



Part 2 ▶ Network Plans: Rugby Borough



1. The Current Situation

Overview

The Borough of Rugby contains the second largest urban area in Warwickshire as well as extensive rural areas, and the city fringes of Coventry. Its location on the edge of both East and West Midlands, with fast rail connections to London, means that many residents have extensive travel to work areas.

The growth of Rugby town has long been associated with transport developments, from its transformation as a railway town in the 19th century to the construction of the M6 and M1 motorways in the 1960s. Today, some of the disused railway lines provide traffic-free walking and cycling routes including an old mineral railway (Lias Line) and the Great Central Main Line.

Easy access to the strategic road network and remaining rail network attract large-scale logistics and distribution companies, some of which are located southeast of Rugby at Dirft (Davenport International Rail Freight Terminal). The development of the Rolls Royce site at Ansty Park, close to the M6 just east of Coventry, is attracting significant new investment in manufacturing research and technology to Rugby Borough.



Recent years have seen rapid growth in both housing and employment around Rugby town, including Rugby Gateway, **Coton Park East** and the redevelopment of Rugby Radio Station for the **Houlton School and housing estate**. Further homes and local facilities are planned in **South West Rugby**.

With continuing development of housing and employment sites, and good levels of active travel already, this area remains a key focus for future walking and cycling investment.

Population and health

The latest population estimate for residents in Borough of Rugby is 110,650 (2020 mid-year estimate). About 70% of people live in the Rugby built-up area (population of 73,150 in 2011).

At the 2011 Census, the average age of the population was 40, lower than the Warwickshire average age of 42. The median age in Rugby Borough was 40, higher than the national median age of 39. Between 2001 and 2011, Rugby Borough experienced the highest rate of population growth of all boroughs and districts in Warwickshire. Growth rates were particularly high in the youngest age group (0-4 years old) compared with elsewhere in the county.

The Borough of Rugby is becoming increasingly diverse and in 2011, the proportion of 'White British' accounted for 84.1% of the population, a fall from 91.2% in 2001. The 2011 figures are more in line with the 82.7% in the wider West Midlands (metropolitan area and shire counties) than 92.7% for Warwickshire.

The 2011 Census asked residents to rate their own health on a scale of 'very good' to 'very bad'. In Rugby Borough, 83% of residents described their health as 'good' or 'very good' – slightly higher than county and national levels. Similarly, residents were asked to rate the degree to which daily activities are limited by health and/or disability. 7% of residents in Rugby Borough stated that their activities are 'limited a lot' – considerably lower than the national average of 8.5% and slightly lower than the county average of 7.7%.

In the 2017/18 Active Lives Survey (Sport England), 65.8% of adults (aged 18+) in Rugby Borough were classified as overweight or obese (where BMI is greater than or equal to 25kg/m²). This is slightly higher than figures for Warwickshire (62.4%) and England (62%). The same survey showed that 22% of Rugby Borough adults (aged 19+) do not achieve 150 minutes of moderate intensity physical activity per week, and are therefore classed as physically inactive. This is very similar to the Warwickshire figures (21.6% are physically inactive) and those for England (22.2%).

Travel Patterns

Between 2001 and 2011 there was a 21.7% rise in the number of cars in Rugby Borough – an additional 10,061 cars on local roads. Around 40% of households in Rugby Borough have access to two or more cars. The proportion of households without a car or van decreased from 19.5% to 17.5% between 2001 and 2011 (similar to the county average of 17.6%, but lower than the England average of 25.8%).

In 2011, driving a car or van was the most popular mode of travel for commuting to work by Rugby Borough residents (67.9% of the working population aged 16-74 years). 4.9% of the working population used public transport to get to work; considerably lower than the average of 16.9% in England but in line with the county average of 5.4%.

Rugby Borough already has good levels of walking and cycling. In the 2011 Census 10.4% of people walked to work and 3.1% cycled. These are similar to the England figures (foot 10.7%, cycling 3%) and slightly above the Warwickshire figures (foot 10.2%, cycling 2.5%). However, cycling levels are even higher in some areas - for example 8% of people cycle to work in some town centre locations, and 6% cycle to work in some eastern areas of the town.

In 2016, the Department for Transport calculated average minimum travel times in different local authorities to a range of 8 key services (employment, primary school, secondary school, further education, GP, Hospital, food store and town centre). Although there is wide variability in distribution of services, the journey times are useful indicators of accessibility and the number of local services which are within a '15-minute neighbourhood'. In Rugby Borough the average minimum journey time

to reach 8 key services by bicycle is 14.2 minutes (compared to Warwickshire and England averages of about 15 minutes). This reflects the compact nature of Rugby town and concentration of services within the urban area.

Travel habits in the 2018/19 Active Lives Survey (Sport England) showed:

- 10.0% of adults in Rugby walk at least three times a week (compared to 13.6% for Warwickshire and 15.1% for England)
- 2.3% of adults in Rugby cycle at least three times a week (compared to 1.6% for Warwickshire and 2.3% for England).

Road Safety

Table R1: Road traffic collisions between January 2016 and December 2020, involving pedestrians and cyclists, Rugby Borough

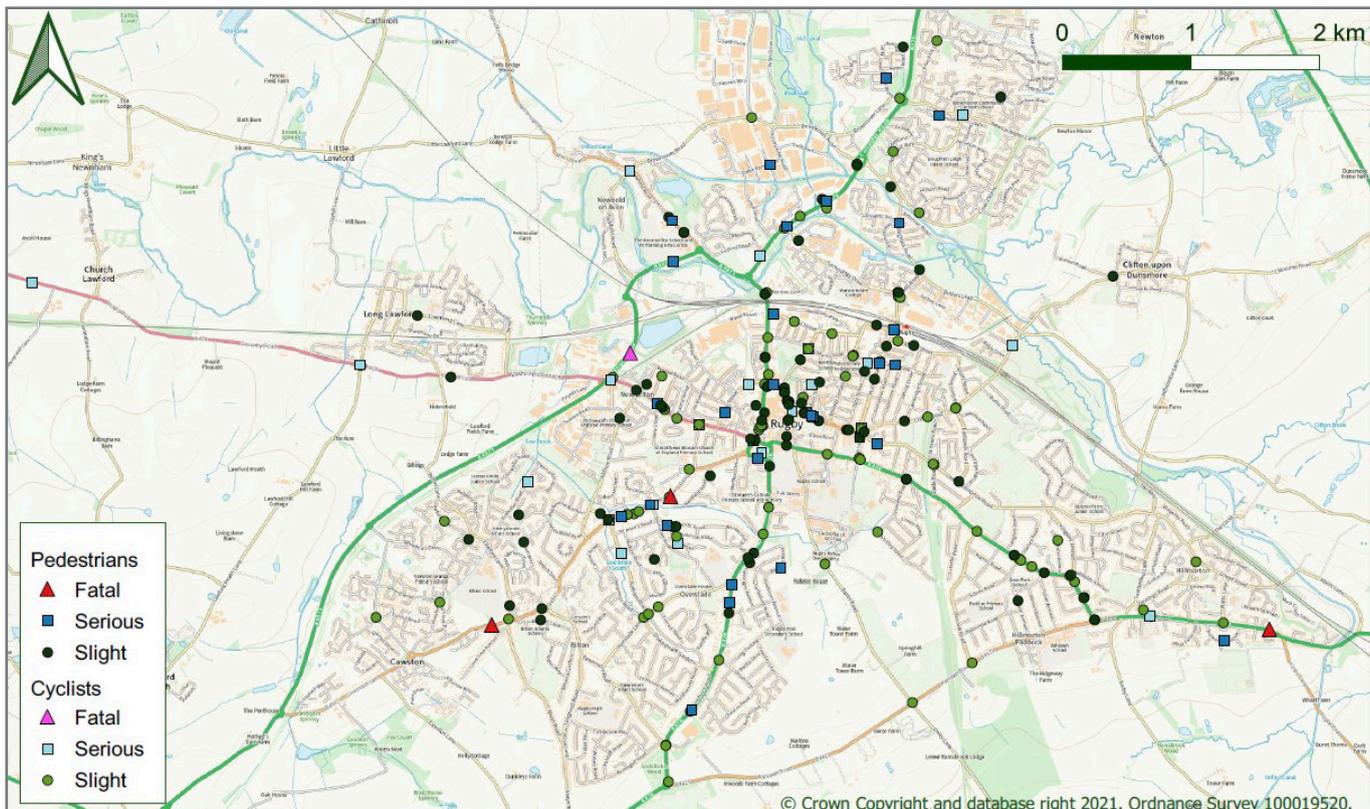
Year	Pedestrian casualties				Cyclist casualties				Total
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
2016	1	6	25	32	1	10	34	45	77
2017	0	9	23	32	0	8	26	34	66
2018	0	6	17	23	0	7	28	35	58
2019	2	11	22	35	0	7	22	29	64
2020	1	5	14	20	1	4	16	21	41
Total	4	37	101	142	2	36	126	164	306

Fortunately, the numbers of pedestrian and cyclist casualties in Rugby Borough have shown a general decrease in recent years. As overall collision numbers are fairly low, some caution is needed when analysing the data. In terms of time of day there were more collisions involving pedestrians and cyclists between 7am-9am than other times in the morning. There were higher numbers of pedestrian collisions between 3pm and 5pm, possibly linked to education trips, whilst cyclist collisions occurred later, between 5pm and 6pm, reflecting commuting patterns. 77% of all pedestrian and cyclist collisions were during hours of daylight.

The majority of pedestrian and cyclist collisions occurred away from crossings. Most pedestrian collisions did not occur at junctions, but almost 75% of cyclist collisions were at junctions. Figure R1 shows the locations of collisions in Rugby, and this information has been used to focus on specific areas and to support proposals for future infrastructure to improve road safety outcomes.



Figure R1 Road traffic collisions between January 2016 and December 2020 involving pedestrians and cyclists, Rugby



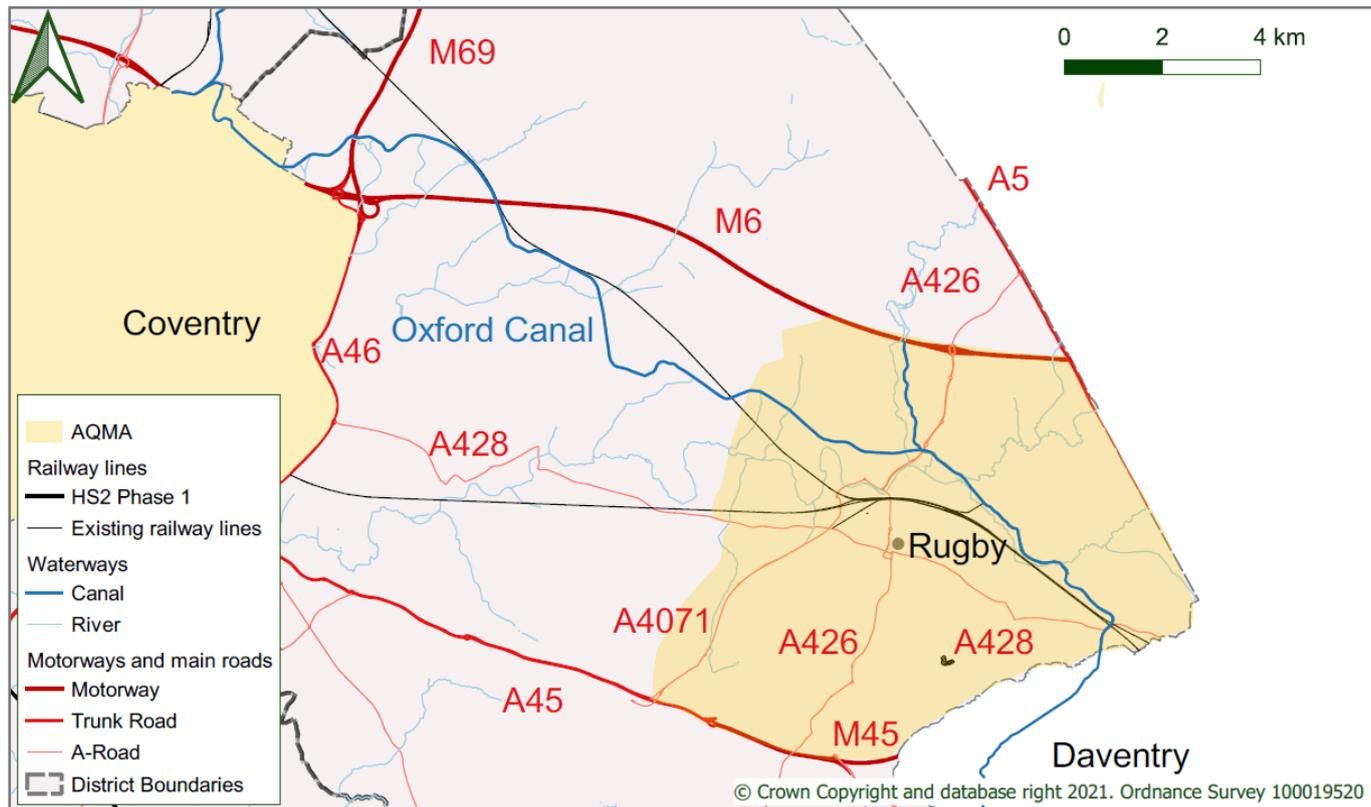
Physical barriers

Figure R2 shows the main barriers to walking and cycling movements in Rugby; main roads and motorways; rivers and canals; and railways. These barriers can cause community severance and 'funnel' pedestrians and cyclists (and motor traffic) into a limited number of crossing points. Figure R2 also shows the Air Quality Management Areas (AQMAs) that cover the Rugby urban area and City of Coventry.

Specific problems in Rugby are:

- A46 (Coventry Eastern Bypass) – this Strategic Road runs along the eastern boundary of the City of Coventry creating severance with the employment areas of Ryton Prologis Park and Ansty Park, residential areas of Ryton and Binley Woods and nature reserves/ countryside sites at Brandon Marsh and Coombe Abbey.
- A45, A5, M45 and M6 – these multi-lane Strategic Roads have limited number of grade-separated crossings. The M1 runs parallel to the A5 east of Rugby, within Northamptonshire.
- Railway within Rugby town – cutting east-west through the northern area of the town, it creates a number of pinch points including narrow road tunnels on the A426 Newbold Road, Mill Road (under the railway station), Hillmorton Lane, Brindley Road, Moors Lane and A428 Crick Road.

Figure R2: barriers to walking and cycling in the Borough of Rugby



Some physical barriers also present opportunities in terms of providing linear corridors, such as the Oxford Canal towpath and Avon Way river path. The Cawston Greenway and Great Central Walk/ Lias Line (part of National Cycle Network Route 41) utilise disused railways.

Existing facilities and networks

The towns and villages in the Rugby Borough area are connected by a network of main roads and local streets managed by Warwickshire County Council. The A4071 and sections of the A426 north of Rugby town form part of the **Major Road Network**. The Borough is also transected by the M6 motorway which forms part of the **Strategic Road Network** managed by Highways England (Area 7, East Midlands and Area 9, West Midlands), along with the M69, M45, A5, A46 and the A45 (southeast of Coventry). Warwickshire County Council is working with Rugby Borough Council, Homes England and a consortium of developers, to plan highway projects associated with the South West Rugby Sustainable Urban Extension including the 'Homestead Link' and the 'Potsford Dam Link'.

In terms of existing walking provision, the public rights of way network and signed trails provide good leisure opportunities. In the built-up areas, there is good pavement provision and street lighting.

Footways are categorised (see Table R2) in order to prioritise maintenance by the local highway authority. Maintenance of public rights of way is managed separately as the majority of routes are not surfaced. The level of maintenance and type of surfacing on public rights of way depends on a number of factors including location and level of use, as well as the type of user rights specified in the definitive map and statement.

Table R2: footway hierarchy, Warwickshire

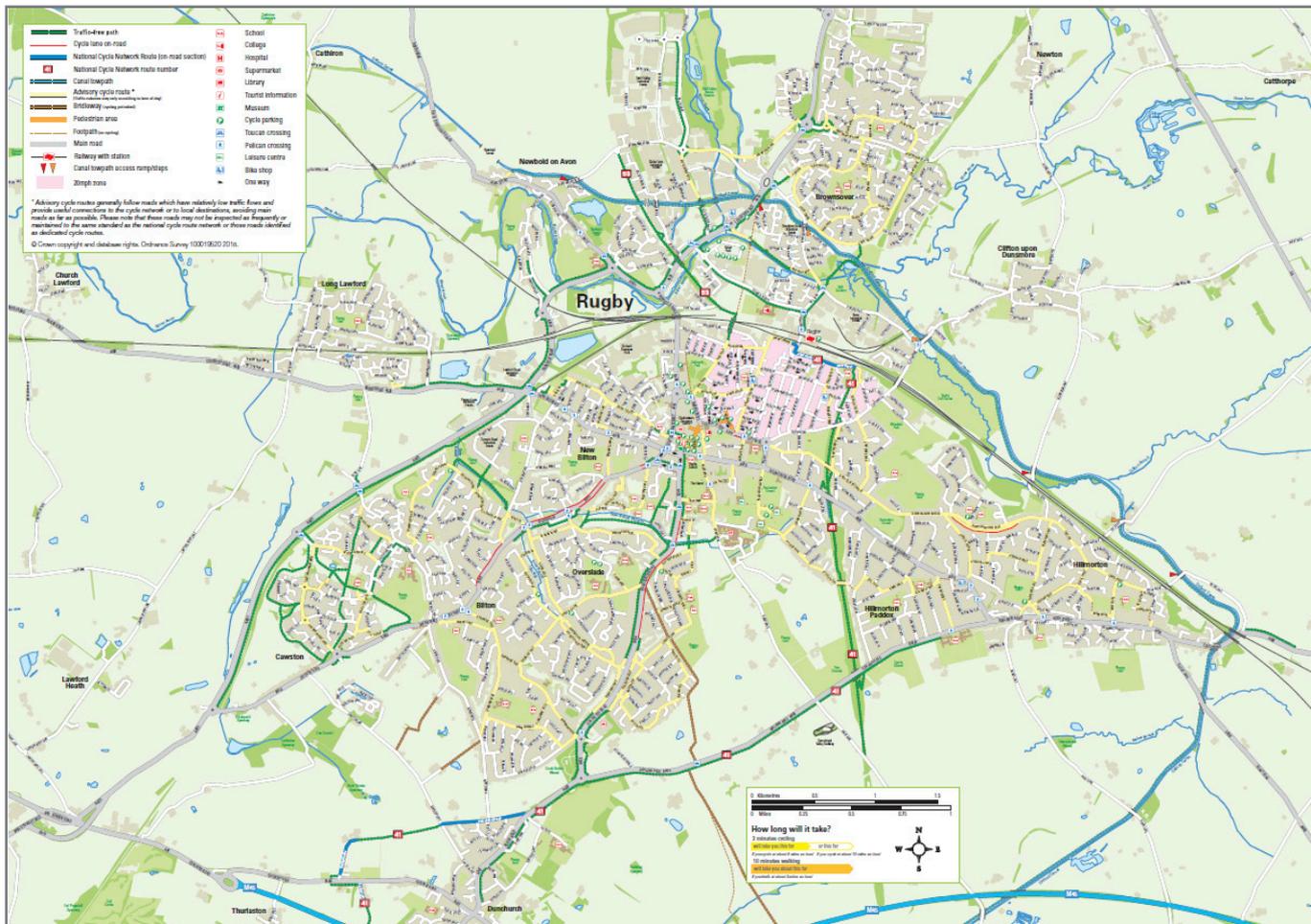
Category	Description
Prestige Walking Zones	<ul style="list-style-type: none"> The main pedestrianised shopping streets within the main urban centre
Primary Walking Routes	<ul style="list-style-type: none"> Urban centre shopping streets with greater than 30 shops Main shopping street in local town centres with greater than 20 shops
Secondary Walking Routes	<ul style="list-style-type: none"> More than 5 shops Entrance to schools Entrance to Hospitals Entrance to large supermarkets Outside transport interchanges
Link Footways	<ul style="list-style-type: none"> Local shops/ retail premises Religious meeting places Industrial estates Residential homes or care homes
Local Access Footways	<ul style="list-style-type: none"> Predominantly residential streets Low usage rural footways

In Rugby town centre there are pedestrian zones on High Street, Market Place and Sheep Street. There is also a network of green spaces within the town, and Rugby Borough Council has an ambitious programme of 'park connector' improvements including surfacing of paths, addition of solar lighting and provision of shared access for walking and cycling.

In 2018, it was estimated that the total length of dedicated cycling infrastructure (off-carriageway or on-carriageway) was 33km within Rugby town. The existing cycle network (see Figure R3) includes substantial lengths of traffic-free paths along bridleways and disused railway lines (including National Cycle Network Route 41 along the Great Central Walk between the railway station and south Rugby, and National Cycle Network Route 53 Viaduct Cycleway between the town centre and Newbold-on-Avon).



Figure R3: Rugby Cycling Map, 2018



Other routes within the town are a mixture of on-carriageway cycle lanes, shared use footways / cycle tracks adjacent to main roads and shared use 'connectors' through open spaces. The quality of existing cycle routes is mixed and there are some gaps, particularly within the town centre and Hillmorton, and along radial routes such as the B4642 Bilton Road and across the railway line.

There is a well-established 20mph zone covering the terraced residential streets around Rugby Railway Station, extending westwards to the A426 Newbold Road and Clifton Road to the south and east. This includes some streets redesigned 20 years ago in line with 'Home Zone' principles - using seating, planting and paving to slow down vehicles and manage parking. There are also 20mph speed limits within the villages of Monks Kirby and Thurlaston and on Adkinson Avenue, Dunchurch.

There are various National Cycle Network routes in the Borough of Rugby:

- NCN41 (Bristol – Rugby): connecting Leamington and Warwick to Stratford and Rugby
- NCN 53 (Birmingham - Peterborough): although this route is currently only a short 'stub' along the Viaduct Cycleway in Rugby, the aspiration is to develop a longer distance route connecting East Birmingham, Solihull, Coventry, Rugby and Peterborough.

The Oxford Canal is already available for walking and cycling and is likely to see an increase in use for local journeys as the Houlton development matures. The surface condition and towpath widths are variable, and there are steps at many of the access points.

There is currently a good provision of public cycle parking in Rugby town centre and at the railway station although cycle parking is more limited in other parts of the Borough. Secure, long-stay cycle storage at public transport interchanges is important in ensuring that active travel can form part of longer distance journeys.

Rugby Town is currently the only railway station within the Borough, although it is one of Warwickshire's busiest with over 2 million passengers a year. According to National Rail, facilities include:

- step-free pedestrian access
- Two Cycle Hubs with secure storage and repair facilities on Platforms 2/4, with 100 spaces per cycle hub. Open 0500-0200 Monday to Saturday and 0745-0145 Sunday.
- 46 cycle parking spaces on platform 4
- 64 cycle parking hoops on platform 2
- 12 cycle parking spaces between platforms 2/4
- 16 cycle parking spaces in car park

Rugby Parkway Station is planned on the southeast side of the town near Houlton, on the Northampton line. Design work commenced in 2021.





2. Local viewpoints on walking and cycling

Warwickshire LCWIP Commonplace Survey

Specific engagement on walking and cycling for this LCWIP took place between May and July 2021. Local people were invited to have their say on infrastructure improvements and there were over 2,000 responses and more than 7,000 'contributions' on the interactive countywide map on the 'Commonplace' online platform. People were asked to identify issues and potential improvements from a list of options (see below) as well as include additional comments:

Table R3: Questions asked in the LCWIP survey, May-July 2021

Issues	Improvements
Are there any problems or issues at this location that you wish to raise?	How could cycling and walking conditions be improved at this location? (Choose up to 3)
Cycle route needs improving	Segregated route from traffic and pedestrians
No dedicated cycling route	Provide a shared footway / cycleway
No safe crossing for cyclists	Improve on-road facilities for cycling
Missing section of cycle route	Reduce traffic speed
Gate or barrier	Reduce traffic volume
Cycle parking required	Close the road to motorised traffic
Poor surface	Provide a safe crossing point
Overgrown trees / plants	Reduce waiting time at signals
Pavement is too narrow	Improve junction for cyclists
No safe pedestrian crossing	Create more space for cycling
Cyclists riding on pavements	Create more space for pedestrians
Insufficient space for all users	Improved direction signage
Inconsiderate or illegal parking	Cut back foliage
Traffic volume or behaviour	New or improved cycle parking
Other	Remove pavement clutter
	Remove gate / barrier
	Other

The feedback included hundreds of comments in response to the question, 'thinking about walking or cycling, are there any things that work well at this location'. Together with the identification of issues and improvements, this data has provided detailed insight into the everyday problems for people on foot and bike, as well as horse-riders, in Warwickshire. It also sets out the aspirations for providing better facilities and highlights the scale of investment required to encourage more active travel in future. The data has been used at a local level to inform the route choices and priorities for the proposed walking and cycling networks, and has also been shared with other departments at Warwickshire County Council to use as reference for other relevant programmes of work.

Figure R4 Warwickshire LCWIP Survey: walking issues in Rugby

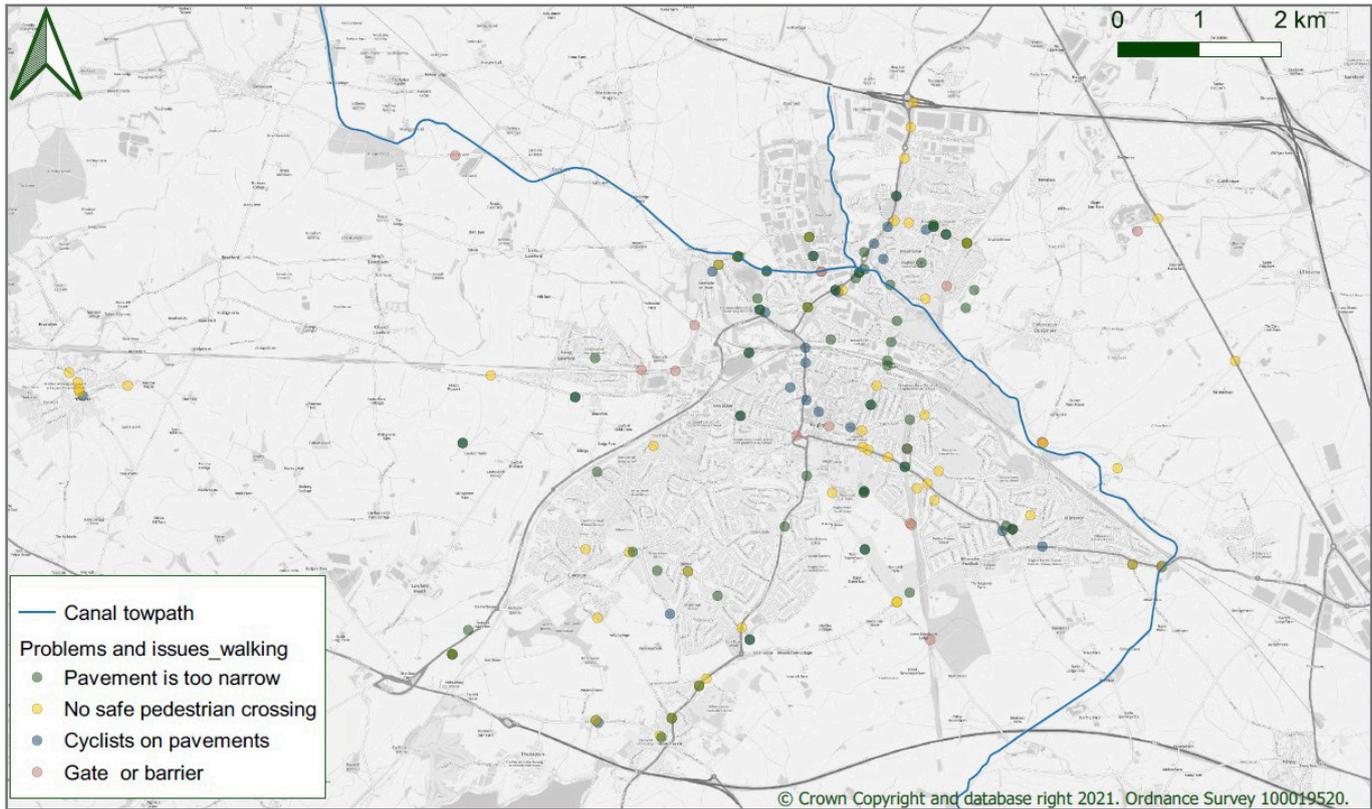


Figure R5 Warwickshire LCWIP Survey: cycling issues in Rugby

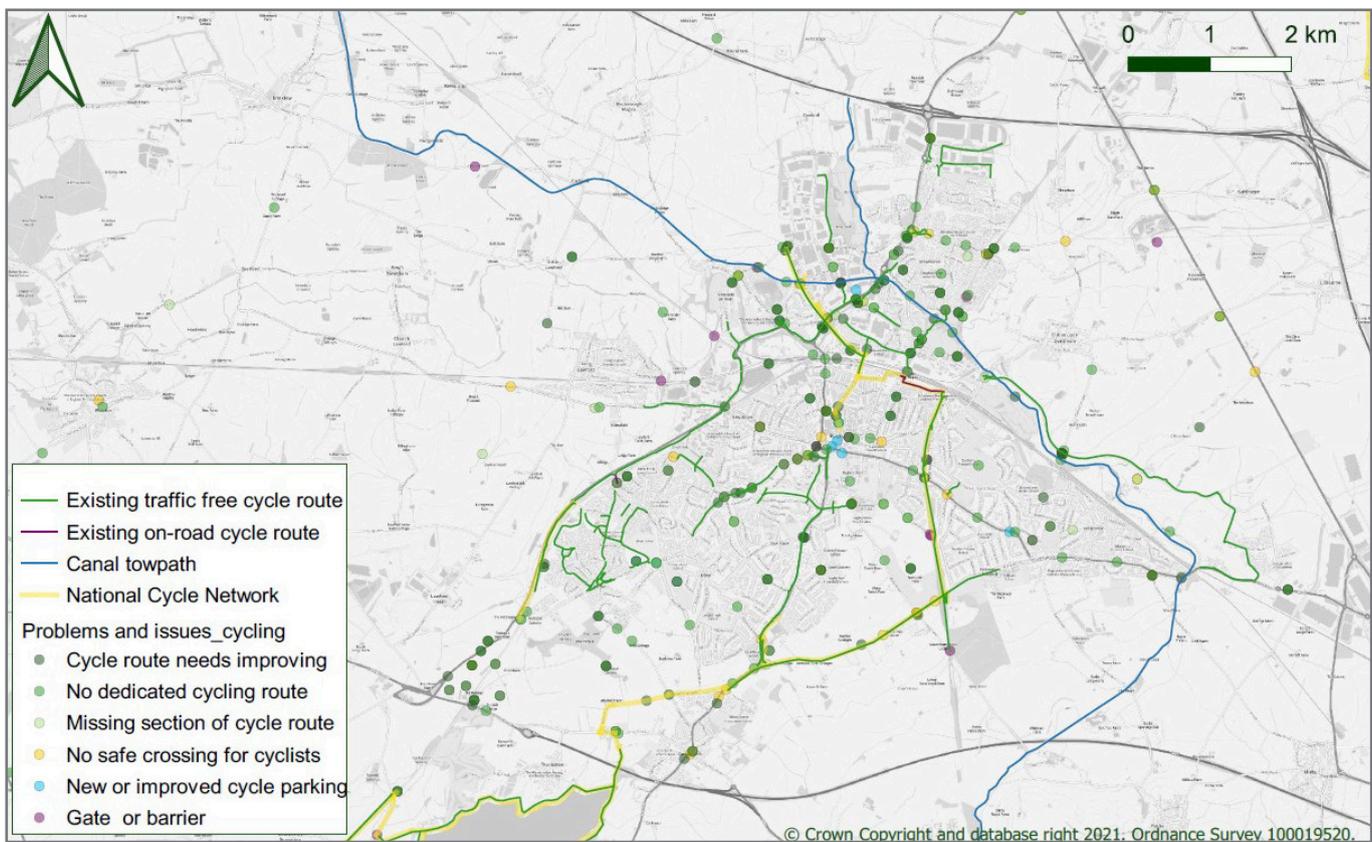
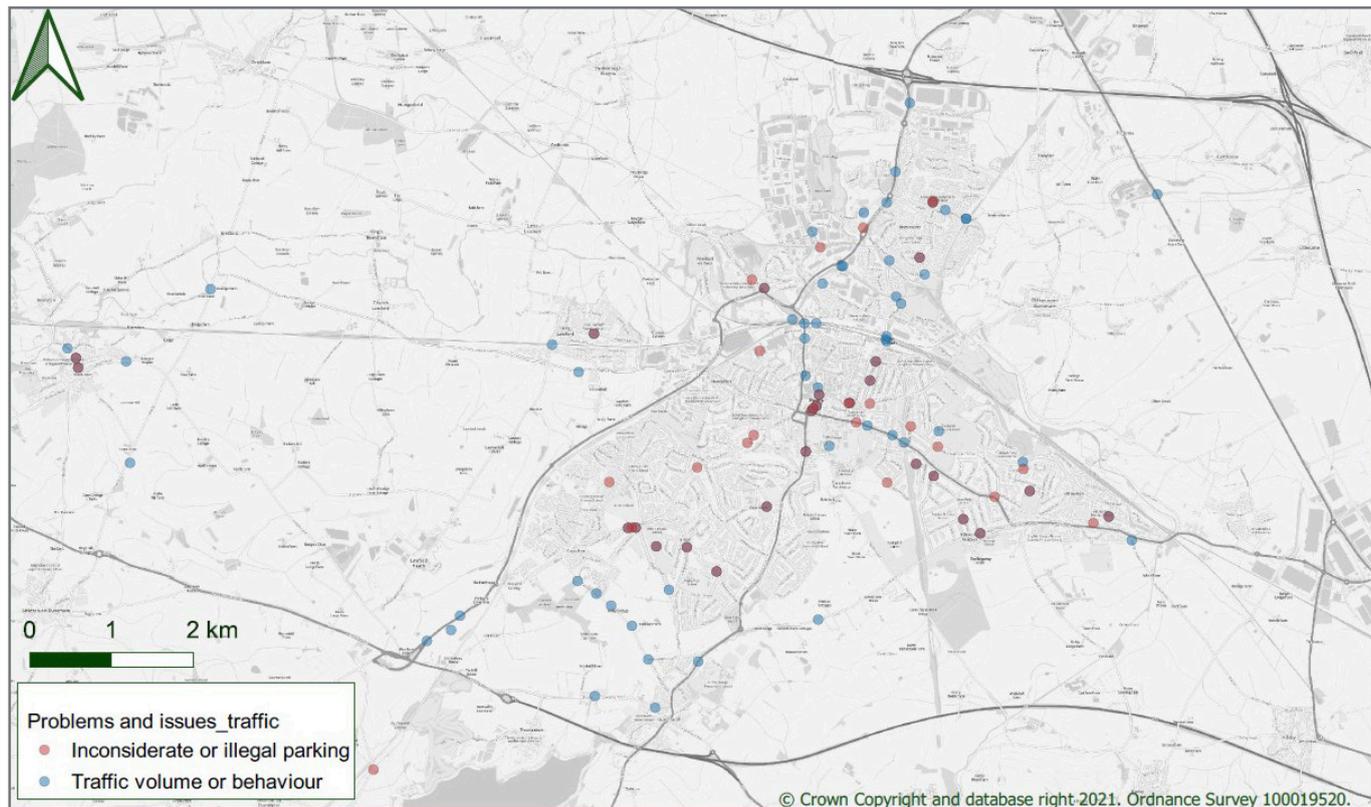


Figure R6 Warwickshire LCWIP Survey: traffic issues in Rugby



Other local feedback

Other network proposals have been put forward and consulted on by Rugby Borough Council, specifically the development of a '[park connector network](#)' to improve walking and cycling access to open spaces and create a series of 'green' travel corridors across the borough. Detailed proposals include surfacing and solar lighting along traffic-free routes in the east, west and north of the town. In September 2021, the Borough Council published a [Town Centre Regeneration Plan](#) based on the feedback of 1,300 residents earlier in the year. Key objectives of the regeneration plan include welcoming streets, a people-first town centre and greener environment, supporting healthy routes for walking and cycling.

Other detailed feedback on walking and cycling infrastructure is expected via school, community and workplace travel surveys to be undertaken in 2022 as part of Warwickshire County Council's Safe and Active Travel programme.

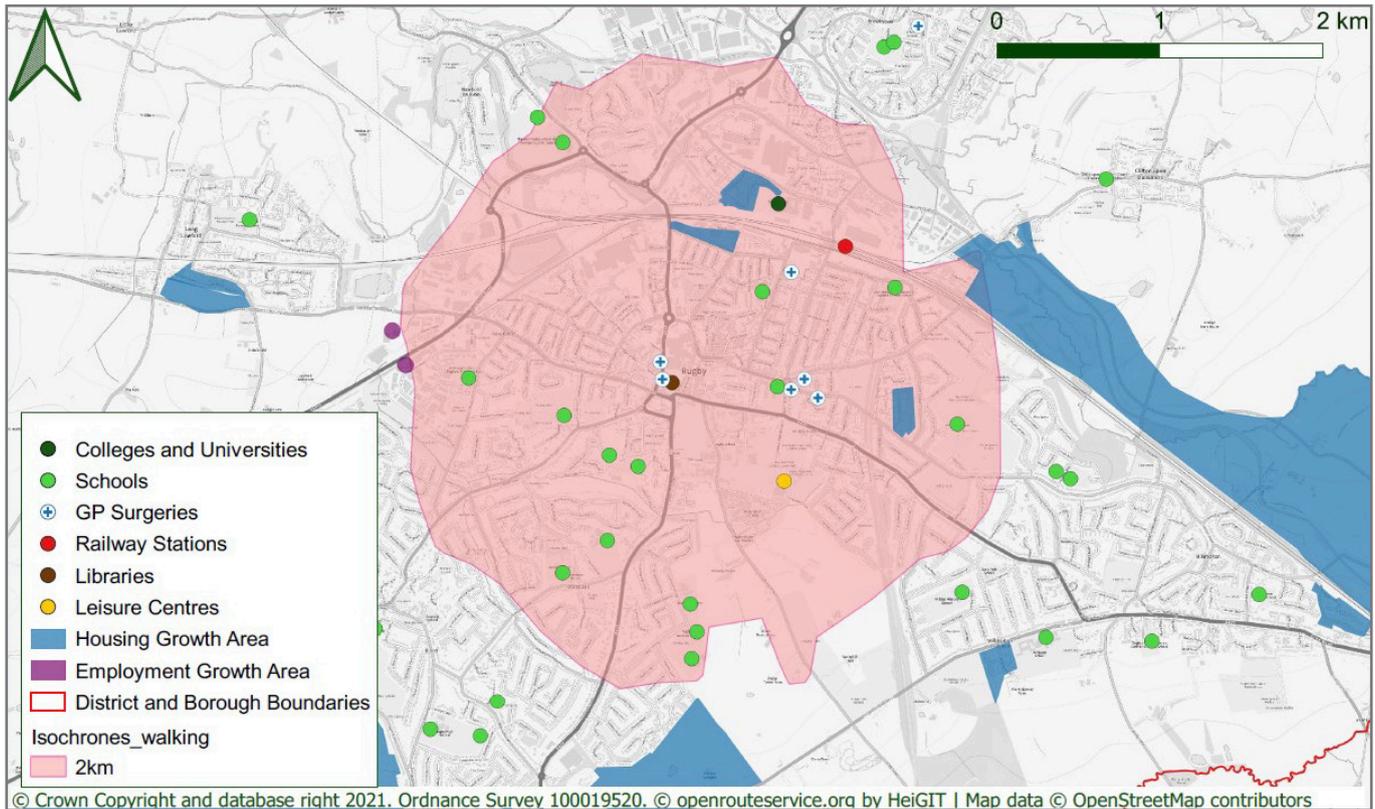
The Neighbourhood Development Plan (NDP) process usually includes intensive community engagement led by the community (mostly parish or town councils). This provides an opportunity to understand local viewpoints on a range of topics, particularly walking and cycling, and to reflect this in local development policies. [Rugby NDPs](#) have therefore been used as an additional source of information on local views and policy background for this LCWIP.

3. Rugby Walking Infrastructure Plan

Potential for walking

Figure R7 shows the 'walking zone' for Rugby; the area within 2km walking distance of the town centre. (2km equates to just over 1 mile and about 25 minutes at a moderate walking speed).

Figure R7: potential for walking: 2km walking zone around Rugby



The map also shows key destinations or 'walking trip generators', including sites identified for new housing and employment sites, and existing journey attractors such as schools and colleges, health facilities and railway stations. This provides an indication of how 'walkable' these areas are.

The map shows that the built-up area is fairly extensive and although the oldest areas of the town are within comfortable walking distance of the town centre, many other areas, including significant housing growth sites, are beyond 2km from the central retail area. Some of these areas do have local centres with retail and community facilities and there is scope to look at additional walking zones within these neighbourhood areas.

Proposals for walking infrastructure

The information gathered on collisions, barriers and walking trip generators in Rugby Borough, together with feedback from local people, has been used to identify walking infrastructure improvements. The main focus for walking infrastructure is Rugby town, where there is greatest demand for walking as well as highest number of collisions involving pedestrians, and therefore the most potential to increase walking and improve safety. However, this does not preclude walking improvements from being progressed in other locations, particularly in association with neighbourhood hubs, schools and the new developments at Houlton, Coton Park and South West Rugby.

Figure R8 and Table R4 provide a high level overview of proposals for walking infrastructure in Rugby Borough comprising:

- Core Walking Zones (**Z**) - specific walking focus areas in town centres; a combination of prestige walking zone and primary walking route categories identified in the Council's footway hierarchy (Table R2).
- Walking (and cycling) routes in the urban area (R) to enable walking for everyday trips. These are similar to the secondary walking routes in the Council's footway hierarchy (Table R2). However, they may also include new and upgraded footways and paths within, or linking to, new developments that are likely to generate a significant number of new walking trips.
- Walking (and cycling) routes in rural areas and/or within open spaces across the county (**X**). These are primarily leisure routes and include a mix of canal towpaths, country park paths, greenways, footpaths and bridleways. Improvements to accommodate horse-riding will be considered where possible.

For potential schemes, that are not considered as 3rd party responsibility, next steps will include analysing relevant Safe and Active Travel Programme school site audits, carrying out walking audits and commissioning surveys and feasibility studies or concept designs. Walking audits will be based on the core design principles (Coherence, Directness, Safety, Comfort and Attractiveness) and use latest guidance and toolkits such as the 'Healthy Streets Design Check'.

Figure R8 also shows existing walking and cycling routes, canal towpaths and indicative alignments for all public rights of way (footpaths, bridleways, restricted byways and byways open to all traffic). For legal information on rights of way, the [definitive map](#) should be used.

Figure R8: Proposals for walking infrastructure in the Borough of Rugby

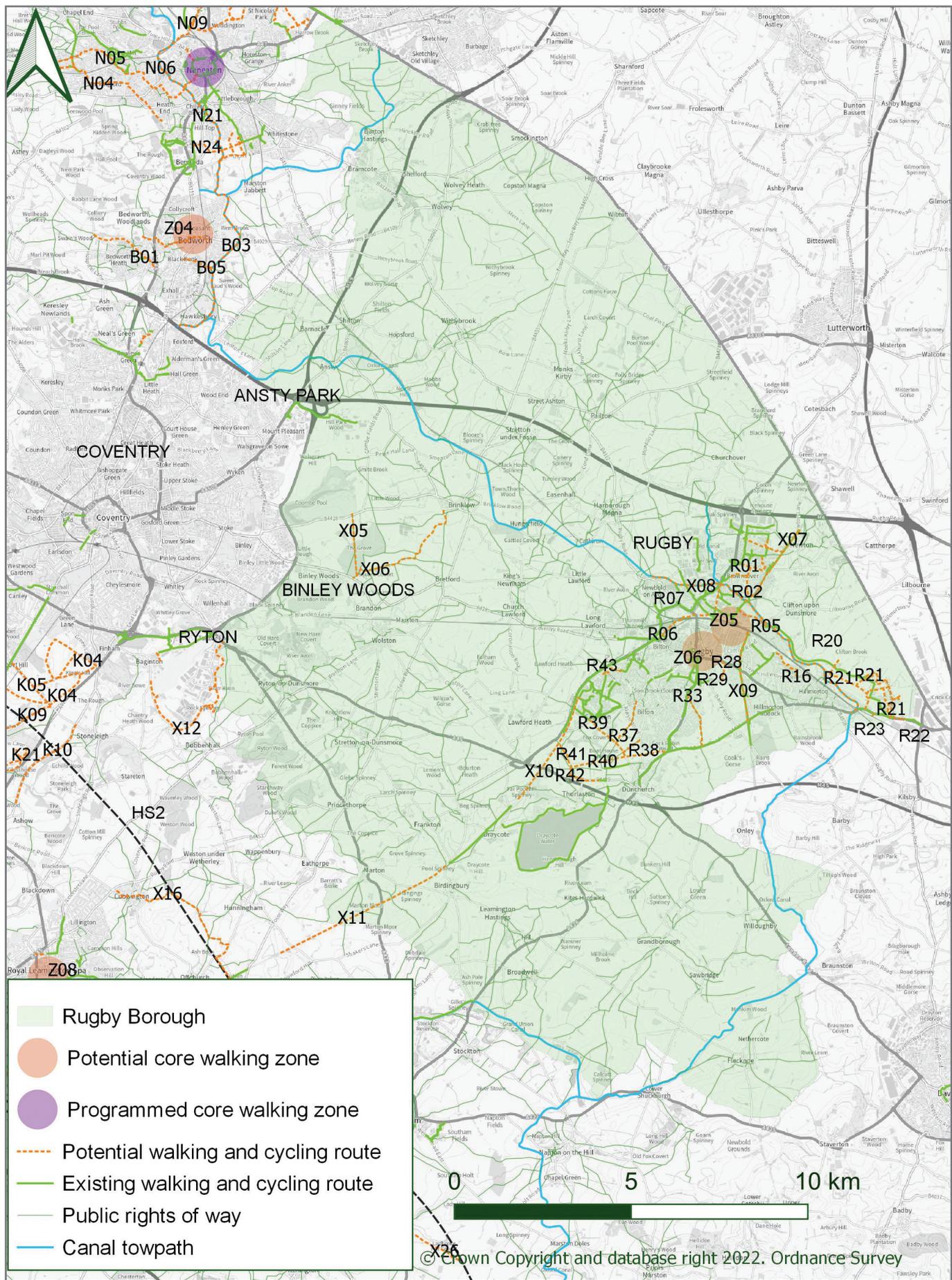


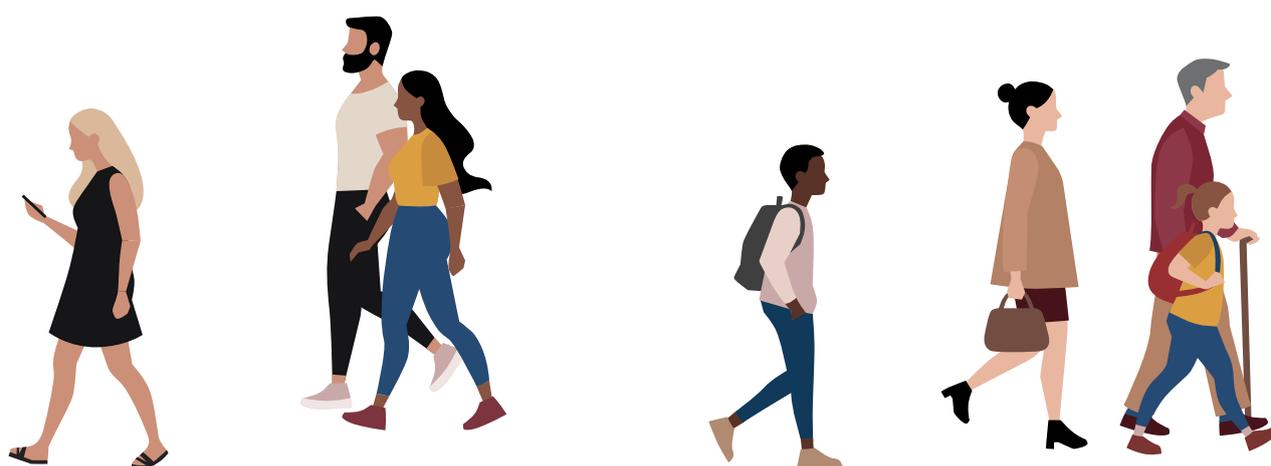
Table R4: Proposals for walking infrastructure in Rugby

Ref	Potential Schemes	Type
	Rugby urban area	
Z05	Rugby Railway Station	Core walking zone
Z06	Rugby town centre	Core walking zone
R01	Coton Park East/ Park Connector Network - north	New and upgraded footway/ cycle track adjacent to road. Cycle track/ path, on-carriageway cycle route and crossings
R02	Path (Boughton Leigh Schools)	Cycle track/ path on open space
R04	Black Path (A426 Rugby Gateway - town centre Phase 2)	Widened/ upgraded footway adjacent to road, cycle track/ path, crossing and bridge
R05	Butlers Leap	New and upgraded footway/ cycle track adjacent to road
R06	Bridleway (New Bilton - Newbold Road)	Cycle track/ path on open space
R07	Hunters Lane	New footway/ cycle track adjacent to road
R16	Whinfield Woods paths	Cycle track/ path on open space
R20	Bridleway (The Locks - Houlton Way)	Cycle track/ path on open space
R21	Houlton network	New footway/ cycle track adjacent to road
R22	A428 Crick Road (Houlton - Dirft)	New footway/ cycle track adjacent to road
R23	Rugby Gateway Railway Station access	Widened/ upgraded footway adjacent to road and cycle track/ path on open space
R28	Whitehall Recreation Ground	Cycle track/ path on open space
R29	Trevor White Drive/ St Cross Hospital path	Cycle track/ path on open space
R33	Onley Bridle Path	Cycle track/ path on open space
R37	Scots Close Bridleway (R169c) and Alwyn Road north to Bilton	Cycle track/ path on open space and on-carriageway route
R38	Bridleway (R169d) opposite Duncan Drive and Alwyn Road south to Dunchurch	Cycle track/ path on open space
R39	Cawston Lane (Cawston - Dunchurch)	New footway/ cycle track adjacent to road
R40	Homestead Link Road	New footway/ cycle track adjacent to road
R41	Potsford Dam Link Road	New footway/ cycle track adjacent to road
R42	B4429 Coventry Road	New footway/ cycle track adjacent to road and widened/ upgraded footway adjacent to road
R43	Cawston connections	Cycle track/ path on open space

Table R4: Proposals for walking infrastructure in Rugby

Ref	Potential Schemes	Type
	Cross-county leisure routes	
X05	Twelve O'Clock Ride Bridleway (Brandon - Coombe Abbey)	Cycle track/ path on open space
X06	Bridleway (Brandon - Brinklow)	Cycle track/ path on open space
X07	Great Central Walk (Crowthorns - Newton)	Cycle track/ path on open space
X08	Oxford Canal towpath (Newbold - Houlton)	Cycle track/ path on open space
X09	Great Central Walk (NCN41), South Rugby	Cycle track/ path on open space
X10	Lias Line (NCN41) Draycote Water - Potsford Dam	Cycle track/ path on open space
X11	Lias Line (NCN41) Offchurch - Birdingbury	Cycle track/ path on open space

Section 1 of this LCWIP provides an illustration of types of measures that will be considered as part of walking improvements. In addition to specific pedestrian infrastructure such as footways, crossings and waymarking, consideration will also be given to other measures such as the removal of barriers, lowering of speed limits, introduction of traffic calming and parking restrictions, reallocation of road space and the establishment of school streets, quiet lanes and low traffic neighbourhoods.

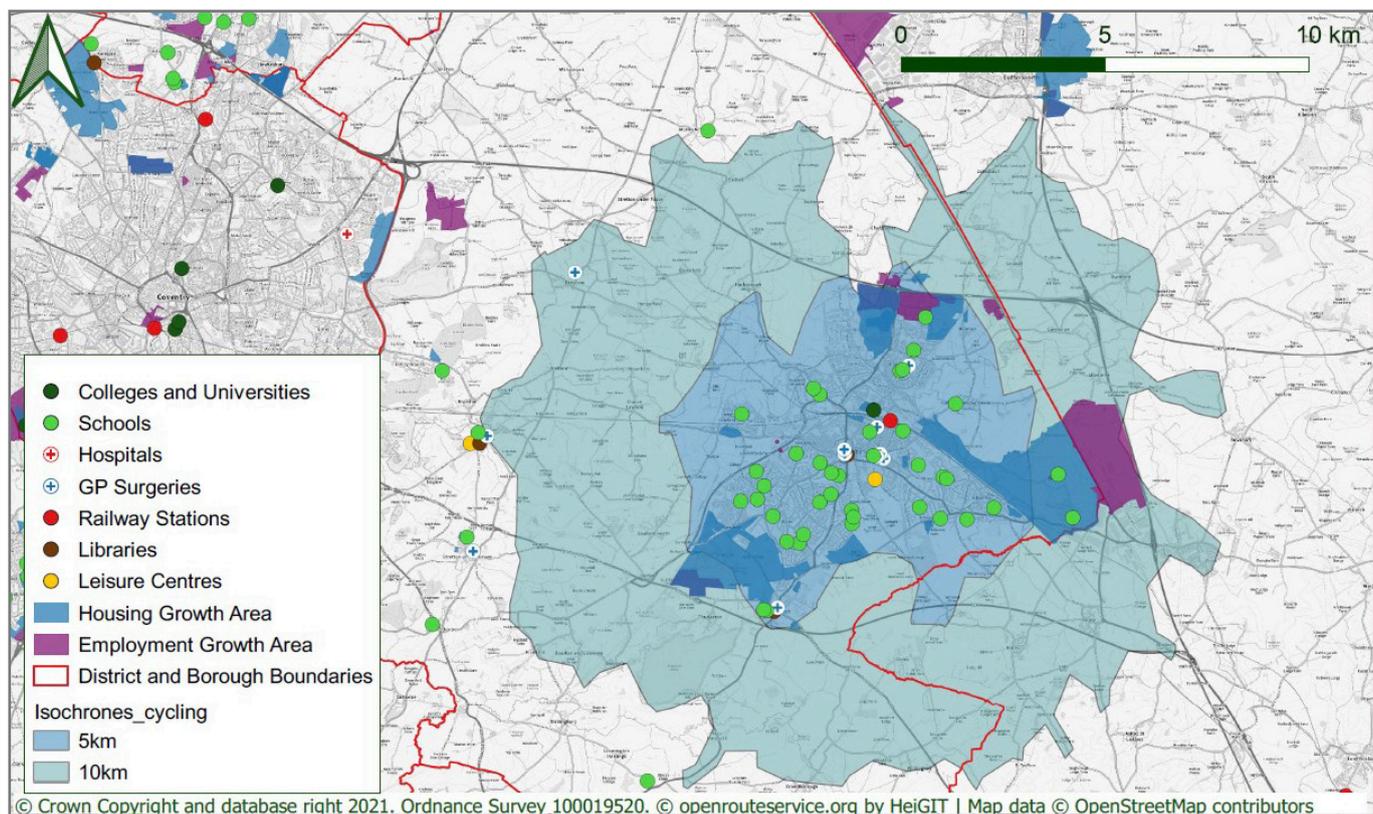


4. Rugby Cycling Infrastructure Plans

Potential for cycling - cycling zones

Figure R9 shows areas within 5km and 10km cycling distance of the centre of Rugby. (5km equates to about 3miles and about 20 minutes travel time at a leisurely cycling speed).

Figure R9: potential for cycling: 5km and 10km cycling zone around Rugby



The map also shows key destinations, including sites identified for housing and employment growth, and existing journey attractors such as schools, health centres and railway stations and large employment sites. Significant residential growth is planned for **South West Rugby** (5,000 dwellings and 35 hectares of employment allocated in the Local Plan) and **Houlton** (over 6,000 homes). Together with recent housing developments in Coton Park and Brownsover in the north, this represents a rapid increase in Rugby's population over the coming decade and it is therefore essential that active travel infrastructure is in place to enable sustainable travel choices to be made as people settle in these new areas.

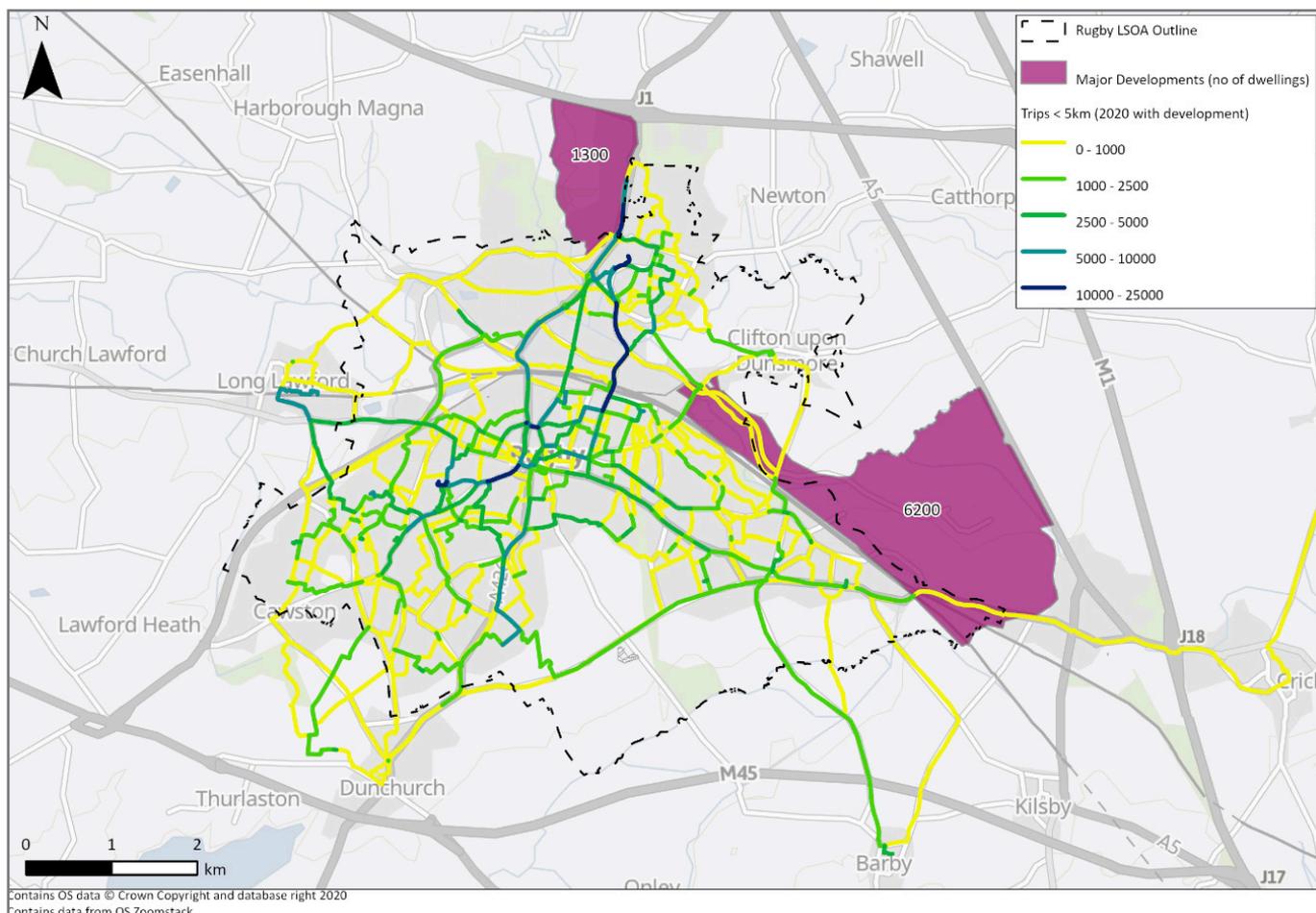
Employment growth areas are concentrated along the Strategic Road Network – the A5 to the north and in the adjacent county of Northamptonshire, between the A5 and the M1 to the east. Most peripheral employment and housing sites which are outside the 2km walking zones fall within the 5km or 10km cycling zones, with the exception of Ansty Park near Coventry.

Potential for cycling - travel demand (short trips)

In addition to mapping the potential cycling zones and key destinations within these, Warwickshire County Council commissioned Phil Jones Associates (PJA) to investigate potential for cycling by looking at corridors in the larger settlements and assessing the demand for short trips. PJA used Mobile Network Data (MND) to identify current motorised vehicle trips under 5km. A move from motorised modes to active travel modes would translate into physical activity benefits and congestion benefits, both valued by DfT's Transport Appraisal Guidance (TAG).

TEMPRO growth factors were applied to adjust the 2016 MND to reflect growth in travel demand up to 2020. Two key residential developments (within 5km of each town) were also added to the modelling. Trips were distributed onto the Highway Network (including paths) using a Geographic Information Service (GIS) software programme. Flow maps (see Figure R10) were then produced which illustrate the corridors where large numbers of short, motorised trips are currently being made, and helping to identify corridors with greatest potential for cycling. Trips shown on the flow maps are the motorised vehicle trips under 5km, factored to 2020, representing the average motorised vehicle trips over a 24 hour period (midweek).

Figure R10: potential for cycling: short trips, Rugby



Study areas were based on Lower Level Super Output Areas (LSOA) used by Census. The centroid of each LSOA is based on the centre of population rather than the geographical centre which was used for 5km and 10km zones.

Corridors with high rates of short trips are spread across the whole town, with a strong pattern between the centre of town and the employment and retail sites to the north. The development of the former Rugby Radio Station site at Houlton adds potential trips to the A428 corridor, although levels of travel demand are already high along this route.

Potential for cycling - travel demand (propensity to cycle)

The Propensity to Cycle Tool (PCT) is a strategic planning tool developed by the Department for Transport. It is used to identify areas where cycling is currently common (based on 2011 Census travel to work data) and to consider where cycling has the greatest potential to grow, based on different scenarios, including the Government target to double cycling in a decade. At a local scale there is scope to consider commuter cycling along specific corridors and to cautiously estimate future cyclists on the route network for different future scenarios.

Figure R11: propensity to cycle (LSOA Government Target Equality): Rugby

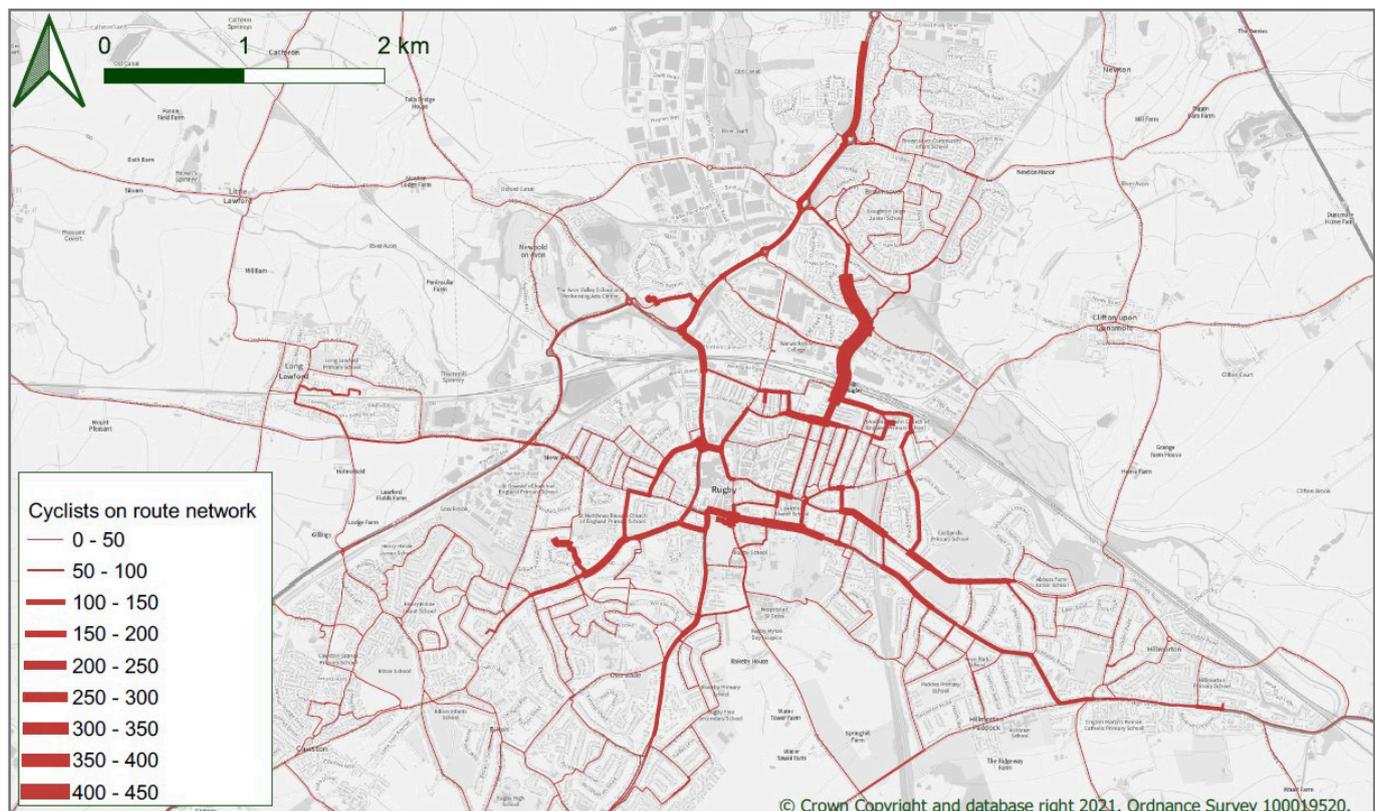
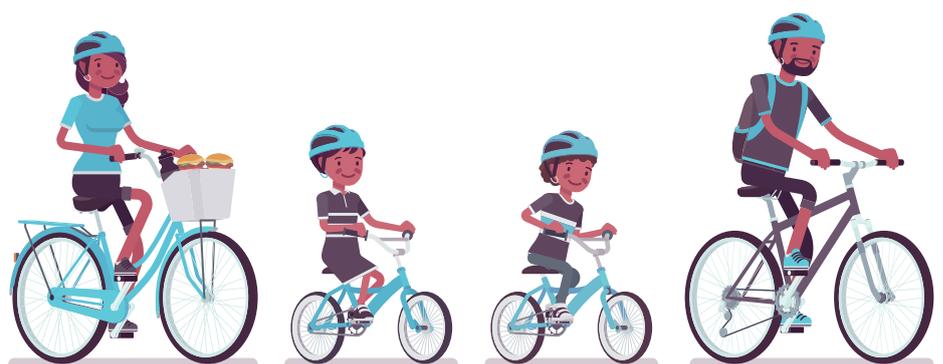


Figure R11 is based on the Government Target (Equality) scenario to predict future cyclists on the local route networks in Rugby. Due to lower population numbers and residential density in parts of Warwickshire, and the use of data from 2011 census (thereby excluding more recent developments), the PCT tool needs to be used with caution. However, the PCT maps, together with the cycling zone and PJA short trips maps, can help to focus on those areas with greatest cycling potential.

The PCT indicates greatest demand for cycling along the following routes:

- A426 Dunchurch Road
- A426 Newbold Road/ Leicester Road
- A428 Hillmorton Road
- B4642 Bilton Road
- B5414 Clifton Road
- Lower Hillmorton Road
- Mill Road



Proposals for cycling infrastructure

Previous sections have summarised the information gathered on collisions, barriers and cycling trip generators in Rugby, together with feedback from local people. This information, together with route audits and local network reports by Sustrans, travel demand analysis by Phil Jones Associates and outputs from the propensity to cycle tool, has been combined with the previous Task and Finish schemes, to create a long list of potential schemes and to identify possible measures to provide coherent, direct, safe, comfortable and attractive cycle routes.

The evidence suggests that there is considerable potential for modal shift to cycling for short journeys within Rugby. However, this does not preclude other cycling improvements from being progressed, particularly commuter routes between Coventry and Ryton, Binley Woods and Ansty Park. There are also opportunities to extend and upgrade existing leisure cycle routes along disused railways, and to promote these for long distance rides and local trips.

Figures R12, R13 and R14 show indicative cycling networks for the Rugby Borough area and within the town of Rugby, including upgrades of existing facilities as well as new infrastructure. These plans are indicative of how local cycling networks could develop in the next 10 years. Routes within Rugby and on the edge of Coventry have been selected to help enable more cycling for everyday trips and/or to link with new developments that are likely to generate a significant number of new cycling trips. A number of cycling (and walking) routes in rural areas have also been identified. These cross-county leisure routes include a mix of canal towpaths, country park paths, greenways, footpaths and bridleways. Improvements to accommodate horse-riding will be considered where possible.

The types of infrastructure, progress of schemes and pace of development will be subject to further prioritisation, modelling, feasibility, design work and consultation with local communities. Depending on scheme size, land ownership and availability of funding, walking and cycling projects may take 2-3 years from initial development, through to design and delivery.

Tables R5, R6 and R7 list all the proposed schemes and indicate the types of infrastructure that could be introduced. These categories will help with initial cost estimates for schemes but will be subject to further feasibility work.

Section 1 of this LCWIP provides an illustration of types of measures that will be considered as part of cycling improvements. In addition to cycling-specific infrastructure such as cycle tracks and cycle lanes, consideration will also be given to other measures such as the removal of barriers, lowering of speed limits, introduction of traffic calming and parking restrictions, reallocation of road space and the establishment of school streets, quiet lanes and low traffic neighbourhoods. The design of cycling improvements will include assessments of lighting and speed limits, and investigate scope for waymarking, cycle parking and automatic cycle counters.

Tables R5, R6 and R7 also show status of schemes, in terms of whether they already have dedicated funding and are programmed for delivery, or remain as potential opportunities. Proposed schemes include upgrades of existing facilities as well as new infrastructure.

For potential schemes, that are not considered as 3rd party responsibility, next steps will include analysing relevant Safe and Active Travel Programme school site audits, undertaking cycle reviews and commissioning surveys and feasibility studies or concept designs. Cycle reviews, feasibility and design work will be based on the core design principles (Coherence, Directness, Safety, Comfort and Attractiveness) and use latest guidance such as the LTN1/20. For potential schemes that are considered as 3rd party responsibility, planning applications and partners' scheme designs will continue to be monitored.

Section 3 of this LCWIP provides more detail on the prioritisation of schemes and possible timescales for delivery.

Figure R12: Indicative Cycle Network for Rugby Borough

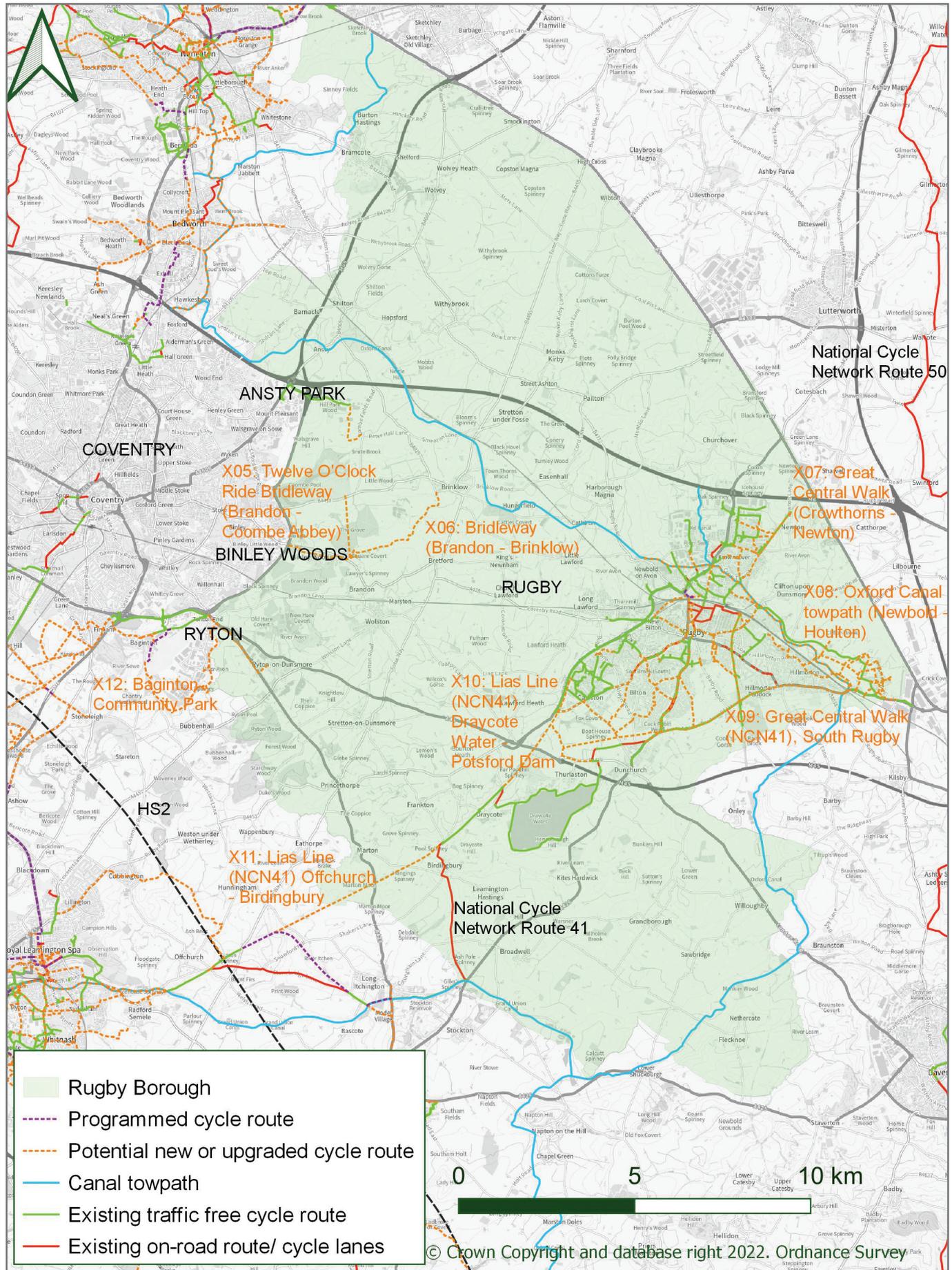


Table R5: Proposed cross-county leisure routes

Ref	Potential Schemes	Type
	Cross-county leisure routes	
X05	Twelve O'Clock Ride Bridleway (Brandon - Coombe Abbey)	Cycle track/ path on open space
X06	Bridleway (Brandon - Brinklow)	Cycle track/ path on open space
X07	Great Central Walk (Crowthorns - Newton)	Cycle track/ path on open space
X08	Oxford Canal towpath (Newbold - Houlton)	Cycle track/ path on open space
X09	Great Central Walk (NCN41), South Rugby	Cycle track/ path on open space
X10	Lias Line (NCN41) Draycote Water - Potsford Dam	Cycle track/ path on open space
X11	Lias Line (NCN41) Offchurch - Birdingbury	Cycle track/ path on open space



Figure R13: Indicative Cycle Network for North and East Rugby

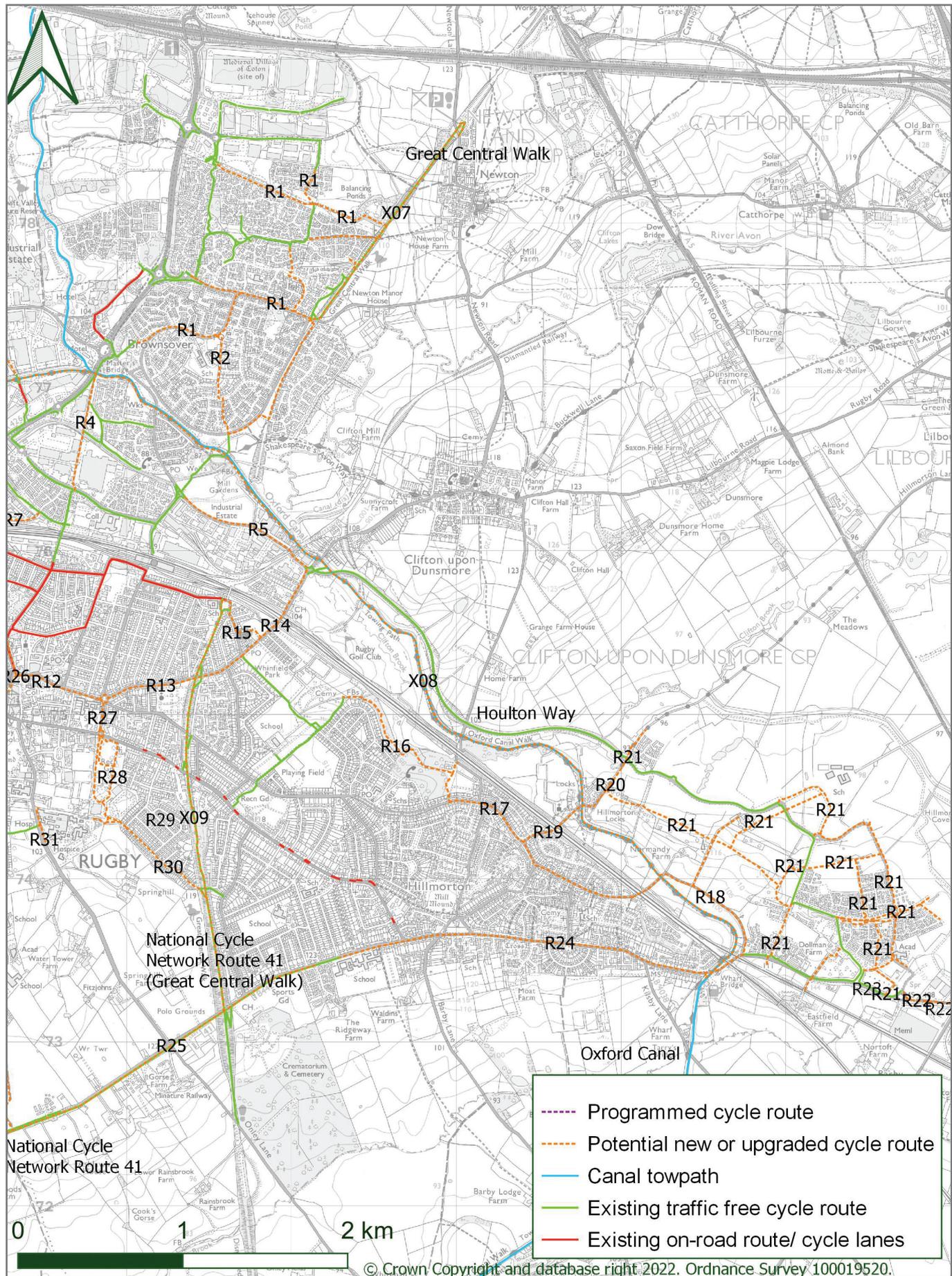


Figure R14: Indicative Cycle Network for South and West Rugby

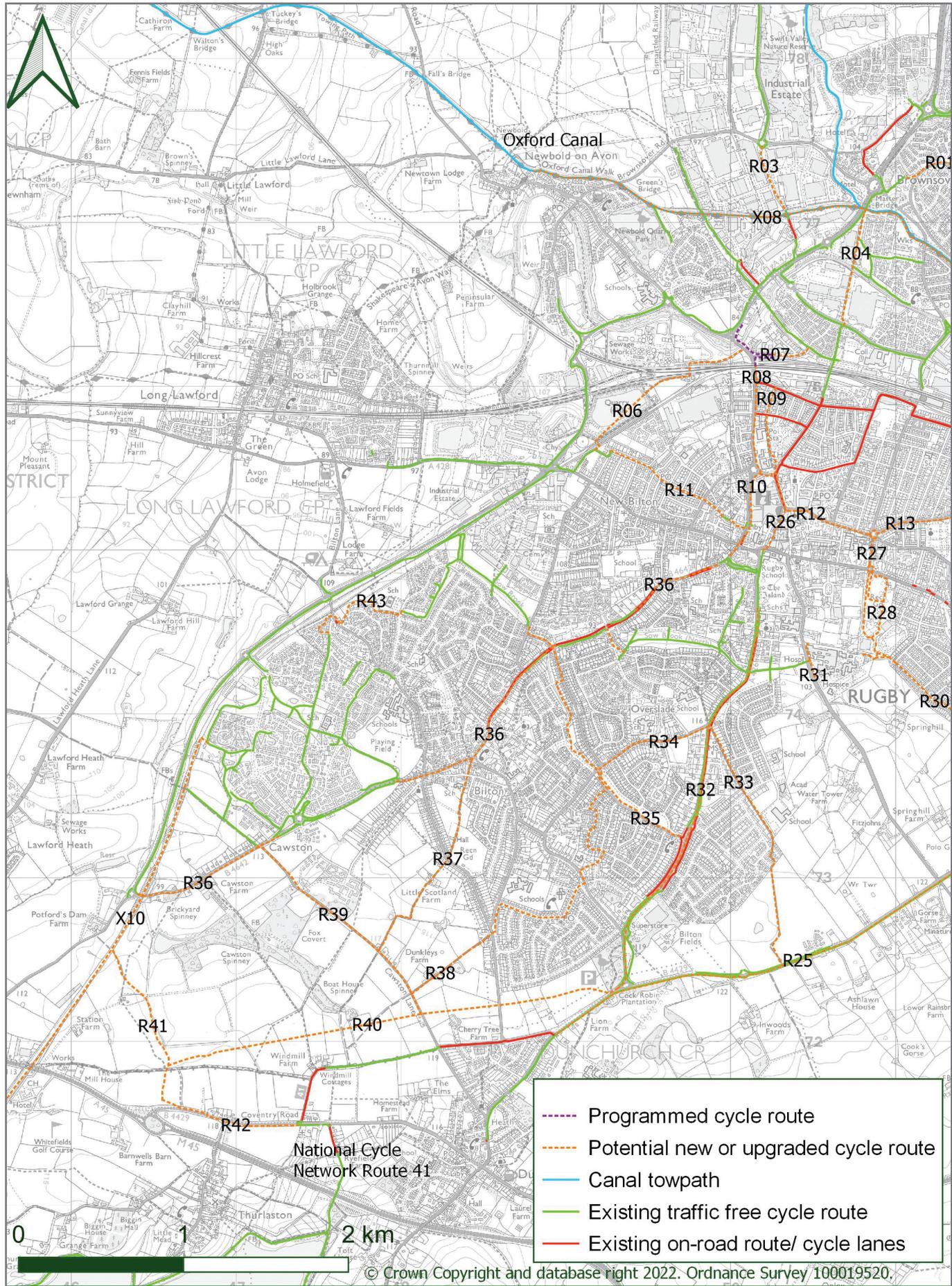


Table R6: Proposed cycle schemes in Rugby

Ref	Rugby	Type
	Programmed schemes	
	A426 Avon Mill	New footway/ cycle track adjacent to road
	Potential schemes	
R01	Coton Park East/ Park Connector Network - north	New and upgraded footway/ cycle track adjacent to road. Cycle track/ path, on-carriageway cycle route and crossings
R02	Path (Boughton Leigh Schools)	Cycle track/ path on open space
R03	Old Leicester Road	Widened/ upgraded footway adjacent to road
R04	Black Path (A426 Rugby Gateway - town centre Phase 2)	Widened/ upgraded footway adjacent to road, cycle track/ path, crossing and bridge
R05	Butlers Leap	New and upgraded footway/ cycle track adjacent to road
R06	Bridleway (New Bilton - Newbold Road)	Cycle track/ path on open space
R07	Hunters Lane	New footway/ cycle track adjacent to road
R08	A426 Newbold Road	Widened/ upgraded footway adjacent to road
R09	Caldecott Park and Poplar Grove	Cycle track/ path on open space and on-carriageway route
R10	A426 (Asda - Evreux Way)	Widened/ upgraded footway adjacent to road
R11	A428 Lawford Road parallel back street route	Cycle track/ path on open space and on-carriageway route
R12	B5414 Clifton Road/ Church Street/ North Street	On-carriageway cycle route and crossing
R13	Clifton Road (South Street - Murray Road)	Widened/ upgraded footway adjacent to road and crossing
R14	Clifton Road (Houlton Way - South Street)	Widened/ upgraded footway adjacent to road, on carriageway route and crossing
R15	Biart Place	On-carriageway cycle route
R16	Whinfield Woods paths	Cycle track/ path on open space
R17	The Kent, School Street and Lower Street	On-carriageway cycle route
R18	Moors Lane	On-carriageway cycle route
R19	The Locks to The Kent via Brindley Road	On-carriageway cycle route
R20	Bridleway (The Locks - Houlton Way)	Cycle track/ path on open space
R21	Houlton network	New footway/ cycle track adjacent to road
R22	A428 Crick Road (Houlton - Dirft)	New footway/ cycle track adjacent to road
R23	Rugby Gateway Railway Station access	Widened/ upgraded footway adjacent to road and cycle track/ path on open space
R24	A428 Crick Road (Paddox - Houlton)	Widened/ upgraded footway adjacent to road, on carriageway route and crossing

Ref	Rugby	Type
	Potential schemes	
R25	B4429 Ashlawn Road (Dunchurch - Ashlawn School)	Widened/ upgraded footway adjacent to road and crossing
R26	Town centre (Sheep Street and Market Place)	On-carriageway cycle route
R27	Bruce Williams Way/ Whitehall Road	Widened/ upgraded footway adjacent to road and crossing
R28	Whitehall Recreation Ground	Cycle track/ path on open space
R29	Trevor White Drive/ St Cross Hospital path	Cycle track/ path on open space
R30	Pytchley Road link to Great Central	On-carriageway cycle route and crossing
R31	Barby Road (Hospital access)	Widened/ upgraded footway adjacent to road and crossing
R32	A426 Dunchurch Road to Rugby Town Centre	Widened/ upgraded footway adjacent to road, on carriageway route and crossing
R33	Onley Bridle Path	Cycle track/ path on open space
R34	Overslade links	On-carriageway cycle route
R35	Sow Brook: Lytham Road/ Shakespeare Gardens (Bilton Road - Dunchurch Road)	Cycle track/ path on open space and on-carriageway route
R36	B4642 Bilton Road (A4071 - Cawston - Town Centre)	Widened/ upgraded footway adjacent to road and crossing
R37	Scots Close Bridleway (R169c) and Alwyn Road north to Bilton	Cycle track/ path on open space and on-carriageway route
R38	Bridleway (R169d) opposite Duncan Drive and Alwyn Road south to Dunchurch	Cycle track/ path on open space
R39	Cawston Lane (Cawston - Dunchurch)	New footway/ cycle track adjacent to road
R40	Homestead Link Road	New footway/ cycle track adjacent to road
R41	Potsford Dam Link Road	New footway/ cycle track adjacent to road
R42	B4429 Coventry Road	New footway/ cycle track adjacent to road and widened/ upgraded footway adjacent to road
R43	Cawston connections	Cycle track/ path on open space

Table R7: Proposed connections to Coventry

Ref	Coventry Connections	Type
	Potential schemes	
Cy01	Ansty Park	New footway/ cycle track adjacent to road
Cy02	Binley Woods - Coventry East	Widened/ upgraded footway adjacent to road
Cy03	A45 Tollbar End	Widened/ upgraded footway adjacent to road
Cy04	A423 Oxford Road (Tollbar End - Ryton)	Widened/ upgraded footway adjacent to road and cycle track/ path on open space

