

**Proposed Decision to be taken by the  
Portfolio Holder for Transport and Highways  
on or after 26<sup>th</sup> October 2012**

**Rugby Town Centre Pedestrianisation Scheme**

**Recommendation**

1. That the Portfolio Holder gives approval for the further development of an alternative scheme for Rugby Town Centre based on the revised feasibility design.

**1.0 Key Issues**

- 1.1 In 2010 Rugby Area Committee gave approval for a feasibility design to be produced for the Rugby Town Centre Pedestrianisation scheme. The design was based on 'Option 1', the preferred scheme option, following extensive public consultation.
- 1.2 Option 1 allowed for the area of Church Street and North Street adjacent to the Clock Tower to be fully pedestrianised. In order to facilitate this, a number of other works in the area would be required in relation to buses, taxis, on-street car parking and traffic movement. Completion of the feasibility design established the estimated cost of delivering Option 1 as £2,252,000.
- 1.3 The estimated cost of delivering Option 1 is considered to be prohibitive within the current availability of capital funding. Therefore in March 2012 further work was commissioned to explore an alternative option that would be more affordable, whilst still delivering a similar set of benefits to the original scheme. A descriptive overview of the revised scheme is provided in section 2 of this report.
- 1.4 The County Council has worked closely with Rugby Borough Council during the development of the scheme. The County Council has undertaken the highway design element of the scheme whilst the Borough Council has focused on the associated public realm works. The scheme has been developed on the premise that the total cost will be shared equally between the two organisations. The budget setting process for 2013/14 will be an opportunity for the County Council and Rugby Borough Council to secure funding for the scheme.

1.5 Formal Political approval of the revised scheme is required before further consultation and design work can be undertaken.

## **2.0 Options and Proposal**

2.1 The key change made to the original Option 1 design is allowing buses, taxis and cyclist to continue to use North Street/Church Street as a through route. By allowing buses to continue to utilise this route certain aspects of the overall cost are significantly reduced. In order to maximise the pedestrianised area in North Street it is proposed that permitted traffic is operated under signal controlled, shuttle working along a single carriageway.

2.2 Other notable elements of the revised scheme include the following;

- The relocation of the taxi rank along the eastside of North Street, predominately near the Evreux Way/Park Road/North Street roundabout. To maximise the number of spaces the roundabout will be slightly reconfigured.
- A right turn ban from the Clock Tower service road onto North Street is included to prevent delivery vehicles from turning right and either being forced to enter the restricted zone or use the Chestnut Field route.
- The removal of formal pedestrian crossings on North Street and Church Street due to a reduction in traffic volumes. Raised informal crossing points will be provided to help give priority to pedestrians. The crossing on North Street (near Argos) will be retained to establish if it is still required with the much reduced traffic flows.
- To facilitate the realignment of Church Street, the bus stop outside William Hill/Co-Op will be removed. An additional bus stop will be provided alongside the existing bus stop on Church Street (outside HSBC).
- To assist access by general traffic to car parks located off Chestnut Field, a reduction of one way section on Chestnut Field (and inclusion of new build out and removal of existing build out) is included in the scheme.
- A new right turn lane on Newbold Terrace into a private road (Wood Street West) will be provided alongside improved road markings on Wood Street to encourage compliance with left turns. This will make the route less attractive to through traffic and help prevent rat running.
- Due to significant degradation, the existing raised tables at the junctions of Railway Terrace and Albert Street and Bank Street and Albert Street will be reconstructed in asphalt.
- The signalling equipment and pedestrian crossing facilities at the Railway Terrace/Clifton Road junction will be replaced, this will include the

relocation of traffic stop line and removal of box junction seventy metres east of the junction. Despite general traffic being encouraged to use Lawrence Sheriff Street and the Gyratory, the works at this junction should assist with any through traffic that has continued to this point.

- Traffic calming measures on Park Road/Manor Road and Lancaster Road, will be provided/upgraded and will include a raised table to encompass the entire junction. Existing road humps on Wood Street (between Acacia Grove and Sycamore Grove) will be replaced by a raised table. These works are necessary to help mitigate the impact of the closure of North Street to general traffic in this residential area.

2.3 The estimated cost for delivering the highway element of the revised scheme stands at £546,000. The total cost of the scheme including the public realm works is estimated to be in the order of £1M.

### 3.0 Timescales associated with the decision and next steps

3.1 Subject to approval, it is proposed that the revised scheme is taken to the appropriate Community Forums in November 2012. This will enable the scheme to be discussed in a public forum and feedback received. In addition, further consultation will be undertaken with key stakeholders including the Rugby Disability Forum, Stagecoach and the Association of Taxi Operators.

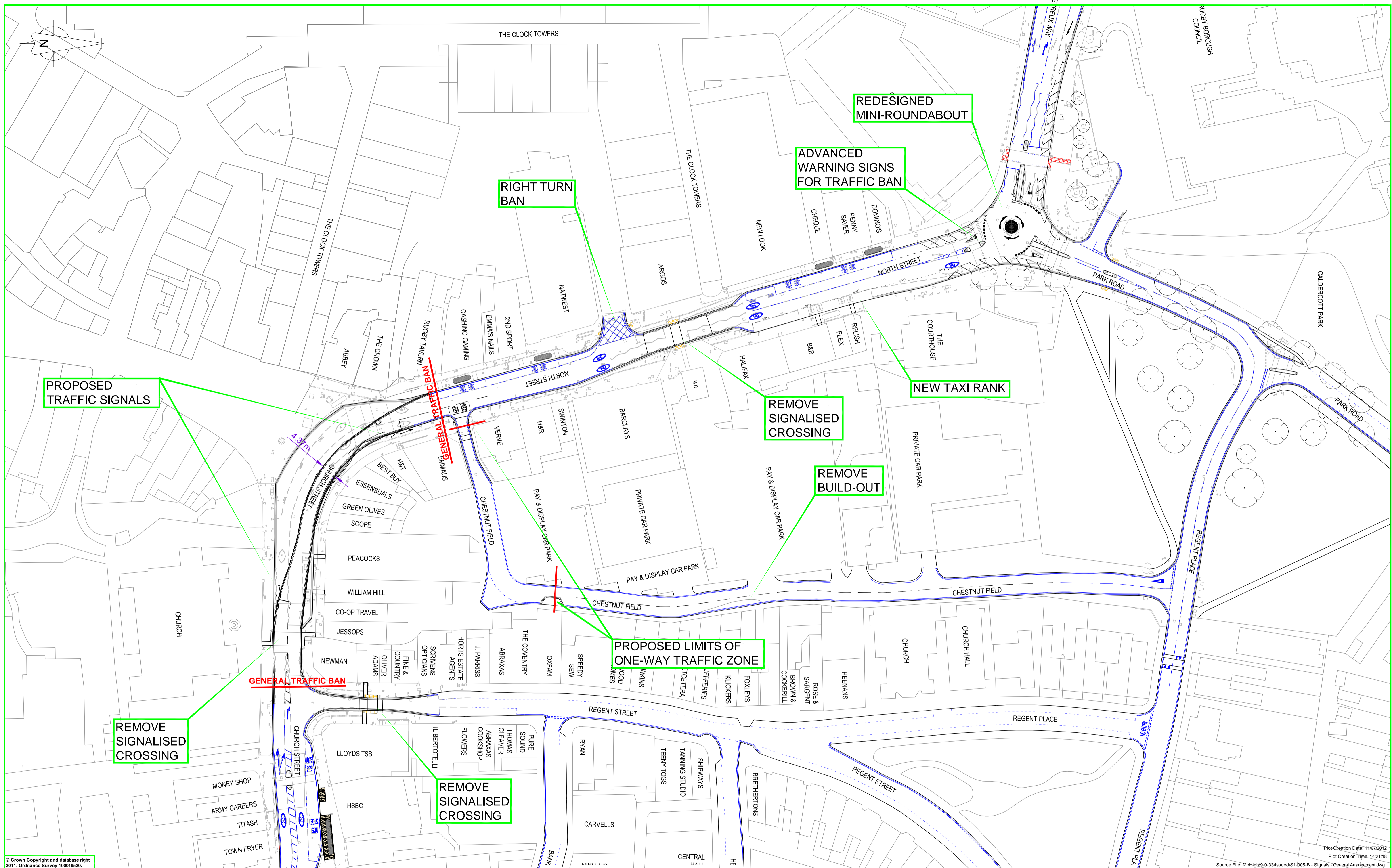
3.2 A bid for capital funding the highway element of the scheme will be promoted as part of the budget setting process for 2013/14. Rugby Borough Council is currently undertaking a similar process to secure funding for the public realm elements of the scheme.

3.3 If funding is secured, the scheme will be added to the 2013/14 Capital Programme. Detailed design and consultation would be undertaken during 2013, with an anticipated start on site early in 2014.

### Background papers

1. Rugby Town Centre Pedestrianisation Scheme: Feasibility Plans

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NOTES

KEY

- Existing road markings
- Proposed road markings

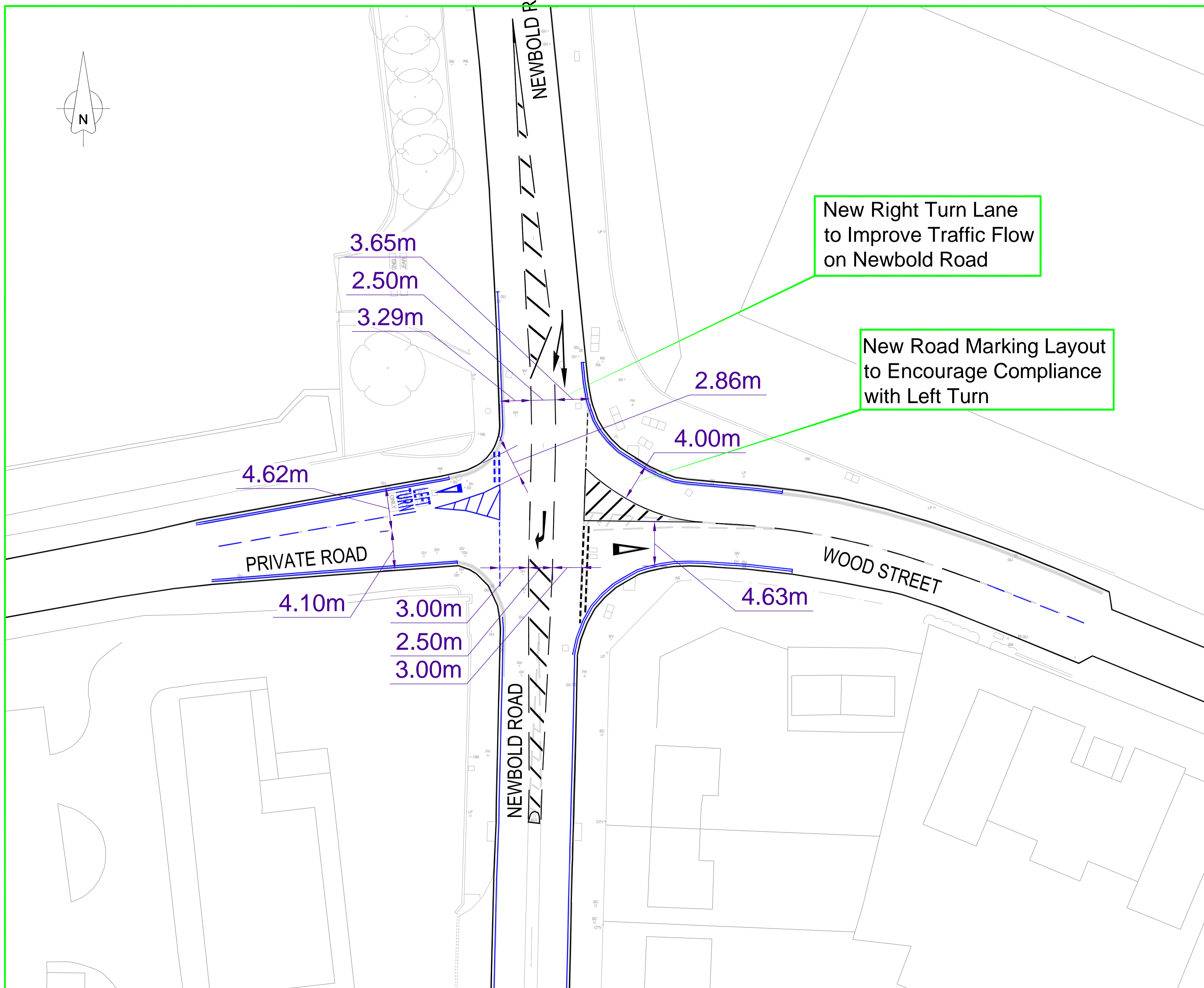
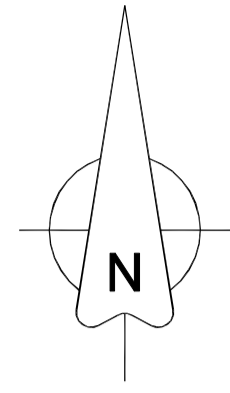
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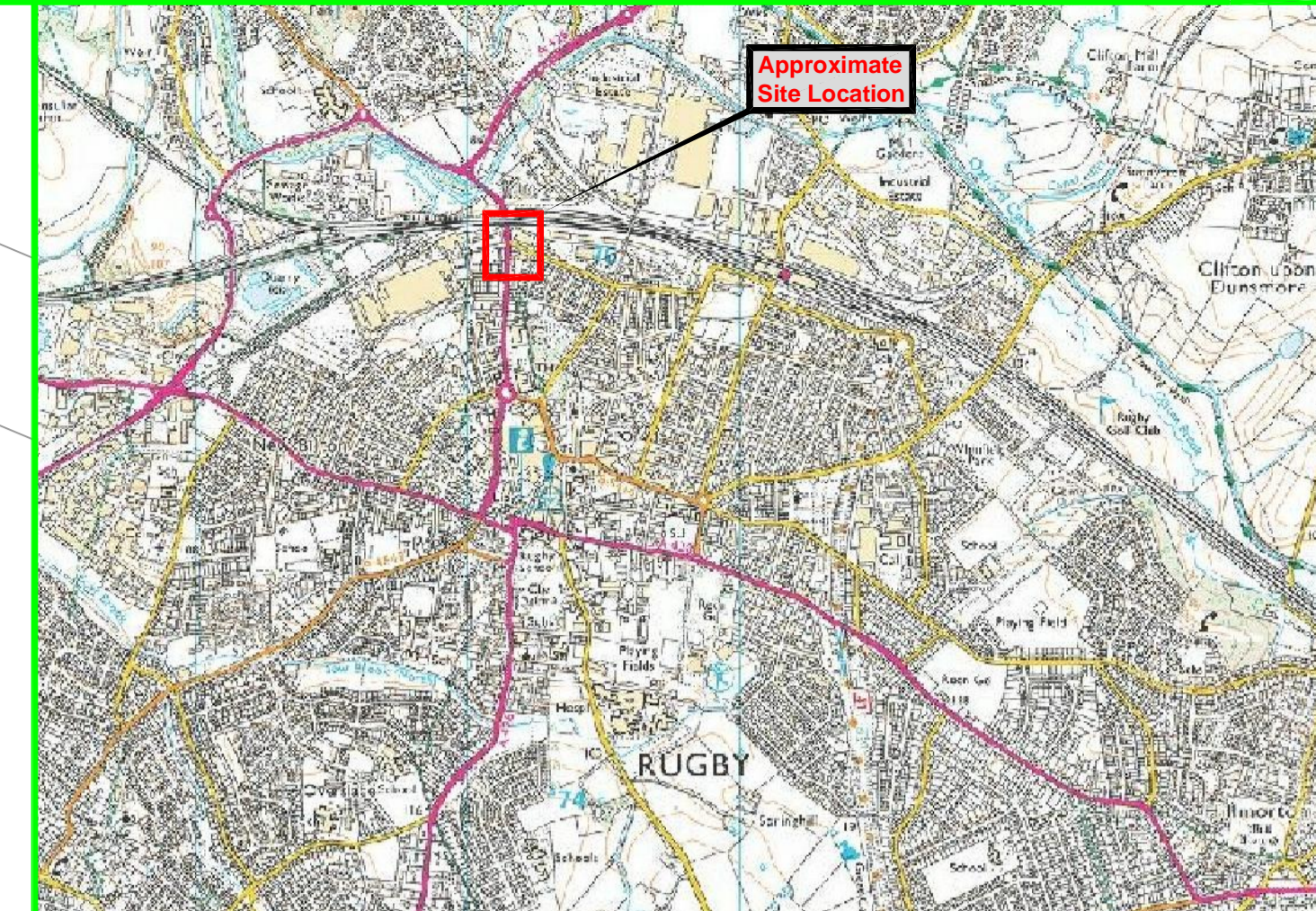
**Rugby Town Centre  
Pedestrianisation  
Feasibility Stage Drawings  
SITE 1 - SIGNALS OPTION  
GENERAL ARRANGEMENT**

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New Right Turn Lane  
to Improve Traffic Flow  
on Newbold Road

New Road Marking Layout  
to Encourage Compliance  
with Left Turn



**SITE LOCATION PLAN**

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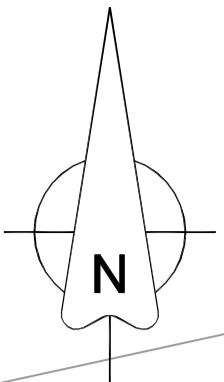
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**KEY**  
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 — Proposed road markings

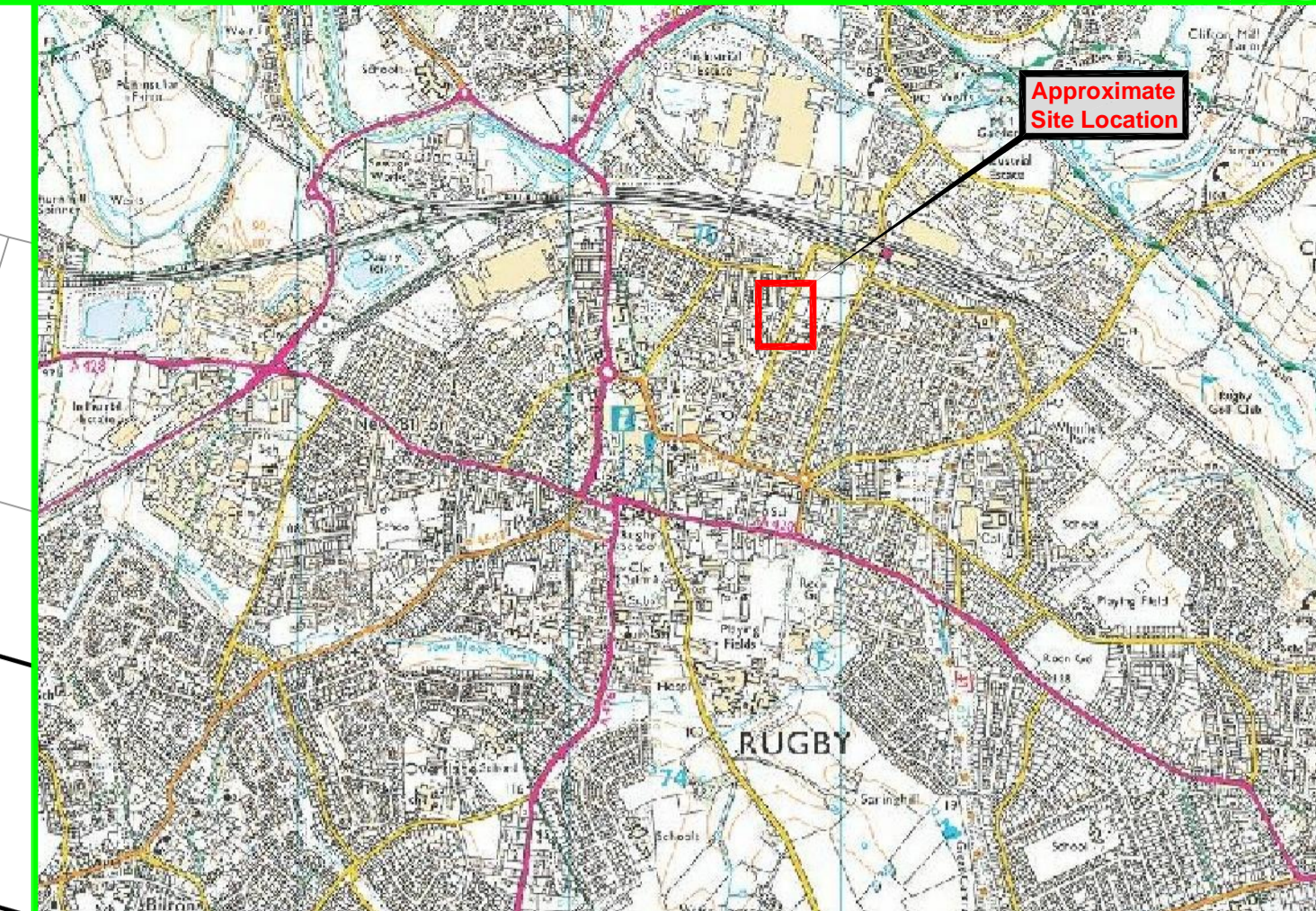
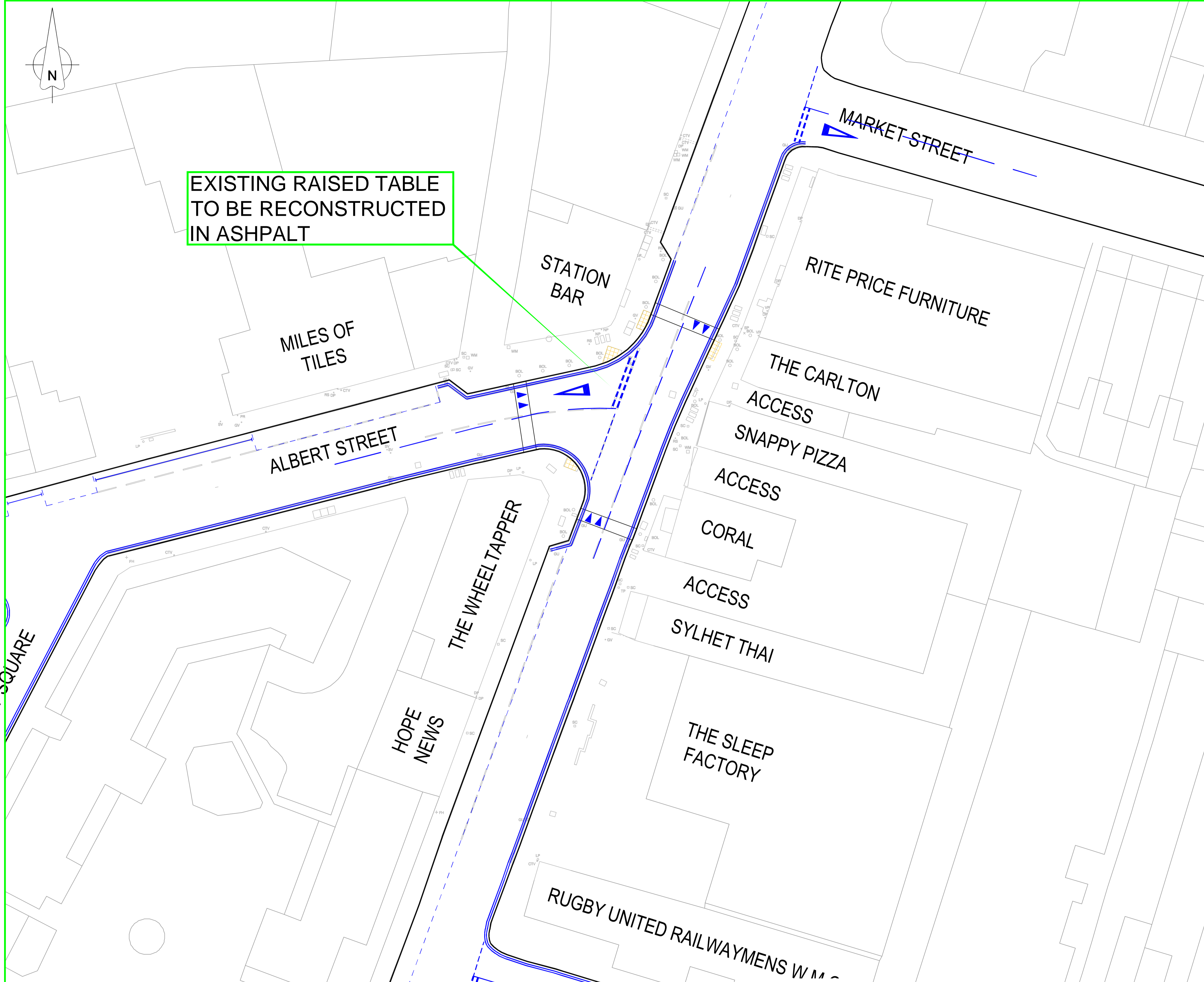
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 Rugby Town Centre  
 Pedestrianisation  
 Feasibility Stage Drawings  
 SITE 3  
 GENERAL ARRANGEMENT

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EXISTING RAISED TABLE  
TO BE RECONSTRUCTED  
IN ASPHALT



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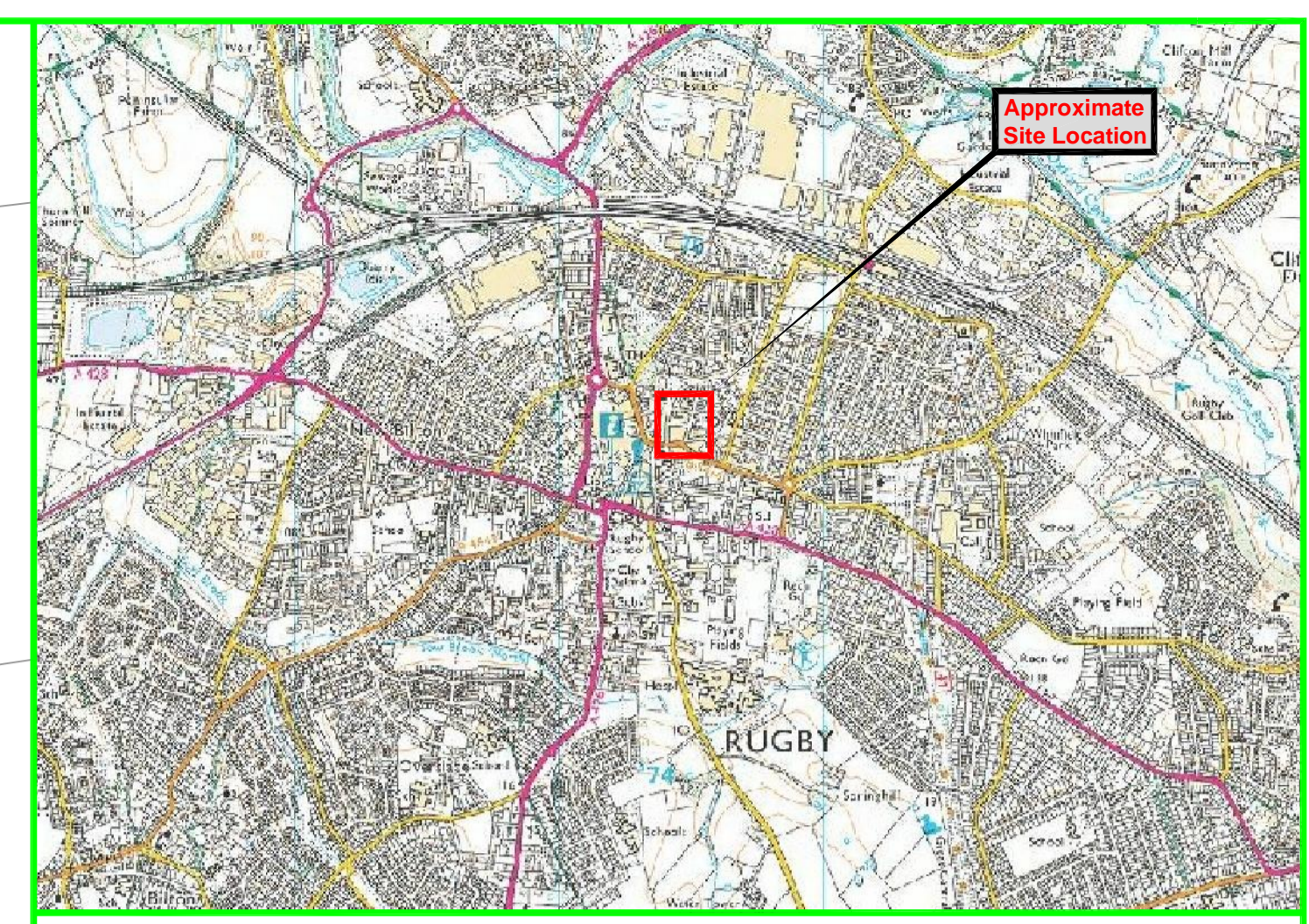
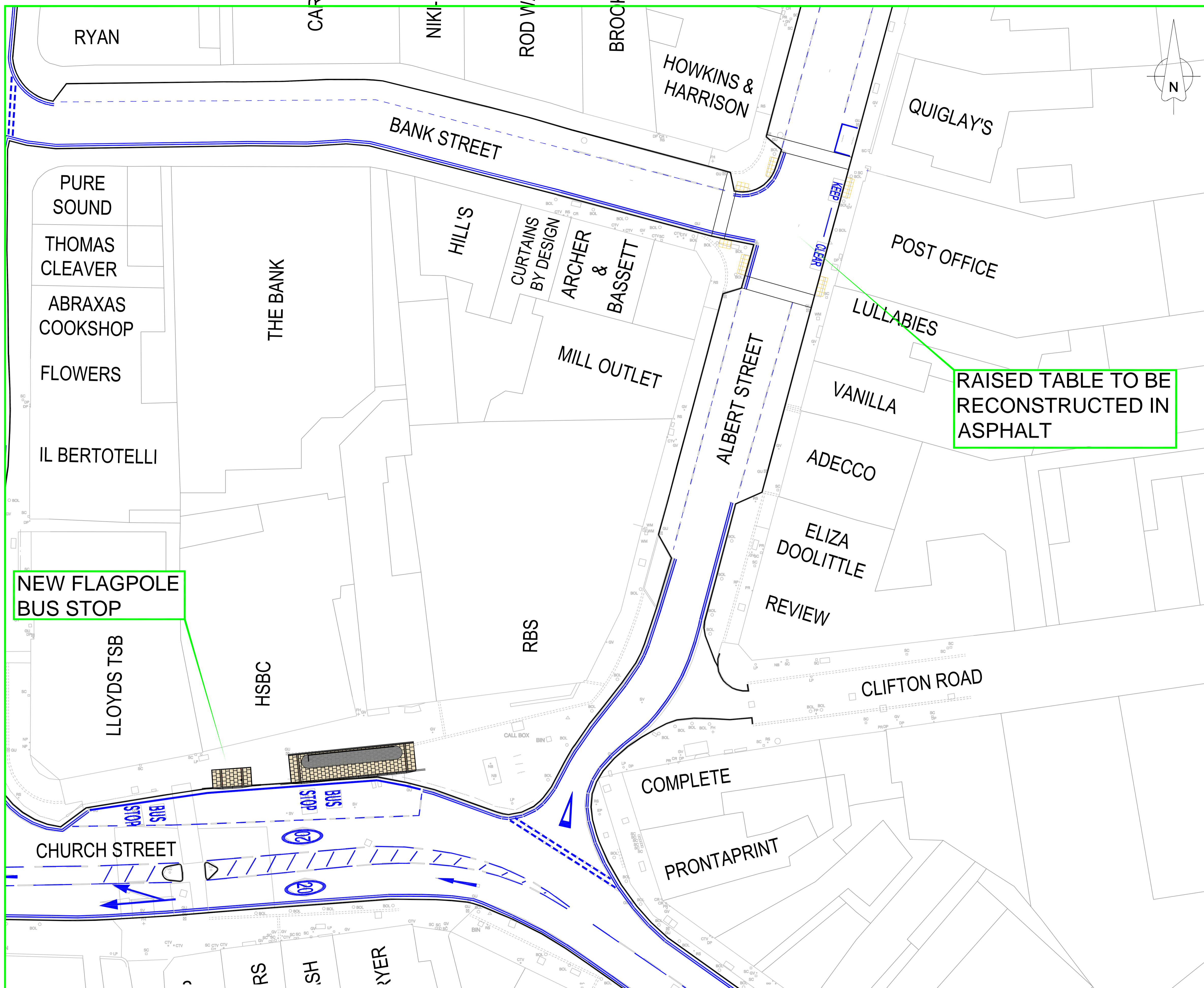
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**Rugby Town Centre  
Pedestrianisation  
Feasibility Stage Drawings  
SITE 5  
GENERAL ARRANGEMENT**



**SITE LOCATION PLAN**

**NEW FLAGPOLE  
BUS STOP**

**RAISED TABLE TO BE  
RECONSTRUCTED IN  
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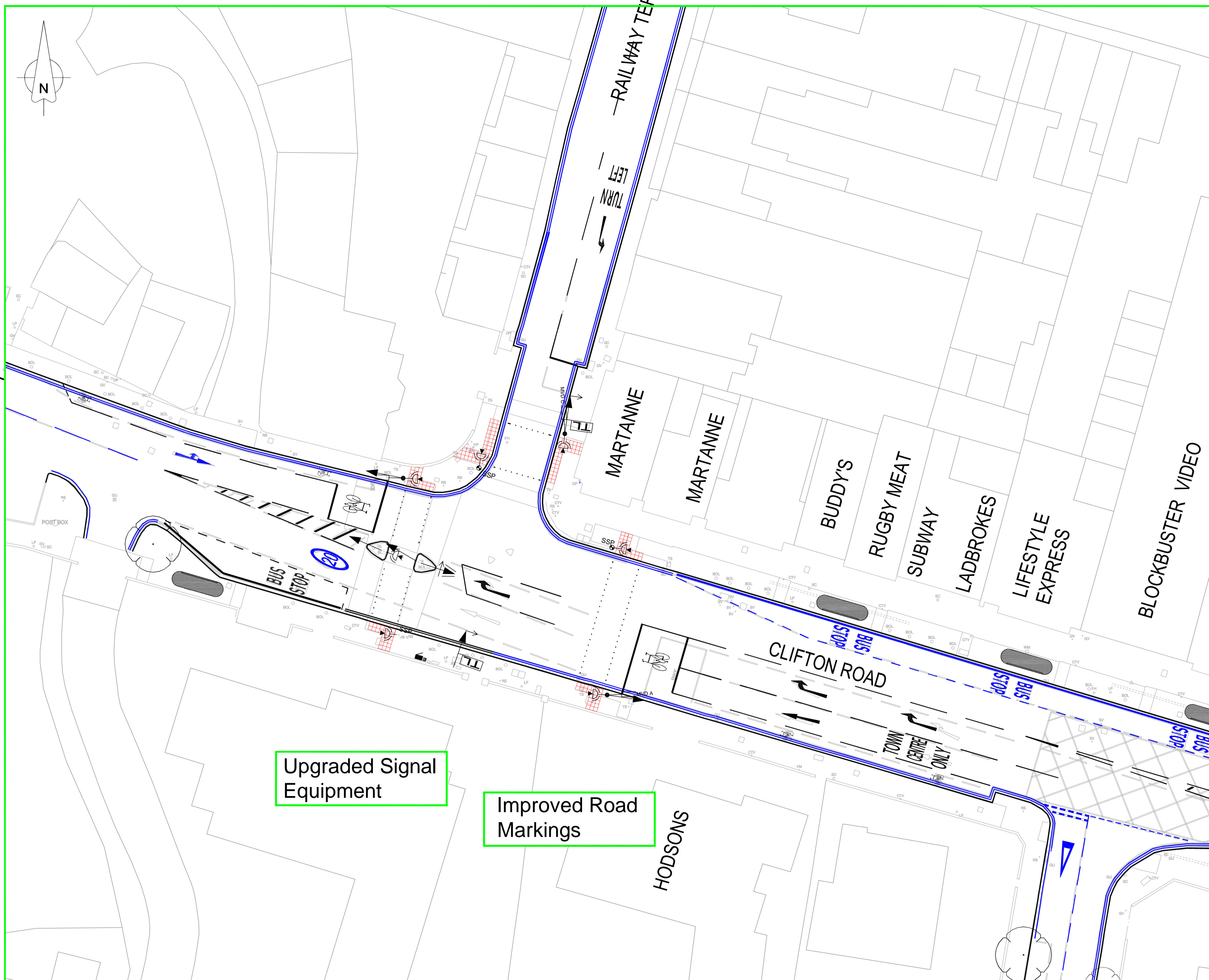
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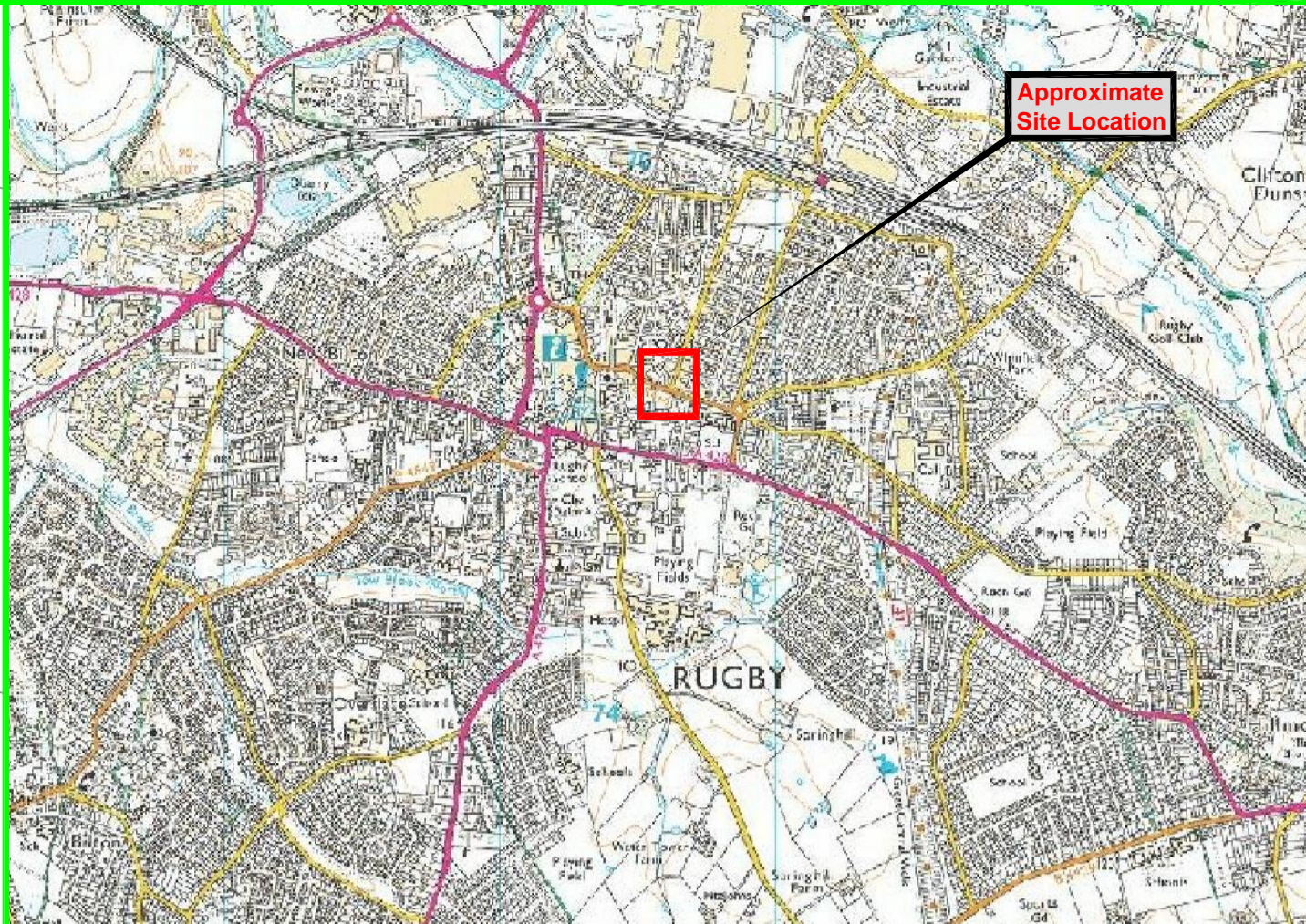
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Upgraded Signal Equipment

Improved Road Markings



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SUFFIX AMENDMENTS

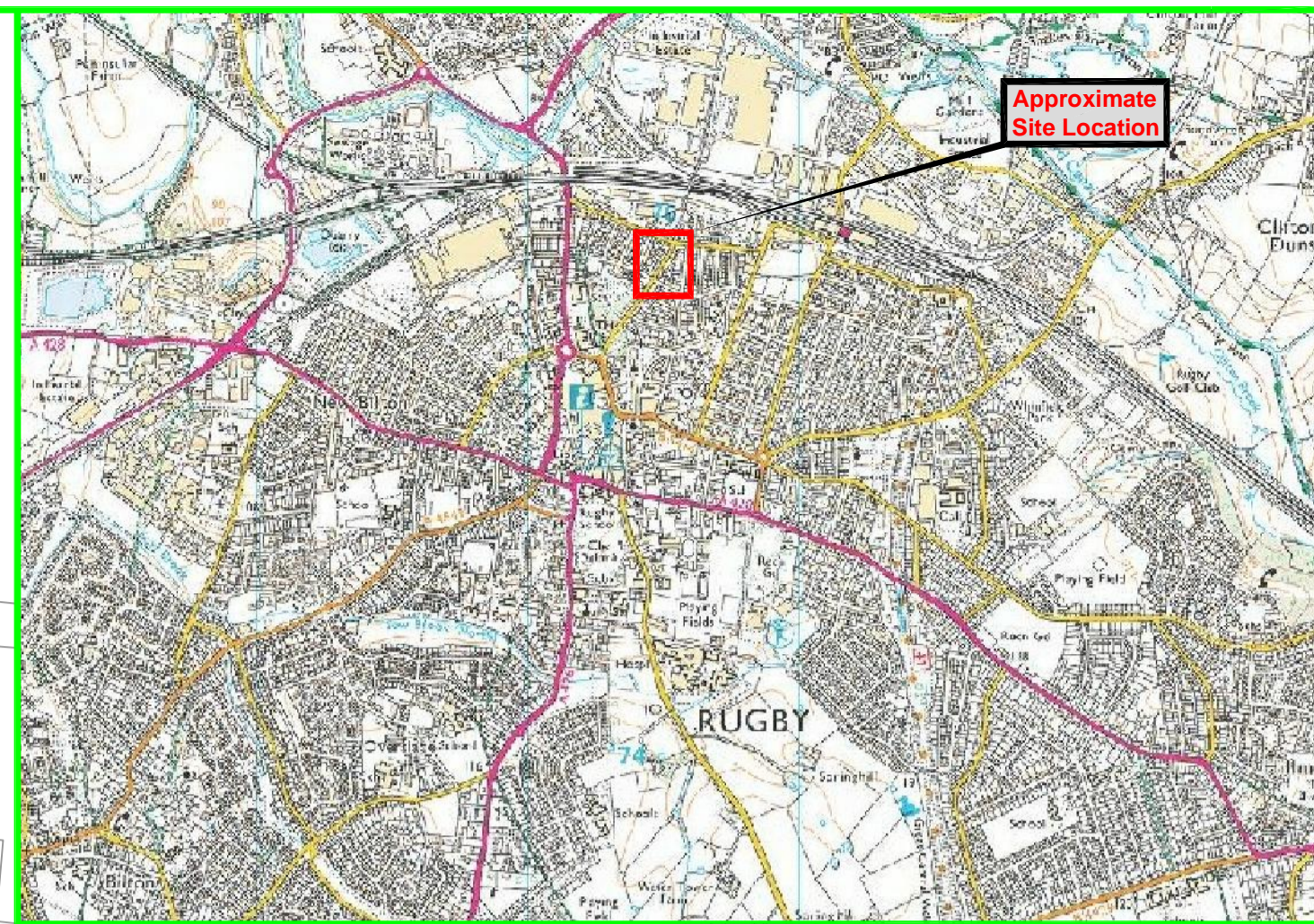
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 Feasibility Stage Drawings  
 SITE 7  
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NOTES

| KEY | SUFFIX | AMENDMENTS             |
|-----|--------|------------------------|
|     |        | Existing road markings |
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| DATE | TITLE   |
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