

AGENDA MANAGEMENT SHEET

Name of Committee

Cabinet

Date of Committee

23 April 2009

Report Title

Rugby Joint Transport Review

Summary

A panel of Members from Warwickshire County Council and Rugby Borough Council has undertaken a joint review of transport in Rugby. On the basis of its findings and conclusions the panel has developed a series of recommendations. These have been considered by Rugby Area Committee and Environment Overview and Scrutiny Committee

For further information please contact:

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Would the recommendation decision be contrary to the Budget and Policy Framework? [please identify relevant plan/budget provision]

No.

Background papers

None

CONSULTATION ALREADY UNDERTAKEN:-

Details to be specified

Other Committees

Considered by Rugby Area Committee 26th March 2009 and by Environment Overview and Scrutiny Committee 9th April 2009.

Local Member(s)

.....

Other Elected Members

.....

Cabinet Member

Councillor Martin Heatley

Chief Executive

.....

Legal

Ian Marriott

Finance

.....

Other Chief Officers

Strategic Director Performance and Development, Strategic Director, Environment and Economy

- District Councils Review undertaken jointly with Rugby Borough Council
- Health Authority
- Police
- Other Bodies/Individuals Roger Newham – Chief Transport Planner. “Some of the recommendations will create significant funding pressures. If Members support and wish to pursue the panel’s recommendations they will need to ensure that resources are made available to do so”.

FINAL DECISION YES

SUGGESTED NEXT STEPS:

Details to be specified

- Further consideration by this Committee
- To Council
- To Cabinet
- To an O & S Committee
- To an Area Committee
- Further Consultation

Cabinet - 23 April 2009.

Rugby Joint Transport Review

Report of the Chair of Rugby Area Committee

Recommendation

That Cabinet endorses for implementation the relevant recommendations of the joint Rugby Transport Review.

1. In March 2007 the Rugby Area Committee of Warwickshire County Council agreed along with Rugby Borough Council that there was a case for undertaking a joint review of transport-related issues principally affecting Rugby town itself. Rugby Borough Council had given consideration to a similar review the previous year but with the benefits of a joint exercise so apparent the decision was made to suspend the unilateral approach and to work in collaboration. The two authorities nominated Members for the review panel. From Warwickshire County Council these were Councillors Collett, Cavanagh and Roodhouse. Rugby Borough Council was represented by Councillors Dodd, Edwards and Gillias. Towards the end of the process, Councillor Hodgkinson replaced Councillor Cavanagh on the panel.
2. The review commenced in May 2008. Over the following months the panel met on a number of occasions to take evidence from officers of both authorities. At the end of January 2009 the panel sat to consider its conclusions and recommendations.
3. It is not intended to set out in this covering report the detail of the process followed or the evidence considered. For this information the reader is referred to the appended main panel report.
4. The panel's report was considered by the Rugby Area Committee on 26th March 2009. Concerns were raised at that meeting by a Mr Phil Taylor who noted that reference is made in the appendices to the review report to traffic forecasts that he considers erroneous. As none of the panel's recommendations was founded on these particular forecasts the committee decided that whilst Mr Taylor's concerns may have some substance they did not materially affect the outcome of the review. Committee therefore resolved that, "Taking into account the concerns raised by Mr Phil Taylor and the comments above, the Rugby Area Committee endorses the recommendations relevant to the County Council of the Joint Review Panel and agrees that

these should be forwarded to the Environment Overview and Scrutiny Committee for comment and to Cabinet for adoption”.

5. On 9th April 2009 the report was considered by the Environment Overview and Scrutiny Committee. The committee resolved that:
 1. The Cabinet be recommended to
 - i. approve and adopt the recommendations of the Rugby Joint Transport Review
 - ii. consider whether the issues raised in the Rugby Joint Transport Review are appropriate for adoption across the rest of the County
 - iii. request that the District and Borough Councils give consideration, as part of their Local Development Framework reviews, to the provision of secure lorry parking
 2. A review of the provision of secure lorry parks be included in the future work programme of the committee.
- 6 In the light of the comments and decisions of the Rugby Area Committee and Environment Overview and Scrutiny Committee, Cabinet is asked to consider the panel report and endorse those recommendations appropriate to it.

Panel's Recommendations

1. That the Chief Executives of Warwickshire County Council and Rugby Borough Council and the Chief Constable of Warwickshire Police sign a joint letter to the Association of British Insurers encouraging them to place a restriction on cover for HGVs that park in lay bys and other insecure areas where suitable facilities exist in the area.
2. That consideration be given to how appropriate local authorities (including those in the East Midlands) can work more closely with the Warwickshire Freight Quality Partnership to improve lorry routing.
3. That consideration be given by the County Council to the production of a voluntary code of conduct for businesses which generate significant numbers of HGV movements covering lorry parking and routing.
4. That Warwickshire County Council and Rugby Borough Council examine opportunities for the development of a policy whereby the granting of any planning permission for developments that will involve significant HGV movements will be linked to a vehicle routing agreement and/or a voluntary code of conduct. This agreement should, in turn, reflect the “Warwickshire Advisory Lorry Route Map”.
5. That Rugby Borough Council give consideration to the ways in which
 - a) the turnover of parking spaces in its car parks could be

increased and

b) capacity at all existing car parks can be optimised

c) public reassurance can be promoted in relation to safety and security (ie Park Mark scheme).

6. That Warwickshire County Council continue to work with the manufacturers of sat nav software to ensure that vehicles are not directed along unsuitable routes and that lorry drivers are actively directed along routes as shown on the Advisory Lorry Route Map.

7. That the County Council give urgent attention to traffic flow and congestion issues arising at the Avon Mill Roundabout.

8. That all six locality panels in Rugby be briefed by officers and Members of Warwickshire County Council on HGV and other traffic-related issues in their area. Briefings should include reference to known problems, traffic flows, potential measures and future developments. The main purpose of the briefings will be to align perceptions held by communities with the actual situation.

9. That the A5 Working Group be encouraged to give greater attention to traffic and development related issues around Rugby.

10. That a review of lorry parking be undertaken by the County Council in and around Rugby and other parts of Warwickshire. This review will consider lorry parking provision and the problems caused by uncontrolled parking such as damage to lay bys and verges, along with wider issues such as pollution and crime.

11. That the forthcoming review of the Warwickshire Local Transport Plan place a high priority on the improvement of cross-town cycle and pedestrian links within Rugby, along with the route from the Railway Station to the town centre.

12. That the County Council undertake a review of traffic conditions within Rugby to identify the impact of the opening of the Rugby Western Relief Road.

13. That the development of a high quality transport interchange at Rugby Railway Station continue to be pursued by the two local authorities in conjunction with the rail industry.

JOHN VEREKER
Chair of Rugby Area
Committee

Shire Hall
Warwick

25 March 2009

**Cabinet – 23 April 2009 Item 3
Appendix**

TRANSPORT IN RUGBY

**A JOINT SCRUTINY REVIEW BY
WARWICKSHIRE COUNTY COUNCIL &
RUGBY BOROUGH COUNCIL**

MARCH 2009

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Foreword by Councillor Gordon Collett, Chair of Panel



This Scrutiny review has been undertaken jointly by Councillors from Warwickshire County Council and Rugby Borough Council. It was prompted by a growing recognition amongst us that the town's transport system has been coming under increasing pressure for several years. This pressure has come from a number of sources. Developments in the town and surrounding countryside have led to changes to the volume and type of traffic we now see. A shift from manufacturing to distribution has seen an increase in lorry movements whilst greater car ownership and the wider distribution of jobs has resulted in more congestion particularly at peak times. The introduction of free bus travel for the over 60's has resulted in a major increase in bus patronage.

Of course we have not stood idle whilst these changes have been happening. Ongoing improvements to the road network and public transport infrastructure have helped to keep things moving and next year will hopefully see the opening of the Rugby Western Relief Road. This new route offers us a golden opportunity to relieve congestion in the town and prepare the way for new housing and employment development areas in the future.

Unlike some scrutiny reviews this one was not prompted by any recognition of shortcomings in service delivery or planning. Rather, it was driven by a desire by Members to more fully understand the complex relationships that exist between the town of Rugby, the communities within it and the transport systems that serve it.

Rugby is set to grow significantly over the next two decades. If its transport systems are to continue to operate effectively over that time and into the future we need to be confident that they are the right ones for the town. I believe that this review takes us a long way towards understanding what is being done and what needs to be done to achieve that.

No review of this nature can be undertaken without the support of officers and Members of the authorities involved. I should like to take this opportunity to thank everyone involved for their contribution.

1.0 Executive Summary and Recommendations

- 1.1 Rugby, in common with many other medium-sized English towns has, over the last fifty years or so undergone a major transformation. An increasing population and associated development allied to changes in lifestyles and technological advances have resulted in major changes to travel patterns and volumes. The rail network has been severely rationalised whilst the highway network which in some cases dates back to Roman-times is now being used to convey traffic at levels way unimaginable even 100 years ago. The net result of these developments has been to present local authorities and their partners with the challenge of not only keeping people and goods on the move but to do so in an environmentally sustainable way.
- 1.2 In 2006 Warwickshire County Council undertook a major review of its Overview and Scrutiny function. During the review Members stated that there was a case for the development of Overview and Scrutiny at the local as well as at the county-wide level. The logic behind this was that issues of concern that were unique to a particular area could best be addressed by local Members. In January 2007 the County Council's Rugby Area Committee was consulted to establish which issue or issues it would wish to consider. At its meeting of 22nd March 2007 the committee agreed to undertake a joint exercise with Rugby Borough Council to "review the impact of existing major sources of travel movements within the borough, and the plans being made to address the impact of known future developments on the Borough's transport infrastructure".
- 1.3 Having agreed the topic for consideration a panel of elected Members from both the County Council and Borough Council was convened. Over the following months the panel met to consider a range of transport-related matters pertinent to Rugby. A considerable body of evidence was considered by the panel, being provided largely by officers of both the County Council and Borough Council. The material considered covered such topics as car parking, public transport, future development pressures, transport improvements secured through the planning process, the impact of major road schemes and HGV lorry movements.
- 1.4 From the evidence gathered a series of conclusions and recommendations for action has been developed. These are provided at the end of this executive summary and repeated in greater detail later in this report.
- 1.5 The panel's report will be presented to the Rugby Area Committee of Warwickshire County Council and to the Overview and Scrutiny Management Board of Rugby Borough Council. It is then expected that the recommendations will be forwarded on to the Executive of each local authority for adoption.

1.6 Recommendations

1. That the Chief Executives of Warwickshire County Council and Rugby Borough Council and the Chief Constable of Warwickshire Police sign a joint letter to the Association of British Insurers encouraging them to place a restriction on cover for HGVs that park in lay bys and other insecure areas where suitable facilities exist in the area.
2. That serious consideration be given to how appropriate local authorities (including those in the East Midlands) can work more closely with the Warwickshire Freight Quality Partnership to improve lorry routing.
3. That consideration be given by the County Council to the production of a voluntary code of conduct for businesses which generate significant numbers of HGV movements covering lorry parking and routing.
4. That Warwickshire County Council and Rugby Borough Council examine opportunities for the development of a policy whereby the granting of any planning permission for developments that will involve significant HGV movements will be linked to a vehicle routing agreement and/or a voluntary code of conduct.
5. That Rugby Borough Council give consideration to the ways in which
 - a) the turnover of parking spaces in its car parks could be increased.
 - b) capacity at all existing car parks can be optimised, and
 - c) public reassurance can be promoted in relation to safety and security (i.e. Park Mark scheme).
6. That Warwickshire County Council continue to work with the manufacturers of sat nav software to ensure that vehicles are not directed along unsuitable routes and that lorry drivers are actively directed along routes as shown on the Advisory Lorry Route Map.
7. That the County Council give urgent consideration to traffic flow and congestion issues arising at the A426 Avon Mill Roundabout.
8. That all six locality panels in Rugby be briefed by officers and Members of Warwickshire County Council on HGV and other traffic-related issues in their area. Briefings should include reference to known problems, traffic flows, potential measures and future developments. The main purpose of the briefings will be to align perceptions held by communities with the actual situation.
9. That the A5 Working Group be encouraged to give greater attention

to traffic and development related issues around Rugby and the effected villages.

10. That a review of lorry parking be undertaken by the County Council in and around Rugby and other parts of Warwickshire. This review will consider lorry parking provision and the problems caused by uncontrolled parking such as damage to lay bys and verges, along with wider issues such as pollution and crime.

11. That the forthcoming review of the Warwickshire Local Transport Plan place a high priority on the improvement of cross-town cycle and pedestrian links within Rugby, along with improvements to the route from the Railway Station to the town centre.

12. That the County Council undertake a review of traffic conditions within Rugby to identify the impact of the opening of the Rugby Western Relief Road.

13. That the development of a high quality transport interchange at Rugby Railway Station continue to be pursued by the two local authorities in conjunction with the rail industry.

2.0 Main Report

2.1 The main report is divided into four main parts.

- A Description of the Review Process
- Findings - Planning in Rugby
- Findings - Specific Matters
- Panel's Conclusions and Recommendations

2.2 When considering the conclusions and recommendations it is important to note that the panel addressed a wide range of issues some of which have not warranted recommendations for action. Officers and elected Members of Warwickshire County Council and Rugby Borough Council continue to work hard to resolve the challenges facing transport in and around Rugby. A number of the matters that the panel has highlighted are being addressed in an entirely satisfactory way and as a result the panel has made the decision that it does not need to make recommendations for further work on them.

2.3 A Description of the Review Process.

2.3.1 In March 2007 the Rugby Area Committee of Warwickshire County Council agreed along with Rugby Borough Council that there was a case for undertaking a joint review of transport-related issues principally affecting the urban area of Rugby. Rugby Borough Council had given consideration to a similar review the previous year but with the benefits of a joint exercise so apparent the decision was made to

work in collaboration. The two authorities nominated Members for the review panel. These were,

Warwickshire County Council



Councillor
Tom Cavanagh



Councillor
Gordon Collett



Councillor
Jerry Roodhouse

Rugby Borough Council



Councillor
Richard Dodd



Councillor
Claire Edwards



Councillor
Tony Gillias

2.3.2 Councillor Collett was elected to the Chair of the panel. Councillor Doug Hodgkinson replaced Councillor Tom Cavanagh towards the end of the review.

2..3.3 The review commenced with a scoping exercise which agreed the aims and objectives of the exercise as well as the methodology to be used and key lines of enquiry. This exercise was undertaken in May 2008. From it the terms of reference were developed. These are included at Appendix 1 to this report.

2.3.4 The panel agreed to meet four times between June 2008 and January 2009. Because of the workload a further meeting was eventually added at the end of January 2009. This was used to agree the panel's conclusions and recommendations.

2.3.5 The evidence presented to the panel was sourced principally from officers of the County Council and Borough Council. Much of this material was presented in the form of briefing notes which were in turn

used to stimulate discussion and so elicit further information from officers and Members. The experience of the review was that the knowledge and technical expertise of the officers complemented the local views of Members and their constituents. This made for a productive series of meetings.

2.3.6 Rather than repeating the content of the briefings in this report they are included at Appendix 2. They are,

Appendix 1	Terms of Reference
Appendix 2A	Background Information on Transport in Rugby Borough
Appendix 2B	Travel to Work Patterns in Warwickshire
Appendix 2C	Census 2001 – Car Ownership & Mode of Travel to Work
Appendix 2D	Local Development Framework (Note produced summer 2008)
Appendix 2E	Rugby Borough Council Local Development Framework Core Strategy – Preferred Options Paper (September 2008)
Appendix 2F	Rugby Transport Study
Appendix 2G	Rugby Transport Study Seminar – May 2008
Appendix 2H	Rugby Parking Study 2009 – Summary
Appendix 2I	Parking Needs in Rugby Post – 2011
Appendix 2J	Car Parking in Rugby Town Centre – A Summary of the Scrutiny Review Undertaken in 2008
Appendix 2K	Briefing Note – Cross Boundary Bus Services Operating in Rugby
Appendix 2L	Improvements made to Bus Provision in Rugby during LTP1
Appendix 2M	Update of Progress with Rugby Western Relief Road (1) – November 2008
Appendix 2N	Rugby Western Relief Road (RWRR) Summary of Main Traffic Effects

2.3.7 The panel considered the evidence before them, questioning officers and sharing their experiences. From their discussions a series of conclusions and recommendations were reached.

2.3.8 At the time of writing it is expected that this report will be presented to the Rugby Area Committee of Warwickshire County Council on 26th March 2009 and to the Overview and Scrutiny Management Board of Rugby Borough Council on 8th April 2009. The Customer and Partnerships Committee of Rugby Borough Council will also receive the report and will be responsible for monitoring the impact of the review recommendations.

2.3.9 The report will be conveyed to the Cabinet of each authority for adoption of the recommendations.

2.4 Findings - Planning in Rugby

2.4.1 No overview and scrutiny review can be undertaken without reference to the pervading circumstances, the mechanisms that are in place or the initiatives that are already being pursued in an area to address them. The panel has learned about transport issues and of the work of the County Council and Borough Council as well as Government bodies such as the Highways Agency and the rail industry. In order for the reader to fully appreciate how the panel's recommendations relate to it this section of the report summarises the key policy and other background information.

2.4.2 Transport in Rugby

2.4.3 Road Traffic Growth

2.4.4 Over the last 10 years, traffic growth in the urban area of Rugby has been 25% (See Chart 1 and Appendices 2A and 2B). The area has experienced slightly higher growth than the other main urban areas of Warwickshire due to recent housing and employment development within the town at Cawston, Swift Valley, Malpass Farm and Coton Park respectively. Additional growth in vehicular traffic is expected in the area as further development comes forward, both in terms of allocated and windfall sites. The County and Borough Councils will aim to ameliorate the impact of this growth in vehicular traffic by securing appropriate measures through the land use planning system, and the implementation of the strategies contained within the LTP (See below).

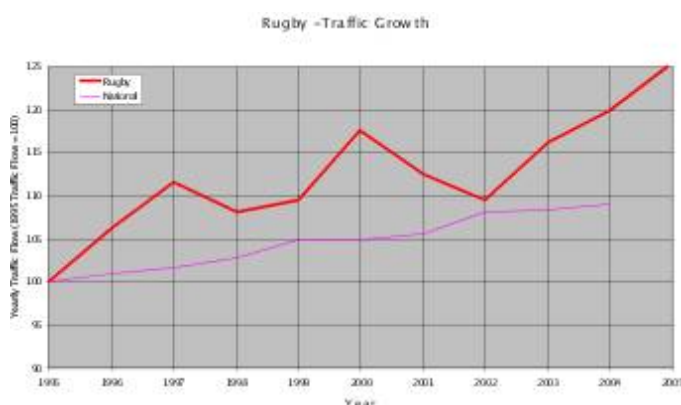


Chart 1 - Rugby - Traffic Growth 1995 - 2005

2.4.5 Modal Split

2.4.6 Modal split, illustrated by journeys to work in Rugby Borough, is set out in Table 1 below and Appendix 2C. There is a heavy reliance on the private car, and, to a lesser extent, walking. Use of public transport is relatively low, but has improved over the last few years particularly with

the implementation of the County Council's Local Transport Plan, along with the recent introduction of free bus transport for the over 60s. Modal split for the journey to work in the Borough is similar to the picture for the County as a whole. The car remains the dominant form of transport for travelling to and from work.

Table 1 Modes used for the journey to work				
Rugby Borough - Journey to Work Modal Split (Source: 2001 Census)				
	Car	Public Transport	Bicycle	Walk
Rugby Borough	70.2%	4.8%	4.0%	10.0%
Warwickshire	71.2%	4.7%	2.9%	9.7%
English Shire Counties	66.8%	7.6%	3.1%	10.1%

2.4.7 Table 2 shows a summary of school travel patterns in the Borough. The modal split for school journeys in the Borough is similar to the modal split in Warwickshire as a whole, with a strong reliance on the car and walking.

Table 2 Modes used for the journey to school				
Rugby Borough - Journey to School Modal Split (Source: WCC)				
	Car	Public Transport	Bicycle	Walk
Rugby Borough	36%	19%	4%	40%
Warwickshire	37%	15%	4%	43%
UK	30%	14%	1%	

HGV's and Public Transport are covered in their own sections later in this report.

2.4.8 Plans and Studies

2.4.9 Some plans are statutorily required. These include the Local Development Framework (produced by Rugby Borough Council) and the Local Transport Plan (produced by Warwickshire County Council). From those plans, other studies result. An example of this is the Rugby Transport Study which has recently been undertaken on behalf of the County and Borough Councils. Finally, other studies have been undertaken at the behest of the local authorities. An example of this is the work undertaken around car parking in the town. Because the outcome from this work has played a key role in assisting this review panel to understand the challenges facing Rugby they are summarised below.

2.4.10 Local Development Frameworks

2.4.11 The Planning and Compulsory Purchase Act 2004 introduced a new 'two-tiered' plan system, comprised of:

- Regional Spatial Strategies (RSS) - prepared by the regional planning bodies. These set out a broad spatial planning strategy for how a region should look in 15 to 20 years time and possibly longer.
- Local Development Frameworks (LDF) - a folder of local development documents prepared by district councils, unitary authorities or national park authorities that outline the spatial planning strategy for the local area.

2.4.12 The LDF, together with the RSS, determine how the planning system shapes geographical communities.

2.4.13 The LDF is made up of the following:

1. Development plan documents
2. Local development scheme
3. Statement of community interest
4. Annual monitoring report
5. Supplementary planning documents
6. Local development orders and simplified planning zones

2.4.14 Rugby Local Development Framework

2.4.14 Rugby Borough Council is currently preparing its LDF (See Appendix 2D). This document looks covers the period 2008 to 2028. The Core Strategy has been produced and consulted on and it is expected that this will be submitted to the Secretary of State in 2009. A brief indication of the coverage of the Core Strategy is set out below:

2.4.15 Spatial Elements –

- Vision and Objectives for the Borough
- Development Strategy
- Strategic Housing, Employment and Retail allocations

2.4.16 Policy Elements –

- Affordable Housing
- Gypsies and Travellers
- Climate Change
- Open Space
- Economic Development
- Infrastructure Provision

2.4.17 The Core Strategy includes the allocation of a number of significant extensions to Rugby Town which will equate to a minimum of 6,000 homes, 75 Hectares of land for Employment and 20,000m² of comparison retail floor space in Rugby Town Centre.

2.4.18 Clearly the delivery of the Core Strategy proposals will have very significant implications for transport within and across the Borough throughout and beyond the next twenty years. Up to 2026 the total population of the Town of Rugby is likely to increase by at least another 25,000 people which is an additional 40% relative to the existing population. The broad implications of these changes in terms of overall increased pressure on existing transport infrastructure are obvious.

2.4.19 One of the strategic objectives of the Core Strategy is the revitalisation and improvement of Rugby Town Centre as a retail and leisure destination for the residents of the Borough. These proposals are being taken forward following completion of the Rugby Transport Study (see below). The combined implications of transport and land-use plans for Rugby have the potential to significantly affect through and access traffic in and around the town centre.

2.4.21 Warwickshire County Council has submitted a strategic response on transport matters to the Borough Council's Core Strategy. This is included at Appendix 2E. This document provides an initial view on the likely impact of the development proposed within Rugby on traffic movements and levels. It focuses on potential major development sites to the north, east and south west of the town centre. It concludes that of the three locations, that subject to appropriate mitigation measures coming forward, development to the east and south west of the town would have the least impact on traffic in a number of key corridors the town. That said development of the scale proposed will present significant challenges across the whole of the urban area.

2.4.22 The Borough Council and County Council are working closely together to identify the best way of meeting the government's demanding targets for development whilst at the same time seeking to ensure the transport network continues to operate effectively in the future.

2.4.23 The Warwickshire Local Transport Plan

2.4.24 The current Warwickshire Local Transport Plan runs from 2006-2011. It is the second such plan to be produced in line with the requirement set out in the 1998 Government White Paper, 'A New Deal for Transport: Better for Everyone'. The document comprises two main sections, a county-wide strategy and a more detailed series of area based strategies. The county-wide strategy focuses on the four transport shared priorities of Central and Local Government, namely,

- Delivering accessibility;
- Tackling congestion;

- Improving air quality; and
- Making roads safer.

2.4.25 The area strategy for Eastern Warwickshire, taking its lead from the shared priorities seeks,

- A continued focus on improving facilities for pedestrians, cyclists and motorcyclists, particularly within the urban area of Rugby;
- Continuing the implementation of the Safer Routes to School initiative, both in the urban and rural areas;
- Promoting better public transport services (bus, rail and community transport) throughout the Borough;
- Improving facilities for transport interchange at the railway station and on the main bus thoroughfare in the town centre (North Street/Church Street);
- Securing the provision of the Rugby Western Relief Road in full to reduce traffic congestion within the town centre;
- Improving the management and condition of the transport asset of the area, including the highway network and bridges;
- Integrating land development proposals with accessibility improvements;
- Securing the provision of travel plans in relation to major new development, and encouraging existing large trip generators to adopt their own travel plans (including schools);
- Controlling and managing car parking provision, and giving a high priority to improving the enforcement of parking regulations;
- Promoting alternatives to the use of the private car;
- Promoting road safety, and implementing casualty reduction schemes in corridors and at specific locations where known problem exist; and
- Identifying the medium/long-term transport needs of the area to support the delivery of the Rugby Borough Local Plan/Local Development Framework, the Business Improvement District, and any future expansion of retail and employment facilities within the town centre.

2.4.26 Consideration is now being given to the replacement for the current LTP. The conclusions from this scrutiny review will be used to inform the next plan, which will commence in April 2011.

2.4.27 For more information on the current LTP the reader is referred to the Warwickshire County Council website (www.warwickshire.gov.uk/ltp).

2.4.28 Rugby Transport Study

2.4.29 The Local Transport Plan identified a need for a comprehensive transport study of Rugby to be undertaken, in order to identify:

- A transport strategy for the town centre to take advantage of the increased capacity released on the highway network by the

delivery in full of the Rugby Western Relief Road, particularly for sustainable modes;

- The transport and accessibility measures needed to complement the proposals for any redevelopment of the town centre to provide further retail and employment facilities;
- An assessment of the scale and location of parking facilities that will be needed to support the town centre, particularly beyond 2011; and
- The transport and accessibility measures needed to support committed development in the urban area as identified in the Rugby Borough Local Plan, and any other known development opportunities in the medium term.

2.4.30 In October 2007, consultants Arup were commissioned to undertake the first stage of the study. A steering group was established to oversee the work. This includes representatives from the County Council, Rugby Borough Council, Rugby First, and local bus operator Stagecoach.

2.4.31 The main tasks undertaken during the first stage of the study were:

- (i) Review of background information, including the LTP, Rugby Borough Local Plan, Rugby Parking Study, Rugby Town Centre Action Plan and Vision, Rugby cycle map, and information on the local bus network.
- (ii) One-to-one stakeholder consultations, to give all members of the study steering group an opportunity to put across their views and aspirations on each of the key elements of the study.
- (iii) An optioneering exercise, in order to identify a number of proposals for the town centre and its immediate hinterland that could be taken forward for more detailed evaluation in the second stage of the study.

2.4.32 Details of the outcomes from Phase 1 can be found at Appendix 2F and G. Following agreement of the findings of the first stage of the study by the County Council's Rugby Area Committee, a second stage to the study was commissioned. This has included,

- (i) Testing of the traffic impact of the options for the town centre using a PARAMICS traffic model which has been developed for the study area. This has taken into account the impact of the Rugby Western Relief Road, the proposed new highway links between Hunters Lane, Mill Road and Leicester Road, and possible changes to the Warwick Street gyratory proposed as part of the Stage 1 study.

- (ii) Detailed development of options sufficient to inform a Stage 1 Road Safety Audit.
- (iii) Investigation of the potential impact on public utilities and preparation of cost estimates.
- (iv) Detailed consideration of air quality impacts.
- (v) Preparation of a detailed quantified risk log and outline delivery programme.
- (vi) Further detailed discussion with key stakeholders, with particular focus on:
 - Taxi rank provision;
 - Disabled access and parking provision;
 - Loading and delivery access;
 - Access by the emergency services; and
 - Use of materials, design and the public realm.

2.4.33 Car Parking Studies

2.4.34 Major consideration has been given in recent times by the County and Borough Councils to car parking in Rugby. Three studies have been undertaken. They are summarised here.

2.4.35 A. 2004 Arup Car Parking Study – Looking to 2011

2.4.36 In September 2003, Arup was commissioned by Warwickshire County Council to undertake a study of parking in Rugby town centre, in order to gain a comprehensive view of existing parking provision and develop forecasts of demand to the year 2011. Their report was finalised in April 2004. (see Appendix 2H).

2.4.37 300 off-street car parking spaces were identified in the control of the Borough Council, NCP and the Clock Towers Shopping Centre. Maximum utilisation of these car parks averaged 86%. Utilisation was lowest in the Borough Council's long stay car parks.

2.4.38 At the time of the study, proposals for Decriminalisation of Parking Enforcement (DPE) were being considered. This was subsequently introduced with the aim of reducing illegal parking and achieving better utilisation/turnover of both on and off-street parking.

2.4.39 The impact of new development and the associated loss of parking facilities was also considered by the study. At the time this principally related to the Chapel Street redevelopment (Asda), Gas Street and Cattle Market proposals.

2.4.40 The main conclusions arising from the study were that there was an anticipated shortfall in parking supply by 2011. This was mainly due to the loss of certain car park capacity resulting from development, along with an increased demand for spaces arising from the introduction of DPE.

2.4.41 Issues which have arisen since the 2003/4 study was undertaken include:

- The successful introduction of DPE in October 2006;
- Emerging proposals for a possible mixed-use development on the Chestnut Field/North Street car park;
- The ongoing aspiration for a major tourist facility within the town centre;
- The imminent introduction of a car park Variable Message Signing scheme to inform drivers where there are available spaces in the main car parks within the town centre;
- The upgrade of the West Coast Main Line, and the likely implications this will have for usage of Rugby Station and the resultant demand for car parking; and
- The housing and employment growth proposed for Rugby in the Regional Spatial Strategy Phase 2 Revision.

2.4.42 B. Rugby Borough Council Scrutiny Review of Car parking in Rugby Town Centre 2008

2.4.43 In 2008 Rugby Borough Council's Economy Development and Culture Panel undertook a scrutiny review into the Borough Council's car parking provision in Rugby Town Centre. As part of the review the Panel considered current and predicted future capacity and demand in the town centre car parks, and the measures either in place or planned to address any shortfall.

2.4.44 Details of the review can be found at Appendix 2J. In summary, the conclusions were,

1. There are already difficulties in meeting demand for short-term parking spaces in some car parks, and the data shows that by 2011 there will be significant pressure on car parking spaces in the town. The feasibility of providing increased parking capacity needs to be considered as a matter of urgency.
2. There is capacity in the John Barford car park (JBCP) that should be promoted. JBCP opening hours should be extended to 8:00pm for a trial period to make it more attractive to motorists, particularly commuters. There is sufficient capacity to meet demand for night-time parking and therefore extending the opening of JBCP beyond early evening is not necessary.

3. There may be more potential to promote use of Westway car park to shoppers when access across Corporation Street is improved and a CCTV camera is in place, to take advantage of the current spare capacity in this car park.

2.4.45 C. 2008 Arup Car Parking Study – Looking beyond 2011

2.4.46 As part of Stages 1 and 2 of the Rugby Transport Study, Arup was asked to undertake a detailed assessment of parking needs beyond 2011 (Appendix 2I). This considered existing and future supply and demand within the area used for 'town centre' parking. The boundaries of the area of town centre influence were established with the Parking Manager at Rugby Borough Council.

2.4.47 The existing supply of parking available to the public within the study area totals some 4,330 spaces. This is comprised of 2,600 on-street spaces (including a number of residents parking areas) and 1,730 spaces in RBC car parks plus the Clock Towers Shopping Centre car park. Surveys undertaken during Autumn 2008 showed total peak parking occupancy to be 1872 in on-street locations and 1176 in off-street car parks giving a total occupancy of 3048. Peak demand occurs on market days between 11.00am and 1.00pm.

2.4.48 Future on-street supply is assumed to remain the same as the current situation (i.e. 2600 spaces).

2.4.49 In future some off-street spaces will be lost due to redevelopment proposals affecting Railway Terrace, John Barford and North Street/Chestnut Fields car parks, although the new ASDA car park will more than off-set these reductions to provide a total of 1,915 off-street spaces.

2.4.50 The total future supply is estimated to be 4,515 spaces. Future parking demand has been estimated through application of the Government's TEMPRO traffic growth database which indicates growth over the period 2008 to 2026 to be in the region of 15%. The database includes future strategic housing, retail and employment growth in Rugby identified within the draft Regional Spatial Strategy.

2.4.51 Demand for on-street parking is estimated to be 2,155 spaces and demand for off-street spaces is estimated to be 1,624. In total, therefore, parking demand in 2026 is estimated to be 3,779 spaces.

2.4.52 Currently, at times of peak occupancy, demand for parking amounts to some 70% of available spaces. By 2026, it is estimated that peak occupancy will have increased to some 84% of capacity with some 3,779 spaces occupied out of a total supply of 4,515.

2.4.53 The conclusion drawn by the study is that there will be sufficient parking capacity to accommodate demand in 2026 although, as now, demand will be concentrated in more attractive locations with available space further out from the centre and in less popular car parks.

2.4.54 Conclusion to Part 2

2.4.55 The panel is pleased to see that a considerable body of work has either been completed or is in the process of being undertaken to address some of the transport-related challenges facing Rugby. The panel has made a conscious effort not to develop recommendations for action that would duplicate work already being done. Nevertheless, as will be seen later, this review has reached conclusions and recommendations that in some instances overlap with some of the good work that has already been completed.

2.5 Part 3 – Findings – Specific Matters

2.5.1 Part 2 provides evidence of the efforts which are being made by both Authorities to plan transport in Rugby in conjunction with the town's development. However, whilst the panel welcomes the messages emerging from this evidence and is reassured by the work that officers, Members and partners are already doing, it identified a number of transport-related topics which they feel require further consideration beyond that possible within this review. These topics fall into two categories,

1. Those that are being considered through other means such as the Rugby Transport Study or LDF:
 - Public Transport
 - Improvements to the Town Centre, including possible further Pedestrianisation
2. Those that the panel consider merit greater attention:
 - Avon Mill Roundabout
 - Rugby Western Relief Road
 - Heavy Goods Vehicles – Movement
 - Heavy Goods Vehicles – Parking

2.5.2 Public Transport

2.5.3 Rugby is reasonably well served by public transport. The West Coast Main Line passes through the town providing a strategic link to London,

the West Midlands, the North West and Scotland. Local services also run to locations including Milton Keynes, Northampton, Coventry and Birmingham.

- 2.5.4 The town is served by a typical urban/rural bus network with links to nearby towns and villages. Since April 2008 bus patronage has increased significantly, this being prompted largely by the introduction of free bus travel for the over 60s. Appendix 2K sets out patronage levels on bus services that cross administrative boundaries. This shows that concessionary usage accounts for 42% of all cross boundary bus journeys. The highest use of concessionary travel is on the 585 service that Rugby villages and the Walsgrave Hospital (now called University Hospital Coventry and Warwickshire).
- 2.5.5 The majority of bus services operating in and around Rugby are run by Stagecoach. However, other operators include Geoff Amos Coaches, Centre Bus and DeCoursey Travel.
- 2.5.6 To a large extent the services running in the town are provided commercially by Stagecoach, the network having evolved in response to demand. Significant improvements to the bus network can be attributed to the implementation of Local Transport Plan 1 (LTP1) and Local Transport Plan 2 (LTP2). Appendix 2L details those improvements and includes reference to Quality Bus Initiative Schemes, bus information, ticketing schemes and community transport initiatives. Further LTP initiatives will be implemented over the forthcoming years, including further Quality Bus Corridors. One feature of Rugby that singles it out is that it lacks a single readily identified bus interchange, above and beyond the existing facilities on Church Street/North Street. The panel has been informed that this is an aspiration of the County and Borough Councils which will continue to feature in future Local Transport Plan submissions.
- 2.5.7 The panel investigated concerns about the adequacy of bus services serving Rugby St Cross Hospital. There had been some problems with the size of vehicles entering the hospital grounds, and a number of Stagecoach's services to the hospital had been withdrawn. The County Council are working with local bus operators and the hospital to address the gaps in service provision for those wishing to access the facility by public transport.

2.5.8 Town Centre and Pedestrianisation

- 2.5.9 Future transport patterns in Rugby town centre are being addressed by the Rugby Transport Study and the Local Development Framework. A number of options have been identified. Improvements include a range of changes to junctions and crossings to support pedestrian and cycle access and the future expansion of retail facilities within the town centre. Three options are being considered.

1. No further pedestrianisation
2. Partial pedestrianisation around the Clock Tower, and
3. Full pedestrianisation around the Clock Tower.

2.5.10 In considering changes to vehicular and pedestrian flows, a number of factors need to be taken into account. These include the capacity of any particular road to accommodate future traffic levels, parking and loading arrangements and public transport provision (bus stops etc). In addition, the relationship between the flow of people and the shops and offices they wish to access has to be born in mind. Retailers, for example will understandably be concerned if people cannot readily access their shops.

2.5.11 The reader is referred to the Borough Council's Local Development Framework Core Strategy for further information on this matter.

2.5.12 Avon Mill Roundabout

2.5.13 Avon Mill roundabout currently forms an important interchange between the A426 Leicester Road/Newbold Road and the B4112 Newbold Road. Following construction of the Rugby Western Relief Road, the roundabout will take on a new significance at the north-eastern extremity of the route. It is anticipated that the opening of the Western Relief Road will lead to an increase in the amount of traffic using the roundabout due to the increased attractiveness of the route for both strategic and local traffic.

2.5.14 Traffic flows at Avon Mill are already high, especially during peak periods. Although the construction of the Western Relief Road includes some minor improvements to the roundabout, it is likely that a more substantial upgrade will be needed in the medium term. Development of the Tribune Trading Estate, expansion of the Tesco superstore at the Junction One Retail Park and the redevelopment of the former Alstom/GEC site are all likely to further increase pressure on this important junction.

2.5.15 Rugby Western Relief Road

2.5.16 The panel has been very interested to learn about the Rugby Western Relief Road (RWRR), particularly in terms of its forecasted impact on traffic flows in and across the town. This route has been planned for a number of years. Its construction began in August 2007 and when it opens in 2010 the road will link a number of existing development sites at Cawston (housing), Malpass Farm (employment) and Coton Park (employment). It is also anticipated that it will reduce traffic within the town centre, and hence have a positive impact on air quality, particularly around the Warwick Street gyratory and on Newbold Road.

2.5.17 Maps 1, 2 and 3 in the appendices show the route of the RWRR. Further details of the scheme can be found on the Warwickshire County Council website.

2.5.18 When the contract for the project was originally awarded the construction period was set at 106 weeks. This would have given completion by September 2009. However, completion of the whole scheme is not expected until September 2010 due to the effects of delays experienced at Parkfield Road. These delays are attributable to the West Coast Mainline upgrade works which have prevented the contractor for the road project accessing the location where Parkfield Road crosses the rail line. At the time of writing this report (February 2009) the contractor is investigating the feasibility of opening useable sections of road early once they are completed. (See Appendix 2M). The first section would be from Potsford Dam at the Western end of the route to Lawford Road which should be completed by September 2009. The last section to be opened would be the Parkfield Road link between Lawford Road and Malpass Roundabout.

2.5.19 The scheme was originally set to cost £37m. However, owing to the delays encountered at Parkfield Road the overall cost has increased to £43m. In October 2008 the County Council submitted a bid for additional government funds to cover the increased cost. This has been partially successful in obtaining funds to cover the predicted shortfall.

2.5.20 The Forecast Impact of the Rugby Western Relief Road on Traffic Flows

2.5.21 Before permission was granted for the construction of the RWRR a Major Scheme Business Case (MSBC) was prepared for submission to the Department for Transport. (A MSBC is required for all major transport schemes costing more than £5m).

2.5.22 Modelling undertaken to inform the preparation of the MSBC highlighted a number of changes to peak hour traffic which would result from the relief road being built.

2.5.23 The main roads predicted to benefit from traffic relief are:

- A4071 Bilton Road
- A428 Coventry Road
- A426 Corporation Street
- A426 Dunchurch Road
- C80 Addison Road
- Parkfield Road (north of RWRR)
- Brownsover Road
- Boughton Road
- Mill Road/Murray Road

2.5.24 There are also predicted traffic reductions on Fosse Way and Lawford Heath Lane.

2.5.25 In terms of the wider impact of the RWRR, traffic on both the B4455 Fosse Way and the A428 Coventry Road is predicted to fall during both the morning and evening peak periods following its opening. It is likely that some traffic on the Fosse Way and Lawford Heath Lane is already using the A4071/A45 junction, therefore some of the net impacts at this location may be neutral. (See Appendix 2N).

2.5.26 The impact of additional HGVs rerouting via the Western Relief Road onto the A4071 was not specifically modelled in QVIEW (the traffic model which was used to prepare the Major Scheme Business Case for the road). It is likely however that mitigation measures will be required on the B4453 (in particular west of the Straight Mile and at the junction of the A423/B4455), where there is likely to be a significant HGV impact. Any alterations to these locations will not be implemented until the Western Relief Road has been in operation for a period of time, and a revised set of traffic patterns have become established.

2.5.27 Heavy Goods Vehicles – Movement

2.5.28 Rugby's industrial past has meant that lorry movements have been a feature of the town for many years. However, in recent times the size of lorries has increased, as have their numbers. The road haulage and distribution industries have modified their requirements so that small urban depots have been replaced by very large rural or suburban centres. Lorries travel the length of the UK as well as across Europe. These changes have resulted in a number of challenges that transport planners and other need to address.

2.5.29 In terms of HGV lorry movements the main challenges for Rugby can be summarised as follows:

- Movements within and through the urban area of Rugby, including trips generated by the Cemex plant;
- The A5, including trips to/from Magna Park;
- Movements in and around DIRFT;
- Movements around Ansty and M6 Junction 2;
- HGV trip generators around A45/A46 Toll Bar End; and
- HGV issues which may result from the redevelopment of the former Peugeot plant near Ryton.

2.5.30 Despite the existence of the Warwickshire Advisory Lorry Route Map and various agreements regarding HGV access to key trip generators, there are a number of longstanding issues regarding inappropriate use of certain roads by HGVs, including the Fosse Way and the A428.

2.5.31 It is anticipated that the construction of the Western Relief Road will reduce the number of HGVs using the A426 and A4071 through the

town (and to/from the Cemex plant), by distributing them more quickly to the strategic motorway and trunk road network. New employment sites which come forward as part of the Regional Spatial Strategy growth proposals are likely to bring about further issues in terms of HGV routing.

2.5.32 In terms of lorry movements related to the proposed redevelopment of the former Peugeot factory site at Ryton the panel was briefed on the following.

2.5.33 The former Peugeot plant is being redeveloped for B8 (warehouse/distribution) and B2 (general industrial) land uses.

2.5.34 As part of the planning application for Sites A and B, a Transport Assessment (TA) was submitted to the County Council to set out the anticipated travel movements which would result from the redevelopment of the site. This included details of the predicted HGV flows in terms of daily inbound/outbound movements.

2.5.35 Site A on the north western side of the site has been granted planning permission for B8 uses. Site B on the southern side of the site has permission for 70% B8, and up to 30% B2. The predicted daily levels of HGV movements resulting from these two sites are summarised in the table below:

	Total (two way)
Site A (100% B8 warehouse/distribution)	605
Site B (70% B8 warehouse/distribution and up to 30% B2 general industrial)	1729
Total	2334

2.5.36 Previous HGV trips generated by the site when it was a car factory were approximately one-third of this level of predicted movements.

2.5.37 Planning permission for Sites A and B have been granted with two specific conditions in relation to HGV movements:

- (i) All HGV movements arriving or departing the site should do so via the A423 Oxford Road and the A45 London Road, whether they are travelling north or south; and
- (ii) All HGV movements into and out of the site will be recorded using CCTV. This information will either be submitted to the Highway Authority on a monthly basis, or it should be available on request should a complaint be made regarding HGV movements in the area.

2.5.38 An application for planning permission for Site C to the south east side of the site has yet to be submitted. This is likely to be for housing development.

2.5.39 Heavy Goods Vehicles – Parking

2.5.40 Panel Members and supporting officers have shared their experiences regarding lorry parking across the Borough. There is a substantial amount of anecdotal evidence concerning the number of lorries parking in lay bys and the damage that they can cause. However, the panel was unable to consider any robust evidence concerning the incidence of unregulated parking and its implications or the provision of authorised parking spaces in the Borough.

2.5.41 One area of some concern was around theft of lorries and their cargo. Truckpol is a joint Home Office/Association of Chief Police Officers initiative that seeks to monitor lorry related thefts and to advise operators on what they can do to reduce these. Truckpol issues a quarterly news sheet from which the following data has been obtained.

Road Freight Crime by Incident Type

Incident Type	No. of incidents (July 2008)	No. of incidents (Aug 2008)	No. of incidents (Sep 2008)
Hijack	5	2	3
Theft of vehicle	265	176	160
Theft from vehicle	181	65	113
Theft (other)	30	8	13
Attempted Theft	14	16	19
Deception	5	4	0
Warehouse	0	5	1
Total	500	276	309

Crime Types by Police Area (July to Sept 2008)

Crime Type Police Force	Theft of Vehicle	Theft from Vehicle	Theft (other)	Hijack	Decepti on	Wareh ouse	Att. Theft	Att. Hijack
Avon & Somerset	6	18	-	-	-	-	1	-
Derbyshire	13	12	-	-	-	-	4	-
Essex	45	4	1	-	1	-	-	-
Greater Manchester	22	1	1	-	-	-	-	1
Kent	25	66	8	1	-	-	15	-
Lancashire	20	11	1	1	-	-	1	-
Metropolitan	97	121	20	1	3	-	2	-
Northampton hire	3	17	-	1	-	-	2	-
Nottinghamshir e	13	5	-	-	2	-	-	-
South Yorkshire	14	1	-	-	-	-	-	-
Thames Valley	19	11	5	1	-	-	-	-
Warwickshire	22	20	3	1	-	-	-	-
West Mercia	51	15	2	-	-	-	14	-
West Midlands	25	22	5	2	1	-	1	-

2.5.42 Truckpol has stated that it is very concerned about the level of violence being used by offenders to steal vehicles by means of robbery. In the three months to September 2008 there were ten Hijacks of vehicles nationally. In two cases offenders showed a gun to the victim and four times offenders were brandishing knives. To prevent drivers from raising the alarm offenders hold the drivers, usually in the boot of a car, until such time that their loads can be hidden or concealed. This means that once the driver has been released the goods have either been transferred to another vehicle or taken off the road all together. Vehicles and drivers that are targeted in this way are usually parked overnight away from secure areas where they are left very exposed as there is less likelihood of there being eyewitnesses present.

2.5.43 The panel has learned of the HGV parking working group that was established a number of years ago but was also made aware that progress with it has been slow.

2.5.44 Discussions were held about the future of HGV parking. It was recognised by the panel that the number of lorries coming from Europe had increased significantly and was set to do so for the foreseeable future. Major developments around Rugby and along the A5 look set to lead to a further increase in lorry traffic with an attendant increase in demand for parking.

3. Conclusions and Recommendations

3.1 Having considered a wide range of evidence the panel has reached a series of conclusions and associated recommendations. It is important for the reader to appreciate that all of the thirteen recommendations presented here are of equal importance. They have been ordered chronologically with the earliest first.

Conclusion 1

3.2 The panel has learned of the vulnerability of lorries when they are parked away from secure areas e.g. in lay bys. It is mindful that given the location of Rugby at the hub of the national highway and distribution network, lorry movements to and through the area will continue to increase in the foreseeable future. It is important that vehicle operators and drivers be encouraged to use lorry parking facilities where security is higher and the threat of crime reduced. The panel considers that one way to achieve this is for insurers to restrict cover against theft to secure areas. To this end the panel considers that the Chief Executives of the two local authorities along with the Chief Constable of Warwickshire Police should write to the association of British Insurers asking it to consider such an approach.

Recommendation 1	Who is Responsible for Implementation?	Date by which it is to be achieved
That the Chief Executives of Warwickshire County Council and Rugby Borough Council and the Chief Constable of Warwickshire Police sign a joint letter to the Association of British Insurers encouraging them to place a restriction on cover for HGVs that park in lay bys and other insecure areas where suitable facilities exist in the area.	<ul style="list-style-type: none">• Chief Executive (RBC)• Chief Executive (WCC)• Chief Constable (Warwickshire Police)	May 2009

Conclusion 2

- 3.3 The panel has been impressed by the way in which future development in and around Rugby is being planned. It is, however, sensitive to the fact that with pressures for development from the emerging Regional Spatial Strategy, a growing need for employment opportunities and the growth in road transport there is a need to ensure that HGV and other lorry movements are actively managed. Briefings on the Freight Quality Partnership have revealed that even without statutory regulations it is possible, working in partnership, to reduce the impact of lorries on the environment.
- 3.4 One concern held by the panel is the apparent lack of any regular or systematic liaison between neighbouring authorities regarding lorry movements. The Warwickshire Freight Quality Partnership is regarded as a mechanism by which that liaison could be facilitated.

Recommendation 2	Who is Responsible for Implementation?	Date by which it is to be achieved
That serious consideration be given to how appropriate local authorities (including those in the East Midlands) can work more closely with the Warwickshire Freight Quality Partnership to improve lorry routing.	<ul style="list-style-type: none"> • Strategic Director Environment and Economy – WCC 	June 2009

Conclusion 3

- 3.5 Officers have briefed the panel on the value of voluntary agreements made by lorry operators or distribution companies by which certain routes will be favoured over others. By their nature these agreements cannot be legally enforced. Nevertheless the panel considers that if a sufficient number of companies can be persuaded to sign up to one then the initiative will develop its own momentum. Such an agreement would cover issues like parking as well as encouraging HGV drivers to choose appropriate routes and to be sensitive to the impact of their activities on local communities?

Recommendation 3	Who is Responsible for Implementation?	Date by which it is to be achieved
That consideration be given by the County Council to the production of a voluntary code of conduct for businesses which generate significant numbers of HGV movements covering lorry parking and routing.	<ul style="list-style-type: none"> • Strategic Director of Environment and Economy - WCC 	September 2009

Conclusion 4

3.6 The panel recognises that the regulation of lorry movements both into and out of sites and on the wider highway network is complex. However, it is keen to ensure that every opportunity is taken to ensure that the negative impact of such movements is minimised. Because of the complexity of this matter and the limited time available to the panel to undertake this review the panel feels that having identified the issues of development and lorry movement as being of importance more work is now required by officers and Members to explore this further.

Recommendation 4	Who is Responsible for Implementation?	Date by which it is to be achieved
That Warwickshire County Council and Rugby Borough Council examine opportunities for the development of a policy whereby the granting of any planning permission for developments that will involve significant HGV	<ul style="list-style-type: none"> • Head of Planning and Culture - RBC • Strategic Director Environment and Economy - WCC 	November 2009

movements will be linked to a vehicle routing agreement and/or a voluntary code of conduct.		
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Conclusion 5

- 3.7 Three studies into car parking within Rugby have been undertaken in recent years. Panel members are heartened by the findings of those studies and in particular pleased to learn that no major new car parks will be required for the foreseeable future. Evidence suggests, however, that the car parks are not currently being used to their full potential. Some car parks are underutilised whilst others regularly see drivers queuing to access them. The panel has been notified of the imminent proposal to provide a number of Variable Message signs on the key approaches to the town centre, and looks forward to the introduction of this exciting initiative. However, in the short term it is calling upon Rugby Borough Council to seek some further improvements in the short term.

Recommendation 5	Who is Responsible for Implementation?	Date by which it is to be achieved
<p>That Rugby Borough Council give consideration to the ways in which</p> <p>a) the turnover of parking spaces in its car parks could be increased and</p> <p>b) capacity at all existing car parks can be optimised</p> <p>c) public reassurance can be promoted in relation to safety and security (ie Park Mark scheme).</p>	<ul style="list-style-type: none"> • Head of Environmental Services - RBC 	<p>November 2009</p>

Conclusion 6

- 3.8 Officers have reported how the increasing use of satellite navigation systems by lorry drivers has led to a perceived increase in the use of inappropriate route choice. At the very least there is a risk that the use of the County Council's Advisory Lorry Route Map will have declined. The panel is reassured that officers in Warwickshire are proactively working with sat nav software companies to not only reduce the incidence of lorries using inappropriate roads but also to encourage them to use those routes promoted by the authority as suitable.
- 3.9 The panel considers that it is important that this work continues.

Recommendation 6	Who is Responsible for Implementation?	Date by which it is to be achieved
That Warwickshire County Council continue to work with the manufacturers of sat nav software to ensure that vehicles are not directed along unsuitable routes and that lorry drivers are actively directed along routes as shown on the Advisory Lorry Route Map.	<ul style="list-style-type: none"><li data-bbox="730 824 995 1003">• Strategic Director of Environment and Economy - WCC	December 2009

Conclusion 7

- 3.10 Members are encouraged by the progress with the construction of the Rugby Western Relief Road and look forward to witnessing the benefits its opening will bring to the town. However the A426 Avon Mill Roundabout at the north-eastern end of the route is a cause for concern that the panel wishes to see addressed. The roundabout appears to be unable to cope with traffic levels now without the possible additional flows that will come with the RWRR. The panel is sensitive to the fact that it would be wrong for the County Council to commit itself to any major investment at Avon Mill roundabout on the basis of the limited evidence available at this stage. It does, however feel that more work is urgently required to provide a robust evidence base on which any decisions should be taken.

Recommendation 7	Who is Responsible for Implementation?	Date by which it is to be achieved
That the County Council give urgent consideration to current and future traffic flow and congestion issues at the A426 Avon Mill Roundabout.	<ul style="list-style-type: none"> • Strategic Director Environment and Economy –WCC 	December 2009

Conclusion 8

- 3.11 Evidence suggests that the perception that some communities have regarding traffic growth and movement is often far removed from the reality of the situation. From the evidence which has been put before the panel it is clear that work needs to be done, firstly to ensure that the facts concerning traffic are broadcast more thoroughly and secondly to enable communities to voice their concern to the County Council. In other words, there is a need for improved dialogue to be established between communities and the Local Highway Authority.
- 3.12 The panel has recognised the existing and future roll of the six locality panels in Rugby, and whilst acknowledging their differing requirements considers that these will be the best forum for discussion.

Recommendation 8	Who is Responsible for Implementation?	Date by which it is to be achieved
That all six locality panels in Rugby be briefed by officers and Members of Warwickshire County Council on HGV and other traffic-related issues in their area. Briefings should include reference to known problems, traffic flows, potential measures and future developments. The main purpose of the	<ul style="list-style-type: none"> • Strategic Director Environment and Economy - WCC • Strategic Director Performance and Development - WCC • Local Members - WCC/RBC 	December 2009

briefings will be to align perceptions held by communities with the actual situation.		
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3.13 In recent months the A5 Working Group comprising officer and Members from Warwickshire, Leicestershire, Northamptonshire County Councils and the Highways Agency has been reconvened, and has discussed a number of traffic issues and concerns along the A5. The panel has heard how these discussions have been constructive but is concerned that they have retained a focus on the northern section of the A5 through Warwickshire. The panel feels therefore that the working group should be encouraged to give more attention to the section of the A5 from the M69 to the M1.

Conclusion 9

Recommendation 9	Who is Responsible for Implementation?	Date by which it is to be achieved
That the A5 Working Group be encouraged to give greater attention to traffic and development related issues around Rugby and the effected villages.	<ul style="list-style-type: none"> Strategic Director Environment and Economy – WCC 	December 2009

Conclusion 10

3.14 Panel members and supporting officers concede that not enough is known about lorry parking in the Rugby area. Whilst there is some anecdotal evidence to suggest that uncontrolled parking is occurring in lay bys, the extent of this is not well understood. Along with needing to know more about where lorries park, there is a need to develop an understanding of the nature and extent of existing lorry parking facilities in the area. Only when that knowledge has been obtained can we begin to develop a strategy for addressing the issue.

Recommendation 10	Who is Responsible for Implementation?	Date by which it is to be achieved
That a review of lorry parking be undertaken by the County Council in	<ul style="list-style-type: none"> Strategic Director of Environment and Economy - 	January 2010

and around Rugby and other parts of Warwickshire. This review should consider lorry parking provision and the problems caused by uncontrolled parking such as damage to lay bys and verges, along with wider issues such as pollution and crime.	WCC	
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Conclusion 11

3.15 The work which has been undertaken to implement the County Council's Local Transport Plan has brought a number of very visible benefits to Rugby's transport system. One aspect of this infrastructure that the panel is keen to see promoted is the development of cross town cycle and pedestrian links, in particular the route from the railway station to the town centre. The panel wishes to ensure therefore that these matters are given a high priority in the forthcoming review of the Local Transport Plan.

Recommendation 11	Who is Responsible for Implementation?	Date by which it is to be achieved
That the forthcoming review of the Warwickshire Local Transport Plan place a high priority on the improvement of cross-town cycle and pedestrian links within Rugby, including the route from the Railway Station to the town centre.	<ul style="list-style-type: none"> • Strategic Director Environment and Economy –WCC • Head of Planning and Culture – RBC 	March 2011

Conclusion 12

3.16 It is not surprising that Panel members have been aware of the planning and development of the Rugby Western Relief Road for a considerable

time. Progress with the construction stage is impressive although the delays at Parkfield Road (whilst not the fault of the contractors or local authorities) are unfortunate.

3.17 The panel has learned of the modelling processes undertaken to forecast traffic flows but appreciates at the same time that modelling merely predicts the likely scale of travel movements. Officers have advised that between eighteen months and two years will need to elapse after the opening of the relief road before an accurate impression of traffic movements can be obtained. However, once that period has passed, the panel is keen to ensure that an accurate review of the impacts of the road are undertaken. This review should examine movements establishing where these are less or more than originally anticipated, along with identifying any hotspots or other remedial work which needs to be undertaken.

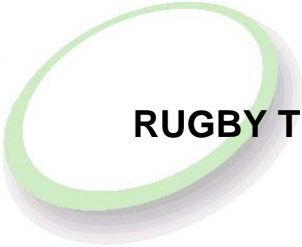
Recommendation 12	Who is Responsible for Implementation?	Date by which it is to be achieved
That the County Council undertake a review of traffic conditions within Rugby to identify the impact of the opening of the Rugby Western Relief Road.	<ul style="list-style-type: none"> • Strategic Director Environment and Economy –WCC 	June 2012

Conclusion 13

3.18 The panel acknowledges the aspiration for Rugby to have a high quality public transport interchange. It recognises the challenges that the railway station site poses but considers that the matter is of such importance that it needs to be pursued with greater vigour. In recognition of the challenge this matter presents the panel is applying a generous timescale.

Recommendation 13	Who is Responsible for Implementation?	Date by which it is to be achieved
That the development of a high quality transport interchange at Rugby Railway Station continue to be pursued by the two local	<ul style="list-style-type: none"> • Strategic Director Environment and Economy –WCC • Head of Planning and Culture – RBC 	July 2012

authorities in conjunction with the rail industry.		
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 <p style="text-align: center;">RUGBY TRANSPORT REVIEW</p>	<p>Date: 23 May 2008</p>
<p>Background</p>	
<p>In the light of the imminent building developments in the town, this review will examine the potential impact on the local transport system of the major redevelopment schemes planned in the borough in the next 2–3 years. It will also identify the major sources of existing travel movements (e.g. Magna Park) and consider their impact on the local transport system.</p> <p>Consideration of the impact on the local transport system will include:</p> <ul style="list-style-type: none"> ▪ road access ▪ traffic congestion ▪ parking ▪ public transport ▪ pedestrianisation ▪ sustainability 	
<p>Objectives</p>	
<p>To review the impact of existing major sources of travel movements within the borough, and the plans being made to address the impact of known future developments on the Borough’s transport infrastructure.</p> <p>The review will also seek evidence as to how the relevant authorities are planning to minimise the cumulative impact on the transport system of the new developments, and will consider what further action could be taken by the Borough Council and other responsible agencies to manage the potential impact.</p>	

Key Lines of Enquiry

The review will establish:

- the major sources of existing travel movements in the borough, particularly travel to work patterns
- the planned timescales and locations of new developments
- which organisations are involved in assessing the possible impact on the transport infrastructure
- how these assessments are made
- what is the current impact of major travel movements on each aspect of the transport system
- what is the anticipated impact on each aspect of the transport system, for each development's construction phase, and for travel patterns thereafter
- how these developments might impact on the delivery of the local priorities in the Warwickshire Local Transport Plan.

The Review will mainly concentrate on the impact on the urban area of Rugby Town and the major arterial routes but will pay particular attention to certain other key issues affecting travel movements

- Parking needs within the town post-2011.
- Impact of the Western Relief Road on the town centre and further pedestrianisation of the town centre/Warwick Street Gyratory/Western Relief Road
- HGV routing issues within the urban area of Rugby and at certain hotspots outside the urban area of Rugby for example redevelopment of the Peugeot plant at Ryton.
- Impact of the Local Development Framework.
- Impact on Public Transport provision

Critical success factors

Clear picture of the current major sources impacting on travel movements within the Borough and how planned new developments may impact on those travel movements

Adequacy of parking provision within Rugby Town Centre in the medium to long-term

Identification of actions planned or proposed to minimise the cumulative impact of new developments on travel movements

Assessment of the robustness of plans to address the key issues arising and identification of any gaps that need to be addressed.

Recommendations about the improvements/changes that need to be made to enable the delivery of sustainable services in the future.

Methodology

- Review of relevant literature
- Analysis of surveys and performance information
- Examples of Best Practice
- Briefing Papers
- Select committee style sessions/ round table discussions with the Panel

Potential Contributors

This review will take evidence from:

- Relevant departments of the Rugby Borough Council
- Warwickshire County Council's Environment and Economy Directorate, as the responsible local transport authority
- Relevant consultants reports, transport providers

Panel Membership

Councillors	Gordon Collett (Chair) – Warwickshire County Council
	Tom Cavanagh -Warwickshire County Council
	Richard Dodd –Rugby Borough Council
	Claire Edwards –Rugby Borough Council
	Tony Gillias –Rugby Borough Council
	Jerry Roodhouse- Warwickshire County Council

<i>Timetable</i>
<p>The panel will gather its evidence over 2008 with a view to reporting no later than the second half of February 2009.</p> <p>Scheduled Panel meetings starting at 5.30pm at Rugby Borough Council 18 June 2008; 24 September 2008; 19 November 2008; 14 January 2009.</p>

APPENDIX 2A

Background information on Transport in Rugby Borough

1. As well as a complex pattern of internal travel movements, Rugby Borough has strong links with a number of towns outside the County, including Daventry, Banbury, Northampton and Leicester. Strong travel demand also exists towards Coventry and Birmingham.

2. Over the last 10 years, traffic growth in the urban area of Rugby has been 25%. The area has experienced slightly higher growth than the other main urban areas of the County due to recent housing and employment development within the town at Cawston, Malpass Farm and Coton respectively. Additional growth in vehicular traffic is expected in the area as further development comes forward, particularly in terms of the committed growth within the current Local Plan and the proposals in the West Midlands Regional Spatial Strategy.

3. Modal split, illustrated by journeys to work in Rugby Borough, is set out in the table below. There is a heavy reliance on the private car, and, to a lesser extent, walking. Use of public transport is relatively low, but has improved over the lifetime of the first LTP. Modal split for the journey to work in the Borough is similar to the picture for the County as a whole. The car remains the dominant form of transport for travelling to and from work.

Modes used for the journey to work Rugby Borough - Journey to Work Modal Split (Source: 2001 Census)

	Car (%)	Public Transport (%)	Bicycle (%)	Walk (%)
Rugby Borough	70.2	4.8	4.0	10.0
Warwickshire	71.2	4.7	2.9	9.7
English Shire Counties	66.8	7.6	3.1	10.1

4. The table below shows a summary of school travel patterns in the Borough. The modal split for school journeys in the Borough is similar to the modal split in Warwickshire as a whole, with a strong reliance on the car and walking.

Modes used for the journey to school Rugby Borough - Journey to School Modal Split (Source: WCC)

	Car (%)	Public Transport (%)	Bicycle (%)	Walk (%)
Rugby Borough	36.0	19.0	4.0	40.0
Warwickshire	37.0	15.0	4.0	43.0
UK	30.0	14.0	1.0	46.0

5. Rugby is the only Warwickshire district/borough where the number of out-commuters increased at a faster rate than the number of in-commuters between 1991 and 2001. Rugby now has an almost even split between in and out-commuting, with 16,600 people commuting into the Borough and 16,200 commuting out of the Borough – the biggest flow is between Rugby and Coventry with about 5,000 people travelling each way daily.

6. Across Warwickshire, the proportion of 16-74 year olds in employment travelling to work on foot (9.7%), bicycle (2.9%), scooter/moped (0.9%) and bus/coach (3.4%) has declined since 1991. This decline reflects regional and national trends.

7. Based on information from the 2001 Census, car ownership is around 43% in the Borough. Approximately 19% of residents do not have access to either a car or van.

Travel to work patterns in Warwickshire

Background

The 2001 Census collected address level information on individuals' place of work, as well as residence, enabling a set of origin-destination statistics to be generated. These were finally released in late 2004.

As well as providing detailed information on journeys to work between different areas, the Census travel-to-work data allows us to derive 'daytime' working populations. This does not equate exactly with other measures of employment, as it discounts the fact that many people have more than one job. It also includes self-employed people; some other measures do not. But, the Census does give a good picture of the spread of employment opportunities, and how these have changed over the longer term.

The origin-destination statistics from the 2001 Census are based on 100% of the forms collected. This is slightly different from previous Censuses, which were based on a 10% sample of all Census forms collected.

The Research Unit now has access to three sets of origin-destination data back to 1981.

Main points

The number of people working in Warwickshire grew by 28% between 1981 and 2001, from 184,700 to 236,900. This compares with growth in the resident labour supply of 15%, from 224,600 to 258,900.

The shortfall in the number of jobs vis-à-vis the local labour supply means Warwickshire is a net exporter of labour, with a net outflow of 12,700 workers, or 5% of the total labour supply in 2001.

In the ten years to 2001, job numbers have grown at different rates across Warwickshire's five districts. In absolute terms, the biggest increase has been in Warwick, with 10,600 additional workers.

In relative terms North Warwickshire has experienced the fastest growth, 22% (5,400 jobs) between 1991 and 2001. This compares with 18% in both Stratford-on-Avon (8,000 jobs) and Warwick (10,600 jobs); 8% (3,000 jobs) in Nuneaton & Bedworth; and 4% (1,600 jobs) in Rugby.

In 2001, there were 28,700 more people working in Warwickshire than ten years previously. Over the same period, the Warwickshire workforce increased by 25,200, but of these residents only 8,200 found work in Warwickshire, with the remaining 17,000 commuting out of the County boundary to work.

Imbalances between the distribution of jobs and the distribution of the residential population are a primary factor behind commuting patterns. However, a plentiful supply of local jobs does not guarantee employment for local people. The types of jobs available and the skills of the local labour force will affect the balance between labour supply and demand.

Since 1981, Warwickshire has become less self-contained as a labour market area: in 1981, 82% of people working in the County lived within its boundaries; by 2001, this had fallen to 71%. There has been a similar decrease in the proportion of people who live and work in Warwickshire: in 1981, 27% of the workforce commuted outside of the County's boundaries to their normal place of work; by 2001 this had risen to 32%. This trend was common to all five districts.

The number of people commuting into Warwickshire increased from 33,00 to 67,700 between 1981 and 2001 (+105%). The biggest increases in in-commuting levels have been in Stratford, Warwick and North Warwickshire (the three districts that, over the same period, experienced the highest rates of jobs growth).

Over the same period, the number of out-commuters has also grown, but at a significantly slower rate, from 55,600 to 80,400 (+45%). Based on these figures Warwickshire has a net outflow of 12,700 workers (down from 22,600 in 1981).

The most dramatic changes in the pattern of commuting are the increase in the numbers of people commuting into the County from outside the key neighbouring employment centres of Coventry, Birmingham, Solihull, Tamworth, Redditch, Leicestershire, and Northamptonshire, up from 11,200 in 1991 to 18,700 in 2001 (+67%); and the increase in Warwickshire residents commuting out of the County to somewhere other than the neighbouring employment centres – 15,900 in 2001, up from 7,900 in 1991 (+101%).

District trends

North Warwickshire

Between 1981 and 1991, North Warwickshire experienced the lowest rate of jobs growth in Warwickshire (6%), but during the 1990s the area enjoyed a period of substantial employment growth: nearly 5,400 jobs were added between 1991 and 2001, proportionately the fastest rate of growth in the County (22%).

However, local people have not necessarily benefited from this job creation. Despite the creation of over 5,000 jobs, over ten years, the number of local residents employed within the Borough increased by only 315 – this represents just 6% of the net employment growth.

North Warwickshire draws the highest proportion of its working population from outside Warwickshire, 47% in 2001, up from 37% in 1991. The most

significant inflows are from Tamworth (3,470), Birmingham & Solihull (4,570), Leicestershire (1,450) and Coventry (720).

North Warwickshire also has the highest proportion of its workforce commuting out of the County, almost one in two in 2001. A third of these out-commuters work in Birmingham and a further 12% in Solihull, 17% travel to Tamworth and 12% to Coventry.

Nuneaton & Bedworth

The number of jobs in the Borough increased by 3,000 (8%) in the ten years to 2001, more than the 4% rise in its labour supply. Consequently, the number of jobs in the area as a proportion of the local labour supply increased from 69% to 71%, but this remains the lowest proportion among the five districts; in absolute terms the shortfall between jobs and the local labour supply is 17,200, only 500 less than in 1991.

Over the same period, the percentage of the local workforce working outside the Borough has increased from 46%, to 49%. Of those that commute outside of Warwickshire, the biggest proportion, 57% (12,160), work in Coventry. 4,220 workers travel in the opposite direction.

Rugby

At 13%, Rugby experienced the lowest rate of jobs growth between 1981 and 2001, and was the only district in which jobs growth came close to failing to match growth in the labour supply (12%).

Rugby is the only Warwickshire district where the number of out-commuters increased at a faster rate than the number of in-commuters between 1991 and 2001. Rugby now has an almost even split between in and out-commuting, with 16,600 people commuting into the Borough and 16,200 commuting out of the Borough – the biggest flow is between Rugby and Coventry with about 5,000 people travelling each way daily.

Stratford-on-Avon

Between 1981 and 2001, the number of jobs in Stratford increased by 44% (+16,000) – proportionately more than anywhere else in the County. Stratford also experienced the fastest rate of growth in its labour supply, 25%.

Unsurprisingly, the number of in-commuters increased from 7,200, to nearly 19,000 in the same period (+163% – faster than any other district) as people living outside the district travelled in to take advantage of the new employment opportunities. In 1981, 20% of the people employed in Stratford lived outside of the district; by 2001 this had risen to 36%.

Warwick

In number terms, Warwick district added 10,600 jobs (more than any other district) in the ten years to 2001. It is the only district in Warwickshire where the number of local jobs exceeds the local labour supply, with a surplus of more than 4,000 jobs.

This makes Warwick the only significant net importer of labour: around 6,400 more people commute into Warwick district to work than travel the other way. The proportion of Warwick's workforce out-commuting increased from 26% in 1991, to 34% in 2001, but remains the lowest of the five districts.

Summary

- People are travelling further to work – the proportion of people living and working in the same area has fallen in all the districts.
- Both jobs and labour supply have grown since 1981. In all five districts, jobs growth has exceeded labour supply growth.
- Nuneaton & Bedworth has a shortfall of 17,200 jobs compared to the local labour supply – this is much higher than any other district and has not changed significantly since 1991.
- Warwick is the only district where the number of jobs exceeds the local labour supply, with a surplus of more than 4,000 jobs. Warwick is the only significant net importer of labour: around 6,400 more people commute into Warwick district to work than travel the other way.
- Between 1991 and 2001, nearly 5,400 jobs were added in North Warwickshire, but only 300 more local residents found work within the Borough.

Census 2001

Car Ownership & Mode of Travel to Work

Car Ownership

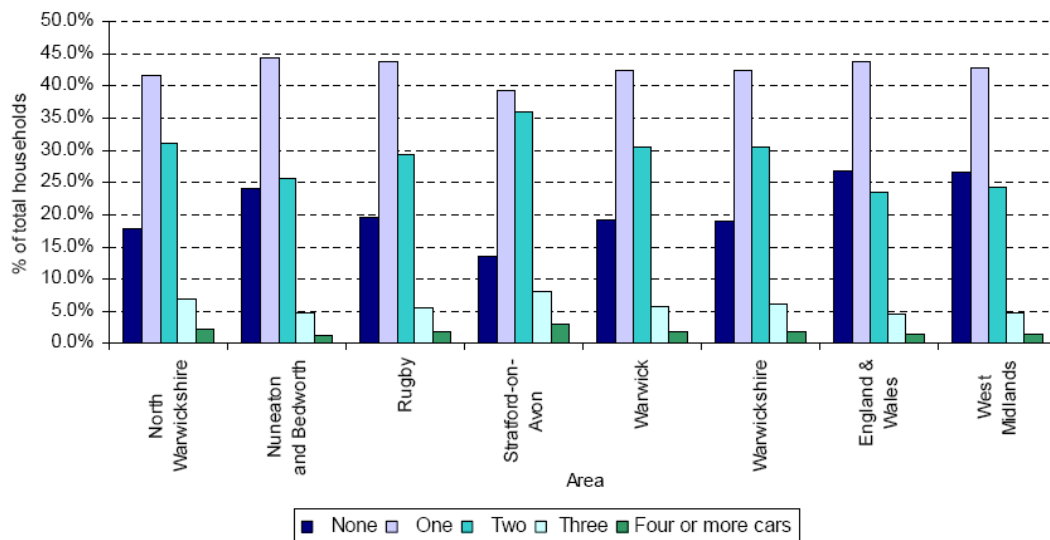
The 2001 Census asked how many cars or vans were owned, or available for use by one or more members of the household. It includes company cars and vans available for private use. Cars or vans used by residents of communal establishments were not included in the count.

Mode of Transport

The Census asked respondents to detail what method of transport is used for the longest part, by distance of their usual journey to work.

Car Ownership

Figure 1.1; Car Ownership

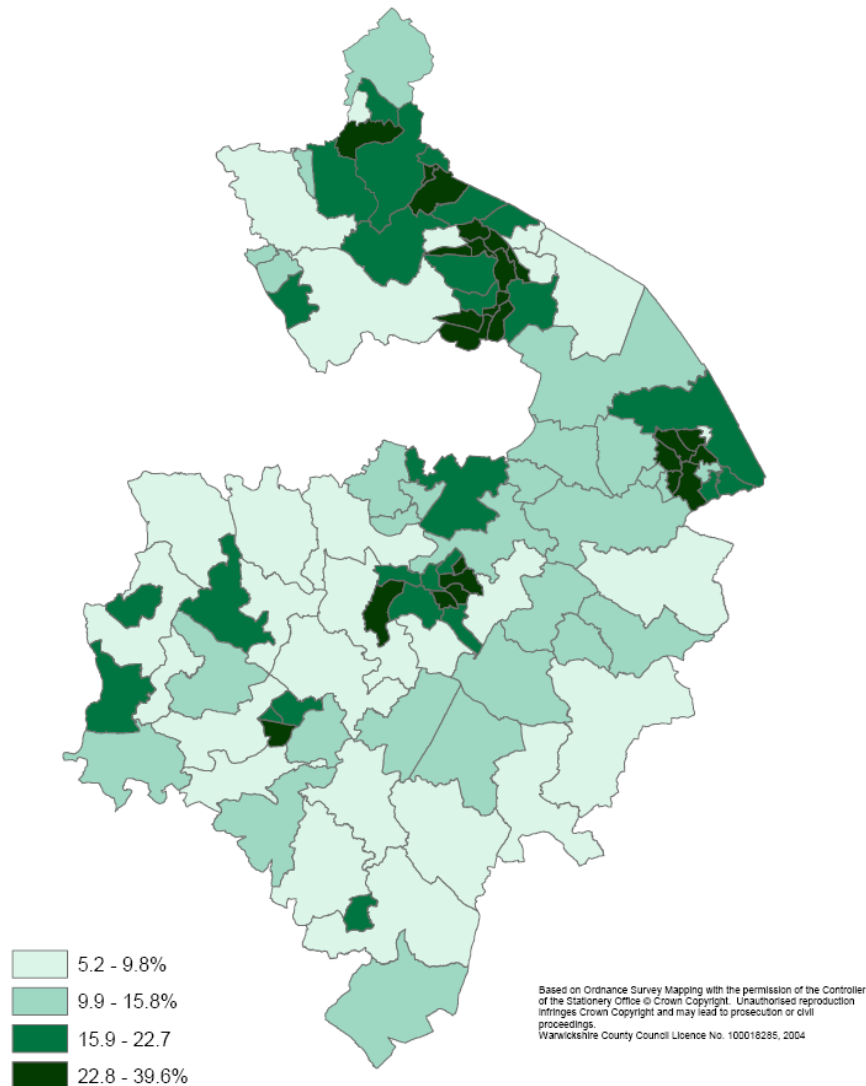


Levels of car ownership are higher in Warwickshire than in the West Midlands or England and Wales. 81.0% of all households in the county have one or more cars compared to 73.2% at a regional and national level.

- The proportion of households with no car/van has fallen since 1991. 24.5% of Warwickshire households had no car/van in 1991 compared to 19.0% in 2001.
- Car ownership is lowest in Nuneaton & Bedworth borough, where over 24% of households have no access to a car/van.

- At nearly 40%, Wem brook ward (Nuneaton & Bedworth borough) has the highest proportion of households with no car/van (see figure 1.2 below)

Figure 1.2; Percentage of Households with no Car/Van - Warwickshire Wards

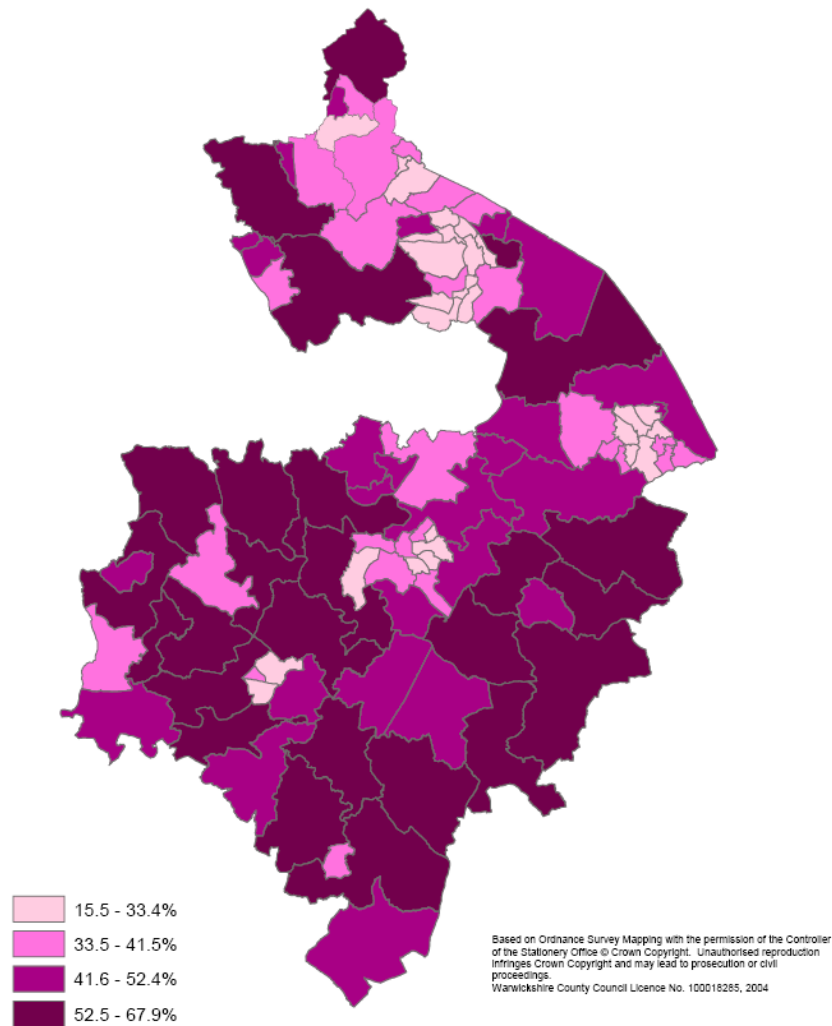


Source: 2001 Census Key Statistics: Crown Copyright.

Stratford-on-Avon district has the highest proportion of households with at least one car (86.4%). The district also has the highest proportion of households (47.1%) with two or more cars. Within the West Midlands region Stratford district has the most 2+ car owning households.

- Leek Wootton ward (67.9%) (Warwick district), closely followed by Tanworth ward (67.0%) (Stratford-on-Avon district) has the highest proportion of households with two or more cars (see figure 1.3 below)

Figure 1.3; Percentage of Households with 2+ Car/Van - Warwickshire Wards

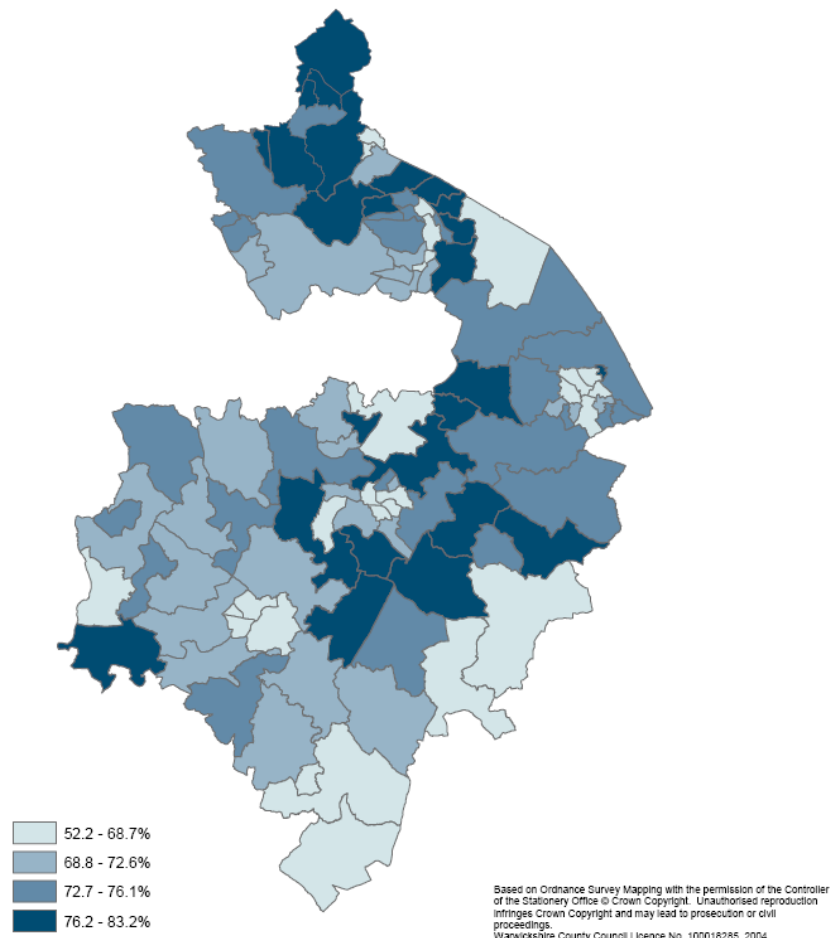


Source: 2001 Census Key Statistics: Crown Copyright.

Travel to Work (by Mode of Transport)

- Over 71% of the employed population aged 16-74 in Warwickshire travel to work by car/van (either driving or as a passenger). This figure is significantly higher than the national (62.0%) and regional (67.6%) figures.
- North Warwickshire borough has the highest proportion of people who travel to work by car/van. The borough also ranks 6th out of the 376 English and Welsh local authorities.
- At over 83%, Galley Common ward (Nuneaton & Bedworth district) has the highest proportion of people who travel to work by car/van (see figure 1.4 below).

Figure 1.4; Percentage of 16-74 year Olds in Employment who Travel to Work by Car/Van (driving or as a passenger) – Warwickshire Wards

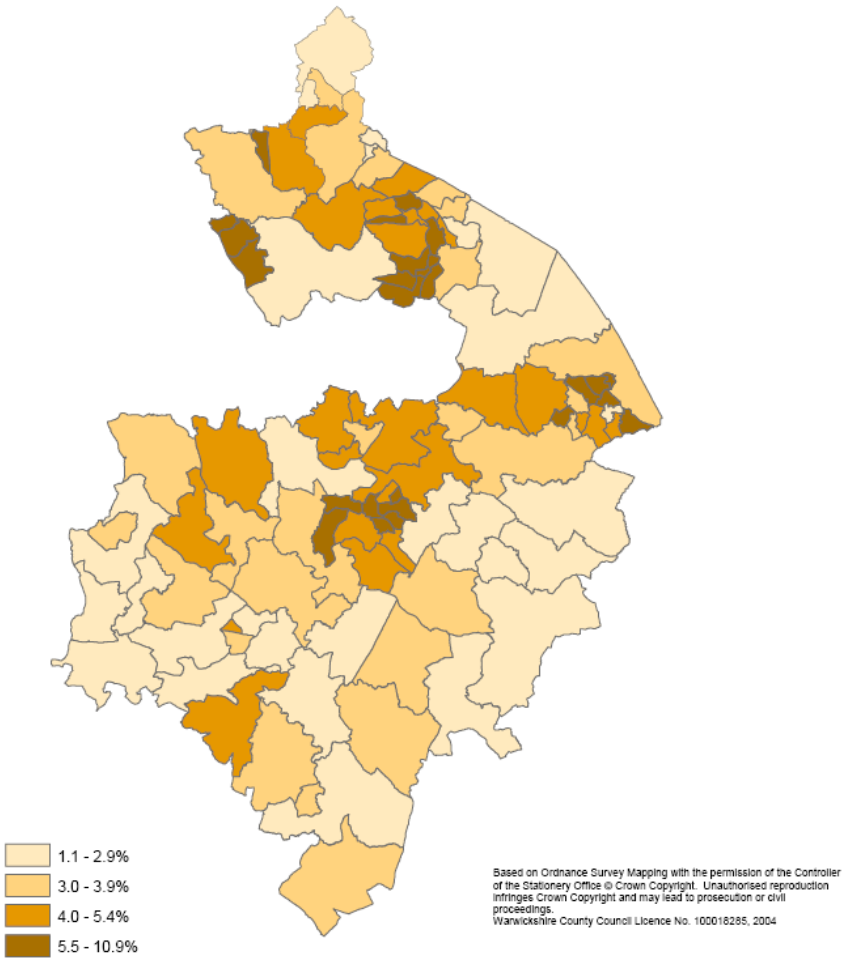


Source: 2001 Census Key Statistics: Crown Copyright.

Across Warwickshire, the proportion of 16-74 year olds in employment travelling to work on foot (9.7%), bicycle (2.9%), scooter/moped (0.9%) and bus/coach (3.4%) has declined since 1991. This decline reflects regional and national trends.

- Warwick district has the highest proportion of people travelling to work by train (1.9%). The proportion of people using the train to travel to work has increased in the south of the county since 1991 whilst falling significantly in the north of the county.
- Nearly 11% of employed 16-74 year olds in Water Orton Ward (North Warwickshire borough) travel to work on some form of public transport (bus, train, tram etc) – see figure 1.5 below.

Figure 1.5; Percentage of 16-74 year Olds in Employment who Travel to Work by Public Transport – Warwickshire Wards

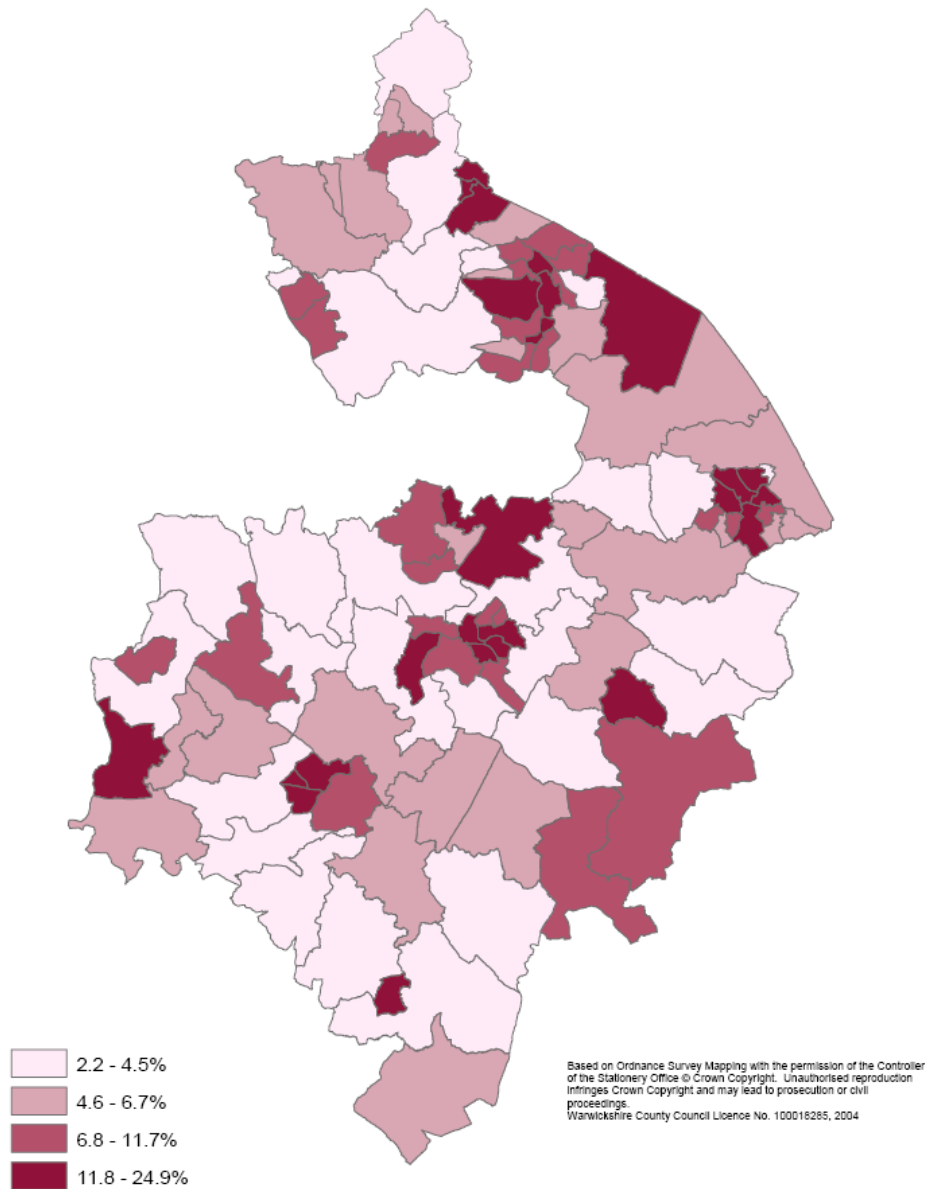


Source: 2001 Census Key Statistics: Crown Copyright.

Over 11% of people walk to work in Warwick district, compared to only 7.3% in North Warwickshire borough.

- Nearly a quarter of people travel to work on foot in Stratford Avenue and New Town ward (Stratford-on-Avon district), closely followed by Brunswick ward (24.7%) in Warwick district.

Figure 1.6; Percentage of 16-74 year Olds in Employment who Travel to Work on Foot – Warwickshire Wards

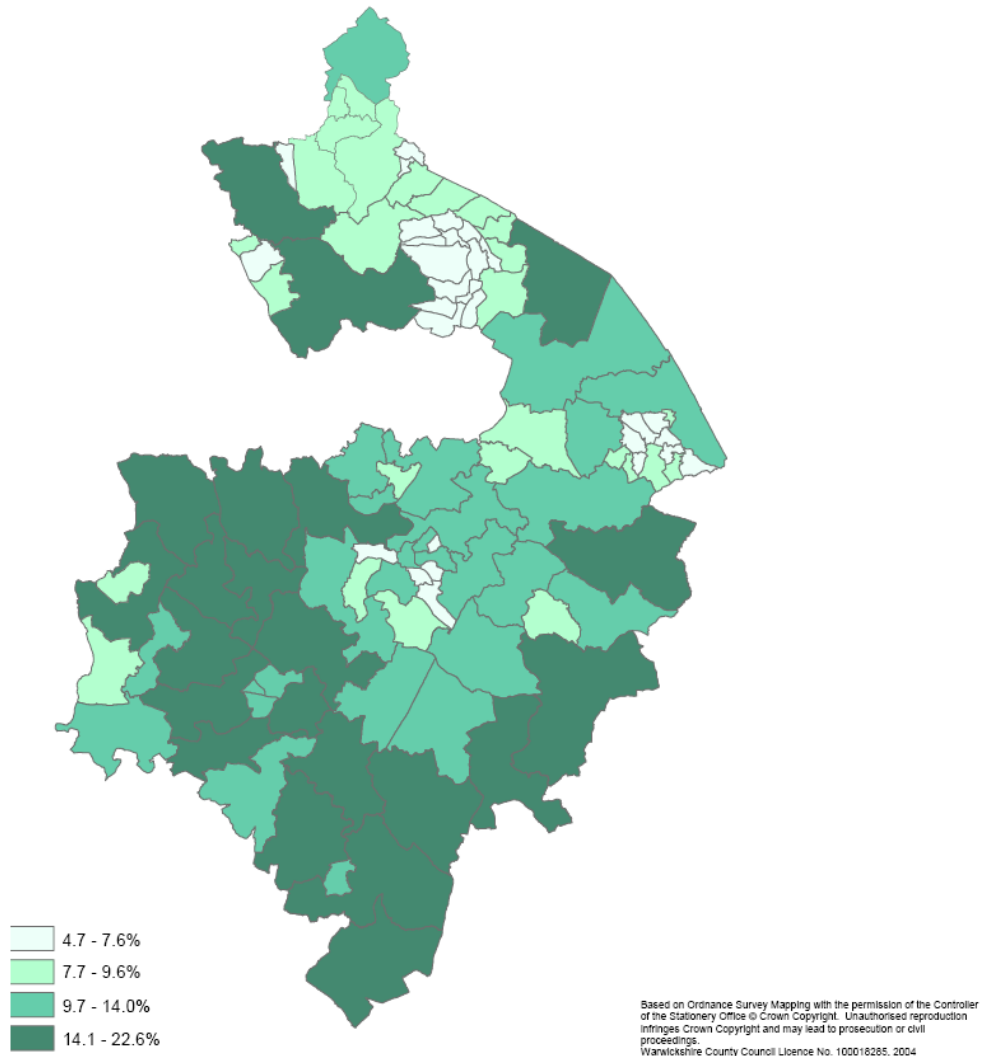


Source: 2001 Census Key Statistics: Crown Copyright.

The number of people working at home has increased since 1991. Across Warwickshire just over 9% of employed people aged 16-74 work at home.

- At 13.2%, Stratford-on-Avon district has the highest proportion of home workers.
- At a ward level, Brailes ward (Stratford-on-Avon district) has the highest proportion of people working from home (22.6%)

Figure 1.7; Percentage of 16-74 year Olds in Employment who Work at Home



Source: 2001 Census Key Statistics: Crown Copyright.

Local Development Framework (Note produced Summer 2008)

Rugby Borough Council is currently in the process of producing its Core Strategy which will be the principal document of the Local Development Framework. A brief indication of the coverage of the Core Strategy is set out below:

Spatial Elements –

- Vision and Objectives for the Borough
- Development Strategy
- Strategic Housing, Employment and Retail allocations

Policy Elements –

- Affordable Housing
- Gypsies and Travellers
- Climate Change
- Open Space
- Economic Development
- Infrastructure Provision

To date, the Council has undertaken two formal consultations in the development of the Core Strategy. The next consultation is scheduled to take place in September 2008 and will set out the Council's Preferred Options in relation to all of the above elements. The Core Strategy is likely to include the allocation of very large extensions to Rugby Town which will equate to a minimum of 6,000 homes, 75 Hectares of land for Employment and 20,000m² of comparison retail floorspace in Rugby Town Centre.

Clearly the delivery of the Core Strategy proposals will have very significant implications for transport within and across the Borough throughout and beyond the next twenty years. Up to 2026 the total population of the Town of Rugby is likely to increase by at least another 25,000 people which is an additional 40% relative to the existing population. The broad implications of these changes in terms of overall increased pressure on existing transport infrastructure are obvious. The detailed implications are being considered jointly by the Borough and County Councils.

One of the strategic objectives of the Core Strategy will be the revitalisation and improvement of Rugby Town Centre as a retail and leisure destination for the residents of the Borough. These proposals are being considered alongside the Rugby Transport Study currently being undertaken on behalf of the County Council. The combined implications of transport and land-use plans for the Town Centre have the potential to significantly effect through and access traffic in and around the centre.

The Core Strategy will be subject to independent examination, currently scheduled for summer 2009 prior to its formal adoption early in 2010.

Rugby Borough Council Local Development Framework Core Strategy – Preferred Options Paper (September 2008)

Final Comments from Warwickshire County Council Transport Planning Group

Background

This paper provides views from the County Council's Transport Planning Group on the transport implications of Rugby Borough Council's Local Development Framework Core Strategy – Preferred Options Paper (September 2008). It builds on an interim submission which was made by the County Council in October 2008.

As promised, the County Council has undertaken further work using the Warwickshire Strategic Highway Model to assess the likely impacts on the road network of the key development sites within Rugby. An assessment has also been undertaken to identify levels of accessibility to key services and facilities. This paper attempts to bring all of the work which has been undertaken to date into a single submission.

Three areas for growth have been identified by the Borough Council in their LDF Core Strategy Preferred Options Paper, namely:

- Rugby Radio Station, located to the east of the existing urban area;
- Gateway Rugby, to the north west of the town; and
- In the longer term, growth to the south west of the existing urban area. This is understood to include a number of sites, the largest of which is located to the west of Alwyn Road.

Outside of the formal consultation process, the Borough Council has provided the County Council with a number of options for how these development sites might come forward in combination. These options are summarised below:

Option	Sites	Housing (dwellings)	Employment (ha)
1	Rugby Radio Station	6160	60
	Gateway Rugby	1360	37
2	Rugby Radio Station	4180	108
	Gateway Rugby	2420	0
3	Rugby Radio Station	6160	60
	Alwyn Road	1360	25
4	Rugby Radio Station	4180	108
	Alwyn Road	1914	0

These options have formed the basis of the tests which have been undertaken using the Strategic Highway Model. The results of these tests are summarised below.

Option Test Results

Option 1 – Development at Rugby Radio Station and Gateway Rugby

In the morning peak period, this option results in significant pressure on the following corridors:

- A5, between the A428 Crick Road and the A426 Rugby Road at Gibbet Hill;
- A428 Crick Road/High Street and the B4429 Ashlawn Road, between Hillmorton and Dunchurch;
- A428 Hillmorton Road, between Hillmorton and the town centre;
- Clifton Road/Newton Road, between the A5 and the town centre;
- A426 Leicester Road/Newbold Road/Corporation Street, between M6 Junction 1 and the Warwick Street Gyratory; and
- The northern section of the Rugby Western Relief Road, particularly Avon Mill, Newbold Road and Parkfield Road.

Impacts would also be felt on the following corridors:

- A5, between A426 Rugby Road at Gibbet Hill and Magna Park (B4027/A4303);
- A426 Rugby Road, between Gibbet Hill and M6 Junction 1;
- A428 Lawrence Sheriff Street;
- A426 Dunchurch Road, between the Warwick Street Gyratory and the B4429 Ashlawn Road;
- B4429 Coventry Road, between Dunchurch and the A45/M45 near Thurlaston; and
- A426 Southam Road, between Dunchurch and Southam.

The afternoon peak period generally demonstrates similar impacts to that experienced in the morning peak, albeit with a reduced impact on:

- A5 north of Gibbet Hill;
- A426 Rugby Road between Gibbet Hill and M6 Junction 1;
- A426 Corporation Street;
- A428 Lawrence Sheriff Street; and
- A426 Dunchurch Road, between the town centre and the B4429 Ashlawn Road.

The key areas of concern arising from Option 1 are:

1. Pressure on the A5 corridor, particularly between Hillmorton and Magna Park. This will also be of concern to the Highways Agency.
2. Anticipated traffic levels through Clifton-on-Dunsmore village;

3. Additional pressure at M6 Junction 1. This will also be of concern to the Highways Agency.
4. Significant additional pressure on the A426 Leicester Road, which already suffers from congestion throughout the day;
5. Significant additional pressure on the A428/B4429 corridor;
6. Anticipated traffic levels through Dunchurch village; and
7. Levels of traffic travelling through the town centre between existing and proposed housing and employment areas.

Without suitable mitigation and investment in sustainable transport measures, this option would have a very significant detrimental impact on the highway network within and around Rugby, particularly the areas of Hillmorton, Ashlawn, Dunchurch and Clifton.

Option 2 – Development at Rugby Radio Station and Gateway Rugby

In the morning peak period, this option generally results in significant pressure on the same corridors as in Option 1. The increase in employment land at the Radio Station site results in a much higher impact on the A428 Lawrence Sheriff Street and the A428 Crick Road/High Street and Ashlawn Road between Hillmorton and Dunchurch than in Option 1. The lower levels of housing and employment at Gateway Rugby reduces the anticipated impact on the A426 Leicester Road, however it would still be significant enough to add to the existing problems in this corridor.

This option results in a lower impact on the A426 between Gibbet Hill and M6 Junction 1, the Parkfield Road section of the Rugby Western Relief Road, and the A426 Dunchurch Road between the town centre and the B4429 Ashlawn Road.

The afternoon peak demonstrates similar changes to those experienced in Option 1, albeit with increased flows on the A428 Crick Road/High Street, and reduced flows on the A426 Leicester Road.

The key areas of concern arising from Option 2 are:

1. Pressure on the A5 corridor, particularly between Hillmorton and Magna Park. This will also be of concern to the Highways Agency.
2. Anticipated traffic levels through Clifton-on-Dunsmore village;
3. Additional pressure at M6 Junction 1. This will also be of concern to the Highways Agency.
4. Additional pressure on the A426 Leicester Road, which already suffers from congestion throughout the day;
5. Very significant additional pressure on the A428/B4429 corridor;
6. Anticipated traffic levels through Dunchurch village; and
7. Levels of traffic travelling through the town centre between existing and proposed housing and employment areas.

Without suitable mitigation and investment in sustainable transport measures, this option would have a significant detrimental impact on the highway

network within and around Rugby, particularly the areas of Hillmorton, Ashlawn, Dunchurch and Clifton.

Option 3 – Development at Rugby Radio Station and Alwyn Road

In the morning peak period, this option results in significant pressure on the following corridors:

- A5, between the A428 Crick Road and the A426 Rugby Road at Gibbet Hill;
- A428 Crick Road/High Street and Ashlawn Road, between Hillmorton and Dunchurch;
- A428 Hillmorton Road, between Hillmorton and the town centre;
- A428 Lawrence Sheriff Street and the Warwick Street Gyratory;
- The northern section of the Rugby Western Relief Road, particularly Avon Mill and Parkfield Road;
- A4071 Bilton Road, between Addison Road and the Rugby Western Relief Road; and
- B4429 Coventry Road, between Dunchurch and the A45/M45 near Thurlaston.

Impacts would also be felt on the following corridors:

- A426 Leicester Road/Newbold Road, between M6 Junction 1 and Corporation Street/Evreux Way;
- Clifton Road/Newton Road, between the A5 and the town centre;
- A4071 Bilton Road between the town centre and Addison Road, and between the Rugby Western Relief Road and the A45 Blue Boar flyover.

The afternoon peak period generally demonstrates similar impacts to that experienced in the morning peak, albeit with a reduced impact on:

- A428 Lawrence Sheriff Street and the Warwick Street Gyratory;
- Clifton Road/Newton Road, between the A5 and the town centre; and
- A426 Dunchurch Road and B4429 Coventry Road, between Ashlawn Road and the A45/M45 near Thurlaston.

The key areas of concern arising from Option 3 are:

1. Pressure on the A5 corridor, particularly between Hillmorton and Magna Park. This will also be of concern to the Highways Agency.
2. Anticipated traffic levels through Clifton-on-Dunsmore village;
3. Additional pressure on the A426 Leicester Road, which already suffers from congestion throughout the day;
4. Anticipated traffic levels on the A4071 Bilton Road, including Bilton village;
5. Significant additional pressure on the A428/B4429 corridor;
6. Anticipated traffic levels through Dunchurch village; and
7. Levels of traffic travelling through the town centre between existing and proposed housing and employment areas.

Without suitable mitigation and investment in sustainable transport measures, this option would have a significant detrimental impact on the highway network within and around Rugby, particularly the areas of Hillmorton, Ashlawn, Dunchurch and Bilton.

Option 4 – Development at Rugby Radio Station and Alwyn Road

Given the reduced levels of housing on the Radio Station site and no employment provision at Alwyn Road (compared to Option 3), this option has the least overall impact on the highway network.

In the morning peak period, this option results in additional pressure on the following corridors:

- A428 Crick Road/High Street/Hillmorton Road, between Hillmorton and the town centre; and
- A4071 Bilton Road, between Addison Road and the Rugby Western Relief Road.

Impacts would also be felt on the following corridors:

- B4429 Ashlawn Road, between Hillmorton and the A426 Dunchurch Road;
- Routes through the town centre; and
- The northern section of the Rugby Western Relief Road, particularly Avon Mill, Newbold Road and Parkfield Road.

The afternoon peak period generally demonstrates similar impacts to that experienced in the morning peak, albeit with a reduced impact on:

- A428 Hillmorton Road;
- The northern section of the Rugby Western Relief Road, particularly Avon Mill, Newbold Road and Parkfield Road.

The key areas of concern arising from Option 4 are:

1. Anticipated traffic levels on the A4071 Bilton Road, including Bilton village;
2. Additional pressure on the A428 corridor between Hillmorton and the town centre;
3. Additional traffic travelling through the town centre.

Without suitable mitigation and investment in sustainable transport measures, this option would have a detrimental impact on certain parts of the highway network within and around Rugby, particularly the areas of Hillmorton and Bilton.

Public Transport Assessment

As part of the preparation for the forthcoming Regional Spatial Strategy Examination in Public, the County Council (in conjunction with Coventry City

Council) has commissioned consultants to undertake a strategic assessment of the role of public transport in serving the key development sites within Warwickshire. This work is due to be completed by mid/late January 2009.

The Strategic Transport Model operates using trip rates which have been calculated based on typical rates for each type of development. These are a combination of trip rates taken from the TRICS database, along with some locally observed trip rates based on actual surveys from recent developments at South West Warwick and Cawston. Whilst the trip rates used only account for car based trips, it does not assume that 100% of trips are car based. Other modes of transport are in fact considered in calculating the trip rate. By providing high quality public transport, walking and cycling facilities, the car based trip rate may be reduced from that of a 'typical' site, however in practice it may be difficult to recalculate the trip rate to reflect the modal shift.

Accessibility Assessment

An assessment of the accessibility of the three development sites identified in the LDF Core Strategy Preferred Options Paper has been carried out. The assessment uses a composite accessibility assessment, incorporating accessibility to a range of key services and facilities including employment, primary schools, secondary schools, further education, health facilities and food shopping.

It should be noted that the accessibility assessment is based only on the current public transport services and access to existing facilities. No attempt has been made to assess how any new services (including improved public transport) and facilities would impact on the accessibility of each site.

Option	Plan reference	Employment Area	No. of houses	Accessibility Rating¹
Gateway Rugby	Site A	1,800 jobs (c. 37 ha)	1,300-2,420	2 to 7 (low-moderate)
Rugby Radio Station	Site B	2,800 jobs (c. 60 ha)	4,180-6,200	0 to 2 (low)
Alwyn Road	Site C	Up to 25 ha	1,360-1,914	19 to 24 (high)

Notes:

¹ The Accessibility Rating is from 0 (poor accessibility) to 24 (high accessibility).

Mitigation Measures

In our interim submission, we provided comments on each of the three areas of growth within the town, including details of the suggested mitigation measures. Our views regarding these measures have not changed significantly, however it is useful to now be able to present them in the context of the four option tests described earlier.

Rugby Radio Station

Given its location adjacent to the strategic road network and the West Coast Main Line, it is suggested that a pragmatic balance of highway and public transport improvements should allow this site to come forward in a relatively sustainable manner. The key transport issues which need to be addressed in relation to this site are as follows:

- Ensure that long distance trips (particularly in the peak periods) can access the strategic road and rail network without impacting on local communities and the town centre; and
- Ensure that the town centre is well connected to the site, whilst not encouraging trips to be made by car.

Three key improvements are therefore needed to address these issues:

1. Rugby Parkway – Provision of a new station on the up/down slow lines (also known as the Northampton Loop) of the WCML, future-proofed for platforms to also be provided on the up/down fast lines. This will need to be served by two trains per hour in each direction between Birmingham, Coventry, Rugby and Northampton (possibly extended to London), along with an hourly service via the Trent Valley between Crewe and London;

2. Provision of a dedicated express bus link between the Radio Station site and Clifton Road and/or Butlers Leap/Mill Road, linking the development and Rugby Parkway with Rugby station and the town centre. In conjunction with this proposal, conversion of the Mill Road underpass to be bus only in both directions, in order to facilitate the express bus service.

3. Provision of a new road from the site to the M45/A45. From our initial assessment, three options exist for this road:
(a) From the development to the M45, broadly to the west of the existing alignment of Nortoft Lane. This would need to include a new junction on the M45, limited to westbound on and eastbound off manoeuvres only. This option would be almost entirely located within Northamptonshire.

(b) From the development to the existing A45/M45/B4429 junction south east of Dunchurch, broadly parallel to Ashlawn Road. Revised arrangements would be required at the A45/M45/B4429 junction to accommodate the new road. This option would be entirely located within Warwickshire.

(c) From the development to the south of Hillmorton and Ashlawn School, then joining an upgraded Ashlawn Road, before heading south west to the existing A45/M45/B4429 junction south east of Dunchurch. An additional option (possibly in conjunction with development south west of the existing urban area) would be to extend the new road from the existing A426/B4429 roundabout to the north of Dunchurch to join the M45/A45 at the existing junction with the B4429 Coventry Road, north west of Thurlaston.

All three options for this road would complement any future expansion of DIRFT, as well as addressing the issue of the low bridge on the A428 Crick Road.

Other general improvements would be as follows:

- Provision of a comprehensive network of bus services within Rugby, linking both new and existing housing and employment sites within the town. Links between the north and south of the town would be particularly important, given the current limited road crossings and spatial housing/employment split. The nature of the network will be dependent on the outcome of the current town centre option evaluation, and which sites come forward for development;
- Provision of better facilities for bus/rail interchange at Rugby station;
- Provision of accesses to/from the site onto the A428 Crick Road and A5 trunk road;
- Improvements to M6 Junction 1 (in conjunction with development at Rugby Gateway, if this site is pursued);
- Improvements to junctions on the A5, e.g. A5/A426 Gibbet Hill, Catthorpe Crossroads and Lilbourne Crossroads;
- Provision of a dedicated cycle link between the site and the town centre, utilising the express bus corridor described above;
- Provision of a comprehensive cycle network to link residential areas with the key facilities on the site, such as schools, health centres and food stores; and
- Comprehensive coverage of Workplace Travel Plans for all key employment sites within the development.

Gateway Rugby

Although well-located adjacent to the A426 Leicester Road and close to Junction 1 of the M6, this site has a different set of challenges in transport terms to the Radio Station site. Central to this is the lack of highway capacity in the A426 corridor, which is already dual carriageway between the M6 and Avon Mill. This corridor is likely to come under further pressure following the opening of the Rugby Western Relief Road, and the developments at the Tribune Trading Estate and the former Alstom/GEC site. We firmly believe that conditions within this corridor will deteriorate to unacceptable levels should the Gateway Rugby site come forward.

In public transport terms, the site is likely to require either some form of bespoke service or inclusion within the suggested area-wide review of bus services. Apart from Brownsover, the northern area of Rugby is very poorly served by bus services. This would need to be addressed in terms of providing better links to the railway station and town centre, as well as other residential and employment areas. The existing developments at Coton Park should be included within this provision, which may provide a greater critical mass to support a better level of bus service. That said, it will be extremely difficult to provide bus priority along the A426 Leicester Road due to the capacity issues described above.

Notwithstanding these issues, the list of possible transport interventions described below would go some way to mitigating the impact of this site. As

previously stated, we remain concerned that in highway terms the impact of the site on the A426 corridor will be difficult, if not impossible to mitigate.

Two key improvements are needed to serve this site:

1. Provision of a direct, frequent bus service to Rugby station and the town centre via the A426 Leicester Road, Boughton Road and the Mill Road underpass, including conversion of the underpass to be bus only in both directions in order to facilitate the bus service; and
2. An improvement to M6 Junction 1, comprising at least full signalisation of the roundabout and associated slip roads.

Other general improvements would be as follows:

- Provision of a comprehensive network of bus services within Rugby, linking both new and existing housing and employment sites within the town. Links between the north and south of the town would be particularly important, given the current limited road crossings and spatial housing/employment split. The nature of the network will be dependent on the outcome of the current town centre option evaluation, and which sites come forward for development;
- Provision of better facilities for bus/rail interchange at Rugby station;
- Provision of accesses to/from the site onto the A426 Leicester Road;
- Further improvements (where possible) to the junctions along the A426 Leicester Road between the M6 and Avon Mill. This could include conversion of existing roundabouts to signal controlled junctions. These could then be linked to maximise efficiency and capacity;
- Provision of a dedicated cycle link between the site, the railway station and the town centre;
- Provision of a comprehensive cycle network to link residential areas with the key facilities on the site, such as schools, health centres and food stores; and
- Comprehensive coverage of Workplace Travel Plans for all key employment sites within the development.

Growth to the south west of the existing urban area

Although the LDF Core Strategy Preferred Options Paper only shows a broad growth direction to the south west of the existing urban area, it is understood from officers at the Borough Council that this could include all or some of the following sites:

- Land west of Alwyn Road;
- An extension to the existing Cawston development in the triangle of land between the former railway line and Bilton Road; and

- Land known as Bilton Fields. This comprises various sites north of the B4429 Ashlawn Road and Northampton Lane.

The principal benefits of these sites in transport terms are threefold:

1. They can be integrated into the existing bus network in a relatively straightforward way, including the provision of links to the town centre, railway station and employment areas in the north of the town;
2. They are located close to parts of the highway network which are not currently at capacity (e.g. the M45) or routes which will see a reduction in traffic following the opening of the Rugby Western Relief Road (e.g. Bilton Road and Dunchurch Road); and
3. In conjunction with development at the Radio Station site, they could benefit from the provision of a new road to the south of the town, as well as access to Rugby Parkway.

Care will be needed however to ensure that the level of highway access to these sites does not undermine the provision of sustainable transport measures.

Three key improvements are needed to serve any development sites in this area of the town:

1. Provision of direct, frequent bus services serving the town centre, railway station and employment areas in the north of the town;
2. Provision of good public transport links to the Radio Station site and Rugby Parkway;
3. A southern extension of the Rugby Western Relief Road from Potford's Dam to the junction of the M45/A45/B4429 Coventry Road, including an improvement to this junction; and

Other general improvements would be as follows:

- Provision of a comprehensive network of bus services within Rugby, linking both new and existing housing and employment sites within the town. Links between the north and south of the town would be particularly important, given the current limited road crossings and spatial housing/employment split. The nature of the network will be dependent on the outcome of the current town centre option evaluation, and which sites come forward for development;
- Provision of better facilities for bus/rail interchange at Rugby station;

- Provision of access to/from the development sites onto the A4071 Bilton Road, Alwyn Road, A426 Dunchurch Road and B4429 Ashlawn Road (as appropriate);
- Provision of dedicated cycle links from these sites to the railway station and town centre; and
- Comprehensive coverage of Workplace Travel Plans for any significant employment developments on these sites.

Costing and Deliverability

Work is currently being undertaken to cost the various transport interventions identified above. This information will be used to inform the County Council's evidence at the Regional Spatial Strategy Examination in Public.

A key issue for all Local Development Frameworks is deliverability. As far as we are aware, all of the transport measures identified above can theoretically be delivered on the ground. We have assumed that in terms of funding, this will be predominantly sourced from individual developers through the proposed Community Infrastructure Levy (CIL). There may be an option to supplement this with Major Scheme funding from the Government, where it can be demonstrated that there are wider benefits to the community of a particular transport scheme or piece of infrastructure.

Should CIL not proceed through Parliament as expected, we would suggest that the Borough Council consider preparing Supplementary Planning Guidance similar to that which Stratford-on-Avon District Council have undertaken. This allows developers to provide commuted sums towards an identified package of transport measures, in order to mitigate the overall impact on the transport network of the committed development sites within the current Local Plan.

Suggested Land Use Strategy based on the transport assessment

The LDF Core Strategy Preferred Option Paper proposes development on the Rugby Radio Station and Gateway Rugby, with any longer term growth to the south west of the existing urban area of the town.

From our more detailed transport assessment of these three areas, our view remains that unless the capacity constraints in the A426 Leicester Road corridor can be addressed, we would not support the development of the Gateway Rugby site. Instead, we remain of the view that development at the Radio Station site in conjunction with development to the south west of town would be a better proposition in transport terms. It is recognised however that transport will be only one of a number of factors which will need to be considered as part of the overall land use strategy and site allocation process.

Rugby Transport Study

1. The Warwickshire Local Transport Plan (LTP) 2006 set out the intention to undertake a transport study of Rugby. The main purpose of the study was to identify a preferred strategy for the town centre to maximise the opportunities presented by the opening of the Rugby Western Relief Road.

2. In October 2007, Arup were commissioned to undertake the first stage of the study. A steering group has been established to oversee the work, and includes representatives from the County Council, Rugby Borough Council, Rugby First, and local bus operator Stagecoach.

3. The main tasks undertaken during the first stage of the study were as follows:

- (i) **Review of background information**, including the LTP, Rugby Borough Local Plan, Rugby Parking Study, Rugby Town Centre Action Plan and Vision, Rugby cycle map, and information on the local bus network.
- (ii) One-to-one **stakeholder consultations**, to give all members of the study steering group an opportunity to put across their views and aspirations on each of the key elements of the study.
- (iii) An **optioneering** exercise, in order to identify a number of proposals for the town centre and its immediate hinterland that could be taken forward for more detailed evaluation in the second stage of the study.

4. A number of important issues arose out of the stakeholder meetings and study steering group discussions. These are summarised below:

- (i) While there are significant proposals for the town to accommodate further development, the focus for this study should be on delivering improvements within the town centre that can be delivered in the short term. Any emerging options however should not preclude any future development coming forward in the medium/longer term.
- (ii) Any proposals to reconfigure the transport network within Rugby should support the vitality and viability of the town centre, and should seek (if possible) to reduce the impact of vehicular traffic on the existing core area.
- (iii) There is a strong desire from certain stakeholders to deliver a larger civic space around the Clock Tower in order to provide a better town centre environment and support the proposed expansion of Rugby. Full or partial pedestrianisation of parts of Church Street/North Street is viewed as a way of helping to deliver this aspiration. Opportunities to enhance

the frontage of St Andrews Church could also be delivered as part of this proposal.

- (iv) Any changes to the town centre transport network will need to be acceptable in terms of their implications for:
 - (a) Bus service routing and the location of passenger set down/pick up facilities.
 - (b) Traffic displacement.
 - (c) Pedestrian and cycle movements.
 - (d) The location for taxi-rank facilities.
 - (e) Servicing/delivery requirements, and access for emergency services.
- (v) Stagecoach, as the principal commercial bus operator in Rugby, is extremely concerned regarding the impact of potentially no longer being able to access the main retail core of the town centre if Church Street/North Street were to be fully pedestrianised. They anticipate that such circumstances would have a detrimental impact on their business, which in turn could call into question their commercial operations within the town.
- (vi) There are currently limited opportunities for cross-town cycle trips to be made in Rugby, given the lack of facilities within the town centre to link up the existing urban cycle network. The Warwick Street gyratory, Corporation Street and the existing pedestrianised areas (where cyclists are currently prohibited throughout the day) are the main barriers for cyclists which need to be overcome.
- (vii) There are a number of routes within the town centre which currently suffer from congestion both during peak periods and throughout the day. These include the Avon Mill roundabout, Newbold Road, Corporation Street, the Warwick Street gyratory and Lawrence Sheriff Street/Hillmorton Road. Whilst some of these will be alleviated by the construction of the Western Relief Road and the proposed Leicester Road/Mill Road link road, a number of other enhancements should also be considered. Some of these could have a positive impact on air quality within the town centre.
- (viii) Any enhancements within the town centre must be affordable and represent value for money. Funding is limited to that which is available through the LTP, as well as any appropriate developer contributions.

5. The range of measures considered within the first stage of the study were as follows:

- (i) **Pedestrian and cycle improvements** – These include a number of options for full or partial pedestrianisation of Church Street/North Street and possibly part of Regent Street, new pedestrian/cycle links, cycle improvements to reduce severance caused by the Warwick Street gyratory, upgrading of a number of crossings to toucan facilities, and changes to allow cyclists to use the existing pedestrianised areas of the town centre during peak hours;
- (ii) A number of **alternative bus routes** – These have been considered given that Church Street/North Street may no longer be available to general traffic in the future;
- (iii) **Highway improvements** – These have primarily focussed on making improvements to the Warwick Street gyratory, reducing congestion within the town centre, and managing access traffic displaced by pedestrian priority proposals within the town centre;
- (iv) Consideration of implications for **Taxis** as a result of their likely displacement from the top of North Street; and
- (v) Consideration of issues related to access for **Servicing, Deliveries** and **Emergency Vehicles** if Church Street/North Street was either partially or fully pedestrianised.

6. The first stage of the study was completed in December 2007. The findings were subsequently reported to the County Council's Rugby Area Committee in January 2008. Following this, Members requested that further work be undertaken to identify a set of options for the town centre, particularly in relation to revised bus routing. The findings of this work were subsequently presented to a Members Seminar in May 2008. This was attended by representatives of the County Council, Borough Council, Rugby First, Stagecoach, business representatives, the Local Strategic Partnership, taxi operators and disabled groups.

7. The three options set out at the Members Seminar were as follows:

- (i) Revised Option 2.1 – The area around the Clock Tower is fully pedestrianised. Bus interchange facilities are relocated to a number of stops in close proximity on the southern end of Regent Street and Albert Street, and on Church Street. Buses and general traffic would be one way westbound on Church Street, one way northbound on Regent Street, and one way southbound on Albert Street. Loss of on-street parking from Regent Street and Albert Street could be provided instead on North Street. There would appear to be space for a taxi rank to be provided on Church Street.
- (ii) Revised Option 2.6 – The area around the Clock Tower is fully pedestrianised. Bus interchange facilities are focused on Church Street in the area between Regent Street and Albert Street. Buses only would operate in both directions on Regent Street, with Albert Street being

predominantly used for general traffic. In order to limit parking loss and junction works on Regent Street and Regent Place, bus flows to the north would be split between Regent Street and Regent Place, or via Regent Street and Albert Street/Henry Street. Loss of on-street parking from Regent Street and Albert Street could once again be provided instead on North Street, along with facilities for taxis.

- (iii) Option 2.4 – This arrangement allows the area of Church Street and North Street adjacent the Clock Tower to be partially pedestrianised. General traffic is removed from Church Street and North Street, whilst retaining two-way bus movements over a short single width lane section adjacent to the Clock Tower, controlled by traffic signals. General traffic would be directed to use Albert Street, Bank Street and Regent Street. This option could also allow the southern section of Regent Street (from Bank Street to Church Street) to be fully pedestrianised.

Plans of these three options are shown in the Rugby Transport Study Stage 1 Supplementary Report (April 2008).

8. Approval to undertake a second stage of the study will hopefully be given by the County Council's Rugby Area Committee in July 2008. The work in Stage 2 will include:

- (i) Testing of the traffic impact of the options for the town centre using a PARAMICS traffic model which has been developed for the study area. This would take into account the impact of the Rugby Western Relief Road, the proposed new highway links between Hunters Lane, Mill Road and Leicester Road, and possible changes to the Warwick Street gyratory proposed as part of the Stage 1 study.
- (ii) Detailed development of options sufficient to inform a Stage 1 Road Safety Audit.
- (iii) Investigation of the potential impact on public utilities and preparation of cost estimates.
- (iv) Detailed consideration of air quality impacts.
- (v) Preparation of a detailed quantified risk log and outline delivery programme.
- (vi) Further detailed discussion with key stakeholders, with particular focus on:
 - Taxi rank provision;
 - Disabled access and parking provision;
 - Loading and delivery access;
 - Access by the emergency services; and
 - Use of materials, design and the public realm.

9. Subject to approval by the County Council's Rugby Area Committee in December 2008, it is anticipated that a wider public consultation exercise will be undertaken on the proposals in January/February 2009.

APPENDIX 2G

Rugby Transport Study Seminar – May 2008

Present: -

WCC Area Committee

Cllrs: John Vereker (Chair), Tom Cavanagh, Doug Hodkinson, Katherine King, Phillip Morris-Jones, Jerry Roodhouse, Heather Timms, Gordon Collett

Adrian Hart (WCC), Roger Newham (WCC), Mike Waters (ARUP), Dan Green (WCC), Ian Davis (RBC), Anna Rose (RBC), Aftab Gaffar (Rugby First), Clive Jones (Stagecoach), David Foster (Rugby Disability Forum), Grev Mills (Rugby Taxi Operators), Geoff White (Rugby Chamber of Commerce), Tony Spencer (Clock Towers Shopping Centre), Mike O'Connor (Rugby Retailers Association), Cllr Leigh Hunt (Rugby LSP), Rev Mark Beach (St Andrews Church), Cllr Ian Campbell (RBC), Shirley Reynolds (WCC),

1. Welcome – Cllr John Vereker

Cllr Vereker welcomed all to the meeting and introduced Adrian Hart from the County Council's Transport Planning Group.

2. Introduction and Background – Adrian Hart

Adrian introduced the background to the Rugby Transport Study, and stated that the seminar provided an opportunity to debate the options. He reminded those present that the options are not purely about the further pedestrianisation of the Town Centre, and that if possible the debate should focus on the wider implications of the study for Rugby as a whole rather than this one issue.

3. Study Process and Findings - Mike Waters

Mike Waters from Arup provided a summary of the work which has been undertaken to date, including details of the three options which the study steering group have identified as a possible way forward. The full presentation is circulated with these minutes.

4. Stakeholder Statements

Rugby Borough Council (Ian Davis)

Unable to comment on behalf of the Council as the proposals had not yet been put to Members.

Personally agreed with the proposals and felt that the legitimate and significant interests could be brought into the scheme. Felt that this was an

important proposal which needs to be taken to the consultation stage to identify a suitable way forward. Consultation could be carried out at the same time as the RBC Local Development Framework Core Strategy and the Rugby LSP Sustainable Communities Strategy, as a holistic vision of the future of Rugby.

Rugby First (Aftab Gaffar)

A brief presentation detailed several positive outcomes of pedestrianisation including connecting the two halves of the town centre, assisting in the potential North Street redevelopments, providing a proper civic space for Rugby Residents and 'de-cluttering' the existing market area through this unique opportunity.

Surveys of town centre businesses had demonstrated support for pedestrianisation to some degree with option 2.1 being the preferred option.

Stagecoach (Clive Jones)

There are 4 main town bus services Rugby, supplemented by a number of other services to nearby towns. All routes could potentially be affected by the proposals for pedestrianisation. The proposals could cause an increase in the time taken for buses to pass through the town centre which would necessitate the deployment of additional vehicles to maintain current frequencies. This could have a detrimental impact on the financial viability of bus services within Rugby..

Rugby Disability Forum (David Foster)

The disabled community will need further detail before being able to comment fully on the proposals.

Air quality in Regent Street will be a concern if it is to see increased use by bus services.

Any plans for pedestrianisation will have to give careful consideration as to how disabled people will gain access to shops.

A full description of proposals for disabled parking facilities is essential at the earliest possible date.

Rugby Taxi Operators (Grev Mills)

Raised concerns regarding access to the town centre business for taxi operators. The value of town centre business should not be underestimated and is an important factor in the local economy.

Excluding taxis from the town centre will lead to a poorer service being provided due to a downturn in business.

Rugby Chamber of Commerce (Geoff White)

Felt that this was an opportunity which should not be missed. For the required retail expansion to happen, a change in traffic management is required. This

could provide a one off opportunity for change in the nature of Town Centre businesses. Doing nothing is not an option.

Clock Towers Shopping Centre (Tony Spencer)

Echoed the sentiments of the Chamber of Commerce and suggested that agreeing the detail was for later in the process. Now is the time to move the study forward.

Rugby Retailers Association (Mike O'Connor)

Agreed with previous comments that doing nothing was not an option. Any proposals should try to help negate the impact of the new Asda development on town centre retailers, especially those in Regent Street and Albert Street.

The option with traffic flowing up Albert Street and down Regent Street (taxis and cars included) seems to be the most popular amongst retailers.

Rugby Local Strategic Partnership (Cllr Leigh Hunt)

The matter has not yet been taken to the Rugby LSP Board and so comments are taken from a number of informal meetings rather than being representative of the LSP.

Air quality will be a concern when channelling traffic down limited routes – Both Regent Street and Albert Street can be unpleasant on a hot summers day, and Newbold Road has already been identified to have an air quality problem. This route is wide with good air movement – whereas Regent Street is narrow and lined by tall buildings which restrict air movement.

Traffic flow will need to be modelled in order to predict the impact of the scheme.

The potential loss of the Green Space at the bottom of Regent Street (identified in the proposals) is a concern.

Community Safety needs to be considered as different groups of individuals would be attracted to the town centre. Such issues would be particularly prevalent at night time.

There are still a great deal of questions which need to be answered and the LSP would provide a suitable forum to debate the issues.

St Andrews Church (Rev Mark Beach)

Is in favour of the plans in general and an enlarged civic space. Would like to see the green area by the church extended and would like to see drawings of what this green space will look like under the new proposals.

5. Discussion

Cllr Collett expressed disappointment at not having heard anything new. He felt that this was a big opportunity and we need to see progress. He also asked why there could not be bus stops on Corporation Street adjacent to the new shopping centre.

Adrian Hart responded that there will be bus stops at the new Asda development, and confirmed that there will be a number of other stops at satellite locations across the town centre.

Cllr Morris-Jones asked that the consultants draw on their experience of similar schemes in other towns to inform a logical way forward for Rugby.

Adrian Hart replied that we need to consider the uniqueness of Rugby, but that Arup can also be asked to bring their experience of other similar projects in the UK.

Mike Waters added that there were some interesting examples from Europe which focus on design for the public realm (these are known as 'naked streets' and 'shared space').

6. Agreement of options for further consideration in Stage 2 of the study

Cllr Vereker asked if there were any fundamental objections to the three options which have been put forward for further consideration in the second stage of the study. Following a short discussion, it was agreed by those present that these options should proceed to Stage 2. No further options were formally tabled during the seminar.

7. Process and Timescale for Stage 2 – Adrian Hart

The next stage in the process will be for a report to be submitted and agreed by the County Council's Area Committee in July 2008. This will set out the work which has been undertaken by the study steering group since the Area Committee meeting in January, as well as the outcome of this seminar.

A detailed timetable for Stage 2 of the study will be presented in the Area Committee report. Opportunities to integrate any public consultation on the options for the town centre with the forthcoming consultation on the Borough Council's Core Strategy will be explored.

Meetings with interested groups will also be held in due course to discuss the proposals in more detail, including the Rugby Disability Forum, representatives of Taxi Operators, and the Local Strategic Partnership.

Parking Needs in Rugby Post-2011

Background

The Rugby Transport Study includes consideration of car parking needs within the town centre beyond 2011. This note provides a brief summary of existing parking supply and demand and projections to 2026.

Study Area

The study considered existing and future supply and demand within the area used for 'town centre' parking. The boundaries of the area of town centre influence were established with Jim Owen, the Parking Manager at Rugby Borough Council (RBC)

Existing Supply

Data supplied by RBC, sites visits and desk based analysis suggest the existing supply of parking available to the public within the study area totals some 4,330 spaces. This is comprised of 2,600 on-street spaces and 1,730 spaces in RBC car parks plus the Clock Towers car park.

Existing Demand

Surveys undertaken during autumn 2008 showed total peak parking occupancy to be 1872 in on-street locations and 1176 in off-street car parks giving a total occupancy of 3048.

Information from RBC indicates peak demand to occur on market days between 11.00am and 1.00pm.

Future Supply

Future on-street supply is assumed to be the same as existing; 2600 spaces.

In future some off-street spaces will be lost due to redevelopment proposals affecting Railway Terrace, John Barford and North Street/Chestnut Fields car parks although the new ASDA car park will more than off-set these reductions to provide a total of 1915 off-street spaces.

The total future supply is estimated to be 4,515 spaces

Future Demand

Future parking demand has been estimated through application of the Government's TEMPRO traffic growth database which indicates growth over the period 2008 to 2026 to be in the region of 15%. The database includes future strategic housing, retail and employment growth in Rugby identified within the draft Regional Spatial Strategy.

Demand for on-street parking is estimated to be 2,155 spaces and demand for off-street spaces is estimated to be 1,624. In total, therefore, parking demand in 2026 is estimated to be 3,779 spaces.

Currently, at times of peak occupancy, demand for parking amounts to some 70% of available spaces. By 2026, it is estimated that peak occupancy will have increased to some 84% of capacity with some 3,779 spaces occupied out of a total supply of 4,515.

Conclusion

Overall, based on current information concerning Rugby's future growth and development, there will be sufficient parking capacity to accommodate demand in 2026 although, as now, demand will be concentrated in more attractive locations with available space further out from the centre and in less popular car parks

Rugby Parking Study 2009 - Summary

1. In September 2003, Arup were commissioned by Warwickshire County Council to undertake a study of parking in Rugby town centre, in order to gain a comprehensive view of existing parking provision and develop forecasts of demand to the year 2011. Their report was finalised in April 2004.
2. 2300 off-street car parking spaces were identified in the control of the Borough Council, NCP and the Clock Towers Shopping Centre. Maximum utilisation of these car parks averaged 86%. Utilisation was lowest in the Borough Council's long stay car parks.
3. At the time of the study, proposals for Decriminalisation of Parking Enforcement (DPE) were being considered. This was subsequently introduced with the aim of reducing illegal parking and achieving better utilisation/turnover of both on and off-street parking.
4. The impact of new development and the associated loss of parking facilities was also considered by the study. At the time this principally related to the Chapel Street redevelopment (Asda), Gas Street and Cattle Market proposals.
5. The main conclusions arising from the study were that there was an anticipated shortfall in parking supply by 2011. This was mainly due to the loss of certain car park capacity resulting from development, along with an increased demand for spaces arising from the introduction of DPE.
6. Issues which have arisen since the 2003/4 study was undertaken include:
 - The successful introduction of DPE in October 2006;
 - Emerging proposals for a possible mixed-use development on the Chestnut Field/North Street car park;
 - The ongoing aspiration for a major tourist facility within the town centre;
 - The imminent introduction of a car park Variable Message Signing scheme to inform drivers where there are available spaces in the main car parks within the town centre;
 - The upgrade of the West Coast Main Line, and the likely implications this will have for usage of Rugby Station and the resultant demand for car parking; and
 - The housing and employment growth proposed for Rugby in the Regional Spatial Strategy Phase 2 Revision.
7. As part of Stage 1 of the Rugby Transport Study, Arup were asked to undertake a detailed assessment of parking needs beyond 2011.

Car Parking in Rugby Town Centre – A Summary of the Scrutiny Review Undertaken in 2008

1. Background

In 2008 Rugby Borough Council's Economy Development and Culture Panel undertook a scrutiny review into the Borough Council's car parking provision in Rugby Town Centre.

As part of the review the Panel considered current and predicted future capacity and demand in the town centre car parks, and the measures in place and planned to address any shortfall.

The review took evidence from Rugby Borough Council officers, community stakeholders, and a brief website survey commissioned by the Panel. The Panel also considered the Rugby Parking Study, commissioned by Warwickshire County Council and prepared by Arup in 2004, which projected supply and demand for car parking in Rugby up to 2011.

The key findings of the review are outlined below.

2. Recent and planned developments

The Decriminalised Parking Enforcement Scheme was introduced in October 2006. New parking regulations were put in place in the town centre to improve turnover in commercial streets and to discourage non-residents from parking in residential streets close to the town centre.

Due to the Asda development, Chapel Street car park was removed from use in August 2007, removing 170 short stay spaces from use. Little Elborrow Street car park has also closed, removing a further 45 short stay spaces. A further two car parks (Gas Street and Railway Terrace) are due to be closed for a hotel development in October 2008 with a total reduction of 110 town centre spaces. It is assumed that, as commuters use most of these spaces, they will migrate into the adjacent John Barford multi-storey car park(JBCP). The hotel will eventually occupy part of the JBCP.

On the completion of the Asda development in February 2009, 440 parking spaces will be returned back into use, including 22 disabled parking spaces.

3. Capacity

Car parking capacity is already tight at times of peak demand (eg. Christmas shopping), and the Clocktowers car park has seen a significant increase in usage. Most of the town centre car parks are already at full capacity for most of the day, every day of the week. In the website survey, almost half (46%) of respondents said that availability of spaces was poor.

The exceptions are the JBCP (long and short stay) and Westway, which both have some spare capacity at all times, although demand for JBCP increases on Mondays, Fridays and Saturdays, the traditional market days. There is spare capacity in the Town Hall / Retreat car park on Saturdays. Overall, there is considerably more spare capacity for long stay parking.

Only about 20% of the vehicles displaced on the closure of Chapel Street car park appear to have been accommodated in the Council's car parks. It is unclear what has happened to the remainder, but some may account for the increase in use of the Clocktowers.

The Rugby Parking Study 2004 indicates that by 2011 demand for car park spaces in the town will outstrip supply. It assumes that, once the effects of the opening of the Asda development have settled down by May 2009, there will be a 1% increase in parking demand each month based on the success of the development and the ongoing increase in housing development in the Rugby area.

Warwickshire County Council have commissioned a further Rugby Transport Study, part of which will be to [produce a detailed assessment of parking supply and demand beyond 2011](#).

4. Meeting demand

The Borough Council has in place a Town Centre Car Parking Action Plan, which is designed to address both the permanent and temporary loss of car parking spaces in Rugby as a result of the town centre developments.

The Council suspended the use of Westway Car Park for coach parking from July 2007, including installation of a height barrier. An additional 42 car parking spaces (2 disabled) were created in this car park as a result. Revised staff parking principles at the Town Hall / Retreat car park site have also been put in place to release spaces here.

New higher long stay charges in short stay car parks were introduced in October 2006 to discourage staff working in town centre businesses from using town centre short stay car parks all day, though some users are persisting in this practice.

Longer term strategic planning for car park capacity to meet demand in the town is needed. This will form part of the Core Strategy of the Local Plan. However, there is currently no town centre land available to be developed as a car park. Other solutions will therefore need to be explored.

5. Conclusions

In summary, the review drew the following conclusions:

- There are already difficulties in meeting demand for short-term parking spaces in some car parks, and the data shows that by 2011 there will be

significant pressure on car parking spaces in the town. The feasibility of providing increased parking capacity needs to be considered as a matter of urgency.

- There is capacity in the JBCP that should be promoted. JBCP opening hours should be extended to 8:00pm for a trial period to make it more attractive to motorists, particularly commuters. There is sufficient capacity to meet demand for night-time parking and therefore extending the opening of JBCP beyond early evening is not necessary.
- There may be more potential to promote use of Westway car park to shoppers when access across Corporation Street is improved and a CCTV camera is in place, to take advantage of the current spare capacity in this car park.

6. Recommendations

The Panel recommended to the Borough Council that:

The JBCP opening hours be extended to 8:00pm for a trial period of up to 3 months, at the earliest opportunity

This was considered by RBC Cabinet on 23rd June 2008.

The Panel also made a recommendation to this review that:

The Joint Scrutiny Panel on Local Transport should consider in detail the predicted future pressures on car parking capacity in the town, and possible solutions.

This relates to the impending Rugby Transport Review commissioned by WCC, to produce a detailed assessment of parking supply and demand beyond 2011.

APPENDIX 2K

Briefing Note – Cross Boundary Bus Services Operating in Rugby

Overview of the Current Cross Boundary Bus Services

Service Nb	Route Details	Days of Operation	Frequency	Operator
GA1	Rugby - Dunchurch - Onley - Willoughby - Braunston - Daventry - Banbury	Mondays to Saturdays	Hourly	Geoff Amos Coaches
86	Rugby - Wolston - Binley Woods - Coventry	Everyday	Half-Hourly	Stagecoach in Warwickshire
96	Rugby - DIRFT - West Haddon - Long Buckby - East Haddon - Northampton	Mondays to Saturdays	90 mins	Stagecoach in Warwickshire
140	Rugby - Lutterworth - Narborough - Leicester	Mondays to Saturdays	Hourly	Centre Bus
580	Rugby - Dunchurch - Birdingbury - Stretton-on-Dunsmore - Ryton - Coventry	Mondays to Saturdays	2 Hours	DeCourcoy Travel
585	Rugby - Pailton - Stretton - Brinklow - Coombe Abbey - Walsgrave Hospital - Coventry	Mondays to Saturdays	Hourly	DeCourcoy Travel
X40	Rugby - Lutterworth - Leicester	Sundays Only	2/3 Hours	Stagecoach in Warwickshire

Patronage and Concessionary Usage

ServiceNb	Total No. of Passenger Journeys (01/01/08 to 30/06/08)	Non Concessionary Patronage	% of Total No of Passenger Journeys	Concessionary Patronage	% of Total No of Passenger Journeys
86	83,417	46,633	56%	36,784	44%
140	71,463	44,664	62%	26,799	38%
205/206/207/208	41,541	28,389	68%	13,152	32%
580	24,807	18,084	73%	6,723	27%
585	71,555	34,234	48%	37,321	52%
GA1/GA2	125,480	70,465	56%	55,015	44%
X40	656	432	66%	224	34%
TOTAL	418,919	242,901	58%	176,018	42%

Note: The concessionary patronage refers to the number of passenger journeys undertaken through use of a Concessionary Pass offering free off-peak bus travel for people who are aged 60+ and/or have disabilities.

Improvements made to Bus Provision in Rugby during LTP1

Quality Bus Corridor (QBC) Schemes:

The following two schemes were completed during the period of the first Local Transport Plan (2000/1-2005/6):

- Admirals Estate - Rugby Town Centre (2003/04)
- Brownsover - Rugby Town Centre (2003/04)

A QBC scheme involves the implementation of a programme of enhancement works to on-street bus infrastructure along both corridors. A total of 70 bus stops were enhanced in Rugby as a result of the implementation of these schemes. The bus infrastructure enhancement works included raised kerbs and where appropriate, the installation of bus shelters.

Bus Corridor	Baseline	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	Growth from Baseline
Route 4: Admirals Estate – Rugby and Brownsover - Rugby	39,976	43,784 ¹	44,535	44,393	45,057	47,462	49,275	51,985	30.04%

Notes:

¹ QBC patronage figures are based on a count of passengers over a 4 week period.

The table illustrates the continued patronage growth on Service 4 since the QBC schemes were implemented in 2003/04. The LTP target to achieve a 15% growth in bus patronage on Service 4 has already been achieved.

Quality Bus Initiative (QBI) Schemes:

The following QBI scheme was delivered during the period of the first Local Transport Plan (2000/1-2005/6):

- Leamington - Southam - Rugby Town Centre (2004/05)

A QBI scheme is a form of partnership between the County Council and bus operators intended to upgrade the quality and image of bus travel on subsidised services operated under contract to the County Council. The County Council procures a fleet of new vehicles to operate the subsidised service in partnership with the bus operator.

Bus Corridor	Baseline	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	Growth from Baseline
Service 63/64: Leamington - Southam - Rugby	9,844	-	-	-	as base	14,477	19,539	23,748	58.5%

Notes:

¹ QBI patronage figures are based on a count of passengers over a 4 week period.

The table demonstrates the significant patronage growth on the Service 63/64 since the QBI scheme was implemented in 2004/05. The LTP target to achieve a 10% growth in bus patronage on Service 63/64 has been achieved.

Bus Information:

The quality, accessibility, availability and distribution of bus information increased significantly around the County during LTP1. This included:

- The number of bus timetable cases containing bus information;
- The number of bus information inserts installed in bus shelters;
- The number of bus timetable booklets produced and distributed by the County Council; and
- The number of Countywide Bus Maps produced and distributed by the County Council.

Community Transport:

- Implementation of Rugby Village Link in 2005, a rural community transport scheme operated by the Rugby Volunteer Service using an MPV; and
- Easyrider Demand Responsive Transport (DRT) service for residents in rural settlements located in the Rugby Borough was operated by utilising S106 developer contributions.

Improvements made to Bus Provision in Rugby During LTP2

Investment in Low-Floor Vehicles by the Commercial Sector:

In September 2007, Stagecoach in Warwickshire completed the rejuvenation of its Rugby bus operations network. Improved low floor buses now operate on all Stagecoach operated routes in the town.

Quality Bus Corridors:

Bus Corridor Enhanced	Number of Bus Stops Enhanced	Financial Year Scheme Completed
Lower Hillmorton – Rugby Town Centre	20	2007/08
Long Lawford – Rugby	26	2007/08

Town Centre		
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Bus Corridor	Baseline	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	% Increase from Base to 2007/08
Service 3: Lower Hillmorton - Rugby Town Centre	21,738 ¹							as base	N/A
Service 3: Long Lawford - Rugby Town Centre	5,153 ¹							as base	N/A

Notes:

¹ QBC patronage figures are based on a count of passengers over a 4 week period.

Countywide Concessionary Travel Scheme:

In 2006, the County Council in partnership with the five Warwickshire District/Borough Councils implemented the Countywide Concessionary Travel Scheme. The Countywide scheme enabled eligible Warwickshire residents to travel free of charge on any bus service that began or ended in Warwickshire. This has been superseded by the Nationwide concessionary bus travel scheme, which commenced on 1st April 2008.

New Housing Development (Accessibility):

The route of an existing bus service was extended in order to include to a new housing development in Long Lawford and provide its residents with access to Rugby Town Centre.

Bus Information:

Bus Information Points have been installed in Rugby town centre on North Street, Church Street and Clifton Road. These detail the Rugby bus network, where to catch your bus, and Community Transport information.

Community Transport:

- A Rugby Brokerage Service scheme was launched in February 2007 involving a partnership between the County Council, the Voluntary Community Sector (VCS) and Rugby Borough Council; and
- Rugby Village Link was launched in March 2008 involving the provision of a new fully accessible Minibus. Match-funding was provided by Advantage West Midlands as part of the Warwickshire Rural Access to Services Partnership (WRASP) initiative.

Ticketing Schemes:

Plus Bus is an existing bus/rail multi-operator voluntary ticketing arrangement in Warwickshire aimed at encouraging integration between bus and rail travel. The ticketing initiative enables passengers to pay an 'add-on' to the train fare for unlimited bus travel on all services of participating bus operators' in a town. PlusBus is available in Rugby.

Improvements to Bus Provision that have still to come forward in the remaining years of LTP2

Quality Bus Corridor Schemes:

Urban Bus Corridor to be Enhanced	Financial Year Scheme to be Completed
Woodlands – Rugby Town Centre	2009/10

Inter-Urban Bus Corridor to be Enhanced	Financial Year Scheme to be Completed
Rugby Town Centre – Wolston – Binley Woods – Coventry Boundary	2009/10

Bus Information:

IT software applications are due to be implemented to ensure that bus information can be accessed via the five existing Information Kiosks located in Rugby town centre.

Bus Ticket Machines:

It is planned to work in partnership with bus operators and Centro to procure ITSO Smartcard Compatible Ticket machines to cover the remainder of the total bus fleet in Warwickshire that were not provided as part of the Centro scheme. The scheme complements the implementation of the nationwide concessionary bus travel scheme in April 2008, where all concessionary passes will be issued as ITSO Smartcards. The bus ticket machines will enable the possible future implementation of a Countywide Travelcard, and compatibility with any future Smartcard to be issued by rail operators.

Community Transport:

Feasibility work has commenced on the potential for utilising the existing Rugby Village Link to act as a feeder service connecting rural settlements on to the existing inter-urban bus service between Rugby and Coventry.

What Improvements to Bus Provision are likely to come forward during the next LTP period (i.e. 2011/12 to 2015/16) and beyond

Quality Bus Corridors:

- Newbold - Rugby Town Centre/Southfields - St Cross Hospital - Rugby Town Centre – Tesco corridor.

Punctuality Improvement Partnerships:

- Work in partnership with Stagecoach and other bus operators in Rugby with the aim of implementing bus infrastructure and minor Highway improvements in collaboration with bus timetable adjustments to reduce the variability of bus arrival times, improving bus reliability and maintaining existing service frequencies and headways.

Bus Priority Initiatives:

- Potential to integrate bus priority infrastructure into existing Highway infrastructure, such as traffic lights at key junctions in located in Rugby town centre. It is hoped that this will reduce bus journey times and improve bus reliability.

Public Transport Interchanges:

- Rugby Bus/Rail Interchange – The County Council retains an aspiration to enhance opportunities for better bus/rail integration at Rugby railway station.

Improvements made to Rail in Rugby during LTP1 and so far During LTP2

Rugby station has had a significant amount of money invested in it by the rail industry and the Department for Transport over the past decade. This has included the replacement of the canopy, remodelling of the track through the station (and associated signalling), remodelling of the existing station and the construction of two new platforms.

In the light of this investment the County Council has focussed on delivering improvements elsewhere in the County where rail industry funding has not been made available to improve or provide new stations.

Improvements to Rail Provision that have still to come forward in the remaining years of LTP2

The County Council is currently working with Virgin Trains to provide additional cycle parking at the front of the station. This should be completed by April 2009.

As noted above, there remains an aspiration to improve bus/rail interchange outside the station, as well as improving the pedestrian signage towards the town centre.

APPENDIX 2M

Update of Progress with Rugby Western Relief Road (1) - November 2008

Progress of the Works

- Works on the 4km long southern section of the scheme, between the A4071 at Potford's Dam and the A428 Lawford Road, are progressing well. The main cut / fill bulk earthworks operation was completed in October and to date the drainage and road construction has been completed up to Bilton Lane. The pedestrian underpass linking the Cawston estate to the relief road is nearing completion.
- Works on the 2.5km long northern section from Lawford Road to Avon Mill Roundabout are generally progressing well with the exception of the construction of Parkfield Road railway bridge which has been delayed around 9 months. This delay is predominantly due to the impact of Network Rail's West Coast Main Line works which have prevented the contractor gaining access to the bridge site.
- Also, on the northern section Malpass roundabout is complete and Parkfield Road roundabout is nearing completion. The 3 span River Avon bridge is progressing well and it is expected to erect the steel deck in January '09.

Construction Programme

- The original contract period at award was 106 weeks which would have given completion by September 2009. However, completion of the whole scheme is not expected until September 2010 due the effects of the delay to the railway bridge and associated services diversion works along Parkfield Road which are on the critical path.
- The Contractor is investigating the feasibility of opening usable sections of the road early once they are completed, if this did not cause traffic disruption. The first section would be from Potford's Dam to Lawford Road which should be completed by September 2009. The last section to be opened would be the Parkfield Road link between Lawford Road and Malpass roundabout.

Temporary Road Closures / Traffic Management

- Parkfield Road has been closed to through traffic since October 2007. Unfortunately, because of the delays to the rail bridge the closure will have to remain until August 2010 when the works along Parkfield Road should be completed.
- Through the ongoing co-ordination of the works affecting the highway every effort is being made to ensure that traffic disruption is kept to a minimum In Rugby .

Scheme Cost

- Because of the long delay to the completion of the scheme the overall cost has now increase by around £6M to £43M. In October, WCC made a bid for additional government grant to cover the increase via the West Midlands Regional Funding Allocation. This bid has subsequently been supported by the Regional Transport Partnership group who will be writing to the DfT to inform them of RTP's decision.

Public Relations

- The relief road scheme has its own web site within the WCC portal which is updated regularly on scheme progress, programme, lists the expected traffic delays, and gives general details of the scheme. The site is popular and is regularly visited by the public in large numbers.
- The public are invited to take a tour around the site and these trips are held once a week on a first come basis. They are also proving to be popular. Visits from local schools and university students have also been arranged.

Brian Follett
Group Engineer and Project Manager
Design Services

Update on Rugby Western Relief Road (2) – January 09

Progress of the Works

- Works on the 4km long southern section of the scheme, between the A4071 at Potford's Dam and the A428 Lawford Road, are progressing well. The main cut / fill bulk earthworks operation was completed in October and to date the drainage and road construction has been completed up to the River Sow. Potford's Dam roundabout is nearing completion and should be opened to traffic by the middle of February '09.

The structural works to the Cawston pedestrian underpass are now complete and the associated earthworks will resume in the spring to complete the link to the Cawston Estate. The River Sow bridgeworks have now commenced.

- Works on the 2.5km long northern section from Lawford Road to Avon Mill Roundabout are generally progressing well. Good progress is now being made with the construction of Parkfield Road railway bridge after the 9 months delay there due to various issues with Network Rail over their West Coast Main Line works.
- Also, on the northern section Malpass roundabout is complete and Parkfield Road roundabout is nearing completion with the blacktop due to be laid this month. The 3 span River Avon bridge is progressing well and it is now expected to erect the steel deck in February '09.

Construction Programme

- The original contract period at award was 106 weeks which would have given completion by September 2009. However, completion of the whole scheme is not expected until September 2010 due the effects of the delay to the railway bridge and associated services diversion works along Parkfield Road which are on the critical path.
- Further work has been done investigating the possibility of opening the 4KM southern section of the road (from Potford's Dam to Lawford Road) and a target has now been set for around September '09. Other sections of the road could be opened in turn. The last section to be opened would be the Parkfield Road link between Lawford Road and Malpass roundabout..

Temporary Road Closures / Traffic Management

- Parkfield Road has been closed to through traffic since October 2007. Unfortunately, because of the delays to the rail bridge the closure will have to remain until September 2010 when the works along Parkfield Road should be completed.
- The A4071 will be closed to traffic over two consecutive week-ends commencing on 17th January '09. This is to allow the road construction / surfacing to be carried out safely where the new road ties in to the existing.
- Through the ongoing co-ordination of the works affecting the highway every effort is being made to ensure that traffic disruption is kept to a minimum In Rugby .

Scheme Cost

- Because of the long delay to the completion of the scheme the overall cost has now increase by around £6M to £43M. In October, WCC made a bid for additional government grant to cover the increase via the West Midlands Regional Funding Allocation. This bid has subsequently been supported by the Regional Transport Partnership group and we are still awaiting a decision by DfT on the approval of this funding. A letter was sent to Jeremy Wright MP asking if he would lobby Ministers in support of the County Council's bid.

Public Relations

- The relief road scheme has its own web site within the WCC portal which is updated regularly on scheme progress, programme, lists the expected traffic delays, and gives general details of the scheme. The site is popular and is regularly visited by the public in large numbers.
- The public are invited to take a tour around the site and these trips are held once a week on a first come basis. They are also proving to be popular. Visits from local schools and university students have also been arranged. Brook School in Rugby (catering for special needs) visited the site just before Christmas and apart from the tour the children were treated to a party and given presents, all kindly donated by the site staff and workforce.

Brian Follett
Group Engineer and Project Manager
Design Services
8th January 2009

RUGBY WESTERN RELIEF ROAD (RWRR) SUMMARY OF MAIN TRAFFIC EFFECTS

Construction of the Rugby Western Relief Road (RWRR) began in August 2007. The road will link a number of existing development sites at Cawston (housing), Malpass Farm (employment) and Coton Park (employment). It is also anticipated that it will reduce traffic within the town centre, and hence have a positive impact on air quality, particularly around the Warwick Street gyratory.

The Warwickshire Local Transport Plan (LTP) 2006 set out the intention to undertake a transport study of Rugby. The main purpose of the study was to identify a preferred strategy for the town centre to maximise the opportunities presented by the opening of the Rugby Western Relief Road. Issues relating to the Rugby Transport Study are dealt with in a separate briefing note.

A Major Scheme Business Case (MSBC) for the road was prepared for submission to the Department for Transport. An MSBC is required for all major transport schemes costing more than £5m.

Modelling undertaken to inform the preparation of the MSBC highlighted a number of changes to peak hour traffic which would result from the Western Relief Road being built.

Changes to Traffic Flows

The County Council's QVIEW Rugby Traffic Model was used to simulate existing peak-hour traffic movements within and around Rugby and to predict the traffic effects of the Rugby Western Relief Road (RWRR) scheme.

The following summarises the main changes in typical weekday peak-hour traffic flows predicted by the model once the RWRR is open to traffic.

(a) In 2008, the main roads predicted to benefit from traffic relief are as follows:-

- A4071 Bilton Road
- A428 Coventry Road
- A426 Corporation Street
- A426 Dunchurch Road
- C80 Addison Road
- Parkfield Road (north of RWRR)
- Brownsover Road
- Boughton Road
- Mill Road/Murray Road

- (a) There are also predicted traffic reductions on Fosse Way and Lawford Heath Lane.
- (b) A426 Newbold Road is predicted to experience some traffic relief during the 2008 AM Peak, but benefits are relatively greater during the 2008 PM Peak.
- (c) A428 Lawford Road (between Addison Road and the town centre Gyratory) is predicted to experience a moderate increase in traffic during the 2008 AM Peak, but a reduction in traffic during the 2008 PM Peak.
- (d) The following roads are predicted to experience an increase in traffic during the 2008 AM and PM Peaks.
 - A428 Lawford Road (between the RWRR and Addison Road)
 - A426 Leicester Road (between Brownsover Road and Avon Mill Roundabout)

AM and PM Peaks (2023)

- (a) AM and PM Peak traffic flow changes in 2023 as a result of the RWRR scheme are broadly similar to those experienced in 2008.
- (b) The 2023 predictions include the effects of background traffic growth, new development traffic and the proposed Hunters Lane Link between A426 Leicester Road and Mill Road.
- (c) The main traffic reduction benefits are predicted on the following roads:-
 - A4071 Bilton Road
 - A428 Coventry Road
 - A428 Lawford Road
 - A426 Corporation Street
 - A426 Dunchurch Road
 - C80 Addison Road
 - Parkfield Road (north of RWRR)
 - Brownsover Road
 - Mill Road/Murray Road
 - A428 Hillmorton Road (town end)