

Technical Note

Project: Land North of Rounds Gardens, Rugby

Subject: Transport Assessment Addendum

Client:	St Modwen Homes		
Project No:	05554	Version:	A
Document Ref:	TN-01	Author:	JW
Date:	26/06/2024	Approved:	JW

I Introduction

- 1.1.1 In January 2024, a planning application was submitted for the “*Redevelopment of the former football pitch and tennis courts associated with the adjacent employment use, including demolition of the existing pavilion and all other remaining structures and enclosures relating to the previous use of the site; and the erection of 134 dwellings, accesses, landscaping, parking, drainage features and associated works*” at Land North of Rounds Gardens Rugby (Ref R24/0111).
- 1.1.2 The application was accompanied by a Transport Assessment (TA) prepared by PJA. In March 2024, Warwickshire County Council (WCC) provided an ‘initial’ consultation response (**Appendix A**).
- 1.1.3 Further to this, PJA then undertook a Road Safety Audit (RSA) of the proposed site layout, site access from Willans Place, and proposed one-way system around the residential streets to the east of the site. WCC responded to the RSA, and following a meeting on 3rd June it was agreed to make changes to the proposed one-way system to alleviate WCC’s concerns.
- 1.1.4 This TA Addendum provides a response to the matters raised in the initial consultation response and presents the scheme design changes.
- 1.1.5 In response to other matters raised by consultees, the site layout has been revised (**Appendix B**).

2 Active Travel Comment

2.1 Cycle Parking

WCC comment:

“It is requested that the applicant provides further details of number, location and type of cycle parking facilities, including information on access, lighting and security.”

2.1.1 In response to this matter:

- There are no apartments within the revised scheme;
- Houses with garages have a secure Sheffield hoop at the back of the garage;
- Houses without garages have a secure cycle shed within the garden of the property;
- Flats over garages are provided with a secure cycle storage area in the stairwell.

2.1.2 Details of the garage and shed cycle parking specification are provided in **Appendix C**.

2.2 On-site Walking and Cycling Routes

WCC Comment

- *“Provide additional detail in respect of the lighting and all-weather surfacing of paths.*
- *Provide details of all connections between footways/ cycleways and vehicle routes such that it can be clearly shown that these will minimise conflict.*
- *Alter the 2m pedestrian footways shown in the proposed pedestrian/ cycle strategy to 3m shared footway/ cycleways (see blue lines on annotated plan below). The shared footways/ cycleways should be wider at junction points and include seating.*
- *Ensure that the pedestrian/ cycle access points include 3m footways/ cycleways and continuous, surfaced and lit connections (without barriers) to York Street, Blackman Way/ Rounds Gardens, Hill Street and Essex Street (see blue lines on annotated plan below).”*

Figure 1: Extract from WCC Response



2.2.1 In response to the matters raised:

- The paths within the public open space will be hoggin paths, as specified on the detailed landscape drawing (**Appendix C**);
- Lighting will be provided within the public open space. It is proposed that this will be dealt with by way of a lighting strategy secured by planning condition;
- The engineering details of the connections between the paths and estate roads are shown on the highway drawings within **Appendix C**;
- Seating is provided within the public open space as detailed on the landscape drawing; and
- The site layout has been updated to include connections to the site boundary as highlighted by WCC in Figure 1. At Essex Street, to the north-east of the site, the existing pedestrian gate at the boundary of the site will be removed to facilitate this connection.

2.2.2 To the south of the site boundary, no improvements are proposed to the existing routes. It was requested by officers at Rugby Borough Council that the east-west path is retained for pedestrian access, however a cycle connection to the boundary has been retained to future proof the connection to the redevelopment of the Rounds Gardens site to the south.

2.3 Off-site Walking and Cycling Routes

WCC Comment

“The following further information and changes to the proposals are requested:

- *Provide clarification on the number of dwellings actually proposed in each parcel of the proposed development.*
- *Provide details of cycle permeability through the proposed one-way system and an assessment of safety (this is to be considered as part of the Stage 1 Road Safety Audit).*
- *Provide an assessment of active travel route(s) to connect with the catchment secondary school, Avon Valley.”*

No. Dwellings

- 2.3.1 Based upon the updated layout, 48 dwellings are proposed on the eastern parcel, 67 dwellings are proposed on the western parcel, a total of 115 dwellings. The modelling has not been updated to reflect this reduced quantum of development and this therefore represents a highly robust assessment.

Cycle Permeability

- 2.3.2 The one-way system would apply to all traffic, including cyclists. An additional points of access for cyclists is available from Essex Street to the north, and is future proofed for connections to the south through the Rounds Gardens site. The limited road widths and presence of on-street parking restricts any opportunities for cycle contra-flow schemes.

Route to Avon Valley Secondary School

- 2.3.3 Figure 2 highlights the most direct route from the site to Avon Valley Secondary School, which is accessed via Essex Street at the north-eastern boundary of the site.

Figure 2: Route to Avon Valley School



Credits: Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS

- 2.3.4 A footway is provided along this route, with a short section of shared use foot/cycleway along the boundary of Avon Mill recreation ground. The distance is approximately 1.2km (17 minutes' walk).
- 2.3.5 There is no footway on the western side of Newbold Road beneath the railway line. From the site, pedestrians must cross to the eastern side of Newbold Road between the railway line and Essex Street, there are three pedestrian refuges to assist with this as shown in Figure 2.
- 2.3.6 Signal controlled pedestrian crossings are provided at the Newbold Road / Leicester Road roundabout and at the entrance to the Avon Valley secondary school.
- 2.3.7 As noted further below, the requested contribution towards a new crossing on Newbold Road would assist students in making this journey.
- 2.3.8 To the west of the site, the 'Newbold Footpath' provides an alternative route towards the school, crossing beneath the railway line to Avon Mill Lane and emerging to the A426. This route however is not overlooked and conflicts with vehicle traffic accessing the water treatment plan

and vehicle storage yard on Avon Mill Lane. It is not considered to be an appropriate route to the secondary school.

Contribution Requests

WCC Response

“The Highway Authority will provide further information in respect of requests for s106 contributions toward off-site infrastructure following completion of the assessment of the submitted application documents. However, in respect of active travel infrastructure the initial view is that the Highway Authority will seek funding to enhance off-site walking and cycling facilities (including PROW improvements and schemes identified in the Warwickshire LCWIP) to encourage new residents to use active travel modes and minimise the number of additional vehicle movements on the local highway network.

This is likely to include, but may not be limited to:

- *A signalised crossing on A426 Newbold Road near Essex Street/ Lancaster Road.*
- *Paths through Rounds Gardens.*
- *Sections of Public Footpath (RB38) between Oliver Street to Bridget Street),*
- *Adjacent sections of Newbold footpath plus widening and surfacing improvements and cycle access on footpath section between Oliver Street and Westway.*
- *Upgrade of crossing on Oliver Street to Toucan.*
- *Lighting, widening and surfacing improvements on footpath between York Street and Dale Street.*
- *Improvements along or parallel to A426 Newbold Road, including crossings where required (R08 and R09 in LCWIP) with connections as far as Avon Valley School.*
- *Signed advisory routes along nearby low traffic roads including Avenue Road and Bridget Street (R11 in LCWIP).”*

2.3.9 The additional information referred to above has yet to be provided by WCC. Any contributions towards off-site infrastructure will considered when made available.

2.4 Public Transport

WCC Response

“It is requested that the applicant updates the proposed development scheme to include the above enhancements to the bus stops on Newbold Road.”

- 2.4.1 The enhancements would comprise construction of raised kerbs, tactile paving and specialist paving boarding and alighting area, providing road markings and a no-parking sign.
- 2.4.2 The applicant would be willing to consider a contribution towards improved bus stops alongside any wider contributions requested towards active travel.

3 One-Way System

3.1 Road Safety Audit

- 3.1.1 PJA commissioned a Stage 1 Road Safety Audit (RSA) of the proposed one-way system, based upon a brief approved by WCC. The brief included specific questions regarding the safety of the one-way system.
- 3.1.2 The RSA did not raise any problems relating to the one-way system. However in reviewing the RSA, WCC raised concerns that the one-way system would encourage excessive speeds, be disregarded by some residents, and may result in additional conflicts at the junctions with Newbold Road.
- 3.1.3 PJA then held a meeting with WCC, where it was discussed that the following changes should be implemented:
 - Provide traffic calming at regular intervals;
 - Provide physical measures to deter vehicles disobeying the one-way system in key locations; and
 - Provide additional queue analysis at the junctions with Newbold Road.
- 3.1.4 A copy of the RSA, Designer's Response, WCC response and final reply to the audit is provided in **Appendix D**.
- 3.1.5 A copy of the updated one-way system drawing is provided in **Appendix E**.
- 3.1.6 Detailed queue analysis results provided by SLR are within **Appendix F**.

3.2 Traffic Calming

- 3.2.1 Full width road humps are proposed at 70m intervals on straight sections of road. This will help to enforce a 20mph design speed aligning with guidance in Manual for Streets. The format of the traffic calming echoes other areas in Rugby and was subject to discussion with WCC.

3.3 Physical Measures

- 3.3.1 Two locations were identified by WCC that drivers might disobey the one-way system:
- King Street / Duke Street junction, with drivers potentially tempted to turn right from Duke Street into King Street to access off-street parking.
 - Hill Street / King Street junction, with drivers potentially tempted to turn left from Hill Street into King Street.
- 3.3.2 It is agreed appropriate to install measures to deter right turning traffic at the Duke Street/ King Street junction. At the Hill Street / King Street junction, it is impractical to do without removing significant areas of on-street parking. Moreover, this is unlikely to be attractive for residents as they would need to park on-street in this part of King Street, against the flow of traffic, and would need to continue in the wrong direction to leave the area.
- 3.3.3 A physical island, further signage and hatching is proposed to deter vehicles from turning right from Duke Street to King Street, as shown on the revised drawing. It is not possible to fully restrict this movement as space needs to be retained for refuse vehicle manoeuvres in this area.
- 3.3.4 The on-street parking bay on King Street is shortened by approximately 0.5m to accommodate this physical island. The bay is around 22m long and would remain capable of accommodating three parked cars, which reflects what was recorded on the parking survey.

3.4 Queue Length Analysis

- 3.4.1 Table 1 and Table 2 presents the average maximum queue length on the approaches to the junctions of Duke Street, Hill Street and St John Street with Newbold Road.

Table 1: Average Maximum Queue Length - AM Peak Hours

Approach	0700 to 0800			0800 to 0900			0900 to 1000		
	Ref Case	Ref Case + Dev	Change	Ref Case	Ref Case + Dev	Change	Ref Case	Ref Case + Dev	Change
Junction 1 – Newbold Road / Duke Street									
Newbold Rd SB	10	7	-3	14	13	-1	9	8	-1
Newbold Rd NB	4	0	-4	2	0	-2	0	0	0
Duke St EB	1	1	0	2	3	1	1	0	-1
Junction 2 – Newbold Road / Hill Street									
Newbold Rd SB	15	3	-13	15	10	-5	11	5	-6
Newbold Rd NB	3	2	0	3	2	-1	2	3	0
Hill St EB	2	2	0	1	3	1	1	2	0
Junction 3 – Newbold Road / St John Street									
Newbold Rd SB	8	7	-1	12	15	2	4	7	3
Newbold Rd NB	3	1	-2	3	5	2	1	0	-1
St John St EB	0	0	0	2	0	-2	1	0	-1

Table 2: Average Maximum Queue Length (Vehicles) - PM Peak Hours

Approach	1600 to 1700			1700 to 1800			1800 to 1900		
	Ref Case	Ref Case + Dev	Change	Ref Case	Ref Case + Dev	Change	Ref Case	Ref Case + Dev	Change
Junction 1 – Newbold Road / Duke Street									
Newbold Rd SB	16	14	-2	17	17	0	14	16	2
Newbold Rd NB	0	0	0	0	0	0	0	0	0
Duke St EB	2	2	0	2	1	-1	1	2	1
Junction 2 – Newbold Road / Hill Street									

Newbold Rd SB	21	16	-5	23	22	-1	18	22	4
Newbold Rd NB	3	1	-1	3	2	-1	2	3	1
Hill St EB	2	2	0	2	3	1	2	3	1
Junction 3 – Newbold Road / St John Street									
Newbold Rd SB	24	19	-5	24	26	2	18	28	11
Newbold Rd NB	0	2	2	0	0	0	5	6	0
St John St EB	1	0	-1	2	4	2	0	0	0

- 3.4.2 The data highlights that there is very little change in queueing on Duke Street, Hill Street or St John Street in the 'with development' scenario.
- 3.4.3 It can be reasonably concluded from this data that additional traffic demands and resultant delays at these junctions would not result in unsafe traffic manoeuvres turning onto Newbold Road.
- 3.4.4 The data highlights reductions in the southbound queue on Newbold Road in the shoulder peak hours. This may be due to some reassignment of traffic away from the development area.

4 Summary and Conclusions

- 4.1.1 This TA Addendum has addressed the matters raised in the WCC consultation response:
- Details of cycle parking have been provided (Section 2.1);
 - The proposed on-site walking and cycling routes have been amended to align with WCC comments (Section 2.2);
 - An audit has been undertaken of the route to Avon Valley secondary school, the contribution requests are noted and further details awaited (Section 2.3);
 - The bus stop improvement requests are noted (Section 2.4);
 - The one-way system has been reviewed following WCC's commentary, and the scheme has been amended to incorporate traffic calming and physical measures to deter avoidance of the system (Section 3.2); and
 - Queue analysis has demonstrated no substantial change in queueing as a result of the development at the junctions with Newbold Road (Section 3.3).

4.1.2 It is therefore concluded that the matters raised in the WCC response have been addressed.

Appendix A WCC Consultation Response

Your ref: R24/0111

My ref: 240110



Communities

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Ms Nicola Smith
Head of Growth & Investment
RUGBY BOROUGH COUNCIL
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FAO : Ella Casey

13th March 2024

Dear Ms Smith,

PROPOSAL: Redevelopment of the former football pitch and tennis courts associated with the adjacent employment use, including demolition of the existing pavilion and all other remaining structures and enclosures relating to the previous use of the site; and the erection of 134 dwellings, accesses, landscaping, parking, drainage features and associated works.

LOCATION: Land North of Rounds Gardens, Rugby.

APPLICANT: Sam Rogers, St Modwen Homes.

Warwickshire County Council, hereby known as the 'Highway Authority' is currently undertaking a full assessment of the planning application. Whilst this assessment has yet to be concluded the Local Planning Authority have requested an initial response in respect of those elements of the assessment that have been completed. As such, this letter represents an initial response only covering the Highway Authority's assessment of the active travel and public transport elements of the proposed development together with comments in respect of road safety.

The Highway Authority will be providing additional comments on the remaining documents submitted in support of the planning application following completion of its assessment. This may include requests for further information and/or amendments to the proposed development (including off-site works).

Based on the assessment and appraisal of the active travel, public transport and road safety elements of the development proposals the Highway Authority considers that insufficient information has been provided to fully assess the highways impacts of the proposals, and therefore **objects** to the planning application pending receipt of further information, the justification for which is set out below.

*Working for
Warwickshire*

Analysis (Active Travel):

1. Secure Cycle Storage:

The proposed 134 dwellings consist of

- 5 x 1-bed apartments.
- 15 x 2-bed apartments.
- 35 x 2-bed houses.
- 57 x 3-bed houses.
- 22 x 4-bed houses.

The Transport Statement notes that the standards require one secure and undercover cycle space per unit and that:

“Secure cycle parking will be provided at each property within the garages or sheds, or within a communal store for apartments.”

However, the Rugby Local Plan 2019 Appendix 5 parking standards require the following provision:

Dwelling houses	Long stay – residents/ staff	Short stay - visitors
1-2 bed units	1/ unit secure and undercover	
3 bed units	1/ unit secure and undercover	
4 bed units	1/ unit secure and undercover	
Dwelling apartments	Long stay – residents/ staff	Short stay - visitors
Studio units	1/ unit secure and undercover	1 loop/ hoop per unit
1-2 bed units	1/ unit secure and undercover	1 loop/ hoop per unit
3+ bed units	2/ unit secure and undercover	1 loop/ hoop per unit

Therefore, the requirement will be to provide one long stay secure and undercover cycle space per unit (134) plus one short stay loop or hoop per apartment (20).

The Rugby Planning Obligations SPD 2012 provides more information about cycle parking including that short-stay parking stands should be able to secure the frame and both wheels and residential loops should be near to the front entrance of the property.

It is requested that the applicant provides further details of number, location and type of cycle parking facilities, including information on access, lighting and security.

2. On-site walking, wheeling and cycling routes:

The proposed pedestrian/ cycle strategy (Figure 4-1) in the Transport Assessment shows quiet streets, 3m shared footway/ cycleways and 2m pedestrian footways.

The following further information and changes to the proposals are requested:

- Provide additional detail in respect of the lighting and all-weather surfacing of paths.
- Provide details of all connections between footways/ cycleways and vehicle routes such that it can be clearly shown that these will minimise conflict.
- Alter the 2m pedestrian footways shown in the proposed pedestrian/ cycle strategy to 3m shared footway/ cycleways (see blue lines on annotated plan below). The shared footways/ cycleways should be wider at junction points and include seating.
- Ensure that the pedestrian/ cycle access points include 3m footways/ cycleways and continuous, surfaced and lit connections (without barriers) to York Street, Blackman Way/ Rounds Gardens, Hill Street and Essex Street (see blue lines on annotated plan below).



3. Off-site walking, wheeling and cycling routes:

The Transport Assessment provides a helpful review of existing facilities as well as audits of four active travel routes:

- Route 1 – Princes Street to Northlands Primary School via Lancaster Road; the audit notes that due to traffic volumes on the A426 Newbold Road and LTN1/20 guidance, the most appropriate type of crossing would be a signalised crossing.
- Route 2 – Princes Street to bus stops on the A426.
- Route 3 – Princes Street/Pedestrian Access to Rugby Town Centre; this includes an unlit footpath between York Street and Dale Street.
- Route 4 – Princes Street/Pedestrian Access to medical facilities and ASDA on Corporation Street; this also includes an unlit footpath between York Street and Dale Street and a footpath with cycle prohibition between Oliver Street and Westway.

It is noted, however, that no active travel routes are suggested to connect with the catchment secondary school, Avon Valley.

The proposed access to the development for motor vehicles is split between East Parcel (references in Transport Assessment to both 85 and 89 properties) with access from Princes Street, and the West Parcel (53 properties) with access from Willans Place. Parking restrictions are proposed. A one-way system is proposed on Princes Street, Dale Street, King Street, Hill Street and Duke Street. It is unclear how this will affect the active travel routes, particularly cycle access. The parcels have a total which is greater than the 134 dwellings currently proposed.

The following further information and changes to the proposals are requested:

- Provide clarification on the number of dwellings actually proposed in each parcel of the proposed development.
- Provide details of cycle permeability through the proposed one-way system and an assessment of safety (this is to be considered as part of the Stage 1 Road Safety Audit).

- Provide an assessment of active travel route(s) to connect with the catchment secondary school, Avon Valley.

The Highway Authority will provide further information in respect of requests for s106 contributions toward off-site infrastructure following completion of the assessment of the submitted application documents. However, in respect of active travel infrastructure the initial view is that the Highway Authority will seek funding to enhance off-site walking and cycling facilities (including PROW improvements and schemes identified in the Warwickshire LCWIP) to encourage new residents to use active travel modes and minimise the number of additional vehicle movements on the local highway network.

This is likely to include, but may not be limited to:

- A signalised crossing on A426 Newbold Road near Essex Street/ Lancaster Road.
- Paths through Rounds Gardens.
- Sections of Public Footpath (RB38) between Oliver Street to Bridget Street), adjacent sections of Newbold footpath plus widening and surfacing improvements and cycle access on footpath section between Oliver Street and Westway.
- Upgrade of crossing on Oliver Street to Toucan.
- Lighting, widening and surfacing improvements on footpath between York Street and Dale Street.
- Improvements along or parallel to A426 Newbold Road, including crossings where required (R08 and R09 in LCWIP) with connections as far as Avon Valley School.
- Signed advisory routes along nearby low traffic roads including Avenue Road and Bridget Street (R11 in LCWIP).

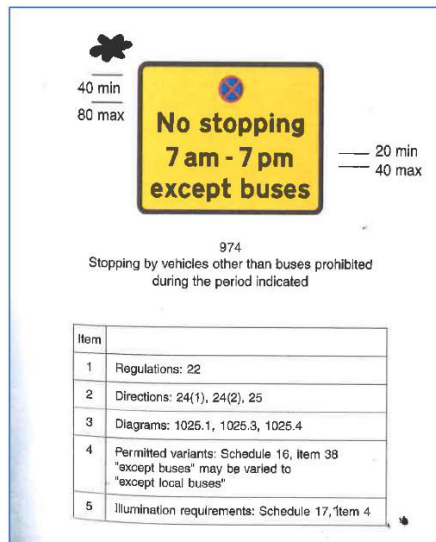
Analysis (Public Transport):

The nearest bus stops to the proposed new residential development are sited to on Oliver Road (to the south) and Newbold Road (to the east). The two pairs of existing bus stops on Oliver Road which have already been subject to enhancement as part of the Long Lawford - Rugby Town Centre Quality Bus Corridor (QBC) Scheme.

However, the bus stops on Newbold Road near junction with Avon Street will require to be enhanced such that they will meet Warwickshire Quality Bus Corridor (QBC) specification, noting that the width of the footways on this section of Newbold Road are too narrow to accommodate bus shelters.

The scale of the works per bus stops to comprise the following:

- Construction of the raised kerbs, tactile paving and specialist paving boarding and alighting area (designed in accordance with the Warwickshire QBC specification standard).
- Provision of bus stop clearway box markings on the carriageway.
- Provision of as No Parking Sign (except buses) to the exact same wording and specification as below to attach onto the existing bus stop poles (with bus flag and timetable case attached) at the bus stops.



It is requested that the applicant updates the proposed development scheme to include the above enhancements to the bus stops on Newbold Road.

Analysis (Stage 1 Road Safety Audit):

Whilst the planning application was not accompanied by an independently prepared Stage 1 Road Safety Audit (RSA), the applicant has confirmed that an RSA is to be undertaken for the proposed off site works and the internal layout and that the findings of this along with a Designer Response will be provided to the Highway Authority in due course. It should be noted that the applicant has also provided the Highway Authority with a copy of the brief for both elements of the Stage 1 RSA's. The Highway Authority has reviewed these documents and has provided comments/recommendations.

The Highway Authority will require that a Stage 1 Road Safety Audit be undertaken such that it can fully assess the road safety aspects of the proposals and confirm that identified risks can be mitigated. The RSA should be undertaken in accordance with DMRB document GG 119 and Warwickshire County Council guidance.

Please re-consult the Highway Authority for further comment upon receipt of new and/or amended documents to overcome the above issues.

Yours sincerely,

Stephen Harrison
Development Group

CC – **COUNCILLOR FEENEY – BENN – FOR INFORMATION ONLY**