

Reference: R24/0111

Location: Land North of Rounds Gardens, Rugby

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.

Comments by: Alison Kennedy, Transport Planning, Warwickshire County Council

Date: 08/03/2024. **tracked changes 30/10/2024**

Active Travel comments/ recommendations

Parking

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. '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:

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 unit (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.

Recommendation:

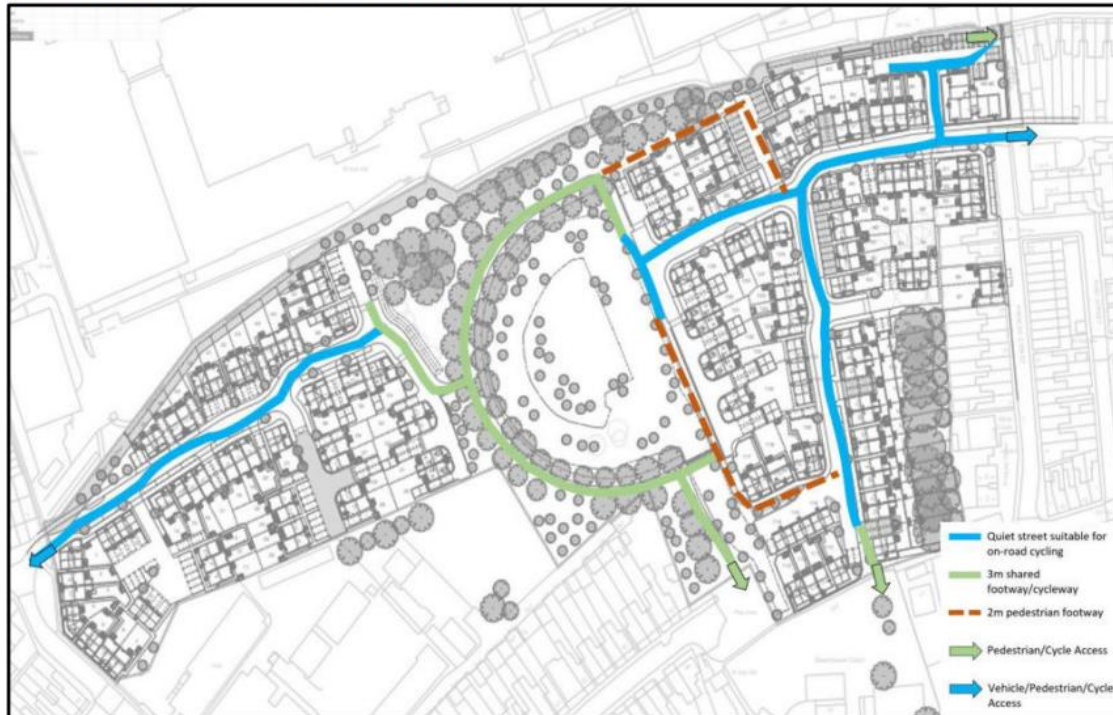
- Provide further details of number, location and type of cycle parking facilities, including information on access, lighting and security. **Further details still needed.**

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.

Active Travel comments/ recommendations

Figure 4-1: Proposed Pedestrian/Cycle Strategy



Recommendation:

- Provide more details regarding lighting and all-weather surfacing of paths. The Landscape Masterplan and Management Plan contradict the Transport Assessment and Travel Plan (proposed pedestrian/ cycle strategy). The Landscape Management Plan describes a recreational trail with gravel path around the basin, whereas the Transport Assessment and Travel Plan show a 3m shared footway/ cycleway. This is a key link for new residents to access local amenities and should therefore be minimum 3m width, all-weather (asphalt) surface with lighting. All paths should be step-free and any bridges should ensure that parapet heights are appropriate for walking, wheeling and cycling.
- 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. The current plans are lacking in onward cycle connections and these need to be included.
- Provide details of all connections between footways/ cycleways and vehicle routes to minimise conflict. Clarification is required as the active travel routes 2 and 3 (Figs 3-9 and 3-10) in Travel Plan, also described in the Transport Assessment, would be compromised by the proposed one-way system
- 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). The current plans are lacking in onward cycle connections and these need to be included.

Active Travel comments/ recommendations



Off-site walking, wheeling and cycling routes

The Transport Assessment provides a good 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

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. Some 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.

Recommendations:

- Clarify how many dwellings are actually proposed in each parcel
- Provide details of cycle permeability through the proposed one-way system. **Clarification is required as the active travel routes 2 and 3 (Figs 3-9 and 3-10) in Travel Plan, also described in the Transport Assessment, would be compromised by the proposed one-way system**

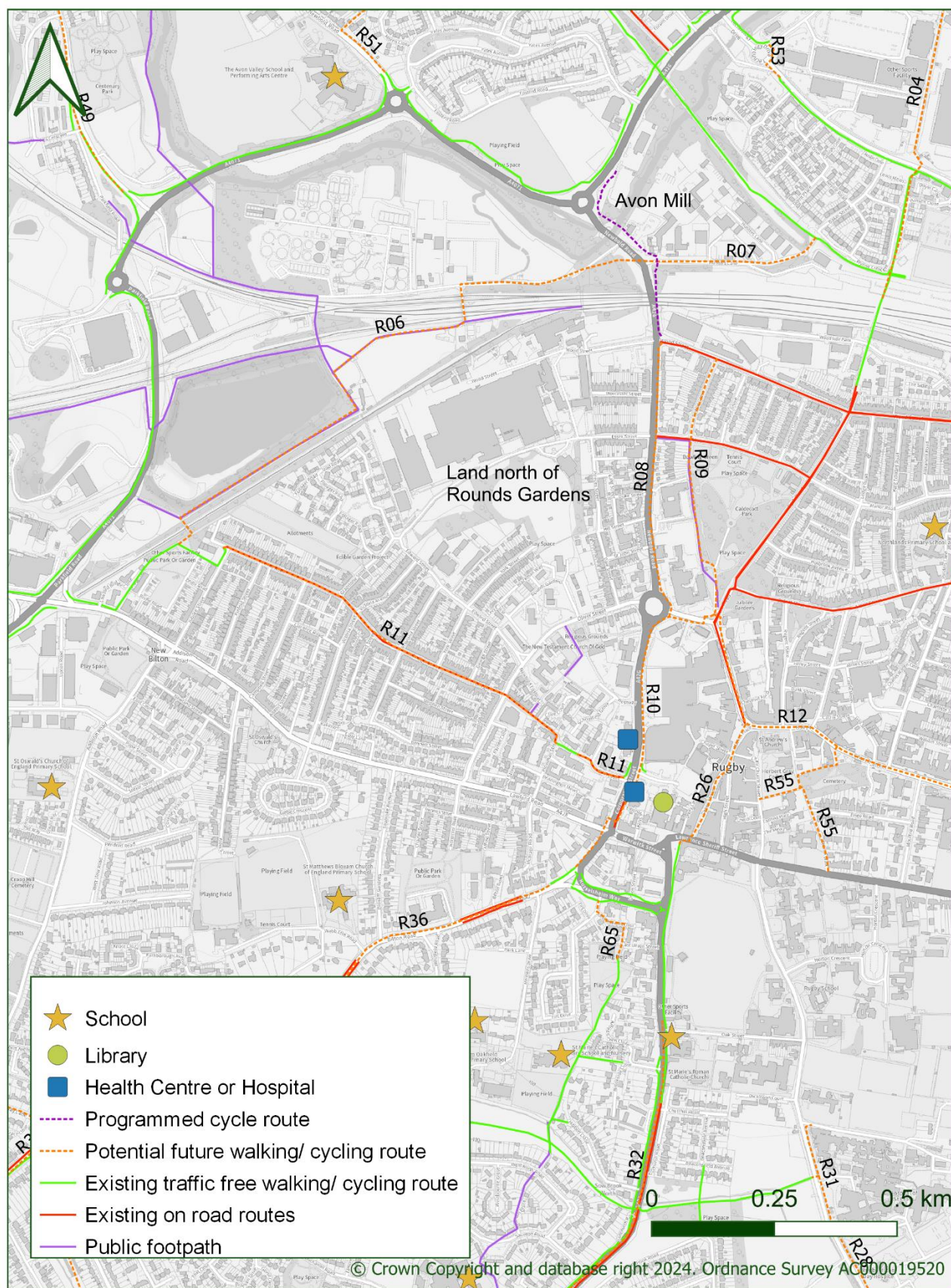
Active Travel comments/ recommendations

- 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 (all cost estimates are very high level based on standard prices per item or cost per metre length):
 - Signalised crossing on A426 Newbold Road near Essex Street/ Lancaster Road. Cost estimate approx. £140k
 - Paths through Rounds Gardens Cost estimate £107,800 although this land is being developed separately so works may be done as part of separate regeneration scheme
 - 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 Cost estimate £112,700
 - Upgrade of crossing on Oliver Street to Toucan Cost estimate £70,000
 - Lighting, widening and surfacing improvements on footpath between York Street and Dale Street Cost estimate £78,400 although this could be undertaken irectly by the developer as it's adjacent to the site
 - 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 Cost estimate £196,000. (Highway schemes such as this section are more expensive than paths due to the additional design and traffic management requirements)
 - Signed advisory routes along nearby low traffic roads including Avenue Road and Bridget Street (R11 in LCWIP) – have not included a cost for this as WCC have now requested a contribution from another development.

Travel Plan

Comments will be submitted separately by Travel Plans team.

Warwickshire Local Cycling and Walking Infrastructure Plan (LCWIP)



Warwickshire LCWIP: Rugby

08/03/2024

alisonkennedy@warwickshire.gov.uk



OFFICIAL

[Warwickshire Local and Walking Infrastructure Plan \(LCWIP\) 2024](#)

The LCWIP aims to create a safe and attractive environment for walking, wheeling and cycling, so that they become the natural choices for shorter journeys and outdoor recreation in Warwickshire.

It presents a long-term, county-wide plan for investment in walking, wheeling and cycling routes and Active Travel Zones and is a key delivery plan for the Sustainable Futures Strategy and Local Transport Plan. It identifies and prioritises over 300 walking, wheeling and cycling schemes, for potential delivery by Warwickshire County Council and its partners.

Existing, programmed and potential walking and cycling routes near Land North of Rounds Gardens are shown in the plan below and include:

Existing

- Various footpaths
- Signed advisory on-road routes along Wood Street and Lancaster Road

Programmed routes

- Avon Mill

Potential routes

- R06 - Bridleway between New Bilton and Newbold Road – medium priority
- R07 - Hunters Lane – high priority
- R08 - A426 Newbold Road cycle route – high priority
- R09 - Caldecott Park and Poplar Grove walking and cycling route – medium priority
- R10 - A426 (Asda - Evreux Way) – high priority
- R11 - A428 Lawford Road parallel cycle route – high priority