Rugby Strategic Transport Assessment Addendum Report

Traffic Modelling Analysis and Overview

Warwickshire County Council/Rugby Borough Council

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1.0 Introduction

1.1 SLR Consulting Ltd (SLR) have been assisting Rugby Borough Council (RBC) and Warwickshire County Council (WCC), in the assessment of options pertaining to the delivery of growth in housing and employment through the new Rugby Borough Council Local Plan, expected to be adopted in 2027.

1.2 A previous assessment of an initial set of options was undertaken by SLR to consider the emerging development strategy and its potential effect on the operation of the Highway Network. RBC subsequently identified the sites which it intended to promote through the Regulation 19 consultation.

1.3 These sites have then been reassessed within the microsimulation models, adopting an approach consistent with the original Strategic Transport Assessment (STA). This is detailed further within this Report.

Background

1.4 An original STA report[1] was produced to document the approach to assessing the different development options and the resulting conclusions and recommendations. This report should be read in conjunction to the original STA report.

1.5 Following the submission of the STA, RBC produced a final development list which it intends to publish through Regulation 19. As part of the refinements to the Local Plan, RBC has also amended the delivery year for the Local Plan to 2042. The previous assessment considered the operational impact, on the transport network, of a development delivery trajectory which ran to 2045. The traffic forecast and development assumptions have therefore been revisited accordingly.

1.6 It should be noted that, since the original STA provides relative comparisons, pertaining to the performance of different options for growth, against a consistent Reference Case, it was not considered necessary to revisit the original modelling and the conclusions derived from the previous STA. Thus the original conclusions drawn from the first STA remain valid in light of the reduced delivery timeframe (now ending at 2042 as opposed to the previously assumed 2045).

1.7 This STA Addendum documents the effect that the proposed Regulation 19 submission sites will have on the operation of the transport network inclusive of the revised 2042 delivery year. The STA Addendum supplements the original STA in providing comparable analysis pertaining to a single development option (i.e. the Regulation 19 submission sites) as was presented previously.

1.8 The STA Addendum revisits the mitigation and phasing assessments as well as providing additional analysis on the apportionment of costs across the various sites to aid the scheme delivery as the Plan is delivered. This Addendum report also provides additional detailed analysis of the changes identified through the modelling on the operation of the Strategic

[1] 000065.R001.Rugby Wide Area Strategic Transport Assessment Report

Road Network. This additional information has been reported following engagement with National Highways and is intended to provide further details on the predicted effects and enable NH to respond to the Regulation 19 consultation accordingly.

Objectives

1.9 The objective of this assessment is to understand the implications of the proposed new Local Plan development allocation strategy which RBC is promoting through its Regulation 19 submission. The findings from this assessment have been set out within this Strategic Transport Assessment (STA) Addendum Report which assess RBCs latest Local Plan development scenario and considers and reports upon:

- The potential impact, on the highway network, of traffic growth arising from the revised allocation strategies.
- The mitigation measures required to support the growth and minimise the effect on the operation of the transport network.
- The effect of delivering the Local Plan in phases and how this would impact the identified mitigation phasing strategy.

1.10 Several additional objectives have been addressed within this report, namely:

- To provide high level cost estimates of the infrastructure for inclusion within the Infrastructure Delivery Plan.
- To engage with NH regarding the assumptions and approach with a view to agreeing the assessment as appropriate for NHs requirements.

Report Structure

1.11 The remainder of this report is set out as follows:

- **Chapter 2 – Initial Report Findings** – provides details related to the development inclusion and assessment of impacts
- **Chapter 3 – Development Assumption Changes** – highlights the parts of the highway network with known capacity constraints or issues
- **Chapter 4 – Regulation 19 Assessment** – highlights the impacts associated with the delivery of the Regulation 19 Local Plan sites
- **Chapter 5** – **Phasing Assessment -** provides an indication of the likely trigger points for the highway mitigation identified through the assessment
- **Chapter 6** – **Cost Apportionment –** provides a commentary around the likely costs and funding strategies required to enable the mitigation identified within the reporting to be delivered.
- **Chapter 7** – **SRN Assessment –** supplementary analysis presenting the Regulation 19 site impacts on the Strategic Road Network
- **Chapter 8 – Summary and Conclusions**

2.0 Initial Report Findings

2.1 The following section summarises the headline findings from the initial STA report, detailing the key stages of the assessment and resultant mitigation inclusions, identified as necessary to support the originally identified plan inclusions.

Initial STA Approach and Findings

Do Nothing Assessment

2.2 The initial stage of testing assessed the impact of delivering the proposed Local Plan growth, on top of the already consented and allocated traffic predictions. This used both the Rugby Wide Area (RWA) and Rugby Rural Area (RRAM) models. In both instance impacts were identified that trigger the need for supporting highway mitigation measures in addition to measures to reduce car dependency through enhancements to the active and sustainable transport network.

2.3 With regards the RWA model network, the analysis presented within the STA report identified issues at the following key junctions:

- A426/A5 Gibbet Hill roundabout
- A428/A5 Halfway House roundabout
- M1 Junction 18
- Junctions along the A4071 corridor

2.4 With regards to the RRAM model, issues were predicted at junctions on the SRN that lie within the model extent, however, it is unlikely that there are significant interventions that could be delivered beyond the schemes that have already recently been identified and/or delivered, at these locations (i.e. the A46 Binley Woods and Walsgrave junction improvements and consented scheme at M6 J2).

2.5 On this basis, mitigation within the RRAM model focused on signal timing optimisation, where possible, in attempt to reduce or balance out queue impacts.

Do Something (Mode Shift) Assessment

2.6 The first stage of the Do Something assessment focused on the delivery of measures to enhance sustainable options for transport and access to the proposed developments, which will promote WCC and RBCs ‘vision’ for how the developments should come forward, with minimal impact on existing road users and, ideally, in a way which can potentially benefit both new and existing residents within the borough.

2.7 This was undertaken in the form of a “mode shift” assessment, which has only been applied within the RWA models, given the rural nature of the RRAM model making it unrealistic to expect a significant level of shift away from the car in this network through policy wide measures.

2.8 Based upon the analysis presented, the inclusion of the proposed Local Plan sites, along with an allowance for mode shift in response to the measures included, continues to result in several areas of impact across the RWA model extent.

2.9 Results from this testing indicated that the mode shift changes have the potential to improve network conditions on more local routes, within and around the town centre. However, more strategic routes through the model do not benefit from the mode shift changes as they tend to accommodate longer distance trips which are less effected by the proposals.

Do Something (Highway Mitigation) Assessment

2.10 Following an allowance for mode shift, associated with the delivery of walking, cycling and public transport infrastructure improvements within the RWA model, it remains the case that impacts are predicted to occur because of the additional traffic generated by the Local Plan proposals.

2.11 Accordingly, the Do Something (Mitigation) assessment details the highway infrastructure schemes introduced to the RWA model, and signal optimisation within the RRAM model, to minimise the impact on the model performance once the proposed Local Plan sites are included.

2.12 Five highway schemes have been identified for inclusion within the RWA model network, at the locations detailed below:

- A426/A5 Gibbet Hill Roundabout
- A4071/Potsford Dam Roundabout
- A5/A428 Halfway House Roundabout
- A4071/B4112 Newbold Road Roundabout
- A426/Newton Manor Lane Roundabout

2.13 In addition to this signal timing optimisation has also been undertaken at the following locations:

- A4071/A428 Lawford Road
- A4071/Bilton Lane
- M1 Junction 18
- A428/B4429 Ashlawn Road
- Butlers Leap/Clifton Road/Houlton Way

Figure 1: RWA Model Identified Highway Mitigation Schemes

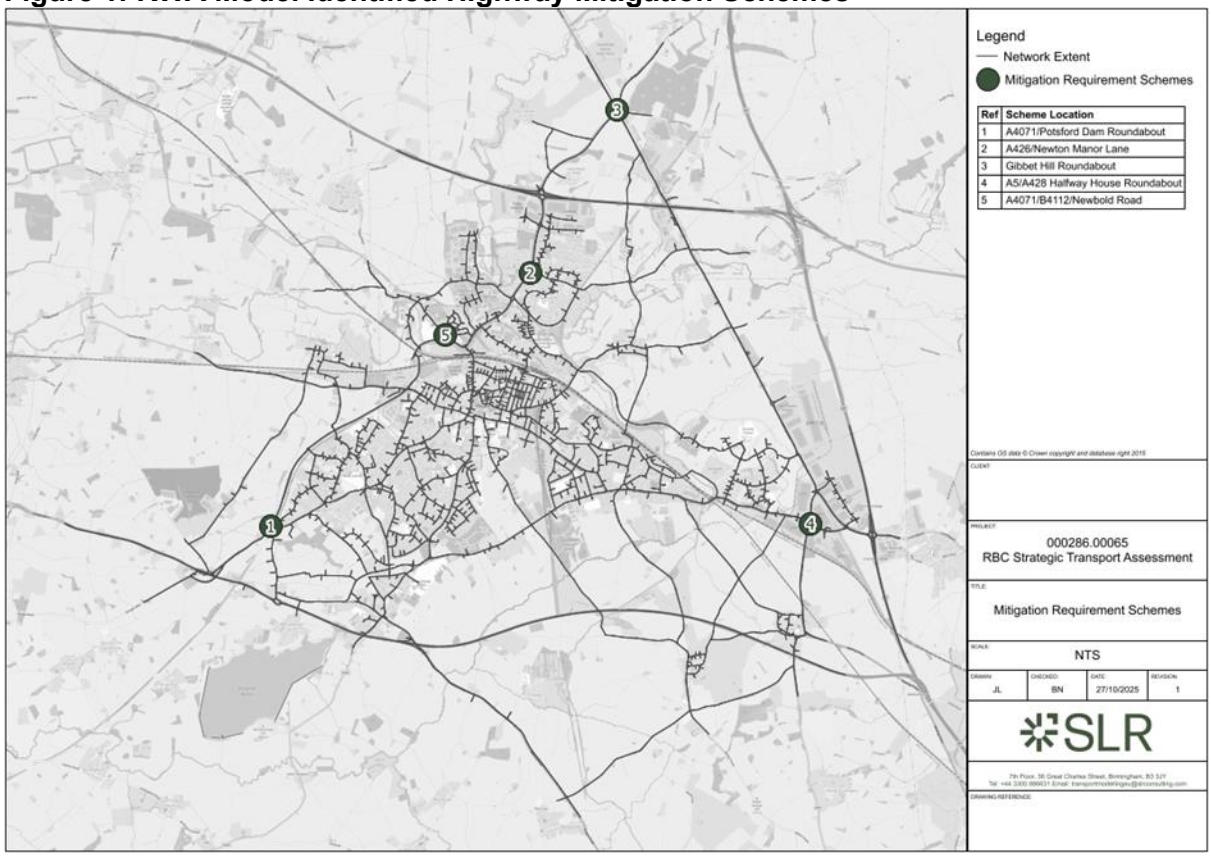
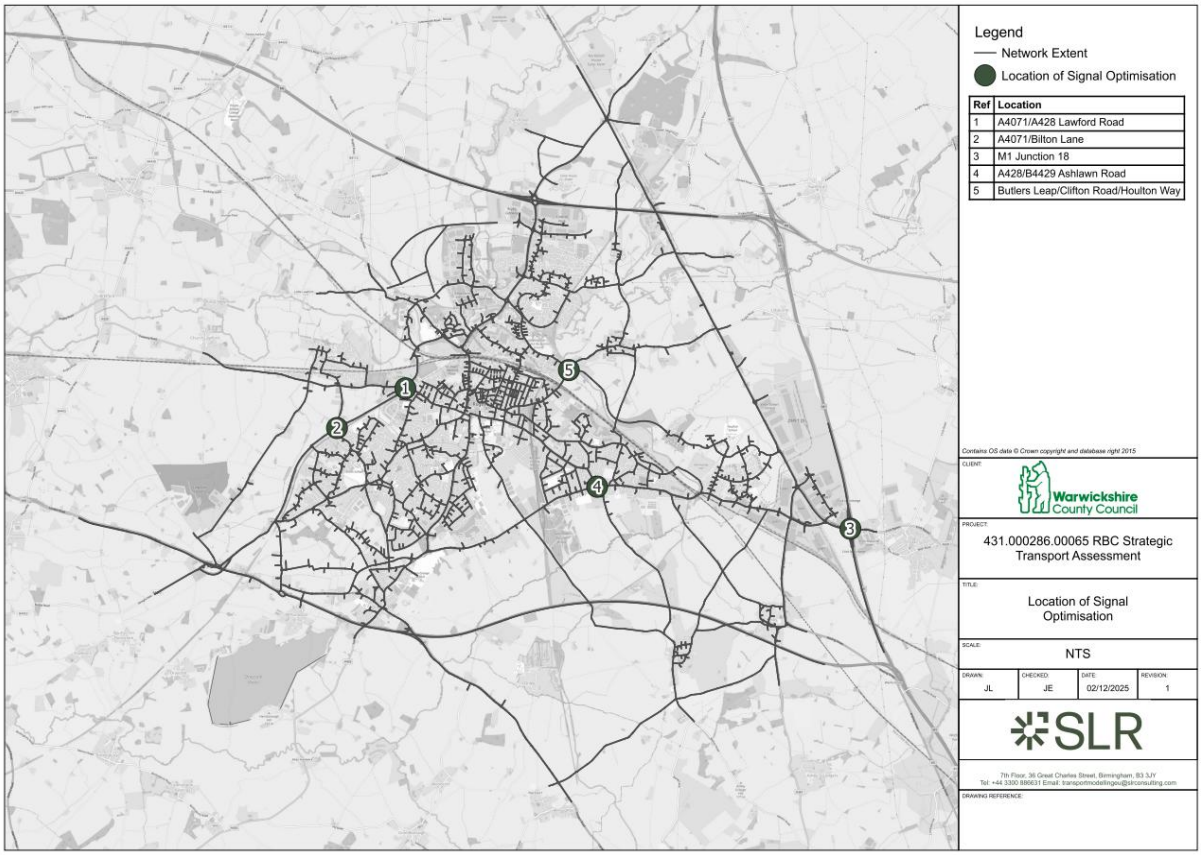


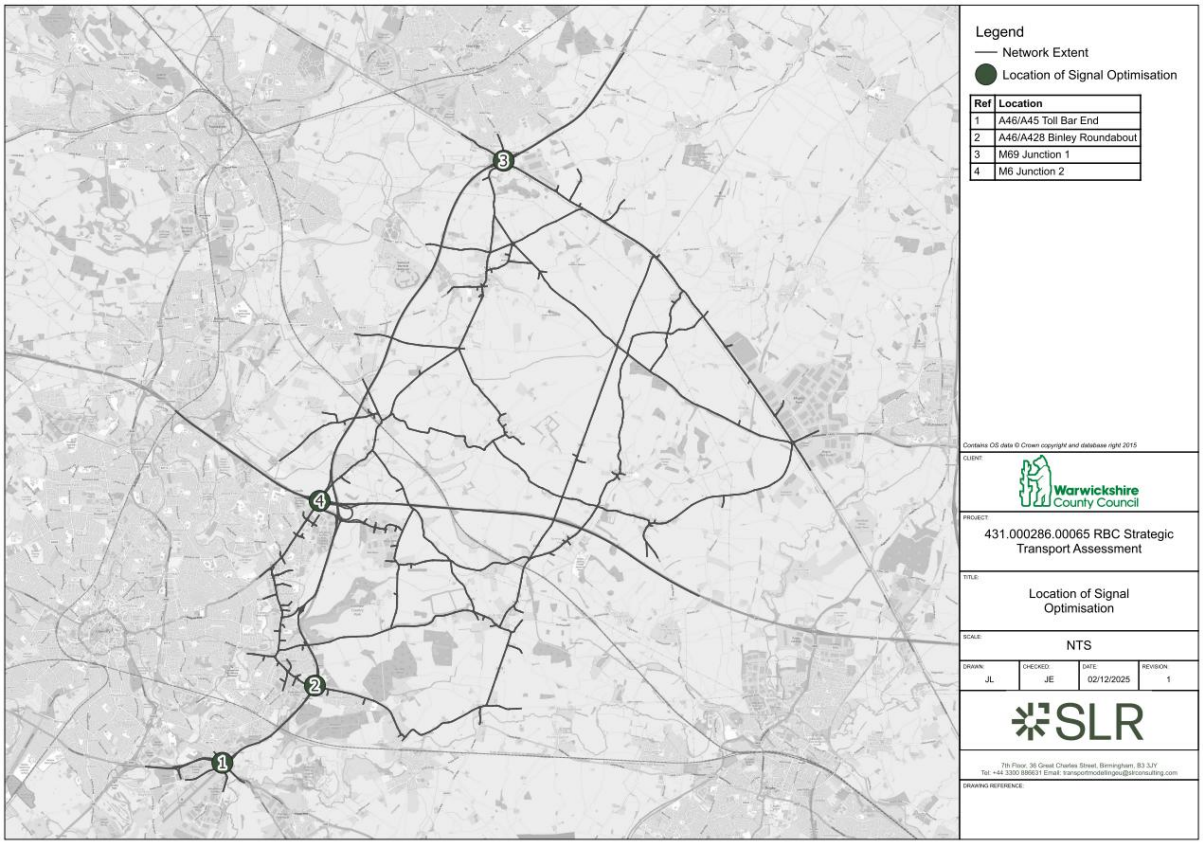
Figure 2 RWA Model Signal Optimisation Locations



2.14 Within the RRAM model, no additional infrastructure has been included, however, signal timing optimisation has been undertaken at the following locations:

- A46/A45 Toll Bar End
- A46/A428 Binley Roundabout
- M69 Junction 1
- M6 Junction 2

Figure 3 RRAM Model Signal Optimisation Locations



2.15 The results presented within the Do Something (mitigation) assessment document the effects of including the above highway infrastructure schemes, and signal timing optimisation, within the RWA and RRAM model networks, alongside the proposed Local Plan sites, and where relevant, mode shift.

2.16 In the RWA model assessment, the outputs have demonstrated that the five schemes delivered have the potential to enable the proposed Local Plan sites to be delivered with no worsening of the network performance relative to the Local Plan Reference Case scenario.

2.17 The RRAM modelling has identified that with the inclusion of the proposed Local Plan sites, and accompanying signal timing optimisation, there remains residual impacts at the A45/A46 Toll Bar End junction, and M6 Junction 2.

Omission Site Testing

2.18 Having considered the original core Local Plan sites impacts, and derived an accompanying mitigation package, as detailed within the Local Plan Do Something (mitigation) section of the STA report, further sensitivity tests have then been undertaken whereby “omission” sites have been included within the relevant models, and the impact assessment process repeated.

2.19 This process has been completed for each of the following omission sites, as advised by RBC:

- Lodge Farm (RWA model)
- Land at M6 Junction 1 (RWA model)
- Land North of Houlton (RWA model)
- Lawford Fields Farm (RWA model)
- Walsgrave Hill (RRAM model)

2.20 The omissions site analysis considers the impacts predicted to be generated by the inclusion of each site, in addition to the core Local Plan sites and highway schemes. In each instance further highway mitigation was also identified, to minimise the impacts on the highway network generated by each omission site.

2.21 Three sites were identified as triggering significant additional infrastructure interventions and/or remaining residual impacts namely Lodge Fam, Land at M6 Junction1 and Land North of Houlton.

2.22 The Walsgrave Hill and Lawford Fields Farm sites triggered minor changes in comparison which were confined to minor signal timing optimisation, and site access infrastructure with only minor residual impacts identified.

Initial Assessment - Highway Mitigation Requirements

2.23 The STA report concluded that upon inclusion of the originally advised core Local Plan development sites, up to an end of plan period of 2045, that the highway mitigation detailed within the following table would be required to enable the delivery of the Local Plan with only minor residual impacts on the model network. This reflects the infrastructure requirements which are identified through this assessment are those which are considered essential to maintain the operation of the network at a strategic level

2.24 This is in addition to an element of mode shift being achieved for short distance trips across Rugby town centre

Table 1 Highway Mitigation Requirements

SCHEME	ASSUMED DELIVERY PHASE				EXISTING OR PREDICTED ISSUE
	Prior to New Local Plan	2032	2038	2045	
A426/A4071 Avon Mill	**X**				**Existing**
A426/Boughton Road Roundabout	**X**				**Existing**
A426/A5 Gibbet Hill Roundabout	**X**				**Existing**
A5/A428 Halfway House Roundabout		**X**			**Predicted**
M1 Junction 18 Signal Optimisation		**X**			**Predicted**
A4071/Potsford Dam Roundabout			**X**		**Predicted**
A426/Newton Manor Lane Roundabout				**X**	**Predicted**
A4071/B4112 Newbold Road Roundabout				**X**	**Predicted**

**Predicted issue is one that is triggered by the inclusion of the new Local Plan sites.*

3.0 Development Assumption Changes

Regulation 19 Submission Sites

3.1 Following the submission of the original STA report, and consideration of the findings therein, RBC have advised SLR of a revision to the development sites for consideration, along with the desire to bring the plan period end date forward to 2042.

3.2 This comprises the final list of development sites to be considered through the Regulation 19 submission.

3.3 The changes advised by RBC has resulted in the following sites being considered within an updated modelling assessment:

Table 2 Regulation 19 Submission Sites

Site Ref	Site Name	Land Use	Model**	Capacity (Dwellings /Floor Space m^2)
5	West Farm, Brinklow	Residential	RRAM	75
6	Land E of Fosse Way, Stretton-on-Dunsmore	Residential	Neither***	3
14	Land N of Ansty Park, Ansty, Coventry	Employment	RRAM	75,000m^2
17	SW Rugby Employment Phase II	Employment	RWA	130,000m^2
39	Dyers Lane, Wolston	Residential	Neither	15
54	Oakdale Nursery, Binley Woods	Residential	RRAM	43
59	Newton Manor Lane, Rugby	Residential	RWA	285
62	Morgan Sindall House, Corporation St	Residential	RWA	90
64	Coton Park East, Rugby	Employment	RWA	115,000m^2
81	Land west of Fosse Way, Stretton	Residential	Neither	40
87	Hillcrest Farm, Newton	Residential	RWA	25
89	Home Farm, Brinklow	Residential	RRAM	25
95	Land bound by M69, M6 and B4029,	Employment	RRAM	293,000m^2
100	Land at High St, Ryton-on-Dunsmore	Residential	Neither	35
121	Land at Walsgrave Hill	Employment	RRAM	289,780m^2
129	Land north of Lilbourne Road, Clifton	Residential	RWA	60
153	Westway Car Park, Rugby	Residential	RWA	24
172	Elizabeth Way, Long Lawford	Residential	RWA	5
202	Newton Road, Clifton upon Dunsmore	Residential	RWA	80
253	Lawford Fields Farm	Residential	RWA	250
279	Stagecoach Car Park, Rugby	Residential	RWA	32
283	Rugby Central Shopping Centre	Residential	RWA	200
294	Land adjacent to 9 Railway Terrace, Rugby	Residential	RWA	14

Site Ref	Site Name	Land Use	Model**	Capacity (Dwellings /Floor Space m^2)
307	North Road, Clifton (Site A)	Residential	RWA	10
309	Land North of the B4109, Wolvey	Residential	RRAM	150
315	Land south of Brinklow	Residential	RRAM	250
316	Land at Long Lawford (Residential)	Residential	RWA	400
325	Land adjacent Magna Park	Employment	RRAM	583,175m^2
332	Albert Street	Residential	RWA	25
337	West Farm and Home Farm, Brinklow*	Residential	RRAM	75
338	Land south of Crick Road, Houlton	Residential	RWA	250
349	Land to rear of Albert St, Rugby	Residential	RWA	5
350	Rounds Gardens, Rugby	Residential	RWA	70
351	North of Rounds Gardens, Rugby	Residential	RWA	60
352	Former snooker hall, Railway Terrace, Rugby	Residential	RWA	7
353	Town Hall, Rugby	Residential	RWA	114
354	92 Lower Hillmorton Rd, Rugby	Residential	RWA	34
355	Land adjacent to 44 Craven Road, Rugby	Residential	RWA	5
356	The Railings (NHS) Rugby	Residential	RWA	10
357	28-29 High St, Rugby	Residential	RWA	8
358	Coventry Road, Wolvey (smaller cut)	Residential	RRAM	60

**site 337 have been captured within the demand for site 5 and 89*

*** As the MND data provides distribution estimates that covers both model networks, and therefore the trips for each site are captured within both models, the "Model" column simply refers to the model network within which the site lies*

****"Neither" simply refers to the site not lying within either the RWA or RRAM model extent, however the trip demands are still accounted for within each model. These sites have also been subject to a separate "non modelled sites" assessment*

3.4 The process adopted for including these sites within the relevant models is in line with the approach documented within the original STA report, with the trip generation informed via trip rates provided by WCC, and the trips distributed using the WCC 2023 Mobile Network Data. Further detail on the inclusion of these sites is provided within **Appendix A**.

3.5 Following the inclusion of the traffic demand estimates for each of these sites within the RWA and RRAM models, the overarching model demands have been constrained to an updated 2042 assessment year, in line with the revised end of plan period, as advised by RBC.

3.6 The process for capping the model demands, and the resultant overarching growth within the models is detailed within **Appendix B**.

4.0 Regulation 19 Submission Sites Assessment

4.1 Following confirmation of the sites to be included within the assessment by RBC, the approach detailed within the previous section of this report has been undertaken, to form a 2042 Regulation 19 Submission scenario.

4.2 At this stage it has been determined that the updated assessment of the Regulation 19 Submission would be undertaken within the previously considered Local Plan Do Something (Mitigation) network, i.e. inclusive of the previously adopted approach to the application of a mode shift, and highway mitigation schemes, given that the intention of this stage of testing is to confirm whether the originally identified interventions remain appropriate when considered alongside the Regulation 19 Submission sites, or if the revised development sites triggers a change in the mitigation assumptions.

4.3 As part of this stage of testing, the highway infrastructure assumptions, in terms of mitigation, have remained consistent with the original STA report, on the basis that the schemes included are triggered on strategic parts of the network (A426, A4071 and A5 corridors), which will continue to experience similar level of traffic flow increases with the Regulation 19 sites included, when compared with the original assessment. This is further supported by the flow analysis presented within Chapter 7 of this note, and Appendix D

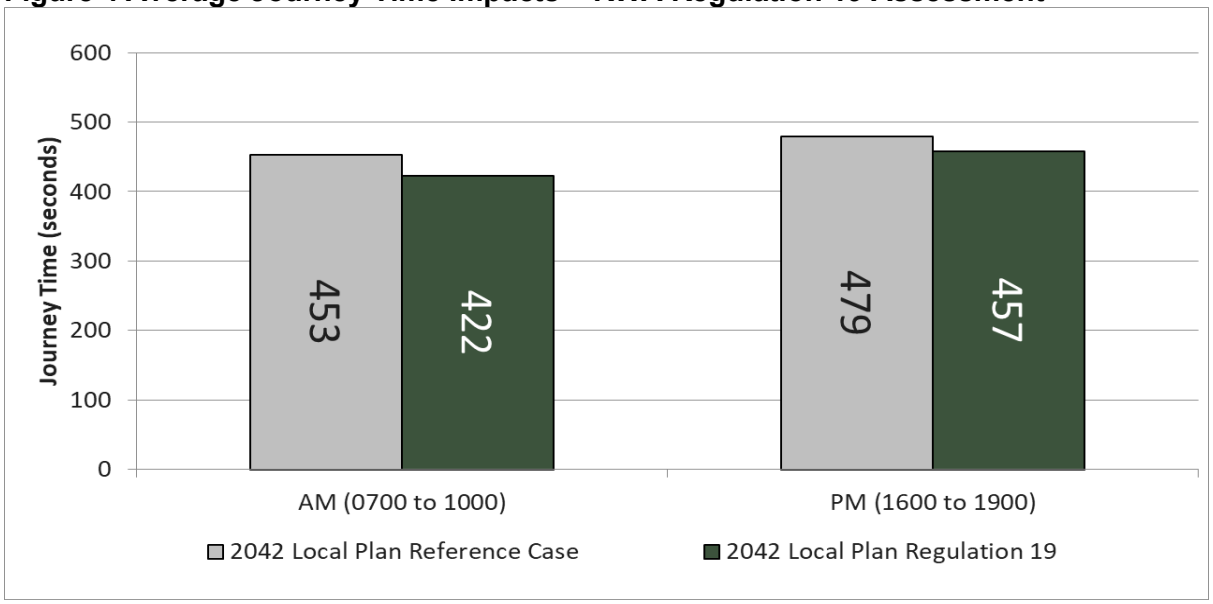
4.4 The resultant 2042 Local Plan Regulation 19 Submission scenarios (both RWA and RRAM) were run and the model performance summarised, relative to a currently adopted (benchmark) Local Plan scenario, referred to as the “2042 Local Plan Reference Case”. As per the original STA report, the core reporting has focused initially on the strategic level impacts, in terms of average journey times, before then reporting on localised impacts in the form of predicted changes in queuing at junctions within the network. This is presented for the Regulation 19 Submission testing, using both the RWA and RRAM models, within the following section:

RWA Model Impacts

Average Journey Time Impacts

4.5 The following figure summarises the average journey times within the 2042 Local Plan Regulation 19 Submission scenario, relative to the 2042 Local Plan Reference Case (i.e. currently adopted plan scenario).

Figure 4 Average Journey Time Impacts – RWA Regulation 19 Assessment



4.6 The results presented within the previous figure indicate that it remains the case that the inclusion of the previously identified highway infrastructure, alongside the updated Regulation 19 Submission Site demands, reduces the average journey times for all vehicles on the network compared with the Local Plan Reference Case scenario.

4.7 At a strategic level, the Regulation 19 Submission sites, if accompanied by the mode shift and the mitigation identified, result in average journey times across the network that are lower than the benchmark scenario by 21 seconds in the AM period and 22 seconds in the PM period albeit this is at the strategic level and therefore does not preclude any localised impacts. This is in line with the analysis from the equivalent scenario within the original STA report.

4.8 Based upon the results presented, the mitigation previously identified remains critical, and effective at minimising delay.

Queue Impacts

4.9 Further to the average journey time analysis, the following analysis presents a more localised impact assessment, based upon changes in queues lengths across the model network.

4.10 This analysis is presented within the following two figures for the AM and PM peak hours respectively, focusing on the 2042 Local Plan Regulation 19 Submission scenario relative to the 2042 Local Plan Reference Case.

Figure 5 2042 RWA Local Plan Regulation 19 Queue Impacts – AM Peak Hour

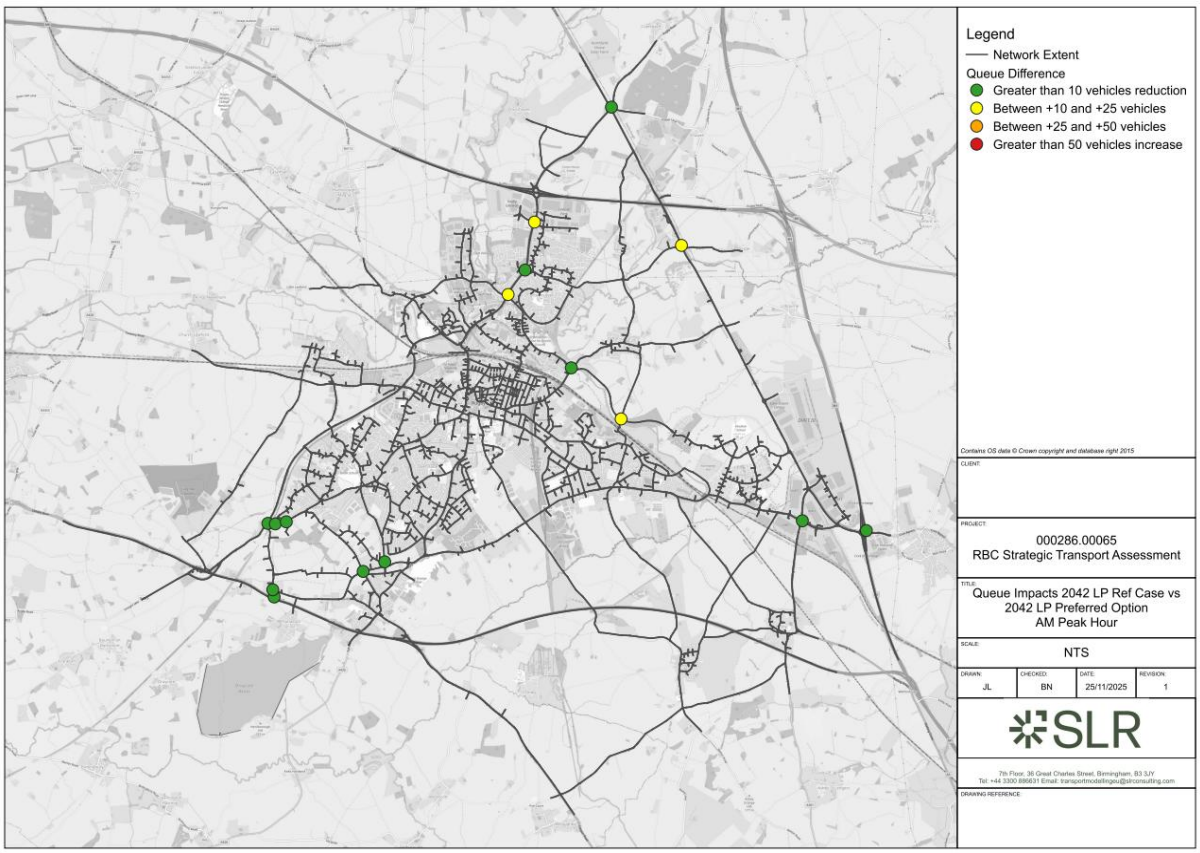
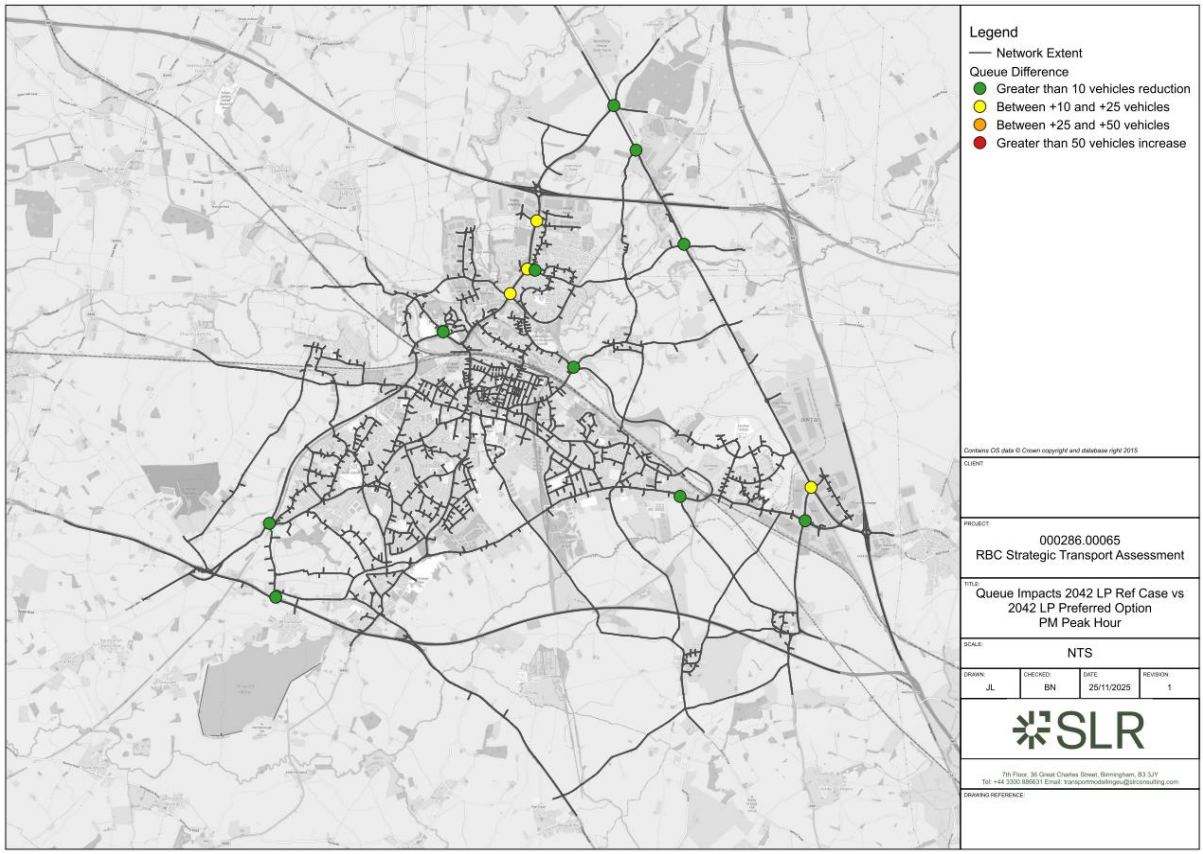


Figure 6 2042 RWA Local Plan Regulation 19 Queue Impacts – PM Peak Hour



The queue results presented within the previous two figures indicate the location and extent of changes in queue lengths in the 2042 Local Plan Regulation 19 Submission scenario, relative to the Local Plan Reference Case.

4.11 In line with the average journey time results, there are clear reductions in queues reported once the Regulation 19 Local Plan sites are included within the modelling, alongside the previously identified levels of mode shift and highway mitigation measures.

4.12 The schemes at the A4071/Potsford Dam junction, A5/A428 Halfway House junction and A4071/B4112 junctions continue to improve the levels of queueing reported at these locations, and the signal timing optimisation also improves the operation of the A4071/A428, A4071/Bilton Lane junctions, along with M1 Junction 18.

4.13 The modelling indicates some instances of minor queue increases will remain, notably at the A5/Market Harborough Road junction and Houlton Way/Hillmorton Lane junction in the AM peak hour, and on the A426/Leicester Road corridor during the PM peak hour. This is in line with the original STA conclusions.

4.14 It is likely that queue impacts at the A426/Leicester Road corridor junctions would be reduced by the dynamic signal control at the signalised junctions at the locations flagged in **Figure 6**. This dynamic control is not fully replicated in the model at this stage due to the added complexity it introduces to the scenarios which is not proportionate to the stage of assessment, however, this would likely balance the queues across the junction approaches.

4.15 The analysis indicates that the previously identified mitigation remains appropriate for enabling the Regulation 19 Submission sites to be delivered without a notable worsening of the network performance. It is also clear that the Regulation 19 Submission sites do not illicit any significant additional impacts on the model network.

RWA Future Focus

4.16 Based upon the analysis presented within this section, the inclusion of the Regulation 19 Submission sites, if supported by the “normal” mode shift, and the previously identified highway mitigation, could be accommodated within the network and in addition to the already consented and allocated growth. The results have indicated that this scenario would result in a betterment in the network performance compared with the 2042 Local Plan Reference Case scenario.

4.17 It should be noted that there are a small number of locations at which minor queue impacts continue to be modelled. These locations are detailed below, and on the most part, impacts would likely be minimised through on street dynamic signal control.

- A426/Overview Way/Central Park Drive
- A426/Newton Manor Lane
- A426/Boughton Road/Brownsover Road
- A5/Market Harborough Road
- Houlton Way/Hillmorton Lane
- A5/Danes Way

RRAM Model Outputs

4.18 Following the Regulation 19 reporting undertaken within the RWA model, the RRAM impacts have been considered in further detail within the following section. The original STA analysis reported impacts at the following locations:

- A46/A45 Toll Bar End
- A46/A428 Binley Roundabout
- M69 Junction 1
- M6 Junction 2

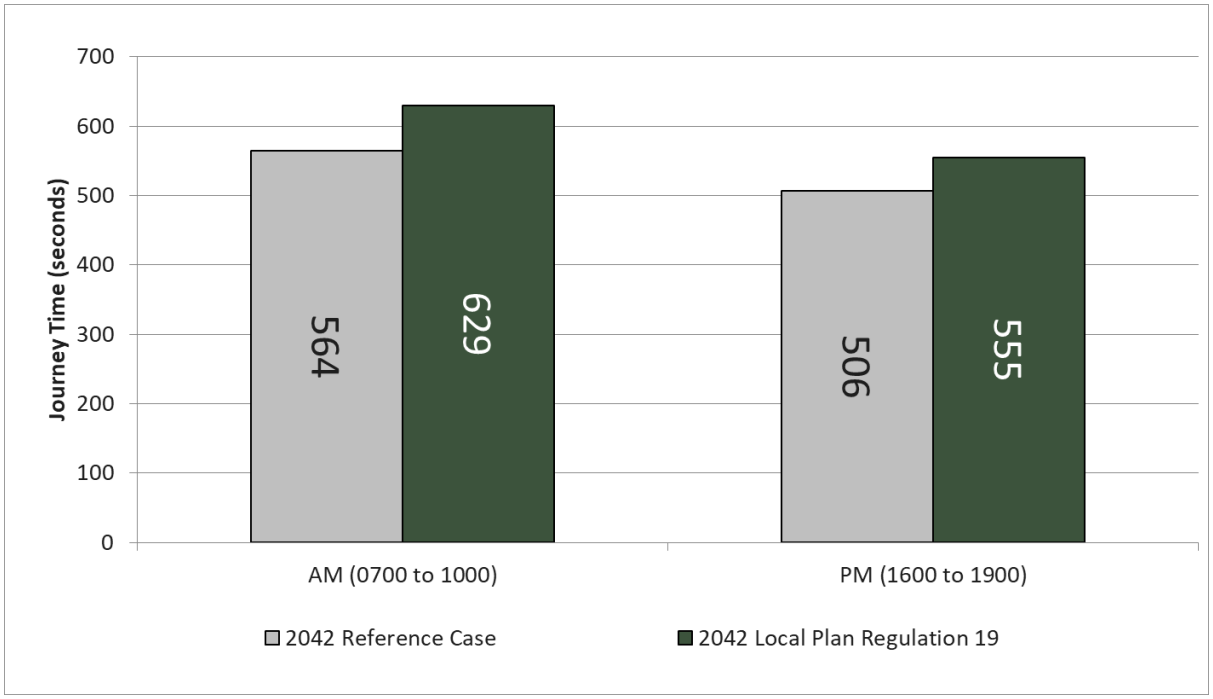
4.19 The above locations are important junctions on the SRN, a number of which have either recently been upgraded through mitigation schemes, or have consented schemes to be delivered, and therefore within the original STA, any mitigation at these junctions focused on optimising signal timings, rather than introducing any further infrastructure.

4.20 These signal timing changes have been retained within the 2042 RRAM Regulation 19 Submission scenario which is reported within the following section.

Average Journey Time Impacts

4.21 The following figure summarises the strategic level delay within the 2042 Local Plan Regulation 19 Submission scenario, relative to the 2042 Reference Case (i.e. currently adopted plan scenario).

Figure 7 Average Journey Time Impacts – RRAM Local Plan Regulation 19 Assessment



4.22 The results presented within the previous figure indicate that the introduction of the Regulation 19 Submission sites within the model shows increases in journey times over the

2042 Reference Case, with average journey time increases of around one minute in the morning period and 50 seconds evening period.

4.23 This is a significant reduction in the scale of impact when compared to the original reporting within the STA and indicates that the sites included within the Regulation 19 Submission scenario have a reduced strategic level impact on the RRAM network compared to the previously identified sites considered within the original STA.

4.24 This is largely due to the removal of the previously tested Prologis Park West site, and replacement with the Walsgrave Hill site, which has a lower level of impact on the most sensitive part of the RRAM model network – the A45/A46 Toll Bar End junction.

Queue Impacts

4.25 Further to the average journey time analysis, the following analysis presents changes in queues lengths across the model network. This analysis is presented within the following two figures for the AM and PM peak hours respectively and focuses on the 2042 RRAM Local Plan Regulation 19 Submission scenario relative to the 2042 RRAM Reference Case.

4.26 The intention is to demonstrate the modelled impact of delivering the Regulation 19 Submission sites, plus signal timing optimisation, relative to the 2042 Reference Case conditions.

Figure 8 RRAM Local Plan Regulation 19 Queue Impacts – AM Peak Hour

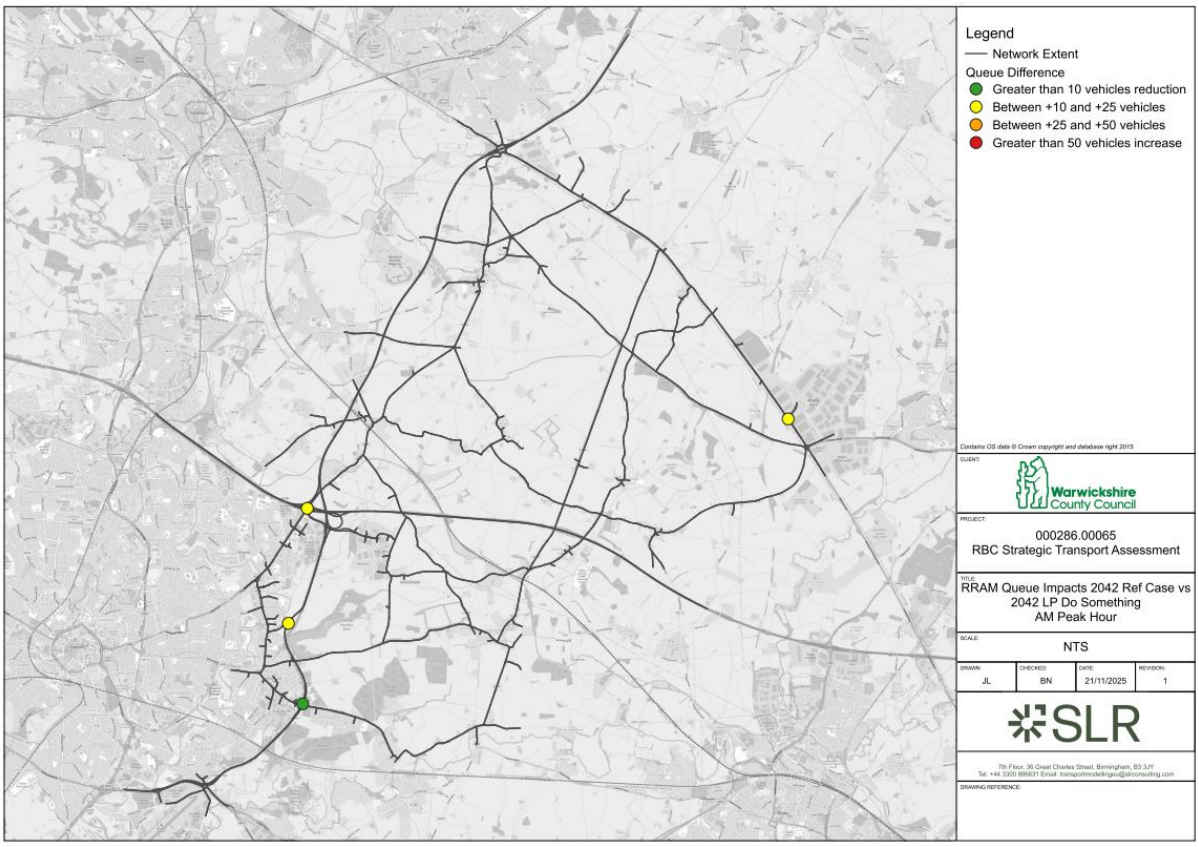
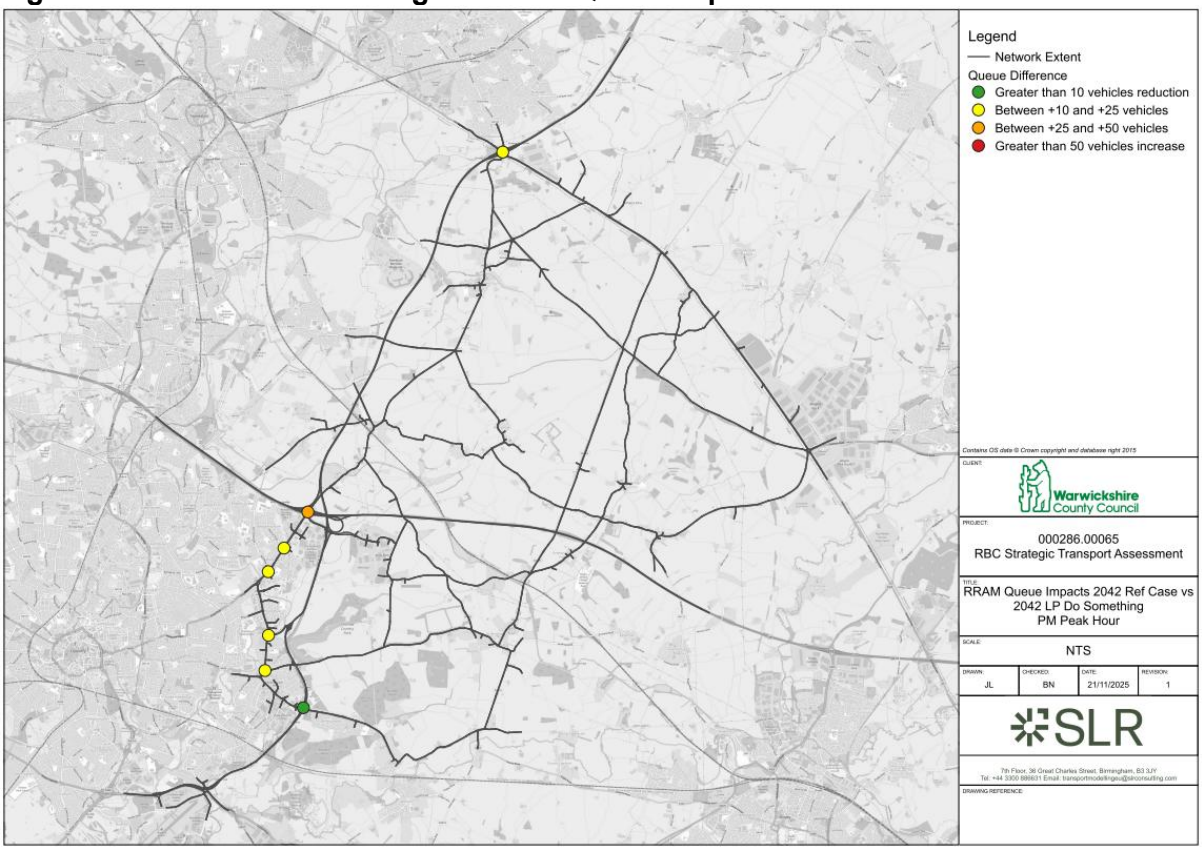


Figure 9 RRAM Local Plan Regulation 19 Queue Impacts – PM Peak Hour



4.27 The queue results presented within the previous two figures indicate the location and extent of changes in queue lengths in the Regulation 19 Submission scenario, relative to the 2042 RRAM Reference Case.

4.28 In line with the average journey time results, there remain impacts once the Regulation 19 Submission sites are included within the modelling despite the signal timing optimisation. The extent of the queuing impacts are significantly reduced compared with the previously reported Do Something scenarios within the original STA.

4.29 The revised development inclusions within the Regulation 19 Submission scenario have a much lower level of impact on the A45/A46 Toll Bar End junction, where the original STA reported significant queue impacts, which are now removed.

4.30 The original STA also reported notable queue increases at M6 Junction 2. The impacts modelled at this junction are reduced in the Regulation 19 Submission scenario, albeit with some residual queues forming in the PM peak hour.

4.31 Aside from these two locations all other queue increases are relatively minor, with the signal timing optimisation largely removing queueing at M69 Junction 1, and the A46/A428 Binley Roundabout.

4.32 Queue impacts do remain during the PM peak hour at junctions along the A4600 Hinckley Road and B4082 Clifford Bridge Road, however, these queues would potentially be reduced through dynamic signal control, which as per the RWA model, is not fully replicated in the

model at this stage due to the added complexity it introduces to the scenarios which is not proportionate to the stage of assessment. RRAM Future Focus

4.33 Based upon the results presented within this section, the Regulation 19 Submission scenario, alongside signal timing optimisation, results in lower impacts on the RRAM network when compared to the original STA reporting.

4.34 This in large part relates to the much-reduced impacts modelled at the A45/A46 Toll Bar End junction and is predominantly a result of removing the Prologis Park West site, and replacing this with the Walsgrave Hill site.

4.35 Notwithstanding this, there are some residual queue impacts remaining, which also affect the strategic level delay through the model at M6 Junction 2.

4.36 It is likely that further signal timing optimisation, and the fact that M6 Junction 2 would operate under dynamic signal control, will further reduce the impacts modelled. The analysis presented within Chapter 7 of this report should also be considered, which provides a disaggregation of the traffic demand which contributes to the issues which are observed within the modelling, providing a better understanding as to whether the Local Plan Regulation 19 site demands are the main contributing factors which directly influence the operational issues observed on the network.

Summary

4.37 The results presented within this section of the report document the modelled impact of the Regulation 19 Submission scenario, within a 2042 forecast year, alongside the previously identified highway infrastructure schemes, signal timing optimisation, and (where applicable) mode shift, within the RWA and RRAM model networks.

4.38 In the context of the RWA model, the outputs demonstrate that the five schemes originally identified remain appropriate to enable the Regulation 19 Submission sites to be delivered within a 2042 end of plan assessment year, with no worsening of the network performance relative to the Local Plan Reference Case scenario. The modelling indicates that these schemes remain sufficient. The Regulation 19 Submission sites do not trigger the need for any additional schemes, and this list of schemes reflects the infrastructure requirements which are identified through this assessment are those which are considered essential to maintain the operation of the network at a strategic level.

4.39 The RRAM modelling has identified that with the inclusion of the Regulation 19 Submission sites, and accompanying signal timing optimisation, significantly reduces the originally modelled impact on the A45/A46 Toll Bar End junction. There remain less significant queue impacts at M6 Junction 2, and at junctions along the A4600 Hinckley Road and B4082 Clifford Bridge Road, however it is likely that the majority of these impacts would be reduced through dynamic signal control at each junction concerned.

4.40 Analysis presented within the latter stages of this report, concerning the impact of the Regulation 19 sites on the SRN should be considered alongside the impacts identified within this section, to provide additional understanding of the extent to which the Regulation 19 Submission sites trigger the impacts modelled within this section, on the SRN junctions that lie within the RRAM model network.

5.0 Mitigation Phasing

Introduction

5.1 Upon completion of the 2042 Regulation 19 Submission testing, as outlined within the previous chapter of this report, the mitigation phasing assessment has then been updated.

5.2 A phasing assessment was undertaken as part of the original STA reporting and was intended to inform the likely stages during the plan period at which each of the identified highway mitigation schemes would be triggered.

5.3 Within the original STA, the initial stage of the mitigation phasing assessment, considered a 2032 assessment year. This analysis determined that infrastructure at the A426/A5 Gibbet Hill roundabout, and A5/A428 Halfway House roundabout would be clearly essential within the early stages of the plan.

5.4 It is not considered that the changes applied to the modelling to derive the Regulation 19 Submission scenario would change this conclusion, and therefore the early mitigation requirements are considered unchanged.

5.5 However, the original STA also considered an interim assessment year of 2038, which determined the need for further mitigation at this point, comprising inclusion of the scheme identified for the A4071/Potsford Dam roundabout.

5.6 The 2038 scenario, now inclusive of the Regulation 19 Submission sites, has been reviewed to determine whether this scheme continues to be required at this point in the Plan, as well as determining if any other changes to the mitigation assumptions are identified as necessary by 2038.

5.7 As per the previous STA, the prioritisation and delivery of infrastructure, identified through this stage, should be considered indicative, rather than definitive, as it is reliant upon the developments coming forward in line with the assumptions set out within RBCs housing trajectory.

5.8 The traffic forecasts for the 2038 Regulation 19 have been derived (detailed provided within **Appendix B**), inclusive of the Regulation 19 Local Plan demands, and assigned to the model.

5.9 The sustainable transport infrastructure improvements (mode shift adjustments) have then also been included, as these are the infrastructure measures which should be prioritised. At this stage the “normal” level of mode shift adjustments has been applied and retained in all traffic demand estimates but it has been demonstrated that the network would function better under the conditions predicted if the higher (“optimistic”) level of shift were achieved.

5.10 The demand for the 2038 assessment year has been assigned to the network, and any instances where delivery of the mitigation measures identified in the 2042 Do Something stage of this assessment have been added as considered necessary. This provides an initial indication of how the infrastructure may need to be phased to facilitate the delivery of the plan.

5.11 On the basis that highway infrastructure has been derived for the RWA model only, this phasing testing considers this model only.

RWA Phasing Assessment

5.12 The RWA Phasing Assessment provides average journey time and queue impact results, drawing a comparison between the following scenarios:

- **2038 Local Plan Do Minimum** – inclusion of Core sites, as built out by 2038 (informed by RBC housing trajectory) on top of adopted Local Plan growth up to 2038 + A426/A5 Gibbet Hill and A5/A428 Halfway House roundabout scheme
- **2038 Local Plan Do Something** – as per 2038 Local Plan Do Nothing plus any highway infrastructure deemed necessary to maintain a reasonable level of network operation

5.13 As detailed in the previous section, initially the 2038 Local Plan Do Minimum scenario has been developed, which consists of the Regulation 19 sites, as per build out estimate up to 2038. Alongside this, the previously identified early stage mitigation has been included (A426/A5 Gibbet Hill and A5/A428 Halfway House roundabouts).

5.14 Following this a 2038 Local Plan Do Something (Local Plan + Regulation 19 sites) model has been created, which consists of including the A4071/Potsford Dam scheme into the 2038 Local Plan Do Minimum models, on the basis that this scheme was triggered by 2038 within the original assessment.

5.15 The resultant queue impacts are presented within the following figures for the AM and PM period respectively, which compares the 2038 Local Plan Do Minimum with the 2038 Local Plan Do Something.

Figure 10 2038 Regulation 19 Phasing Assessment – AM Peak Hour Queue Impacts

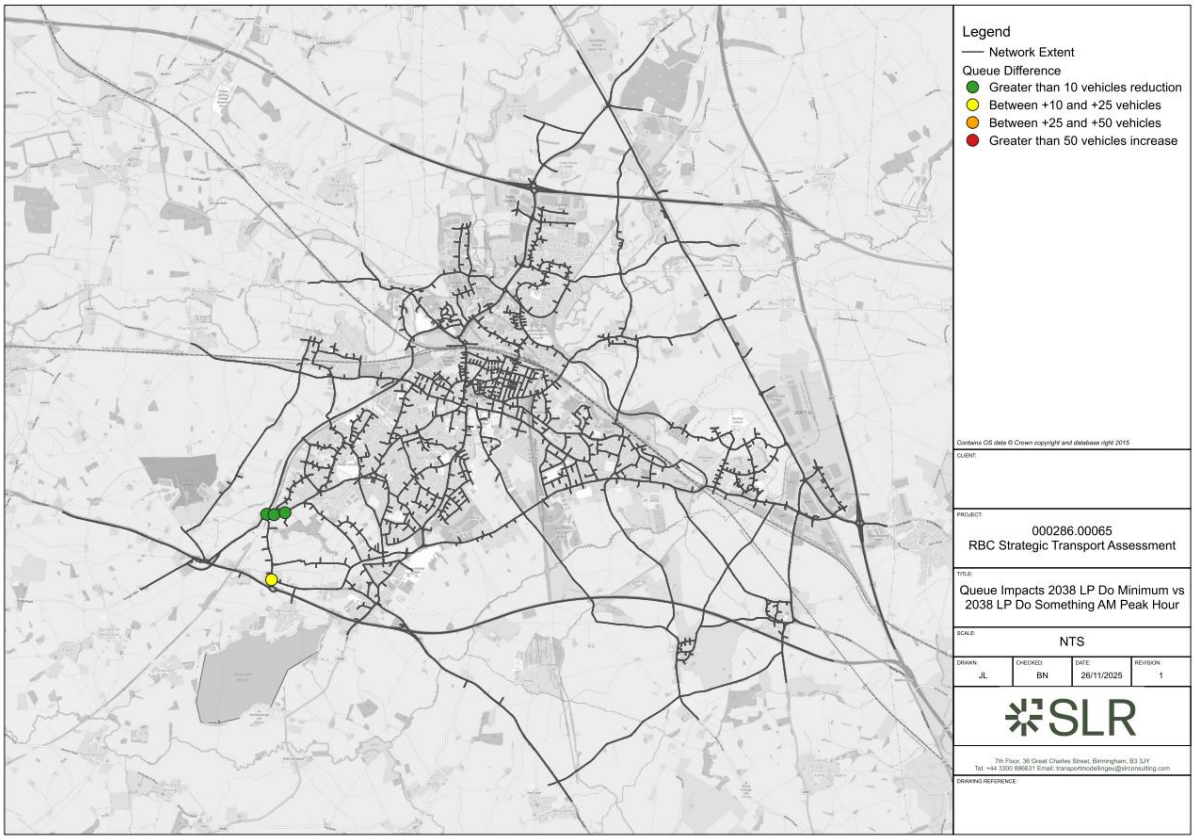
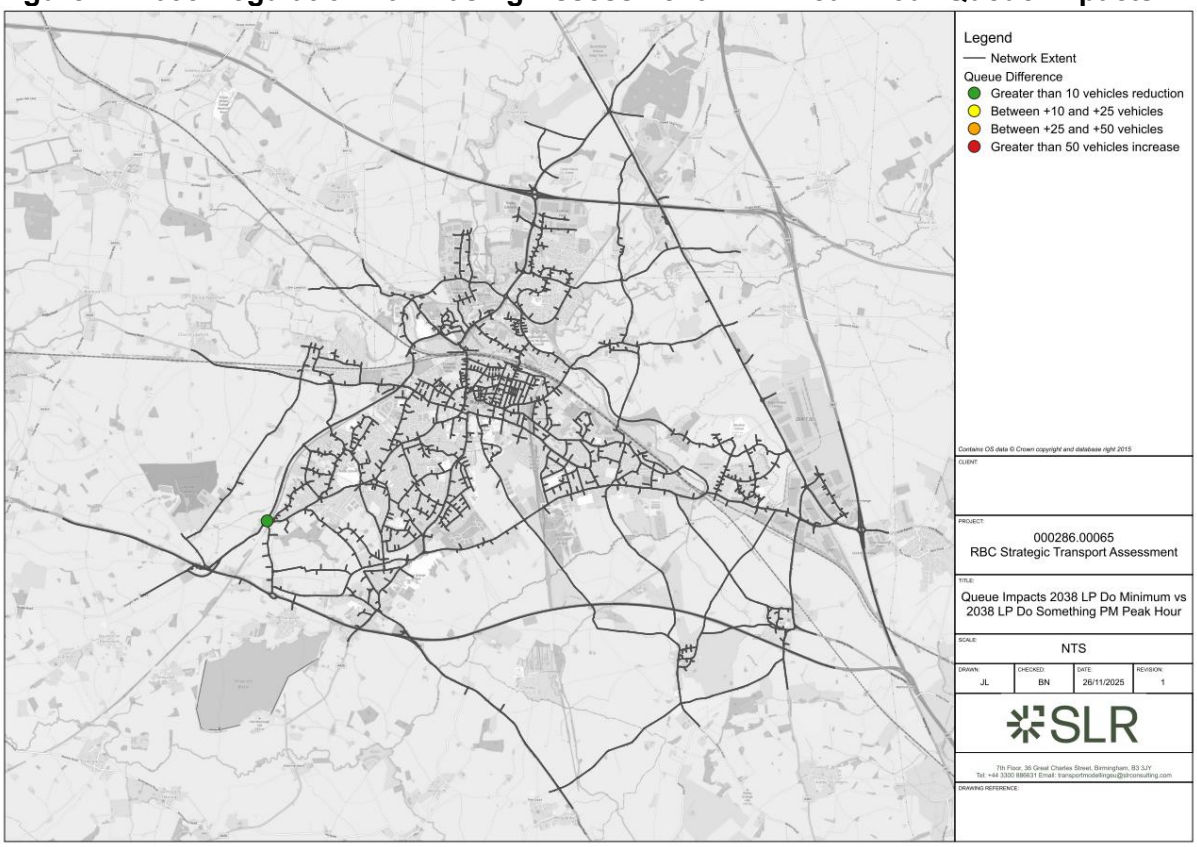


Figure 11 2038 Regulation 19 Phasing Assessment – AM Peak Hour Queue Impacts



5.16 The previous figures indicate that the mitigation measures included within the 2038 scenario, at the A4071/Potsford Dam junction, has reduced the queues impacts in this location.

5.17 Aside from this, location, there are no further mitigation requirements identified at this stage, with only minor queue increases flagging at the A45/B4429 signal junction in the AM peak hour. This is likely a result of more traffic choosing to route via this junction because of improvements to the A4071/Potsford Dam roundabout, and therefore it is expected that as the A45/B4429 signalised junction would operate under dynamic control, the signal timings would optimise to account for any changes in flows through the junction.

Phasing Summary

5.18 The results presented within this chapter have highlighted the modelled impact of including the Regulation 19 Local Plan sites, on top of adopted Local Plan conditions, in a 2038 interim year scenario. This stage of assessment has confirmed that the previously identified A4071/Potsford Dam roundabout intervention is sufficient to maintain a reasonable level of network operation at this stage. This is on the assumption that the essential schemes at the A426/A5 Gibbet Hill roundabout, and A5/A428 Halfway House roundabout have already been included by this point.

5.19 This has resulted in the following phasing of schemes within the model network, which is in line with that defined within the original STA:

Table 3 Schemes Required by Stage

SCHEME	STAGE REQUIRED		
	2032	2038	2045
A426/A5 Gibbet Hill Roundabout	X		
A5/A428 Halfway House Roundabout	X		
M1 Junction 18 Signal Optimisation	X		
A4071/Potsford Dam Roundabout		X	
A426/Newton Manor Lane Roundabout			X
A4071/B4112 Newbold Road Roundabout			X

5.20 The prioritisation and delivery of the above infrastructure, identified through this stage, is indicative, rather than definitive, as it is reliant upon the developments coming forward in line with the assumptions set out within RBCs housing trajectory. However, based on the phasing considered within this assessment, the above details the schemes triggered at each stage.

6.0 Cost Apportionment

6.1 As part of the ongoing Strategic Transport Assessment (STA), RBC requested SLR provide commentary around the likely costs and funding strategies required to enable the mitigation identified within the reporting to be delivered.

6.2 This consists of potential contributions to the sustainable measures (LCWIP and BSIP measures), and contributions to the highway mitigation schemes that have been identified, through the STA to support the development and traffic growth predicted to occur as a result of RBCs New Local Plan.

6.3 The approach set out within this section of the report (and reported in greater detail within **Appendix C**) is intended to summarise a potential means by which RBC, and the developers who are promoting sites through the local plan, can be provided with more certainty around the potential costs implications which may be incurred by each site, as they come forward, associated with the delivery of an appropriate level of mitigation.

6.4 The following sections provide analysis of the proximity and, for highway schemes, traffic impacts which correspond to the infrastructure assumptions contained within the Local Plan Regulation 19 scenario. The schemes identified are those considered to represent the appropriate strategic level mitigation strategy necessary to manage the effects, on the transport network, of the delivery of the Local Plan. This should be considered alongside the technical note provided within **Appendix C** of this report, which provides additional analysis and detail around this cost apportionment.

Sustainable Modes Schemes

6.5 The STA has outlined how the proposed LCWIP and BSIP measures within the Rugby Borough are crucial for delivering a level of mode shift that forms a key element of mitigating the impact of the Regulation 19 development sites. This is particularly focused on the RWA model network, where the proposed measures across the town are considered critical to reduce the prevalence of short distance trips across the town centre itself.

6.6 Accordingly, it is considered that the identified LCWIP and BSIP schemes form a key part of the mitigation package associated with the delivery of the Regulation 19 Local Plan, and which contributions should be sought from the development sites to aid delivery since they are measures which will manage the impact of future traffic growth arising from the local plan.

6.7 Based upon the information presented within **Appendix C**, most Regulation 19 sites lie within 400 metres of at least one LCWIP and BSIP proposed scheme, and therefore contributions from the relevant sites should be sought for these schemes.

6.8 It is the case that several of the LCWIP schemes do not have Regulation 19 development sites that lie within a 400 metre radius, but are within a 5km radius (DfTs Active Modes Appriasal Toolkit considers benefits delivered based on a 4.8km target which has been used to inform this criteria).

6.9 The presumption is that those schemes within 400m would be subject to direct contributions from adjacent sites, to aid delivery, whilst the schemes which are within 5km can reasonably be expected to provide additional connections to the development, particularly with regards cycling proposals, and could therefore be funded via wider contributions from the sites identified within Appendix C[2].

6.10 There are instances where sites of a more rural nature do not lie close to any proposed LCWIP or BSIP schemes. In such instances localised improvements will be required, to provide connection into bus or cycle/walking networks. It is anticipated that these additional measures would be identified through planning for each site in question, and contribution levels negotiated through the planning process.

6.11 These sites have been identified separately within Appendix E of the original STA report[3]. It will be necessary to seek to deliver more localised enhancements which achieve similar aims and would need to be delivered by the specific developments through the planning process.

Highway Infrastructure Schemes

6.12 The STA reporting identified the need for the following five schemes to support the Regulation 19 sites proposed through the Local Plan:

- A426/A5 Gibbet Hill Roundabout
- A4071/Potsford Dam Roundabout
- A5/A428 Halfway House Roundabout
- A4071/B4112 Newbold Road Roundabout
- A426/Newton Manor Lane Roundabout

6.13 Two schemes are also included within the modelling which are necessary to ensure that the traffic growth predictions associated with the Regulation 19 sites can be managed, alongside existing traffic growth, from existing development consents.

6.14 It is understood that funding is not fully secured for these schemes but there are contributions proposed through existing S106 agreements which will be used to aid the scheme delivery. These schemes have therefore been included within this analysis as it is expected that contributions would be sought from future development in order that any prospective funding gap would be mitigated:

- A426/A4071 Avon Mill Roundabout
- A426/Boughton Road Roundabout

6.15 Finally, the potential requirement for the following further two schemes have also been identified at locations outside of the model extent:

[2] 000286.00065.TN008 Cost Apportionment Analysis- Table 2

[3] 000065.R001.Rugby Wide Area Strategic Transport Assessment Report

- Princethorpe Crossroads
- Bretford Bridge

6.16 The need for these final two schemes is largely related to the delivery of the nearby developments in Stretton-on-Dunsmore, Wolston and Ryton-on-Dunsmore, and so it is expected that the developments in this area would need to contribute to the schemes, on a cumulative basis, to ensure that the effects of the local traffic growth arising from the proposed local plan sites can be managed.

6.17 Given the strategic nature of the A426/A5 Gibbet Hill roundabout, and the existing congestion issues at this location, it is not suggested that contributions from the Local Plan sites would necessarily be required to aid delivery. The analysis indicates that it is primarily an existing issue which will worsen over time to such an extent that a scheme will be triggered in any event. The relatively small increases in traffic flows arising from the local plan sites would be unlikely to trigger a step change in the conditions and/or justify individual mitigations. On the basis that a scheme here is likely to be triggered before the point at which the developments within the Plan start to come forward at a significant level.

6.18 Cost estimates for each of the schemes identified, based upon the concept designs have been produced by WCC EDS and provided to accompany this analysis. This information is provided within **Appendix C**.

6.19 To determine a potential means of cost apportionment for each scheme, this stage of the analysis has focused initially on the sites that lie within a 5km buffer of each scheme and derived the proportion of additional traffic flows through each junction that these sites are predicted to generate.

6.20 If a site that lies within 5km of a scheme, but generates only low additional traffic flows through each junction (i.e. under 5% of additional traffic through each scheme), it will be unlikely that there will be a strong case for specific contributions to the scheme, on the basis that this level of traffic is unlikely to trigger the specific mitigation identified. That does not preclude a future requirement for pooling of contributions via CIL in the event of a funding shortfall being identified.

6.21 On this basis, should wider contributions be sought, there may be a case for sites that lie within a 10km buffer of each scheme to contribute towards cumulative costs. Any sites that lie beyond a 10km radius of a scheme would be difficult to secure contributions from.

6.22 For any sites that lies outside of a 10km buffer of an identified scheme, i.e. sites of a more rural nature, then it is likely that any scheme contributions would be identified at more detailed transport assessment, specific to the development proposals, and would likely focus on localised improvements.

6.23 This is a simplistic set of assumptions intended to provide an initial delivery framework which can be incorporated into the viability considerations surrounding the Local Plan proposals. It should be recognised that each site will have to undertake a detailed assessment of impacts through the individual transport assessments and, at this point, these assumptions would be revisited and may result in amendments to the strategy which has been identified thus far which mcoulday, in turn, reduce or increase the contribution levels accordingly.

6.24 The nature of the STA precludes an ability to assign more certainty to this at this stage as it remains 'high-level' and considers operational matters which will span more than 20 years. It, therefore, contains an element of inherent uncertainty as a result which cannot be overcome until such time as a planning application is submitted to support the development.

6.25 A breakdown of the highway infrastructure scheme locations of each site, separated by three buffer distances of within 5km, between 5-10km and over 10km are listed in **Appendix C**[4], where further detail on highway infrastructure schemes relevant to each site is highlighted in.

6.26 The WCC cost estimates for each scheme are provided within **Appendix C**, and when considered alongside the traffic flow impacts associated with each scheme, the apportionment per sites can be derived from this information[5].

6.27 The A426/A5 Gibbet Hill scheme and A5/A428 Halfway House schemes have been omitted from this detailed apportionment assessment, on the basis that the spatial strategy is such that there are no Regulation 19 sites within close proximity to each scheme that contribute over 5% of traffic flows, and therefore these schemes are not triggered by any one individual site.

6.28 It is likely that cumulative contributions would be sought for the A5/A428 Halfway House scheme, whilst the A426/A5 Gibbet Hill scheme is an existing issue which is likely to require a solution prior to the delivery of the Regulation 19 sites.

6.29 The criteria for cost apportionment is in-line with the previously outlined approach, whereby sites would is assumed to be required to directly fund schemes which are within 5km of the site itself, and the site contributes over 5% of the additional traffic flows through the junction. The instances where this is the case is set out for each scheme in the following tables:

Summary

6.30 The analysis summarised within this chapter, and detailed within **Appendix C**, outlines the indicative costs and funding strategies for delivering essential mitigation measures which are considered necessary to minimise the impacts of the developments identified through RBCs Local Plan Regulation 19 Submission.

6.31 There are two key categories of infrastructure, in line with NPPF, measures to reduce car dependency, via the promotion of existing proposals that have been identified within the BSIP and the LSWIP are considered first, and then, once the effect of these proposals has been included, highway interventions have been identified, to ensure that the residual impacts arising from the traffic growth predicted to occur as a result of the Local Plan can be appropriately managed.

6.32 A contribution framework has been suggested which varies depending upon the proposed measures and considers the proximity of the mitigation schemes and proposed developments to ensure that the two can be considered related (and therefore future

[4] 000286.00065.TN008 Cost Apportionment Analysis – Table 3

[5] 000286.00065.TN008 Cost Apportionment Analysis – Table 4-6

contributions would likely meet the individual development tests set out within CIL regulation 122).

6.33 With regards the active and sustainable transport mitigation, the schemes which are relatable to developments based on either a 400m (which means the development would reasonably directly benefit from the scheme) or 5km (which means the development could reasonably connect into the scheme) buffer have been identified. This provides the initial list of schemes identified within the BSIP and LCWIP that it would be reasonable to seek contributions towards, from developments identified within the Regulation 19 submission, on an individual site basis.

6.34 With regards the highway schemes, a buffer of 5km and 10km has been used to identify those schemes which are close to developments (and so direct contributions are easily justifiable), those developments which are likely to still benefit from the schemes as a result of being within 10km of the proposal (and so direct contributions or a cumulative contribution strategy may still be justifiable) and those which are over 10km from the development (where justification of contributions may be challenging).

6.35 Where a scheme is over 10km from the development, although a direct contribution may be challenging to justify, there is invariably a wider benefit to the plan, arising from the delivery of all schemes identified within the STA which may justify a wider cumulative contribution strategy in the event of future funding shortfalls being identified.

6.36 Three schemes highway schemes (A4071/Potsford Dam, A426/Newton Manor Lane, and A4071/B4112 Newbold Road) have clear apportionment tables, whereas the other schemes may require a cumulative contribution strategy seeking funding from all developments to ensure that they can be delivered.

6.37 This is a simplistic set of assumptions intended to provide an initial delivery framework which can be incorporated into the viability considerations surrounding the Local Plan proposals. It should be recognised that each site will have to undertake a detailed assessment of impacts through the individual planning submission, and, at this point, these assumptions would be revisited and may result in amendments to the strategy which has been identified thus far which could, in turn, reduce or increase the contribution levels accordingly.

6.38 The nature of the STA precludes an ability to assign more certainty to this at this stage as it remains ‘high-level’ and is consideration operational matters which will span more than 20 years and therefore contains an element of inherent uncertainty as a result which cannot be overcome until such time as a planning application is submitted to support the development.

6.39 Costs remain high-level and subject to refinement during detailed design and planning. The approach seeks to identify contributions which would also meet CIL Regulation 122 tests of necessity and relatability on a development specific basis whilst also supporting delivery of strategic infrastructure to manage the effects of cumulative traffic growth.

6.40 The nature of the assessment is such that it only considers and provides a strategy to manage the ‘additional’ impacts arising from the inclusion of the Regulation 19 Submission sites and so the mitigation is considered appropriate in that context. Residual effects arising from existing traffic growth which has already been consented are considered when reviewing the operation and identification of existing network constraints and are also

considered with regards schemes already identified by not yet fully funded. Thereby ensuring that the schemes identified through the study are directly relatable to the developments, and associated impacts, arising from the Regulation 19 submission sites.

7.0 SRN Assessment

Introduction

7.1 Prior to commencing this assessment, WCC shared the proposed approach to the STA modelling, as well as some details on the models which have been adopted through this assessment with National Highways (NH). National Highways (NH) is responsible for managing and maintained the operation of the Strategic Road Network (SRN) and is a statutory consultee in the Local Plan process

7.2 Through the ensuing engagement process, NH provided an overview of supplementary information which it would require, to enable it to understand and comment on the implications of the proposed plan as set out within the Regulation 19 submission. NH also provided some specific questions relating to this assessment

7.3 SLR have produced a note, which is provided within **Appendix D,** which responds to these questions, and provides the supplementary analysis requested by NH as part of the assessment of the Regulation 19 sites and the potential impact on the operation of the SRN. This should be considered in conjunction with the high level findings presented within the remainder of this chapter

SRN Interventions

7.4 The principal approach of the STA is focussed on the phased delivery of interventions whereby improvements to mode choice delivered through implementation of the ambitions which are set out within the Local Walking and Cycling Infrastructure Plan (LCWIP) and Bus Service Improvement Plan (BSIP) provide the first phase of mitigation.

7.5 Once the effect of these measures has been captured within the assessment, the residual impacts arising from the remaining traffic growth has been considered and mitigation defined accordingly.

7.6 When considering the SRN, the following amendments have been included at junctions along the SRN, the phasing analysis also provides an opportunity to indicate when in the plan period the interventions may be required.

Table 4 SRN Junction Interventions

SRN Junciton	Scheme Details	Stage of Plan Required
A426/A5 Gibbet Hill	Widening/Signalisation	Prior to Local Plan
A5/A428 Halfway House	Widening scheme	2032 – early stages of plan period
M1 Junction 18	Signal timing optimisation	2032 - early stages of plan period
M69 Junction 1	Signal timing optimisation	2042 – full plan build out
M6 Junction 2	Signal timing optimisation	2042 – full plan build out
A46/A428 Binley Roundabout	Signal timing optimisation	2042 – full plan build out

7.7 Not every junction along the SRN has been amended through this assessment. Earlier analysis within the Phase 1 of the STA considered several developments which induced a higher level of impact may in certain locations on the SRN as a result of delivering the sites identified as 'omission' sites.

7.8 These sites are not included within the Regulation 19 submission and so the spatial strategy offers a level of mitigation by limiting the level of development which is located near sensitive locations on the SRN.

SRN Assessment Findings

7.9 In order that NH can further understand the effect of traffic growth arising from the Regulation 19 submission sites has on the SRN junctions, further analysis of the traffic flow analysis has been undertaken to determine the overall changes in traffic flows at each junction on the SRN.

7.10 All junctions have been considered in this analysis, rather than just those where changes have been identified through the STA. The total flows (combining inbound and outbound trips) through each junction have been assessed within the 2024 Base, 2042 Reference Case and 2042 Regulation 19 Local Plan scenario.

7.11 Detailed outputs and commentary are provided within the analysis presented within **Appendix D,** which is summarised within the following**.**

7.12 The additional traffic growth, once the Local Plan Regulation 19 traffic is included within the modelling, is limited, with most modelled junctions on the SRN experience less than 10% increases in traffic growth relative to the 2042 Reference Case (consented and adopted) conditions. This traffic growth is accompanied by highway mitigation schemes and signal timing optimisation at the locations highlighted within Table 4.

7.13 The flow analysis presented within **Appendix D** has indicated that the addition of the Local Plan traffic results limited traffic increases through each junction with the exception of the following locations:

- A426/A5 Gibbet Hill Roundabout
- A5/A428 Halfway House Roundabout
- A5/Danes Way Roundabout
- A46/Binley Roundabout
- A46 Coventry Eastern Bypass/B4082 Roundabout
- A46/M69/Central Boulevard
- M6 Junction 2
- M69 Junction 1

7.14 Highway mitigation has been included at the A426/A5 Gibbet Hill roundabout and A5/A428 Halfway House roundabout to accommodate these flows, albeit the need for mitigation at the A426/A5 Gibbet Hill roundabout is triggered prior to the inclusion of the Local Plan demands.

7.15 Signal timing optimisation has also been undertaken at junctions on the A46, and at M6 Junction 2, and M69 Junction 1, which the reporting presented within the STA Addendum report indicates is sufficient to enable the junctions to operate with no notable worsening of conditions over the 2042 Reference Case at all locations.

7.16 The signal control strategies at these junctions operate under dynamic control, which is not possible to reflect in the model at this time due to the added complexity. In these instances, queues may be lower or better balanced across the junction than is currently reflected in the modelling.

7.17 There are two known existing areas of constraint within the model networks, at the A426/A5 Gibbet Hill roundabout, and the A45/A46 Toll Bar End interchange. At both locations, existing congestion is known to occur, which will be exacerbated within the 2042 Reference Case scenarios.

7.18 At the A426/A5 Gibbet Hill junction the modelling predicts a 10% increase in traffic flows through this junction following the inclusion of the Local Plan (Regulation 19) sites. This increase has been minimised through the spatial strategy, which has omitted large sites that would have the largest impact on this junction. Despite this, a solution will clearly be required at this junction, however, given the existing nature of the impacts, and the distance from most developments being promoted through the plan, it is unlikely that this would be funded by the Local Plan sites.

7.19 With regards the A45/A46 Toll Bar End interchange, the latest spatial strategy presented within the STA Addendum Report is such that the previously modelled sites having the most significant impact on this junction have been removed, and replaced by sites further afield, which in turn reduces the impacts modelled at this location. The Local Plan (Regulation 19) reports a 7% increase in traffic through this junction, which corresponds with no notable queue increases over the 2042 Reference Case scenario.

7.20 As detailed above, the spatial strategy has evolved through the STA modelling process, with the primary focus being on promoting growth which minimises the addition pressures on the most sensitive parts of the network, particularly the A426/A5 Gibbet Hill and A45/A46 Toll Bar End interchange.

7.21 The analysis presented within this report, and summarised within **Appendix D**, has indicated that the effects of the Local Plan traffic growth on the highway network can be managed.

7.22 There are a limited number of locations where flows increases to the extent that further consideration may be required, however, it is unlikely that the Local Plan traffic growth impacts at these locations would justify significant interventions beyond signal timing optimisation ,with the exception of the A426/A5 Gibbet Hill roundabout and A5/A428 Halfway House roundabout, where mitigation has been identified and included.

7.23 The queue impact analysis presented within the STA Addendum report is such that in the context of the strategic operation of the network, the specific Local Plan impacts are not considered severe.

8.0 Summary and Conclusions

8.1 SLR Consulting Ltd (SLR) have been assisting Rugby Borough Council (RBC) and Warwickshire County Council (WCC), in the assessment of options pertaining to the delivery of growth in housing and employment through the new Rugby Borough Council Local Plan, expected to be adopted in 2027.

8.2 A previous assessment of an initial set of options was undertaken by SLR to consider the emerging development strategy and its potential effect on the operation of the Highway Network. RBC subsequently identified the sites which it intended to promote through the Regulation 19 consultation.

8.3 These sites have then been re-assessed within the microsimulation models, adopting an approach consistent with the original Strategic Transport Assessment (STA). This is detailed further within this Report.

Background

8.4 An original STA report[6] was produced to document the approach to assessing the different development options and the resulting conclusions and recommendations. This report should be read in conjunction to the original STA report.

8.5 Following the submission of the STA, RBC produced a final development list which it intends to publish through Regulation 19. As part of the refinements to the Local Plan, RBC has also amended the delivery year for the Local Plan to 2042. The previous assessment considered the operational impact, on the transport network, of a development delivery trajectory which ran to 2045. The traffic forecast and development assumptions have therefore been revisited accordingly.

8.6 It should be noted that, since the original STA provides relative comparisons, pertaining to the performance of different options for growth, against a consistent Reference Case it was not considered necessary to revisit the original modelling and the conclusions derived from the previous STA remain valid in light of the reduced delivery timeframe (now ending at 2042 as opposed to the previously assumed 2045).

8.7 This STA Addendum has been created to document the effect that the proposed Regulation 19 submission sites will have on the operation of the transport network inclusive of the revised 2042 delivery year. The STA Addendum is intended to supplement the original STA in providing comparable analysis pertaining to a single development option (i.e. the Regulation 19 submission sites) as was presented previously.

8.8 The STA Addendum revisits the mitigation and phasing assessments as well as providing additional analysis on the apportionment of costs across the various sites to aid the scheme delivery as the Plan is delivered. This Addendum report also provides additional detailed analysis of the changes identified through the modelling on the operation of the Strategic Road Network. This additional information has been reported following engagement with

[6] 000065.R001.Rugby Wide Area Strategic Transport Assessment Report

National Highways and is intended to provide NH with further details on the predicted effects and enable NH to respond to the Regulation 19 consultation accordingly.

Objectives

8.9 The objective of this assessment is to understand the implications of the proposed new Local Plan development allocation strategy which RBC is promoting through its Regulation 19 submission.

8.10 The findings from this assessment have been set out within this Strategic Transport Assessment (STA) Addendum Report which assess RBCs latest Local Plan development scenario and considers and reports upon:

- The potential impact, on the highway network, of traffic growth arising from the revised allocation strategies.
- The mitigation measures required to support the growth and minimise the effect on the operation of the transport network.
- The effect of delivering the Local Plan in phases and how this would impact the identified mitigation phasing strategy.

8.11 Several additional objectives have been addressed within this report, namely:

- To provide high level cost estimates of the infrastructure for inclusion within the Infrastructure Delivery Plan.
- To engage with NH regarding the assumptions and approach with a view to agreeing the assessment as appropriate for NHs requirements.

8.12 A series of key stages of the assessment were undertaken to address these objectives, which are summarised in the following:

Scheme Assumptions

8.13 Prior to the testing of the Regulation 19 Local Plan sites, there were a series of assumptions adopted regarding schemes which are not currently funded, but are understood to be required to facilitate the current Local Plan. Accordingly, schemes are included within the modelling at the following locations:

- A426/A4071 Avon Mill Roundabout
- A426/A5 Gibbet Hill Roundabout
- A426/Boughton Road/Brownsover Road Roundabout

Regulation 19 Local Plan Sites Assessment

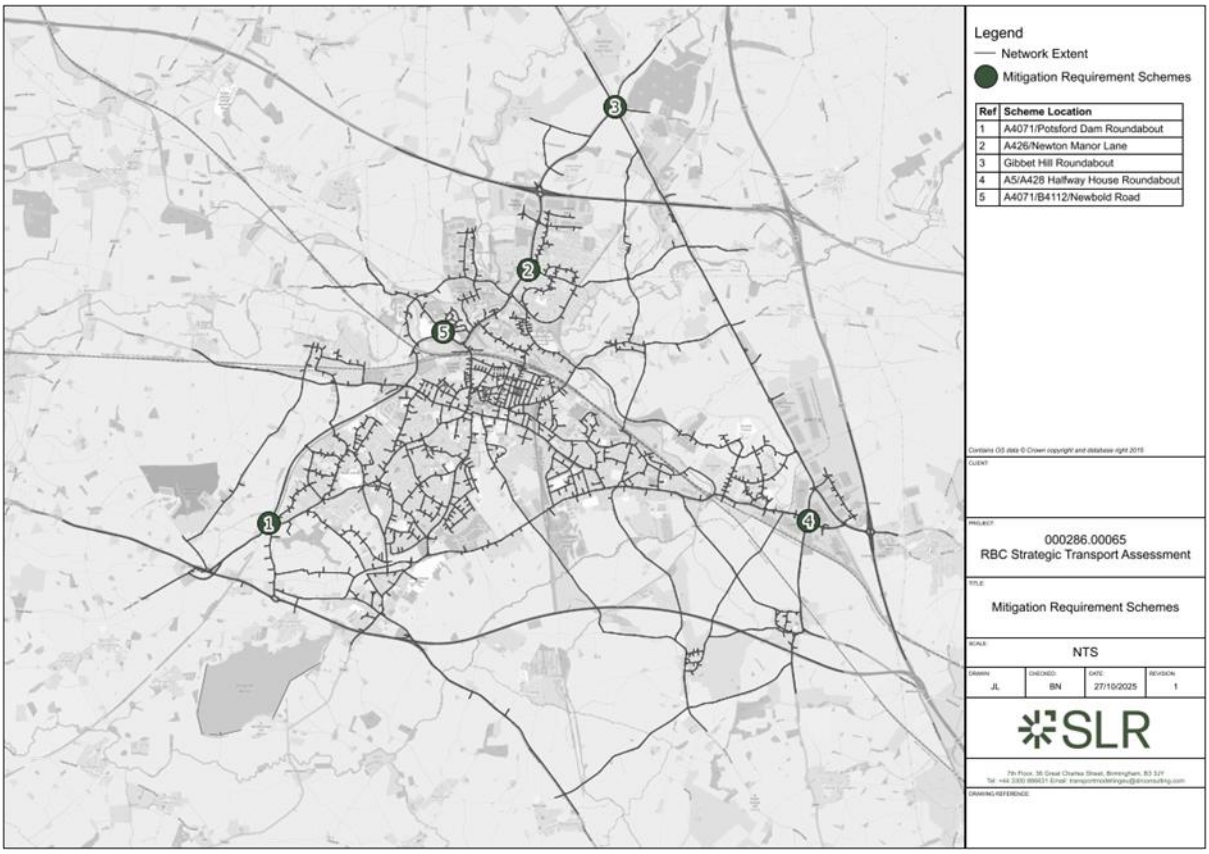
8.14 The results presented within this section of the report document the modelled impact of the Regulation 19 Submission scenario, within a 2042 forecast year, alongside the previously

identified highway infrastructure schemes, signal timing optimisation, and (where applicable) mode shift, within the RWA and RRAM model networks.

8.15 In the context of the RWA model, the outputs demonstrate that the five schemes originally identified remain appropriate to enable the Regulation 19 Submission sites to be delivered within a 2042 end of plan assessment year, with no worsening of the network performance relative to the Local Plan Reference Case scenario. These schemes are listed below, with the location on the network demonstrated within the following figure:

- A426/A5 Gibbet Hill Roundabout
- A4071/Potsford Dam Roundabout
- A5/A428 Halfway House Roundabout
- A4071/B4112 Newbold Road Roundabout
- A426/Newton Manor Lane Roundabout

Figure 12 Identified Highway Mitigation Schemes



8.16 The modelling indicates that these schemes remain sufficient. The Regulation 19 Submission sites do not trigger the need for any additional schemes, and this list of schemes reflects the infrastructure requirements which are identified through this assessment are those which are considered essential to maintain the operation of the network at a strategic level.

8.17 The original modelling within the RRAM modelling identified the need for signal timing optimisation at the following list of junctions:

- A46/A45 Toll Bar End
- A46/A428 Binley Roundabout
- M69 Junction 1
- M6 Junction 2

8.18 The modelling presented in this report from the RRAM model has identified that with the inclusion of the Regulation 19 Submission sites, and accompanying signal timing optimisation, significantly reduces the originally modelled impact on the A45/A46 Toll Bar End junction.

8.19 There remain less significant queue impacts at M6 Junction 2, and at junctions along the A4600 Hinckley Road and B4082 Clifford Bridge Road, however it is likely that the majority of these impacts would be reduced through dynamic signal control at each junction concerned.

8.20 Analysis presented within the latter stages of this report, concerning the impact of the Regulation 19 sites on the SRN should be considered alongside the impacts identified within this section, to provide additional understanding of the extent to which the Regulation 19 Submission sites trigger the impacts modelled within this section, on the SRN junctions that lie within the RRAM model network.

Phasing Assessment

8.21 The phasing assessment results presented within this report have highlighted the modelled impact of including the Regulation 19 Local Plan sites, on top of adopted Local Plan conditions, in a 2038 interim year scenario.

8.22 This stage of assessment has confirmed that the previously identified A4071/Potsford Dam roundabout intervention is sufficient to maintain a reasonable level of network operation at this stage. This is on the assumption that the essential schemes at the A426/A5 Gibbet Hill roundabout, and A5/A428 Halfway House roundabout have already been included by this point.

8.23 The 2038 interim year assessment has not indicated the requirement for the remaining two mitigation schemes identified, at the A426/Newton Manor Lane roundabout, and A4071/B4112 Newbold Road roundabout, and as such it is likely that these schemes will be required upon the full build out of the Regulation 19 sites.

8.24 This has resulted in the following phasing of schemes within the model network, which is in line with that defined within the original STA:

Table 5 Schemes Required by Stage

SCHEME	STAGE REQUIRED		
	2032	2038	2045
A426/A5 Gibbet Hill Roundabout	X		
A5/A428 Halfway House Roundabout	X		
M1 Junction 18 Signal Optimisation	X		
A4071/Potsford Dam Roundabout		X	
A426/Newton Manor Lane Roundabout			X
A4071/B4112 Newbold Road Roundabout			X

8.25 The prioritisation and delivery of the above infrastructure, identified through this stage, is indicative, rather than definitive, as it is reliant upon the developments coming forward in line with the assumptions set out within RBCs housing trajectory. However, based on the phasing considered within this assessment, the above details the schemes triggered at each stage.

Cost Apportionment

8.26 The Cost Apportionment analysis summarised within this report, and detailed within **Appendix C**, outlines the indicative costs and funding strategies for delivering essential mitigation measures which are considered necessary to minimise the impacts of the developments identified through RBCs Local Plan Regulation 19 Submission.

8.27 There are two key categories of infrastructure, in line with NPPF, measures to reduce car dependency, via the promotion of existing proposals that have been identified within the BSIP and the LSWIP are considered first, and then, once the effect of these proposals has been included, highway interventions have been identified, to ensure that the residual impacts arising from the traffic growth predicted to occur as a result of the Local Plan can be appropriately managed.

8.28 A contribution framework has been suggested which varies depending upon the proposed measures and considers the proximity of the mitigation schemes and proposed developments to ensure that the two can be considered related (and therefore future contributions would likely meet the individual development tests set out within CIL regulation 122.

8.29 With regards the active and sustainable transport mitigation, the schemes which are relatable to developments based on either a 400m (which means the development would reasonably directly benefit from the scheme) or 5km (which means the development could reasonably connect into the scheme) buffer have been identified. This provides the initial list of schemes identified within the BSIP and LCWIP that it would be reasonable to seek

contributions towards, from developments identified within the Regulation 19 submission, on an individual site basis.

8.30 With regards the highway schemes, a buffer of 5km and 10km has been used to identify those schemes which are close to developments (and so direct contributions are easily justifiable), those developments which are likely to still benefit from the schemes as a result of being within 10km of the proposal (and so direct contributions or a cumulative contribution strategy may still be justifiable) and those which are over 10km from the development.

8.31 Where a scheme is over 10km from the development a direct contribution may be challenging to justify. There is invariably a wider benefit to the plan, arising from the delivery of all schemes identified within the STA which may justify a wider cumulative contribution strategy.

8.32 Three schemes highway schemes (A4071/Potsford Dam, A426/Newton Manor Lane, and A4071/B4112 Newbold Road) have clear apportionment tables, whereas the other schemes may require a cumulative contribution strategy seeking funding from all developments to ensure that they can be delivered.

8.33 The nature of the assessment is such that it only considers and provides a strategy to manage the 'additional' impacts arising from the inclusion of the Regulation 19 Submission sites and so the mitigation is considered appropriate in that context.

8.34 Residual effects arising from existing traffic growth which has already been consented are considered when reviewing the operation and identification of existing network constraints and are also considered with regards schemes already identified by not yet fully funded. Thereby ensuring that the schemes identified through the study are directly relatable to the developments, and associated impacts, arising from the Regulation 19 submission sites.

SRN Assessment

8.35 In order that NH can further understand the effect of traffic growth arising from the Regulation 19 submission sites has on the SRN junctions, further analysis of the traffic flow analysis has been undertaken to determine the overall changes in traffic flows at each junction on the SRN.

8.36 The additional traffic growth, once the Local Plan Regulation 19 traffic is included within the modelling, is limited, with the majority of modelled junctions on the SRN experiencing less than 10% increases in traffic growth relative to the 2042 Reference Case (consented and adopted) conditions. This traffic growth is accompanied by highway mitigation schemes and signal timing optimisation at the locations highlighted within **Table 11**.

Table 6 SRN Junction Interventions

SRN Junciton	Scheme Details	Stage of Plan Required
A426/A5 Gibbet Hill	Widening/Signalisation	Prior to Local Plan
A5/A428 Halfway House	Widening scheme	2032 – early stages of plan period
M1 Junction 18	Signal timing optimisation	2032 - early stages of plan period
M69 Junction 1	Signal timing optimisation	2042 – full plan build out
M6 Junction 2	Signal timing optimisation	2042 – full plan build out
A46/A428 Binley Roundabout	Signal timing optimisation	2042 – full plan build out

8.37 The flow analysis presented within **Appendix D** has indicated that the addition of the Local Plan traffic results limited traffic increases through each junction with the exception of the following locations:

- A426/A5 Gibbet Hill Roundabout
- A5/A428 Halfway House Roundabout
- A5/Danes Way Roundabout
- A46/Binley Roundabout
- A46 Coventry Eastern Bypass/B4082 Roundabout
- A46/M69/Central Boulevard
- M6 Junction 2
- M69 Junction 1

8.38 Highway mitigation has been included at the A426/A5 Gibbet Hill roundabout and A5/A428 Halfway House roundabout to accommodate these flows, albeit the need for mitigation at the A426/A5 Gibbet Hill roundabout is triggered prior to the inclusion of the Local Plan demands.

8.39 Signal timing optimisation has also been undertaken at junctions on the A46, and at M6 Junction 2, and M69 Junction 1, which the reporting presented within the STA Addendum report indicates is sufficient to enable the junctions to operate with no notable worsening of conditions over the 2042 Reference Case at all locations.

8.40 The signal control strategies at these junctions operate under dynamic control, which is not possible to reflect in the model. In these instances, queues may be lower or better balanced across the junction than is currently reflected in the modelling.

8.41 There are two known existing areas of constraint within the model networks, at the A426/A5 Gibbet Hill roundabout, and the A45/A46 Toll Bar End interchange. At both locations, existing congestion is known to occur, which will be exacerbated within the 2042 Reference Case scenarios.

8.42 At the A426/A5 Gibbet Hill junction the modelling predicts a 10% increase in traffic flows through this junction following the inclusion of the Local Plan (Regulation 19) sites. This increase has been minimised through the spatial strategy, which has omitted large sites that would have the largest impact on this junction. Despite this, a solution will clearly be required

at this junction, however, given the existing nature of the impacts, and the distance from most developments being promoted through the plan, it is unlikely that this would be funded by the Local Plan sites.

8.43 With regards the A45/A46 Toll Bar End interchange, the latest spatial strategy presented within the STA Addendum Report is such that the previously modelled sites having the most significant impact on this junction have been removed, and replaced by sites further afield, which in turn reduces the impacts modelled at this location. The Local Plan (Regulation 19) reports a 7% increase in traffic through this junction, which corresponds with no notable queue increases over the 2042 Reference Case scenario.

8.44 As detailed above, the spatial strategy has evolved through the STA modelling process, with the primary focus being on promoting growth which minimises the addition pressures on the most sensitive parts of the network, particularly the A426/A5 Gibbet Hill and A45/A46 Toll Bar End interchange.

8.45 The analysis presented within this report, and summarised within **Appendix D**, has indicated that the effects of the Local Plan traffic growth on the highway network can be managed. There are a limited number of locations where flows increases to the extent that further consideration may be required, however, it is unlikely that the Local Plan traffic growth impacts at these locations would justify significant interventions beyond signal timing optimisation ,with the exception of the A426/A5 Gibbet Hill roundabout and A5/A428 Halfway House roundabout, where mitigation has been identified and included.

8.46 The queue impact analysis presented within the STA Addendum report is such that in the context of the strategic operation of the network as a whole, the specific Local Plan impacts may not be considered severe.

Conclusions

8.47 Following the stages of testing summarised in the above text, it is possible to determine a series of conclusions, which are detailed as follows:

2042 Regulation 19 Assessment

8.48 The main conclusions to draw from the assessment are as follows:

- Inclusion of the Regulation 19 sites within the RWA and RRAM model networks triggers a clear need for interventions, to maintain a reasonable level of network performance, when compared to Adopted Local Plan predicted conditions
- Initial interventions considered the reduction in vehicle demands on the network, through a mode shift adjustment, in line with current policy guidance. This resulted in improvements in the RWA model operation, on local routes across the town centre, but continued to highlight congestion issues on the more strategic routes across the network.
- Accordingly, further interventions have been included within the models, in the form of five infrastructure schemes in the RWA model, and optimisation of existing signal timings within both the RWA and RRAM models.

- With the five schemes included, the Regulation 19 Local Plan sites can be delivered within the RWA model network, with only limited residual impact over and above the Adopted Local Plan predicted condition within the RWA model network. Residual impacts remain however, these are considered minor.
- With regards the RRAM model network, the inclusion of the Regulation sites, significantly reduces the impacts on the network compared with the original STA spatial strategy, with a now much reduced impact at the A45/A46 Toll Bar End interchange
- There remain less significant queue impacts at M6 Junction 2, and at junctions along the A4600 Hinckley Road and B4082 Clifford Bridge Road, however it is likely that the majority of these impacts would be reduced through dynamic signal control at each junction concerned.

Phasing Testing

8.49 The main conclusions to draw from the Phasing assessment are as follows:

- Within the first five years of the plan there is a clear need for an intervention at the A426/A5 Gibbet Hill Roundabout, which the modelling predicts will form a key constraint to the network performance. In addition to this, a need for an intervention at the A5/A428 Halfway House roundabout is required within the early stages of the plan
- Within the first ten years of the plan, in addition to the two schemes required within the first five year, an additional scheme at the A4071/Potsford Dam roundabout, in the form of widening to the current roundabout proposals, is required.
- Beyond this point two further schemes are likely to be required by the end of the plan period, at the A4071/B4112 Newbold Road roundabout and A426/Newton Manor Lane roundabout

Highway Mitigation Requirements

8.50 The following table summarises all highway mitigation requirements identified through this assessment, which should be considered critical to the delivery of the new Local Plan:

Table 7 Highway Mitigation Requirements

SCHEME	STAGE REQUIRED				EXISTING OR PREDICTED ISSUE
	Prior to New Local Plan	2032	2038	2042	
A426/A4071 Avon Mill	**X**				**Existing**
A426/Boughton Road Roundabout	**X**				**Existing**
A426/A5 Gibbet Hill Roundabout	**X**				**Existing**
A5/A428 Halfway House Roundabout		**X**			**Predicted**
M1 Junction 18 Signal Optimisation		**X**			**Predicted**
A4071/Potsford Dam Roundabout			**X**		**Predicted**
A426/Newton Manor Lane Roundabout				**X**	**Predicted**
A4071/B4112 Newbold Road Roundabout				**X**	**Predicted**

**Predicted issue is one that is triggered by the inclusion of the new Local Plan sites.*

Appendix A

Local Plan Development Inclusions Note

SLR Consulting Limited

Rugby Borough Council, Warwickshire County Council

RBC Strategic Transport Assessment

SLR Project No.: 431.000286.00065

25 November 2025

Revision: 1

LOCAL PLAN DEVELOPMENT ASSUMPTIONS

Introduction

1.1 SLR is assisting RBC and WCC in the assessment of the potential impacts, on the transport network, of the proposed developments being considered within the Local Plan.

1.2 The assessment utilises two models, the Rugby Wide Area (RWA) model and Rugby Rural Area Model (RRAM), to inform this assessment.

Purpose of this Note

1.3 This note documents the assumptions applied to include developments within the modelling including distribution, trip rates and trip generation estimates as well as an overview of site accesses. This note also details the assumptions of each site identified from background documents and HDM comments shared by RBC and WCC.

Local Plan Development Assumptions

Regulation 19 Submission Sites

1.4 After reviewing the information, the Regulation 19 submission sites have been identified for the Local Plan assessment. The following table and plots summarise the location of each site, identifies whether it lies within the RWA, RRAM or neither of the models, assigned development zone, site purpose and capacity of site allocations.

Table 1: Local Plan Core Development Sites

Site Ref	Site Name	Land Use	Model***	Assigned Dev Zone	Capacity (Dwellings/ Pupils/Floor Space m^2)
4	Land West of Lawford Heath Lane, Long Lawford	Residential	RWA	Part of Site 316*	n/a
5	West Farm, Brinklow	Residential	RRAM	2001	75
6	Land east of Fosse Way opposite Knob Hill, Stretton-on-Dunsmore	Residential	Neither	n/a	3
14	Land north of Ansty Park, Ansty, Coventry	Employment	RRAM	2002	75000m^2
17	South West Rugby employment phase 2	Employment	RWA	3001	130000m^2
23	Land South of Coventry Road, Long Lawford	Residential	RWA	Part of Site 316*	n/a
39	Dyers Lane, Wolston	Residential	Neither	n/a	15
54	Oakdale Nursery, Brandon	Residential	RRAM	911	43
59	Newton Manor Lane, Rugby	Residential	RWA	3003	285
62	Morgan Sindall House, Corporation Street, Rugby	Residential	RWA	3004	90
64	Coton Park East, Central Park Drive, Rugby	Employment	RWA	3005	115000m^2
81	Land west of Fosse Way, Stretton	Residential	Neither	n/a	40
87	Hillcrest Farm, Newton	Residential	RWA	3007	25
89	Home Farm, Brinklow	Residential	RRAM	2004	25
95	Land bound by M69, M6 and B4029, Ansty	Employment	RRAM	1001	293,000m^2
100	Land at High Street, Ryton-on-Dunsmore	Residential	Neither	n/a	35
121	Land at Walsgrave Hill	Employment	RRAM	2006	289,780m^2
129	Land north of Lilbourne Road, Clifton	Residential	RWA	3010	60
136	North of Warwick Rd, Wolston	Residential	Neither	n/a	80
153	Westway Car Park, Rugby	Residential	RWA	504	24
172	Elizabeth Way, Long Lawford	Residential	RWA	59	5
202	Newton Road, Clifton upon Dunsmore	Residential	RWA	3011	80
253	Lawford Fields Farm	Residential	RWA	3021	250
279	Stagecoach Car Park, Rugby	Residential	RWA	606	32
283	Rugby Central Shopping Centre	Residential	RWA	601	200
294	Land adjacent to 9 Railway Terrace, Rugby	Residential	RWA	604	14
307	North Road, Clifton (Site A)	Residential	RWA	3012	10
309	Land North of the B4109, Wolvey	Residential	RRAM	2007	150
315	Land south of Brinklow	Residential	RRAM	2008	250
316	Land at Long Lawford (Residential)	Residential	RWA	3013	400

Site Ref	Site Name	Land Use	Model***	Assigned Dev Zone	Capacity (Dwellings/ Pupils/Floor Space m^2)
332	Albert Street	Residential	RWA	3014	25
337	West Farm and Home Farm, Brinklow	Residential	RRAM	n/a**	75
338	Land south of Crick Road, Houlton	Residential	RWA	3016	250
348	The Croft, Stretton-on-Dunsmore	Residential	Neither	n/a	70
349	Land to rear of Albert St, Rugby	Residential	RWA	503	5
350	Rounds Gardens, Rugby	Residential	RWA	18	70
351	North of Rounds Gardens, Rugby	Residential	RWA	1011	60
352	Former snooker hall, Railway Terrace, Rugby	Residential	RWA	320	7
353	Town Hall, Rugby	Residential	RWA	212	114
354	92 Lower Hillmorton Rd, Rugby	Residential	RWA	34	34
355	Land adjacent to 44 Craven Road, Rugby	Residential	RWA	24	5
356	The Railings (NHS) Rugby	Residential	RWA	417	10
357	28-29 High St, Rugby	Residential	RWA	502	8
358	Coventry Road, Wolvey (smaller cut)	Residential	RRAM	18	60

**site 4 and 23 have been captured within the demand for Site 316*

***site 337 is split into two separate site as site 5 and 89*

**** As the MND data provides distribution estimates that covers both model networks, and therefore the trips for each site are captured within both models, the "Model" column simply refers to the model network within which the site lies*

*****"Neither" simply refers to the site not lying within either the RWA or RRAM model extent, however the trip demands are still accounted for within each model. These sites have also been subject to a separate "non modelled sites" assessment*

Figure 1: Local Plan Development Site Locations – Ansty, Brinklow & Wolvey Area

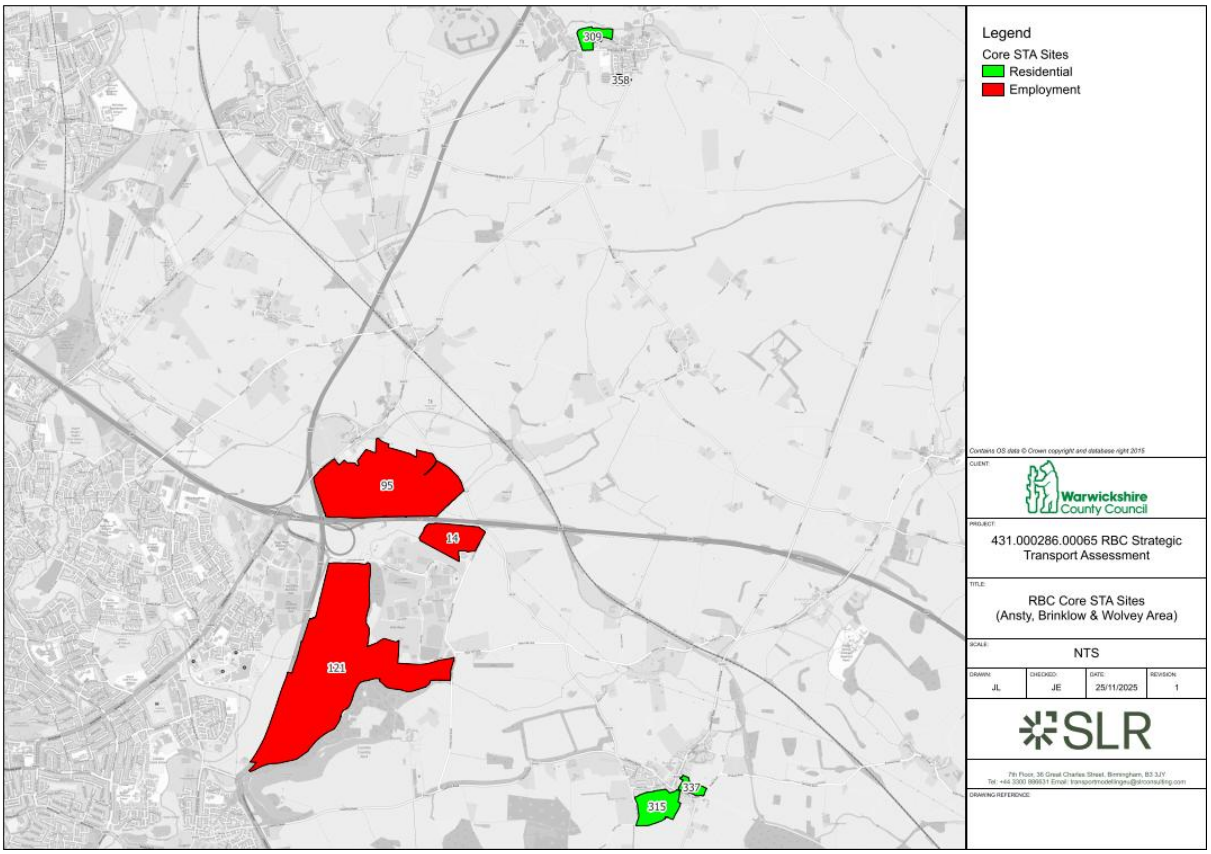
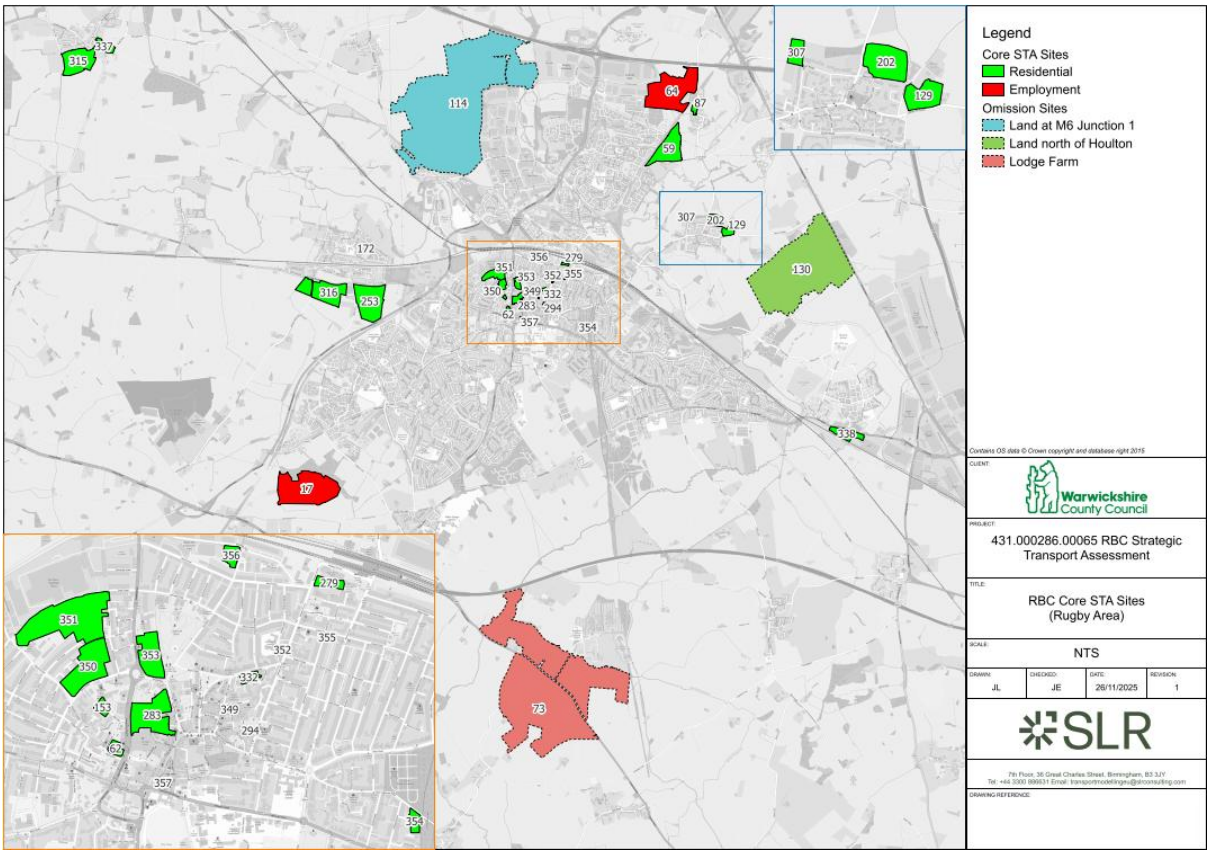


Figure 2: Local Plan Development Site Locations - Outside West of Rugby Area

Figure 3: Local Plan Development Site Locations - Rugby Area



1.5 Further detail assumptions on the core development sites in **Table 1** are provided below:

Site 5 – West Farm, Brinklow

- Development Proposals – Residential development to the north of B4455 Rugby Road and west of Rugby Road/Cathiron Lane. The development consists of 75 dwellings.
- Access Proposals – Main vehicular access directly onto B4455 Rugby Road, with a secondary access on Rugby Road/Cathiron Lane, both accessed via priority junctions.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 013B.

Site 6 – Land east of Fosse Way opposite Knob Hill, Stretton-on-Dunsmore

- Development Proposals – Residential development to the east of B4455 Fosse Way. The development consists of 3 dwellings.
- Access Proposals – A priority junction with a potential ghost island right-turn bay on B4455 Fosse Way.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.

- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 012D.

Site 14 – Land north of Ansty Park, Ansty, Coventry

- Development Proposals – Employment development north of Ansty Business Park, with a floor space of 75,000m^2 associated with business park/offices
- Access Proposals – Access to the site is via Airfield Drive with a priority junction
- Trip Rates – WCC standard employment trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 013C.

Site 17 – South West Rugby Employment Phase 2

- Development Proposals – Employment development located between A45/M45 Thurlaston Interchange to the south and A4071/B4642 Potsford Dam roundabout to the north. The site covers 150,000m^2 floor space as a warehouse.
- Access Proposals – Site access to be provided via a roundabout, connecting with the Potsford Dam Link (PDL).
- Trip Rates – WCC standard employment trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the MSOA of Rugby 012 rather than at LSOA level due to site largely located in rural areas.

Figure 4: Site 17 – Site Plan

Site 39 – Dyers Lane, Wolston

- Development Proposals – Residential development to the east of Dyers Lane. The development consists of 15 dwellings.
- Access Proposals – A priority junction to be accessed at Dyers Lane.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 004D.

Site 54 – Oakdale Nursery, Brandon

- Development Proposals – Residential development to the south of A428 Rugby Road. The development consists of 43 dwellings.
- Access Proposals – A priority junction to be accessed at A428 Rugby Road.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 004D.

Figure 5: Site 54 – Site Plan

Site 59 – Newton Manor Lane, Rugby

- Development Proposals – Residential development to the north of Newton Manor Lane. The development consists of 285 dwellings.
- Access Proposals – Three proposed access priority junctions off Newton Manor Lane, with traffic calming features required along these junctions.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 014B.

Figure 6: Site 59 – Site Plan

Site 62 – Morgan Sindall House, Corporation Street, Rugby

- Development Proposals – Repurposing as residential development west of A426 Corporation Street. The development consists of 90 dwellings.
- Access Proposals – Access to the site is via the existing W Leyes with the priority left-in/left-out at A426 Corporation Street.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 003C.

Site 64 – Coton Park East, Central Park Drive, Rugby

- Development Proposals – Employment development to the east of Central Park industrial estate. Employment floor space covers 115,000m^2, mixture of industrial offices and warehouses.

- Access Proposals – Access off the extension of Central Park Drive.
- Trip Rates – WCC standard employment trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 014B.

Figure 7: Site 64 – Site Plan

Site 81 – Land west of Fosse Way, Stretton

- Development Proposals – Residential development to the west of B4455 Fosse Way. The development consists of 40 dwellings.
- Access Proposals – A priority junction to be accessed at B4455 Fosse Way.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 012D.

Site 87 – Hillcrest Farm, Newton

- Development Proposals – Residential development to the west of Newton Lane. The development consists of 25 dwellings.
- Access Proposals – Main access is to be accessed via a priority junction with Newton Lane, with a secondary access provided at The Hollies.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.

- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 014B.

Figure 8: Site 87 – Site Plan

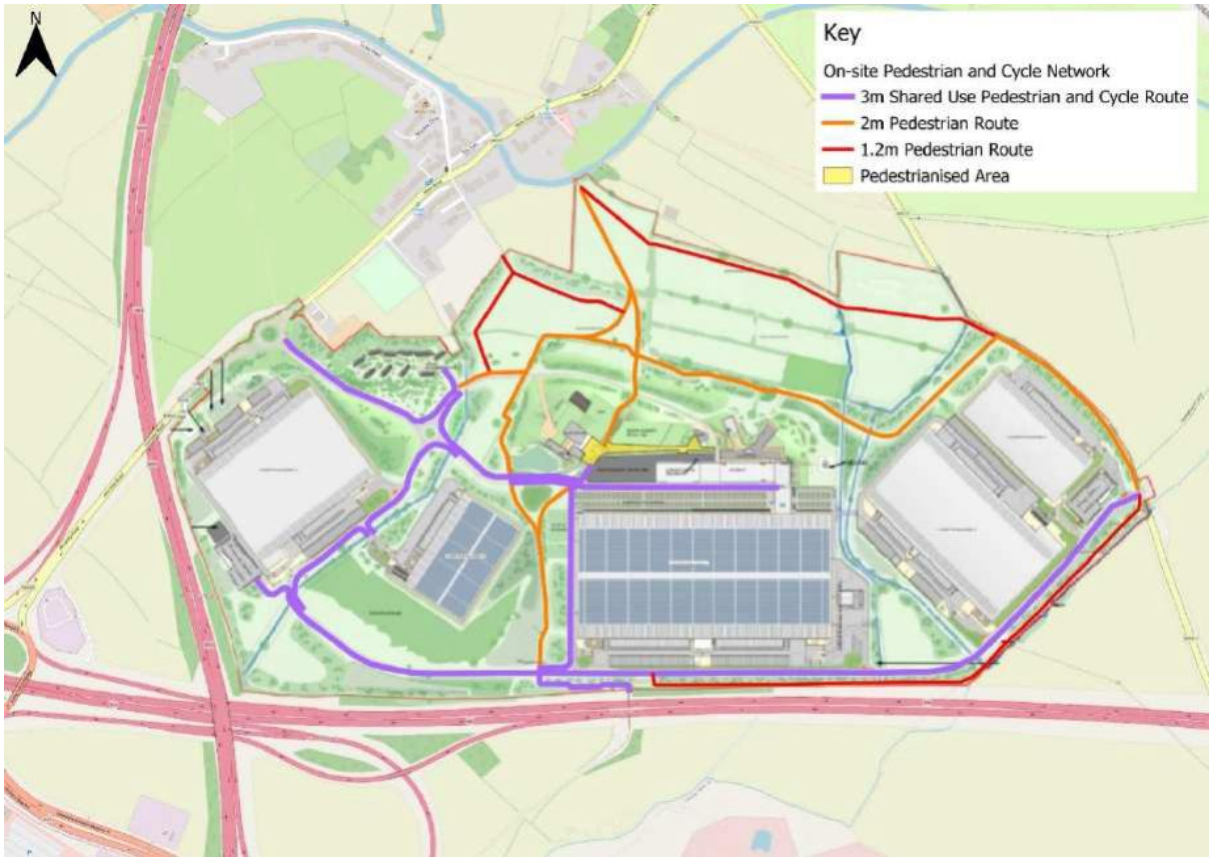
Site 89 – Home Farm, Brinklow

- Development Proposals – Residential development to the north of B4455 Rugby Road. The development consists of 25 dwellings.
- Access Proposals – Access directly onto B4455 Rugby Road via a priority junction.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 013B.

Site 95 – Land bound by M69, M6 and B4029, Ansty

- Development Proposals – Employment development as Frasers Campus, land bounded adjacent to M69, M6 and B4029. The site consists of mixture of warehouses and industrial estates, covering 293,000m^2 floor space.
- Access Proposals – Main access is provided via a three-arm priority roundabout with the B4065 Hinckley Road, and the secondary access is provided off the B4029 via a priority junction.
- Trip Rates – The campus trip rates were derived from the Transport Assessment (TA) report in Project Alpha.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 013C.

Figure 9: Site 95 – Site Plan



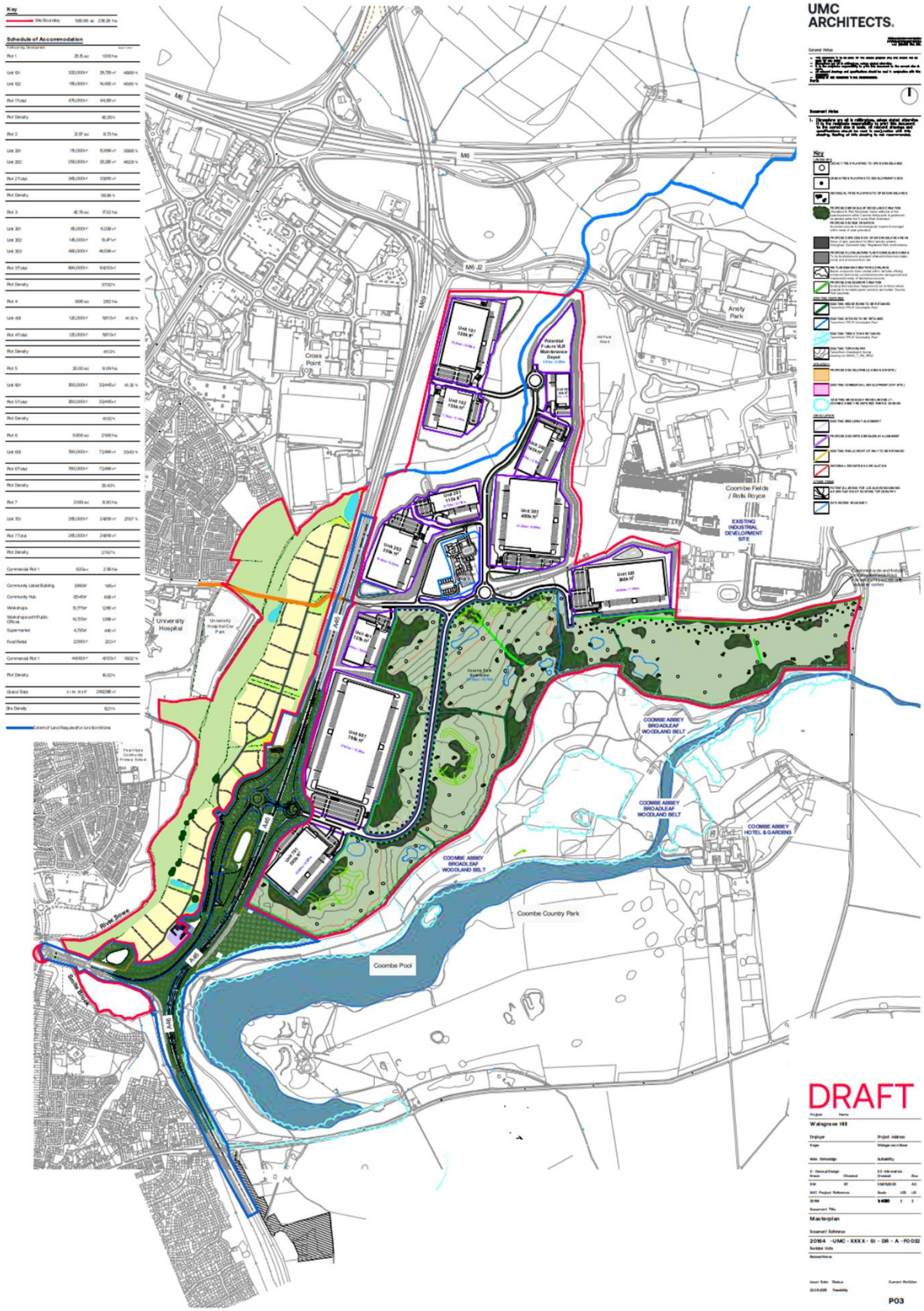
Site 100 – Land at High Street, Ryton-on-Dunsmore

- Development Proposals – Residential development to the west of High Street, near A445 Leamington Road). The development consists of 35 dwellings.
- Access Proposals – A priority junction accessed with the High Street.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 004E.

Site 121 – Land at Walsgrave Hill

- Development Proposals – Residential development to the east of A46 Coventry Eastern Bypass. The employment development consists of mixture of warehouses and industrial estates, covering 289,780m^2 floor space.
- Access Proposals – A new grade-separated junction on the A46 is proposed to replace the existing roundabout with B4082 to accommodate the access into the site.
- Trip Rates – WCC standard employment trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 013C.

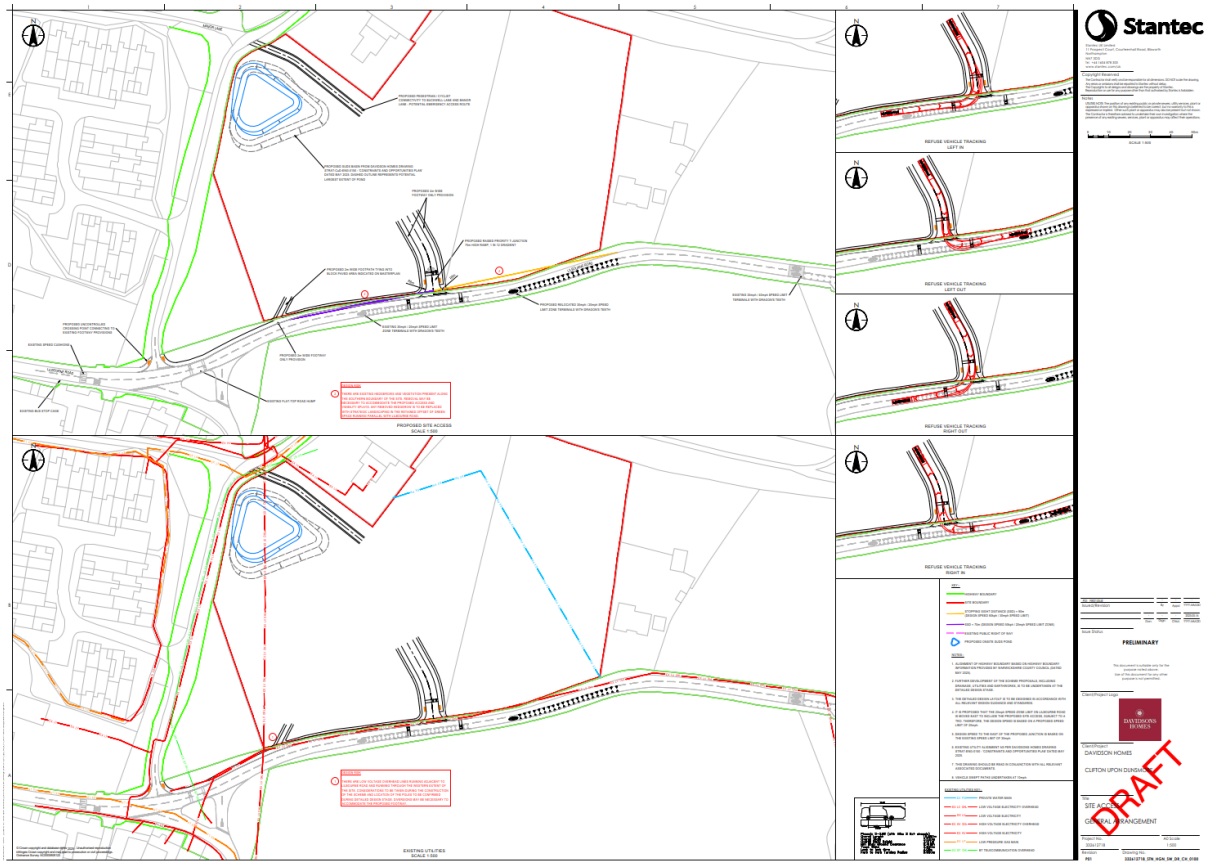
Figure 10: Site 121 – Land at Walsgrave Hill



Site 129 – Land north of Lilbourne Road, Clifton

- Development Proposals – Residential development to the north of Lilbourne Road. The development consists of 60 dwellings.
- Access Proposals – A priority junction accessed with the Lilbourne Road.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 014D.

Figure 11: Site 129 – Site Plan



Site 136 – Land North of Warwick Road, Wolston

- Development Proposals – Residential development to the north of Wolston Lane. The development consists of 80 dwellings.
- Access Proposals – A priority junction to be accessed at Wolston Lane.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 004D.

Site 153 – Westway Car Park, Rugby

- Development Proposals – Residential development located west of A426 Corporation Street. The development consists of 24 dwellings.

- Access Proposals – Existing access on Westway.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 003C.

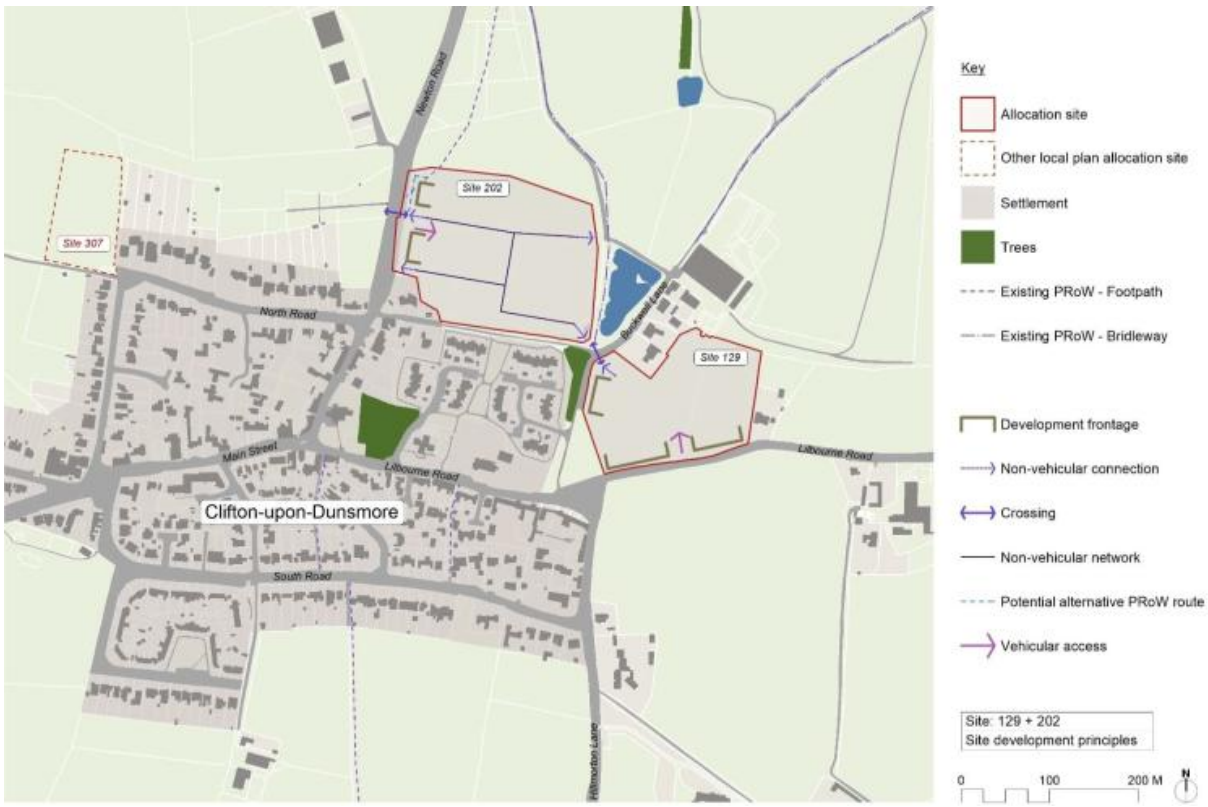
Site 172 – Elizabeth Way, Long Lawford

- Development Proposals – Residential development located east of Elizabeth Way in Long Lawford. The development consists of 5 dwellings.
- Access Proposals – Access off Elizabeth Way.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 007J.

Site 202 – Newton Road, Clifton upon Dunsmore

- Development Proposals – Residential development to the east of Newton Road. The development consists of 80 dwellings.
- Access Proposals – A priority junction with a potential ghost island right-turn bay on Newton Road.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 014D.

Figure 12: Site 202 – Site Plan



Site 253 – Lawford Fields Farm

- Development Proposals – Residential development bounded east of Bilton Lane and south of A428 Rugby Road. The development consists of 250 dwellings.
- Access Proposals – Two access points are proposed on Bilton Lane.
- Trip Rates – WCC standard employment trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 007J.

Figure 13: Site 253 – Lawford Fields Farm

Site 279 – Stagecoach Car Park, Rugby

- Development Proposals – Residential development bounded to Railway Terrace. The development consists of 32 dwellings.
- Access Proposals – Access off Railway Terrace
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 003D.

Site 283 – Rugby Central Shopping Centre

- Development Proposals – The development consists of 200 dwellings.
- Access Proposals – Assumed parking at Rugby Central Multi Storey Car Park.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.

- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 003C.

Site 294 – Land Adjacent to 9 Railway Terrace, Rugby

- Development Proposals – The development consists of 14 dwellings.
- Access Proposals – Assumed parking at Railway Terrace Car Park.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 003C.

Site 307 – North Road, Clifton (Site A)

- Development Proposals – Residential development to the west of North Road. The development consists of 10 dwellings.
- Access Proposals – A priority junction with Newton Road.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 014D.

Site 309 – Land North of the B4109, Wolvey

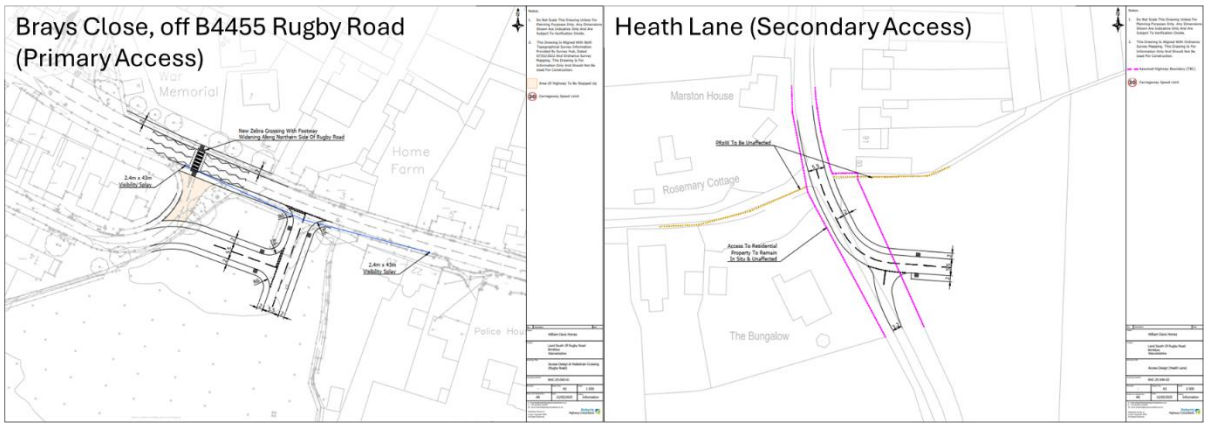
- Development Proposals – Residential development to the north of Bulkington Road. The development consists of 150 dwellings.
- Access Proposals – A priority junction with Bulkington Road.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 013A.

Figure 14: Site 309 – Site Plan

Site 315 – Land south of Brinklow

- Development Proposals – Residential development bounded to Heath Lane and B4455 Rugby Road. The development consists of 250 dwellings.
- Access Proposals – Main access is provided on Brays Close, off B4455 Rugby Road, with changes to the existing arrangement at Brays Close. Secondary access is provided at Heath Lane.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 013C.

Figure 15: Site 315 - Site Plan



Site 316 – Land at Long Lawford (Residential)

- Development Proposals – Residential development bounded to the south of A428 Coventry Road, and west and east of Lawford Heath Lane. The development consists of 400 dwellings.
- Access Proposals – From Coventry Road, a priority junction with a ghost island right-turn access for the eastern side of the site, with a potential controlled crossing facility, as well as consideration to reduce the speed limit from 40 to 30mph. From Lawford Heath Lane, a staggered priority junction is proposed for the western and eastern side access to the site.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 007J.

Figure 16: Site 316 – Site Plan

Site 332 – Albert Street

- Development Proposals – Residential development to the south of Albert Street. The development consists of 25 dwellings.
- Access Proposals – A priority junction with Albert Street.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 003C.

Site 338 – Land south of Crick Road, Houlton

- Development Proposals – Residential development to the south of A428 Crick Road. The development consists of 250 dwellings.
- Access Proposals – Vehicular access to the site is provided at the existing priority junction with Dollman Road.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 010B.

Site 348 – The Croft, Stretton-on-Dunsmore

- Development Proposals – Residential development bound to the south of A45 London Road and west of School Lane. The development consists of 70 dwellings.
- Access Proposals – A priority junction with School Lane.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 012D.

Site 349 – Land to rear of Albert St, Rugby

- Development Proposals – Residential development bounded between Albert Street, James Street and Castle Mews. The development consists of 5 dwellings.
- Access Proposals – Accessed at James Street.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 003C.

Site 350 – Rounds Gardens, Rugby

- Development Proposals – Residential development bounded to Oliver Street and Edward Street and. The development consists of 70 dwellings.
- Access Proposals – Accessed at Rounds Gardens, off Oliver Street.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 003C.

Site 351 – North of Rounds Gardens, Rugby

- Development Proposals – Residential development to the east of Edward Street and west of Princes Street. The development consists of 60 dwellings.
- Access Proposals – Two access points provided at Princes Street and Willans Place.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.

- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 003C.

Site 352 – Former snooker hall, Railway Terrace, Rugby

- Development Proposals – Residential development to the west of Railway Terrace. The development consists of 7 dwellings.
- Access Proposals – Accessed at Railway Terrace.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 003D.

Site 353 – Town Hall, Rugby

- Development Proposals – Residential development to the east of A426 Newbold Road and north of Evereux Way The development consists of 114 dwellings.
- Access Proposals – Accessed off A426 Newbold Road.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 003C.

Site 354 – 92 Lower Hillmorton Rd, Rugby

- Development Proposals – Residential development bounded to Lower Hillmorton Road and Caldecott Place. The development consists of 34 dwellings.
- Access Proposals – Accessed at Caldecott Place.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 009B.

Site 355 – Land adjacent to 44 Craven Road, Rugby

- Development Proposals – Residential development bounded to Lower Hillmorton Road and Caldecott Place. The development consists of 5 dwellings.
- Access Proposals – Accessed at Bath Street or Craven Road.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 005B.

Site 356 – The Railings (NHS) Rugby

- Development Proposals – Residential development to the north of Wood Street and south of Woodside Park. The development consists of 10 dwellings.
- Access Proposals – Accessed at The Railings, off Woodside Park.

- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 003D.

Site 357 – 28-29 High St, Rugby

- Development Proposals – Residential development bounded to A428 Lawrence Sheriff Street, Sheep Street and High Street. The development consists of 8 dwellings.
- Access Proposals – Accessed at Sheep Street.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 009C.

Site 358 – Coventry Road, Wolvey (smaller cut)

- Development Proposals – Residential site to the west of B4065 Coventry Road. The development consists of 60 dwellings.
- Access Proposals – Accessed at Fern Hill Way.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 013A.

Omission Sites

1.6 Following the assessment of the Core sites, further sensitivity tests have been undertaken, whereby Omission sites have been included within the relevant models, and the impact assessment process repeated.

1.7 As per the Core sites, the trip generation for each Omission site has been derived based upon trip rates provided by WCC, and the distribution determined adopting the same approach as detailed for the core sites.

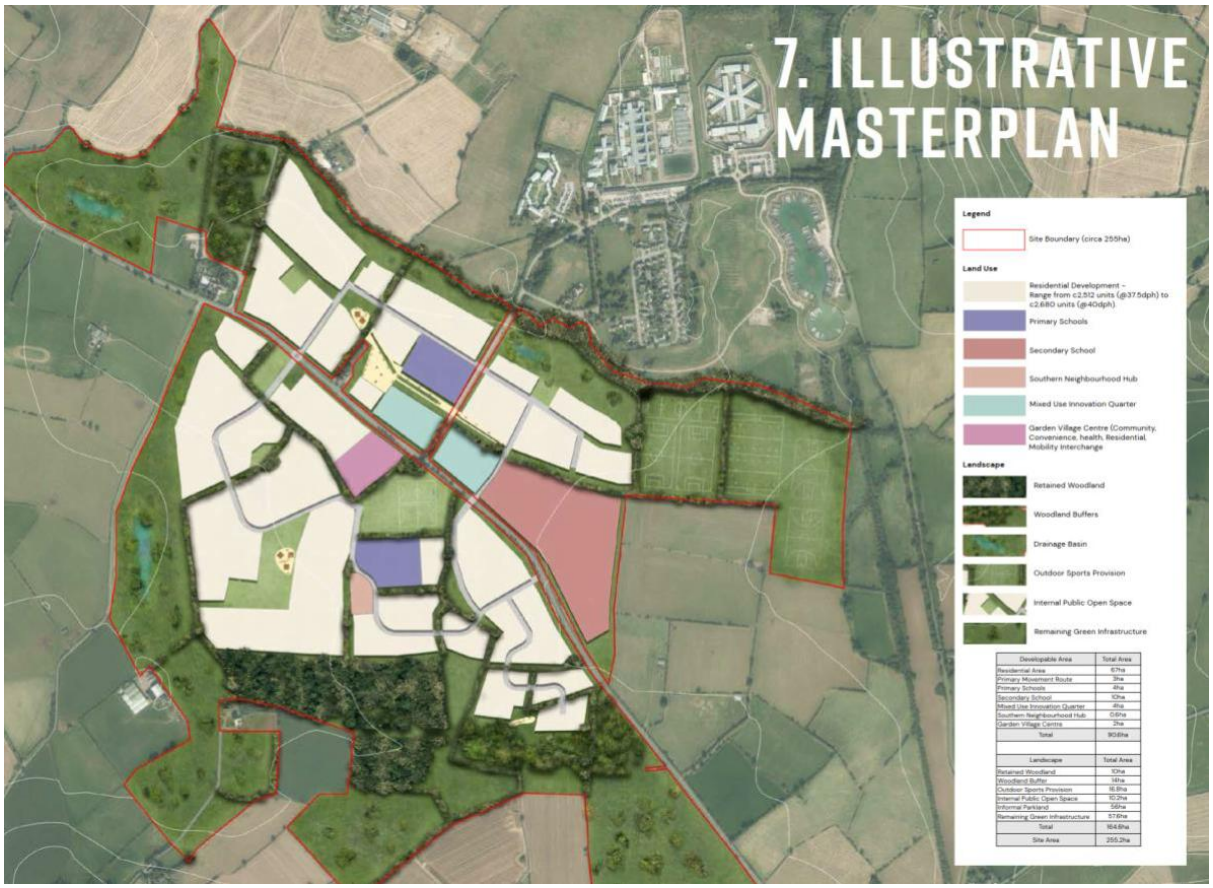
Table 2: Local Plan Omission Development Sites

Site Ref	Site Name	Site Purpose	Model	Assigned Dev Zone	Capacity (Dwellings/ Floor Space m^2)
73	Lodge Farm, off Daventry Road, Rugby	Mixed	RWA	3020	2,680 dwellings + 16,000m^2
114	Land at M6 Junction 1, Newbold on Avon and Long Lawford	Mixed	RWA	3021	3,720 dwellings + 60,000m^2 employment
130	Land north of Houlton	Employment	RWA	3022	305,309m^2

Site 73 – Lodge Farm, off Daventry Road, Rugby

- Development Proposals – Residential development to the north and south of A45 Daventry Road. The development consists mixture of 2,680 dwellings + 16,000m^2 employment floorspace.
- Access Proposals – All accesses are proposed along the A45 Daventry Road, with both north and south of the A45 accessed via signal control either by crossroads or staggered junctions.
- Trip Rates – WCC standard residential trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the MSOA of Rugby 012 rather than at LSOA level due to site largely located in rural areas.

Figure 17: Site 73 – Site Plan

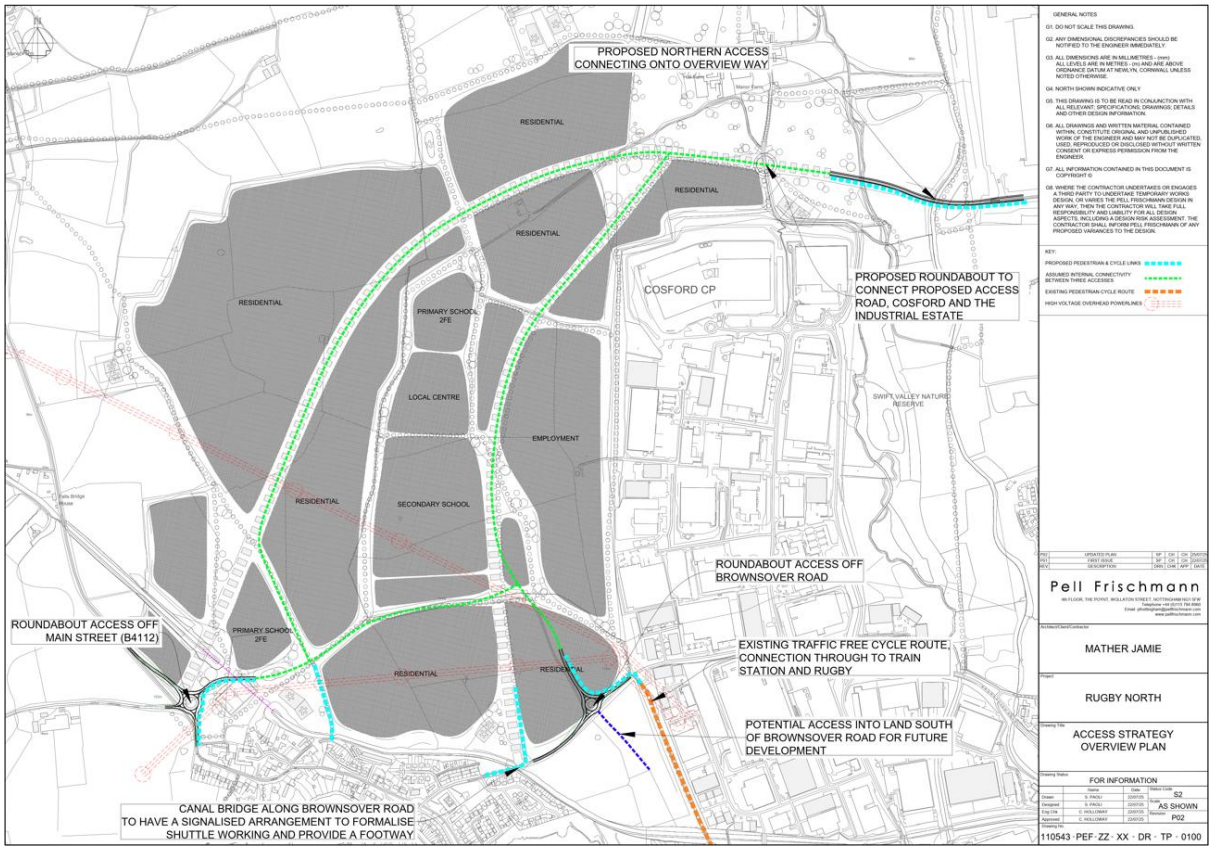


Site 114 – Land at M6 Junction 1, Newbold on Avon and Long Lawford

- Development Proposals – Mixed development site bounded to the M6, Newbold-on-Avon and Rugby Gateway. The development consists of residential dwellings of up to 3,720 and employment site covering 60,000m floorspace^2.
- Access Proposals – Three different accesses are proposed, with internal connectivity between each access. From Rugby Gateway side, Overview Way link to be extended into the site, with a potential roundabout to connect the proposed access road into Cosford and the industrial estate. From Newbold-on-Avon side, two roundabout junctions to be proposed access off Brownsover Road and B4112 Main Street.

- Trip Rates – WCC standard trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the LSOA of Rugby 014A.

Figure 18: Site 114 – Site Plan



Site 130 – Land North of Houlton

- Development Proposals – Employment development to the west of A423 Oxford Road. The development consists of mixture of warehouses and industrial estates, covering 305,309m^2 floor space.
- Access Proposals – Vehicular access proposed on A5 Watling Road via a new roundabout, with the potential of removing the right turning access onto the A5 from Lilbourne Road and a new connection road to divert traffic onto the site access to use the new roundabout junction.
- Trip Rates – WCC standard employment trip rates have been assigned to this site.
- Trip Distribution – The trip distribution for this site has been informed via the WCC Mobile Network Database, using data for the MSOA of Rugby 014 rather than at LSOA level due to site largely located in rural areas.

Figure 19: Site 130 – Site Plan

Local Plan Development Sites Trip Generation

1.8 For all local plan development sites detailed, the trip generation figures were mainly derived using the WCC's standard trip rates. The resultant trip generation associated with each of the developments is detailed within the following tables, light vehicles only for the AM period (07:00 to 10:00) and the PM period (16:00 to 19:00).

1.9 The full 12-hourly trip generation and HGV figures can be found in **Appendix TN001_A**.

Table 3: Local Plan Development Trip Generation, Light Vehicles – AM

Site Ref	Site Name	0700-0800		0800-0900		0900-1000	
		In	Out	In	Out	In	Out
CORE SITES							
5	West Farm, Brinklow	6	22	11	28	9	11
6	Land east of Fosse Way opposite Knob Hill, Stretton-on-Dunsmore	0	1	0	1	0	0
14	Land north of Ansty Park, Ansty, Coventry	341	101	476	227	357	308
17	South West Rugby employment phase 2	209	52	191	34	78	42
39	Dyers Lane, Wolston	1	4	2	6	2	2
54	Oakdale Nursery, Brandon	3	13	6	16	5	6
59	Newton Manor Lane, Rugby	22	83	43	107	35	42
62	Morgan Sindall House, Corporation Street, Rugby	7	26	14	34	11	13
64	Coton Park East, Central Park Drive, Rugby	286	79	337	125	213	167
81	Land west of Fosse Way, Stretton	3	12	6	15	5	6
87	Hillcrest Farm, Newton	2	7	4	9	3	4
89	Home Farm, Brinklow	2	7	4	9	3	4
95	Land bound by M69, M6 and B4029, Ansty	193	282	886	62	474	216
100	Land at High Street, Ryton-on-Dunsmore	3	10	5	13	4	5
121	Land at Walsgrave Hill	721	198	850	315	536	421
129	Land north of Lilbourne Road, Clifton	5	18	9	23	7	9
136	North of Warwick Rd, Wolston	6	23	12	30	10	12
153	Westway Car Park, Rugby	2	7	4	9	3	4
172	Elizabeth Way, Long Lawford	0	1	1	2	1	1
202	Newton Road, Clifton upon Dunsmore	6	23	12	30	10	12
253	Lawford Fields Farm	19	73	38	94	31	37
279	Stagecoach Car Park, Rugby	2	9	5	12	4	5
283	Rugby Central Shopping Centre	15	58	30	75	25	30
294	Land adjacent to 9 Railway Terrace, Rugby	1	4	2	5	2	2
307	North Road, Clifton (Site A)	1	3	2	4	1	1
309	Land North of the B4109, Wolvey	11	44	23	56	18	22
315	Land south of Brinklow	19	73	38	94	31	37
316	Land at Long Lawford (Residential)	30	117	72	222	49	60
332	Albert Street	2	7	4	9	3	4
338	Land south of Crick Road, Houlton	19	73	38	94	31	37
348	The Croft, Stretton-on-Dunsmore	5	20	11	26	9	10
349	Land to rear of Albert St, Rugby	0	1	1	2	1	1

Site Ref	Site Name	0700-0800		0800-0900		0900-1000	
		In	Out	In	Out	In	Out
350	Rounds Gardens, Rugby	5	20	11	26	9	10
351	North of Rounds Gardens, Rugby	5	18	9	23	7	9
352	Former snooker hall, Railway Terrace, Rugby	1	2	1	3	1	1
353	Town Hall, Rugby	9	33	17	43	14	17
354	92 Lower Hillmorton Rd, Rugby	3	10	5	13	4	5
355	Land adjacent to 44 Craven Road, Rugby	0	1	1	2	1	1
356	The Railings (NHS) Rugby	1	3	2	4	1	1
357	28-29 High St, Rugby	1	2	1	3	1	1
358	Coventry Road, Wolvey (smaller cut)	5	18	9	23	7	9
OMISSION SITES							
73	Lodge Farm, off Daventry Road, Rugby	244	794	452	1,022	359	423
114	Land at M6 Junction 1, Newbold on Avon and Long Lawford	432	1,127	738	1,460	568	642
130	Land north of Houlton	760	209	896	332	564	444

Table 4: Local Plan Development Trip Generation, Light Vehicles – PM

Site Ref	Site Name	1600-1700		1700-1800		1800-1900	
		In	Out	In	Out	In	Out
CORE SITES							
5	West Farm, Brinklow	20	12	25	12	20	10
6	Land east of Fosse Way opposite Knob Hill, Stretton-on-Dunsmore	1	0	1	0	1	0
14	Land north of Ansty Park, Ansty, Coventry	278	436	164	405	117	194
17	South West Rugby employment phase 2	49	181	55	126	42	73
39	Dyers Lane, Wolston	4	2	5	2	4	2
54	Oakdale Nursery, Brandon	11	7	14	7	11	6
59	Newton Manor Lane, Rugby	74	44	94	44	76	37
62	Morgan Sindall House, Corporation Street, Rugby	23	14	30	14	24	12
64	Coton Park East, Central Park Drive, Rugby	158	312	109	264	80	134
81	Land west of Fosse Way, Stretton	10	6	13	6	11	5
87	Hillcrest Farm, Newton	7	4	8	4	7	3
89	Home Farm, Brinklow	7	4	8	4	7	3
95	Land bound by M69, M6 and B4029, Ansty	338	557	234	967	224	407
100	Land at High Street, Ryton-on-Dunsmore	9	5	12	5	9	5
121	Land at Walsgrave Hill	399	787	275	666	201	339

Site Ref	Site Name	1600-1700		1700-1800		1800-1900	
		In	Out	In	Out	In	Out
129	Land north of Lilbourne Road, Clifton	16	9	20	9	16	8
136	North of Warwick Rd, Wolston	21	12	26	12	21	10
153	Westway Car Park, Rugby	6	4	8	4	6	3
172	Elizabeth Way, Long Lawford	1	1	2	1	1	1
202	Newton Road, Clifton upon Dunsmore	21	12	26	12	21	10
253	Lawford Fields Farm	65	39	83	39	67	33
279	Stagecoach Car Park, Rugby	8	5	11	5	9	4
283	Rugby Central Shopping Centre	52	31	66	31	53	26
294	Land adjacent to 9 Railway Terrace, Rugby	4	2	5	2	4	2
307	North Road, Clifton (Site A)	3	2	3	2	3	1
309	Land North of the B4109, Wolvey	39	23	50	23	40	20
315	Land south of Brinklow	65	39	83	39	67	33
316	Land at Long Lawford (Residential)	104	62	152	80	107	52
332	Albert Street	7	4	8	4	7	3
338	Land south of Crick Road, Houlton	65	39	83	39	67	33
348	The Croft, Stretton-on-Dunsmore	18	11	23	11	19	9
349	Land to rear of Albert St, Rugby	1	1	2	1	1	1
350	Rounds Gardens, Rugby	18	11	23	11	19	9
351	North of Rounds Gardens, Rugby	16	9	20	9	16	8
352	Former snooker hall, Railway Terrace, Rugby	2	1	2	1	2	1
353	Town Hall, Rugby	30	18	38	18	30	15
354	92 Lower Hillmorton Rd, Rugby	9	5	11	5	9	4
355	Land adjacent to 44 Craven Road, Rugby	1	1	2	1	1	1
356	The Railings (NHS) Rugby	3	2	3	2	3	1
357	28-29 High St, Rugby	2	1	3	1	2	1
358	Coventry Road, Wolvey (smaller cut)	16	9	20	9	16	8
OMISSION SITES							
73	Lodge Farm, off Daventry Road, Rugby	719	462	900	455	727	370
114	Land at M6 Junction 1, Newbold on Avon and Long Lawford	1,050	743	1,284	718	1,035	557
130	Land north of Houlton	420	829	289	702	211	357

Local Plan Regulation 19 Development Site Trip Distributions

1.10 The trip distribution to be assigned to each site was informed using WCC's 2023 Mobile Network Database (MND) data at LSOA level, which was then combined with the relevant trip generation levels, to create the demands to be assigned to the models for each site. The WCC MND data considers all journey purposes and is more recent that the 2021 census, which was affected by the Covid-19 pandemic, and therefore is considered the most appropriate source of trip distribution information.

1.11 The MND data was interrogated to determine the trip purposes within the following filters for each site, depending on whether the distribution was used for residential or employment:

- Residential (AM): Home to Work, Home to Other and Home to Home
- Residential (PM): Work to Home, Other to Home and Home to Home
- Employment (AM): Home to Work, Other to Work and Work to Work
- Employment (PM): Work to Home, Work to Other and Work to Work

1.12 Separate trip distributions were produced for each site depending on the primary site purpose as defined in **Table 1 and 2**, for the AM and PM period. However, in instances where a site is considered mixed, then additional trip distributions for the site have been derived, to capture the residential and employment trip purposes separately.

1.13 The distribution patterns were then routed through the road network, via the use of TRACC, a tool developed by Basemap. The trip ends identified through the MND analysis for each distribution are weighted by population, and the TRACC tool is used to estimate the likely routes to be taken by drivers, between the given site and trip end location, based upon the time the trip is anticipated to take. This calculation considers the generic speed limits applied to various road types and tends to bias towards motorways and A-roads.

1.14 Once the trip distribution patterns were derived for each site, the anticipated trip generation values were also applied to the distribution, to determine traffic flows by link generated by each development site.

1.15 The resultant outputs were then formatted to assign to the model demands, which was done so on the following basis:

- Developments within the model area generating internal trips (i.e. trips where both origin and destination are contained within the model area) were distributed directly via the relevant model demand matrices.
- Developments within the model area which generated trips that travel outside of the model area were estimated via a manual assignment exercise to determine the appropriate routing and distribution patterns to adopt between the developments and external zones (i.e. zones that represent points where trips enter/exit the model from locations outside of the model area).
- Developments outside of the model area also generated trips which would likely interact with the model and so these demands have been distributed via a manual assignment exercise whereby the level of traffic likely to enter the model would be

estimated and the origin/destination MSOAs which are likely to attract these trips have been identified. Discrete demands have been created for these developments, trips will enter/exit via external zones and then be distributed between other external/internal zones based on the figures identified through the manual assignment exercise.

1.16 The resultant trip distribution assignment for each site, after the TRACC process, is presented within **Appendix TN001_B**. Each figure in this appendix shows the trip routing patterns of inbound and outbound trips from the site combined into a single plot, during AM and PM period separately.

1.17 For sites with additional accesses that are far apart from each other, trip routing would likely differ hence, additional TRACC processing is required to ensure appropriate routing patterns are determined when assigning the trips in the model.

1.18 By adopting the above approach, it was possible to account for the trips associated with all sites within the proposed plan, with both the RWA and RRAM model networks. This means that it is possible to account for trips within the RRAM model for sites that lie within the RWA model network, and vice versa.

Appendix TN001_A

Local Plan Development Trip Generation of All Hours

RBC Strategic Transport Assessment

Local Plan Development Assumptions

Rugby Borough Council, Warwickshire County Council

SLR Project No.: 431.000286.00065

25 November 2025

Summary of STA Sites

*RWA - Rugby Wide Area
*RRAM - Rural Rugby Area Model

CORE SITES

Site Overview		Trip Generation																														
		0700-0800		0800-0900		0900-1000		1000-1100		1100-1200		1200-1300		1300-1400		1400-1500		1500-1600		1600-1700		1700-1800		1800-1900		AM PERIOD TOTAL			PM PERIOD TOTAL			ALL HOURS TOTAL		
Site Ref	Site Name	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
5	West Farm, Brinklow	6	22	11	28	9	11	8	10	9	9	11	10	10	10	10	12	19	12	20	12	25	12	20	10	26	61	87	64	33	98	159	158	317
6	Land east of Fosse Way opposite Knob Hill, Stretton-on-Dunsmore	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	1	2	3	3	1	4	6	6	13
14	Land north of Ansty Park, Ansty, Coventry	341	101	476	227	357	308	337	312	323	358	335	368	338	356	321	351	275	321	278	436	164	405	117	194	1,174	635	1,809	558	1,035	1,593	3,659	3,735	7,394
17	South West Rugby employment phase 2	209	52	191	34	78	42	31	29	34	42	42	49	137	86	31	118	39	111	49	181	55	126	42	73	478	127	606	146	380	525	937	941	1,879
39	Dyers Lane, Wolston	1	4	2	6	2	2	2	2	2	2	2	2	2	2	2	2	4	2	4	2	5	2	4	2	5	12	17	13	7	20	32	32	63
54	Oakdale Nursery, Brandon	3	13	6	16	5	6	5	6	5	5	6	6	6	6	6	7	11	7	11	7	14	7	11	6	15	35	50	37	19	56	91	91	182
59	Newton Manor Lane, Rugby	22	83	43	107	35	42	31	37	35	35	41	39	40	38	39	47	73	46	74	44	94	44	76	37	100	233	332	244	126	371	603	601	1,204
62	Morgan Sindall House, Corporation Street, Rugby	7	26	14	34	11	13	10	12	11	11	13	12	13	12	12	15	23	15	23	14	30	14	24	12	32	73	105	77	40	117	190	190	380
64	Coton Park East, Central Park Drive, Rugby	286	79	337	125	213	167	174	161	169	190	180	200	240	217	167	235	150	216	158	312	109	264	80	134	836	371	1,207	347	711	1,058	2,264	2,301	4,565
81	Land west of Fosse Way, Stretton	3	12	6	15	5	6	4	5	5	5	6	5	6	5	5	7	10	6	10	6	13	6	11	5	14	33	47	34	18	52	85	84	169
87	Hillcrest Farm, Newton	2	7	4	9	3	4	3	3	3	3	4	3	3	3	3	4	6	4	7	4	8	4	7	3	9	20	29	21	11	33	53	53	106
89	Home Farm, Brinklow	2	7	4	9	3	4	3	3	3	3	4	3	3	3	3	4	6	4	7	4	8	4	7	3	9	20	29	21	11	33	53	53	106
95	Land bound by M69, M6 and B4029, Ansty	193	282	886	62	474	216	410	296	434	441	487	501	776	479	810	1,044	431	1,373	338	557	234	967	224	407	1,554	560	2,113	797	1,931	2,728	5,688	6,626	12,324
100	Land at High Street, Ryton-on-Dunsmore	3	10	5	13	4	5	4	5	4	4	5	5	5	5	5	6	9	6	9	5	12	5	9	5	12	29	41	30	16	46	74	74	148
121	Land at Walsgrave Hill	721	198	850	315	536	421	439	406	427	480	454	503	604	546	421	591	379	544	399	787	275	666	201	339	2,107	935	3,042	874	1,792	2,666	5,704	5,798	11,502
129	Land north of Lilbourne Road, Clifton	5	18	9	23	7	9	6	8	7	7	9	8	8	8	8	10	15	10	16	9	20	9	16	8	21	49	70	51	27	78	127	127	253
136	North of Warwick Rd, Wolston	6	23	12	30	10	12	9	10	10	10	12	11	11	11	11	13	21	13	21	12	26	12	21	10	28	65	93	69	35	104	169	169	338
153	Westway Car Park, Rugby	2	7	4	9	3	4	3	3	3	3	3	3	3	3	3	4	6	4	6	4	8	4	6	3	8	20	28	21	11	31	51	51	101
172	Elizabeth Way, Long Lawford	0	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	2	4	6	4	2	7	11	11	21
202	Newton Road, Clifton upon Dunsmore	6	23	12	30	10	12	9	10	10	10	12	11	11	11	11	13	21	13	21	12	26	12	21	10	28	65	93	69	35	104	169	169	338
253	Lawford Fields Farm	19	73	38	94	31	37	27	33	31	31	36	34	35	33	34	42	64	41	65	39	83	39	67	33	88	204	292	214	111	325	529	527	1,056
279	Stagecoach Car Park, Rugby	2	9	5	12	4	5	3	4	4	4	5	4	4	4	4	5	8	5	8	5	11	5	9	4	11	26	37	27	14	42	68	67	135
283	Rugby Central Shopping Centre	15	58	30	75	25	30	22	26	24	24	29	27	28	27	27	33	51	32	52	31	66	31	53	26	70	163	233	171	89	260	423	422	845
294	Land adjacent to 9 Railway Terrace, Rugby	1	4	2	5	2	2	2	2	2	2	2	2	2	2	2	2	4	2	4	2	5	2	4	2	5	11	16	12	6	18	30	30	59
307	North Road, Clifton (Site A)	1	3	2	4	1	1	1	1	1	1	1	1	1	1	1	2	3	2	3	2	3	2	3	1	4	8	12	9	4	13	21	21	42
309	Land North of the B4109, Wolvey	11	44	23	56	18	22	16	20	18	18	22	20	21	20	21	25	39	24	39	23	50	23	40	20	53	122	175	129	66	195	317	316	634
315	Land south of Brinklow	19	73	38	94	31	37	27	33	31	31	36	34	35	33	34	42	64	41	65	39	83	39	67	33	88	204	292	214	111	325	529	527	1,056
316	Land at Long Lawford (Residential)	30	117	72	222	49	60	43	52	49	49	58	54	56	53	55	66	103	65	104	62	152	80	107	52	151	398	549	363	194	557	877	932	1,810
332	Albert Street	2	7	4	9	3	4	3	3	3	3	4	3	3	3	3	4	6	4	7	4	8	4	7	3	9	20	29	21	11	33	53	53	106
338	Land south of Crick Road, Houlton	19	73	38	94	31	37	27	33	31	31	36	34	35	33	34	42	64	41	65	39	83	39	67	33	88	204	292	214	111	325	529	527	1,056
348	The Croft, Stretton-on-Dunsmore	5	20	11	26	9	10	8	9	9	9	10	10	10	9	10	12	18	11	18	11	23	11	19	9	25	57	82	60	31	91	148	148	296
349	Land to rear of Albert St, Rugby	0	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	2	4	6	4	2	7	11	11	21
350	Rounds Gardens, Rugby	5	20	11	26	9	10	8	9	9	9	10	10	10	9	10	12	18	11	18	11	23	11	19	9	25	57	82	60	31	91	148	148	296
351	North of Rounds Gardens, Rugby	5	18	9	23	7	9	6	8	7	7	9	8	8	8	8	10	15	10	16	9	20	9	16	8	21	49	70	51	27	78	127	127	253
352	Former snooker hall, Railway Terrace, Rugby	1	2	1	3	1	1	1	1	1	1	1	1	1	1	1	1	2	1	2	1	2	1	2	1	2	6	8	6	3	9	15	15	30
353	Town Hall, Rugby	9	33	17	43	14	17	12	15	14	14	17	16	16	15	16	19	29	18	30	18	38	18	30	15	40	93	133	98	51	148	241	240	482
354	92 Lower Hillmorton Rd, Rugby	3	10	5	13	4	5	4	4	4	4	5	5	5	5	5	6	9	6	9	5	11	5	9	4	12	28	40	29	15	44	72	72	144
355	Land adjacent to 44 Craven Road, Rugby	0	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	2	4	6	4	2	7	11	11	21
356	The Railings (NHS) Rugby	1	3	2	4	1	1	1	1	1	1	1	1	1	1	1	2	3	2	3	2	3	2	3	1	4	8	12	9	4	13	21	21	42
357	28-29 High St, Rugby	1	2	1	3	1	1	1	1	1	1	1	1	1	1	1	1	2	1	2	1	3	1	2	1	3	7	9	7	4	10	17	17	34
358	Coventry Road, Wolvey (smaller cut)	5	18	9	23	7	9	6	8	7	7	9	8	8	8	8	10	15	10	16	9	20	9	16	8	21	49	70	51	27	78	127	127	253

OMISSION SITES

Site Overview		Trip Generation																														
		0700-0800		0800-0900		0900-1000		1000-1100		1100-1200		1200-1300		1300-1400		1400-1500		1500-1600		1600-1700		1700-1800		1800-1900		AM PERIOD TOTAL			PM PERIOD TOTAL			ALL HOURS TOTAL		
Site Ref	Site Name	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
73	Lodge Farm, off Daventry Road, Rugby	244	794	452	1,022	359	423	314	374	351	353	414	392	406	387	390	478	710	464	719	462	900	455	727	370	1,054	2,239	3,293	2,345	1,286	3,631	5,983	5,972	11,955
114	Land at M6 Junction 1, Newbold on Avon and Long Lawford	432	1,127	738	1,460	568	642	493	571	542	553	633	610	642	608	597	740	1,035	715	1,050	743	1,284	718	1,035	557	1,738	3,229	4,967	3,369	2,019	5,388	9,049	9,046	18,095
130	Land north of Houlton	760	209	896	332	564	444	463	428	449	505	478	530	637	575	443	623	399	574	420	829	289	702	211	357	2,220	985	3,205	921	1,888	2,809	6,010	6,109	12,118

SITES WITH HGVs

Site Overview		Trip Generation																														
		0700-0800		0800-0900		0900-1000		1000-1100		1100-1200		1200-1300		1300-1400		1400-1500		1500-1600		1600-1700		1700-1800		1800-1900		AM PERIOD TOTAL			PM PERIOD TOTAL			ALL HOURS TOTAL		
Site Ref	Site Name	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
14	Land north of Ansty Park, Ansty, Coventry	9	11	29	17	26	27	34	28	29	25	32	26	32	36	26	29	23	26	23	19	5	11	5	8	65	56	120	33	38	71	272	263	534
17	South West Rugby employment phase 2	31	57	26	55	18	62	21	8	18	29	31	23	39	26	42	23	34	29	60	21	47	13	27	21	75	174	250	134	55	189	394	367	761
64	Coton Park East, Central Park Drive, Rugby	23	41	30	42	23	51	28	18	25	29	34	27	39	33	37	28	31	29	47	22	31	13	19	17	76	133	210	98	51	150	369	348	717
95	Land bound by M69, M6 and B4029, Ansty	54	40	61	36	83	67	59	51	68	70	62	51	78	55	63	47	73	43	50	64	33	40	28	42	199	144	343	110	146	256	713	607	1,319
121	Land at Walsgrave Hill	59	102	74	105	59	129	72	44	62	73	85	67	97	82	94	70	79	74	119	54	79	33	49	42	192	336	529	247	130	377	929	876	1,806
130	Land north of Houlton	62	108	78	111	62	136	75	47	66	77	90	71	103	87	100	73	83	78	126	57	83	35	51	44	203	354	557	260	136	397	979	923	1,902

Appendix TN001_B

Local Plan Development TRACC Trip Assignment Plots

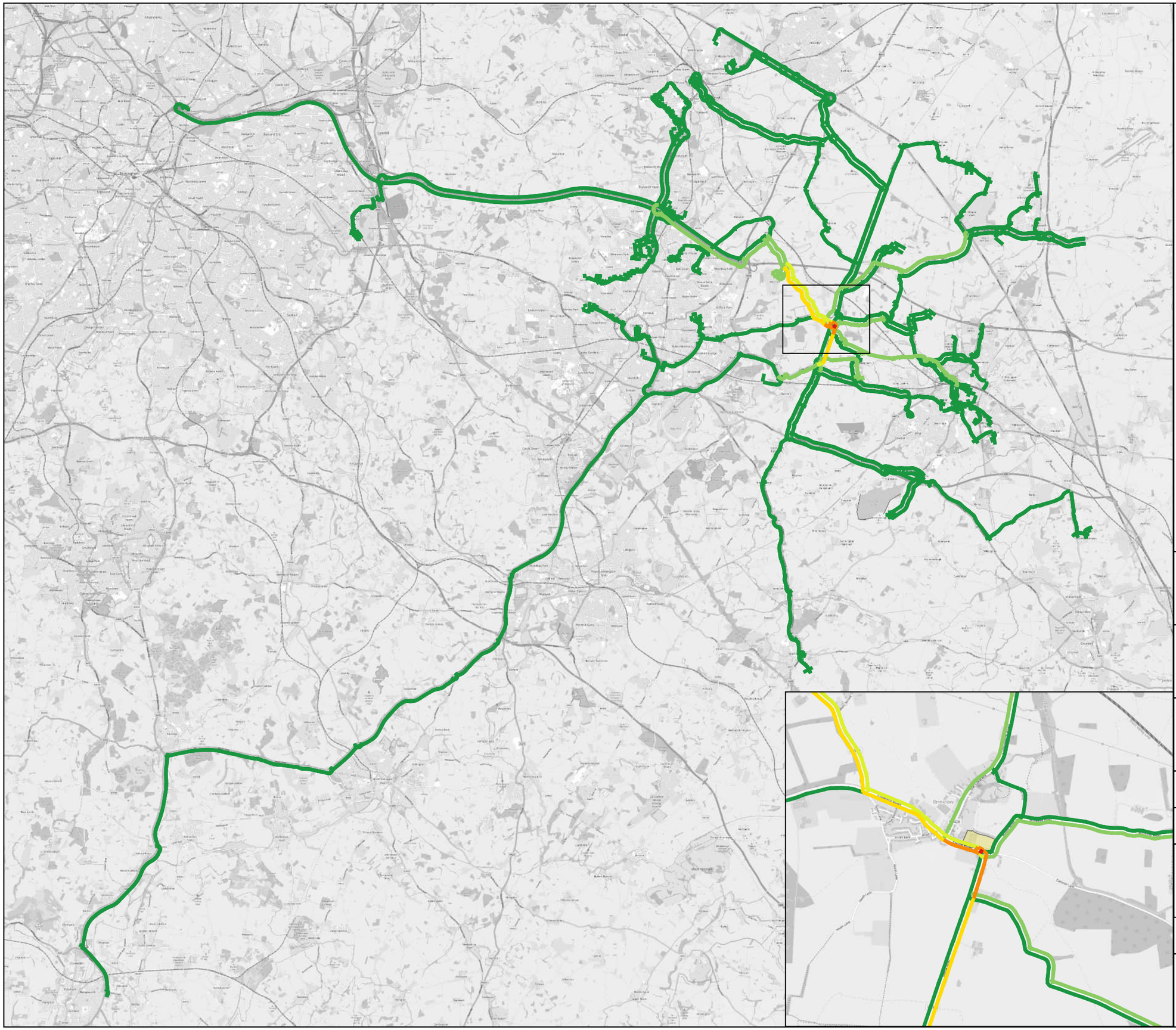
RBC Strategic Transport Assessment

Local Plan Development Assumptions

Rugby Borough Council, Warwickshire County Council

SLR Project No.: 431.000286.00065

25 November 2025



Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 5
- 5 - 10
- 10 - 15
- 15 - 25
- 25 - 50
- 50 - 75

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 5 Residential
AM Period

SCALE:

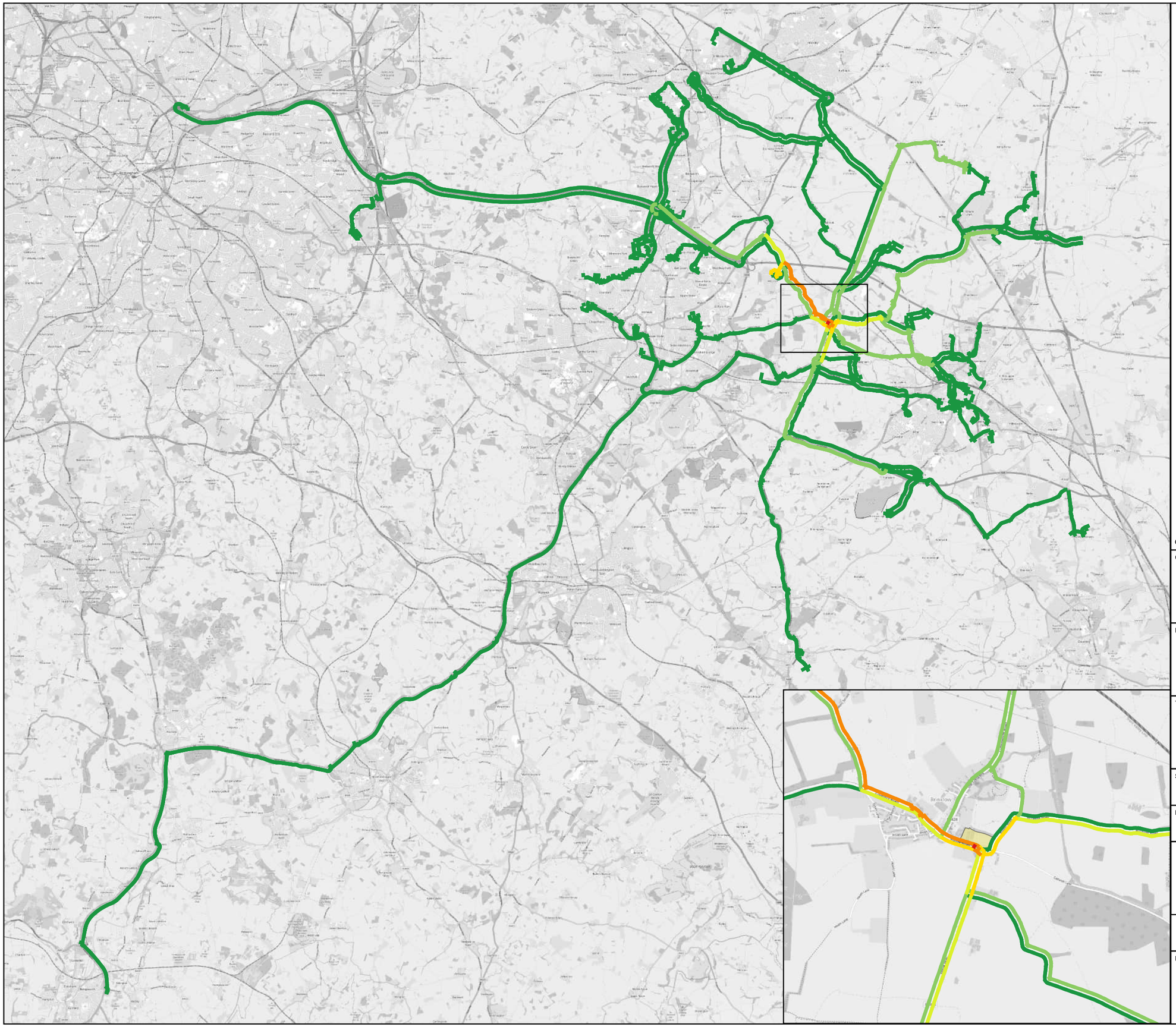
NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 5 Residential
PM Period

SCALE:

NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 1
- 1 - 2
- 2 - 4
- 4 - 6
- 6 - 8
- 8 - 10

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 6 Residential
AM Period

SCALE:

NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 1
- 1 - 2
- 2 - 4
- 4 - 6
- 6 - 8
- 8 - 10

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 6 Residential
PM Period

SCALE:

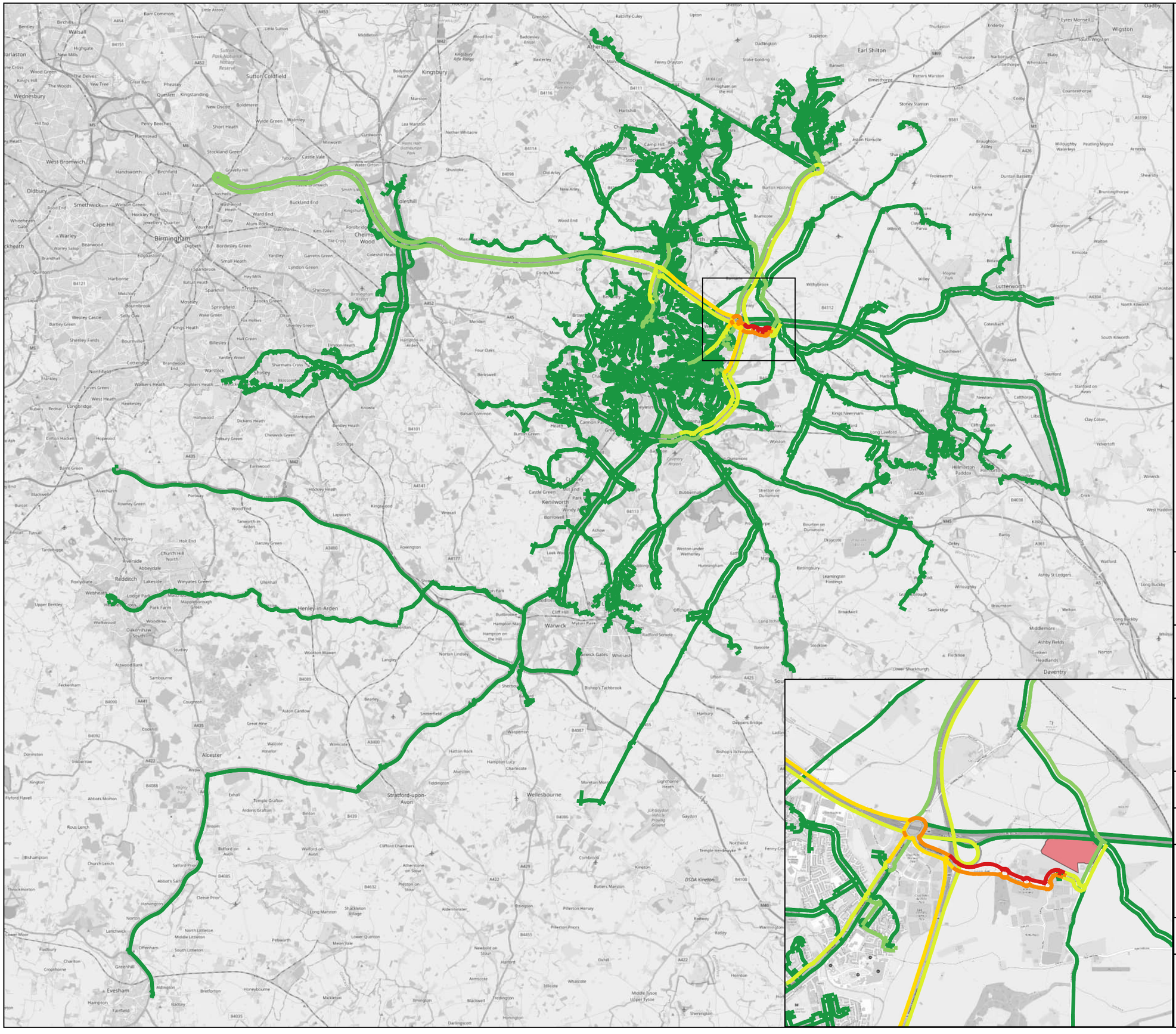
NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 14 Employment
AM Period

SCALE:

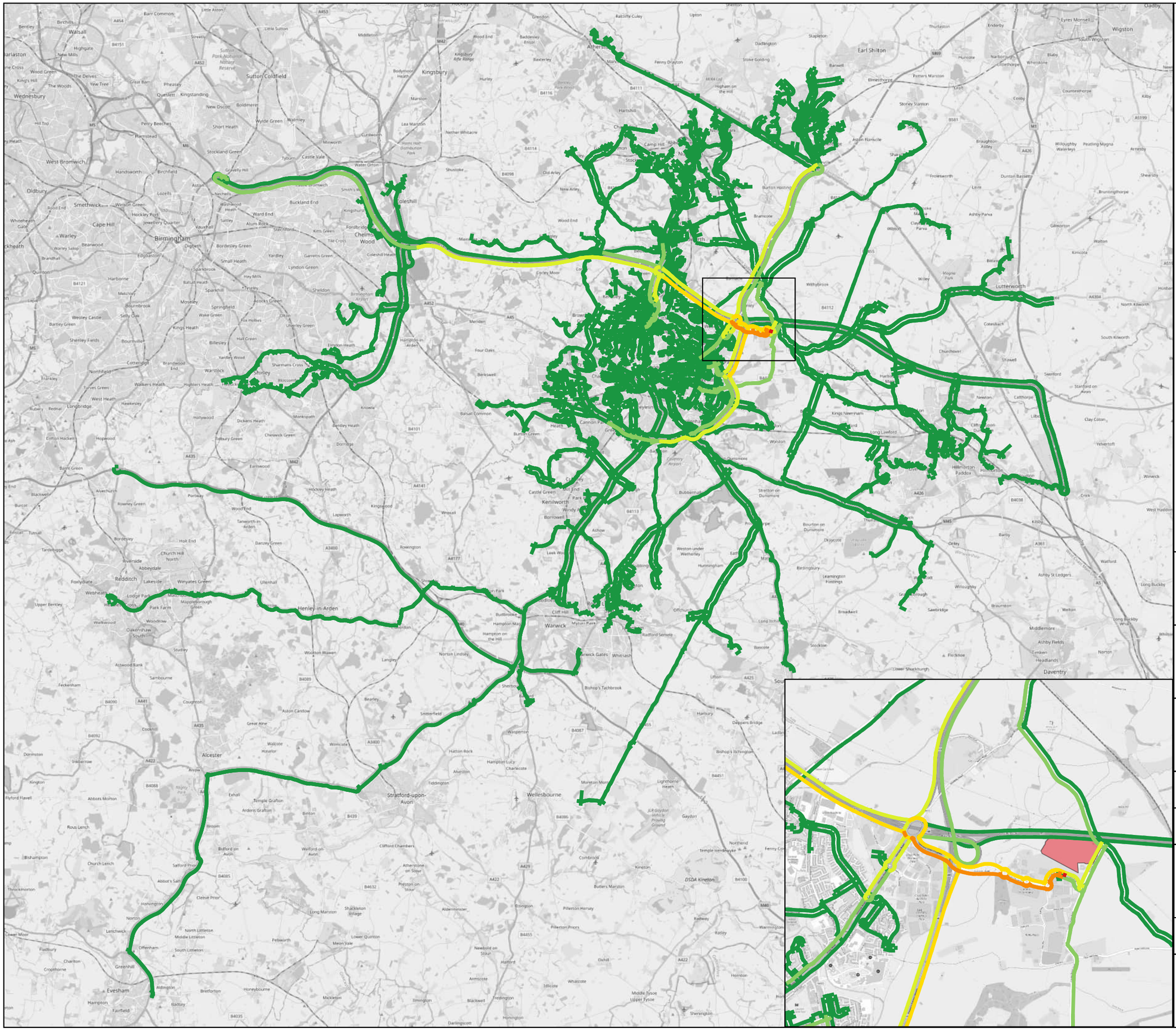
NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 14 Employment
PM Period

SCALE:

NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 17 Employment Access 1
(Potsford Dam Roundabout)
AM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 17 Employment Access 1
(Potsford Dam Roundabout)
PM Period

SCALE:

NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 17 Employment Access 2 (Thurlaston Interchange)
AM Period

SCALE:

NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 17 Employment Access 2
(Thurlaston Interchange)
PM Period

SCALE:

NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

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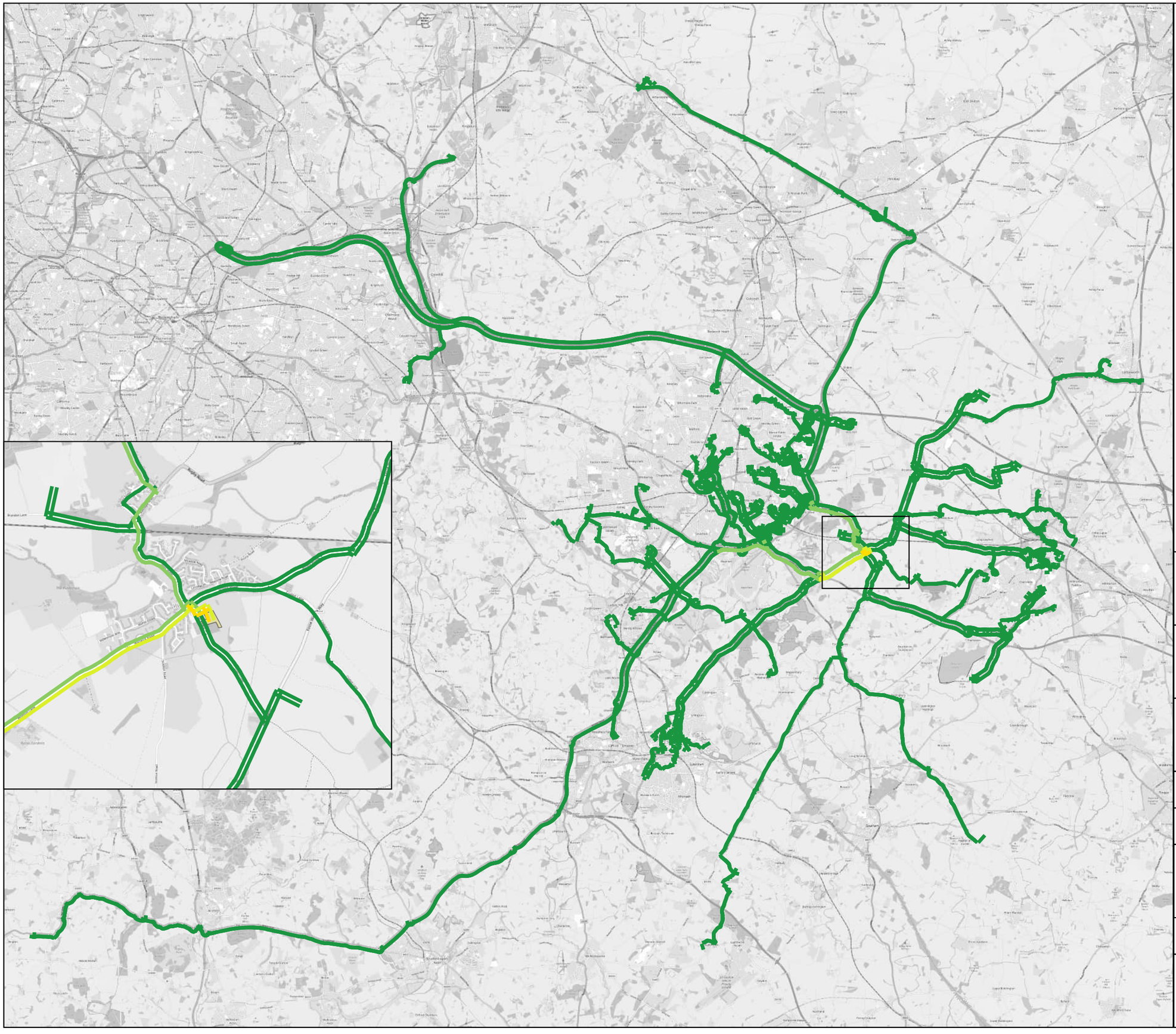


CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 39 Residential
AM Period

SCALE:

NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 39 Residential
PM Period

SCALE:

NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 5
- 5 - 10
- 10 - 15
- 15 - 25
- 25 - 50
- 50 - 75

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 54 Residential
AM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 5
- 5 - 10
- 10 - 15
- 15 - 25
- 25 - 50
- 50 - 75

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 54 Residential
PM Period

SCALE:

NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 59 Residential
AM Period

SCALE:

NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 59 Residential
PM Period

SCALE:

NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 62 Residential
AM Period

SCALE:

NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 62 Residential
PM Period

SCALE:

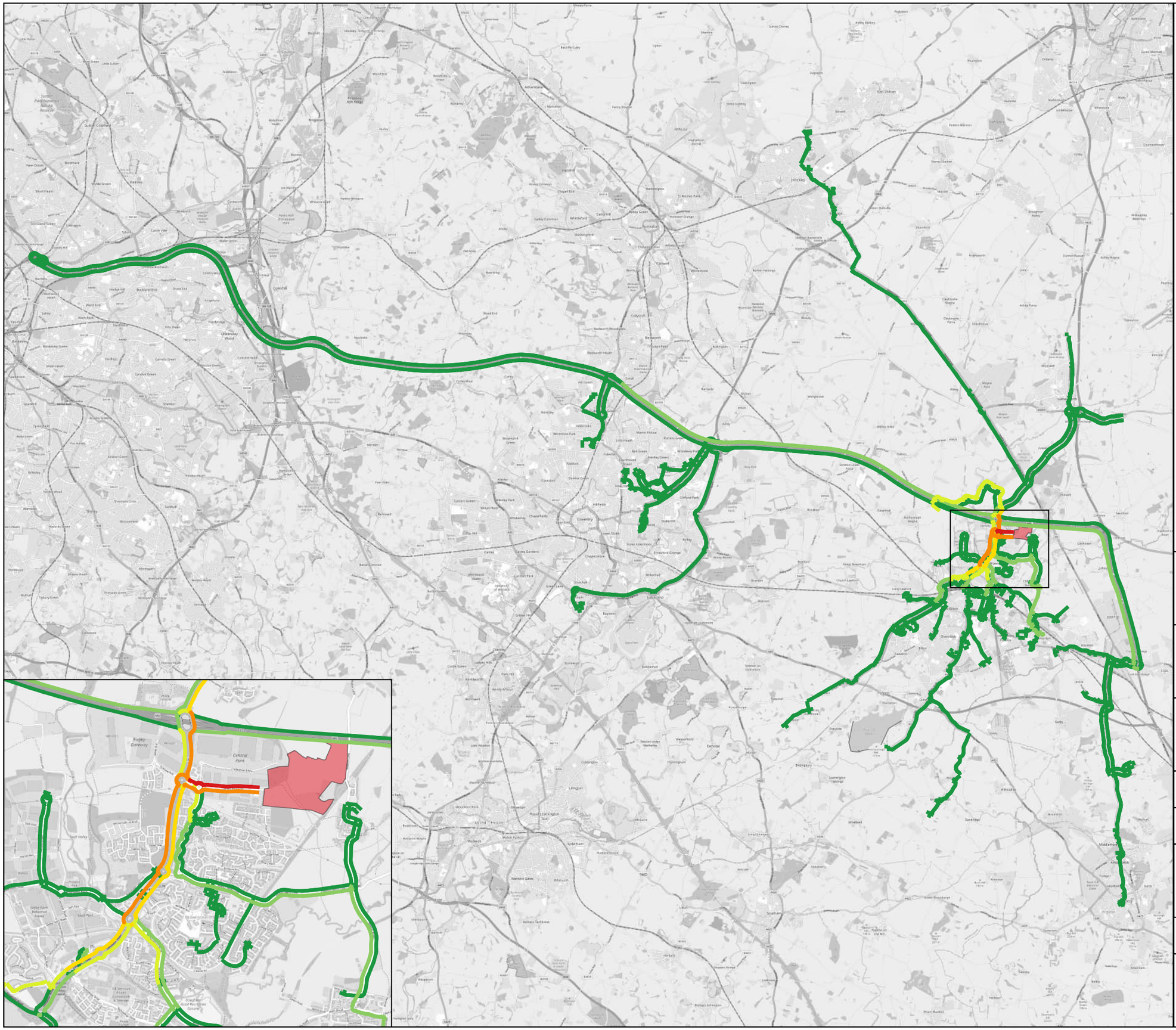
NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 64 Employment
AM Period

SCALE:

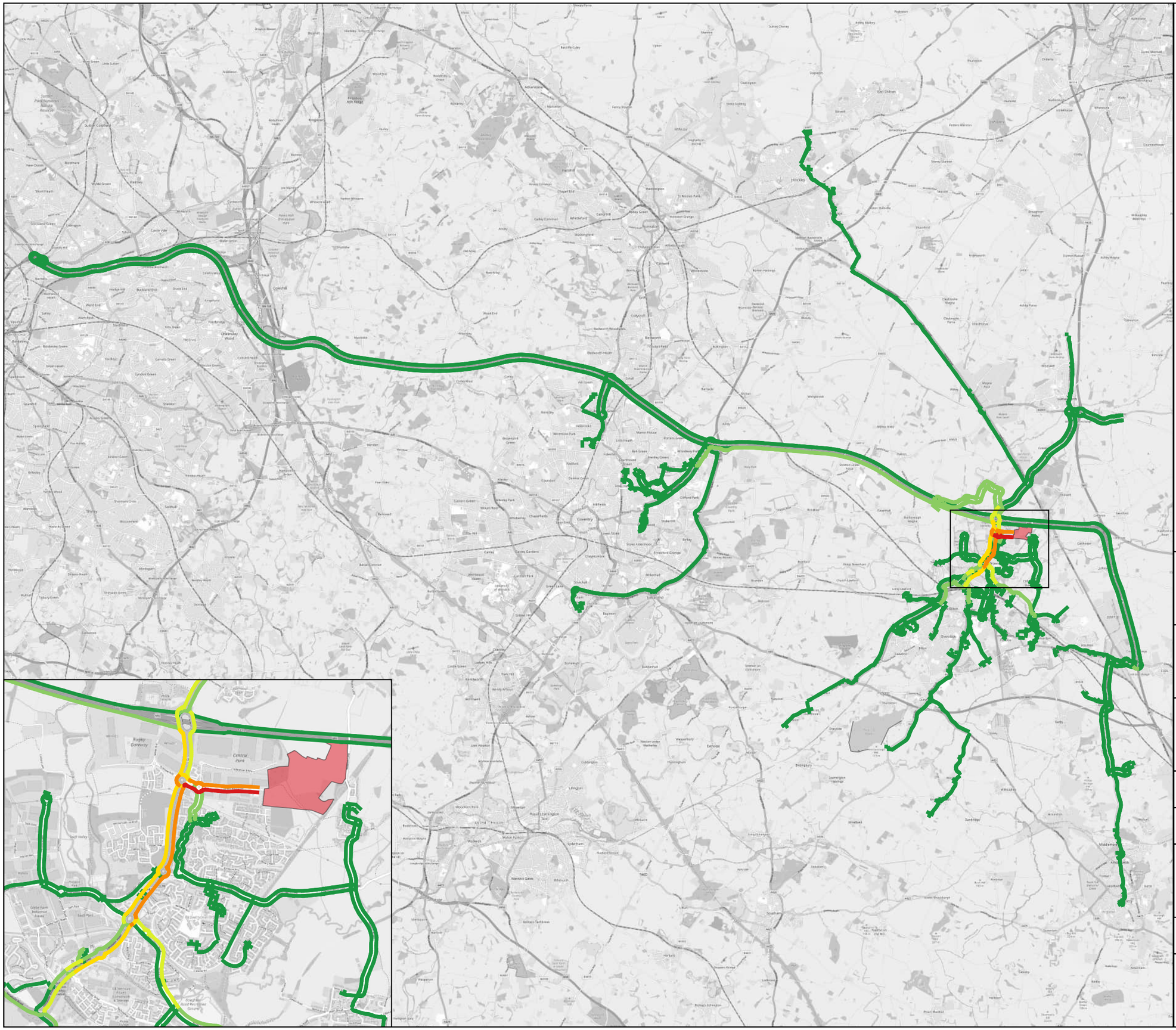
NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 64 Employment
PM Period

SCALE:

NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

Omission Site (Residential)

TRACC Cumulative Flow (veh.):

- 0 - 50
- 50 - 100
- 100 - 250
- 250 - 500
- 500 - 1000
- 1000 - 3000

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 73 Omission (Residential)
AM Period

SCALE:

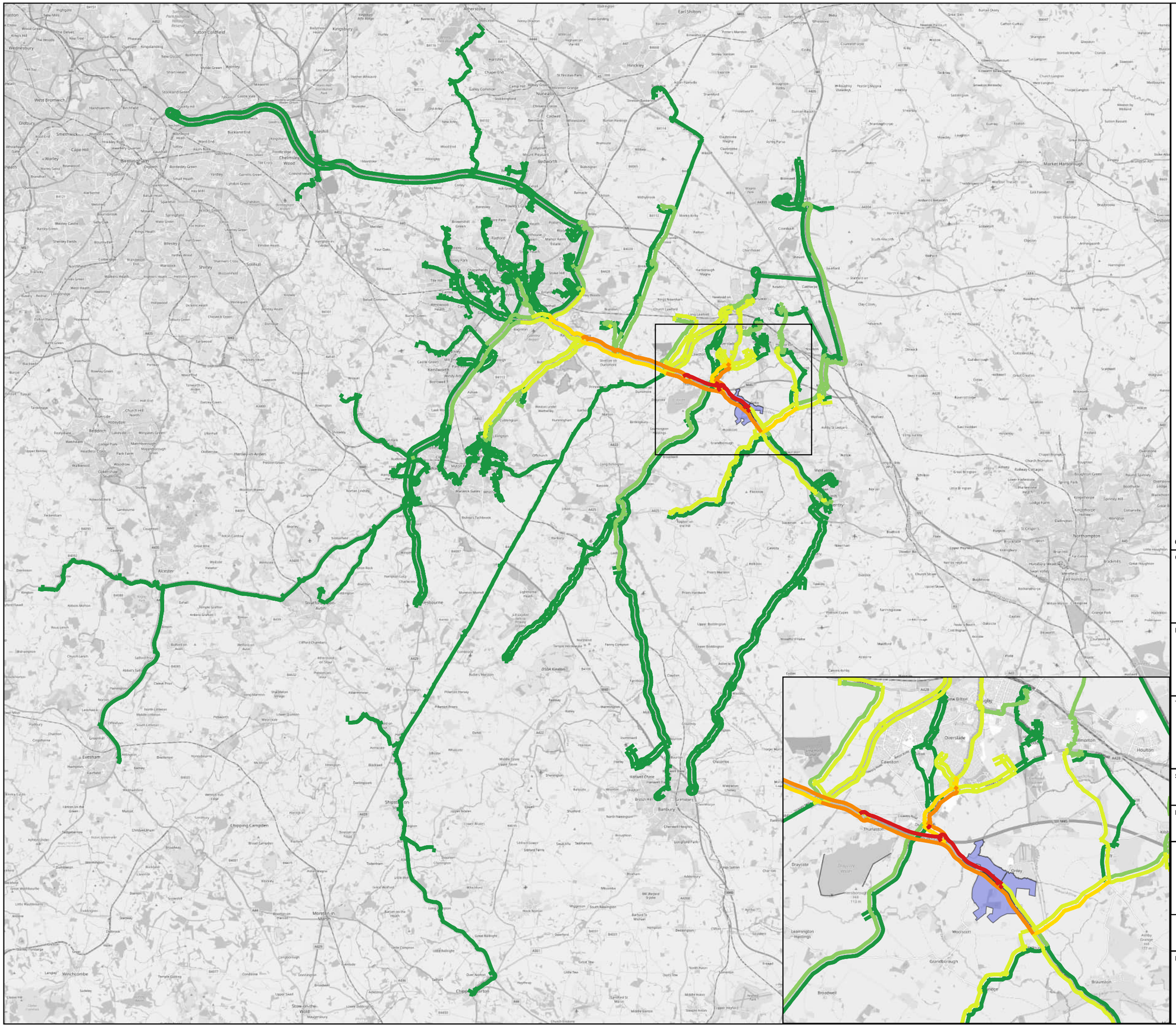
NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 73 Omission (Residential)
PM Period

SCALE:

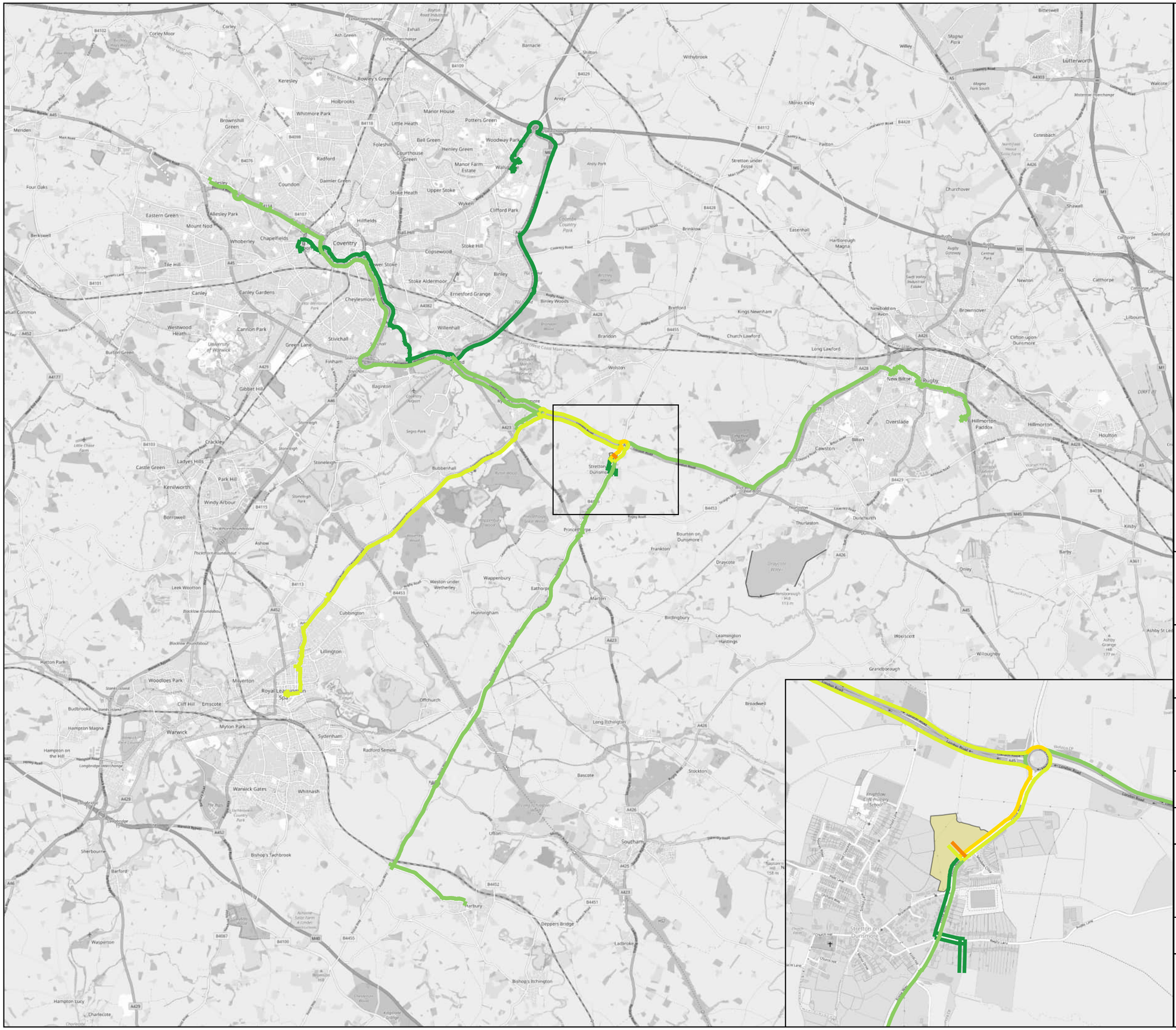
NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



Legend

- Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 5
- 5 - 10
- 10 - 20
- 20 - 30
- 30 - 40
- 40 - 50

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 81 Residential
AM Period

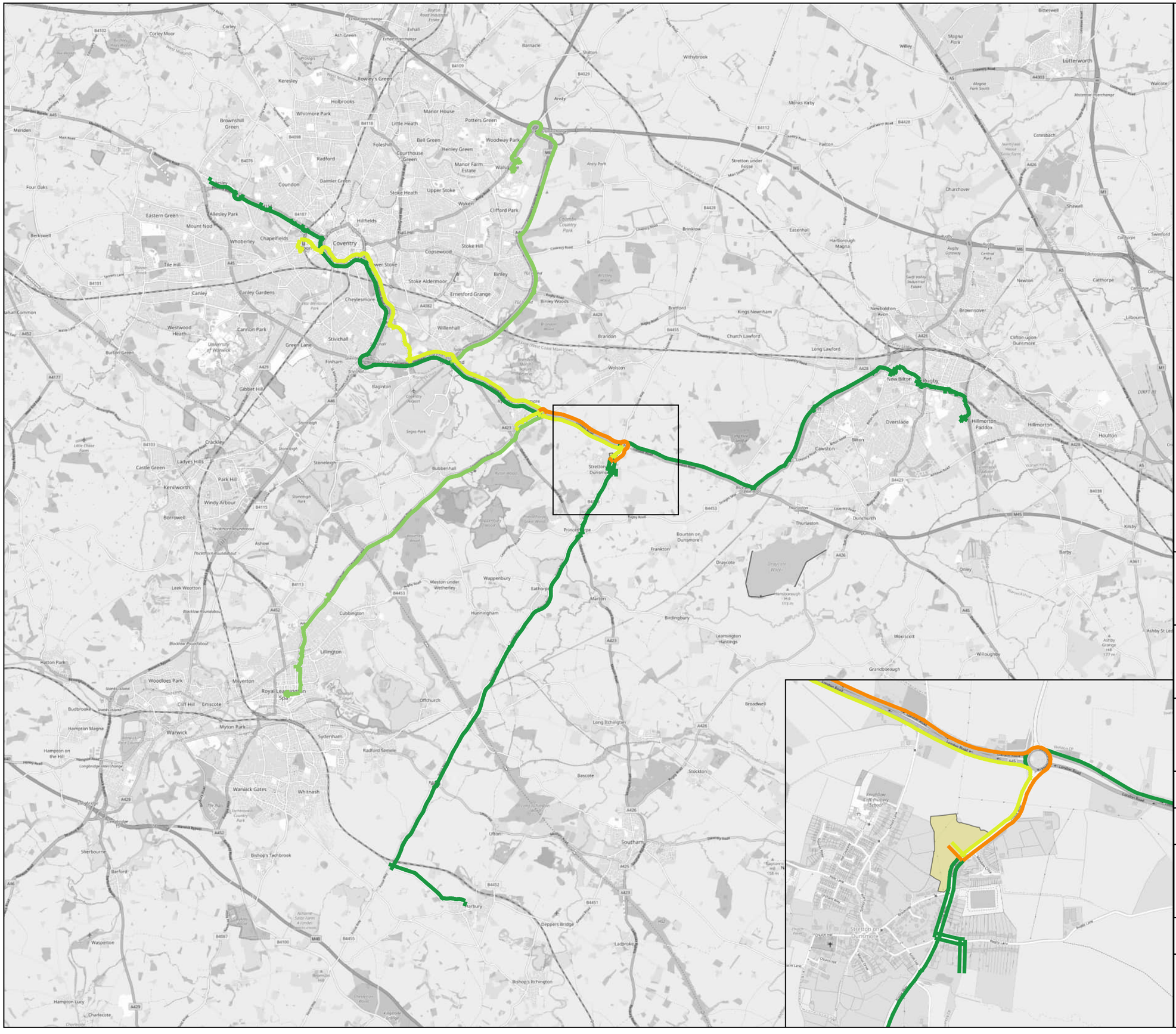
SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



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Legend

- Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 5
- 5 - 10
- 10 - 20
- 20 - 30
- 30 - 40
- 40 - 50

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 81 Residential
PM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 87 Residential
AM Period

SCALE:

NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 87 Residential
PM Period

SCALE:

NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

- Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 2
- 2 - 5
- 5 - 10
- 10 - 15
- 15 - 20
- 20 - 25

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 89 Residential
AM Period

SCALE:

NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 89 Residential
PM Period

SCALE:

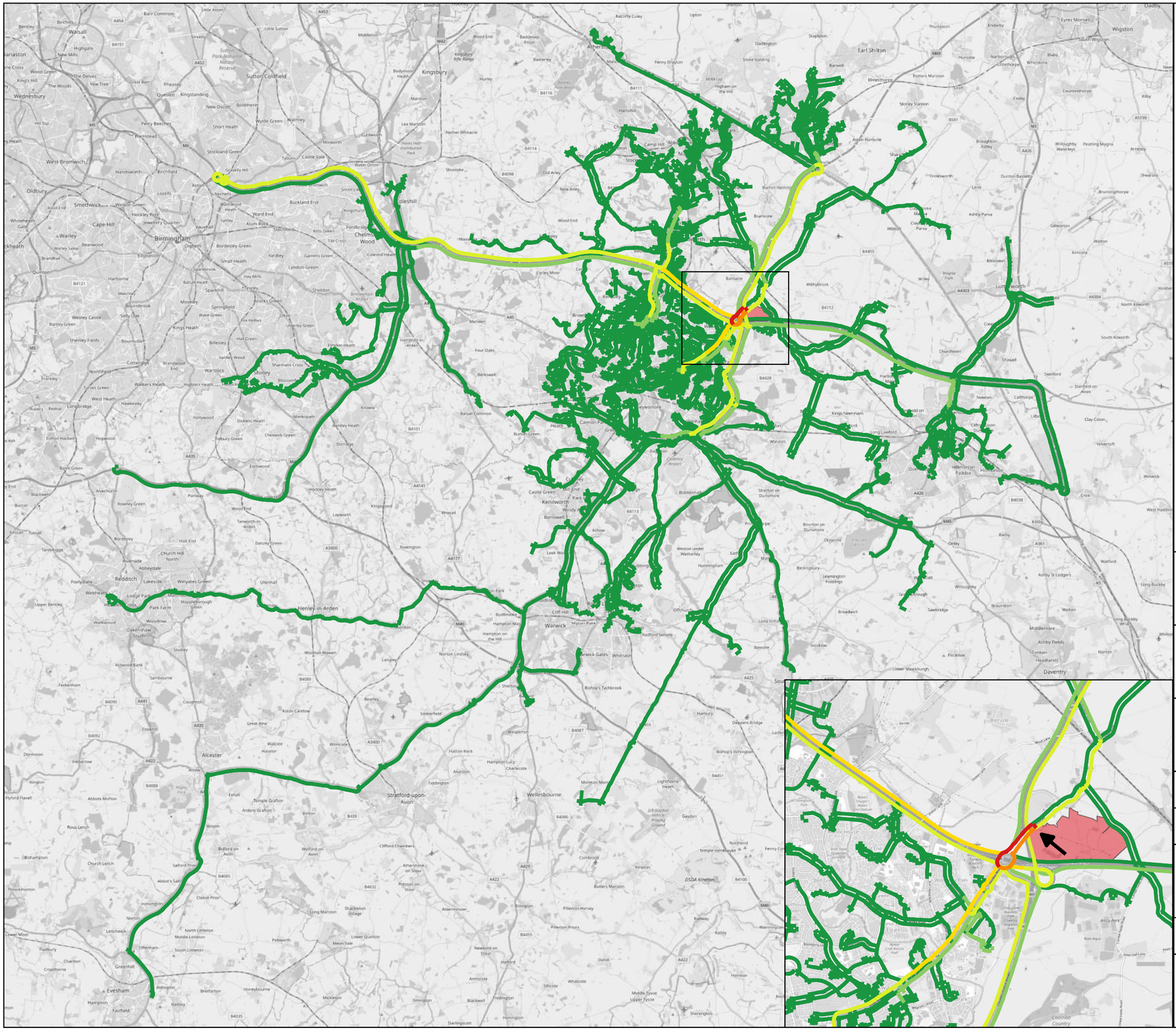
NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 95 Employment Access 1
(B4065 Hinckley Road)
AM Period

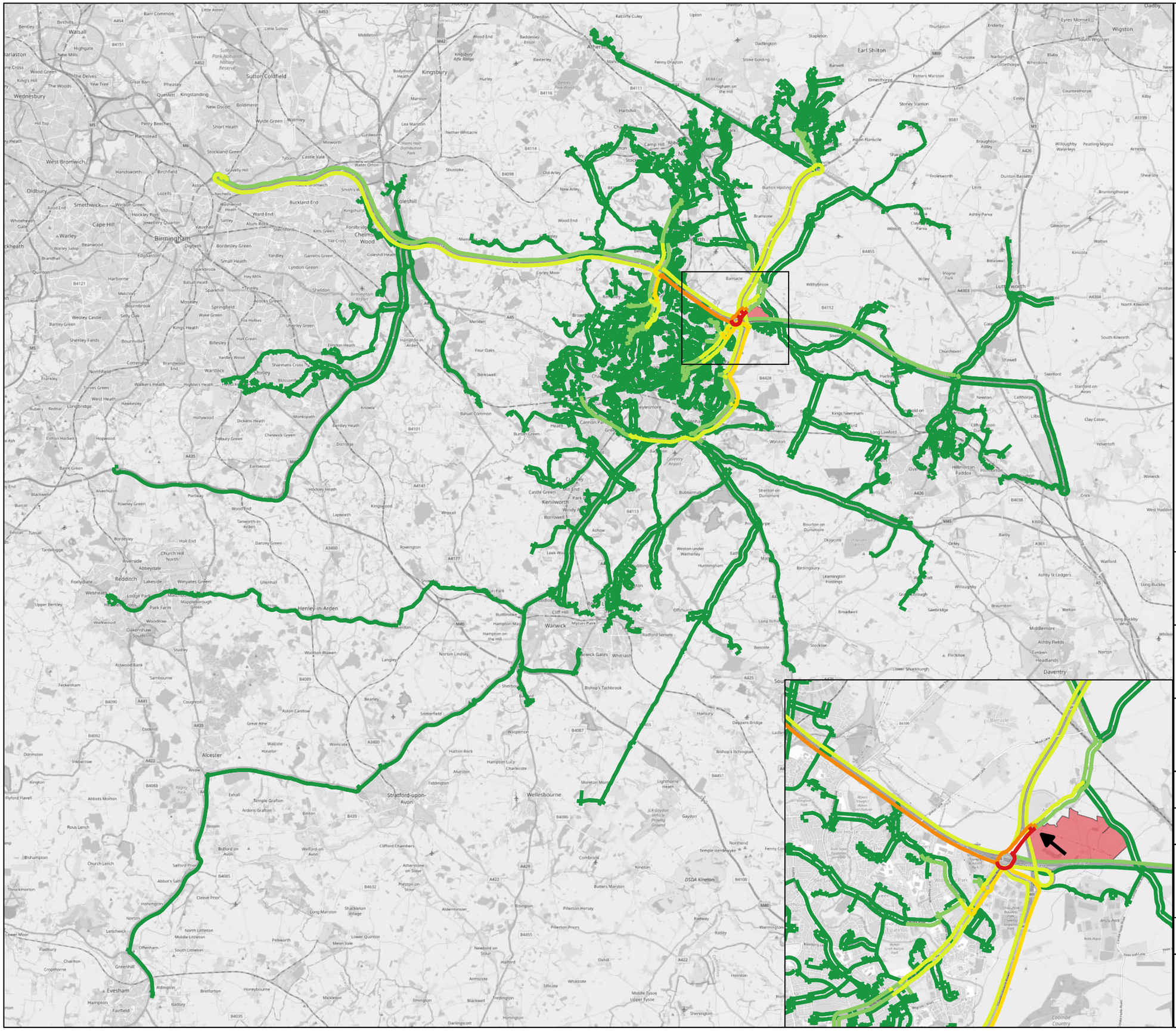
SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 95 Employment Access 1
(B4065 Hinckley Road)
PM Period

SCALE:

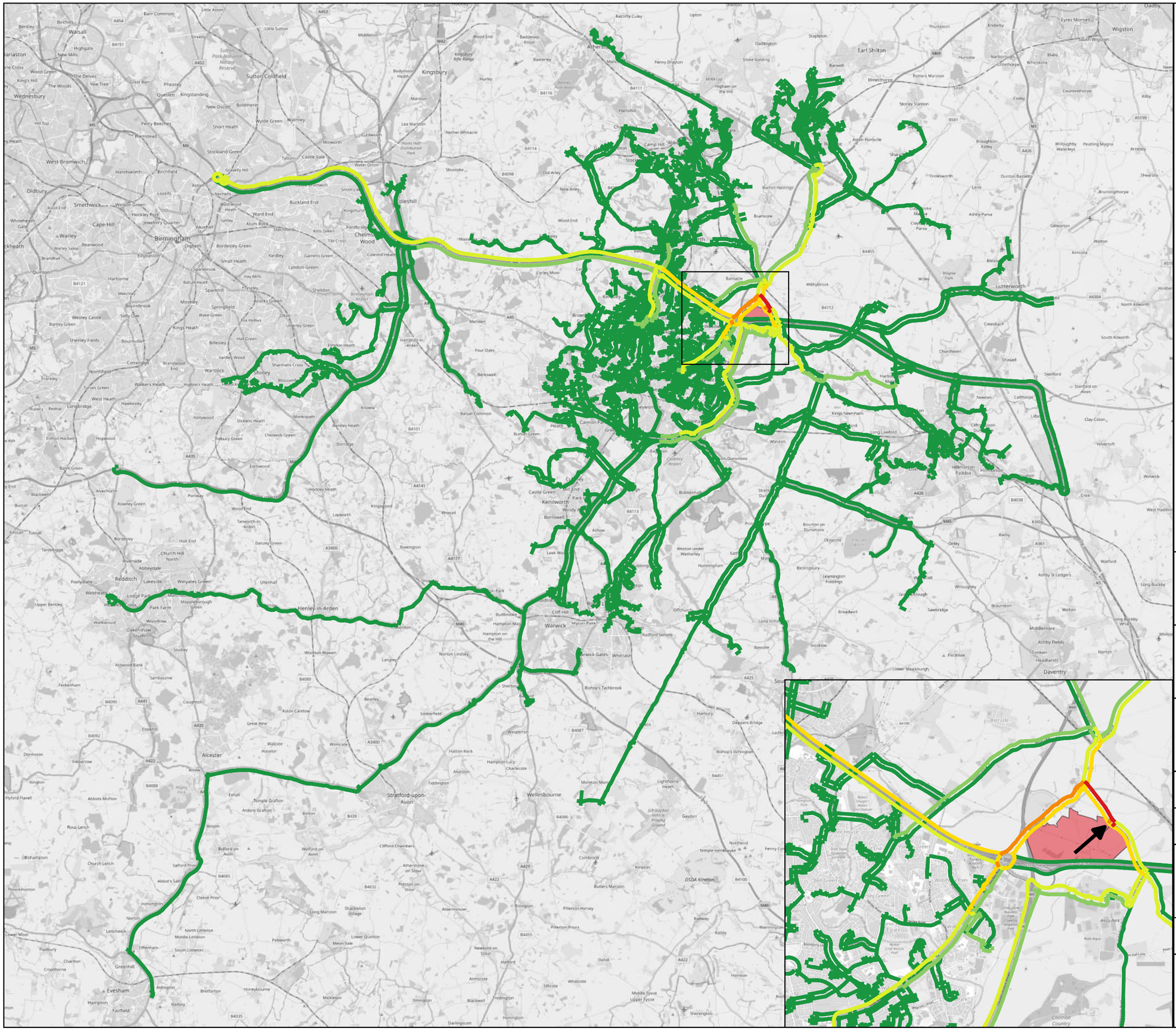
NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 95 Employment Access 2
(B4029 Road)
AM Period

SCALE:

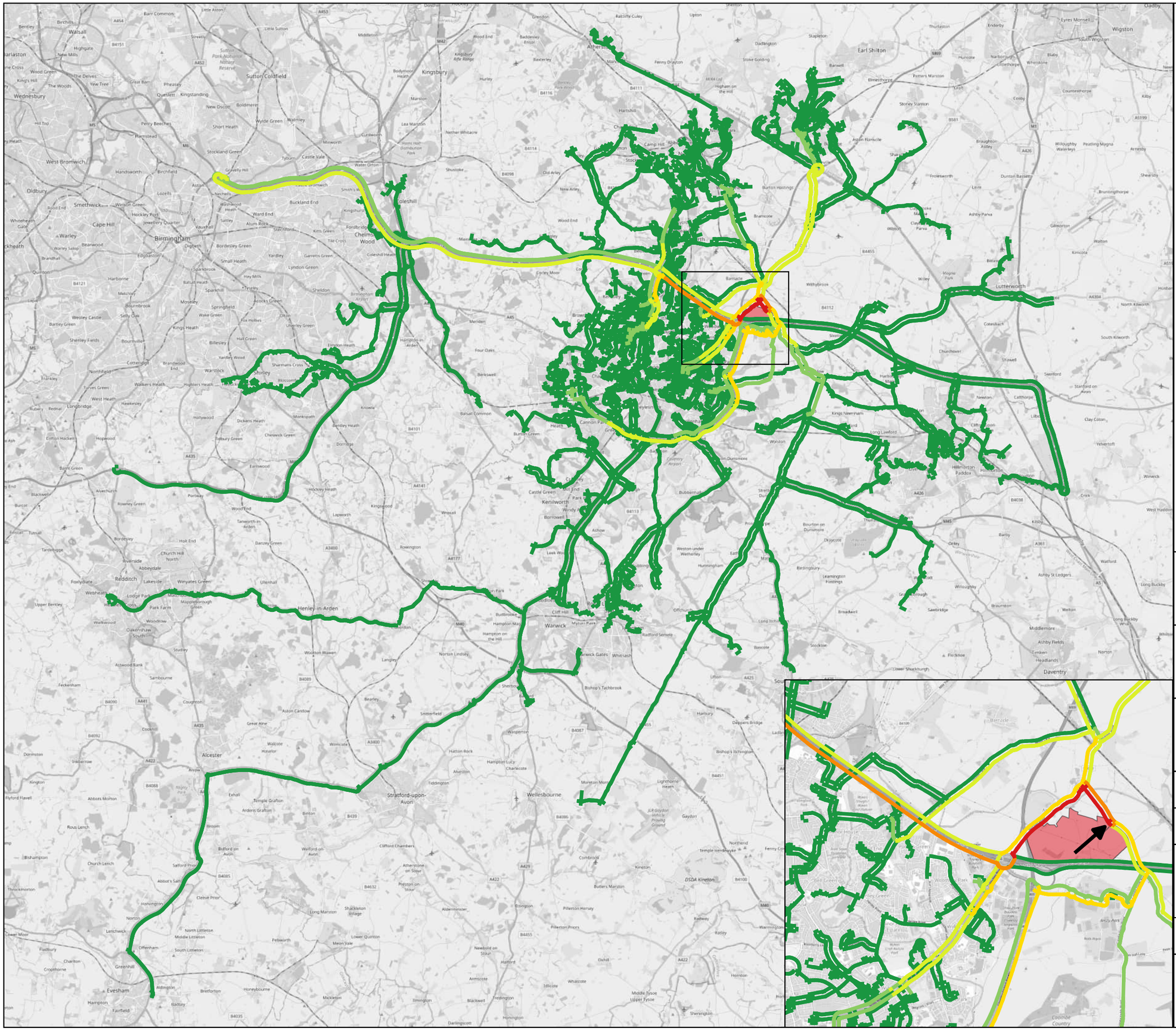
NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 95 Employment Access 2
(B4029 Road)
PM Period

SCALE:

NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 5
- 5 - 10
- 10 - 20
- 20 - 30
- 30 - 40
- 40 - 50

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 100 Residential
AM Period

SCALE:

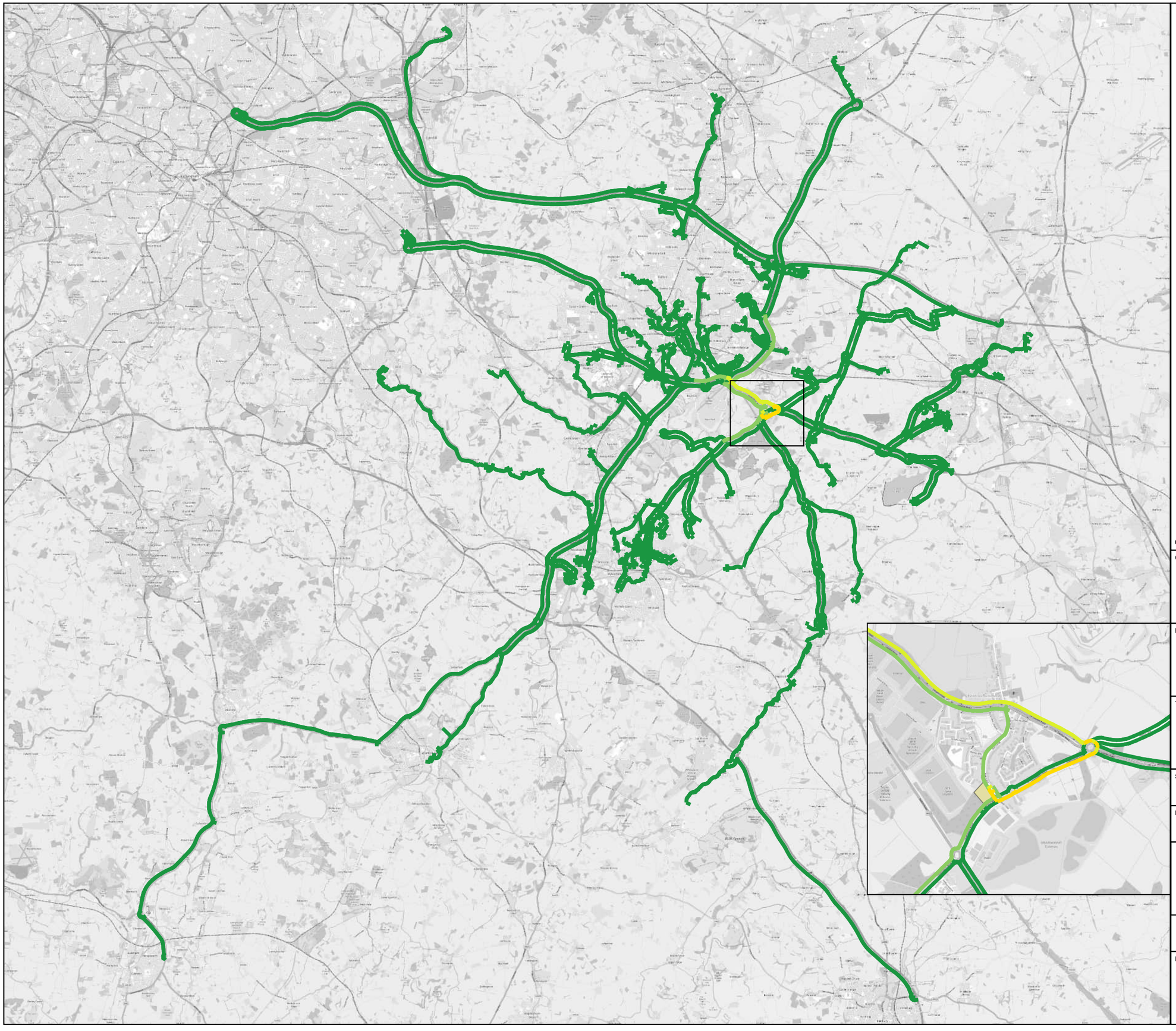
NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 100 Residential
PM Period

SCALE:

NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 114 Omission (Employment)
Access 1 (B4112 Main Street)
AM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 114 Omission (Employment)
Access 1 (B4112 Main Street)
PM Period

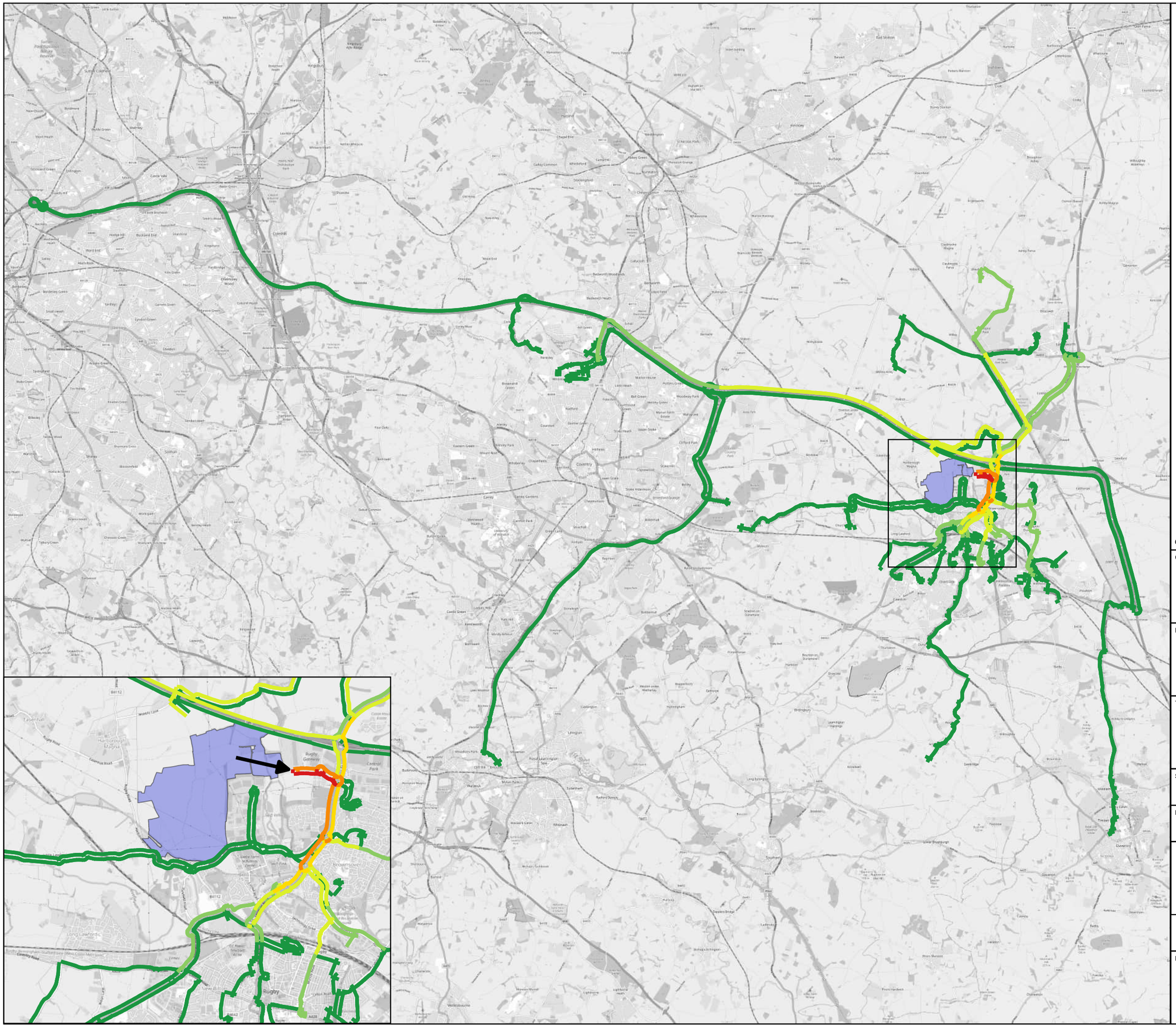
SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 114 Omission (Employment)
Access 2 (Overview Way)
AM Period

SCALE:

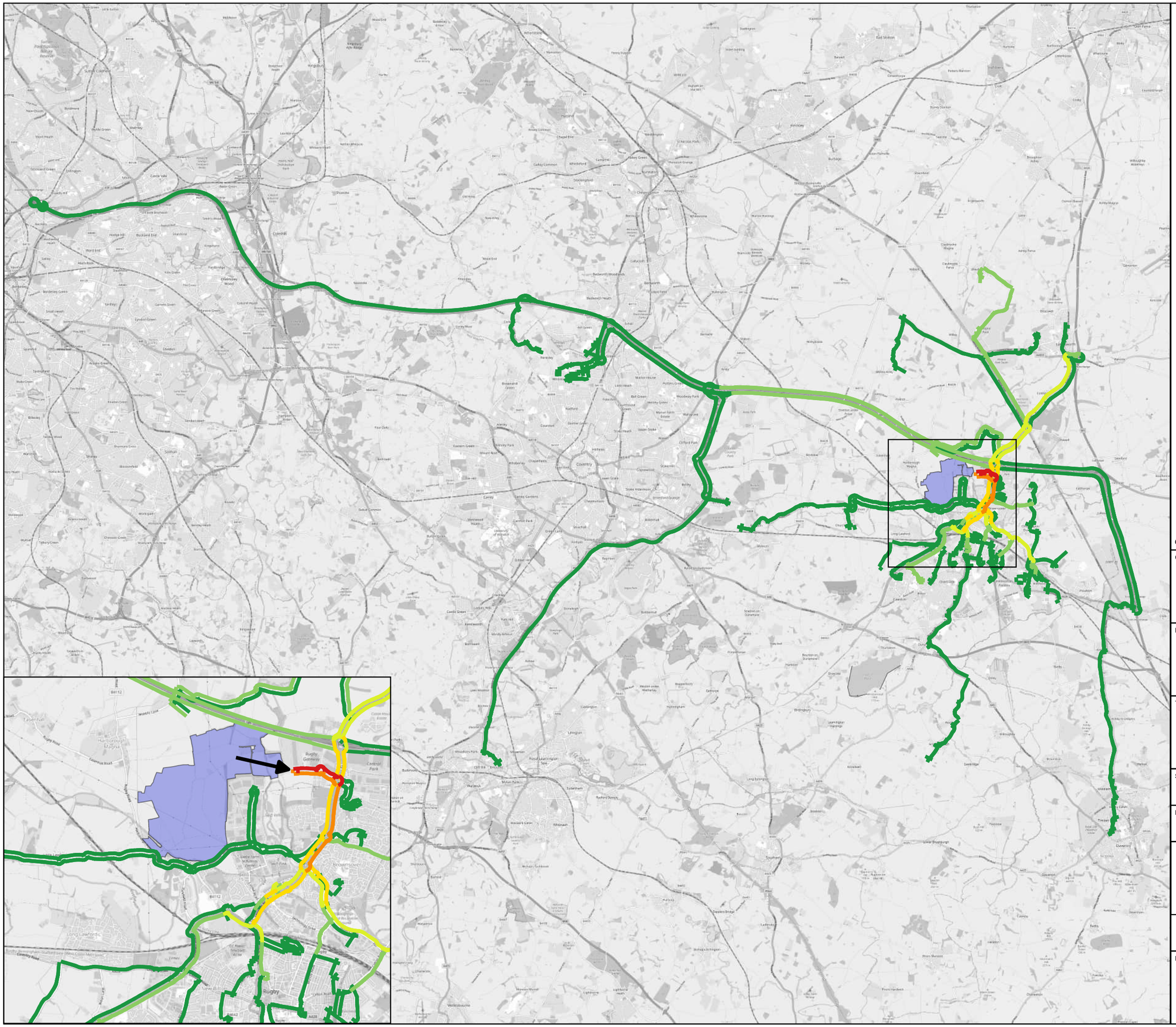
NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 114 Omission (Employment)
Access 2 (Overview Way)
PM Period

SCALE:

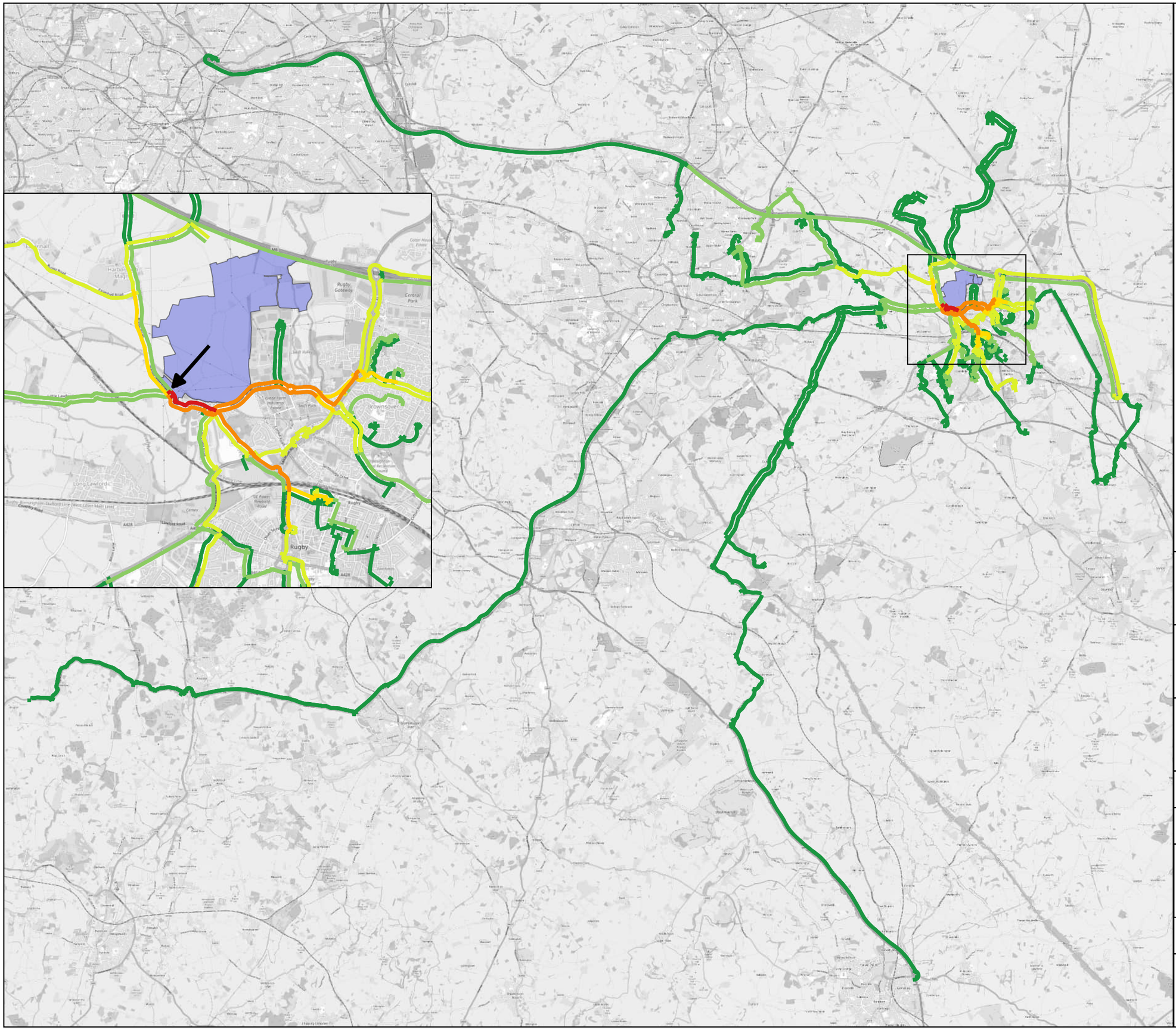
NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



Legend

- Omission Site (Residential)

TRACC Cumulative Flow (veh.):

- 0 - 50
- 50 - 100
- 100 - 250
- 250 - 500
- 500 - 1000
- 1000 - 3000

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 114 Omission (Residential)
Access 1 (B4112 Main Street)
AM Period

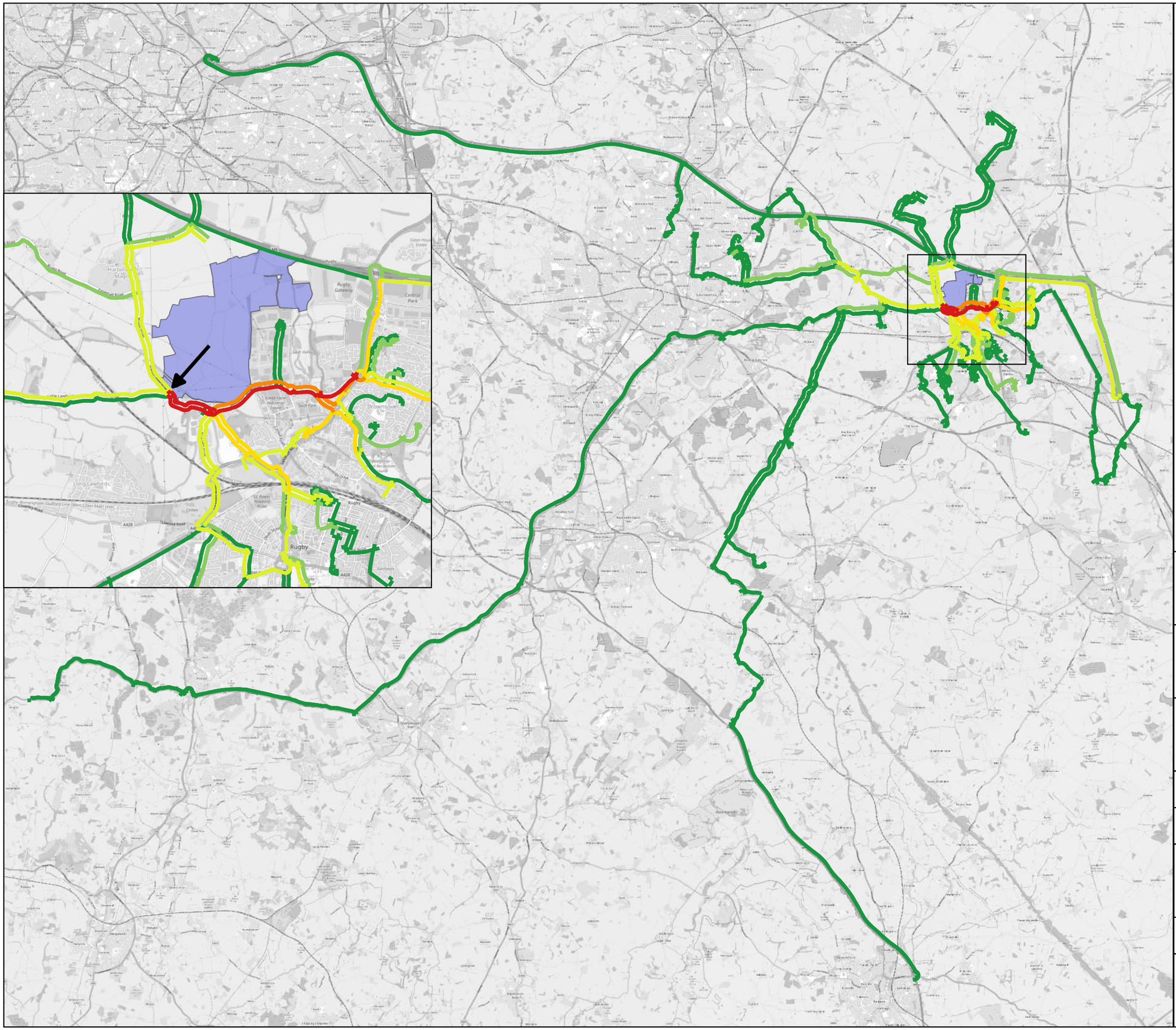
SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



Legend

- Omission Site (Residential)

TRACC Cumulative Flow (veh.):

- 0 - 50
- 50 - 100
- 100 - 250
- 250 - 500
- 500 - 1000
- 1000 - 3000

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 114 Omission (Residential)
Access 1 (B4112 Main Street)
PM Period

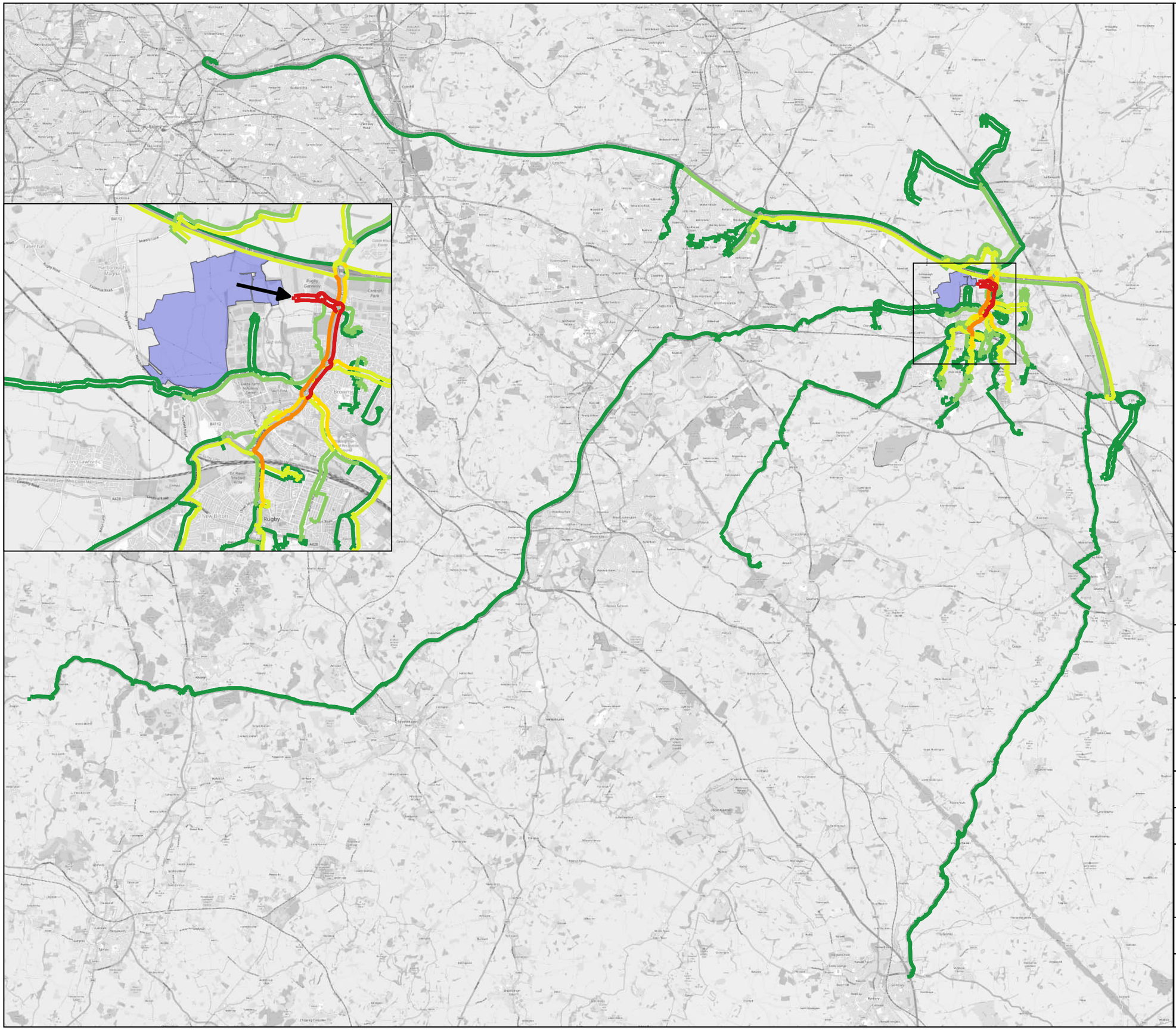
SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 114 Omission (Residential)
Access 2 (Overview Way)
AM Period

SCALE:

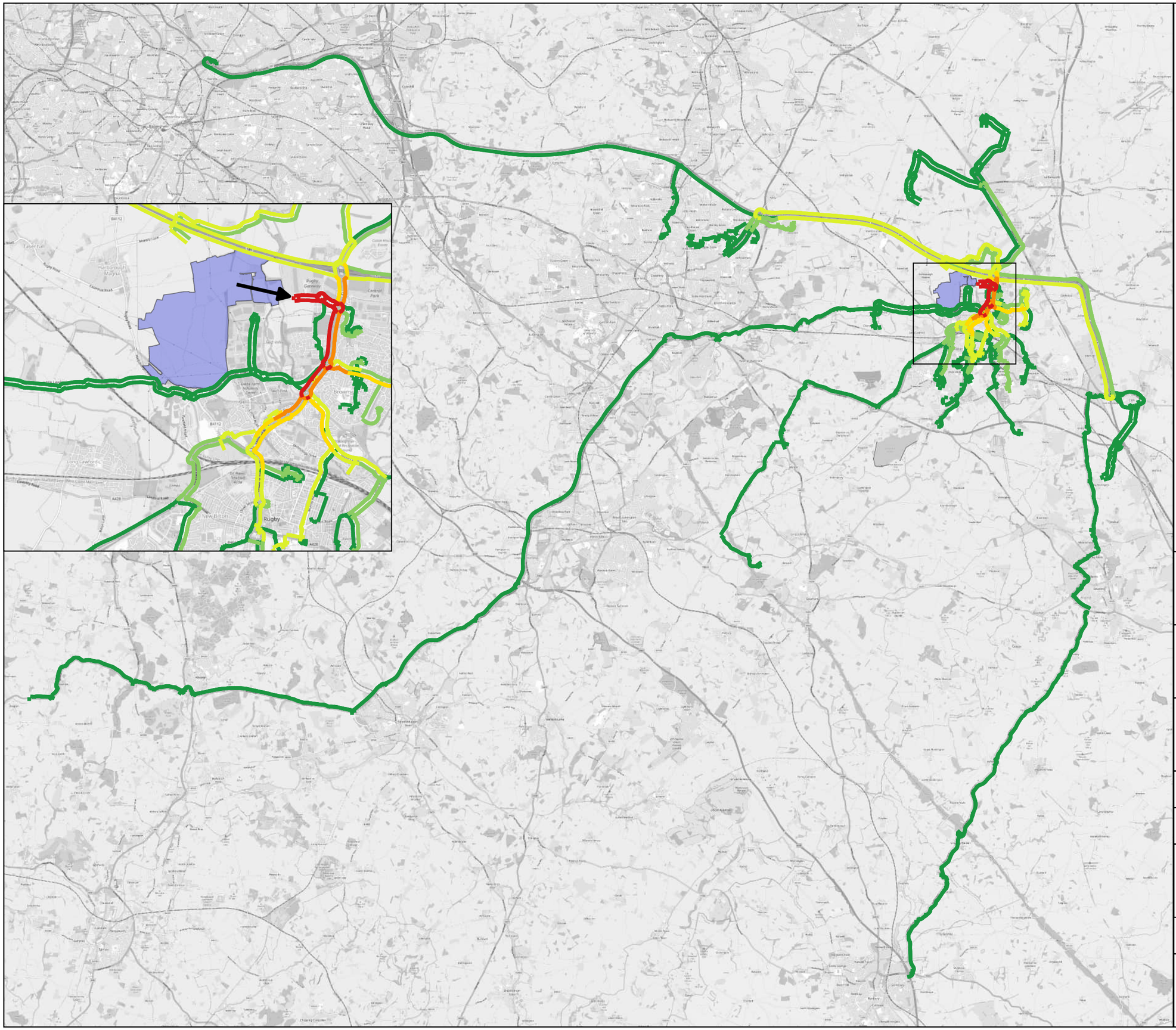
NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 114 Omission (Residential)
Access 2 (Overview Way)
PM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 121 Employment
AM Period

SCALE:

NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 121 Employment
PM Period

SCALE:

NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 5
- 5 - 10
- 10 - 15
- 15 - 25
- 25 - 50
- 50 - 75

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 129 Residential
AM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

- Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 5
- 5 - 10
- 10 - 15
- 15 - 25
- 25 - 50
- 50 - 75

CLIENT: Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 129 Residential
PM Period

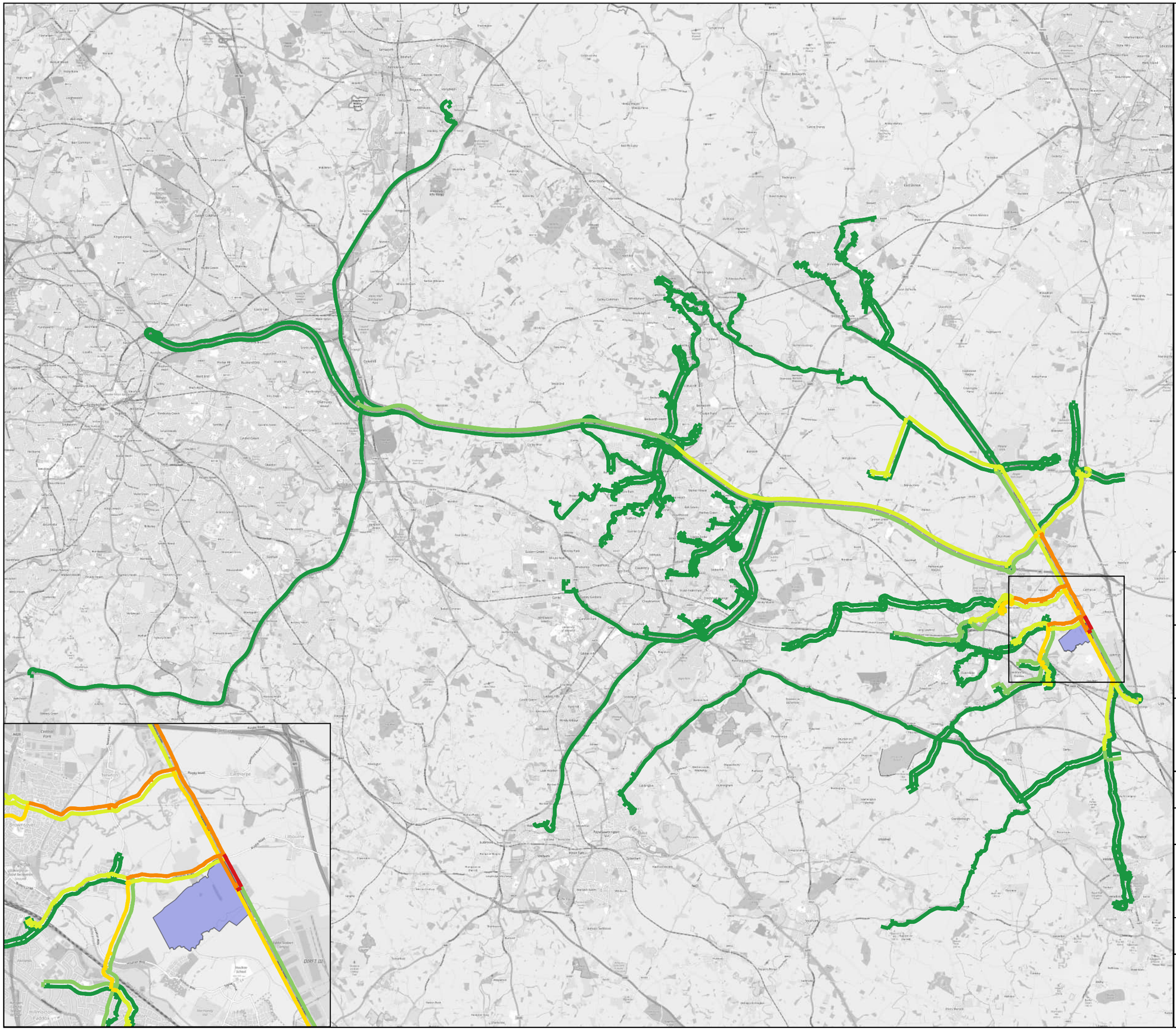
SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 130 Employment
AM Period

SCALE:

NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

Omission Site (Residential)

TRACC Cumulative Flow (veh.):

- 0 - 100
- 100 - 250
- 250 - 500
- 500 - 1000
- 1000 - 2500
- 2500 - 5000

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 130 Employment
PM Period

SCALE:

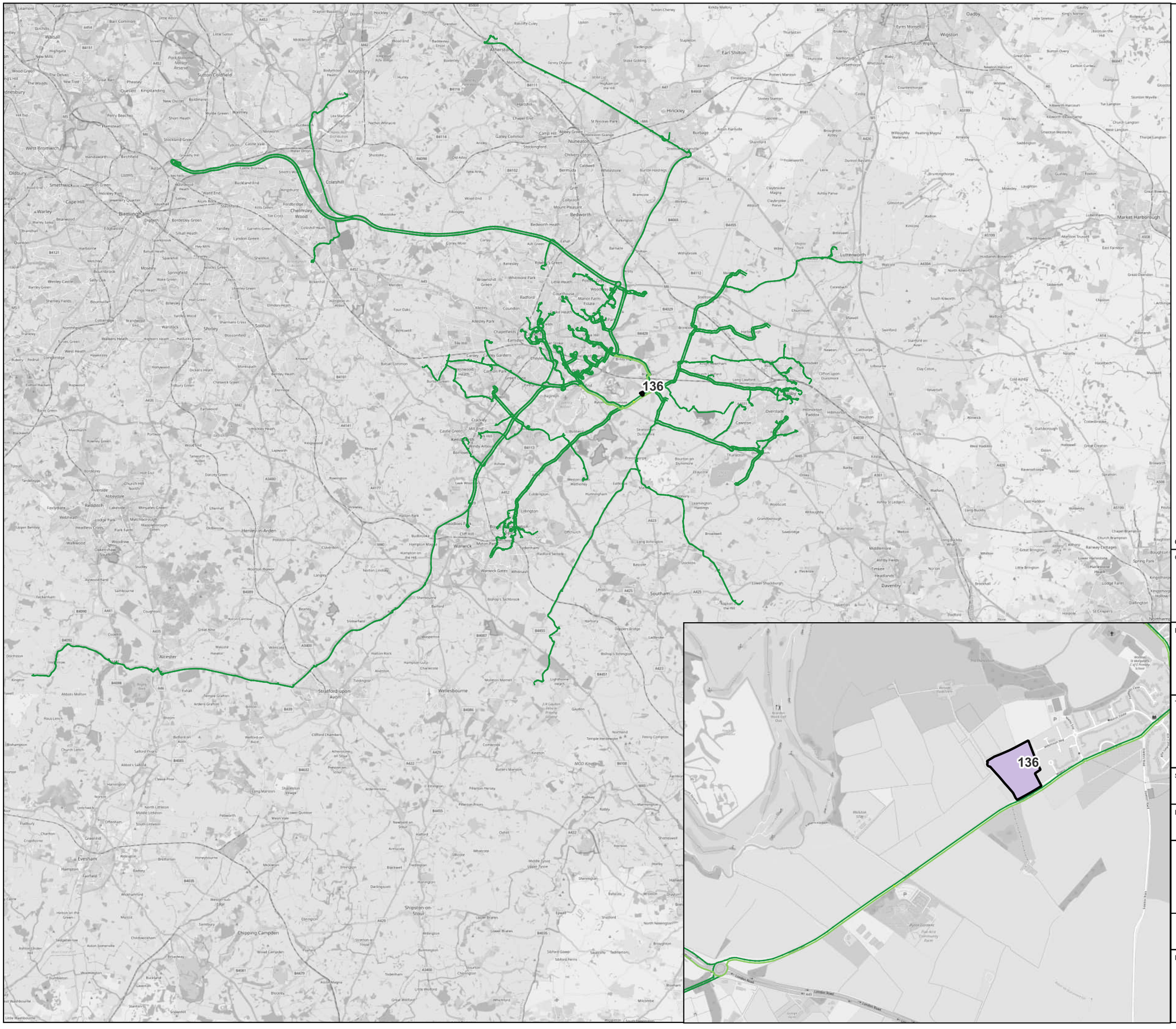
NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



Legend

Development Trips (veh)

- <15
- 15 - 30
- 30 - 60
- 60 - 120
- >120

Site

136 - Land North of Warwick Road, Wolston

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 136
AM period

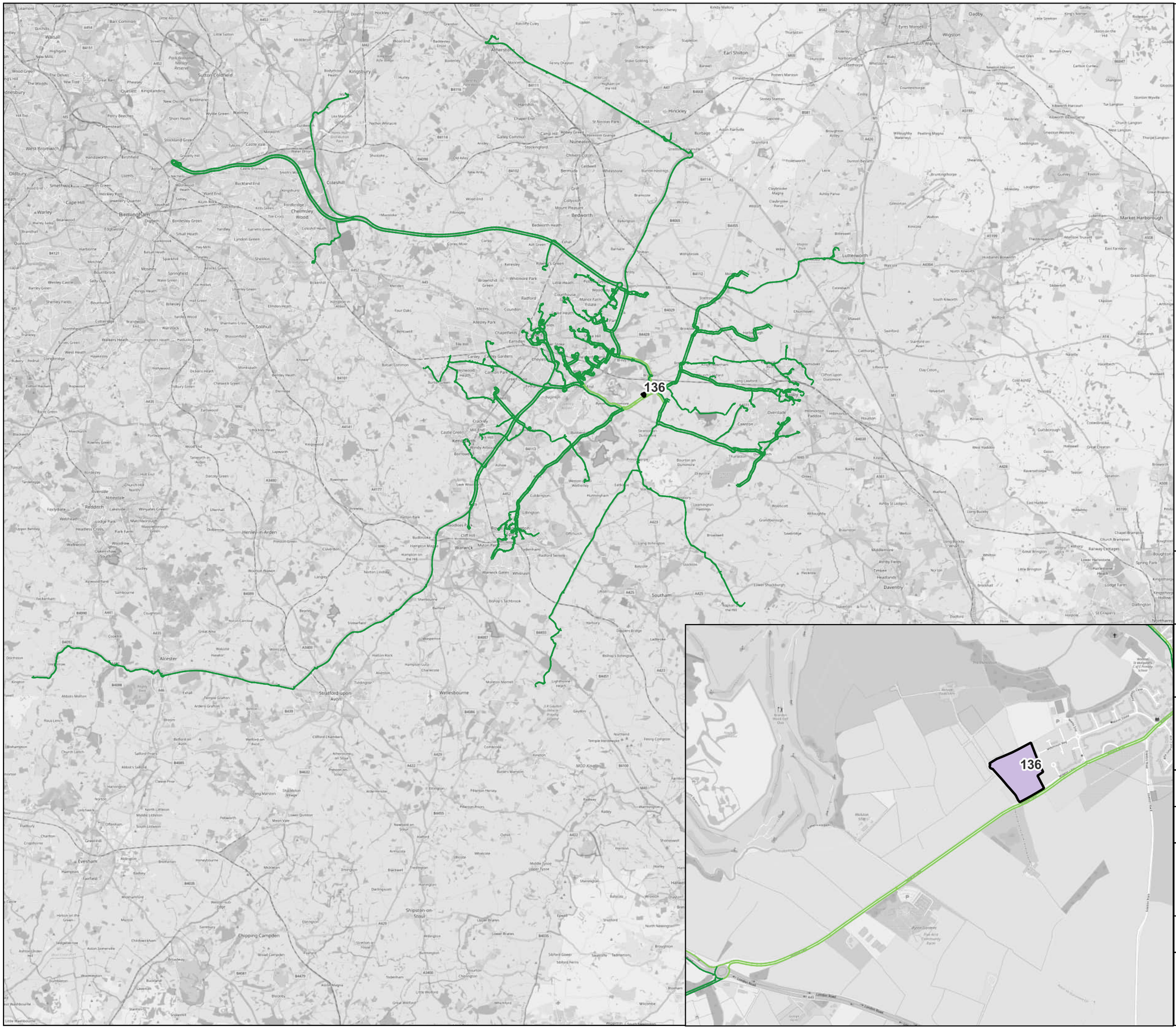
SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
RD	JE	20/11/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



Legend

Development Trips (veh)

- <15
- 15 - 30
- 30 - 60
- 60 - 120
- >120

Site

136 - Land North of Warwick Road, Wolston

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 136
PM period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
RD	JE	20/11/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 2
- 2 - 5
- 5 - 10
- 10 - 15
- 15 - 20
- 20 - 25

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 153 Residential
AM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 2
- 2 - 5
- 5 - 10
- 10 - 15
- 15 - 20
- 20 - 25

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 153 Residential
PM Period

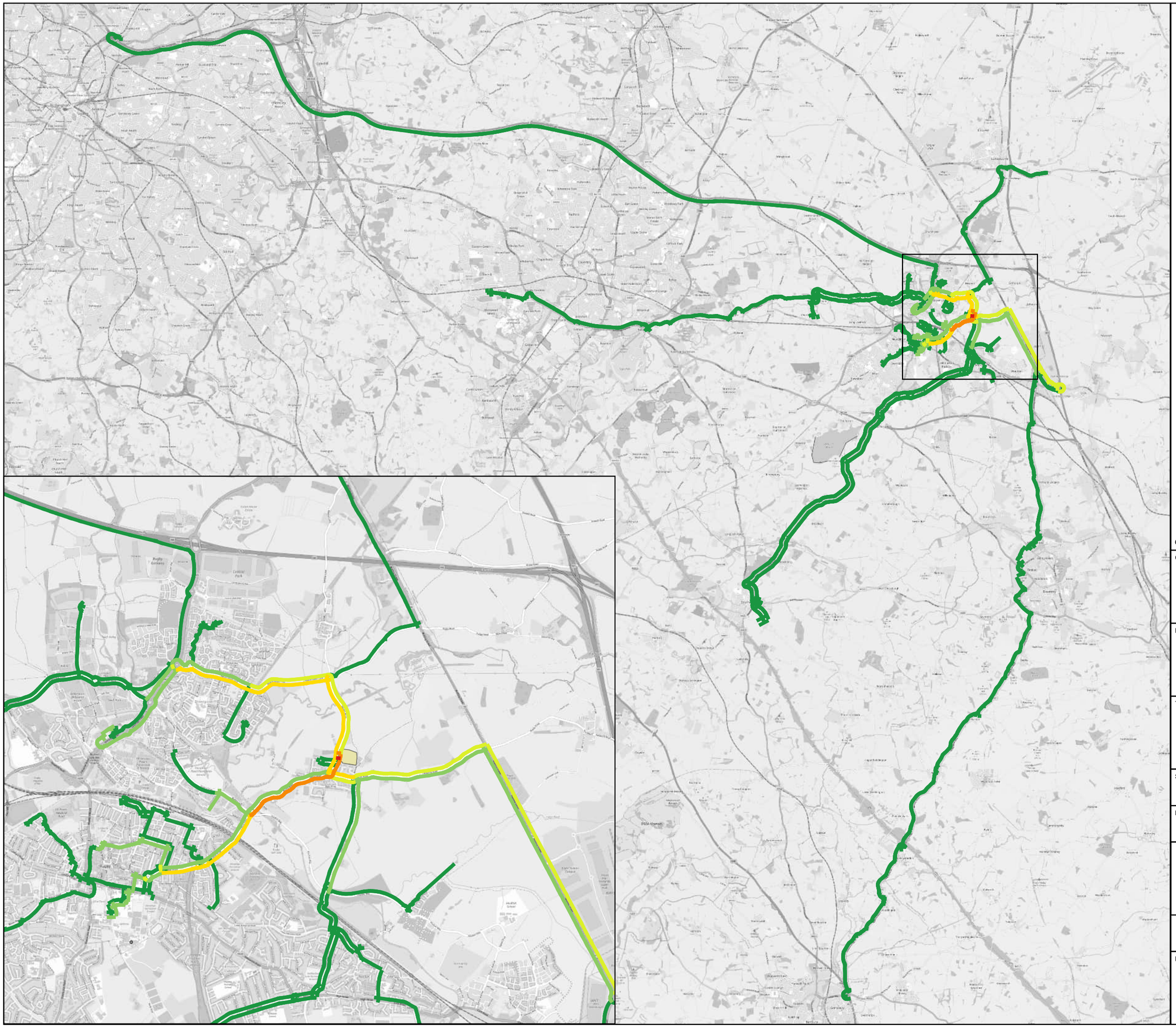
SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 5
- 5 - 10
- 10 - 15
- 15 - 25
- 25 - 50
- 50 - 75

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 202 Residential
AM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 5
- 5 - 10
- 10 - 15
- 15 - 25
- 25 - 50
- 50 - 75

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 202 Residential
PM Period

SCALE:

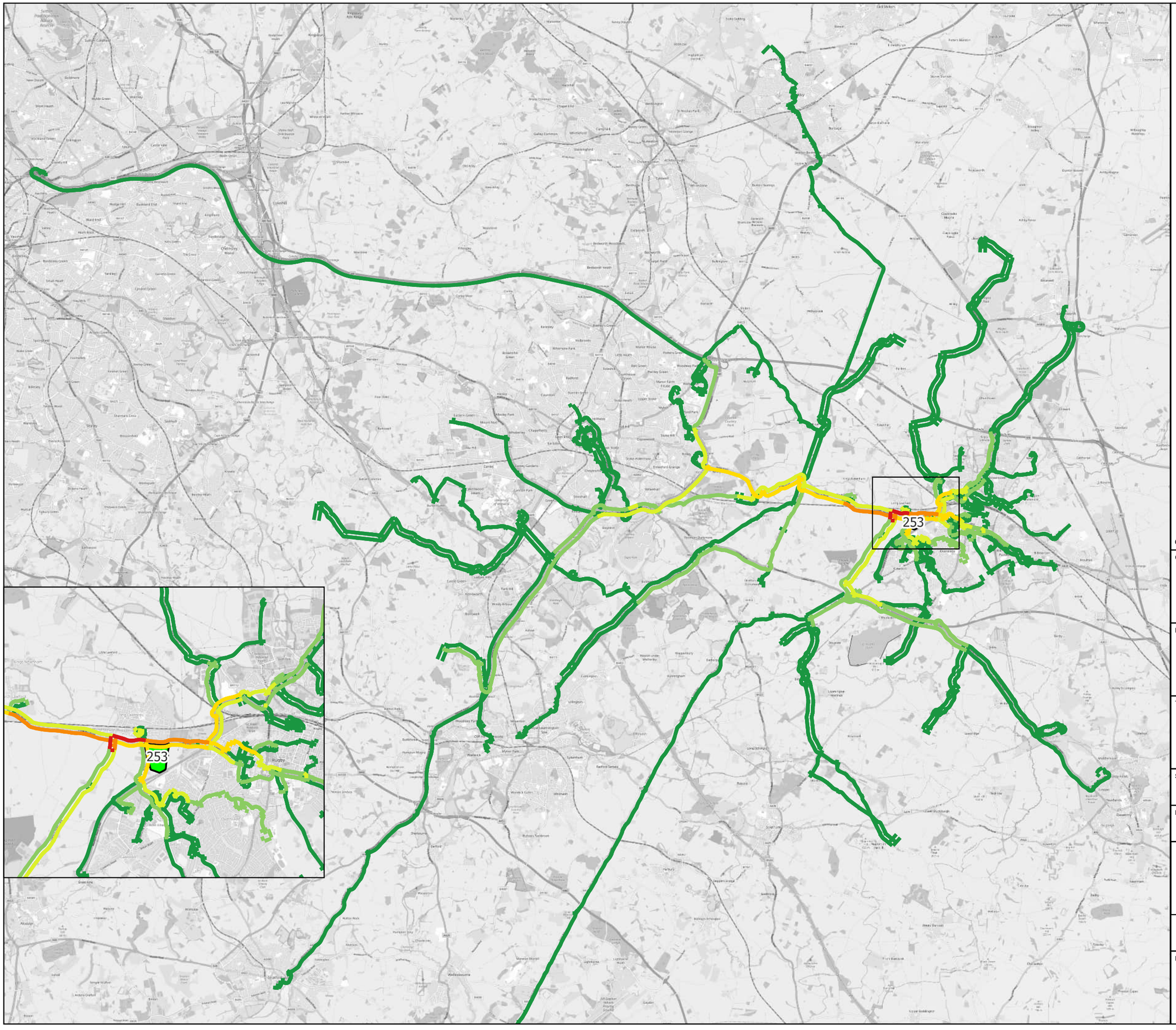
NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 10
- 10 - 25
- 25 - 50
- 50 - 100
- 100 - 150
- 150 - 300

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 253 Residential
AM Period

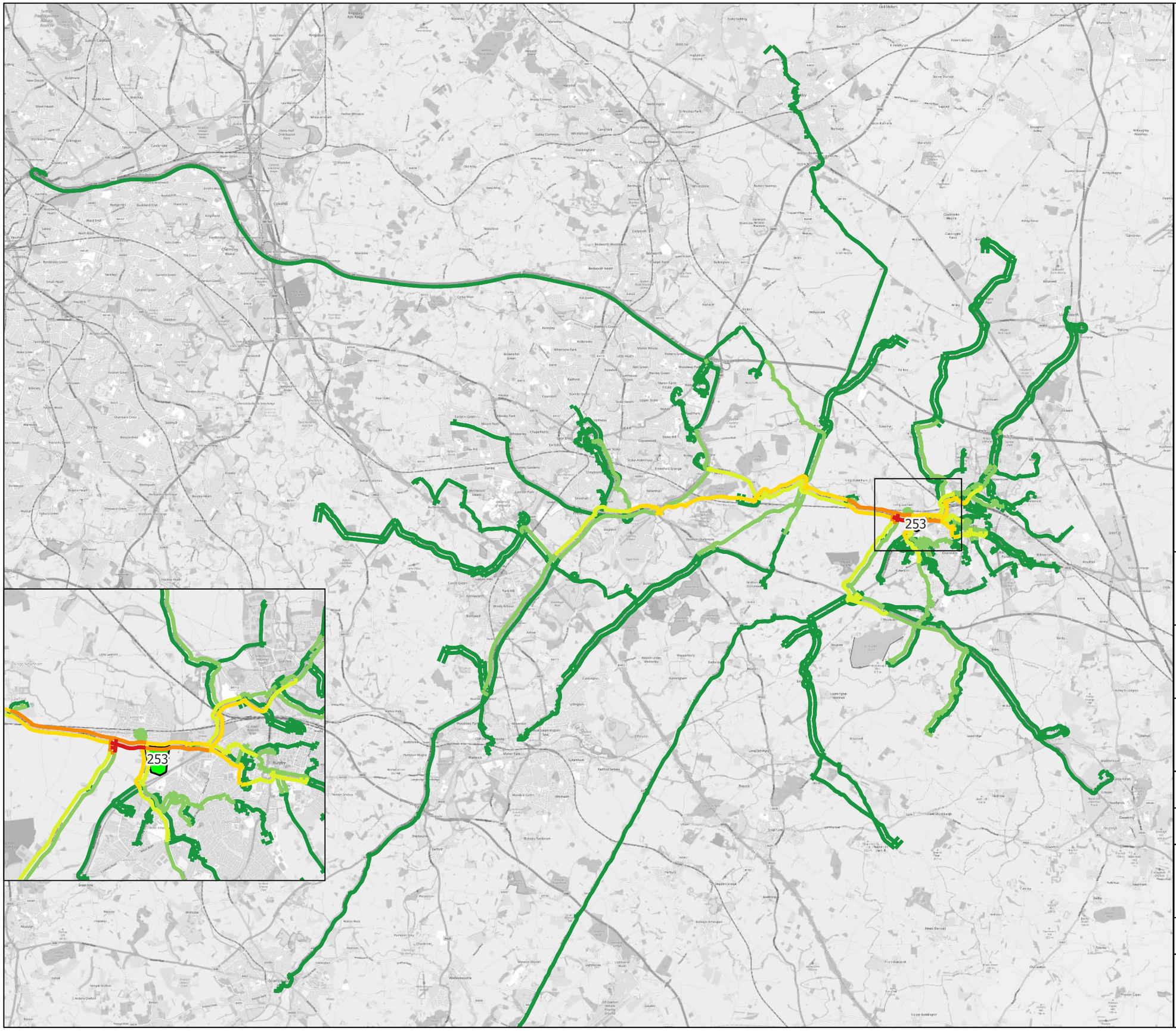
SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 10
- 10 - 25
- 25 - 50
- 50 - 100
- 100 - 150
- 150 - 300

CLIENT: Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 253 Residential
PM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 5
- 5 - 10
- 10 - 20
- 20 - 30
- 30 - 40
- 40 - 50

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 279 Residential
AM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 5
- 5 - 10
- 10 - 20
- 20 - 30
- 30 - 40
- 40 - 50

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 279 Residential
PM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

- Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 10
- 10 - 25
- 25 - 50
- 50 - 100
- 100 - 150
- 150 - 300

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 283 Residential
AM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 10
- 10 - 25
- 25 - 50
- 50 - 100
- 100 - 150
- 150 - 300

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 283 Residential
PM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 1
- 1 - 2
- 2 - 4
- 4 - 6
- 6 - 8
- 8 - 10

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 294 Residential
AM Period

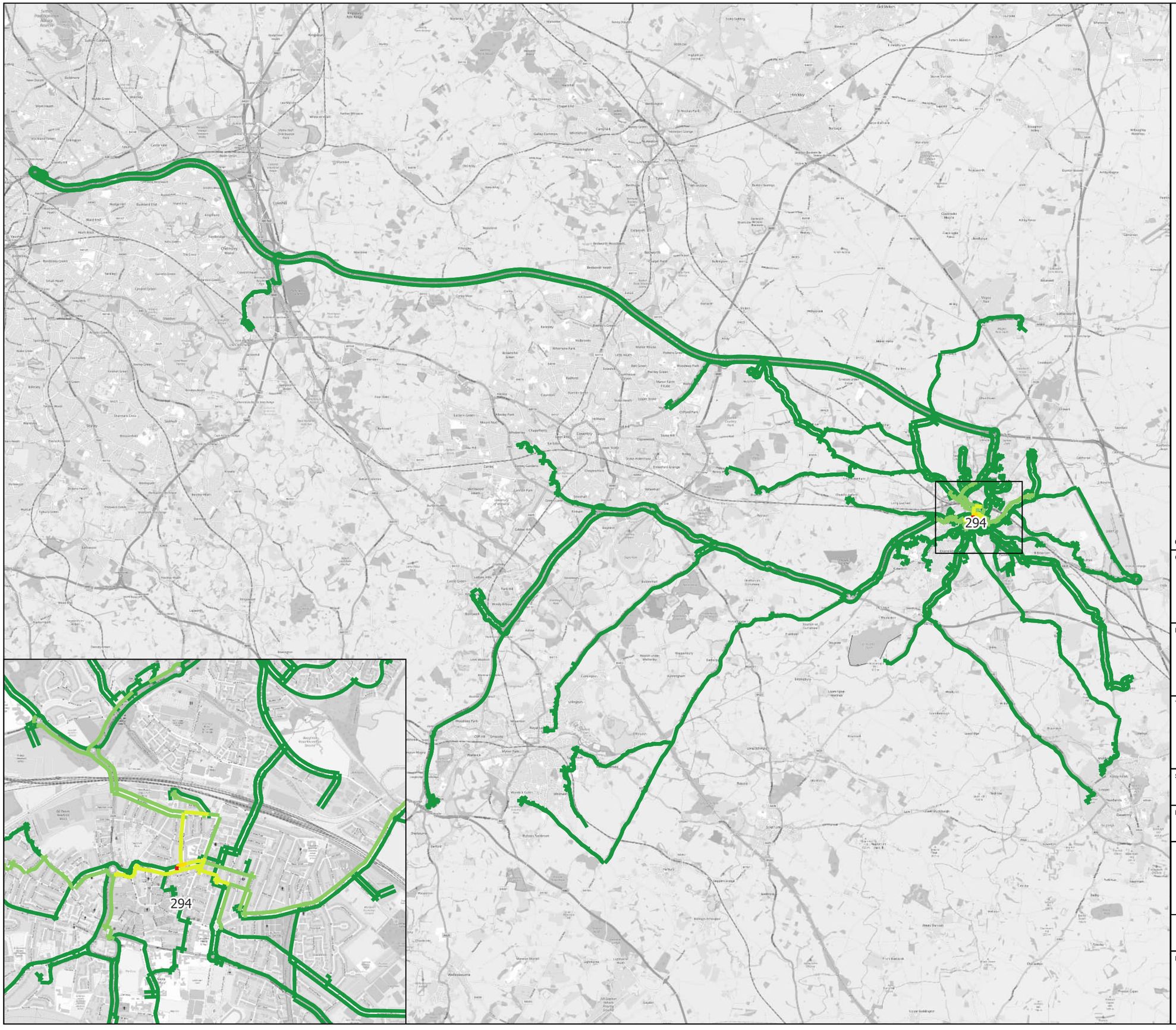
SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 1
- 1 - 2
- 2 - 4
- 4 - 6
- 6 - 8
- 8 - 10

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 294 Residential
PM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 1
- 1 - 2
- 2 - 4
- 4 - 6
- 6 - 8
- 8 - 10

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 307 Residential
AM Period

SCALE:

NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 307 Residential
PM Period

SCALE:

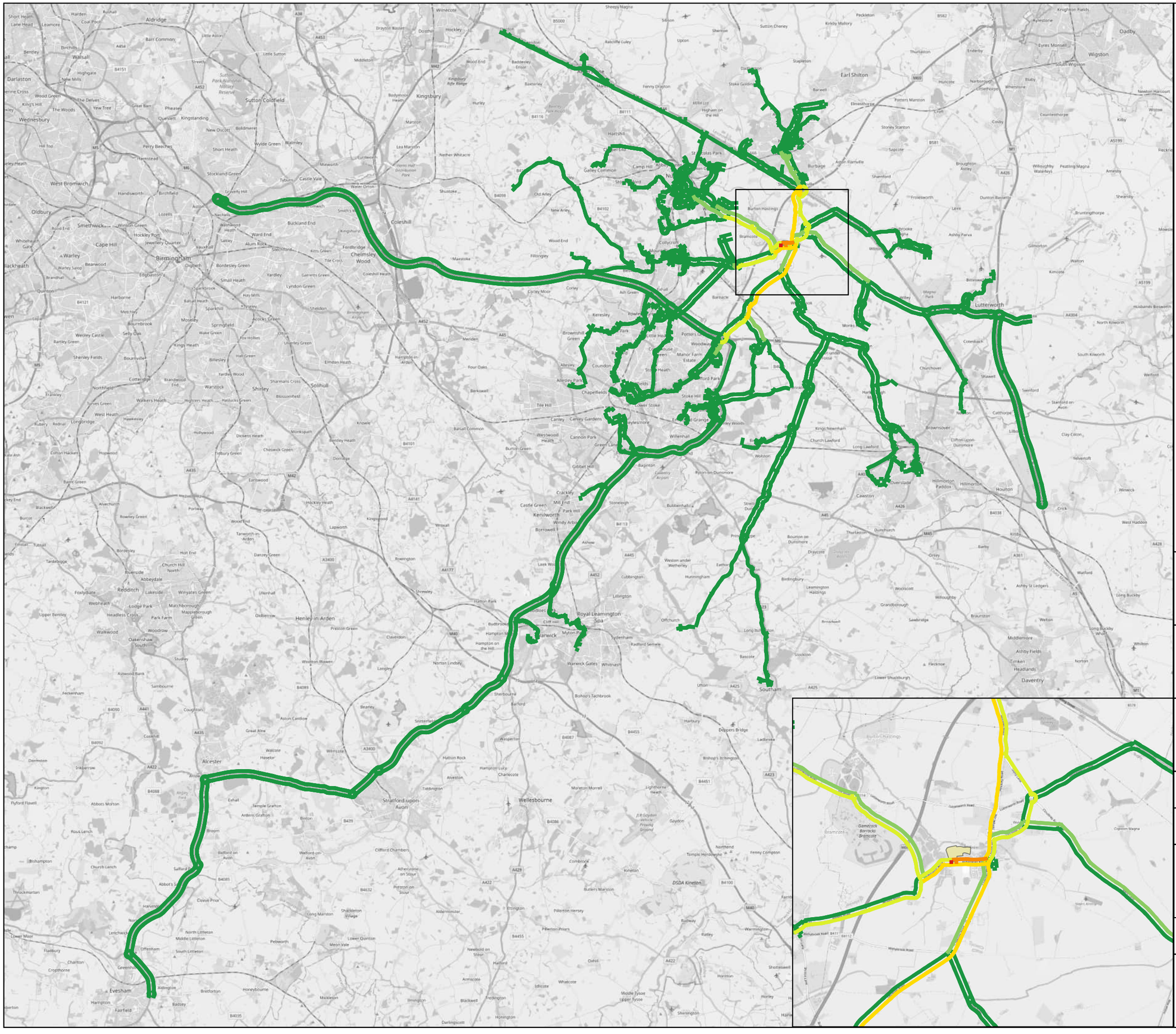
NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 309 Residential
AM Period

SCALE:

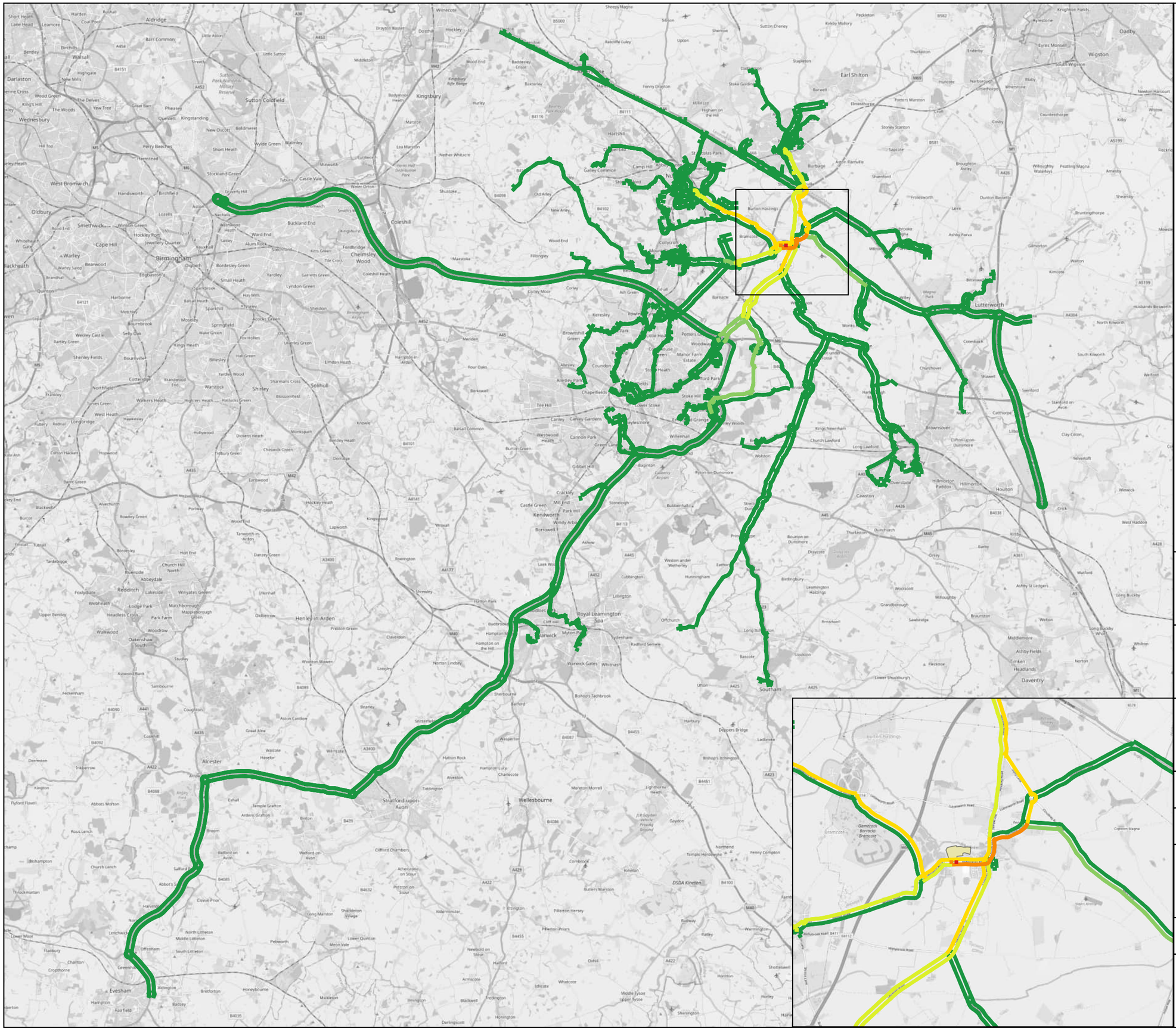
NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 309 Residential
PM Period

SCALE:

NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

- Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 10
- 10 - 25
- 25 - 50
- 50 - 100
- 100 - 150
- 150 - 300

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 315 Residential
AM Period

SCALE:

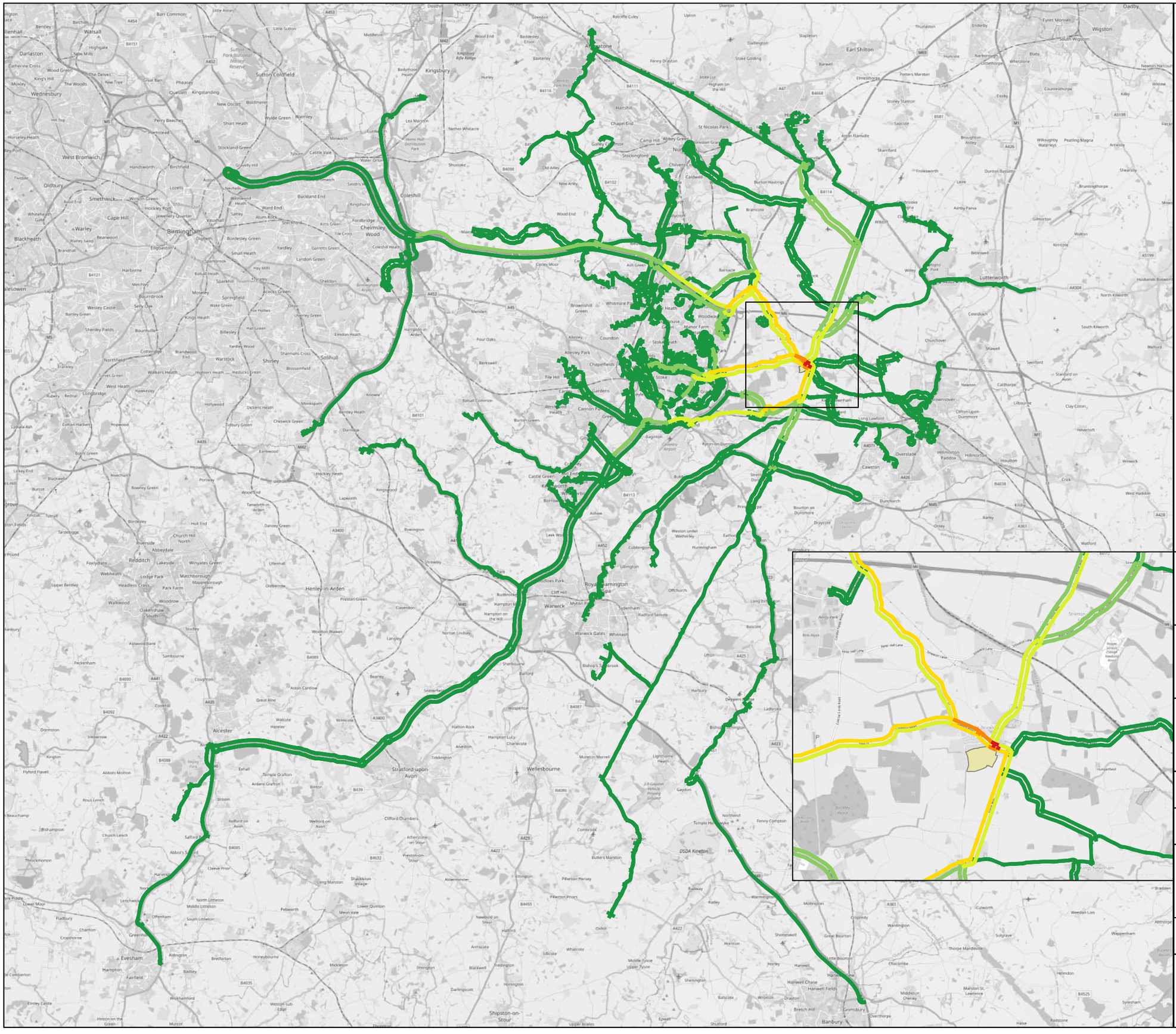
NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 315 Residential
PM Period

SCALE:

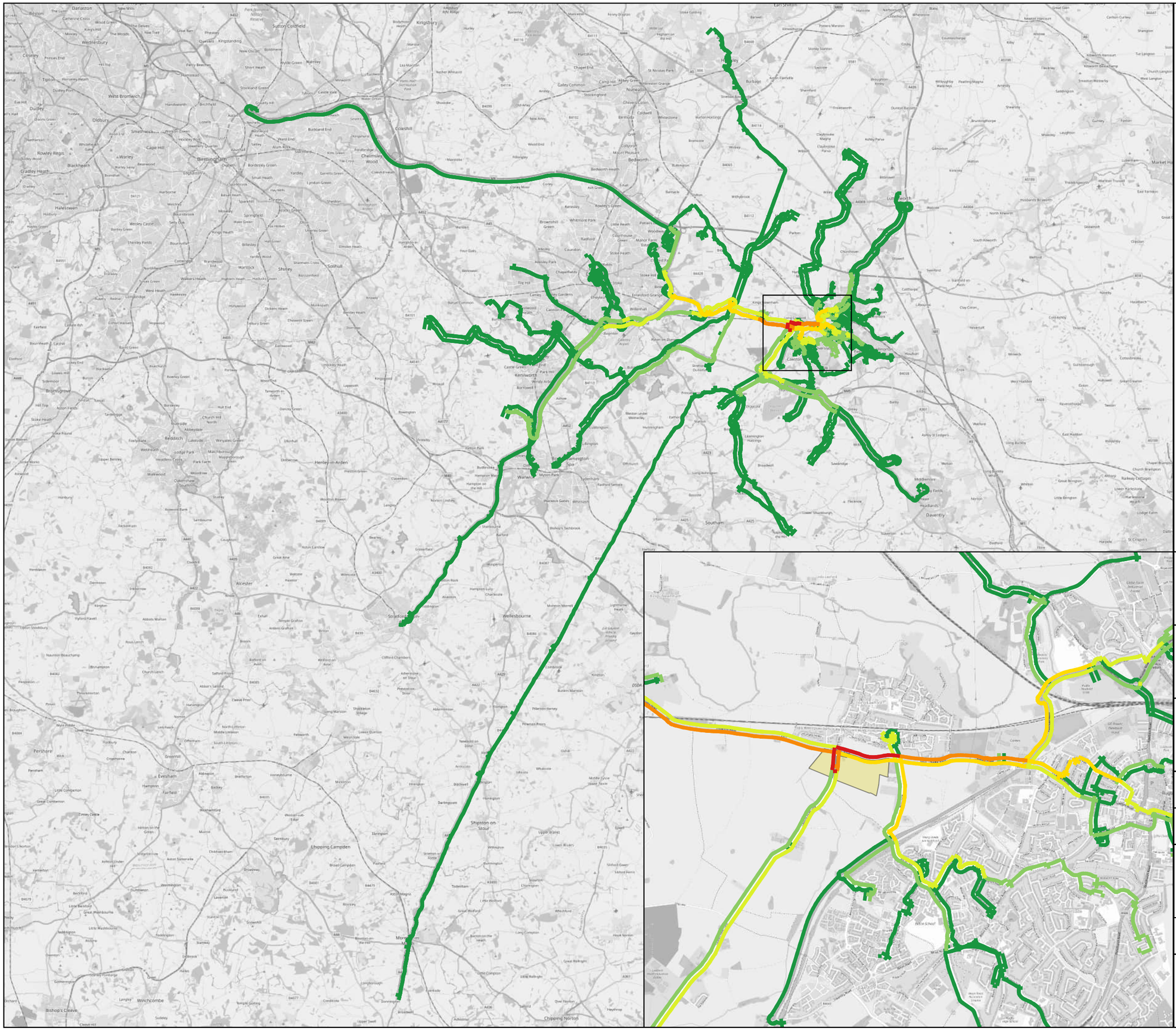
NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 316 Residential
AM Period

SCALE:

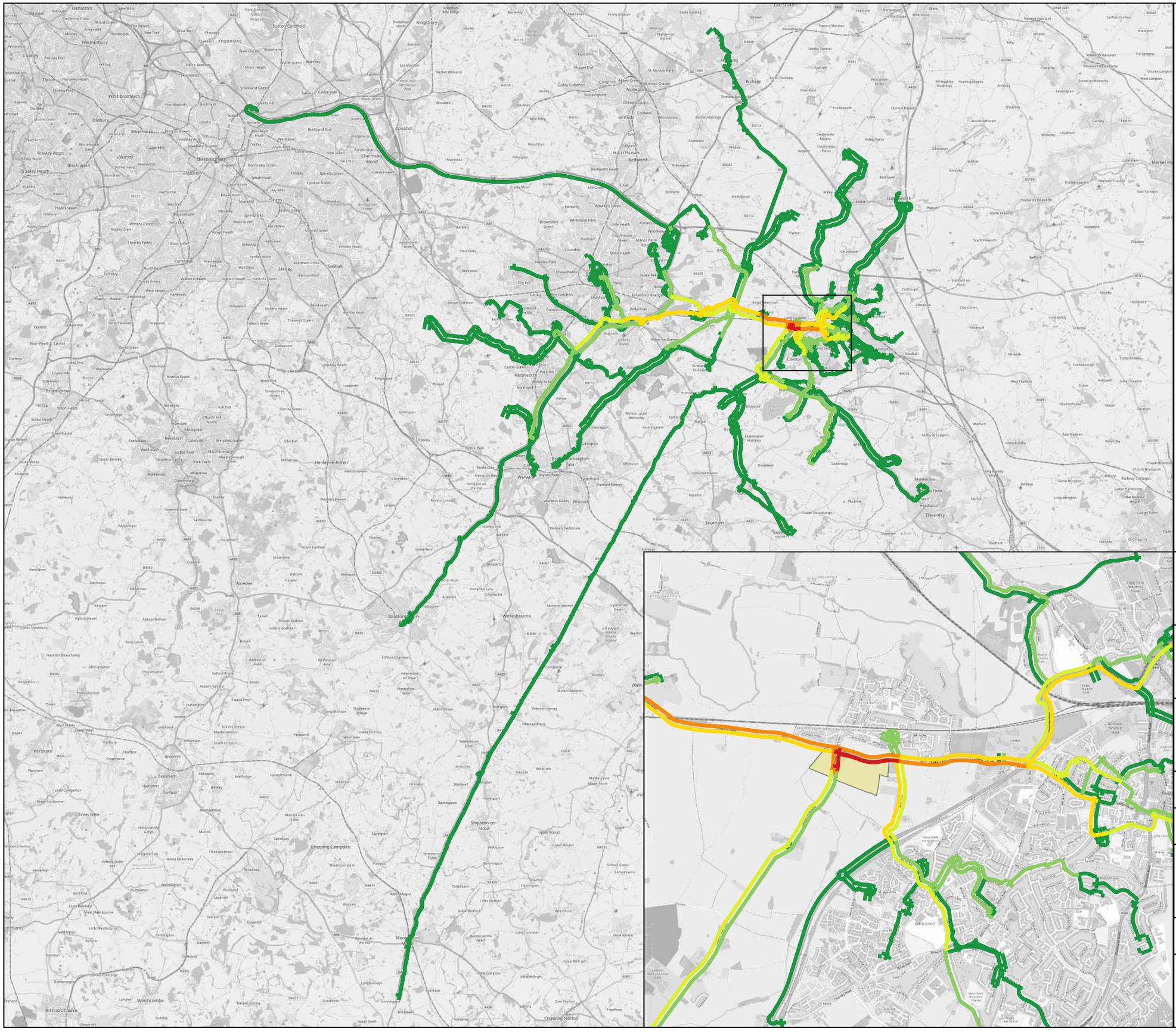
NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 10
- 10 - 25
- 25 - 50
- 50 - 100
- 100 - 200
- 200 - 400

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 316 Residential
PM Period

SCALE:

NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 332 Residential
AM Period

SCALE:

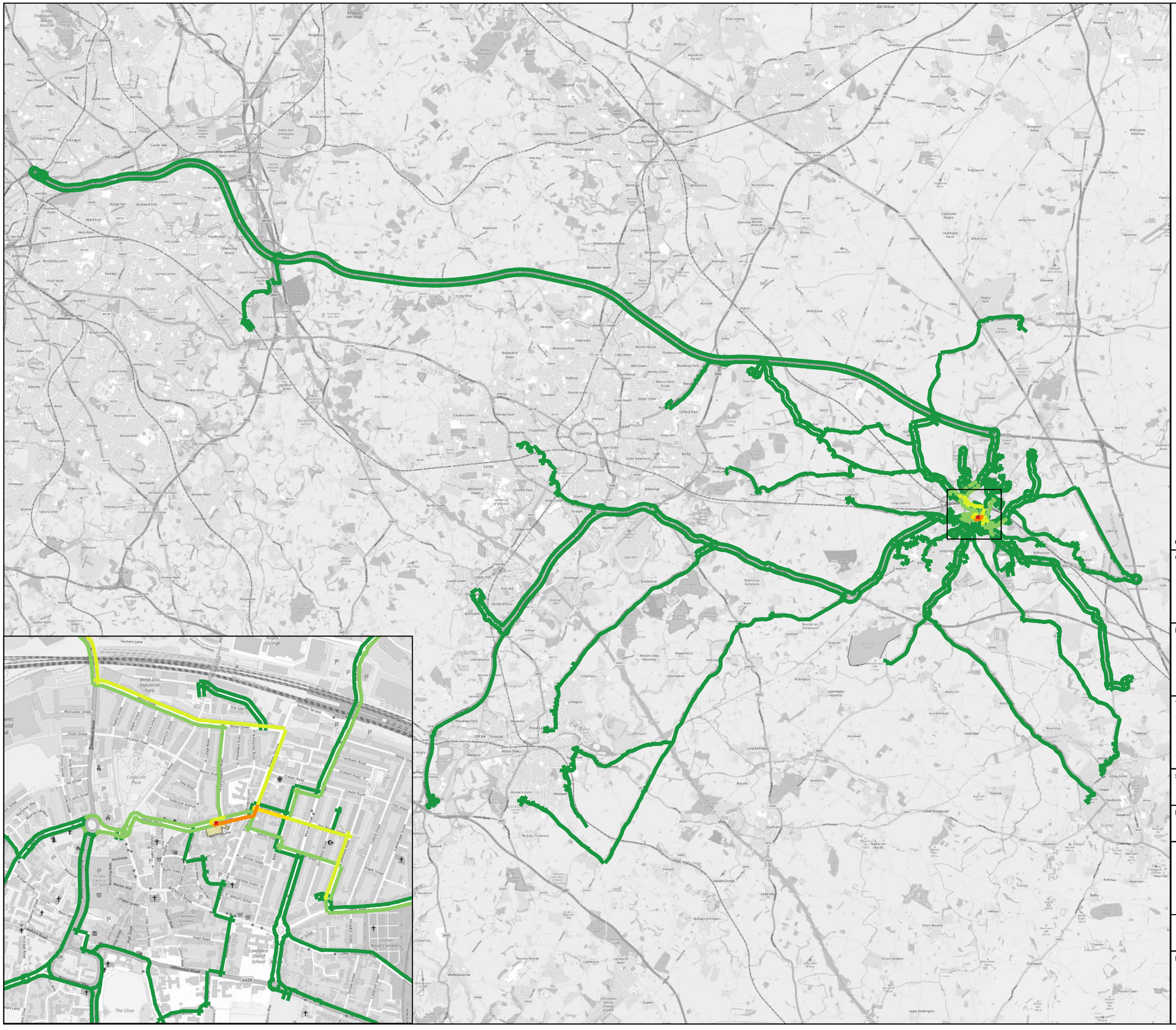
NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



CLIENT:

Warwickshire County Council

PROJECT:

431.000286.00065 RBC Strategic Transport Assessment

TITLE:

TRACC Trip Assignment
Site 332 Residential
PM Period

SCALE:

NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

- Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 10
- 10 - 25
- 25 - 50
- 50 - 100
- 100 - 150
- 150 - 300

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 338 Residential
AM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

- Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 10
- 10 - 25
- 25 - 50
- 50 - 100
- 100 - 150
- 150 - 300

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 338 Residential
PM Period

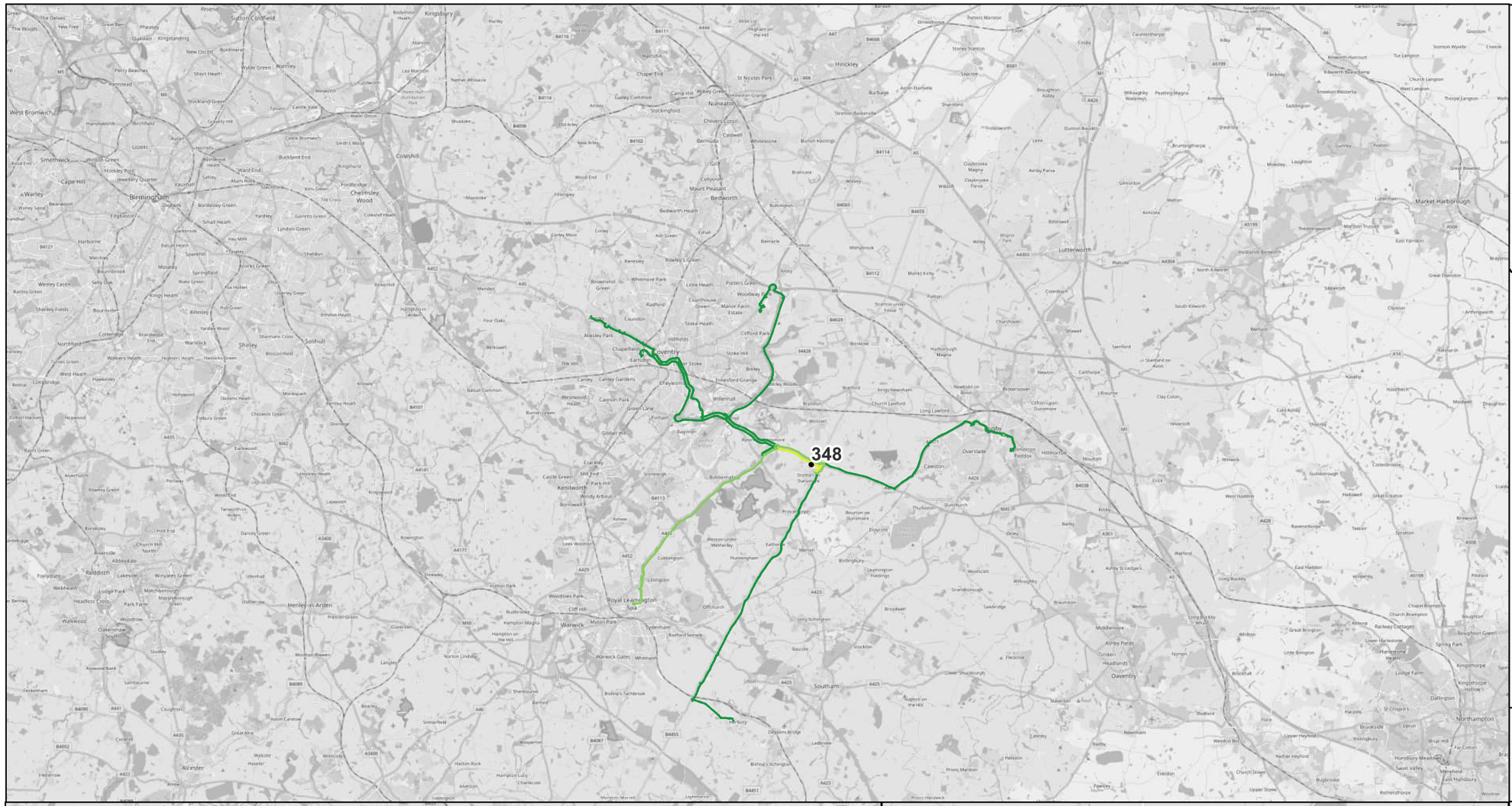
SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	22/07/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



Legend

Development Trips (veh)

- <15
- 15 - 30
- 30 - 60
- 60 - 120
- >120

Site

Site 348-The Croft, Stretton-on-Dunsmore

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 348
AM period

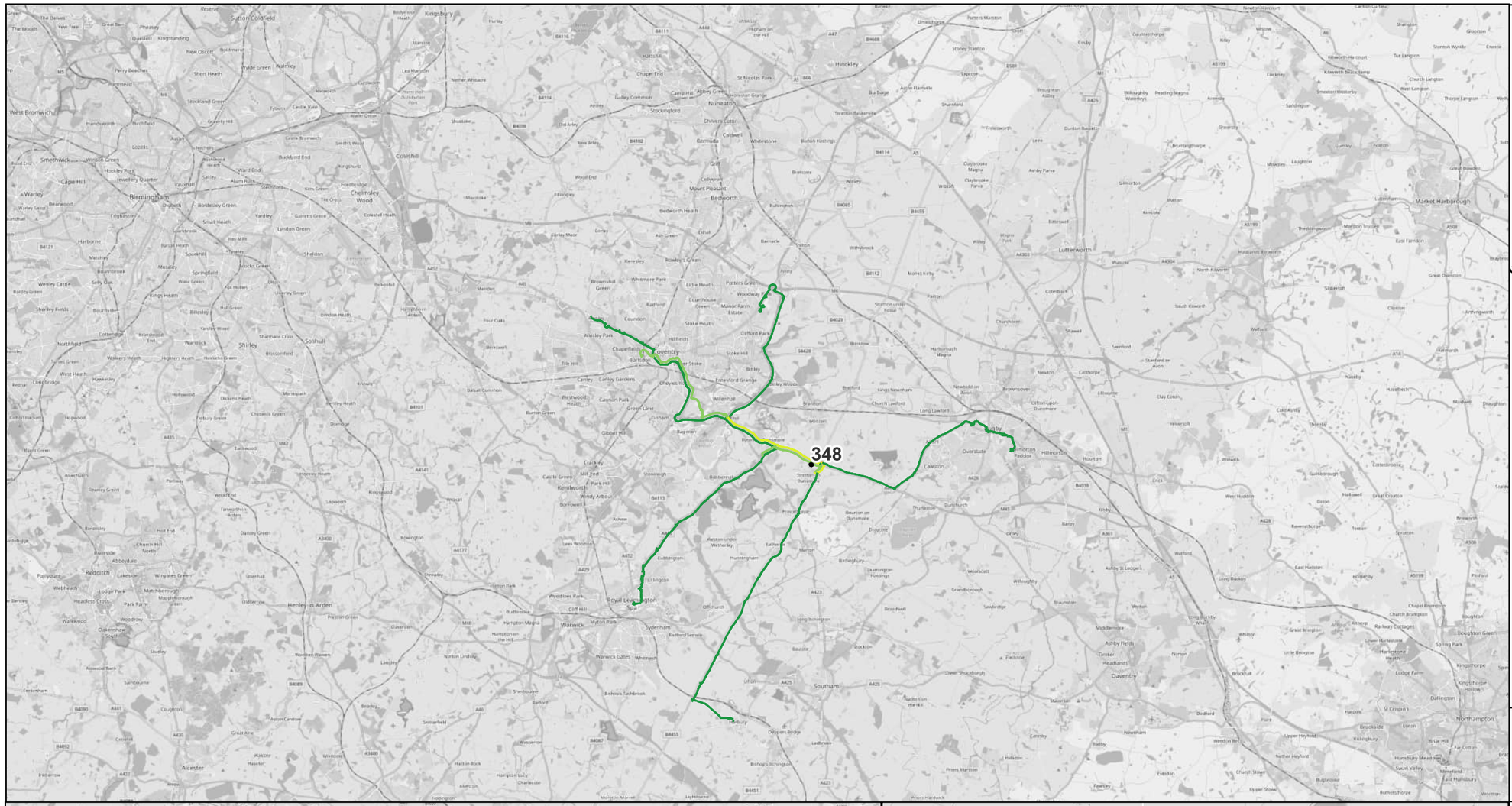
SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
RD	JE	20/11/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



Legend

Development Trips (veh)

- <15
- 15 - 30
- 30 - 60
- 60 - 120
- >120

Site

Site 348-The Croft, Stretton-on-Dunsmore

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 348
PM period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
RD	JE	20/11/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 1
- 1 - 2
- 2 - 4
- 4 - 6
- 6 - 8
- 8 - 10

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 349 Residential
AM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 1
- 1 - 2
- 2 - 4
- 4 - 6
- 6 - 8
- 8 - 10

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 349 Residential
PM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

- Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 10
- 10 - 15
- 15 - 25
- 25 - 50
- 50 - 75
- 75 - 100

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 350 Residential
AM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

- Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 10
- 10 - 15
- 15 - 25
- 25 - 50
- 50 - 75
- 75 - 100

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 350 Residential
PM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

- Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 10
- 10 - 15
- 15 - 25
- 25 - 50
- 50 - 75
- 75 - 100

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 351 Residential
AM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 10
- 10 - 15
- 15 - 25
- 25 - 50
- 50 - 75
- 75 - 100

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 351 Residential
PM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 1
- 1 - 2
- 2 - 4
- 4 - 6
- 6 - 8
- 8 - 10

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 352 Residential
AM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 1
- 1 - 2
- 2 - 4
- 4 - 6
- 6 - 8
- 8 - 10

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 352 Residential
PM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 10
- 10 - 15
- 15 - 25
- 25 - 50
- 50 - 100
- 100 - 150

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 353 Residential
AM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 10
- 10 - 15
- 15 - 25
- 25 - 50
- 50 - 100
- 100 - 150

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 353 Residential
PM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 5
- 5 - 10
- 10 - 20
- 20 - 30
- 30 - 40
- 40 - 50

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 354 Residential
AM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 5
- 5 - 10
- 10 - 20
- 20 - 30
- 30 - 40
- 40 - 50

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 354 Residential
PM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 1
- 1 - 2
- 2 - 4
- 4 - 6
- 6 - 8
- 8 - 10

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 355 Residential
AM Period

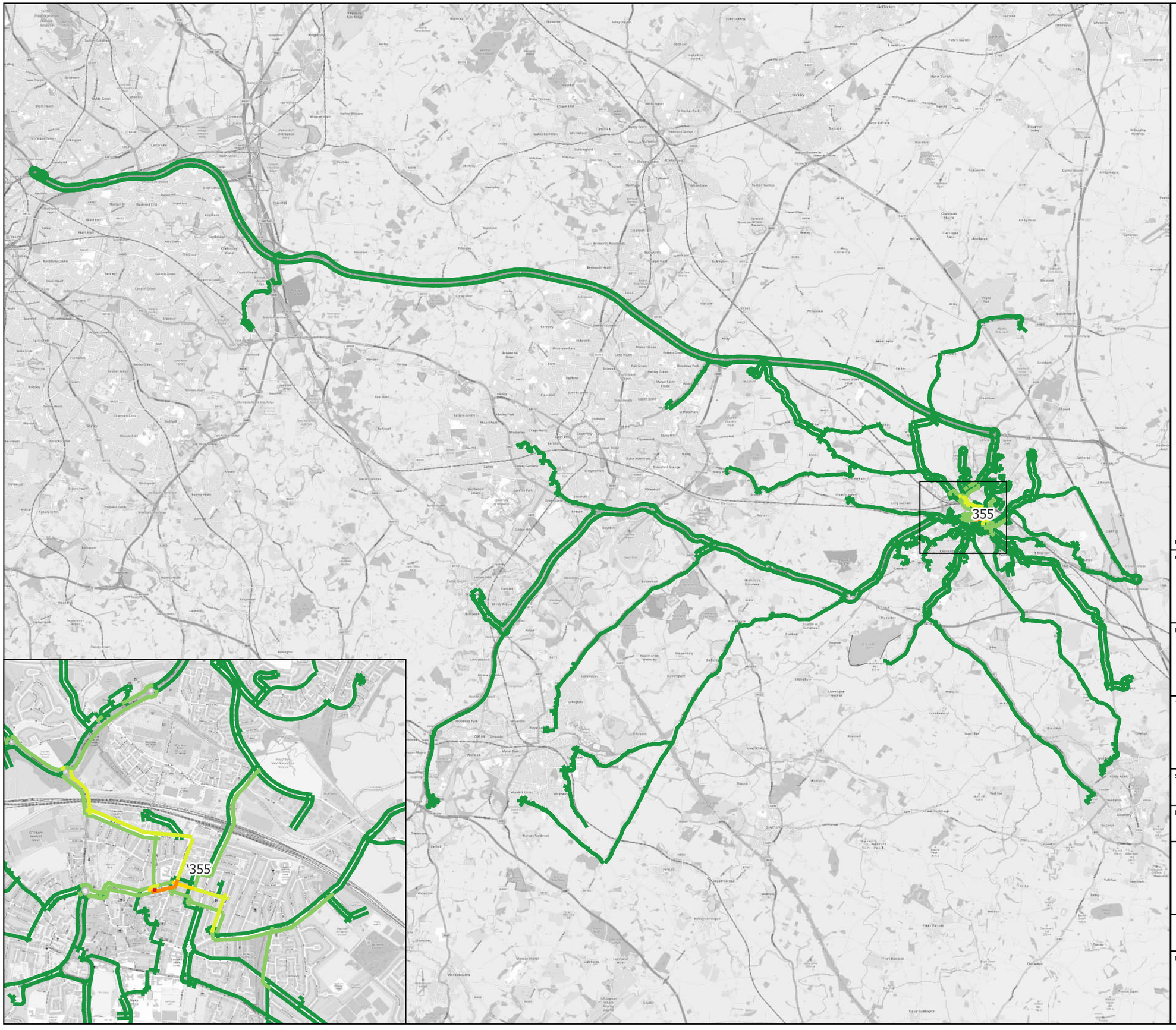
SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 1
- 1 - 2
- 2 - 4
- 4 - 6
- 6 - 8
- 8 - 10

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 355 Residential
PM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

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7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 1
- 1 - 2
- 2 - 4
- 4 - 6
- 6 - 8
- 8 - 10

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 356 Residential
AM Period

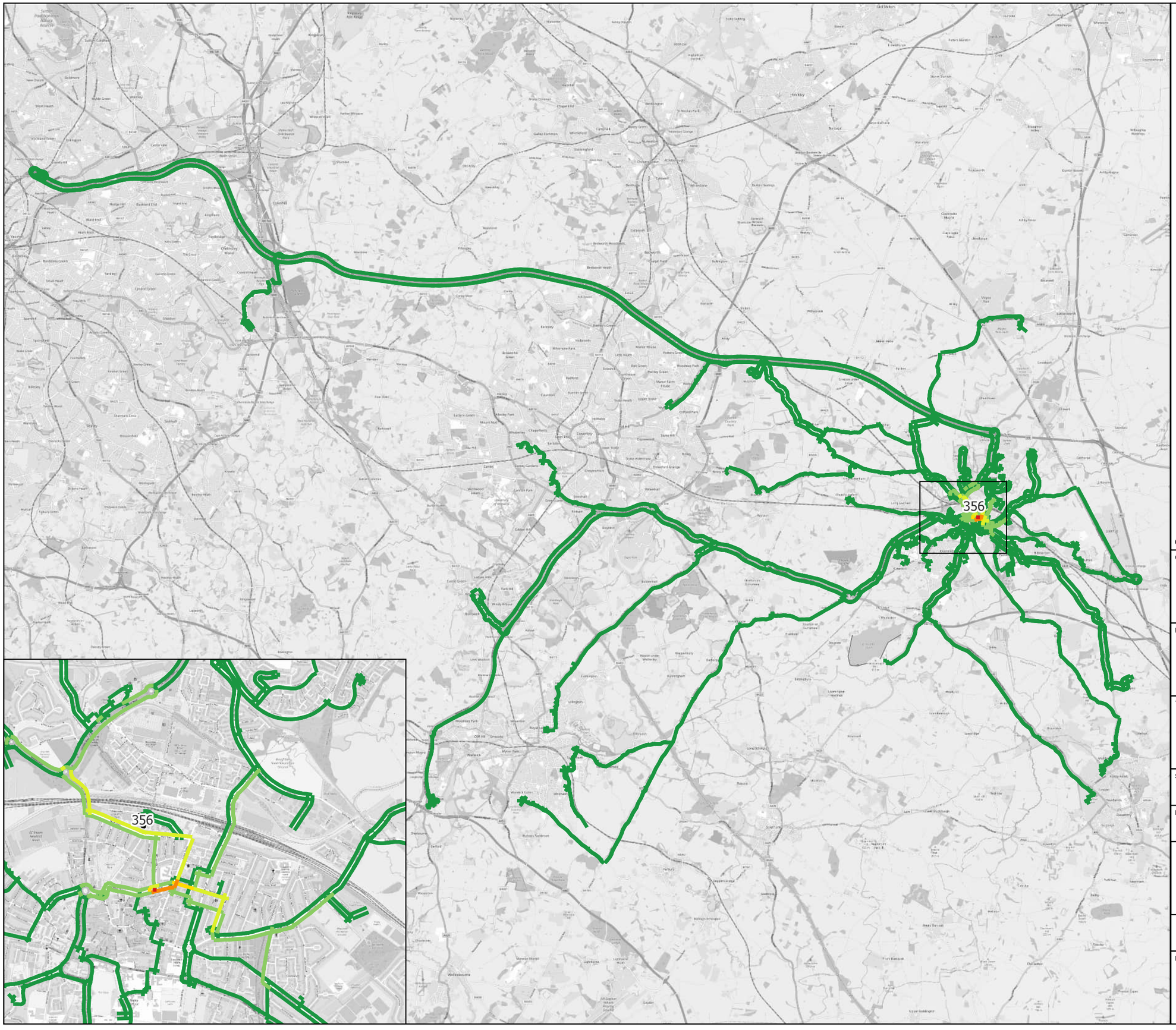
SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 1
- 1 - 2
- 2 - 4
- 4 - 6
- 6 - 8
- 8 - 10

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 356 Residential
PM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 1
- 1 - 2
- 2 - 4
- 4 - 6
- 6 - 8
- 8 - 10

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 357 Residential
AM Period

SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:

Legend

- Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 1
- 1 - 2
- 2 - 4
- 4 - 6
- 6 - 8
- 8 - 10

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 357 Residential
PM Period

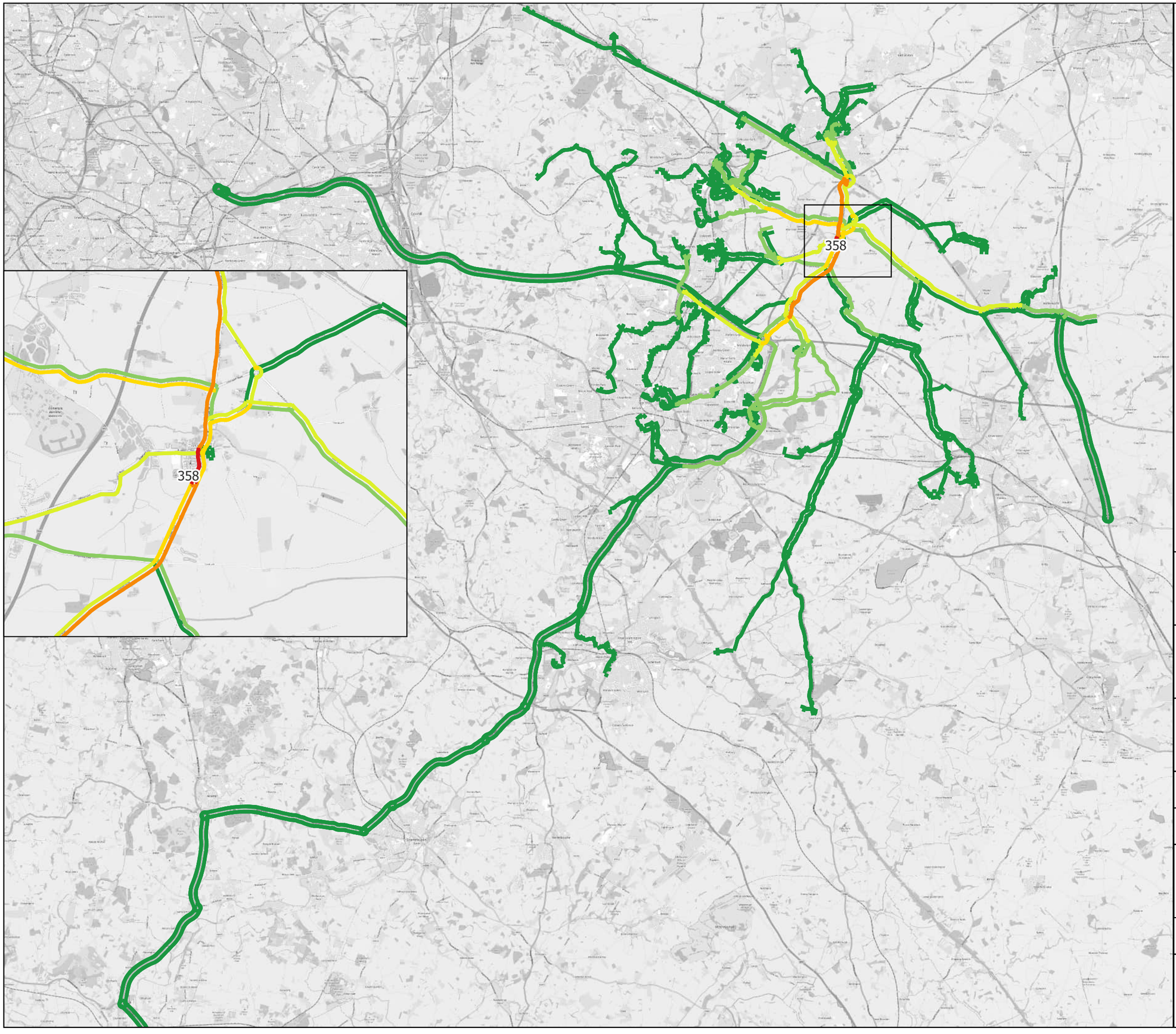
SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



Legend

Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 5
- 5 - 10
- 10 - 15
- 15 - 25
- 25 - 50
- 50 - 75

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 358 Residential
AM Period

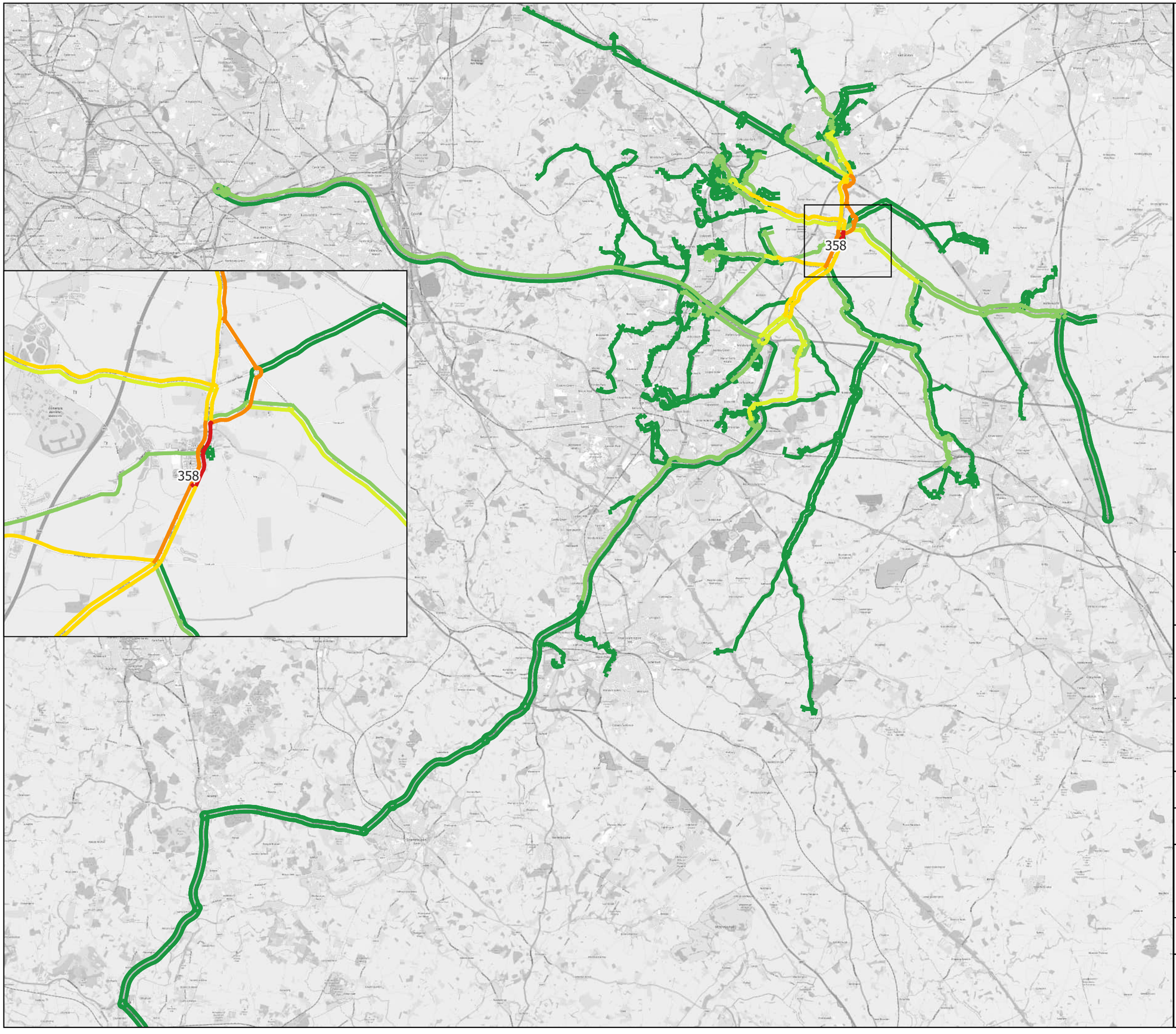
SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



Legend

- Residential Site

TRACC Cumulative Flow (veh.):

- 0 - 5
- 5 - 10
- 10 - 15
- 15 - 25
- 25 - 50
- 50 - 75

CLIENT: Warwickshire County Council

PROJECT: 431.000286.00065 RBC Strategic Transport Assessment

TITLE: TRACC Trip Assignment
Site 358 Residential
PM Period

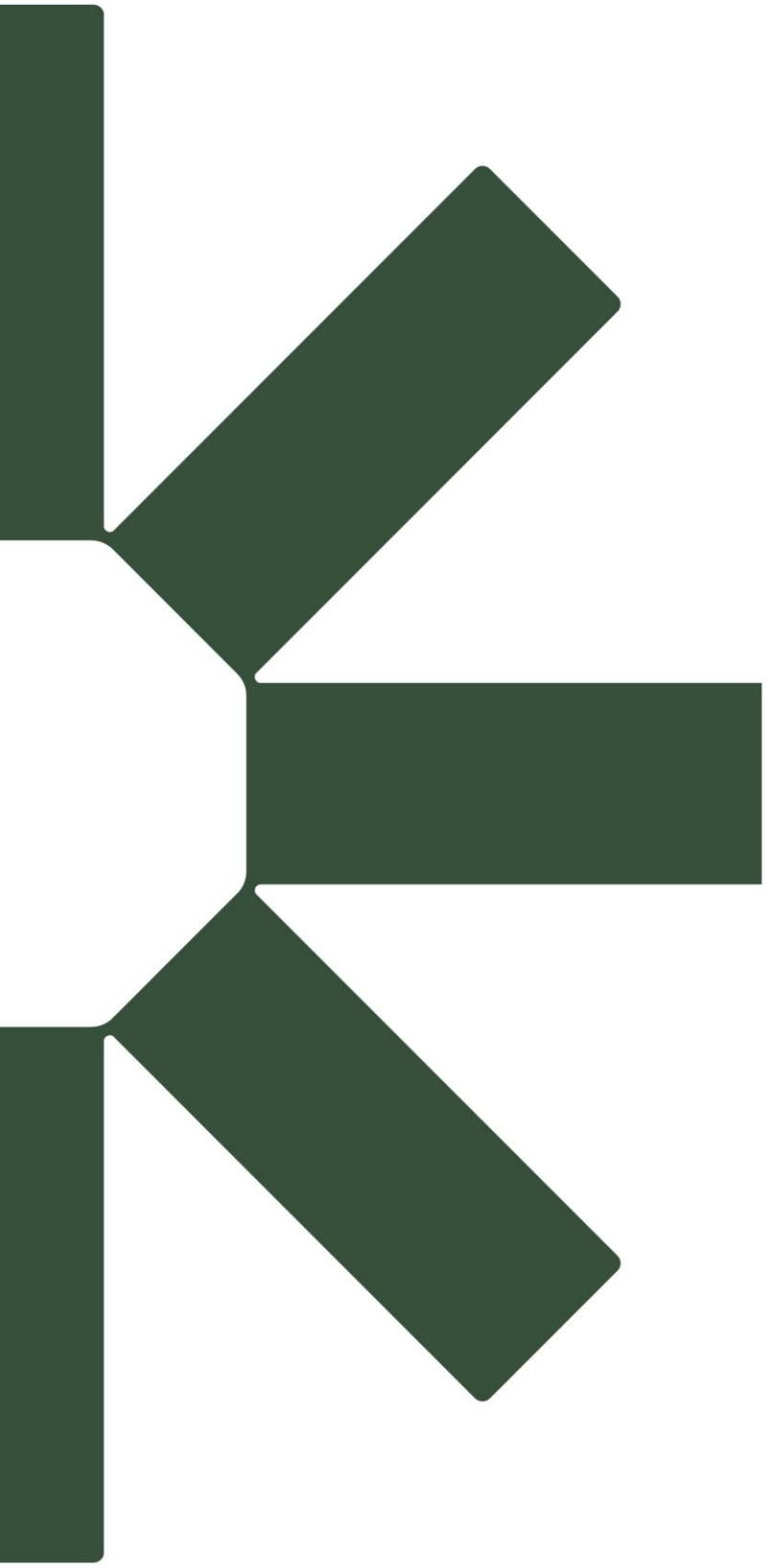
SCALE: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
JL	JE	04/12/2025	1

SLR

7th Floor, 36 Great Charles Street, Birmingham, B3 3JY
Tel: +44 3300 886631 Email: transportmodellingeu@slrconsulting.com

DRAWING REFERENCE:



Making Sustainability Happen

Appendix B

Local Plan Model Forecasting

SLR Consulting Limited

Rugby Borough Council, Warwickshire County Council

RBC Strategic Transport Assessment

SLR Project No.: 431.000286.00065

28 November 2025

Revision: 1

LOCAL PLAN MODEL DEVELOPMENT

1.0 Introduction

1.1 SLR are currently working on behalf of Rugby Borough Council (RBC) and Warwickshire County Council (WCC), to support the assessment of options pertaining to the delivery of growth in housing and employment through the new Rugby Borough Council Local Plan, which is intended to be adopted in 2027.

1.2 The traffic modelling being undertaken in support of this assessment work is being carried out within both the Rugby Wide Area (RWA) and Rugby Rural Area (RRAM) traffic models.

1.3 As part of this process, there is a requirement to develop a 2042 Local Plan model scenario, for both models, which is inclusive of all consented and currently allocated site traffic demands, plus the traffic associated with the Preferred Option sites being promoted through the new Local Plan. This note documents the steps that have been adopted in the development of this 2042 Local Plan model.

Objective

1.4 The core objectives of this stage of work are as follows:

- Create an updated 2042 Local Plan model scenarios for both the RWA and RRAM models, which is in addition to the existing 2042 Local Plan Reference Case scenario, which includes the sites being promoted through the proposed plan.
- To subsequently use this model to inform the assessment of impacts pertaining to the sites proposed to be delivered within the plan.
- Create an Interim Year (2038) scenario using the RWA model to inform the mitigation phasing assessment

2.0 Development Inclusions

2.1 RBC have provided details on the sites to be considered as part of this assessment process. Details on the sites, plus the assumptions around access, trip generation and trip

distributions have been documented within a separate technical note, which should be referred to alongside this note[1].

2.2 The relevant sites referred to in the "TN001 Development Assumptions" note have been included within the existing 2042 RWA Local Plan Reference Case and 2042 RRAM Reference Case scenarios respectively. This has formed the 2042 Local Plan Do Nothing scenarios.

3.0 Model Forecasting

3.1 Following the inclusion of the Local Plan site demands, the model demands have then been subject to a demand capping procedure, in line with the approach adopted in the creation of the original RWA/RRAM Reference Case and Local Plan models, which is summarised within the following text.

Alternative Planning Assumptions

3.2 The additional Local Plan site demands have been added into the existing 2042 Local Plan model (2042 Local Plan Reference Case), to form the 2042 Local Plan Do Nothing scenario. Prior to running this model however, a demands capping procedure has been undertaken.

3.3 Initially a review of the housing assumptions within the TEMPro database has been undertaken. This review has established that the housing numbers assumed within TEMPro, Rugby authority area, is lower than the combined total of consented and Local Plan developments projected to be delivered over the same period.

3.4 As such it was considered appropriate to make adjustments to the TEMPro factors used to inform the rates of growth, in effect to factor TEMPro growth upwards, to represent the additional growth delivered.

3.5 In order to do this, the assumptions within the Rugby authority area specific NTEM forecasts have been manually altered to reflect the known number of dwellings to be provided within the Rugby Borough.

3.6 Accordingly, an NTEM adjusted growth figure has been produced for the 2042 Local Plan Do Nothing scenario (applicable across both the RWA and RRAM models). The resulting growth factors are shown below:

- 2024-2042 AM Growth – 22.18%
- 2024-2042 PM Growth – 23.99%

[1] 000286.00065.TN001 Development Assumptions

3.7 The above growth factors have been compared to the level of growth delivered by the inclusion of the additional Local Plan developments. The difference between the growth factors above, and the development trips, for each time period, is demonstrated within the following tables.

Table 1 Local Plan Dev Growth (AM & PM) - RWA

	0700-0800	0800-0900	0900-1000	1600-1700	1700-1800	1800-1900
2042 Local Plan Growth (%)	50.89%	52.02%	47.52%	48.13%	48.43%	46.91%
2042 NTEM Adjusted Target Growth (%)	22.18%			23.99%		
2042 Difference – No. Trips to Adjust	-4001	-6549	-3500	-4979	-5268	-3971

Table 2 Local Plan Dev Growth (AM & PM) - RRAM

	0700-0800	0800-0900	0900-1000	1600-1700	1700-1800	1800-1900
2042 Local Plan Growth (%)	36.32%	44.36%	52.30%	44.45%	43.26%	41.33%
2042 NTEM Adjusted Target Growth (%)	22.18%			23.99%		
2042 Difference – No. Trips to Adjust	-2570	-4578	-4141	-4407	-4172	-2615

3.8 Based upon the identified level of growth, it is clear that the delivery of all developments combined will exceed the NTEM adjusted growth forecasts, within all modelled hours. As a result, it was decided that consideration should be given to the application of a further capping procedure, informed by analysis of the TEMPro database. This adjustment has been applied by adopting the same methodology as detailed within the RWA and RRAM model forecasting reports[2][3].

3.9 The following tables outline the demands identified as necessary for removal from Matrix Level 1, across all modelled hours, within both models, to ensure the overall level of growth within the model does not exceed the NTEM adjusted growth predictions, once the Local Plan site demands are accounted for.

[2] 000286.00082.TN001 - RRAM Model Forecasting Note

[3].00006.R002.RWA Model Forecasting Report

Table 3 Matrix Level 1 Demand Adjustments (AM & PM peak period) – RWA Model

	0700-0800	0800-0900	0900-1000	1600-1700	1700-1800	1800-1900
2042 Difference – Growth to Adjust	-4001	-6549	-3500	-4979	-5268	-3971
2042 Background Demands (Matrix Level 1)	22535	26821	19034	28605	29543	22952

Table 4 Matrix Level 1 Demand Adjustments (AM & PM peak period) – RRAM Model

	0700-0800	0800-0900	0900-1000	1600-1700	1700-1800	1800-1900
2042 Difference – Growth to Adjust	-2570	-4578	-4141	-4407	-4172	-2615
2042 Background Demands (Matrix Level 1)	26526	24954	16900	27480	27265	20586

External Growth

3.10 Additional to the adjusted growth factors derived from TEMPro, and in line with the RWA and RRAM model forecasting methodology, it has also been necessary to forecast all 'external' trips within the model networks. This has involved factoring all external to external zone movements across the network by an external NTM factor.

3.11 The growth factor applied for the external trips was taken from the 'Rugby' authority level within TEMPro. This would account for trips travelling through the model network, from the wider area, and beyond, for example trips travelling between the M1/M6 and M45, and also allows for the adjustment to be made to the underlying growth assumptions to reflect the latest RBC trajectory information.

3.12 These factors are set out below for confirmation, and are applied to both the RWA and RRAM model demands:

- External Growth Factor – 2042 AM Period – 27.55%
- External Growth Factor – 2042 PM Period – 29.45%

HGV Growth Adjustments

3.13 Growth adjustments have also been applied to the HGV traffic matrix (Matrix Level 2) in the 2042 Local Plan model. The growth figures for HGV traffic have been applied as per the National Road Transport Projections, with a factor derived for "A roads" for the West Midlands area.

3.14 This has resulted in a 2.09% growth in HGV traffic, applied within the model.

Summary of Demand

3.15 Following the steps outlined within this note, the resultant demands have been assigned to the RWA and RRAM models respectively, to form the 2042 Local Plan Do Nothing scenario.

Table 5 2042 RWA Local Plan Model Demands

Matrix Level	0700-0800	0800-0900	0900-1000	1600-1700	1700-1800	1800-1900
ML1 - Background Lights	22,535	26,821	19,034	28,605	29,543	22,952
ML2 – HGVs	5,376	4,897	4,958	4,391	3,747	3,213
ML3 – Com Dev Lights	3,381	4,848	3,246	4,831	5,341	4,535
ML4 – Com Dev HGVs	378	355	410	594	450	201
ML5 – External Growth	3,471	3,147	2,403	3,817	3,902	2,826
ML6 – Adopted Local Plan	1,577	3,875	1,451	2,514	2,677	1,979
ML7 – New Local Plan Lights (Internal)	1,461	1,950	1,130	1,640	1,660	1,191
ML8 – New Local Plan HGVs (Internal)	162	163	166	161	112	90
ML9 – New Local Plan Lights (Ext)	123	214	143	176	196	127
ML10 – New Local Plan HGVs (Ext)	9	12	16	12	7	7
Total	**38,474**	**46,281**	**32,957**	**46,741**	47,634	37,120
Total Growth (%)	**20.98%**	**21.26%**	**20.33%**	**23.37%**	23.78%	23.44%

Table 6 2042 RRAM Local Plan Model Demands

Matrix Level	0700-0800	0800-0900	0900-1000	1600-1700	1700-1800	1800-1900
ML1 - Background Lights	26,526	24,954	16,900	27,480	27,265	20,586
ML2 – HGVs	3,112	3,116	3,430	2,568	2,187	2,130
ML3 – Com Dev Lights	4,127	5,907	4,457	6,395	6,729	4,515
ML4 – Com Dev HGVs	305	323	395	383	281	214
ML5 – External Growth	3,006	2,470	2,013	3,053	2,866	2,390
ML6 – New Local Plan Lights (Internal)	1,642	2,269	1,829	2,218	1,883	1,156
ML7 – New Local Plan HGVs (Internal)	182	226	241	215	129	104
ML8 – New Local Plan Lights (Ext)	299	387	225	326	319	222
ML9 – New Local Plan HGVs (Ext)	42	42	42	41	29	23
Total	**39,241**	**39,695**	**29,531**	**42,678**	**41,685**	**31,341**
Total Growth (%)	**22.16%**	**21.55%**	**20.98%**	**23.95%**	**24.32%**	**23.95%**

4.0 Phasing Assessment Scenarios

4.1 Following the creation of a 2042 future year scenario for inclusion in the core assessment, there is also a requirement to development interim year scenarios, which are to be used to inform the highway mitigation phasing assessment. Following discussions within RBC, it was agreed that a 2032 scenario and 2038 scenario would be developed to inform the phasing assessment, inclusive of the Preferred Option development sites for the proposed Local Plan.

4.2 As the highway mitigation inclusions detailed within the STA report lie within the RWA model extent only, the creation of 2032 and 2038 interim year demands is only relevant for the RWA model. 2032 provides an understanding around what infrastructure may be necessary to facilitate the first five years of traffic growth associated with the delivery of the planned developments. 2038 enables an assessment of the first 10 years of development being delivered (post plan adoption) in order that a second phase of infrastructure could be identified.

4.3 In line with the 2042 scenario, all sites have been included within the 2032 and 2038 scenarios, with the number of dwellings/employment floor space built out at each site within both interim assessment years informed via housing trajectory information provided by RBC.

4.4 In line with the 2042 scenario, the housing assumptions within TEMPro have then been adjusted, to match the build out projections provided by RBC, which has then informed growth factors to be applied to the model demands to form 2032 and 2038 assessment year estimates.

4.5 Accordingly, an NTEM adjusted growth figure has been produced for the 2032 and 2038 scenarios. The resulting growth factors are shown below:

- 2024-2032 AM Growth – 7.91%
- 2024-2032 PM Growth – 8.41%
- 2024-2038 AM Growth – 9.56%
- 2024-2038 PM Growth – 10.11%

4.6 The above growth factors have been compared to the level of growth delivered by the inclusion of the additional Local Plan developments within each interim year.

4.7 The difference between the growth factors above, and the development trips, for each time period, is demonstrated within the following tables.

Table 7 Local Plan Dev Growth (AM & PM) - RWA

	0700-0800	0800-0900	0900-1000	1600-1700	1700-1800	1800-1900
2032 Local Plan Growth (%)	18.41%	21.75%	19.47%	18.68%	18.31%	17.09%
2032 NTEM Adjusted Target Growth (%)	7.91%			8.41%		
2032 Difference – No. Trips to Adjust	-3784	-5523	-3296	-4539	-4561	-3145
2038 Local Plan Growth (%)	23.55%	29.23%	25.02%	24.87%	25.07%	24.47%
2038 NTEM Adjusted Target Growth (%)	9.55%			10.11%		
2038 Difference – No. Trips to Adjust	-4763	-7415	-4167	-6013	-6282	-4623

4.8 Based upon the identified level of growth, it is clear that the delivery of all developments combined will exceed the NTEM adjusted growth forecasts, within all modelled hours. As a result, it was decided that consideration should be given to the application of a further capping procedure, informed by analysis of the TEMPro database. This adjustment has been applied by adopting the same methodology as detailed within the RWA and RRAM model forecasting reports[4][5].

4.9 The following tables outline the demands identified as necessary for removal from Matrix Level 1, across all modelled hours, within both assessment years, to ensure the overall level of growth within the model does not exceed the NTEM adjusted growth predictions, once the Local Plan site demands are accounted for.

Table 8 Matrix Level 1 Demand Adjustments (AM & PM peak period) – RWA Model

	0700-0800	0800-0900	0900-1000	1600-1700	1700-1800	1800-1900
2032 Difference – Growth to Adjust	-3784	-5523	-3296	-4539	-4561	-3145
2032 Background Demands (Matrix Level 1)	22752	27847	19238	29046	30251	23778
2038 Difference – Growth to Adjust	-4763	-7415	-4167	-6013	-6282	-4623
2038 Background Demands (Matrix Level 1)	21773	25957	22533	27571	28529	22300

[4] 000286.00082.TN001 - RRAM Model Forecasting Note
[5] 000286.00006.R002.RWA Model Forecasting Report

External Growth

4.10 Additional to the adjusted growth factors derived from TEMPro, and in line with the 2042 RWA model forecasting methodology, it has also been necessary to forecast all 'external' trips within the model networks. This has involved factoring all external to external zone movements across the network by an external NTM factor.

4.11 The growth factors applied for the external trips was taken from the 'Rugby' authority level within TEMPro, and are presented for both assessment years within the following:

- External Growth Factor – 2032 AM Period – 10.52%
- External Growth Factor – 2032 PM Period – 11.04%
- External Growth Factor – 2038 AM Period – 13.98%
- External Growth Factor – 2038 PM Period – 14.56%

HGV Growth Adjustments

4.12 Growth adjustments have also been applied to the HGV traffic matrix (Matrix Level 2) in the 2032 and 2038 Local Plan models. The growth figures for HGV traffic have been applied as per the National Road Transport Projections, with a factor derived for "A roads" for the West Midlands area.

4.13 This has resulted in the following HGV growth factors by year:

- HGV Growth Factor – 2032– 1.70%
- HGV Growth Factor – 2038– 1.76%

Summary of Demand

4.14 Following the steps outlined within this note, the resultant demands have been assigned to the 2032 RWA Local Plan and 2038 RWA Local Plan scenarios.

Table 9 2032 RWA Local Plan Model Demands

Matrix Level	0700-0800	0800-0900	0900-1000	1600-1700	1700-1800	1800-1900
ML1 - Background Lights	22,752	27,847	19,238	29,046	30,251	23,778
ML2 – HGVs	5,355	4,878	4,939	4,374	3,733	3,201
ML3 – Com Dev Lights	2,471	3,059	2,111	2,922	3,326	2,614
ML4 – Com Dev HGVs	378	355	410	594	450	201
ML5 – External Growth	1,325	1,202	918	1,431	1,463	1,059
ML6 – Adopted Local Plan	749	2,256	756	1,296	1,276	878
ML7 – New Local Plan Lights (Internal)	1,012	1,227	800	1,136	1,035	709
ML8 – New Local Plan HGVs (Internal)	162	163	166	161	112	90
ML9 – New Local Plan Lights (Ext)	103	185	128	152	168	104
ML10 – New Local Plan HGVs (Ext)	9	12	16	12	7	7
Total	34,318	41,184	29,482	41,123	41,820	32,640
Total Growth (%)	7.91%	7.91%	7.64%	8.55%	8.68%	8.55%

Table 10 2038 RWA Local Plan Model Demands

Matrix Level	0700-0800	0800-0900	0900-1000	1600-1700	1700-1800	1800-1900
ML1 - Background Lights	21,773	25,957	18,367	27,571	28,529	22,300
ML2 – HGVs	5,358	4,881	4,942	4,377	3,735	3,202
ML3 – Com Dev Lights	2,878	3,849	2,608	3,754	4,200	3,445
ML4 – Com Dev HGVs	378	355	410	594	450	201
ML5 – External Growth	1,904	1,726	1,318	2,050	2,096	1,518
ML6 – Adopted Local Plan	1,237	3,211	1,166	2,015	2,103	1,528
ML7 – New Local Plan Lights (Internal)	1,461	1,950	1,130	1,640	1,660	1,191
ML8 – New Local Plan HGVs (Internal)	162	163	166	161	112	90
ML9 – New Local Plan Lights (Ext)	123	214	143	176	196	127
ML10 – New Local Plan HGVs (Ext)	9	12	16	12	7	7
Total	**35,284**	**42,317**	**30,266**	**42,350**	**43,087**	**33,609**
Total Growth (%)	**10.95%**	**10.88%**	**10.50%**	**11.78%**	**11.97%**	**11.77%**

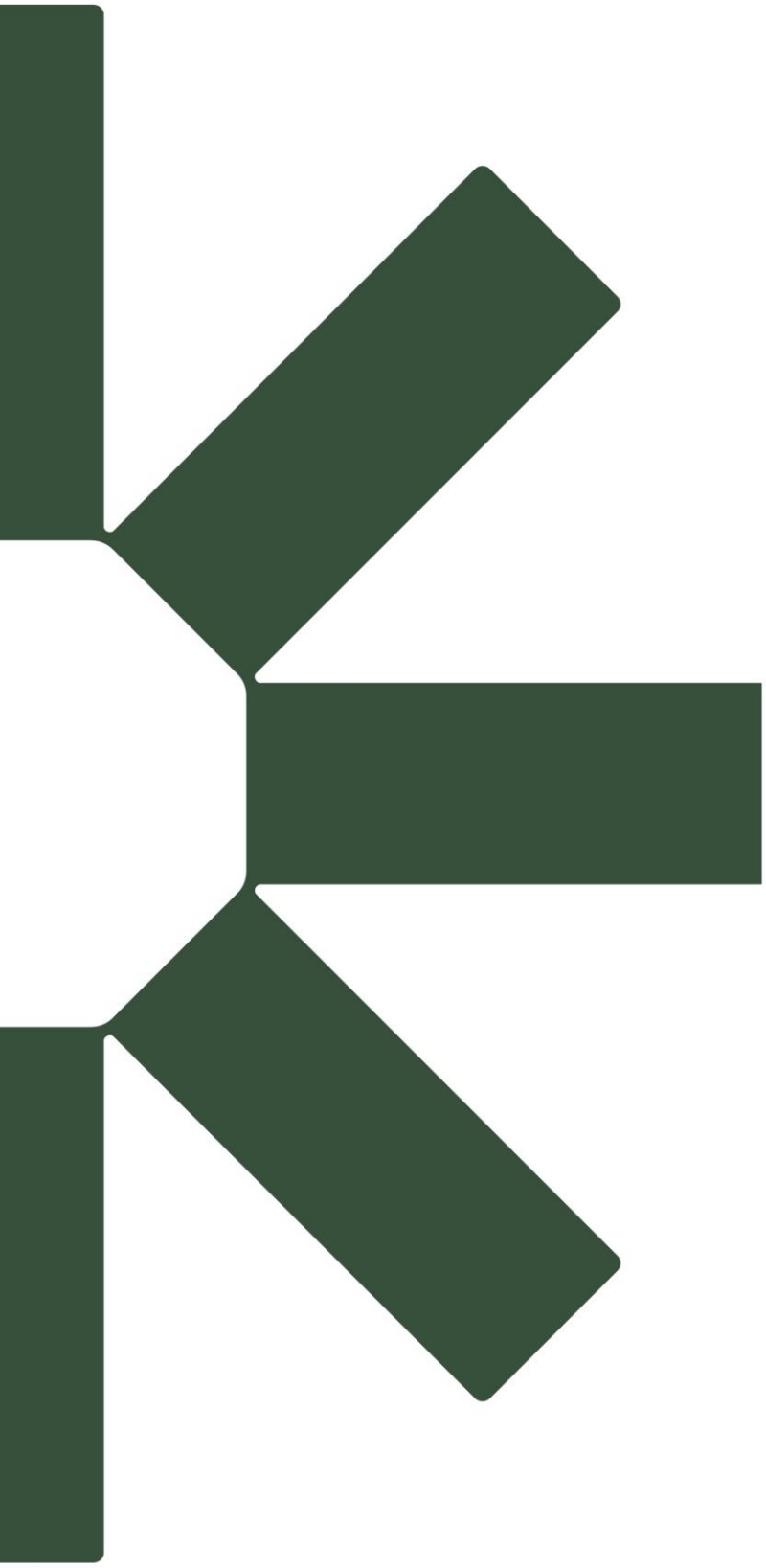
5.0 Summary

5.1 SLR are currently working on behalf of Rugby Borough Council (RBC) and Warwickshire County Council (WCC), to support the assessment of options pertaining to the delivery of growth in housing and employment through the new Rugby Borough Council Local Plan, which is intended to be adopted in 2027.

5.2 The traffic modelling being undertaken in support of this assessment work is being carried out within both the Rugby Wide Area (RWA) and Rugby Rural Area (RRAM) traffic models. This note has been created to document the model forecasting procedure undertaken in the development of the models to be used in this assessment.

5.3 This has initially involved the creation of 2042 assessment year scenario for both the RWA and RRAM models, which have been used to inform the core assessment presented within the STA report.

5.4 Subsequent stages of the STA have involved interim year assessments, to inform a highway mitigation phasing strategy. Accordingly, a 2032 and 2038 interim year scenario has been developed for the RWA model, the creation of which is also documented within this note.



Making Sustainability Happen

Appendix C

Cost Apportionment Analysis Note

SLR Consulting Limited

Rugby Borough Council, Warwickshire County Council

RBC Strategic Transport Assessment

SLR Project No.: 431.000286.00065

2 December 2025

Revision: 1

SCHEME COST APPORTIONMENT ANALYSIS

1.0 Introduction

1.1 As part of the ongoing Strategic Transport Assessment (STA), RBC requested SLR provide commentary around the likely costs and funding strategies required to enable the mitigation identified to be delivered. This consists of potential contributions to the sustainable modes measures (LCWIP and BSIP measures), and contributions to the identified highway mitigation schemes that have been identified, through the STA, as necessary to support the development patterns promoted through RBCs New Local Plan.

1.2 It is likely that, in the short term, there will be limited opportunities to identify funding from external sources to facilitate delivery of the schemes identified and so it should be expected that a significant amount of the funding necessary to enable the schemes to be delivered would need to be provided by the developments identified within the Regulation 19 submission.

1.3 The simplest way to determine appropriate funding contributions is to identify the level of traffic increases that each development contributes to the areas of the network where mitigation has been proposed. However, there are limitations to this approach as it can be difficult to demonstrate that contributions to schemes based on very small increases in traffic volumes meet the necessary tests set out through CIL regulation 122[1].

1.4 Since only small increases in traffic volumes are unlikely to trigger mitigation, there is a case that the schemes would neither be 'necessary' to aid the delivery of those Regulation 19 sites which only generate small increases in traffic volumes nor would it be directly relatable to the developments (as it is mitigating a wider issue).

1.5 An holistic approach to the identification of funding contributions has been defined, which considers the impact, in terms of traffic flows, and proximity to the Regulation 19 sites, to provide a contribution strategy for each mitigation scheme, which apportions the costs of

[1] https://www.legislation.gov.uk/ukdsi/2010/9780111492390/regulation/122

delivery accordingly based on a criteria which meets the tests of being necessary and relatable based on traffic impact and proximity of developments to the proposed schemes.

1.6 The approach set out within this note is intended to provide a potential means by which RBC, and the developers who are promoting sites through the local plan, can be provided with more certainty around the potential costs implications which may be incurred by each site, as it comes forward, associated with the delivery of an appropriate level of mitigation.

1.7 It does not preclude the expectation that local works may also be required, alongside a more targeted strategy for encouraging use of active and sustainable modes of transport, that would be identified through the Transport Assessments which each development would produce as part of any wider planning submission.

1.8 Therefore, additional costs, beyond those identified in this analysis, should be expected but the nature of those are uncertain (since they depend upon a multitude of factors not yet considered within the STA as well as network conditions and existing and future traffic growth patters at the point at which the development impact is assessed) it is not possible to identify those costs at this time. The costs considered at this stage are the strategic level highway intervention costs required to deliver the essential highway mitigation measures.

1.9 Additionally, the relationship between the development location and future measures identified within the BSIP and LCWIP has been investigated to identify the mitigation measures which are intended to increase active and sustainable transport use, and reduce car dependence, have also been assessed. This provides an overview of correspondence whereby the development location and the extent to which it can link in to and benefit from the BSIP and LCWIP proposals is summarised to provide stakeholders with an indication of the schemes which it may be prudent to seek development contributions, from sites identified within the Plan, to aid delivery.

1.10 As the schemes identified at this stage are concept highway schemes, intended to reflect likely infrastructure proposals, it is not feasible to undertake full design reviews. Each scheme would be subject to more detailed design through the delivery phases of the Local Plan.

1.11 Sketches each mitigation measure identified have been created to reflect the scheme layouts and principles of what has been identified through the modelling. Using these drawings, WCC Engineering Design Services (EDS) have been consulted to provide initial cost estimates for each highway scheme identified. It should be recognised that these costs remain high level and so should be considered accordingly. The cost estimate process at this stage does not allow for detailed consideration of any implications on existing utilities and services within the junction nor does it account for aspects such as the traffic management strategy which would need to be implemented during the scheme delivery.

1.12 The schemes and associated costs outlined within this work should are indicative at this stage and may be subject to change as more certainty is established through the planning process.

1.13 Furthermore, as is stated within the STA, the infrastructure requirements which are identified through this assessment are those which are considered essential to maintain the operation of the network at a strategic level. The grading of effect used in determining impacts allows for a higher level of impact to be accommodated on the network as the assessment deals with very significant cumulative volumes of development.

1.14 As the schemes identified through this assessment are strategic schemes considered necessary to deal with the cumulative effects of Regulation 19 Local Plan traffic growth, there is an expectation that further, localised schemes, may also be required to minimise the effect on the transport network of future developments with regard to the local and development specific impacts which may not be captured within the STA, on account of the STA considering higher bands of impact, due to the strategic nature of the developments being considered.

1.15 The following sections provide analysis of the proximity and, for highway schemes, traffic impacts which correspond to the infrastructure assumptions contained within the Local Plan Regulation 19 scenario which is considered to represent the appropriate mitigation strategy necessary to manage the effects, on the transport network, of the delivery of the Local Plan.

2.0 Sustainable Modes Schemes

2.1 The core reporting within the STA has outlined how the proposed LCWIP and BSIP measures within the Rugby Borough are crucial for delivering a level of mode shift that forms a key element of mitigating the impact of the Regulation 19 development sites. This is particularly focused on the RWA model network, where the proposed measures across the town are considered critical to reduce the prevalence of short distance trips across the town centre itself.

2.2 The STA reporting detailed reductions in average journey times (at a strategic level), and localised queue reductions across the town centre, as a result of delivering these measures, and the potential shift towards sustainable modes they help achieve. The assumptions contain only a modest element of mode shift (circa 2% of the existing car use) within the study area and so it would be expected that this would be further supplemented by site specific enhancements to mode choice which have to be considered within this assessment.

2.3 Accordingly, it is considered that the identified LCWIP and BSIP schemes form a key part of the mitigation package associated with the delivery of the Regulation 19 Local Plan, and which contributions should be sought from the development sites to aid delivery since they are measures which will manage the impact of future traffic growth arising from the local plan (either directly by reducing local plan car based trip generation levels or indirectly by providing additional capacity on the network as a result of existing and future users switching modes).

2.4 The following section presents the location of each Regulation 19 development site included within the assessment along with the location of the LCWIP and BSIP schemes on the network. **Table 1** then details the number of schemes (LCWIP and BSIP) which lie within a 400m radius of each site. Further detail on this is also provided within **Appendix TN008A**.

Figure 1 Regulation 19 Development Locations

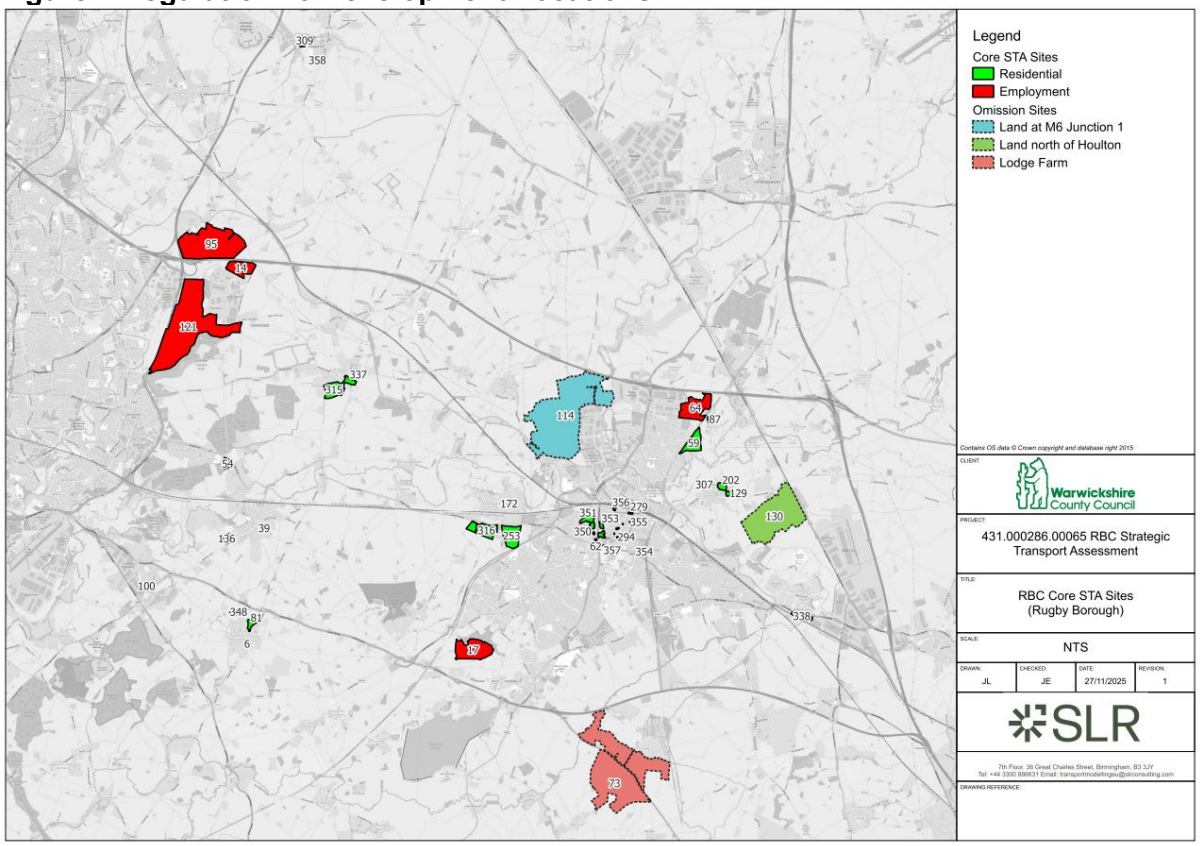


Figure 2 BSIP Route Schemes

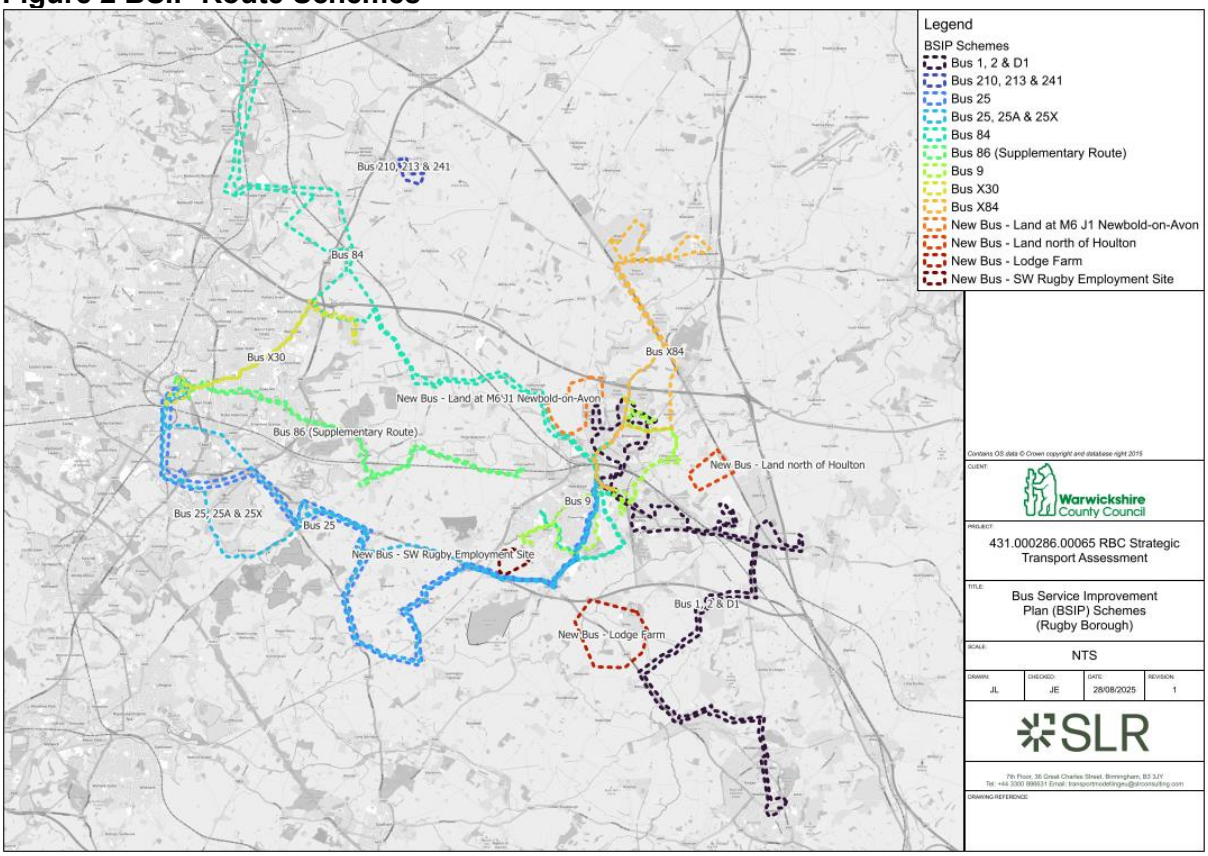


Figure 3 LCWIP Scheme Locations

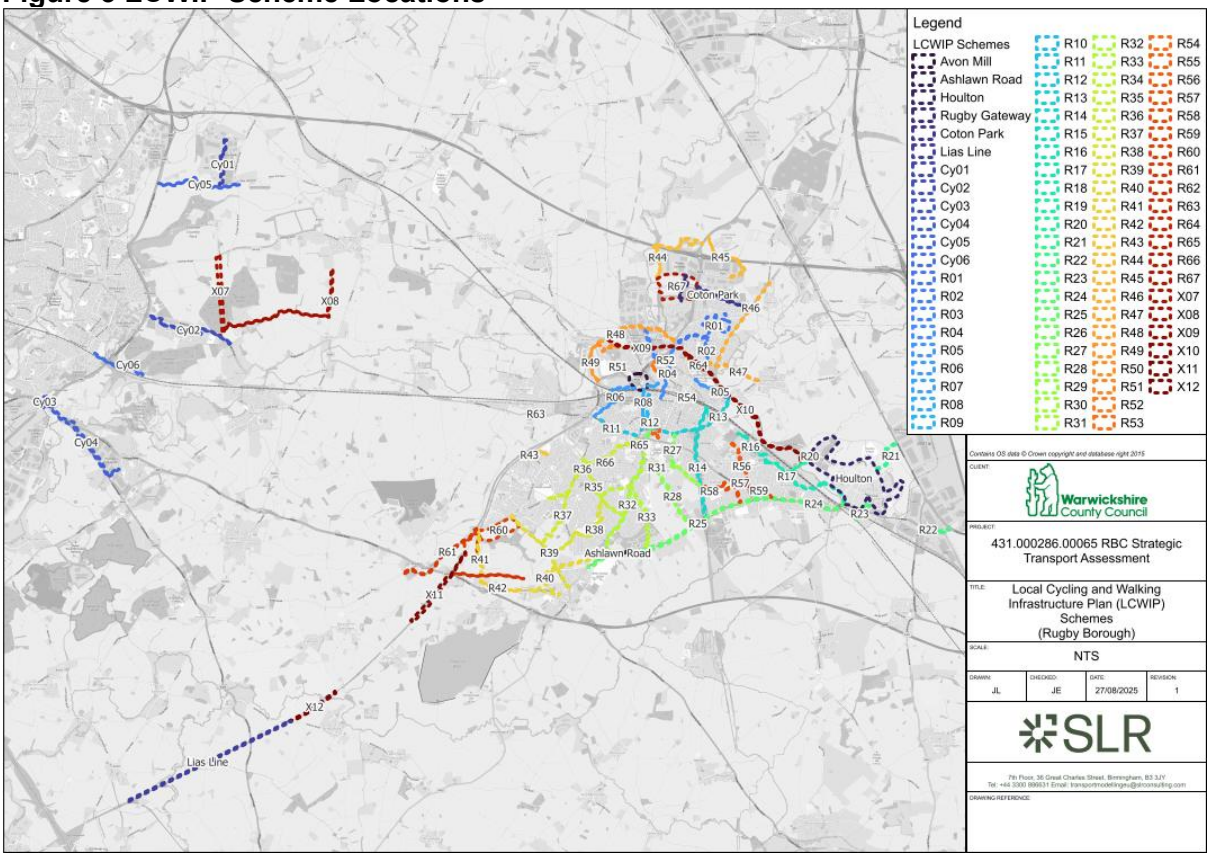


Table 1 Regulation 19 Development Sites vs Scheme Locations within 400m

Ref	Regulation 19 Site Name	No. LCWIP Schemes within 400m	No. BSIP Schemes within 400m	Total No.Schemes within 400m
6	Land E of Fosse Way, Stretton-on-Dunsmore	0	2	2
14	Land N of Ansty Park, Ansty	1	1	2
17	South-West Rugby Employment Ph 2	3	0	3
39	Dyers Lane, Wolston	0	1	1
54	Oakdale Nursery, Brandon	3	0	3
59	Newton Manor Lane, Rugby	3	2	5
62	Morgan Sindall House, Corporation St	9	8	17
64	Coton Park East, Rugby	3	0	3
81	Land west of Fosse Way, Stretton	0	0	0
87	Hillcrest Farm, Newton	1	1	2
95	Crowner Fields Farm, Ansty	0	0	0
100	Land at High St, Ryton-on-Dunsmore	1	2	3
121	Land at Walsgrave Hill	2	0	2
129	Land N of Lilbourne Road, Clifton	0	1	1
136	Land North of Warwick Road, Wolston	0	0	0
153	Westway Car Park, Rugby	7	8	15

Ref	Regulation 19 Site Name	No. LCWIP Schemes within 400m	No. BSIP Schemes within 400m	Total No.Schemes within 400m
172	Elizabeth Way, Long Lawford	0	1	1
202	Newton Road, Clifton upon Dunsmore	0	1	1
253	Lawford Fields Farm, Long Lawford	1	1	2
279	Stagecoach Depot, Railway Terrace	2	1	3
283	Rugby Central Shopping Centre	8	8	16
294	Land adj to 9 Railway Terrace, Rugby	5	8	13
307	North Road, Clifton	1	1	2
309	Land North of the B4109, Wolvey	0	1	1
315	Land south of Rugby Road, Brinklow	1	1	2
316	Land at Long Lawford	1	1	2
332	Albert Street	4	8	12
337	West Farm and Home Farm, Brinklow	0	1	1
338	Land south of Crick Road, Houlton	2	1	3
348	The Croft, Stretton-on-Dunsmore	0	0	0
349	Land rear of 30 Albert Street	5	8	13
350	Rounds Gardens South	5	8	13
351	Rounds Gardens North	6	4	10
352	Former snooker hall, Railway Terrace	1	1	2
353	Town Hall	5	8	13
354	92 Lower Hillmorton Road	2	2	4
355	Land adjacent 44 Craven Road	1	1	2
356	The Railings (NHS)	5	0	5
357	28-29 High Street	7	8	15
358	Coventry Road (Smaller Cut)	0	1	1

2.5 Based upon the information presented within the previous figures, table and **Appendix TN008A**, the majority of Regulation 19 sites lie within the 400m radius of at least one LCWIP and BSIP proposed scheme, and therefore contributions from the relevant sites should be sought for these schemes.

2.6 It is the case that several of the LCWIP schemes do not have Regulation 19 development sites that lie within a 400m radius, but are within a 5km radius which is half the distance which DfT considers to be a reasonable distance to assume for cycling trips on the network.

2.7 The presumption is that those schemes within 400m would be subject to direct contributions from adjacent sites, to aid delivery, whilst the schemes which are within 5km can reasonably be expected to provide additional connections to the development, particularly with regards cycling proposals, and could therefore be funded via wider contributions from the sites which

are identified in the following table and **Appendix TN008A**, showing the Regulation 19 sites lie within the 5km radius (excluding the sites within 400m) of the schemes.

Table 2: Regulation 19 Development Sites vs Scheme Locations within 400m-5km

Ref	Regulation 19 Site Name	No. LCWIP Schemes within 400m-5km	No. BSIP Schemes within 400m-5km	Total No.Schemes within 400m-5km
6	Land E of Fosse Way, Stretton-on-Dunsmore	11	1	12
14	Land N of Ansty Park, Ansty	4	3	7
17	South-West Rugby Employment Ph 2	37	8	45
39	Dyers Lane, Wolston	7	3	10
54	Oakdale Nursery, Brandon	5	5	10
59	Newton Manor Lane, Rugby	58	6	64
62	Morgan Sindall House, Corporation St	63	0	63
64	Coton Park East, Rugby	53	8	61
81	Land west of Fosse Way, Stretton	11	3	14
87	Hillcrest Farm, Newton	55	7	62
95	Crowner Fields Farm, Ansty	4	4	8
100	Land at High St, Ryton-on-Dunsmore	5	1	6
121	Land at Walsgrave Hill	4	4	8
129	Land N of Lilbourne Road, Clifton	62	7	69
136	Land North of Warwick Road, Wolston	6	3	9
153	Westway Car Park, Rugby	65	0	65
172	Elizabeth Way, Long Lawford	65	7	72
202	Newton Road, Clifton upon Dunsmore	62	7	69
253	Lawford Fields Farm, Long Lawford	64	7	71
279	Stagecoach Depot, Railway Terrace	67	7	74
283	Rugby Central Shopping Centre	63	0	63
294	Land adj to 9 Railway Terrace, Rugby	68	0	68
307	North Road, Clifton	61	7	68
309	Land North of the B4109, Wolvey	0	1	1
315	Land south of Rugby Road, Brinklow	4	2	6
316	Land at Long Lawford	60	7	67
332	Albert Street	67	0	67
337	West Farm and Home Farm, Brinklow	5	2	7
338	Land south of Crick Road, Houlton	26	6	32
348	The Croft, Stretton-on-Dunsmore	10	3	13
349	Land rear of 30 Albert Street	67	0	67
350	Rounds Gardens South	67	0	67

Ref	Regulation 19 Site Name	No. LCWIP Schemes within 400m-5km	No. BSIP Schemes within 400m-5km	Total No.Schemes within 400m-5km
351	Rounds Gardens North	65	4	69
352	Former snooker hall, Railway Terrace	68	7	75
353	Town Hall	66	0	66
354	92 Lower Hillmorton Road	68	6	74
355	Land adjacent 44 Craven Road	68	7	75
356	The Railings (NHS)	62	8	70
357	28-29 High Street	65	0	65
358	Coventry Road (Smaller Cut)	0	1	1

2.8 There are instances where sites of a more rural nature do not lie close to any proposed LCWIP or BSIP schemes. In such instances localised improvements will also be required, to provide connection into bus or cycle/walking networks. It is anticipated that these additional measures would be identified through detailed planning for each site in question, and contribution levels negotiated through the planning process.

2.9 These sites have been identified separately within Appendix E of the STA report. It will be necessary to seek to deliver more localised enhancements which achieve similar aims and would need to be delivered by the specific developments through the planning process.

3.0 Highway Infrastructure Schemes

3.1 The STA reporting identified the need for the following five schemes to support the Regulation 19 sites proposed through the Local Plan:

- A426/A5 Gibbet Hill Roundabout
- A4071/Potsford Dam Roundabout
- A5/A428 Halfway House Roundabout
- A4071/B4112 Newbold Road Roundabout
- A426/Newton Manor Lane Roundabout

3.2 Two schemes are also included within the modelling which are necessary to ensure that the traffic growth predictions associated with the Regulation 19 sites can be managed, alongside existing traffic growth, from existing development consents.

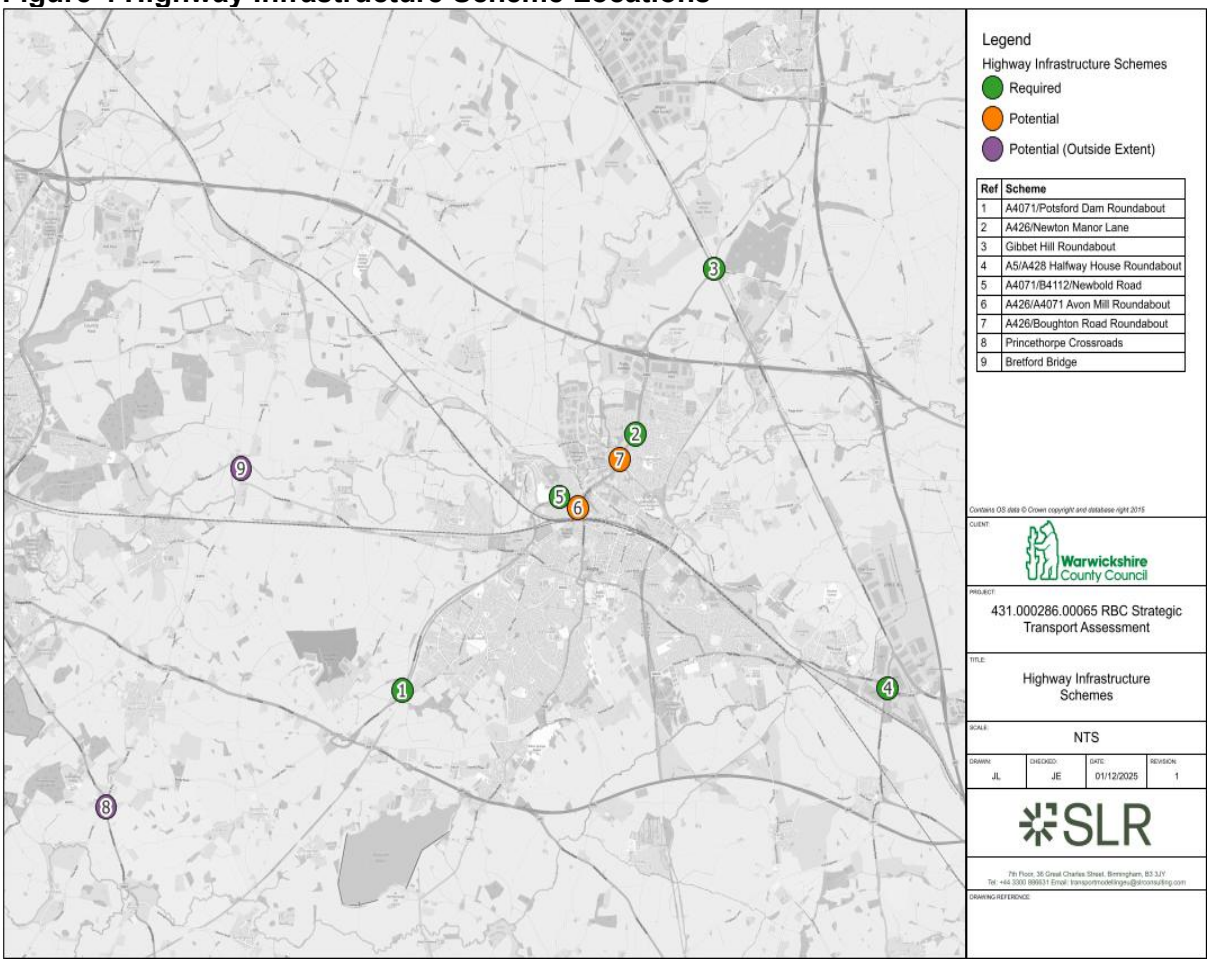
3.3 It is understood that funding is not fully secured for these schemes but there are contributions proposed through existing S106 agreements which will be used to aid the scheme delivery. These schemes have therefore been included within this analysis as it is expected that contributions would be sought from future development in order that any prospective funding gap would be mitigated:

- A426/A4071 Avon Mill Roundabout
- A426/Boughton Road Roundabout

3.4 Finally, the potential requirement for the following further two schemes have also been identified at locations outside of the model extent:

- Princethorpe Crossroads
- Bretford Bridge

Figure 4 Highway Infrastructure Scheme Locations



3.5 The need for these final two schemes is largely related to the delivery of the nearby developments in Stretton-on-Dunsmore, Wolston and Ryton-on-Dunsmore, and so it is expected that the developments in this area would need to contribute to the schemes, on a cumulative basis, to ensure that the effects of the local traffic growth arising from the proposed local plan sites can be managed.

3.6 Given the strategic nature of the A426/A5 Gibbet Hill roundabout, and the existing congestion issues at this location, it is not suggested that contributions from the Local Plan sites would necessarily be required to aid delivery. The analysis indicates that it is primarily an existing issue which will worsen over time to such an extent that a scheme will be triggered in any event. The relatively small increases in traffic flows arising from the local plan sites would be unlikely to trigger a step change in the conditions and/or justify individual

mitigations. On the basis that a scheme here is likely to be triggered before the point at which the developments within the Plan start to come forward at a significant level.

3.7 Cost estimates for each of the schemes identified, based upon the concept designs have been undertaken by WCC EDS and provided to accompany this analysis. This information is provided within **Appendix TN008D**.

3.8 To determine a potential means of cost apportionment for each scheme, this stage of the analysis has focused initially on the sites that lie within a 5km buffer of each scheme and derived the proportion of additional traffic flows through each junction that these sites are predicted to generate.

3.9 If a site that lies within 5km of a scheme, but generates only low additional traffic flows through each junction (i.e. under 5% of additional traffic through each scheme), it will be unlikely that there will be a case for contributions to the scheme, on the basis that this level of traffic is unlikely to trigger the specific mitigation identified.

3.10 On this basis, should wider contributions be sought, there may be a case for sites that lie within a 10km buffer of each scheme to contribute towards cumulative costs. Any sites that lie beyond a 10km radius of a scheme would be difficult to secure contributions towards.

3.11 For any sites that lies outside of a 10km buffer of an identified scheme, i.e. sites of a more rural nature, then it is likely that any scheme contributions would be identified at more detailed planning assessment stage and would likely focus on localised improvements.

3.12 This is a simplistic set of assumptions intended to provide an initial delivery framework which can be incorporated into the viability considerations surrounding the Local Plan proposals. It should be recognised that each site will have to undertake a detailed assessment of impacts through the individual planning submission, and, at this point, these assumptions would be revisited and would result in amendments to the strategy which has been identified thus far which may, in turn, reduce or increase the contribution levels accordingly. The nature of the STA precludes an ability to assign more certainty to this at this stage as it remains ‘high-level’ and is consideration operational matters which will span more than 20 years and therefore contain an element of inherent uncertainty as a result which cannot be overcome until such time as a planning application is submitted to support the development.

3.13 A breakdown of the highway infrastructure scheme locations of each site, separated by three buffer distances of within 5km, between 5-10km and over 10km are listed in the following table. Further detail on highway infrastructure schemes relevant to each site is highlighted in **Appendix TN008B**.

Table 3 Development Sites vs All Highway Infrastructure Scheme Locations

Ref	Site Name	No. Highway Schemes within 5km	No. Highway Schemes between 5-10km	No. Highway Schemes over 10km
6	Land E of Fosse Way, Stretton-on-Dunsmore	2	3	4
14	Land N of Ansty Park, Ansty	0	1	8
17	South-West Rugby Employment Ph 2	3	5	1
39	Dyers Lane, Wolston	2	5	2
54	Oakdale Nursery, Brandon	1	4	4
59	Newton Manor Lane, Rugby	5	3	1
62	Morgan Sindall House, Corporation St	5	3	1
64	Coton Park East, Rugby	5	3	1
81	Land west of Fosse Way, Stretton	2	3	4
87	Hillcrest Farm, Newton	5	2	2
95	Crowner Fields Farm, Ansty	0	1	8
100	Land at High St, Ryton-on-Dunsmore	1	2	6
121	Land at Walsgrave Hill	1	1	7
129	Land N of Lilbourne Road, Clifton	6	1	2
136	Land North of Warwick Road, Wolston	2	3	4
153	Westway Car Park, Rugby	5	3	1
172	Elizabeth Way, Long Lawford	6	3	0
202	Newton Road, Clifton upon Dunsmore	6	1	2
253	Lawford Fields Farm, Long Lawford	5	4	0
279	Stagecoach Depot, Railway Terrace	4	4	1
283	Rugby Central Shopping Centre	5	3	1
294	Land adj to 9 Railway Terrace, Rugby	5	3	1
307	North Road, Clifton	5	3	1
309	Land North of the B4109, Wolvey	0	0	9
315	Land south of Rugby Road, Brinklow	1	7	1
316	Land at Long Lawford	6	3	0
332	Albert Street	5	3	1
337	West Farm and Home Farm, Brinklow	1	7	1
338	Land south of Crick Road, Houlton	1	6	2
348	The Croft, Stretton-on-Dunsmore	2	3	4
349	Land rear of 30 Albert Street	5	3	1
350	Rounds Gardens South	5	3	1
351	Rounds Gardens North	5	3	1
352	Former snooker hall, Railway Terrace	4	4	1

Ref	Site Name	No. Highway Schemes within 5km	No. Highway Schemes between 5-10km	No. Highway Schemes over 10km
353	Town Hall	5	3	1
354	92 Lower Hillmorton Road	4	4	1
355	Land adjacent 44 Craven Road	4	4	1
356	The Railings (NHS)	4	4	1
357	28-29 High Street	5	3	1
358	Coventry Road (Smaller Cut)	0	0	9

3.14 The WCC cost estimates for each scheme are provided within **Appendix TN008D**, and when considered alongside the traffic flow impacts associated with each scheme, the apportionment per sites can be derived. This has been reported within the following tables for the identified highway mitigation schemes.

3.15 The A426/A5 Gibbet Hill scheme and A5/A428 Halfway House schemes have been omitted from this detailed apportionment assessment, on the basis that the spatial strategy is such that there are no Regulation 19 sites within close proximity to each scheme that contribute over 5% of traffic flows, and therefore these schemes are not triggered by any one individual site. It is likely that cumulative contributions would be sought for the A5/A428 Halfway House scheme, whilst the A426/A5 Gibbet Hill scheme is an existing issue which is likely to require a solution prior to the delivery of the Regulation 19 sites.

3.16 The criteria for cost apportionment is in-line with the previously outlined approach, whereby sites would is assumed to be required to directly fund schemes which are within 5km of the site itself, and the site contributes over 5% of the additional traffic flows through the junction. The instances where this is the case is set out for each scheme in the following tables:

Table 4 Cost Apportionment – A4071/Potsford Dam Scheme (Sites with 5km of Scheme, Scheme with over 5% Additional Traffic Flows)

A4071/POTSFORD DAM SCHEME – ESTIMATED COST - £3.82 MILLION		
Sites Within 5km AND > 5% of additional traffic flows	**% Flows Through Junction**	**Approx Apportionment**
S-W Rugby Employment Ph II	77.1%	£2.9m
Lawford Fields Farm	9.5%	£0.36m
Land at Long Lawford	13.3%	£0.50m

Table 5 Cost Apportionment – A426/Newton Manor Lane (Sites with 5km of Scheme, Scheme with over 5% Additional Traffic Flows)

A426/NEWTON MANOR LANE SCHEME – ESTIMATED COST - £1.96 MILLION		
Sites Within 5km AND > 5% of additional traffic flows	**% Flows Through Junction**	**Approx Apportionment**
Newton Manor Lane, Rugby	18.8%	£0.36m
Coton Park E, Central Park Drive	70.7%	£1.38m
Land at Long Lawford (Residential)	10.5%	£0.20m

Table 6 Cost Apportionment – A4071/B4112 Newbold Road (Sites with 5km of Scheme, Scheme with over 5% Additional Traffic Flows)

A4071/B4112 NEWBOLD ROAD – ESTIMATED COST - £0.74 MILLION		
Sites Within 5km AND > 5% of additional traffic flows	**% Flows Through Junction**	**Approx Apportionment**
SW Rugby Employment phase 2	22.4%	£0.17m
Coton Park E, Central Park Drive	32.5%	£0.24m
Lawford Fields Farm	8.6%	£0.06m
Land at Long Lawford (Residential)	36.3%	£0.27m

3.17 The above tables highlight the potential cost apportionment to be assigned to relevant Regulation 19 Local Plan sites in support of the schemes identified as necessary through this STA. These are subject to changes in the cost of schemes, and revisions to the development traffic estimates through the planning process, but provide an initial indication of the likely apportionment for each site.

4.0 Summary

4.1 This analysis presented within this note outlines the indicative costs and funding strategies for delivering essential mitigation measures which are considered necessary to minimise the impacts of the developments identified through RBCs Local Plan Regulation 19 Submission.

4.2 There are two key categories of infrastructure, in line with NPPF, measures to reduce car dependency via the promotion of existing proposals that have been identified within the BSIP and the LSWIP are considered first and then, once the effect of these proposals has been included, highway interventions have been identified to ensure that the residual impacts arising from the traffic growth predicted to occur as a result of the Local Plan can be appropriately managed.

4.3 A contribution framework has been suggested which varies depending upon the proposed measures and considers the proximity of the mitigation schemes and proposed developments to ensure that the two can be considered related (and therefore future contributions would likely meet the individual development tests set out within CIL regulation 122.

4.4 With regards the active and sustainable transport mitigation, the schemes which are relatable to developments based on either a 400m (which means the development would reasonably directly benefit from the scheme) or 5km (which means the development could reasonably connect into the scheme) buffer have been identified. This provides the initial list of schemes identified within the BSIP and LCWIP that it would be reasonable to seek contributions towards, from developments identified within the Regulation 19 submission, on an individual site basis.

4.5 With regards the highway schemes, a buffer of 5km and 10km has been used to identify those schemes which are close to developments (and so direct contributions are easily justifiable), those developments which are likely to still benefit from the schemes as a result of being within 10km of the proposal (and so direct contributions or a cumulative contribution strategy may still be justifiable) and those which are over 10km from the development.

4.6 Where a scheme is over 10km from the development a direct contribution may be challenging to justify. There is invariably a wider benefit to the plan, arising from the delivery of all schemes identified within the STA which may justify a wider cumulative contribution strategy. However, this has not been considered further at this stage, it is however an option for consideration if there are viability concerns arising from the framework approach which has been discussed within this note.

4.7 Three schemes highway schemes (A4071/Potsford Dam, A426/Newton Manor Lane, and A4071/B4112 Newbold Road) have clear apportionment tables, whereas the other schemes may require a cumulative contribution strategy seeking funding from all developments to ensure that they can be delivered.

4.8 This is a simplistic set of assumptions intended to provide an initial delivery framework which can be incorporated into the viability considerations surrounding the Local Plan proposals. It should be recognised that each site will have to undertake a detailed assessment of impacts through the individual planning submission, and, at this point, these assumptions would be revisited and would result in amendments to the strategy which has been identified thus far which may, in turn, reduce or increase the contribution levels accordingly. The nature of the STA precludes an ability to assign more certainty to this at this stage as it remains ‘high-level’ and is consideration operational matters which will span more than 20 years and therefore contain an element of inherent uncertainty as a result which cannot be overcome until such time as a planning application is submitted to support the development.

4.9 Costs remain high-level and subject to refinement during detailed design and planning. The approach seeks to identify contributions which would also meet CIL Regulation 122 tests of necessity and relatability on a development specific basis whilst also supporting delivery of strategic infrastructure to manage the effects of cumulative traffic growth.

4.10 The nature of the assessment is such that it only considers and provides a strategy to manage the ‘additional’ impacts arising from the inclusion of the Regulation 19 Submission sites and so the mitigation is considered appropriate in that context. Residual effects arising from existing traffic growth which has already been consented are considered when reviewing the operation and identification of existing network constraints and are also considered with regards schemes already identified by not yet fully funded. Thereby ensuring that the schemes identified through the study are directly relatable to the developments, and associated impacts, arising from the Regulation 19 submission sites.

Appendix TN007_A

LCWIP and BSIP Schemes and Development Sites Review

RBC Strategic Transport Assessment

scheme Cost apportionment analysis

Rugby Borough Council, Warwickshire County Council

SLR Project No.: 431.000286.00065

2 December 2025

Sites within 400m of the LCWIP/BSIP Schemes

Ref	Site Name	LCWIP Schemes within 400m	BSIP Schemes within 400m
6	Land E of Fosse Way, Stretton-on-Dunsmore	-	25, 25A, 25X
14	Land N of Ansty Park, Ansty, Coventry	Cy01	84
17	South-West Rugby Employment Ph 2	R41, R60, R62	-
39	Dyers Lane, Wolston	-	86
54	Oakdale Nursery, Brandon	Cy02, X07, X08	-
59	Newton Manor Lane, Rugby	Coton Park, R01, R46	9, X84
62	Morgan Sindall House, Corporation St	R08, R09, R10, R11, R12, R26, R36, R55, R65	1, 2, 9, 25, 84, 86, 210, 213, 241, 25A, 25X, D1, X84
64	Coton Park East, Rugby	Coton Park, R45, R46	-
81	Land west of Fosse Way, Stretton	-	-
87	Hillcrest Farm, Newton	R46	X84
95	Crowner Fields Farm, Ansty	-	-
100	Land at High Street, Ryton-on-Dunsmore	Cy04	25, 25A, 25X
121	Land at Walsgrave Hill	Cy01, Cy05	-
129	Land N of Lilbourne Road, Clifton	-	9
136	Land North of Warwick Road, Wolston	-	-
153	Westway Car Park, Rugby	R08, R09, R10, R11, R12, R26, R36	1, 2, 9, 25, 84, 86, 210, 213, 241, 25A, 25X, D1, X84
172	Elizabeth Way, Long Lawford	-	86
202	Newton Road, Clifton upon Dunsmore	-	9
253	Lawford Fields Farm, Long Lawford	R63	86
279	Stagecoach Depot, Railway Terrace	R04, R54	1, 2, D1
283	Rugby Central Shopping Centre, Rugby	R08, R09, R10, R11, R12, R26, R36, R55	1, 2, 9, 25, 84, 86, 210, 213, 241, 25A, 25X, D1, X84

Ref	Site Name	LCWIP Schemes within 400m	BSIP Schemes within 400m
294	Land adj to 9 Railway Terrace, Rugby	R12, R13, R26, R27, R55	1, 2, 9, 25, 84, 86, 210, 213, 241, 25A, 25X, D1, X84
307	North Road, Clifton	R47	9
309	Land North of the B4109, Wolvey	-	213
315	Land south of Rugby Road, Brinklow	X08	84
316	Land at Long Lawford	R63	86
332	Albert Street	R09, R12, R26, R55	1, 2, 9, 25, 84, 86, 210, 213, 241, 25A, 25X, D1, X84
337	West Farm and Home Farm, Brinklow	-	84
338	Land south of Crick Road, Houlton	Houlton, R23	1, D1
348	The Croft, Stretton-on-Dunsmore	-	-
349	Land rear of 30 Albert Street	R09, R10, R12, R26, R55	1, 2, 9, 25, 84, 86, 210, 213, 241, 25A, 25X, D1, X84
350	Rounds Gardens South	R08, R09, R10, R11, R12	1, 2, 9, 25, 84, 86, 210, 213, 241, 25A, 25X, D1, X84
351	Rounds Gardens North	Avon Mill, R06, R08, R09, R10, R12	84, 86, 210, 213, 241, X84
352	Former snooker hall, Railway Terrace	R04	1, 2, D1
353	Town Hall	R08, R09, R10, R12, R26	1, 2, 9, 25, 84, 86, 210, 213, 241, 25A, 25X, D1, X84
354	92 Lower Hillmorton Road	R13, R14	1, 2, 9, D1
355	Land adjacent 44 Craven Road	R54	1, 2, D1
356	The Railings (NHS)	Avon Mill, R04, R07, R08, R09	-
357	28-29 High Street	R10, R11, R12, R26, R36, R55, R65	1, 2, 9, 25, 84, 86, 210, 213, 241, 25A, 25X, D1, X84
358	Coventry Road (Smaller Cut)	-	210, 213

Ref	Site	No. of LCWIP Schemes Contributed (<400m)	No. of BSIP Schemes Contributed (<400m)	No. of Schemes Total (<400m)
	Total Sites Within the Scheme			
6	Land east of Fosse Way opposite Knob Hill, Stretton-on-Dunsmore	0	2	2
14	Land north of Ansty Park, Ansty, Coventry	1	1	2
17	South West Rugby employment phase 2	3	0	3
39	Dyers Lane, Wolston	0	1	1
54	Oakdale Nursery, Brandon	3	0	3
59	Newton Manor Lane, Rugby	3	2	5
62	Morgan Sindall House, Corporation Street, Rugby	9	8	17
64	Coton Park East, Central Park Drive, Rugby	3	0	3
81	Land west of Fosse Way, Stretton	0	0	0
87	Hillcrest Farm, Newton	1	1	2
95	Crowner Fields Farm and Home Farm, Ansty	0	0	0
100	Land at High Street, Ryton-on-Dunsmore	1	2	3
121	Land at Walsgrave Hill	2	0	2
129	Land north of Lilbourne Road, Clifton	0	1	1
136	Land North of Warwick Road, Wolston	0	0	0
153	Westway Car Park, Rugby	7	8	15
172	Elizabeth Way, Long Lawford	0	1	1
202	Newton Road, Clifton upon Dunsmore	0	1	1
253	Lawford Fields Farm, Long Lawford	1	1	2
279	Stagecoach Depot car park, Railway Terrace, Rugby	2	1	3
283	Rugby Central Shopping Centre, Rugby	8	8	16
294	Land Adjacent to 9 Railway Terrace, Rugby	5	8	13
307	North Road, Clifton	1	1	2
309	Land North of the B4109, Wolvey	0	1	1
315	Land south of Rugby Road, Brinklow	1	1	2
316	Land at Long Lawford	1	1	2
332	Albert Street	4	8	12
337	West Farm and Home Farm, Brinklow	0	1	1
338	Land south of Crick Road, Houlton	2	1	3
348	The Croft, Stretton-on-Dunsmore	0	0	0
349	Land rear of 30 Albert Street	5	8	13
350	Rounds Gardens South	5	8	13
351	Rounds Gardens North	6	4	10
352	Former snooker hall, Railway Terrace	1	1	2
353	Town Hall	5	8	13
354	92 Lower Hillmorton Road	2	2	4
355	Land adjacent 44 Craven Road	1	1	2
356	The Railings (NHS)	5	0	5
357	28-29 High Street	7	8	15
358	Coventry Road (Smaller Cut)	0	1	1

Sites <400m of the Scheme – LCWIP

Ref	Avon Mill	Ashlawn Road	Houlton	Rugby Gateway	Coton Park	Lias Line	R01	R02	R03	R04	R05	R06	R07	R08	R09	R10	R11	R12	R13	R14	R15	R16	R17	R18	R19	R20	R21	R22	R23	R24	R25	R26	R27	R28	R29	R30	R31	R32	R33
Total	2	0	1	0	2	0	1	0	0	3	0	1	1	7	9	8	5	10	2	1	0	0	0	0	0	0	0	0	1	0	0	8	1	0	0	0	0	0	0
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Ref	R34	R35	R36	R37	R38	R39	R40	R41	R42	R43	R44	R45	R46	R47	R48	R49	R50	R51	R52	R53	R54	R55	R56	R57	R58	R59	R60	R61	R62	R63	R64	R65	R66	R67	Cy01	Cy02	Cy03	Cy04	Cy05	Cy06	X07	X08	X09	X10	X11	X12
Total	0	0	4	0	0	0	0	1	0	0	0	1	3	1	0	0	0	0	0	0	2	6	0	0	0	0	1	0	1	2	0	2	0	0	2	1	0	1	1	0	1	2	0	0	0	0
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Sites <400m of the Scheme – BSIP (<400m Bus Stop)

Ref	Bus 84	Bus 25	Bus 1, 2 & D1	Bus 9	Bus 210, 213 & 241	Bus 25, 25A & 25X	Bus 86 (Supplementary Route)	Bus X30	Bus X84	New Bus - Lodge Farm	New Bus - Land at M6 J1 Newbold-on-Avon	New Bus - Land north of Houlton	New Bus - SW Rugby Employment Site
Total	13	11	14	14	12	11	14	0	12	0	0	0	0
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14	✓												
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Sites within 5km (excluding sites within 400m) of the LCWIP/BSIP Schemes

Ref	Site Name	LCWIP Schemes between 400m-5km	BSIP Schemes between 400m-5km
6	Land E of Fosse Way, Stretton-on-Dunsmore	Cy02, Cy04, Cy06, Lias Line, R60, R61, R62, X07, X08, X11, X12	86
14	Land N of Ansty Park, Ansty, Coventry	Cy02, Cy05, X07, X08	86, 210, 213, 241, X30
17	South-West Rugby Employment Ph 2	Ashlawn Road, Avon Mill, R06, R08, R09, R10, R11, R12, R13, R14, R25, R26, R27, R28, R29, R30, R31, R32, R33, R34, R35, R36, R37, R38, R39, R40, R42, R43, R49, R55, R58, R61, R63, R65, R66, X11, X12	1, 2, 9, 25, 84, 86, 210, 213, 241, 25A, 25X, D1, X84
39	Dyers Lane, Wolston	Cy02, Cy03, Cy04, Cy06, R61, X07, X08	25, 84, 25A, 25X
54	Oakdale Nursery, Brandon	Cy01, Cy03, Cy04, Cy05, Cy06	25, 84, 86, 25A, 25X, X30
59	Newton Manor Lane, Rugby	Avon Mill, Houlton, R02, R03, R04, R05, R06, R07, R08, R09, R10, R11, R12, R13, R14, R15, R16, R17, R18, R19, R20, R21, R23, R24, R25, R26, R27, R28, R29, R30, R31, R32, R33, R34, R35, R36, R44, R45, R47, R48, R49, R50, R51, R52, R53, R54, R55, R56, R57, R58, R59, R64, R65, R66, R67, Rugby Gateway, X09, X10	1, 2, 25, 84, 86, 210, 213, 241, 25A, 25X, D1
62	Morgan Sindall House, Corporation St	Ashlawn Road, Avon Mill, Coton Park, Houlton, R01, R02, R03, R04, R05, R06, R07, R13, R14, R15, R16, R17, R18, R19, R20, R24, R25, R27, R28, R29, R30, R31, R32, R33, R34, R35, R37, R38, R39, R40, R41, R42, R43, R44, R45, R46, R47, R48, R49, R50, R51, R52, R53, R54, R56, R57, R58, R59, R60, R61, R62, R63, R64, R66, R67, Rugby Gateway, X09, X10, X11	-
64	Coton Park East, Rugby	Avon Mill, Houlton, R01, R02, R03, R04, R05, R06, R07, R08, R09, R10, R11, R12, R13, R14, R15, R16, R17, R18, R19, R20, R21, R24, R25, R26, R27, R28, R29, R30, R31, R32, R36, R44, R47, R48, R49, R50, R51, R52, R53, R54, R55,	1, 2, 9, 25, 84, 86, 210, 213, 241, 25A, 25X, D1, X84

Ref	Site Name	LCWIP Schemes between 400m-5km	BSIP Schemes between 400m-5km
		R56, R57, R58, R59, R64, R65, R67, Rugby Gateway, X09, X10	
81	Land west of Fosse Way, Stretton	Cy02, Cy04, Cy06, Lias Line, R60, R61, R62, X07, X08, X11, X12	25, 86, 25A, 25X
87	Hillcrest Farm, Newton	Avon Mill, Coton Park, Houlton, R01, R02, R03, R04, R05, R06, R07, R08, R09, R10, R11, R12, R13, R14, R15, R16, R17, R18, R19, R20, R21, R24, R25, R26, R27, R28, R29, R30, R31, R32, R36, R44, R45, R47, R48, R49, R50, R51, R52, R53, R54, R55, R56, R57, R58, R59, R64, R65, R67, Rugby Gateway, X09, X10	1, 2, 9, 25, 84, 86, 210, 213, 241, 25A, 25X, D1
95	Crowner Fields Farm, Ansty	Cy01, Cy05, X07, X08	84, 86, 210, 213, X30
100	Land at High Street, Ryton-on-Dunsmore	Cy02, Cy03, Cy06, X07, X08	86
121	Land at Walsgrave Hill	Cy02, Cy06, X07, X08	84, 86, 213, X30
129	Land N of Lilbourne Road, Clifton	Avon Mill, Coton Park, Houlton, R01, R02, R03, R04, R05, R06, R07, R08, R09, R10, R11, R12, R13, R14, R15, R16, R17, R18, R19, R20, R21, R22, R23, R24, R25, R26, R27, R28, R29, R30, R31, R32, R33, R34, R35, R36, R44, R45, R46, R47, R48, R49, R50, R51, R52, R53, R54, R55, R56, R57, R58, R59, R64, R65, R66, R67, Rugby Gateway, X09, X10	1, 2, 25, 84, 86, 210, 213, 241, 25A, 25X, D1, X84
136	Land North of Warwick Road, Wolston	Cy02, Cy03, Cy04, Cy06, X07, X08	25, 86, 25A, 25X
153	Westway Car Park, Rugby	Ashlawn Road, Avon Mill, Coton Park, Houlton, R01, R02, R03, R04, R05, R06, R07, R13, R14, R15, R16, R17, R18, R19, R20, R24, R25, R27, R28, R29, R30, R31, R32, R33, R34, R35, R37, R38, R39, R40, R41, R42, R43, R44, R45, R46, R47, R48, R49, R50, R51, R52, R53, R54, R55, R56, R57, R58, R59, R60, R61, R62, R63, R64, R65, R66, R67, Rugby Gateway, X09, X10, X11	-

Ref	Site Name	LCWIP Schemes between 400m-5km	BSIP Schemes between 400m-5km
172	Elizabeth Way, Long Lawford	Ashlawn Road, Avon Mill, Coton Park, R01, R02, R03, R04, R05, R06, R07, R08, R09, R10, R11, R12, R13, R14, R15, R16, R25, R26, R27, R28, R29, R30, R31, R32, R33, R34, R35, R36, R37, R38, R39, R40, R41, R42, R43, R44, R45, R46, R47, R48, R49, R50, R51, R52, R53, R54, R55, R56, R57, R58, R60, R61, R62, R63, R64, R65, R66, R67, Rugby Gateway, X09, X10, X11	1, 2, 9, 25, 84, 210, 213, 241, 25A, 25X, D1, X84
202	Newton Road, Clifton upon Dunsmore	Avon Mill, Coton Park, Houlton, R01, R02, R03, R04, R05, R06, R07, R08, R09, R10, R11, R12, R13, R14, R15, R16, R17, R18, R19, R20, R21, R22, R23, R24, R25, R26, R27, R28, R29, R30, R31, R32, R33, R34, R35, R36, R44, R45, R46, R47, R48, R49, R50, R51, R52, R53, R54, R55, R56, R57, R58, R59, R64, R65, R66, R67, Rugby Gateway, X09, X10	1, 2, 25, 84, 86, 210, 213, 241, 25A, 25X, D1, X84
253	Lawford Fields Farm, Long Lawford	Ashlawn Road, Avon Mill, Coton Park, R01, R02, R03, R04, R05, R06, R07, R08, R09, R10, R11, R12, R13, R14, R15, R16, R25, R26, R27, R28, R29, R30, R31, R32, R33, R34, R35, R36, R37, R38, R39, R40, R41, R42, R43, R44, R46, R47, R48, R49, R50, R51, R52, R53, R54, R55, R56, R57, R58, R59, R60, R61, R62, R64, R65, R66, R67, Rugby Gateway, X09, X10, X11	1, 2, 9, 25, 84, 210, 213, 241, 25A, 25X, D1, X84
279	Stagecoach Depot, Railway Terrace	Ashlawn Road, Avon Mill, Coton Park, Houlton, R01, R02, R03, R05, R06, R07, R08, R09, R10, R11, R12, R13, R14, R15, R16, R17, R18, R19, R20, R21, R23, R24, R25, R26, R27, R28, R29, R30, R31, R32, R33, R34, R35, R36, R37, R38, R39, R40, R43, R44, R45, R46, R47, R48, R49, R50, R51, R52, R53, R55, R56, R57, R58, R59, R60, R63, R64, R65, R66, R67, Rugby Gateway, X09, X10	9, 25, 84, 86, 210, 213, 241, 25A, 25X, X84
283	Rugby Central Shopping Centre, Rugby	Ashlawn Road, Avon Mill, Coton Park, Houlton, R01, R02, R03, R04, R05, R06, R07, R13, R14,	-

Ref	Site Name	LCWIP Schemes between 400m-5km	BSIP Schemes between 400m-5km
		R15, R16, R17, R18, R19, R20, R24, R25, R27, R28, R29, R30, R31, R32, R33, R34, R35, R37, R38, R39, R40, R41, R42, R43, R44, R45, R46, R47, R48, R49, R50, R51, R52, R53, R54, R56, R57, R58, R59, R60, R61, R62, R63, R64, R65, R66, R67, Rugby Gateway, X09, X10	
294	Land adj to 9 Railway Terrace, Rugby	Ashlawn Road, Avon Mill, Coton Park, Houlton, R01, R02, R03, R04, R05, R06, R07, R08, R09, R10, R11, R14, R15, R16, R17, R18, R19, R20, R21, R23, R24, R25, R28, R29, R30, R31, R32, R33, R34, R35, R36, R37, R38, R39, R40, R41, R42, R43, R44, R45, R46, R47, R48, R49, R50, R51, R52, R53, R54, R56, R57, R58, R59, R60, R61, R62, R63, R64, R65, R66, R67, Rugby Gateway, X09, X10	-
307	North Road, Clifton	Avon Mill, Coton Park, Houlton, R01, R02, R03, R04, R05, R06, R07, R08, R09, R10, R11, R12, R13, R14, R15, R16, R17, R18, R19, R20, R21, R23, R24, R25, R26, R27, R28, R29, R30, R31, R32, R33, R34, R35, R36, R38, R44, R45, R46, R48, R49, R50, R51, R52, R53, R54, R55, R56, R57, R58, R59, R64, R65, R66, R67, Rugby Gateway, X09, X10	1, 2, 25, 84, 86, 210, 213, 241, 25A, 25X, D1, X84
309	Land North of the B4109, Wolvey	-	84, 210, 241
315	Land south of Rugby Road, Brinklow	Cy01, Cy02, Cy05, X07	86, 210, 213, 241
316	Land at Long Lawford	Ashlawn Road, Avon Mill, R01, R02, R03, R04, R05, R06, R07, R08, R09, R10, R11, R12, R13, R14, R15, R25, R26, R27, R28, R29, R30, R31, R32, R33, R34, R35, R36, R37, R38, R39, R40, R41, R42, R43, R44, R46, R47, R48, R49, R50, R51, R52, R53, R54, R55, R58, R60, R61, R62, R64, R65, R66, R67, Rugby Gateway, X08, X09, X10, X11	1, 2, 9, 25, 84, 210, 213, 241, 25A, 25X, D1, X84

Ref	Site Name	LCWIP Schemes between 400m-5km	BSIP Schemes between 400m-5km
332	Albert Street	Ashlawn Road, Avon Mill, Coton Park, Houlton, R01, R02, R03, R04, R05, R06, R07, R08, R10, R11, R13, R14, R15, R16, R17, R18, R19, R20, R23, R24, R25, R27, R28, R29, R30, R31, R32, R33, R34, R35, R36, R37, R38, R39, R40, R41, R43, R44, R45, R46, R47, R48, R49, R50, R51, R52, R53, R54, R56, R57, R58, R59, R60, R61, R62, R63, R64, R65, R66, R67, Rugby Gateway, X09, X10	-
337	West Farm and Home Farm, Brinklow	Cy01, Cy02, Cy05, X07, X08	86, 210, 213, 241
338	Land south of Crick Road, Houlton	R05, R12, R13, R14, R15, R16, R17, R18, R19, R20, R21, R22, R24, R25, R27, R28, R29, R30, R31, R46, R47, R56, R57, R58, R59, X10	2, 9, 25, 84, 210, 213, 241, 25X, X84
348	The Croft, Stretton-on-Dunsmore	Cy02, Cy03, Cy04, Cy06, Lias Line, R61, X07, X08, X11, X12	25, 86, 25A, 25X
349	Land rear of 30 Albert Street	Ashlawn Road, Avon Mill, Coton Park, Houlton, R01, R02, R03, R04, R05, R06, R07, R08, R11, R13, R14, R15, R16, R17, R18, R19, R20, R23, R24, R25, R27, R28, R29, R30, R31, R32, R33, R34, R35, R36, R37, R38, R39, R40, R41, R42, R43, R44, R45, R46, R47, R48, R49, R50, R51, R52, R53, R54, R56, R57, R58, R59, R60, R61, R62, R63, R64, R65, R66, R67, Rugby Gateway, X09, X10	-
350	Rounds Gardens South	Ashlawn Road, Avon Mill, Coton Park, Houlton, R01, R02, R03, R04, R05, R06, R07, R13, R14, R15, R16, R17, R18, R19, R20, R24, R25, R26, R27, R28, R29, R30, R31, R32, R33, R34, R35, R36, R37, R38, R39, R40, R41, R42, R43, R44, R45, R46, R47, R48, R49, R50, R51, R52, R53, R54, R55, R56, R57, R58, R59, R60, R61, R62, R63, R64, R65, R66, R67, Rugby Gateway, X09, X10, X11	-

Ref	Site Name	LCWIP Schemes between 400m-5km	BSIP Schemes between 400m-5km
351	Rounds Gardens North	Ashlawn Road, Coton Park, Houlton, R01, R02, R03, R04, R05, R07, R11, R13, R14, R15, R16, R17, R18, R19, R20, R24, R25, R26, R27, R28, R29, R30, R31, R32, R33, R34, R35, R36, R37, R38, R39, R40, R41, R42, R43, R44, R45, R46, R47, R48, R49, R50, R51, R52, R53, R54, R55, R56, R57, R58, R59, R60, R61, R62, R63, R64, R65, R66, R67, Rugby Gateway, X09, X10	1, 2, 9, 25, 25A, 25X, D1
352	Former snooker hall, Railway Terrace	Ashlawn Road, Avon Mill, Coton Park, Houlton, R01, R02, R03, R05, R06, R07, R08, R09, R10, R11, R12, R13, R14, R15, R16, R17, R18, R19, R20, R21, R23, R24, R25, R26, R27, R28, R29, R30, R31, R32, R33, R34, R35, R36, R37, R38, R39, R40, R43, R44, R45, R46, R47, R48, R49, R50, R51, R52, R53, R54, R55, R56, R57, R58, R59, R60, R63, R64, R65, R66, R67, Rugby Gateway, X09, X10	9, 25, 84, 86, 210, 213, 241, 25A, 25X, X84
353	Town Hall	Ashlawn Road, Avon Mill, Coton Park, Houlton, R01, R02, R03, R04, R05, R06, R07, R11, R13, R14, R15, R16, R17, R18, R19, R20, R24, R25, R27, R28, R29, R30, R31, R32, R33, R34, R35, R36, R37, R38, R39, R40, R41, R42, R43, R44, R45, R46, R47, R48, R49, R50, R51, R52, R53, R54, R55, R56, R57, R58, R59, R60, R61, R62, R63, R64, R65, R66, R67, Rugby Gateway, X09, X10	-
354	92 Lower Hillmorton Road	Ashlawn Road, Avon Mill, Coton Park, Houlton, R01, R02, R03, R04, R05, R06, R07, R08, R09, R10, R11, R12, R15, R16, R17, R18, R19, R20, R21, R23, R24, R25, R26, R27, R28, R29, R30, R31, R32, R33, R34, R35, R36, R37, R38, R39, R40, R43, R44, R45, R46, R47, R48, R49, R50, R51, R52, R53, R54, R55, R56, R57, R58, R59, R60, R62, R63, R64, R65, R66, R67, Rugby Gateway, X09, X10	25, 84, 86, 210, 213, 241, 25A, 25X, X84

Ref	Site Name	LCWIP Schemes between 400m-5km	BSIP Schemes between 400m-5km
355	Land adjacent 44 Craven Road	Ashlawn Road, Avon Mill, Coton Park, Houlton, R01, R02, R03, R04, R05, R06, R07, R08, R09, R10, R11, R12, R13, R14, R15, R16, R17, R18, R19, R20, R21, R23, R24, R25, R26, R27, R28, R29, R30, R31, R32, R33, R34, R35, R36, R37, R38, R39, R40, R43, R44, R45, R46, R47, R48, R49, R50, R51, R52, R53, R55, R56, R57, R58, R59, R60, R63, R64, R65, R66, R67, Rugby Gateway, X09, X10	9, 25, 84, 86, 210, 213, 241, 25A, 25X, X84
356	The Railings (NHS)	Ashlawn Road, Coton Park, Houlton, R01, R02, R03, R05, R06, R10, R11, R12, R13, R14, R15, R16, R17, R18, R19, R20, R24, R25, R26, R27, R28, R29, R30, R31, R32, R33, R34, R35, R36, R37, R38, R39, R40, R43, R44, R45, R46, R47, R48, R49, R50, R51, R52, R53, R54, R55, R56, R57, R58, R59, R60, R63, R64, R65, R66, R67, Rugby Gateway, X09, X10	1, 2, 9, 25, 84, 86, 210, 213, 241, 25A, 25X, D1, X84
357	28-29 High Street	Ashlawn Road, Avon Mill, Coton Park, Houlton, R01, R02, R03, R04, R05, R06, R07, R08, R09, R13, R14, R15, R16, R17, R18, R19, R20, R24, R25, R27, R28, R29, R30, R31, R32, R33, R34, R35, R37, R38, R39, R40, R41, R42, R43, R44, R45, R46, R47, R48, R49, R50, R51, R52, R53, R54, R56, R57, R58, R59, R60, R61, R62, R63, R64, R66, R67, Rugby Gateway, X09, X10, X11	-
358	Coventry Road (Smaller Cut)	-	84, 241

Sites <5km (excluding those within 400m) of the Scheme — LCWIP; BSIP (400m-5km Bus Stop)

Ref	Site	No. of LCWIP Schemes Contributed (400m-5km)	No. of BSIP Schemes Contributed (400m-5km)	No. of Schemes Total (400m-5km)
	Total Sites Within the Scheme			
6	Land east of Fosse Way opposite Knob Hill, Stretton-on-Dunsmore	11	1	12
14	Land north of Ansty Park, Ansty, Coventry	4	3	7
17	South West Rugby employment phase 2	37	8	45
39	Dyers Lane, Wolston	7	3	10
54	Oakdale Nursery, Brandon	5	5	10
59	Newton Manor Lane, Rugby	58	6	64
62	Morgan Sindall House, Corporation Street, Rugby	63	0	63
64	Coton Park East, Central Park Drive, Rugby	53	8	61
81	Land west of Fosse Way, Stretton	11	3	14
87	Hillcrest Farm, Newton	55	7	62
95	Crowner Fields Farm and Home Farm, Ansty	4	4	8
100	Land at High Street, Ryton-on-Dunsmore	5	1	6
121	Land at Walsgrave Hill	4	4	8
129	Land north of Lilbourne Road, Clifton	62	7	69
136	Land North of Warwick Road, Wolston	6	3	9
153	Westway Car Park, Rugby	65	0	65
172	Elizabeth Way, Long Lawford	65	7	72
202	Newton Road, Clifton upon Dunsmore	62	7	69
253	Lawford Fields Farm, Long Lawford	64	7	71
279	Stagecoach Depot car park, Railway Terrace, Rugby	67	7	74
283	Rugby Central Shopping Centre, Rugby	63	0	63
294	Land Adjacent to 9 Railway Terrace, Rugby	68	0	68
307	North Road, Clifton	61	7	68
309	Land North of the B4109, Wolvey	0	1	1
315	Land south of Rugby Road, Brinklow	4	2	6
316	Land at Long Lawford	60	7	67
332	Albert Street	67	0	67
337	West Farm and Home Farm, Brinklow	5	2	7
338	Land south of Crick Road, Houlton	26	6	32
348	The Croft, Stretton-on-Dunsmore	10	3	13
349	Land rear of 30 Albert Street	67	0	67
350	Rounds Gardens South	67	0	67
351	Rounds Gardens North	65	4	69
352	Former snooker hall, Railway Terrace	68	7	75
353	Town Hall	66	0	66
354	92 Lower Hillmorton Road	68	6	74
355	Land adjacent 44 Craven Road	68	7	75
356	The Railings (NHS)	62	8	70
357	28-29 High Street	65	0	65
358	Coventry Road (Smaller Cut)	0	1	1

LCWIP (part 1)

Ref	Avon Mill	Ashlawn Road	Houlton	Rugby Gateway	Coton Park	Lias Line	R01	R02	R03	R04	R05	R06	R07	R08	R09	R10	R11	R12	R13	R14	R15	R16	R17	R18	R19	R20	R21	R22
Total	23	19	21	#	21	3	23	#	#	21	25	#	23	18	16	17	#	16	#	25	25	#	22	22	22	22	12	3
6						✓																						
14																												
17	✓	✓										✓		✓	✓	✓	✓	✓	✓	✓								
39																												
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59	✓		✓	✓				✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
62	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓						✓	✓	✓	✓	✓	✓	✓	✓		
64	✓		✓	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
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87	✓		✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
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129	✓		✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
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153	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓						✓	✓	✓	✓	✓	✓	✓	✓		
172	✓	✓		✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
202	✓		✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
253	✓	✓		✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
279	✓	✓	✓	✓	✓		✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
283	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓						✓	✓	✓	✓	✓	✓	✓	✓		
294	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓	✓	✓	✓	✓	✓	✓	✓	
307	✓		✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
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316	✓	✓		✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓							
332	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓		✓	✓		✓	✓	✓	✓	✓	✓	✓	✓		
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348						✓																						
349	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓			✓		✓	✓	✓	✓	✓	✓	✓	✓		
350	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓						✓	✓	✓	✓	✓	✓	✓	✓		
351		✓	✓	✓	✓		✓	✓	✓	✓	✓		✓				✓		✓	✓	✓	✓	✓	✓	✓	✓		
352	✓	✓	✓	✓	✓		✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
353	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓				✓		✓	✓	✓	✓	✓	✓	✓	✓		
354	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓	✓	✓	✓	✓	✓	✓	
355	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
356		✓	✓	✓	✓		✓	✓	✓		✓	✓				✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		
357	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓				✓	✓	✓	✓	✓	✓	✓	✓		
358																												

LCWIP (part 2)

Ref	R23	R24	R25	R26	R27	R28	R29	R30	R31	R32	R33	R34	R35	R36	R37	R38	R39	R40	R41	R42	R43	R44	R45
Total	11	22	26	17	25	26	26	26	26	25	23	23	23	21	19	#	19	19	13	13	19	#	21
6																							
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17			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓		
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59	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓								✓	✓
62		✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓
64		✓	✓	✓	✓	✓	✓	✓	✓	✓				✓								✓	
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87		✓	✓	✓	✓	✓	✓	✓	✓	✓				✓								✓	✓
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129	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓								✓	✓
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153		✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓
172			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
202	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓								✓	✓
253			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
279	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓	✓	✓
283		✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓
294	✓	✓	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
307	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓						✓	✓
309																							
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316			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
332	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓
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349	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
350		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
351		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
352	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓	✓	✓
353		✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
354	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓	✓	✓
355	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓	✓	✓
356		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓	✓	✓
357		✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓
358																							

LCWIP (part 3)

Ref	R46	R47	R48	R49	R50	R51	R52	R53	R54	R55	R56	R57	R58	R59	R60	R61	R62	R63	R64	R65	R66	R67
Total	22	#	#	25	#	#	#	#	22	19	#	#	26	23	#	18	16	17	#	23	23	#
6															✓	✓	✓					
14																						
17				✓						✓			✓			✓		✓		✓	✓	
39																✓						
54																						
59		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓					✓	✓	✓	✓
62	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓
64		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓					✓	✓		✓
81															✓	✓	✓					
87		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓					✓	✓		✓
95																						
100																						
121																						
129	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓					✓	✓	✓	✓
136																						
153	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
172	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
202	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓					✓	✓	✓	✓
253	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓
279	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓			✓	✓	✓	✓	✓
283	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
294	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
307	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓					✓	✓	✓	✓
309																						
315																						
316	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓		✓	✓	✓		✓	✓	✓	✓
332	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
337																						
338	✓	✓									✓	✓	✓	✓								
348																✓						
349	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
350	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
351	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
352	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓	✓	✓	✓	✓
353	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
354	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓
355	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓			✓	✓	✓	✓	✓
356	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓	✓	✓	✓	✓
357	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓
358																						

LCWIP (part 4) and BSIP (400m-5km Bus Stop)

Ref	Cy01	Cy02	Cy03	Cy04	Cy05	Cy06	X07	X08	X09	X10	X11	X12	Bus 84	Bus 25	Bus 1, 2 & D1	Bus 9	Bus 210, 213 & 241	Bus 25, 25A & 25X	Bus 86 (Supplementary Route)	Bus X30	Bus X84	New Bus - Lodge Farm	New Bus - Land at M6 J1 Newbold-on-Avon	New Bus - Land north of Houlton	New Bus - SW Rugby Employment Site
Total	4	10	5	6	5	8	11	11	#	25	11	4	22	22	12	12	21	22	23	4	14	0	0	0	0
6		✓		✓		✓	✓	✓			✓	✓							✓						
14		✓			✓		✓	✓									✓		✓	✓					
17											✓	✓	✓	✓	✓	✓	✓	✓	✓		✓				
39		✓	✓	✓		✓	✓	✓					✓	✓				✓							
54	✓		✓	✓	✓	✓							✓	✓				✓	✓	✓					
59									✓	✓			✓	✓	✓		✓	✓	✓						
62									✓	✓	✓														
64									✓	✓			✓	✓	✓	✓	✓	✓	✓		✓				
81		✓		✓		✓	✓	✓			✓	✓		✓				✓	✓						
87									✓	✓			✓	✓	✓	✓	✓	✓	✓						
95	✓				✓		✓	✓					✓				✓		✓	✓					
100		✓	✓			✓	✓	✓											✓						
121		✓				✓	✓	✓					✓				✓		✓	✓					
129									✓	✓			✓	✓	✓		✓	✓	✓		✓				
136		✓	✓	✓		✓	✓	✓						✓				✓	✓						
153									✓	✓	✓														
172									✓	✓	✓		✓	✓	✓	✓	✓	✓			✓				
202									✓	✓			✓	✓	✓		✓	✓	✓		✓				
253									✓	✓	✓		✓	✓	✓	✓	✓	✓			✓				
279									✓	✓			✓	✓		✓	✓	✓	✓		✓				
283									✓	✓															
294									✓	✓															
307									✓	✓			✓	✓	✓		✓	✓	✓		✓				
309													✓												
315	✓	✓			✓		✓										✓		✓						
316								✓	✓	✓	✓		✓	✓	✓	✓	✓	✓			✓				
332									✓	✓															
337	✓	✓			✓		✓	✓									✓		✓						
338										✓			✓	✓		✓	✓	✓			✓				
348		✓	✓	✓		✓	✓	✓			✓	✓		✓				✓	✓						
349									✓	✓															
350									✓	✓	✓														
351									✓	✓				✓	✓	✓		✓							
352									✓	✓			✓	✓		✓	✓	✓	✓		✓				
353									✓	✓															
354									✓	✓			✓	✓			✓	✓	✓		✓				
355									✓	✓			✓	✓		✓	✓	✓	✓		✓				
356									✓	✓			✓	✓	✓	✓	✓	✓	✓		✓				
357									✓	✓	✓														
358													✓												

Appendix TN007_B

Highway Infrastructure Schemes and Development Sites Review

RBC Strategic Transport Assessment

scheme Cost apportionment analysis

Rugby Borough Council, Warwickshire County Council

SLR Project No.: 431.000286.00065

2 December 2025

Sites within 5km of the Highway Infrastructure Schemes

Ref	Site Name	Highway Infrastructure Schemes within 5km		
		Required	Potential	Potential (Outside Extent)
6	Land E of Fosse Way, Stretton-on-Dunsmore	-	-	Bretford Bridge, Princethorpe Crossroads
14	Land N of Ansty Park, Ansty, Coventry	A4071/B4112/Newbold Road, A4071/Potsford Dam Roundabout, A426/Newton Manor Lane	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	-
17	South-West Rugby Employment Ph 2	A4071/B4112/Newbold Road, A4071/Potsford Dam Roundabout, A426/Newton Manor Lane	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	Bretford Bridge
39	Dyers Lane, Wolston	A4071/B4112/Newbold Road, A426/Newton Manor Lane, A5/A428 Halfway House Roundabout, Gibbet Hill Roundabout	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	-
54	Oakdale Nursery, Brandon	A4071/B4112/Newbold Road, A4071/Potsford Dam Roundabout, A426/Newton Manor Lane	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	-
59	Newton Manor Lane, Rugby	A4071/B4112/Newbold Road, A426/Newton Manor Lane	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	-
62	Morgan Sindall House, Corporation St	A4071/B4112/Newbold Road, A4071/Potsford Dam Roundabout, A426/Newton Manor Lane	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	-
64	Coton Park East, Rugby	A4071/B4112/Newbold Road, A4071/Potsford Dam Roundabout, A426/Newton Manor Lane	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	-
81	Land west of Fosse Way, Stretton	A4071/B4112/Newbold Road, A426/Newton Manor Lane, Gibbet Hill Roundabout	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	-
87	Hillcrest Farm, Newton	-	-	-
95	Crowner Fields Farm, Ansty	-	-	Bretford Bridge

Ref	Site Name	Highway Infrastructure Schemes within 5km		
		Required	Potential	Potential (Outside Extent)
100	Land at High Street, Ryton-on-Dunsmore	A4071/B4112/Newbold Road, A4071/Potsford Dam Roundabout, A426/Newton Manor Lane	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	Bretford Bridge
121	Land at Walsgrave Hill	A4071/B4112/Newbold Road, A4071/Potsford Dam Roundabout, A426/Newton Manor Lane	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	-
129	Land N of Lilbourne Road, Clifton	-	-	Bretford Bridge
136	Land North of Warwick Road, Wolston	A5/A428 Halfway House Roundabout	-	-
153	Westway Car Park, Rugby	-	-	Bretford Bridge, Princethorpe Crossroads
172	Elizabeth Way, Long Lawford	A4071/B4112/Newbold Road, A4071/Potsford Dam Roundabout, A426/Newton Manor Lane	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	-
202	Newton Road, Clifton upon Dunsmore	A4071/B4112/Newbold Road, A4071/Potsford Dam Roundabout, A426/Newton Manor Lane	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	-
253	Lawford Fields Farm, Long Lawford	A4071/B4112/Newbold Road, A4071/Potsford Dam Roundabout, A426/Newton Manor Lane	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	-
279	Stagecoach Depot, Railway Terrace	A4071/B4112/Newbold Road, A426/Newton Manor Lane	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	-
283	Rugby Central Shopping Centre, Rugby	A4071/B4112/Newbold Road, A4071/Potsford Dam Roundabout, A426/Newton Manor Lane	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	-
294	Land adj to 9 Railway Terrace, Rugby	A4071/B4112/Newbold Road, A426/Newton Manor Lane	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	-

Ref	Site Name	Highway Infrastructure Schemes within 5km		
		Required	Potential	Potential (Outside Extent)
307	North Road, Clifton	A4071/B4112/Newbold Road, A426/Newton Manor Lane	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	-
309	Land North of the B4109, Wolvey	A4071/B4112/Newbold Road, A426/Newton Manor Lane	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	-
315	Land south of Rugby Road, Brinklow	A4071/B4112/Newbold Road, A4071/Potsford Dam Roundabout, A426/Newton Manor Lane	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	-
316	Land at Long Lawford	-	-	-
332	Albert Street	-	-	Bretford Bridge, Princethorpe Crossroads
337	West Farm and Home Farm, Brinklow	A4071/B4112/Newbold Road, A4071/Potsford Dam Roundabout, A426/Newton Manor Lane	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	-
338	Land south of Crick Road, Houlton	A4071/B4112/Newbold Road, A4071/Potsford Dam Roundabout, A426/Newton Manor Lane	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	Bretford Bridge
348	The Croft, Stretton-on-Dunsmore	A4071/B4112/Newbold Road, A426/Newton Manor Lane, A5/A428 Halfway House Roundabout, Gibbet Hill Roundabout	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	-
349	Land rear of 30 Albert Street	A4071/B4112/Newbold Road, A4071/Potsford Dam Roundabout, A426/Newton Manor Lane	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	-
350	Rounds Gardens South	A4071/B4112/Newbold Road, A426/Newton Manor Lane	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	-
351	Rounds Gardens North	A4071/B4112/Newbold Road, A4071/Potsford Dam Roundabout, A426/Newton Manor Lane	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	-

Ref	Site Name	Highway Infrastructure Schemes within 5km		
		Required	Potential	Potential (Outside Extent)
352	Former snooker hall, Railway Terrace	A4071/B4112/Newbold Road, A4071/Potsford Dam Roundabout, A426/Newton Manor Lane	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	-
353	Town Hall	A4071/B4112/Newbold Road, A426/Newton Manor Lane, Gibbet Hill Roundabout	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	-
354	92 Lower Hillmorton Road	-	-	-
355	Land adjacent 44 Craven Road	-	-	Bretford Bridge
356	The Railings (NHS)	A4071/B4112/Newbold Road, A4071/Potsford Dam Roundabout, A426/Newton Manor Lane	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	Bretford Bridge
357	28-29 High Street	A4071/B4112/Newbold Road, A4071/Potsford Dam Roundabout, A426/Newton Manor Lane	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	-
358	Coventry Road (Smaller Cut)	-	-	Bretford Bridge

Ref	Site	Required Schemes Contributed (<5km)	Potential Schemes Contributed (<5km)	Potential (Outside Extent) Schemes Contributed (<5km)	Sites <5km of Required Schemes					Sites <5km of Potential Schemes		Sites <5km of Potential (Outside Extent) Schemes	
					A4071/Potsford Dam Roundabout	A426/Newton Manor Lane	Gibbet Hill Roundabout	A5/A428 Halfway House Roundabout	A4071/B4112/Newbold Road	A426/A4071 Avon Mill Roundabout	A426/Boughton Road Roundabout	Princethorpe Crossroads	Bretford Bridge
	Total Sites Within the Scheme				**14**	**24**	**6**	**3**	**25**	**25**	**24**	**6**	**11**
6	Land east of Fosse Way opposite Knob Hill, Stretton-on-Dunsmore	0	0	2								✓	✓
14	Land north of Ansty Park, Ansty, Coventry	0	0	0									
17	South West Rugby employment phase 2	2	1	0	✓				✓	✓			
39	Dyers Lane, Wolston	0	0	2								✓	✓
54	Oakdale Nursery, Brandon	0	0	1									✓
59	Newton Manor Lane, Rugby	3	2	0		✓	✓		✓	✓	✓		
62	Morgan Sindall House, Corporation Street, Rugby	3	2	0	✓	✓			✓	✓	✓		
64	Coton Park East, Central Park Drive, Rugby	3	2	0		✓	✓		✓	✓	✓		
81	Land west of Fosse Way, Stretton	0	0	2								✓	✓
87	Hillcrest Farm, Newton	3	2	0		✓	✓		✓	✓	✓		
95	Crowner Fields Farm and Home Farm, Ansty	0	0	0									
100	Land at High Street, Ryton-on-Dunsmore	0	0	1								✓	
121	Land at Walsgrave Hill	0	0	1									✓
129	Land north of Lilbourne Road, Clifton	4	2	0		✓	✓	✓	✓	✓	✓		
136	Land North of Warwick Road, Wolston	0	0	2								✓	✓
153	Westway Car Park, Rugby	3	2	0	✓	✓			✓	✓	✓		
172	Elizabeth Way, Long Lawford	3	2	1	✓	✓			✓	✓	✓		✓
202	Newton Road, Clifton upon Dunsmore	4	2	0		✓	✓	✓	✓	✓	✓		
253	Lawford Fields Farm, Long Lawford	3	2	0	✓	✓			✓	✓	✓		
279	Stagecoach Depot car park, Railway Terrace, Rugby	2	2	0		✓			✓	✓	✓		
283	Rugby Central Shopping Centre, Rugby	3	2	0	✓	✓			✓	✓	✓		
294	Land Adjacent to 9 Railway Terrace, Rugby	3	2	0	✓	✓			✓	✓	✓		
307	North Road, Clifton	3	2	0		✓	✓		✓	✓	✓		
309	Land North of the B4109, Wolvey	0	0	0									
315	Land south of Rugby Road, Brinklow	0	0	1									✓
316	Land at Long Lawford	3	2	1	✓	✓			✓	✓	✓		✓
332	Albert Street	3	2	0	✓	✓			✓	✓	✓		
337	West Farm and Home Farm, Brinklow	0	0	1									✓
338	Land south of Crick Road, Houlton	1	0	0				✓					
348	The Croft, Stretton-on-Dunsmore	0	0	2								✓	✓
349	Land rear of 30 Albert Street	3	2	0	✓	✓			✓	✓	✓		
350	Rounds Gardens South	3	2	0	✓	✓			✓	✓	✓		
351	Rounds Gardens North	3	2	0	✓	✓			✓	✓	✓		
352	Former snooker hall, Railway Terrace	2	2	0		✓			✓	✓	✓		
353	Town Hall	3	2	0	✓	✓			✓	✓	✓		
354	92 Lower Hillmorton Road	2	2	0		✓			✓	✓	✓		
355	Land adjacent 44 Craven Road	2	2	0		✓			✓	✓	✓		
356	The Railings (NHS)	2	2	0		✓			✓	✓	✓		
357	28-29 High Street	3	2	0	✓	✓			✓	✓	✓		
358	Coventry Road (Smaller Cut)	0	0	0									

Sites within 10km (excluding sites within 5km) of the Highway Infrastructure Schemes

Ref	Site Name	Highway Infrastructure Schemes between 5-10km		
		Required	Potential	Potential (Outside Extent)
6	Land E of Fosse Way, Stretton-on-Dunsmore	A4071/B4112/Newbold Road, A4071/Potsford Dam Roundabout	A426/A4071 Avon Mill Roundabout	-
14	Land N of Ansty Park, Ansty, Coventry	-	-	Bretford Bridge
17	South-West Rugby Employment Ph 2	A426/Newton Manor Lane, A5/A428 Halfway House Roundabout	A426/Boughton Road Roundabout	Bretford Bridge, Princethorpe Crossroads
39	Dyers Lane, Wolston	A4071/B4112/Newbold Road, A4071/Potsford Dam Roundabout, A426/Newton Manor Lane	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	-
54	Oakdale Nursery, Brandon	A4071/B4112/Newbold Road, A4071/Potsford Dam Roundabout	A426/A4071 Avon Mill Roundabout	Princethorpe Crossroads
59	Newton Manor Lane, Rugby	A4071/Potsford Dam Roundabout, A5/A428 Halfway House Roundabout	-	Bretford Bridge
62	Morgan Sindall House, Corporation St	A5/A428 Halfway House Roundabout, Gibbet Hill Roundabout	-	Bretford Bridge
64	Coton Park East, Rugby	A4071/Potsford Dam Roundabout, A5/A428 Halfway House Roundabout	-	Bretford Bridge
81	Land west of Fosse Way, Stretton	A4071/B4112/Newbold Road, A4071/Potsford Dam Roundabout	A426/A4071 Avon Mill Roundabout	-
87	Hillcrest Farm, Newton	A4071/Potsford Dam Roundabout, A5/A428 Halfway House Roundabout	-	-
95	Crowner Fields Farm, Ansty	-	-	Bretford Bridge
100	Land at High Street, Ryton-on-Dunsmore	A4071/Potsford Dam Roundabout	-	Bretford Bridge
121	Land at Walsgrave Hill	-	-	Princethorpe Crossroads

Ref	Site Name	Highway Infrastructure Schemes between 5-10km		
		Required	Potential	Potential (Outside Extent)
129	Land N of Lilbourne Road, Clifton	A4071/Potsford Dam Roundabout	-	-
136	Land North of Warwick Road, Wolston	A4071/B4112/Newbold Road, A4071/Potsford Dam Roundabout	A426/A4071 Avon Mill Roundabout	-
153	Westway Car Park, Rugby	A5/A428 Halfway House Roundabout, Gibbet Hill Roundabout	-	Bretford Bridge
172	Elizabeth Way, Long Lawford	A5/A428 Halfway House Roundabout, Gibbet Hill Roundabout	-	Princethorpe Crossroads
202	Newton Road, Clifton upon Dunsmore	A4071/Potsford Dam Roundabout	-	-
253	Lawford Fields Farm, Long Lawford	A5/A428 Halfway House Roundabout, Gibbet Hill Roundabout	-	Bretford Bridge, Princethorpe Crossroads
279	Stagecoach Depot, Railway Terrace	A4071/Potsford Dam Roundabout, A5/A428 Halfway House Roundabout, Gibbet Hill Roundabout	-	Bretford Bridge
283	Rugby Central Shopping Centre, Rugby	A5/A428 Halfway House Roundabout, Gibbet Hill Roundabout	-	Bretford Bridge
294	Land adj to 9 Railway Terrace, Rugby	A5/A428 Halfway House Roundabout, Gibbet Hill Roundabout	-	Bretford Bridge
307	North Road, Clifton	A4071/Potsford Dam Roundabout, A5/A428 Halfway House Roundabout	-	Bretford Bridge
309	Land North of the B4109, Wolvey	-	-	-
315	Land south of Rugby Road, Brinklow	A4071/B4112/Newbold Road, A4071/Potsford Dam Roundabout, A426/Newton Manor Lane, Gibbet Hill Roundabout	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	Princethorpe Crossroads

Ref	Site Name	Highway Infrastructure Schemes between 5-10km		
		Required	Potential	Potential (Outside Extent)
316	Land at Long Lawford	A5/A428 Halfway House Roundabout, Gibbet Hill Roundabout	-	Princethorpe Crossroads
332	Albert Street	A5/A428 Halfway House Roundabout, Gibbet Hill Roundabout	-	Bretford Bridge
337	West Farm and Home Farm, Brinklow	A4071/B4112/Newbold Road, A4071/Potsford Dam Roundabout, A426/Newton Manor Lane, Gibbet Hill Roundabout	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	Princethorpe Crossroads
338	Land south of Crick Road, Houlton	A4071/B4112/Newbold Road, A4071/Potsford Dam Roundabout, A426/Newton Manor Lane, Gibbet Hill Roundabout	A426/A4071 Avon Mill Roundabout, A426/Boughton Road Roundabout	-
348	The Croft, Stretton-on-Dunsmore	A4071/B4112/Newbold Road, A4071/Potsford Dam Roundabout	A426/A4071 Avon Mill Roundabout	-
349	Land rear of 30 Albert Street	A5/A428 Halfway House Roundabout, Gibbet Hill Roundabout	-	Bretford Bridge
350	Rounds Gardens South	A5/A428 Halfway House Roundabout, Gibbet Hill Roundabout	-	Bretford Bridge
351	Rounds Gardens North	A5/A428 Halfway House Roundabout, Gibbet Hill Roundabout	-	Bretford Bridge
352	Former snooker hall, Railway Terrace	A4071/Potsford Dam Roundabout, A5/A428 Halfway House Roundabout, Gibbet Hill Roundabout	-	Bretford Bridge
353	Town Hall	A5/A428 Halfway House Roundabout, Gibbet Hill Roundabout	-	Bretford Bridge
354	92 Lower Hillmorton Road	A4071/Potsford Dam Roundabout, A5/A428 Halfway House Roundabout, Gibbet Hill Roundabout	-	Bretford Bridge

Ref	Site Name	Highway Infrastructure Schemes between 5-10km		
		Required	Potential	Potential (Outside Extent)
355	Land adjacent 44 Craven Road	A4071/Potsford Dam Roundabout, A5/A428 Halfway House Roundabout, Gibbet Hill Roundabout	-	Bretford Bridge
356	The Railings (NHS)	A4071/Potsford Dam Roundabout, A5/A428 Halfway House Roundabout, Gibbet Hill Roundabout	-	Bretford Bridge
357	28-29 High Street	A5/A428 Halfway House Roundabout, Gibbet Hill Roundabout	-	Bretford Bridge
358	Coventry Road (Smaller Cut)	-	-	-

Ref	Site	Required Schemes Contributed (5-10km)	Potential Schemes Contributed (5-10km)	Potential (Outside Extent) Schemes Contributed (5-10km)	Sites 5-10km of Required Schemes					Sites 5-10km of Potential Schemes		Sites 5-10km of Potential (Outside Extent) Schemes	
					A4071/Potsford Dam Roundabout	A426/Newton Manor Lane	Gibbet Hill Roundabout	A5/A428 Halfway House Roundabout	A4071/B4112/Newbold Road	A426/A4071 Avon Mill Roundabout	A426/Boughton Road Roundabout	Princethorpe Crossroads	Bretford Bridge
	Total Sites Within the Scheme				21	5	21	23	9	9	5	8	23
6	Land east of Fosse Way opposite Knob Hill, Stretton-on-Dunsmore	2	1	0	✓				✓	✓			
14	Land north of Ansty Park, Ansty, Coventry	0	0	1									✓
17	South West Rugby employment phase 2	2	1	2		✓		✓			✓	✓	✓
39	Dyers Lane, Wolston	3	2	0	✓	✓			✓	✓	✓		
54	Oakdale Nursery, Brandon	2	1	1	✓				✓	✓		✓	
59	Newton Manor Lane, Rugby	2	0	1	✓			✓					✓
62	Morgan Sindall House, Corporation Street, Rugby	2	0	1			✓	✓					✓
64	Coton Park East, Central Park Drive, Rugby	2	0	1	✓			✓					✓
81	Land west of Fosse Way, Stretton	2	1	0	✓				✓	✓			
87	Hillcrest Farm, Newton	2	0	0	✓			✓					
95	Crowner Fields Farm and Home Farm, Ansty	0	0	1									✓
100	Land at High Street, Ryton-on-Dunsmore	1	0	1	✓								✓
121	Land at Walsgrave Hill	0	0	1								✓	
129	Land north of Lilbourne Road, Clifton	1	0	0	✓								
136	Land North of Warwick Road, Wolston	2	1	0	✓				✓	✓			
153	Westway Car Park, Rugby	2	0	1			✓	✓					✓
172	Elizabeth Way, Long Lawford	2	0	1			✓	✓				✓	
202	Newton Road, Clifton upon Dunsmore	1	0	0	✓								
253	Lawford Fields Farm, Long Lawford	2	0	2			✓	✓				✓	✓
279	Stagecoach Depot car park, Railway Terrace, Rugby	3	0	1	✓		✓	✓					✓
283	Rugby Central Shopping Centre, Rugby	2	0	1			✓	✓					✓
294	Land Adjacent to 9 Railway Terrace, Rugby	2	0	1			✓	✓					✓
307	North Road, Clifton	2	0	1	✓			✓					✓
309	Land North of the B4109, Wolvey	0	0	0									
315	Land south of Rugby Road, Brinklow	4	2	1	✓	✓	✓		✓	✓	✓	✓	
316	Land at Long Lawford	2	0	1			✓	✓				✓	
332	Albert Street	2	0	1			✓	✓					✓
337	West Farm and Home Farm, Brinklow	4	2	1	✓	✓	✓		✓	✓	✓	✓	
338	Land south of Crick Road, Houlton	4	2	0	✓	✓	✓		✓	✓	✓		
348	The Croft, Stretton-on-Dunsmore	2	1	0	✓				✓	✓			
349	Land rear of 30 Albert Street	2	0	1			✓	✓					✓
350	Rounds Gardens South	2	0	1			✓	✓					✓
351	Rounds Gardens North	2	0	1			✓	✓					✓
352	Former snooker hall, Railway Terrace	3	0	1	✓		✓	✓					✓
353	Town Hall	2	0	1			✓	✓					✓
354	92 Lower Hillmorton Road	3	0	1	✓		✓	✓					✓
355	Land adjacent 44 Craven Road	3	0	1	✓		✓	✓					✓
356	The Railings (NHS)	3	0	1	✓		✓	✓					✓
357	28-29 High Street	2	0	1			✓	✓					✓
358	Coventry Road (Smaller Cut)	0	0	0									

Appendix TN007_C

Development Flows of Highway Infrastructure Schemes

RBC Strategic Transport Assessment

scheme Cost apportionment analysis

Rugby Borough Council, Warwickshire County Council

SLR Project No.: 431.000286.00065

2 December 2025

Sites within 5km to Schemes

Ref.	Site	Site Purpose	Scheme 1 A4071/Potsford Dam Roundabout							Scheme 2 A426/Newton Manor Lane							Scheme 3 A426/Gibbet Hill Roundabout							Scheme 4 A5/A428 Halfway House Roundabout						
			All Sites to Scheme			Sites within 5km to Scheme				All Sites to Scheme			Sites within 5km to Scheme				All Sites to Scheme			Sites within 5km to Scheme				All Sites to Scheme			Sites within 5km to Scheme			
			AM Period	PM Period	Combined	AM Period	PM Period	Combined	Proportion to All Sites	AM Period	PM Period	Combined	AM Period	PM Period	Combined	Proportion to All Sites	AM Period	PM Period	Combined	AM Period	PM Period	Combined	Proportion to All Sites	AM Period	PM Period	Combined	AM Period	PM Period	Combined	Proportion to All Sites
17	South West Rugby employment phase 2	Employment	440	278	718	440	278	718	52%	131	85	215					46	30	76					73	42	115				
59	Newton Manor Lane, Rugby	Residential	4	2	7					298	211	509	298	211	509	13%	39	44	83	39	44	83	7%	15	11	26				
62	Morgan Sindall House, Corporation Street, Rugby	Residential	11	4	16	11	4	16	1%	29	17	46	29	17	46	1%	4	1	5					8	6	14				
64	Coton Park East, Central Park Drive, Rugby	Employment	62	35	97					1,218	694	1,911	1,218	694	1,911	48%	277	165	442	277	165	442	37%	68	35	103				
87	Hillcrest Farm, Newton	Residential	1	0	1					25	17	42	25	17	42	1%	5	7	11	5	7	11	1%	2	1	3				
129	Land north of Lilbourne Road, Clifton	Residential	2	1	3					28	19	47	28	19	47	1%	9	6	15	9	6	15	1%	3	2	5	3	2	5	1%
153	Westway Car Park, Rugby	Residential	3	2	6	3	2	6	0%	7	5	12	7	5	12	0%	2	2	4					2	2	4				
172	Elizabeth Way, Long Lawford	Residential	2	1	3	2	1	3	0%	1	1	1	1	1	1	0%	0	0	0					0	0	0				
202	Newton Road, Clifton upon Dunsmore	Residential	4	5	9					56	46	102	56	46	102	3%	4	2	6	4	2	6	1%	4	3	7	4	3	7	1%
253	Lawford Fields Farm	Residential	42	47	89	42	47	89	6%	29	33	62	29	33	62	2%	11	11	22					2	2	4				
279	Stagecoach Car Park, Rugby	Residential	2	2	5					13	9	23	13	9	23	1%	4	3	7					2	1	2				
283	Rugby Central Shopping Centre	Residential	13	11	24	13	11	24	2%	74	65	139	74	65	139	4%	24	22	46					15	12	27				
294	Land adjacent to 9 Railway Terrace, Rugby	Residential	2	1	3	2	1	3	0%	8	5	13	8	5	13	0%	2	1	4					1	1	2				
307	North Road, Clifton (Site A)	Residential	1	1	1					5	4	9	5	4	9	0%	1	0	1	1	0	1	0%	0	0	1				
316	Land at Long Lawford (Residential)	Residential	69	55	124	69	55	124	9%	172	113	285	172	113	285	7%	28	23	51					14	8	22				
332	Albert Street	Residential	3	1	5	3	1	5	0%	6	5	11	6	5	11	0%	1	0	2					2	2	3				
338	Land south of Crick Road, Houlton	Residential	0	0	0					13	9	22					33	21	54					94	63	157	94	63	157	25%
349	Land to rear of Albert St, Rugby	Residential	4	2	6	4	2	6	0%	9	6	15	9	6	15	0%	2	2	4					2	1	3				
350	Rounds Gardens, Rugby	Residential	6	4	10	6	4	10	1%	24	24	49	24	24	49	1%	8	6	14					2	3	5				
351	North of Rounds Gardens, Rugby	Residential	2	4	5	2	4	5	0%	17	18	35	17	18	35	1%	6	5	12					1	2	4				
352	Former snooker hall, Railway Terrace, Rugby	Residential	1	1	1					4	2	6	4	2	6	0%	1	0	1					0	0	1				
353	Town Hall, Rugby	Residential	6	6	12	6	6	12	1%	44	38	82	44	38	82	2%	14	13	27					5	5	10				
354	92 Lower Hillmorton Rd, Rugby	Residential	3	2	6					5	3	8	5	3	8	0%	2	1	3					2	1	3				
355	Land adjacent to 44 Craven Road, Rugby	Residential	1	0	1					3	2	4	3	2	4	0%	0	0	1					0	0	1				
356	The Railings (NHS) Rugby	Residential	1	1	1					4	3	7	4	3	7	0%	1	1	2					1	0	1				
357	28-29 High St, Rugby	Residential	3	2	5	3	2	5	0%	8	4	12	8	4	12	0%	1	1	2					2	1	2				
5	West Farm, Brinklow	Residential	3	2	5					3	2	5					1	1	2					1	1	2				
6	Land east of Fosse Way opposite Knob Hill, Stretton-on-Dunsmore	Residential	0	0	0					0	0	0					0	0	0					0	0	0				
14	Land north of Ansty Park, Ansty, Coventry	Employment	20	10	30					38	18	56					20	12	33					8	6	14				
39	Dyers Lane, Wolston	Residential	1	0	1					0	0	1					0	0	0					0	0	0				
54	Oakdale Nursery, Brandon	Residential	2	1	3					1	1	2					0	0	1					0	0	1				
81	Land west of Fosse Way, Stretton	Residential	2	1	4					1	0	1					0	0	1					1	1	1				
89	Home Farm, Brinklow	Residential	1	1	2					1	1	2					0	0	1					0	0	1				
95	Land bound by M69, M6 and B4029, Ansty	Employment	6	3	9					30	19	49					24	20	44					3	1	4				
100	Land at High Street, Ryton-on-Dunsmore	Residential	2	1	3					1	0	1					0	0	1					0	0	1				
121	Land at Walsgrave Hill	Employment	79	41	120					62	31	93					27	17	44					23	17	41				
136	North of Warwick Rd, Wolston	Residential	3	2	5					2	2	4					1	1	1					1	1	2				
309	Land North of the B4109, Wolvey	Residential	7	3	10					26	13	39					69	60	130					10	5	15				
315	Land south of Brinklow	Residential	9	6	16					10	7	17					3	2	5					3	3	6				
348	The Croft, Stretton-on-Dunsmore	Residential	4	2	6					1	1	2					1	0	1					1	1	2				
358	Coventry Road, Wolvey (smaller cut)	Residential	3	1	4					10	5	16					28	24	52					4	2	6				
			830	**546**	**1,376**	**606**	**420**	**1,026**	**75%**	**2,418**	**1,537**	**3,955**	**2,086**	**1,344**	**3,430**	**87%**	**702**	**508**	**1,210**	**335**	**224**	**559**	**46%**	**377**	**246**	**623**	**101**	**68**	**169**	**27%**

Sites within 5km to Schemes

			Scheme 5 A4071/B4112/Newbold Road							Scheme 6 - Potential A426/A4071 Avon Mill Roundabout							Scheme 7 - Potential A426/Boughton Road Roundabout						
			All Sites to Scheme			Sites within 5km to Scheme				All Sites to Scheme			Sites within 5km to Scheme				All Sites to Scheme			Sites within 5km to Scheme			
Ref.	Site	Site Purpose	AM Period	PM Period	Combined	AM Period	PM Period	Combined	Proportion to All Sites	AM Period	PM Period	Combined	AM Period	PM Period	Combined	Proportion to All Sites	AM Period	PM Period	Combined	AM Period	PM Period	Combined	Proportion to All Sites
17	South West Rugby employment phase 2	Employment	148	106	254	148	106	254	15%	112	105	218	112	105	218	9%	96	93	189				
59	Newton Manor Lane, Rugby	Residential	13	14	27	13	14	27	2%	58	61	119	58	61	119	5%	135	139	275	135	139	275	9%
62	Morgan Sindall House, Corporation Street, Rugby	Residential	4	4	8	4	4	8	0%	33	34	66	33	34	66	3%	20	20	41	20	20	41	1%
64	Coton Park East, Central Park Drive, Rugby	Employment	224	145	369	224	145	369	22%	367	334	701	367	334	701	29%	678	575	1,254	678	575	1,254	43%
87	Hillcrest Farm, Newton	Residential	1	1	2	1	1	2	0%	4	5	9	4	5	9	0%	11	13	24	11	13	24	1%
129	Land north of Lilbourne Road, Clifton	Residential	2	3	5	2	3	5	0%	3	5	8	3	5	8	0%	11	13	24	11	13	24	1%
153	Westway Car Park, Rugby	Residential	3	2	5	3	2	5	0%	9	8	17	9	8	17	1%	6	5	12	6	5	12	0%
172	Elizabeth Way, Long Lawford	Residential	2	2	4	2	2	4	0%	1	2	3	1	2	3	0%	1	1	1	1	1	1	0%
202	Newton Road, Clifton upon Dunsmore	Residential	8	9	17	8	9	17	1%	12	16	28	12	16	28	1%	23	30	53	23	30	53	2%
253	Lawford Fields Farm	Residential	43	55	98	43	55	98	6%	31	42	74	31	42	74	3%	29	35	65	29	35	65	2%
279	Stagecoach Car Park, Rugby	Residential	4	3	6	4	3	6	0%	4	5	9	4	5	9	0%	11	10	21	11	10	21	1%
283	Rugby Central Shopping Centre	Residential	7	8	15	7	8	15	1%	95	107	202	95	107	202	8%	69	73	143	69	73	143	5%
294	Land adjacent to 9 Railway Terrace, Rugby	Residential	3	1	3	3	1	3	0%	7	7	14	7	7	14	1%	6	5	11	6	5	11	0%
307	North Road, Clifton (Site A)	Residential	1	0	1	1	0	1	0%	1	1	2	1	1	2	0%	2	3	5	2	3	5	0%
316	Land at Long Lawford (Residential)	Residential	244	168	412	244	168	412	24%	131	148	279	131	148	279	12%	107	117	224	107	117	224	8%
332	Albert Street	Residential	1	1	2	1	1	2	0%	6	8	14	6	8	14	1%	4	6	10	4	6	10	0%
338	Land south of Crick Road, Houlton	Residential	4	4	8					11	14	24					16	20	36				
349	Land to rear of Albert St, Rugby	Residential	3	1	4	3	1	4	0%	10	9	19	10	9	19	1%	8	7	14	8	7	14	0%
350	Rounds Gardens, Rugby	Residential	3	3	6	3	3	6	0%	39	44	83	39	44	83	3%	26	28	54	26	28	54	2%
351	North of Rounds Gardens, Rugby	Residential	3	3	6	3	3	6	0%	30	36	65	30	36	65	3%	20	22	42	20	22	42	1%
352	Former snooker hall, Railway Terrace, Rugby	Residential	1	1	1	1	1	1	0%	4	4	8	4	4	8	0%	4	3	6	4	3	6	0%
353	Town Hall, Rugby	Residential	4	6	10	4	6	10	1%	63	71	134	63	71	134	6%	43	46	89	43	46	89	3%
354	92 Lower Hillmorton Rd, Rugby	Residential	0	0	1	0	0	1	0%	4	3	7	4	3	7	0%	5	3	8	5	3	8	0%
355	Land adjacent to 44 Craven Road, Rugby	Residential	0	1	1	0	1	1	0%	1	2	3	1	2	3	0%	2	2	4	2	2	4	0%
356	The Railings (NHS) Rugby	Residential	4	4	7	4	4	7	0%	7	8	15	7	8	15	1%	3	3	7	3	3	7	0%
357	28-29 High St, Rugby	Residential	3	1	4	3	1	4	0%	10	8	18	10	8	18	1%	7	6	12	7	6	12	0%
5	West Farm, Brinklow	Residential	7	6	14					3	4	7					2	3	5				
6	Land east of Fosse Way opposite Knob Hill, Stretton-on-Dunsmore	Residential	0	0	0					0	0	0					0	0	0				
14	Land north of Ansty Park, Ansty, Coventry	Employment	37	26	63					26	23	49					29	24	53				
39	Dyers Lane, Wolston	Residential	1	1	2					0	1	1					0	0	1				
54	Oakdale Nursery, Brandon	Residential	3	3	6					1	2	3					1	1	2				
81	Land west of Fosse Way, Stretton	Residential	1	1	2					1	1	1					1	1	1				
89	Home Farm, Brinklow	Residential	2	2	5					1	1	2					1	1	2				
95	Land bound by M69, M6 and B4029, Ansty	Employment	11	9	19					13	14	27					21	22	43				
100	Land at High Street, Ryton-on-Dunsmore	Residential	1	1	2					1	1	1					1	1	1				
121	Land at Walsgrave Hill	Employment	108	79	187					56	55	111					47	44	91				
136	North of Warwick Rd, Wolston	Residential	6	6	12					3	3	6					2	2	4				
309	Land North of the B4109, Wolvey	Residential	21	15	36					16	14	30					20	18	38				
315	Land south of Brinklow	Residential	24	21	45					10	12	22					8	10	18				
348	The Croft, Stretton-on-Dunsmore	Residential	2	1	3					1	1	2					1	1	2				
358	Coventry Road, Wolvey (smaller cut)	Residential	8	6	15					6	6	12					8	7	15				
			966	722	1,688	728	541	1,269	75%	1,190	1,222	2,412	1,043	1,071	2,114	88%	1,486	1,413	2,899	1,232	1,164	2,396	83%

Appendix TN007_D

Cost Estimates of Highway Infrastructure Schemes

RBC Strategic Transport Assessment

scheme Cost apportionment analysis

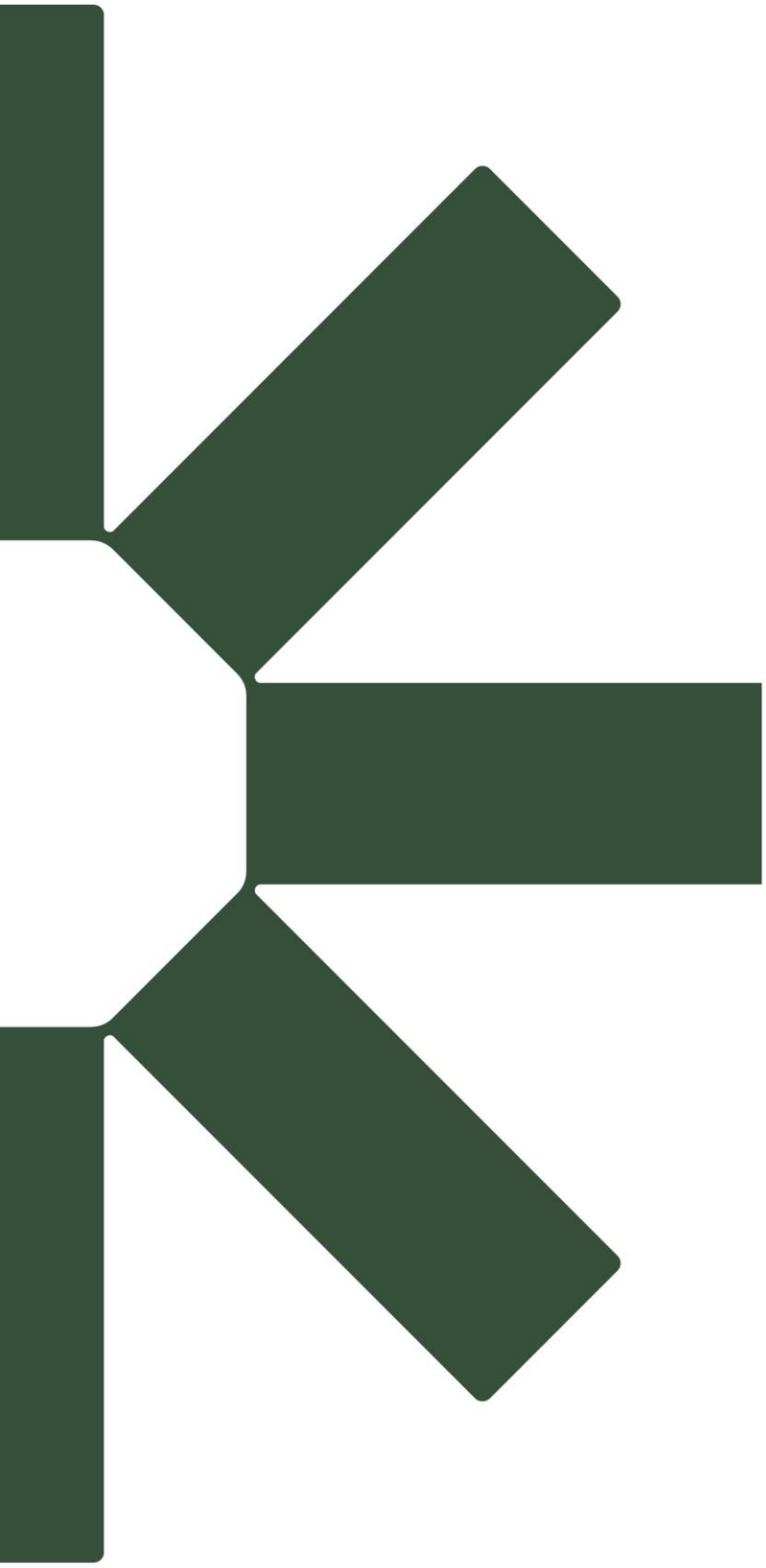
Rugby Borough Council, Warwickshire County Council

SLR Project No.: 431.000286.00065

2 December 2025

Rugby STA Scheme Cost Estimates.

Site Ref.	Description	Costing	Notes
Site 1	A4071 Potsford Dam Roundabout	£3,820,000	This is based on 2025 pricing and so inflation will need to be applied to update to the delivery year. No land cost is included. The stimate includes the work within the current highway and the stub into currently private land to approximately the purple line shown on the plan.
Site 2	A426 Leicester Road/Newton Manor Lane Roundabout.	£1,960,000	This is based on 2025 pricing and so inflation will need to be applied to update to the delivery year. Cost includes full resurfacing of the A426 arms and the roundabout itself.
Site 3	A5/A428 Halfway House Roundabout.	£1,910,000	This is based on 2025 pricing and so inflation will need to be applied to update to the delivery year. Cost includes full resurfacing of the roundabout and arms.
Site 4	A4071/B4112 Newbold Road Roundabout.	£744,000	This is based on 2025 pricing and so inflation will need to be applied to update to the delivery year. Cost includes full resurfacing of the roundabout and arms as the surface condition is not good.



Making Sustainability Happen

Appendix D

SRN Assessment Note

SLR Consulting Limited

Rugby Borough Council, Warwickshire County Council

RBC Strategic Transport Assessment

SLR Project No.: 431.000286.00065

1 December 2025

Revision: 1

STRATEGIC ROAD NETWORK JUNCTION ANALYSIS

1.0 Introduction

1.1 SLR has been supporting Rugby Borough Council (RBC) and Warwickshire County Council (WCC) via the provision of traffic modelling to inform an analysis of the potential impacts associated with the delivery of the sites which have been identified within RBCs Local Plan Regulation 19 submission.

1.2 National Highways (NH) is responsible for managing and maintained the operation of the Strategic Road Network (SRN) and is a statutory consultee in the Local Plan process. Prior to commencing this assessment, WCC shared the proposed approach to the modelling as well as some details on the models which have been applied through this assessment.

1.3 Through that engagement process, NH provided an overview of supplementary information which it would require to enable it to understand and comment on the implications of the proposed plan, now to be set out within the Regulation 19 submission. NH also provided some specific questions relating to this assessment which have been provided within **Appendix TN007_A** of this Note alongside the initial responses from SLR.

Purpose of this Note

1.4 This technical note is intended to provide NH with specific analysis and commentary arising from the Strategic Transport Assessment relating to the SRN and supplement the wider Strategic Transport Assessment work which considers the operation of the entire network.

2.0 Model Overview

2.1 Two models have been used to inform this assessment; these are the Rugby Wide Area (RWA) model and the Rugby Rural Area Model (RRAM).

Base Year Assumptions

2.2 The RWA Base model has been developed to for a 2024 Base year and captures Rugby town centre along with key routes across the town. The RRAM model was developed to a 2018 Base year and captures section routes between Rugby and Coventry.

2.3 The SRN junctions within the RWA and RRAM models are located along the routes of M6, M1, M45, A45, A46 and A5. The following figures show the coverage of SRN junctions which have been analysed across the RWA and RRAM models

Figure 1: SRN Junction Locations within RWA

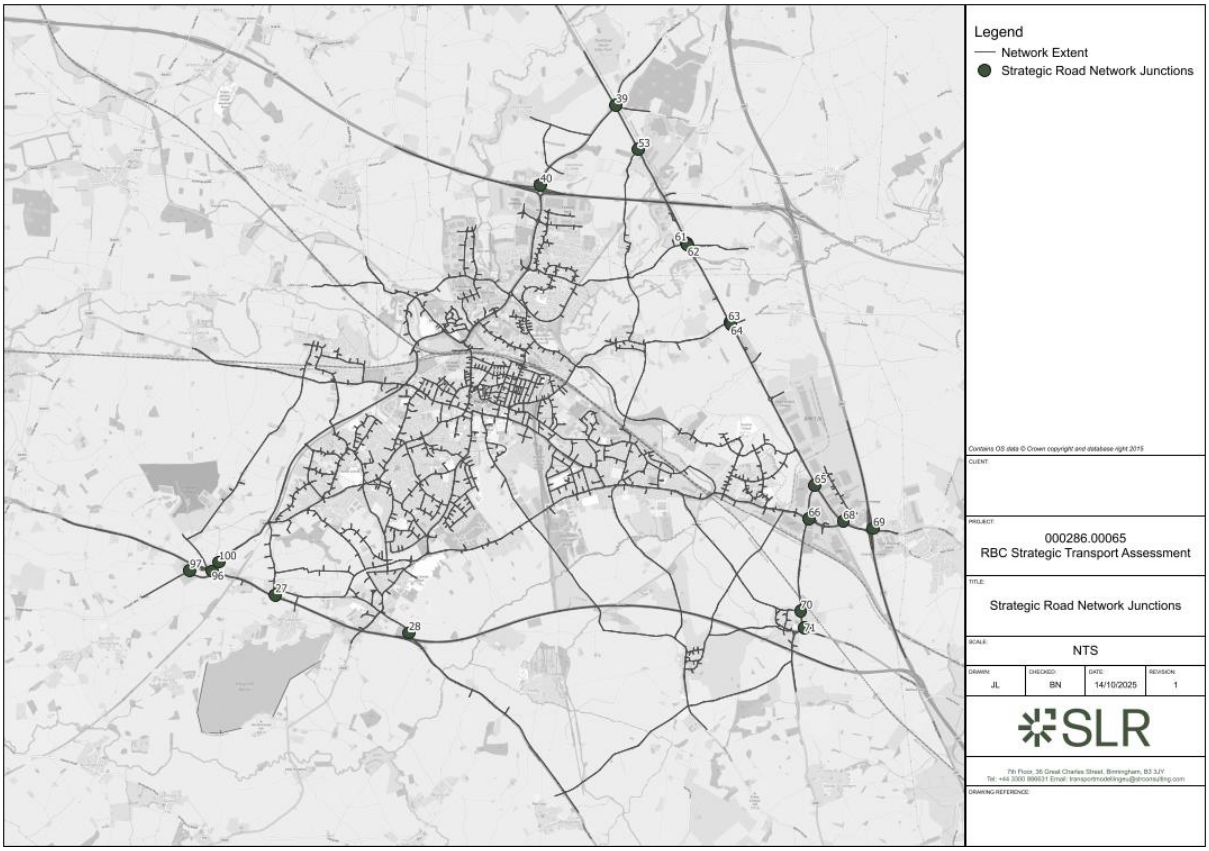
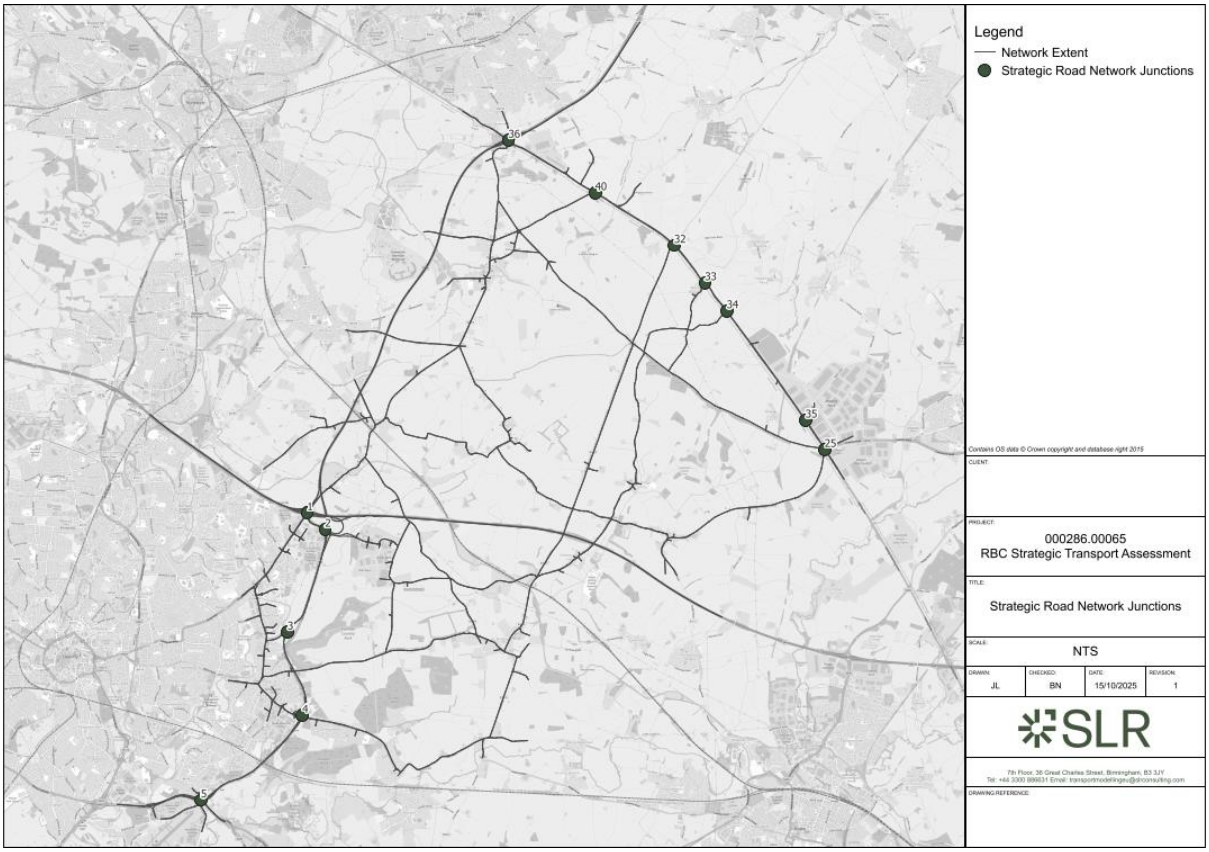


Figure 2: SRN Junction Locations within RRAM



2.4 Each of the SRN junctions captured within the RWA and RRAM models have been subject to calibration checks in line with the required guidance. The resultant model calibration levels achieved at these junctions is provided in the supporting Local Model Validation Reports for both models, which should be considered alongside this note.

2.5 The following SRN junctions, alongside the junction references adopted in the build process, subjected to calibration checks are:

RWA SRN Junctions

- Junction 27 - Thurlaston Interchange
- Junction 28 - A45 Daventry Road/M45 Junction
- Junction 39 - Gibbet Hill Roundabout
- Junction 40 - M6 Junction 1
- Junction 53 - A5/Newton Lane
- Junction 61 - A5/Market Harborough Road
- Junction 63 - A5/Lilbourne Road
- Junction 64 - A5/Rugby Road (Lilbourne)
- Junction 65 - A5/Danes Way Roundabout
- Junction 66 - Halfway House Roundabout

- Junction 68 - A5/A428/Parklands Roundabout
- Junction 69 - M1 Junction 18
- Junction 96 - A45 Eastbound Direction/Blue Boar Interchange
- Junction 97 - Blue Boar South Interchange
- Junction 100 - Blue Boar North Interchange

RRAM SRN Junctions

- Junction 1 - M6 Junction 2
- Junction 2 - A46/M69/Central Boulevard
- Junction 3 - A46 Coventry Eastern Bypass/B4082 Roundabout
- Junction 4 - A46/Binley Roundabout
- Junction 5 - A45/A46 Tollbar End
- Junction 25 - A5 Cross in Hand Roundabout
- Junction 32 - A5/Fosse Way
- Junction 33 - A5/Green Lane
- Junction 34 - A5/Penn Lane/Woodway Lane
- Junction 36 - M69 Junction 1
- Junction 40 - A5/B4114 Smockington Lane

2.6 A summary of the level of throughput calibration at these SRN junctions are presented within **Appendix TN007_B** of this note. This provides a snapshot of the AM and PM peak hour calibration results for each SRN junction within the RWA and RRAM models which is subsequently reported in more detail within each LMVR.

2.7 The calibration levels achieved within the AM and PM peak hours are of a high standard, with only a small number of locations resulting in a higher than 5 GEH value for the throughput calibration. These locations are listed below:

- A4071/Blue Boar South – AM peak hour (GEH – 5.1) and PM peak hour (GEH – 5.7)
- A5/B4114 Smockington Lane – AM peak hour (GEH – 5.7) and PM peak hour (GEH – 6.7)
- M69/A46/Central Boulevard – PM peak hour only (GEH - 5.5)
- A5/Fosse Way – PM peak hour only (GEH – 5.4)

2.8 Based upon the calibration checks outlined above, and presented within the appendices of this note, a high level of calibration has been achieved at each SRN junction within the RWA and RRAM models, within the AM and PM peak hours.

2.9 Any instances where the calibration levels exceed a GEH value of 5 are listed, and in each case the GEH values remain below 6. It is also the case that at the most heavily trafficked junction, which is M69 Junction 1, the modelled flows are higher than observed, and

therefore the model is potentially overly robust in this area, rather than under-estimating flows.

Future Year Assumptions

2.10 Following the RWA and RRAM Base model development, both models were subject to a forecasting exercise, to create a suitable future year scenario against which the Local Plan Regulation 19 submission sites could be assessed. As the end of plan period currently being advised by RBC is 2042, both models were forecast to this year.

2.11 The growth within both the RWA and RRAM 2042 Reference Case models consists of the inclusion of all consented development sites and schemes, along with a capping of the overarching growth within the models to TEMPro informed growth factors. The following tables document the development inclusions within each model:

Table 1: 2042 RWA Reference Case Development Inclusions (Residential)

Ref	Site	2042 Build Out
RBC01	Remainder of Houlton allocation	4083
RBC04b	Rugby Gateway Phase 3	109
RBC04c	Rugby Gateway Phase 5, 6 & 7	555
RBC05	Bilton Fields, Ashlawn Road	103
RBC05b	Land N of Ashlawn Road (Barratt)	83
RBC05c	Land N of Ashlawn Road, (David Wilson)	100
RBC07a	Coton Park East Expansion	475
RBC21	Coventry Road, Long Lawford	123
RBC23	Dipbar fields, Dunchurch (R13/0690)	86
RBC32b	South of Coventry Rd SW Rugby Ph3	210
RBC32e	Cawston Spinney, SW Rugby Ph3	275
RBC36	Rugby Central Shopping Centre	210
RBC37	Land North of Projects Drive, Rugby	108
RBC39	Myson House	96
RBC40	Former Newton Rentals	122
RBC43A	Rugby Radio Station KP3 A & B (Redrow) Southern Parcel	18
RBC43B	Rugby Radio Station KP3 A & B (Redrow) Northern Parcel	46
RBC48	Rugby Radio Station - KP2 Parcel A (Francis Jackson)+Land at Wharf Farm (Bellway/David Wilson Homes)+Key Phase Three - Parcels A and B (Redrow)	23
RBC49	Rugby Radio Station - KP3 Parcels C & F (William Davis)	96
RBC50	Rugby Radio Station - KP3 Parcel D (Mulberry)	112
RBC53	32 High Street, Rugby	32
RBC54	Biart Place, Rugby	100
RBC56	Former Inwoods House	25

Ref	Site	2042 Build Out
RBC61	Land SE of Brownsover Lane	14

Table 2: 2042 RWA Reference Case Development Inclusions (Employment)

Ref	Site	2042 Build Out (m^2)
RBC107	Land adj. to Europark	(B8) 3,090 (B1) 232
RBC109	Land NE OF Castle Mound Way	24,640
RBC110	SW Rugby (Inc Cawston Spinney)	186,500
RBC129	Land off Parkfield Rd, Rugby	4,521
RBC131	2 Central Park Drive	9,866
DDC001	DIRFT III	415,557

Table 3: 2042 RRAM Reference Case Development Inclusions

Site	2042 Build Out
Frasers Campus	293,000m2
Magna Park Expansion	234,685m2
Lutterworth East SDA	2,750 dwellings + 5,760 employees

Figure 3: RWA Consented Residential Development Locations

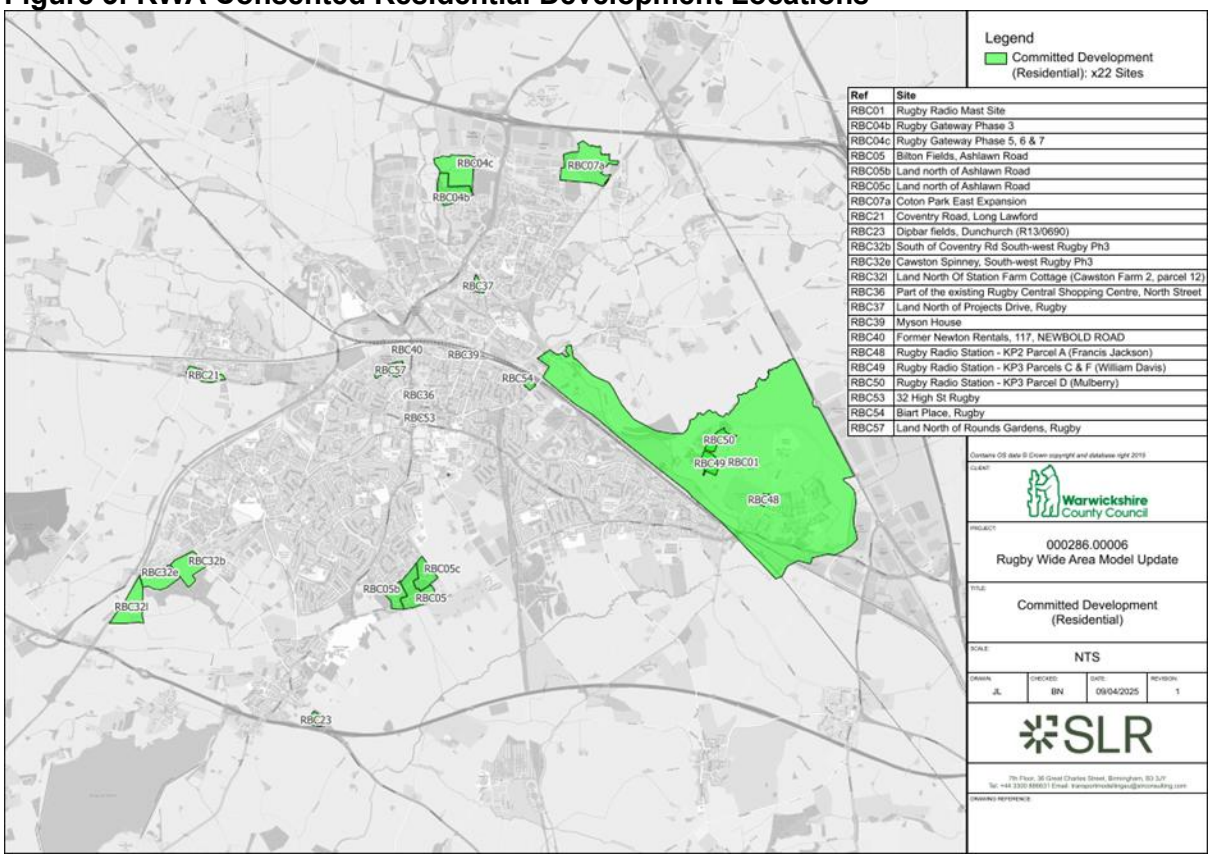


Figure 4: RWA Consented Employment Development Locations

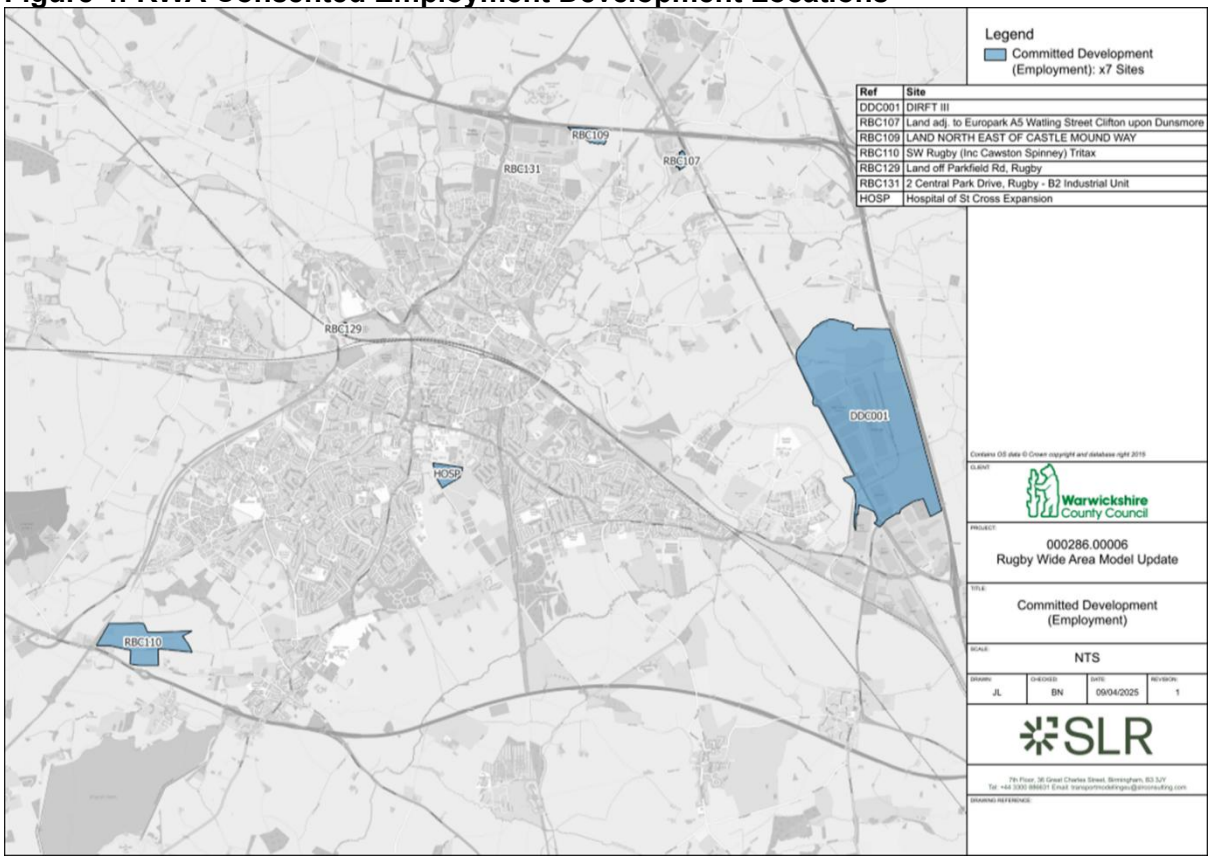
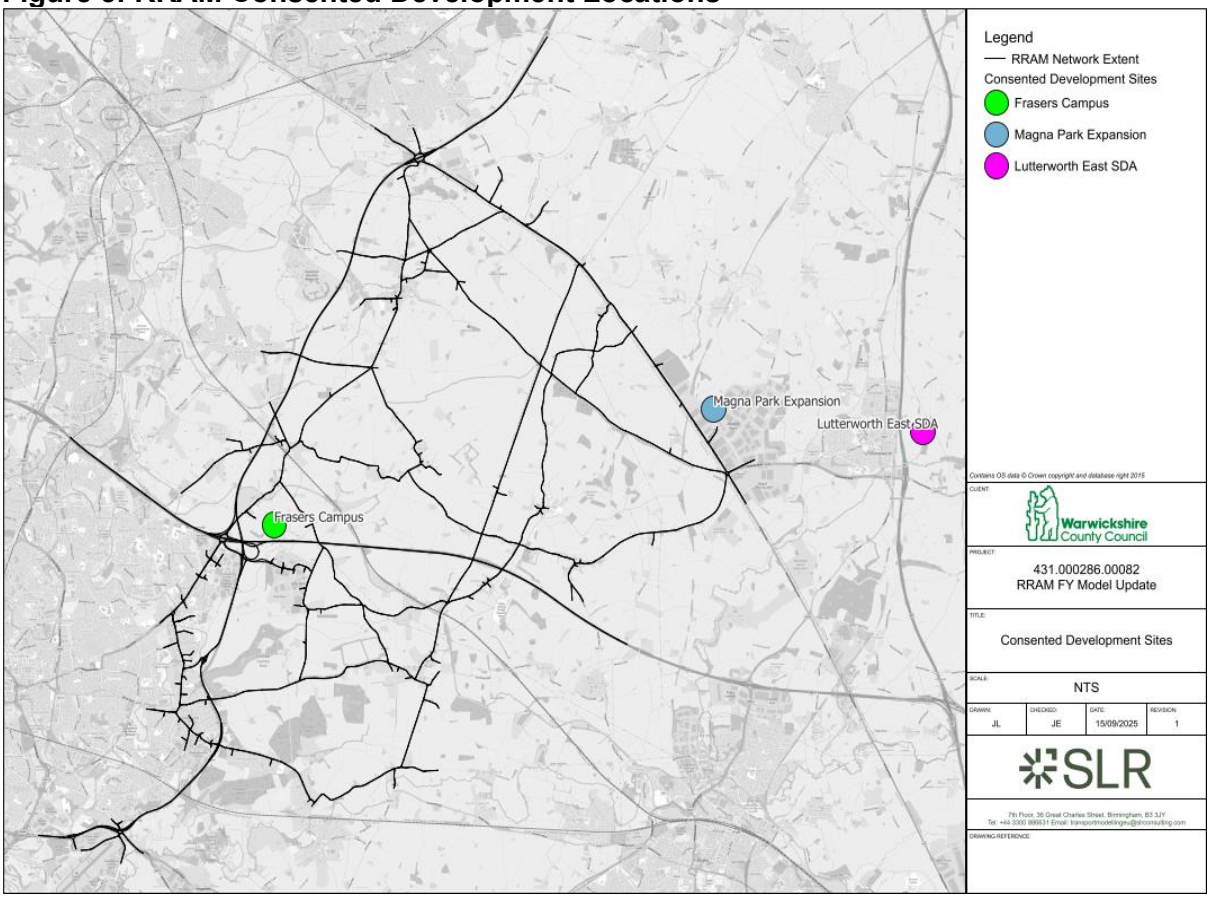


Figure 5: RRAM Consented Development Locations

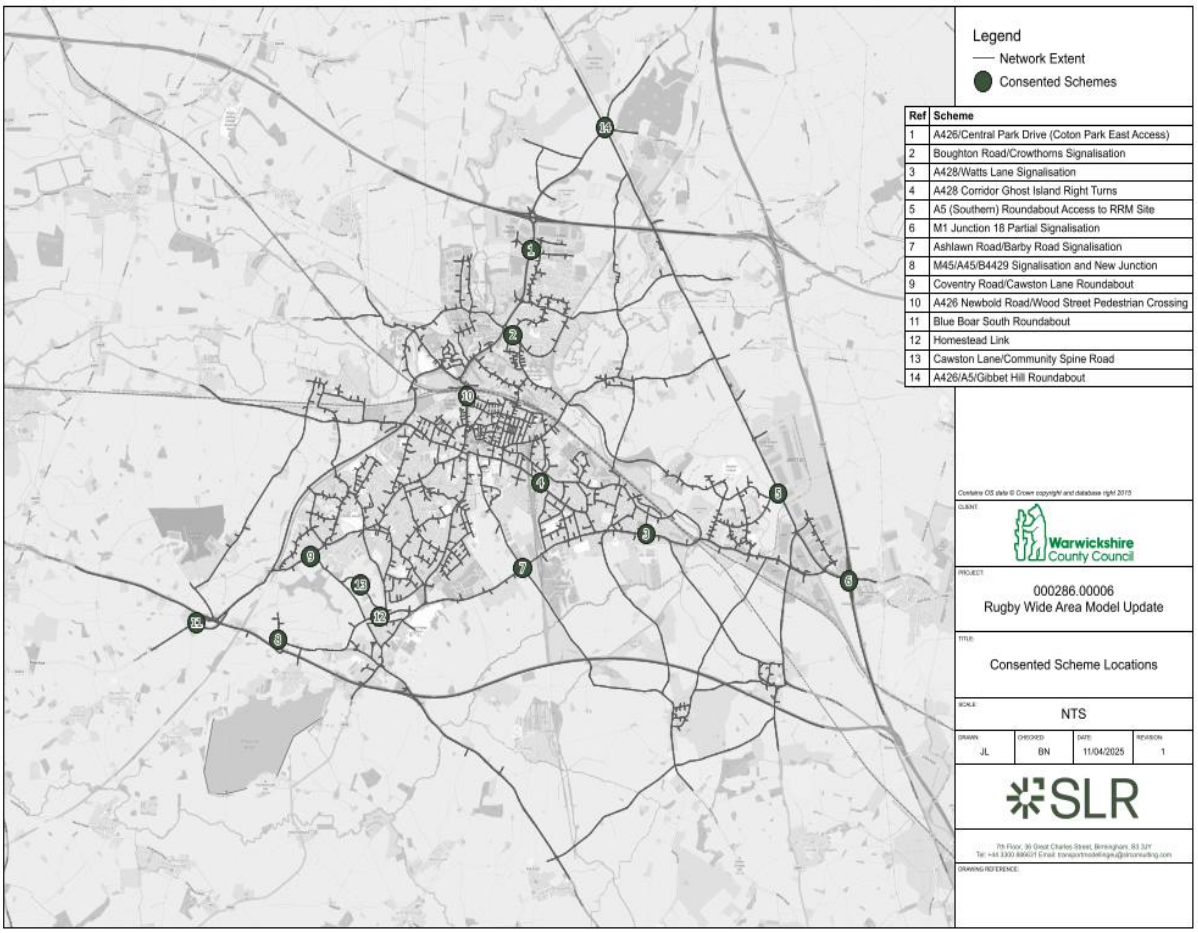


2.12 Further to the above, the following highway schemes documented within the text and figures below have also been included within each model. This infrastructure list is inclusive of schemes which are considered consented, or “more than likely”, as advised by WCC.

RWA Scheme Inclusions

- Scheme 1 – A426/Central Park Drive (Coton Park East Access)
- Scheme 2 – A426/Avon Mill Scheme
- Scheme 3 – Boughton Road/Crowthorns Signalisation
- Scheme 4 – A428/Watts Lane Signalisation
- Scheme 5 – A428 Corridor Ghost Island Right Turns (Boundary Road)
- Scheme 6 – A5 (Southern) Roundabout Access to RRM Site
- Scheme 7 – M1 Junction 18 Partial Signalisation
- Scheme 8 – Ashlawn Road/Barby Road Signalisation
- Scheme 9 – M45/A45/B4429 Signalisation and New Junction
- Scheme 10 – Coventry Road/Cawston Lane Roundabout
- Scheme 11 – A426 Newbold Road/Wood Street Pedestrian Crossing
- Scheme 12- Blue Boar South Roundabout
- Scheme 13 – Homestead Link
- Scheme 14 – Cawston Lane/Community Spine Road
- Scheme 15 – A426/A5 /Gibbet Hill Roundabout

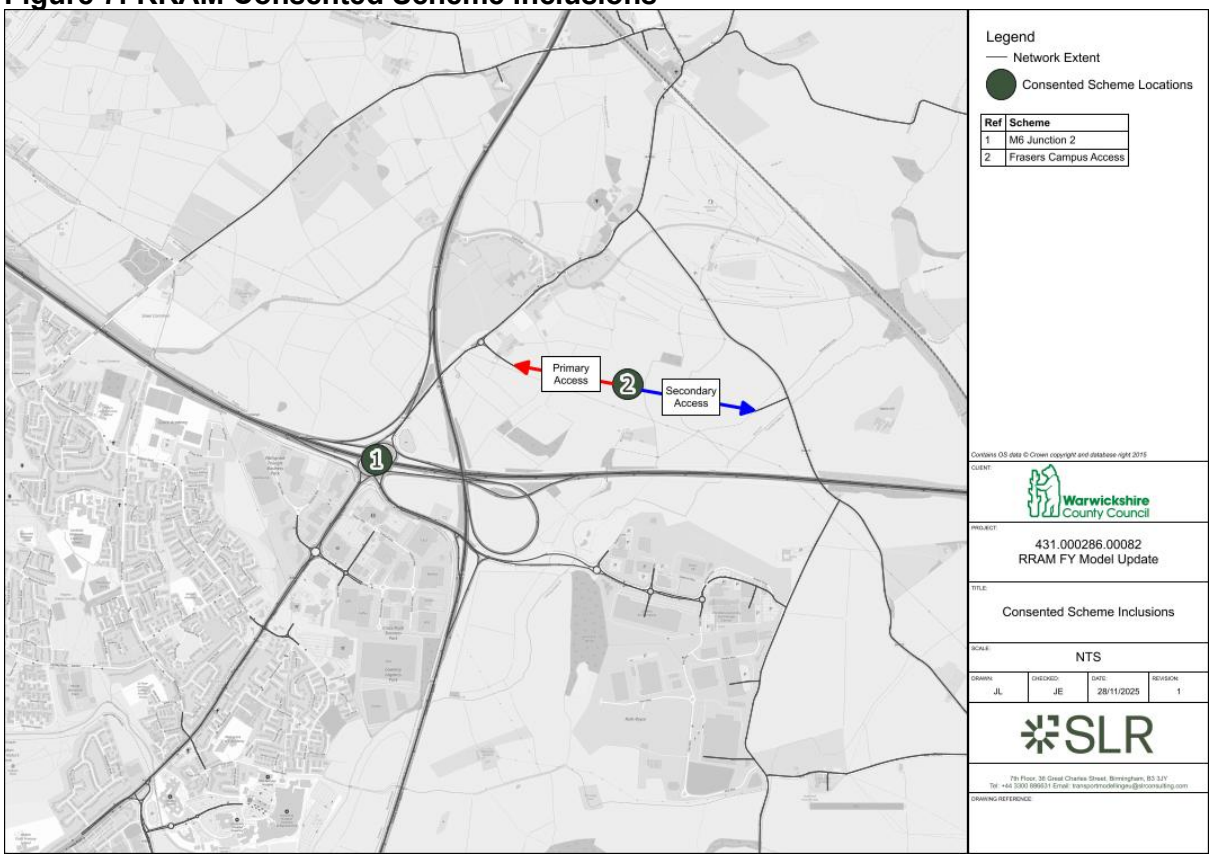
Figure 6: RWA Consented Scheme Inclusions



RRAM Scheme Inclusions

- Scheme 1 – M6 Junction 2
- Scheme 2 – Frasers Campus Access

Figure 7: RRAM Consented Scheme Inclusions



2.13 The development inclusions assumed within both the RWA and RRAM models are considered consented developments, and therefore represent traffic forecasts which contain assumptions related to “near certain”, and/or “more than likely developments”

2.14 Based upon guidance provided within TAG Unit M4[1], “near certain” developments are considered those which are approved proposals, whilst “more than likely” are those developments where an application is either within the consent process or imminent. WebTAG classifies both as forming part of any “Core” scenario, and therefore the sites falling into these categories (as advised by WCC) have been included within the RWA and RRAM models.

A426/A5 Gibbet Hill Roundabout

2.15 Following the inclusion of the forecast demands within the 2045 RWA Reference Case model, it was apparent that congestion issues were predicted to occur at the A426/A5/Gibbet Hill roundabout, with extensive queues forming, that impacted upon the operation of M6 Junction 1.

2.16 The junction sits on the edge of both Rugby Borough and Warwickshire County Council. It is located on the A5 which is a key strategic corridor through Northamptonshire, Warwickshire and Leicestershire which significant distribution and logistics centres located along the

[1] TAG Unit M4 Forecasting and Uncertainty – Table A2 Classification of Future Inputs

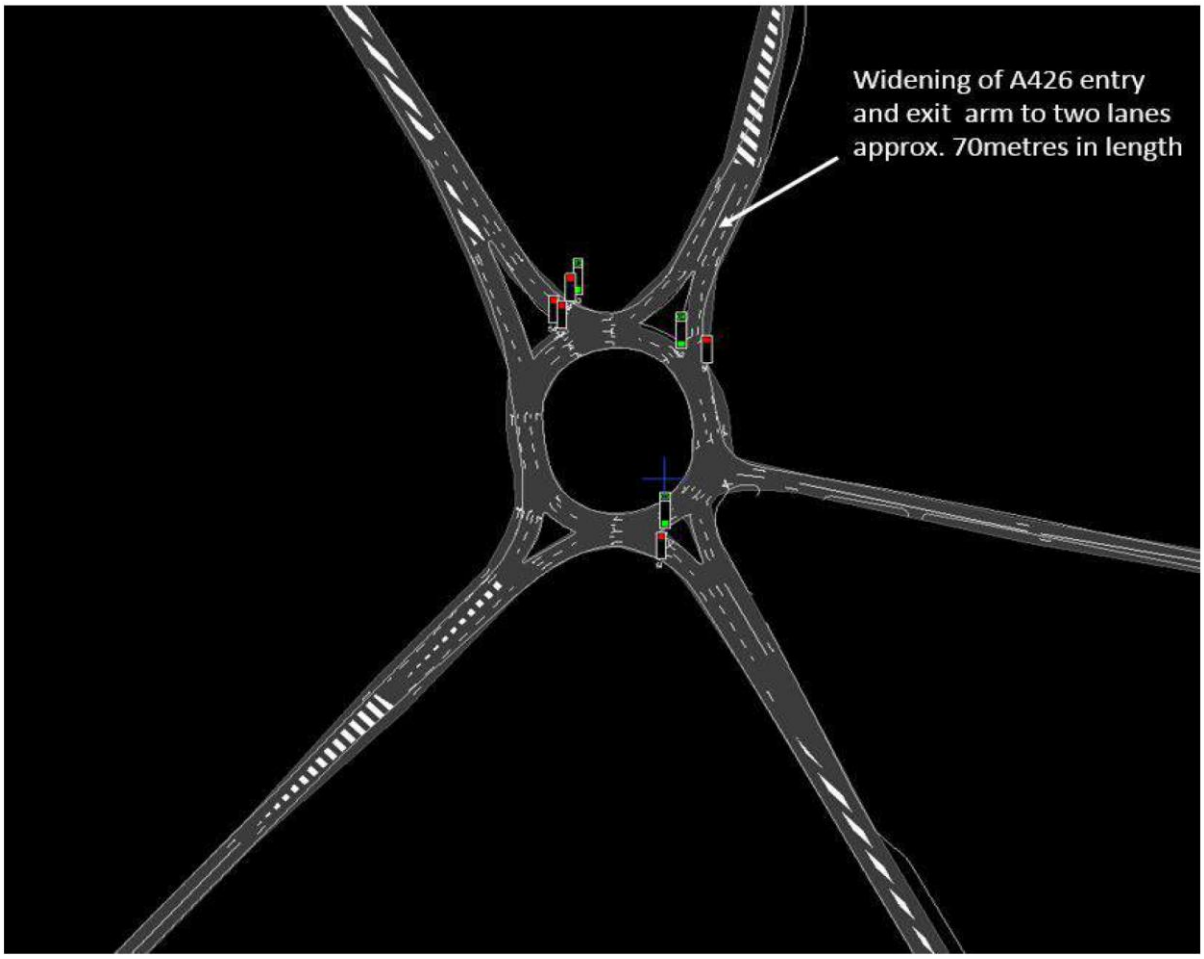
corridor inducing significant HGV movements. The junction operation was also impacted upon by the reconfiguration of Catthorpe Interchange (M6 Junction 1) which was reconfigured about 10 years ago. At that point, the link between the M6 and M1 northbound was removed meaning that traffic making this movement now travels via the A426 and through Gibbet Hill.

2.17 The issue at this location is a cross-boundary issue which is affected by growth in several neighbouring counties and, thus, a strategic solution is required to improve conditions at the junction.

2.18 Following discussions with WCC on this issue, it was proposed that the previously modelled DIRFT III scheme for this junction would be included within the Reference Case models. This scheme was identified for delivery as part of the DIRFT III Development Consent Order (DCO). However, our understanding is that further work is ongoing by National Highways to identify an optimal solution for this junction.

2.19 Accordingly, the signalisation and widening scheme at this junction has been included, as demonstrated within the following figure.

Figure 8: A426/A5/Gibbet Hill Roundabout Scheme Inclusion



2.20 It is important to note that the modelling is predicting that an intervention will be required at this location prior to the Local Plan development traffic effects being considered. Although

the modelled scheme may not necessarily be the final option, a scheme of this nature is likely to be required and the DIRFT III scheme had previous consent and therefore represents a feasible option for managing traffic flow at this junction.

2.21 On this basis it was considered prudent to include the DIRFT III scheme within the Reference Case recognising the need to ensure that congestion at this location does not preclude the model from being relied upon for the wider assessment (as would be the case if traffic congestion were allowed to build up at this location exponentially) and particularly as key stakeholders are already working towards a solution in this location.

3.0 Initial Assessment Findings

Overview

3.1 The Regulation 19 STA Submission Sites have been included within the RWA and RRAM future year models and the effect that the traffic growth arising from these sites has been considered.

3.2 The Strategic Transport Assessment (STA) sets out all of the assumptions which underpin the assessment as well as the outcomes. The STA has been completed in phases.

3.3 The first phase of the Strategic Transport Assessment considered RBCs emerging spatial strategy alongside the implications of delivering several sites identified as ‘omission’ sites for the purpose of the assessment. The modelling considered network conditions to 2045, benchmarking the additional impact of delivering the sites identified for consideration in RBCs new Local Plan against the Adopted Local Plan Reference Case (i.e. thee currently anticipated conditions predicted to occur as a result of traffic growth generated by existing consented developments and Local Plan allocations identified within the existing, adopted, Local Plan (to 2031).

3.4 The second phase of the assessment, the STA Addendum, builds upon the initial assessment by considering a refined spatial strategy which RBC is seeking to promote through the Regulation 19 submission. Within the assessment, the traffic forecasts were amended to reflect the updated development strategy. The site assumptions were amended to reflect the Regulation 19 Submission and a revised forecast year end date of 2042 was adopted. This work did not include any assessment of alternative strategies (as was the case in the previous omissions testing) as the development strategy identified within the phase 2 assessment reflects RBCs current position on the likely composition of the Local Plan.

3.5 The principal approach of the STA is focussed on the phased delivery of interventions whereby improvements to mode choice delivered through implementation of the ambitions which are set out within the Local Walking and Cycling Infrastructure Plan (LCWIP) and Bus Service Improvement Plan (BSIP) provide the first phase of mitigation.

3.6 Once the effect of these measures has been captured within the assessment, the residual impacts arising from the remaining traffic growth has been considered and mitigation defined accordingly.

3.7 When considering the SRN, the following amendments have been included at junctions along the SRN, the phasing analysis also provides an opportunity to indicate when in the plan period the interventions may be required.

SRN Interventions

Initial findings

3.8 The following table documents the point at which the changes have been made to the SRN junctions as well as the nature of any changes.

Table 4 SRN Junction Interventions

SRN Junciton	Scheme Details	Stage of Plan Required
A426/A5 Gibbet Hill	Widening/Signalisation	Prior to Local Plan
A5/A428 Halfway House	Widening scheme	2032 – early stages of plan period
M1 Junction 18	Signal timing optimisation	2032 - early stages of plan period
M69 Junction 1	Signal timing optimisation	2042 – full plan build out
M6 Junction 2	Signal timing optimisation	2042 – full plan build out
A46/A428 Binley Roundabout	Signal timing optimisation	2042 – full plan build out

3.9 Not every junction along the SRN has been amended through this assessment. Earlier analysis within the Phase 1 of the STA considered several developments indicated a higher level of impact may occur in certain locations on the SRN as a result of delivering the sites identified as ‘omission’ sites.

3.10 These sites are not included within the Regulation 19 submission and so the spatial strategy offers a level of mitigation by limiting the level of development which is located near sensitive locations on the SRN.

SRN Detailed Junction Traffic Flow Analysis

3.11 In order that NH can further understand the effect of traffic growth arising from the Regulation 19 submission sites has on the SRN junctions, further analysis of the traffic flow analysis has been undertaken to determine the overall changes in traffic flows at each junction on the SRN.

3.12 All junctions have been considered in this analysis, rather than just those where changes have been identified through the STA. The total flows (combining inbound and outbound trips) through each junction has been assessed within the 2024 Base, 2042 Reference Case and 2042 Regulation 19 Local Plan scenario.

3.13 Detailed outputs disaggregated for the AM and PM peak hours, plus 6 hour combined modelled period are presented within **Appendix TN007_C** for RWA model and **Appendix TN007_D** for RRAM model**,** with the combined 6 hour modelled flows also presented within **Table 4 and Table 5.**

3.14 This provides an understanding of the magnitude of change in traffic flows predicted to occur prior to the planned growth being delivered and then, subsequently, the level of additional change which occurs because of the Local Plan.

3.15 It should also be recognised that delivery of the Plan provides the appropriate means of managing the spatial distribution of development. If the Plan is not adopted, then there is a risk that speculative development would come forward in its place. The consequence of this would mean that the traffic flows within the Reference Case would likely change and increase accordingly. However, the opportunity to define a mitigation strategy which deals with the Plan as a whole, as well as the ability to secure mitigation, would be lost.

3.16 The analysis presented does not account for the potential risks concerning delivery of speculative developments which would also impact the operation of the SRN whilst reducing RBC and WCCs ability to secure appropriate mitigation.

RWA SRN Junctions

3.17 The following tables summarise 6-hour modelled cumulative flows at each of the SRN junctions within RWA models, comparing the 2024 Base against the 2042 Reference Case and 2042 Local Plan Regulation 19.

3.18 At the M6 and M1 junctions, mainline flows are not presented, simply flows through the junction, inclusive of off-slips.

Table 5: RWA SRN Junctions Total Flows Comparison - 6 Hours Flows

Junction	2024 Base Model	2042 Ref Case	% Ref Case vs Base	2042 LP + DS	% LP + DS vs Base	% LP + DS vs Ref Case
M6 Junction 1	43,681	49,067	+12%	53,446	+22%	**+9%**
A5/A426 Gibbet Hill Roundabout	29,298	41,090	+40%	45,115	+54%	**+10%**
A5/Newton Lane	13,326	22,980	+72%	24,414	+83%	**+6%**
A5/Market Harborough Road	15,059	25,637	+70%	26,998	+79%	**+5%**
A5/Rugby Road (Catthorpe)	12,378	24,457	+98%	25,807	+108%	**+6%**
A5/Lilbourne Road	13,177	26,102	+98%	27,332	+107%	**+5%**
A5/Rugby Road (Lilbourne)	13,035	26,017	+100%	27,213	+109%	**+5%**
A5/Danes Way Roundabout	16,933	24,578	+45%	27,188	+61%	**+11%**
A5/A428 Halfway House Roundabout	23,177	24,819	+7%	27,964	+21%	**+13%**
A5/A428/Parklands Roundabout	22,125	27,903	+26%	29,481	+33%	**+6%**
M1 Junction 18	25,980	29,690	+14%	31,363	+21%	**+6%**
A5/Rugby Road (Kilsby)	11,089	12,347	+11%	13,328	+20%	**+8%**
A5/Daventry Road Roundabout	16,019	18,553	+16%	19,269	+20%	**+4%**
A45 Daventry Road/M45 Junction	8,889	12,371	+39%	12,676	+43%	**+2%**
A45/M45 Thurlaston Interchange	29,351	38,235	+30%	39,348	+34%	**+3%**
A45 Eastbound Direction/Blue Boar Interchange	8,585	12,655	+47%	12,104	+41%	**-4%**
A45 Westbound Direction/Blue Boar Interchange	5,208	6,171	+19%	5,583	+7%	**-10%**
Blue Boar South Interchange	12,567	14,662	+17%	13,738	+9%	**-6%**
Blue Boar North Interchange	18,487	21,085	+14%	20,027	+8%	**-5%**

3.19 Based upon the analysis presented within the previous table, most changes in traffic flows at each of the SRN junctions within the RWA model occurs as a result of the Reference Case (consented) traffic growth. This is demonstrated in the % increase in the Reference Case relative to the 2024 Baseline flows.

3.20 The additional impact arising from the Regulation 19 Local Plan scenario is relatively low, with most instances showing around a 5-6% increase in traffic flows over that reported in the 2042 Reference Case. At the junctions around the Blue Boar Interchange, a reduction in traffic flows is predicted, which is associated with the additional infrastructure included within the Local Plan scenario within the South-West Rugby area, which is predicted to alleviate pressure on the A45/Blue Boar Interchange.

3.21 There are a small number of instances where the change in traffic flows occurring as a result of including the Local Plan sites increases by more than 10%, which is predicted to occur at the following locations:

- A426/A5 Gibbet Hill Roundabout
- A5/A428 Halfway House Roundabout
- A5/Danes Way Roundabout

3.22 The STA conclusions highlighted that queue impacts were predicted at the A5/A428 Halfway House roundabout, and accordingly, a concept highway mitigation scheme was derived and included within the modelling at this location.

3.23 The inclusion of this scheme mitigates the queue impacts originally modelled, which indicates that inclusion of a scheme of the nature included within the modelling could effectively accommodate the predicted flow increases.

3.24 The STA modelling did not flag any notable queue increases at the A5/Danes Way roundabout, indicating that the predicted flow increases could be accommodated at this junction without and worsening of the junction operation.

3.25 The flow analysis is predicting a 10% increase in traffic flows within the Local Plan scenario, at the A426/A5 Gibbet Hill roundabout. By means of context, the Reference Case scenario predicts a 40% increase in traffic through this junction.

3.26 The junction currently experiences significant congestion issues, as set out within the core STA report, which are predicted to significantly worsen with the inclusion of consented traffic, and as such this is clearly a junction which requires mitigation prior to the Local Plan traffic inclusion. It is understood that NH is seeking a solution at this junction.

3.27 The spatial strategy within the Local Plan Regulation 19 is such that the sites that are most likely to impact upon the A426/A5 Gibbet Hill junction are limited, through the exclusion of the Land South of M6 Junction 1 and Land North of Houlton omission sites, which the modelling predicted would have the most notable impact on this junction.

3.28 By excluding these two sites, the impact associated with the Local Plan Regulation 19 is a 10% increase in flows over the Reference Case scenario. The flow analysis indicates that the largest increase in traffic flows occurs as a result of the predicted growth identified within the Reference Case. This growth already triggers the need for a scheme to be delivered which is required to ensure the network functions acceptably by 2042.

3.29 The additional 10% increase in traffic volumes predicted to occur when the traffic demands predicted to occur as a result of the Regulation 19 Submission sites is identified within the Phase 1 STA as being the trigger for further enhancements to be required. This is understandable as the DIRFT DCO scheme assumptions which are adopted are not longer the expected scheme and so it is expected that a higher capacity solution would need to be identified. That would have to firstly accommodate the 40% growth levels identified within the Reference Case before then considering the additional capacity requirements necessary to support the Local Plan.

3.30 The Regulation 19 Submission sites which are being promoted by RBC do not concentrate significant development on either the A5 corridor or north Rugby. This represents a potential mitigation strategy insofar as the level of development near to the Gibbet Hill junction is lower than has been considered in earlier phases of analysis.

3.31 Furthermore, the 54% growth is not a direct reflection of the increases in LP traffic at this location. Separate analysis has been undertaken to consider the extent to which the Local Plan sites specifically influence the traffic volumes at this and other critical locations on the network. This is set out within the cost apportionment analysis[2] where it is identified that, although there are circa 4000 more vehicles which travel through the Gibbet Hill junction within the Local Plan Regulation 19 Submission Scenario, only 1200 of these are related to the Local Plan demands. The remaining flow increases are a response to the removal of the constraint in this location to allow the wider effects of the Local Plan traffic, on the network operation, to be understood.

3.32 So while there is a 10% increase in throughput in the Local Plan scenario, the Local Plan traffic demands contribute 1200 of these trips which is just over 20% of the 10% figure (i.e. 2%). This is outlined within the cost apportionment[3] analysis which further disaggregates the breakdown of Local Plan trips at key locations based on both the site locations and traffic generation figures.

3.33 There are only two sites identified in this analysis which contribute more than 5% of the traffic identified in the circa 1200 local plan trips predicted to use the junction which also lie within 5km of the scheme, across the 6 modelled hours in aggregate:

- Newton Manor Lan (site 59) generates around 80 trips at the junction (circa 6.67%)
- Coton Park East, Central Park Drive (Site 64) generates around 440 trips (circa 36.51%)

3.34 Given there are 45,000 vehicles predicted to wish to use the junction in the Local Plan scenario (when the constraint is removed) and that only around 1200[4] of these are new trips generated by the Local Plan Regulation 19 Submission it would be challenging to demonstrate that it is these development demands which necessitate the mitigation to be delivered.

[2] 000286.00065.TN008 Cost Apportionment Analysis

[3] 000286.00065.TN008 Cost Apportionment Analysis

[4] 000286.00065.SP026 Traffic Flow Proportion of STA Schemes – Row 29

3.35 Furthermore, even the largest development being considered (i.e. Coton Park East) in terms of traffic generation at Gibbet Hill, accounts for less than 1% of the traffic volume observed at the junction in the 6 hours which have been modelled.

3.36 Unlike other locations, it is harder to discern impacts at this location can be directly related to the Regulation 19 Submission sites and, similarly, a proportionate mitigation scheme defined accordingly.

3.37 The operation of the A426/A5 Gibbet Hill junction is an existing problem location, which is expected to experience significant increases in traffic flows based upon the modelling presented which will exacerbate the issues at the junction. However, the strategic function that the junction serves means that there is a significant level of future traffic demand predicted to occur prior to the Regulation 19 demands being included within the assessment.

3.38 Clearly a solution is required at this junction, however, it is unlikely that this would be development led, given the nature of the impacts, and the distance from most developments being promoted through the plan. There may be some opportunity to secure contributions towards the delivery of a scheme in this location, on a cumulative basis, but it would require further analysis to confirm that the contributions would comply with CIL Regulation 122.

3.39 Furthermore, the Regulation 19 Submission Sites already represents a strategy which limits the extent to which development is allocated close to the junction which is also a means of limiting future impacts as a result of the Local Plan.

3.40 Whilst a scheme is required in this location, it is not considered appropriate to rely on a development led delivery strategy as there is insufficient evidence relating to the specific impacts of any one site within the Regulation 19 Submission or the cumulative effect of the strategy since the local plan makes only a small additional contribution to the traffic flow increases predicted to occur at this location.

RRAM SRN Junctions

3.41 The following tables summarise the 6-hour modelled cumulative flows at each of the SRN junctions within RRAM models, comparing the 2018 Base against the 2042 Reference Case and 2042 Local Plan Regulation 19. Further detailed outputs are provided within **Appendix TN007_D.**

3.42 At grade separated junctions, the mainline flows are not presented, simply flows through the junction itself, inclusive of off-slips.

Table 6: RRAM SRN Junctions Total Flows Comparison - 6 Hours Flows

Junction	2018 Base Model	2042 Ref Case	% Ref Case vs Base	2042 LP + DS	% LP + DS vs Base	% LP + DS vs Ref Case
A45/A46 Tollbar End	56,717	67,851	+20%	72,320	+28%	**+7%**
A46/Binley Roundabout*	66,090	68,526	+4%	76,861	+16%	**+12%**
A46 Coventry Eastern Bypass/B4082 Roundabout	60,030	61,622	+3%	73,141	+22%	**+19%**
A46/M69/Central Boulevard	27,649	30,495	+10%	40,872	+48%	**+34%**
M6 Junction 2 (excluding M69 dedicated left-turn)	58,171	63,584	+9%	74,083	+27%	**+17%**
M69 Junction 1	47,667	48,883	+3%	54,151	+14%	**+11%**
A5/B4114 Smockington Lane	20,273	21,089	+4%	22,107	+9%	**+5%**
A5/Fosse Way	19,510	21,163	+8%	22,188	+14%	**+5%**
A5/Green Lane	15,458	18,377	+19%	18,905	+22%	**+3%**
A5/Penn Lane/Woodway Lane	16,112	19,051	+18%	19,574	+21%	**+3%**
A5/Mere Lane	16,884	23,225	+38%	23,607	+40%	**+2%**
A5 Cross in Hand Roundabout	30,989	42,601	+37%	42,918	+38%	**+1%**

*A46 mainline traffic in 2042 forecast models is included for comparison, 2018 Base Model does not include the consented grade separation schemes at Binley Roundabout and A46 Coventry Eastern Bypass/B4082 Roundabout.

3.43 The analysis presented within the previous table indicates that most changes in traffic flows at each of the SRN junctions within the RRAM model occur as a result of the Reference Case (consented) traffic growth. This is demonstrated in the % increase in the Reference Case relative to the 2024 Baseline flows, and is most notable at junctions on the A5, (directly related to the Magna Park Expansion and Land at Lutterworth SUE sites) and at the A45/A46 Toll Bar End interchange, where a 20% increase in flows is predicted.

3.44 The additional impact arising from the Local Plan Regulation 19 scenario is relatively low, with most instances experiencing a 5% or lower increase in traffic flows over that reported in the 2042 Reference Case.

3.45 There are a small number of instances where the change in traffic flows occurring as a result of including the Local Plan sites increases by more than 10%, which is predicted to occur at the following locations:

- A46/Binley Roundabout
- A46 Coventry Eastern Bypass/B4082 Roundabout
- A46/M69/Central Boulevard

- M6 Junction 2
- M69 Junction 1

3.46 The STA Addendum report presents the impact that the Local Plan Regulation 19 traffic is predicted to have on each of these locations. The report highlighted that any instances where impacts were modelled, were relatively minor in nature.

3.47 The impacts were in large part managed through the optimisation of modelled signal timings at each junction, where practicable. It is the case that most junctions where flows increase by over 10% following the Local Plan traffic inclusion, operate under dynamic signal control.

3.48 This dynamic control is not fully replicated in the model at this stage due to the added complexity it introduces to the scenarios, which is not proportionate to the stage of assessment, however, the timings would optimise the balance of queues across the junctions further than is being replicated within the models at this stage.

3.49 On the basis that the currently modelled queue impacts are not significant, it is likely that these would be further reduced under dynamic signal control, and the additional Local Plan site traffic could be accommodated without notable worsening over the Reference Case conditions.

3.50 Further to the above areas of flow increase, it is important to note that the modelling is not indicating a significant increase in traffic flows at the A45/A46 Toll Bar End junction (7% increase in flows). The original spatial strategy presented within the core STA report indicated significant queue impacts at this junction, which given the existing congested nature, and limited options for further mitigation beyond the recently delivered scheme flagged as potential issue.

3.51 The revised spatial strategy presented within the STA Addendum report has been revisited and the predicted impacts at this junction have been minimised. This is set out within the STA Addendum Report results[5], which indicated no notable change in queue impacts at this junction with the revised (Regulation 19) spatial strategy modelled.

Summary

3.52 The traffic flows reported for the 2042 Reference Case have highlighted significant increases in traffic flows, relative to the respective base years at the SRN junctions within the RWA and RRAM models.

3.53 The additional traffic growth, once the Local Plan (Regulation 19) traffic is included within the modelling, is limited, with the majority of modelled junctions on the SRN experiencing less than 10% increases in traffic growth relative to the 2042 Reference Case (consented and

[5] 000065.R002.Rugby Wide Area Strategic Transport Assessment Addendum Report – Para 4.24-4.31

adopted) conditions. This traffic growth is accompanied by highway mitigation schemes at the following junctions:

- A426/A5 Gibbet Hill roundabout
- A5/A428 Halfway House roundabout

3.54 In addition to this, signal timing optimisation has been undertaken at the following junctions:

- M1 Junction 18
- M69 Junction 1
- M6 Junction 2
- A46/A428 Binley Roundabout

3.55 The flow analysis presented within this note has indicated that the addition of the Local Plan traffic adds limited traffic increases through each junction with the exception of the following locations:

- A426/A5 Gibbet Hill Roundabout
- A5/A428 Halfway House Roundabout
- A5/Danes Way Roundabout
- A46/Binley Roundabout
- A46 Coventry Eastern Bypass/B4082 Roundabout
- A46/M69/Central Boulevard
- M6 Junction 2
- M69 Junction 1

3.56 Highway mitigation has been included at the A426/A5 Gibbet Hill roundabout and A5/A428 Halfway House roundabout to accommodate these flows, albeit the need for mitigation at the A426/A5 Gibbet Hill roundabout is triggered prior to the inclusion of the Local Plan demands.

3.57 Signal timing optimisation has also been undertaken at junctions on the A46, and at M6 Junction 2, and M69 Junction 1, which the reporting presented within the STA Addendum report indicates is sufficient to enable the junctions to operate with no notable worsening of conditions over the 2042 Reference Case at all locations.

3.58 The signal control strategies at these junctions operate under dynamic control, which is not possible to reflect in the model. In these instances, queues may be lower or better balanced across the junction than is currently reflected in the modelling.

3.59 There are two known existing areas of constraint within the model networks, at the A426/A5 Gibbet Hill roundabout, and the A45/A46 Toll Bar End interchange. At both locations, existing congestion is known to occur, which will be exacerbated within the 2042 Reference Case scenarios.

3.60 At the A426/A5 Gibbet Hill junction the modelling predicts a 10% increase in traffic flows through this junction following the inclusion of the Local Plan (Regulation 19) sites. This increase has been minimised through the spatial strategy, which has omitted large sites that would have the largest impact on this junction. Despite this, a solution will clearly be required at this junction, however, given the existing nature of the impacts, and the distance from most developments being promoted through the plan, it is unlikely that this would be funded by the Local Plan sites.

3.61 With regards the A45/A46 Toll Bar End interchange, the latest spatial strategy presented within the STA Addendum Report is such that the previously modelled sites having the most significant impact on this junction have been removed, and replaced by sites further afield, which in turn reduces the impacts modelled at this location. The Local Plan (Regulation 19) reports a 7% increase in traffic through this junction, which corresponds with no notable queue increases over the 2042 Reference Case scenario.

3.62 As detailed above, the spatial strategy has evolved through the STA modelling process, with the primary focus being on promoting growth which minimises the addition pressures on the most sensitive parts of the network, particularly the A426/A5 Gibbet Hill and A45/A46 Toll Bar End interchange.

3.63 The analysis presented within the STA, and summarised within this note, has indicated that the effects of the Local Plan traffic growth on the highway network can be managed.

3.64 There are a limited number of locations where flows increases to the extent that further consideration may be required, however, it is unlikely that the Local Plan traffic growth impacts at these locations would justify significant interventions beyond signal timing optimisation ,with the exception of the A426/A5 Gibbet Hill roundabout and A5/A428 Halfway House roundabout, where mitigation has been identified and included.

3.65 The queue impact analysis presented within the STA Addendum report is such that in the context of the strategic operation of the network as a whole, the specific Local Plan impacts may not be considered severe.

Appendix TN007_A

NH Questions/SLR Initial Responses

RBC Strategic Transport Assessment

Strategic Road Network Junction Analysis

Rugby Borough Council, Warwickshire County Council

SLR Project No.: 431.000286.00065

1 December 2025

NH Questions/SLR Response:

- **Gap Analysis**: We request that SLR conduct a thorough analysis of any gaps in the SRN coverage. We note that the M6 Junction 3 is not covered by any town model, however is covered by a small Paramics model. Please can you confirm how any SRN sections will be assessed.

  M6 J3 was not assessed within the STA. Major allocations such as Fraser HQ have demonstrated through their TA that proximity to M6 J2 and the A46 will limit the propensity to travel to/from Coventry via junction 3. Changes in demand at this location, arising from the Regulation 19 submission sites, will be limited as a result.

- **TEMPro**: We note the use of TEMPro, however we raise concern regarding the use of TEMPro in terms of LGV forecasting which is likely to underestimate growth. A more robust method would be the use of NRTP.

  The model demands are segmented by vehicle type rather than journey purpose meaning that cars/lgv are grouped together. In the context of growth associated with Local Plan developments we consider that the risks of growth being 'understated' across the study area because of this assumption are likely to be minimal. LGV growth arising from the LP proposals is unlikely to be significant and thus this demand segment is less critical in the context of the application of the models to assess the effects of the forthcoming Local Plans. The approach which is proposed through our modelling is one which has previously been accepted at several local plan examinations and, as such, we have retained consistency with previous work in this assessment. This approach has been accepted at previous Local Plan Examinations as fit for purpose and so no change is proposed.

  Ancillary Modelling Tool: Please can you provide detailed information on how the ancillary modelling tool will distribute developments over the WCC area. This will help in understanding its functionality and will allow NH to approve the tool.

  Manual assignment is informed through the use of TRACC. Distribution is informed via MND and then 'all or nothing' assignment used to provide an initial estimate of traffic movements associated with the development proposals. Within the wide area models, this assignment only informs origin/destination estimates, the assignment between those O/D pairs is then controlled by the microsimulation modelling. TRACC is preferred over manual assignment estimates (e.g. via google routing) because it is possible to create a permanent record of the assumptions adopted which can be audited at a later stage and, unlike google traffic or other approaches, will not change in the interim. This is an approach which has been accepted by National Highways as suitable for assessing distributions in other parts of the UK and the tool is a nationally recognised modelling tool which is considered suitable for the intended purpose. It also provides transparency when compared to other approaches (such as use of Google Routing) as it is defined by the characteristic of the model and there is no need for interpretation (as may be the case if the routing is assessed via Google at different times through the project, resulting in different distributions due to the average traffic conditions observed at the point of interrogation).

- **Consented Infrastructure**: Please can you clarify whether consented infrastructure will be included in the model alongside consented development.

  Consented infrastructure is included within the FY models and all assumptions will be set out within the future year model reports.

- **LMVR Reports**: We request that the latest LMVR reports from the updated modelling suite are provided to NH. This will help in understanding the calibration and validation at key SRN junctions and corridors. Please note that we do not seek to address

issues, but to understand the baseline more clearly so we can discuss the LP results with more context.

LMVRs to be provided.

- **Criteria for Identifying Issues**: We require information on what criteria will be used to identify issues on the SRN, including queue lengths, changes in link flow, and journey times. We will also seek to understand the robustness of the base model at specific locations, therefore if survey data is available, this should be presented alongside the baseline data.

  The criteria is set out within the STA. This has been supplemented with additional detail pertaining to changes in traffic flows which are set out within this note.

- **Slip Roads**: We request that all slip roads and mainline flows for the baseline and forecast models are presented, including accompanying survey flows if available.

  We will provide this information to NH as part of the reporting

- **Rugby Wide Area Model**: A concern must be raised on the age of the Rugby Wide Area Model (2018). Please could SLR provide some thoughts on how greater confidence in the modelled results could be achieved, for example – does the Council hold any forecast models which could be assessed against recent survey data? The age of this model is expected to be raised at an examination, therefore providing evidence at this stage would be beneficial to the LP.

  The RWA has now been rebased using 2024 survey data. The LMVR for this model is still under review and will be issued to NH once the internal audit process has been completed. The RRAM model is based on 2018 data and so we acknowledge that there is a risk associated with the use of this model. However, as National Highways will be aware, there are numerous Local Plans currently underway across the country (Chelmsford, St Albans, Dacorum) which are based on 2018/2019 traffic modelling data and therefore our expectation is that, since examination is likely to be underway within the next 12 to 18 months, this work would be considered in a similar light. The extent to which outputs from RRAM will be relied upon is limited as the majority of developments identified through RBCs proposals are located in and around Rugby and so will be covered by the RWA assessments.

- **Bedworth Model**: We note that the Bedworth model is not being used for the LP assessment, please can this be confirmed. It is noted that the A5 Atherstone and standalone M6 J3 models should cover NH requirements in this area, however the absence of this model may impact trip distributions.

  See previous response regarding GAP analysis

- **Overlapping Models**: We seek to clarify whether results from overlapping models will be presented from both models or if more confidence will be placed on one than the other.

  There is no overlap between the models used in this instance

- **Sensitivity Testing**: Are sensitivity tests being considered to account for uncertainties in the development?

  Sensitivity tests have been undertaken to consider the potential implications of the Omissions sites. This is set out within the Phase 1 STA Report.

  The modelling of the Regulation 19 submission sites is intended to focus on the effect, on the network, the proposed local plan developments in addition to the predicted conditions arising through traffic growth informed via inclusion of the consented developments and NTEM. We recognise there may be some

uncertainty regarding the development mixes coming forward but at this stage but the assessment represents the the best estimate of what will happen. The STA does not replace the need for each individual development to undertake its own assessment as the Plan comes forward and so there will be opportunities for continuous refinement through the planning process once the sites are allocated and seek consent.

Appendix TN007_B

SRN Junctions Calibration Checks

RBC Strategic Transport Assessment

Strategic Road Network Junction Analysis

Rugby Borough Council, Warwickshire County Council

SLR Project No.: 431.000286.00065

1 December 2025

SRN Junctions Calibration Checks – RWA Model

SRN JCT	Junction	0800 to 0900			1700 to 1800		
		OBS	MOD	GEH	OBS	MOD	GEH
27	B4429/M45/A45	2700	2927	4.3	2692	2878	3.5
28	B4429/A45/M45 Off Slip	776	721	2.0	819	694	4.5
39	Rugby Road/Gibbet Lane/A5 (SE)/A426/A5 (NW)	2751	2808	1.1	2700	2637	1.2
40	A426 (N)/M6 Slip Roads (E)/A426 (S)/M6 Slip Roads (W)/Services Access	8135	8316	2.0	8002	7604	4.5
53	A5 (Se)/Newton Lane/A5 (NW)	1139	1261	3.5	1217	1392	4.8
61	A5 (S)/Newton Manor Lane/A5 (N)	1331	1401	1.9	1498	1587	2.3
63	A5 (S)/Lilbourne Road/A5 (N)	1233	1212	0.6	1405	1335	1.9
64	A5 (N)/Rugby Road/A5 (S)	1151	1174	0.7	1333	1317	0.4
65	Danes Way/A5 (Se)/A5 (SW)/Access Road/A5 (N)	1171	1288	3.3	1279	1377	2.7
66	A5 (N)/A428 (E)/A5 (S)/A428 (W)	2041	2195	3.3	2315	2297	0.4
68	Parklands/A5 (E)/A428/A5 (W)	1908	2062	3.5	2061	2143	1.8
69	M1 (N) Slip Roads/A428/M1 (S) Slip Roads	2468	2457	0.2	2553	2444	2.2
96	A4071/London Road (E)/London Road (W)/Lawford Heath Lane	963	1072	3.4	1031	1075	1.4
97	Straight Mile/A4071/B4453	1283	1285	0.1	1183	1158	0.7
100	A4071 (S)/A4071 (E)/A4071 (N)	1858	2084	5.1	1873	2128	5.7

SRN Junctions Calibration Checks – RRAM Model

SRN JCT	Junction	0800 to 0900			1700 to 1800		
		OBS	MOD	GEH	OBS	MOD	GEH
1	M6 Junction 2	5021	5198	2.5	4816	4848	0.5
2	A46/M69/Central Boulevard	3930	4125	3.1	3578	3915	5.5
3	A46 Coventry Eastern Bypass/B4082 Roundabout	4705	4902	2.8	5558	5416	1.9
4	A46/Binley Roundabout	5812	5637	2.3	5732	5917	2.4
5	A45/A46 Tollbar End	4800	4756	0.6	5665	5333	4.5
25	A5 Cross in Hand Roundabout	3180	3027	2.7	3101	2918	3.3
32	A5/Fosse Way	1931	1721	4.9	2117	1875	5.4
33	A5/Green Lane	1497	1380	3.1	1541	1416	3.3
34	A5/Penn Lane/Woodway Lane	1572	1471	2.6	1592	1486	2.7
36	M69 Junction 1	4498	4344	2.3	4659	4352	4.6
40	A5/B4114 Smockington Lane	1920	1677	5.7	2273	1964	6.7

Appendix TN007_C

RWA SRN Junctions with Slip-roads and Mainline Flows

RBC Strategic Transport Assessment

Strategic Road Network Junction Analysis

Rugby Borough Council, Warwickshire County Council

SLR Project No.: 431.000286.00065

1 December 2025

RWA SRN Junctions Slip-roads and Mainline Flows Comparison - AM Peak Hour

Jct.	Approach	2024 Base Model			2042 Ref Case			Base vs Ref Case		2042 Local Plan + Do Something			Base vs LP + Do Something		Ref Case vs LP + DS	
		On-slip	Off-slip	Total Flows	On-slip	Off-slip	Total Flows	Total Diff	% Diff	On-slip	Off-slip	Total Flows	Total Diff	% Diff	Total Diff	% Diff
5	M6 Slip-road (E)	385	502	888	396	515	912	+24	+3%	442	501	943	+55	+6%	+31	+3%
	M6 Slip-road (W)	926	957	1,883	990	922	1,912	+29	+2%	1,100	909	2,009	+126	+7%	+97	+5%
	M6 EB Mainline	-	-	2,191	-	-	2,614	+423	+19%	-	-	2,651	+460	+21%	+37	+1%
	M6 WB Mainline	-	-	2,427	-	-	2,874	+447	+18%	-	-	2,917	+490	+20%	+43	+2%
69	M1 Slip-road (N)	581	587	1,168	688	752	1,440	+272	+23%	728	732	1,460	+292	+25%	+20	+1%
	M1 Slip-road (S)	408	303	711	477	312	789	+78	+11%	497	354	850	+139	+20%	+62	+8%
	M1 NB Mainline	-	-	2,738	-	-	3,241	+503	+18%	-	-	3,285	+547	+20%	+44	+1%
	M1 SB Mainline	-	-	3,115	-	-	3,750	+635	+20%	-	-	3,721	+606	+19%	-29	-1%
28	M45 Slip-road (W)	347	384	731	502	573	1,076	+345	+47%	521	627	1,148	+417	+57%	+72	+7%
	M45 EB Mainline	-	-	623	-	-	745	+122	+20%	-	-	792	+169	+27%	+47	+6%
	M45 WB Mainline	-	-	710	-	-	866	+156	+22%	-	-	891	+180	+25%	+24	+3%
96	A45 Slip-road (E)	478	256	734	456	420	876	+141	+19%	372	340	712	-22	-3%	-163	-19%
	A45 Slip-road (W)	499	460	959	605	491	1,096	+137	+14%	580	431	1,010	+52	+5%	-86	-8%
	A45 EB Mainline	-	-	881	-	-	1,040	+159	+18%	-	-	1,095	+214	+24%	+55	+5%
	A45 WB Mainline	-	-	1,154	-	-	1,364	+210	+18%	-	-	1,439	+285	+25%	+75	+6%

RWA SRN Junctions Slip-roads and Mainline Flows Comparison – PM Peak Hour

Jct.	Approach	2024 Base Model			2042 Ref Case			Base vs Ref Case		2042 Local Plan + Do Something			Base vs LP + Do Something		Ref Case vs LP + DS	
		On-slip	Off-slip	Total Flows	On-slip	Off-slip	Total Flows	Total Diff	% Diff	On-slip	Off-slip	Total Flows	Total Diff	% Diff	Total Diff	% Diff
5	M6 Slip-road (E)	463	389	851	528	415	944	+92	+11%	557	437	994	+142	+17%	+50	+5%
	M6 Slip-road (W)	894	931	1,825	987	982	1,969	+145	+8%	1,056	1,078	2,134	+309	+17%	+164	+8%
	M6 EB Mainline	-	-	2,525	-	-	3,090	+565	+22%	-	-	3,153	+628	+25%	+63	+2%
	M6 WB Mainline	-	-	2,234	-	-	2,707	+473	+21%	-	-	2,753	+519	+23%	+45	+2%
69	M1 Slip-road (N)	673	498	1,172	792	593	1,385	+213	+18%	841	642	1,483	+311	+27%	+99	+7%
	M1 Slip-road (S)	293	403	696	324	432	756	+60	+9%	375	476	852	+155	+22%	+96	+13%
	M1 NB Mainline	-	-	3,306	-	-	3,996	+690	+21%	-	-	4,061	+755	+23%	+65	+2%
	M1 SB Mainline	-	-	2,905	-	-	3,541	+637	+22%	-	-	3,607	+702	+24%	+65	+2%
28	M45 Slip-road (W)	330	383	713	462	638	1,101	+387	+54%	458	686	1,143	+430	+60%	+43	+4%
	M45 EB Mainline	-	-	624	-	-	766	+142	+23%	-	-	791	+167	+27%	+25	+3%
	M45 WB Mainline	-	-	776	-	-	965	+189	+24%	-	-	984	+209	+27%	+20	+2%
96	A45 Slip-road (E)	311	255	566	325	221	547	-19	-3%	384	202	586	+20	+4%	+39	+7%
	A45 Slip-road (W)	380	684	1,064	430	753	1,183	+120	+11%	422	745	1,167	+103	+10%	-16	-1%
	A45 EB Mainline	-	-	1,165	-	-	1,483	+318	+27%	-	-	1,499	+334	+29%	+16	+1%
	A45 WB Mainline	-	-	952	-	-	1,210	+258	+27%	-	-	1,227	+275	+29%	+17	+1%

RWA SRN Junctions Slip-roads and Mainline Flows Comparison – 6 Hours Flows

Jct.	Approach	2024 Base Model			2042 Ref Case			Base vs Ref Case		2042 Local Plan + Do Something			Base vs LP + Do Something		Ref Case vs LP + DS	
		On-slip	Off-slip	Total Flows	On-slip	Off-slip	Total Flows	Total Diff	% Diff	On-slip	Off-slip	Total Flows	Total Diff	% Diff	Total Diff	% Diff
5	M6 Slip-road (E)	2,284	2,298	4,582	2,493	2,436	4,929	+348	+8%	2,611	2,517	5,128	+546	+12%	+199	+4%
	M6 Slip-road (W)	5,093	5,085	10,179	5,503	5,228	10,731	+552	+5%	5,856	5,442	11,298	+1,120	+11%	+568	+5%
	M6 EB Mainline	-	-	13,426	-	-	16,191	+2,765	+21%	-	-	16,465	+3,038	+23%	+274	+2%
	M6 WB Mainline	-	-	13,322	-	-	15,861	+2,540	+19%	-	-	16,123	+2,802	+21%	+262	+2%
69	M1 Slip-road (N)	3,311	3,032	6,343	3,910	3,551	7,461	+1,118	+18%	4,139	3,805	7,945	+1,601	+25%	+484	+6%
	M1 Slip-road (S)	1,781	1,915	3,696	2,032	2,051	4,083	+388	+10%	2,217	2,267	4,484	+789	+21%	+401	+10%
	M1 NB Mainline	-	-	17,251	-	-	20,581	+3,330	+19%	-	-	20,885	+3,634	+21%	+304	+1%
	M1 SB Mainline	-	-	17,274	-	-	20,613	+3,340	+19%	-	-	20,918	+3,645	+21%	+305	+1%
28	M45 Slip-road (W)	1,770	1,884	3,654	2,539	2,995	5,534	+1,880	+51%	2,596	3,137	5,733	+2,079	+57%	+199	+4%
	M45 EB Mainline	-	-	3,365	-	-	4,165	+800	+24%	-	-	4,224	+859	+26%	+59	+1%
	M45 WB Mainline	-	-	3,744	-	-	4,602	+858	+23%	-	-	4,685	+940	+25%	+82	+2%
96	A45 Slip-road (E)	1,909	1,262	3,172	1,752	1,429	3,181	+9	+0%	1,817	1,232	3,049	-123	-4%	-132	-4%
	A45 Slip-road (W)	2,264	2,834	5,098	2,744	3,180	5,924	+826	+16%	2,559	2,950	5,510	+412	+8%	-414	-7%
	A45 EB Mainline	-	-	5,386	-	-	6,607	+1,221	+23%	-	-	6,833	+1,446	+27%	+225	+3%
	A45 WB Mainline	-	-	5,252	-	-	6,495	+1,243	+24%	-	-	6,697	+1,446	+28%	+202	+3%

Appendix TN007_D

RRAM SRN Junctions with Slip-roads and Mainline Flows

RBC Strategic Transport Assessment

Strategic Road Network Junction Analysis

Rugby Borough Council, Warwickshire County Council

SLR Project No.: 431.000286.00065

1 December 2025

RRAM SRN Junctions Slip-roads and Mainline Flows Comparison – AM Peak Hour

Jct.	Approach	2018 Base Model			2042 Ref Case			Base vs Ref Case		2042 Local Plan + Do Something			Base vs LP + Do Something		Ref Case vs LP + DS	
		On-slip	Off-slip	Total Flows	On-slip	Off-slip	Total Flows	Total Diff	% Diff	On-slip	Off-slip	Total Flows	Total Diff	% Diff	Total Diff	% Diff
5	A46 Slip-road (E)	857	789	1,646	1,087	878	1,966	+320	+19%	1,110	950	2,061	+415	+25%	+95	+5%
	A45 Slip-road (W)	1,059	1,307	2,366	1,578	1,744	3,323	+956	+40%	1,539	1,836	3,375	+1,009	+43%	+53	+2%
	A46 EB Mainline	-	-	1,089	-	-	1,225	+137	+13%	-	-	1,383	+294	+27%	+157	+13%
	A45 WB Mainline	-	-	1,541	-	-	1,850	+309	+20%	-	-	1,983	+442	+29%	+133	+7%
4*	A46 Slip-road (N)	1,902	2,300	4,202	338	375	713	-3,489	-83%	466	437	903	-3,299	-79%	+190	+27%
	A46 Slip-road (S)	2,308	1,987	4,295	538	419	958	-3,337	-78%	609	429	1,037	-3,258	-76%	+80	+8%
	A46 NB Mainline	-	-	0	-	-	1,910	+1,910	-	-	-	2,089	+2,089	-	+179	+9%
	A46 SB Mainline	-	-	0	-	-	2,175	+2,175	-	-	-	2,327	+2,327	-	+153	+7%
	Net Change A46 (N)	1,922	2,256	4,178	2,256	2,542	4,798	+621	+15%	2,564	2,739	5,303	+1,125	+27%	+504	+11%
	Net Change A46 (S)	2,305	1,959	4,264	2,712	2,325	5,037	+773	+18%	2,940	2,514	5,454	+1,190	+28%	+417	+8%
3*	A46 Slip-road (N)	1,877	2,377	4,255	261	324	585	-3,669	-86%	649	721	1,370	-2,884	-68%	+785	+134%
	A46 Slip-road (S)	2,249	1,929	4,179	188	327	515	-3,664	-88%	308	499	807	-3,371	-81%	+293	+57%
	A46 NB Mainline	-	-	0	-	-	1,942	+1,942	-	-	-	2,074	+2,074	-	+132	+7%
	A46 SB Mainline	-	-	0	-	-	2,344	+2,344	-	-	-	2,423	+2,423	-	+79	+3%
	Net Change A46 (N)	1,890	2,375	4,265	2,212	2,667	4,879	+614	+14%	2,726	3,144	5,870	+1,605	+38%	+991	+20%
	Net Change A46 (S)	2,250	1,930	4,180	2,534	2,265	4,799	+619	+15%	2,729	2,568	5,297	+1,117	+27%	+498	+10%
2	A46 Slip-road (S)	954	1,109	2,064	1,074	1,468	2,542	+478	+23%	1,426	1,870	3,297	+1,233	+60%	+755	+30%
	M69 NB Mainline	-	-	795	-	-	761	-34	-4%	-	-	882	+87	+11%	+122	+16%
	M69 SB Mainline	-	-	1,404	-	-	1,583	+179	+13%	-	-	1,737	+333	+24%	+154	+10%
1	M6 Slip-road (E)	698	1,722	2,419	748	1,845	2,593	+174	+7%	907	2,054	2,962	+542	+22%	+368	+14%
	M6 Slip-road (W)**	889	1,197	2,086	912	1,360	2,272	+186	+9%	1,078	1,607	2,686	+600	+29%	+414	+18%

Jct.	Approach	2018 Base Model			2042 Ref Case			Base vs Ref Case		2042 Local Plan + Do Something			Base vs LP + Do Something		Ref Case vs LP + DS	
		On-slip	Off-slip	Total Flows	On-slip	Off-slip	Total Flows	Total Diff	% Diff	On-slip	Off-slip	Total Flows	Total Diff	% Diff	Total Diff	% Diff
	M6 (M69 Dedicated Left-Turn Only)	-	-	975	-	-	1,164	+189	+19%	-	-	1,212	+237	+24%	+48	+4%
	M6 EB Mainline	-	-	2,327	-	-	2,939	+612	+26%	-	-	3,048	+721	+31%	+109	+4%
	M6 WB Mainline	-	-	3,933	-	-	4,643	+710	+18%	-	-	4,818	+886	+23%	+176	+4%
36	M69 Slip-road (N)	580	556	1,136	557	646	1,203	+68	+6%	567	699	1,266	+130	+11%	+63	+5%
	M69 Slip-road (S)	1,261	589	1,850	1,129	562	1,691	-159	-9%	1,269	677	1,946	+95	+5%	+254	+15%
	M69 NB Mainline	-	-	1,349	-	-	1,598	+249	+18%	-	-	1,681	+332	+25%	+83	+5%
	M69 SB Mainline	-	-	2,010	-	-	2,392	+382	+19%	-	-	2,540	+530	+26%	+148	+6%

*A46 mainline traffic in 2042 forecast models is included for comparison, 2018 Base Model does not include the consented schemes at Binley Roundabout and A46 Coventry Eastern Bypass/B4082 Roundabout.

**Excludes M69 Dedicated Left-Turn Flow.

RRAM SRN Junctions Slip-roads and Mainline Flows Comparison – PM Peak Hour

Jct.	Approach	2018 Base Model			2042 Ref Case			Base vs Ref Case		2042 Local Plan + Do Something			Base vs LP + Do Something		Ref Case vs LP + DS	
		On-slip	Off-slip	Total Flows	On-slip	Off-slip	Total Flows	Total Diff	% Diff	On-slip	Off-slip	Total Flows	Total Diff	% Diff	Total Diff	% Diff
5	A46 Slip-road (E)	812	687	1,499	960	893	1,853	+354	+24%	1,019	1,044	2,063	+564	+38%	+210	+11%
	A45 Slip-road (W)	1,290	1,350	2,640	1,785	2,097	3,883	+1,243	+47%	1,747	2,223	3,970	+1,330	+50%	+87	+2%
	A46 EB Mainline	-	-	1,184	-	-	1,331	+147	+12%	-	-	1,524	+340	+29%	+193	+15%
	A45 WB Mainline	-	-	1,558	-	-	1,760	+202	+13%	-	-	1,983	+425	+27%	+223	+13%
4*	A46 Slip-road (N)	2,517	2,120	4,637	414	385	800	-3,837	-83%	472	498	970	-3,666	-79%	+171	+21%
	A46 Slip-road (S)	2,241	2,119	4,361	464	354	818	-3,543	-81%	562	426	987	-3,373	-77%	+170	+21%
	A46 NB Mainline	-	-	0	-	-	1,963	+1,963	-	-	-	2,142	+2,142	-	+179	+9%
	A46 SB Mainline	-	-	0	-	-	2,206	+2,206	-	-	-	2,472	+2,472	-	+266	+12%
	Net Change A46 (N)	2,513	2,114	4,627	2,384	2,587	4,971	+344	+7%	2,626	2,963	5,589	+962	+21%	+618	+12%
	Net Change A46 (S)	2,238	2,033	4,272	2,663	2,309	4,972	+700	+16%	3,031	2,559	5,590	+1,319	+31%	+619	+12%
3*	A46 Slip-road (N)	2,594	2,272	4,866	545	277	822	-4,044	-83%	844	589	1,433	-3,433	-71%	+611	+74%
	A46 Slip-road (S)	2,116	2,526	4,642	293	268	561	-4,082	-88%	475	348	823	-3,819	-82%	+262	+47%
	A46 NB Mainline	-	-	0	-	-	2,125	+2,125	-	-	-	2,361	+2,361	-	+236	+11%
	A46 SB Mainline	-	-	0	-	-	2,290	+2,290	-	-	-	2,485	+2,485	-	+195	+9%
	Net Change A46 (N)	2,602	2,273	4,875	2,676	2,564	5,240	+365	+7%	3,276	3,075	6,351	+1,477	+30%	+1,111	+21%
	Net Change A46 (S)	2,115	2,532	4,648	2,584	2,391	4,975	+327	+7%	2,960	2,660	5,620	+972	+21%	+645	+13%
2	A46 Slip-road (S)	1,211	1,000	2,212	1,357	1,156	2,512	+301	+14%	1,668	1,464	3,132	+921	+42%	+620	+25%
	M69 NB Mainline	-	-	1,607	-	-	1,550	-57	-4%	-	-	1,917	+309	+19%	+367	+24%
	M69 SB Mainline	-	-	1,056	-	-	1,208	+152	+14%	-	-	1,406	+350	+33%	+198	+16%
1	M6 Slip-road (E)	803	1,254	2,057	944	1,368	2,312	+255	+12%	1,118	1,644	2,762	+705	+34%	+450	+19%
	M6 Slip-road (W)**	1,136	722	1,858	1,412	726	2,138	+280	+15%	1,706	874	2,580	+722	+39%	+443	+21%

Jct.	Approach	2018 Base Model			2042 Ref Case			Base vs Ref Case		2042 Local Plan + Do Something			Base vs LP + Do Something		Ref Case vs LP + DS	
		On-slip	Off-slip	Total Flows	On-slip	Off-slip	Total Flows	Total Diff	% Diff	On-slip	Off-slip	Total Flows	Total Diff	% Diff	Total Diff	% Diff
	M6 (M69 Dedicated Left-Turn Only)	-	-	1,154	-	-	1,419	+264	+23%	-	-	1,491	+337	+29%	+72	+5%
	M6 EB Mainline	-	-	2,649	-	-	3,225	+576	+22%	-	-	3,376	+727	+27%	+151	+5%
	M6 WB Mainline	-	-	3,047	-	-	3,765	+718	+24%	-	-	3,946	+899	+30%	+181	+5%
36	M69 Slip-road (N)	461	534	995	553	572	1,125	+130	+13%	577	615	1,193	+198	+20%	+68	+6%
	M69 Slip-road (S)	593	1,304	1,897	593	1,247	1,840	-58	-3%	748	1,538	2,287	+389	+21%	+447	+24%
	M69 NB Mainline	-	-	1,986	-	-	2,402	+416	+21%	-	-	2,618	+632	+32%	+216	+9%
	M69 SB Mainline	-	-	1,562	-	-	1,865	+304	+19%	-	-	1,984	+423	+27%	+119	+6%

*A46 mainline traffic in 2042 forecast models is included for comparison, 2018 Base Model does not include the consented schemes at Binley Roundabout and A46 Coventry Eastern Bypass/B4082 Roundabout.

**Excludes M69 Dedicated Left-Turn Flow.

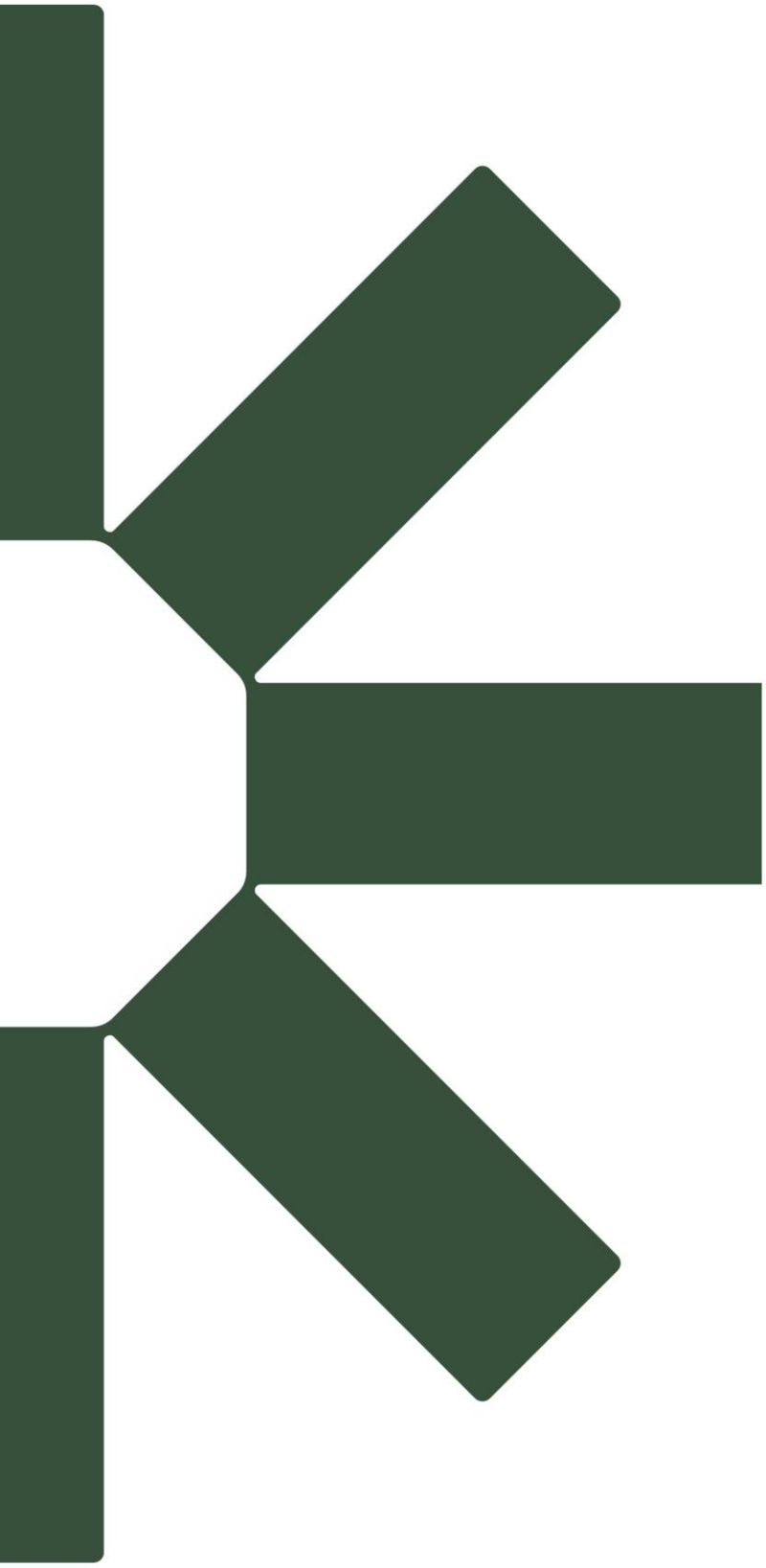
RRAM SRN Junctions Slip-roads and Mainline Flows Comparison – 6 Hours Flows

Jct.	Approach	2018 Base Model			2042 Ref Case			Base vs Ref Case		2042 Local Plan + Do Something			Base vs LP + Do Something		Ref Case vs LP + DS	
		On-slip	Off-slip	Total Flows	On-slip	Off-slip	Total Flows	Total Diff	% Diff	On-slip	Off-slip	Total Flows	Total Diff	% Diff	Total Diff	% Diff
5	A46 Slip-road (E)	4,834	4,169	9,003	5,579	4,696	10,275	+1,272	+14%	6,253	5,291	11,545	+2,542	+28%	+1,270	+12%
	A45 Slip-road (W)	6,837	7,162	13,999	9,300	9,886	19,186	+5,187	+37%	9,684	10,412	20,095	+6,096	+44%	+910	+5%
	A46 EB Mainline	-	-	7,069	-	-	7,974	+905	+13%	-	-	8,816	+1,746	+25%	+841	+11%
	A45 WB Mainline	-	-	8,857	-	-	9,596	+739	+8%	-	-	10,481	+1,624	+18%	+885	+9%
4*	A46 Slip-road (N)	13,261	12,571	25,832	2,128	2,040	4,169	-21,663	-84%	2,588	2,482	5,070	-20,762	-80%	+902	+22%
	A46 Slip-road (S)	12,983	11,945	24,929	2,746	1,905	4,651	-20,278	-81%	3,101	2,125	5,226	-19,702	-79%	+575	+12%
	A46 NB Mainline	-	-	0	-	-	11,550	+11,550	-	-	-	12,836	+12,836	-	+1,286	+11%
	A46 SB Mainline	-	-	0	-	-	11,663	+11,663	-	-	-	12,797	+12,797	-	+1,134	+10%
	Net Change A46 (N)	13,282	12,555	25,837	13,660	13,744	27,404	1,567	+6%	15,402	15,320	30,723	4,886	+19%	3,318	+12%
	Net Change A46 (S)	12,998	11,922	24,921	14,389	13,472	27,861	2,941	+12%	15,878	14,984	30,863	5,942	+24%	3,002	+11%
3*	A46 Slip-road (N)	13,382	13,128	26,510	1,994	1,439	3,434	-23,076	-87%	3,998	3,442	7,439	-19,071	-72%	+4,005	+117%
	A46 Slip-road (S)	12,542	13,314	25,855	1,282	1,558	2,839	-23,016	-89%	2,036	2,344	4,380	-21,476	-83%	+1,540	+54%
	A46 NB Mainline	-	-	0	-	-	12,061	+12,061	-	-	-	13,010	+13,010	-	+949	+8%
	A46 SB Mainline	-	-	0	-	-	12,507	+12,507	-	-	-	13,335	+13,335	-	+828	+7%
	Net Change A46 (N)	13,384	13,106	26,491	14,040	13,966	28,007	1,516	+6%	16,987	16,796	33,783	7,292	+28%	5,776	+21%
	Net Change A46 (S)	12,544	13,282	25,826	13,767	13,632	27,399	1,573	+6%	15,350	15,369	30,719	4,893	+19%	3,320	+12%
2	A46 Slip-road (S)	6,134	5,915	12,049	6,684	6,679	13,363	+1,314	+11%	8,501	8,586	17,087	+5,038	+42%	+3,724	+28%
	M69 NB Mainline	-	-	7,503	-	-	7,307	-196	-3%	-	-	8,335	+833	+11%	+1,028	+14%
	M69 SB Mainline	-	-	6,949	-	-	7,353	+405	+6%	-	-	8,382	+1,433	+21%	+1,029	+14%
1	M6 Slip-road (E)	4,031	7,965	11,995	4,345	8,273	12,618	+623	+5%	5,000	9,331	14,331	+2,335	+19%	+1,713	+14%
	M6 Slip-road (W)**	5,579	5,412	10,991	5,997	5,683	11,681	+690	+6%	7,203	6,748	13,951	+2,960	+27%	+2,270	+19%

Jct.	Approach	2018 Base Model			2042 Ref Case			Base vs Ref Case		2042 Local Plan + Do Something			Base vs LP + Do Something		Ref Case vs LP + DS	
		On-slip	Off-slip	Total Flows	On-slip	Off-slip	Total Flows	Total Diff	% Diff	On-slip	Off-slip	Total Flows	Total Diff	% Diff	Total Diff	% Diff
	M6 (M69 Dedicated Left-Turn Only)	-	-	6,275	-	-	7,464	+1,189	+19%	-	-	7,804	+1,529	+24%	+340	+5%
	M6 EB Mainline	-	-	14,473	-	-	17,424	+2,950	+20%	-	-	18,184	+3,711	+26%	+760	+4%
	M6 WB Mainline	-	-	20,891	-	-	24,083	+3,191	+15%	-	-	25,087	+4,196	+20%	+1,005	+4%
36	M69 Slip-road (N)	2,856	3,019	5,875	3,067	3,415	6,483	+608	+10%	3,157	3,589	6,745	+870	+15%	+263	+4%
	M69 Slip-road (S)	4,971	5,149	10,119	4,895	4,716	9,611	-508	-5%	5,865	5,768	11,633	+1,513	+15%	+2,022	+21%
	M69 NB Mainline	-	-	10,390	-	-	11,557	+1,168	+11%	-	-	12,281	+1,891	+18%	+724	+6%
	M69 SB Mainline	-	-	10,739	-	-	12,561	+1,822	+17%	-	-	13,364	+2,625	+24%	+803	+6%

*A46 mainline traffic in 2042 forecast models is included for comparison, 2018 Base Model does not include the consented schemes at Binley Roundabout and A46 Coventry Eastern Bypass/B4082 Roundabout.

**Excludes M69 Dedicated Left-Turn Flow.



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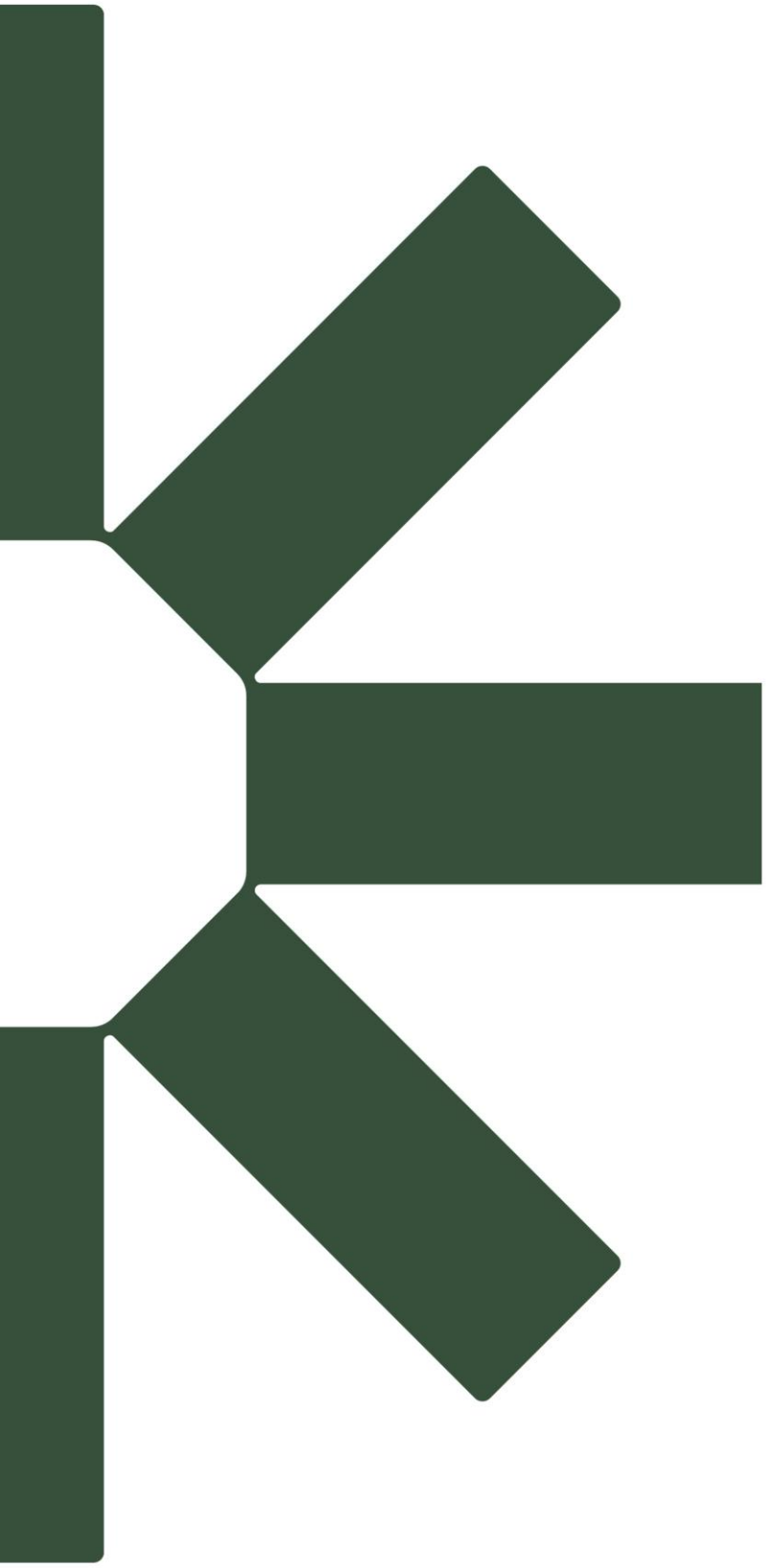

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