

Technical Note

Project: Land North of Rounds Gardens, Rugby

Subject: Highways Position Statement

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| Client: | St Modwen Homes (Miller Homes) | | |
| Project No: | 05554 | Version: | A |
| Document Ref: | | Author: | JW |
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I Introduction

- 1.1.1 This document summarises the position reached on highways matters between PJA (on behalf of the applicant, St Modwen Homes), and Warwickshire County Council (WCC) as Local Highway Authority (LHA).

2 Planning Application

2.1 Planning Submission

- 2.1.1 The planning application (Ref R24/0111) was validated in February 2024. The application was accompanied by a Transport Assessment (TA) and Travel Plan (TP) and a number of drawings, including:

- A general arrangement plan of the internal highway layout;
- Changes to the road network to the east of the site, to provide a one-way system to improve access routes to the development; and
- Improvements to the junction of Edward Street and Willians Place to the west of the site.

2.2 LHA Consultation Response

- 2.2.1 The LHA provided it's formal consultation response in March 2024. This provided commentary relating to:

- Details of cycle storage
- Details of walking and cycling routes within the site;
- Potential improvements relating to off-site walking and cycling routes;

- Potential improvements to bus stops;
- Requirement for a road safety audit.

2.2.2 Comments relating to traffic modelling were later provided by email.

2.3 Further Submissions During Determination Period

2.3.1 A TA Addendum was submitted in July 2024, this included:

- Further details and assessment of on and off-site walking and cycling routes;
- Changes to the design of the one-way system to the east of the site including traffic calming, supported by a Road Safety Audit; and
- Additional traffic modelling including extra details from the strategic traffic model and individual models of junctions with A426 Newbold Road which are effected by the one-way system.

2.4 Final LHA Response

2.4.1 The LHA's final response was provided in 25th February 2025, this summarised the LHA's position at the time of determination. Matters relating to the internal layout of the site had been resolved. The unresolved matters are summarised below.

Strategic Traffic Modelling

2.4.2 The LHA considered that the cumulative effects of allocated Local Plan development in Rugby required a mitigation package to address issues in the longer term. Developer contributions are sought towards a feasibility study for addressing these impacts. The precise contribution had yet to be confirmed.

Local Traffic Modelling

2.4.3 PJA had provided models of junctions with Newbold Road to the LHA. Additional supporting information to was requested, along with some adjustments to the submitted models.

One-way System

2.4.4 The design of the one-way system had been amended to allow cycle contraflow. The LHA required that a Road Safety Audit be undertaken of those amendments. It was also requested that additional traffic calming be considered.

Public Transport

- 2.4.5 The LHA had identified a need for bus stop enhancements and the applicant had indicated it was willing to consider a contribution towards these improvements.

3 Post Determination Agreements

- 3.1.1 Further discussions have taken place between PJA and the LHA following determination of the planning application. This is summarised below.

Strategic Traffic Modelling

- 3.1.2 A financial contribution of £30,000 towards a feasibility study for longer term improvements at the Rugby Gyratory has been agreed.

Local Traffic Modelling

- 3.1.3 Further adjustments were made to models of the junctions of Duke Street, Hill Street and St John Street with Newbold Road. At the junction of Duke Street, a queue length of between 1.1 and 1.6 Passenger Car Units (PCUs) was reported, which could exceed the storage space which is restricted by on-street car parking.
- 3.1.4 It was agreed with WCC that removal of a parking space on Duke Street may be required, however this should only be needed if persistent blocking is observed following implementation of the development.

One Way System

- 3.1.5 A further RSA was undertaken of the one-way system which included a contraflow cycle route. The RSA recommended that additional signage be provided to ensure cyclists are directed appropriately. This was incorporated into revised drawings.
- 3.1.6 Following completion of the RSA, the LHA requested that additional consideration be given to physical measures within the one-way system to enforce proper use. In a meeting with the LHA, it was explained that the physical requirements to enable refuse vehicle movements prevented this, which was accepted.

Public Transport

3.1.7 The LHA has requested that the bus stops on A426 Newbold Road near the junction with Avon Street are improved to 'Quality Bus Corridor' specification. This is agreed with the LHA, and will include:

- 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; and
- Provision of as No Parking Sign (except buses).

Off-site Highway Works

3.1.8 The following package of off-site highway improvements has been agreed with the LHA.

Table 1: Off-site Highway Works

| Works | Contribution | Trigger |
|--|---|--|
| Signalised crossing on A426 Newbold Road near Essex Street / Lancaster Road | £140,000 or s278 delivery by applicant | First occupation |
| Scheme of improvements to be agreed along or parallel to A426 Newbold Road between Essex Street and Wood Street to convert the existing footway to a shared pedestrian/cycle route | S278 delivery by applicant or cost to be agreed | Occupation of 50 th dwelling |
| Lighting, widening and surfacing improvements to paths between York Street and Dale Street | £78,400 | Commencement of any development above ground level |
| Dropped kerb on York Street | S278 | Prior to first occupation |
| Details of connection between site and Essex Street | Applicant to deliver | Prior to occupation of plots 49 – 115 |
| Upgrading A426 bus stops near Avon Street. | Applicant to deliver (or cost to be agreed) | First occupation |

4 Agreed Drawings

4.1.1 The following drawings are agreed between PJA and WCC. The implementation of these drawings can be secured via planning condition.

- 05554-CI-F-0050 Rev P04 Highway Improvement Works West (General Arrangement)
- 05554-CI-F-002 P08 Highway Improvement Works East Proposed Traffic Regulation Orders
- 05554-CI-F-0010 P07 Highway Improvement Works East Vehicle Tracking

- 05554-CI-F-0011 P08 Highway Improvement Works East Vehicle Tracking Sheet 2