

MOVEMENT

MOVEMENT

Introduction

Purpose

This chapter provides essential guidance for developers and designers planning and delivering street infrastructure in South West Rugby. Warwickshire County Council (WCC) has been a key stakeholder in the development of this work and the code promotes a people-centric approach to movement and street design. It aligns with placemaking principles, prioritising road safety, sustainable transport, and creating environments that enhance the quality of public spaces.

- The code applies to:
- Highway infrastructure and streets to be adopted by WCC.
 - Non-adopted elements, such as private drives, with recommendations to ensure consistency.

- Developers must refer to this guidance in conjunction with:
- Warwickshire Design Guide (WDG)
 - Manual for Streets 1 & 2 (MfS)
 - Local Transport Note 1/20 (LTN1/20)
 - National Model Design Code (NMDC)

Street networks/frameworks outlined in this section are illustrative, and the precise geometry and alignment will be considered and determined through detailed proposals.

- Vision
- The vision for South West Rugby’s transport network is to create a low-carbon, resilient, and inclusive system that:
- Supports health, well-being, and quality of life.
 - Promotes connectivity, accessibility, and sustainable mobility.
 - Promotes active travel.
 - Fosters a thriving economy through efficient movement networks.
 - Enhances Rugby’s unique natural and built environment.

- Structure
- The Movement section contains the following information:
- Street network: characteristics, connectivity principles, and street hierarchy guidance.
 - Movement framework: design of movement routes, including active travel, bus routes, and service corridors.
 - Related movement guidance: parking, mobility hubs, emergency access, and refuse collection.

- The Public Spaces section contains the following information:
- Street coding: specifications and design for various street types.

Also refer to:

Public spaces

RBC local plan policy: DS8, DS9, HS1, HS5, D1 + South West Rugby Masterplan SPD (2021, updated 2024)

WCC policy: Warwickshire Design Guide

*plus others outlined above

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Street network

- Street characteristics
- The street network is the foundation of public life, supporting movement, placemaking, and access. According to the NMDC, a connected network of streets, public transport access, and prioritisation of walking and cycling are essential for all developments.
- MO.01** All schemes **must** contribute to an integrated, walkable, and safe street network.
- MO.02** Streets **must** balance their link function (movement of people and goods) with their place function (public spaces supporting social and economic activities).
- MO.03** Development **must** reflect and enhance the character of the street it occupies. The street’s character will vary based on its hierarchy and local context.
- MO.04** High-quality public spaces **must** have thoughtful street design and well-proportioned enclosures formed by surrounding buildings.

- Connected network
- A well-connected street network forms the circulatory system of any settlement, determining how safely and efficiently people and goods move within and beyond a development.
- MO.05** Long-term framework: The street network **must** provide a durable and adaptable structure, often outlasting the buildings it serves.
- MO.06** Choice and variety: Streets **must** offer direct, efficient routes to make walking and cycling more attractive while promoting activity and safety.
- MO.07** Controlled permeability: Cul-de-sacs **should** be limited to tertiary streets. Measures like modal filters **should** be utilised to restrict vehicular through-traffic while maintaining access for pedestrians and cyclists.
- MO.08** Safety and security: Designers **must** consider passive surveillance, good lighting, and active street-level uses to ensure safety, particularly in areas with high footfall.

- Public transport integration
- MO.09** Access to public transport **must** be prioritised to reduce reliance on private cars.
- MO.10** Developments **must** provide connected networks with safe, convenient, and accessible links to transport hubs, enabling residents to reach schools, town centres, and employment areas efficiently.

Also refer to:

Public spaces

Built form

RBC local plan policy: HS1+ South West Rugby Masterplan SPD (2021, updated 2024)

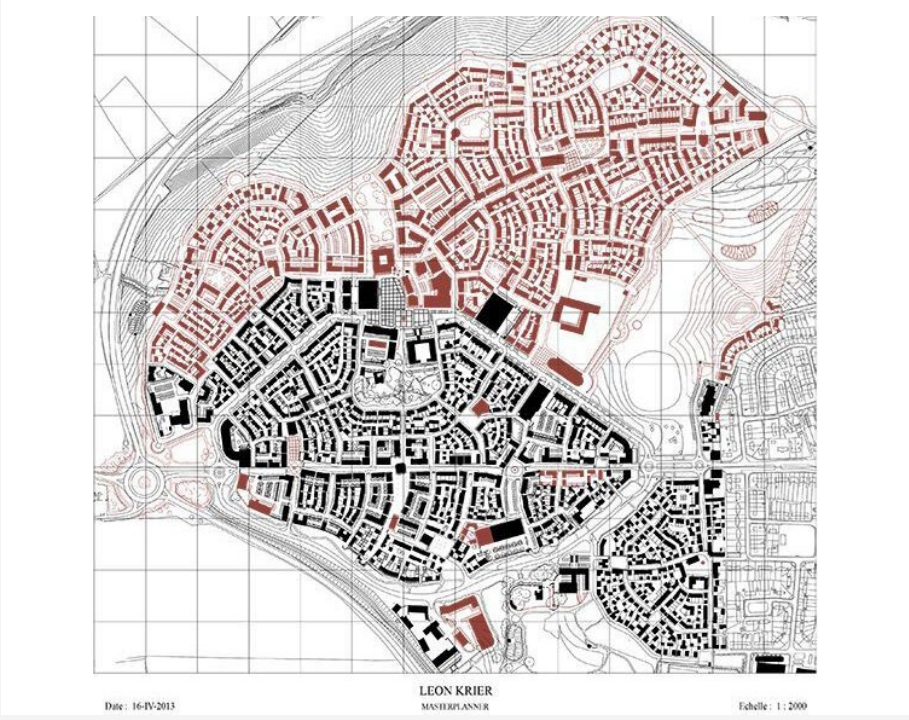
Warwickshire Design Guide

Case studies

Upton and Poundbury exemplify well considered street networks.

Upton (top) includes a legible network of connected streets with a clear structure and hierarchy, and a range of attractive streets.

Poundbury (bottom) includes three distinct east west routes: a distributor greenway for through traffic, an urban street serving the main centre, and a pedestrian friendly ceremonial spine. Smaller, interconnected streets provide continuity and ease of movement, especially for pedestrians.



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Street network - User requirements

Accessibility and movement

- MO.11** Well-designed streets **must** be accessible and inclusive, catering to all users regardless of age, ability, or mode of travel.
- MO.12** Active travel: Walking, wheeling and cycling **should** be prioritised as primary modes for local journeys under five miles.
- MO.13** User hierarchy: Streets **must** consider pedestrians and cyclists first (and equestrian users where appropriate), followed by public transport, servicing vehicles, and finally private vehicles.
- MO.14** Accessibility **must** be a golden thread throughout the design process, integrating features like adequate footway widths, inclusive crossings, and careful placement of street furniture.

Walking and pedestrian needs

- MO.15** Footways **must** be at least 2 metres wide, free from obstructions and demarcated from carriageways with a kerb.
- MO.16** Crossovers **must** be minimal to avoid challenges for wheelchair users and individuals with mobility impairments.
- MO.17** Streets near schools, shops and community hubs **must** cater to vulnerable users with enhanced safety measures, such as access restriction, traffic management, footway widening, parking control and active travel infrastructure.

Cycling requirements

- MO.18** Developers **must** ensure:
- Safe, direct and well-lit cycle routes connecting neighbourhoods to routes beyond the site and onto town centres, railway stations and other key destinations.
 - The adoption of cycle-friendly streets within developments. Where traffic speeds are 30mph or higher, segregated cycle tracks designed to LTN1/20 standards may be required.

Bus transit

- MO.19** Developments **must** provide bus stops within 400 meters of all dwellings (distance considering route options and not the distance ‘as the crow flies’).
- MO.20** Bus stops **should** include shelters, seating, real-time information displays, and integration with mobility hubs (where mobility hubs are provided) in line with WCC quality bus corridor infrastructure.

Servicing and emergency access

- MO.21** Developers **must** ensure efficient servicing, including HGV access and refuse collection.
- MO.22** Emergency services **must** have unobstructed access to all properties.

Private vehicles

- MO.23** Streets **should** strike a balance between promoting sustainable transport and managing vehicle access.
- MO.24** Modal filters and traffic-calming measures **must** reduce car dominance without compromising necessary access.

Junction design

- MO.25** Junctions **must** prioritise safety, convenience, and accessibility for all users.
- MO.26** T-junctions **should** be the default intersection type, while roundabouts and traffic signals **should** be limited to primary and secondary streets.

Crossings

- MO.27** Priority crossings **must** align with pedestrian and cyclist desire lines to reduce risks and encourage use.
- MO.28** Uncontrolled crossings **should** be placed at least every 100 metres to improve pedestrian permeability.



Houlton, Rugby - street crossing (image courtesy of WCC)



High Street, Warwick - pedestrian priority crossing (image courtesy of WCC)



Coventry- segregated cycle track with crossing (image courtesy of WCC)

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Street network

Street hierarchy

The design of a street network plays a fundamental role in shaping how streets are used, perceived, and experienced. Streets perform different roles depending on their movement function (the volume and type of users they serve), place function (how they support social and economic activity), and the surrounding context. These roles are further influenced by built form, land uses, and the design of the street space, including natural features, landscaping, lighting, and wayfinding elements.

Street categorisation

To create clarity and consistency in design, this code categorizes streets into defined street types, each with a distinct function that reflects both movement and place priorities. Street type classification must consider the area type, the range of modes it serves (walking, cycling, public transport, and motor vehicles), and its specific design requirements.

The hierarchy aligns with the Manual for Streets (MfS), which defines common street types and functions. Categories refer to those in the Warwickshire Design Guide. These include multifunctional streets and spaces, arterial routes, high streets, boulevards, and residential streets. Each type has unique characteristics tailored to its role in the network. The street hierarchy described below integrates these established types with additional classifications to meet the specific needs of South West Rugby.

Junctions and Intersections

- MO.29** T-junctions **must** form most intersections within the development to maximise safety and clarity for users.
- MO.30** Crossroads generally **should** not be used, as they will not be accepted by WCC due to safety concerns.
- MO.31** Higher-order junctions, such as roundabouts or traffic signals, **must** be reserved for primary and secondary streets only, ensuring that traffic flow and safety considerations are balanced at key intersections.

Primary Street (Cat 3A)

MO.32 Primary streets **should** adhere to the characteristics below:

Role

Provides high-capacity links to urban centres and the wider strategic road network.

Characteristics

- No frontage access to prioritise movement efficiency.
- Designed to accommodate higher traffic volumes, including public transport.
- No frontage parking to prioritise movement efficiency.

Tertiary Street 1 (Cat 4a)

MO.34 Tertiary streets 1 **should** adhere to the characteristics below:

Role

Provides local access to residential properties and links primary or secondary streets.

Characteristics

- Some direct frontage access to properties is acceptable.
- Frequent junctions to support permeability.
- These streets should connect to other streets at both ends wherever feasible.

Secondary Street (Cat 3b)

MO.33 Secondary streets **should** adhere to the characteristics below:

Role

Acts as the main local connector, providing essential links between primary streets and tertiary streets. These streets form the backbone of SW Rugby's development.

Characteristics

- Mixed-traffic design accommodating buses, HGVs, and general traffic.
- Frequent junctions with tertiary streets to improve connectivity.
- Streets must be continuous and connected to the highway network at a minimum of one point, preferably two, to provide flexibility in traffic routing. Additional access points to be determined by the number of dwellings.
- All developments must ensure proximity to secondary streets, enabling 400-meter maximum walking distance to bus stops for all dwellings.
- In residential areas, design speed should be 20mph, rising to 30mph where the street acts as a bus route.

Tertiary Street 2 (Cat 4b)

MO.35 Tertiary streets 2 **should** adhere to the characteristics below:

Role

Smaller-scale streets, typically serving as cul-de-sacs or minor local access routes.

Characteristics

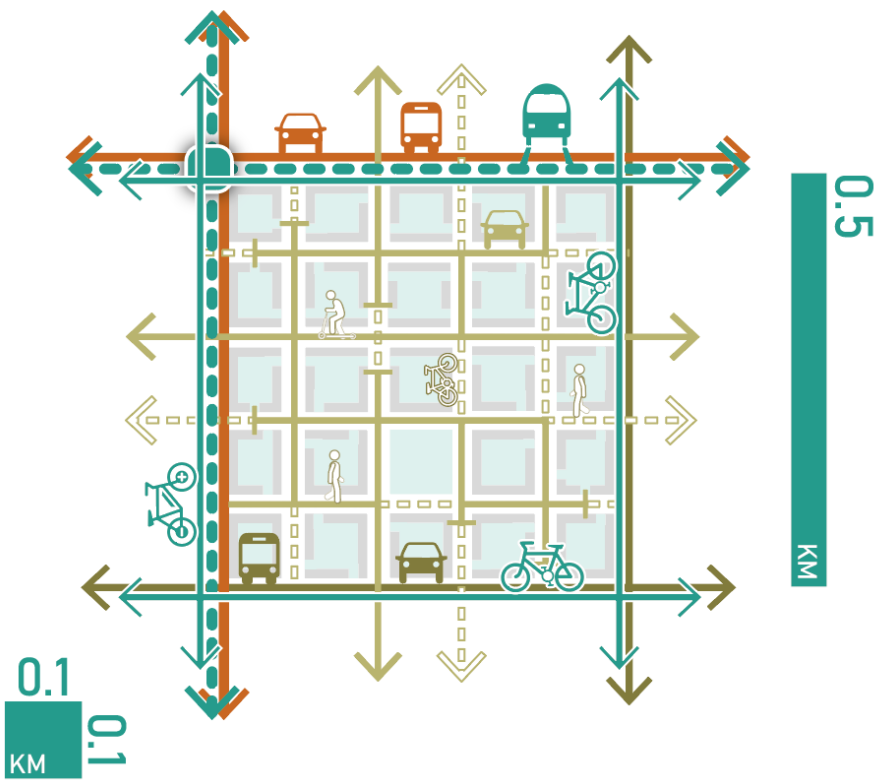
- Limited vehicular connectivity, designed for localised movement and access.
- Pedestrian and active travel connections should be facilitated beyond these streets where possible (refer to network diagram on p31).

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Street network - Principles

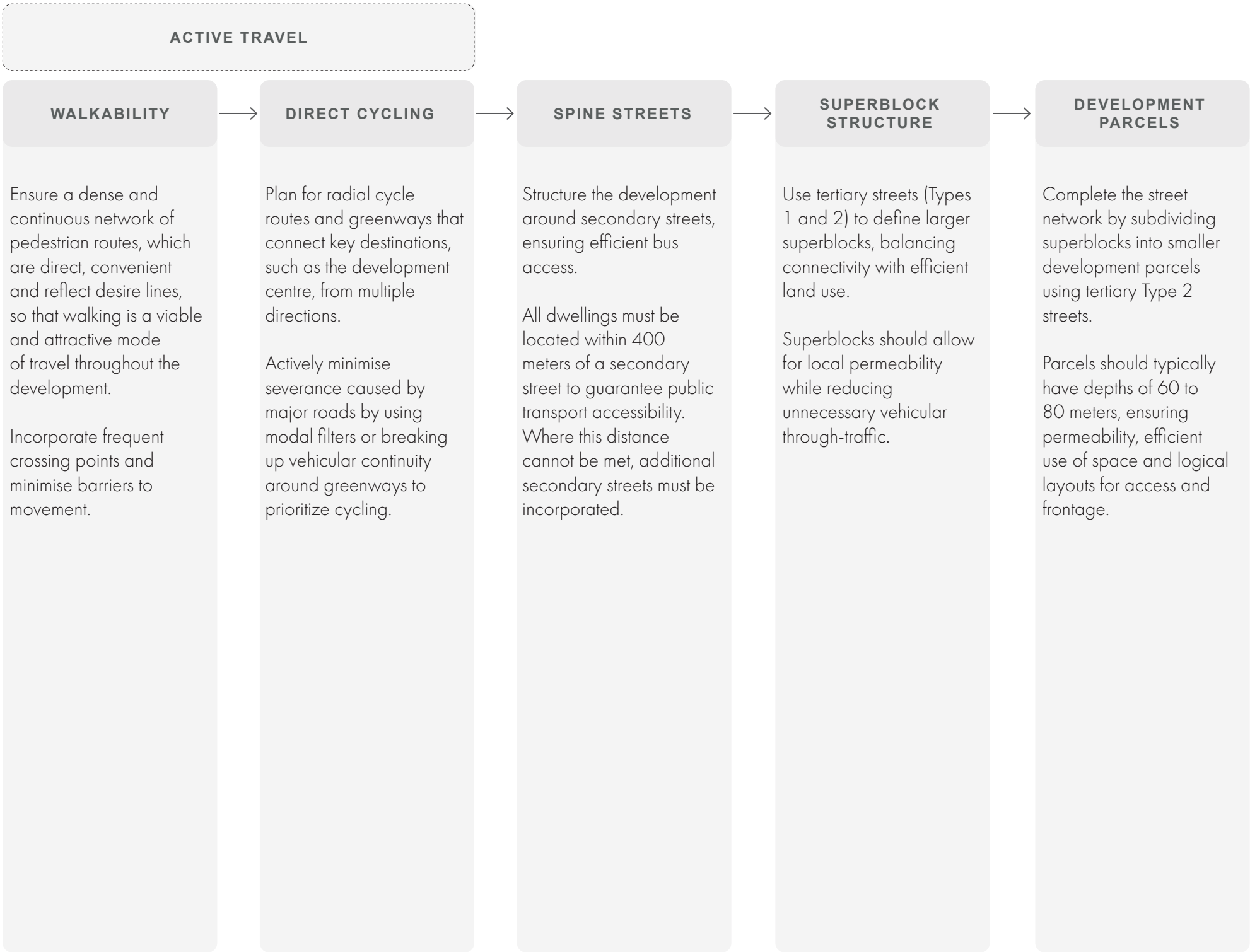
The following principles underpin the development of a well-structured, efficient, and accessible street network for South West Rugby.

MO.36 Developers **must** adhere to these principles in the design and implementation of street layouts:



Infographic showing principles of modal networks (eg fine grain walking, cycle anywhere via model filters, structuring spines streets & tertiaries creating blocks)

MO.37 Bridleways exist across the site which **should** be maintained for equestrian users and active travel. Bridleways **could** be diverted where necessary for the safety of users, where conflicts may arise with new development. (see p35).



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Street network - Case study network example

An idealised street network for South West Rugby demonstrates these principles in action:

Walk-anywhere approach (active travel): A grid-like pattern of walking routes ensures continuous, safe, and convenient pedestrian access throughout the development.

Radial cycling routes (active travel): Dedicated cycle greenways link neighbourhoods to central areas while avoiding severance by prioritising crossings and modal filters.

Secondary spine streets: The network prioritises public transport by using secondary streets to create direct, efficient routes for buses and ensuring maximum walking distances to stops are within 400 meters (distance considering route options and not the distance ‘as the crow flies’).

Superblocks and parcels: Larger superblocks are structured with tertiary T1 streets to create manageable walkable and cyclable neighbourhoods. Smaller Tertiary Type 2 streets define development parcels within the superblocks, ensuring effective land use.

Key

Primary road (cat 3a)

Secondary street (cat 3b)

Tertiary street type 1 (cat 4a)

Tertiary street type 2 (cat 4b)Active travel greenway routeActive travel connection

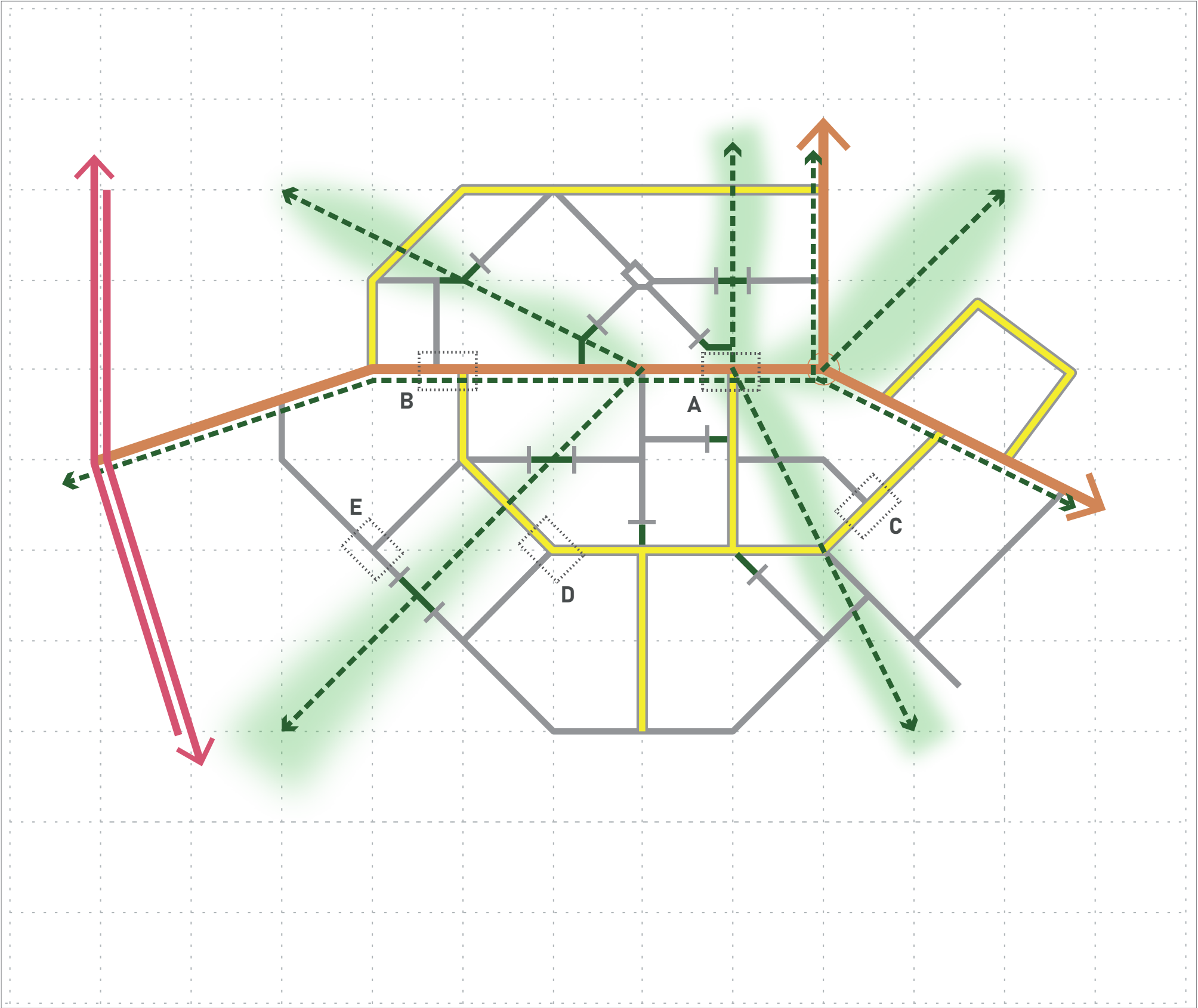
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See street coding in Public Spaces for detailed sample layouts

Figure 12: A conceptual diagram of a network based on street categories within the Warwickshire Design Guide.

This diagram is conceptual and not to scale, but serves to highlight how different street types can connect into a network. Routes within the network need to be designed to reflect other aspects of the code and technical requirements. For example, this illustrative diagram indicates a single cycleway adjacent to a secondary street, but the provision of a single cycleway should not be assumed on this basis.

The letters on this diagram relate to street codes in the public space section.
A – page 56
B – page 57
C – page 59
D – page 60
E – page 61



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Street network - Network speed reduction

Secondary Street Corridor
 Managing traffic speeds is a critical design consideration for fostering safe, accessible, and functional environments.

MO.38 Designers **must** address this during the street network planning stages, applying diverse techniques to ensure traffic flow aligns with the network’s intended use—typically 20 mph for general secondary streets or 30 mph for streets with bus routes.

MO.39 For Secondary (type 3B) streets, the following strategies exemplify effective methods to manage speed while enhancing urban design and **should** be implemented. Careful design is required in consultation with the Local Highway Authority to ensure they can accommodate buses and refuse vehicles without becoming less effective for cars.

- Gateway junctions: Leverage junction types and the strategic placement of landmark buildings to encourage reduced speeds by signalling transitions in the street hierarchy.
- Change of direction (horizontal alignment): Integrate junctions or bends to produce a consistent low speed through the development, while emphasising urban form to reinforce the reduced-speed environment. Speeds are expected to be 20mph or lower, for a bus route 30mph or lower.
- Chicanes: Use horizontal deflections or staggered lanes to slow traffic effectively while maintaining visual interest and functional connectivity.
- Urban context: Embed mixed-use, higher-density developments at central nodes to emphasise pedestrian priority and encourage slower vehicular speeds.
- Dutch-style roundabouts: Introduce tight entry and exit geometries at roundabouts to reduce speeds while improving safety and efficiency for all users. WCC do not have an agreed design for these at the time of writing, so early and detailed consultation with the Local Highway Authority will be necessary in the interim where these are proposed.
- Lozenges: Use of horizontal deflection of each carriageway around a central reservation with tight entry and exit geometries to reduce vehicle speeds. Consider integrating with pedestrian/active travel crossings, and create visual interest through hard and soft landscaping while ensuring sufficient visibility is maintained.

Key

Secondary street (cat 3b)

Tertiary street type 1 (cat 4a)

Tertiary street type 2 (cat 4b)

Active travel greenway route

Modal filter

Active travel connection

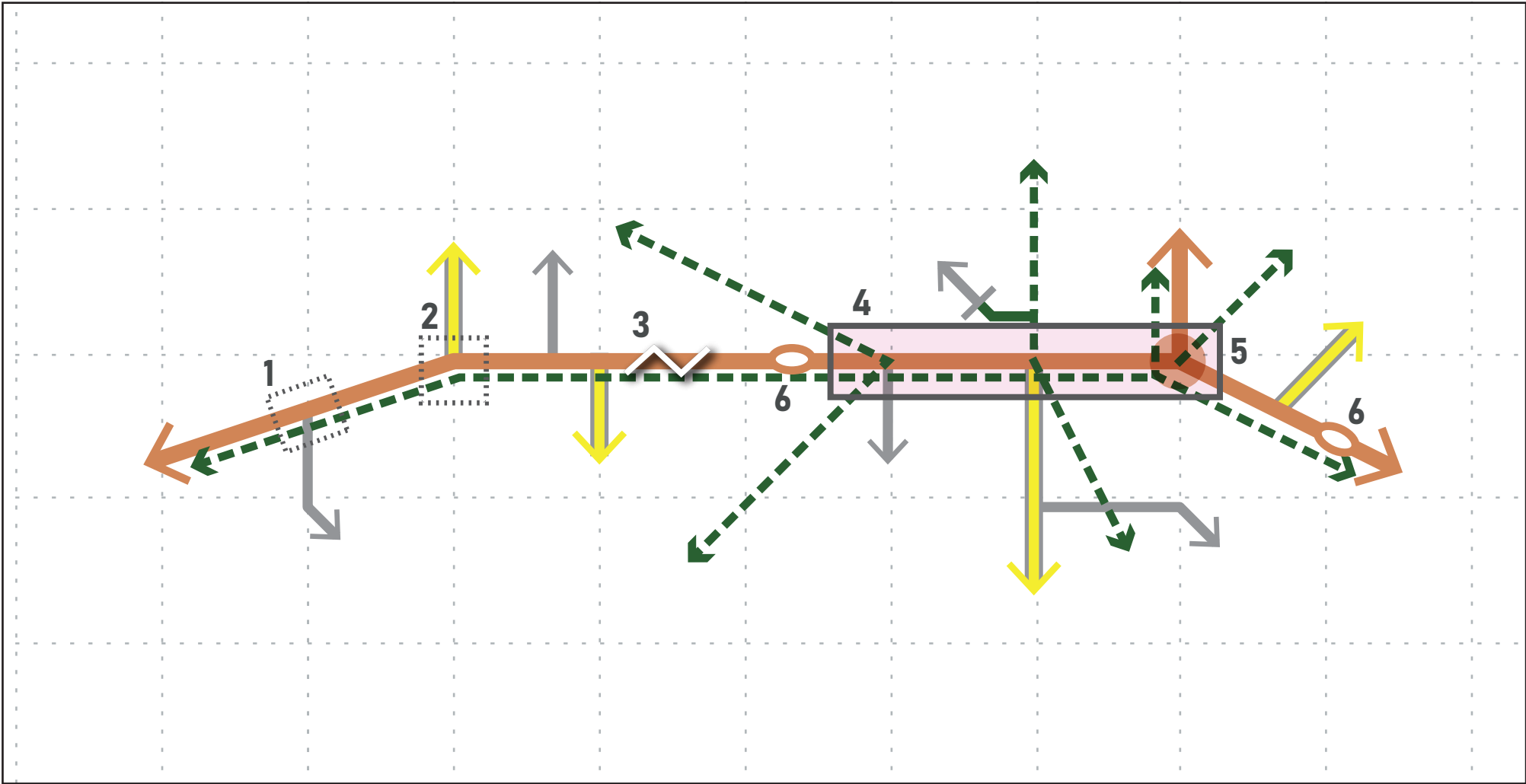


Figure 13: Conceptual diagram of suite of speed reduction measures outlined in MO.34. Routes within the network need to be designed to reflect other aspects of the code and technical requirements.



Houlton, Rugby - lozenge utilised as non-vehicular crossing point (image courtesy of WCC)



Nansledan Newquay - change of street alignment with island to slow traffic

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Street network - Tertiary street networks

For tertiary (types 4A and 4B) streets, a similar suite of strategies is recommended, with adaptations suited to the scale and context of these smaller streets.

MO.40 The following techniques ensure the streets support their roles in accessibility and placemaking and **should** be utilised:

1. Change of direction/junctions: Utilise tight corner radii and limited visibility to slow vehicles and enhance pedestrian safety. Visibility must be designed in response to the design speed of the street.
2. Modal filters: Disrupt vehicular continuity by allowing access only for pedestrians, cyclists, and other active modes, effectively creating low-traffic zones.
3. Tight corner radius: Use reduced corner radii to enforce slower speeds while maintaining connectivity and a pedestrian-friendly scale. Radii are subject to vehicle tracking and adoption standards.
4. Urban form: Cluster junctions to encourage slower speeds and create visual interest, integrating street furniture and landscaping to enhance placemaking. Applicants must enter early engagement with the Local Highway Authority to allow detailed consideration of the case-by-case conditions.
5. Gateway chicanes: Repeated chicanes can create a rhythmic speed control effect in key areas.
6. Active travel crossings/pinches: Highlight crossings using methods such as raised and/or contrasting crossings, or soft landscaping to ensure active travel modes are clearly prioritised. Surface materials to be in accordance with WCC requirements.
7. Urban squares: Incorporate multifunctional public spaces within street layouts to naturally calm traffic while fostering community interaction. Parking may be sympathetically designed into these spaces, though should not dominate.

Key

- | | | | |
|--|---------------------------------|---|------------------------------|
|  | Secondary street (cat 3b) |  | Active travel greenway route |
|  | Tertiary street type 1 (cat 4a) |  | Modal filter |
|  | Tertiary street type 2 (cat 4b) |  | Active travel connection |

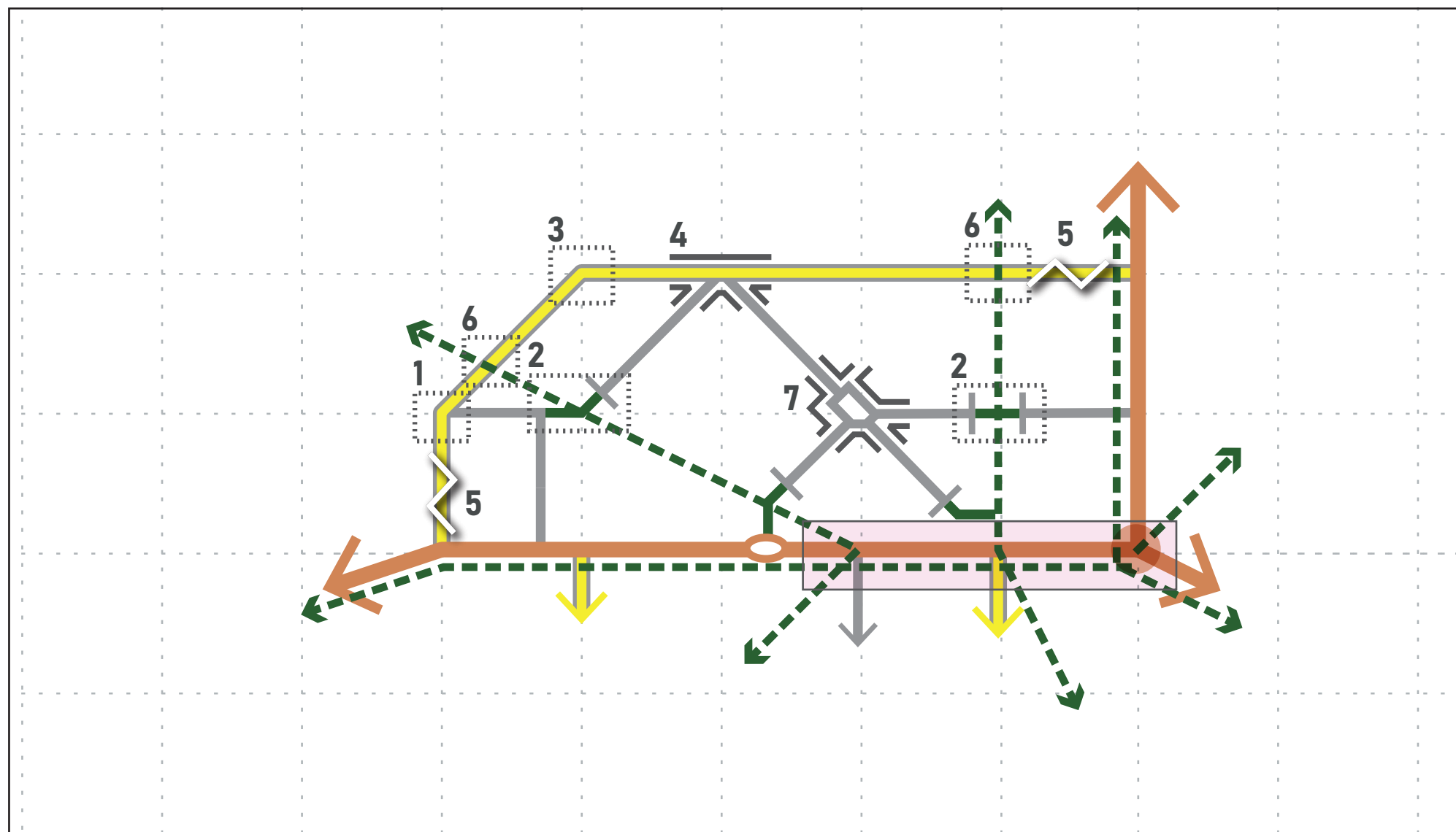


Figure 14: Conceptual diagram of a tertiary street network and illustrate the points in MO.35. Routes within the network need to be designed to reflect other aspects of the code and technical requirements.



Sherford Plymouth - using urban form and public space to manage traffic speed



Houlton, Rugby - non-vehicular access onto public space adjacent to private drives



Monksmoor, Daventry - modal filter

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Principal street network

This section outlines the movement framework for the design code, building on the principles established in the preceding sections. Refer to ‘Purpose’ on page 26 for intended use of illustrations.

MO.41 Developers **must** adhere to this principal movement framework as a mandatory guideline. While some flexibility in precise alignments is permitted, the fundamental principles and objectives of the framework must be strictly maintained.

The movement framework incorporates a series of modal routes to be implemented through adopted streets, bridleways, and footpaths. Where routes traverse multiple landholdings or include existing highway land, developers are responsible for coordinating the delivery of the required infrastructure.

MO.42 The principal street network consists of primary, secondary, and tertiary 1 streets. Developers **must** follow the prescribed nature and locations of these streets, with a degree of design tolerance to accommodate site-specific needs. The finer tertiary 2 street network is not explicitly coded but should be designed in alignment with the street network principles outlined earlier.

- Key routes:
- Route 1: New primary street (Homestead Link Road) (refer to p29)
 - Route 2: New primary street (Potsford Dam Link Road)
 - Route 3: New secondary street (Community Spine)
 - Route 4: Upgrade of Cawston Lane to secondary street
 - Route 5: New secondary street (Sustainable Transport Corridor)
 - 7: Modal filter to sustainable transport corridor

MO.43 The principal (primary, secondary and tertiary 1) streets **must** establish at least two connections within the principal street network, forming the backbone for a future grid of tertiary 2 streets (not depicted in the framework).

Also refer to:

Public spaces

RBC local plan policy: DS9, D1 + South West Rugby Masterplan SPD (2021, updated 2024)

Warwickshire Design Guide

Key

Existing

Primary (motorway)

Primary road

Secondary street

Tertiary street

Proposed or existing upgraded

Primary road (Cat 3a)

Secondary street (Cat 3b)

Tertiary street type 1 (Cat 4a)

Sustainable transport corridor

Enhanced 'Place' status to Cawston Lane at District Centre (boundary indicative)

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Modal filter (location indicative)

Modal filters are generally expected to prevent through-travel for private vehicles, while always allowing through-travel for active travel modes and allowing through-travel for buses where they are located on a bus route.

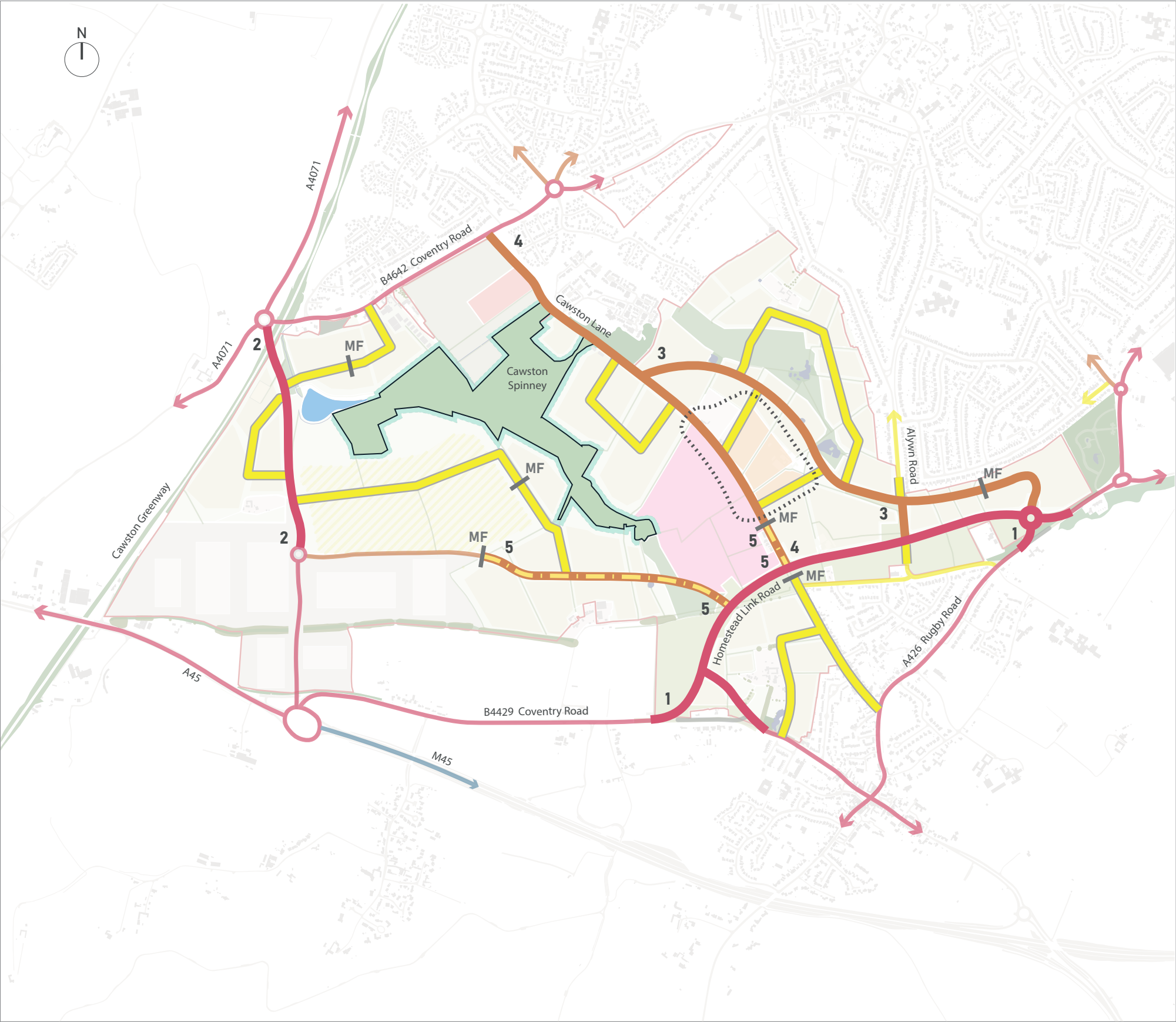


Figure 15: Principal street network.

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Active travel framework

The active travel framework aims to create a dense, connected network to support internal active mode movements and facilitate wider connectivity to external destinations. This framework prioritises a segregated walking and cycling network for safety and accessibility.

MO.44 Proposals **must** incorporate the active travel framework, to provide connections across the whole of south west Rugby, and integrate with external connections beyond.

Primary active travel routes:

1. Cawston Lane upgrade: Transition to secondary street with active travel accommodations.
2. Existing footpath upgrade: Conversion to active-only street.
3. Existing bridleway upgrade: Conversion to active-only street.
4. New Sustainable Transport Corridor: A secondary street designed for active travel and public transport.
5. Existing footpath upgrade: Conversion to active-only route/street.
6. Existing footpath upgrade: Conversion to active-only route/street.
7. New active-only route: Leading to the edge of the woodland.
8. New link (primary street): Potsford Dam Link Road.
9. New link (primary street): Homestead Link Road.
10. New link (secondary street): Community Spine.

This framework emphasises integration with key external connections, enabling efficient movement for pedestrians and cyclists.

Also refer to:

Public spaces

Built form

RBC local plan policy: HS1+ South West Rugby Masterplan SPD (2021, updated 2024)

Warwickshire Design Guide

Key

Existing PRow

Footpath

Bridleway

Restricted byway

Existing cycle route

National Cycle Route 41

Proposed strategic active travel network

Additional LCWIP proposals

Improved conection through Cawston Spinney/ woodland

This bridleway is due to travel through the district centre and school(s) site, may be considered for diversion.

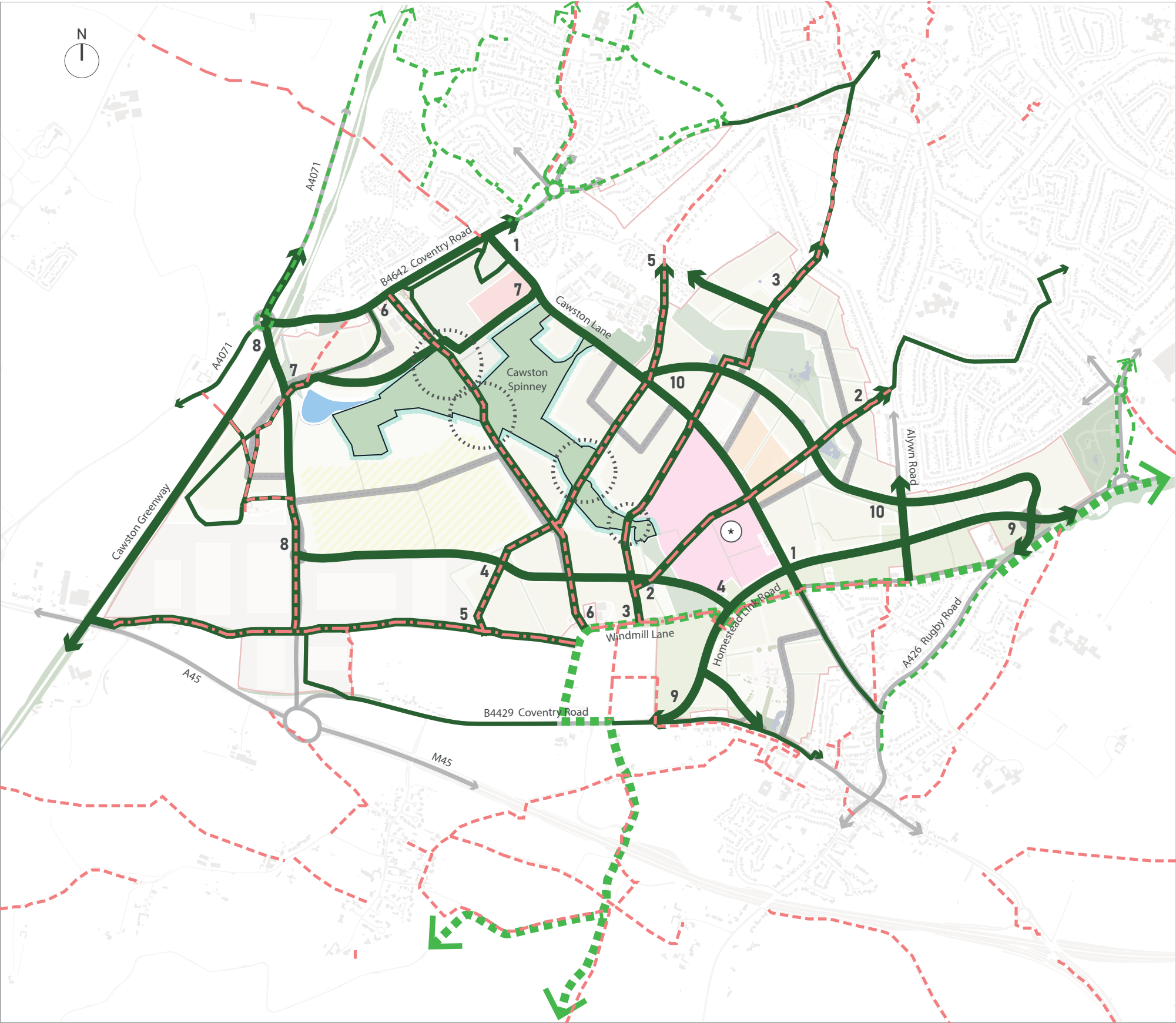


Figure 16: Active travel network.

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Bus + HGV network

The movement framework accommodates buses and HGVs for local access on primary and secondary streets. Tertiary streets are generally not designed to support HGV traffic, except for refuse collection vehicles and emergency services.

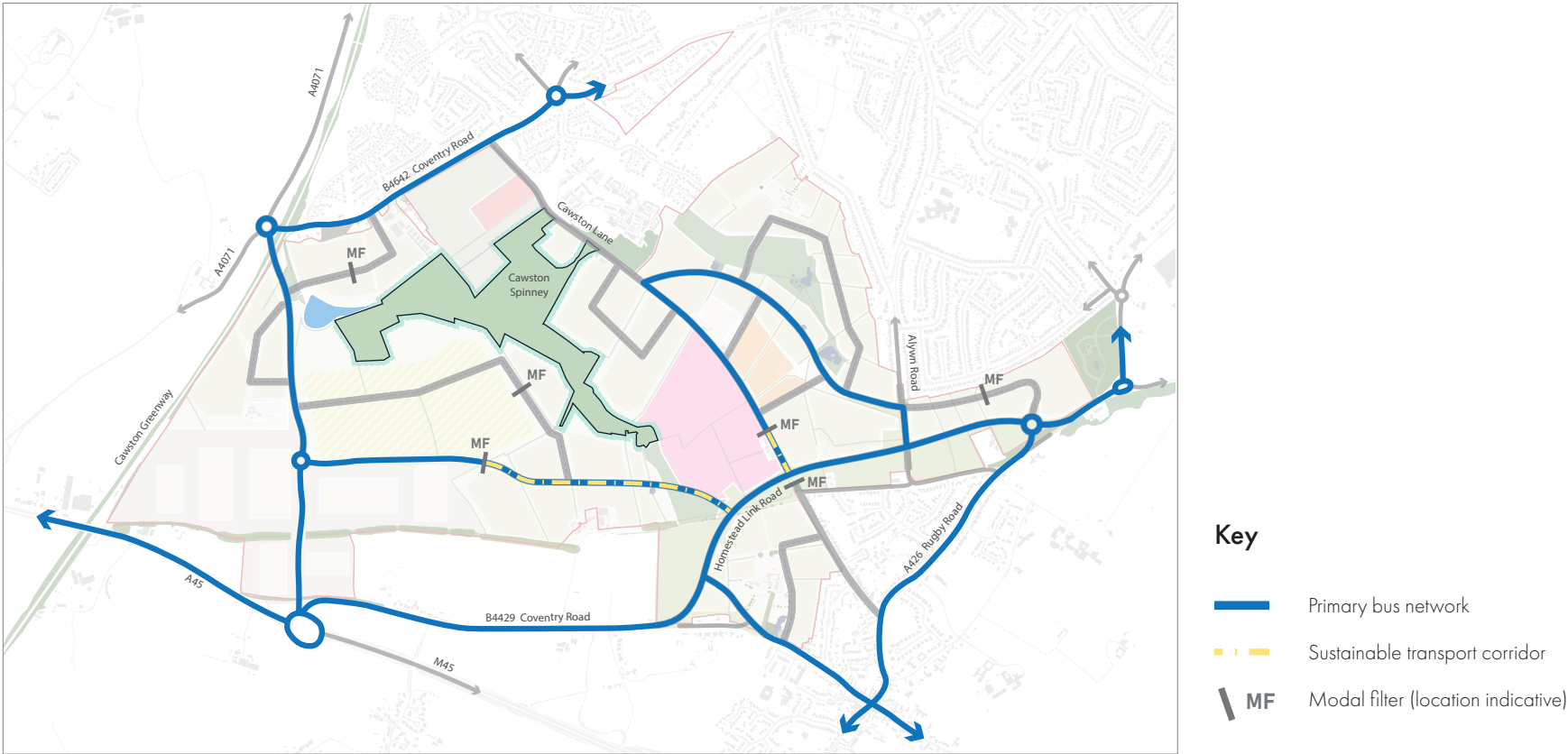


Figure 17: Bus network.

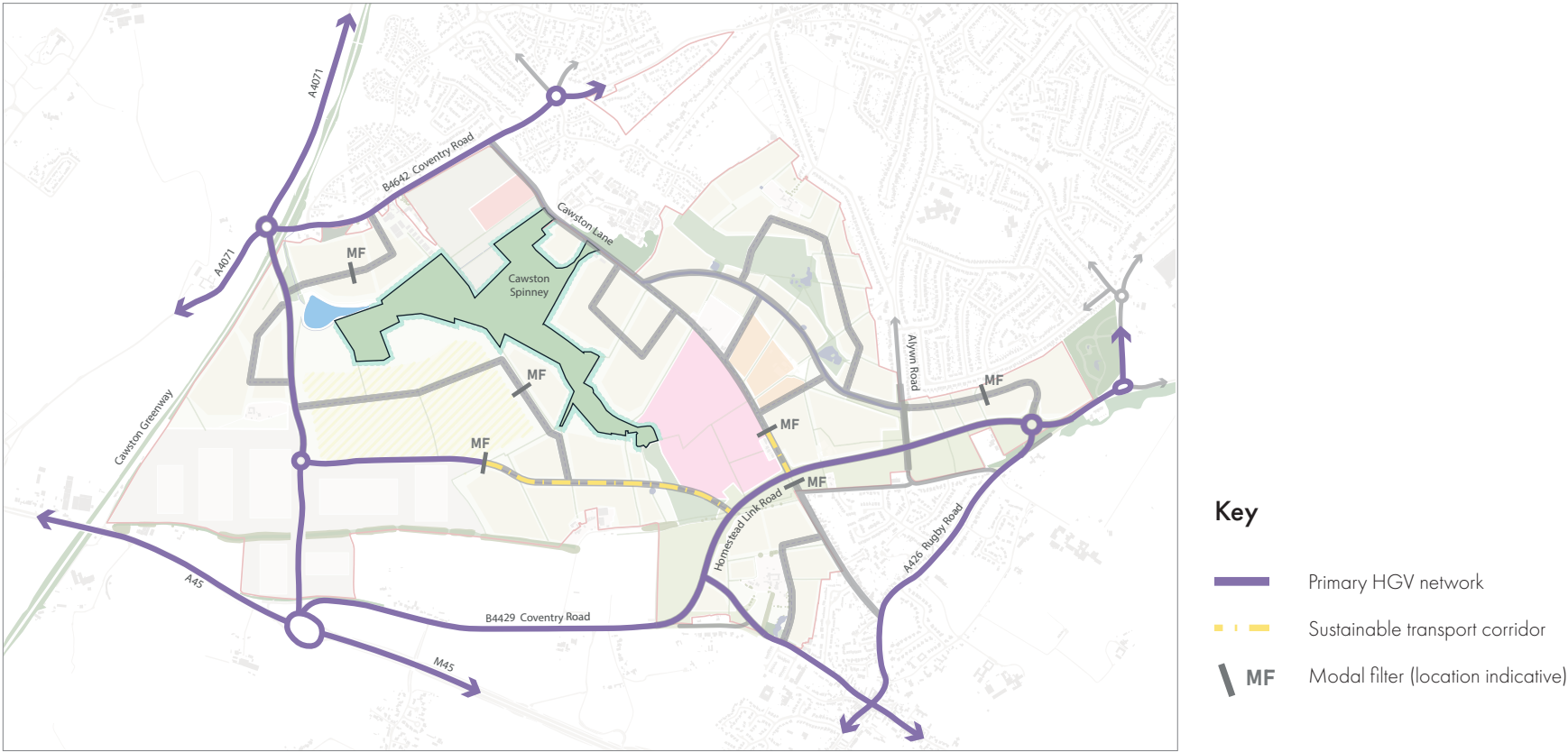


Figure 18: HGV network.

Also refer to:

Public spaces

RBC local plan policy: DS9, D1 + South West Rugby Masterplan SPD (2021, updated 2024)

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Related movement considerations

Mobility hub
The delivery of sustainable transport infrastructure will be critical to the success and sustainability of the new community at SW Rugby.

MO.45 Mobility hubs must provide a choice of sustainable transport modes and **should** make it easy to switch between those modes.

MO.46 Users must be able to arrive by walking, wheeling, or cycling and **should** have seamless access to the available facilities or transport options.

MO.47 A primary community mobility hub **could** be located in the district centre and **could** be supplemented by smaller ‘mini mobility hubs’ at key nodes, including employment locations and bus stops.

MO.48 Mobility hubs **must** be accessible, visible, and easy to navigate through good public realm design.

MO.49 The design **must** contribute positively to the surrounding area with high-quality, distinctive architecture and a strong focus on community placemaking.

MO.50 Mini mobility hubs **must** include:

- Bus waiting environments with real-time information where the hub is co-located with a bus stop.
- Cycle parking.
- Car club vehicle(s) in designated on-street bays.
- A meeting point with seating and enhanced public realm features.

MO.51 Any central mobility hub at the district centre **should** conform to the following principles:

- Bus integration - proximity to a bus stop.
- Nearby car club parking.
- Cycle infrastructure for both short and long-distance journeys, including electric and cargo bike hire.
- Car park integration with EV charging facilities.
- Secure and covered cycle parking, accessible 24/7.

Also refer to:

Public spaces

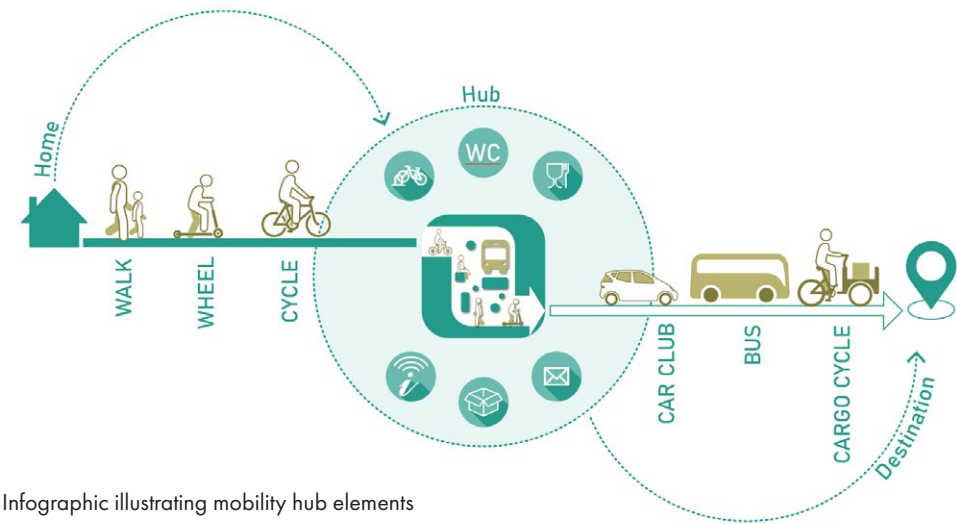
Built form

Homes + buildings

RBC local plan policy: DS8, DS9, HS1, D1, D2 + South West Rugby Masterplan SPD (2021, updated 2024)

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- MO.52** Additional features **could** include:
- A café to encourage activity and provide natural surveillance.
 - WC facilities.
 - Cycle maintenance stations.
 - A parcel delivery hub for drop-off and collection.
 - Real-time mobility information through smart screens and QR code downloads.
 - Design based on ‘Secure by Design’ principles while maintaining placemaking and inclusivity.



Infographic illustrating mobility hub elements



Mobility hub (CGI) in town square setting

Cycle parking
Please refer to the Rugby Local Plan for cycle parking standards.

MO.53 Cycle parking **must** be provided close to homes and buildings, ensuring convenience and security.

Communal/shared cycle parking
MO.54 Long-stay cycle parking, including at the primary community mobility hub, **must** be covered and accessible.

MO.55 Visitor and staff cycle parking **should** be provided at key nodes such as key public spaces, key junctions, and in areas of non-residential use, using Sheffield-style cycle stands.

MO.56 Enclosures **must** accommodate various cycle sizes and **should** include power for electric bike charging.

Residential cycle parking
MO.57 Cycle parking **should** be more convenient than on-plot or off-plot car parking and **must** be sheltered and secure.

MO.58 Secure cycle enclosures **should** be located at front entrances or side access points.



Eddington Cambridge - mobility hub bike store

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Parking

MO.59 Car parking **must** be designed to support placemaking, ensuring that it does not dominate the local environment.

MO.60 Well considered parking **should** be convenient, safe, and attractive, integrating seamlessly into streets, blocks, and plots while providing access to EV charging points.

MO.61 Parking standards are set out in the Rugby District Council Local Plan and **should** allow for both allocated and unallocated residential parking solutions. This flexibility could enable more people focused design approaches instead of prioritizing vehicle storage.

Unallocated residential parking

MO.62 This **could** provide an efficient way to accommodate vehicles, adjusting for the average rather than maximum car ownership.

MO.63 In some development areas, all parking needs **could** be met in this way.

Allocated residential parking

MO.64 This **must** be accommodated on plot or in designated private parking courts or car barns.

Non-residential parking

MO.65 This **should** be integrated into the built form where possible, such as in semi basements or decks. Surface level parking **should** be positioned towards the rear of plots, away from the main street frontage, with landscaping used to reduce visual impact.



Houlton, Rugby - landscaped car park to mixed use area

Parking types

MO.66 Developers **should** adopt parking solutions appropriate for the site and there **should** be a mix of approaches included to avoid dominance of one type, including:

On Street Parking

MO.67 This **must** be in designated bays interspersed with planting and street trees.

MO.68 Perpendicular or echelon layouts **could** be considered where street width allows.

MO.69 Parking bays **should** be at least 6m long and 2.5m wide.

Parking Courts

MO.70 These **must** be overlooked for safety and desirable, **should** not exceed twelve spaces, and **should** incorporate green infrastructure.

MO.71 Front parking courts **should** only be used on Tertiary T2 streets, **must** include soft landscaping and **should** include street furniture.



Sherford Plymouth - use of inset parking with trees



Houlton, Rugby - parking court

On-plot parking

MO.72 At the side of the property **should** provide natural surveillance and be long enough to fit a car behind the building line.

MO.73 Parking at the front of the property **must** be at least 6m deep, with screening such as hedges or bin stores.

MO.74 In the rear garden **could** be appropriate if well lit, overlooked, and does not impact quality of life.

MO.75 Integral garages **should** be designed carefully to avoid dominating facades.

MO.76 Garages **should** achieve as a minimum the internal dimensions as set out in the Warwickshire Design Guide (Part 3, p15, 3.9) to ensure adequate space to park a car and a bicycle.



Kings Worthy - use of double garages as parking solutions in street scene

MOVEMENT

Related movement considerations

Emergency services
MO.77 All developments **must** ensure full accessibility for emergency vehicles.

MO.78 Developments with limited vehicle access points **must** account for alternative routes to ensure continued access if a road is blocked.

Key requirements include:
MO.79 A minimum carriageway width of 3.7m between kerbs **must** be maintained for fire service vehicles.

MO.80 Fire service vehicles **must** be able to get within 45m of all residential property doors.

MO.81 Fire service vehicles **must** not be required to reverse more than 20m.

MO.82 The requirements above **must** align with guidance in the Warwickshire Design Guide, Part 3.

Refuse & recycling collection
MO.83 Developers **must** incorporate effective refuse collection strategies, ensuring accessibility and integration with the public realm.

MO.84 Detached/semi-detached housing: bins **should** be placed to the side or rear of properties. Bin storage placed at the front **must** be carefully designed and integrated.

MO.85 Terraced housing: collection **must** be from bin stores to the front of the property unless an appropriate alternative arrangement is proposed. Long routes around to the rear of terraced properties for bin storage **must** be avoided. Bin stores must not obstruct the public highway.

MO.86 Communal bin stores: these **must** be integrated into building footprints with rear access and designed to avoid blank facades as a first preference, or located in well-designed freestanding structures.

MO.87 Layout considerations: tertiary streets **must** be designed in service loops to allow efficient refuse collection.

MO.88 Refuse collection points for all dwellings, notably those on private drives, **must** be within 25m of an adopted road.

Highway adoption
MO.89 All primary, secondary, and most tertiary streets (T1/2) **should** be adopted by Warwickshire County Council as the Highway Authority where they meet adoptable standards.

MO.90 Industrial estate roads **could** remain private with appropriate public transport and public rights-of-way agreements.

MO.91 The adoption process **must** comply with:

- Warwickshire Design Guide standards.
- Section 38 Agreements under the Highways Act 1980.
- Local Highway Authority procedural requirements for adoption.

The Warwickshire Design Guide provides further details on technical and procedural aspects of highway adoption.

Also refer to:

Public spaces

Built form

Homes + buildings

RBC local plan policy: DS8, DS9, HS1, D1, D2 + South West Rugby Masterplan SPD (2021, updated 2024)

Warwickshire Design Guide



Monksmoor, Daventry - integrated bin store



Nansledan Newquay - adopted street