it possible to determine with full precision the number of vehicles passing through this junction, but analysis of the data readings for the vehicles approaching the junction on all roads, compared with data of all vehicles moving away from that junction suggests that somewhere between 3,200 and 3,500 vehicles pass through that junction in the busy 2 hour period from 07:00 – 09:00. That is between 26 and 29 vehicles a minute, or one every two seconds.

The data has been sent to County officers responsible for traffic and liaison with the Police on speed cameras and to County Councillor Howard Roberts. The data informs the Parish Council's response to the Borough Council's consultation on their Preferred Options Local Plan. That plan includes considerable housing development in the area around the A45, development that would impact further on traffic flows through Princethorpe, especially on routes from the north – B4453 and Fosse Way. The data from the survey will also inform the Parish Council's response to the consultation on the proposal to develop gravel extraction on land near the straight mile which could also threaten further increases in traffic flows towards our village on those northern routes.

December 2015.