Rugby Parkway Station

Safeguarding Land for Future Expansion

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Contents

Document control

Version Control

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01	S Pitchford	Head of Engineering	13/10/25
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Technical Summary

The Rugby Parkway Station forms a critical component of Rugby Borough's long-term strategy for sustainable growth and enhanced transport connectivity. Promoted by Warwickshire County Council (WCC), the proposed station will serve major new residential communities at Houlton and South West Rugby, as well as support strategic employment areas including the Daventry International Rail Freight Terminal (DIRFT). Land for the station is safeguarded in the existing Rugby Borough Local Plan [2011-2031] and the proposed scheme will deliver:

- Two 245m long platforms;
- A fully accessible footbridge with lifts and stairs;
- A 325-space car park incorporating accessible bays, electric vehicle (EV) charging, and secure cycle storage;
- A multi-modal transport interchange with provision for buses and taxis.

The location of the proposed station on the Northampton Loop Line means the station will be served by London Northwestern train services operating between Birmingham and London via Northampton at a frequency of 2 trains per hour.

The scheme is well advanced with outline design complete, land acquisition nearing completion, outline planning permission granted in February 2025 and Network Change in the final stages of agreement.

Population and housing growth forecasts indicate that up to 15,900 additional dwellings are anticipated across the Borough by 2045, resulting in a substantial increase in rail demand. While the initial station design will meet current and near-term requirements, it is essential that surrounding land is safeguarded to facilitate future expansion in response to evolving passenger needs and network capacity opportunities, particularly once HS2 opens between London, Birmingham and Handsacre in the mid-2030s.

The proximity of the new station to the West Coast Main Line (WCML) provides an opportunity for expansion onto this line, improving service frequencies and the range of destinations served by a direct rail connection. Safeguarding land around the proposed station will preserve flexibility to deliver:

- Additional platforms on WCML delivering increased service frequencies and more destinations;
- Expanded passenger facilities and improved interchange provision;
- Enhanced multi-modal connections, including bus, cycle, car parking and additional electric vehicle charging infrastructure.

Failure to safeguard sufficient land risks constraining the long-term operation and potential of the station, leading to reduced accessibility and missed opportunities to optimise public investment. This approach is fully aligned with Rugby Borough Council's existing Local Plan Policy GP4: Safeguarding Development Potential, which seeks to prevent development that would prejudice strategic infrastructure delivery.

A desk-based assessment has been undertaken to identify concept options for future station expansion onto the West Coast Main Line fast lines (ELR: LEC1). Two concept options have been developed:

Option 1: Expansion between the Northampton Loop and West Coast Main Line fast lines, incorporating a central transport interchange and shared car park. This option enables full integration with the existing station but presents access and spatial constraints.

Option 2: Expansion to the south of the West Coast Main Line fast lines, forming a more independent facility with its own car park and interchange accessed from Crick Road. This option offers greater design flexibility, fewer land constraints, and minimal impact on the current station configuration.

The desk study found both options to be technically viable, with no significant environmental, geotechnical, or flooding constraints identified. However, further detailed investigations are required to confirm their feasibility.

Given the current level of information, it is recommended that land required for both options be safeguarded at this stage through the Local Plan to retain flexibility and prevent future development conflicts. This will ensure that the station can be expanded in line with regional growth and long-term transport objectives.

An indicative programme for the development of the Rugby Parkway Station expansion could be as follows:

- Preferred Option Design, Outline Business Case and Planning Permission: 2030–2031
- Approval in Principle (AiP): 2031–2032
- Detailed Design: 2032–2033
- Construction: 2033–2034

In summary, safeguarding land adjacent to the proposed Rugby Parkway Station is a prudent and necessary measure to secure the long-term resilience and adaptability of Rugby's transport infrastructure. This will enable the station to evolve in response to future demand, promote sustainable mobility, and maximise the value of public sector investment across the region.

1 Introduction

Rugby Parkway Station is a strategic initiative within Rugby Borough's long-term transport and growth strategy, promoted by Warwickshire County Council (WCC). The station is designed to serve committed major residential communities at Houlton and Southwest Rugby, as well as key employment hubs including the Daventry International Rail Freight Terminal (DIRFT). It represents a critical investment in enhancing regional connectivity, supporting sustainable mobility, and responding to projected population and housing growth.

Forecasts indicate that up to 15,900 additional dwellings are expected across the Borough by 2045, generating significant demand for rail services. Whilst delivery of the initial station (safeguarded in RBC's current Local Plan) will accommodate near-term requirements, safeguarding surrounding land is essential to provide the flexibility to expand the station in response to future passenger demand and evolving network capacity opportunities, particularly once HS2 opens between London, Birmingham and Handsacre in the mid-2030's.

The need for land safeguarding aligns directly with Rugby Borough Council Local Plan General Principle Policy GP4 (Safeguarding Development Potential), which states:

"Planning permission will not be granted for development which would prejudice the development potential of other land being realized, which is necessary to meet the identified needs in the Borough, support the long-term needs of the area or the comprehensive development of an allocated site…"

By protecting the surrounding land, Rugby Parkway Station can be expanded to include additional platforms, delivering increased service frequencies, more direct rail connections, enhanced passenger facilities, and improved multi-modal connections, ensuring that the long-term functionality and strategic value of the station are maintained.

This report provides a detailed overview of the proposed station, the rationale for safeguarding adjacent land, and the potential options for future expansion. It also outlines the indicative development programme, technical feasibility assessments, and policy context to support decision-making regarding the long-term development potential of Rugby Parkway Station.

2 Proposed Rugby Parkway Station

Rugby Parkway Station is a proposed railway station on the eastern outskirts of Rugby, promoted by Warwickshire County Council.

The station is to be located on the Northampton Loop Line, near the Hillmorton area of Rugby, and close to major new housing developments at Houlton and Southwest Rugby as well as employment expansion at the Daventry International Rail Freight Terminal (DIRFT).

The station will service the travel demands arising from an expanding population to the south of Rugby including a 6,200 dwelling housing development at Houlton immediately adjacent to the station site. The station will be served by existing London Northwestern train services operating at a half hourly frequency between Birmingham and London (via Northampton).

Additionally, the station's introduction will relieve pressure on the existing stations at Rugby and Long Buckby where car parking demand regularly exceeds capacity.

The proposed station will comprise the following:

- Two 245m long platforms.
- A footbridge with lifts and stairs to both platforms.
- Accessible secondary means of escape provision from both platforms.
- Station car park with 325 spaces including 5% accessible bays, 20% EV charging bays, motorcycle parking, secure cycle storage, and passive provision for additional parking spaces in the future.
- Transport interchange with bus stops and taxi rank.
- Space provision for a station building.
- Platform furniture including waiting shelters and station signage.
- All associated M&E and Telecoms station equipment including Ticket Vending Machines, CCTV, Customer Information Screens, Help Points and Lighting.

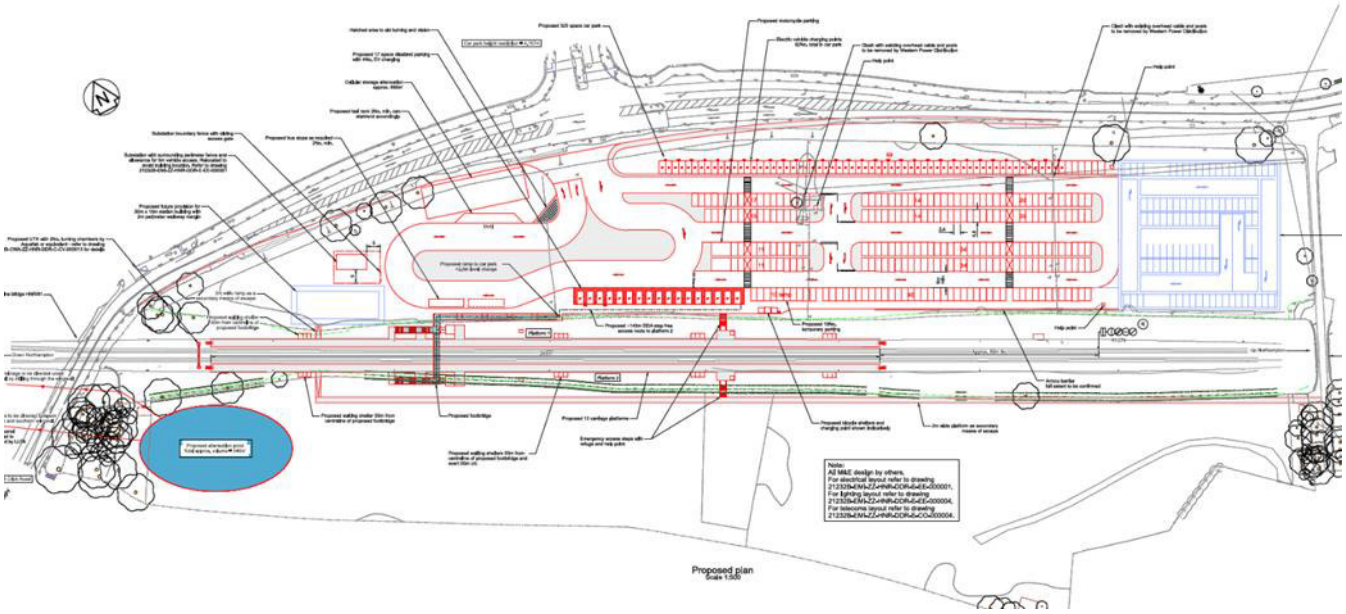


Figure 1 - Rugby Parkway Station Preferred Option Design (source: 21232B-CWA-ZZ-HNR-DDR-C-CV-000020 P03)

2.1 Aims and Objectives

The principal aims and objectives of the Rugby Parkway Station project are listed below:

- Support the sustainable delivery of the Local Development Framework for Rugby as well as key developments and regeneration goals across the wider Coventry and Warwickshire sub-region.
- Improve accessibility to local employment sites.
- Provide access to a public transport hub for residents and business of new Sustainable Urban Extensions.
- Improve public transport accessibility to and between the key urban centres.
- Improve public transport accessibility and choice for journeys to Coventry, Birmingham and London.
- Increase public transport usage in Warwickshire for business, training and leisure travel.
- Reduce vehicle congestion and carbon emissions where access is constrained to the existing Rugby Station, in line with the Town Centre Regeneration Strategy for Rugby Town Centre.

2.2 Existing Safeguarding

Land for the Rugby Parkway Station as currently proposed is safeguarded as part of the Rugby Borough Council Local Plan 2011-2031, Policy GP4.

2.3 Progress on Scheme Development

No.	Workstream	Summary of Progress
1	Preferred Option Design	Workstream complete following comprehensive design process and selection of the preferred station layout.
2	Outline Planning Application	Application received unanimous approval at Warwickshire County Council Regulatory Committee on 03/12/2024. Workstream Complete.
3	Land Acquisition	Land required for temporary or permanent acquisition is show in Figure 3. The land acquisition programme is nearing completion.
4	Network Change	All rail industry consultation is complete, and work completed to allow objections received to be formally withdrawn. Network Rail are now undertaking final checks prior to establishment of the Network Change.
5	Demand Forecasting and Business Case Development	Workstream complete. The business case is positive, significant benefits are predicted to outweigh the cost of the project which has been accepted by the project stakeholders and government.
6	Investor Developer Workstream	Works commenced on updating financing model, undertaking market engagement and shaping procurement options for engaging an Investor Developer Partner who will design, build and operate the station.

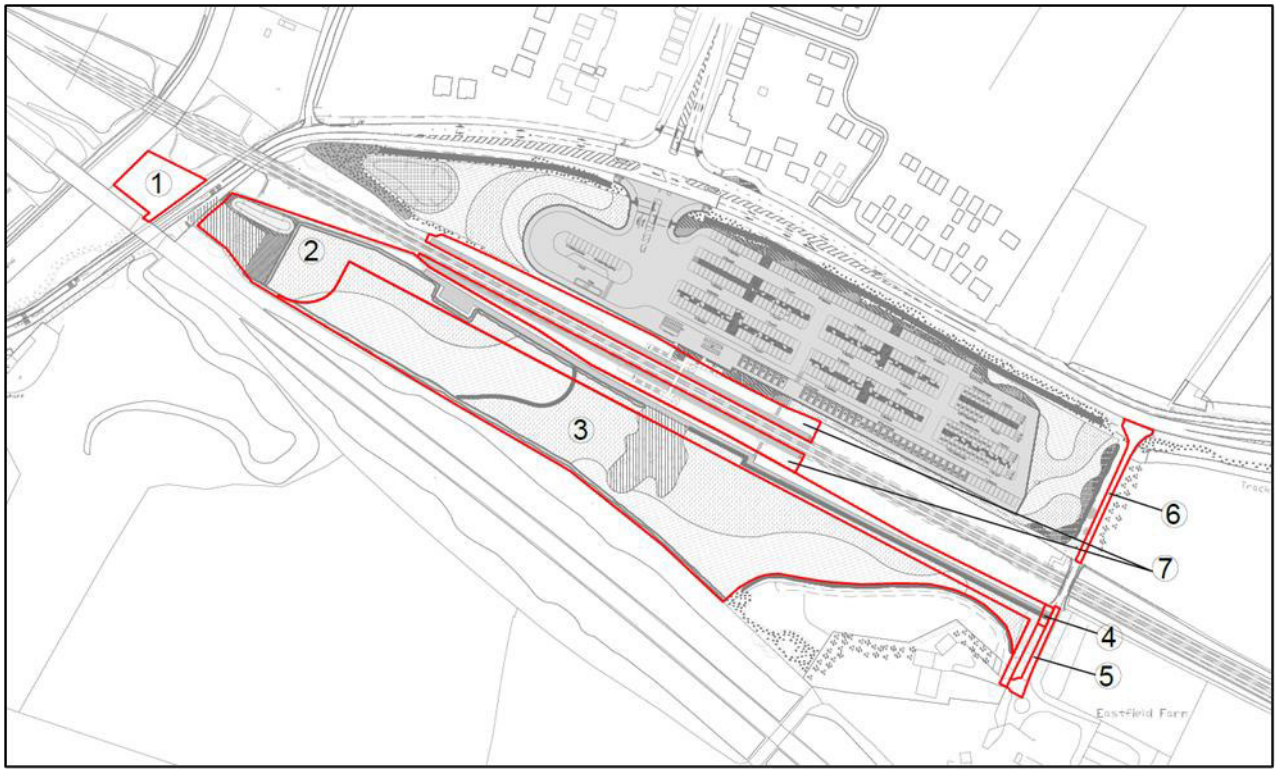


Figure 2 – Rugby Parkway Station Temporary and Permanent Land Acquisition (source: Rugby Parkway Land Acquisition Strategy v3)

2.4 Current Workstreams

Current activity is focussed around the following workstreams:

- Continuing to liaise with Network Rail during their final checks to ensure establishment of the Network Change.
- Negotiating final terms with landowners and assembly of all necessary land required for the project.
- Market testing being prepared ahead of procurement of an Investor / Developer. An initial questionnaire has been developed to test the market and ensure project requirements and criteria are met by potential bidders.
- Principles of a station procurement framework are under discussion with key stakeholders at WCC.

2.5 Projected Timescales for Delivery

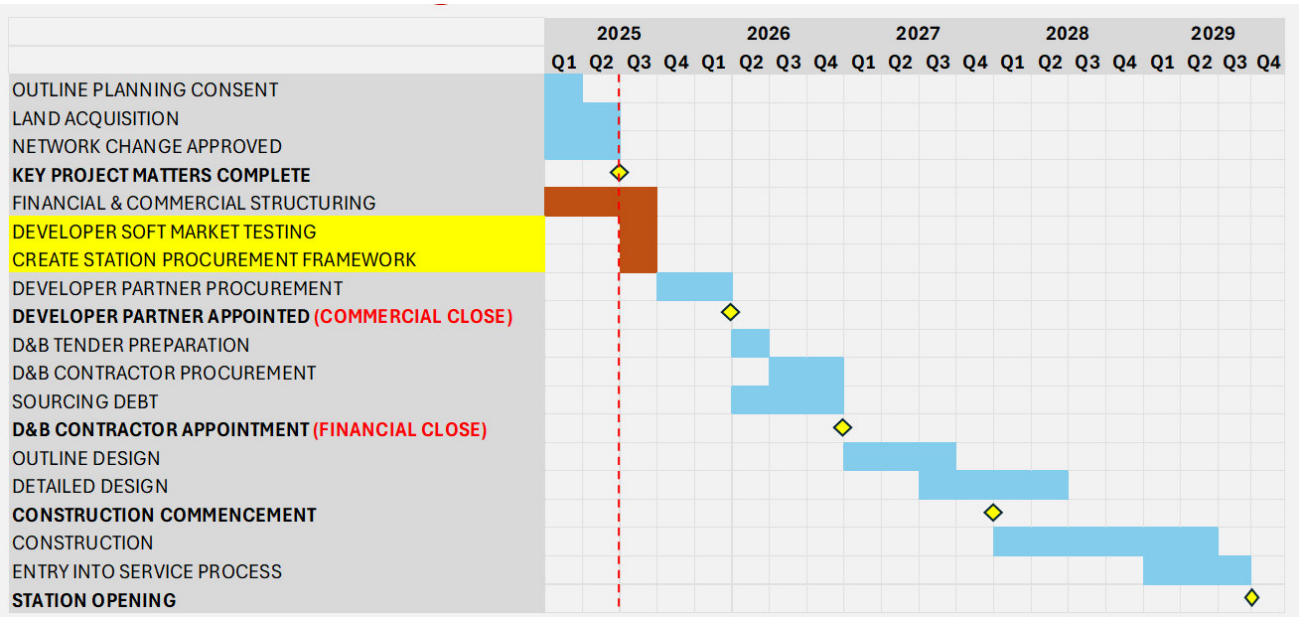


Figure 3 - Rugby Parkway Station Programme

3 Options for Expansion

The location of Rugby Parkway Station presents an opportunity for future expansion onto the West Coast Main Line fast lines (ELR: LEC1), south of the proposed station. This expansion would provide additional passenger services and faster journey times to key destinations.

This report provides findings from a desk study of the site and shows the initial concept design options for the expanded Rugby Parkway Station. The report will highlight the anticipated features of the expanded station, as well as the constraints, assumptions, risks and land requirements associated with the different options.

The concept options shown in this report will enable Warwickshire County Council to safeguard land from future development through the Rugby Borough Local Plan, which will ensure that Rugby Parkway Station can be expanded in the future.

3.1 Site Location

The expansion of Rugby Parkway Station would ensure there is sufficient transport links to facilitate the development potential of the local area through an increased frequency of rail service, additional passenger facilities and further multi-modal interchange connections. The concept design is based upon an expanded station facility incorporating step free access to new platforms on the West Coast Main Line fast lines adjacent to the proposed Rugby Parkway Station site.

Figure 4 -Rugby Parkway Station Site and Expansion Options (source: Google Maps, March 2025)

The concept design options for the station expansion are based on applying similar design principles and requirements used in the current Rugby Parkway Station design, with both concept options including the following scope:

- Two parallel platforms.
- A footbridge with lifts and stairs.
- An accessible secondary means of escape from both platforms.
- A car park with accessible bays, EV charging bays and cycle storage.
- A transport interchange area with bus stops and a taxi rank.
- Highway access from the A428 Crick Road.

3.1.1 Constraints

The location of the new platforms proposed as part of the station expansion is constrained by the rail signal KR3352, located on the Up line to the west of the site and an existing occupation overbridge to the east of the site. The site is further constrained by a deep cutting which extends through the location of the proposed platforms.

Satellite imagery and the 5-mile diagram for the railway shows that there is more than 300m between signal KR3352 and the occupation overbridge. Therefore, it is assumed that the proposed 300m long platforms can be located between the signal and the overbridge, subject to further surveys and more accurate measurements of the site.

3.1.1.1 Desk Study Findings

A desk study has been undertaken to identify existing site and railway constraints associated with the proposed station orientation, platforms, and car park. The assessment draws on publicly available records and existing railway asset information to highlight key engineering and environmental constraints affecting the railway line and surrounding land. The findings are summarised by discipline in Table 1 below.

Discipline	Desk Study Findings
Topographical	Platforms are located within a deep cutting, approximately 9m in depth.
Geotechnical	Superficial: Hillmorton Sand; Bedrock: Charmouth Mudstone Formation.
Mining	No mining in the area.
Flooding	Flood Zone 1 (low risk); No river flooding; low to high risk of surface water flooding within the railway corridor.
Unexploded Ordnance (UXO)	Low Risk.

Environmental	Drinking water safeguarding zone (surface water); bats and amphibians protected species nearby, but not within the expansion site.
Aquifers	Bedrock: Secondary (undifferentiated); Superficial: Secondary A.
Heritage	No heritage sites.
Non-Rail Utilities and Structures	Located between Crick Road A428 Under bridge (West) and Occupation Overbridge (East).
Track	Gentle curve (4500m radius) and vertical gradient (1:375).
Signalling	Signal KR3335 (Down line) and Signal KR3352 (Up line) to remain – No impact and more than 25m between signal and platform edge.
Level Crossings	No level crossings.
Telecoms and Lineside Equipment	Cable trough route (both sides) and one location cabinet (LOC) to be relocated.
Electrical & Power	OLE located throughout the railway corridor and single-track cantilevers located on both sides.

Table 1 - Site and Rail Constraints

Key Constraints from the desk study findings are as follows:

- The railway line is located within an approximately 9m deep cutting. The condition and stability of the cutting would need to be assessed, and suitable stabilisation measures may be required to support the construction of the station and secondary means of escape.
- The site is underlain by bedrock of the Charmouth Mudstone formation and contains Hillmorton Sand superficial deposits. Ground investigations would be required to characterise the properties of the superficial deposits and to assess their suitability for bearing loads.
- Protected species, including bats and amphibians, have been recorded nearby. Ecological surveys and appropriate mitigations may be required before construction.
- The track is located on a gentle curve (4500m radius) and has a moderately steep vertical gradient (1:375). These conditions may influence platform design, signal sighting distances and drainage arrangements.

- The site is located within two signals: Signal KR3335 (Down line) and Signal KR3352 (Up line).
- A cable route contained in a concrete trough runs in the Up and Down cess. The contents of the cable route cannot be determined with the information available, but it is assumed to contain operational railway equipment. This would need to be verified by surveys at a subsequent design stage.
- There is one location cabinet (LOC) located in the Down cess, which would need to be relocated for the construction of the platforms.
- Overhead Line Equipment (OLE) is present along the track, with single-track cantilevers located on both sides. The existing structures would need to be removed, and new OLE structures would need to be designed and installed as part of the project, to facilitate the platform construction.

3.1.2 Basis of Design

A footbridge with lifts will provide step free access from the car park to the additional station platforms. The footbridge is located towards the west end of the platforms in the current concept designs, to avoid the deepest and widest sections of the cutting. A secondary means of escape (SME) is shown from the east end of each platform, with ramps proposed to take passengers from the platforms to the car park in the event of an emergency.

The following assumptions have been made in the development of the concept design:

- Platforms will be 300m in length, matching the platform lengths at Banbury Station and Milton Keynes Central.
- The number of spaces required for the car park and the requirements of the transport interchange will be the same as the proposed Rugby Parkway Station.
- The existing occupation overbridge can be used as part of the emergency escape route.
- Timetable, track alignment, ground conditions and topography of the site are suitable for a new station.
- Retaining structures will enable platforms and the SME ramps to be constructed in the cutting and for the car park and transport interchange to be located at the top of the cutting.
- The expanded station will be staffed with additional station facilities such as a ticket office, toilets and retail being required.

3.1.3 Risks

As the concept design options are based upon a desk study review and no defined stakeholder requirements, there are a number of engineering risks associated with the concept options which would need to be considered if either option is progressed further:

- The topography and condition of the cutting is unknown. It is assumed that retaining structures can be provided to facilitate the construction of the two platforms and SME ramps. There are also risks associated with building on the top of the cutting

and this could constrain the land available for the car park and transport interchange.

- There is Overhead Line Equipment (OLE) running along the line and approximately 10 single-track cantilever OLE stanchions would need to be relocated as part of the works. As the platforms would be located adjacent to the occupation overbridge to the east of the site, there is a risk that compliant clearances from the OLE for both the new platforms and the overbridge are not achievable. This could result in the project needing to carry out a bridge reconstruction of the overbridge to ensure compliant clearances are achieved for the platforms and the overbridge.
- The SME from both platforms is shown as ramps on the concept design, but further surveys would be required to confirm whether this is a feasible option depending on the topography and condition of the cutting. It is also proposed to use the existing overbridge as part of the escape route, which would require inspection prior to finalising the design. If the concept SME design is not possible there is a risk that an additional footbridge with lifts would be required as part of the expanded station.
- Platform length requirements are assumed to be 300m long, which matches with similar stations on the line, with Milton Keynes Central and Banbury Station both having 300m long platforms. However, without clear requirements from the Train Operating Companies regarding the potential stopping service rolling stock and any future changes, there is a risk that longer platforms would be required.

  The initial desk study appears to show that there is more than 300m between signal KR3352 and the occupation overbridge to the east. However, there is a risk that if the measurements are inaccurate or longer platforms are required, the overbridge would need to be removed as part of the works or signal KR3352 would need to be relocated. Both changes could lead to significant additional scope and cost.
- Site conditions are largely unknown, and the concept design options have been produced from desk study information only, with no Ground Investigation and Topographical surveys undertaken.
- Timetable modelling has not been carried out and there is a risk that passenger trains serving a station at this location will not fit within the timetable of the West Coast Main Line and the assumption that HS2 released capacity will free up train paths may not materialise or be taken up by other service changes.

3.2 Option 1

Option 1 proposes using the land between the Northampton Loop Line and West Coast Main Line fast lines to expand Rugby Parkway Station and provide access between the railway lines through a central transport interchange and car park, with highways access being provided by a new highway overbridge located adjacent to the existing Eastfield Farm Overbridge. The new overbridge would impact the number of spaces available in the passive provision for expanding the car park at Rugby Parkway Station. The current concept design for the additional transport interchange would mean that the attenuation pond for Rugby Parkway Station would need to be relocated.

With the proposed transport interchange and accessible parking bays between the railway lines would mean that step free access would be available between all platforms. The inclusion of the

transport interchange in this location would also mean that the transport interchange currently proposed for Rugby Parkway Station, adjacent to Crick Road, is no longer needed, and this space could be repurposed for additional car parking spaces or an attenuation pond. The additional car park shown for Option 1 would provide approximately 348 additional car parking spaces.

The benefits of this option are that it could be well integrated with Rugby Parkway Station, with access for all passengers between each of the platforms. This would result in the overall station category changing, meaning that additional facilities such as a ticket office, toilets and retail are likely to be required. Further to this, the highways access to Rugby Parkway Station would need to be further assessed to ensure the access from the A428 Crick Road remains fit for purpose. It is assumed that additional access points from Crick Road would be required to ensure that there are no traffic issues created by the additional footfall at the station.

3.2.1 Constraints

The proposed car park is constrained by Crick Road to the west of the site and Eastfield Farm to the east of the site. The two railway corridors constrain the site to the north and south.

The Eastfield Farm Overbridge is not suitable to be used as a highway access across the railway and direct access from Crick Road between the railway underbridges has limited visibility and is also not deemed suitable for a highway access point from Crick Road. These constraints have led to the assumption that a new highway access overbridge would be required to access the new car park and transport interchange.

3.2.2 Risks

Engineering risks specific to Option 1 are as follows:

- The car park has not been sized in accordance with transport modelling or demand forecasts. It has been assumed that a similar size car park to the Rugby Parkway Station site would be sufficient to accommodate the number of passengers using the expanded station. The land specified for the car park is constrained and therefore if additional car parking is required, it might not be possible to increase the car park size on this piece of land.
- The current concept design of the car park and transport interchange shows the interchange at the far end of the car park with all vehicles travelling through two aisles of the car park, which could create a safety risk. The layout could be adjusted in the future, but this may reduce the number of parking spaces available.
- The access from the A428 Crick Road to the Rugby Parkway Station may not be fit for purpose with the increase in footfall caused by the expanded station. A second access point would be required from Crick Road to provide access to the expanded station car park and there is a risk that the increased use of the station could lead to traffic issues on Crick Road.
- Changes to the Rugby Parkway Station design may be required to ensure the expanded station is accessible throughout and is compliant with a higher station category. This could result in the station requiring additional station facilities, as well as changes to the fire strategy, drainage, electrical power and civils designs.

3.2.3 Indicative Layout

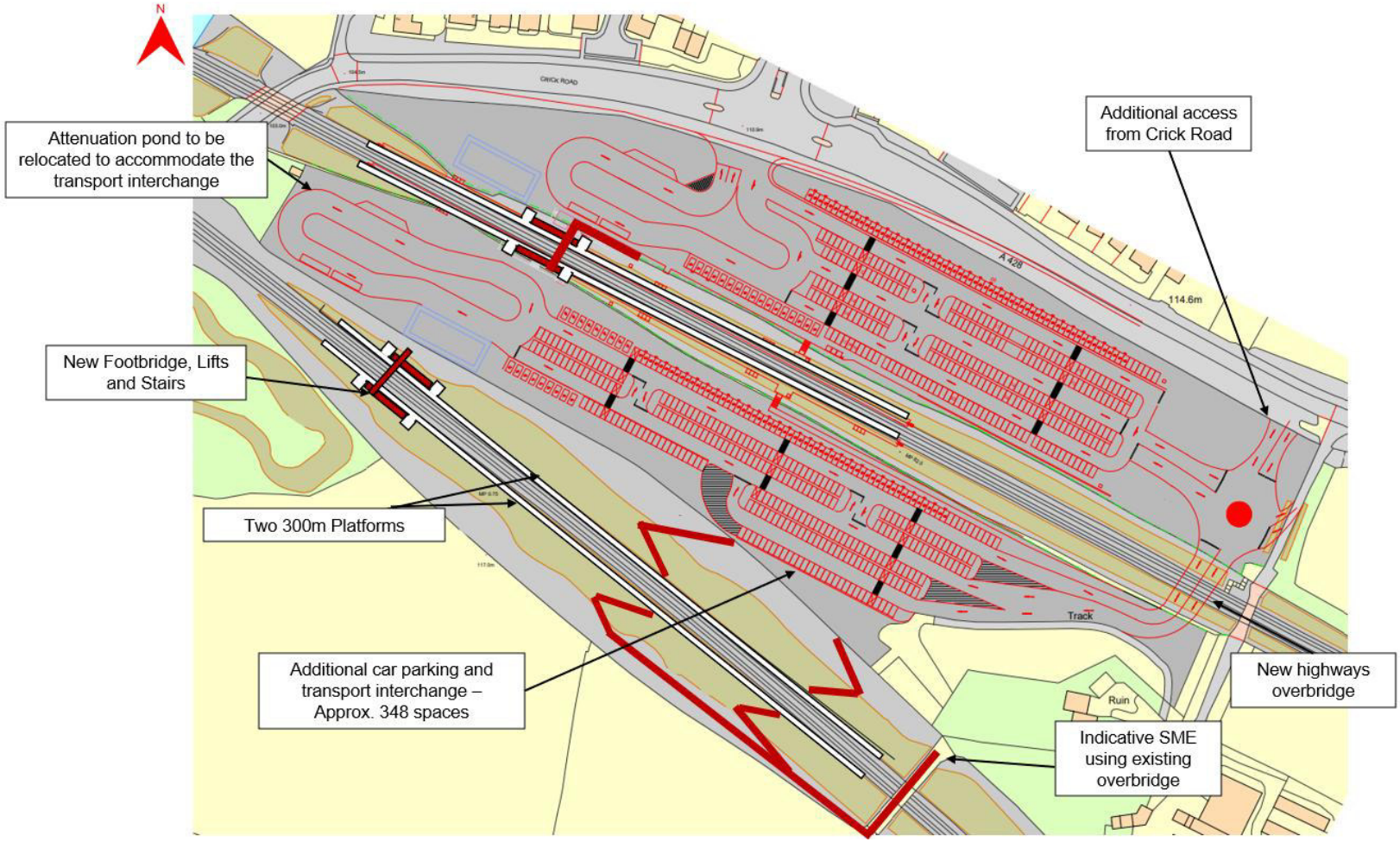


Figure 5 - Option 1 Indicative General Arrangement

3.3 Option 2

Option 2 proposes utilising land to the south of the West Coast Main Line fast lines, to create an expansion of the station that is more independent of the Rugby Parkway Station. This option has the advantage of not directly impacting the Rugby Parkway Station design and being less restricted by land constraints and access from the highway network. However, the station expansion could be seen as a separate station and creating an accessible route between all platforms could be difficult to achieve and would require additional land between the two railway lines. If no direct access is provided between all platforms, it could create travel confusion and could limit the use of the station without a direct connection between the West Coast Main Line fast lines and the Northampton Loop Line. There would also be an increase in operational costs with additional staff required to operate the station expansion.

The current concept design shows highway access to the new station site being provided from Crick Road, connecting to a new transport interchange and car park on the land to the south of the West Coast Main Line fast lines.

The benefits of this option are that the additional footfall would not impact the design of the Rugby Parkway Station and can be designed independently, with very few constraints identified in the area designated for the car park and transport interchange. The fewer constraints provide flexibility with the design of the station expansion and would allow the station to be expanded in accordance with the forecasted demand.

3.3.1 Constraints

There are very few constraints identified that are specific to Option 2. The land boundary and a telecommunications mast constrain the site to the west, but no further constraints have been identified to the south and the east of the proposed car park and transport interchange location. This provides greater flexibility in the design of the car park and should mean that it can be sized to meet the demands of the station.

Access from the highway is currently proposed to be from Crick Road, with a new junction and access road being required, as well as access modifications to adjacent properties. It is assumed that access from Crick Road will be viable, but this will require further assessment as the design is developed and consultation with WCC Highways Development Management team.

3.3.2 Risks

Engineering risks specific to Option 2 are as follows:

- At this concept level of design, the highways access from Crick Road to the proposed car park has not been fully assessed, with no surveys undertaken. If the access from Crick Road is not considered suitable, additional land would be required to provide a highways access from an alternative location.
- The car park has not been sized in accordance with transport modelling or demand forecasts. It has been assumed that a similar size car park to the Rugby Parkway

Station site would be sufficient to accommodate the number of passengers using the expanded station. There is a risk that the land specified for the car park may not be sufficient for the expanded station, following further design development.

3.3.3 Indicative Layout

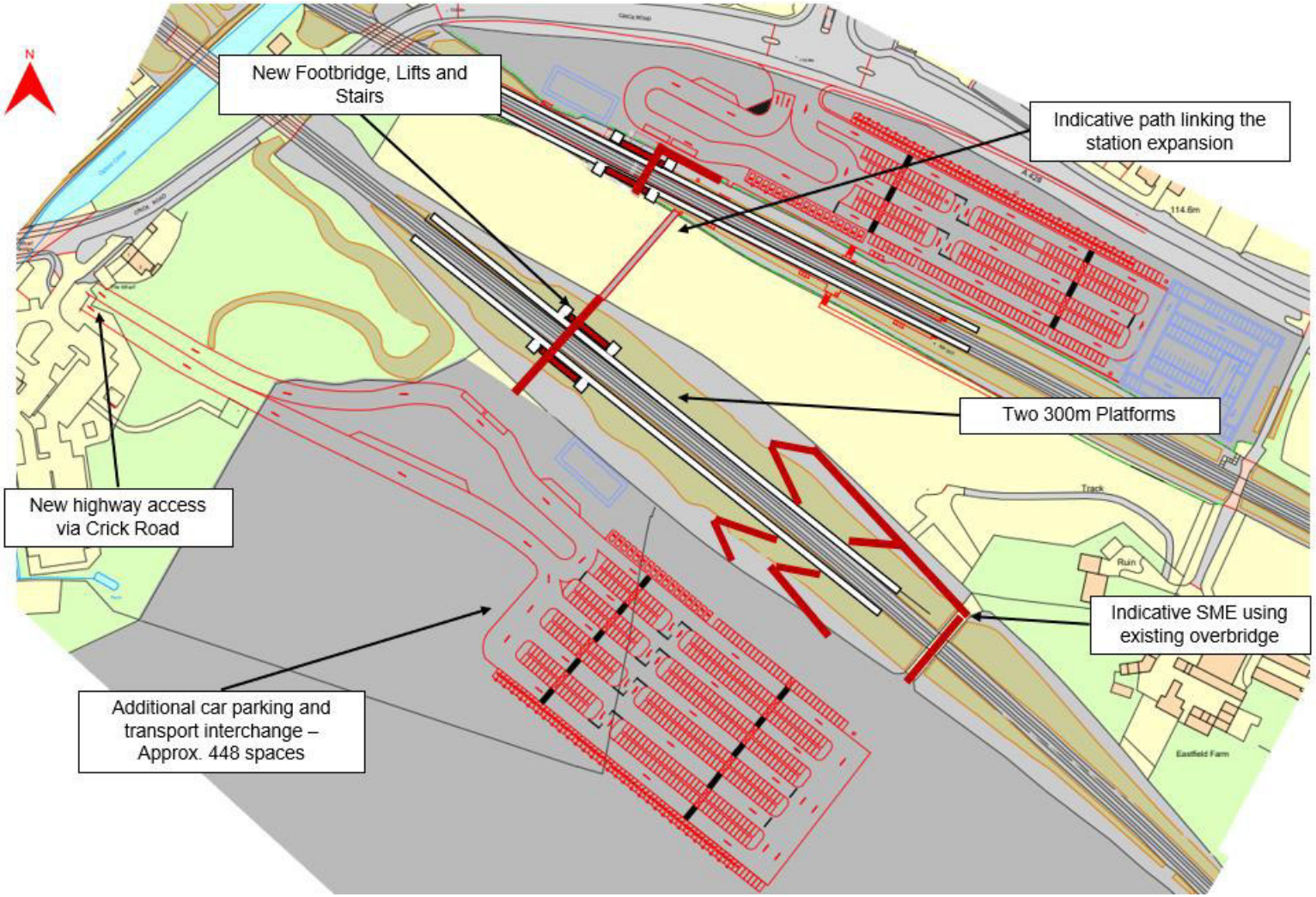


Figure 6 - Option 2 Indicative General Arrangement

3.4 Land Requirements

The land requirements for both options include utilising the railway corridor on ELR: LEC1 for the station construction, as well as rights to use the existing occupation overbridge as an emergency escape route.

Further land requirements for Option 1 include changing the temporary acquisition of the land between the Northampton Loop Line and the West Coast Main Line fast lines to a permanent acquisition for the new car park and transport interchange. Option 1 may also require land to the south of the railway, to accommodate the secondary means of escape ramps and footpath.

Land requirements specific to Option 2 includes a proportion of the land adjacent to the occupation overbridge, for the secondary means of escape ramps and footpath. Option 2 would also require land to the south of the railway, for the new car park and transport interchange, as well as a proportion of land adjacent to Crick Road to facilitate highways access to the station from Crick Road. If an accessible route was created between the two railway lines, a proportion of the land between the Northampton Loop Line and the West Coast Main Line fast lines would need to be changed from a temporary acquisition to a permanent acquisition.

As mentioned in the report the concept design for the potential expansion of Rugby Parkway Station onto the West Coast Main Line fast lines has been based upon desk study information, as well as a number of assumed requirements. This report has summarised two options for the expansion of the current station design and there is not currently sufficient information available to the project to select which option is preferred and should be developed further. Therefore, in order to safeguard land required for the expansion of Rugby Parkway Station, it is recommended that the land requirements for both options should be safeguarded in the short/medium term. This can be refined in due course once further work has been undertaken and the red-line boundary amended.

3.5 Potential Risks to Land Safeguarding

Category	Potential Risks	Implications / Impact	Mitigation Measures
Political	• Changes in national or local government priorities affecting rail investment or housing delivery policy. • Alterations to regional transport strategies or Local Plan policies reducing emphasis on safeguarding. • Political pressure to release safeguarded land for alternative development.	• Loss of policy protection for safeguarded land. • Potential conflict between transport and housing objectives. • Delay or cancellation of future station expansion.	• Maintain alignment with national transport and growth policies (e.g., DfT Rail Network Enhancements Pipeline, Local Transport Plan). • Engage continuously with local and regional politicians to reinforce strategic value. • Embed safeguarding commitments in statutory planning documents.
Economic	• Land value escalation increasing acquisition costs or incentivising development pressures. • Funding constraints in local authority or central government budgets. • Shifts in regional economic growth affecting projected demand for expansion.	• Reduced affordability of land acquisition. • Delayed investment or reallocation of funds to competing priorities. • Questioning of long-term economic justification for safeguarding.	• Early identification and acquisition of critical parcels of land. • Secure multi-year funding commitments for safeguarding measures. • Periodically review demand and economic growth forecasts.
Social	• Community resistance to long-term land safeguarding if perceived as restricting housing or amenity development. • Changing demographics altering travel demand patterns. • Reduced public confidence if expansion benefits are not clearly communicated.	• Reputational risk to the council and promoters. • Potential objections in Local Plan consultations or planning processes. • Misalignment between community expectations and project outcomes.	• Undertake proactive community engagement and consultation. • Clearly communicate future transport and sustainability benefits. • Integrate safeguarded land into broader placemaking and green space strategies where feasible.
Technological	• Advances in transport technology (e.g., digital ticketing, automation, mobility-as-a-service) reducing need for physical expansion. • Changes in rail vehicle design or infrastructure standards requiring more land or different layouts.	• Land safeguarding may not align with future technological requirements. • Potential underutilisation or reconfiguration of safeguarded land.	• Monitor technological developments and incorporate flexibility into design assumptions. • Retain adaptable safeguarding boundaries to accommodate design evolution.
Legal	• Challenges to safeguarding policies or land use designations through the planning system. • Conflicts between safeguarding and private land ownership rights. • Changes in planning law or compulsory purchase powers.	• Delays or increased costs due to legal disputes. • Risk of losing safeguarded status or facing compensation claims.	• Ensure safeguarding policies are robustly justified in evidence base. • Engage early with landowners to negotiate access and purchase terms. • Maintain compliance with national planning guidance and land compensation frameworks.
Environmental	• Designation of safeguarded land as habitat, biodiversity, or flood risk area following	• Increased mitigation and compensation requirements.	• Conduct early ecological and flood risk assessments. • Integrate safeguarding within

Category	Potential Risks	Implications / Impact	Mitigation Measures
	updated environmental assessments. • Stricter environmental regulations limiting development potential. • Climate change adaptation requirements altering site suitability.	• Reduced developable area or higher project costs. • Potential reputational damage if environmental sensitivities are not managed.	wider environmental management and biodiversity net gain strategies. • Design future station expansion to minimise ecological disruption.

3.5.1 Potential Impact of High Speed 2 (HS2) on Safeguarding

The ongoing evolution of the **High Speed 2 (HS2)** programme introduces additional uncertainty across several dimensions:

- Government reprioritisation following the curtailment of HS2's northern phases may shift national funding and policy attention away from regional rail schemes. Changing transport investment priorities could delay or dilute support for safeguarding activities.
- HS2-related land value inflation and competition for central infrastructure funding may increase acquisition costs and reduce financial flexibility. Revisions to HS2 operations could also alter demand projections on the West Coast Main Line (WCML), impacting the business case for future expansion.
- Public sentiment shaped by HS2's environmental and community impacts may heighten local sensitivities toward further rail development. Transparent engagement will be required to demonstrate that Rugby Parkway's safeguarding is distinct, locally beneficial, and aligned with community needs.
- Advancements associated with HS2—such as digital signalling, electrification standards, and platform configurations—may influence design assumptions for Rugby Parkway. Safeguarding must therefore remain adaptable to emerging rail technologies and standards.
- Overlaps between HS2 safeguarding zones and local land allocations may create planning and ownership complexities. Changes to compulsory purchase powers or land compensation rules introduced through HS2-related legislation could affect future acquisition strategies.
- HS2's environmental mitigations have raised national expectations for biodiversity, noise, and carbon management. Future expansion at Rugby Parkway may face more stringent

environmental assessment and offsetting requirements, particularly if adjacent to HS2 mitigation areas.

- The competition for alternative use of released capacity arising on the West Coast Main Line because of HS2 may mean other train service changes are prioritised over the proposal to expand Rugby Parkway Station.

4 Indicative Expansion Programme

The indicative programme for the future expansion of Rugby Parkway Station outlines a phased approach to concept development, design, and delivery between 2030 and 2034. Each stage builds on preceding technical, planning, and business case work to ensure a robust, evidence-led and policy-compliant expansion proposal.

4.1 HS2 Phase 1 Timeline

It is acknowledged that the Outline Business Case for Rugby Parkway Expansion would not be approved until HS2 (Phase 1) has been completed and enhanced capacity on the West Coast Main Line has been realised. This milestone has therefore been factored into the proposed expansion schedule.

A report from the Department of Transport in December 2024 suggested Phase 1 of HS2 (London to the West Midlands) is projected to be completed between 2029 and 2033. However this timeline is under review, and a reset of the programme is currently being undertaken by the government. It is anticipated that a new baseline with revised cost, schedule and scope will be established in early 2026. For the purposes of this exercise the published completion date of 2033 has been assumed.

4.2 Preferred Option Design, Outline Business Case (OBC) and Planning Permission (2032 – 2034)

Purpose:

To identify, assess, and confirm a single preferred option for the expansion of Rugby Parkway Station, supported by a fully developed Outline Business Case in accordance with HM Treasury's Five Case Model and the Department for Transport's (DfT) Rail Network Enhancements Pipeline (RNEP) process.

Key Activities:

- Review and refinement of the two concept design options using results from ground investigations, topographical surveys, and environmental studies.
- Development of preferred design layouts, access arrangements, and operational configurations for the expanded station.
- Detailed demand modelling and cost-benefit analysis to inform the Outline Business Case (OBC).
- Stakeholder engagement with Network Rail/Great British Rail, DfT, WCC, RBC, Train Operating Companies (TOCs) and Freight Operating Companies (FOCs).
- Preparation of environmental assessments, transport assessments, and planning documentation.

- Submission and determination of Outline Planning Permission for the preferred expansion scheme.

Deliverables:

- Preferred Option Design Report.
- Outline Business Case (OBC).
- Outline Planning Application and supporting Environmental Statement (where required).

Dependencies:

- Completion of technical surveys and feasibility studies.
- Agreement on operational requirements from Network Rail/Great British Rail and TOCs.
- Confirmation of land safeguarding and ownership boundaries.

Outcome:

Selection and statutory approval of the preferred station expansion option, establishing the strategic, economic, and planning case for progression to detailed design.

4.3 Approval in Principle (AiP) (2034 – 2035)

Purpose:

To obtain formal engineering approval from Network Rail for the proposed design solution under the Network Rail Governance for Railway Investment Projects (GRIP) / Project Acceleration in a Controlled Environment (PACE) process.

Key Activities:

- Completion of AiP design documentation, including structural, civil, electrical, mechanical, and signalling disciplines.
- Design integration and assurance in accordance with Network Rail standards and British Standards.
- Review of health and safety risks under CDM Regulations.
- Submission of AiP package to Network Rail/Great British Rail's Engineering Authority for formal approval.
- Refinement of construction staging, possession planning, and constructability assessments.

Deliverables:

- Approval in Principle Design Package.
- Safety Risk Assessment and Hazard Log.
- Design Assurance Certificate.

Dependencies:

- Preferred option design and planning consent completed.

- Network Rail/Great British Rail technical acceptance process engaged.
- Interface agreements with HS2 (where applicable) and other infrastructure stakeholders.

Outcome:

Formal acceptance of the proposed design by Network Rail/Great British Rail, allowing progression to detailed design and procurement stages.

4.4 Detailed Design (2035 – 2036)

Purpose:

To translate the AiP-approved design into fully coordinated, construction-ready documentation, integrating all disciplines and addressing constructability, access, and interface requirements.

Key Activities:

- Development of detailed civil, structural, M&E, telecoms, and architectural designs.
- Detailed cost estimation and programme scheduling.
- Procurement preparation, including tender documentation and evaluation criteria.
- Utility diversions and early enabling works design.
- Continuous stakeholder coordination and design assurance reviews.
- Implementation of Building Information Modelling (BIM) Level 2 standards for digital integration.

Deliverables:

- Issued for Construction (IFC) Drawings and Specifications.
- Updated Risk and Opportunities Register.
- Construction Phase Plan.
- Final Cost Estimate and Delivery Schedule.

Dependencies:

- Network Rail/Great British Rail AiP approval and assurance sign-off.
- Confirmation of funding commitments.
- Coordination with HS2 and other concurrent infrastructure projects in the region.

Outcome:

A fully detailed, buildable, and cost-assured design package ready for procurement and construction mobilisation.

4.5 Construction and Commissioning (2036 – 2038)

Purpose:

To deliver the physical expansion works of Rugby Parkway Station safely, efficiently, and to the approved design and budget, ensuring integration with operational railway services.

Key Activities:

- Procurement and contract award (anticipated via Design and Build or EPCM contract).
- Mobilisation of principal contractor and supply chain partners.
- Enabling works, including site clearance, utilities, and temporary access arrangements.
- Main construction activities: platform extension, footbridge installation, car park development, and interchange facilities.
- Testing, commissioning, and integration with existing station systems.
- Handover to Network Rail/Great British Rail and Train Operating Companies for operational readiness.
- Post-completion review and lessons learned documentation.

Deliverables:

- Completed expanded station and associated infrastructure.
- As-built documentation and safety certification.
- Operations and Maintenance (O&M) Manuals.
- Final Project Completion Report.

Dependencies:

- Successful tendering and procurement.
- Ongoing possession and access coordination with Network Rail.
- Compliance with all planning and environmental conditions.

Outcome:

The expanded Rugby Parkway Station is completed, commissioned, and fully integrated into the rail network, providing enhanced capacity, accessibility, and connectivity in line with the Borough's long-term growth objectives.

4.6 Summary Table: Indicative Programme

Stage	Description	Indicative Timeline	Primary Outputs
Preferred Option Design / OBC / Planning	Selection and statutory approval of preferred scheme	2032–2034	OBC, Outline Planning Permission
Approval in Principle (AiP)	Network Rail design acceptance	2034–2035	AiP Certification

Detailed Design	Full technical and construction documentation	2035–2036	IFC Drawings, Cost Plan, Procurement Package
Construction and Commissioning	Physical delivery and handover of expanded station	2036–2038	Operational Station, Completion Report

5 Conclusion and Recommendations

Rugby Parkway Station represents a strategically significant infrastructure project that will play a pivotal role in supporting the sustainable growth and economic development of Rugby Borough and the wider Coventry and Warwickshire sub-region.

The analysis confirms that, as the Borough experiences substantial housing and employment growth to 2045 and beyond, there will be a corresponding increase in rail travel demand. While the current station design is sufficient to meet initial requirements, there is a clear and evidenced need to safeguard land to enable future expansion. This will ensure that the station remains capable of accommodating long-term passenger growth and evolving transport patterns.

The desk study has identified two viable concept options for future expansion onto the West Coast Main Line fast lines (ELR: LEC1), each capable of supporting increased service capacity, improved accessibility, and enhanced multi-modal interchange provision:

• Option 1: Expansion between the Northampton Loop and the West Coast Main Line fast lines, integrating with the existing Rugby Parkway Station through a shared transport interchange and car park.

• Option 2: Expansion to the south of the West Coast Main Line fast lines, creating a largely independent station extension with its own interchange and car parking facilities.

Both options appear to be technically feasible based on the desk study information available, with no significant environmental, topographical, or engineering constraints identified. However, as the proposals are at a concept level of design, further development will be required to confirm the feasibility of the selected option.

In light of these findings, the following recommendations are made:

1. Safeguarding of Land

In order to protect the strategic development potential of the station and prevent future conflicts with residential or commercial development, Rugby Borough Council, in collaboration with Warwickshire County Council, should consider formally safeguarding the land required for both expansion options.

2. Further Technical Investigations

Prior to selection of a preferred option, further surveys shall be undertaken including ground investigations, topographical and utilities surveys, and OLE heights and staggers survey. These surveys will help to confirm the technical feasibility of the design and will refine costs and design assumptions surrounding each option.

3. Stakeholder Engagement and Requirements Definition

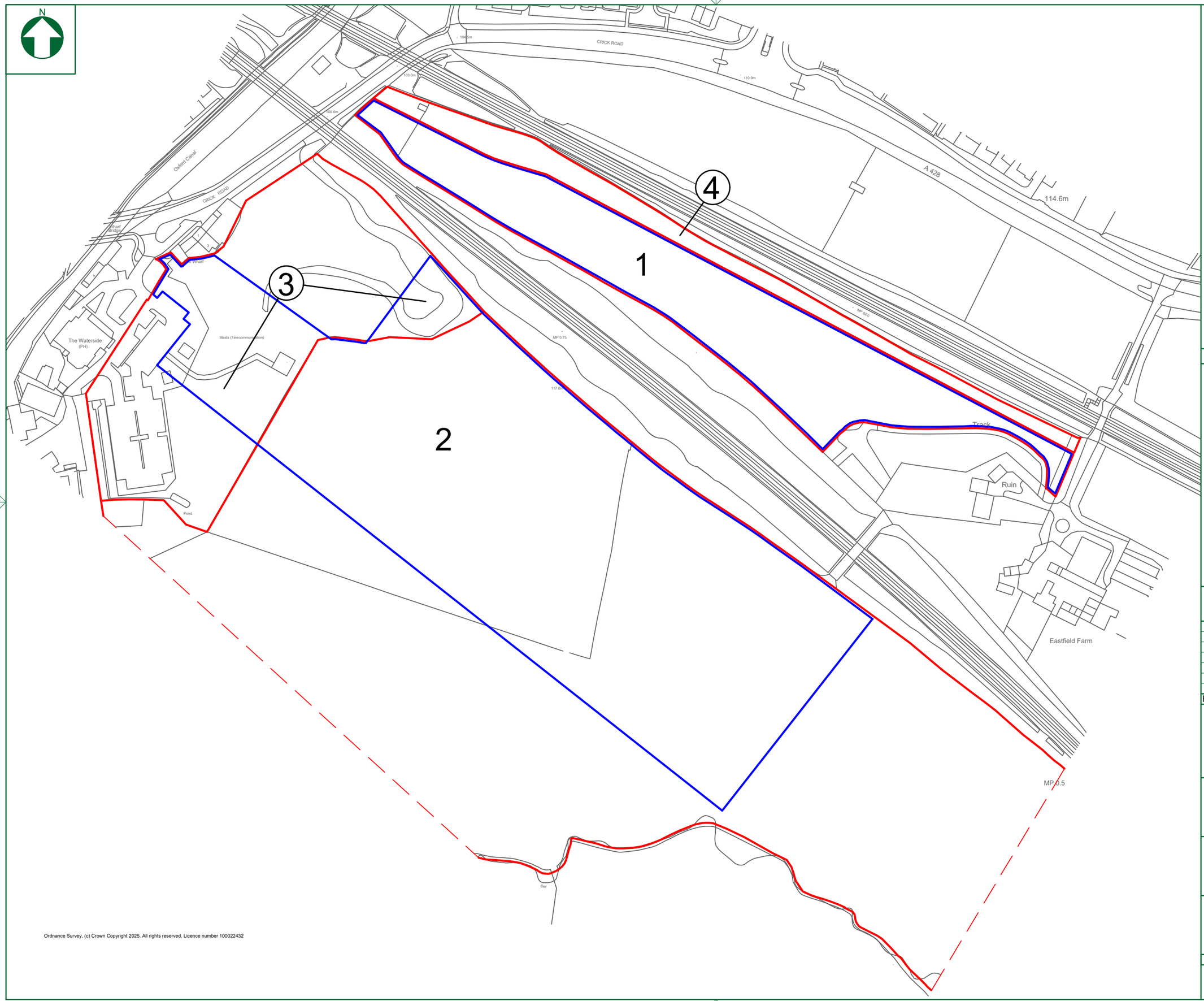
Engagement with Train Operating Companies (TOCs), Network Rail/Great British Rail, and the Department for Transport (DfT) should be progressed to confirm operational requirements, service aspirations, and platform length needs to inform any future design stage.

4. Development of a Strategic Outline Case (SOC)

Once sufficient technical information is available, a Strategic Outline Case should be prepared to establish the economic, financial, and strategic justification for expansion. This will support future funding bids and programme development.

Appendix 1

Proposed Safeguarding Boundary Plan.



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Key:

- Land Boundaries
- Land for safeguarding
- Land plot continues off plan

Land Owners

1. Landowner 1
2. Landowner 2
3. Landowner 3
4. Landowner 4

Status: APPROVED

Rev	Date	Description	Dr	Chk	Apvd
03	20/10/25	Updated landowner definitions	WT	SF	TM
02	13/10/25	Updated safeguarding boundary	WT	SF	TM
01	07/10/25	Initial Version	WT	SF	TM

SLC Property

Client: Warwickshire County Council

Project Title: Rugby Parkway

Drawing Title: Proposed Safeguarding Boundary Plan

Sheet Size: A3 | Scale: 1:2000 | Sheet: 1 of 1

Drawing Number: SLCP-WCC-RGP-036-DWG020-03