

South West Rugby Supplementary Planning Document

Updated Active Travel Cost Estimates – Justifications, September 2023

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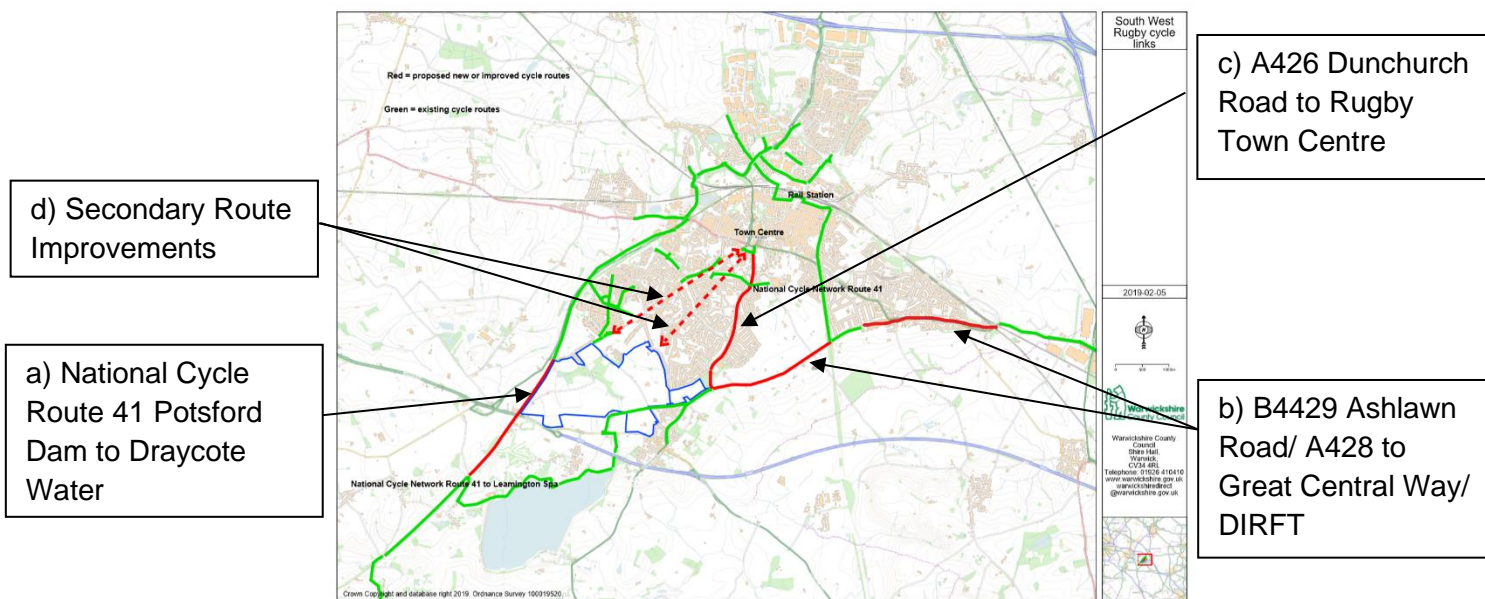
Introduction

This note sets out some justifications for the increase in estimated costs for Strategic Infrastructure Contributions required in South West Rugby. The original estimates are set out on page 108 (Table B, Appendix K – Strategic Infrastructure Indicative Costs) of the South West Rugby Masterplan Supplementary Planning Document Adoption version – adopted 17 June 2021. The four cycling network schemes are:

Table B: Strategic Infrastructure - Contributions required by all development

Strategic Infrastructure	Phase	Total Cost
Provision of high quality cycling network:	Ongoing throughout the development of the site.	a) £900,000
a) National Cycle Route 41 Potsford Dam to Draycote Water		b) £1,530,000
b) B4429 Ashlawn Road/ A428 to Great Central Way/ DIRFT		c) £916,000
c) A426 Dunchurch Road to Rugby Town Centre		d) £400,000
d) Secondary Route Improvements		

(Although the SPD was adopted by Rugby Borough Council in June 2021, the cost estimates were originally provided by Warwickshire County Council and Sustrans in April 2020). The plan below indicates the location of the cycling network schemes:



Changes in intervening period

Changes between April 2020 and September 2023 which will have impacted on the costs include:

- Covid pandemic – which re-assessed existing spaces for walking and cycling and for social distancing and increased demand for local facilities. It led to a subsequent focus on mental and physical health and sustainable travel.
- Construction cost increases – materials, fuel and labour
- Inflation <https://www.ons.gov.uk/economy/inflationandpriceindices>
- Publication of new policies –
 - July 2020, Gear Change – Government' s vision for cycling and walking – a shift towards cycling and walking measures becoming key considerations for all transport policy and planning
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf
 - July 2020, Department for Transport cycle infrastructure design guidance for local authorities LTN1/20 – supporting Gear Change and providing more space and greater segregation for cycling
<https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>
 - April 2022 Warwickshire Design Guide
<https://www.warwickshire.gov.uk/warwickshiredesignguide>
 - June 2022 Draft Warwickshire Local Cycling and Walking Infrastructure Plan (LCWIP) <https://www.warwickshire.gov.uk/cycling/developing-warwickshires-cycle-network/3>
 - July 2023 Adoption of new Warwickshire Local Transport Plan (LTP4)
<https://democracy.warwickshire.gov.uk/documents/s32001/LTP4%20-%20Warwickshire%20County%20Councils%20new%20Local%20Transport%20Plan.pdf>
 - Warwickshire Sustainable Futures Strategy
<https://api.warwickshire.gov.uk/documents/WCCC-1980322935-2241>
 - September 2023 National Planning Policy Framework (also updated in July 2021) Recent updates include more emphasis on design quality, sustainable transport and Meeting the Challenge of Climate Change, Flooding and Coastal Change
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1182995/NPPF_Sept_23.pdf

Specific justifications for provision of developer funding to deliver a high quality cycling network in SW Rugby and increase in cost estimates

1. Justifications for high quality cycling network

- 1.1. Delivering benefits for many users, not just those on cycles. A 'high quality cycling network' will deliver benefits to pedestrians, including people with disabilities, by providing safer crossings, accessible routes, smoother surfaces, wider paths and lighting. It will also help to reduce reliance on private car for short trips and support those without access to a car or frequent public transport services.
- 1.2. Creating opportunities for walking, wheeling and cycling - increasing physical activity, boosting mental health, providing opportunities to enjoy and access natural spaces, facilitating social contacts, reducing car use and thereby reducing pollution and congestion.
- 1.3. Enabling better access to work, study and leisure. Many urban areas benefit from a good network of footpaths and footways, as well as road connections but are lacking safe, direct and convenient connections for cycling. Delivery of a high quality cycling network helps to rebalance this and provides people with a real choice for short everyday journeys.
- 1.4. Supporting national, regional and local policies and plans (see publications referenced above) addressing climate change, improving air quality, providing access to green spaces, promoting health and wellbeing, tackling road safety and supporting local economy.

2. Justifications for high quality cycling network and investment in specific routes in SW Rugby

- 2.1. Mitigating the impact of population growth in this area for existing residents, particularly the additional motor vehicle trips on existing highway network (see also below regarding the Strategic Transport Assessment)
- 2.2. Encouraging more walking and cycling by new residents, and support access for existing residents to the new homes, schools, shops and workplaces. For the four projects identified this includes:
- 2.3. Providing strategic connections in SW Rugby. All of the proposed cycling network schemes identified in SW Rugby have been reviewed during 2021 and 2022 as part of the development and consultation on the draft Warwickshire LCWIP (see table below for LCWIP references and priority scores).

Scheme	LCWIP scheme name	LCWIP ref.	LCWIP score	LCWIP priority
a) National Cycle Route 41 Potsford Dam to Draycote Water	Lias Line (NCN41) Draycote Water - Potsford Dam	X10	14	High
b) B4429 Ashlawn Road/ A428 to Great Central Way/ DIRFT	B4429 Ashlawn Road (Dunchurch - Ashlawn School)	R25	13	High
	A428 Crick Road (Paddox - Houlton)	R24	16	Very high
c) A426 Dunchurch Road to Rugby Town Centre	A426 Dunchurch Road to Rugby Town Centre	R32	13	High
d) Secondary Route Improvements	B4642 Bilton Road (A4071 - Cawston - Town Centre)	R36	13	High
	Cawston connections	R43	10	Medium
	Overslade links	R34	12	Medium
	Sow Brook: Lytham Road/ Shakespeare Gardens (Bilton Road - Dunchurch Road)	R35	9	Medium

2.3.1. National Cycle Route 41 Potsford Dam to Draycote Water – this disused railway would become a traffic-free spine route for walking and cycling alongside the western edge of the SW Rugby development area. It will provide safe access northwards onto existing walking routes (Cawston Greenway and footways on B4642 Coventry Road and A4071 Rugby Western Relief Road), existing cycle route (A4071 Rugby Western Relief Road) and proposed cycle route (B4642 Coventry Road). This will enable connections with existing and proposed schools within the Cawston area as well as large employment sites around the A428 Lawford Road. Southwards, the route will connect with the new Tritax Symmetry employment site and onto the existing National Cycle Network 41 route at Popehill Lane, providing safe access to Draycote Water and helping to complete the traffic-free Lias Line route between Rugby, Long Itchington and Leamington Spa. The disused railway is owned by Railway Paths Limited, an independent charity, which works in partnership with Sustrans. Hence there are savings in the scheme costs by not having to purchase land or negotiate land access agreements.

2.3.2. B4429 Ashlawn Road/ A428 to Great Central Way/ DIRFT – the existing National Cycle Network Route 41 (between the A426 Dunchurch Road and Great Central Way/ Ashlawn School) is narrow and runs

immediately adjacent to the 40mph carriageway. It is therefore no longer fit for purpose and requires widening and additional buffer space; to meet with the guidelines in LTN1/20; to be more consistent with new highway infrastructure within SW Rugby (including Homestead Link Road); and to accommodate the growing use by pedestrians as well as cyclists from the new housing in SW Rugby. There is no cycle facility along Crick Road towards DIRFT therefore high quality cycling provision is needed to access businesses on the A5 and DIRFT, as well as link to the proposed Rugby Parkway Station at Houlton.

2.3.3. A426 Dunchurch Road to Rugby Town Centre – the existing cycle tracks, cycle lanes and advisory cycle routes are inconsistent and require upgrading to meet with the guidelines in LTN1/20 and to provide the high quality links required to encourage residents of SW Rugby to cycle into Rugby town centre and access Rugby Station. In particular, this route offers scope to introduce priority crossings for pedestrians and cyclists which will improve journey times and present a more attractive alternative to short car journeys.

2.3.4. Secondary Route Improvements – this includes provision of new facilities along the B4642 Bilton Road corridor as well as routes using quieter residential roads through Overslade and traffic-free paths along the Sow Brook. In order to meet the LTN1/20 requirements of safe, coherent etc routes, investment is particularly needed at junctions and crossings on these ‘secondary’ routes.

2.4. Supporting the objectives and assumptions within the Rugby Local Plan Strategic Transport Assessment Modelling Analysis and Overview, June 2017. This recognises that some existing highway junctions are at or close to capacity for motor vehicles and additional capacity is not possible (or preferable) due to physical constraints. Modal shift to sustainable transport modes and provision of alternative routes are suggested as part of the proposed mitigations. Para 5.17 of the STA notes an assumption that a 10% mode shift target will be applied to the new sites. Para 5.20 states, ‘***It is critical that sustainable transport improvements form part of the mitigation package to support the housing and employment growth proposals within Rugby Borough***’. Para 5.23 recommends that, ‘some funding should be secured through the delivery of the housing sites allocated through the Local Plan to ensure that the operation of the network can be safeguarded against any unforeseen transport impacts. ***This money should also be targeted to ensure that the opportunities for encouraging a greater adoption of sustainable modes, and therefore discouraging car trips within the same areas, are maximised.***’

3. Justification for increases in cycle route cost estimates.

3.1. Increasing costs of construction – some recent price rises are more pronounced for construction projects - particularly materials, fuel and labour. This is well documented, for example:

<https://www.investmentmonitor.ai/sectors/construction/rise-material-costs-uk-construction-industry/> <https://bcis.co.uk/news/construction-site-labour-costs-bcis-hays/> <https://www.ft.com/content/2dbbd373-8764-4e59-bf1f-7fa385846847> <https://sapca.org.uk/news/the-end-of-the-rebate-on-red-diesel-will-increase-cost-of-construction-projects/>

3.2. Rising costs due to general inflation

<https://www.ons.gov.uk/economy/inflationandpriceindices>

3.3. Learning from recent projects – experience of delivering and planning an Active Travel programme in Warwickshire to higher quality specifications (as per LTN1/20) by the County Council and Sustrans. This has led to an increase in estimated cost per metre, from £400 for highway schemes and £200 for paths in 2020, to £550 and £350 in the Draft LCWIP in 2022

<https://api.warwickshire.gov.uk/documents/WCCC-1615347118-710> to £630 and £350 in 2023. It must also be noted that these are high level cost estimates based on a simple calculation by route length, based on current prices. Delays in delivering schemes or agreeing contributions could be affected by further price rises. Some concept design work is underway for the B4429 Ashlawn Road/ A428 to Great Central Way/ DIRFT which will help to refine the cost estimate. Updated 2023 estimates for the four cycling network schemes in SW Rugby are shown below:

Scheme	Original 2020 cost estimate	Updated 2023 cost estimate
a) National Cycle Route 41 Potsford Dam to Draycote Water	£900,000	£1,900,000
b) B4429 Ashlawn Road/ A428 to Great Central Way/ DIRFT	£1,530,000	£2,331,000
c) A426 Dunchurch Road to Rugby Town Centre	£916,000	£1,621,900
d) Secondary Route Improvements	£400,000	£3,155,620